

Appendix K – Traffic Impact Analysis and Vehicle Miles Travelled



Traffic Study
for

Beaumont Summit Station Project In the City of Beaumont

Prepared for:
The City of Beaumont

February 2022

Kimley»»Horn

**TRAFFIC STUDY
FOR THE
BEAUMONT SUMMIT STATION PROJECT**

**IN THE
CITY OF BEAUMONT**

Prepared for:

The City of Beaumont

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February 2022

**TRAFFIC STUDY
BEAUMONT SUMMIT STATION PROJECT**

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**TRAFFIC STUDY
FOR THE PROPOSED
BEAUMONT SUMMIT STATION PROJECT
IN THE CITY OF BEAUMONT**

INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Beaumont Summit Station project in the City of Beaumont.

PROJECT DESCRIPTION

The Project site is located in the northwestern area of the City of Beaumont, immediately east of the Interstate 10 (I-10) Freeway. A project vicinity map is provided on **Figure 1**. The site is bounded by Cherry Valley Boulevard to the north, the I-10 Freeway to the west, Brookside Avenue to the south and generally vacant land to the east. Based on the City of Beaumont General Plan, the project site is currently zoned as single-family residential, but is currently vacant. The Project site is comprised of nine vacant parcels.

The Project site is divided into five parcels and will be developed in two phases. Phase 1 will include Parcels 1, 2, and 3 designated for industrial uses. These parcels are proposed to be developed with three separate industrial warehouse buildings, as follows:

- Building 1: 985,860 square-foot (SF) high-cube short-term storage building
- Building 2: 1,213,235 SF high-cube short-term storage building
- Building 3: 358,370 SF general warehouse

The Project proposed to amend the existing zoning from Single-Family Residential to Light Industrial for Parcels 1, 2, and 3 to allow for industrial uses. Phase 1 of construction is anticipated to begin the second quarter of 2023 and conclude in the third quarter of 2024.

Parcel 4 will be developed as part of Phase 2 and would include the development of Commercial uses, as follows:

- Four-story hotel: 220 rooms
- Shopping center: 25,000 SF
- High-turnover (sit-down) restaurant: 15,000 SF
- Fast-food restaurant with drive-throughs: 10,000 SF

Phase 2 of the Project is anticipated to begin early 2026 and finish mid to late 2027. A copy of the project site plan is provided on **Figure 2**. Project access would consist of three driveways along Cherry Valley Boulevard. The west and middle project driveways would be signalized and the east project driveway would be an unsignalized right-in-right-out (RIRO) only driveway.



NOT TO SCALE

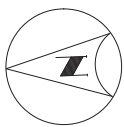
Project Site



LEGEND:
 (X) = Study Intersection

FIGURE 1
 VICINITY MAP





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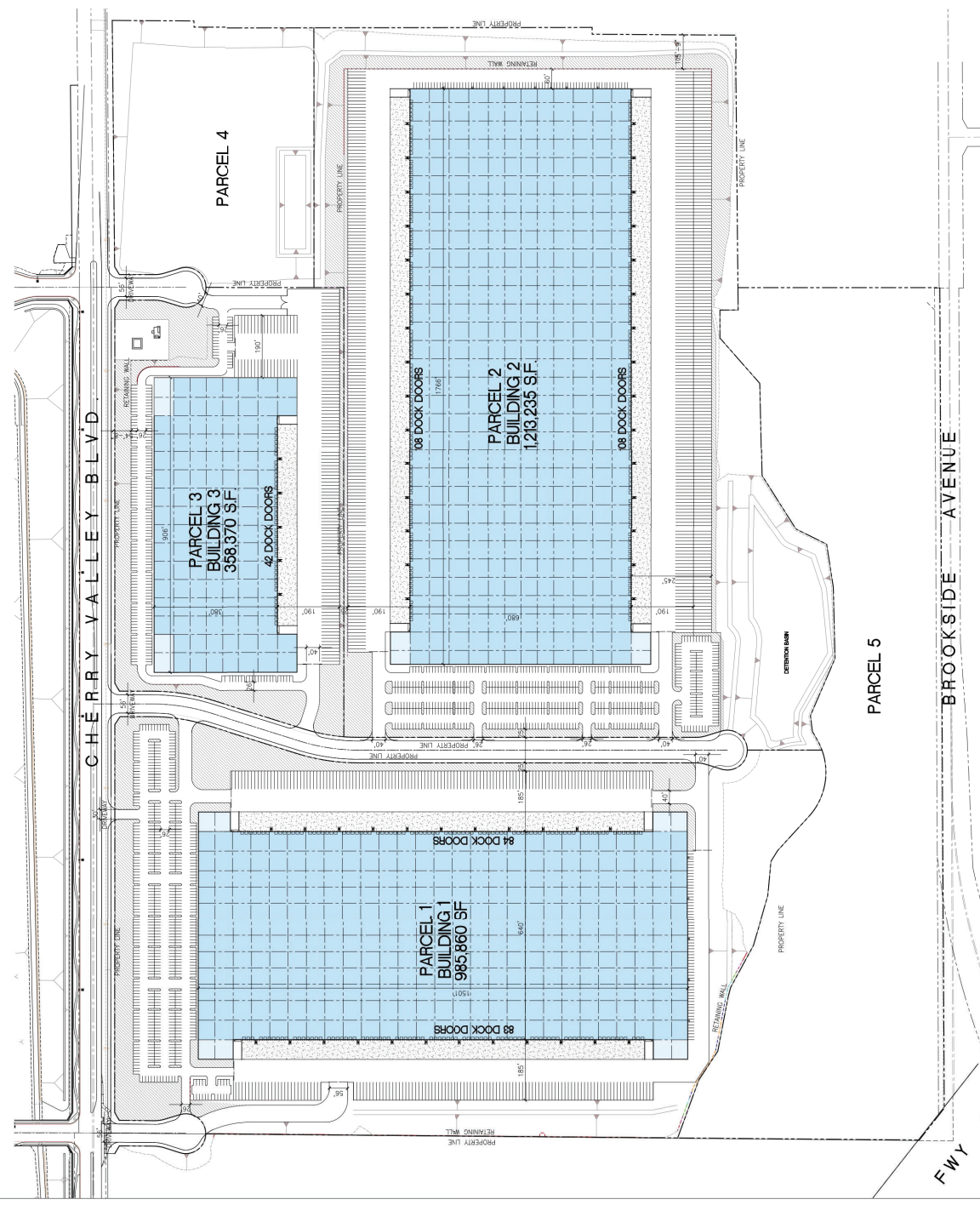


FIGURE 2
PROJECT SITE PLAN



ANALYSIS SCENARIOS AND METHODOLOGY

Analysis Scenarios

This traffic analysis will provide an evaluation of weekday morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Opening Year 2024 Cumulative
- Opening Year 2024 Cumulative Plus Project (Phase 1)
- Opening Year 2027 Cumulative
- Opening Year 2027 Cumulative Plus Project (Phases 1 and 2)
- Horizon Year 2040
- Horizon Year 2040 Plus Project (Phases 1 and 2)

Intersection Analysis – HCM Methodology

The City of Beaumont follows the County of Riverside traffic study procedures (*Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled – 2020*). Peak hour intersection operations are evaluated using the methodology outlined in the Highway Capacity Manual (HCM 6th Edition), consistent with the requirements of the City of Beaumont and the County of Riverside. The intersection analysis was conducted using the Vistro software program and using the specified input parameters required by the City.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average control delay per vehicle during the peak hours. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The charts on page 5 provide a description of the operating characteristics of each Level of Service and average seconds of delay for signalized and unsignalized intersections.

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

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) ¹	Unsignalized Intersections (Average delay per vehicle, in seconds) ²
A	≤ 10	0 - 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

¹ Source: Highway Capacity Manual (HCM 6th Edition), Exhibit 18-4.

² Source: Highway Capacity Manual (HCM 6th Edition), Exhibits 19-1 and 20-2.

Performance Criteria

The City of Beaumont General Plan states that Level of Service “D” is considered acceptable during the peak hours.

Significance Thresholds

A project -related traffic effect would be considered to be significant when the project traffic, when added to existing traffic, causes the Level of Service to deteriorate to below the target Level of Service, and effects cannot be mitigated through project conditions of approval. A cumulative effect would occur when cumulative traffic (existing plus ambient growth plus Cumulative Projects plus project traffic) exceeds the target Level of Service, and effects cannot be mitigated through the Transportation Uniform Mitigation Fee (TUMF) network, project conditions of approval, or other implementation mechanisms.

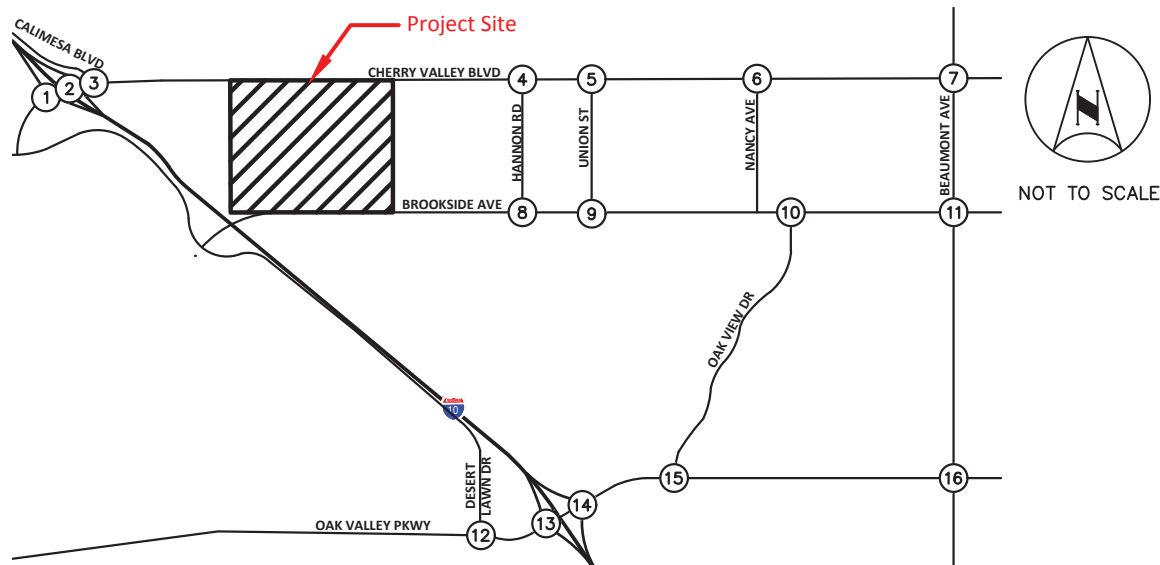
AREA CONDITIONS

Study Area

This traffic study includes documentation of existing conditions, future conditions, and identification of project-related deficiencies at the following study intersections:

1. I-10 EB Ramps at Cherry Valley Boulevard
2. I-10 WB Ramps at Cherry Valley Boulevard
3. Calimesa Boulevard at Cherry Valley Boulevard
4. Hannon Road at Cherry Valley Boulevard
5. Union Street at Cherry Valley Boulevard
6. Nancy Avenue at Cherry Valley Boulevard
7. Beaumont Avenue at Cherry Valley Boulevard
8. Hannon Road at Brookside Avenue
9. Union Street at Brookside Avenue
10. Oak View Drive at Brookside Avenue
11. Beaumont Avenue at Brookside Avenue
12. Desert Lawn Drive at Oak Valley Parkway
13. I-10 EB Ramps at Oak Valley Parkway
14. I-10 WB Ramps at Oak Valley Parkway
15. Oak View Drive at Oak Valley Parkway
16. Beaumont Avenue at Oak Valley Parkway
- D1. Cherry Valley Boulevard at West Driveway
- D2. Cherry Valley Boulevard at Middle Driveway
- D3. Cherry Valley Boulevard at East Driveway

The study locations were established in consultation with City of Beaumont staff through the Scoping Letter Agreement process. A copy of the approved Scoping Agreement is provided in **Appendix A**. The study intersection locations and their existing lane configurations are shown on **Figure 3**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	
	FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- = Defacto Right Turn

**FIGURE 3
EXISTING LANE CONFIGURATION AND
TRAFFIC CONTROL**

EXISTING TRANSPORTATION SYSTEM

Existing Roadway System

Regional vehicular access to the site is provided by the SR-60 and I-10 Freeways. The I-10 Freeway is an east-west freeway, located immediately west of the project site. The I-10 Freeway provides three travel lanes in each direction and connects directly to SR-79 (Beaumont Avenue) and SR-60. SR-60 is an east-west freeway located approximately 2.15 miles south of the project site. SR-60 provides two travel lanes in each direction. Southeast of the project site, SR-60 merges into the I-10 Freeway.

Local access to the project vicinity is provided by surrounding arterial and commuter roadways.

Cherry Valley Boulevard is an east-west undivided roadway that is immediately north of the project site and currently provides one travel lane in each direction. Cherry Valley Boulevard is shown as a Secondary Street in the Riverside County Circulation Element of the General Plan (Circulation Element). On-street parking is prohibited, and bike lanes are provided on both sides of the roadway. Cherry Valley Boulevard connects to the I-10 Freeway that is approximately one-half mile from the project site.

Brookside Avenue is an east-west divided roadway located immediately south of the project site and currently provides one travel lane in each direction. Brookside Avenue is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and there are no bike lanes provided.

Oak Valley Parkway is an east-west undivided roadway that currently provides two travel lanes in each direction. Oak Valley Parkway is shown as an Urban Arterial east of Potrero Boulevard on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Beaumont Avenue (SR-79) is north-south undivided roadway that currently provides one travel lane in each direction north of Oak Valley Parkway and two lane in each direction south of Oak Valley Parkway. Beaumont Avenue is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Calimesa Boulevard is a north-south undivided roadway that currently provides one travel lane in each direction. Calimesa Boulevard is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on the east side of the roadway.

Hannon Road is a north-south undivided roadway that provides one lane in each direction. Hannon Road is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Union Street is a north-south undivided roadway that provides one lane in each direction. Union Street is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Nancy Avenue is a north-south undivided roadway that provides one lane in each direction. Nancy Avenue is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides, and no bike lanes are provided.

Oak View Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Oak View Drive is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Desert Lawn Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Desert Lawn Drive is shown as an Urban Arterial on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Existing Transit Service

Public transportation within the City of Beaumont is provided by PASS Transit, operated by the Riverside County Transportation Commission (RCTC), the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The nearest bus stop to the Project site is Bus Route 3, located near the intersection of Cherry Valley Boulevard and Beaumont Avenue approximately 2 miles away from the project site.

Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and the I-10 Freeway. This shopping center is a transfer point for the PASS Banning lines, as well as the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines.

Existing Traffic Volumes

Due to the closure of schools and businesses during the COVID-19 pandemic, modifications to typical traffic count protocol have been used. Historical counts from 2017 were available for the following intersections:

1. I-10 EB Ramps at Cherry Valley Boulevard
2. I-10 WB Ramps at Cherry Valley Boulevard
3. Calimesa Boulevard at Cherry Valley Boulevard
5. Union Street at Cherry Valley Boulevard
6. Nancy Avenue at Cherry Valley Boulevard
7. Beaumont Avenue at Cherry Valley Boulevard

An ambient annual growth rate of two (2) percent per year was applied to the above study intersections to develop existing year 2021 volumes.

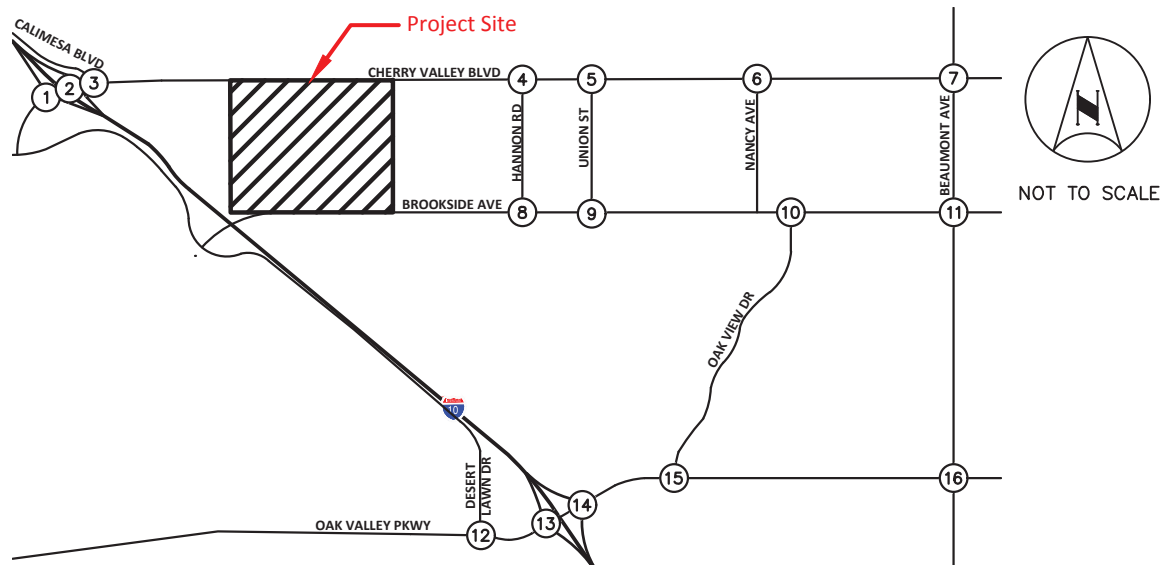
New traffic counts were collected during the morning (7-9 AM) and evening (4-6 PM) peak periods in May 2021, for all study intersections.

Based on a comparison of historical and new traffic count data, a COVID adjustment factor of 32% was applied to new traffic counts during the AM peak hour at the study intersections. In the PM peak hour, the new traffic counts were higher than the historical traffic counts grown to 2021. Therefore, the new 2021 counts were used for the study intersections in the PM peak hour.

Copies of the traffic count data worksheets are provided in **Appendix B**.

The intersection count data included vehicle classifications for passenger vehicles and trucks. Vehicle classifications are necessary to compute Passenger Car Equivalent (PCE) volumes, which are used in the traffic analysis to address the effects of truck traffic on intersection operation.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. PCE volume worksheets are provided in **Appendix C**. Existing morning and evening peak hour volumes with the PCE factors applied are presented on **Figure 4**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	
	FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 4
EXISTING TRAFFIC VOLUMES**

EXISTING TRAFFIC OPERATING CONDITIONS

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. Intersection analysis worksheets are provided in **Appendix D**. The results of the intersection analysis for Existing Conditions are shown on **Table 1**. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service in both peak hours with the following exception:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS E, PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F

PROJECT TRAFFIC

Project Trip Generation

Trip generation estimates for the project are based on daily and peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for the following uses:

- ITE Land Use 154: High-Cube Short-Term Storage
- ITE Land Use 150: Warehousing
- ITE Land Use 310: Hotel
- ITE Land Use 822: Strip Retail Plaza (<40k)
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant
- ITE Land Use 934: Fast-Food Restaurant w/ Drive-Through

Passenger car equivalent (PCE) factors were applied to the Project truck trips to determine the total PCE trips to be generated by the project.

Trip generation rates and the resulting project PCE trips for Phase 1 of the project are summarized on **Table 2**. Review of this table indicates that the Project is forecasted to generate 4,667 daily PCE trips on a weekday, with 303 PCE trips during the morning peak hour (233 inbound and 70 outbound) and 362 PCE trips (102 inbound and 260 outbound) during the evening peak hour.

Trip generation rates and the resulting project PCE trips for Phases 1 and 2 of the project are summarized on **Table 3**. Review of this table indicates that the Project is forecasted to generate 13,152 daily PCE trips on a weekday, with 835 PCE trips during the morning peak hour (520 inbound and 315 outbound) and 832 PCE trips (349 inbound and 483 outbound) during the evening peak hour. Further breakdown of project trip generation and PCE trips can be found in **Appendix A**.

**TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS**

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	42.5	E	82.6	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	72.4	F	23.9	C
3	Calimesa Boulevard at Cherry Valley Boulevard	U	17.4	C	20.7	C
4	Cherry Valley Boulevard at Hannon Road	U	15.4	C	16.3	C
5	Cherry Valley Boulevard at Union Street	U	9.8	A	11.0	B
6	Cherry Valley Boulevard at Nancy Avenue	U	10.2	B	11.0	B
7	Cherry Valley Boulevard at Beaumont Avenue	S	23.4	C	26.3	C
8	Brookside Avenue at Hannon Road	U	11.0	B	11.9	B
9	Brookside Avenue at Union Street	U	10.0	A	11.6	B
10	Brookside Avenue at Oak View Drive	U	8.4	A	8.8	A
11	Brookside Avenue at Beaumont Avenue	S	27.4	C	26.6	C
12	Oak Valley Parkway at Desert Lawn Drive	U	13.7	B	15.9	C
13	Oak Valley Parkway at I-10 EB Ramps	S	51.4	D	41.8	D
14	Oak Valley Parkway at I-10 WB Ramps	S	80.5	F	30.1	C
15	Oak Valley Parkway at Oak View Drive	S	19.2	B	15.6	B
16	Oak Valley Parkway at Beaumont Avenue	S	29.6	C	31.8	C

Notes:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION - PHASE 1
BEAUMONT SUMMIT STATION PROJECT

PROJECT TRIP GENERATION WITH PCE									
Project Land Use	Quantity	Unit	Daily	AM Peak Hour		PM Peak Hour		Total	Total
				In	Out	In	Out		
Proposed Use									
Buildings 1 & 2 (B-1 & B-2): High-Cube Short-Term Storage	2,199,095	KSF	3,826	169	51	220	78	196	274
Building 3 (B-3): Warehousing	358,370	KSF	841	64	19	83	24	64	88
Total Proposed Project PCE Trips			4,667	233	70	303	102	260	362

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

TABLE 3
SUMMARY OF PROJECT TRIP GENERATION - PHASE 1 AND 2
BEAUMONT SUMMIT STATION PROJECT

PROJECT TRIP GENERATION WITH PCE

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Buildings 1 & 2 (B-1 & B-2): High-Cube Short-Term Storage	2,199.095	KSF	3,826	169	51	220	78	196	274
Building 3 (B-3): Warehousing	358.370	KSF	841	64	19	83	24	64	88
Building 4 (B-4): Shopping Center	--	--	8,485	287	245	532	247	223	470
Total Proposed Project PCE Trips			13,152	520	315	835	349	483	832

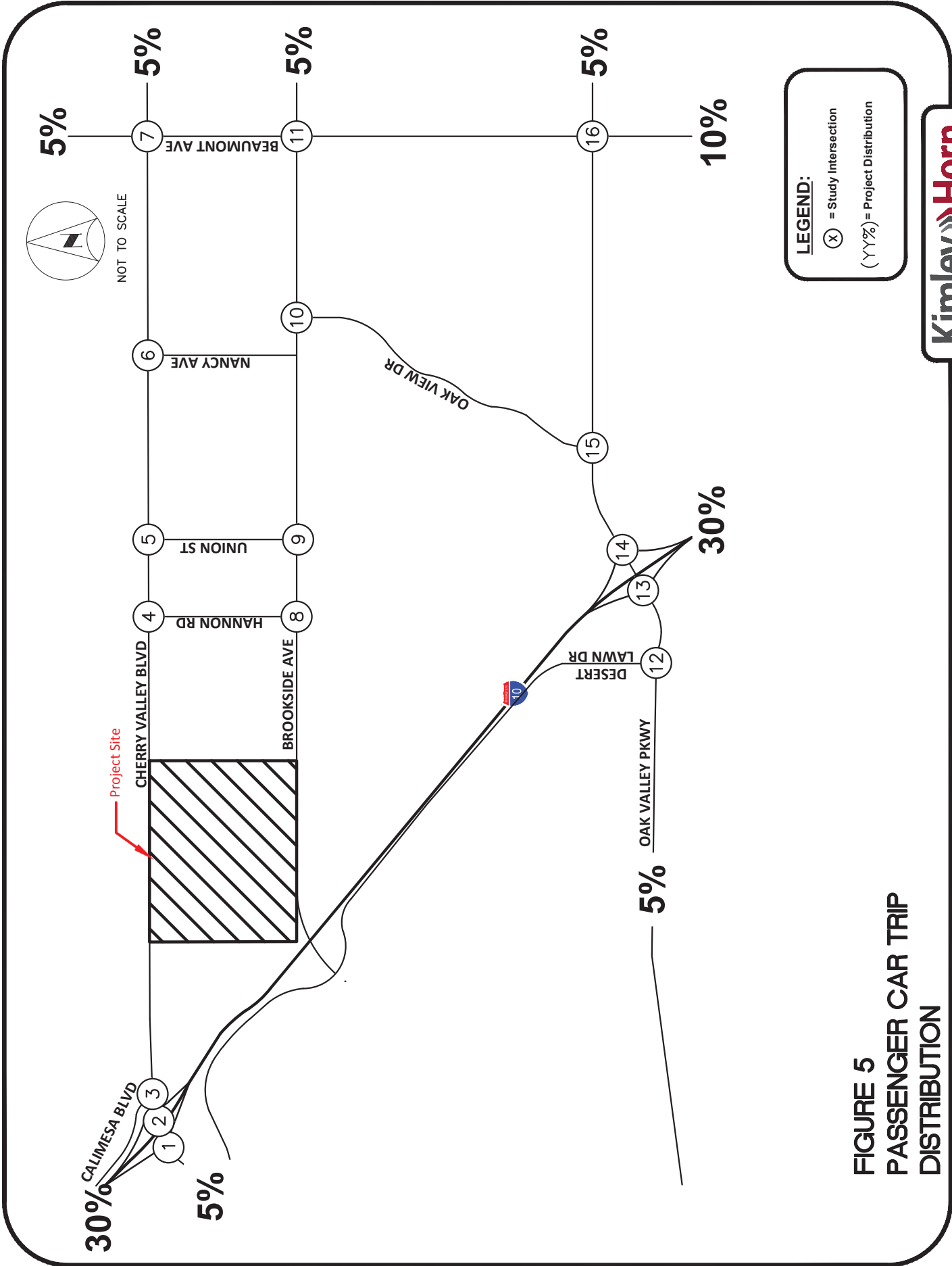
¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

Trip Distribution and Assignment

Trip distribution assumptions for the proposed project were developed based on current traffic patterns observed within the study area, as well as trip distribution assumptions for similar high-cube short-term storage buildings and warehouse projects. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution percentages at each study intersection were applied to the project trip generation estimates to determine the project trips through each intersection. Passenger Car trip distribution and assignment assumptions for the Project are shown on **Figure 5**. Truck trip distribution and assignment assumptions for the Project are shown on **Figure 6**. The resulting project trips for Phase 1 and Phases 1 and 2 at the study intersections are shown on **Figure 7** and **Figure 8**, respectively.



**FIGURE 5
 PASSENGER CAR TRIP
 DISTRIBUTION**

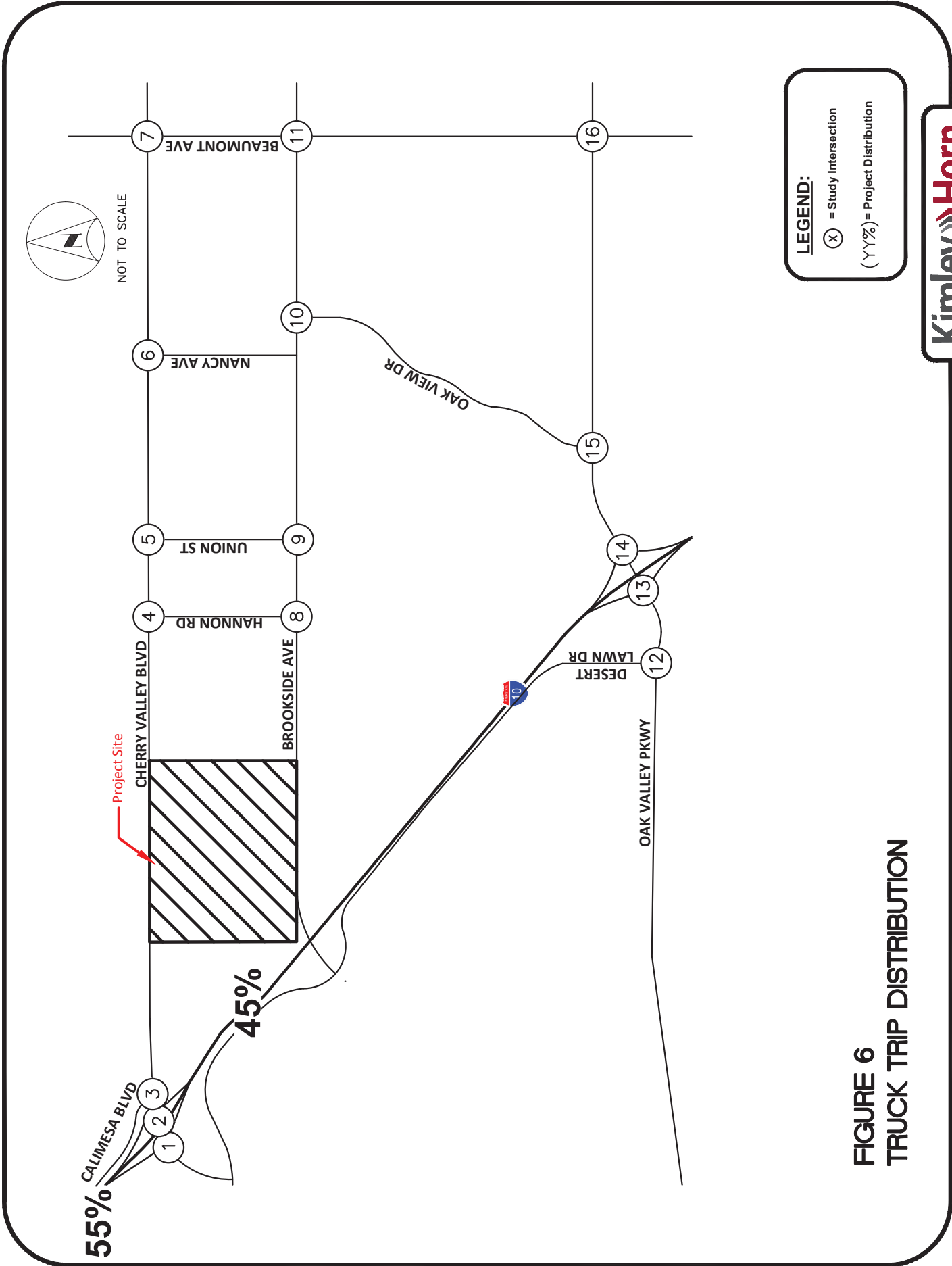
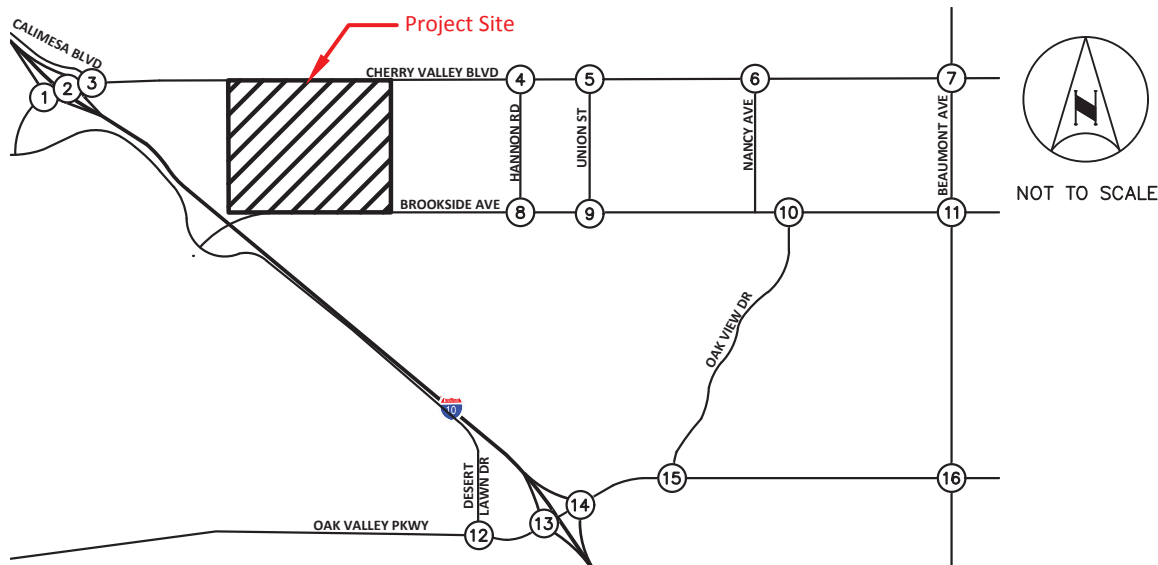


FIGURE 6
TRUCK TRIP DISTRIBUTION



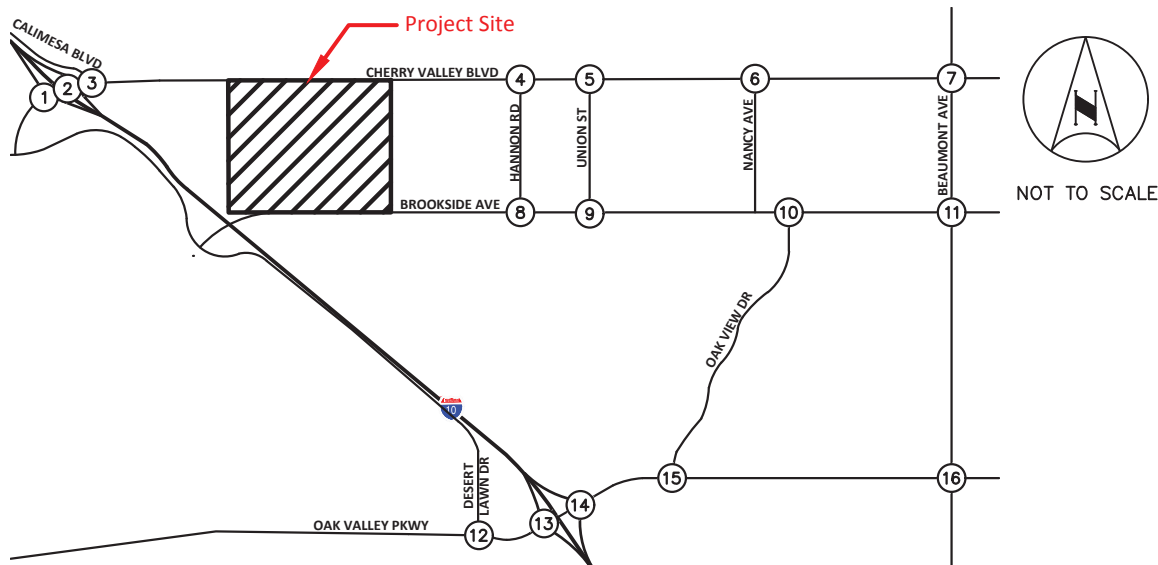
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LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7A
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1) - PASSENGER CARS**



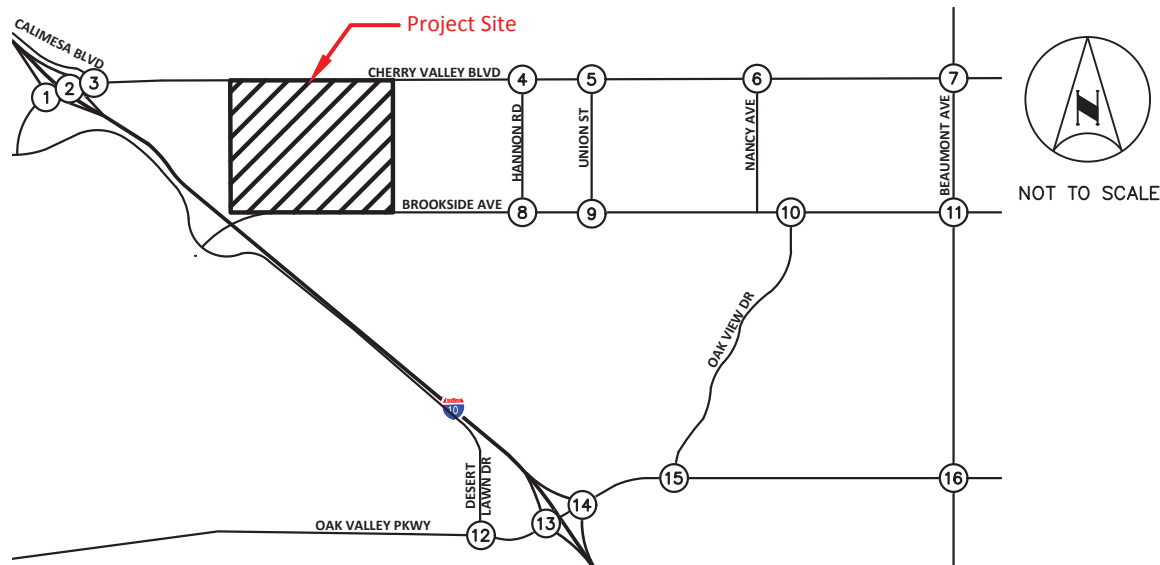
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11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7B
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1) - TRUCKS (PCE)**



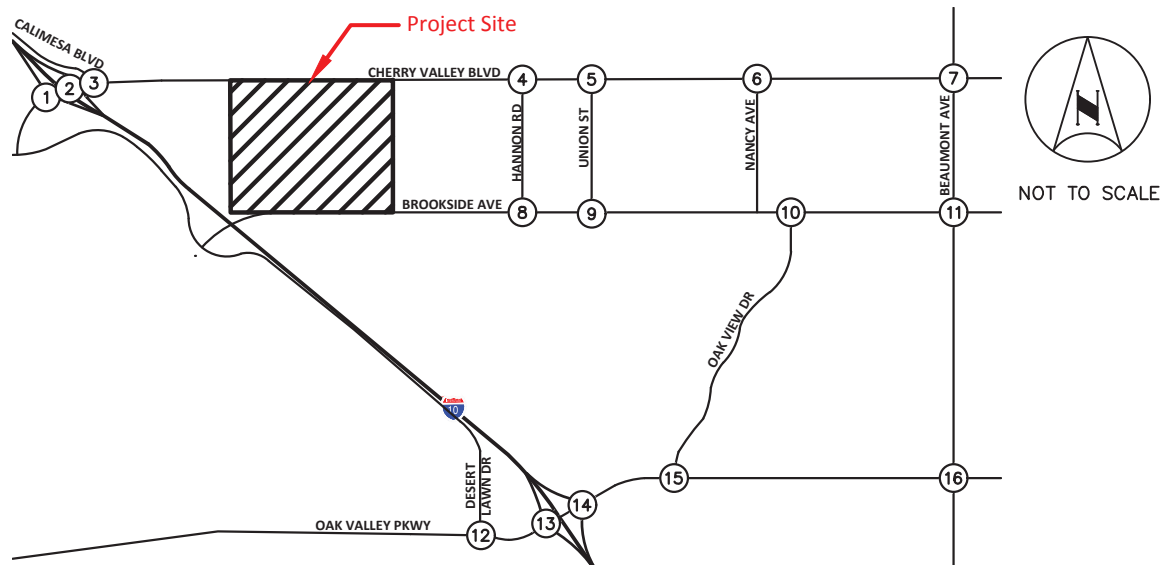
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
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16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7C
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1)**



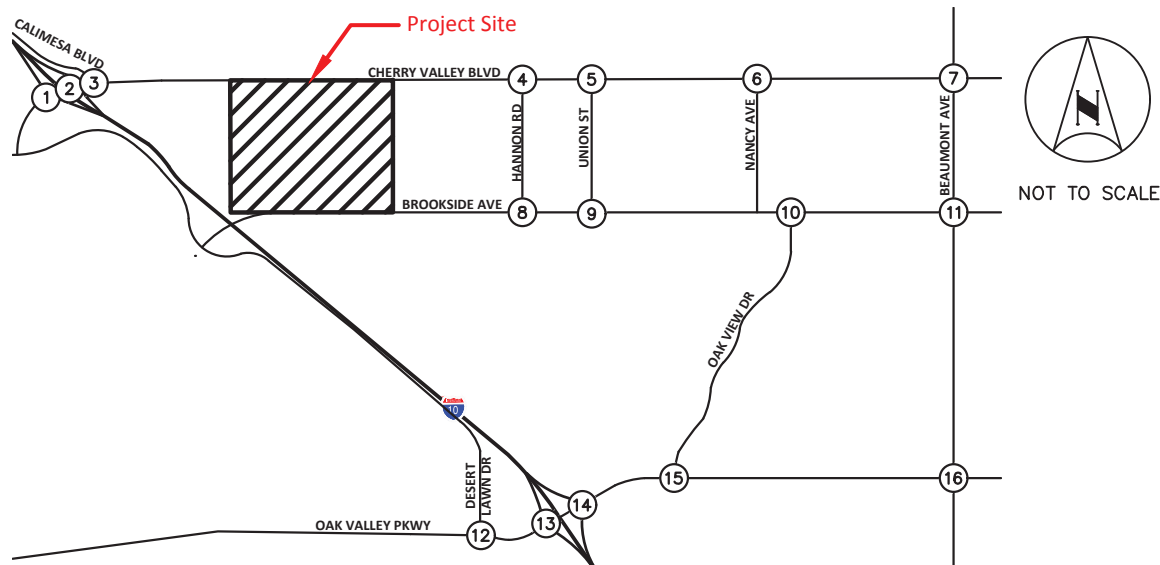
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8A
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1 AND 2) - PASSENGER CARS**



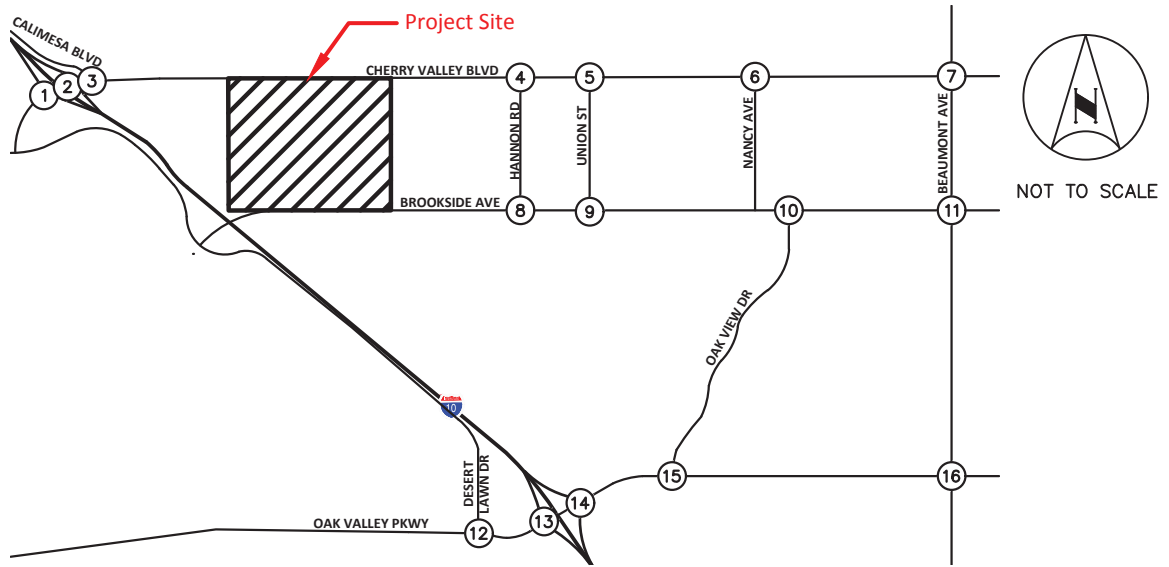
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8B
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1 AND 2) - TRUCKS (PCE)**



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 8C
PROJECT-RELATED TRAFFIC VOLUMES
(PHASE 1 AND 2)

OPENING YEAR 2024 CUMULATIVE CONDITIONS

The project Opening Year for Phase 1 is anticipated to be Year 2024. Opening Year 2024 traffic forecasts have been developed by adding an ambient growth factor of 2.0 percent per to existing traffic volumes at the study intersections.

Cumulative Projects

In addition to ambient growth, traffic from Cumulative Projects in the Project vicinity are added to the Opening Year forecasts to develop Opening Year 2024 Cumulative Conditions forecasts. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process but have not yet been approved.

Information regarding Cumulative Projects in the area was obtained from previously approved traffic studies in the area. A summary of the Cumulative Projects, including the associated trip generation is provided on **Table 4**. The trip generation estimates for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. The locations of the Cumulative Projects are shown on **Figure 9**.

Trip distribution and assignment for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. Traffic volumes associated with the Cumulative Projects were compiled for each of the study intersections and are shown on **Figure 10**. The Cumulative Projects traffic volumes were added to the Opening Year 2024 traffic volumes to develop Opening Year 2024 Cumulative forecasts, which are shown on **Figure 11**.

Peak Hour Intersection Operation

The results of the Opening Year 2024 Cumulative intersection analysis are summarized on **Table 5**. Review of this table shows that, with the addition of ambient growth and Cumulative Project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS E; PM: LOS F
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.

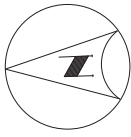
**TABLE 4
SUMMARY OF CUMULATIVE PROJECTS**

Proj #	Description	Land Use	Quantity	Units	Trip Generation Estimates						
					AM Peak Hour			PM Peak Hour			
					Daily	In	Out	Total	In	Out	Total
1	Noble Creek Vistas	Single-Family Detached Housing	648	DU	6,117	120	360	480	404	237	641
2	Cougar Ranch	Single-Family Detached Housing	148	DU	1,397	27	82	109	92	54	146
3	Oak Valley Greens Senior Center	Senior Adult Housing-Detached	372	DU	1,588	29	60	89	68	44	112
4	Oak Valley Village	Shopping Center	490.000	KSF	18,498	286	175	461	896	971	1,867
5	Kirkwood Ranch	Single-Family Detached Housing	403	DU	3,804	75	224	299	251	147	398
6	Sundance Corporate Center	General Office Building	300.000	KSF	2,922	299	49	348	55	290	345
7	Beaumont Commons	Single-Family Detached Housing	120	DU	878	13	42	55	42	25	67
8	Tuscany Townhomes	Multifamily Housing (Low-Rise)	188	DU	1,376	20	67	87	66	39	105
9	Prologis	General Light Industrial	2,200.000	KSF	10,912	1,355	185	1,540	180	1,206	1,386
10	Beaumont Industrial Park	Industrial Park	2,890.000	KSF	9,739	936	220	1,156	243	913	1,156
11	San Gorgonio Village	Shopping Center	130.000	KSF	4,908	76	46	122	238	258	496
12	Jerome Taurek	Single-Family Detached Housing	244	DU	2,303	45	135	180	152	89	241
13	Legacy Highlands (Phase 1)	Single-Family Detached Housing	1,159	DU	6,963	128	346	474	394	231	625
14	Hidden Canyon Industrial Park	No Land Use	2,890.000	KSF	5,438	221	119	340	125	253	378
15	Fairway Canyon	Single-Family Detached Housing	1,650	DU	15,576	305	916	1,221	1,030	604	1,634
16	Potrero Creek Estates	Single-Family Detached Housing	700	DU	6,608	130	389	519	437	256	693
17	High-Cube Fulfillment Center	High-Cube Parcel Hub Warehouse	4,500.000	KSF	34,875	1,575	1,575	3,150	1,958	923	2,881
	General Light Industrial	General Light Industrial	500.000	KSF	2,480	308	42	350	41	274	315
	Hotel	Hotel	125	Room	1,045	35	24	59	38	37	75
	Multipurpose Recreational Facility (Go-Cart)	Multipurpose Recreational Facility	77.00	KSF	-	-	-	-	152	124	276
	Rock Climbing	Rock Climbing Gym	26.000	KSF	-	12	24	36	24	18	42
	Miniature Golf	Miniature Golf Course	36	Hole	-	-	-	-	4	8	12
	Trampoline Park	Trampoline Park	24.000	KSF	-	-	-	-	17	19	36
	Bowling Alley	Bowling Alley	40.000	KSF	-	31	2	33	30	16	46
18	Beyond Beaumont Commercial		6,580	KSF	229	14	4	18	6	16	22
19	CUP 03629	Mini-Warehouse	90	Storage Units	1,616	64	61	125	88	88	176
20	TR 31966	Single-Family Detached Housing	60	DU	566	11	33	44	37	22	59
21	TTM 30545 Holbert Ranch	Single-Family Detached Housing	131	DU	1,237	24	73	97	82	48	130
22	Borstein Property	Single-Family Detached Housing	209	DU	1,973	39	116	155	130	76	206
	San Gorgonio Crossing	High-Cube Warehouse	1,861	KSF	3,126	141	64	205	69	154	223
23	Heartland	Single-Family Detached Housing	988	DU	9,327	183	548	731	617	362	979
		Shopping Center	126.000	KSF	4,757	73	45	118	230	250	480
24	American Villas	Single-Family Detached Housing	36	DU	340	7	20	27	22	13	35
	8th Street Condos	Multifamily Housing (Low-Rise)	16	DU	117	2	6	8	6	3	9
	Pennsylvania Ave Apartments	Multifamily Housing (Low-Rise)	8,000	DU	59	1	3	4	3	2	5
25	Sundance	Single-Family Detached Housing	4,716	DU	44,519	872	2,617	3,489	2,943	1,726	4,669
26	Rolling Hills Ranch Industrial Prologis	Warehousing	1,200.000	KSF	2,088	157	47	204	61	167	228
27	Dowling Orchard Business Park	Warehousing	548.820	KSF	955	72	21	93	28	76	104
28	Farmer Boys	Shopping Center	6,752	KSF	255	4	2	6	12	13	25
	Ramona Tire / Firestone	Shopping Center	4,792	KSF	181	3	2	5	9	9	18
29	Aspen Creek (TT 31426)	Single-Family Detached Housing	106	DU	1,001	20	59	79	66	39	105
30	Taurek (Tract No. 31162)	Single-Family Detached Housing	244	DU	2,303	45	135	180	152	89	241
31	Pacific Scene (Tract No. 32850)	Single-Family Detached Housing	95	DU	897	18	53	71	59	35	94
32	Jack Rabbit Trail	Single-Family Detached Housing	2,000	DU	18,880	370	1,110	1,480	1,248	732	1,980
		Shopping Center	49.005	KSF	1,850	29	17	46	90	97	187
33	Four Seasons (Tract NO. 31462)	Single-Family Detached Housing	2,041	DU	19,267	378	1,133	1,511	1,274	747	2,021
		Shopping Center	95.832	KSF	3,618	56	34	90	175	190	365

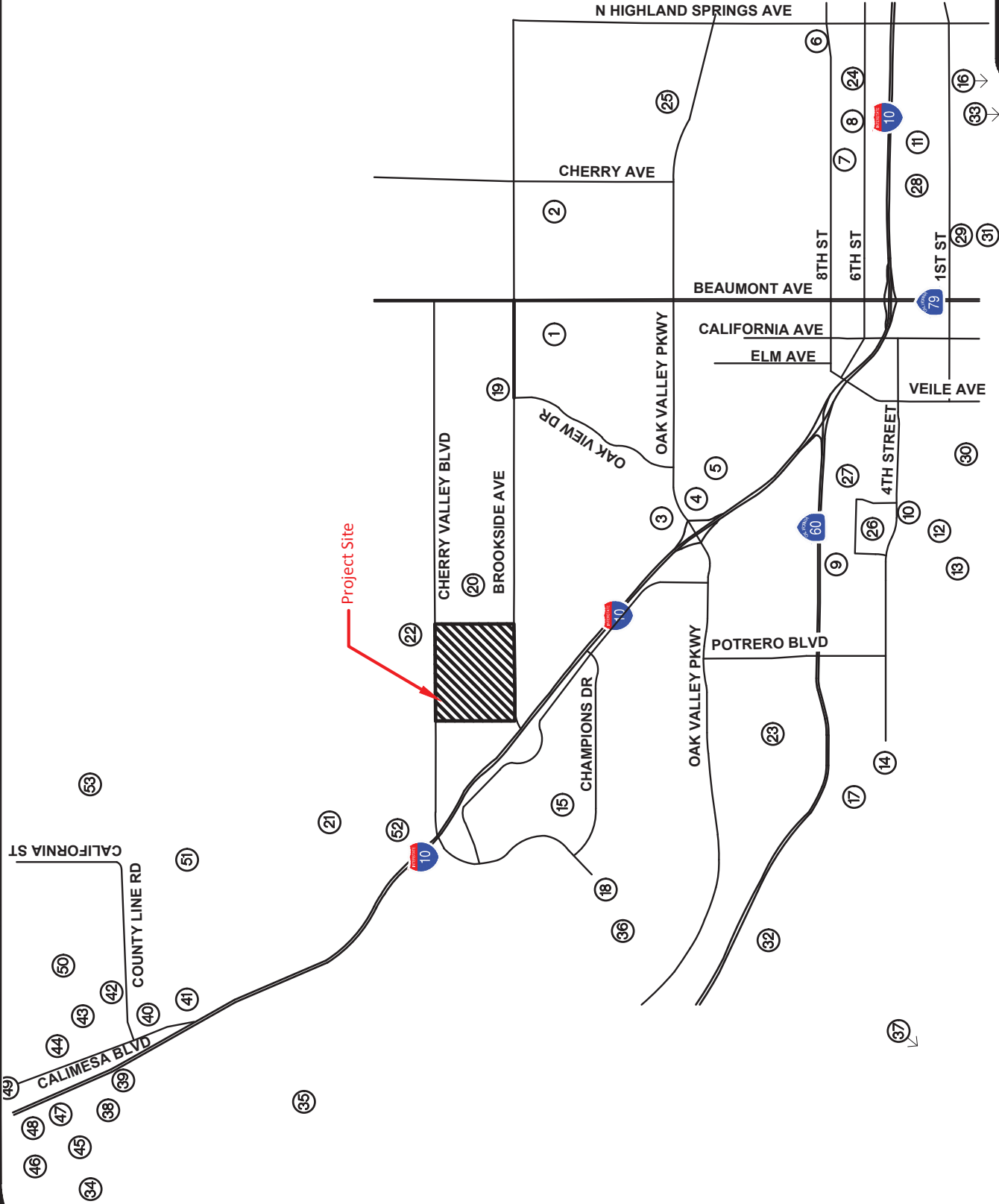
**TABLE 4
SUMMARY OF CUMULATIVE PROJECTS**

Proj #	Description	Land Use	Quantity	Units	Trip Generation Estimates						
					AM Peak Hour			PM Peak Hour			
					Daily	In	Out	Total	In	Out	Total
34	TTM 33931 Fiesta Oak Valley / Mesa Verde Estates	Single Family Residential	3535	DU	33,370	654	1,962	2,616	2,206	1,294	3,500
		Condos/Townhomes	453	DU	3,316	48	160	208	160	94	254
		Active Park	48.000	Acre	37	1	0	1	3	2	5
		Recreational Community Center	9.000	KSF	259	10	5	15	10	11	21
		Elementary School	1200	Student	2,268	434	370	804	98	106	204
		Commercial Retail	200.000	KSF	7,550	117	71	188	366	396	762
35	Summerwind Ranch	Single-Family Detached Housing	3,683	DU	34,768	681	2,044	2,725	2,298	1,348	3,646
		Elementary School	1,200	Student	2,268	434	370	804	98	106	204
		Middle School/Junior High School	900	Student	1,917	282	240	522	75	78	153
		Business Park	1,579.000	KSF	19,643	385	246	631	305	358	663
		Shopping Center	1,000.000	KSF	37,750	583	357	940	1,829	1,981	3,810
36	Sun Cal / Various Builders	Single-Family Detached Housing	2,366	DU	22,335	438	1,313	1,751	1,476	866	2,342
		Shopping Center	505.296	KSF	19,075	295	180	475	924	1,001	1,925
37	World Logistics Center	Warehousing	21,450.000	KSF	37,323	2,810	837	3,647	1,094	2,982	4,076
38	TAZ 28	Single-Family Detached Housing	193	DU	1,822	36	107	143	120	71	191
		General Office Building	182.342	KSF	1,776	182	30	212	34	176	210
		Shopping Center	130.244	KSF	4,917	76	46	122	238	258	496
39	TAZ 29	General Light Industrial	59.512	KSF	295	37	5	42	5	33	38
		General Office Building	49.876	KSF	486	50	8	58	9	48	57
		Business Park	26.737	KSF	333	7	4	11	5	6	11
		Shopping Center	69.827	KSF	2,636	41	25	66	128	138	266
40	TAZ 30	General Office Building	2.363	KSF	23	2	0	2	0	2	2
		Shopping Center	1.688	KSF	64	1	1	2	3	3	6
41	TAZ 31	General Office Building	86.826	KSF	846	87	14	101	16	84	100
		Shopping Center	62.019	KSF	2,341	36	22	58	113	123	236
42	TAZ 32	Single-Family Detached Housing	94	DU	887	17	52	69	59	34	93
43	TAZ 33	General Light Industrial	35.109	KSF	174	22	3	25	3	19	22
		Multifamily Housing (Low-Rise)	41	DU	300	4	15	19	14	8	22
		General Office Building	9.605	KSF	94	10	2	12	2	9	11
		Business Park	78.147	KSF	972	19	12	31	15	18	33
		Shopping Center	6.861	KSF	259	4	2	6	13	14	27
44	TAZ 34	General Office Building	76.459	KSF	745	76	12	88	14	74	88
		Shopping Center	54.613	KSF	2,062	32	19	51	100	108	208
45	TAZ 35	Single-Family Detached Housing	28	DU	264	5	16	21	17	10	27
46	TAZ 36	Single-Family Detached Housing	17	DU	160	3	9	12	11	6	17
47	TAZ 37	Single-Family Detached Housing	6	DU	57	1	3	4	4	2	6
		General Office Building	16.618	KSF	162	17	3	20	3	16	19
		Shopping Center	11.870	KSF	448	7	4	11	22	24	46
48	TAZ 38	General Office Building	97.269	KSF	947	97	16	113	18	94	112
		Shopping Center	69.478	KSF	2,623	41	25	66	127	138	265
49	TAZ 39	General Office Building	42.460	KSF	414	42	7	49	8	41	49
		Shopping Center	103.023	KSF	3,889	60	37	97	188	204	392
50	TAZ 40	Single-Family Detached Housing	478	DU	4,512	88	265	353	298	175	473
51	Singleton Heights (Mastercraft) TR 26811	Single-Family Detached Housing	268	DU	2,530	50	149	199	167	98	265
52	Sunset Ranch (Osborne/Dunham) TR 31450	Single-Family Detached Housing	231	DU	2,181	43	128	171	144	85	229
53	JP Ranch ⁵	Single-Family Detached Housing	689	DU	6,504	127	382	509	430	252	682
		Shopping Center	72.700	KSF	2,744	42	26	68	133	144	277
Total Project Trips					526,934	17,143	20,889	38,032	27,747	25,128	52,875

DU = Dwelling Unit, KSF = 1,000 square feet, FP = Fueling Position



NOT TO SCALE

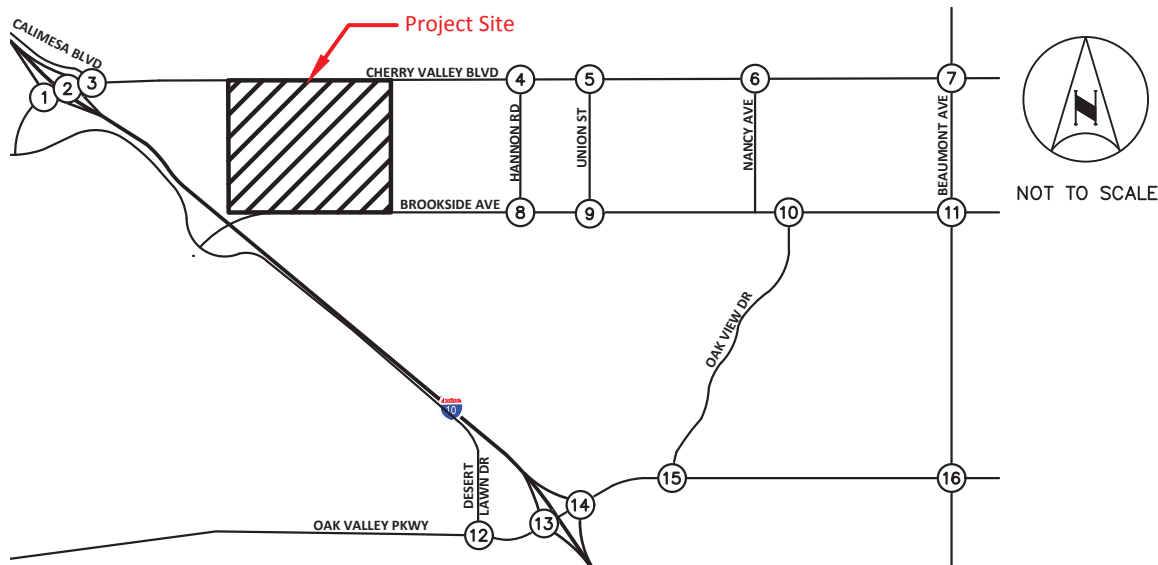


LEGEND:

(X) = Cumulative Project

**FIGURE 9
LOCATION OF CUMULATIVE PROJECTS**





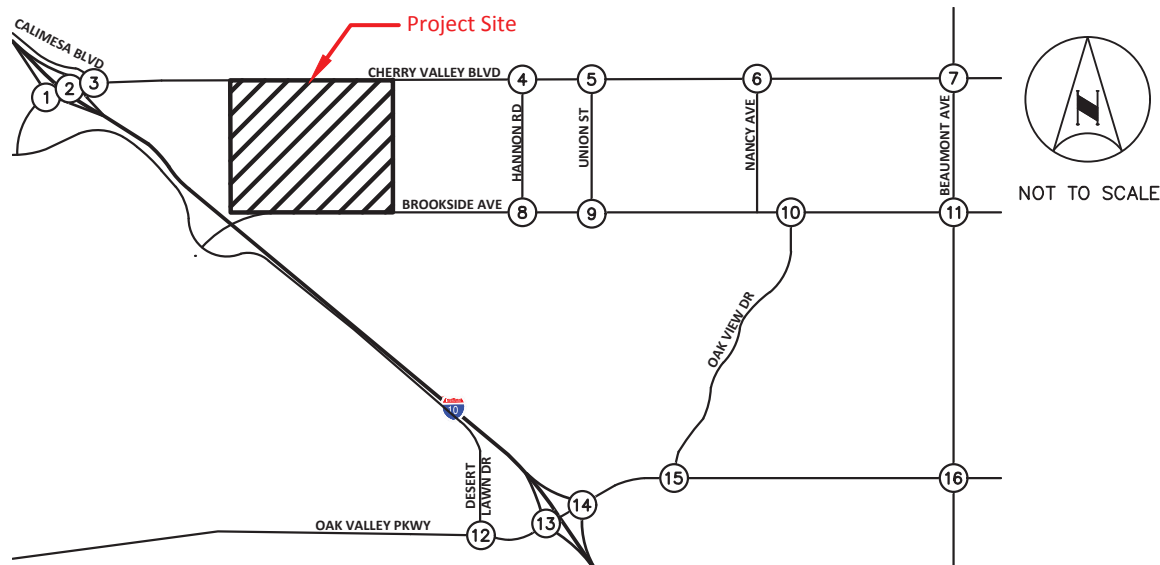
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 10
CUMULATIVE PROJECT TRAFFIC
VOLUMES**



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 11
OPENING YEAR 2024 CUMULATIVE
TRAFFIC VOLUMES

**TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 CUMULATIVE CONDITIONS**

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	295.0	F	537.9	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	220.6	F	289.1	F
3	Calimesa Boulevard at Cherry Valley Boulevard	U	46.0	E	229.3	F
4	Hannon Road at Cherry Valley Boulevard	U	25.6	D	29.7	D
5	Union Street at Cherry Valley Boulevard	U	15.6	C	26.0	D
6	Nancy Avenue at Cherry Valley Boulevard	U	16.0	C	22.2	C
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.0	C	31.1	C
8	Hannon Road at Brookside Avenue	U	11.2	B	12.1	B
9	Union Street at Brookside Avenue	U	10.1	B	11.8	B
10	Oak View Drive at Brookside Avenue	U	8.4	A	8.8	A
11	Beaumont Avenue at Brookside Avenue	S	33.4	C	54.8	D
12	Desert Lawn Drive at Oak Valley Parkway	U	60.0	F	115.2	F
13	I-10 EB Ramps at Oak Valley Parkway	S	359.2	F	1007.7	F
14	I-10 WB Ramps at Oak Valley Parkway	S	388.6	F	544.6	F
15	Oak View Drive at Oak Valley Parkway	S	23.0	C	96.9	F
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	384.8	F

Note:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

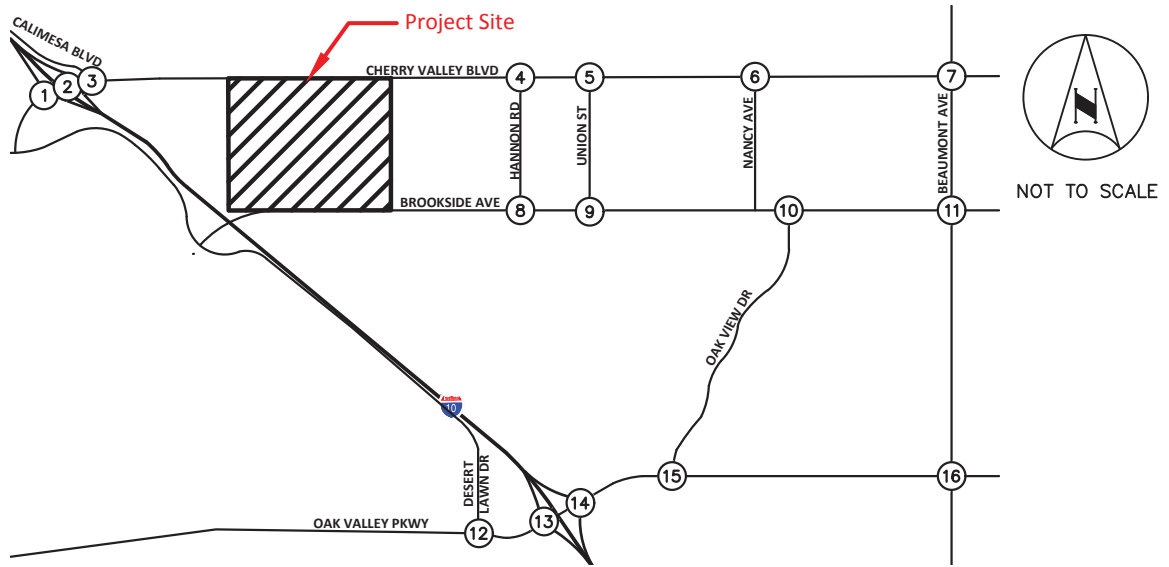
Opening Year 2024 Plus Cumulative Projects Plus Project (Phase 1) Conditions

Project-related traffic volumes for the Project were added to the Year 2024 Plus Cumulative Projects forecasts to develop Opening Year 2024 Plus Project (Phase 1) traffic forecast volumes. The resulting traffic volumes are shown on **Figure 12**.

The results of the Year 2024 Plus Project (Phase 1) intersection analysis are shown on **Table 6**. Review of this table shows that, with the addition of ambient growth, cumulative project volumes, and the project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – PM: LOS E
- #5 – Union Street at Cherry Valley Boulevard – PM: LOS E
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 12
OPENING YEAR 2024 CUMULATIVE PLUS
PROJECT (PHASE 1) TRAFFIC VOLUMES

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2024 CUMULATIVE PLUS PROJECT (PHASE 1) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Effect?	Without Project		With Project		Change in Delay	Sig Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	295.0	F	316.2	F	21.2	Yes	537.9	F	561.6	F	23.7	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	220.6	F	253.9	F	33.3	Yes	289.1	F	322.9	F	33.8	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	46.0	E	71.1	F	25.1	Yes	229.3	F	548.9	F	319.6	Yes
4	Hannon Road at Cherry Valley Boulevard	U	25.6	D	31.7	D	6.1	No	29.7	D	36.2	E	6.5	Yes
5	Union Street at Cherry Valley Boulevard	U	15.6	C	19.9	C	4.3	No	26.0	D	39.7	E	13.7	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	16.0	C	19.0	C	3.0	No	22.2	C	27.2	D	5.0	No
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.0	C	26.5	C	0.5	No	31.1	C	31.9	C	0.8	No
8	Hannon Road at Brookside Avenue	U	11.2	B	11.2	B	0.1	No	12.1	B	12.3	B	0.1	No
9	Union Street at Brookside Avenue	U	10.1	B	10.3	B	0.2	No	11.8	B	12.2	B	0.4	No
10	Oak View Drive at Brookside Avenue	U	8.4	A	8.8	A	0.4	No	8.8	A	9.1	A	0.3	No
11	Beaumont Avenue at Brookside Avenue	S	33.4	C	34.2	C	0.8	No	54.8	D	56.2	E	1.4	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	60.0	F	62.9	F	2.9	No	115.2	F	116.7	F	1.5	No
13	I-10 EB Ramps at Oak Valley Parkway	S	359.2	F	361.6	F	2.4	No	1007.7	F	1008.0	F	0.3	No
14	I-10 WB Ramps at Oak Valley Parkway	S	388.6	F	392.6	F	4.0	No	544.6	F	551.3	F	6.7	Yes
15	Oak View Drive at Oak Valley Parkway	S	23.0	C	25.4	C	2.4	No	96.9	F	104.8	F	7.9	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	200.5	F	0.0	No	384.8	F	384.9	F	0.1	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	3.3	A	-	-	-	-	5.8	A	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	4.1	A	-	-	-	-	7.8	A	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	9.4	A	-	-	-	-	11.5	B	-	-

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

OPENING YEAR 2027 CUMULATIVE CONDITIONS

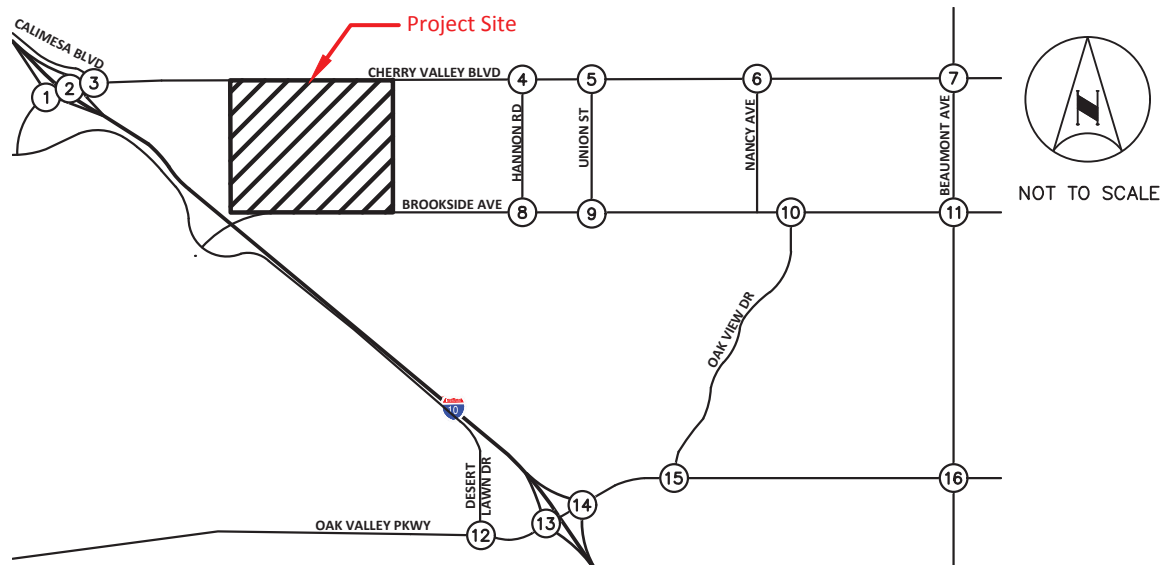
The project Opening Year for Phases 1 and 2 is anticipated to be Year 2027. Opening Year 2027 traffic forecasts have been developed by adding an ambient growth factor of 2.0 percent per year to Opening Year 2027 Cumulative traffic volumes at the study intersections. The resulting traffic volumes are shown on **Figure 13**.

Peak Hour Intersection Operation

The results of the Opening Year 2027 Cumulative intersection analysis are summarized on **Table 7**. Review of this table shows that, with the addition of ambient growth and Cumulative Project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 13
OPENING YEAR 2027 CUMULATIVE
TRAFFIC VOLUMES

TABLE 7
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2027 CUMULATIVE CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	566.0	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	239.0	F	306.7	F
3	Calimesa Boulevard at Cherry Valley Boulevard	U	53.1	F	310.2	F
4	Hannon Road at Cherry Valley Boulevard	U	28.0	D	32.6	D
5	Union Street at Cherry Valley Boulevard	U	17.0	C	30.6	D
6	Nancy Avenue at Cherry Valley Boulevard	U	17.4	C	25.2	D
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.2	C	31.8	C
8	Hannon Road at Brookside Avenue	U	11.3	B	12.4	B
9	Union Street at Brookside Avenue	U	10.1	B	12.0	B
10	Oak View Drive at Brookside Avenue	U	8.5	A	8.9	A
11	Beaumont Avenue at Brookside Avenue	S	34.7	C	60.3	E
12	Desert Lawn Drive at Oak Valley Parkway	U	69.5	F	127.0	F
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	1036.3	F
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	566.0	F
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	105.3	F
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	388.7	F

Note:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

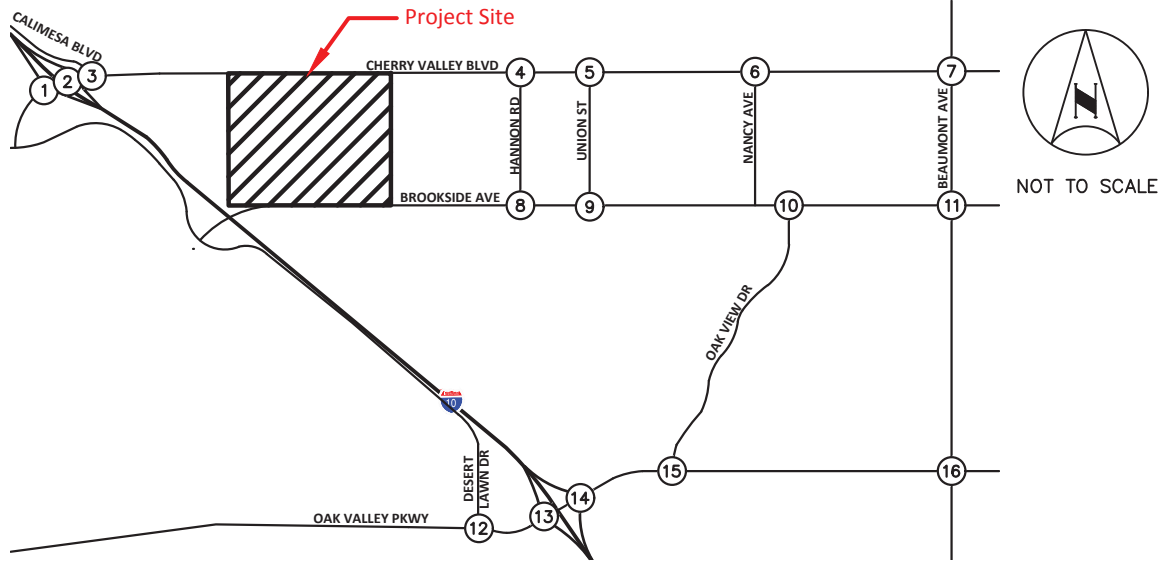
Opening Year 2027 Plus Cumulative Projects Plus Project (Phases 1 and 2) Conditions

Project-related traffic volumes for the Project were added to the Year 2027 Plus Cumulative Projects forecasts to develop Opening Year 2027 Plus Project (Phases 1 and 2) traffic forecast volumes. The resulting traffic volumes are shown on **Figure 14**.

The results of the Year 2027 Plus Project (Phases 1 and 2) intersection analysis are shown on **Table 8**. Review of this table shows that, with the addition of ambient growth, cumulative project volumes, and the project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS E; PM: LOS E
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 14
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT
(PHASE 1 AND 2) TRAFFIC VOLUMES

TABLE 8
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT (PHASE 1 AND 2) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Impact?	Without Project		With Project		Change in Delay	Sig Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	371.4	F	51.5	Yes	566.0	F	631.2	F	65.2	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	239.0	F	323.1	F	84.1	Yes	306.7	F	377.3	F	70.6	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	53.1	F	199.6	F	146.5	Yes	310.2	F	1417.6	F	1107.4	Yes
4	Hannon Road at Cherry Valley Boulevard	U	28.0	D	81.0	F	53.0	Yes	32.6	D	77.2	F	44.6	Yes
5	Union Street at Cherry Valley Boulevard	U	17.0	C	52.5	F	35.5	Yes	30.6	D	92.2	F	61.6	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	17.4	C	36.7	E	19.3	Yes	25.2	D	49.9	E	24.7	Yes
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.2	C	28.2	C	2.0	No	31.8	C	34.5	C	2.7	No
8	Hannon Road at Brookside Avenue	U	11.3	B	11.6	B	0.3	No	12.4	B	12.8	B	0.4	No
9	Union Street at Brookside Avenue	U	10.1	B	10.7	B	0.6	No	12.0	B	13.3	B	1.3	No
10	Oak View Drive at Brookside Avenue	U	8.5	A	10.3	B	1.8	No	8.9	A	10.3	B	1.4	No
11	Beaumont Avenue at Brookside Avenue	S	34.7	C	37.8	D	3.1	No	60.3	E	67.2	E	6.9	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	69.5	F	79.0	F	9.5	Yes	127.0	F	134.4	F	7.4	Yes
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	404.8	F	25.5	Yes	1036.3	F	1057.6	F	21.3	Yes
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	429.1	F	19.2	Yes	566.0	F	592.9	F	26.9	Yes
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	44.6	D	19.0	No	105.3	F	125.5	F	20.2	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	200.5	F	0.0	No	388.7	F	389.0	F	0.3	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	3.8	A	-	-	-	-	6.5	A	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	8.8	A	-	-	-	-	11.4	B	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	11.1	B	-	-	-	-	14.6	B	-	-

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

FUTURE HORIZON YEAR CONDITIONS

Horizon Year 2040 Forecasts

To derive intersection forecasts for the Horizon Year 2040 condition, the Riverside Transportation Analysis Model (RivTAM) Base Year 2012 and Horizon Year 2040 future traffic projections were used. The resulting traffic forecasts for Horizon Year conditions are shown on **Figure 15**.

The raw volumes obtained from the model output were post-processed by determining the annual growth between the base model year and the future model year and applying the growth increment to existing count volumes. This was accomplished using the B-Turns methodology developed by the Federal Highway Administration (FHWA). As a conservative approach, if a turning movement volume produced by this process was less than the Opening Year 2027 Cumulative forecast volume for that movement, manual adjustments were made to assure that all forecast Horizon Year volumes would not be less than the Opening Year 2027 Cumulative forecast volumes. The RivTAM Model plots and B-Turns worksheets are provided in **Appendix E**

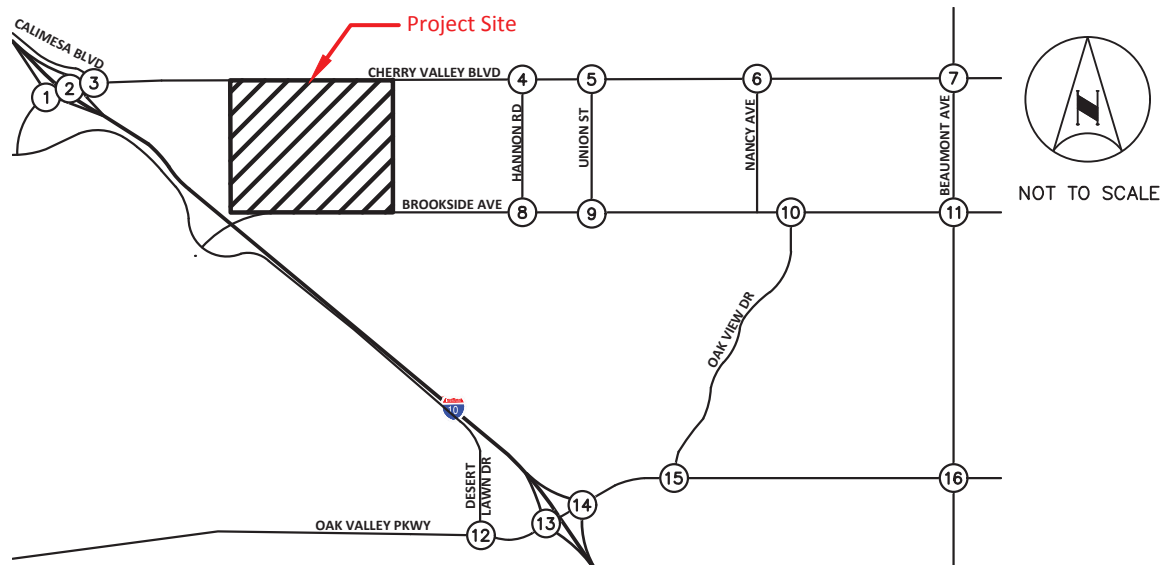
Horizon Year 2040 Operating Conditions

Intersection Level of Service analysis was conducted for the Horizon Year 2040 conditions. The resulting traffic volumes for Horizon Year 2040 conditions are shown on Figure 14 (previously mentioned). The results of the intersection analysis are shown on **Table 9**.

Review of this table indicates that, under Horizon Year 2040 conditions, the following intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 15
HORIZON YEAR 2040 TRAFFIC VOLUMES

TABLE 9
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	577.9	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	275.3	F	354.5	F
3	Calimesa Boulevard at Cherry Valley Boulevard	U	172.0	F	759.7	F
4	Hannon Road at Cherry Valley Boulevard	U	84.0	F	87.6	F
5	Union Street at Cherry Valley Boulevard	U	53.4	F	138.6	F
6	Nancy Avenue at Cherry Valley Boulevard	U	32.2	D	78.0	F
7	Beaumont Avenue at Cherry Valley Boulevard	S	29.4	C	32.9	C
8	Hannon Road at Brookside Avenue	U	13.3	B	15.2	C
9	Union Street at Brookside Avenue	U	10.7	B	12.1	B
10	Oak View Drive at Brookside Avenue	U	8.8	A	9.5	A
11	Beaumont Avenue at Brookside Avenue	S	36.8	D	71.0	E
12	Desert Lawn Drive at Oak Valley Parkway	U	92.9	F	158.5	F
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	1037.2	F
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	566.0	F
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	105.3	F
16	Beaumont Avenue at Oak Valley Parkway	S	203.6	F	393.8	F

Note:

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

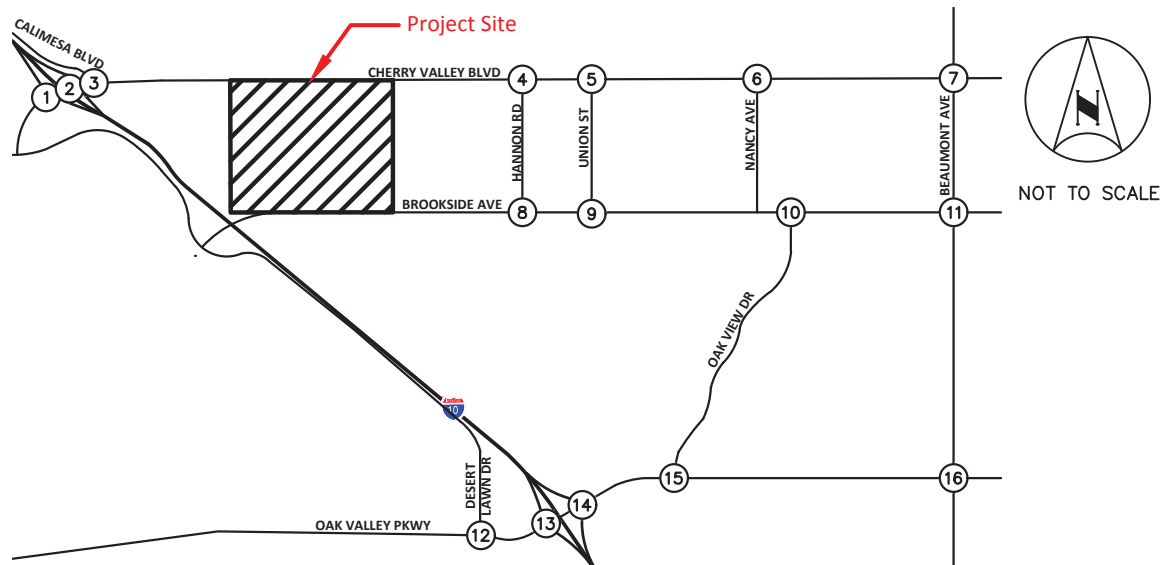
Horizon Year 2040 Plus Project (Phases 1 and 2) Conditions

Project-related traffic volumes for the Project were added to the Horizon Year 2040 forecasts to develop Horizon Year 2040 Plus Project (Phases 1 and 2) traffic forecast volumes. The resulting traffic volumes are shown on **Figure 16**.

The results of the Horizon Year 2040 Plus Project (Phases 1 and 2) intersection analysis are shown on **Table 10**. Review of this table indicates that, under Horizon Year 2040 conditions, the following intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in **Appendix D**.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 16
HORIZON YEAR 2040 PLUS PROJECT
(PHASE 1 AND 2) TRAFFIC VOLUMES

TABLE 10
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 PLUS PROJECT (PHASE 1 AND 2) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Impact?	Without Project		With Project		Change in Delay	Sig Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	371.4	F	51.5	Yes	577.9	F	643.3	F	65.4	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	275.3	F	370.6	F	95.3	Yes	354.5	F	422.0	F	67.5	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	172.0	F	729.8	F	557.8	Yes	759.7	F	3150.6	F	2390.9	Yes
4	Hannon Road at Cherry Valley Boulevard	U	84.0	F	380.7	F	296.7	Yes	87.6	F	334.0	F	246.4	Yes
5	Union Street at Cherry Valley Boulevard	U	53.4	F	141.4	F	88.0	Yes	138.6	F	235.1	F	96.5	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	32.2	D	72.5	F	40.3	Yes	78.0	F	127.3	F	49.3	Yes
7	Beaumont Avenue at Cherry Valley Boulevard	S	29.4	C	30.9	C	1.5	No	32.9	C	35.0	C	2.1	No
8	Hannon Road at Brookside Avenue	U	13.3	B	13.9	B	0.6	No	15.2	C	15.7	C	0.5	No
9	Union Street at Brookside Avenue	U	10.7	B	11.4	B	0.7	No	12.1	B	13.1	B	1.0	No
10	Oak View Drive at Brookside Avenue	U	8.8	A	10.8	B	2.0	No	9.5	A	11.6	B	2.1	No
11	Beaumont Avenue at Brookside Avenue	S	36.8	D	41.2	D	4.4	No	71.0	E	79.7	E	8.7	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	92.9	F	102.8	F	9.9	Yes	158.5	F	166.8	F	8.3	Yes
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	401.8	F	22.5	Yes	1037.2	F	1058.5	F	21.3	Yes
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	429.1	F	19.2	Yes	566.0	F	592.9	F	26.9	Yes
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	44.6	D	19.0	No	105.3	F	125.5	F	20.2	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	203.6	F	205.1	F	1.5	No	393.8	F	395.8	F	2.0	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	4.6	A	-	-	-	-	7.6	A	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	9.1	A	-	-	-	-	11.4	B	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	12.2	B	-	-	-	-	16.1	C	-	-

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

RECOMMENDED IMPROVEMENTS

Based on the impact criteria presented earlier in the report (page 5), the project effects would be considered significant at the following intersections under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 conditions:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard
- #2 – I-10 WB Ramps at Cherry Valley Boulevard
- #3 – Calimesa Boulevard at Cherry Valley Boulevard
- #4 – Hannon Road at Cherry Valley Boulevard
- #5 – Union Street at Cherry Valley Boulevard
- #6 – Nancy Avenue at Cherry Valley Boulevard
- #11 – Beaumont Avenue at Brookside Avenue
- #12 – Desert Lawn Drive at Oak Valley Parkway
- #13 – I-10 EB Ramps at Oak Valley Parkway
- #14 – I-10 WB Ramps at Oak Valley Parkway
- #15 – Oak View Drive at Oak Valley Parkway

Implementation of the following improvements under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 are recommended to either bring the intersection to an acceptable Level of Service or mitigate the project's effect at the study intersection:

#1 – I-10 EB Ramps at Cherry Valley Boulevard

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

#2 – I-10 WB Ramps at Cherry Valley Boulevard

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

#3 – Calimesa Boulevard at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#4 – Hannon Road at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#5 – Union Street at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#6 – Nancy Avenue at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane

#11 – Beaumont Avenue at Brookside Avenue

- Add EB right-turn overlap phase
- Add WB right-turn lane
- Add WB right-turn overlap phase
- Traffic Signal relocation and modification

#12 – Desert Lawn Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane

#13 – I-10 EB Ramps at Oak Valley Parkway

- Add a 2nd southbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

#14 – I-10 WB Ramps at Oak Valley Parkway

- Add a northbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

#15 – Oak View Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane
- Modify southbound right-turn lane to free right-turn lane
- Traffic Signal relocation and modification

A summary of the intersection operation before and after implementation of the recommended improvements is provided on **Table 11**. Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements toward future improvements, or a combination of these approaches. A summary of which improvements are part of the regional TUMF program are shown on **Table 12**. The project fair share proportion at deficient study intersections under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 are shown on **Tables 13, 14, and 15**, respectively.

I-10/CHERRY VALLEY BOULEVARD INTERCHANGE

The City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

SITE ADJACENT ROADWAY IMPROVEMENTS

The project would construct the following site adjacent roadway improvements:

- **Cherry Valley Boulevard**
 - Construction along the Project frontage to its ultimate half width as an Arterial Highway (128-foot right-of-way). A raised median will be constructed by the San Geronio Crossing project to the north.
- **Brookside Avenue**
 - Construction along the Project frontage to its ultimate halfwidth as a Secondary Highway (88-foot right-of-way)

SITE ACCESS IMPROVEMENTS

Project access would consist of three driveways along Cherry Valley Boulevard. The west and middle project driveways would be signalized, and the east project driveway would be an unsignalized right-in-right-out (RIRO) driveway. The project would construct the following site access improvements:

- **Cherry Valley Boulevard**
 - West Project Driveway
 - A signal modification to provide a four-legged traffic signal (future traffic signal to be installed by adjacent development).
 - Middle Project Driveway
 - Install new traffic signal
 - Construct a 300-foot dedicated eastbound right-turn pocket into the project driveway.
 - One dedicated left-turn and one dedicated right-turn lane at the northbound approach
 - East Project Driveway
 - Install a stop sign on the northbound approach and permit right-in-right-out access only.
- **Brookside Avenue**
 - No project-related access is planned along Brookside Avenue.

TABLE 11
SUMMARY OF INTERSECTION OPERATION
RECOMMENDED IMPROVEMENTS

Int. #	Intersection	Improvements	Peak Hour	Traffic Control	Opening Year 2024						Opening Year 2027						Horizon Year 2040					
					Without Project		With Project		With Improvements		Without Project		With Project		With Improvements		Without Project		With Project		With Improvements	
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	Construct Traffic Signal (TUMF) Add WB left-turn lane (TUMF) Add EB right-turn lane (TUMF) Add SB right-turn lane (TUMF)	AM	S	295.0	F	316.2	F	85.1	F	319.9	F	371.4	F	115.1	F	319.9	F	371.4	F	115.1	F
			PM	S	537.9	F	561.6	F	168.6	F	566.0	F	631.2	F	222.2	F	577.9	F	643.3	F	228.0	F
			AM	S	220.6	F	253.9	F	82.5	F	239.0	F	323.1	F	88.7	F	275.3	F	370.6	F	113.4	F
2	I-10 WB Ramps at Cherry Valley Boulevard	Construct Traffic Signal (TUMF) Add NE left-turn lane (TUMF) Add EB left-turn lane (TUMF) Add WB right-turn lane	PM	S	289.1	F	322.9	F	21.7	C	306.7	F	377.3	F	21.5	C	354.5	F	422.0	F	21.5	C
			AM	S	46.0	E	71.1	F	8.6	A	53.1	F	199.6	F	8.5	A	172.0	F	729.8	F	9.7	A
			PM	S	229.3	F	548.9	F	10.0	A	310.2	F	1417.6	F	10.8	B	759.7	F	3150.6	F	12.9	B
4	Hannon Road at Cherry Valley Boulevard	Add 2nd EB through lane Add 2nd WB through lane Construct Traffic Signal	AM	S	--	--	--	--	--	--	28.0	D	81.0	F	6.1	A	84.0	F	380.7	F	9.8	A
			PM	S	29.7	D	36.2	E	3.7	A	32.6	D	77.2	F	4.1	A	87.6	F	334.0	F	5.8	A
			AM	S	--	--	--	--	--	--	17.0	C	52.5	F	14.5	B	53.4	F	141.4	F	22.2	C
5	Union Street at Cherry Valley Boulevard	Add 2nd EB through lane Add 2nd WB through lane Construct Traffic Signal	PM	S	26.0	D	39.7	E	4.0	A	30.6	D	92.2	F	4.8	A	138.6	F	235.1	F	5.5	A
			AM	U	--	--	--	--	--	--	17.4	C	36.7	E	12.5	B	32.2	D	72.5	F	14.6	B
			PM	U	--	--	--	--	--	--	25.2	D	49.9	E	13.8	B	78.0	F	127.3	F	19.5	C
11	Beaumont Avenue at Brookside Avenue	Add EB right-turn overlap Add WB right-turn lane with overlap Add WB right-turn lane Traffic Signal relocation and modification	AM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	S	54.8	D	56.2	E	27.0	C	60.3	E	67.2	E	28.6	C	71.0	E	79.7	E	30.5	C
			AM	U	--	--	--	--	--	--	69.5	F	79.0	F	19.2	C	92.9	F	102.8	F	30.5	D
12	Desert Lawn Drive at Oak Valley Parkway	Add 2nd EB through lane (TUMF)	PM	U	--	--	--	--	--	--	127.0	F	134.4	F	27.0	D	158.5	F	166.8	F	47.0	E
			AM	S	--	--	--	--	--	--	379.3	F	404.8	F	145.4	F	379.3	F	401.8	F	144.3	F
			PM	S	--	--	--	--	--	--	1036.3	F	1057.6	F	428.1	F	1037.2	F	1058.5	F	427.0	F
14	I-10 WB Ramps at Oak Valley Parkway	Add NE left-turn lane (TUMF) Add 2nd EB through lane (TUMF) Add 2nd WB through lane (TUMF)	AM	S	--	--	--	--	--	--	409.9	F	429.1	F	290.8	F	409.9	F	429.1	F	290.8	F
			PM	S	544.6	F	551.3	F	217.6	F	566.0	F	592.9	F	235.6	F	566.0	F	592.9	F	235.6	F
			AM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
15	Oak View Drive at Oak Valley Parkway	Add 2nd EB through lane (TUMF) Modify SB right-turn lane to free right-turn lane Traffic Signal relocation and modification	PM	S	96.9	F	104.8	F	10.0	B	105.3	F	125.5	F	11.5	B	105.3	F	125.5	F	11.5	B
			AM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 12
SUMMARY OF RECOMMENDED IMPROVEMENTS IN TUMF PROGRAM

#	Intersection	Jurisdiction	Recommended Improvements	Improvements in TUMF?
1	I-10 EB Ramps at Cherry Valley Boulevard	Caltrans	Construct Traffic Signal	Yes
			Add WB left-turn lane	Yes
			Add EB right-turn lane	Yes
			Add SB right-turn lane	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	Caltrans	Construct Traffic Signal	Yes
			Add NB left-turn lane	Yes
			Add EB left-turn lane	Yes
			Add WB right-turn lane	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	Calimesa	Add 2nd EB through lane	Yes
			Add 2nd WB through lane	Yes
			Construct Traffic Signal	No
4	Hannon Road at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Construct Traffic Signal	No
5	Union Street at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Construct Traffic Signal	No
6	Nancy Avenue at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Add dedicated EB right-turn lane	No
11	Beaumont Avenue at Brookside Avenue	Beaumont/ Riverside County	Add EB right-turn overlap	No
			Add WB right-turn lane with overlap	No
			Add WB right-turn lane	No
12	Desert Lawn Drive at Oak Valley Parkway	Beaumont	Add 2nd EB through lane	Yes
13	I-10 EB Ramps at Oak Valley Parkway	Caltrans	Add a 2nd SB left-turn lane	Yes
			Add a 2nd EB through lane	Yes
			Add a 2nd WB through lane	Yes
14	I-10 WB Ramps at Oak Valley Parkway	Caltrans	Add NB left-turn lane	Yes
			Add 2nd EB through lane	Yes
			Add 2nd WB through lane	Yes
15	Oak View Drive at Oak Valley Parkway	Beaumont	Add 2nd EB through lane	Yes
			Modify SB right-turn lane to free right-turn lane	No

TABLE 13

SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - OPENING YEAR 2024

Int. #	Intersection	AM Peak Hour				PM Peak Hour				
		Total Volume		Total Growth	Project Trips	Total Volume		Total Growth	Project Trips	
		2021	2024			2021	2024			
				%-age				%-age		
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	2,885	1,353	118	1,646	3,898	2,252	115	5.1%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	2,605	1,260	206	1,056	3,024	1,968	243	12.3%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	1,541	742	206	915	1,866	951	243	25.6%
4	Hannon Road at Cherry Valley Boulevard	729	1,164	435	101	806	1,357	551	111	20.1%
5	Union Street at Cherry Valley Boulevard	643	1,053	410	90	742	1,265	523	100	19.1%
11	Beaumont Avenue at Brookside Avenue	951	1,824	873	42	1,220	2,372	1,152	46	4.0%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,418	483	11	1,103	1,992	889	11	1.2%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,034	1,621	15	1,693	4,469	2,776	33	1.2%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,150	2,339	37	1,905	5,683	3,778	43	1.1%
15	Oak View Drive at Oak Valley Parkway	1,518	3,084	1,566	37	1,686	3,756	2,070	43	2.1%

TABLE 14

SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - OPENING YEAR 2027

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project	%age	Total Volume		Total	Project	%age
		2021	2027	Growth	Trips		2021	2027	Growth	Trips	
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	3,126	1,594	267	16.8%	1,646	4,127	2,481	246	9.9%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	2,960	1,615	472	29.2%	1,056	3,335	2,279	478	21.0%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	1,854	1,055	472	44.7%	915	2,157	1,242	478	38.5%
4	Hannon Road at Cherry Valley Boulevard	729	1,471	742	365	49.2%	806	1,639	833	344	41.3%
5	Union Street at Cherry Valley Boulevard	643	1,330	687	328	47.7%	742	1,518	776	310	39.9%
6	Nancy Avenue at Cherry Valley Boulevard	565	1,168	603	254	42.1%	689	1,392	703	242	34.4%
11	Beaumont Avenue at Brookside Avenue	951	1,986	1,035	148	14.3%	1,220	2,539	1,319	139	10.5%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,500	565	37	6.5%	1,103	2,080	977	34	3.5%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,221	1,808	115	6.4%	1,693	4,662	2,969	124	4.2%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,363	2,552	143	5.6%	1,905	5,892	3,987	137	3.4%
15	Oak View Drive at Oak Valley Parkway	1,518	3,284	1,766	143	8.1%	1,686	3,951	2,265	137	6.0%

TABLE 15

SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - HORIZON YEAR 2040

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project	% -age	Total Volume		Total	Project	% -age
		2021	2040	Growth	Trips		2021	2040	Growth	Trips	
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	3,126	1,594	267	16.8%	1,646	4,151	2,505	246	9.8%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	3,325	1,980	472	23.8%	1,056	3,569	2,513	478	19.0%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	2,187	1,388	472	34.0%	915	2,351	1,436	478	33.3%
4	Hannon Road at Cherry Valley Boulevard	729	1,662	933	365	39.1%	806	1,907	1,101	344	31.2%
5	Union Street at Cherry Valley Boulevard	643	1,638	995	328	33.0%	742	1,978	1,236	310	25.1%
6	Nancy Avenue at Cherry Valley Boulevard	565	1,324	759	254	33.5%	689	1,691	1,002	242	24.2%
11	Beaumont Avenue at Brookside Avenue	951	2,058	1,107	148	13.4%	1,220	2,668	1,448	139	9.6%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,876	941	37	3.9%	1,103	2,393	1,290	34	2.6%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,455	2,042	115	5.6%	1,693	4,698	3,005	124	4.1%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,363	2,552	143	5.6%	1,905	5,892	3,987	137	3.4%
15	Oak View Drive at Oak Valley Parkway	1,518	3,284	1,766	143	8.1%	1,686	3,951	2,265	137	6.0%

SUMMARY OF FINDINGS AND CONCLUSIONS

- This study has been prepared to evaluate the traffic-related effects of the proposed Beaumont Summit Station project. The project consists of a 1,213,235 square-foot high-cube short-term storage building, with 20,000 square feet of office space, a 985,860 square-foot high-cube short-term storage building with 20,000 square feet of office space, a 358,370 square-foot general warehouse with 10,000 square feet of office space, a 220-room hotel, a 25,000 square foot shopping center, a 15,000 square foot high-turnover (sit-down) restaurant, and a 10,000 square foot fast-food restaurant with drive-through. The project will be conducted in two phases, with the Light Industrial uses being constructed in Phase 1 and completed in 2024, and the Commercial uses being constructed in Phase 2 and complete in 2027. The project is located immediately east of the I-10 Freeway and in between Cherry Valley Boulevard and Brookside Avenue.
- Weekday morning peak hour and weekday evening peak hour operating conditions were evaluated at 16 study intersections for the following study scenarios:
 - Existing Conditions
 - Opening Year 2024 Cumulative
 - Opening Year 2024 Cumulative Plus Project (Phase 1)
 - Opening Year 2027 Cumulative
 - Opening Year 2027 Cumulative Plus Project (Phases 1 and 2)
 - Horizon Year 2040
 - Horizon Year 2040 Plus Project (Phases 1 and 2)
- Under Existing Conditions, the following study intersections would operate at an unacceptable Level of Service:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS E, PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F
 - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F
- Phase 1 of the project is estimated to generate 4,667 daily PCE trips, with 303 PCE trips during the morning peak hour and 362 PCE during the evening peak hour.
- Phases 1 and 2 of the project is estimated to generate 13,152 daily PCE trips, with 835 PCE trips during the morning peak hour and 832 PCE trips during the evening peak hour.
- Ambient traffic growth at a rate of 2.0 percent per year was added to Existing Conditions to develop Opening Year 2024 forecasts.
- Under Opening Year 2024 Cumulative Conditions, the following intersections would operate at an unacceptable Level of Service with the addition of ambient growth:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F

- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS E; PM: LOS F
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Under Opening Year 2024 Cumulative Plus Project (Phase 1) Conditions, the following intersections would operate at an unacceptable Level of Service with the of project traffic:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS E; PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Ambient traffic growth at a rate of 2.0 percent per year was added to Opening Year 2024 volumes to develop Opening Year 2027 forecasts.
- Under Opening Year 2027 Cumulative Conditions, the following intersections would operate at an unacceptable Level of Service with the addition of ambient growth:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Under Opening Year 2027 Cumulative Plus Project (Phases 1 and 2) Conditions, the following intersections would operate at an unacceptable Level of Service with the of project traffic:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F

- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS F
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- To derive forecasts for Horizon Year 2040 Conditions, RivTAM 2012 and 2040 forecasts were used.
 - Under Horizon Year 2040 Conditions, the following intersections would operate at an unacceptable Level of Service.
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #6 – Nancy Avenue at Cherry Valley Boulevard – PM: LOS F
 - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - Under Horizon Year 2040 Plus Project (Phases 1 and 2) Conditions, the following intersections would continue to operate at an unacceptable Level of Service:
 - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
 - #11 – Beaumont Avenue at Brookside Avenue – AM: LOS E; PM: LOS F
 - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
 - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

- Recommended improvements to either bring the intersection to an acceptable Level of Service or mitigate the project's effect at deficient study intersections have been addressed.
- Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements toward future improvements, or a combination of these approaches.

APPENDIX A

SCOPING AGREEMENT

**ATTACHMENT B-1
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Transload and Short-Term Storage	154	KSF	1,400	0.062	0.018	0.080	0.028	0.072	0.100

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
High-Cube Transload and Short-Term Storage	2,199.095	KSF	3,079	136	40	176	62	158	220
Passenger Vehicles	84.00%		2,586	114	34	148	52	133	185
Trucks	16.00%		493	22	6	28	10	25	35

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	84.00%	2,586	1.0	2,586	114	34	148	52	133	185
2-Axle Trucks	2.71%	83	1.5	125	6	2	8	3	6	9
3-Axle Trucks	3.63%	112	2.0	224	10	3	13	5	11	16
4+ Axle Trucks	9.66%	297	3.0	891	39	12	51	18	46	64
Total Truck PCE Trips				1,240	55	17	72	26	63	89
Total Proposed Project B-1 Trips				3,826	169	51	220	78	196	274

*Trip Generation reflects updated Land Uses

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

Since approval of the Scoping Agreement, Building 2 has changed from High-Cube Fulfillment Center Sort (ITE LU 155) to High-Cube Short-Term Storage (ITE LU 154). The updates to Tables B-1 and B-2 in Appendix A reflect this change. The Traffic Study also reflects this change.

**ATTACHMENT B-2
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1,710	0.131	0.039	0.170	0.050	0.130	0.180

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Warehousing	358,370	KSF	613	47	14	61	18	47	65
Passenger Vehicles	73.00%		447	34	10	44	13	34	47
Trucks	27.00%		166	13	4	17	5	13	18

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	73.00%	447	1.0	447	34	10	44	13	34	47
2-Axle Trucks	7.13%	44	1.5	66	5	1	6	2	5	7
3-Axle Trucks	6.16%	38	2.0	76	6	2	8	2	6	8
4+ Axle Trucks	13.72%	84	3.0	252	19	6	25	7	19	26
Total Truck PCE Trips				394	30	9	39	11	30	41
Total Proposed Project B-3 Trips				841	64	19	83	24	64	88

* Trip Generation reflects updated Land Uses

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

Since approval of the Scoping Agreement, Building 2 has changed from High-Cube Fulfillment Center Sort (ITE LU 155) to High-Cube Short-Term Storage (ITE LU 154). The updates to Tables B-1 and B-2 in Appendix A reflect this change. The Traffic Study also reflects this change.

**ATTACHMENT B-3
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hotel	310	Room	7.990	0.258	0.202	0.460	0.301	0.289	0.590
Shopping Center (>150k)	820	KSF	37.01	0.52	0.32	0.84	1.63	1.77	3.40
High-Turnover (Sit-Down) Restaurant	932	KSF	107.20	5.26	4.31	9.57	5.52	3.53	9.05
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Hotel	220	Room	1,758	57	44	101	66	64	130
Strip Retail Plaza (<40k)	25.000	KSF	1,361	35	24	59	82	82	164
<i>Pass-by Trips (34% PM) ²</i>			-463	0	0	0	-28	-28	-56
High-Turnover (Sit-Down) Restaurant	15.000	KSF	1,608	79	65	144	83	53	136
<i>Pass-by Trips (43% PM) ²</i>			-69	0	0	0	-42	-27	-69
Fast-Food Restaurant w/ Drive-thru	10.000	KSF	4,675	228	219	447	172	159	331
<i>Pass-by Trips (49% AM; 50% PM) ²</i>			-385	-112	-107	-219	-86	-80	-166
Total Proposed Net New Retail Trips			8,485	287	245	532	247	223	470

* Trip Generation reflects updated Land Uses

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

² Trip Generation rates is equal to average rate plus standard deviation to account for higher trip generation than typical land use.

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

Exhibit B – Scoping Agreement – Page 2

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

- | | |
|--|---|
| 1. Cherry Valley Boulevard at I-10 SB Ramps | 9. Brookside Avenue at Union Street |
| 2. Cherry Valley Boulevard at I-10 NB Ramps | 10. Brookside Avenue at Oak View Drive |
| 3. Cherry Valley Boulevard at Calimesa Boulevard | 11. Brookside Avenue at Beaumont Avenue |
| 4. Cherry Valley Boulevard at Hannon Street | 12. Oak Valley Parkway at Desert Lawn Drive |
| 5. Cherry Valley Boulevard at Union Street | 13. Oak Valley Parkway at I-10 SB Ramps |
| 6. Cherry Valley Boulevard at Nancy Street | 14. Oak Valley Parkway at I-10 NB Ramps |
| 7. Cherry Valley Boulevard at Beaumont Avenue | 15. Oak Valley Parkway at Oak View Drive |
| 8. Brookside Avenue at Hannon Street | 16. Oak Valley Parkway at Beaumont Avenue |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

Is this project within a City’s Sphere of Influence or one-mile radius of City boundaries? Yes No

If so, name of City Jurisdiction: Beaumont

F. Site Plan (please attach reduced copy) **See Attachment A**

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

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

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts. Date of counts Recent historical counts (within 3 years) will be used where available. Where new counts are needed, a COVID adjustment factor will be applied to the new counts.

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

Recommended by:

Trevor Briggs 7/12/2021
Consultant’s Representative Date

Approved Scoping Agreement:

City of Beaumont Planning Department Date

Scoping Agreement Submitted on _____

Revised on _____

**ATTACHMENT B-1
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Short-Term Storage	154	KSF	1,400	0.062	0.018	0.080	0.028	0.072	0.100

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
High-Cube Short-Term Storage	985,860	154	1,380	61	18	79	28	71	99
Passenger Vehicles	84.00%		1,159	51	15	66	24	60	84
Trucks	16.00%		221	10	3	13	4	11	15

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	84.00%	1,159	1.0	1,159	51	15	66	24	60	84
2-Axle Trucks	2.71%	37	1.5	56	2	1	3	1	3	4
3-Axle Trucks	3.63%	50	2.0	100	4	1	5	2	5	7
4+ Axle Trucks	9.66%	133	3.0	399	18	5	23	8	21	29
Total Truck PCE Trips				555	24	7	31	11	29	40
Total Proposed Project B-1 Trips				1,714	75	22	97	35	89	124

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

**ATTACHMENT B-2
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Fulfillment Center - Sort	155	KSF	6,440	0.705	0.165	0.870	0.468	0.732	1.200

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
High-Cube Fulfillment Center - Sort	1,213.235	155	7,813	855	200	1,055	568	888	1,456
Passenger Vehicles	97.00%		7,579	829	194	1,023	551	861	1,412
Trucks	3.00%		234	26	6	32	17	27	44

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	97.00%	7,579	1.0	7,579	829	194	1,023	551	861	1,412
2-Axle Trucks	0.51%	40	1.5	60	7	2	9	4	7	11
3-Axle Trucks	0.68%	53	2.0	106	12	3	15	8	12	20
4+ Axle Trucks	1.81%	141	3.0	423	46	11	57	31	48	79
Total Truck PCE Trips				589	65	16	81	43	67	110
Total Proposed Project B-2 Trips				8,168	894	210	1,104	594	928	1,522

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

**ATTACHMENT B-3
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1,740	0.131	0.039	0.170	0.051	0.139	0.190

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Proposed Use										
Warehousing		358.370	150	624	47	14	61	18	50	68
Passenger Vehicles	73.00%			456	34	10	44	13	37	50
Trucks	27.00%			168	13	4	17	5	14	19

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	73.00%	456	1.0	456	34	10	44	13	37	50
2-Axle Trucks	7.13%	44	1.5	66	5	1	6	2	5	7
3-Axle Trucks	6.16%	38	2.0	76	6	2	8	2	6	8
4+ Axle Trucks	13.72%	86	3.0	258	19	6	25	7	21	28
Total Truck PCE Trips				400	30	9	39	11	32	43
Total Proposed Project B-3 Trips				856	64	19	83	24	69	93

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

ATTACHMENT B-4
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hotel	310	Room	8.360	0.277	0.193	0.470	0.306	0.294	0.600
Shopping Center	820	KSF	37.750	0.583	0.357	0.940	1.829	1.981	3.810
High-Turnover (Sit-Down) Restaurant	932	KSF	112.180	5.467	4.473	9.940	6.057	3.713	9.770
Fast-Food Restaurant w/ Drive-thru	934	KSF	470.950	20.497	19.693	40.190	16.988	15.682	32.670

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Hotel	220	Room	1,839	61	42	103	67	65	132
Shopping Center	25.000	KSF	944	15	9	24	46	50	96
<i>Pass-by Trips (34% PM) ²</i>			-33	0	0	0	-16	-17	-33
High-Turnover (Sit-Down) Restaurant	15.000	KSF	1,683	82	67	149	91	56	147
<i>Pass-by Trips (43% PM) ²</i>			-74	0	0	0	-46	-28	-74
Fast-Food Restaurant w/ Drive-thru	10.000	KSF	4,710	205	197	402	170	157	327
<i>Pass-by Trips (49% AM; 50% PM) ²</i>			-361	-100	-97	-197	-85	-79	-164
Total Proposed Net New Retail Trips			8,708	263	218	481	227	204	431

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

² Trip Generation rates is equal to average rate plus standard deviation to account for higher trip generation than typical land use.

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

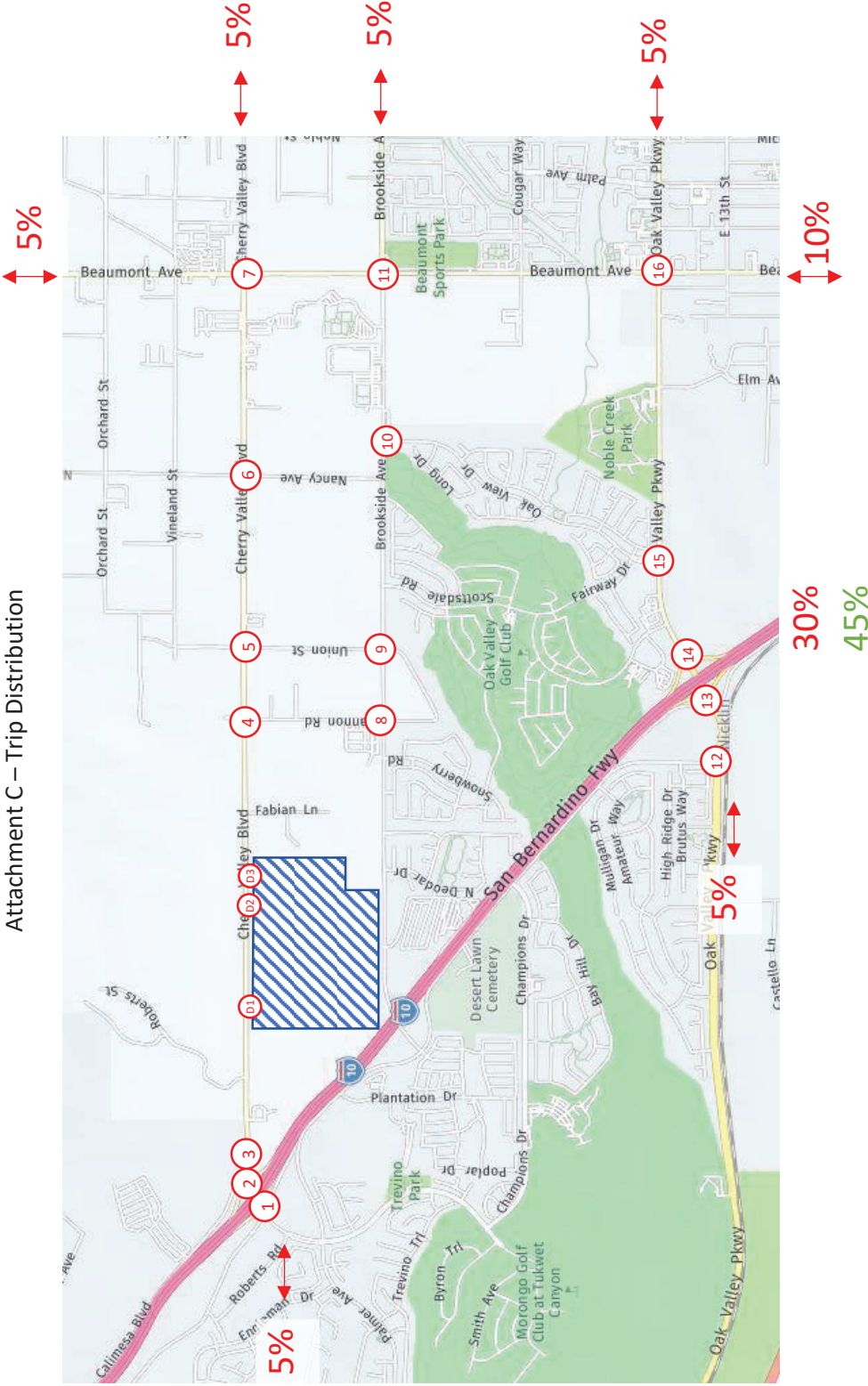
**ATTACHMENT B-5
SUMMARY OF PROJECT TRIP GENERATION
BEAUMONT SUMMIT STATION PROJECT**

PROJECT TRIP GENERATION WITH PCE



Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Building 1 (B-1): High-Cube Short-Term Storage	985.860	KSF	1,714	75	22	97	35	89	124
Building 2 (B-2): High-Cube Fulfillment Center - Sort	1,213.235	KSF	8,168	894	210	1,104	594	928	1,522
Building 3 (B-3): Warehousing	358.370	KSF	856	64	19	83	24	69	93
Commercial Uses (B-4)	--	--	8,708	263	218	481	227	204	431
Total Proposed Net New Project Trips			26,315	1,296	469	1,765	880	1,290	2,170

PCE = Passenger Car Equivalent
KSF = Thousand Square Feet

Attachment C – Trip Distribution



Legend:

-  = Project Site
-  = Study Intersection
- XXX%** = Passenger Car Distribution
- YY%** = Truck Distribution

Attachment D – Study Intersections

Study Intersections:

1. Cherry Valley Boulevard at I-10 SB Ramps
2. Cherry Valley Boulevard at I-10 NB Ramps
3. Cherry Valley Boulevard at Calimesa Boulevard
4. Cherry Valley Boulevard at Hannon Road
5. Cherry Valley Boulevard at Union Street
6. Cherry Valley Boulevard at Nancy Avenue
7. Cherry Valley Boulevard at Beaumont Avenue
8. Brookside Avenue at Hannon Road
9. Brookside Avenue at Union Street
10. Brookside Avenue at Oak View Drive
11. Brookside Avenue at Beaumont Avenue
12. Oak Valley Parkway at Desert Lawn Drive
13. Oak Valley Parkway at I-10 SB Ramps
14. Oak Valley Parkway at I-10 NB Ramps
15. Oak Valley Parkway at Oak View Drive
16. Oak Valley Parkway at Beaumont Avenue
- D1. Cherry Valley Boulevard at Driveway 1
- D2. Cherry Valley Boulevard at Driveway 2
- D3. Cherry Valley Boulevard at Driveway 3

APPENDIX B

**EXISTING PEAK HOUR TRAFFIC DATA
COLLECTION SHEETS**

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-001
Date: 5/20/2021

Data - Total

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	15	0	39	0	0	144	31	0	2	35	0	0	266
7:15 AM	0	0	0	0	23	0	52	0	0	138	38	0	2	28	0	0	281
7:30 AM	0	0	0	0	23	0	57	0	0	155	41	0	2	12	0	0	290
7:45 AM	0	0	0	0	28	0	51	0	0	113	37	0	7	24	0	0	260
8:00 AM	0	0	0	0	26	0	68	0	0	114	32	0	3	43	0	0	286
8:15 AM	0	0	0	0	21	0	50	0	0	111	38	0	4	28	0	0	252
8:30 AM	0	0	0	0	30	0	62	0	0	91	24	0	2	25	0	0	234
8:45 AM	0	0	0	0	34	0	44	0	0	80	23	0	9	28	0	0	218
TOTAL VOLUMES :	0	0	0	0	200	0	423	0	0	946	264	0	31	223	0	0	2087
APPROACH %'s :					32.10%	0.00%	67.90%	0.00%	0.00%	78.18%	21.82%	0.00%	12.20%	87.80%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	100	0	228	0	0	520	148	0	14	107	0	0	1117
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.893	0.000	0.838	0.000	0.000	0.839	0.902	0.000	0.500	0.622	0.000	0.000	0.963
					0.872				0.852				0.658				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	62	0	109	0	0	94	26	0	7	52	0	0	350
4:15 PM	0	0	0	0	71	0	137	0	0	73	41	0	4	65	0	0	391
4:30 PM	0	0	0	0	94	0	135	0	0	97	36	0	3	47	0	0	412
4:45 PM	0	0	0	0	71	1	117	0	0	90	29	0	2	59	0	0	369
5:00 PM	0	0	0	0	71	1	130	0	0	97	23	0	9	83	0	0	414
5:15 PM	0	0	0	0	73	1	140	0	0	103	30	0	4	73	0	0	424
5:30 PM	0	0	0	0	73	2	126	0	0	105	39	0	5	60	0	0	410
5:45 PM	0	0	0	0	68	0	145	0	0	88	33	0	5	53	0	0	392
TOTAL VOLUMES :	0	0	0	0	583	5	1039	0	0	747	257	0	39	492	0	0	3162
APPROACH %'s :					35.83%	0.31%	63.86%	0.00%	0.00%	74.40%	25.60%	0.00%	7.34%	92.66%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	285	4	541	0	0	393	125	0	23	269	0	0	1640
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.976	0.500	0.933	0.000	0.000	0.936	0.801	0.000	0.639	0.810	0.000	0.000	0.967
					0.970				0.899				0.793				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-001
Date: 5/20/2021

Data - Cars

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	15	0	38	0	0	142	30	0	1	32	0	0	258	
7:15 AM	0	0	0	0	22	0	50	0	0	137	36	0	2	27	0	0	274	
7:30 AM	0	0	0	0	22	0	52	0	0	155	40	0	2	11	0	0	282	
7:45 AM	0	0	0	0	26	0	50	0	0	111	33	0	5	24	0	0	249	
8:00 AM	0	0	0	0	24	0	67	0	0	111	31	0	3	42	0	0	278	
8:15 AM	0	0	0	0	20	0	50	0	0	110	33	0	3	26	0	0	242	
8:30 AM	0	0	0	0	29	0	57	0	0	90	22	0	1	25	0	0	224	
8:45 AM	0	0	0	0	33	0	41	0	0	79	22	0	9	28	0	0	212	
TOTAL VOLUMES :	0	0	0	0	191	0	405	0	0	935	247	0	26	215	0	0	2019	
APPROACH %'s :					32.05%	0.00%	67.95%	0.00%	0.00%	79.10%	20.90%	0.00%	10.79%	89.21%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	0	0	0	0	94	0	219	0	0	514	140	0	12	104	0	0	1083	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.904	0.000	0.817	0.000	0.000	0.829	0.875	0.000	0.600	0.619	0.000	0.000	0.960	
					0.860					0.838				0.644				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	61	0	108	0	0	93	26	0	7	52	0	0	347	
4:15 PM	0	0	0	0	71	0	137	0	0	72	41	0	4	65	0	0	390	
4:30 PM	0	0	0	0	91	0	134	0	0	95	36	0	3	47	0	0	406	
4:45 PM	0	0	0	0	69	1	117	0	0	90	29	0	2	58	0	0	366	
5:00 PM	0	0	0	0	71	1	130	0	0	97	23	0	9	83	0	0	414	
5:15 PM	0	0	0	0	73	1	140	0	0	103	30	0	4	72	0	0	423	
5:30 PM	0	0	0	0	72	2	126	0	0	105	39	0	4	60	0	0	408	
5:45 PM	0	0	0	0	66	0	144	0	0	88	33	0	5	53	0	0	389	
TOTAL VOLUMES :	0	0	0	0	574	5	1036	0	0	743	257	0	38	490	0	0	3143	
APPROACH %'s :					35.54%	0.31%	64.15%	0.00%	0.00%	74.30%	25.70%	0.00%	7.20%	92.80%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	0	0	0	0	282	4	540	0	0	393	125	0	22	268	0	0	1634	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.966	0.500	0.938	0.000	0.000	0.936	0.801	0.000	0.611	0.807	0.000	0.000	0.966	
					0.965					0.899				0.788				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-001
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0	0	6
	7:15 AM	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3
	7:30 AM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
	7:45 AM	0	0	0	0	2	0	1	0	0	1	1	0	0	0	0	0	5
	8:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	0	5
	8:30 AM	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
TOTAL VOLUMES :	0	0	0	0	7	0	7	0	0	8	3	0	2	3	0	0	TOTAL	
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	72.73%	27.27%	0.00%	40.00%	60.00%	0.00%	0.00%	30	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	5	0	4	0	0	3	2	0	0	0	0	0	14	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.333	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.700	
							0.563				0.625							
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
TOTAL VOLUMES :	0	0	0	0	5	0	3	0	0	2	0	0	1	2	0	0	TOTAL	
APPROACH %'s :					62.50%	0.00%	37.50%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	13	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	4	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	
							0.250							0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-001
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4
8:00 AM	0	0	0	0	0	0	1	0	0	2	1	0	0	1	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	9	0	0	2	8	0	2	4	0	0	25
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	0	0	0	0	0	4	0	0	2	5	0	2	3	0	0	16
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.625	0.000	0.250	0.750	0.000	0.000	0.800
							0.500				0.583				0.625		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (NB/EB/WB)

Project ID: 21-030036-002
Date: 5/20/2021

Data - Total

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	21	1	3	0	0	0	0	0	136	23	0	0	0	13	70	0	267	
7:15 AM	22	0	3	0	0	0	0	0	125	30	0	0	0	8	94	0	282	
7:30 AM	10	1	6	0	0	0	0	0	159	24	0	0	0	4	94	0	298	
7:45 AM	17	0	5	0	0	0	0	0	103	37	0	0	0	19	74	0	255	
8:00 AM	32	0	1	0	0	0	0	0	102	35	0	0	0	12	75	0	257	
8:15 AM	14	0	5	0	0	0	0	0	95	41	0	0	0	17	50	0	222	
8:30 AM	16	0	4	0	0	0	0	0	87	36	0	0	0	11	77	0	231	
8:45 AM	17	1	4	0	0	0	0	0	73	38	0	0	0	21	67	0	221	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	149	3	31	0	0	0	0	0	880	264	0	0	0	105	601	0	2033	
	81.42%	1.64%	16.94%	0.00%					76.92%	23.08%	0.00%	0.00%	0.00%	14.87%	85.13%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																	TOTAL
PEAK HR VOL :	70	2	17	0	0	0	0	0	523	114	0	0	0	44	332	0	1102	
PEAK HR FACTOR :	0.795	0.500	0.708	0.000	0.000	0.000	0.000	0.000	0.822	0.770	0.000	0.000	0.000	0.579	0.883	0.000	0.924	
	0.890				0.870				0.922				0.870					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	46	0	3	0	0	0	0	0	85	71	0	1	0	17	53	0	276	
4:15 PM	40	0	9	0	0	0	0	0	62	82	0	0	0	24	41	0	258	
4:30 PM	25	1	5	0	0	0	0	0	73	116	0	0	0	24	36	0	280	
4:45 PM	38	2	5	0	0	0	0	0	61	102	0	0	0	26	58	0	292	
5:00 PM	54	1	2	0	0	0	0	0	71	90	0	0	0	36	70	0	324	
5:15 PM	46	0	10	0	0	0	0	0	92	88	0	0	0	30	70	0	336	
5:30 PM	42	1	4	0	0	0	0	0	80	96	0	0	0	26	53	0	302	
5:45 PM	35	0	5	0	0	0	0	0	76	84	0	0	0	21	43	0	264	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	326	5	43	0	0	0	0	0	600	729	0	1	0	204	424	0	2332	
	87.17%	1.34%	11.50%	0.00%					45.11%	54.81%	0.00%	0.08%	0.00%	32.48%	67.52%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	180	4	21	0	0	0	0	0	304	376	0	0	0	118	251	0	1254	
PEAK HR FACTOR :	0.833	0.500	0.525	0.000	0.000	0.000	0.000	0.000	0.826	0.922	0.000	0.000	0.000	0.819	0.896	0.000	0.933	
	0.899				0.944				0.870				0.870					

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (NB/EB/WB)

Project ID: 21-030036-002
Date: 5/20/2021

Data - Cars

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	20	0	3	0	0	0	0	0	134	23	0	0	0	11	69	0	260
7:15 AM	21	0	2	0	0	0	0	0	124	29	0	0	0	8	93	0	277
7:30 AM	9	1	5	0	0	0	0	0	159	23	0	0	0	4	94	0	295
7:45 AM	17	0	4	0	0	0	0	0	101	35	0	0	0	17	73	0	247
8:00 AM	31	0	1	0	0	0	0	0	99	34	0	0	0	12	75	0	252
8:15 AM	13	0	4	0	0	0	0	0	95	38	0	0	0	15	50	0	215
8:30 AM	16	0	2	0	0	0	0	0	87	34	0	0	0	10	77	0	226
8:45 AM	17	0	3	0	0	0	0	0	73	37	0	0	0	21	66	0	217
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	144	1	24	0	0	0	0	0	872	253	0	0	0	98	597	0	1989
	85.21%	0.59%	14.20%	0.00%					77.51%	22.49%	0.00%	0.00%	0.00%	14.10%	85.90%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	67	1	14	0	0	0	0	0	518	110	0	0	0	40	329	0	1079
PEAK HR FACTOR :	0.798	0.250	0.700	0.000	0.000	0.000	0.000	0.000	0.814	0.786	0.000	0.000	0.000	0.588	0.875	0.000	0.914
	0.891								0.863				0.913				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	46	0	3	0	0	0	0	0	84	70	0	1	0	17	52	0	273
4:15 PM	40	0	8	0	0	0	0	0	61	82	0	0	0	24	40	0	255
4:30 PM	25	1	4	0	0	0	0	0	71	113	0	0	0	24	36	0	274
4:45 PM	38	2	4	0	0	0	0	0	61	100	0	0	0	25	56	0	286
5:00 PM	54	1	2	0	0	0	0	0	71	90	0	0	0	36	69	0	323
5:15 PM	45	0	10	0	0	0	0	0	92	88	0	0	0	30	69	0	334
5:30 PM	42	1	4	0	0	0	0	0	80	95	0	0	0	25	52	0	299
5:45 PM	35	0	4	0	0	0	0	0	76	82	0	0	0	21	42	0	260
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	325	5	39	0	0	0	0	0	596	720	0	1	0	202	416	0	2304
	88.08%	1.36%	10.57%	0.00%					45.25%	54.67%	0.00%	0.08%	0.00%	32.69%	67.31%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	179	4	20	0	0	0	0	0	304	373	0	0	0	116	246	0	1242
PEAK HR FACTOR :	0.829	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.826	0.933	0.000	0.000	0.000	0.806	0.891	0.000	0.930
	0.890								0.940				0.862				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (NB/EB/WB)

Project ID: 21-030036-002
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	
7:15 AM	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	3	
7:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	4	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:15 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	0	6	
8:30 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
TOTAL VOLUMES :	1	0	4	0	0	0	0	0	5	10	0	0	0	3	3	0	26	
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%					33.33%	66.67%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																	
PEAK HR VOL :	1	0	2	0	0	0	0	0	4	4	0	0	0	1	2	0	14	
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.250	0.500	0.000	0.700	
	0.750				0.667				0.375									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:30 PM	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	4	
4:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	1	1	0	5	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
TOTAL VOLUMES :	1	0	3	0	0	0	0	0	2	5	0	0	0	2	6	0	19	
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					28.57%	71.43%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																	
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	2	0	0	0	2	4	0	10	
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	1.000	0.000	0.500	
	0.500				0.250				0.750									

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Cherry Valley Blvd
City: Beaumont
Control: 3-Way Stop (NB/EB/WB)

Project ID: 21-030036-002
Date: 5/20/2021

Data - 4axle

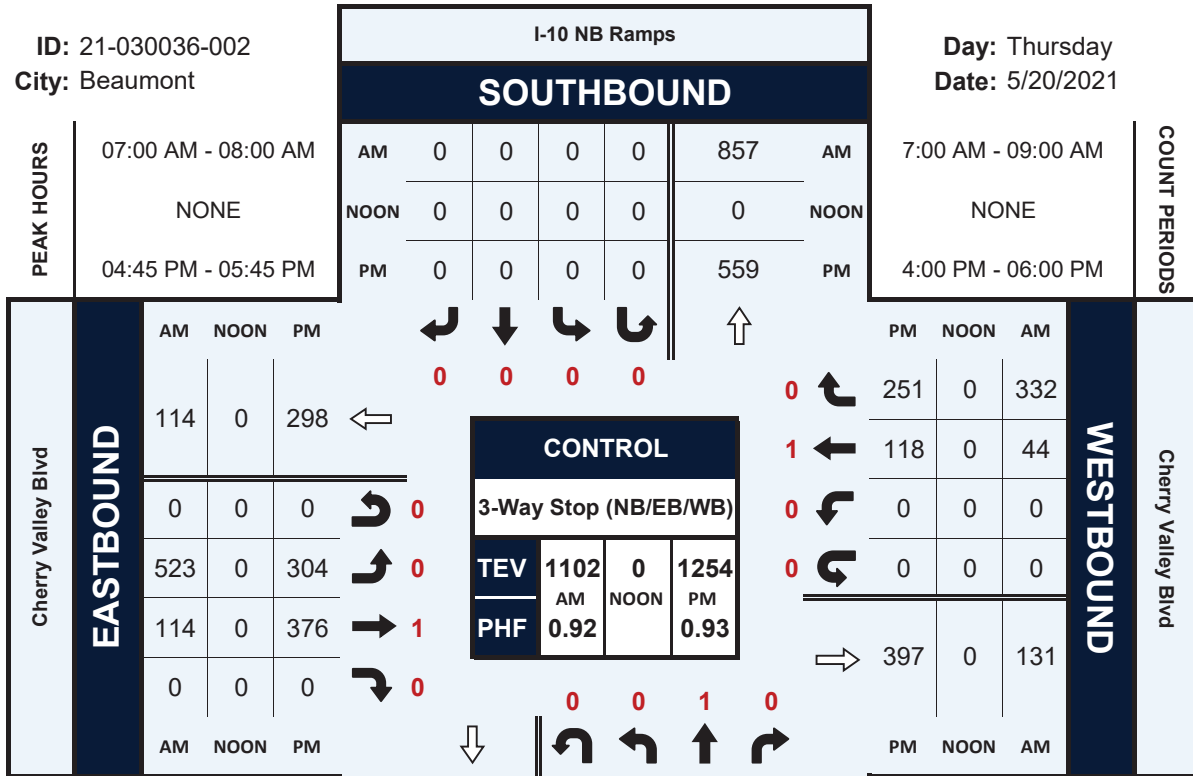
NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:00 AM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	2	3	0	0	0	0	0	2	0	0	0	0	2	0	0	13
	44.44%	22.22%	33.33%	0.00%					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																
PEAK HR VOL :	2	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	6
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	1.000								0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	0	5
	0.00%	0.00%	100.00%	0.00%					66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
									0.250								

I-10 NB Ramps & Cherry Valley Blvd

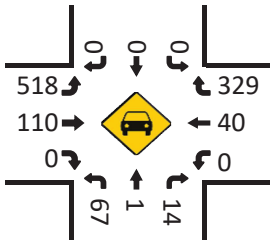
Peak Hour Turning Movement Count

ID: 21-030036-002
City: Beaumont

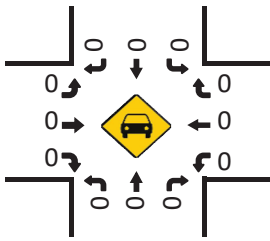
Day: Thursday
Date: 5/20/2021



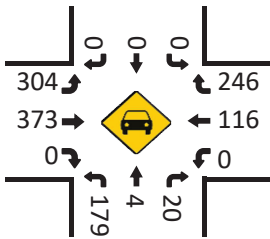
Cars (AM)



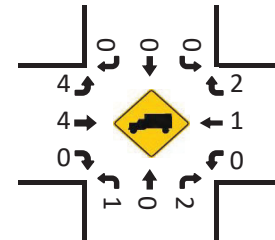
Cars (NOON)



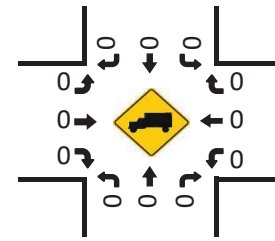
Cars (PM)



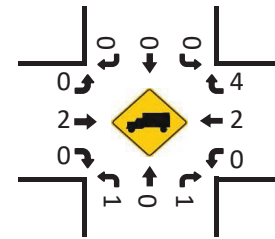
2axle (AM)



2axle (NOON)

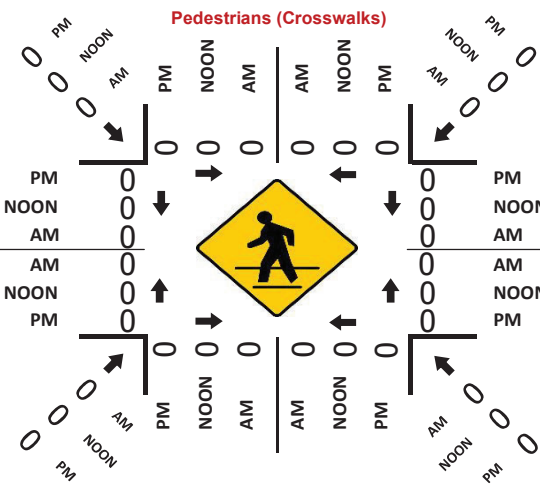


2axle (PM)



NORTHBOUND

I-10 NB Ramps



National Data & Surveying Services

Intersection Turning Movement Count

Location: Calimesa Blvd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (SB)

Project ID: 21-030036-003
Date: 5/20/2021

Data - Total

NS/EW Streets:	Calimesa Blvd				Calimesa Blvd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	7	0	4	0	5	19	0	0	0	86	7	0	128
7:30 AM	0	0	0	0	2	0	2	0	6	29	0	0	0	94	10	0	143
7:45 AM	0	0	0	0	9	0	3	0	6	24	0	0	0	94	13	0	149
8:00 AM	0	0	0	0	11	0	4	0	5	37	0	0	0	89	15	0	161
8:15 AM	0	0	0	0	10	0	10	0	6	30	0	0	0	79	6	0	141
8:30 AM	0	0	0	0	6	0	10	0	9	37	0	0	0	55	7	0	124
8:45 AM	0	0	0	0	8	0	7	0	5	33	0	0	0	81	13	0	147
	0	0	0	0	9	0	12	0	4	40	0	0	0	78	12	0	155
TOTAL VOLUMES :	0	0	0	0	62	0	52	0	46	249	0	0	0	656	83	0	1148
APPROACH %'s :					54.39%	0.00%	45.61%	0.00%	15.59%	84.41%	0.00%	0.00%	0.00%	88.77%	11.23%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	32	0	19	0	23	120	0	0	0	356	44	0	594
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.727	0.000	0.475	0.000	0.958	0.811	0.000	0.000	0.000	0.947	0.733	0.000	0.922
					0.638				0.851				0.935				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	15	0	8	0	7	70	0	0	0	62	19	0	181
4:15 PM	0	0	0	0	18	0	8	0	10	76	0	0	0	64	13	0	189
4:30 PM	0	0	0	0	18	0	12	0	12	113	0	0	0	42	15	0	212
4:45 PM	0	0	0	0	18	0	12	0	12	93	0	0	0	71	10	0	216
5:00 PM	0	0	0	0	18	0	13	0	7	86	0	0	0	93	19	0	236
5:15 PM	0	0	0	0	20	0	12	0	10	85	0	0	0	97	17	0	241
5:30 PM	0	0	0	0	15	0	15	0	10	95	0	0	0	55	10	0	200
5:45 PM	0	0	0	0	14	0	11	0	12	76	0	0	0	54	13	0	180
TOTAL VOLUMES :	0	0	0	0	136	0	91	0	80	694	0	0	0	538	116	0	1655
APPROACH %'s :					59.91%	0.00%	40.09%	0.00%	10.34%	89.66%	0.00%	0.00%	0.00%	82.26%	17.74%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	74	0	49	0	41	377	0	0	0	303	61	0	905
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.925	0.000	0.942	0.000	0.854	0.834	0.000	0.000	0.000	0.781	0.803	0.000	0.939
					0.961				0.836				0.798				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calimesa Blvd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (SB)

Project ID: 21-030036-003
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Calimesa Blvd				Calimesa Blvd				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	124
7:15 AM	0	0	0	0	7	0	4	0	5	19	0	0	0	83	6	0	0	140
7:30 AM	0	0	0	0	2	0	2	0	6	27	0	0	0	93	10	0	0	147
7:45 AM	0	0	0	0	9	0	3	0	6	22	0	0	0	94	13	0	0	155
8:00 AM	0	0	0	0	11	0	4	0	5	34	0	0	0	86	15	0	0	140
8:15 AM	0	0	0	0	10	0	10	0	6	29	0	0	0	79	6	0	0	118
8:30 AM	0	0	0	0	6	0	10	0	8	34	0	0	0	53	7	0	0	141
8:45 AM	0	0	0	0	8	0	7	0	5	29	0	0	0	80	12	0	0	152
	0	0	0	0	9	0	12	0	4	38	0	0	0	77	12	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
APPROACH %'s :	0	0	0	0	62	0	52	0	45	232	0	0	0	645	81	0		1117
					54.39%	0.00%	45.61%	0.00%	16.25%	83.75%	0.00%	0.00%	0.00%	88.84%	11.16%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	0	0	0	0	32	0	19	0	23	112	0	0	0	352	44	0		582
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.727	0.000	0.475	0.000	0.958	0.824	0.000	0.000	0.000	0.936	0.733	0.000		0.939
					0.638				0.865				0.925					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	14	0	8	0	7	70	0	0	0	61	19	0	0	179
4:15 PM	0	0	0	0	17	0	8	0	10	75	0	0	0	63	13	0	0	186
4:30 PM	0	0	0	0	18	0	12	0	12	109	0	0	0	42	15	0	0	208
4:45 PM	0	0	0	0	18	0	12	0	12	90	0	0	0	68	10	0	0	210
5:00 PM	0	0	0	0	18	0	13	0	7	85	0	0	0	92	19	0	0	234
5:15 PM	0	0	0	0	20	0	12	0	10	85	0	0	0	96	16	0	0	239
5:30 PM	0	0	0	0	15	0	15	0	10	94	0	0	0	53	10	0	0	197
5:45 PM	0	0	0	0	14	0	11	0	12	73	0	0	0	53	13	0	0	176
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
APPROACH %'s :	0	0	0	0	134	0	91	0	80	681	0	0	0	528	115	0		1629
					59.56%	0.00%	40.44%	0.00%	10.51%	89.49%	0.00%	0.00%	0.00%	82.12%	17.88%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																	TOTAL
PEAK HR VOL :	0	0	0	0	74	0	49	0	41	369	0	0	0	298	60	0		891
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.925	0.000	0.942	0.000	0.854	0.846	0.000	0.000	0.000	0.776	0.789	0.000		0.932
					0.961				0.847				0.799					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calimesa Blvd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (SB)

Project ID: 21-030036-003
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Calimesa Blvd				Calimesa Blvd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	13	0	0	0	6	1	0	21
APPROACH %'s :									7.14%	92.86%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.583
										0.750				0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	8	0	0	0	8	1	0	18
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	4	1	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.500	0.250	0.000	0.600
										0.583				0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calimesa Blvd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (SB)

Project ID: 21-030036-003
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Calimesa Blvd				Calimesa Blvd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
										0.250				0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calimesa Blvd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (SB)

Project ID: 21-030036-003
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	Calimesa Blvd				Calimesa Blvd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250

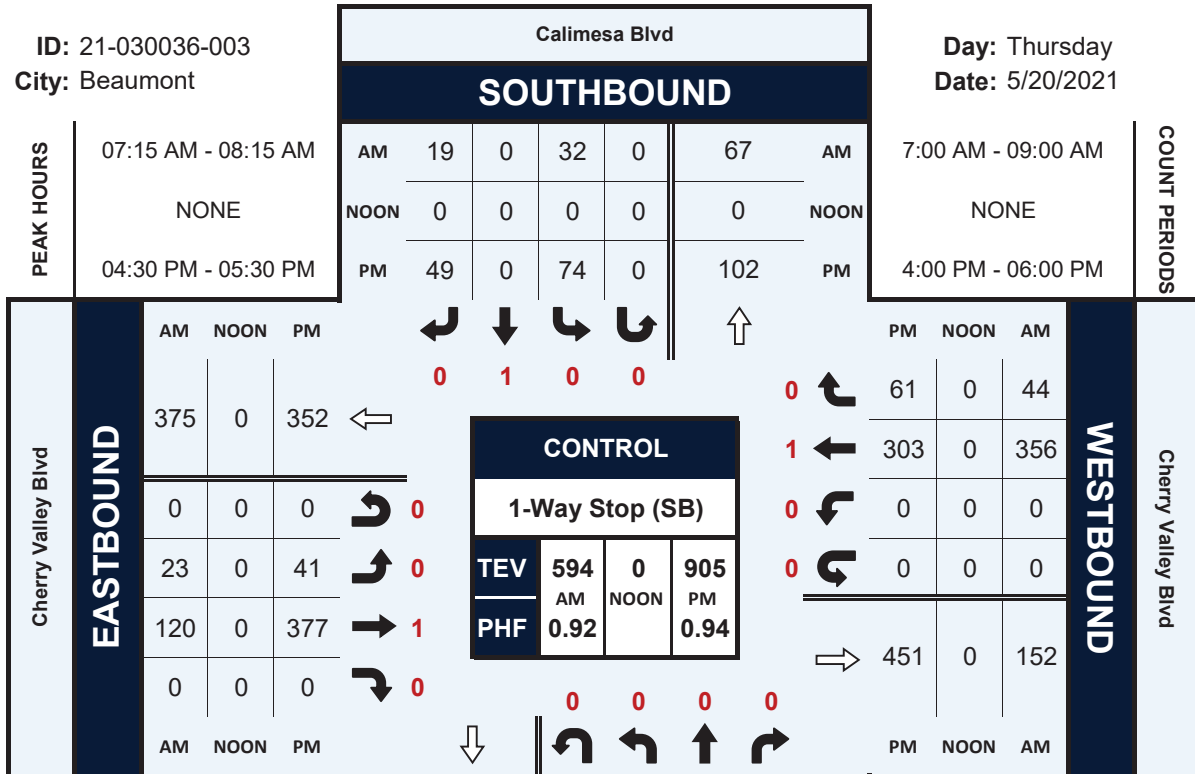
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

Calimesa Blvd & Cherry Valley Blvd

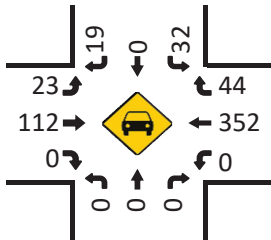
Peak Hour Turning Movement Count

ID: 21-030036-003
City: Beaumont

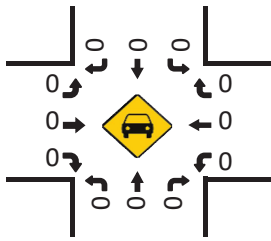
Day: Thursday
Date: 5/20/2021



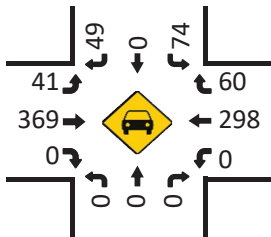
Cars (AM)



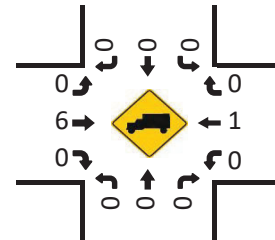
Cars (NOON)



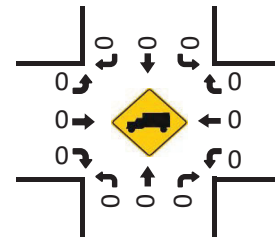
Cars (PM)



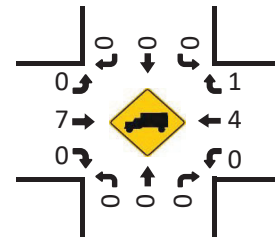
2axle (AM)



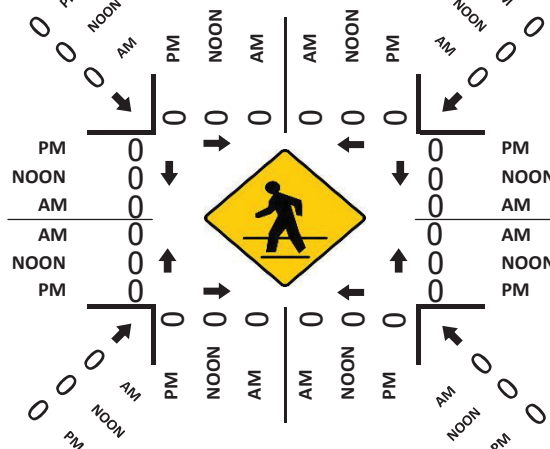
2axle (NOON)



2axle (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (NB)

Project ID: 21-030036-004
Date: 5/20/2021

Data - Total

NS/EW Streets:	Hannon Rd				Hannon Rd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
7:15 AM	10	0	0	0	0	0	0	0	0	22	4	0	0	76	0	0	112
7:30 AM	16	0	0	0	0	0	0	0	0	21	2	0	0	98	0	0	137
7:45 AM	13	0	0	0	0	0	0	0	0	33	2	0	0	86	0	0	134
8:00 AM	11	0	0	0	0	0	0	0	0	33	1	0	0	97	0	0	142
8:15 AM	13	0	0	0	0	0	0	0	0	42	5	0	0	69	0	0	129
8:30 AM	4	0	0	0	0	0	0	0	0	48	4	0	0	60	0	0	116
8:45 AM	10	0	0	0	0	0	0	0	0	32	2	0	1	82	0	0	127
	13	0	1	0	0	0	1	0	0	41	3	0	1	73	0	0	133
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	90	0	1	0	0	0	1	0	0	272	23	0	2	641	0	0	1030
	98.90%	0.00%	1.10%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	92.20%	7.80%	0.00%	0.31%	99.69%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	53	0	0	0	0	0	0	0	0	129	10	0	0	350	0	0	542
PEAK HR FACTOR :	0.828	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.500	0.000	0.000	0.893	0.000	0.000	0.954
	0.828																
	0.739																
	0.893																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
4:15 PM	5	0	0	0	0	0	0	0	0	81	10	0	0	78	0	0	174
4:30 PM	7	0	1	0	0	0	0	0	0	68	10	0	0	68	0	0	154
4:45 PM	3	0	0	0	0	0	0	0	0	116	11	0	0	53	0	0	183
5:00 PM	8	0	0	0	0	0	0	0	0	108	5	0	0	78	0	0	199
5:15 PM	10	0	1	0	0	0	0	0	0	90	12	0	0	89	0	0	202
5:30 PM	17	0	0	0	0	0	0	0	0	97	9	0	0	88	0	0	211
5:45 PM	9	0	1	0	0	0	0	0	0	100	11	0	0	57	0	0	178
	3	0	0	0	0	0	0	0	0	84	11	0	0	65	0	0	163
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	62	0	3	0	0	0	0	0	0	744	79	0	0	576	0	0	1464
	95.38%	0.00%	4.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.40%	9.60%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	38	0	1	0	0	0	0	0	0	411	37	0	0	308	0	0	795
PEAK HR FACTOR :	0.559	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.771	0.000	0.000	0.865	0.000	0.000	0.942
	0.574																
	0.882																
	0.865																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (NB)

Project ID: 21-030036-004
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Hannon Rd				Hannon Rd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
7:00 AM	10	0	0	0	0	0	0	0	0	22	4	0	0	71	0	0	107
7:15 AM	16	0	0	0	0	0	0	0	0	20	2	0	0	97	0	0	135
7:30 AM	13	0	0	0	0	0	0	0	0	30	2	0	0	86	0	0	131
7:45 AM	11	0	0	0	0	0	0	0	0	32	1	0	0	94	0	0	138
8:00 AM	13	0	0	0	0	0	0	0	0	40	5	0	0	69	0	0	127
8:15 AM	4	0	0	0	0	0	0	0	0	47	4	0	0	59	0	0	114
8:30 AM	10	0	0	0	0	0	0	0	0	31	2	0	1	79	0	0	123
8:45 AM	13	0	1	0	0	0	1	0	0	39	3	0	1	73	0	0	131
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	90	0	1	0	0	0	1	0	0	261	23	0	2	628	0	0	1006
	98.90%	0.00%	1.10%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	91.90%	8.10%	0.00%	0.32%	99.68%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	53	0	0	0	0	0	0	0	0	122	10	0	0	346	0	0	531
PEAK HR FACTOR :	0.828	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.763	0.500	0.000	0.000	0.892	0.000	0.000	0.962
	0.828																
	0.733																
	0.892																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
4:00 PM	5	0	0	0	0	0	0	0	0	80	10	0	0	76	0	0	171
4:15 PM	7	0	1	0	0	0	0	0	0	66	10	0	0	68	0	0	152
4:30 PM	3	0	0	0	0	0	0	0	0	113	9	0	0	53	0	0	178
4:45 PM	8	0	0	0	0	0	0	0	0	105	5	0	0	75	0	0	193
5:00 PM	10	0	1	0	0	0	0	0	0	89	12	0	0	88	0	0	200
5:15 PM	16	0	0	0	0	0	0	0	0	97	9	0	0	87	0	0	209
5:30 PM	9	0	1	0	0	0	0	0	0	99	11	0	0	57	0	0	177
5:45 PM	3	0	0	0	0	0	0	0	0	84	11	0	0	64	0	0	162
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	61	0	3	0	0	0	0	0	0	733	77	0	0	568	0	0	1442
	95.31%	0.00%	4.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.49%	9.51%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	37	0	1	0	0	0	0	0	0	404	35	0	0	303	0	0	780
PEAK HR FACTOR :	0.578	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.894	0.729	0.000	0.000	0.861	0.000	0.000	0.933
	0.594																
	0.900																
	0.861																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (NB)

Project ID: 21-030036-004
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Hannon Rd				Hannon Rd				Cherry Valley Blvd				Cherry Valley Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	9	0	0	0	0	5	0	0	14	
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%			
PEAK HR :	07:15 AM - 08:15 AM																		7
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	7	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.583
										0.500									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	5	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	7	2	0	0	0	6	0	0	16	
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0.00%	77.78%	22.22%	0.00%	0.00%	100.00%	0.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM																		12
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	5	2	0	0	0	4	0	0	12	
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.600
										0.583									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (NB)

Project ID: 21-030036-004
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Hannon Rd				Hannon Rd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
										0.250				0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Cherry Valley Blvd
City: Beaumont
Control: 1-Way Stop (NB)

Project ID: 21-030036-004
Date: 5/20/2021

Data - 4axle

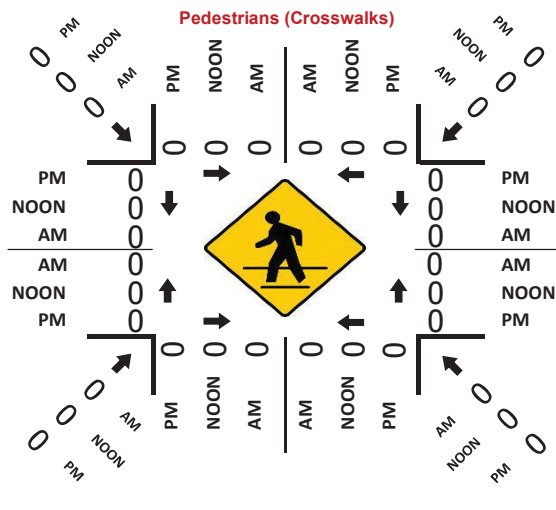
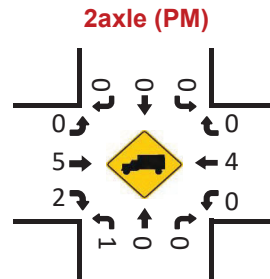
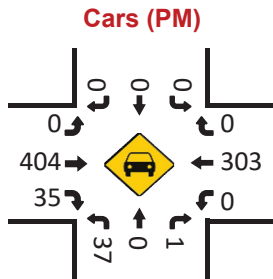
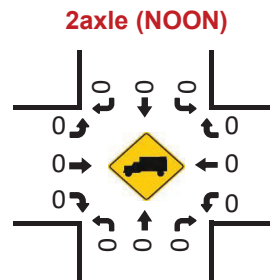
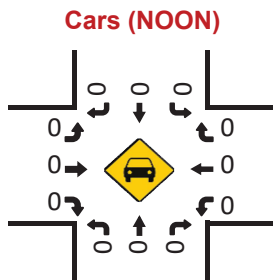
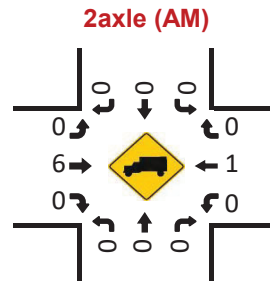
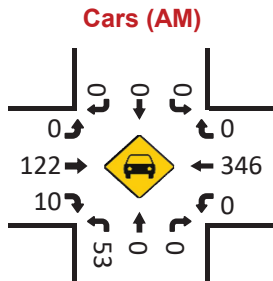
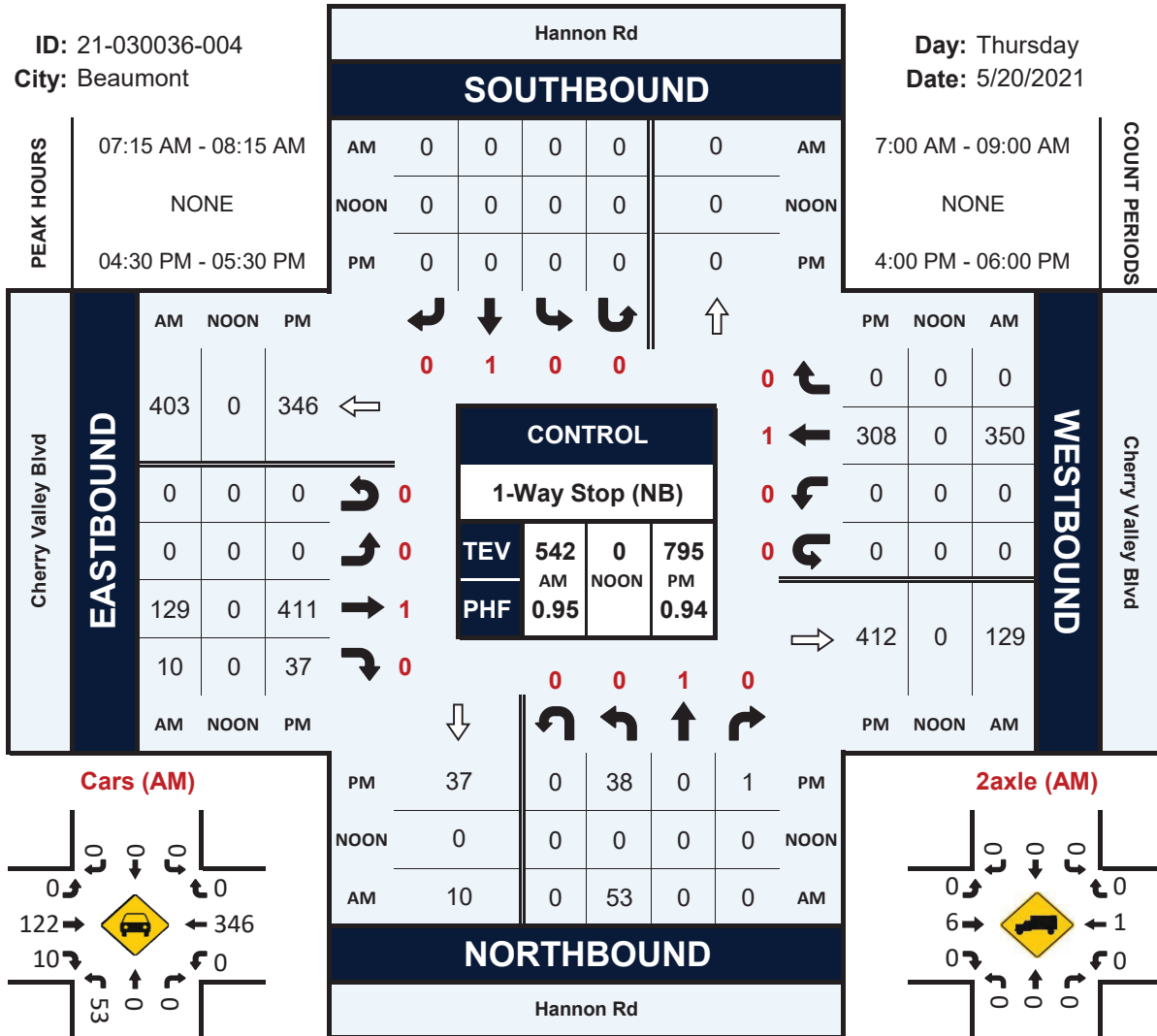
NS/EW Streets:	Hannon Rd				Hannon Rd				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

Hannon Rd & Cherry Valley Blvd

Peak Hour Turning Movement Count

ID: 21-030036-004
City: Beaumont

Day: Thursday
Date: 5/20/2021



National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Cherry Valley Blvd
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-005
Date: 5/20/2021

Data - Total

NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	5	0	0	0	0	1	14	0	3	18	0	0	0	61	0	0					102
7:15 AM	9	0	1	0	0	0	17	0	1	21	2	0	1	73	0	0					125
7:30 AM	5	0	0	0	0	1	14	0	4	25	2	0	0	65	1	0					117
7:45 AM	12	0	0	0	0	0	25	0	5	26	1	0	0	56	0	0					125
8:00 AM	8	1	0	0	0	1	17	0	7	30	3	0	0	44	0	0					111
8:15 AM	5	0	0	0	0	0	15	0	9	37	1	0	0	41	0	0					108
8:30 AM	8	0	0	0	0	0	19	0	4	31	1	0	0	55	0	0					118
8:45 AM	3	1	0	0	0	2	17	0	7	31	3	0	0	56	0	0					120
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	55	2	1	0	0	5	138	0	40	219	13	0	1	451	1	0					926
	94.83%	3.45%	1.72%	0.00%	0.00%	3.50%	96.50%	0.00%	14.71%	80.51%	4.78%	0.00%	0.22%	99.56%	0.22%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL				
PEAK HR VOL :	34	1	1	0	0	2	73	0	17	102	8	0	1	238	1	0					478
PEAK HR FACTOR :	0.708	0.250	0.250	0.000	0.000	0.500	0.730	0.000	0.607	0.850	0.667	0.000	0.250	0.815	0.250	0.000					0.956
	0.750				0.750				0.794				0.811								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	5	0	0	0	1	0	11	0	14	63	5	0	0	64	0	0					163
4:15 PM	7	1	0	0	1	0	11	0	10	57	3	0	1	48	0	0					139
4:30 PM	4	0	0	0	1	0	6	0	16	91	4	0	0	47	0	0					169
4:45 PM	4	1	0	0	1	2	11	0	15	94	1	0	1	57	0	0					187
5:00 PM	6	2	0	0	0	2	8	0	15	72	4	0	1	78	2	0					190
5:15 PM	4	0	1	0	0	0	6	0	15	79	5	0	1	75	0	0					186
5:30 PM	4	0	3	0	0	1	7	0	16	85	0	0	1	41	1	0					159
5:45 PM	5	0	1	0	0	1	11	0	11	66	1	0	0	52	0	0					148
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	39	4	5	0	4	6	71	0	112	607	23	0	5	462	3	0					1341
	81.25%	8.33%	10.42%	0.00%	4.94%	7.41%	87.65%	0.00%	15.09%	81.81%	3.10%	0.00%	1.06%	98.30%	0.64%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL				
PEAK HR VOL :	18	3	1	0	2	4	31	0	61	336	14	0	3	257	2	0					732
PEAK HR FACTOR :	0.750	0.375	0.250	0.000	0.500	0.500	0.705	0.000	0.953	0.894	0.700	0.000	0.750	0.824	0.250	0.000					0.963
	0.688				0.661				0.926				0.809								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Cherry Valley Blvd
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-005
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	4	0	0	0	0	1	13	0	3	18	0	0	0	57	0	0					96
7:15 AM	9	0	1	0	0	0	17	0	1	20	2	0	1	73	0	0					124
7:30 AM	5	0	0	0	0	1	14	0	4	24	1	0	0	65	1	0					115
7:45 AM	10	0	0	0	0	0	25	0	4	25	1	0	0	55	0	0					120
8:00 AM	8	1	0	0	0	1	17	0	7	28	3	0	0	44	0	0					109
8:15 AM	5	0	0	0	0	0	15	0	9	35	1	0	0	40	0	0					105
8:30 AM	7	0	0	0	0	0	19	0	4	31	1	0	0	53	0	0					115
8:45 AM	3	1	0	0	0	2	17	0	7	30	2	0	0	55	0	0					117
TOTAL VOLUMES :	51	2	1	0	0	5	137	0	39	211	11	0	1	442	1	0					901
APPROACH %'s :	94.44%	3.70%	1.85%	0.00%	0.00%	3.52%	96.48%	0.00%	14.94%	80.84%	4.21%	0.00%	0.23%	99.55%	0.23%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL				
PEAK HR VOL :	32	1	1	0	0	2	73	0	16	97	7	0	1	237	1	0					468
PEAK HR FACTOR :	0.800	0.250	0.250	0.000	0.000	0.500	0.730	0.000	0.571	0.866	0.583	0.000	0.250	0.812	0.250	0.000					0.944
	0.850				0.750				0.789				0.807								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	5	0	0	0	1	0	11	0	14	62	5	0	0	62	0	0					160
4:15 PM	7	1	0	0	1	0	11	0	10	56	3	0	1	48	0	0					138
4:30 PM	4	0	0	0	1	0	6	0	16	86	4	0	0	47	0	0					164
4:45 PM	4	1	0	0	1	2	11	0	15	93	0	0	1	54	0	0					182
5:00 PM	6	2	0	0	0	2	8	0	15	71	4	0	1	77	2	0					188
5:15 PM	4	0	1	0	0	0	6	0	15	79	5	0	1	74	0	0					185
5:30 PM	4	0	3	0	0	1	7	0	15	85	0	0	1	41	1	0					158
5:45 PM	5	0	1	0	0	1	11	0	11	66	1	0	0	51	0	0					147
TOTAL VOLUMES :	39	4	5	0	4	6	71	0	111	598	22	0	5	454	3	0					1322
APPROACH %'s :	81.25%	8.33%	10.42%	0.00%	4.94%	7.41%	87.65%	0.00%	15.18%	81.81%	3.01%	0.00%	1.08%	98.27%	0.65%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL				
PEAK HR VOL :	18	3	1	0	2	4	31	0	61	329	13	0	3	252	2	0					719
PEAK HR FACTOR :	0.750	0.375	0.250	0.000	0.500	0.500	0.705	0.000	0.953	0.884	0.650	0.000	0.750	0.818	0.250	0.000					0.956
	0.688				0.661				0.933				0.803								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Cherry Valley Blvd
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-005
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	1	7	1	0	0	4	0	0	14
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					11.11%	77.78%	11.11%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	4	1	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	1.000	0.250	0.000	0.000	0.250	0.000	0.000	0.583
	0.750																
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	6	1	0	0	6	0	0	13
APPROACH %'s :									0.00%	85.71%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	1	0	0	4	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.000	0.000	0.500	0.000	0.000	0.625
	0.500																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Cherry Valley Blvd
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-005
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	0	0	5	0	0	7
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	1	0	0	5
APPROACH %'s :									25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Cherry Valley Blvd
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-005
Date: 5/20/2021

Data - 4axle

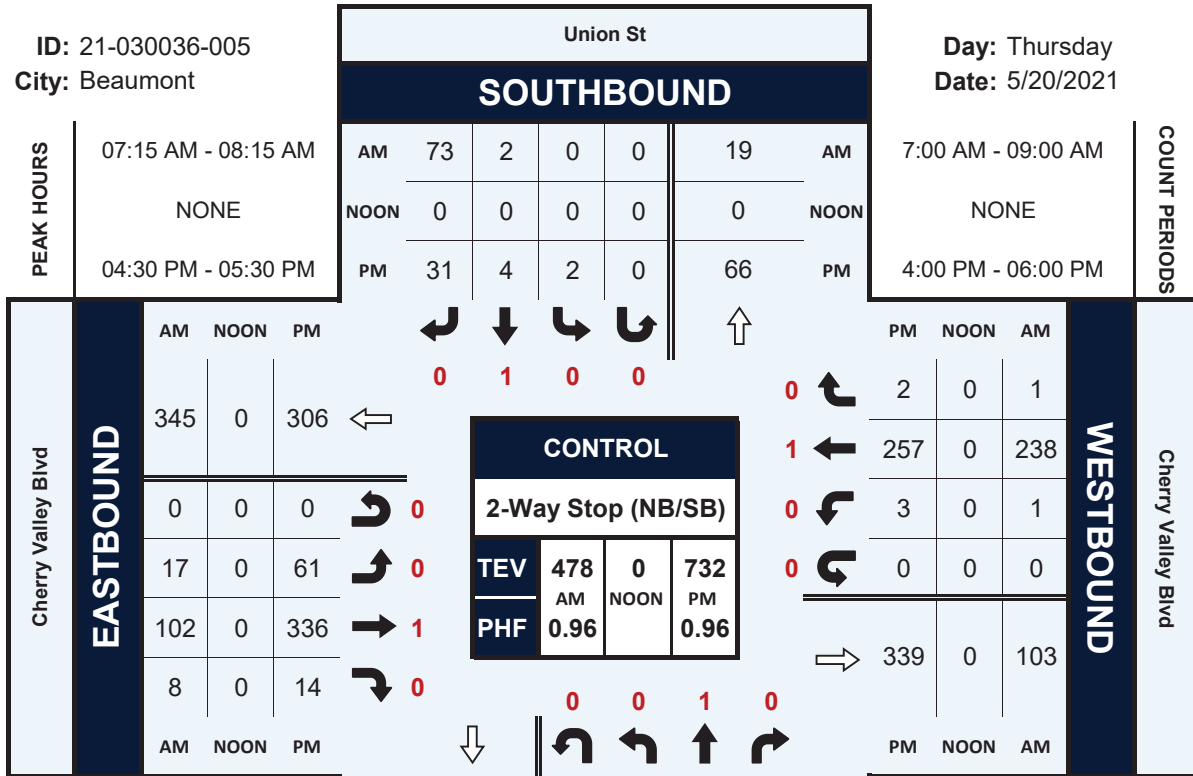
NS/EW Streets:	Union St				Union St				Cherry Valley Blvd				Cherry Valley Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
	0.250																

Union St & Cherry Valley Blvd

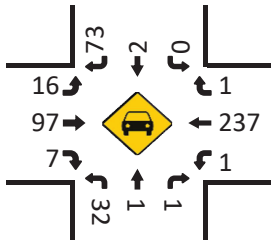
Peak Hour Turning Movement Count

ID: 21-030036-005
City: Beaumont

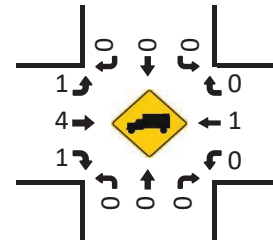
Day: Thursday
Date: 5/20/2021



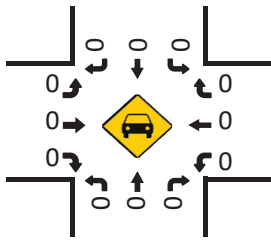
Cars (AM)



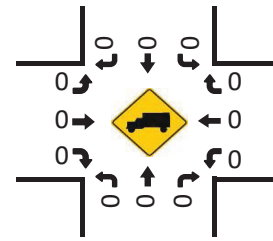
2axle (AM)



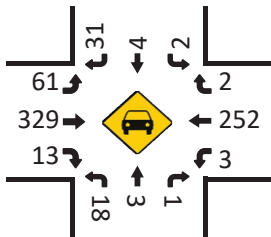
Cars (NOON)



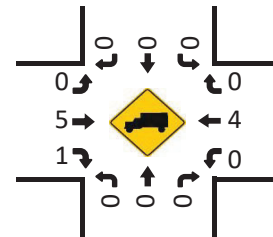
2axle (NOON)



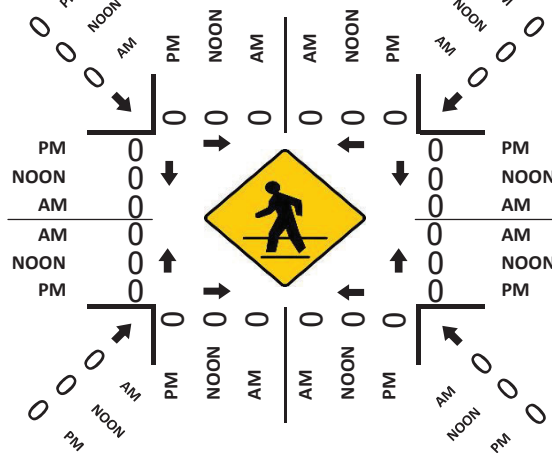
Cars (PM)



2axle (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Nancy Ave & Cherry Valley Blvd
City: Beaumont
Control: 4-Way Stop

Project ID: 21-030036-006
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Nancy Ave				Nancy Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	3	0	0	0	4	6	0	4	13	3	0	0	49	0	0	83
7:15 AM	1	4	0	0	0	5	6	0	1	14	6	0	0	68	1	0	106
7:30 AM	7	4	2	0	1	7	8	0	1	12	10	0	0	55	0	0	107
7:45 AM	4	3	1	0	0	2	6	0	3	24	12	0	2	47	0	0	104
8:00 AM	1	3	0	0	0	0	5	0	3	22	4	0	1	35	0	0	74
8:15 AM	3	2	0	0	0	4	3	0	2	22	3	0	0	42	0	0	81
8:30 AM	2	1	4	0	0	6	5	0	2	25	2	0	1	46	0	0	94
8:45 AM	1	2	0	0	1	3	7	0	1	29	2	0	2	42	0	0	90
TOTAL VOLUMES :	20	22	7	0	2	31	46	0	17	161	42	0	6	384	1	0	739
APPROACH %'s :	40.82%	44.90%	14.29%	0.00%	2.53%	39.24%	58.23%	0.00%	7.73%	73.18%	19.09%	0.00%	1.53%	98.21%	0.26%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																
PEAK HR VOL :	13	14	3	0	1	18	26	0	9	63	31	0	2	219	1	0	400
PEAK HR FACTOR :	0.464	0.875	0.375	0.000	0.250	0.643	0.813	0.000	0.563	0.656	0.646	0.000	0.250	0.805	0.250	0.000	0.935
	0.577 0.703 0.660 0.804																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	4	4	4	0	2	6	0	0	5	52	4	0	3	51	0	0	135
4:15 PM	3	3	1	0	2	2	4	0	3	49	9	0	2	41	0	0	119
4:30 PM	7	4	2	0	1	5	6	0	6	72	12	0	2	42	4	0	163
4:45 PM	6	4	2	0	4	2	5	0	6	79	6	0	3	36	2	0	155
5:00 PM	10	6	2	0	2	3	4	0	2	68	4	0	0	69	2	1	173
5:15 PM	10	5	0	0	2	7	3	0	7	68	3	0	4	56	0	0	165
5:30 PM	1	6	3	0	1	2	3	0	5	81	6	0	4	32	1	0	145
5:45 PM	8	7	2	0	1	2	2	0	4	56	5	0	3	48	0	0	138
TOTAL VOLUMES :	49	39	16	0	15	29	27	0	38	525	49	0	21	375	9	1	1193
APPROACH %'s :	47.12%	37.50%	15.38%	0.00%	21.13%	40.85%	38.03%	0.00%	6.21%	85.78%	8.01%	0.00%	5.17%	92.36%	2.22%	0.25%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	33	19	6	0	9	17	18	0	21	287	25	0	9	203	8	1	656
PEAK HR FACTOR :	0.825	0.792	0.750	0.000	0.563	0.607	0.750	0.000	0.750	0.908	0.521	0.000	0.563	0.736	0.500	0.250	0.948
	0.806 0.917 0.915 0.767																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nancy Ave & Cherry Valley Blvd
City: Beaumont
Control: 4-Way Stop

Project ID: 21-030036-006
Date: 5/20/2021

Data - Total

NS/EW Streets:	Nancy Ave				Nancy Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	3	0	0	0	4	6	0	4	13	3	0	0	53	0	0	87
7:15 AM	1	4	0	0	1	5	6	0	1	15	6	0	0	68	1	0	108
7:30 AM	7	4	2	0	1	7	8	0	2	13	10	0	0	55	0	0	109
7:45 AM	4	3	1	0	0	2	6	0	3	25	12	0	2	48	0	0	106
8:00 AM	1	3	0	0	0	0	5	0	3	23	5	0	1	35	0	0	76
8:15 AM	3	2	0	0	1	4	3	0	2	23	3	0	0	43	0	0	84
8:30 AM	2	1	4	0	0	6	5	0	2	26	2	0	1	48	0	0	97
8:45 AM	1	2	0	0	1	3	7	0	1	30	2	0	2	42	0	0	91
TOTAL VOLUMES :	20	22	7	0	4	31	46	0	18	168	43	0	6	392	1	0	758
APPROACH %'s :	40.82%	44.90%	14.29%	0.00%	4.94%	38.27%	56.79%	0.00%	7.86%	73.36%	18.78%	0.00%	1.50%	98.25%	0.25%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																
PEAK HR VOL :	13	14	3	0	2	18	26	0	10	66	31	0	2	224	1	0	410
PEAK HR FACTOR :	0.464	0.875	0.375	0.000	0.500	0.643	0.813	0.000	0.625	0.660	0.646	0.000	0.250	0.824	0.250	0.000	0.940
	0.577																
	0.719																
	0.669																
	0.822																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	4	4	4	0	2	6	0	0	5	54	4	0	3	53	0	0	139
4:15 PM	3	3	1	0	3	2	4	0	3	50	9	0	2	41	0	0	121
4:30 PM	7	4	2	0	1	5	6	0	6	76	12	0	2	43	4	0	168
4:45 PM	6	4	2	0	4	2	5	0	6	80	6	0	3	38	2	0	158
5:00 PM	10	6	2	0	2	3	4	0	2	69	4	0	0	70	2	1	175
5:15 PM	10	5	0	0	3	7	3	0	7	68	3	0	4	57	0	0	167
5:30 PM	1	6	3	0	1	2	3	0	5	81	6	0	4	32	1	0	145
5:45 PM	8	7	2	0	1	2	2	0	4	56	5	0	3	49	0	0	139
TOTAL VOLUMES :	49	39	16	0	17	29	27	0	38	534	49	0	21	383	9	1	1212
APPROACH %'s :	47.12%	37.50%	15.38%	0.00%	23.29%	39.73%	36.99%	0.00%	6.12%	85.99%	7.89%	0.00%	5.07%	92.51%	2.17%	0.24%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	33	19	6	0	10	17	18	0	21	293	25	0	9	208	8	1	668
PEAK HR FACTOR :	0.825	0.792	0.750	0.000	0.625	0.607	0.750	0.000	0.750	0.916	0.521	0.000	0.563	0.743	0.500	0.250	0.954
	0.806																
	0.865																
	0.902																
	0.774																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nancy Ave & Cherry Valley Blvd
City: Beaumont
Control: 4-Way Stop

Project ID: 21-030036-006
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Nancy Ave				Nancy Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	1	6	1	0	0	4	0	0	14
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	12.50%	75.00%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																
PEAK HR VOL :	0	0	0	0	1	0	0	0	1	3	0	0	0	2	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.875
							0.250				0.500				0.500		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	0	5	0	0	0	6	0	0	13
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	4	0	0	0	4	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	1.000	0.000	0.000	0.750
							0.250				0.500				1.000		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nancy Ave & Cherry Valley Blvd
City: Beaumont
Control: 4-Way Stop

Project ID: 21-030036-006
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Nancy Ave				Nancy Ave				Cherry Valley Blvd				Cherry Valley Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	0	1	1		0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%			
PEAK HR :	07:00 AM - 08:00 AM																TOTAL		
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
	0.250																		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0		0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM																TOTAL		
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nancy Ave & Cherry Valley Blvd
City: Beaumont
Control: 4-Way Stop

Project ID: 21-030036-006
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	Nancy Ave				Nancy Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0.5	0.5	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Cherry Valley Blvd
City: Beaumont
Control: Signalized

Project ID: 21-030036-007
Date: 5/20/2021

Data - Total

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	28	28	2	0	1	32	1	0	2	2	9	0	1	24	2	0	132
7:15 AM	40	25	2	0	1	44	7	0	6	3	7	0	2	20	1	0	158
7:30 AM	35	33	1	0	0	39	10	0	6	3	13	0	3	15	0	0	158
7:45 AM	25	35	1	0	1	51	5	0	1	8	13	0	4	23	1	0	168
8:00 AM	17	20	2	0	3	51	8	0	4	10	16	0	1	13	0	0	145
8:15 AM	16	51	3	0	0	32	4	0	7	5	9	0	3	22	2	0	154
8:30 AM	24	33	0	0	2	43	14	0	10	9	15	0	0	11	1	0	162
8:45 AM	26	43	1	0	1	41	11	0	9	13	13	0	2	14	2	0	176
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	211	268	12	0	9	333	60	0	45	53	95	0	16	142	9	0	1253
APPROACH %'s :	42.97%	54.58%	2.44%	0.00%	2.24%	82.84%	14.93%	0.00%	23.32%	27.46%	49.22%	0.00%	9.58%	85.03%	5.39%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	83	147	6	0	6	167	37	0	30	37	53	0	6	60	5	0	637
PEAK HR FACTOR :	0.798	0.721	0.500	0.000	0.500	0.819	0.661	0.000	0.750	0.712	0.828	0.000	0.500	0.682	0.625	0.000	0.905
	0.843				0.847				0.857				0.657				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	34	56	5	0	4	58	15	0	9	10	35	0	2	15	2	0	245
4:15 PM	23	75	1	0	3	63	9	0	6	25	22	0	3	11	3	0	244
4:30 PM	33	61	9	0	3	63	9	0	13	22	39	0	3	10	0	0	265
4:45 PM	31	65	7	0	2	50	12	0	19	24	46	0	5	13	1	0	275
5:00 PM	35	61	5	0	5	59	14	0	12	21	42	0	2	20	4	0	280
5:15 PM	33	66	4	0	6	55	18	0	16	18	44	0	5	13	5	0	283
5:30 PM	24	47	9	0	4	53	12	0	7	27	41	0	1	9	2	0	236
5:45 PM	27	43	6	0	1	49	5	0	17	21	44	0	2	21	4	0	240
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	240	474	46	0	28	450	94	0	99	168	313	0	23	112	21	0	2068
APPROACH %'s :	31.58%	62.37%	6.05%	0.00%	4.90%	78.67%	16.43%	0.00%	17.07%	28.97%	53.97%	0.00%	14.74%	71.79%	13.46%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	132	253	25	0	16	227	53	0	60	85	171	0	15	56	10	0	1103
PEAK HR FACTOR :	0.943	0.958	0.694	0.000	0.667	0.901	0.736	0.000	0.789	0.885	0.929	0.000	0.750	0.700	0.500	0.000	0.974
	0.995				0.937				0.888				0.779				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Cherry Valley Blvd
City: Beaumont
Control: Signalized

Project ID: 21-030036-007
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	28	28	2	0	1	31	1	0	2	2	9	0	1	20	2	0	
7:15 AM	40	23	1	0	1	44	7	0	6	3	6	0	2	20	1	0	
7:30 AM	34	33	1	0	0	39	10	0	6	3	13	0	3	15	0	0	
7:45 AM	24	33	1	0	1	51	5	0	1	7	13	0	4	23	1	0	
8:00 AM	17	20	2	0	3	50	8	0	3	10	16	0	1	13	0	0	
8:15 AM	16	49	3	0	0	32	4	0	7	5	8	0	3	22	2	0	
8:30 AM	24	32	0	0	2	42	14	0	10	8	13	0	0	10	1	0	
8:45 AM	25	43	1	0	1	41	10	0	8	13	13	0	2	14	2	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	208	261	11	0	9	330	59	0	43	51	91	0	16	137	9	0	1225
	43.33%	54.38%	2.29%	0.00%	2.26%	82.91%	14.82%	0.00%	23.24%	27.57%	49.19%	0.00%	9.88%	84.57%	5.56%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	82	144	6	0	6	165	36	0	28	36	50	0	6	59	5	0	623
PEAK HR FACTOR :	0.820	0.735	0.500	0.000	0.500	0.825	0.643	0.000	0.700	0.692	0.781	0.000	0.500	0.670	0.625	0.000	0.900
	0.841				0.848				0.838				0.648				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	34	54	5	0	4	58	14	0	9	10	35	0	2	15	2	0	
4:15 PM	23	73	1	0	3	63	9	0	5	24	21	0	3	10	3	0	
4:30 PM	33	61	9	0	3	62	9	0	13	20	37	0	3	10	0	0	
4:45 PM	31	65	7	0	2	50	10	0	19	22	46	0	5	12	1	0	
5:00 PM	35	60	4	0	5	59	14	0	12	21	41	0	2	19	4	0	
5:15 PM	33	65	4	0	6	55	18	0	16	18	43	0	5	13	5	0	
5:30 PM	24	47	9	0	4	53	12	0	7	27	41	0	1	9	2	0	
5:45 PM	27	43	6	0	1	49	5	0	17	21	44	0	2	20	4	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	240	468	45	0	28	449	91	0	98	163	308	0	23	108	21	0	2042
	31.87%	62.15%	5.98%	0.00%	4.93%	79.05%	16.02%	0.00%	17.22%	28.65%	54.13%	0.00%	15.13%	71.05%	13.82%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	132	251	24	0	16	226	51	0	60	81	167	0	15	54	10	0	1087
PEAK HR FACTOR :	0.943	0.965	0.667	0.000	0.667	0.911	0.708	0.000	0.789	0.920	0.908	0.000	0.750	0.711	0.500	0.000	0.967
	0.988				0.927				0.885				0.790				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Cherry Valley Blvd
City: Beaumont
Control: Signalized

Project ID: 21-030036-007
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
7:15 AM	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	1	4	1	0	0	2	1	0	2	2	3	0	0	1	0	0	0	17
APPROACH %'s :	16.67%	66.67%	16.67%	0.00%	0.00%	66.67%	33.33%	0.00%	28.57%	28.57%	42.86%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL	
PEAK HR VOL :	0	2	0	0	0	1	1	0	2	1	2	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750
					0.250				0.500									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	5
4:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4
5:00 PM	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	0	5	1	0	0	1	2	0	0	5	3	0	0	3	0	0	0	20
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	62.50%	37.50%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	2	1	0	0	1	2	0	0	4	2	0	0	1	0	0	0	13
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.813
					0.375				0.750									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Cherry Valley Blvd
City: Beaumont
Control: Signalized

Project ID: 21-030036-007
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Cherry Valley Blvd				Cherry Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	6
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%									0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM													1	0	0	2
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500
	0.250												0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM										2	0		0	0	0	2
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
	0.250										0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Cherry Valley Blvd
City: Beaumont
Control: Signalized

Project ID: 21-030036-007
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Cherry Valley Blvd				Cherry Valley Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	
	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
PEAK HR :	08:00 AM - 09:00 AM																TOTAL	
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	

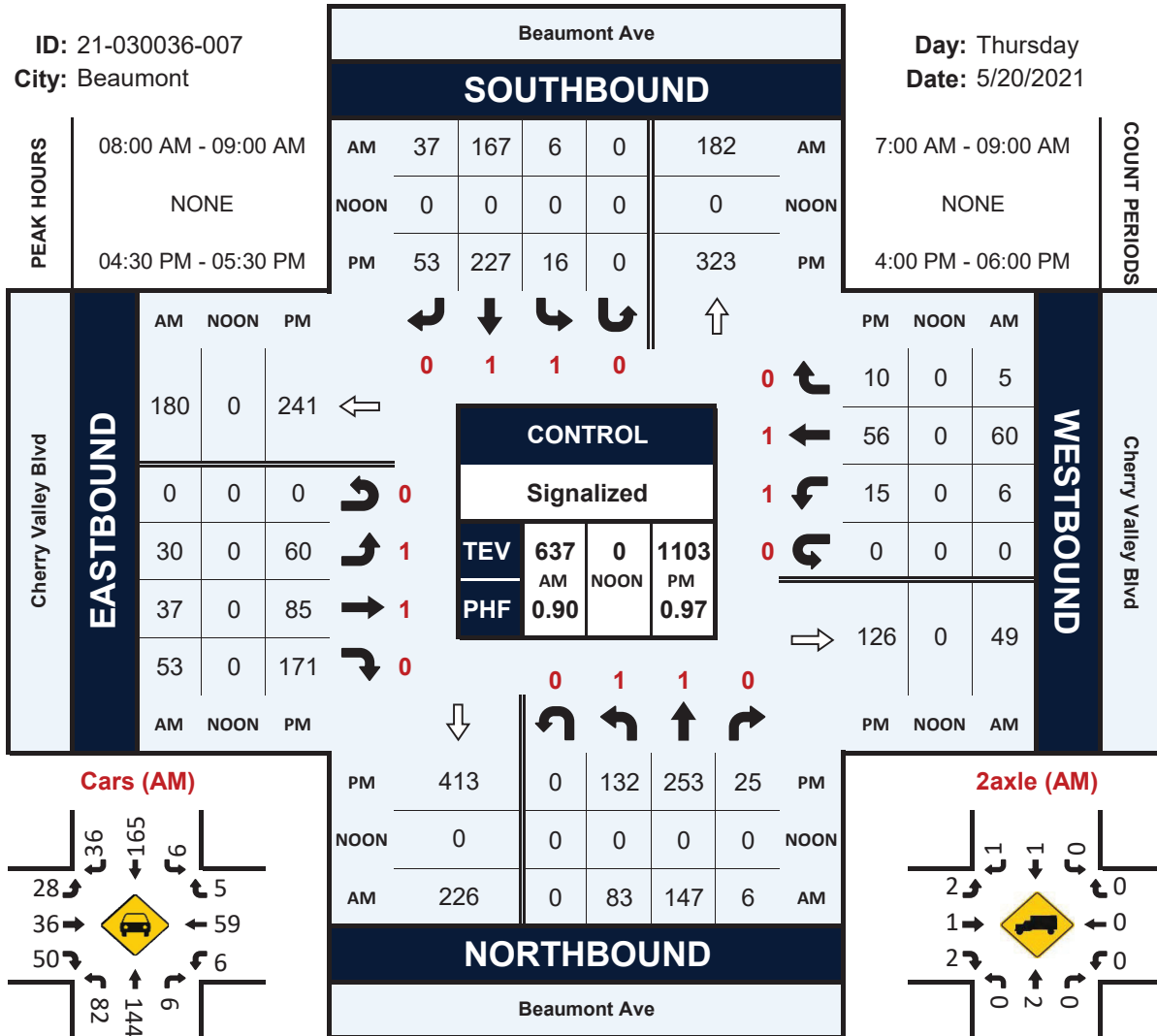
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	
	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	

Beaumont Ave & Cherry Valley Blvd

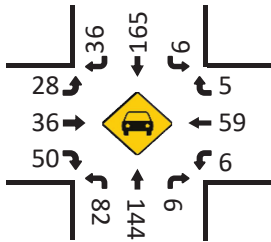
Peak Hour Turning Movement Count

ID: 21-030036-007
City: Beaumont

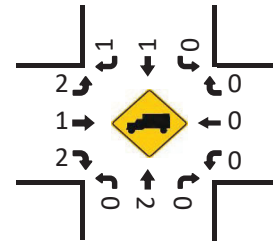
Day: Thursday
Date: 5/20/2021



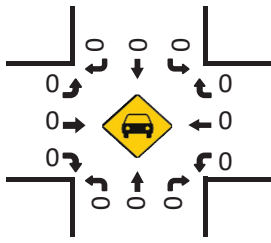
Cars (AM)



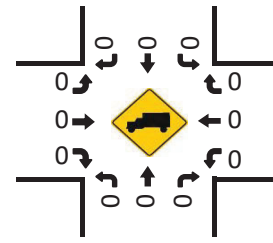
2axle (AM)



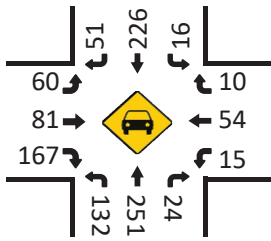
Cars (NOON)



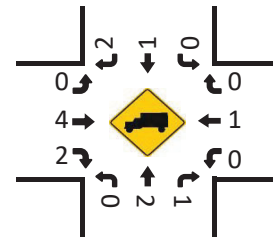
2axle (NOON)



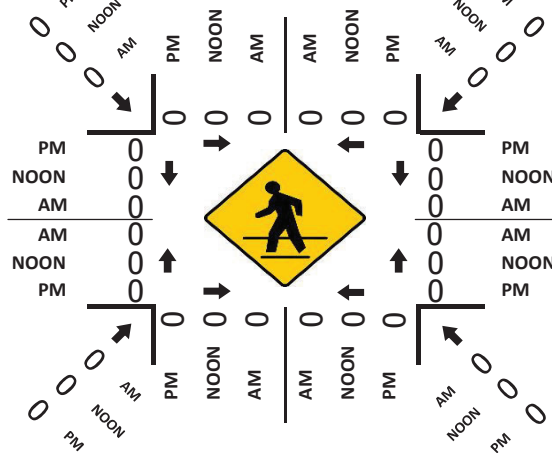
Cars (PM)



2axle (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Hannon Rd & Brookside Ave
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-008
Date: 5/20/2021

Data - Total

NS/EW Streets:	Hannon Rd				Hannon Rd				Brookside Ave				Brookside Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
7:15 AM	1	1	0	0	3	0	1	0	7	11	0	0	0	7	2	0	33
7:30 AM	0	2	1	0	1	1	0	0	12	14	0	1	0	5	1	0	38
7:45 AM	0	1	0	0	2	0	0	0	11	13	0	0	1	14	1	0	43
8:00 AM	0	0	0	0	1	0	3	0	10	12	0	0	0	7	1	0	31
8:15 AM	0	0	0	0	1	0	3	0	11	10	0	0	0	10	1	0	36
8:30 AM	0	1	0	0	2	0	3	0	2	13	1	0	0	1	2	0	25
8:45 AM	0	1	0	0	1	0	1	0	7	6	1	0	0	7	1	0	25
	1	3	0	0	0	0	3	0	7	10	0	0	1	15	4	0	44
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	9	1	0	11	1	11	0	67	89	2	1	2	66	13	0	275
	16.67%	75.00%	8.33%	0.00%	47.83%	4.35%	47.83%	0.00%	42.14%	55.97%	1.26%	0.63%	2.47%	81.48%	16.05%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	3	1	0	5	1	3	0	44	49	0	1	1	36	4	0	148
PEAK HR FACTOR :	0.000	0.375	0.250	0.000	0.625	0.250	0.250	0.000	0.917	0.875	0.000	0.250	0.250	0.643	1.000	0.000	0.860
					0.333				0.563				0.870				
					0.625				0.732				0.641				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
4:15 PM	0	0	1	0	13	1	1	0	2	16	1	0	0	25	3	0	63
4:30 PM	0	0	1	0	13	0	1	0	5	18	0	0	1	18	3	0	60
4:45 PM	0	0	0	0	4	1	4	0	1	20	0	0	2	22	1	0	55
5:00 PM	0	1	2	0	4	1	5	0	4	17	0	0	1	21	5	0	61
5:15 PM	0	0	1	0	4	2	3	0	5	23	0	0	0	19	5	0	62
5:30 PM	1	1	0	0	5	0	6	0	7	22	1	0	0	50	9	0	102
5:45 PM	2	0	2	0	5	2	4	0	8	33	0	0	2	18	2	0	78
	1	1	2	0	2	0	7	0	0	17	0	0	2	12	1	0	45
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	3	9	0	50	7	31	0	32	166	2	0	8	185	29	0	526
	25.00%	18.75%	56.25%	0.00%	56.82%	7.95%	35.23%	0.00%	16.00%	83.00%	1.00%	0.00%	3.60%	83.33%	13.06%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	2	5	0	18	5	18	0	24	95	1	0	3	108	21	0	303
PEAK HR FACTOR :	0.375	0.500	0.625	0.000	0.900	0.625	0.750	0.000	0.750	0.720	0.250	0.000	0.375	0.540	0.583	0.000	0.743
					0.625				0.932				0.732				
					0.625				0.932				0.559				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Union St & Brookside Ave
City: Beaumont
Control: 2-Way Stop (NB/SB)

Project ID: 21-030036-009
Date: 5/20/2021

Data - Total

NS/EW Streets:	Union St				Union St				Brookside Ave				Brookside Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	1	0	0	14	0	0	2	8	2	0	28
7:15 AM	0	2	1	0	4	0	0	0	1	16	0	0	0	5	8	0	37
7:30 AM	0	0	0	0	2	0	1	0	0	15	0	0	0	15	3	0	36
7:45 AM	0	2	1	0	2	0	0	0	0	13	0	0	1	8	8	0	35
8:00 AM	0	1	1	0	3	0	1	0	0	11	0	0	0	10	7	0	34
8:15 AM	0	0	0	0	1	0	0	0	1	14	0	0	0	4	5	0	25
8:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	7	0	23
8:45 AM	0	1	0	0	2	0	1	0	0	10	0	0	0	18	4	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	6	3	0	15	0	4	0	2	101	0	0	3	76	44	0	254
	0.00%	66.67%	33.33%	0.00%	78.95%	0.00%	21.05%	0.00%	1.94%	98.06%	0.00%	0.00%	2.44%	61.79%	35.77%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	5	3	0	11	0	2	0	1	55	0	0	1	38	26	0	142
PEAK HR FACTOR :	0.000	0.625	0.750	0.000	0.688	0.000	0.500	0.000	0.250	0.859	0.000	0.000	0.250	0.633	0.813	0.000	0.959
					0.813				0.824				0.903				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	6	0	0	0	0	31	0	0	1	28	4	0	70
4:15 PM	0	0	2	0	6	0	0	0	1	30	1	0	0	22	6	0	68
4:30 PM	1	1	1	0	1	1	0	0	1	21	0	0	2	25	1	0	55
4:45 PM	0	1	3	0	2	0	2	0	2	20	1	0	0	26	3	0	60
5:00 PM	0	0	4	0	3	0	3	0	2	27	0	0	1	25	5	0	70
5:15 PM	0	0	1	1	5	0	2	0	0	27	0	0	1	56	7	0	100
5:30 PM	0	0	1	0	3	2	0	0	0	39	1	0	3	18	4	0	71
5:45 PM	0	0	0	0	3	0	0	0	0	20	0	0	1	19	6	0	49
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	2	12	1	29	3	7	0	6	215	3	0	9	219	36	0	543
	6.25%	12.50%	75.00%	6.25%	74.36%	7.69%	17.95%	0.00%	2.68%	95.98%	1.34%	0.00%	3.41%	82.95%	13.64%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	9	1	13	2	7	0	4	113	2	0	5	125	19	0	301
PEAK HR FACTOR :	0.000	0.250	0.563	0.250	0.650	0.250	0.583	0.000	0.500	0.724	0.500	0.000	0.417	0.558	0.679	0.000	0.753
					0.786				0.744				0.582				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Brookside Ave
City: Beaumont
Control: 3-Way Stop (NB/EB/WB)

Project ID: 21-030036-010
Date: 5/20/2021

Data - Total

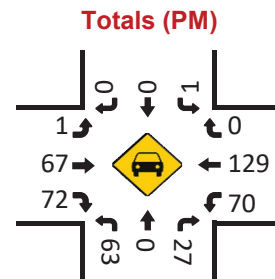
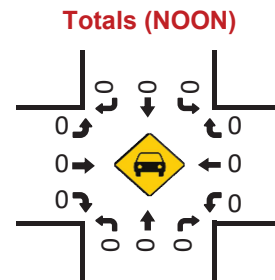
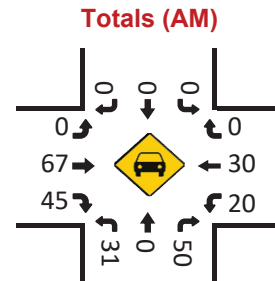
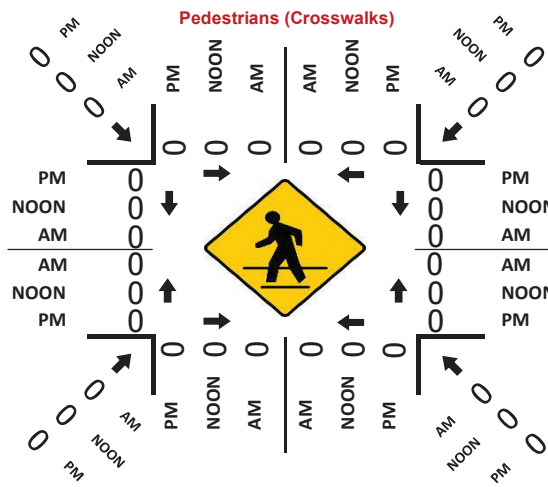
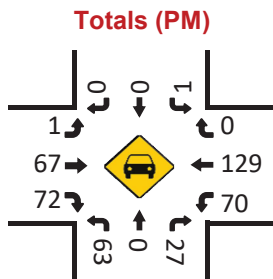
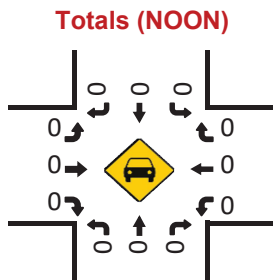
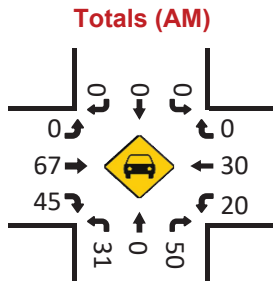
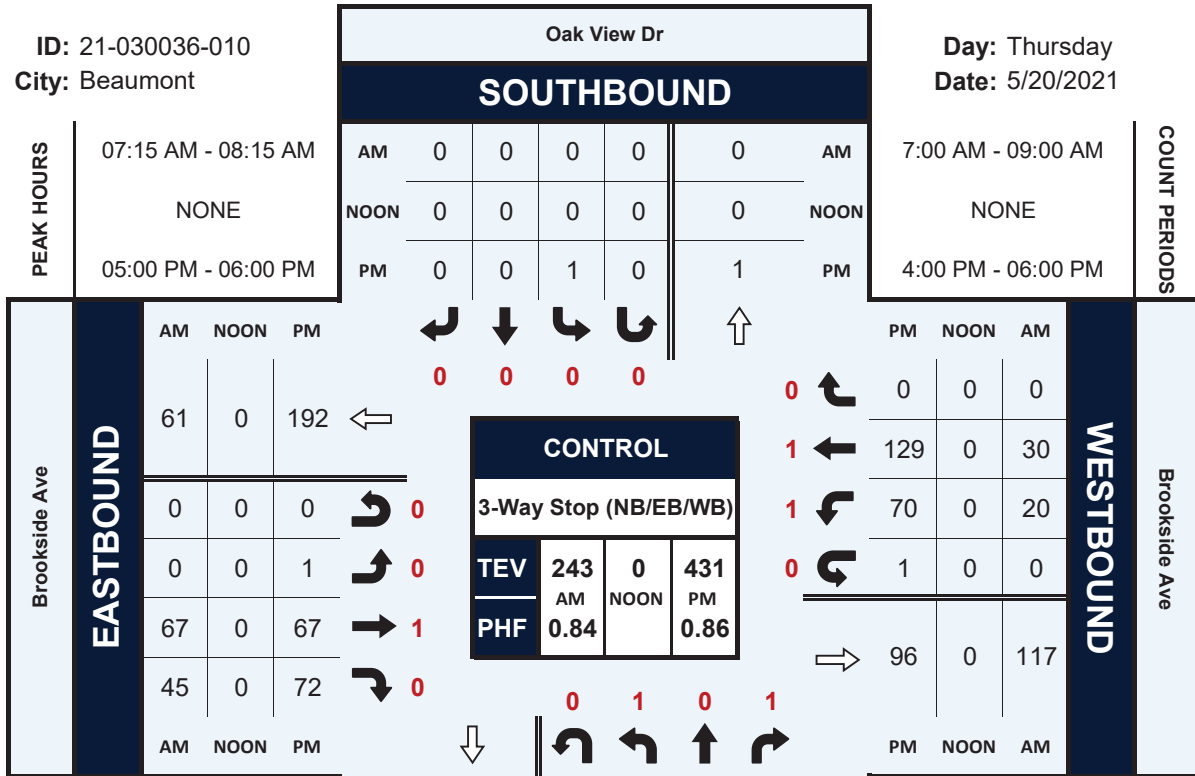
NS/EW Streets:	Oak View Dr				Oak View Dr				Brookside Ave				Brookside Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	5	0	8	0	0	0	0	0	0	13	7	0	0	7	0	0	40
7:15 AM	6	0	21	0	0	0	0	0	0	21	10	0	4	4	0	0	66
7:30 AM	6	0	12	0	0	0	0	0	0	23	7	0	7	17	0	0	72
7:45 AM	11	0	9	0	0	0	0	0	0	12	20	0	4	5	0	0	61
8:00 AM	8	0	8	0	0	0	0	0	0	11	8	0	5	4	0	0	44
8:15 AM	5	0	2	0	0	0	0	0	0	12	10	0	4	2	0	0	35
8:30 AM	7	0	2	0	0	0	0	0	0	5	6	0	6	7	0	0	33
8:45 AM	10	0	3	0	0	0	0	0	0	8	9	0	3	8	0	0	41
TOTAL VOLUMES :	58	0	65	0	0	0	0	0	0	105	77	0	33	54	0	0	392
APPROACH %'s :	47.15%	0.00%	52.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.69%	42.31%	0.00%	37.93%	62.07%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	31	0	50	0	0	0	0	0	0	67	45	0	20	30	0	0	243
PEAK HR FACTOR :	0.705	0.000	0.595	0.000	0.000	0.000	0.000	0.000	0.000	0.728	0.563	0.000	0.714	0.441	0.000	0.000	0.844
	0.750								0.875				0.521				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	8	0	10	0	0	0	0	0	0	17	18	0	5	18	0	0	76
4:15 PM	8	0	4	0	0	0	0	0	0	15	28	0	7	21	0	0	83
4:30 PM	18	0	5	0	0	0	0	0	0	19	17	0	20	18	0	0	97
4:45 PM	13	0	6	0	0	0	0	0	0	16	12	0	5	17	0	0	69
5:00 PM	16	0	11	0	0	0	0	0	1	10	21	0	25	41	0	0	125
5:15 PM	15	0	8	0	1	0	0	0	0	18	13	0	22	47	0	0	124
5:30 PM	14	0	4	0	0	0	0	0	0	25	24	0	9	15	0	1	92
5:45 PM	18	0	4	0	0	0	0	0	0	14	14	0	14	26	0	0	90
TOTAL VOLUMES :	110	0	52	0	1	0	0	0	1	134	147	0	107	203	0	1	756
APPROACH %'s :	67.90%	0.00%	32.10%	0.00%	100.00%	0.00%	0.00%	0.00%	0.35%	47.52%	52.13%	0.00%	34.41%	65.27%	0.00%	0.32%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	63	0	27	0	1	0	0	0	1	67	72	0	70	129	0	1	431
PEAK HR FACTOR :	0.875	0.000	0.614	0.000	0.250	0.000	0.000	0.000	0.250	0.670	0.750	0.000	0.700	0.686	0.000	0.250	0.862
	0.833				0.250				0.714				0.725				

Oak View Dr & Brookside Ave

Peak Hour Turning Movement Count

ID: 21-030036-010
City: Beaumont

Day: Thursday
Date: 5/20/2021



National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Brookside Ave
City: Beaumont
Control: Signalized

Project ID: 21-030036-011
Date: 5/20/2021

Data - Total

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Brookside Ave				Brookside Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	4	29	3	0	9	33	1	0	2	5	11	0	10	10	23	0	140
	7:15 AM	15	34	3	0	10	39	3	0	1	15	7	0	13	15	33	0	188
	7:30 AM	13	41	3	0	11	39	7	0	0	4	10	0	11	18	33	0	190
	7:45 AM	11	44	7	0	13	50	4	0	0	3	8	0	5	8	14	0	167
	8:00 AM	12	23	5	0	12	48	6	0	1	6	8	0	11	11	18	0	161
	8:15 AM	11	47	6	0	9	36	1	0	1	5	7	0	8	8	18	0	157
	8:30 AM	3	34	12	0	13	39	5	0	0	4	5	0	10	8	28	0	161
8:45 AM	7	41	11	0	16	41	1	0	2	6	5	0	15	5	22	0	172	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	76	293	50	0	93	325	28	0	7	48	61	0	83	83	189	0	1336	
	18.14%	69.93%	11.93%	0.00%	20.85%	72.87%	6.28%	0.00%	6.03%	41.38%	52.59%	0.00%	23.38%	23.38%	53.24%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	51	142	18	0	46	176	20	0	2	28	33	0	40	52	98	0	706	
PEAK HR FACTOR :	0.850	0.807	0.643	0.000	0.885	0.880	0.714	0.000	0.500	0.467	0.825	0.000	0.769	0.722	0.742	0.000	0.929	
	0.851				0.903				0.685				0.766					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	10	67	27	0	19	75	3	0	7	21	18	0	15	14	20	0	296
	4:15 PM	13	72	13	0	26	60	0	0	4	11	16	0	18	9	21	0	263
	4:30 PM	9	74	28	0	33	74	2	0	3	18	13	0	19	4	29	0	306
	4:45 PM	2	70	20	0	28	68	1	0	5	13	16	0	16	9	26	0	274
	5:00 PM	17	74	11	0	19	77	4	0	9	12	24	0	17	10	22	0	296
	5:15 PM	22	60	14	0	32	69	5	0	10	28	40	0	7	20	29	0	336
	5:30 PM	7	65	16	0	29	60	9	0	1	11	27	0	9	7	16	0	257
5:45 PM	10	51	19	0	24	62	9	0	3	7	16	0	14	11	20	0	246	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	90	533	148	0	210	545	33	0	42	121	170	0	115	84	183	0	2274	
	11.67%	69.13%	19.20%	0.00%	26.65%	69.16%	4.19%	0.00%	12.61%	36.34%	51.05%	0.00%	30.10%	21.99%	47.91%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	50	278	73	0	112	288	12	0	27	71	93	0	59	43	106	0	1212	
PEAK HR FACTOR :	0.568	0.939	0.652	0.000	0.848	0.935	0.600	0.000	0.675	0.634	0.581	0.000	0.776	0.538	0.914	0.000	0.902	
	0.903				0.945				0.612				0.929					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Brookside Ave
City: Beaumont
Control: Signalized

Project ID: 21-030036-011
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Brookside Ave				Brookside Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	4	29	3	0	9	32	1	0	2	5	11	0	10	9	23	0	138
7:15 AM	15	32	3	0	9	39	3	0	1	15	7	0	13	15	32	0	184
7:30 AM	13	40	3	0	11	39	7	0	0	4	8	0	11	18	33	0	187
7:45 AM	10	41	7	0	13	50	4	0	0	3	8	0	5	8	14	0	163
8:00 AM	12	23	5	0	12	47	6	0	1	6	8	0	11	11	18	0	160
8:15 AM	10	45	6	0	8	36	1	0	1	5	7	0	8	8	18	0	153
8:30 AM	3	34	12	0	12	37	5	0	0	4	4	0	10	8	27	0	156
8:45 AM	7	41	11	0	16	41	1	0	2	6	5	0	15	4	21	0	170
TOTAL VOLUMES :	74	285	50	0	90	321	28	0	7	48	58	0	83	81	186	0	1311
APPROACH %'s :	18.09%	69.68%	12.22%	0.00%	20.50%	73.12%	6.38%	0.00%	6.19%	42.48%	51.33%	0.00%	23.71%	23.14%	53.14%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	50	136	18	0	45	175	20	0	2	28	31	0	40	52	97	0	694
PEAK HR FACTOR :	0.833	0.829	0.643	0.000	0.865	0.875	0.714	0.000	0.500	0.467	0.969	0.000	0.769	0.722	0.735	0.000	0.928
	0.879				0.896				0.663				0.762				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	10	65	27	0	19	75	3	0	7	21	17	0	15	14	20	0	293
4:15 PM	13	70	13	0	25	60	0	0	4	11	16	0	18	9	21	0	260
4:30 PM	9	74	27	0	32	72	2	0	3	18	13	0	19	4	29	0	302
4:45 PM	2	70	20	0	28	68	1	0	5	13	16	0	16	9	26	0	274
5:00 PM	17	72	11	0	19	77	3	0	9	12	24	0	16	10	22	0	292
5:15 PM	22	59	14	0	32	68	5	0	10	28	40	0	7	20	29	0	334
5:30 PM	7	65	16	0	29	60	9	0	1	11	27	0	9	6	16	0	256
5:45 PM	10	51	19	0	24	62	9	0	3	7	16	0	14	11	20	0	246
TOTAL VOLUMES :	90	526	147	0	208	542	32	0	42	121	169	0	114	83	183	0	2257
APPROACH %'s :	11.80%	68.94%	19.27%	0.00%	26.60%	69.31%	4.09%	0.00%	12.65%	36.45%	50.90%	0.00%	30.00%	21.84%	48.16%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	50	275	72	0	111	285	11	0	27	71	93	0	58	43	106	0	1202
PEAK HR FACTOR :	0.568	0.929	0.667	0.000	0.867	0.925	0.550	0.000	0.675	0.634	0.581	0.000	0.763	0.538	0.914	0.000	0.900
	0.902				0.960				0.612				0.924				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Brookside Ave
City: Beaumont
Control: Signalized

Project ID: 21-030036-011
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Brookside Ave				Brookside Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	2
7:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	5	0	0	3	2	0	0	0	0	0	0	0	2	1	0	14
	16.67%	83.33%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	3	0	0	1	1	0	0	0	0	0	0	0	0	1	0	6
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
	0.375																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	6	0	0	1	2	1	0	0	0	1	0	0	1	0	0	12
	0.00%	100.00%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375																
	0.750																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Brookside Ave
City: Beaumont
Control: Signalized

Project ID: 21-030036-011
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Brookside Ave				Brookside Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	5	
	50.00%	50.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	
	0.250				0.250				0.250				0.250					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	0	4	
	0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	0	4	
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.333	
	0.250				0.250				0.250				0.250					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Brookside Ave
City: Beaumont
Control: Signalized

Project ID: 21-030036-011
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Brookside Ave				Brookside Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	6	
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
	0.500																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	1	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Desert Lawn Dr & Oak Valley Pwky
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-016
Date: 5/20/2021

Data - Total

NS/EW Streets:	Desert Lawn Dr				Desert Lawn Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	44	0	4	0	5	55	0	0	0	27	18	0	153
7:15 AM	0	0	0	0	50	0	5	1	3	45	0	0	0	43	27	0	174
7:30 AM	0	0	0	0	57	0	2	0	1	62	0	0	0	24	18	0	164
7:45 AM	0	0	0	0	61	0	4	0	6	57	0	0	0	26	25	0	179
8:00 AM	0	0	0	0	56	0	8	0	2	47	0	0	0	44	18	0	175
8:15 AM	0	0	0	0	51	0	7	0	3	38	0	0	0	37	31	0	167
8:30 AM	0	0	0	0	44	0	6	0	4	43	0	0	0	46	27	1	171
8:45 AM	0	0	0	0	48	0	7	0	1	46	0	0	0	41	29	0	172
TOTAL VOLUMES :	0	0	0	0	411	0	43	1	25	393	0	0	0	288	193	1	1355
APPROACH %'s :					90.33%	0.00%	9.45%	0.22%	5.98%	94.02%	0.00%	0.00%	0.00%	59.75%	40.04%	0.21%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	212	0	25	0	15	185	0	0	0	153	101	1	692
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.869	0.000	0.781	0.000	0.625	0.811	0.000	0.000	0.000	0.832	0.815	0.250	0.966
					0.912				0.794				0.861				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	56	0	3	0	9	53	0	0	0	54	52	0	227
4:15 PM	0	0	0	0	44	0	6	0	7	57	0	0	0	52	50	0	216
4:30 PM	0	0	0	0	46	0	2	0	2	54	0	0	0	53	46	0	203
4:45 PM	0	0	0	0	58	0	4	0	3	54	0	0	0	70	66	0	255
5:00 PM	0	0	0	0	49	0	9	0	11	55	0	0	0	50	63	0	237
5:15 PM	0	0	0	0	50	0	6	0	12	67	0	0	0	61	56	0	252
5:30 PM	0	0	0	0	49	0	13	0	11	75	0	0	0	78	63	0	289
5:45 PM	0	0	0	0	51	0	13	0	16	102	0	0	0	63	63	0	308
TOTAL VOLUMES :	0	0	0	0	403	0	56	0	71	517	0	0	0	481	459	0	1987
APPROACH %'s :					87.80%	0.00%	12.20%	0.00%	12.07%	87.93%	0.00%	0.00%	0.00%	51.17%	48.83%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	199	0	41	0	50	299	0	0	0	252	245	0	1086
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.975	0.000	0.788	0.000	0.781	0.733	0.000	0.000	0.000	0.808	0.972	0.000	0.881
					0.938				0.739				0.881				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Desert Lawn Dr & Oak Valley Pwky
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-016
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Desert Lawn Dr				Desert Lawn Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	44	0	4	0	5	51	0	0	0	25	18	0	147
7:15 AM	0	0	0	0	50	0	5	1	3	43	0	0	0	39	27	0	168
7:30 AM	0	0	0	0	56	0	2	0	1	60	0	0	0	23	18	0	160
7:45 AM	0	0	0	0	61	0	4	0	5	54	0	0	0	26	25	0	175
8:00 AM	0	0	0	0	55	0	8	0	2	45	0	0	0	43	18	0	171
8:15 AM	0	0	0	0	49	0	7	0	3	37	0	0	0	34	31	0	161
8:30 AM	0	0	0	0	44	0	6	0	4	41	0	0	0	45	27	1	168
8:45 AM	0	0	0	0	48	0	6	0	1	42	0	0	0	40	28	0	165
TOTAL VOLUMES :	0	0	0	0	407	0	42	1	24	373	0	0	0	275	192	1	1315
APPROACH %'s :					90.44%	0.00%	9.33%	0.22%	6.05%	93.95%	0.00%	0.00%	0.00%	58.76%	41.03%	0.21%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	209	0	25	0	14	177	0	0	0	148	101	1	675
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.857	0.000	0.781	0.000	0.700	0.819	0.000	0.000	0.000	0.822	0.815	0.250	0.964
					0.900				0.809				0.856				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	55	0	3	0	9	49	0	0	0	53	51	0	220
4:15 PM	0	0	0	0	43	0	6	0	7	55	0	0	0	51	50	0	212
4:30 PM	0	0	0	0	45	0	2	0	2	52	0	0	0	50	46	0	197
4:45 PM	0	0	0	0	58	0	4	0	3	51	0	0	0	69	66	0	251
5:00 PM	0	0	0	0	49	0	9	0	11	52	0	0	0	50	63	0	234
5:15 PM	0	0	0	0	49	0	6	0	12	65	0	0	0	60	56	0	248
5:30 PM	0	0	0	0	49	0	12	0	11	72	0	0	0	78	63	0	285
5:45 PM	0	0	0	0	50	0	13	0	16	101	0	0	0	62	63	0	305
TOTAL VOLUMES :	0	0	0	0	398	0	55	0	71	497	0	0	0	473	458	0	1952
APPROACH %'s :					87.86%	0.00%	12.14%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	50.81%	49.19%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	197	0	40	0	50	290	0	0	0	250	245	0	1072
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.985	0.000	0.769	0.000	0.781	0.718	0.000	0.000	0.000	0.801	0.972	0.000	0.879
					0.940				0.726				0.878				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Desert Lawn Dr & Oak Valley Pwky
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-016
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Desert Lawn Dr				Desert Lawn Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	1	6	0	0	0	4	0	0	13
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																
PEAK HR VOL :	0	0	0	0	2	0	0	0	1	3	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.583
								0.500				0.500				0.250	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	5	0	1	0	0	7	0	0	0	4	1	0	18
APPROACH %'s :					83.33%	0.00%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																
PEAK HR VOL :	0	0	0	0	2	0	1	0	0	4	0	0	0	1	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	1.000
								0.750				0.500				0.250	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Desert Lawn Dr & Oak Valley Pwky
City: Beaumont
Control: 3-Way Stop (SB/EB/WB)

Project ID: 21-030036-016
Date: 5/20/2021

Data - 3axle

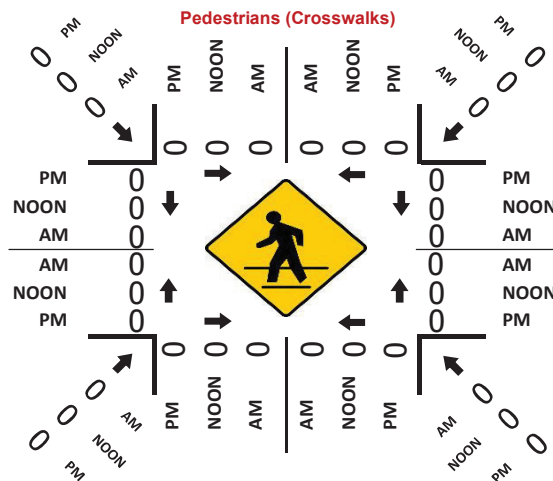
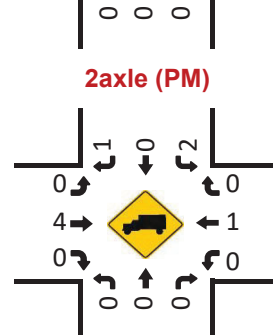
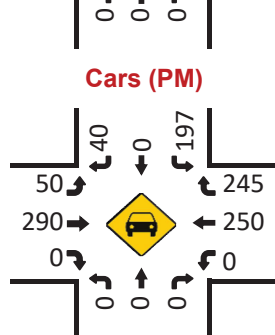
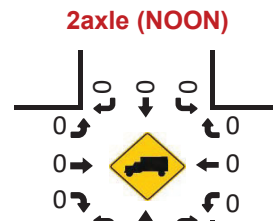
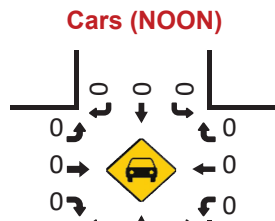
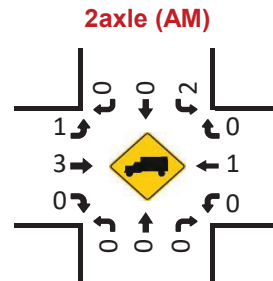
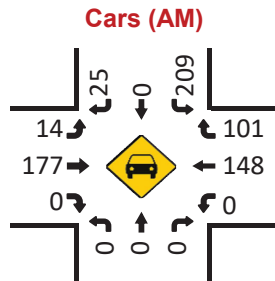
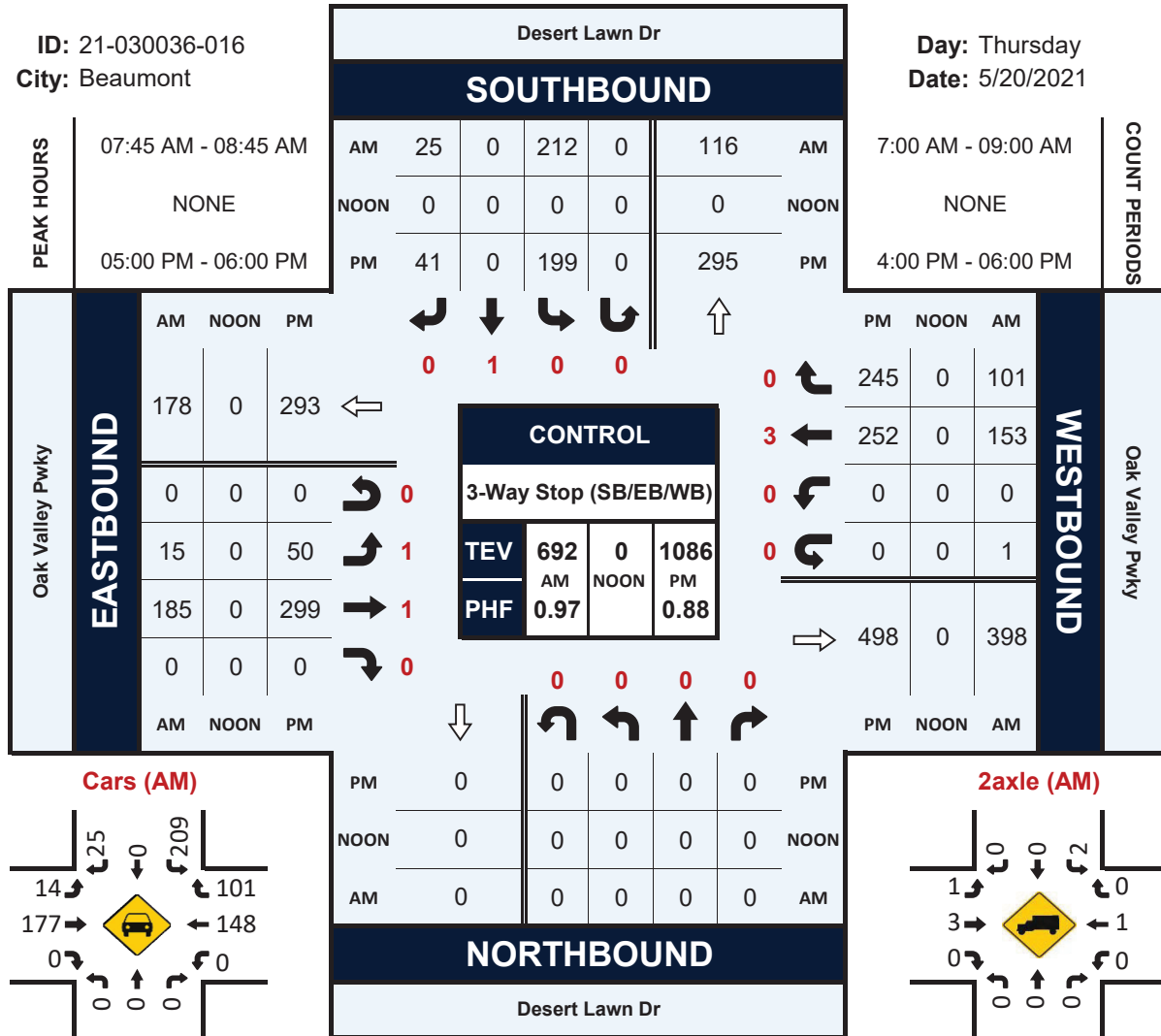
NS/EW Streets:	Desert Lawn Dr				Desert Lawn Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	11	0	0	0	4	1	0	17
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.875
										0.625				0.500			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

Desert Lawn Dr & Oak Valley Pwky

Peak Hour Turning Movement Count

ID: 21-030036-016
City: Beaumont

Day: Thursday
Date: 5/20/2021



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-015
Date: 5/20/2021

Data - Total

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	35	0	20	0	0	50	50	0	41	27	0	0	223
7:15 AM	0	0	0	0	40	0	21	0	0	49	53	0	31	48	0	0	242
7:30 AM	0	0	0	0	49	0	12	0	0	70	55	0	39	33	0	0	258
7:45 AM	0	0	0	0	27	1	15	0	0	55	63	0	56	36	0	0	253
8:00 AM	0	0	0	0	59	0	21	0	0	52	48	0	43	50	0	0	273
8:15 AM	0	0	0	0	55	1	15	0	0	38	59	0	38	54	0	0	260
8:30 AM	0	0	0	0	34	0	31	0	0	42	44	0	33	52	0	0	236
8:45 AM	0	0	0	0	47	3	25	0	0	40	53	0	52	41	0	0	261
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	346	5	160	0	0	396	425	0	333	341	0	0	2006
					67.71%	0.98%	31.31%	0.00%	0.00%	48.23%	51.77%	0.00%	49.41%	50.59%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	190	2	63	0	0	215	225	0	176	173	0	0	1044
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.805	0.500	0.750	0.000	0.000	0.768	0.893	0.000	0.786	0.801	0.000	0.000	0.956
						0.797				0.880				0.938			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	113	0	26	0	0	63	54	0	60	73	0	0	389
4:15 PM	0	0	0	0	114	1	35	0	0	53	49	0	42	64	0	0	358
4:30 PM	0	0	0	0	139	0	20	0	0	64	43	0	26	81	0	0	373
4:45 PM	0	0	0	0	144	1	30	0	0	58	54	0	42	102	0	0	431
5:00 PM	0	0	0	0	120	1	28	0	0	55	34	0	41	98	0	0	377
5:15 PM	0	0	0	0	143	1	32	0	0	64	61	0	35	91	0	0	427
5:30 PM	0	0	0	0	116	3	45	0	0	65	54	0	36	94	0	0	413
5:45 PM	0	0	0	0	140	1	34	0	0	69	73	0	44	93	0	0	454
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1029	8	250	0	0	491	422	0	326	696	0	0	3222
					79.95%	0.62%	19.43%	0.00%	0.00%	53.78%	46.22%	0.00%	31.90%	68.10%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	519	6	139	0	0	253	222	0	156	376	0	0	1671
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.907	0.500	0.772	0.000	0.000	0.917	0.760	0.000	0.886	0.959	0.000	0.000	0.920
						0.943				0.836				0.957			

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-015
Date: 5/20/2021

Data - Cars

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	
7:00 AM	0	0	0	0	32	0	18	0	0	47	49	0	41	27	0	0	214
7:15 AM	0	0	0	0	39	0	19	0	0	48	52	0	31	45	0	0	234
7:30 AM	0	0	0	0	48	0	12	0	0	69	53	0	37	32	0	0	251
7:45 AM	0	0	0	0	27	0	15	0	0	54	61	0	56	36	0	0	249
8:00 AM	0	0	0	0	59	0	21	0	0	49	48	0	42	48	0	0	267
8:15 AM	0	0	0	0	55	0	15	0	0	37	57	0	36	52	0	0	252
8:30 AM	0	0	0	0	33	0	31	0	0	41	43	0	31	51	0	0	230
8:45 AM	0	0	0	0	47	2	24	0	0	39	50	0	52	40	0	0	254
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	340	2	155	0	0	384	413	0	326	331	0	0	1951
					68.41%	0.40%	31.19%	0.00%	0.00%	48.18%	51.82%	0.00%	49.62%	50.38%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	189	0	63	0	0	209	219	0	171	168	0	0	1019
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.801	0.000	0.750	0.000	0.000	0.757	0.898	0.000	0.763	0.808	0.000	0.000	0.954
					0.788				0.877				0.921				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	
4:00 PM	0	0	0	0	113	0	26	0	0	60	53	0	58	71	0	0	381
4:15 PM	0	0	0	0	113	1	35	0	0	52	46	0	42	63	0	0	352
4:30 PM	0	0	0	0	139	0	19	0	0	62	42	0	26	80	0	0	368
4:45 PM	0	0	0	0	142	0	29	0	0	56	54	0	42	102	0	0	425
5:00 PM	0	0	0	0	120	0	28	0	0	52	34	0	40	98	0	0	372
5:15 PM	0	0	0	0	143	1	32	0	0	63	60	0	34	90	0	0	423
5:30 PM	0	0	0	0	115	3	44	0	0	61	54	0	35	94	0	0	406
5:45 PM	0	0	0	0	140	1	33	0	0	68	72	0	43	93	0	0	450
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1025	6	246	0	0	474	415	0	320	691	0	0	3177
					80.27%	0.47%	19.26%	0.00%	0.00%	53.32%	46.68%	0.00%	31.65%	68.35%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	518	5	137	0	0	244	220	0	152	375	0	0	1651
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.906	0.417	0.778	0.000	0.000	0.897	0.764	0.000	0.884	0.957	0.000	0.000	0.917
					0.938				0.829				0.955				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-015
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Oak Valley Pwky				Oak Valley Pwky					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	2	0	0	5	
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4	
8:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	1	0	0	5	
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	4	
8:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
TOTAL VOLUMES :	0	0	0	0	4	1	2	0	0	5	4	0	5	4	0	0	25	
APPROACH %'s :					57.14%	14.29%	28.57%	0.00%	0.00%	55.56%	44.44%	0.00%	55.56%	44.44%	0.00%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																	
PEAK HR VOL :	0	0	0	0	1	1	0	0	0	4	2	0	3	2	0	0	13	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.500	0.000	0.750	0.500	0.000	0.000	0.650	
							0.500				0.750				0.625			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
4:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	
4:45 PM	0	0	0	0	2	1	1	0	0	1	0	0	0	0	0	0	5	
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	
5:30 PM	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	4	
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	
TOTAL VOLUMES :	0	0	0	0	4	1	2	0	0	7	5	0	4	4	0	0	27	
APPROACH %'s :					57.14%	14.29%	28.57%	0.00%	0.00%	58.33%	41.67%	0.00%	50.00%	50.00%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																	
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	4	2	0	4	1	0	0	13	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.500	0.000	1.000	0.250	0.000	0.000	0.813	
							0.250				0.750				0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-015
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	I-10 SB Ramps				I-10 SB Ramps				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	1	2	3	0	0	3	1	0	2	2	0	0	14
APPROACH %'s :					16.67%	33.33%	50.00%	0.00%	0.00%	75.00%	25.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	1	1	0	2	2	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.500	0.000	0.000	0.583
								0.250				0.500				0.500	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0.3	0.3	0.3	0	0	1	0	0	1	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	1	2	0	0	8	2	0	0	0	0	0	13
APPROACH %'s :					0.00%	33.33%	66.67%	0.00%	0.00%	80.00%	20.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.583
								0.500				0.417					

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-014
Date: 5/20/2021

Data - Total

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Oak Valley Pwky				Oak Valley Pwky					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	20	0	25	0	0	0	0	0	35	50	0	0	0	48	145	0	0	323
7:15 AM	33	1	31	0	0	0	0	0	29	61	0	0	0	55	130	0	0	340
7:30 AM	13	0	26	0	0	0	0	0	47	71	0	0	0	50	150	0	0	357
7:45 AM	21	0	29	0	0	0	0	0	27	57	0	0	0	74	118	0	0	326
8:00 AM	23	0	31	0	0	0	0	0	28	80	0	0	0	65	102	0	0	329
8:15 AM	30	0	21	0	0	0	0	0	17	73	0	0	0	64	119	0	0	324
8:30 AM	26	0	19	0	0	0	0	0	25	54	0	0	0	63	83	0	0	270
8:45 AM	29	2	22	0	0	0	0	0	24	67	0	0	0	56	72	0	0	272
TOTAL VOLUMES :	195	3	204	0	0	0	0	0	232	513	0	0	0	475	919	0	0	2541
APPROACH %'s :	48.51%	0.75%	50.75%	0.00%	0.00%	0.00%	0.00%	0.00%	31.14%	68.86%	0.00%	0.00%	0.00%	34.07%	65.93%	0.00%	0.00%	0.00%
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	90	1	117	0	0	0	0	0	131	269	0	0	0	244	500	0	0	1352
PEAK HR FACTOR :	0.682	0.250	0.944	0.000	0.000	0.000	0.000	0.000	0.697	0.841	0.000	0.000	0.000	0.824	0.833	0.000	0.000	0.947
	0.800								0.847				0.930					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	38	1	54	0	0	0	0	0	33	148	0	0	0	88	75	0	0	437
4:15 PM	46	0	50	0	0	0	0	0	16	147	0	0	0	62	79	0	0	400
4:30 PM	53	2	53	0	0	0	0	0	28	172	0	0	0	56	67	0	0	431
4:45 PM	63	0	44	0	0	0	0	0	21	186	0	0	0	79	78	0	0	471
5:00 PM	58	0	66	0	0	0	0	0	22	156	0	0	0	81	72	0	0	455
5:15 PM	63	1	63	0	0	0	0	0	23	180	0	0	0	60	78	0	0	468
5:30 PM	57	2	60	0	0	0	0	0	30	155	0	0	0	76	100	0	0	480
5:45 PM	63	2	55	0	0	0	0	0	30	176	0	0	0	74	82	0	0	482
TOTAL VOLUMES :	441	8	445	0	0	0	0	0	203	1320	0	0	0	576	631	0	0	3624
APPROACH %'s :	49.33%	0.89%	49.78%	0.00%	0.00%	0.00%	0.00%	0.00%	13.33%	86.67%	0.00%	0.00%	0.00%	47.72%	52.28%	0.00%	0.00%	0.00%
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	241	5	244	0	0	0	0	0	105	667	0	0	0	291	332	0	0	1885
PEAK HR FACTOR :	0.956	0.625	0.924	0.000	0.000	0.000	0.000	0.000	0.875	0.926	0.000	0.000	0.000	0.898	0.830	0.000	0.000	0.978
	0.965								0.937				0.885					

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-014
Date: 5/20/2021

Data - Cars

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Oak Valley Pwky				Oak Valley Pwky					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	19	0	24	0	0	0	0	0	34	45	0	0	0	48	144	0	314	
7:15 AM	32	1	31	0	0	0	0	0	29	59	0	0	0	54	129	0	335	
7:30 AM	13	0	26	0	0	0	0	0	46	70	0	0	0	47	150	0	352	
7:45 AM	21	0	29	0	0	0	0	0	26	57	0	0	0	74	116	0	323	
8:00 AM	21	0	31	0	0	0	0	0	26	78	0	0	0	64	101	0	321	
8:15 AM	25	0	19	0	0	0	0	0	16	73	0	0	0	62	117	0	312	
8:30 AM	26	0	19	0	0	0	0	0	24	53	0	0	0	61	82	0	265	
8:45 AM	29	1	22	0	0	0	0	0	23	67	0	0	0	56	69	0	267	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	186	2	201	0	0	0	0	0	224	502	0	0	0	466	908	0	2489	
APPROACH %'s :	47.81%	0.51%	51.67%	0.00%					30.85%	69.15%	0.00%	0.00%	0.00%	33.92%	66.08%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	87	1	117	0	0	0	0	0	127	264	0	0	0	239	496	0	1331	
PEAK HR FACTOR :	0.680	0.250	0.944	0.000	0.000	0.000	0.000	0.000	0.690	0.846	0.000	0.000	0.000	0.807	0.827	0.000	0.945	
	0.801								0.843				0.933					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	37	1	54	0	0	0	0	0	30	147	0	0	0	85	75	0	429	
4:15 PM	46	0	49	0	0	0	0	0	16	146	0	0	0	62	79	0	398	
4:30 PM	53	2	52	0	0	0	0	0	27	171	0	0	0	55	67	0	427	
4:45 PM	63	0	44	0	0	0	0	0	19	182	0	0	0	79	77	0	464	
5:00 PM	58	0	64	0	0	0	0	0	21	156	0	0	0	79	72	0	450	
5:15 PM	63	1	63	0	0	0	0	0	22	180	0	0	0	59	77	0	465	
5:30 PM	57	2	59	0	0	0	0	0	26	154	0	0	0	75	100	0	473	
5:45 PM	63	1	55	0	0	0	0	0	29	176	0	0	0	73	81	0	478	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	440	7	440	0	0	0	0	0	190	1312	0	0	0	567	628	0	3584	
APPROACH %'s :	49.61%	0.79%	49.61%	0.00%					12.65%	87.35%	0.00%	0.00%	0.00%	47.45%	52.55%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	241	4	241	0	0	0	0	0	98	666	0	0	0	286	330	0	1866	
PEAK HR FACTOR :	0.956	0.500	0.941	0.000	0.000	0.000	0.000	0.000	0.845	0.925	0.000	0.000	0.000	0.905	0.825	0.000	0.976	
	0.957								0.932				0.880					

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-014
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Oak Valley Pwky				Oak Valley Pwky						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0			
7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	
7:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	4	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
8:00 AM	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	5	
8:15 AM	2	0	2	0	0	0	0	0	1	0	0	0	0	0	1	1	0	7	
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
TOTAL VOLUMES :	5	0	2	0	0	0	0	0	3	6	0	0	0	0	4	7	0	27	
APPROACH %'s :	71.43%	0.00%	28.57%	0.00%					33.33%	66.67%	0.00%	0.00%	0.00%	36.36%	63.64%	0.00%			
PEAK HR :	07:15 AM - 08:15 AM																		
PEAK HR VOL :	2	0	0	0	0	0	0	0	2	4	0	0	0	0	2	2	0	12	
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.600	
	0.500								0.750				0.500						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0			
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
4:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5	
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
5:30 PM	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	4	
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	
TOTAL VOLUMES :	0	0	5	0	0	0	0	0	4	7	0	0	0	0	7	2	0	25	
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					36.36%	63.64%	0.00%	0.00%	0.00%	77.78%	22.22%	0.00%			
PEAK HR :	05:00 PM - 06:00 PM																		
PEAK HR VOL :	0	0	3	0	0	0	0	0	2	1	0	0	0	0	5	2	0	13	
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.625	0.500	0.000	0.813	
	0.375								0.375				0.875						

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-014
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Oak Valley Pwky				Oak Valley Pwky					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	8:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	2	0	0	0	0	0	0	0	2	4	0	0	0	3	1	0	12
	100.00%	0.00%	0.00%	0.00%					33.33%	66.67%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500	
										0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	5
	100.00%	0.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 NB Ramps & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-014
Date: 5/20/2021

Data - 4axle

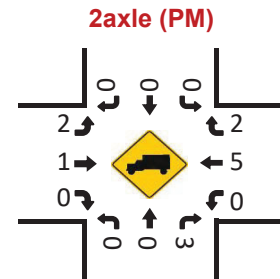
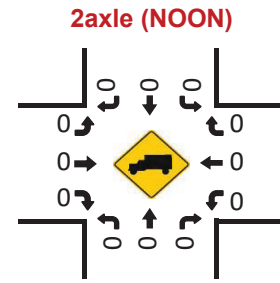
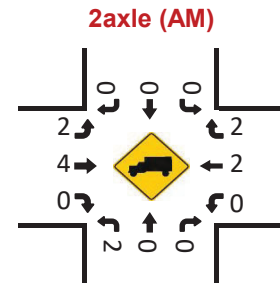
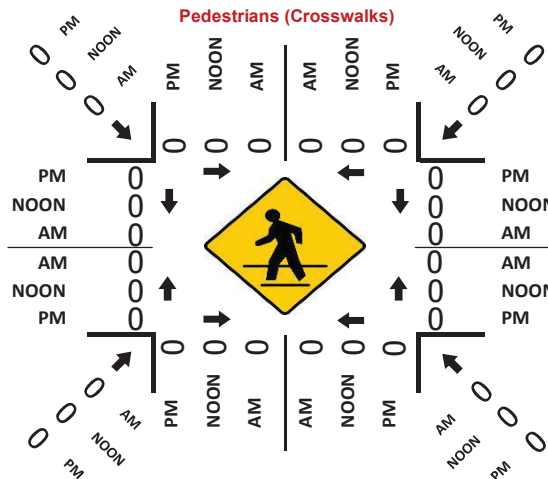
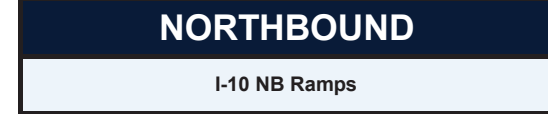
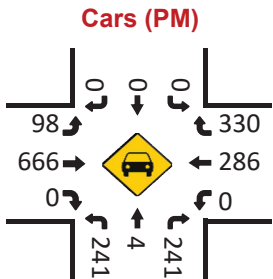
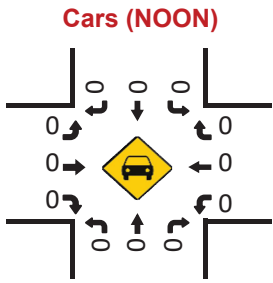
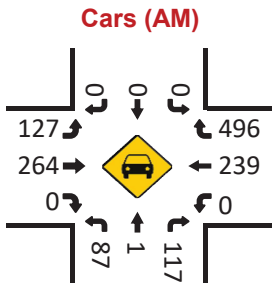
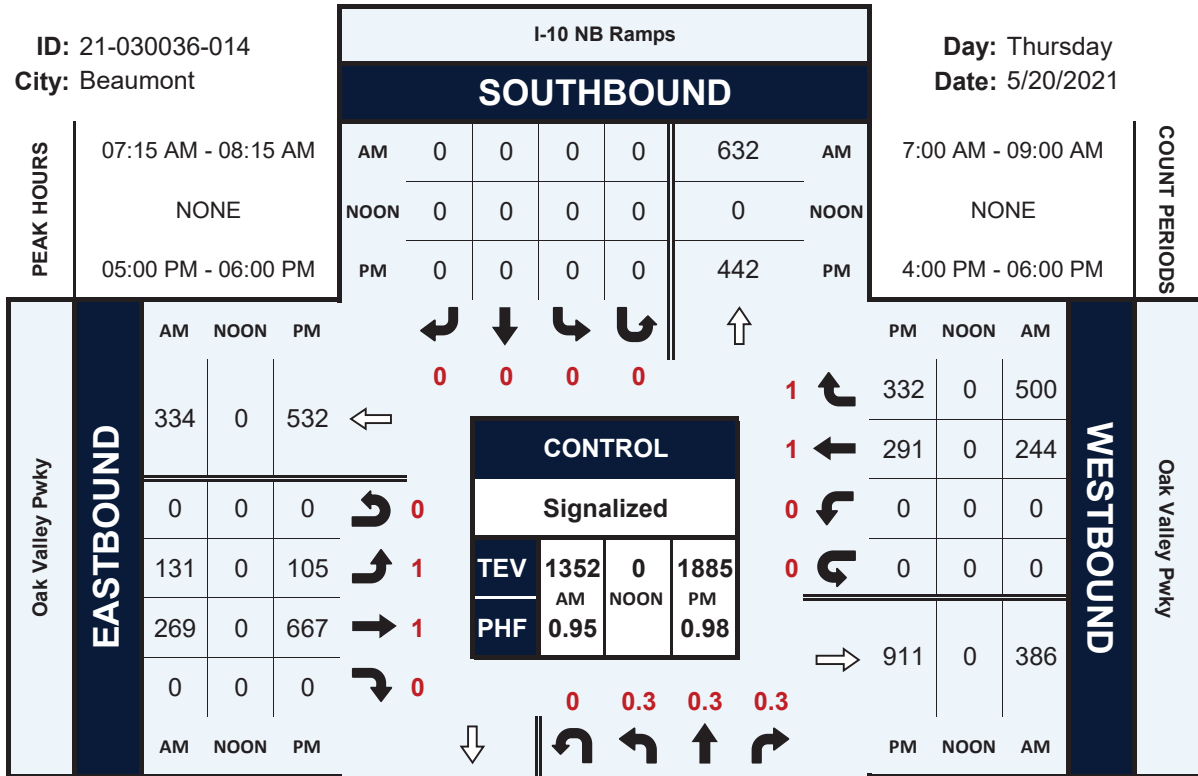
NS/EW Streets:	I-10 NB Ramps				I-10 NB Ramps				Oak Valley Pwky				Oak Valley Pwky						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
7:00 AM	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	
TOTAL VOLUMES :	2	1	1	0	0	0	0	0	3	1	0	0	0	2	3	0	0	13	
APPROACH %'s :	50.00%	25.00%	25.00%	0.00%					75.00%	25.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	5	
PEAK HR VOL :	1	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	TOTAL	
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.625
	0.250				0.250				0.250				0.375						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.3	0.3	0.3	0	0	0	0	0	1	1	0	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	7	1	0	0	0	0	1	0	0	10	
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																	6	
PEAK HR VOL :	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	TOTAL	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.417				0.417				0.417						

I-10 NB Ramps & Oak Valley Pwky

Peak Hour Turning Movement Count

ID: 21-030036-014
City: Beaumont

Day: Thursday
Date: 5/20/2021



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-013
Date: 5/20/2021

Data - Total

NS/EW Streets:	Oak View Dr				Oak View Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	11	0	46	0	20	51	0	0	0	138	12	0	278
7:15 AM	0	0	0	0	17	0	41	2	34	50	0	0	0	120	7	0	271
7:30 AM	0	0	0	0	18	0	42	1	20	50	0	0	0	159	9	0	299
7:45 AM	0	0	0	0	27	0	54	1	24	53	0	0	0	115	15	0	289
8:00 AM	0	0	0	0	22	0	43	0	27	65	0	0	0	110	11	0	278
8:15 AM	0	0	0	0	13	0	31	0	21	57	0	0	0	119	6	0	247
8:30 AM	0	0	0	0	12	0	37	0	14	49	0	0	0	101	12	0	225
8:45 AM	0	0	0	0	14	0	25	0	24	56	0	0	0	91	23	0	233
TOTAL VOLUMES :	0	0	0	0	134	0	319	4	184	431	0	0	0	953	95	0	2120
APPROACH %'s :					29.32%	0.00%	69.80%	0.88%	29.92%	70.08%	0.00%	0.00%	0.00%	90.94%	9.06%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	84	0	180	4	105	218	0	0	0	504	42	0	1137
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.778	0.000	0.833	0.500	0.772	0.838	0.000	0.000	0.000	0.792	0.700	0.000	0.951
					0.817				0.878				0.813				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	26	0	43	0	59	148	0	0	0	106	28	0	410
4:15 PM	0	0	0	0	21	0	35	1	42	133	0	0	0	88	29	0	349
4:30 PM	0	0	0	0	32	0	31	0	53	152	0	0	0	87	45	0	400
4:45 PM	0	0	0	0	23	0	33	0	43	174	0	0	0	123	42	0	438
5:00 PM	0	0	0	0	19	0	29	0	52	149	0	0	0	102	26	0	377
5:15 PM	0	0	0	0	27	0	34	0	49	178	0	0	0	98	33	0	419
5:30 PM	0	0	0	0	31	0	44	0	47	157	0	0	0	132	32	0	443
5:45 PM	0	0	0	0	21	0	36	0	61	154	0	0	0	103	36	0	411
TOTAL VOLUMES :	0	0	0	0	200	0	285	1	406	1245	0	0	0	839	271	0	3247
APPROACH %'s :					41.15%	0.00%	58.64%	0.21%	24.59%	75.41%	0.00%	0.00%	0.00%	75.59%	24.41%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	100	0	140	0	191	658	0	0	0	455	133	0	1677
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.806	0.000	0.795	0.000	0.918	0.924	0.000	0.000	0.000	0.862	0.792	0.000	0.946
					0.800				0.935				0.891				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-013
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Oak View Dr				Oak View Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	11	0	46	0	16	49	0	0	0	137	12	0	271
7:15 AM	0	0	0	0	16	0	40	2	34	49	0	0	0	120	7	0	268
7:30 AM	0	0	0	0	18	0	41	1	20	50	0	0	0	159	7	0	296
7:45 AM	0	0	0	0	26	0	54	1	24	53	0	0	0	113	15	0	286
8:00 AM	0	0	0	0	22	0	43	0	27	64	0	0	0	109	10	0	275
8:15 AM	0	0	0	0	13	0	31	0	20	57	0	0	0	118	6	0	245
8:30 AM	0	0	0	0	12	0	35	0	14	48	0	0	0	101	11	0	221
8:45 AM	0	0	0	0	13	0	23	0	24	56	0	0	0	88	23	0	227
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	131	0	313	4	179	426	0	0	0	945	91	0	2089
					29.24%	0.00%	69.87%	0.89%	29.59%	70.41%	0.00%	0.00%	0.00%	91.22%	8.78%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	82	0	178	4	105	216	0	0	0	501	39	0	1125
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.788	0.000	0.824	0.500	0.772	0.844	0.000	0.000	0.000	0.788	0.650	0.000	0.950
							0.815				0.882				0.813		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	24	0	41	0	59	146	0	0	0	105	26	0	401
4:15 PM	0	0	0	0	21	0	35	1	42	133	0	0	0	88	29	0	349
4:30 PM	0	0	0	0	32	0	30	0	51	151	0	0	0	87	45	0	396
4:45 PM	0	0	0	0	23	0	33	0	42	174	0	0	0	123	42	0	437
5:00 PM	0	0	0	0	19	0	28	0	50	146	0	0	0	101	26	0	370
5:15 PM	0	0	0	0	27	0	34	0	49	178	0	0	0	96	33	0	417
5:30 PM	0	0	0	0	31	0	44	0	47	156	0	0	0	132	32	0	442
5:45 PM	0	0	0	0	21	0	35	0	61	154	0	0	0	102	36	0	409
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	198	0	280	1	401	1238	0	0	0	834	269	0	3221
					41.34%	0.00%	58.46%	0.21%	24.47%	75.53%	0.00%	0.00%	0.00%	75.61%	24.39%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	100	0	139	0	188	654	0	0	0	452	133	0	1666
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.806	0.000	0.790	0.000	0.940	0.919	0.000	0.000	0.000	0.856	0.792	0.000	0.942
							0.797				0.927				0.886		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-013
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Oak View Dr				Oak View Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
TOTAL VOLUMES :	0	0	0	0	1	0	2	0	0	2	0	0	0	4	2	0	11
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.417
						0.250				0.250				0.375			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	1	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	4	0	5	5	0	0	0	4	1	0	19
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																
PEAK HR VOL :	0	0	0	0	0	0	1	0	3	3	0	0	0	3	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.417
						0.250			0.375	0.375	0.000	0.000	0.000	0.375			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-013
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Oak View Dr				Oak View Dr				Oak Valley Pwky				Oak Valley Pwky					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
TOTAL VOLUMES :	0	0	0	0	2	0	4	0	5	1	0	0	0	1	2	0	15	
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	83.33%	16.67%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	1	0	0	0	0	1	0	5	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.625	
					0.750				0.250				0.250					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	4	
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak View Dr & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-013
Date: 5/20/2021

Data - 4axle

NS/EW Streets:	Oak View Dr				Oak View Dr				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-012
Date: 5/20/2021

Data - Total

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	24	6	0	4	42	36	0	19	37	7	0	8	94	6	0	290
7:15 AM	6	32	9	0	12	47	39	0	18	29	15	0	9	106	6	0	328
7:30 AM	10	36	14	0	2	47	42	0	16	37	8	0	15	98	9	0	334
7:45 AM	13	41	12	0	10	48	27	0	11	53	12	0	10	82	10	0	329
8:00 AM	9	29	5	0	5	53	27	0	23	49	17	0	11	74	7	0	309
8:15 AM	10	34	13	0	4	37	41	0	19	39	12	0	16	88	15	0	328
8:30 AM	12	38	11	0	6	38	45	0	14	31	11	0	13	63	6	0	288
8:45 AM	8	36	10	0	10	34	33	0	25	34	10	0	13	60	7	0	280
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	75	270	80	0	53	346	290	0	145	309	92	0	95	665	66	0	2486
APPROACH %'s :	17.65%	63.53%	18.82%	0.00%	7.69%	50.22%	42.09%	0.00%	26.56%	56.59%	16.85%	0.00%	11.50%	80.51%	7.99%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	42	140	44	0	21	185	137	0	69	178	49	0	52	342	41	0	1300
PEAK HR FACTOR :	0.808	0.854	0.786	0.000	0.525	0.873	0.815	0.000	0.750	0.840	0.721	0.000	0.813	0.872	0.683	0.000	0.973
	0.856				0.942				0.831				0.891				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	19	77	15	0	14	59	30	0	39	78	20	0	26	87	14	0	478
4:15 PM	24	72	18	0	25	48	32	0	50	89	22	0	26	99	17	0	522
4:30 PM	21	94	13	0	23	56	41	0	63	90	17	0	20	104	28	0	570
4:45 PM	23	67	14	0	21	48	45	0	51	103	18	0	22	110	23	0	545
5:00 PM	25	97	15	0	18	55	39	0	53	87	13	0	23	82	13	0	520
5:15 PM	16	75	17	0	26	69	46	0	59	109	28	0	27	85	21	0	578
5:30 PM	18	74	21	0	24	62	41	0	53	95	24	0	21	77	20	0	530
5:45 PM	25	64	11	0	12	39	49	0	55	90	21	0	31	88	18	0	503
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	171	620	124	0	163	436	323	0	423	741	163	0	196	732	154	0	4246
APPROACH %'s :	18.69%	67.76%	13.55%	0.00%	17.68%	47.29%	35.03%	0.00%	31.88%	55.84%	12.28%	0.00%	18.11%	67.65%	14.23%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	85	333	59	0	88	228	171	0	226	389	76	0	92	381	85	0	2213
PEAK HR FACTOR :	0.850	0.858	0.868	0.000	0.846	0.826	0.929	0.000	0.897	0.892	0.679	0.000	0.852	0.866	0.759	0.000	0.957
	0.870				0.863				0.881				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-012
Date: 5/20/2021

Data - Cars

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	22	5	0	4	41	36	0	17	35	7	0	8	94	6	0	282
7:15 AM	6	32	9	0	12	46	39	0	18	29	15	0	8	106	6	0	326
7:30 AM	10	33	13	0	2	47	41	0	16	36	8	0	15	98	9	0	328
7:45 AM	12	40	12	0	10	48	26	0	11	52	12	0	10	80	10	0	323
8:00 AM	9	29	5	0	5	52	27	0	23	48	16	0	11	73	7	0	305
8:15 AM	10	32	12	0	4	37	41	0	19	39	12	0	15	87	15	0	323
8:30 AM	12	36	11	0	5	36	44	0	14	30	11	0	13	62	6	0	280
8:45 AM	8	36	10	0	10	34	33	0	24	34	10	0	13	59	7	0	278
TOTAL VOLUMES :	74	260	77	0	52	341	287	0	142	303	91	0	93	659	66	0	2445
APPROACH %'s :	18.00%	63.26%	18.73%	0.00%	7.65%	50.15%	42.21%	0.00%	26.49%	56.53%	16.98%	0.00%	11.37%	80.56%	8.07%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	41	134	42	0	21	184	135	0	69	175	48	0	51	338	41	0	1279
PEAK HR FACTOR :	0.854	0.838	0.808	0.000	0.525	0.885	0.823	0.000	0.750	0.841	0.750	0.000	0.850	0.862	0.683	0.000	0.975
	0.848				0.944				0.839				0.881				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	19	75	14	0	14	59	30	0	39	77	20	0	25	87	14	0	473
4:15 PM	22	71	18	0	25	47	32	0	49	88	22	0	26	99	17	0	516
4:30 PM	21	92	13	0	23	55	41	0	63	89	16	0	20	104	28	0	565
4:45 PM	23	66	14	0	20	48	45	0	51	103	18	0	21	110	23	0	542
5:00 PM	25	95	15	0	18	54	39	0	52	85	13	0	23	80	13	0	512
5:15 PM	16	75	17	0	26	69	46	0	59	109	28	0	27	85	21	0	578
5:30 PM	18	74	21	0	24	61	40	0	52	95	24	0	21	77	20	0	527
5:45 PM	25	64	11	0	12	39	49	0	55	90	21	0	31	87	18	0	502
TOTAL VOLUMES :	169	612	123	0	162	432	322	0	420	736	162	0	194	729	154	0	4215
APPROACH %'s :	18.69%	67.70%	13.61%	0.00%	17.69%	47.16%	35.15%	0.00%	31.87%	55.84%	12.29%	0.00%	18.01%	67.69%	14.30%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	85	328	59	0	87	226	171	0	225	386	75	0	91	379	85	0	2197
PEAK HR FACTOR :	0.850	0.863	0.868	0.000	0.837	0.819	0.929	0.000	0.893	0.885	0.670	0.000	0.843	0.861	0.759	0.000	0.950
	0.874				0.858				0.875				0.901				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-012
Date: 5/20/2021

Data - 2axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
8:30 AM	0	2	0	0	0	0	1	0	0	1	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	6	2	0	0	2	2	0	0	4	1	0	1	1	0	0	20
APPROACH %'s :	11.11%	66.67%	22.22%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	80.00%	20.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	3	1	0	0	1	1	0	0	2	1	0	1	0	0	0	11
PEAK HR FACTOR :	0.250	0.375	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.000	0.000	0.688
	0.417				0.500				0.750				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	2	1	0	0	0	0	0	0	1	0	0	1	0	0	0	5
4:15 PM	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:00 PM	0	2	0	0	0	1	0	0	1	1	0	0	0	2	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	2	6	1	0	0	3	1	0	3	4	1	0	2	3	0	0	26
APPROACH %'s :	22.22%	66.67%	11.11%	0.00%	0.00%	75.00%	25.00%	0.00%	37.50%	50.00%	12.50%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	1	2	1	0	1	2	0	0	12
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.500	0.250	0.000	0.250	0.250	0.000	0.000	0.429
	0.375				0.500				0.500				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-012
Date: 5/20/2021

Data - 3axle

NS/EW Streets:	Beaumont Ave				Beaumont Ave				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	1	1	0	0	1	1	0	2	1	0	0	0	2	0	0	9
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	0	1	1	0	0	0	1	0	0	1	0	0	0	2	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750
	0.500				0.250				0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.250				0.250				0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont Ave & Oak Valley Pwky
City: Beaumont
Control: Signalized

Project ID: 21-030036-012
Date: 5/20/2021

Data - 4axle

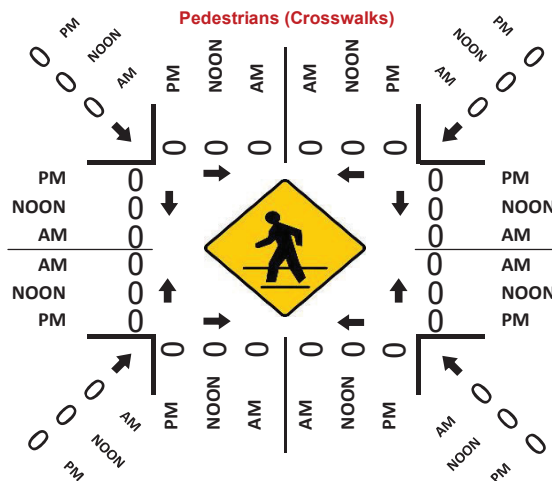
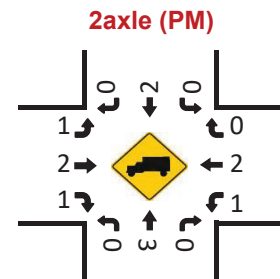
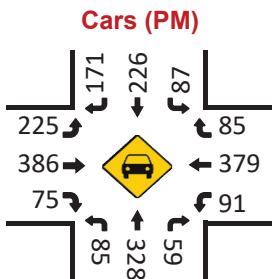
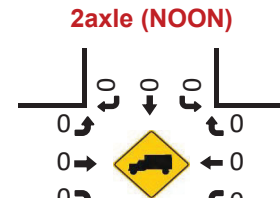
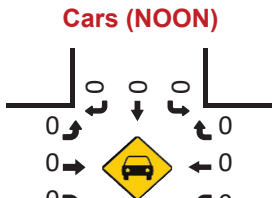
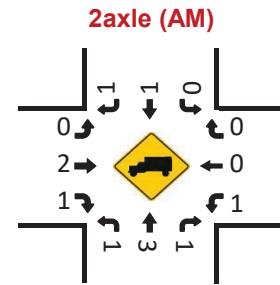
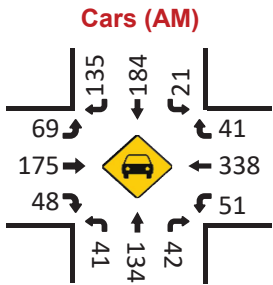
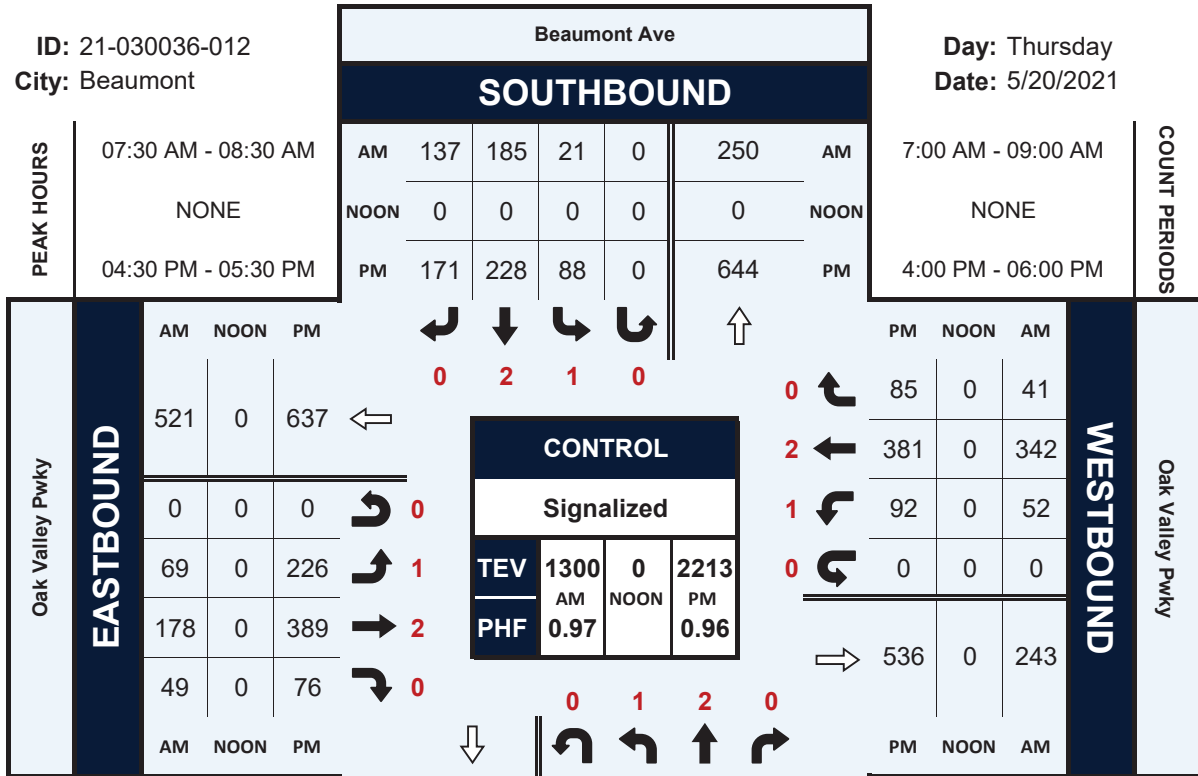
NS/EW Streets:	Beaumont Ave				Beaumont Ave				Oak Valley Pwky				Oak Valley Pwky				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	3	0	0	1	2	0	0	1	1	0	0	1	3	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

Beaumont Ave & Oak Valley Pwky

Peak Hour Turning Movement Count

ID: 21-030036-012
City: Beaumont

Day: Thursday
Date: 5/20/2021



COVID Factor Development																
2014 HISTORIC COUNTS																
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Volume	Net Change in Volume	COVID Factor	
HISTORIC COUNTS GROWN TO 2020																
1	0	0	0	154	3	174	0	596	127	29	100	0	1183			
2	41	2	24	0	0	0	528	224	0	0	87	432	1338			
3	0	0	0	33	0	32	31	215	0	0	487	25	823			
4	17	1	9	0	1	64	15	217	6	2	403	3	738			
5	52	27	134	26	31	45	21	179	32	81	298	14	940			
6	243	201	14	21	188	69	33	129	337	19	217	17	1488			
NEW 2020 COUNTS																
1	0	0	0	104	0	239	0	527	160	18	113	0	1161	22	2%	
2	69	1	17	0	0	0	524	118	0	0	42	335	1106	232	17%	
3	0	0	0	32	0	19	23	126	0	0	362	44	606	217	26%	
4	53	0	0	0	0	0	0	133	10	0	356	0	552	186	25%	
5	38	1	1	0	2	73	18	105	9	1	239	1	488	452	48%	
6	13	14	3	4	18	26	12	71	31	2	233	1	428	1060	71%	
														AVG	37%	

COVID Factor Application

COVID Factor 1.32

2020 COUNTS (with PCE)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	I-10 EB Ramps at Cherry Valley Boulevard	0	0	0	104	0	239	0	527	160	18	113	0
2	I-10 WB Ramps at Cherry Valley Boulevard	69	1	17	0	0	0	524	118	0	0	42	335
3	Calimesa Boulevard at Cherry Valley Boulevard	0	0	0	32	0	19	23	126	0	0	362	44
4	Cherry Valley Boulevard at Hannon Road	53	0	0	0	0	0	0	133	10	0	356	0
5	Cherry Valley Boulevard at Union Street	38	1	1	0	2	73	18	105	9	1	239	1
6	Cherry Valley Boulevard at Nancy Avenue	13	14	3	4	18	26	12	71	31	2	233	1
7	Cherry Valley Boulevard at Beaumont Avenue	84	150	6	6	170	38	31	38	56	6	61	5
8	Brookside Avenue at Hannon Road	0	3	1	5	1	3	45	49	0	1	36	4
9	Brookside Avenue at Union Street	0	5	3	11	0	2	1	55	0	1	38	26
10	Brookside Avenue at Oak View Drive	31	0	50	0	0	0	0	67	45	20	30	0
11	Brookside Avenue at Beaumont Avenue	52	149	18	47	177	20	2	28	35	40	52	99
12	Oak Valley Parkway at Desert Lawn Drive	0	0	0	215	0	25	16	192	0	1	160	101
13	Oak Valley Parkway at I-10 SB Ramps	0	0	0	191	5	63	0	220	231	182	179	0
14	Oak Valley Parkway at I-10 NB Ramps	93	1	117	0	0	0	135	272	0	0	249	505
15	Oak Valley Parkway at Oak View Drive	0	0	0	90	0	182	105	220	0	0	509	44
16	Oak Valley Parkway at Beaumont Avenue	43	147	46	21	186	139	69	180	50	53	348	41

2020 COUNTS WITH COVID FACTOR

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	I-10 EB Ramps at Cherry Valley Boulevard	0	0	0	137	0	315	0	696	211	24	149	0
2	I-10 WB Ramps at Cherry Valley Boulevard	91	1	22	0	0	0	692	156	0	0	55	442
3	Calimesa Boulevard at Cherry Valley Boulevard	0	0	0	42	0	25	30	166	0	0	478	58
4	Cherry Valley Boulevard at Hannon Road	70	0	0	0	0	0	0	176	13	0	470	0
5	Cherry Valley Boulevard at Union Street	50	1	1	0	3	96	24	139	12	1	315	1
6	Cherry Valley Boulevard at Nancy Avenue	17	18	4	5	24	34	16	94	41	3	308	1
7	Cherry Valley Boulevard at Beaumont Avenue	111	198	8	8	224	50	41	50	74	8	81	7
8	Brookside Avenue at Hannon Road	0	4	1	7	1	4	59	65	0	1	48	5
9	Brookside Avenue at Union Street	0	7	4	15	0	3	1	73	0	1	50	34
10	Brookside Avenue at Oak View Drive	41	0	66	0	0	0	0	88	59	26	40	0
11	Brookside Avenue at Beaumont Avenue	69	197	24	62	234	26	3	37	46	53	69	131
12	Oak Valley Parkway at Desert Lawn Drive	0	0	0	284	0	33	21	253	0	1	211	133
13	Oak Valley Parkway at I-10 SB Ramps	0	0	0	252	7	83	0	290	305	240	236	0
14	Oak Valley Parkway at I-10 NB Ramps	123	1	154	0	0	0	178	359	0	0	329	667
15	Oak Valley Parkway at Oak View Drive	0	0	0	119	0	240	139	290	0	0	672	58
16	Oak Valley Parkway at Beaumont Avenue	57	194	61	28	246	183	91	238	66	70	459	54
101	Cherry Valley Blvd at West Project Dwy	0	0	0	0	0	0	0	208	0	0	536	0
102	Cherry Valley Blvd at Middle Project Dwy	0	0	0	0	0	0	0	208	0	0	536	0
103	Cherry Valley Blvd at East Project Dwy	0	0	0	0	0	0	0	208	0	0	536	0

COVID Factor Development																
2014 HISTORIC COUNTS																
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Volume	Net Change in Volume	COVID Factor	
HISTORIC COUNTS GROWN TO 2020																
1	0	0	0	421	2	450	0	282	67	27	157	0	1406			
2	110	1	21	0	0	0	239	464	0	0	75	193	1103			
3	0	0	0	51	0	37	31	454	0	0	231	30	834			
4	14	1	10	0	3	30	57	362	23	3	204	1	708			
5	30	21	27	9	17	21	41	302	28	25	151	12	684			
6	157	287	16	25	273	49	67	104	202	13	55	28	1276			
NEW 2020 COUNTS																
1	0	0	0	288	4	542	0	393	125	24	270	0	1646	-240	-17%	
2	181	4	22	0	0	0	304	378	0	0	119	255	1263	-160	-15%	
3	0	0	0	74	0	49	41	382	0	0	307	62	915	-81	-10%	
4	39	0	1	0	0	0	0	416	38	0	312	0	806	-98	-14%	
5	18	3	1	2	4	31	61	341	15	3	261	2	742	-58	-8%	
6	33	19	6	12	17	18	21	303	25	10	217	8	689	587	46%	
														AVG	-3%	

COVID Factor Application

COVID Factor 1

2020 COUNTS (with PCE)

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	I-10 EB Ramps at Cherry Valley Boulevard	0	0	0	288	4	542	0	393	125	24	270	0
2	I-10 WB Ramps at Cherry Valley Boulevard	181	4	22	0	0	0	304	378	0	0	119	255
3	Calimesa Boulevard at Cherry Valley Boulevard	0	0	0	74	0	49	41	382	0	0	307	62
4	Cherry Valley Boulevard at Hannon Road	39	0	1	0	0	0	0	416	38	0	312	0
5	Cherry Valley Boulevard at Union Street	18	3	1	2	4	31	61	341	15	3	261	2
6	Cherry Valley Boulevard at Nancy Avenue	33	19	6	12	17	18	21	303	25	10	217	8
7	Cherry Valley Boulevard at Beaumont Avenue	132	254	26	16	228	54	60	87	174	15	59	10
8	Brookside Avenue at Hannon Road	3	2	5	18	5	18	24	95	1	3	108	21
9	Brookside Avenue at Union Street	1	1	9	13	2	7	4	113	2	5	125	19
10	Brookside Avenue at Oak View Drive	63	0	27	1	0	0	1	67	72	71	129	0
11	Brookside Avenue at Beaumont Avenue	50	280	74	113	290	13	27	71	93	60	43	106
12	Oak Valley Parkway at Desert Lawn Drive	0	0	0	200	0	42	50	311	0	0	255	245
13	Oak Valley Parkway at I-10 SB Ramps	0	0	0	520	8	142	0	265	223	158	377	0
14	Oak Valley Parkway at I-10 NB Ramps	241	7	246	0	0	0	116	668	0	0	294	333
15	Oak Valley Parkway at Oak View Drive	0	0	0	100	0	141	193	662	0	0	457	133
16	Oak Valley Parkway at Beaumont Avenue	85	338	59	89	229	171	227	391	77	93	382	85

2020 COUNTS WITH COVID FACTOR

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	I-10 EB Ramps at Cherry Valley Boulevard	0	0	0	288	4	542	0	393	125	24	270	0
2	I-10 WB Ramps at Cherry Valley Boulevard	181	4	22	0	0	0	304	378	0	0	119	255
3	Calimesa Boulevard at Cherry Valley Boulevard	0	0	0	74	0	49	41	382	0	0	307	62
4	Cherry Valley Boulevard at Hannon Road	39	0	1	0	0	0	0	416	38	0	312	0
5	Cherry Valley Boulevard at Union Street	18	3	1	2	4	31	61	341	15	3	261	2
6	Cherry Valley Boulevard at Nancy Avenue	33	19	6	12	17	18	21	303	25	10	217	8
7	Cherry Valley Boulevard at Beaumont Avenue	132	254	26	16	228	54	60	87	174	15	59	10
8	Brookside Avenue at Hannon Road	3	2	5	18	5	18	24	95	1	3	108	21
9	Brookside Avenue at Union Street	1	1	9	13	2	7	4	113	2	5	125	19
10	Brookside Avenue at Oak View Drive	63	0	27	1	0	0	1	67	72	71	129	0
11	Brookside Avenue at Beaumont Avenue	50	280	74	113	290	13	27	71	93	60	43	106
12	Oak Valley Parkway at Desert Lawn Drive	0	0	0	200	0	42	50	311	0	0	255	245
13	Oak Valley Parkway at I-10 SB Ramps	0	0	0	520	8	142	0	265	223	158	377	0
14	Oak Valley Parkway at I-10 NB Ramps	241	7	246	0	0	0	116	668	0	0	294	333
15	Oak Valley Parkway at Oak View Drive	0	0	0	100	0	141	193	662	0	0	457	133
16	Oak Valley Parkway at Beaumont Avenue	85	338	59	89	229	171	227	391	77	93	382	85
101	Cherry Valley Blvd at West Project Dwy	0	0	0	0	0	0	0	456	0	0	369	0
102	Cherry Valley Blvd at Middle Project Dwy	0	0	0	0	0	0	0	456	0	0	369	0
103	Cherry Valley Blvd at East Project Dwy	0	0	0	0	0	0	0	456	0	0	369	0

APPENDIX C

PCE WORKSHEETS

I-10 EB Ramps at Cherry Valley Boulevard

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes									
	Passenger Vehicles					Truck Volumes					Passenger Vehicles					Truck Volumes				
	1.5	2.0	3-Axle	4-Axle	Total	Trucks	%-age	PCE	Average PCE	Total PCE Volume	1.5	2.0	3-Axle	4-Axle	Total	Trucks	%-age	PCE	Average PCE	Total PCE Volume
NL	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	94	5	1	0	6	6.0%	10	1.7	104	0	0	0	0	3	1.1%	6	2.0	288		
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	4		
SR	219	4	1	4	9	3.9%	20	2.2	239	1	0	0	1	0.2%	2	2.0	542			
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0			
ET	514	3	1	2	6	1.2%	13	2.2	527	0	0	0	0	0.0%	0	0.0	393			
ER	140	2	1	5	8	5.4%	20	2.5	160	0	0	0	0	0.0%	0	0.0	125			
WL	12	0	0	2	2	14.3%	6	3.0	18	1	0	0	1	4.3%	2	2.0	24			
WT	104	0	0	3	3	2.8%	9	3.0	113	1	0	0	1	0.4%	2	2.0	270			
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0			
North Leg Volumes									1,161									1,646		
Approach	313	9	2	4	15		30		343	826	2	2	0	4		8		834		
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0		
Total	313	9	2	4	15	4.6%	30	2.0	343	826	2	2	0	4	0.5%	8	2.0	834		
South Leg Volumes									0									0		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0		
Depart	152	2	1	7	10		26		178	151	1	0	0	1		2		153		
Total	152	2	1	7	10	6.2%	26	2.6	178	151	1	0	0	1	0.7%	2	2.0	153		
East Leg Volumes									131									294		
Approach	116	0	0	5	5		15		131	290	2	0	0	2		4		294		
Depart	608	8	2	2	12		23		631	675	1	2	0	3		6		681		
Total	724	8	2	7	17	2.3%	38	2.2	762	965	3	2	0	5	0.5%	10	2.0	975		
West Leg Volumes									687									518		
Approach	654	5	2	7	14		33		687	518	0	0	0	0		0		518		
Depart	323	4	1	7	12		29		352	808	2	0	0	2		4		812		
Total	977	9	3	14	26	2.6%	62	2.4	1,039	1,326	2	0	0	2	0.2%	4	2.0	1,330		
All Legs									1,161									1,646		
Approach	1,083	14	4	16	34		78		1,161	1,634	4	2	0	6		12		1,646		
Depart	1,083	14	4	16	34		78		1,161	1,634	4	2	0	6		12		1,646		
Total	2,166	28	8	32	68	3.0%	156	2.3	2,322	3,268	8	4	0	12	0.4%	24	2.0	3,292		

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes											
	Passenger Vehicles					Truck Volumes					Total PCE Volume	Passenger Vehicles					Truck Volumes					Total PCE Volume
	1.5	2.0	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	1.5	2.0		3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE					
NL	67	1	0	0	1	1.5%	2	2.0	69	179	1	0	0	1	0.6%	2	2.0	181				
NT	1	0	0	0	0	0.0%	0	0.0	1	4	0	0	0	0	0.0%	0	0.0	4				
NR	14	2	0	0	2	12.5%	3	1.5	17	20	1	0	1	4.8%	2	2.0	22					
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0					
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0					
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0					
EL	518	4	0	0	4	0.8%	6	1.5	524	304	0	0	0	0.0%	0	0.0	304					
ET	110	4	1	0	5	4.3%	8	1.6	118	373	2	1	0	3	0.8%	5	1.7	378				
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0					
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0					
WT	40	1	0	0	1	2.4%	2	2.0	42	116	2	0	2	1.7%	3	1.5	119					
WR	329	2	0	1	3	0.9%	6	2.0	335	246	4	0	1	2.0%	9	1.8	255					
									1,106									1,263				
North Leg Volumes																						
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Depart	848	6	0	1	7	12	12		860	554	4	0	1	5	9		563					
Total	848	6	0	1	7	0.8%	12	1.7	860	554	4	0	1	5	0.9%	9	1.8	563				
South Leg Volumes																						
Approach	82	3	0	0	3	5	5		87	203	2	0	0	2	4		207					
Depart	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0					
Total	82	3	0	0	3	3.5%	5	1.7	87	203	2	0	0	2	1.0%	4	2.0	207				
East Leg Volumes																						
Approach	369	3	0	1	4	8	8		377	362	6	0	1	7	12		374					
Depart	124	6	1	0	7	11	11		135	393	3	1	0	4	7		400					
Total	493	9	1	1	11	2.2%	19	1.7	512	755	9	1	1	11	1.4%	19	1.7	774				
West Leg Volumes																						
Approach	628	8	1	0	9	14	14		642	677	2	1	0	3	5		682					
Depart	107	2	0	0	2	4	4		111	295	3	0	0	3	5		300					
Total	735	10	1	0	11	1.5%	18	1.6	753	972	5	1	0	6	0.6%	10	1.7	982				
All Legs																						
Approach	1,079	14	1	1	16	27	27		1,106	1,242	10	1	1	12	21		1,263					
Depart	1,079	14	1	1	16	27	27		1,106	1,242	10	1	1	12	21		1,263					
Total	2,158	28	2	2	32	1.5%	54	1.7	2,212	2,484	20	2	2	24	1.0%	42	1.8	2,526				

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes											
	Passenger Vehicles					Truck Volumes					Total PCE Volume	Passenger Vehicles					Truck Volumes					Total PCE Volume
	1.5	2.0	3-Axle	4-Axle	Total	3.0	4-Axle	Total	Trucks	%-age		Average PCE	1.5	2.0	3-Axle	4-Axle	Total	Trucks	%-age	Average PCE		
NL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	32	0	0	0	0	0	0	0	0	0	32	74	0	0	0	0	0	0	0	0	0	74
ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	19	0	0	0	0	0	0	0	0	0	19	49	0	0	0	0	0	0	0	0	0	49
EL	23	0	0	0	0	0	0	0	0	0	23	41	0	0	0	0	0	0	0	0	0	41
ET	112	6	1	1	8	6.7%	14	1.8	0	0	126	369	7	1	0	8	2.1%	13	1.6	0	382	
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0.0%	0	0.0	0	
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0.0%	0	0.0	0	
WT	352	1	1	2	4	1.1%	10	2.5	0	0	362	298	4	0	1	5	1.7%	9	1.8	0	307	
WR	44	0	0	0	0	0.0%	0	0.0	0	0	44	60	1	0	0	1	1.6%	2	2.0	0	62	
											606										915	
North Leg Volumes																						
Approach	51	0	0	0	0	0	0	0	0	0	51	123	0	0	0	0	0	0	0	0	123	
Depart	67	0	0	0	0	0	0	0	0	0	67	101	1	0	0	1	0.4%	2	2.0	0	103	
Total	118	0	0	0	0	0.0%	0	0.0	0	0	118	224	1	0	0	1	0.4%	2	2.0	0	226	
South Leg Volumes																						
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Depart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0.0%	0	0.0	0	0	
East Leg Volumes																						
Approach	396	1	1	2	4	10	0	0	0	0	406	358	5	0	1	6	11	13	1.7	0	369	
Depart	144	6	1	1	8	14	0	0	0	158	443	7	1	0	8	13	24	1.7	0	456		
Total	540	7	2	3	12	2.2%	24	2.0	0	0	564	801	12	1	1	14	1.7%	24	1.7	0	825	
West Leg Volumes																						
Approach	135	6	1	1	8	14	0	0	0	149	410	7	1	0	8	13	22	1.7	0	423		
Depart	371	1	1	2	4	10	0	0	0	381	347	4	0	1	5	9	22	1.7	0	356		
Total	506	7	2	3	12	2.3%	24	2.0	0	0	530	757	11	1	1	13	1.7%	22	1.7	0	779	
All Legs																						
Approach	582	7	2	3	12	24	0	0	0	606	891	12	1	1	14	24	48	1.7	0	915		
Depart	582	7	2	3	12	24	0	0	0	606	891	12	1	1	14	24	48	1.7	0	915		
Total	1,164	14	4	6	24	2.0%	48	2.0	0	0	1,212	1,782	24	2	2	28	1.5%	48	1.7	0	1,830	

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes																
	Passenger Vehicles					Truck Volumes					Total PCE Volume	Passenger Vehicles					Truck Volumes					Total PCE Volume					
	1.5	2.0	3.0	4-Axle	Total Trucks	%-age	PCE	Average PCE	1.5	2.0		3.0	4-Axle	Total Trucks	%-age	PCE	Average PCE										
NL	53	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	37	1	0	0	1	2.6%	2	2.0	39	
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	1	0	0	0	0	0	0	0	1	0.0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0
ET	122	6	1	0	7	5.4%	11	1.6	133	0	0	0	7	1.7%	12	1.7	404	5	2	0	0	7	1.7%	12	1.7	416	
ER	10	0	0	0	0	0.0%	0	0.0	10	0	0	0	0	0.0%	3	1.5	35	2	0	0	2	5.4%	3	1.5	38	0	0
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0	0
WT	346	1	1	2	4	1.1%	10	2.5	356	0	0	0	4	1.6%	9	1.8	303	4	0	1	5	1.6%	9	1.8	312	0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0	0
Total									552																		806

North Leg Volumes

Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Depart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0	0	0	0	0

South Leg Volumes

Approach	53	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	38	1	0	0	1	5	2	2	2	40
Depart	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	35	2	0	0	2	7	12	12	38	0
Total	63	0	0	0	0	0.0%	0	0.0	63	0	0	0	0	0.0%	5	1.7	73	3	0	0	3	15	21	21	78	0

East Leg Volumes

Approach	346	1	1	2	4	10	10	356	0	0	0	0	0	0	0	0	303	4	0	1	5	9	15	15	454
Depart	122	6	1	0	7	11	11	133	0	0	0	0	0	0	0	0	405	5	2	0	7	12	12	12	417
Total	468	7	2	2	11	2.3%	21	489	0	0	0	0	0	0.0%	26	1.8	708	9	2	1	12	21	21	21	729

West Leg Volumes

Approach	132	6	1	0	7	11	11	143	0	0	0	0	0	0	0	0	439	7	2	0	9	15	15	15	454
Depart	399	1	1	2	4	10	10	409	0	0	0	0	0	0	0	0	340	5	0	1	6	11	11	11	351
Total	531	7	2	2	11	2.0%	21	552	0	0	0	0	0	0.0%	26	1.7	779	12	2	1	15	26	26	26	805

All Legs

Approach	531	7	2	2	11	21	21	552	0	0	0	0	0	0	0	0	780	12	2	1	15	26	26	26	806
Depart	531	7	2	2	11	21	21	552	0	0	0	0	0	0	0	0	780	12	2	1	15	26	26	26	806
Total	1,062	14	4	4	22	2.0%	42	1,104	0	0	0	0	0	0.0%	52	1.7	1,560	24	4	2	30	52	52	52	1,612

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes									
	Passenger Vehicles					Truck Volumes					Passenger Vehicles					Truck Volumes				
	1.5	2.0	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	Total PCE Volume	1.5	2.0	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	Total PCE Volume		
NL	32	0	0	2	2	5.9%	6	3.0	38	18	0	0	0	0	0.0%	0	0.0	18		
NT	1	0	0	0	0	0.0%	0	0.0	1	329	5	2	0	7	2.1%	12	1.7	341		
NR	1	0	0	0	0	0.0%	0	0.0	1	13	1	0	1	7.1%	2	2.0	15			
SL	0	0	0	0	0	0.0%	0	0.0	0	3	0	0	0	0	0.0%	0	0.0	3		
ST	2	0	0	0	0	0.0%	0	0.0	2	252	4	0	1	5	1.9%	9	1.8	261		
SR	73	0	0	0	0	0.0%	0	0.0	73	2	0	0	0	0	0.0%	0	0.0	74		
EL	16	1	0	0	1	5.9%	2	2.0	18	2	0	0	0	0	0.0%	0	0.0	20		
ET	97	4	1	0	5	4.9%	8	1.6	105	13	1	0	1	1	7.1%	2	2.0	115		
ER	7	1	0	0	1	12.5%	2	2.0	9	3	0	0	0	0	0.0%	0	0.0	12		
WL	1	0	0	0	0	0.0%	0	0.0	1	2	0	0	0	0	0.0%	0	0.0	3		
WT	237	1	0	0	1	0.4%	2	2.0	239	252	4	0	1	5	1.9%	9	1.8	261		
WR	1	0	0	0	0	0.0%	0	0.0	1	2	0	0	0	0	0.0%	0	0.0	3		
North Leg Volumes									488									742		
Approach	75	0	0	0	0	0	0	0	75	37	0	0	0	0	0	0	0	37		
Depart	18	1	0	0	1		2		20	66	0	0	0	0	0	0	0	66		
Total	93	1	0	0	1	1.1%	2	2.0	95	103	0	0	0	0	0.0%	0	0.0	103		
South Leg Volumes																				
Approach	34	0	0	2	2		6		40	22	0	0	0	0	0	0	0	22		
Depart	10	1	0	0	1		2		12	20	1	0	0	1	2	2	2	22		
Total	44	1	0	2	3	6.4%	8	2.7	52	42	1	0	0	1	2.3%	2	2.0	44		
East Leg Volumes																				
Approach	239	1	0	0	1		2		241	257	4	0	1	5	9	9	1.8	266		
Depart	98	4	1	0	5		8		106	332	5	2	0	7	12	12	1.8	344		
Total	337	5	1	0	6	1.7%	10	1.7	347	589	9	2	1	12	2.0%	21	1.8	610		
West Leg Volumes																				
Approach	120	6	1	0	7		12		132	403	6	2	0	8	14	14	1.8	417		
Depart	342	1	0	2	3		8		350	301	4	0	1	5	9	9	1.8	310		
Total	462	7	1	2	10	2.1%	20	2.0	482	704	10	2	1	13	1.8%	23	1.8	727		
All Legs																				
Approach	468	7	1	2	10	2.1%	40	2.0	488	719	10	2	1	13	1.8%	23	1.8	742		
Depart	468	7	1	2	10	2.1%	40	2.0	488	719	10	2	1	13	1.8%	23	1.8	742		
Total	936	14	2	4	20	2.1%	80	2.0	976	1,438	20	4	2	26	1.8%	46	1.8	1,484		

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes											PM Peak Hour Volumes										
	Passenger Vehicles					Truck Volumes			Total	Passenger Vehicles					Truck Volumes			Total				
	1.5	2.0	3.0	4-Axle	Total	1.5	2.0	3.0		4-Axle	Total	1.5	2.0	3.0	4-Axle	Total	Average PCE					
NL	0	0	0	0	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%	0	0.0%	0	0.0%	1		
NT	5	0	0	0	0	0.0%	0	0.0%	0	0.0%	5	1	0	0	0.0%	0	0.0%	0	0.0%	1		
NR	3	0	0	0	0	0.0%	0	0.0%	0	0.0%	3	9	0	0	0.0%	0	0.0%	0	0.0%	9		
SL	11	0	0	0	0	0.0%	0	0.0%	0	0.0%	11	13	0	0	0.0%	0	0.0%	0	0.0%	13		
ST	0	0	0	0	0	0.0%	0	0.0%	0	0.0%	0	2	0	0	0.0%	0	0.0%	0	0.0%	2		
SR	2	0	0	0	0	0.0%	0	0.0%	0	0.0%	2	7	0	0	0.0%	0	0.0%	0	0.0%	7		
EL	1	0	0	0	0	0.0%	0	0.0%	0	0.0%	1	4	0	0	0.0%	0	0.0%	0	0.0%	4		
ET	55	0	0	0	0	0.0%	0	0.0%	0	0.0%	55	113	0	0	0.0%	0	0.0%	0	0.0%	113		
ER	0	0	0	0	0	0.0%	0	0.0%	0	0.0%	0	2	0	0	0.0%	0	0.0%	0	0.0%	2		
WL	1	0	0	0	0	0.0%	0	0.0%	0	0.0%	1	5	0	0	0.0%	0	0.0%	0	0.0%	5		
WT	38	0	0	0	0	0.0%	0	0.0%	0	0.0%	38	125	0	0	0.0%	0	0.0%	0	0.0%	125		
WR	26	0	0	0	0	0.0%	0	0.0%	0	0.0%	26	19	0	0	0.0%	0	0.0%	0	0.0%	19		
											142									301		
North Leg Volumes																						
Approach	13	0	0	0	0	0.0%	0	0.0%	0	0.0%	13	22	0	0	0.0%	0	0.0%	0	0.0%	22		
Depart	32	0	0	0	0	0.0%	0	0.0%	0	0.0%	32	24	0	0	0.0%	0	0.0%	0	0.0%	24		
Total	45	0	0	0	0	0.0%	0	0.0%	0	0.0%	45	46	0	0	0.0%	0	0.0%	0	0.0%	46		
South Leg Volumes																						
Approach	8	0	0	0	0	0.0%	0	0.0%	0	0.0%	8	11	0	0	0.0%	0	0.0%	0	0.0%	11		
Depart	1	0	0	0	0	0.0%	0	0.0%	0	0.0%	1	9	0	0	0.0%	0	0.0%	0	0.0%	9		
Total	9	0	0	0	0	0.0%	0	0.0%	0	0.0%	9	20	0	0	0.0%	0	0.0%	0	0.0%	20		
East Leg Volumes																						
Approach	65	0	0	0	0	0.0%	0	0.0%	0	0.0%	65	149	0	0	0.0%	0	0.0%	0	0.0%	149		
Depart	69	0	0	0	0	0.0%	0	0.0%	0	0.0%	69	135	0	0	0.0%	0	0.0%	0	0.0%	135		
Total	134	0	0	0	0	0.0%	0	0.0%	0	0.0%	134	284	0	0	0.0%	0	0.0%	0	0.0%	284		
West Leg Volumes																						
Approach	56	0	0	0	0	0.0%	0	0.0%	0	0.0%	56	119	0	0	0.0%	0	0.0%	0	0.0%	119		
Depart	40	0	0	0	0	0.0%	0	0.0%	0	0.0%	40	133	0	0	0.0%	0	0.0%	0	0.0%	133		
Total	96	0	0	0	0	0.0%	0	0.0%	0	0.0%	96	252	0	0	0.0%	0	0.0%	0	0.0%	252		
All Legs																						
Approach	142	0	0	0	0	0.0%	0	0.0%	0	0.0%	142	301	0	0	0.0%	0	0.0%	0	0.0%	301		
Depart	142	0	0	0	0	0.0%	0	0.0%	0	0.0%	142	301	0	0	0.0%	0	0.0%	0	0.0%	301		
Total	284	0	0	0	0	0.0%	0	0.0%	0	0.0%	284	602	0	0	0.0%	0	0.0%	0	0.0%	602		

Existing Peak Hour Volumes - Classification Counts

AM Peak Hour Volumes

	Truck Volumes										Total PCE Volume	
	Passenger Vehicles		2-Axle		3-Axle		4-Axle		Total Trucks			Average PCE
	1.5	2.0	1.5	2.0	3.0	4.0	3.0	4.0	%-age	PCE		
NL	31	0	0	0	0	0	0	0	0	0.0%	0	0.0
NT	0	0	0	0	0	0	0	0	0	0.0%	0	0
NR	50	0	0	0	0	0	0	0	0	0.0%	0	50
SL	0	0	0	0	0	0	0	0	0	0.0%	0	0
ST	0	0	0	0	0	0	0	0	0	0.0%	0	0
SR	0	0	0	0	0	0	0	0	0	0.0%	0	0
EL	0	0	0	0	0	0	0	0	0	0.0%	0	0
ET	67	0	0	0	0	0	0	0	0	0.0%	0	67
ER	45	0	0	0	0	0	0	0	0	0.0%	0	45
WL	20	0	0	0	0	0	0	0	0	0.0%	0	20
WT	30	0	0	0	0	0	0	0	0	0.0%	0	30
WR	0	0	0	0	0	0	0	0	0	0.0%	0	0
North Leg Volumes												243
Approach	0	0	0	0	0	0	0	0	0	0.0%	0	0
Depart	0	0	0	0	0	0	0	0	0	0.0%	0	0
Total	0	0	0	0	0	0	0	0	0	0.0%	0	0

South Leg Volumes

Approach	81	0	0	0	0	0	0	0	0	0.0%	0	81
Depart	65	0	0	0	0	0	0	0	0	0.0%	0	65
Total	146	0	0	0	0	0	0	0	0	0.0%	0	146

East Leg Volumes

Approach	50	0	0	0	0	0	0	0	0	0.0%	0	50
Depart	117	0	0	0	0	0	0	0	0	0.0%	0	117
Total	167	0	0	0	0	0	0	0	0	0.0%	0	167

West Leg Volumes

Approach	112	0	0	0	0	0	0	0	0	0.0%	0	112
Depart	61	0	0	0	0	0	0	0	0	0.0%	0	61
Total	173	0	0	0	0	0	0	0	0	0.0%	0	173

All Legs

Approach	243	0	0	0	0	0	0	0	0	0.0%	0	243
Depart	243	0	0	0	0	0	0	0	0	0.0%	0	243
Total	486	0	0	0	0	0	0	0	0	0.0%	0	486

PM Peak Hour Volumes

	Truck Volumes										Total PCE Volume	
	Passenger Vehicles		2-Axle		3-Axle		4-Axle		Total Trucks			Average PCE
	1.5	2.0	1.5	2.0	3.0	4.0	3.0	4.0	%-age	PCE		
NL	63	0	0	0	0	0	0	0	0	0.0%	0	63
NT	0	0	0	0	0	0	0	0	0	0.0%	0	0
NR	27	0	0	0	0	0	0	0	0	0.0%	0	27
SL	1	0	0	0	0	0	0	0	0	0.0%	0	1
ST	0	0	0	0	0	0	0	0	0	0.0%	0	0
SR	0	0	0	0	0	0	0	0	0	0.0%	0	0
EL	1	0	0	0	0	0	0	0	0	0.0%	0	1
ET	67	0	0	0	0	0	0	0	0	0.0%	0	67
ER	72	0	0	0	0	0	0	0	0	0.0%	0	72
WL	71	0	0	0	0	0	0	0	0	0.0%	0	71
WT	129	0	0	0	0	0	0	0	0	0.0%	0	129
WR	0	0	0	0	0	0	0	0	0	0.0%	0	0
North Leg Volumes												431
Approach	1	0	0	0	0	0	0	0	0	0.0%	0	1
Depart	1	0	0	0	0	0	0	0	0	0.0%	0	1
Total	2	0	0	0	0	0	0	0	0	0.0%	0	2

South Leg Volumes

Approach	90	0	0	0	0	0	0	0	0	0.0%	0	90
Depart	143	0	0	0	0	0	0	0	0	0.0%	0	143
Total	233	0	0	0	0	0	0	0	0	0.0%	0	233

East Leg Volumes

Approach	200	0	0	0	0	0	0	0	0	0.0%	0	200
Depart	95	0	0	0	0	0	0	0	0	0.0%	0	95
Total	295	0	0	0	0	0	0	0	0	0.0%	0	295

West Leg Volumes

Approach	140	0	0	0	0	0	0	0	0	0.0%	0	140
Depart	192	0	0	0	0	0	0	0	0	0.0%	0	192
Total	332	0	0	0	0	0	0	0	0	0.0%	0	332

All Legs

Approach	431	0	0	0	0	0	0	0	0	0.0%	0	431
Depart	431	0	0	0	0	0	0	0	0	0.0%	0	431
Total	862	0	0	0	0	0	0	0	0	0.0%	0	862

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes											
	Passenger Vehicles					Truck Volumes					Total PCE Volume	Passenger Vehicles					Truck Volumes					Total PCE Volume
	1.5	2.0	3-Axle	4-Axle	Total	Truck %	Truck %	Truck %	Truck %	Total		1.5	2.0	3-Axle	4-Axle	Total	Truck %	Truck %	Truck %	Total		
NL	50	0	1	0	1	2.0%	2	2.0	2	52	0	0	0	0	0	0.0%	0	0.0	0	50		
NT	136	3	1	2	6	4.2%	13	2.2	149	275	3	0	0	3	1.1%	5	1.7	5	280			
NR	18	0	0	0	0	0.0%	0	0.0	18	72	0	1	0	1	1.4%	2	2.0	2	74			
SL	45	1	0	0	1	2.2%	2	2.0	47	111	0	1	0	1	0.9%	2	2.0	2	113			
ST	175	1	0	0	1	0.6%	2	2.0	177	285	2	1	0	3	1.0%	5	1.7	5	290			
SR	20	0	0	0	0	0.0%	0	0.0	20	11	1	0	0	1	8.3%	2	2.0	2	13			
EL	2	0	0	0	0	0.0%	0	0.0	2	27	0	0	0	0	0.0%	0	0.0	0	27			
ET	28	0	0	0	0	0.0%	0	0.0	28	71	0	0	0	0	0.0%	0	0.0	0	71			
ER	31	0	2	0	2	6.1%	4	2.0	35	93	0	0	0	0	0.0%	0	0.0	0	93			
WL	40	0	0	0	0	0.0%	0	0.0	40	58	0	1	0	1	1.7%	2	2.0	2	60			
WT	52	0	0	0	0	0.0%	0	0.0	52	43	0	0	0	0	0.0%	0	0.0	0	43			
WR	97	1	0	0	1	1.0%	2	2.0	99	106	0	0	0	0	0.0%	0	0.0	0	106			
									719										1,220			
North Leg Volumes																						
Approach	240	2	0	0	2		4		244	407	3	2	0	5		9		9	416			
Depart	235	4	1	2	7		15		250	408	3	0	0	3		5		5	413			
Total	475	6	1	2	9	1.9%	19	2.1	494	815	6	2	0	8	1.0%	14	1.8	14	829			
South Leg Volumes																						
Approach	204	3	2	2	7		15		219	397	3	1	0	4		7		7	404			
Depart	246	1	2	0	3		6		252	436	2	2	0	4		7		7	443			
Total	450	4	4	2	10	2.2%	21	2.1	471	833	5	3	0	8	1.0%	14	1.8	14	847			
East Leg Volumes																						
Approach	189	1	0	0	1		2		191	207	0	1	0	1		2		2	209			
Depart	91	1	0	0	1		2		93	254	0	2	0	2		4		4	258			
Total	280	2	0	0	2	0.7%	4	2.0	284	461	0	3	0	3	0.6%	6	2.0	6	467			
West Leg Volumes																						
Approach	61	0	2	0	2		4		65	191	0	0	0	0		0		0	191			
Depart	122	0	1	0	1		2		124	104	1	0	0	1		2		2	106			
Total	183	0	3	0	3	1.6%	6	2.0	189	295	1	0	0	1	0.3%	2	2.0	2	297			
All Legs																						
Approach	694	6	4	2	12		25		719	1,202	6	4	0	10		18		18	1,220			
Depart	694	6	4	2	12		25		719	1,202	6	4	0	10		18		18	1,220			
Total	1,388	12	8	4	24	1.7%	50	2.1	1,438	2,404	12	8	0	20	0.8%	36	1.8	36	2,440			

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes														
	Passenger Vehicles					Truck Volumes					Passenger Vehicles					Truck Volumes									
	1.5	2.0	3.0	4-Axle	Total	1.5	2.0	3.0	4-Axle	Total	1.5	2.0	3.0	4-Axle	Total	1.5	2.0	3.0	4-Axle	Total					
NL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	209	2	0	1	3	215	2	0	1	3	215	2	0	1	3	215	2	0	1	3	215	2	0	1	3
ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0
EL	14	1	0	0	1	16	1	0	0	1	16	1	0	0	1	16	1	0	0	1	16	1	0	0	1
ET	177	3	5	0	8	192	3	5	0	8	192	3	5	0	8	192	3	5	0	8	192	3	5	0	8
ER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0
WT	148	1	2	2	5	160	1	2	2	5	160	1	2	2	5	160	1	2	2	5	160	1	2	2	5
WR	101	0	0	0	0	101	0	0	0	0	101	0	0	0	0	101	0	0	0	0	101	0	0	0	0
North Leg Volumes						710					710					710					710				
Approach	234	2	0	1	3	240	2	0	1	3	240	2	0	1	3	240	2	0	1	3	240	2	0	1	3
Depart	115	1	0	0	1	117	1	0	0	1	117	1	0	0	1	117	1	0	0	1	117	1	0	0	1
Total	349	3	0	1	4	357	3	0	1	4	357	3	0	1	4	357	3	0	1	4	357	3	0	1	4
South Leg Volumes																									
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Depart	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
East Leg Volumes																									
Approach	250	1	2	2	5	262	1	2	2	5	262	1	2	2	5	262	1	2	2	5	262	1	2	2	5
Depart	386	5	5	1	11	407	5	5	1	11	407	5	5	1	11	407	5	5	1	11	407	5	5	1	11
Total	636	6	7	3	16	669	6	7	3	16	669	6	7	3	16	669	6	7	3	16	669	6	7	3	16
West Leg Volumes																									
Approach	191	4	5	0	9	208	4	5	0	9	208	4	5	0	9	208	4	5	0	9	208	4	5	0	9
Depart	173	1	2	2	5	185	1	2	2	5	185	1	2	2	5	185	1	2	2	5	185	1	2	2	5
Total	364	5	7	2	14	393	5	7	2	14	393	5	7	2	14	393	5	7	2	14	393	5	7	2	14
All Legs																									
Approach	675	7	7	3	17	710	7	7	3	17	710	7	7	3	17	710	7	7	3	17	710	7	7	3	17
Depart	675	7	7	3	17	710	7	7	3	17	710	7	7	3	17	710	7	7	3	17	710	7	7	3	17
Total	1,350	14	14	6	34	1,420	14	14	6	34	1,420	14	14	6	34	1,420	14	14	6	34	1,420	14	14	6	34

1,103

1,103

Existing Peak Hour Volumes - Classification Counts

	AM Peak Hour Volumes										PM Peak Hour Volumes											
	Passenger Vehicles					Truck Volumes					Total PCE Volume	Passenger Vehicles					Truck Volumes					Total PCE Volume
	1.5	2.0	3-Axle	4-Axle	Total	Trucks	%-age	PCE	Average PCE	1.5		2.0	3-Axle	4-Axle	Total	Trucks	%-age	PCE	Average PCE			
NL	0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0		
NT	0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0		
NR	0	0	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0		
SL	189	1	0	0	1	0	1	0.5%	2	2.0	191	0	0	0	1	0.2%	2	2.0	520			
ST	0	1	0	1	2	100.0%	5	2.5	5	2.5	5	0	0	1	1	16.7%	3	3.0	8			
SR	63	0	0	0	0	0.0%	0	0.0	63	0.0	63	137	1	0	1	1.4%	5	2.5	142			
EL	0	0	0	0	0	0.0%	0	0.0	0	0.0	0	0	0	0	0	0.0%	0	0.0	0			
ET	209	4	1	1	6	2.8%	11	1.8	220	1.8	220	244	4	0	5	3.6%	21	2.3	265			
ER	219	2	3	1	6	2.7%	12	2.0	231	2.0	231	220	2	0	2	0.9%	3	1.5	223			
WL	171	3	0	2	5	2.8%	11	2.2	182	2.2	182	152	4	0	4	2.6%	6	1.5	158			
WT	168	2	1	2	5	2.9%	11	2.2	179	2.2	179	375	1	0	1	0.3%	2	2.0	377			
WR	0	0	0	0	0	0.0%	0	0.0	0	0.0	0	0	0	0	0	0.0%	0	0.0	0			
North Leg Volumes																					1,693	
Approach	252	2	0	1	3	7	7		259	7	259	660	2	0	2	4	10		670			
Depart	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0			
Total	252	2	0	1	3	1.2%	7	2.3	259	2.3	259	660	2	0	2	4	10	2.5	670			
South Leg Volumes																					0	
Approach	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0			
Depart	390	6	3	4	13	28	28		418	28	418	377	6	0	1	7	12		389			
Total	390	6	3	4	13	3.2%	28	2.2	418	2.2	418	377	6	0	1	7	12	1.7	389			
East Leg Volumes																					535	
Approach	339	5	1	4	10	22	22		361	22	361	527	5	0	0	5	8		535			
Depart	398	5	1	1	7	13	13		411	13	411	762	5	0	5	10	23		785			
Total	737	10	2	5	17	2.3%	35	2.1	772	2.1	772	1,289	10	0	5	15	31	2.1	1,320			
West Leg Volumes																					488	
Approach	428	6	4	2	12	23	23		451	23	451	464	6	0	5	11	24		488			
Depart	231	2	1	2	5	11	11		242	11	242	512	2	0	1	3	7		519			
Total	659	8	5	4	17	2.5%	34	2.0	693	2.0	693	976	8	0	6	14	31	2.2	1,007			
All Legs																					1,693	
Approach	1,019	13	5	7	25	52	52		1,071	52	1,071	1,651	13	0	7	20	42		1,693			
Depart	1,019	13	5	7	25	52	52		1,071	52	1,071	1,651	13	0	7	20	42		1,693			
Total	2,038	26	10	14	50	2.4%	104	2.1	2,142	2.1	2,142	3,302	26	0	14	40	84	2.1	3,386			

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS

Beaumont Summit Station

Vistro File: \\...\\Cherry Valley Base AM.vistro

Scenario 1 EX AM

Report File: \\...\\1 EX AM.pdf

1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	1.035	42.5	E
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Left	1.167	72.4	F
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	0.133	17.4	C
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.175	15.4	C
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.415	9.8	A
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.453	10.2	B
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	WB Left	0.276	23.4	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.002	11.0	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	NB Thru	0.010	10.0	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.216	8.4	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	EB Left	0.319	27.4	C
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	SB Left	0.565	13.7	B
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Right	0.699	51.4	D
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	WB Right	0.713	80.5	F
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Left	0.432	19.2	B
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Left	0.353	29.6	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	42.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.035

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	137	0	315	0	696	211	24	149	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	137	0	315	0	696	211	24	149	0
Peak Hour Factor	1.000	1.000	1.000	0.963	0.963	0.963	1.000	0.963	0.963	0.963	0.963	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	0	36	0	82	0	181	55	6	39	0
Total Analysis Volume [veh/h]	0	0	0	142	0	327	0	723	219	25	155	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		632	942	764
Degree of Utilization, x		0.74	1.03	0.24



Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		6.55	20.87	0.91
95th-Percentile Queue Length [ft]		163.84	521.82	22.83
Approach Delay [s/veh]	0.00	23.33	58.38	9.16
Approach LOS	A	C	F	A
Intersection Delay [s/veh]	42.48			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	72.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.167

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
	Base Volume Input [veh/h]	91	1	22	0	0	0	692	156	0	0	55
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1	22	0	0	0	692	156	0	0	55	442
Peak Hour Factor	0.924	0.924	0.924	1.000	1.000	1.000	0.924	0.924	1.000	1.000	0.924	0.924
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	0	6	0	0	0	187	42	0	0	15	120
Total Analysis Volume [veh/h]	98	1	24	0	0	0	749	169	0	0	60	478
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]			918	866
Degree of Utilization, x			1.17	0.62

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]			28.48	4.43
95th-Percentile Queue Length [ft]			711.89	110.77
Approach Delay [s/veh]	0.00	0.00	106.75	13.70
Approach LOS	A	A	F	B
Intersection Delay [s/veh]	72.37			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.133

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	T		↑		↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	42	25	30	166	478	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	25	30	166	478	58
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	7	8	45	130	16
Total Analysis Volume [veh/h]	46	27	33	180	518	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.05	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.42	13.69	8.71	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.10	0.10	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.54	16.54	2.55	2.55	0.00	0.00
d_A, Approach Delay [s/veh]	16.04		1.35		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐		⇐		⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	70	0	176	13	0	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	176	13	0	470
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	46	3	0	123
Total Analysis Volume [veh/h]	73	0	184	14	0	493
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.44	11.03	0.00	0.00	7.60	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.67	15.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.44		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	50	1	1	0	3	96	24	139	12	1	315	1
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	1	0	3	96	24	139	12	1	315	1
Peak Hour Factor	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	13	0	0	0	1	25	6	36	3	0	82	0
Total Analysis Volume [veh/h]	52	1	1	0	3	100	25	145	13	1	329	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	663	783	771	797
Degree of Utilization, x	0.08	0.13	0.24	0.42

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.27	0.45	0.92	2.06
95th-Percentile Queue Length [ft]	6.63	11.30	23.05	51.48
Approach Delay [s/veh]	8.91	8.29	9.12	10.69
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.75			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

Intersection Setup

Name	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Approach	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Base Volume Input [veh/h]	17	18	4	5	24	34	16	94	41	3	308	1
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	18	4	5	24	34	16	94	41	3	308	1
Peak Hour Factor	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	5	5	1	1	6	9	4	25	11	1	82	0
Total Analysis Volume [veh/h]	18	19	4	5	26	36	17	100	44	3	328	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	690	743	701	825	730	853
Degree of Utilization, x	0.06	0.09	0.17	0.05	0.45	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.19	0.30	0.60	0.17	2.38	0.00
95th-Percentile Queue Length [ft]	4.73	7.41	14.93	4.22	59.39	0.09
Approach Delay [s/veh]	8.55	8.32	8.44		11.64	
Approach LOS	A	A	A		B	
Intersection Delay [s/veh]	10.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	111	198	8	8	224	50	41	50	74	8	81	7
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	198	8	8	224	50	41	50	74	8	81	7
Peak Hour Factor	0.905	0.905	0.905	0.905	0.905	0.905	0.905	0.905	0.905	0.905	0.905	0.905
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	31	55	2	2	62	14	11	14	20	2	22	2
Total Analysis Volume [veh/h]	123	219	9	9	248	55	45	55	82	9	90	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	33	39	0	19	25	0	9	23	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	60	60	1	54	54	3	12	12	1	9
g / C, Green / Cycle	0.09	0.67	0.67	0.01	0.60	0.60	0.04	0.13	0.13	0.01	0.10
(v / s)_i Volume / Saturation Flow Rate	0.07	0.12	0.01	0.00	0.13	0.03	0.02	0.03	0.05	0.00	0.05
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1873
c, Capacity [veh/h]	159	1273	1082	22	1129	959	68	244	208	21	192
d1, Uniform Delay [s]	40.15	5.55	4.93	44.11	8.53	7.68	42.74	35.20	36.01	44.19	38.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.65	0.29	0.01	11.13	0.45	0.11	10.39	0.46	1.22	13.40	2.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.17	0.01	0.40	0.22	0.06	0.66	0.23	0.40	0.43	0.51
d, Delay for Lane Group [s/veh]	47.79	5.84	4.95	55.24	8.98	7.79	53.13	35.66	37.23	57.59	40.36
Lane Group LOS	D	A	A	E	A	A	D	D	D	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.85	1.20	0.04	0.26	2.14	0.43	1.15	1.08	1.66	0.27	2.09
50th-Percentile Queue Length [ft/ln]	71.22	30.04	1.11	6.62	53.51	10.74	28.82	26.92	41.62	6.78	52.21
95th-Percentile Queue Length [veh/ln]	5.13	2.16	0.08	0.48	3.85	0.77	2.08	1.94	3.00	0.49	3.76
95th-Percentile Queue Length [ft/ln]	128.2	54.08	2.00	11.91	96.32	19.33	51.88	48.46	74.91	12.20	93.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.79	5.84	4.95	55.24	8.98	7.79	53.13	35.66	37.23	57.59	40.36	40.36
Movement LOS	D	A	A	E	A	A	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	20.52		10.10		40.68		41.81					
Approach LOS	C		B		D		D					
d_I, Intersection Delay [s/veh]	23.35											
Intersection LOS	C											
Intersection V/C	0.276											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.413	2.299	2.279	2.020
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	467	422	422
d_b, Bicycle Delay [s]	16.81	26.45	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.139	2.074	1.860	1.736
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	4	1	7	1	4	59	65	0	1	48	5
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	1	7	1	4	59	65	0	1	48	5
Peak Hour Factor	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	1	0	2	0	1	17	19	0	0	14	1
Total Analysis Volume [veh/h]	0	5	1	8	1	5	69	76	0	1	56	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.48	11.00	8.54	10.45	11.02	8.54	7.42	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.06	0.06	0.06	0.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.70	0.70	0.70	1.40	1.40	1.40	3.48	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	10.59			9.81			3.53			0.12		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.16											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	7	4	15	0	3	1	73	0	1	50	34
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	4	15	0	3	1	73	0	1	50	34
Peak Hour Factor	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	2	1	4	0	1	0	19	0	0	13	9
Total Analysis Volume [veh/h]	0	7	4	16	0	3	1	76	0	1	52	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	10.00	8.55	9.35	9.93	8.61	7.37	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	B	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.02	1.02	1.02	1.68	1.68	1.68	0.05	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	9.47			9.23			0.10			0.08		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.51											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.216

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	41	66	88	59	26	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	66	88	59	26	40
Peak Hour Factor	0.8440	0.8440	0.8440	0.8440	0.8440	0.8440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	20	26	17	8	12
Total Analysis Volume [veh/h]	49	78	104	70	31	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	644	820	806	659	726
Degree of Utilization, x	0.08	0.10	0.22	0.05	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.25	0.31	0.82	0.15	0.21
95th-Percentile Queue Length [ft]	6.16	7.86	20.46	3.69	5.18
Approach Delay [s/veh]	8.02		8.70	8.17	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.36				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	69	197	24	62	234	26	3	37	46	53	69	131
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	197	24	62	234	26	3	37	46	53	69	131
Peak Hour Factor	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	19	53	6	17	63	7	1	10	12	14	19	35
Total Analysis Volume [veh/h]	74	212	26	67	252	28	3	40	50	57	74	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	23	0	9	23	0	9	25	0	33	49	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	56	4	55	0	10	10	4	14
g / C, Green / Cycle	0.05	0.62	0.05	0.61	0.00	0.11	0.11	0.04	0.15
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.04	0.15	0.00	0.02	0.03	0.03	0.13
s, saturation flow rate [veh/h]	1810	1864	1810	1867	1810	1900	1615	1810	1703
c, Capacity [veh/h]	96	1153	87	1146	8	212	180	80	258
d1, Uniform Delay [s]	42.10	7.50	42.36	7.90	44.68	36.30	36.67	42.43	37.10
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.47	0.41	13.54	0.51	26.70	0.43	0.83	10.93	6.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.21	0.77	0.24	0.38	0.19	0.28	0.71	0.83
d, Delay for Lane Group [s/veh]	54.57	7.91	55.91	8.41	71.38	36.73	37.50	53.36	44.06
Lane Group LOS	D	A	E	A	E	D	D	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.90	1.81	1.72	2.09	0.12	0.80	1.02	1.45	4.90
50th-Percentile Queue Length [ft/ln]	47.51	45.36	42.95	52.15	3.10	19.91	25.38	36.37	122.54
95th-Percentile Queue Length [veh/ln]	3.42	3.27	3.09	3.75	0.22	1.43	1.83	2.62	8.53
95th-Percentile Queue Length [ft/ln]	85.52	81.65	77.32	93.87	5.58	35.83	45.69	65.47	213.31

Movement, Approach, & Intersection Results

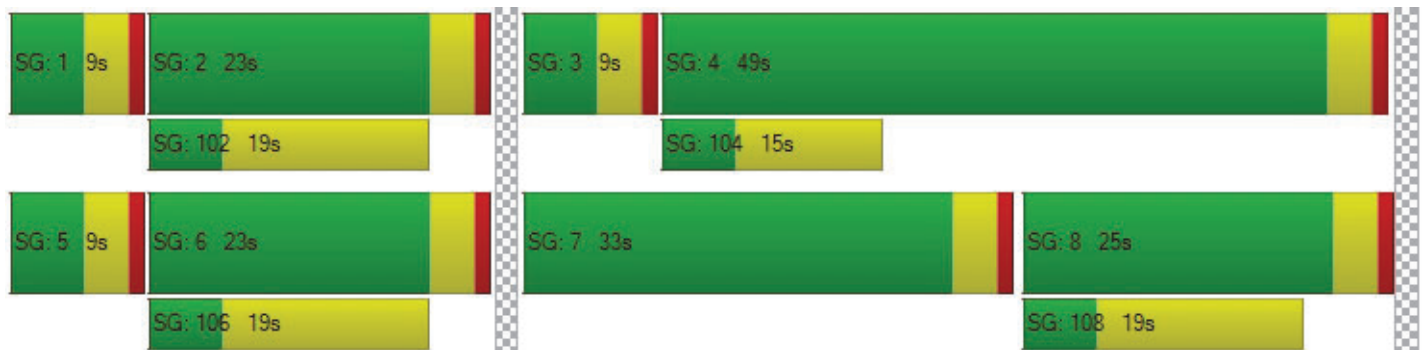
d_M, Delay for Movement [s/veh]	54.57	7.91	7.91	55.91	8.41	8.41	71.38	36.73	37.50	53.36	44.06	44.06
Movement LOS	D	A	A	E	A	A	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.97		17.58		38.26		46.01					
Approach LOS	B		B		D		D					
d_I, Intersection Delay [s/veh]	27.43											
Intersection LOS	C											
Intersection V/C	0.319											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.351	2.322	2.220	2.264
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	467	1000
d_b, Bicycle Delay [s]	28.01	28.01	26.45	11.25
I_b,int, Bicycle LOS Score for Intersection	2.074	2.132	1.713	2.008
Bicycle LOS	B	B	A	B

Sequence


Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	284	33	21	253	211	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	33	21	253	211	133
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	9	5	65	55	34
Total Analysis Volume [veh/h]	294	34	22	262	218	138
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	580	508	547	589	589	667
Degree of Utilization, x	0.57	0.04	0.48	0.19	0.19	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.51	0.14	2.57	0.67	0.67	0.77
95th-Percentile Queue Length [ft]	87.81	3.39	64.29	16.84	16.84	19.34
Approach Delay [s/veh]	16.97	14.79		9.93		
Approach LOS	C	B		A		
Intersection Delay [s/veh]	13.74					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	51.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	252	7	83	0	290	305	240	236	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	252	7	83	0	290	305	240	236	0
Peak Hour Factor	1.000	1.000	1.000	0.956	0.956	0.956	1.000	0.956	0.956	0.956	0.956	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	0	66	2	22	0	76	80	63	62	0
Total Analysis Volume [veh/h]	0	0	0	264	7	87	0	303	319	251	247	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Protec	Permi	Permi
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	24	0	0	49	0	17	66	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		33	30	15	49
g / C, Green / Cycle		0.37	0.33	0.16	0.54
(v / s)_i Volume / Saturation Flow Rate		0.20	0.36	0.14	0.13
s, saturation flow rate [veh/h]		1760	1742	1810	1900
c, Capacity [veh/h]		649	585	293	1030
d1, Uniform Delay [s]		22.49	29.90	36.68	10.84
k, delay calibration		0.50	0.50	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.35	55.41	7.08	0.12
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.55	1.06	0.86	0.24
d, Delay for Lane Group [s/veh]		25.84	85.31	43.76	10.96
Lane Group LOS		C	F	D	B
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.67	20.30	5.64	2.28
50th-Percentile Queue Length [ft/ln]		141.76	507.48	141.04	56.98
95th-Percentile Queue Length [veh/ln]		9.58	28.84	9.54	4.10
95th-Percentile Queue Length [ft/ln]		239.39	720.90	238.43	102.57

Movement, Approach, & Intersection Results

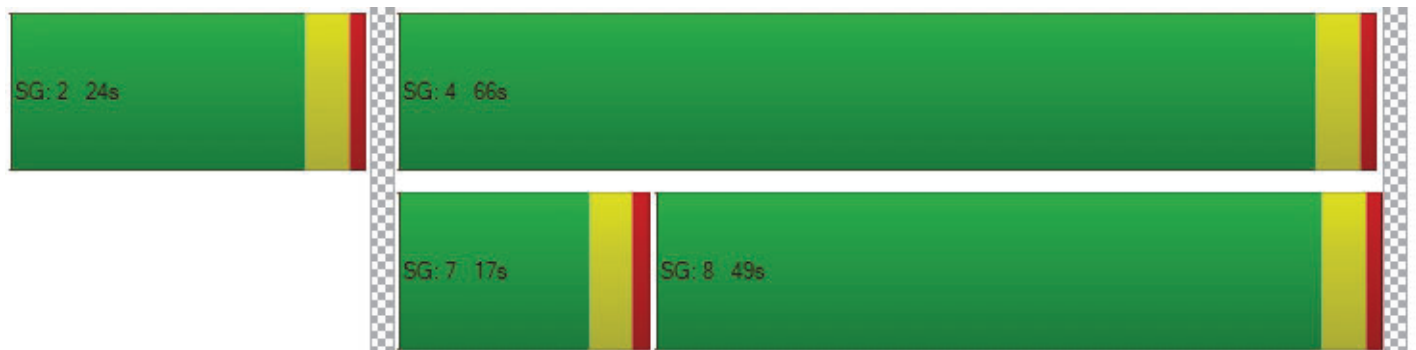
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	25.84	25.84	25.84	0.00	85.31	85.31	43.76	10.96	0.00
Movement LOS				C	C	C		F	F	D	B	
d_A, Approach Delay [s/veh]	0.00			25.84				85.31		27.49		
Approach LOS	A			C				F		C		
d_I, Intersection Delay [s/veh]	51.42											
Intersection LOS	D											
Intersection V/C	0.699											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	444	1000	1378
d_b, Bicycle Delay [s]	45.00	27.22	11.25	4.36
I_b,int, Bicycle LOS Score for Intersection	4.132	2.150	2.586	2.381
Bicycle LOS	D	B	B	B

Sequence




Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	80.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	123	1	154	0	0	0	178	359	0	0	329	667
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	1	154	0	0	0	178	359	0	0	329	667
Peak Hour Factor	0.947	0.947	0.947	1.000	1.000	1.000	0.947	0.947	1.000	1.000	0.947	0.947
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	0	41	0	0	0	47	95	0	0	87	176
Total Analysis Volume [veh/h]	130	1	163	0	0	0	188	379	0	0	347	704
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Permi	Permi	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	14	0	0	0	0	15	76	0	0	61	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	11	45	30	30
g / C, Green / Cycle	0.41	0.13	0.51	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.17	0.10	0.20	0.18	0.44
s, saturation flow rate [veh/h]	1697	1810	1900	1900	1615
c, Capacity [veh/h]	686	229	962	638	542
d1, Uniform Delay [s]	19.29	38.32	13.69	24.31	29.90
k, delay calibration	0.50	0.11	0.11	0.12	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.95	7.18	0.26	0.80	147.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.82	0.39	0.54	1.30
d, Delay for Lane Group [s/veh]	21.24	45.50	13.95	25.10	177.64
Lane Group LOS	C	D	B	C	F
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.06	4.43	4.56	5.98	33.46
50th-Percentile Queue Length [ft/ln]	101.57	110.82	113.98	149.52	836.45
95th-Percentile Queue Length [veh/ln]	7.31	7.89	8.06	9.99	50.03
95th-Percentile Queue Length [ft/ln]	182.82	197.14	201.52	249.78	1250.85

Movement, Approach, & Intersection Results

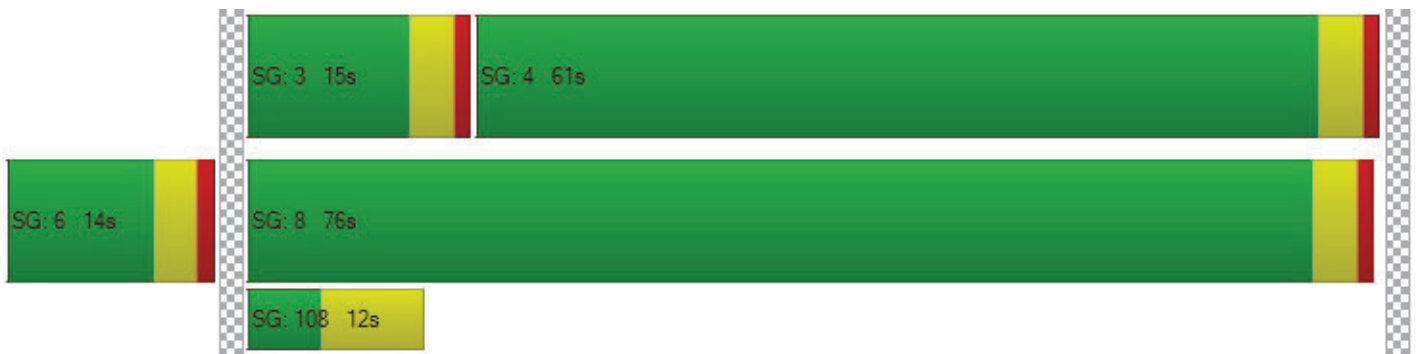
d_M, Delay for Movement [s/veh]	21.24	21.24	21.24	0.00	0.00	0.00	45.50	13.95	0.00	0.00	25.10	177.6
Movement LOS	C	C	C				D	B			C	F
d_A, Approach Delay [s/veh]	21.24			0.00			24.41			127.28		
Approach LOS	C			A			C			F		
d_I, Intersection Delay [s/veh]	80.47											
Intersection LOS	F											
Intersection V/C	0.713											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.027	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	0	1600	1267
d_b, Bicycle Delay [s]	35.56	45.00	1.80	6.05
I_b,int, Bicycle LOS Score for Intersection	2.045	4.132	2.495	3.294
Bicycle LOS	B	D	B	C

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pwky	
Base Volume Input [veh/h]	119	240	139	290	672	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	240	139	290	672	58
Peak Hour Factor	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	63	37	76	177	15
Total Analysis Volume [veh/h]	125	252	146	305	707	61
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	53	0	15	37	22	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	9	65	52	52
g / C, Green / Cycle	0.18	0.18	0.10	0.73	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.08	0.16	0.20	0.04
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	336	300	180	1379	2104	939
d1, Uniform Delay [s]	32.07	35.37	39.70	4.04	9.79	8.18
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	6.31	8.47	0.37	0.43	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.84	0.81	0.22	0.34	0.06
d, Delay for Lane Group [s/veh]	32.75	41.68	48.17	4.41	10.22	8.32
Lane Group LOS	C	D	D	A	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.38	5.68	3.43	1.33	3.14	0.47
50th-Percentile Queue Length [ft/ln]	59.59	142.08	85.83	33.26	78.56	11.75
95th-Percentile Queue Length [veh/ln]	4.29	9.59	6.18	2.39	5.66	0.85
95th-Percentile Queue Length [ft/ln]	107.26	239.82	154.49	59.87	141.41	21.15

Movement, Approach, & Intersection Results

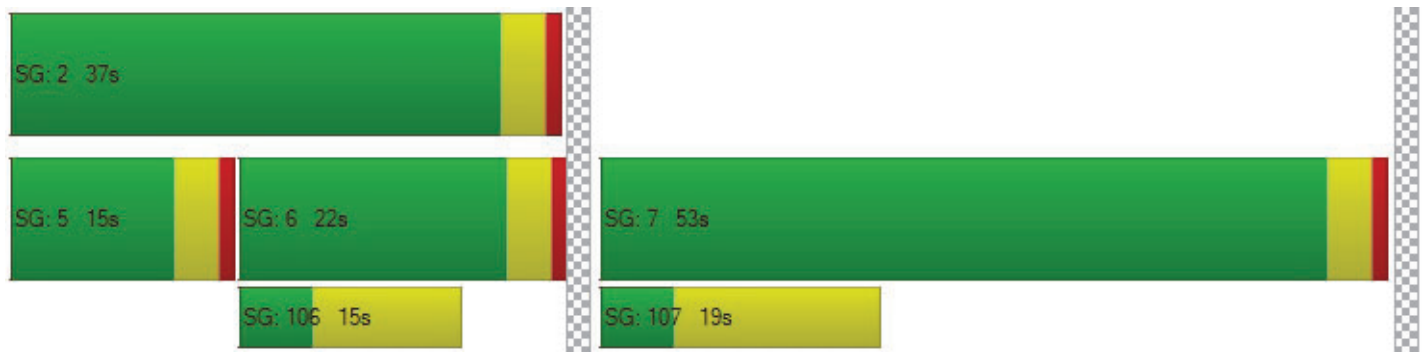
d_M, Delay for Movement [s/veh]	32.75	41.68	48.17	4.41	10.22	8.32
Movement LOS	C	D	D	A	B	A
d_A, Approach Delay [s/veh]	38.72		18.58		10.07	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	19.24					
Intersection LOS	B					
Intersection V/C	0.432					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.163	2.648	0.000
Crosswalk LOS	B	B	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1089	733	400
d_b, Bicycle Delay [s]	9.34	18.05	28.80
I_b,int, Bicycle LOS Score for Intersection	1.560	2.304	2.193
Bicycle LOS	A	B	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
Base Volume Input [veh/h]	57	194	61	28	246	183	91	238	66	70	459	54
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	194	61	28	246	183	91	238	66	70	459	54
Peak Hour Factor	0.973	0.973	0.973	0.973	0.973	0.973	0.973	0.973	0.973	0.973	0.973	0.973
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	15	50	16	7	63	47	23	61	17	18	118	14
Total Analysis Volume [veh/h]	59	199	63	29	253	188	94	245	68	72	472	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	31	0	10	30	0	14	26	0	23	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	50	50	3	49	49	6	17	17	5	15	15
g / C, Green / Cycle	0.04	0.55	0.55	0.03	0.54	0.54	0.07	0.19	0.19	0.05	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.03	0.07	0.07	0.02	0.12	0.13	0.05	0.08	0.09	0.04	0.14	0.14
s, saturation flow rate [veh/h]	1810	1900	1748	1810	1900	1639	1810	1900	1761	1810	1900	1831
c, Capacity [veh/h]	79	1051	967	53	1024	883	122	353	327	98	328	316
d1, Uniform Delay [s]	42.57	9.67	9.70	43.10	10.90	10.96	41.29	32.59	32.67	41.93	35.86	35.89
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.37	0.25	0.28	8.55	0.52	0.63	9.86	0.92	1.03	10.14	4.97	5.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.13	0.13	0.55	0.23	0.24	0.77	0.45	0.47	0.73	0.82	0.82
d, Delay for Lane Group [s/veh]	55.94	9.92	9.98	51.65	11.42	11.59	51.15	33.51	33.70	52.06	40.83	41.18
Lane Group LOS	E	A	A	D	B	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.55	1.20	1.15	0.74	2.31	2.10	2.29	3.03	2.90	1.82	5.93	5.78
50th-Percentile Queue Length [ft/ln]	38.68	29.98	28.85	18.57	57.76	52.55	57.31	75.80	72.43	45.44	148.3	144.4
95th-Percentile Queue Length [veh/ln]	2.78	2.16	2.08	1.34	4.16	3.78	4.13	5.46	5.21	3.27	9.93	9.72
95th-Percentile Queue Length [ft/ln]	69.62	53.96	51.92	33.43	103.9	94.59	103.1	136.4	130.3	81.80	248.1	243.0

Movement, Approach, & Intersection Results

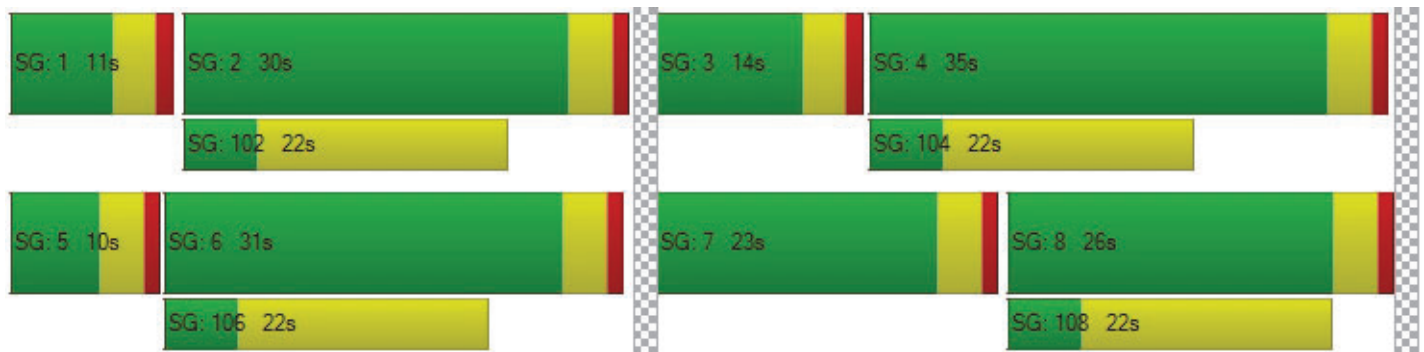
d_M, Delay for Movement [s/veh]	55.94	9.94	9.98	51.65	11.43	11.59	51.15	33.57	33.70	52.06	40.98	41.18
Movement LOS	E	A	A	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	18.40		13.97		37.65		42.33					
Approach LOS	B		B		D		D					
d_I, Intersection Delay [s/veh]	29.58											
Intersection LOS	C											
Intersection V/C	0.353											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.487	2.514	2.631	2.514
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	578	489	689
d_b, Bicycle Delay [s]	22.05	22.76	25.69	19.34
I_b,int, Bicycle LOS Score for Intersection	1.824	1.947	1.895	2.054
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Beaumont Summit Station

Vistro File: \\...\\Cherry Valley Base PM.vistro

Scenario 1 EX PM

Report File: \\...\\1 EX PM.pdf

1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	SB Right	1.271	82.6	F
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.888	23.9	C
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	0.251	20.7	C
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.114	16.3	C
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.526	11.0	B
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.479	11.0	B
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	EB Left	0.317	26.3	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.013	11.9	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.005	11.6	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.206	8.8	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	WB Left	0.398	26.6	C
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	EB Thru	0.674	15.9	C
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Thru	0.809	41.8	D
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Left	0.655	30.1	C
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	SB Right	0.461	15.6	B
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Left	0.434	31.8	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	82.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.271

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	288	4	542	0	393	125	24	270	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	288	4	542	0	393	125	24	270	0
Peak Hour Factor	1.000	1.000	1.000	0.967	0.967	0.967	1.000	0.967	0.967	0.967	0.967	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	0	74	1	140	0	102	32	6	70	0
Total Analysis Volume [veh/h]	0	0	0	298	4	560	0	406	129	25	279	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		862	887	816
Degree of Utilization, x		1.27	0.60	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		32.81	4.17	1.73
95th-Percentile Queue Length [ft]		820.37	104.27	43.37
Approach Delay [s/veh]	0.00	151.40	13.04	10.01
Approach LOS	A	F	B	B
Intersection Delay [s/veh]	82.61			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration							↶			↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
	Base Volume Input [veh/h]	181	4	22	0	0	0	304	378	0	0	119
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	4	22	0	0	0	304	378	0	0	119	255
Peak Hour Factor	0.933	0.933	0.933	1.000	1.000	1.000	0.933	0.933	1.000	1.000	0.933	0.933
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	48	1	6	0	0	0	81	101	0	0	32	68
Total Analysis Volume [veh/h]	194	4	24	0	0	0	326	405	0	0	128	273
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]			823	854
Degree of Utilization, x			0.89	0.47

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]			11.78	2.54
95th-Percentile Queue Length [ft]			294.59	63.60
Approach Delay [s/veh]	0.00	0.00	31.05	10.90
Approach LOS	A	A	D	B
Intersection Delay [s/veh]	23.91			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇌		⇌		⇌	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	74	49	41	382	307	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	49	41	382	307	62
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	13	11	102	82	17
Total Analysis Volume [veh/h]	79	52	44	407	327	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.08	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.69	14.50	8.18	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.39	1.39	0.12	0.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.85	34.85	2.91	2.91	0.00	0.00
d_A, Approach Delay [s/veh]	18.24		0.80		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.82					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐		⇐		⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	39	1	416	38	0	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	1	416	38	0	312
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	110	10	0	83
Total Analysis Volume [veh/h]	41	1	442	40	0	331
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.28	12.25	0.00	0.00	8.30	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.69	9.69	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.18		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.79					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	18	3	1	2	4	31	61	341	15	3	261	2
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	3	1	2	4	31	61	341	15	3	261	2
Peak Hour Factor	0.963	0.963	0.963	0.963	0.963	0.963	0.963	0.963	0.963	0.963	0.963	0.963
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	5	1	0	1	1	8	16	89	4	1	68	1
Total Analysis Volume [veh/h]	19	3	1	2	4	32	63	354	16	3	271	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	634	718	823	796
Degree of Utilization, x	0.04	0.05	0.53	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.17	3.13	1.55
95th-Percentile Queue Length [ft]	2.82	4.18	78.27	38.85
Approach Delay [s/veh]	8.89	8.29	12.13	9.90
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	11.04			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Approach	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Base Volume Input [veh/h]	33	19	6	12	17	18	21	303	25	10	217	8
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	19	6	12	17	18	21	303	25	10	217	8
Peak Hour Factor	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	9	5	2	3	4	5	6	79	7	3	57	2
Total Analysis Volume [veh/h]	35	20	6	13	18	19	22	318	26	10	227	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	656	681	710	831	698	811
Degree of Utilization, x	0.09	0.07	0.48	0.03	0.34	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.31	0.24	2.61	0.10	1.50	0.03
95th-Percentile Queue Length [ft]	7.67	5.93	65.23	2.42	37.62	0.75
Approach Delay [s/veh]	9.06	8.71	11.97		10.39	
Approach LOS	A	A	B		B	
Intersection Delay [s/veh]	10.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	26.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	132	254	26	16	228	54	60	87	174	15	59	10
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	254	26	16	228	54	60	87	174	15	59	10
Peak Hour Factor	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	34	65	7	4	59	14	15	22	45	4	15	3
Total Analysis Volume [veh/h]	136	261	27	16	234	55	62	89	179	15	61	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	23	0	15	23	0	29	43	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	58	58	2	52	52	4	12	12	2	10
g / C, Green / Cycle	0.09	0.65	0.65	0.02	0.57	0.57	0.05	0.14	0.14	0.02	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14	0.02	0.01	0.12	0.03	0.03	0.05	0.11	0.01	0.04
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1854
c, Capacity [veh/h]	169	1230	1046	35	1089	926	84	262	223	32	202
d1, Uniform Delay [s]	39.99	6.48	5.68	43.68	9.34	8.48	42.36	35.10	37.62	43.79	37.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.62	0.39	0.05	9.30	0.45	0.12	11.74	0.76	6.68	10.30	1.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.21	0.03	0.46	0.21	0.06	0.74	0.34	0.80	0.47	0.35
d, Delay for Lane Group [s/veh]	48.61	6.87	5.73	52.98	9.79	8.60	54.10	35.86	44.30	54.09	38.19
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.18	1.64	0.15	0.44	2.15	0.46	1.59	1.76	4.08	0.41	1.46
50th-Percentile Queue Length [ft/ln]	79.50	41.10	3.76	10.88	53.70	11.52	39.80	43.95	102.0	10.31	36.41
95th-Percentile Queue Length [veh/ln]	5.72	2.96	0.27	0.78	3.87	0.83	2.87	3.16	7.35	0.74	2.62
95th-Percentile Queue Length [ft/ln]	143.1	73.97	6.76	19.59	96.66	20.73	71.63	79.10	183.7	18.56	65.54

Movement, Approach, & Intersection Results

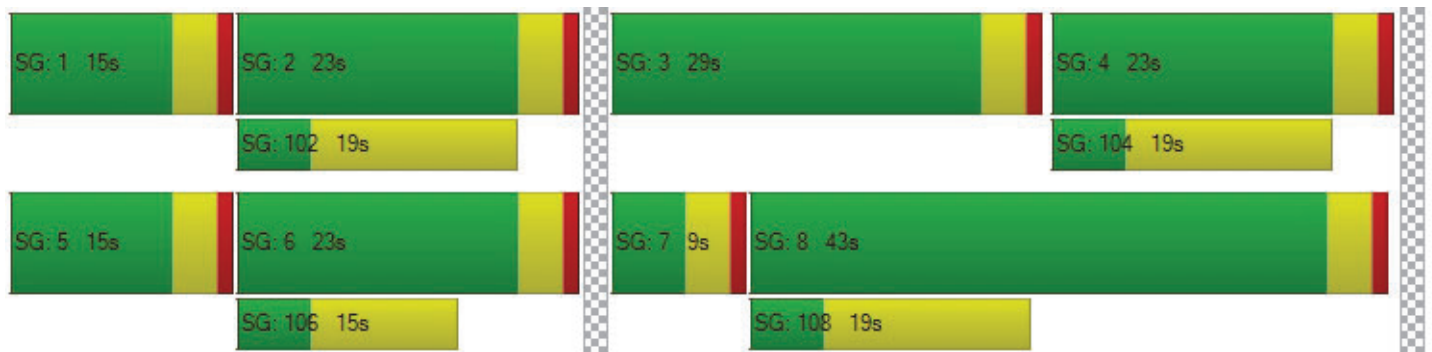
d_M, Delay for Movement [s/veh]	48.61	6.87	5.73	52.98	9.79	8.60	54.10	35.86	44.30	54.09	38.19	38.19
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.19			11.85			43.87			40.97		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.35											
Intersection LOS	C											
Intersection V/C	0.317											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.479	2.314	2.322	2.036
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	867	422
d_b, Bicycle Delay [s]	28.01	28.01	14.45	28.01
I_b,int, Bicycle LOS Score for Intersection	2.259	2.063	2.104	1.702
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	3	2	5	18	5	18	24	95	1	3	108	21
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	5	18	5	18	24	95	1	3	108	21
Peak Hour Factor	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	1	1	2	6	2	6	8	32	0	1	36	7
Total Analysis Volume [veh/h]	4	3	7	24	7	24	32	128	1	4	145	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.04	0.01	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.97	11.69	8.72	11.23	11.89	9.16	7.60	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.25	0.25	0.25	0.07	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.46	1.46	1.46	6.18	6.18	6.18	1.73	0.00	0.00	0.20	0.00	0.00
d_A, Approach Delay [s/veh]	10.00			10.41			1.51			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.42											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	1	1	9	13	2	7	4	113	2	5	125	19
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	9	13	2	7	4	113	2	5	125	19
Peak Hour Factor	0.753	0.753	0.753	0.753	0.753	0.753	0.753	0.753	0.753	0.753	0.753	0.753
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	3	4	1	2	1	38	1	2	42	6
Total Analysis Volume [veh/h]	1	1	12	17	3	9	5	150	3	7	166	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.53	11.49	8.75	10.80	11.55	9.01	7.59	0.00	0.00	7.51	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.13	0.13	0.13	0.01	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.19	1.19	1.19	3.21	3.21	3.21	0.27	0.00	0.00	0.37	0.00	0.00
d_A, Approach Delay [s/veh]	9.08			10.33			0.24			0.27		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.206

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	63	27	67	72	71	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	27	67	72	71	129
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	8	19	21	21	37
Total Analysis Volume [veh/h]	73	31	78	84	82	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	607	762	791	663	730
Degree of Utilization, x	0.12	0.04	0.20	0.12	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.13	0.77	0.42	0.77
95th-Percentile Queue Length [ft]	10.19	3.18	19.13	10.53	19.20
Approach Delay [s/veh]	8.90		8.72	8.90	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.84				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	50	280	74	113	290	13	27	71	93	60	43	106
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	280	74	113	290	13	27	71	93	60	43	106
Peak Hour Factor	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902	0.902
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	14	78	21	31	80	4	7	20	26	17	12	29
Total Analysis Volume [veh/h]	55	310	82	125	322	14	30	79	103	67	48	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	24	0	26	33	0	9	23	0	17	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	52	8	56	3	10	10	4	12
g / C, Green / Cycle	0.04	0.58	0.09	0.62	0.03	0.11	0.11	0.05	0.13
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.07	0.18	0.02	0.04	0.06	0.04	0.10
s, saturation flow rate [veh/h]	1810	1832	1810	1886	1810	1900	1615	1810	1688
c, Capacity [veh/h]	77	1052	160	1170	53	210	179	88	220
d1, Uniform Delay [s]	42.57	10.39	40.15	7.89	43.10	37.13	38.01	42.28	37.77
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.85	1.01	7.92	0.62	8.93	1.11	2.91	12.36	5.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.37	0.78	0.29	0.56	0.38	0.58	0.76	0.76
d, Delay for Lane Group [s/veh]	54.41	11.40	48.07	8.51	52.02	38.24	40.92	54.63	43.00
Lane Group LOS	D	B	D	A	D	D	D	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	3.93	2.90	2.52	0.77	1.62	2.22	1.73	3.71
50th-Percentile Queue Length [ft/ln]	35.53	98.23	72.61	62.99	19.27	40.57	55.61	43.16	92.79
95th-Percentile Queue Length [veh/ln]	2.56	7.07	5.23	4.54	1.39	2.92	4.00	3.11	6.68
95th-Percentile Queue Length [ft/ln]	63.96	176.81	130.69	113.39	34.69	73.03	100.0	77.68	167.02

Movement, Approach, & Intersection Results

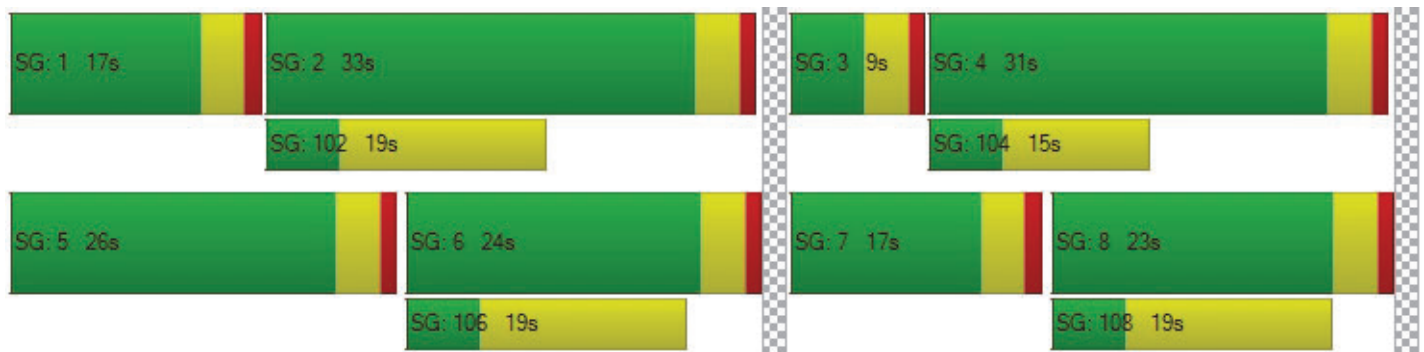
d_M, Delay for Movement [s/veh]	54.41	11.40	11.40	48.07	8.51	8.51	52.02	38.24	40.92	54.63	43.00	43.00
Movement LOS	D	B	B	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	16.70		19.24		41.49		46.35					
Approach LOS	B		B		D		D					
d_I, Intersection Delay [s/veh]	26.55											
Intersection LOS	C											
Intersection V/C	0.398											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.438	2.439	2.240	2.301
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	444	644	422	600
d_b, Bicycle Delay [s]	27.22	20.67	28.01	22.05
I_b,int, Bicycle LOS Score for Intersection	2.297	2.320	1.909	1.944
Bicycle LOS	B	B	A	A

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	200	42	50	311	255	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	42	50	311	255	245
Peak Hour Factor	0.8810	0.8810	0.8810	0.8810	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	12	14	88	72	70
Total Analysis Volume [veh/h]	227	48	57	353	289	278
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	528	488	524	578	578	653
Degree of Utilization, x	0.52	0.12	0.67	0.25	0.25	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.99	0.39	5.02	0.98	0.98	2.13
95th-Percentile Queue Length [ft]	74.64	9.86	125.55	24.56	24.56	53.22
Approach Delay [s/veh]	17.02	21.02		11.61		
Approach LOS	C	C		B		
Intersection Delay [s/veh]	15.88					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	520	8	142	0	265	223	158	377	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	520	8	142	0	265	223	158	377	0
Peak Hour Factor	1.000	1.000	1.000	0.920	0.920	0.920	1.000	0.920	0.920	0.920	0.920	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	0	141	2	39	0	72	61	43	102	0
Total Analysis Volume [veh/h]	0	0	0	565	9	154	0	288	242	172	410	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Permi	Protec	Permi	Permi
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	45	0	0	32	0	13	45	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		39	29	10	43
g / C, Green / Cycle		0.43	0.32	0.12	0.48
(v / s)_i Volume / Saturation Flow Rate		0.41	0.30	0.10	0.22
s, saturation flow rate [veh/h]		1766	1758	1810	1900
c, Capacity [veh/h]		763	561	209	910
d1, Uniform Delay [s]		24.68	29.88	38.91	15.58
k, delay calibration		0.50	0.38	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		23.09	22.17	7.88	0.35
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.95	0.95	0.82	0.45
d, Delay for Lane Group [s/veh]		47.78	52.05	46.79	15.93
Lane Group LOS		D	D	D	B
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		16.96	13.49	3.98	5.02
50th-Percentile Queue Length [ft/ln]		424.10	337.25	99.47	125.57
95th-Percentile Queue Length [veh/ln]		23.72	19.51	7.16	8.70
95th-Percentile Queue Length [ft/ln]		592.97	487.83	179.05	217.46

Movement, Approach, & Intersection Results

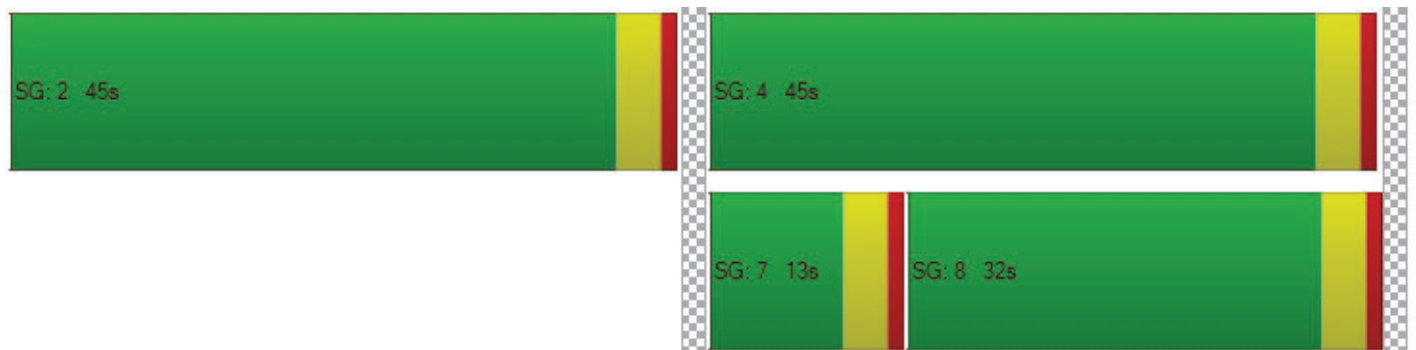
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	47.78	47.78	47.78	0.00	52.05	52.05	46.79	15.93	0.00
Movement LOS				D	D	D		D	D	D	B	
d_A, Approach Delay [s/veh]	0.00			47.78				52.05		25.05		
Approach LOS	A			D				D		C		
d_I, Intersection Delay [s/veh]	41.82											
Intersection LOS	D											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	911	622	911
d_b, Bicycle Delay [s]	45.00	13.34	21.36	13.34
I_b,int, Bicycle LOS Score for Intersection	4.132	2.761	2.434	2.520
Bicycle LOS	D	C	B	B

Sequence




Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	30.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	241	7	246	0	0	0	116	668	0	0	294	333
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	7	246	0	0	0	116	668	0	0	294	333
Peak Hour Factor	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	1.000	1.000	0.978	0.978
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	62	2	63	0	0	0	30	171	0	0	75	85
Total Analysis Volume [veh/h]	246	7	252	0	0	0	119	683	0	0	301	340
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Permi	Permi	Permi	Permi	Permi	Protec	Permi	Permi	Permi	Permi	Permi
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	14	0	0	0	0	20	76	0	0	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	8	35	23	23
g / C, Green / Cycle	0.52	0.09	0.39	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.30	0.07	0.36	0.16	0.21
s, saturation flow rate [veh/h]	1708	1810	1900	1900	1615
c, Capacity [veh/h]	895	157	735	486	413
d1, Uniform Delay [s]	14.48	40.18	26.39	29.60	31.55
k, delay calibration	0.50	0.11	0.11	0.11	0.18
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.57	7.31	5.82	1.29	6.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.76	0.93	0.62	0.82
d, Delay for Lane Group [s/veh]	17.05	47.49	32.21	30.89	38.26
Lane Group LOS	B	D	C	C	D
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.95	2.86	14.46	5.79	7.53
50th-Percentile Queue Length [ft/ln]	148.84	71.58	361.59	144.72	188.27
95th-Percentile Queue Length [veh/ln]	9.96	5.15	20.70	9.73	12.03
95th-Percentile Queue Length [ft/ln]	248.88	128.84	517.52	243.37	300.78

Movement, Approach, & Intersection Results

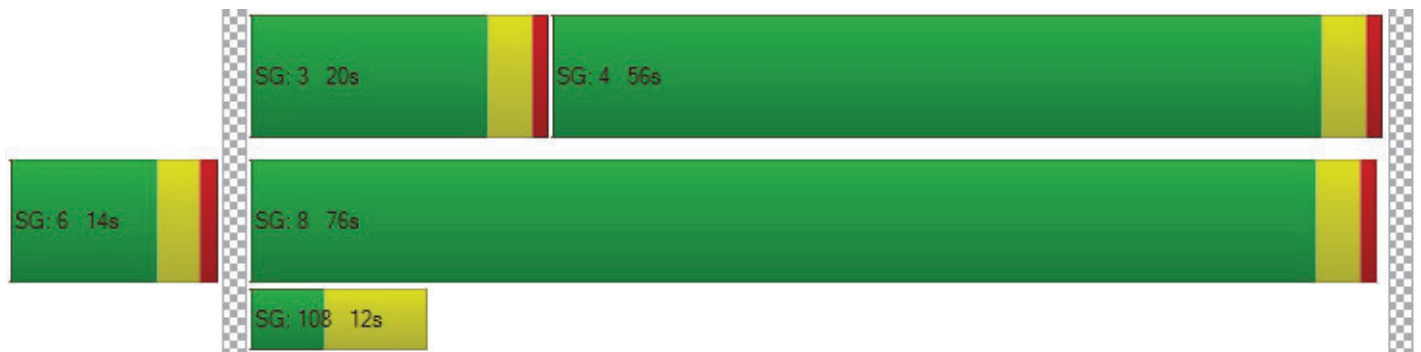
d_M, Delay for Movement [s/veh]	17.05	17.05	17.05	0.00	0.00	0.00	47.49	32.21	0.00	0.00	30.89	38.26
Movement LOS	B	B	B				D	C			C	D
d_A, Approach Delay [s/veh]	17.05			0.00			34.48			34.80		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	30.06											
Intersection LOS	C											
Intersection V/C	0.655											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.250	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	0	1600	1156
d_b, Bicycle Delay [s]	35.56	45.00	1.80	8.02
I_b,int, Bicycle LOS Score for Intersection	2.393	4.132	2.883	2.617
Bicycle LOS	B	D	C	B

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pwky	
Base Volume Input [veh/h]	100	141	193	662	457	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	141	193	662	457	133
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	37	51	175	121	35
Total Analysis Volume [veh/h]	106	149	204	700	483	141
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	48	67	19	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	12	72	55	55
g / C, Green / Cycle	0.12	0.12	0.14	0.79	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.06	0.09	0.11	0.37	0.13	0.09
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	211	189	248	1509	2217	990
d1, Uniform Delay [s]	37.29	38.67	37.76	3.01	7.79	7.39
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.84	7.21	6.67	1.03	0.23	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.79	0.82	0.46	0.22	0.14
d, Delay for Lane Group [s/veh]	39.13	45.88	44.43	4.04	8.02	7.70
Lane Group LOS	D	D	D	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.24	3.49	4.60	2.17	1.77	1.02
50th-Percentile Queue Length [ft/ln]	56.11	87.31	115.09	54.31	44.22	25.62
95th-Percentile Queue Length [veh/ln]	4.04	6.29	8.12	3.91	3.18	1.84
95th-Percentile Queue Length [ft/ln]	101.00	157.15	203.06	97.76	79.60	46.12

Movement, Approach, & Intersection Results

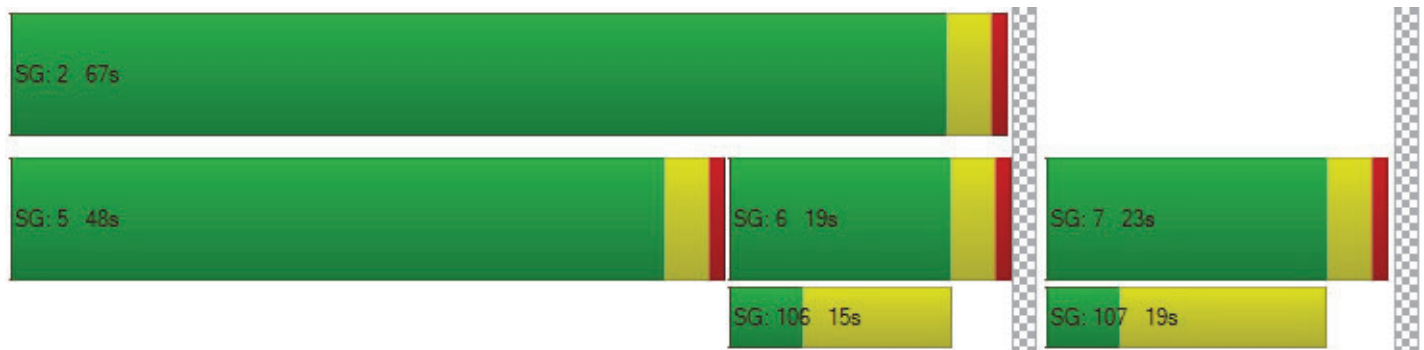
d_M, Delay for Movement [s/veh]	39.13	45.88	44.43	4.04	8.02	7.70
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	43.07		13.16		7.94	
Approach LOS	D		B		A	
d_I, Intersection Delay [s/veh]	15.61					
Intersection LOS	B					
Intersection V/C	0.461					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.169	2.694	0.000
Crosswalk LOS	B	B	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	1400	333
d_b, Bicycle Delay [s]	28.01	4.05	31.25
I_b,int, Bicycle LOS Score for Intersection	1.560	3.051	2.074
Bicycle LOS	A	C	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
	85	338	59	89	229	171	227	391	77	93	382	85
Base Volume Input [veh/h]	85	338	59	89	229	171	227	391	77	93	382	85
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	338	59	89	229	171	227	391	77	93	382	85
Peak Hour Factor	0.957	0.957	0.957	0.957	0.957	0.957	0.957	0.957	0.957	0.957	0.957	0.957
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	22	88	15	23	60	45	59	102	20	24	100	22
Total Analysis Volume [veh/h]	89	353	62	93	239	179	237	409	80	97	399	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	10	26	0	10	26	0	28	28	0	26	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	40	40	6	40	40	14	22	22	6	15	15
g / C, Green / Cycle	0.06	0.44	0.44	0.07	0.44	0.44	0.15	0.25	0.25	0.07	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.11	0.05	0.12	0.12	0.13	0.13	0.13	0.05	0.13	0.13
s, saturation flow rate [veh/h]	1810	1900	1803	1810	1900	1637	1810	1900	1794	1810	1900	1782
c, Capacity [veh/h]	114	834	792	119	839	723	279	467	441	130	310	291
d1, Uniform Delay [s]	41.54	15.93	15.95	41.41	15.87	15.94	37.04	29.51	29.53	40.97	36.31	36.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.86	0.73	0.78	10.58	0.77	0.93	7.09	0.97	1.03	8.27	5.02	5.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.25	0.26	0.78	0.26	0.27	0.85	0.54	0.54	0.75	0.81	0.82
d, Delay for Lane Group [s/veh]	52.40	16.66	16.74	51.99	16.63	16.86	44.13	30.48	30.56	49.24	41.33	41.96
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.22	2.71	2.62	2.31	2.83	2.56	5.35	4.55	4.32	2.36	5.58	5.33
50th-Percentile Queue Length [ft/ln]	55.61	67.78	65.41	57.81	70.82	63.93	133.6	113.6	107.9	59.01	139.4	133.2
95th-Percentile Queue Length [veh/ln]	4.00	4.88	4.71	4.16	5.10	4.60	9.14	8.05	7.73	4.25	9.45	9.12
95th-Percentile Queue Length [ft/ln]	100.1	122.0	117.7	104.0	127.4	115.0	228.4	201.1	193.1	106.2	236.2	227.9

Movement, Approach, & Intersection Results

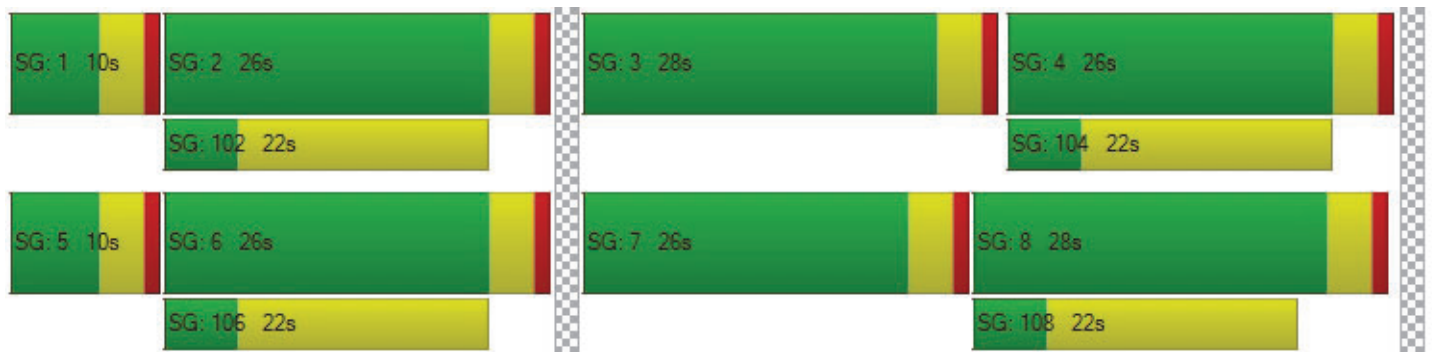
d_M, Delay for Movement [s/veh]	52.40	16.69	16.74	51.99	16.65	16.86	44.13	30.51	30.56	49.24	41.56	41.96
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	23.00		23.16		34.96		42.90					
Approach LOS	C		C		C		D					
d_I, Intersection Delay [s/veh]	31.77											
Intersection LOS	C											
Intersection V/C	0.434											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.541	2.611	2.709	2.563
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	533	489
d_b, Bicycle Delay [s]	25.69	25.69	24.20	25.69
l_b,int, Bicycle LOS Score for Intersection	1.975	1.981	2.159	2.042
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Beaumont Summit Station

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 Report File: \\...\\3 OY 2024 CUM AM.pdf

Scenario 3 OY 2024 CUM AM
 2/4/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	1.955	295.0	F
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Left	1.806	220.6	F
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	0.276	46.0	E
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.347	25.6	D
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.724	15.6	C
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.737	16.0	C
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	WB Left	0.420	26.0	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.002	11.2	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	NB Thru	0.010	10.1	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.230	8.4	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	EB Left	0.681	33.4	C
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	EB Thru	1.183	60.0	F
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	SB Left	1.558	359.2	F
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	WB Right	1.540	388.6	F
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Left	0.772	23.0	C
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	WB Left	1.143	200.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	295.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.955

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	137	0	315	0	696	211	24	149	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	68	0	150	0	300	299	176	150	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	213	0	484	0	1038	523	201	308	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	56	0	127	0	273	138	53	81	0
Total Analysis Volume [veh/h]	0	0	0	224	0	509	0	1093	551	212	324	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		733	1644	755
Degree of Utilization, x		1.28	1.96	0.71

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		29.37	106.21	6.00
95th-Percentile Queue Length [ft]		734.22	2655.24	150.10
Approach Delay [s/veh]	0.00	159.15	445.79	18.50
Approach LOS	A	F	F	C
Intersection Delay [s/veh]	295.04			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	220.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.806

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	91	1	22	0	0	0	692	156	0	0	55	442
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	150	0	68	0	0	0	299	68	0	0	176	92
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	1	91	0	0	0	1033	233	0	0	234	561
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	24	0	0	0	272	61	0	0	62	148
Total Analysis Volume [veh/h]	259	1	96	0	0	0	1087	245	0	0	246	591
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	517		1332	845
Degree of Utilization, x	0.69		1.81	0.99




Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.26		80.50	17.24
95th-Percentile Queue Length [ft]	131.62		2012.38	431.11
Approach Delay [s/veh]	23.99	0.00	381.05	48.87
Approach LOS	C	A	F	E
Intersection Delay [s/veh]	220.60			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	46.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	42	25	30	166	478	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	101	34	101	251	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	128	66	277	758	61
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	34	17	73	199	16
Total Analysis Volume [veh/h]	47	135	69	292	798	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.36	0.09	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	46.01	34.50	10.00	0.00	0.00	0.00
Movement LOS	E	D	B	A	A	A
95th-Percentile Queue Length [veh/ln]	4.03	4.03	0.29	0.29	0.00	0.00
95th-Percentile Queue Length [ft/ln]	100.79	100.79	7.17	7.17	0.00	0.00
d_A, Approach Delay [s/veh]	37.47		1.91		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	5.34					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	70	0	176	13	0	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	13	0	97	4	0	176
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	0	284	18	0	674
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	75	5	0	177
Total Analysis Volume [veh/h]	92	0	299	19	0	709
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	25.59	16.92	0.00	0.00	7.87	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.49	1.49	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	37.24	37.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.59		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	50	1	1	0	3	96	24	139	12	1	315	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	104	0	0	178	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1	1	0	3	102	25	251	13	1	512	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	0	0	1	27	7	66	3	0	135	0
Total Analysis Volume [veh/h]	56	1	1	0	3	107	26	264	14	1	539	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	564	655	707	746
Degree of Utilization, x	0.10	0.17	0.43	0.72

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.34	0.60	2.17	6.33
95th-Percentile Queue Length [ft]	8.55	15.01	54.27	158.25
Approach Delay [s/veh]	10.11	9.60	11.88	19.41
Approach LOS	B	A	B	C
Intersection Delay [s/veh]	15.56			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	17	18	4	5	24	34	16	94	41	3	308	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	24	0	0	0	0	0	0	78	26	0	154	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	19	4	5	25	36	17	178	69	3	480	1
Peak Hour Factor	0.9400	0.9400	0.9400	0.9500	0.9400	0.9500	0.9500	0.9500	0.9400	0.9400	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	5	1	1	7	9	4	47	18	1	126	0
Total Analysis Volume [veh/h]	45	20	4	5	27	38	18	187	73	3	505	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	591	632	657	760	689	797
Degree of Utilization, x	0.12	0.11	0.31	0.10	0.74	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.37	1.33	0.32	6.53	0.00
95th-Percentile Queue Length [ft]	9.86	9.29	33.30	7.94	163.24	0.09
Approach Delay [s/veh]	9.90	9.40	9.95		21.08	
Approach LOS	A	A	A		C	
Intersection Delay [s/veh]	16.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	111	198	8	8	224	50	41	50	74	8	81	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	154	131	0	0	44	0	0	0	78	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	341	8	8	281	53	43	53	156	8	86	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	90	2	2	74	14	11	14	41	2	23	2
Total Analysis Volume [veh/h]	286	359	8	8	296	56	45	56	164	8	91	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	35	39	0	19	23	0	9	23	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	60	60	1	45	45	3	12	12	1	9
g / C, Green / Cycle	0.18	0.67	0.67	0.01	0.50	0.50	0.04	0.13	0.13	0.01	0.10
(v / s)_i Volume / Saturation Flow Rate	0.16	0.19	0.00	0.00	0.16	0.03	0.02	0.03	0.10	0.00	0.05
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1876
c, Capacity [veh/h]	330	1275	1083	20	950	808	68	246	209	19	192
d1, Uniform Delay [s]	35.75	6.01	4.90	44.18	13.33	11.65	42.74	35.13	37.94	44.26	38.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.93	0.55	0.01	11.74	0.86	0.17	10.39	0.46	6.31	14.38	2.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.28	0.01	0.39	0.31	0.07	0.66	0.23	0.78	0.42	0.51
d, Delay for Lane Group [s/veh]	42.68	6.56	4.91	55.92	14.18	11.82	53.13	35.59	44.26	58.64	40.34
Lane Group LOS	D	A	A	E	B	B	D	D	D	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.29	2.15	0.04	0.24	3.51	0.58	1.15	1.10	3.73	0.25	2.09
50th-Percentile Queue Length [ft/ln]	157.32	53.66	0.98	6.01	87.79	14.52	28.82	27.38	93.28	6.18	52.19
95th-Percentile Queue Length [veh/ln]	10.41	3.86	0.07	0.43	6.32	1.05	2.08	1.97	6.72	0.45	3.76
95th-Percentile Queue Length [ft/ln]	260.17	96.59	1.76	10.82	158.02	26.14	51.88	49.28	167.91	11.13	93.95

Movement, Approach, & Intersection Results

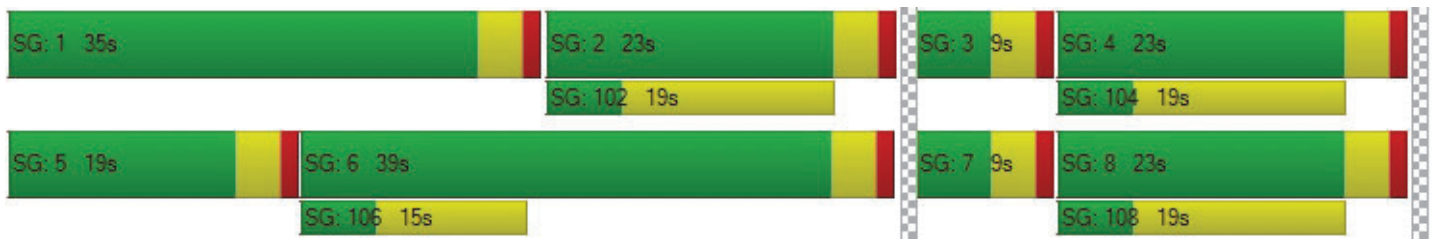
d_M, Delay for Movement [s/veh]	42.68	6.56	4.91	55.92	14.18	11.82	53.13	35.59	44.26	58.64	40.34	40.34
Movement LOS	D	A	A	E	B	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	22.36			14.74			43.93			41.73		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	25.99											
Intersection LOS	C											
Intersection V/C	0.420											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.588	2.352	2.359	2.019
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	422	422	422
d_b, Bicycle Delay [s]	16.81	28.01	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.637	2.154	1.997	1.735
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	4	1	7	1	4	59	65	0	1	48	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	1	7	1	4	63	69	0	1	51	5
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	2	0	1	18	20	0	0	15	1
Total Analysis Volume [veh/h]	0	5	1	8	1	5	73	80	0	1	59	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.61	11.14	8.55	10.58	11.15	8.55	7.44	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.06	0.06	0.06	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.71	0.71	0.71	1.43	1.43	1.43	3.70	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	10.71			9.90			3.55			0.11		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.15											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			TTL			TTL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	7	4	15	0	3	1	73	0	1	50	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	4	16	0	3	1	77	0	1	53	36
Peak Hour Factor	0.9500	0.9500	0.9590	0.9590	0.9500	0.9500	0.9500	0.9590	0.9500	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	4	0	1	0	20	0	0	14	9
Total Analysis Volume [veh/h]	0	7	4	17	0	3	1	80	0	1	55	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.27	10.07	8.56	9.40	9.99	8.63	7.38	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	B	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.04	1.04	1.04	1.79	1.79	1.79	0.05	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	9.52			9.29			0.09			0.08		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.48											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	41	66	88	59	26	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	70	93	63	28	42
Peak Hour Factor	0.8440	0.9500	0.8440	0.8440	0.9500	0.8440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	18	28	19	7	12
Total Analysis Volume [veh/h]	51	74	110	75	29	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	641	815	806	658	725
Degree of Utilization, x	0.08	0.09	0.23	0.04	0.07

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.30	0.88	0.14	0.22
95th-Percentile Queue Length [ft]	6.46	7.47	22.10	3.45	5.54
Approach Delay [s/veh]	8.07		8.79	8.18	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.43				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇈			⇈⇐			⇈⇈⇈			⇈⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	69	197	24	62	234	26	3	37	46	53	69	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	285	0	275	122	0	0	0	0	0	0	92
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	494	25	341	370	28	3	39	49	56	73	231
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	130	7	90	97	7	1	10	13	15	19	61
Total Analysis Volume [veh/h]	77	520	26	359	389	29	3	41	52	59	77	243
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	35	23	0	35	23	0	9	23	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	35	20	49	0	16	16	4	19
g / C, Green / Cycle	0.06	0.38	0.22	0.55	0.00	0.17	0.17	0.04	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.20	0.22	0.00	0.02	0.03	0.03	0.19
s, saturation flow rate [veh/h]	1810	1884	1810	1877	1810	1900	1615	1810	1675
c, Capacity [veh/h]	105	722	402	1028	8	330	281	78	356
d1, Uniform Delay [s]	41.72	24.11	33.95	11.85	44.68	31.39	31.74	42.61	34.51
k, delay calibration	0.11	0.50	0.14	0.50	0.11	0.11	0.11	0.11	0.14
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.60	7.26	8.80	1.19	26.70	0.17	0.31	13.98	10.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.76	0.89	0.41	0.38	0.12	0.19	0.76	0.90
d, Delay for Lane Group [s/veh]	51.32	31.37	42.75	13.04	71.38	31.56	32.05	56.59	44.64
Lane Group LOS	D	C	D	B	E	C	C	E	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.91	10.74	7.99	4.37	0.12	0.74	0.96	1.56	7.47
50th-Percentile Queue Length [ft/ln]	47.67	268.53	199.83	109.22	3.10	18.53	23.88	38.94	186.74
95th-Percentile Queue Length [veh/ln]	3.43	16.12	12.63	7.80	0.22	1.33	1.72	2.80	11.95
95th-Percentile Queue Length [ft/ln]	85.80	402.91	315.75	194.92	5.58	33.35	42.98	70.09	298.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.32	31.37	31.37	42.75	13.04	13.04	71.38	31.56	32.05	56.59	44.64	44.64
Movement LOS	D	C	C	D	B	B	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	33.84			26.77			33.07			46.50		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	33.43											
Intersection LOS	C											
Intersection V/C	0.681											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.498	2.777	2.223	2.394
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	422	422
d_b, Bicycle Delay [s]	28.01	28.01	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.588	2.842	1.718	2.185
Bicycle LOS	B	C	A	B

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	60.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.183

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	284	33	21	253	211	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	277	139	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	301	35	22	545	363	141
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	9	6	143	96	37
Total Analysis Volume [veh/h]	317	37	23	574	382	148
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	494	454	574	522	522	571
Degree of Utilization, x	0.72	0.05	1.18	0.34	0.34	0.31

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.72	0.16	21.23	1.48	1.48	1.31
95th-Percentile Queue Length [ft]	142.96	3.99	530.73	37.12	37.12	32.78
Approach Delay [s/veh]	26.63	121.91		12.67		
Approach LOS	D	F		B		
Intersection Delay [s/veh]	60.04					
Intersection LOS	F					

Intersection Level of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	359.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.558

Intersection Setup

Name	I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				+			T			TL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	252	7	83	0	290	305	240	236	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	258	0	97	0	293	119	619	137	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	525	7	185	0	600	442	873	387	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	138	2	49	0	158	116	230	102	0
Total Analysis Volume [veh/h]	0	0	0	553	7	195	0	632	465	919	407	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	27	0	0	34	0	29	63	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		18	30	30	64
g / C, Green / Cycle		0.20	0.33	0.33	0.71
(v / s)_i Volume / Saturation Flow Rate		0.43	0.62	0.51	0.21
s, saturation flow rate [veh/h]		1756	1768	1810	1900
c, Capacity [veh/h]		354	589	600	1348
d1, Uniform Delay [s]		35.93	30.00	30.07	4.83
k, delay calibration		0.50	0.50	0.50	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		519.26	394.24	247.30	0.12
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		2.13	1.86	1.53	0.30
d, Delay for Lane Group [s/veh]		555.19	424.24	277.37	4.96
Lane Group LOS		F	F	F	A
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		57.93	75.91	53.02	1.95
50th-Percentile Queue Length [ft/ln]		1448.19	1897.74	1325.52	48.78
95th-Percentile Queue Length [veh/ln]		91.06	119.52	81.26	3.51
95th-Percentile Queue Length [ft/ln]		2276.53	2987.99	2031.48	87.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	555.19	555.19	555.19	0.00	424.24	424.24	277.37	4.96	0.00
Movement LOS				F	F	F		F	F	F	A	
d_A, Approach Delay [s/veh]	0.00			555.19				424.24		193.76		
Approach LOS	A			F				F		F		
d_I, Intersection Delay [s/veh]	359.18											
Intersection LOS	F											
Intersection V/C	1.558											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	511	667	1311
d_b, Bicycle Delay [s]	45.00	24.94	20.00	5.34
I_b,int, Bicycle LOS Score for Intersection	4.132	2.805	3.370	3.748
Bicycle LOS	D	C	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	388.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.540

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound						Southbound			Eastbound			Westbound		
Lane Configuration	+									↶			↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00			
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1			
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00			
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0			
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Speed [mph]	65.00			30.00			30.00			30.00					
Grade [%]	0.00			0.00			0.00			0.00					
Curb Present	No						No			No					
Crosswalk	Yes			No			No			No					

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	123	1	154	0	0	0	178	359	0	0	329	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	97	0	258	0	0	0	256	290	0	0	658	634
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1	421	0	0	0	445	671	0	0	1007	1341
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	0	111	0	0	0	117	177	0	0	265	353
Total Analysis Volume [veh/h]	239	1	443	0	0	0	468	706	0	0	1060	1412
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	14	0	0	0	0	18	76	0	0	58	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	25	59	30	30
g / C, Green / Cycle	0.25	0.28	0.66	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.41	0.26	0.37	0.56	0.87
s, saturation flow rate [veh/h]	1679	1810	1900	1900	1615
c, Capacity [veh/h]	426	505	1249	634	539
d1, Uniform Delay [s]	33.58	31.55	8.41	29.98	29.98
k, delay calibration	0.50	0.29	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	282.23	17.06	0.40	308.89	733.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.60	0.93	0.57	1.67	2.62
d, Delay for Lane Group [s/veh]	315.81	48.62	8.81	338.87	763.81
Lane Group LOS	F	D	A	F	F
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	41.50	11.93	6.50	67.54	121.06
50th-Percentile Queue Length [ft/ln]	1037.61	298.37	162.61	1688.62	3026.41
95th-Percentile Queue Length [veh/ln]	64.56	17.60	10.69	104.49	193.80
95th-Percentile Queue Length [ft/ln]	1613.90	440.01	267.18	2612.24	4844.96

Movement, Approach, & Intersection Results

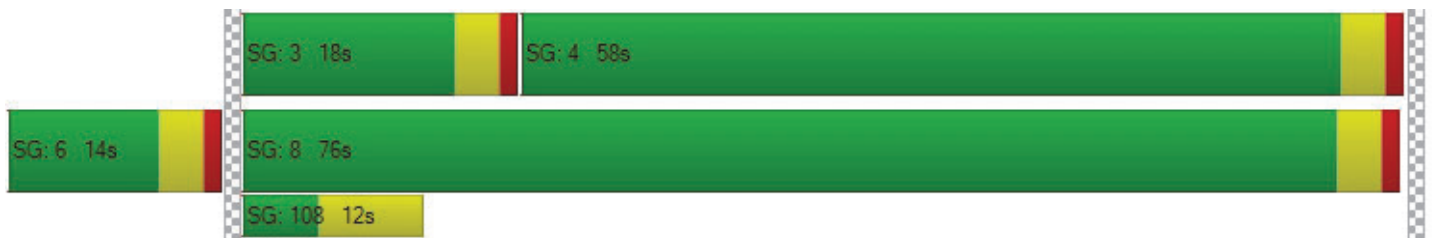
d_M, Delay for Movement [s/veh]	315.81	315.81	315.81	0.00	0.00	0.00	48.62	8.81	0.00	0.00	338.87	763.81
Movement LOS	F	F	F				D	A			F	F
d_A, Approach Delay [s/veh]	315.81			0.00			24.68			581.59		
Approach LOS	F			A			C			F		
d_I, Intersection Delay [s/veh]	388.63											
Intersection LOS	F											
Intersection V/C	1.540											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.438	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	0	1600	1200
d_b, Bicycle Delay [s]	35.56	45.00	1.80	7.20
I_b,int, Bicycle LOS Score for Intersection	2.687	4.132	3.497	5.638
Bicycle LOS	B	D	C	F

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔↔		↔		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	119	240	139	290	672	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	360	1080	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	254	147	667	1792	61
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	67	39	176	472	16
Total Analysis Volume [veh/h]	133	267	155	702	1886	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	13	67	54	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	9	65	52	52
g / C, Green / Cycle	0.19	0.19	0.10	0.72	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.07	0.17	0.09	0.37	0.52	0.04
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	341	304	181	1373	2092	934
d1, Uniform Delay [s]	31.99	35.51	39.86	5.49	16.72	8.33
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.73	8.00	10.97	1.36	6.83	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.88	0.86	0.51	0.90	0.07
d, Delay for Lane Group [s/veh]	32.72	43.51	50.84	6.85	23.55	8.48
Lane Group LOS	C	D	D	A	C	A
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.54	6.18	3.76	4.24	15.68	0.50
50th-Percentile Queue Length [ft/ln]	63.46	154.48	94.03	106.02	392.06	12.50
95th-Percentile Queue Length [veh/ln]	4.57	10.26	6.77	7.62	22.18	0.90
95th-Percentile Queue Length [ft/ln]	114.24	256.40	169.26	190.45	554.43	22.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.72	43.51	50.84	6.85	23.55	8.48
Movement LOS	C	D	D	A	C	A
d_A, Approach Delay [s/veh]	39.92		14.81		23.05	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	22.95					
Intersection LOS	C					
Intersection V/C	0.772					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.176	3.233	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	1400	1111
d_b, Bicycle Delay [s]	28.01	4.05	8.89
I_b,int, Bicycle LOS Score for Intersection	1.560	2.974	3.168
Bicycle LOS	A	C	C

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	200.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.143

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
Base Volume Input [veh/h]	57	194	61	28	246	183	91	238	66	70	459	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	15	349	100	46	33	11	189	0	1047	499	292
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	221	414	130	307	227	107	441	70	1121	986	349
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	58	109	34	81	60	28	116	18	295	259	92
Total Analysis Volume [veh/h]	63	233	436	137	323	239	113	464	74	1180	1038	367
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	23	26	0	29	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	23	23	5	24	24	7	21	21	25	38	38
g / C, Green / Cycle	0.04	0.26	0.26	0.06	0.27	0.27	0.08	0.23	0.23	0.28	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.03	0.12	0.27	0.08	0.16	0.16	0.06	0.14	0.15	0.65	0.37	0.40
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1636	1810	1900	1810	1810	1900	1740
c, Capacity [veh/h]	81	495	421	101	516	444	145	433	413	503	808	740
d1, Uniform Delay [s]	42.52	28.03	33.27	42.50	28.38	28.44	40.59	31.34	31.37	32.50	23.56	24.91
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.50	0.34	0.40
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.35	3.18	53.26	176.68	4.75	5.64	8.58	1.54	1.64	612.59	8.77	19.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.47	1.04	1.36	0.58	0.59	0.78	0.63	0.64	2.35	0.87	0.95
d, Delay for Lane Group [s/veh]	56.88	31.21	86.52	219.18	33.13	34.08	49.17	32.89	33.01	645.09	32.33	44.42
Lane Group LOS	E	C	F	F	C	C	D	C	C	F	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.67	4.46	14.86	7.09	5.99	5.33	2.69	5.24	5.03	95.93	14.50	17.26
50th-Percentile Queue Length [ft/ln]	41.63	111.54	371.54	177.29	149.81	133.26	67.21	130.94	125.76	2398.32	362.42	431.40
95th-Percentile Queue Length [veh/ln]	3.00	7.93	21.62	12.41	10.01	9.12	4.84	8.99	8.71	151.60	20.74	24.07
95th-Percentile Queue Length [ft/ln]	74.93	198.14	540.57	310.29	250.18	227.92	120.98	224.77	217.72	3789.98	518.52	601.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.88	31.21	86.52	219.18	33.20	34.08	49.17	32.94	33.01	645.09	36.24	44.42
Movement LOS	E	C	F	F	C	C	D	C	C	F	D	D
d_A, Approach Delay [s/veh]	66.36			69.95			35.76			315.33		
Approach LOS	E			E			D			F		
d_I, Intersection Delay [s/veh]	200.53											
Intersection LOS	F											
Intersection V/C	1.143											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.902	2.668	2.884	3.125
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	489	622
d_b, Bicycle Delay [s]	25.69	25.69	25.69	21.36
I_b,int, Bicycle LOS Score for Intersection	2.164	2.136	2.097	3.692
Bicycle LOS	B	B	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Beaumont Summit Station

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 Report File: \\...\\3 OY 2024 CUM PM.pdf

Scenario 3 OY 2024 CUM PM
 2/4/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	SB Right	3.046	537.9	F
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	NB Left	1.759	289.1	F
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	1.012	229.3	F
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.267	29.7	D
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.900	26.0	D
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.843	22.2	C
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	WB Left	0.618	31.1	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.013	12.1	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.005	11.8	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.197	8.8	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	WB Right	0.826	54.8	D
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	EB Thru	1.590	115.2	F
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	SB Left	2.135	1,007.7	F
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Right	1.985	544.6	F
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Thru	1.159	96.9	F
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Right	1.835	384.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	537.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.046

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	288	4	542	0	393	125	24	270	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	202	0	481	0	376	373	125	481	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	507	4	1056	0	793	506	150	767	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	133	1	278	0	209	133	39	202	0
Total Analysis Volume [veh/h]	0	0	0	534	4	1112	0	835	533	158	807	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		1650	1368	965
Degree of Utilization, x		3.05	1.69	1.26

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		142.87	76.60	35.44
95th-Percentile Queue Length [ft]		3571.67	1915.09	885.92
Approach Delay [s/veh]	0.00	940.08	329.16	146.10
Approach LOS	A	F	F	F
Intersection Delay [s/veh]	537.89			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	289.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.759

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	181	4	22	0	0	0	304	378	0	0	119	255
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	481	0	202	0	0	0	373	202	0	0	125	60
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	673	4	225	0	0	0	695	603	0	0	251	330
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	1	59	0	0	0	183	159	0	0	66	87
Total Analysis Volume [veh/h]	708	4	237	0	0	0	732	635	0	0	264	347
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	949		1367	829
Degree of Utilization, x	1.76		1.75	0.74




Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	57.38		79.79	6.75
95th-Percentile Queue Length [ft]	1434.59		1994.66	168.73
Approach Delay [s/veh]	365.99	0.00	356.59	18.49
Approach LOS	F	A	F	C
Intersection Delay [s/veh]	289.06			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	229.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.012

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	74	49	41	382	307	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	66	113	290	185	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	118	156	695	510	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	31	41	183	134	17
Total Analysis Volume [veh/h]	82	124	164	732	537	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.01	0.24	0.17	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	229.25	191.72	9.40	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	11.72	11.72	0.60	0.60	0.00	0.00
95th-Percentile Queue Length [ft/ln]	292.88	292.88	14.95	14.95	0.00	0.00
d_A, Approach Delay [s/veh]	206.66		1.72		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	25.83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	39	1	416	38	0	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	9	0	212	15	0	156
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	653	55	0	487
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	172	14	0	128
Total Analysis Volume [veh/h]	53	1	687	58	0	513
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	29.66	19.81	0.00	0.00	9.13	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.05	1.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	26.18	26.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.48		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.900

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	18	3	1	2	4	31	61	341	15	3	261	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	216	0	0	163	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	3	1	2	4	33	65	577	16	3	440	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	0	1	1	9	17	152	4	1	116	1
Total Analysis Volume [veh/h]	20	3	1	2	4	35	68	607	17	3	463	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	531	593	769	734
Degree of Utilization, x	0.05	0.07	0.90	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	0.22	12.00	4.63
95th-Percentile Queue Length [ft]	3.54	5.56	300.09	115.87
Approach Delay [s/veh]	10.11	9.53	34.19	16.13
Approach LOS	B	A	D	C
Intersection Delay [s/veh]	25.99			
Intersection LOS	D			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	22.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	33	19	6	12	17	18	21	303	25	10	217	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	35	0	0	0	0	0	0	181	35	0	128	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	20	6	13	18	19	22	502	62	11	358	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	5	2	3	5	5	6	132	16	3	94	2
Total Analysis Volume [veh/h]	74	21	6	14	19	20	23	528	65	12	377	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	543	553	654	753	628	719
Degree of Utilization, x	0.19	0.10	0.84	0.09	0.62	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.68	0.32	9.33	0.28	4.27	0.03
95th-Percentile Queue Length [ft]	16.94	7.92	233.31	7.06	106.70	0.84
Approach Delay [s/veh]	11.14	10.21	28.28		17.10	
Approach LOS	B	B	D		C	
Intersection Delay [s/veh]	22.17					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	132	254	26	16	228	54	60	87	174	15	59	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	128	86	0	0	147	0	0	0	181	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	355	28	17	389	57	64	92	365	16	63	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	93	7	4	102	15	17	24	96	4	17	3
Total Analysis Volume [veh/h]	282	374	29	18	409	60	67	97	384	17	66	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	35	0	9	23	0	22	37	0	9	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	47	47	2	33	33	4	24	24	2	21
g / C, Green / Cycle	0.18	0.52	0.52	0.02	0.36	0.36	0.05	0.26	0.26	0.02	0.23
(v / s)_i Volume / Saturation Flow Rate	0.16	0.20	0.02	0.01	0.22	0.04	0.04	0.05	0.24	0.01	0.04
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1850
c, Capacity [veh/h]	317	983	836	37	689	586	91	502	427	36	432
d1, Uniform Delay [s]	36.24	13.05	10.67	43.59	23.30	18.99	42.13	25.66	31.95	43.65	27.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.16	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.35	1.12	0.08	9.26	3.74	0.35	10.79	0.19	9.67	9.42	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.38	0.03	0.48	0.59	0.10	0.73	0.19	0.90	0.47	0.18
d, Delay for Lane Group [s/veh]	44.59	14.17	10.75	52.85	27.04	19.34	52.92	25.85	41.61	53.07	27.78
Lane Group LOS	D	B	B	D	C	B	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.36	4.15	0.26	0.48	7.39	0.86	1.69	1.56	8.73	0.46	1.31
50th-Percentile Queue Length [ft/ln]	158.90	103.77	6.54	12.12	184.86	21.39	42.37	39.12	218.27	11.43	32.77
95th-Percentile Queue Length [veh/ln]	10.49	7.47	0.47	0.87	11.85	1.54	3.05	2.82	13.58	0.82	2.36
95th-Percentile Queue Length [ft/ln]	262.26	186.78	11.78	21.82	296.35	38.50	76.26	70.42	339.42	20.57	58.98

Movement, Approach, & Intersection Results

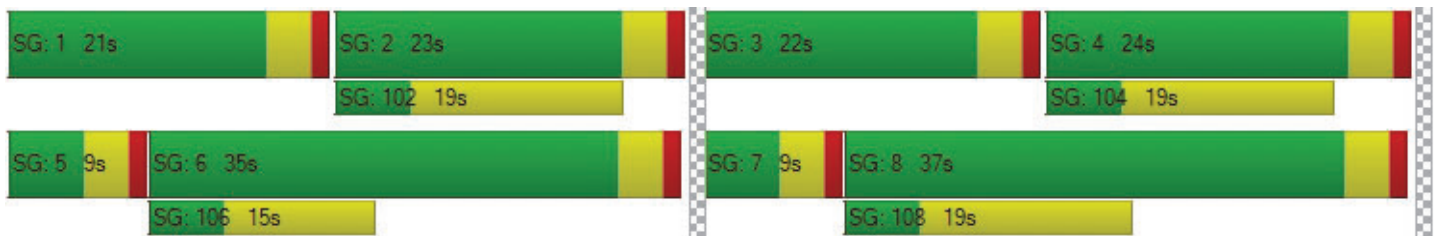
d_M, Delay for Movement [s/veh]	44.59	14.17	10.75	52.85	27.04	19.34	52.92	25.85	41.61	53.07	27.78	27.78
Movement LOS	D	B	B	D	C	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	26.55			27.04			40.21			32.31		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.11											
Intersection LOS	C											
Intersection V/C	0.618											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.740	2.400	2.443	2.045
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	422	733	444
d_b, Bicycle Delay [s]	19.34	28.01	18.05	27.22
I_b,int, Bicycle LOS Score for Intersection	2.690	2.363	2.464	1.716
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	3	2	5	18	5	18	24	95	1	3	108	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	5	19	5	19	25	101	1	3	114	22
Peak Hour Factor	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	6	2	6	8	34	0	1	38	7
Total Analysis Volume [veh/h]	4	3	7	26	7	26	34	136	1	4	153	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.04	0.01	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.17	11.89	8.75	11.45	12.13	9.24	7.63	0.00	0.00	7.47	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.27	0.27	0.27	0.07	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.49	1.49	1.49	6.81	6.81	6.81	1.86	0.00	0.00	0.21	0.00	0.00
d_A, Approach Delay [s/veh]	10.11			10.55			1.52			0.16		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.44											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			TTL			TTL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	1	1	9	13	2	7	4	113	2	5	125	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	10	14	2	7	4	120	2	5	133	20
Peak Hour Factor	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	5	1	2	1	40	1	2	44	7
Total Analysis Volume [veh/h]	1	1	13	19	3	9	5	159	3	7	177	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.66	11.68	8.78	10.99	11.76	9.08	7.62	0.00	0.00	7.53	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.14	0.14	0.14	0.01	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.28	1.28	1.28	3.55	3.55	3.55	0.27	0.00	0.00	0.37	0.00	0.00
d_A, Approach Delay [s/veh]	9.10			10.51			0.23			0.25		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	63	27	67	72	71	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	29	71	76	75	137
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	8	19	20	20	36
Total Analysis Volume [veh/h]	71	31	75	80	79	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	611	768	793	664	732
Degree of Utilization, x	0.12	0.04	0.20	0.12	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.13	0.72	0.40	0.73
95th-Percentile Queue Length [ft]	9.80	3.15	18.03	10.07	18.19
Approach Delay [s/veh]	8.82		8.63	8.83	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.76				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	54.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇈			⇈⇐			⇈⇈⇈			⇈⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	50	280	74	113	290	13	27	71	93	60	43	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	214	0	181	328	0	0	0	0	0	0	309
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	511	78	301	635	14	29	75	99	64	46	421
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	134	21	79	167	4	8	20	26	17	12	111
Total Analysis Volume [veh/h]	56	538	82	317	668	15	31	79	104	67	48	443
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	33	0	20	41	0	9	23	0	14	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	16	41	3	25	25	4	26
g / C, Green / Cycle	0.04	0.32	0.18	0.46	0.03	0.27	0.27	0.05	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.33	0.18	0.36	0.02	0.04	0.06	0.04	0.30
s, saturation flow rate [veh/h]	1810	1857	1810	1893	1810	1900	1615	1810	1639
c, Capacity [veh/h]	76	601	322	869	55	517	440	88	476
d1, Uniform Delay [s]	42.60	30.44	36.88	20.59	43.06	24.86	25.47	42.31	31.92
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.38
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.64	45.15	20.10	7.08	8.96	0.14	0.27	12.77	43.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	1.03	0.99	0.79	0.57	0.15	0.24	0.76	1.03
d, Delay for Lane Group [s/veh]	55.24	75.58	56.99	27.68	52.02	25.00	25.74	55.07	75.79
Lane Group LOS	E	F	E	C	D	C	C	E	F
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.46	19.60	8.24	12.12	0.80	1.24	1.68	1.73	15.46
50th-Percentile Queue Length [ft/ln]	36.48	490.12	205.97	302.91	19.88	31.06	42.06	43.36	386.55
95th-Percentile Queue Length [veh/ln]	2.63	27.43	12.95	17.82	1.43	2.24	3.03	3.12	22.32
95th-Percentile Queue Length [ft/ln]	65.67	685.74	323.65	445.62	35.79	55.90	75.71	78.05	558.10

Movement, Approach, & Intersection Results

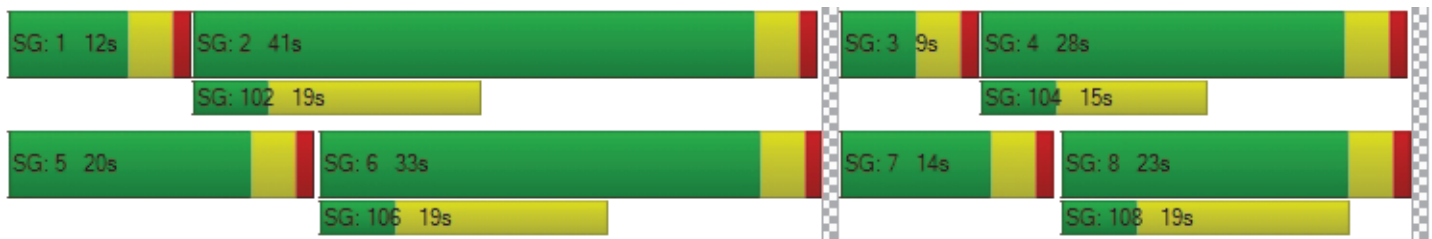
d_M, Delay for Movement [s/veh]	55.24	75.58	75.58	56.99	27.68	27.68	52.02	25.00	25.74	55.07	75.79	75.79
Movement LOS	E	E	E	E	C	C	D	C	C	E	E	E
d_A, Approach Delay [s/veh]	73.90			36.97			29.27			73.30		
Approach LOS	E			D			C			E		
d_I, Intersection Delay [s/veh]	54.78											
Intersection LOS	D											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.625	3.032	2.241	2.469
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	822	422	533
d_b, Bicycle Delay [s]	20.67	15.61	28.01	24.20
I_b,int, Bicycle LOS Score for Intersection	2.675	3.210	1.913	2.480
Bicycle LOS	B	C	A	B

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	115.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.590

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	200	42	50	311	255	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	357	454	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	45	53	687	724	260
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	12	14	181	191	68
Total Analysis Volume [veh/h]	223	47	56	723	762	274
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	458	427	723	545	545	595
Degree of Utilization, x	0.59	0.13	1.59	0.63	0.63	0.58

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.72	0.45	40.28	4.42	4.42	3.71
95th-Percentile Queue Length [ft]	92.92	11.22	1006.88	110.47	110.47	92.87
Approach Delay [s/veh]	21.52	275.68		18.99		
Approach LOS	C	F		C		
Intersection Delay [s/veh]	115.22					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	1,007.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.135

Intersection Setup

Name	I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	520	8	142	0	265	223	158	377	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	853	0	324	0	328	122	579	436	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1404	8	475	0	609	358	746	836	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	369	2	125	0	160	94	196	220	0
Total Analysis Volume [veh/h]	0	0	0	1478	8	500	0	641	377	785	880	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	46	0	0	24	0	20	44	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		18	30	30	64
g / C, Green / Cycle		0.20	0.33	0.33	0.71
(v / s)_i Volume / Saturation Flow Rate		1.13	0.57	0.43	0.46
s, saturation flow rate [veh/h]		1757	1783	1810	1900
c, Capacity [veh/h]		355	594	600	1347
d1, Uniform Delay [s]		35.91	30.01	30.08	7.10
k, delay calibration		0.50	0.50	0.50	0.49
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2073.85	328.31	150.59	2.45
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		5.59	1.71	1.31	0.65
d, Delay for Lane Group [s/veh]		2109.76	358.32	180.67	9.55
Lane Group LOS		F	F	F	A
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		211.38	65.64	36.87	6.95
50th-Percentile Queue Length [ft/ln]		5284.50	1641.04	921.79	173.84
95th-Percentile Queue Length [veh/ln]		319.33	102.39	54.81	11.28
95th-Percentile Queue Length [ft/ln]		7983.19	2559.63	1370.17	281.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	2109.76	2109.76	2109.76	0.00	358.32	358.32	180.67	9.55	0.00
Movement LOS				F	F	F		F	F	F	A	
d_A, Approach Delay [s/veh]	0.00			2109.76			358.32			90.23		
Approach LOS	A			F			F			F		
d_I, Intersection Delay [s/veh]	1007.71											
Intersection LOS	F											
Intersection V/C	2.135											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	933	444	889
d_b, Bicycle Delay [s]	45.00	12.80	27.22	13.89
I_b,int, Bicycle LOS Score for Intersection	4.132	4.837	3.239	4.307
Bicycle LOS	D	E	C	E

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	544.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.985

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+						↶↑			↓↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	241	7	246	0	0	0	116	668	0	0	294	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	324	0	853	0	0	0	213	950	0	0	691	590
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	579	7	1114	0	0	0	336	1658	0	0	1003	943
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	2	293	0	0	0	88	436	0	0	264	248
Total Analysis Volume [veh/h]	609	7	1173	0	0	0	354	1745	0	0	1056	993
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	0	0	12	41	0	0	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	20	54	30	30
g / C, Green / Cycle	0.31	0.22	0.60	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	1.07	0.20	0.92	0.56	0.61
s, saturation flow rate [veh/h]	1677	1810	1900	1900	1615
c, Capacity [veh/h]	529	395	1132	633	538
d1, Uniform Delay [s]	30.81	34.20	18.19	30.00	30.00
k, delay calibration	0.50	0.15	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1077.31	9.66	248.03	307.41	387.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.38	0.90	1.54	1.67	1.84
d, Delay for Lane Group [s/veh]	1108.12	43.86	266.22	337.41	417.40
Lane Group LOS	F	D	F	F	F
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	168.01	8.38	98.17	67.16	69.05
50th-Percentile Queue Length [ft/ln]	4200.34	209.59	2454.21	1679.01	1726.13
95th-Percentile Queue Length [veh/ln]	266.10	13.13	151.41	103.87	109.14
95th-Percentile Queue Length [ft/ln]	6652.46	328.30	3785.18	2596.76	2728.61

Movement, Approach, & Intersection Results

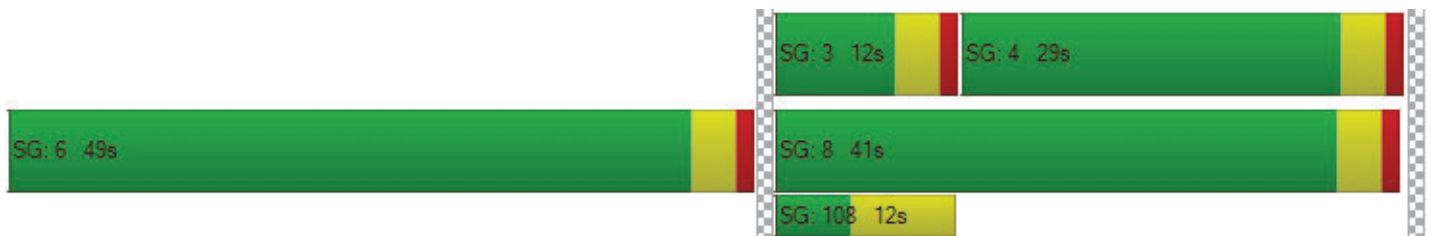
d_M, Delay for Movement [s/veh]	1108.12	1108.12	1108.12	0.00	0.00	0.00	43.86	266.22	0.00	0.00	337.41	417.40
Movement LOS	F	F	F				D	F			F	F
d_A, Approach Delay [s/veh]	1108.12			0.00			228.72			376.18		
Approach LOS	F			A			F			F		
d_I, Intersection Delay [s/veh]	544.60											
Intersection LOS	F											
Intersection V/C	1.985											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.606	0.000	0.000	0.000
Crosswalk LOS	D	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	0	822	556
d_b, Bicycle Delay [s]	11.25	45.00	15.61	23.47
I_b,int, Bicycle LOS Score for Intersection	4.511	4.132	5.023	4.940
Bicycle LOS	E	D	F	E

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	96.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.159

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔↔		↔		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	100	141	193	662	457	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	1214	712	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	149	205	1916	1196	141
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	39	54	504	315	37
Total Analysis Volume [veh/h]	112	157	216	2017	1259	148
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	34	67	33	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	13	71	54	54
g / C, Green / Cycle	0.12	0.12	0.14	0.79	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.06	0.10	0.12	1.06	0.35	0.09
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	220	197	259	1500	2177	972
d1, Uniform Delay [s]	37.00	38.44	37.53	9.48	10.94	7.85
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.81	7.25	6.94	159.76	1.13	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.80	0.83	1.34	0.58	0.15
d, Delay for Lane Group [s/veh]	38.81	45.69	44.47	169.24	12.07	8.18
Lane Group LOS	D	D	D	F	B	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.36	3.67	4.88	78.64	6.50	1.13
50th-Percentile Queue Length [ft/ln]	59.03	91.85	122.04	1965.91	162.42	28.21
95th-Percentile Queue Length [veh/ln]	4.25	6.61	8.51	117.67	10.68	2.03
95th-Percentile Queue Length [ft/ln]	106.25	165.32	212.63	2941.73	266.92	50.78

Movement, Approach, & Intersection Results

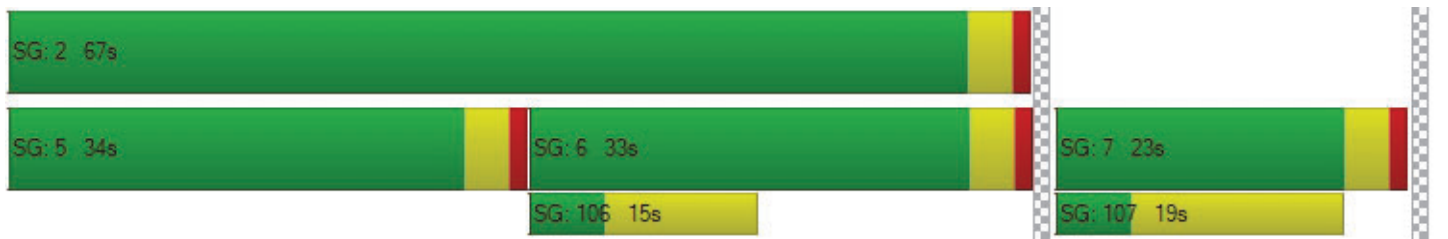
d_M, Delay for Movement [s/veh]	38.81	45.69	44.47	169.24	12.07	8.18
Movement LOS	D	D	D	F	B	A
d_A, Approach Delay [s/veh]	42.82		157.17		11.66	
Approach LOS	D		F		B	
d_I, Intersection Delay [s/veh]	96.93					
Intersection LOS	F					
Intersection V/C	1.159					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.182	3.467	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	1400	644
d_b, Bicycle Delay [s]	28.01	4.05	20.67
I_b,int, Bicycle LOS Score for Intersection	1.560	5.244	2.720
Bicycle LOS	A	F	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	384.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.835

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
	85	338	59	89	229	171	227	391	77	93	382	85
Base Volume Input [veh/h]	85	338	59	89	229	171	227	391	77	93	382	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	51	1177	336	30	22	37	633	0	690	418	204
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	409	1240	430	273	203	278	1047	82	789	823	294
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	108	326	113	72	53	73	276	22	208	217	77
Total Analysis Volume [veh/h]	95	431	1305	453	287	214	293	1102	86	831	866	309
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	31	0	13	31	0	15	26	0	20	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	27	27	9	30	30	11	22	22	16	27	27
g / C, Green / Cycle	0.07	0.30	0.30	0.10	0.33	0.33	0.12	0.24	0.24	0.18	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.81	0.25	0.14	0.14	0.16	0.32	0.32	0.46	0.31	0.34
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1634	1810	1900	1852	1810	1900	1739
c, Capacity [veh/h]	125	570	485	181	629	541	221	464	453	322	570	522
d1, Uniform Delay [s]	41.16	28.52	31.50	40.50	23.47	23.47	39.50	34.00	34.00	37.00	31.50	31.50
k, delay calibration	0.11	0.50	0.50	0.27	0.50	0.50	0.11	0.41	0.42	0.50	0.40	0.46
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.13	9.05	767.94	685.30	2.13	2.47	153.02	143.77	147.97	721.46	41.74	77.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.76	2.69	2.50	0.43	0.43	1.32	1.29	1.30	2.58	1.03	1.13
d, Delay for Lane Group [s/veh]	50.29	37.57	799.44	725.80	25.60	25.94	192.52	177.77	181.97	758.46	73.24	109.14
Lane Group LOS	D	D	F	F	C	C	F	F	F	F	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.32	9.33	113.15	38.30	4.57	3.98	14.03	27.97	27.79	71.29	18.33	21.97
50th-Percentile Queue Length [ft/ln]	57.95	233.18	2828.85	957.48	114.17	99.46	350.78	699.19	694.84	1782.36	458.13	549.27
95th-Percentile Queue Length [veh/ln]	4.17	14.34	180.25	59.95	8.07	7.16	22.44	41.88	41.76	111.23	25.84	31.89
95th-Percentile Queue Length [ft/ln]	104.30	358.39	4506.17	1498.84	201.78	179.03	560.95	1046.90	1043.96	2780.87	646.04	797.16

Movement, Approach, & Intersection Results

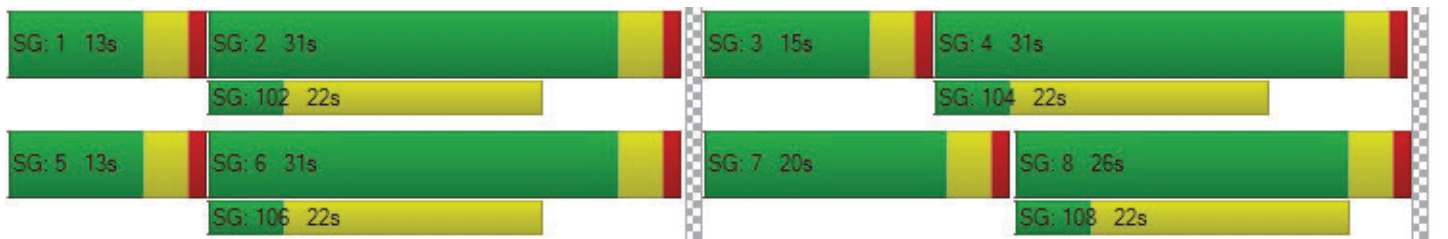
d_M, Delay for Movement [s/veh]	50.29	37.57	799.44	725.80	25.62	25.94	192.52	179.69	181.97	758.46	84.78	109.14
Movement LOS	D	D	F	F	C	C	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	581.23		358.17		182.36		367.61					
Approach LOS	F		F		F		F					
d_I, Intersection Delay [s/veh]	384.79											
Intersection LOS	F											
Intersection V/C	1.835											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.090	2.818	3.078	3.408
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	489	600
d_b, Bicycle Delay [s]	22.05	22.05	25.69	22.05
I_b,int, Bicycle LOS Score for Intersection	3.070	2.347	2.781	3.215
Bicycle LOS	C	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Beaumont Summit Station

Vistro File: \\...\\Cherry Valley AM.vistro

Scenario 4 OY 2024 CUM WP AM

Report File: \\...\\4 OY 2024 CUM WP AM.pdf

2/4/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	1.975	350.4	F
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Left	2.123	306.2	F
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	0.578	132.3	F
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.430	31.7	D
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.822	19.9	C
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	WB Thru	0.805	19.0	C
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	WB Left	0.432	26.5	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.002	11.2	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	NB Thru	0.010	10.3	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.255	8.8	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	EB Left	0.693	34.2	C
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	EB Thru	1.201	62.9	F
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	SB Left	1.565	361.6	F
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	WB Right	1.554	392.6	F
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Left	0.794	25.4	C
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	WB Left	1.145	200.3	F
101	Cherry Valley Blvd at West Project Dwy	Signalized	HCM 6th Edition	WB Left	0.488	3.6	A
	Cherry Valley Blvd at Middle		HCM 6th				

102	Cherry Valley Blvd at Middle Project Dwy	Signalized	HCM 6th Edition	NB Left	0.484	4.1	A
103	Cherry Valley Blvd at East Project Dwy	Two-way stop	HCM 6th Edition	NB Right	0.008	9.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	350.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.975

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	137	0	315	0	696	211	24	149	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	68	0	150	0	300	299	176	150	0
Site-Generated Trips [veh/h]	0	0	0	232	0	0	0	8	0	16	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	445	0	484	0	1046	523	217	311	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	117	0	127	0	275	138	57	82	0
Total Analysis Volume [veh/h]	0	0	0	468	0	509	0	1101	551	228	327	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		977	1652	755
Degree of Utilization, x		1.75	1.98	0.73

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		58.64	107.70	6.58
95th-Percentile Queue Length [ft]		1466.03	2692.39	164.55
Approach Delay [s/veh]	0.00	361.99	454.61	19.77
Approach LOS	A	F	F	C
Intersection Delay [s/veh]	350.39			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	306.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.123

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	91	1	22	0	0	0	692	156	0	0	55	442
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	150	0	68	0	0	0	299	68	0	0	176	92
Site-Generated Trips [veh/h]	0	0	176	0	0	0	0	240	0	0	19	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	1	267	0	0	0	1033	473	0	0	253	588
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	70	0	0	0	272	124	0	0	67	155
Total Analysis Volume [veh/h]	259	1	281	0	0	0	1087	498	0	0	266	619
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	541		1585	885
Degree of Utilization, x	1.02		2.12	1.05




Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	14.83		110.18	20.97
95th-Percentile Queue Length [ft]	370.70		2754.47	524.22
Approach Delay [s/veh]	69.45	0.00	521.95	64.42
Approach LOS	F	A	F	F
Intersection Delay [s/veh]	306.17			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	132.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	42	25	30	166	478	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	101	34	101	251	0
Site-Generated Trips [veh/h]	0	0	0	416	46	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	128	66	693	804	61
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	34	17	182	212	16
Total Analysis Volume [veh/h]	47	135	69	729	846	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.58	0.39	0.09	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	132.33	98.35	10.23	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
95th-Percentile Queue Length [veh/ln]	7.84	7.84	0.30	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	196.05	196.05	7.50	7.50	0.00	0.00
d_A, Approach Delay [s/veh]	107.13		0.88		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.69					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	70	0	176	13	0	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	13	0	97	4	0	176
Site-Generated Trips [veh/h]	8	0	21	3	0	69
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	0	305	21	0	743
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	0	80	6	0	196
Total Analysis Volume [veh/h]	100	0	321	22	0	782
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	31.69	21.25	0.00	0.00	7.93	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.02	2.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	50.48	50.48	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.69		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.59					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	50	1	1	0	3	96	24	139	12	1	315	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	104	0	0	178	0
Site-Generated Trips [veh/h]	16	0	0	0	0	0	0	15	6	0	53	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	1	1	0	3	102	25	266	19	1	565	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	0	0	1	27	7	70	5	0	149	0
Total Analysis Volume [veh/h]	73	1	1	0	3	107	26	280	20	1	595	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	541	621	682	726
Degree of Utilization, x	0.14	0.18	0.48	0.82

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.48	0.64	2.59	8.93
95th-Percentile Queue Length [ft]	11.97	15.98	64.87	223.31
Approach Delay [s/veh]	10.72	10.04	13.01	26.57
Approach LOS	B	B	B	D
Intersection Delay [s/veh]	19.87			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	17	18	4	5	24	34	16	94	41	3	308	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	24	0	0	0	0	0	0	78	26	0	154	0
Site-Generated Trips [veh/h]	22	0	0	0	0	0	0	11	4	0	31	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	19	4	5	25	36	17	189	73	3	511	1
Peak Hour Factor	0.9400	0.9400	0.9400	0.9500	0.9400	0.9500	0.9500	0.9500	0.9400	0.9400	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	5	1	1	7	9	4	50	19	1	134	0
Total Analysis Volume [veh/h]	68	20	4	5	27	38	18	199	78	3	538	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	572	607	637	734	673	775
Degree of Utilization, x	0.16	0.12	0.34	0.11	0.80	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.57	0.39	1.51	0.36	8.24	0.00
95th-Percentile Queue Length [ft]	14.24	9.72	37.68	8.88	205.90	0.10
Approach Delay [s/veh]	10.50	9.71	10.44		26.30	
Approach LOS	B	A	B		D	
Intersection Delay [s/veh]	19.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	111	198	8	8	224	50	41	50	74	8	81	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	154	131	0	0	44	0	0	0	78	0	0	0
Site-Generated Trips [veh/h]	15	0	0	0	0	8	3	3	5	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	341	8	8	281	61	46	56	161	8	94	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	90	2	2	74	16	12	15	42	2	25	2
Total Analysis Volume [veh/h]	302	359	8	8	296	64	48	59	169	8	99	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	35	39	0	19	23	0	9	23	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	60	60	1	44	44	3	12	12	1	9
g / C, Green / Cycle	0.19	0.67	0.67	0.01	0.49	0.49	0.04	0.13	0.13	0.01	0.10
(v / s)_i Volume / Saturation Flow Rate	0.17	0.19	0.00	0.00	0.16	0.04	0.03	0.03	0.10	0.00	0.06
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1878
c, Capacity [veh/h]	346	1269	1079	20	927	788	70	252	214	19	196
d1, Uniform Delay [s]	35.35	6.12	4.99	44.18	13.96	12.28	42.70	34.94	37.81	44.26	38.28
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.94	0.56	0.01	11.74	0.91	0.20	10.94	0.47	6.36	14.38	2.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.28	0.01	0.39	0.32	0.08	0.68	0.23	0.79	0.42	0.54
d, Delay for Lane Group [s/veh]	42.29	6.68	5.00	55.92	14.87	12.48	53.64	35.41	44.17	58.64	40.61
Lane Group LOS	D	A	A	E	B	B	D	D	D	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.62	2.18	0.04	0.24	3.62	0.69	1.23	1.15	3.84	0.25	2.27
50th-Percentile Queue Length [ft/ln]	165.61	54.53	0.99	6.01	90.60	17.21	30.86	28.76	96.07	6.18	56.72
95th-Percentile Queue Length [veh/ln]	10.85	3.93	0.07	0.43	6.52	1.24	2.22	2.07	6.92	0.45	4.08
95th-Percentile Queue Length [ft/ln]	271.13	98.16	1.79	10.82	163.08	30.98	55.55	51.78	172.93	11.13	102.10

Movement, Approach, & Intersection Results

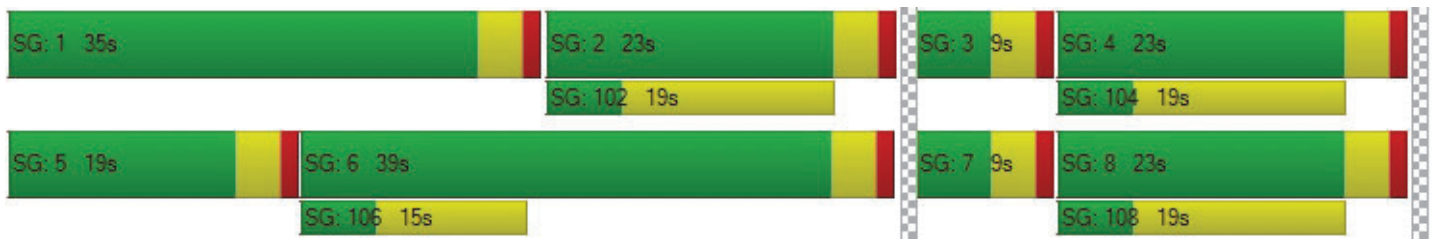
d_M, Delay for Movement [s/veh]	42.29	6.68	5.00	55.92	14.87	12.48	53.64	35.41	44.17	58.64	40.61	40.61
Movement LOS	D	A	A	E	B	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	22.73			15.35			43.95			41.87		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.46											
Intersection LOS	C											
Intersection V/C	0.432											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.597	2.355	2.373	2.024
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	422	422	422
d_b, Bicycle Delay [s]	16.81	28.01	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.663	2.167	2.015	1.748
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			TTL			TTL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	4	1	7	1	4	59	65	0	1	48	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	1	10	1	4	63	69	0	1	51	13
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	3	0	1	18	20	0	0	15	4
Total Analysis Volume [veh/h]	0	5	1	12	1	5	73	80	0	1	59	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.61	11.21	8.55	10.66	11.23	8.61	7.46	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.08	0.08	0.08	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.72	0.72	0.72	1.92	1.92	1.92	3.73	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	10.77			10.12			3.56			0.10		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.17											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	0	7	4	15	0	3	1	73	0	1	50	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	0	0	0	3	0	0	8	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	4	22	0	3	1	80	0	1	61	52
Peak Hour Factor	0.9500	0.9500	0.9590	0.9590	0.9500	0.9500	0.9500	0.9590	0.9500	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	6	0	1	0	21	0	0	16	14
Total Analysis Volume [veh/h]	0	7	4	23	0	3	1	83	0	1	64	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.33	10.25	8.57	9.58	10.15	8.74	7.43	0.00	0.00	7.36	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.10	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.06	1.06	1.06	2.42	2.42	2.42	0.05	0.00	0.00	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	9.64			9.48			0.09			0.06		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.53											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.255

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	41	66	88	59	26	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	0	6	7	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	70	99	70	28	58
Peak Hour Factor	0.8440	0.9500	0.8440	0.8440	0.9500	0.8440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	18	29	21	7	17
Total Analysis Volume [veh/h]	86	74	117	83	29	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	630	798	784	643	706
Degree of Utilization, x	0.14	0.09	0.26	0.05	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	0.31	1.01	0.14	0.32
95th-Percentile Queue Length [ft]	11.77	7.64	25.34	3.54	8.09
Approach Delay [s/veh]	8.56		9.16	8.41	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.79				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇑⇓⇑⇐			⇐⇑⇓⇑⇐			⇑⇓⇑⇓⇑⇓⇑			⇑⇓⇑⇓⇑⇓⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	69	197	24	62	234	26	3	37	46	53	69	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	285	0	275	122	0	0	0	0	0	0	92
Site-Generated Trips [veh/h]	8	15	0	0	5	0	0	3	3	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	509	25	341	375	28	3	42	52	56	81	231
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	134	7	90	99	7	1	11	14	15	21	61
Total Analysis Volume [veh/h]	85	536	26	359	395	29	3	44	55	59	85	243
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	35	23	0	35	23	0	9	23	0	9	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	34	20	49	0	16	16	4	19
g / C, Green / Cycle	0.06	0.38	0.22	0.54	0.00	0.18	0.18	0.04	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.30	0.20	0.23	0.00	0.02	0.03	0.03	0.20
s, saturation flow rate [veh/h]	1810	1885	1810	1877	1810	1900	1615	1810	1680
c, Capacity [veh/h]	115	714	402	1010	8	338	287	78	364
d1, Uniform Delay [s]	41.42	24.72	33.95	12.40	44.68	31.14	31.49	42.61	34.34
k, delay calibration	0.11	0.50	0.14	0.50	0.11	0.11	0.11	0.11	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.02	8.53	8.80	1.28	26.70	0.17	0.32	13.98	10.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.79	0.89	0.42	0.38	0.13	0.19	0.76	0.90
d, Delay for Lane Group [s/veh]	50.44	33.25	42.75	13.69	71.38	31.31	31.81	56.59	45.09
Lane Group LOS	D	C	D	B	E	C	C	E	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.08	11.44	7.99	4.59	0.12	0.79	1.01	1.56	7.71
50th-Percentile Queue Length [ft/ln]	52.00	286.12	199.83	114.85	3.10	19.79	25.15	38.94	192.73
95th-Percentile Queue Length [veh/ln]	3.74	16.99	12.63	8.11	0.22	1.43	1.81	2.80	12.26
95th-Percentile Queue Length [ft/ln]	93.59	424.83	315.75	202.73	5.58	35.63	45.27	70.09	306.57

Movement, Approach, & Intersection Results

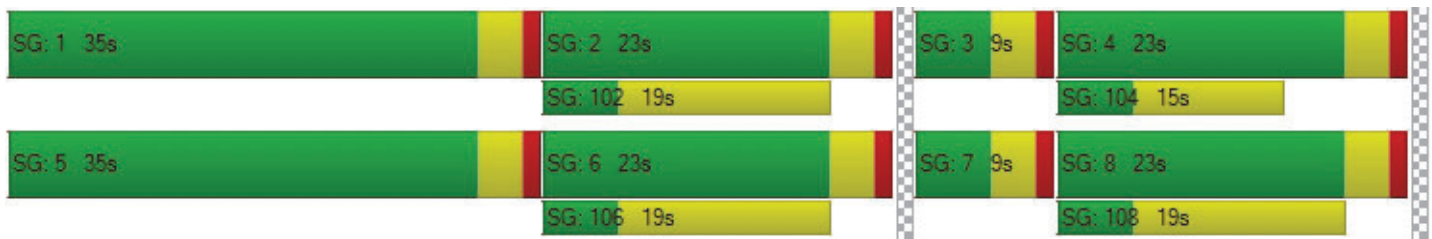
d_M, Delay for Movement [s/veh]	50.44	33.25	33.25	42.75	13.69	13.69	71.38	31.31	31.81	56.59	45.09	45.09
Movement LOS	D	C	C	D	B	B	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	35.50			27.01			32.76			46.84		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	34.18											
Intersection LOS	C											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.508	2.789	2.230	2.398
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	422	422
d_b, Bicycle Delay [s]	28.01	28.01	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.627	2.852	1.728	2.198
Bicycle LOS	B	C	A	B

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	62.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.201

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	284	33	21	253	211	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	277	139	0
Site-Generated Trips [veh/h]	0	0	0	8	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	301	35	22	553	366	141
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	9	6	146	96	37
Total Analysis Volume [veh/h]	317	37	23	582	385	148
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	493	453	582	522	522	570
Degree of Utilization, x	0.72	0.05	1.20	0.34	0.34	0.31

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.73	0.16	22.06	1.50	1.50	1.32
95th-Percentile Queue Length [ft]	143.15	4.00	551.40	37.44	37.44	33.07
Approach Delay [s/veh]	26.67	128.44		12.70		
Approach LOS	D	F		B		
Intersection Delay [s/veh]	62.95					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	361.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.565

Intersection Setup

Name	I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	252	7	83	0	290	305	240	236	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	258	0	97	0	293	119	619	137	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	8	0	4	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	525	7	185	0	608	442	877	390	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	138	2	49	0	160	116	231	103	0
Total Analysis Volume [veh/h]	0	0	0	553	7	195	0	640	465	923	411	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	27	0	0	34	0	29	63	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		18	30	30	64
g / C, Green / Cycle		0.20	0.33	0.33	0.71
(v / s)_i Volume / Saturation Flow Rate		0.43	0.62	0.51	0.22
s, saturation flow rate [veh/h]		1756	1769	1810	1900
c, Capacity [veh/h]		354	590	600	1348
d1, Uniform Delay [s]		35.93	30.00	30.07	4.85
k, delay calibration		0.50	0.50	0.50	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		519.29	399.88	250.22	0.13
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		2.13	1.87	1.54	0.30
d, Delay for Lane Group [s/veh]		555.21	429.88	280.30	4.97
Lane Group LOS		F	F	F	A
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		57.93	76.87	53.51	1.98
50th-Percentile Queue Length [ft/ln]		1448.21	1921.76	1337.74	49.40
95th-Percentile Queue Length [veh/ln]		91.06	121.10	82.07	3.56
95th-Percentile Queue Length [ft/ln]		2276.57	3027.56	2051.69	88.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	555.21	555.21	555.21	0.00	429.88	429.88	280.30	4.97	0.00
Movement LOS				F	F	F		F	F	F	A	
d_A, Approach Delay [s/veh]	0.00			555.21				429.88		195.47		
Approach LOS	A			F				F		F		
d_I, Intersection Delay [s/veh]	361.60											
Intersection LOS	F											
Intersection V/C	1.565											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	511	667	1311
d_b, Bicycle Delay [s]	45.00	24.94	20.00	5.34
I_b,int, Bicycle LOS Score for Intersection	4.132	2.805	3.383	3.761
Bicycle LOS	D	C	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	392.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.554

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	123	1	154	0	0	0	178	359	0	0	329	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	97	0	258	0	0	0	256	290	0	0	658	634
Site-Generated Trips [veh/h]	0	0	22	0	0	0	0	8	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1	443	0	0	0	445	679	0	0	1014	1341
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	0	117	0	0	0	117	179	0	0	267	353
Total Analysis Volume [veh/h]	239	1	466	0	0	0	468	715	0	0	1067	1412
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	14	0	0	0	0	18	76	0	0	58	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C		L	C	C	R
C, Cycle Length [s]	90		90	90	90	90
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23		25	59	30	30
g / C, Green / Cycle	0.25		0.28	0.66	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.42		0.26	0.38	0.56	0.87
s, saturation flow rate [veh/h]	1676		1810	1900	1900	1615
c, Capacity [veh/h]	425		505	1249	634	539
d1, Uniform Delay [s]	33.58		31.55	8.47	29.98	29.98
k, delay calibration	0.50		0.29	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	306.97		17.06	0.42	313.79	733.83
d3, Initial Queue Delay [s]	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.66		0.93	0.57	1.68	2.62
d, Delay for Lane Group [s/veh]	340.55		48.62	8.89	343.77	763.81
Lane Group LOS	F		D	A	F	F
Critical Lane Group	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	44.38		11.93	6.64	68.41	121.06
50th-Percentile Queue Length [ft/ln]	1109.39		298.37	165.97	1710.22	3026.41
95th-Percentile Queue Length [veh/ln]	69.26		17.60	10.86	105.92	193.80
95th-Percentile Queue Length [ft/ln]	1731.38		440.01	271.61	2648.07	4844.96

Movement, Approach, & Intersection Results

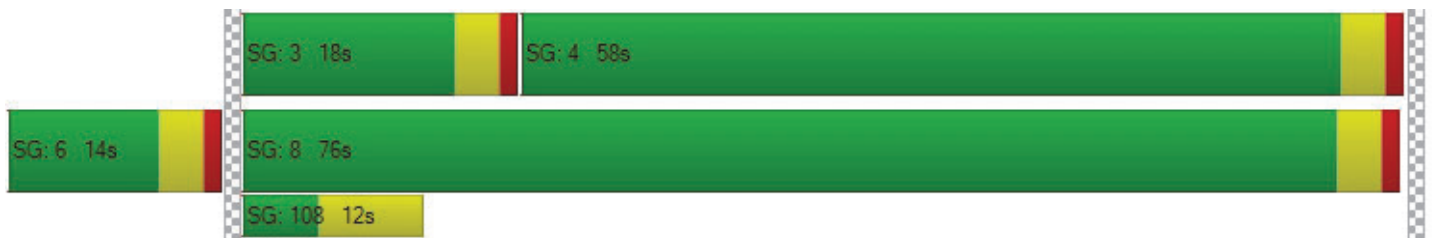
d_M, Delay for Movement [s/veh]	340.55	340.55	340.55	0.00	0.00	0.00	48.62	8.89	0.00	0.00	343.77	763.81
Movement LOS	F	F	F				D	A			F	F
d_A, Approach Delay [s/veh]	340.55			0.00			24.61			583.02		
Approach LOS	F			A			C			F		
d_I, Intersection Delay [s/veh]	392.59											
Intersection LOS	F											
Intersection V/C	1.554											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.462	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	0	1600	1200
d_b, Bicycle Delay [s]	35.56	45.00	1.80	7.20
I_b,int, Bicycle LOS Score for Intersection	2.725	4.132	3.512	5.650
Bicycle LOS	B	D	D	F

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	25.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔↔		↔		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	119	240	139	290	672	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	360	1080	0
Site-Generated Trips [veh/h]	0	7	30	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	261	177	667	1792	61
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	69	47	176	472	16
Total Analysis Volume [veh/h]	133	275	186	702	1886	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	13	67	54	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	9	65	52	52
g / C, Green / Cycle	0.19	0.19	0.10	0.72	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.07	0.17	0.10	0.37	0.52	0.04
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	348	311	181	1365	2077	927
d1, Uniform Delay [s]	31.67	35.36	40.50	5.65	17.05	8.50
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	8.26	38.42	1.39	7.28	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.88	1.03	0.51	0.91	0.07
d, Delay for Lane Group [s/veh]	32.36	43.62	78.92	7.04	24.33	8.64
Lane Group LOS	C	D	F	A	C	A
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.52	6.38	5.74	4.37	16.01	0.51
50th-Percentile Queue Length [ft/ln]	63.02	159.49	143.46	109.18	400.28	12.69
95th-Percentile Queue Length [veh/ln]	4.54	10.52	9.77	7.79	22.57	0.91
95th-Percentile Queue Length [ft/ln]	113.43	263.04	244.14	194.87	564.34	22.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.36	43.62	78.92	7.04	24.33	8.64
Movement LOS	C	D	F	A	C	A
d_A, Approach Delay [s/veh]	39.95		22.10		23.81	
Approach LOS	D		C		C	
d_I, Intersection Delay [s/veh]	25.37					
Intersection LOS	C					
Intersection V/C	0.794					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.191	3.247	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	1400	1111
d_b, Bicycle Delay [s]	28.01	4.05	8.89
I_b,int, Bicycle LOS Score for Intersection	1.560	3.025	3.168
Bicycle LOS	A	C	C

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	200.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.145

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↘			↵ ↑ ↘			↵ ↑ ↘			↵ ↑ ↘		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
Base Volume Input [veh/h]	57	194	61	28	246	183	91	238	66	70	459	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	15	349	100	46	33	11	189	0	1047	499	292
Site-Generated Trips [veh/h]	0	15	0	3	5	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	236	414	133	312	227	107	441	70	1121	986	357
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	62	109	35	82	60	28	116	18	295	259	94
Total Analysis Volume [veh/h]	63	248	436	140	328	239	113	464	74	1180	1038	376
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	23	26	0	29	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	23	23	5	24	24	7	21	21	25	39	39
g / C, Green / Cycle	0.04	0.26	0.26	0.06	0.27	0.27	0.08	0.23	0.23	0.28	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.03	0.13	0.27	0.08	0.16	0.16	0.06	0.14	0.15	0.65	0.37	0.41
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1638	1810	1900	1810	1810	1900	1737
c, Capacity [veh/h]	81	491	418	101	512	441	145	437	417	503	813	743
d1, Uniform Delay [s]	42.52	28.45	33.36	42.50	28.59	28.65	40.59	31.17	31.20	32.50	23.48	24.86
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.50	0.35	0.40
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.35	3.67	55.92	189.48	4.98	5.89	8.58	1.49	1.58	612.59	8.89	20.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.50	1.04	1.39	0.59	0.60	0.78	0.63	0.63	2.35	0.87	0.95
d, Delay for Lane Group [s/veh]	56.88	32.12	89.28	231.98	33.57	34.54	49.17	32.66	32.78	645.09	32.37	44.94
Lane Group LOS	E	C	F	F	C	C	D	C	C	F	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.67	4.84	15.05	7.45	6.09	5.42	2.69	5.22	5.01	95.93	14.60	17.48
50th-Percentile Queue Length [ft/ln]	41.63	120.96	376.37	186.23	152.34	135.59	67.21	130.38	125.22	2398.32	365.02	436.97
95th-Percentile Queue Length [veh/ln]	3.00	8.45	21.96	12.98	10.14	9.24	4.84	8.96	8.68	151.60	20.87	24.34
95th-Percentile Queue Length [ft/ln]	74.93	211.14	549.10	324.50	253.55	231.07	120.98	224.01	216.98	3789.98	521.68	608.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.88	32.12	89.28	231.98	33.64	34.54	49.17	32.71	32.78	645.09	36.38	44.94
Movement LOS	E	C	F	F	C	C	D	C	C	F	D	D
d_A, Approach Delay [s/veh]	67.57			73.22			35.58			314.52		
Approach LOS	E			E			D			F		
d_I, Intersection Delay [s/veh]	200.31											
Intersection LOS	F											
Intersection V/C	1.145											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.907	2.677	2.884	3.128
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	489	622
d_b, Bicycle Delay [s]	25.69	25.69	25.69	21.36
I_b,int, Bicycle LOS Score for Intersection	2.176	2.143	2.097	3.700
Bicycle LOS	B	B	B	D

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: Cherry Valley Blvd at West Project Dwy

Control Type:	Signalized	Delay (sec / veh):	3.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

Intersection Setup

Name	Cherry Valley Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	0	0	208	0	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	101	0	0	251
Site-Generated Trips [veh/h]	17	0	360	57	9	29
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	681	57	9	848
Peak Hour Factor	0.9200	0.9200	0.9500	0.9200	0.9200	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	179	15	2	223
Total Analysis Volume [veh/h]	18	0	717	62	10	893
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	0	10	0	5	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	20	0	30	0	40	70
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	7	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	75	1	80
g / C, Green / Cycle	0.02	0.83	0.01	0.89
(v / s)_i Volume / Saturation Flow Rate	0.01	0.42	0.01	0.48
s, saturation flow rate [veh/h]	1781	1844	1781	1870
c, Capacity [veh/h]	37	1534	25	1665
d1, Uniform Delay [s]	43.59	2.20	44.01	1.04
k, delay calibration	0.11	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.60	1.20	10.44	1.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.51	0.41	0.54
d, Delay for Lane Group [s/veh]	53.19	3.40	54.45	2.28
Lane Group LOS	D	A	D	A
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.49	2.25	0.29	0.57
50th-Percentile Queue Length [ft/ln]	12.28	56.19	7.26	14.37
95th-Percentile Queue Length [veh/ln]	0.88	4.05	0.52	1.03
95th-Percentile Queue Length [ft/ln]	22.11	101.15	13.07	25.87

Movement, Approach, & Intersection Results

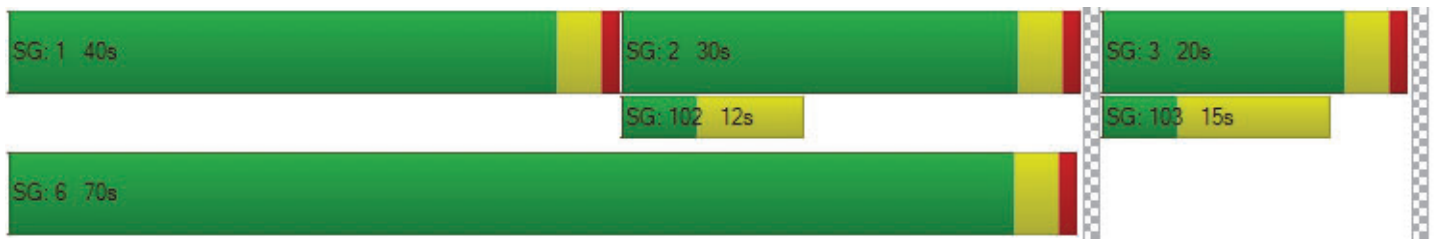
d_M, Delay for Movement [s/veh]	53.19	53.19	3.40	3.40	54.45	2.28
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	53.19		3.40		2.86	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.64					
Intersection LOS	A					
Intersection V/C	0.488					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	1.760	2.540	2.527
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	578	1467
d_b, Bicycle Delay [s]	30.42	22.76	3.20
I_b,int, Bicycle LOS Score for Intersection	1.589	2.845	3.050
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 102: Cherry Valley Blvd at Middle Project Dwy

Control Type:	Signalized	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Cherry Valley Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↩↪		↑↑↪		↩↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	0	0	208	0	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	101	0	0	251
Site-Generated Trips [veh/h]	29	18	5	355	69	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	18	326	355	69	828
Peak Hour Factor	0.9200	0.9200	0.9500	0.9200	0.9200	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	86	96	19	218
Total Analysis Volume [veh/h]	32	20	343	386	75	872
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	0	10	0	5	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	26	0	55	0	9	64
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	17	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	4	4	70	70	78	78
g / C, Green / Cycle	0.04	0.04	0.78	0.78	0.87	0.87
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.10	0.24	0.09	0.47
s, saturation flow rate [veh/h]	1781	1589	3560	1589	810	1870
c, Capacity [veh/h]	75	67	2768	1236	801	1625
d1, Uniform Delay [s]	42.05	41.82	2.46	2.94	0.85	1.44
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.83	2.47	0.09	0.66	0.05	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.30	0.12	0.31	0.09	0.54
d, Delay for Lane Group [s/veh]	45.88	44.30	2.56	3.60	0.90	2.72
Lane Group LOS	D	D	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.77	0.47	0.32	1.00	0.04	1.18
50th-Percentile Queue Length [ft/ln]	19.17	11.82	8.09	25.03	1.00	29.43
95th-Percentile Queue Length [veh/ln]	1.38	0.85	0.58	1.80	0.07	2.12
95th-Percentile Queue Length [ft/ln]	34.50	21.28	14.57	45.06	1.80	52.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.88	44.30	2.56	3.60	0.90	2.72
Movement LOS	D	D	A	A	A	A
d_A, Approach Delay [s/veh]	45.27		3.11		2.58	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.09					
Intersection LOS	A					
Intersection V/C	0.484					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.194	2.862	2.557
Crosswalk LOS	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	1133	1333
d_b, Bicycle Delay [s]	25.69	8.45	5.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.161	3.122
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 103: Cherry Valley Blvd at East Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Northbound			Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↷			⊥			⊥		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			55.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Cherry Valley Blvd Eastbound			Cherry Valley Blvd Westbound		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	208	0	0	536	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	101	0	0	251	0
Site-Generated Trips [veh/h]	0	0	6	0	0	0	0	18	5	0	77	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	6	0	0	0	0	339	5	0	896	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9500	0.9200	0.9500	0.9500	0.9500	0.9200	0.9200	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	0	0	89	1	0	236	0
Total Analysis Volume [veh/h]	0	0	7	0	0	0	0	357	5	0	943	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.37	0.00	0.00	11.68	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			B		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.37				11.68		0.00		0.00			
Approach LOS	A				B		A		A			
d_I, Intersection Delay [s/veh]	0.05											
Intersection LOS	A											

Beaumont Summit Station

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2/4/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-10 EB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	SB Right	3.130	561.6	F
2	I-10 WB Ramps at Cherry Valley Blvd	All-way stop	HCM 6th Edition	NB Left	1.880	322.9	F
3	Calimesa Blvd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	SB Left	1.615	548.9	F
4	Hannon Rd at Cherry Valley Blvd	Two-way stop	HCM 6th Edition	NB Left	0.329	36.2	E
5	Union St at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	1.010	39.7	E
6	Nancy Ave at Cherry Valley Blvd	All-way stop	HCM 6th Edition	EB Thru	0.911	27.2	D
7	Beaumont Ave at Cherry Valley Blvd	Signalized	HCM 6th Edition	WB Left	0.633	31.9	C
8	Hannon Rd at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.013	12.3	B
9	Union St at Brookside Ave	Two-way stop	HCM 6th Edition	SB Thru	0.006	12.2	B
10	Oak View Dr at Brookside Ave	All-way stop	HCM 6th Edition	NB Left	0.259	9.1	A
11	Beaumont Ave at Brookside Ave	Signalized	HCM 6th Edition	NB Thru	0.832	56.2	E
12	Desert Lawn Dr at Oak Valley Pkwy	All-way stop	HCM 6th Edition	EB Thru	1.600	116.7	F
13	I-10 SB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	SB Left	2.150	1,008.0	F
14	I-10 NB Ramps at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Right	1.993	551.3	F
15	Oak View Dr at Oak Valley Pkwy	Signalized	HCM 6th Edition	EB Thru	1.178	104.8	F
16	Beaumont Ave at Oak Valley Pkwy	Signalized	HCM 6th Edition	NB Right	1.840	384.9	F
101	Cherry Valley Blvd at West Project Dwy	Signalized	HCM 6th Edition	WB Left	0.510	5.8	A
	Cherry Valley Blvd at Middle		HCM 6th				

102	Cherry Valley Blvd at Middle Project Dwy	Signalized	HCM 6th Edition	NB Left	0.384	7.8	A
103	Cherry Valley Blvd at East Project Dwy	Two-way stop	HCM 6th Edition	NB Right	0.025	11.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	561.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.130

Intersection Setup

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				+			┤			├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 EB Ramps			I-10 EB Ramps			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	0	0	0	288	4	542	0	393	125	24	270	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	202	0	481	0	376	373	125	481	0
Site-Generated Trips [veh/h]	0	0	0	40	0	0	0	3	0	64	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	547	4	1056	0	796	506	214	775	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	144	1	278	0	209	133	56	204	0
Total Analysis Volume [veh/h]	0	0	0	576	4	1112	0	838	533	225	816	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]		1692	1371	1041
Degree of Utilization, x		3.13	1.70	1.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]		148.20	76.97	43.84
95th-Percentile Queue Length [ft]		3705.07	1924.32	1096.00
Approach Delay [s/veh]	0.00	977.71	330.89	188.93
Approach LOS	A	F	F	F
Intersection Delay [s/veh]	561.55			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: I-10 WB Ramps at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	322.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.880

Intersection Setup

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	65.00			30.00			35.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	I-10 WB Ramps						Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	181	4	22	0	0	0	304	378	0	0	119	255
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	481	0	202	0	0	0	373	202	0	0	125	60
Site-Generated Trips [veh/h]	0	0	27	0	0	0	0	43	0	0	72	101
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	673	4	252	0	0	0	695	646	0	0	323	431
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	1	66	0	0	0	183	170	0	0	85	113
Total Analysis Volume [veh/h]	708	4	265	0	0	0	732	680	0	0	340	454
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	977		1412	829
Degree of Utilization, x	1.88		1.88	0.96

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	62.96		88.59	15.20
95th-Percentile Queue Length [ft]	1573.97		2214.70	380.10
Approach Delay [s/veh]	419.88	0.00	413.73	42.13
Approach LOS	F	A	F	E
Intersection Delay [s/veh]	322.92			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 3: Calimesa Blvd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	548.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.615

Intersection Setup

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Calimesa Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	74	49	41	382	307	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	66	113	290	185	0
Site-Generated Trips [veh/h]	0	0	0	70	173	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	118	156	765	683	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	31	41	201	180	17
Total Analysis Volume [veh/h]	82	124	164	805	719	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.62	0.30	0.20	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	548.91	486.73	10.32	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
95th-Percentile Queue Length [veh/ln]	16.88	16.88	0.72	0.72	0.00	0.00
95th-Percentile Queue Length [ft/ln]	422.08	422.08	18.03	18.03	0.00	0.00
d_A, Approach Delay [s/veh]	511.48		1.75		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	54.54					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: Hannon Rd at Cherry Valley Blvd

Control Type:	Two-way stop	Delay (sec / veh):	36.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hannon Rd		Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	39	1	416	38	0	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	9	0	212	15	0	156
Site-Generated Trips [veh/h]	3	0	71	8	0	29
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1	724	63	0	516
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	191	17	0	136
Total Analysis Volume [veh/h]	56	1	762	66	0	543
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	36.15	24.24	0.00	0.00	9.43	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.36	1.36	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	33.94	33.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	35.94		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.43					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Union St at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	39.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.010

Intersection Setup

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	18	3	1	2	4	31	61	341	15	3	261	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	216	0	0	163	0
Site-Generated Trips [veh/h]	6	0	0	0	0	0	0	55	16	0	23	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	3	1	2	4	33	65	632	32	3	463	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	0	1	1	9	17	166	8	1	122	1
Total Analysis Volume [veh/h]	26	3	1	2	4	35	68	665	34	3	487	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	522	579	767	722
Degree of Utilization, x	0.06	0.07	1.01	0.68

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.18	0.23	17.45	5.39
95th-Percentile Queue Length [ft]	4.56	5.70	436.20	134.79
Approach Delay [s/veh]	10.32	9.69	56.50	17.92
Approach LOS	B	A	F	C
Intersection Delay [s/veh]	39.75			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 6: Nancy Ave at Cherry Valley Blvd

Control Type:	All-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+r		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Nancy Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	33	19	6	12	17	18	21	303	25	10	217	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	35	0	0	0	0	0	0	181	35	0	128	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	33	22	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	20	6	13	18	19	22	535	84	11	371	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	2	3	5	5	6	141	22	3	98	2
Total Analysis Volume [veh/h]	84	21	6	14	19	20	23	563	88	12	391	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	529	534	643	739	613	699
Degree of Utilization, x	0.21	0.10	0.91	0.12	0.66	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.78	0.33	11.68	0.40	4.86	0.03
95th-Percentile Queue Length [ft]	19.62	8.21	292.11	10.09	121.53	0.87
Approach Delay [s/veh]	11.60	10.48	36.08		18.92	
Approach LOS	B	B	E		C	
Intersection Delay [s/veh]	27.17					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 7: Beaumont Ave at Cherry Valley Blvd

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Cherry Valley Blvd			Cherry Valley Blvd		
Base Volume Input [veh/h]	132	254	26	16	228	54	60	87	174	15	59	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	128	86	0	0	147	0	0	0	181	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	3	8	8	17	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	355	28	17	389	60	72	100	382	16	66	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	93	7	4	102	16	19	26	101	4	17	3
Total Analysis Volume [veh/h]	289	374	29	18	409	63	76	105	402	17	69	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	35	0	9	23	0	22	37	0	9	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	46	46	2	31	31	5	25	25	2	22
g / C, Green / Cycle	0.18	0.51	0.51	0.02	0.35	0.35	0.06	0.28	0.28	0.02	0.24
(v / s)_i Volume / Saturation Flow Rate	0.16	0.20	0.02	0.01	0.22	0.04	0.04	0.06	0.25	0.01	0.04
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1900	1615	1810	1900	1615	1810	1852
c, Capacity [veh/h]	324	962	818	37	661	562	103	523	445	36	442
d1, Uniform Delay [s]	36.09	13.66	11.17	43.59	24.38	19.91	41.79	25.01	31.45	43.65	27.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.18	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	1.19	0.08	9.26	4.31	0.40	9.93	0.19	10.73	9.42	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.39	0.04	0.48	0.62	0.11	0.74	0.20	0.90	0.47	0.18
d, Delay for Lane Group [s/veh]	44.55	14.84	11.25	52.85	28.69	20.31	51.72	25.19	42.18	53.07	27.49
Lane Group LOS	D	B	B	D	C	C	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.52	4.29	0.27	0.48	7.66	0.93	1.89	1.67	9.24	0.46	1.35
50th-Percentile Queue Length [ft/ln]	162.88	107.27	6.76	12.12	191.53	23.18	47.28	41.74	230.88	11.43	33.82
95th-Percentile Queue Length [veh/ln]	10.70	7.69	0.49	0.87	12.20	1.67	3.40	3.01	14.22	0.82	2.44
95th-Percentile Queue Length [ft/ln]	267.54	192.19	12.17	21.82	305.01	41.72	85.10	75.13	355.47	20.57	60.88

Movement, Approach, & Intersection Results

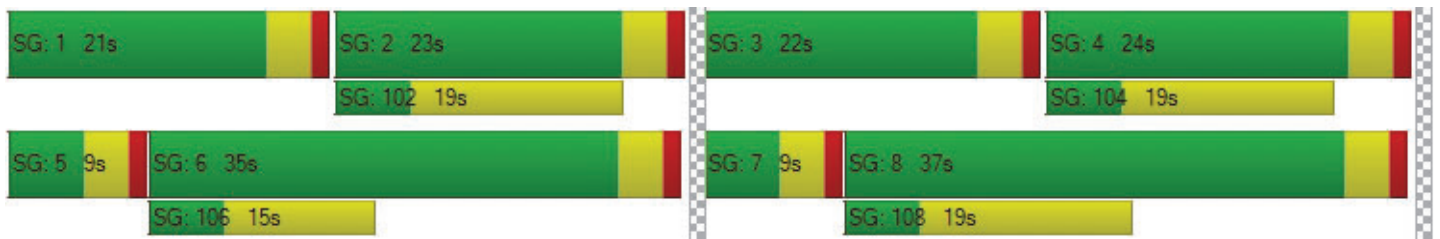
d_M, Delay for Movement [s/veh]	44.55	14.84	11.25	52.85	28.69	20.31	51.72	25.19	42.18	53.07	27.49	27.49
Movement LOS	D	B	B	D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	27.10			28.50			40.37			31.92		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.87											
Intersection LOS	C											
Intersection V/C	0.633											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.750	2.403	2.459	2.050
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	422	733	444
d_b, Bicycle Delay [s]	19.34	28.01	18.05	27.22
I_b,int, Bicycle LOS Score for Intersection	2.701	2.368	2.522	1.721
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Hannon Rd at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			T T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Hannon Rd			Hannon Rd			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	3	2	5	18	5	18	24	95	1	3	108	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	0	0	0	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	5	27	5	19	25	101	1	3	114	25
Peak Hour Factor	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430	0.7430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	2	9	2	6	8	34	0	1	38	8
Total Analysis Volume [veh/h]	4	3	7	36	7	26	34	136	1	4	153	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.06	0.01	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.17	11.93	8.75	11.59	12.27	9.37	7.64	0.00	0.00	7.47	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.33	0.33	0.33	0.07	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.49	1.49	1.49	8.33	8.33	8.33	1.87	0.00	0.00	0.21	0.00	0.00
d_A, Approach Delay [s/veh]	10.12			10.82			1.52			0.16		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: Union St at Brookside Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			TTL			TTL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Union St			Union St			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	1	1	9	13	2	7	4	113	2	5	125	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	16	0	0	0	8	0	0	3	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	10	30	2	7	4	128	2	5	136	26
Peak Hour Factor	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530	0.7530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	10	1	2	1	42	1	2	45	9
Total Analysis Volume [veh/h]	1	1	13	40	3	9	5	170	3	7	181	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.07	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.79	11.88	8.82	11.36	12.15	9.35	7.65	0.00	0.00	7.55	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.26	0.26	0.26	0.01	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.30	1.30	1.30	6.54	6.54	6.54	0.28	0.00	0.00	0.37	0.00	0.00
d_A, Approach Delay [s/veh]	9.15			11.06			0.21			0.24		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	1.72											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 10: Oak View Dr at Brookside Ave

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Oak View Dr		Brookside Ave		Brookside Ave	
Base Volume Input [veh/h]	63	27	67	72	71	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	16	30	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	29	87	106	75	143
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	8	23	28	20	38
Total Analysis Volume [veh/h]	84	31	92	112	79	151
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	598	747	787	653	718
Degree of Utilization, x	0.14	0.04	0.26	0.12	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.49	0.13	1.04	0.41	0.79
95th-Percentile Queue Length [ft]	12.17	3.24	25.89	10.26	19.74
Approach Delay [s/veh]	9.17		9.17	9.01	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	9.11				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 11: Beaumont Ave at Brookside Ave

Control Type:	Signalized	Delay (sec / veh):	56.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇈			⇈⇐			⇈⇈⇈			⇈⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Brookside Ave			Brookside Ave		
Base Volume Input [veh/h]	50	280	74	113	290	13	27	71	93	60	43	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	214	0	181	328	0	0	0	0	0	0	309
Site-Generated Trips [veh/h]	3	7	0	0	17	0	0	8	8	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	518	78	301	652	14	29	83	107	64	49	421
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	136	21	79	172	4	8	22	28	17	13	111
Total Analysis Volume [veh/h]	59	545	82	317	686	15	31	87	113	67	52	443
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	33	0	20	41	0	9	23	0	14	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	29	16	41	3	25	25	4	26
g / C, Green / Cycle	0.04	0.32	0.18	0.46	0.03	0.27	0.27	0.05	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.34	0.18	0.37	0.02	0.05	0.07	0.04	0.30
s, saturation flow rate [veh/h]	1810	1857	1810	1893	1810	1900	1615	1810	1641
c, Capacity [veh/h]	78	601	322	867	55	517	440	88	477
d1, Uniform Delay [s]	42.58	30.44	36.88	20.98	43.06	24.97	25.62	42.31	31.92
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.38
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.62	48.47	20.10	8.01	8.96	0.15	0.31	12.77	46.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	1.04	0.99	0.81	0.57	0.17	0.26	0.76	1.04
d, Delay for Lane Group [s/veh]	56.20	78.91	56.99	28.99	52.02	25.12	25.93	55.07	78.08
Lane Group LOS	E	F	E	C	D	C	C	E	F
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.55	20.16	8.24	12.80	0.80	1.37	1.84	1.73	15.78
50th-Percentile Queue Length [ft/ln]	38.78	504.11	205.97	319.94	19.88	34.36	45.99	43.36	394.57
95th-Percentile Queue Length [veh/ln]	2.79	28.31	12.95	18.66	1.43	2.47	3.31	3.12	22.82
95th-Percentile Queue Length [ft/ln]	69.81	707.65	323.65	466.62	35.79	61.85	82.79	78.05	570.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.20	78.91	78.91	56.99	28.99	28.99	52.02	25.12	25.93	55.07	78.08	78.08
Movement LOS	E	E	E	E	C	C	D	C	C	E	E	E
d_A, Approach Delay [s/veh]	76.95			37.70			29.13			75.34		
Approach LOS	E			D			C			E		
d_I, Intersection Delay [s/veh]	56.16											
Intersection LOS	E											
Intersection V/C	0.832											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.637	3.045	2.249	2.473
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	822	422	533
d_b, Bicycle Delay [s]	20.67	15.61	28.01	24.20
I_b,int, Bicycle LOS Score for Intersection	2.692	3.239	1.941	2.487
Bicycle LOS	B	C	A	B

Sequence




Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Desert Lawn Dr at Oak Valley Pkwy

Control Type:	All-way stop	Delay (sec / veh):	116.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.600

Intersection Setup

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Desert Lawn Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	200	42	50	311	255	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	357	454	0
Site-Generated Trips [veh/h]	0	0	0	3	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	45	53	690	732	260
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	12	14	182	193	68
Total Analysis Volume [veh/h]	223	47	56	726	771	274
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	457	426	726	544	544	594
Degree of Utilization, x	0.59	0.13	1.60	0.64	0.64	0.59

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.73	0.45	40.72	4.51	4.51	3.79
95th-Percentile Queue Length [ft]	93.18	11.24	1018.04	112.63	112.63	94.73
Approach Delay [s/veh]	21.58	279.79		19.22		
Approach LOS	C	F		C		
Intersection Delay [s/veh]	116.69					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: I-10 SB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	1,008.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.150

Intersection Setup

Name	I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			65.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name				I-10 SB Ramps			Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	0	0	0	520	8	142	0	265	223	158	377	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0600	1.0600	1.0600	1.0000	1.0600	1.0600	1.0600	1.0600	1.0000
In-Process Volume [veh/h]	0	0	0	853	0	324	0	328	122	579	436	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	3	0	22	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1404	8	475	0	612	358	768	844	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	369	2	125	0	161	94	202	222	0
Total Analysis Volume [veh/h]	0	0	0	1478	8	500	0	644	377	808	888	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	45	0	0	24	0	21	45	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	L	C
C, Cycle Length [s]		90	90	90	90
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		18	30	30	64
g / C, Green / Cycle		0.20	0.33	0.33	0.71
(v / s)_i Volume / Saturation Flow Rate		1.13	0.57	0.45	0.47
s, saturation flow rate [veh/h]		1757	1784	1810	1900
c, Capacity [veh/h]		354	594	601	1348
d1, Uniform Delay [s]		35.94	30.01	30.05	7.12
k, delay calibration		0.50	0.50	0.50	0.48
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2081.85	330.41	165.87	2.45
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		5.61	1.72	1.34	0.66
d, Delay for Lane Group [s/veh]		2117.78	360.42	195.93	9.57
Lane Group LOS		F	F	F	A
Critical Lane Group		Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		211.50	66.00	39.50	7.04
50th-Percentile Queue Length [ft/ln]		5287.40	1650.02	987.44	176.10
95th-Percentile Queue Length [veh/ln]		319.45	102.98	59.04	11.40
95th-Percentile Queue Length [ft/ln]		7986.31	2574.48	1476.08	284.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	2117.78	2117.78	2117.78	0.00	360.42	360.42	195.93	9.57	0.00
Movement LOS				F	F	F		F	F	F	A	
d_A, Approach Delay [s/veh]	0.00			2117.78			360.42			98.35		
Approach LOS	A			F			F			F		
d_I, Intersection Delay [s/veh]	1008.02											
Intersection LOS	F											
Intersection V/C	2.150											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	911	444	911
d_b, Bicycle Delay [s]	45.00	13.34	27.22	13.34
I_b,int, Bicycle LOS Score for Intersection	4.132	4.837	3.244	4.358
Bicycle LOS	D	E	C	E

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: I-10 NB Ramps at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	551.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.993

Intersection Setup

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy					
Approach	Northbound						Southbound			Eastbound			Westbound		
Lane Configuration	+									↶			↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00			
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1			
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00			
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0			
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Speed [mph]	65.00			30.00			30.00			30.00					
Grade [%]	0.00			0.00			0.00			0.00					
Curb Present	No						No			No					
Crosswalk	Yes			No			No			No					

Volumes

Name	I-10 NB Ramps						Oak Valley Pkwy			Oak Valley Pkwy		
Base Volume Input [veh/h]	241	7	246	0	0	0	116	668	0	0	294	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0000	1.0000	1.0000	1.0600	1.0600	1.0000	1.0000	1.0600	1.0600
In-Process Volume [veh/h]	324	0	853	0	0	0	213	950	0	0	691	590
Site-Generated Trips [veh/h]	0	0	10	0	0	0	0	3	0	0	30	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	579	7	1124	0	0	0	336	1661	0	0	1033	943
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	2	296	0	0	0	88	437	0	0	272	248
Total Analysis Volume [veh/h]	609	7	1183	0	0	0	354	1748	0	0	1087	993
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	0	0	12	41	0	0	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	20	54	30	30
g / C, Green / Cycle	0.31	0.22	0.60	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	1.07	0.20	0.92	0.57	0.61
s, saturation flow rate [veh/h]	1677	1810	1900	1900	1615
c, Capacity [veh/h]	529	395	1132	633	538
d1, Uniform Delay [s]	30.81	34.20	18.19	30.00	30.00
k, delay calibration	0.50	0.15	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1086.14	9.66	249.21	329.17	387.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.40	0.90	1.54	1.72	1.84
d, Delay for Lane Group [s/veh]	1116.95	43.86	267.40	359.17	417.40
Lane Group LOS	F	D	F	F	F
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	169.27	8.38	98.54	70.99	69.05
50th-Percentile Queue Length [ft/ln]	4231.85	209.59	2463.48	1774.70	1726.13
95th-Percentile Queue Length [veh/ln]	268.04	13.13	152.05	110.22	109.14
95th-Percentile Queue Length [ft/ln]	6701.01	328.30	3801.21	2755.52	2728.61

Movement, Approach, & Intersection Results

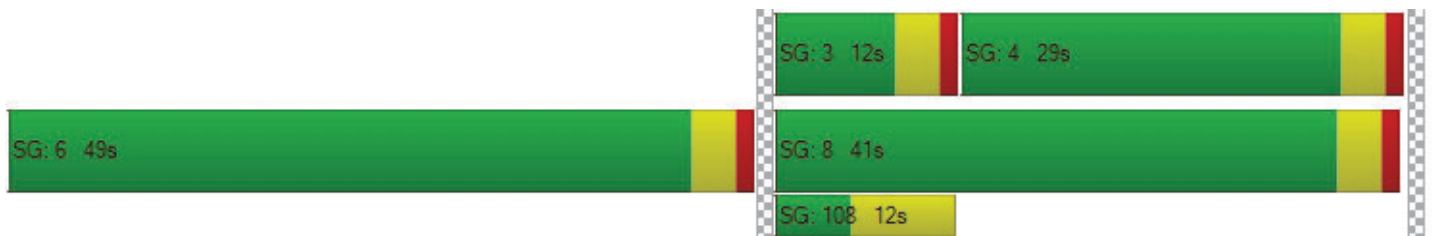
d_M, Delay for Movement [s/veh]	1116.95	1116.95	1116.95	0.00	0.00	0.00	43.86	267.40	0.00	0.00	359.17	417.40
Movement LOS	F	F	F				D	F			F	F
d_A, Approach Delay [s/veh]	1116.95			0.00			229.75			386.97		
Approach LOS	F			A			F			F		
d_I, Intersection Delay [s/veh]	551.28											
Intersection LOS	F											
Intersection V/C	1.993											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.617	0.000	0.000	0.000
Crosswalk LOS	D	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	0	822	556
d_b, Bicycle Delay [s]	11.25	45.00	15.61	23.47
I_b,int, Bicycle LOS Score for Intersection	4.528	4.132	5.028	4.992
Bicycle LOS	E	D	F	E

Sequence

Ring 1	-	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Oak View Dr at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	104.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.178

Intersection Setup

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔↔		↔		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Oak View Dr		Oak Valley Pkwy		Oak Valley Pkwy	
Base Volume Input [veh/h]	100	141	193	662	457	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	1214	712	0
Site-Generated Trips [veh/h]	0	30	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	179	218	1916	1196	141
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	47	57	504	315	37
Total Analysis Volume [veh/h]	112	188	229	2017	1259	148
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	34	67	33	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	14	69	52	52
g / C, Green / Cycle	0.14	0.14	0.15	0.77	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.13	1.06	0.35	0.09
s, saturation flow rate [veh/h]	1810	1615	1810	1900	3618	1615
c, Capacity [veh/h]	255	227	273	1464	2080	929
d1, Uniform Delay [s]	35.42	37.60	37.14	10.33	12.47	8.95
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	7.46	6.75	174.49	1.32	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.83	0.84	1.38	0.61	0.16
d, Delay for Lane Group [s/veh]	36.61	45.06	43.89	184.83	13.79	9.32
Lane Group LOS	D	D	D	F	B	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.28	4.38	5.15	84.77	7.18	1.24
50th-Percentile Queue Length [ft/ln]	56.96	109.53	128.67	2119.23	179.41	31.04
95th-Percentile Queue Length [veh/ln]	4.10	7.81	8.87	127.75	11.57	2.23
95th-Percentile Queue Length [ft/ln]	102.53	195.35	221.68	3193.73	289.24	55.87

Movement, Approach, & Intersection Results

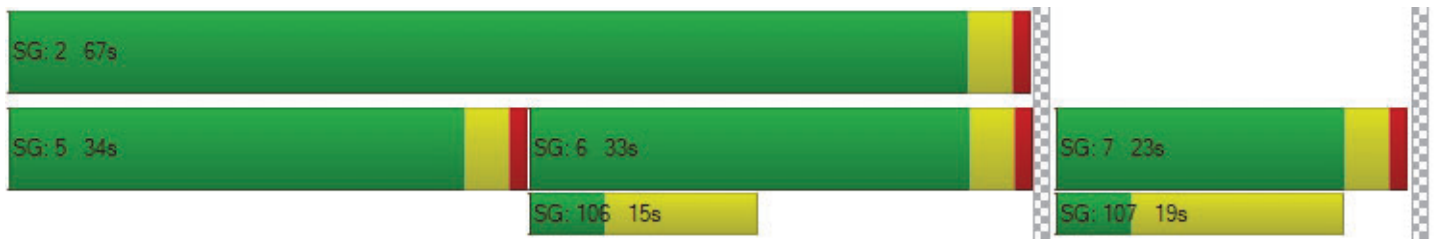
d_M, Delay for Movement [s/veh]	36.61	45.06	43.89	184.83	13.79	9.32
Movement LOS	D	D	D	F	B	A
d_A, Approach Delay [s/veh]	41.91		170.46		13.32	
Approach LOS	D		F		B	
d_I, Intersection Delay [s/veh]	104.77					
Intersection LOS	F					
Intersection V/C	1.178					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.198	3.483	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	1400	644
d_b, Bicycle Delay [s]	28.01	4.05	20.67
I_b,int, Bicycle LOS Score for Intersection	1.560	5.266	2.720
Bicycle LOS	A	F	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Beaumont Ave at Oak Valley Pkwy

Control Type:	Signalized	Delay (sec / veh):	384.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.840

Intersection Setup

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pkwy			Oak Valley Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beaumont Ave			Beaumont Ave			Oak Valley Pwky			Oak Valley Pwky		
Base Volume Input [veh/h]	85	338	59	89	229	171	227	391	77	93	382	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	51	1177	336	30	22	37	633	0	690	418	204
Site-Generated Trips [veh/h]	0	7	0	8	17	0	0	0	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	416	1240	438	290	203	278	1047	82	789	823	297
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	109	326	115	76	53	73	276	22	208	217	78
Total Analysis Volume [veh/h]	95	438	1305	461	305	214	293	1102	86	831	866	313
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	31	0	13	31	0	14	26	0	20	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	27	27	9	30	30	10	22	22	16	28	28
g / C, Green / Cycle	0.07	0.30	0.30	0.10	0.33	0.33	0.11	0.24	0.24	0.18	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.81	0.25	0.15	0.15	0.16	0.32	0.32	0.46	0.31	0.34
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1642	1810	1900	1852	1810	1900	1737
c, Capacity [veh/h]	125	1085	485	181	629	544	201	464	453	322	591	540
d1, Uniform Delay [s]	41.16	25.09	31.50	40.50	23.60	23.60	40.00	34.00	34.00	37.00	30.96	31.00
k, delay calibration	0.11	0.50	0.50	0.28	0.50	0.50	0.11	0.41	0.42	0.50	0.40	0.46
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.13	1.12	767.94	705.42	2.25	2.60	211.77	143.77	147.97	721.46	32.46	64.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.40	2.69	2.55	0.44	0.44	1.46	1.29	1.30	2.58	1.00	1.09
d, Delay for Lane Group [s/veh]	50.29	26.21	799.44	745.92	25.85	26.20	251.77	177.77	181.97	758.46	63.42	95.39
Lane Group LOS	D	C	F	F	C	C	F	F	F	F	E	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.32	3.70	113.15	39.31	4.75	4.16	16.05	27.97	27.79	71.29	17.39	20.74
50th-Percentile Queue Length [ft/ln]	57.95	92.43	2828.85	982.75	118.83	104.03	401.18	699.19	694.84	1782.36	434.77	518.46
95th-Percentile Queue Length [veh/ln]	4.17	6.66	180.25	61.45	8.33	7.49	25.76	41.88	41.76	111.23	24.23	29.79
95th-Percentile Queue Length [ft/ln]	104.30	166.38	4506.17	1536.33	208.21	187.25	644.10	1046.90	1043.96	2780.87	605.75	744.71

Movement, Approach, & Intersection Results

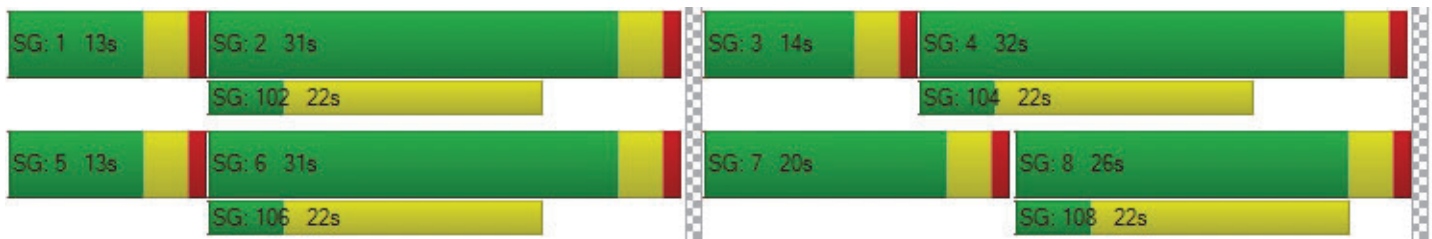
d_M, Delay for Movement [s/veh]	50.29	26.21	799.44	745.92	25.88	26.20	251.77	179.69	181.97	758.46	73.63	95.39
Movement LOS	D	C	F	F	C	C	F	F	F	F	E	F
d_A, Approach Delay [s/veh]	576.45			364.66			194.08			360.15		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	384.88											
Intersection LOS	F											
Intersection V/C	1.840											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	3.117	2.828	3.078	3.411
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	489	622
d_b, Bicycle Delay [s]	22.05	22.05	25.69	21.36
I_b,int, Bicycle LOS Score for Intersection	3.076	2.368	2.781	3.218
Bicycle LOS	C	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: Cherry Valley Blvd at West Project Dwy

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

Intersection Setup

Name	Cherry Valley Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			Cherry Valley Blvd		Cherry Valley Blvd	
Base Volume Input [veh/h]	0	0	456	0	0	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	290	0	0	185
Site-Generated Trips [veh/h]	66	0	44	26	4	107
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	0	817	26	4	683
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	215	7	1	180
Total Analysis Volume [veh/h]	69	0	860	27	4	719
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	5	0	10	0	5	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	19	0	62	0	9	71
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	7	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	73	0	77
g / C, Green / Cycle	0.05	0.81	0.01	0.86
(v / s)_i Volume / Saturation Flow Rate	0.04	0.47	0.00	0.38
s, saturation flow rate [veh/h]	1810	1890	1810	1900
c, Capacity [veh/h]	91	1532	10	1635
d1, Uniform Delay [s]	42.17	3.05	44.59	1.41
k, delay calibration	0.11	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.81	1.60	22.30	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.58	0.39	0.44
d, Delay for Lane Group [s/veh]	53.99	4.65	66.89	2.27
Lane Group LOS	D	A	E	A
Critical Lane Group	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.80	3.76	0.15	1.08
50th-Percentile Queue Length [ft/ln]	44.91	93.96	3.79	26.90
95th-Percentile Queue Length [veh/ln]	3.23	6.76	0.27	1.94
95th-Percentile Queue Length [ft/ln]	80.84	169.12	6.83	48.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.99	53.99	4.65	4.65	66.89	2.27
Movement LOS	D	D	A	A	E	A
d_A, Approach Delay [s/veh]	53.99		4.65		2.63	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.81					
Intersection LOS	A					
Intersection V/C	0.510					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	1.765	2.533	2.518
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1289	1489
d_b, Bicycle Delay [s]	31.25	5.69	2.94
I_b,int, Bicycle LOS Score for Intersection	1.673	3.023	2.753
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 102: Cherry Valley Blvd at Middle Project Dwy

Control Type:	Signalized	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name	Cherry Valley Blvd		Cherry Valley Blvd		Cherry Valley Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↩↪		↑↑↪		↩↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	