

TRAFFIC STUDY

RIVER WALK VILLAGE

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

LSA

May 2022

TRAFFIC STUDY

**RIVER WALK VILLAGE
CITY OF MENIFEE
RIVERSIDE COUNTY, CALIFORNIA**

Prepared for:

City of Menifee
29844 Haun Road
Menifee, CA, 92586

Prepared by:

LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

Project No. CIM2105



May 2022

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	PROJECT DESCRIPTION	1
1.2	STUDY AREA	1
	1.2.1 Study Intersections.....	2
	1.2.2 Roadway Segments	2
1.3	LIST OF CHAPTER 1.0 FIGURES	2
2.0	ANALYSIS METHODOLOGY	6
2.1	LEVEL OF SERVICE DEFINITIONS	6
2.2	LEVEL OF SERVICE PROCEDURES AND THRESHOLDS	6
2.3	LEVEL OF SERVICE REQUIREMENTS.....	6
2.4	LIST OF CHAPTER 2.0 TABLES	7
3.0	CIRCULATION NETWORK SETTING	12
3.1	EXISTING CIRCULATION NETWORK	12
3.2	BIKES, PEDESTRIANS, AND TRANSIT	12
	3.2.1 Bicycle Circulation	12
	3.2.2 Pedestrians.....	13
	3.2.3 Transit.....	13
3.3	LIST OF CHAPTER 3.0 FIGURES	13
4.0	TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS.....	18
4.1	EXISTING TRAFFIC VOLUMES.....	18
4.2	OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT TRAFFIC VOLUMES.....	18
4.3	LIST OF CHAPTER 4.0 FIGURES AND TABLES	19
5.0	PROJECT TRAFFIC.....	32
5.1	PROJECT TRIP GENERATION	32
5.2	PROJECT TRIP DISTRIBUTION AND ASSIGNMENT	32
5.3	LIST OF CHAPTER 5.0 FIGURES AND TABLES	32
6.0	TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS.....	36
6.1	LIST OF CHAPTER 6.0 FIGURES	36
7.0	INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE	39
7.1	EXISTING LEVELS OF SERVICE	39
	7.1.1 Study Intersections.....	39
	7.1.2 Roadway Segments	39

7.2	EXISTING WITH PROJECT LEVELS OF SERVICE	39
7.2.1	Study Intersections.....	39
7.2.2	Roadway Segments	40
7.3	OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT LEVELS OF SERVICE	40
7.3.1	Study Intersections.....	40
7.3.2	Roadway Segments	40
7.4	OPENING YEAR CUMULATIVE (2023) WITH PROJECT LEVELS OF SERVICE	41
7.4.1	Study Intersections.....	41
7.4.2	Roadway Segments	41
7.5	LIST OF CHAPTER 7.0 TABLES	41
8.0	SIGNAL WARRANT ANALYSIS.....	47
8.1	EXISTING SCENARIO	47
8.2	OPENING YEAR CUMULATIVE (2023) SCENARIO.....	47
8.3	LIST OF CHAPTER 8.0 FIGURES	48
9.0	CIRCULATION IMPROVEMENTS AND FUNDING SOURCES	55
9.1	RECOMMENDED IMPROVEMENTS.....	55
9.1.1	Existing with Project Conditions Intersection Improvements.....	55
9.1.2	Existing with Project Conditions Roadway Improvements	55
9.1.3	Opening Year Cumulative (2023) with Project Conditions Intersection Improvement.....	56
9.1.4	Opening Year Cumulative (2023) with Project Conditions Roadway Improvement.....	56
9.2	FUNDING SOURCES AND MECHANISMS	57
9.2.1	Transportation Uniform Mitigation Fee (TUMF) Program.....	57
9.2.2	City of Menifee Development Impact Fee (DIF) Program.....	57
9.2.3	Project Fair Share	58
9.3	LIST OF CHAPTER 9.0 FIGURES AND TABLES	58
10.0	SITE ACCESS AND INTERNAL CIRCULATION ANALYSIS	67
10.1	SITE ACCESS ANALYSIS.....	67
10.1.1	Sight Distance Analysis.....	67
10.1.2	Driveway Queuing Analysis	67
10.1.3	Ingress Gate Stacking Analysis	67
10.2	INTERNAL CIRCULATION ANALYSIS	68
10.2.1	Internal Circulation Analysis.....	68
10.3	LIST OF CHAPTER 10.0 FIGURES	68
11.0	RAMP QUEUING ANALYSIS.....	72
11.1	LIST OF CHAPTER 11.0 TABLES	72

12.0	SUMMARY AND CONCLUSIONS.....	74
12.1	EXISTING CONDITIONS SUMMARY.....	74
12.2	OPENING YEAR CUMULATIVE (2023) CONDITIONS SUMMARY	74
12.3	SIGNAL WARRANT ANALYSIS SUMMARY	74
12.4	IMPROVEMENTS SUMMARY	74
12.5	SITE ACCESS ANALYSIS SUMMARY	74
12.6	RAMP QUEUING ANALYSIS SUMMARY	75

APPENDICES

- A: SCOPING AGREEMENT
- B: TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS
- C: VOLUME DEVELOPMENT WORKSHEETS
- D: LEVEL OF SERVICE WORKSHEETS
- E: QUEUING ANALYSIS WORKSHEETS

FIGURES AND TABLES

FIGURES

Figure 1-1: Regional and Project Location.....	3
Figure 1-2: Conceptual Site Plan	4
Figure 1-3: Study Area Intersections	5
Figure 3-1: Existing with Project Study Intersection Geometrics and Traffic Control.....	14
Figure 3-2: City of Menifee Roadway Classification	15
Figure 3-3: City of Menifee Bikeway Network.....	16
Figure 3-4: City of Menifee Transit Network.....	17
Figure 4-1: Existing Peak Hour Traffic Volumes.....	20
Figure 4-2: Cumulative Project Locations.....	21
Figure 4-3: Cumulative Projects Trip Assignment	22
Figure 4-4: Opening Year (2023) Cumulative without Project Peak Hour Traffic Volumes	23
Figure 5-1: Project Trip Distribution	33
Figure 5-2: Project Trip Assignment	34
Figure 6-1: Existing with Project Peak Hour Traffic Volumes	37
Figure 6-2: Opening Year (2023) Cumulative with Project Peak Hour Traffic Volumes	38
Figure 8-1: Warrant 3: Peak Hour - Bradley Road/Project Driveway-Rio Vista Drive – Existing Conditions	49
Figure 8-2: Warrant 3: Peak Hour - Bradley Road/Lazy Creek Road – Existing Conditions.....	50
Figure 8-3: Warrant 3: Peak Hour - Bradley Road/Park Avenue – Existing Conditions.....	51
Figure 8-4: Warrant 3: Peak Hour - Bradley Road/Project Driveway-Rio Vista Drive – Opening Year Cumulative (2023) Conditions	52
Figure 8-5: Warrant 3: Peak Hour - Bradley Road/Lazy Creek Road – Opening Year Cumulative (2023) Conditions.....	53
Figure 8-6: Warrant 3: Peak Hour - Bradley Road/Park Avenue – Opening Year Cumulative (2023) Conditions	54
Figure 9-1: Bradley Road Conceptual Striping Plan - Between Rio Vista Drive and Park Avenue.....	60
Figure 9-2: Bradley Road Conceptual Striping Plan - Between Park Avenue and Newport Road.....	61
Figure 10-1: Project Entry Plan.....	69
Figure 10-2: Project Internal Roadways Fire and Trash Truck Circulation Diagram.....	70
Figure 10-3: Project Internal Roadways Large Truck Circulation Diagram.....	71

TABLES

Table 2-A: Intersection Level of Service Definitions.....	8
Table 2-B: Roadway Segments Level of Service Definitions.....	9
Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections	10
Table 2-D: Roadway Segment Capacity and Levels of Service (City of Menifee)	11
Table 4-A: Existing Roadway Segment Daily Traffic Volumes	24
Table 4-B: Cumulative Projects Trip Generation	25
Table 4-C: Opening Year Cumulative (2023) Roadway Segment Daily Traffic Volumes	31
Table 5-A: Project Trip Generation.....	35

Table 7-A: Existing Intersection Levels of Service	43
Table 7-B: Existing Roadway Segment Levels of Service	44
Table 7-C: Opening Year Cumulative (2023) Intersection Levels of Service	45
Table 7-D: Opening Year Cumulative (2023) Roadway Levels of Service.....	46
Table 9-B: Existing with Project with Improvements Roadway Segment Levels of Service.....	63
Table 9-C: Opening Year Cumulative (2023) with project with Improvements Intersection Levels of Service	64
Table 9-D: Opening Year Cumulative (2023) with Project with Improvements Roadway Segment Levels of Service.....	65
Table 9-E: Project Fair Share - Intersections	66
Table 9-F: Project Fair Share – Roadway Segments	66
Table 11-1: Intersection Queuing Analysis.....	73

1.0 INTRODUCTION

This Traffic Study (TS) has been prepared to assess the potential circulation impacts associated with the proposed River Walk Village Project (project) to be located along Bradley Road, to the north of Lazy Creek Road in the City of Menifee (City). Figure 1-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established in the City of Menifee Engineering Department *LOS Traffic Study Guidelines* (TS Guidelines), revised October 2020. The scope of work for this TS, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included as Appendix A. (Appendices are attached at the end of the TS.)

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

- Existing Conditions;
- Existing with Project Conditions;
- Opening Year Cumulative (2023) without Project Conditions; and
- Opening Year Cumulative (2023) with Project Conditions.

Traffic conditions in the study area were examined for weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed using daily traffic volumes as per the City's TS guidelines.

1.1 PROJECT DESCRIPTION

The proposed project includes 198 single-family detached townhomes. Figure 1-1 illustrates the regional and project location. Figure 1-2 illustrates a conceptual site plan for the proposed project. As illustrated in Figure 1-2, access to the project site would be provided through a full access driveway on Bradley Road. The project will also have an emergency only egress on Bradley Road at the southeast corner of the project site. The project will be adding a second southbound through lane, curb, gutter and sidewalk along the project frontage. The through lane will connect with the existing dedicated right-turn lane at the intersection of Bradley Road/Lazy Creek Road. Additionally, the sidewalk along the project frontage will connect with the existing sidewalk along the west side of Bradley Road, south of the project. The project is anticipated to be completed by 2023.

1.2 STUDY AREA

The study area was approved by City staff via the City's scoping agreement process (Appendix A). Based on discussion with City staff, the study area includes the following intersections and roadway segments:

1.2.1 Study Intersections

The following intersections are analyzed in this study:

1. Bradley Road/Project Driveway – Rio Vista Drive (Menifee);
2. Bradley Road/Lazy Creek Road (Menifee);
3. Bradley Road/Park Avenue (Menifee);
4. Bradley Road/Newport Road (Menifee);
5. Calle Tomas/Newport Road (Menifee);
6. Avenida de Cortez - Town Center Drive/Newport Road (Menifee);
7. Haun Road/Newport Road (Menifee);
8. Interstate 215 (I-215) Southbound Ramps/Newport Road (Caltrans); and
9. I-215 Northbound Ramps/Newport Road (Caltrans).

Figure 1-3 illustrates the study area intersections.

1.2.2 Roadway Segments

The following roadway segments are analyzed in this study:

1. Bradley Road, between Rio Vista Drive and Lazy Creek Road (Menifee);
2. Bradley Road, between Lazy Creek Road and Park Avenue (Menifee);
3. Bradley Road, between Park Avenue and Newport Road (Menifee);
4. Newport Road, between Bradley Road and Calle Tomas (Menifee);
5. Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive (Menifee);
6. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road (Menifee);
and
7. Newport Road, between Haun Road and I-215 Southbound Ramps (Menifee).

1.3 LIST OF CHAPTER 1.0 FIGURES

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

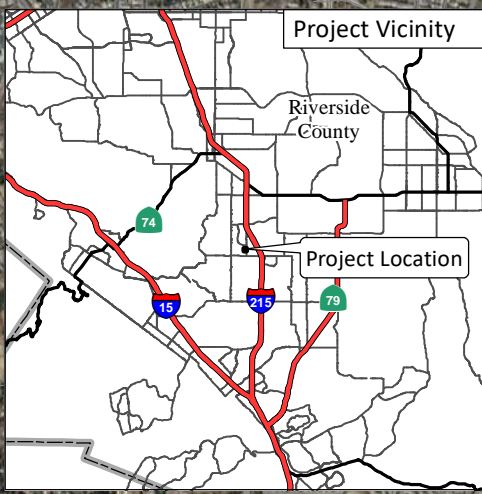
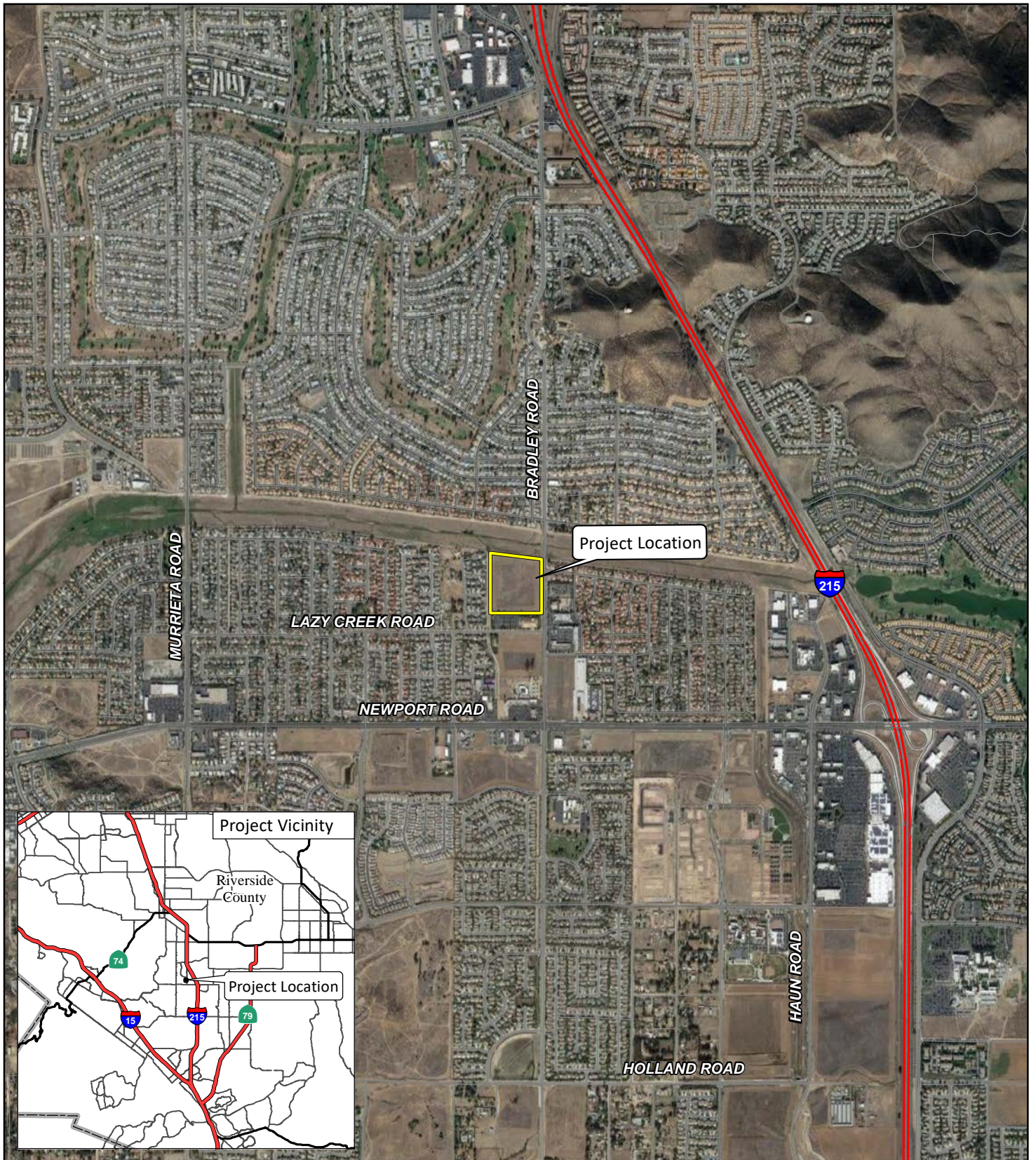
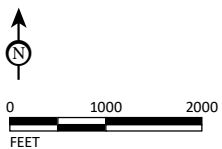


FIGURE 1-1

LSA



SOURCE: ESRI Streetmap, 2021; Google Earth, 2019.

R:\CIM2105_Riverwalk Townhomes\Traffic\GIS\Reports\fig1_Reg_ProjLoc.mxd (12/22/2021)

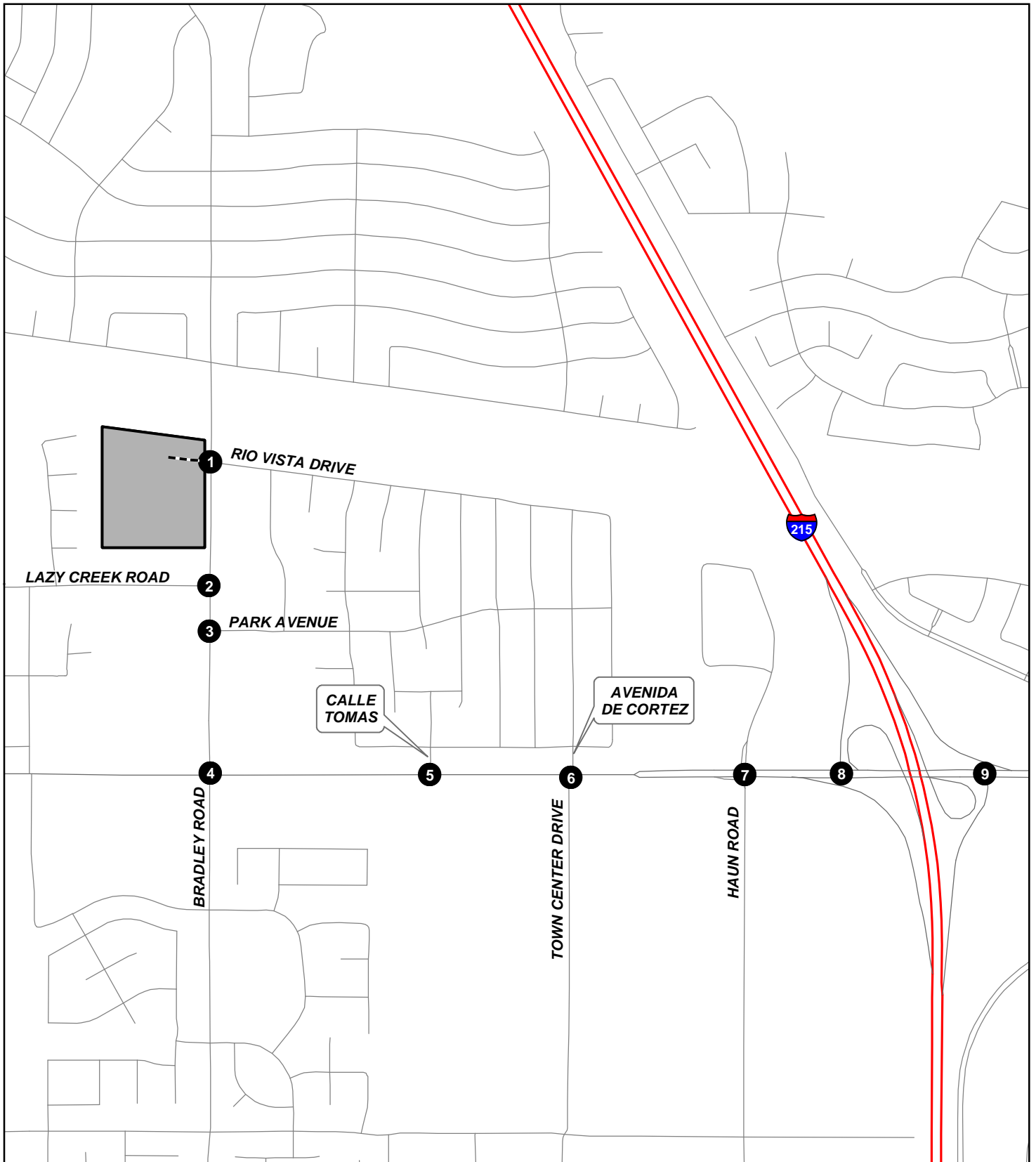


FIGURE 1-3

LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway



SOURCE: ESRI Streetmap, 2013.

R:\CIM2105_Riverwalk Townhomes\Traffic\GIS\Reports\fig3_StudyIntersections.mxd (10/20/2021)

River Walk Village
Traffic Study
Study Area Intersections

2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

Level of service (LOS) can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control, and is a surrogate measure of driver discomfort and fuel consumption.

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

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

Table 2-D summarizes the LOS criteria used to evaluate roadway segments based on the daily capacity for each roadway's functional classification as per the City's TS Guidelines. The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within 24 hours during weekdays.

2.2 LEVEL OF SERVICE PROCEDURES AND THRESHOLDS

Study intersections analyzed in this report are under the jurisdictions of the City of Menifee or California Department of Transportation (Caltrans). The City uses LOS D as their minimum level of service criteria for intersections. At intersections and roadway segments in close proximity of I-215 within the City, LOS E is acceptable during peak hours.

For intersections under the jurisdictions of Caltrans, Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections and delay of 30 seconds at unsignalized intersections).

2.3 LEVEL OF SERVICE REQUIREMENTS

The City has identified LOS D as the standard for acceptable operating conditions for intersections and roadway segments, except at intersections and roadway segments in close proximity to I-215, where LOS E is acceptable during peak hours.

The TS Guidelines state that a project would not meet the LOS standard if the pre-project condition is at or better than the minimum acceptable LOS and the addition of project trips results in unacceptable LOS, or when the project adds 50 or more peak hour trips to an intersection or roadway segments already operating at unsatisfactory LOS. As such, feasible improvements need to be recommended to eliminate or reduce the existing or forecasted deficiency within the study area.

Typically, roadway capacities are “rule of thumb” estimates for planning purposes and are affected greatly by factors such as intersection spacing, adjacent intersection configurations and adjacent intersection traffic control. As such, if a roadway segment is currently operating or forecast to operate at a deficient LOS, a detailed review of adjacent intersections’ performances under both peak hours needs to be performed to identify whether the continuous traffic progression would be interrupted along the roadway segment. Intersections operating at a satisfactory LOS would help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS. Therefore, for the purposes of this analysis, roadway segment improvements were recommended only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment.

2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segments Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2-D: Roadway Segment Capacity and Levels of Service (City of Menifee)

Table 2-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (6th Edition)

Table 2-B: Roadway Segments Level of Service Definitions

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

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

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

Source: *Highway Capacity Manual* (6th Edition)

Table 2-D: Roadway Segment Capacity and Levels of Service (City of Menifee)

Functional Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)		
		Service Level C	Service Level D	Service Level E
Collector Street	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,000
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
Ramp	1	16,000	18,000	20,000

Source: City of Menifee LOS Traffic Study Guidelines , October 2020

3.0 CIRCULATION NETWORK SETTING

3.1 EXISTING CIRCULATION NETWORK

This section provides a description of the circulation network within the study area. Figure 3-1 illustrates existing with project study intersection geometrics and traffic control. The project could be accessed through a full access driveway on Bradley Road, which will be adding the west leg at the existing intersection of Bradley Road/Rio Vista Drive.

Within the City, all major roadways are classified based on the roadway classification provided in the Menifee General Plan Circulation Element, dated June 2014. Figure 3-2 summarizes the classifications on major roadways within the City. Following is a brief description of major roadways within the study area:

- **Bradley Road:** Bradley Road is designated as a Secondary Roadway between McCall Boulevard and Newport Road, and as a Major Roadway Arterial between Newport Road and Garbani Road in the City's General Plan. Within the study area, Bradley Road is a two-lane Secondary Roadway with a two-way left-turn lane (TWLTL) median. Currently there's provision for on-street parking along Bradley Road between Rio Vista Drive and Newport Road.
- **Newport Road:** Within the study area, Newport Road is designated as an Urban Arterial in the City's General Plan. Between Bradley Road and Haun Road, Newport Road is a six-lane, divided Urban Arterial with a raised median, with dedicated bike lane on both sides. Between Haun Road and I-215 Ramps, Newport Road is an eight-lane Urban Arterial. There is no provision for on-street parking along Newport Road within the study area.
- **Rio Vista Drive:** Rio Vista Drive is designated as a Collector in the City's General Plan. There are no bicycle lanes in this segment, but there is provision for on-street parking.
- **Lazy Creek Road:** Lazy Creek Road is designated as a Collector in the City's General Plan. Lazy Creek Road is a two-lane, undivided Collector west of Bradley Road. There are no bicycle lanes in this segment. On-street parking provision is available along both side of Lazy Creek Road.
- **Park Avenue:** Park Avenue is a local street serving the residential neighborhood east of the project. There are no bicycle lanes in this segment, but there is provision for on-street parking east of Via Naravila along both sides of Park Avenue.
- **Town Center Drive:** Town Center Drive is designated as a Collector in the City's General Plan. South of Newport Road, Town Center Drive is a two-lane, divided Collector. There are no bicycle lanes in this segment.

3.2 BIKES, PEDESTRIANS, AND TRANSIT

3.2.1 Bicycle Circulation

The Menifee General Plan Circulation Element identifies goals and policies concerning pedestrian and bicycle accommodations. Specifically, goal C-2 of the Circulation Element is to maintain a bikeway and community pedestrian network that facilitates and encourages non-motorized travel

throughout the City. The Circulation Element Exhibit C-4 Proposed Bikeway and Community Pedestrian Network classifies three categories of bikeway network: Class I – Bike Trails, Class II – Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing. As part of the City’s bikeway network, Class II bike lanes are present in eastbound and westbound directions on Newport Road. The City has proposed Class II bike lanes on Bradley Road in its General Plan. Class III bike routes currently exist in the eastbound and westbound directions of Rio Vista Drive within the study area. This network provides linkages between residential areas, commercial centers, transportation hubs, employment centers, and recreational activities. Figure 3-3 illustrates the bikeway network within the City of Menifee.

3.2.2 Pedestrians

The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability of the City. Typically, sidewalks are generally provided on both sides of the streets within the City. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City of Menifee. Although there are no current or proposed trails within the study area, paved sidewalks are present intermittently on both sides of Bradley Road. Continuous sidewalks are present on both eastbound and westbound direction on Newport Road within the Study Area.

3.2.3 Transit

Riverside Transit Agency (RTA) provides fixed route and Dial-a-Ride bus service within Menifee and neighboring jurisdictions. RTA bus routes 61 and 74 operate within the study area, connecting Menifee to neighboring communities. Figure 3-4 illustrates “Exhibit C-5 Potential Transit Services” from the Menifee General Plan.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: Existing with Project Study Intersection Geometrics and Traffic Control
- Figure 3-2: City of Menifee Roadway Classification
- Figure 3-3: City of Menifee Bikeway Network
- Figure 3-4: City of Menifee Transit Network

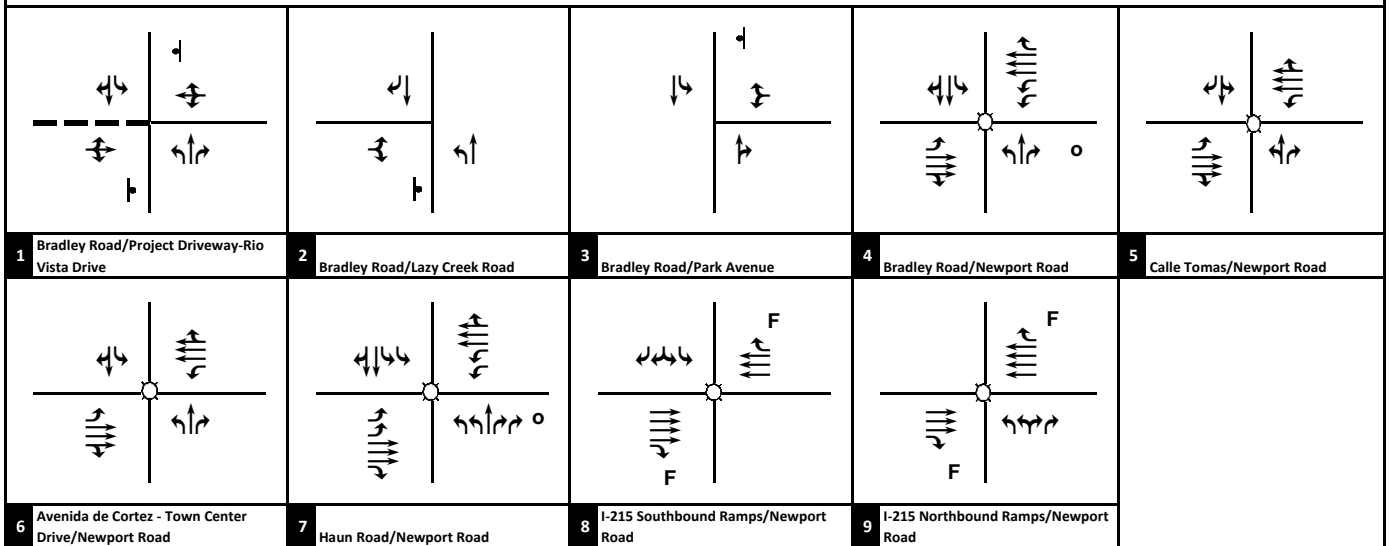
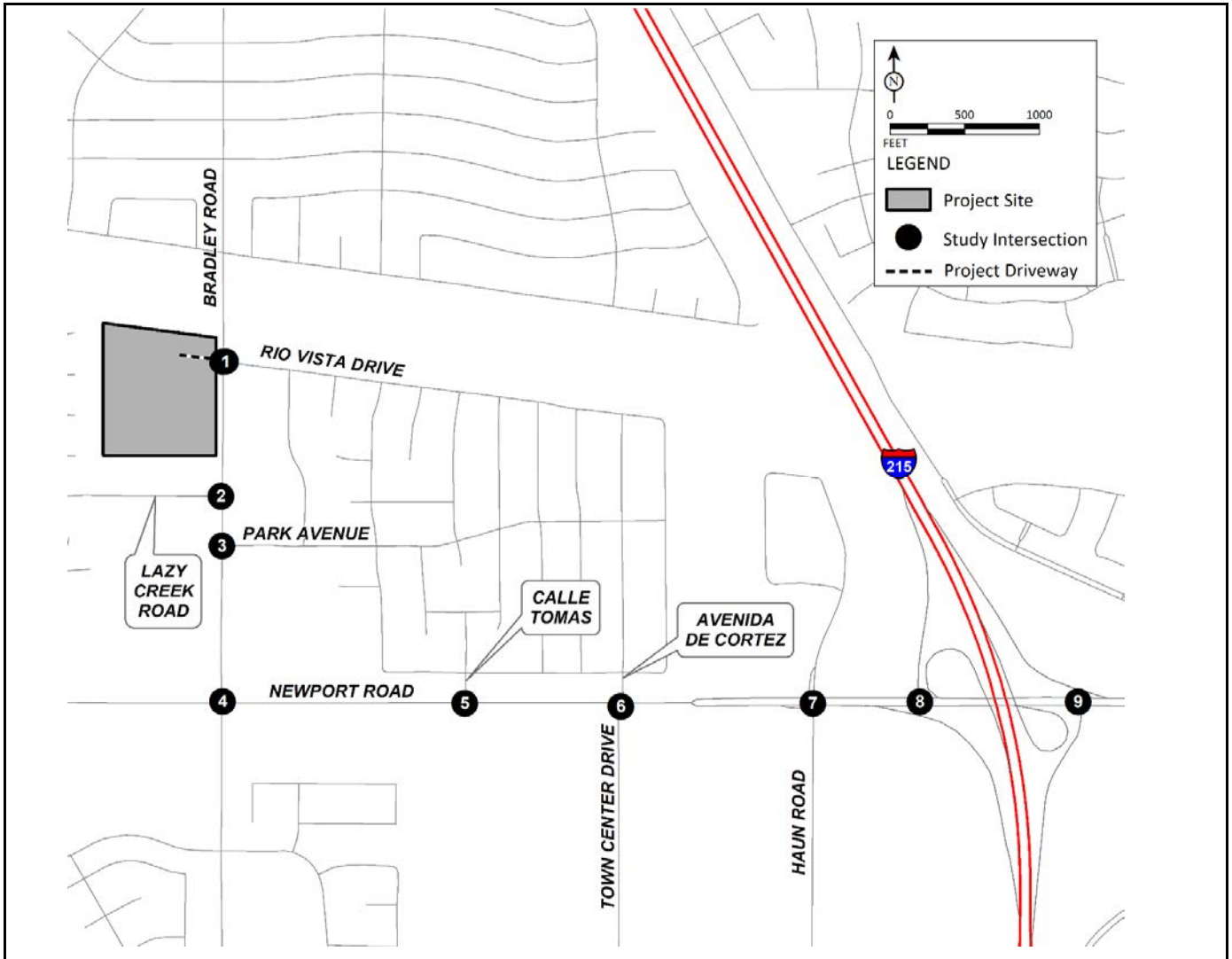


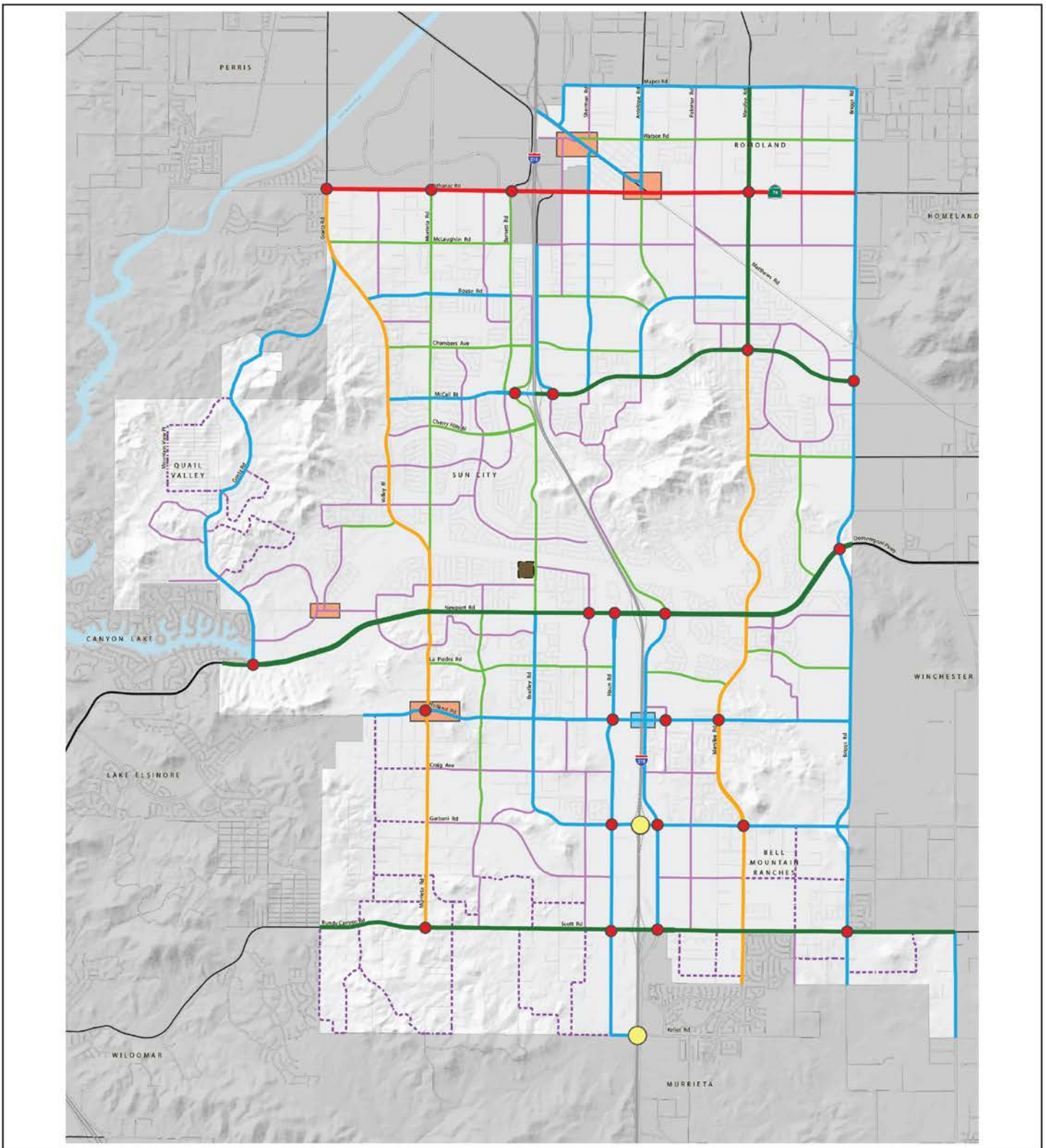
FIGURE 3-1

LSA

- Legend
- Project Driveway
 - ☐ Signal
 - ⊥ Stop Sign
 - Overlap Phasing
 - F Free Right Turn

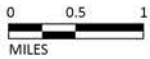
River Walk Village
Traffic Study

Existing with Project Study Intersection Geometrics and Traffic Control



LSA

Legend
 Project Site



- Expressway (6 to 8 Lanes, Divided)
- Urban Arterial (6 Lanes, Divided)
- Arterial (4 Lanes, Divided)
- Major (4 Lanes, Divided)
- Mountain Arterial (4 Lanes, Undivided)
- Secondary (4 Lanes, Undivided)
- Collector / Interconnected Local (2 Lanes)
- Rural Collector / Interconnected Local (2 Lanes)

- Future Freeway Interchange
- Connectivity Analysis Zone - Roadway alignments, intersection geometrics and traffic control features subject to additional assessment
- Future Freeway Overcrossing
- Enhanced Intersection - Additional lanes / Right-of-Way required within 600 feet of the intersection

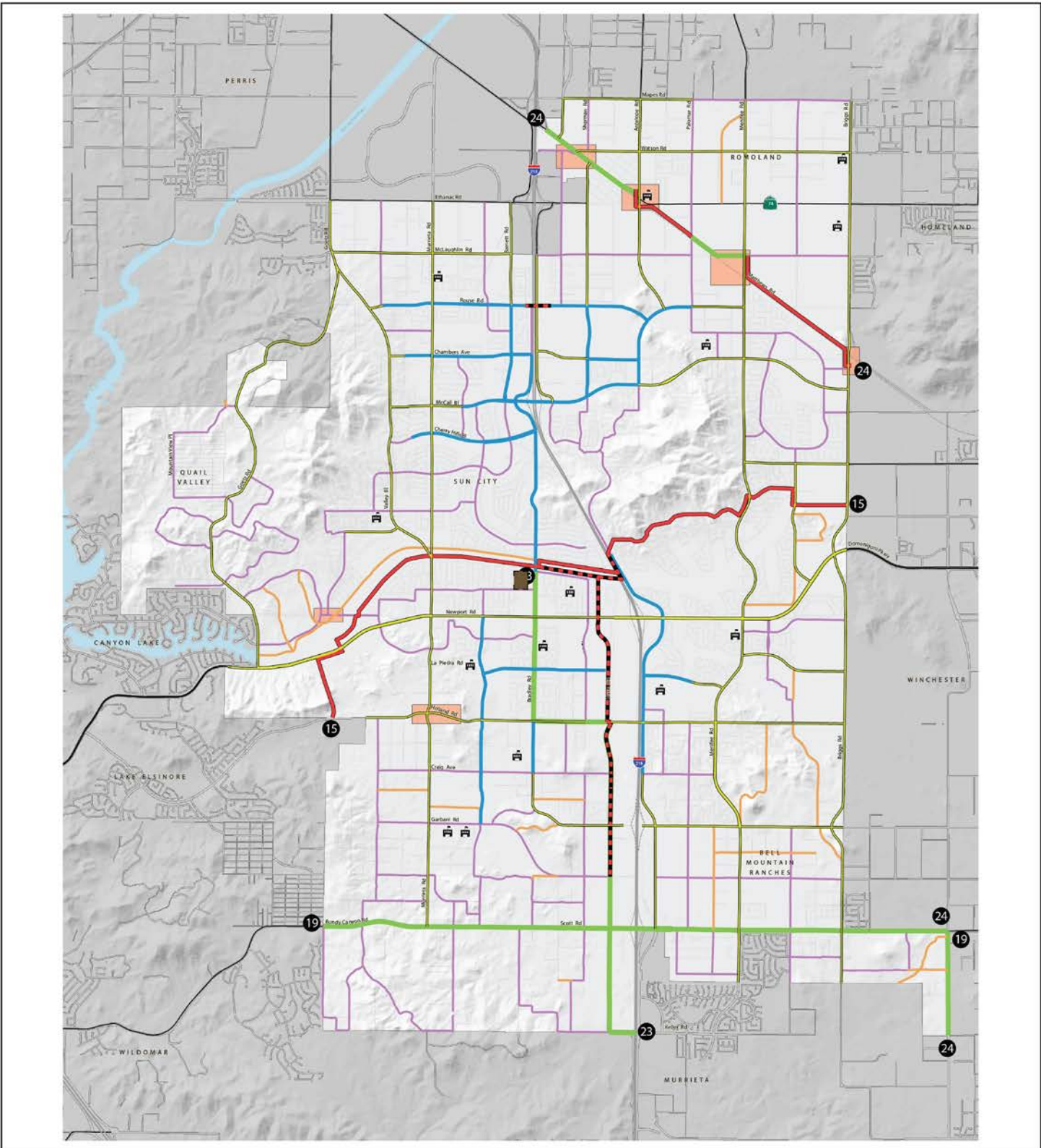
FIGURE 3-2

*River Walk Village
 Traffic Study*

City of Menifee Roadway Classification

SOURCE: City of Menifee General Plan, November 2014

R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig3-2_RdwayClassification.ai (12/22/2021)



LSA

Legend

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

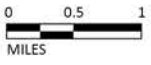
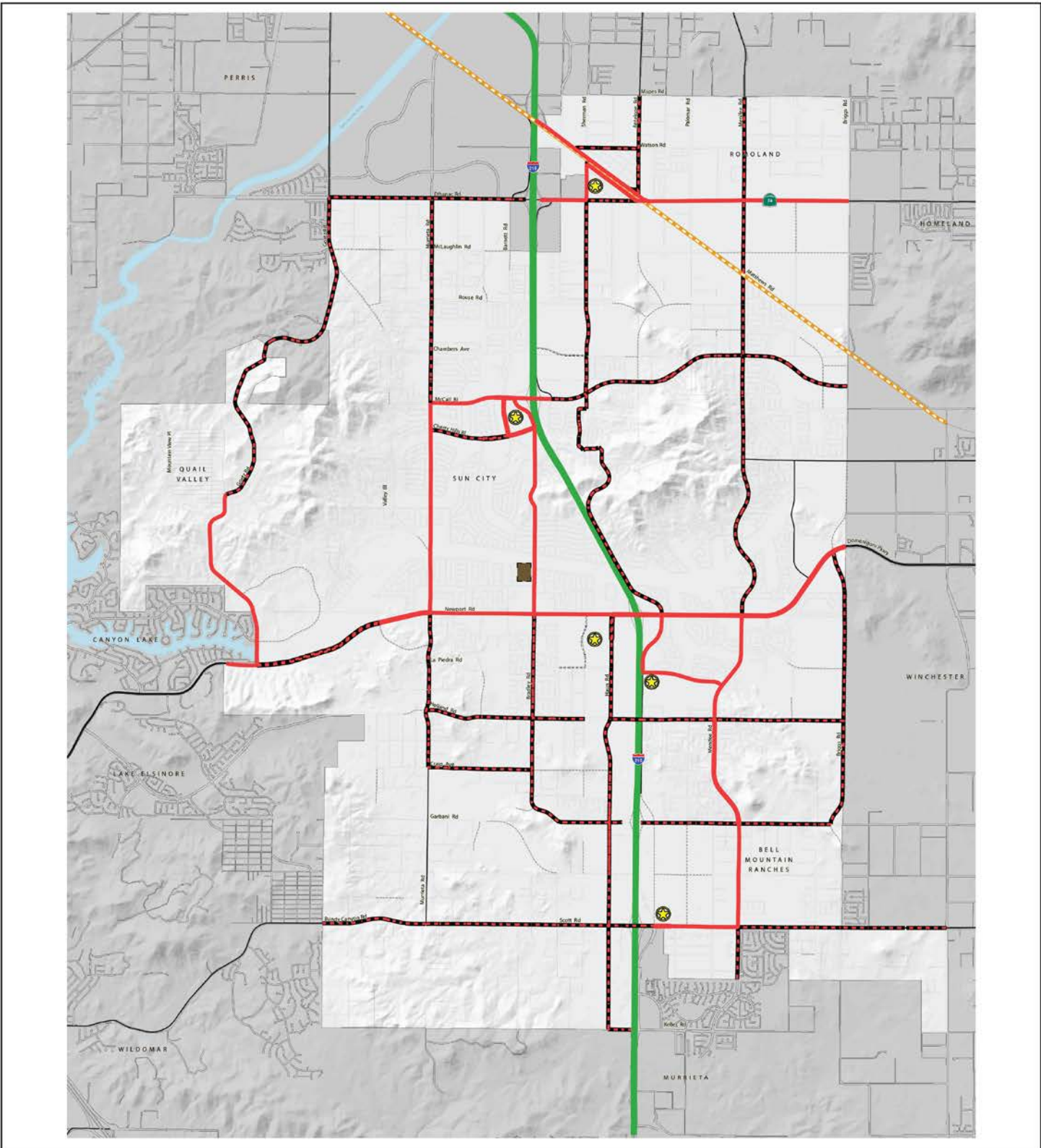


FIGURE 3-3

*River Walk Village
Traffic Study*

City of Menifee Bike and Pedestrian Network

SOURCE: City of Menifee General Plan, July 2013
 R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig3-3_bikefacilities.ai (12/22/2021)



LSA

Legend

- Project Site
- Existing On-Road Transit Service (RTA)
- Potential Future On-Road Transit Service
- Potential Future Rail Service
- Express Bus Service
- ★ Transit Node

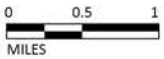


FIGURE 3-4

*River Walk Village
Traffic Study*

City of Menifee Transit Network

SOURCE: City of Menifee General Plan, June 2013
 R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig3-4_transit.ai (12/22/2021)

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

As recommended by the City staff during the scoping agreement process, recent counts were taken for all study intersections and roadway segments for this study. For all intersections and roadway segments, existing traffic volumes are based on counts collected by Counts Unlimited in October 2021. Daily tube counts were collected for roadway segments while a.m. and p.m. peak hour turning movement counts were collected at study intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at the following intersections:

- Bradley Road/Newport Road,
- Haun Road/Newport Road;
- I-215 Southbound Ramps/Newport Road; and
- I-215 Northbound Ramps/Newport Road.

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

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

Figure 4-1 illustrates existing peak hour traffic volumes at study intersections. Table 4-A illustrates existing daily traffic volumes at the study roadway segment. Detailed counts are included in Appendix B. Detailed Volume development worksheets are included in Appendix C.

4.2 OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for opening year cumulative (2023) conditions were developed by applying a growth of 2.0 percent per annum to the existing without project traffic volumes and adding trips from cumulative projects in the area.

Information concerning cumulative projects in the vicinity of the proposed project was obtained from City of Menifee Land Development/ CIP Projects map (updated August 2021) and the list of approved and pending projects provided by the City (updated August 2021). Figure 4-2 illustrates the cumulative project locations. The trip generation for cumulative projects was developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*

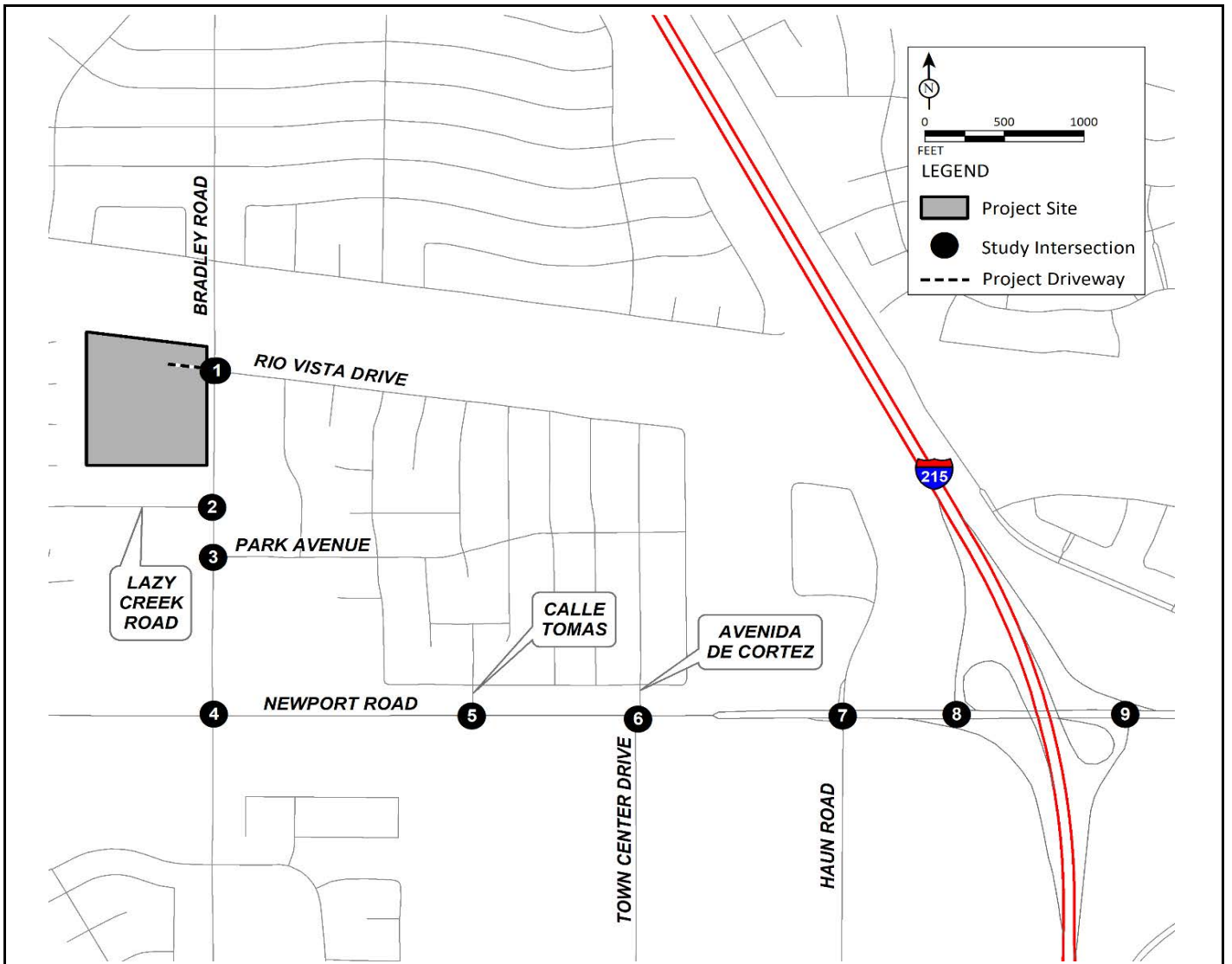
(10th Edition), and/or using information from approved traffic studies where available. Additionally, since the cumulative scenario is two years from the existing year, based on the TS Guidelines, residential projects having 101 to 249 total units were assumed to be 50% complete, and residential projects having 250 or more dwelling units were assumed to be 25% complete for this scenario. Residential projects having less than 100 dwelling units and all non-residential projects were assumed to be complete. Table 4-B lists the cumulative projects included in this analysis, and shows the cumulative projects are expected to generate 3,475 a.m. peak hour trips, 4,646 p.m. peak hour trips, and 52,959 daily trips.

Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials, and/or using information from approved traffic studies where available. Figure 4-3 illustrates the peak hour cumulative project trip assignment at the study area intersections. Figure 4-4 illustrates the peak hour traffic volumes at study intersections under opening year cumulative (2023) without project conditions. Table 4-C shows opening year cumulative daily volumes at the study area roadway segments.

Detailed volume development worksheets are included in Appendix C.

4.3 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Projects Trip Assignment
- Figure 4-4: Opening Year (2023) Cumulative without Project Peak Hour Traffic Volumes
- Table 4-A: Existing Roadway Segment Daily Traffic Volumes
- Table 4-B: Cumulative Projects Trip Generation
- Table 4-C: Opening Year Cumulative (2023) Roadway Segment Daily Traffic Volumes



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 4-1



XXXX / YYYY
AM / PM Peak Hour Trips (In PCE)

River Walk Village
Traffic Study

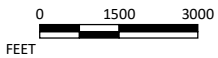
Existing Peak Hour Traffic Volumes



LSA

LEGEND

- Project Location
- Cumulative Project Location

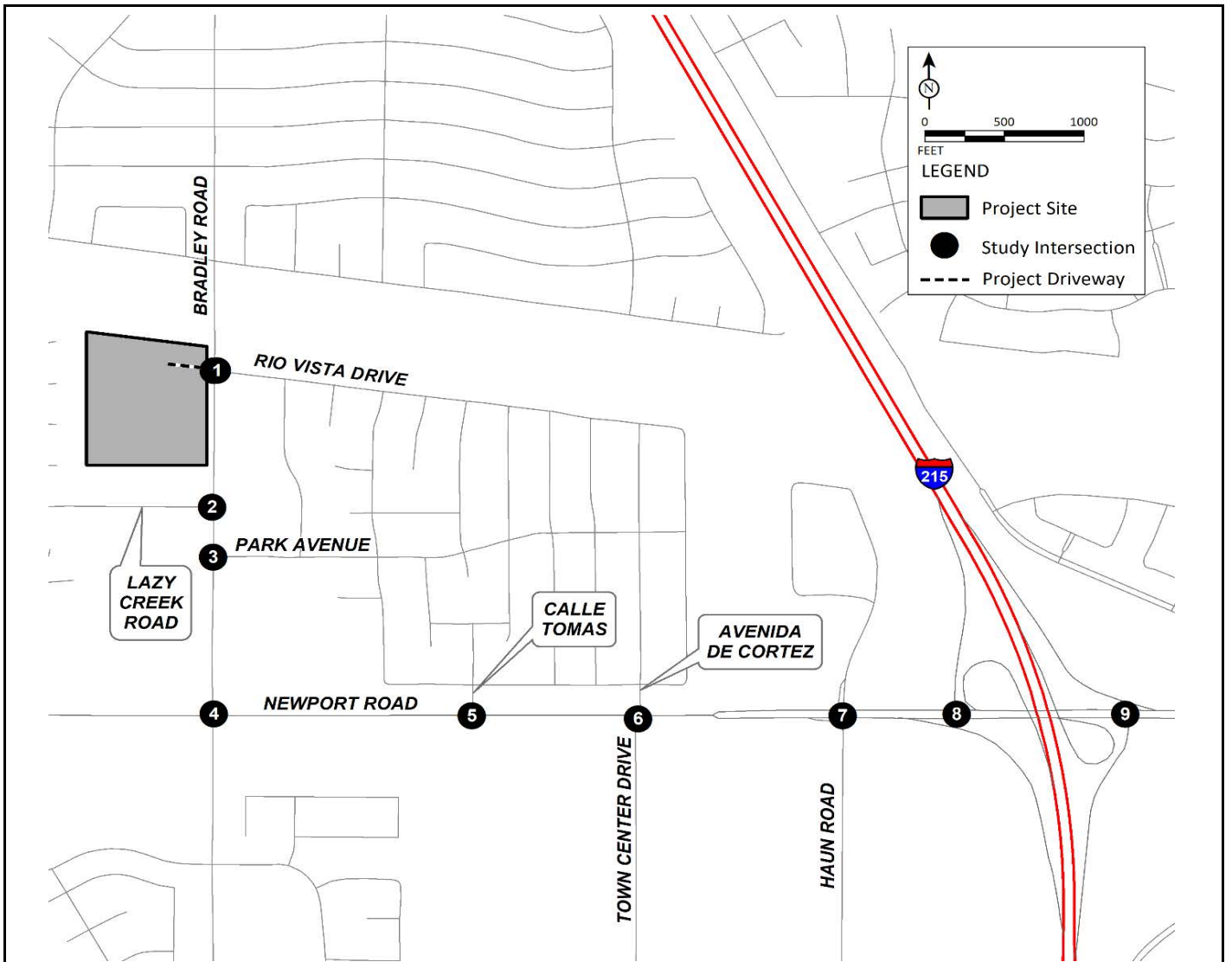


SOURCE: ESRI Streetmap, 2013; Google Earth, 2019.

R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig4-2_Cumulative_Locs.mxd (12/22/2021)

FIGURE 4-2

Riverwalk Village
Traffic Study
Cumulative Project Locations



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 4-3

LSA

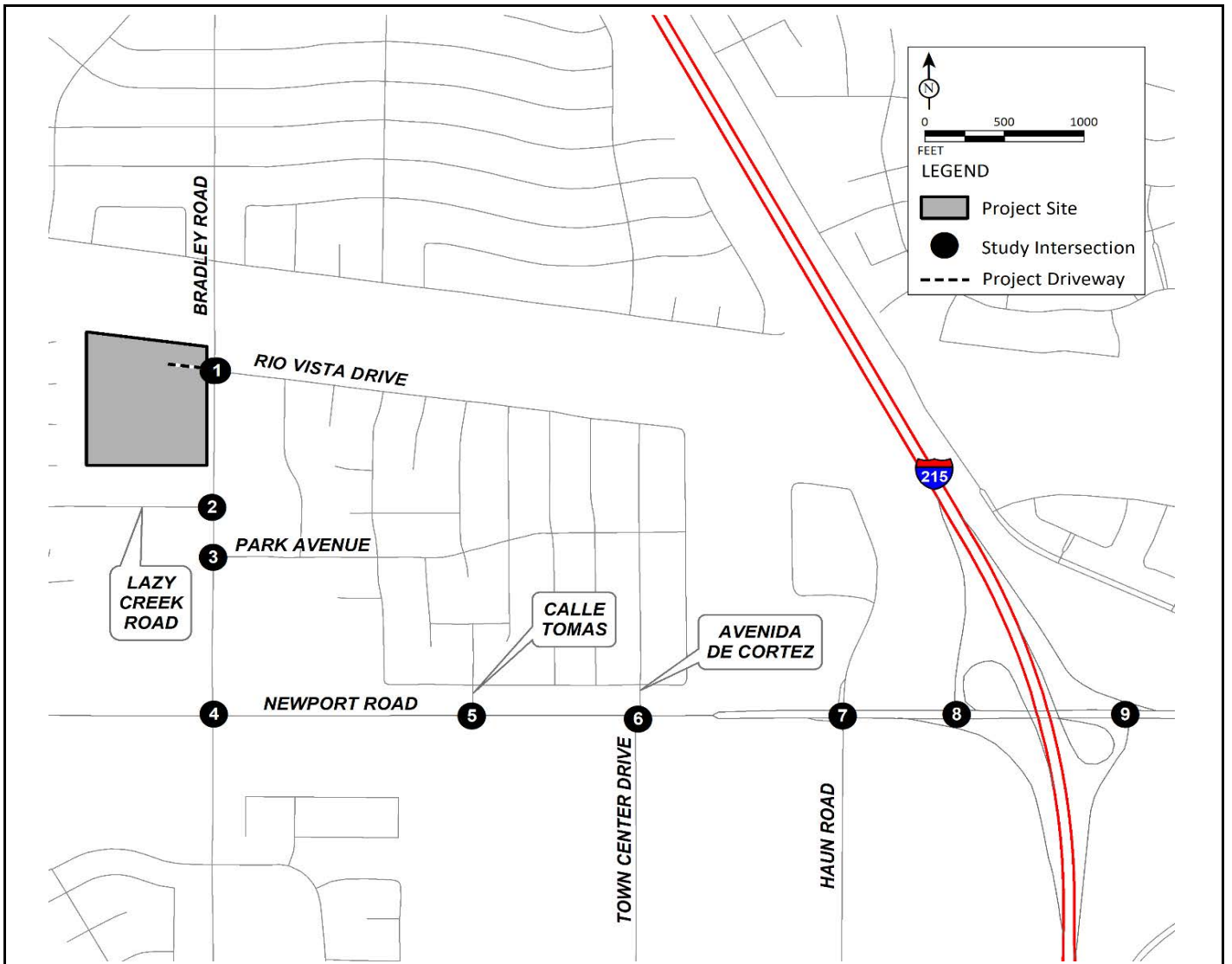
XXX / YYY

AM / PM Peak Hour Trips

----- Project Driveway

River Walk Village
Traffic Study

Cumulative Project Trip Assignment



<table border="1"> <tr> <td>← 932 / 820</td> <td>↖ 42 / 31</td> <td>↗ 25 / 25</td> <td>→ 32 / 16</td> </tr> <tr> <td>↙ 331 / 632</td> <td>↘ 25 / 25</td> <td></td> <td></td> </tr> </table>	← 932 / 820	↖ 42 / 31	↗ 25 / 25	→ 32 / 16	↙ 331 / 632	↘ 25 / 25			<table border="1"> <tr> <td>↖ 70 / 113</td> <td>↗ 912 / 779</td> </tr> <tr> <td>↙ 41 / 49</td> <td>↘ 134 / 89</td> </tr> <tr> <td>↖ 43 / 131</td> <td>↗ 339 / 620</td> </tr> </table>	↖ 70 / 113	↗ 912 / 779	↙ 41 / 49	↘ 134 / 89	↖ 43 / 131	↗ 339 / 620	<table border="1"> <tr> <td>← 979 / 851</td> <td>↖ 66 / 65</td> <td>↗ 24 / 68</td> <td>→ 40 / 47</td> </tr> <tr> <td>↙ 362 / 679</td> <td>↘ 43 / 92</td> <td></td> <td></td> </tr> </table>	← 979 / 851	↖ 66 / 65	↗ 24 / 68	→ 40 / 47	↙ 362 / 679	↘ 43 / 92			<table border="1"> <tr> <td>↖ 201 / 289</td> <td>↗ 493 / 363</td> <td>↘ 431 / 396</td> <td>↙ 160 / 367</td> <td>↖ 1174 / 1605</td> <td>↗ 292 / 319</td> </tr> <tr> <td>↙ 232 / 301</td> <td>↘ 1405 / 1407</td> <td>↗ 125 / 142</td> <td>↖ 250 / 261</td> <td>↘ 365 / 211</td> <td></td> </tr> </table>	↖ 201 / 289	↗ 493 / 363	↘ 431 / 396	↙ 160 / 367	↖ 1174 / 1605	↗ 292 / 319	↙ 232 / 301	↘ 1405 / 1407	↗ 125 / 142	↖ 250 / 261	↘ 365 / 211		<table border="1"> <tr> <td>↖ 53 / 26</td> <td>↗ 5 / 3</td> <td>↘ 41 / 75</td> <td>↙ 35 / 39</td> <td>↖ 1547 / 2156</td> <td>↗ 94 / 83</td> </tr> <tr> <td>↙ 2132 / 1940</td> <td>↘ 61 / 91</td> <td>↗ 32 / 85</td> <td>↖ 1 / 6</td> <td>↘ 51 / 93</td> <td></td> </tr> </table>	↖ 53 / 26	↗ 5 / 3	↘ 41 / 75	↙ 35 / 39	↖ 1547 / 2156	↗ 94 / 83	↙ 2132 / 1940	↘ 61 / 91	↗ 32 / 85	↖ 1 / 6	↘ 51 / 93	
← 932 / 820	↖ 42 / 31	↗ 25 / 25	→ 32 / 16																																															
↙ 331 / 632	↘ 25 / 25																																																	
↖ 70 / 113	↗ 912 / 779																																																	
↙ 41 / 49	↘ 134 / 89																																																	
↖ 43 / 131	↗ 339 / 620																																																	
← 979 / 851	↖ 66 / 65	↗ 24 / 68	→ 40 / 47																																															
↙ 362 / 679	↘ 43 / 92																																																	
↖ 201 / 289	↗ 493 / 363	↘ 431 / 396	↙ 160 / 367	↖ 1174 / 1605	↗ 292 / 319																																													
↙ 232 / 301	↘ 1405 / 1407	↗ 125 / 142	↖ 250 / 261	↘ 365 / 211																																														
↖ 53 / 26	↗ 5 / 3	↘ 41 / 75	↙ 35 / 39	↖ 1547 / 2156	↗ 94 / 83																																													
↙ 2132 / 1940	↘ 61 / 91	↗ 32 / 85	↖ 1 / 6	↘ 51 / 93																																														
1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road																																														
<table border="1"> <tr> <td>↖ 22 / 12</td> <td>↗ 44 / 32</td> <td>↘ 126 / 83</td> <td>↙ 29 / 86</td> <td>↖ 1522 / 2096</td> <td>↗ 307 / 344</td> </tr> <tr> <td>↙ 15 / 13</td> <td>↘ 2012 / 1973</td> <td>↗ 200 / 157</td> <td>↖ 122 / 161</td> <td>↘ 22 / 24</td> <td>↗ 253 / 236</td> </tr> </table>	↖ 22 / 12	↗ 44 / 32	↘ 126 / 83	↙ 29 / 86	↖ 1522 / 2096	↗ 307 / 344	↙ 15 / 13	↘ 2012 / 1973	↗ 200 / 157	↖ 122 / 161	↘ 22 / 24	↗ 253 / 236	<table border="1"> <tr> <td>↖ 74 / 156</td> <td>↗ 40 / 156</td> <td>↘ 189 / 491</td> <td>↙ 418 / 346</td> <td>↖ 1744 / 1939</td> <td>↗ 657 / 964</td> </tr> <tr> <td>↙ 239 / 211</td> <td>↘ 1950 / 1720</td> <td>↗ 147 / 336</td> <td>↖ 170 / 410</td> <td>↘ 69 / 88</td> <td>↗ 607 / 1111</td> </tr> </table>	↖ 74 / 156	↗ 40 / 156	↘ 189 / 491	↙ 418 / 346	↖ 1744 / 1939	↗ 657 / 964	↙ 239 / 211	↘ 1950 / 1720	↗ 147 / 336	↖ 170 / 410	↘ 69 / 88	↗ 607 / 1111	<table border="1"> <tr> <td>↖ 694 / 850</td> <td>↗ 402 / 681</td> <td>↘ 1027 / 789</td> <td>↙ 2122 / 2398</td> </tr> <tr> <td>↙ 1914 / 2676</td> <td>↘ 831 / 644</td> <td></td> <td></td> </tr> </table>	↖ 694 / 850	↗ 402 / 681	↘ 1027 / 789	↙ 2122 / 2398	↙ 1914 / 2676	↘ 831 / 644			<table border="1"> <tr> <td>↖ 623 / 559</td> <td>↗ 2646 / 2620</td> </tr> <tr> <td>↙ 1734 / 2752</td> <td>↘ 583 / 603</td> </tr> <tr> <td>↖ 503 / 567</td> <td>↘ 699 / 892</td> </tr> </table>	↖ 623 / 559	↗ 2646 / 2620	↙ 1734 / 2752	↘ 583 / 603	↖ 503 / 567	↘ 699 / 892									
↖ 22 / 12	↗ 44 / 32	↘ 126 / 83	↙ 29 / 86	↖ 1522 / 2096	↗ 307 / 344																																													
↙ 15 / 13	↘ 2012 / 1973	↗ 200 / 157	↖ 122 / 161	↘ 22 / 24	↗ 253 / 236																																													
↖ 74 / 156	↗ 40 / 156	↘ 189 / 491	↙ 418 / 346	↖ 1744 / 1939	↗ 657 / 964																																													
↙ 239 / 211	↘ 1950 / 1720	↗ 147 / 336	↖ 170 / 410	↘ 69 / 88	↗ 607 / 1111																																													
↖ 694 / 850	↗ 402 / 681	↘ 1027 / 789	↙ 2122 / 2398																																															
↙ 1914 / 2676	↘ 831 / 644																																																	
↖ 623 / 559	↗ 2646 / 2620																																																	
↙ 1734 / 2752	↘ 583 / 603																																																	
↖ 503 / 567	↘ 699 / 892																																																	
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road																																															

FIGURE 4-4



XXXX / YYYY

AM / PM Peak Hour Trips (In PCE)

River Walk Village
Traffic Study

Opening Year Cumulative (2023) Peak Hour Traffic Volumes

Table 4-A - Existing Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Project Trips	Existing With Project ADT
Bradley Road	1	Bradley Road, between Rio Vista Drive and Lazy Creek Road	16,874	1,496	18,370
	2	Bradley Road, between Lazy Creek Road and Park Avenue	17,989	1,402	19,391
	3	Bradley Road, between Park Avenue and Newport Road	18,775	1,402	20,177
Newport Road	4	Newport Road, between Bradley Road and Calle Tomas	47,911	1,028	48,939
	5	Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	47,784	1,028	48,812
	6	Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	54,834	934	55,768
	7	Newport Road, between Haun Road and I-215 Southbound Ramps	73,055	842	73,897

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
1 . Audie Murphy Ranch (Brookfield)	West of Murrieta Road, between Holland Road and Honeyrun Road								
	Single-Family Residential ¹	307 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		58	169	227	190	114	304	
								9.44	
								2,898	
2 . Stonegate (Enclave)	West of Valley Boulevard, South of McCall Boulevard								
	Single-Family Residential ³	89 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		17	49	66	55	33	88	
								9.44	
								840	
3 . Woodside Homes (Skyview)	North of Ridgemoor Road, East of Boulder Crest Way								
	Single-Family Residential ¹	62 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		12	34	46	38	23	61	
								9.44	
								585	
4 . Boulders	Northeast corner of Berea Road and Normandy Road								
	Multi-Family Residential, Office and Daycare								
	Trip Generation		95	110	205	111	114	225	
	Internal Capture		(1)	(1)	(2)	(3)	(3)	(6)	
	Project Net Trip Generation ⁴		94	109	203	108	111	219	
								1,917	
								(8)	
								1,909	
5 . Newport Pointe Commercial	Southwest corner of Newport Road and Evans Road								
	Commercial Development with Daycare and Fitness Club								
	Project Net Trip Generation ⁵		141	105	246	240	216	456	
								5,518	
6 . Quartz Ranch (Lennar)	Southeast corner of La Piedra Road and Evans Road								
	Single-Family Residential ¹	95 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		18	52	70	59	35	94	
								9.44	
								897	
7 . KB Hidden Hills (KB Homes)	Southeast corner of Murrieta Road and Craig Avenue								
	Single-Family Residential ¹	81 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		15	45	60	50	30	80	
								9.44	
								765	
8 . Popeye's Restaurant	Southeast corner of Newport Road and Wingate Lane								
	Fast Food Restaurant with Drive-Through Window	2.364 TSF							
	Trips/Unit ⁶		20.50	19.69	40.19	16.99	15.68	32.67	
	Trip Generation		48	47	95	40	37	77	
	Pass-by Trips ⁷		(24)	(23)	(47)	(24)	(24)	(48)	
	Net New Trips		24	24	48	16	13	29	
								470.95	
								1,113	
								(551)	
								562	

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
9 . Montessori School	South of Newport Road, between Wingate Lane and Winter Hawk Road								
	Daycare	13.648 TSF							
	Trips/Unit ⁸		5.83	5.17	11.00	5.23	5.89	11.12	
	Trip Generation		80	71	151	71	80	151	
10 . Pacific Communities (Orchid)	South of La Piedra Road, West of Evans Road								
	Single-Family Residential²	78 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		15	43	58	48	29	77	
11 . Pacific Communities (Primrose)	Northeast corner of Evans Road and La Piedra Road								
	Single-Family Residential³	66 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		13	36	49	41	24	65	
12 . Rowland Tract	Southeast corner of Evans Road and Holland Road								
	Single-Family Residential Lots	80 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		15	44	59	50	30	80	
13 . Newport Dental Professional Office (Baker)	North of Newport Road, West of Bradley Road								
	Medical Office Building	5.417 TSF							
	Trips/Unit ⁹		2.17	0.61	2.78	0.97	2.49	3.46	
	Trip Generation		12	3	15	5	13	18	
14 . Menifee Crossroads	Northeast corner of Bradley Road and Newport Road								
	Commercial Retail and Office								
	Gross Trip Generation		392	234	626	367	400	767	
	Total Internal Trips		(60)	(60)	(120)	(100)	(100)	(200)	
	Total Pass-By Trips		(28)	(28)	(56)	(93)	(93)	(186)	
	Total Net Trip Generation¹⁰		304	146	450	174	207	381	
15 . Meadow Run (Meritage Homes)	Southeast corner of Bradley Road and Holland Road								
	Single-Family Residential Lots	65 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		12	36	48	40	24	64	
16 . Center Pointe Shopping Center	South of Newport Road, between Bradley Road and Town Center Drive								
	Commercial Development with Supermarket, Restaurant and Retail Uses								
	Gross Trip Generation		270	217	487	375	312	687	
	Total Internal Trips		(15)	(13)	(28)	(108)	(106)	(214)	
	Total Pass-By Trips		(80)	(71)	(151)	(109)	(81)	(190)	
	Total Net Trip Generation¹¹		175	133	308	158	125	283	
	Assuming 50% Complete		88	67	154	79	63	142	

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
17 . DA4 The Village - TR 37179 (Lennar)	Northeast corner of La Piedra Road and Stern Drive								
	Single-Family Residential ³	76 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		14	42	56	47	28	75	717
18 . Krikorian Theatre	Southwest corner of Newport Road and Town Center Drive								
	Multiplex Movie Theater and Commercial Retail Space								
	Gross Trip Generation		20	12	32	152	153	305	4,125
	Total Internal Trips		(2)	(2)	(4)	(37)	(34)	(71)	(75)
	Total Pass-By Trips		0	0	0	(15)	(16)	(31)	(209)
	Total Net Trip Generation¹²		18	10	28	100	103	203	3,841
19 . The Townes (Lennar)	North of La Piedra Road, south of Newport Road, east of Great Oak Drive and west of Town Center Drive								
	Townhomes ³	109 DU							
	Trips/Unit ¹³		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		12	38	50	38	23	61	798
20 . Menifee Medical Office Building	North of La Piedra Road, south of Newport Road, east of Town Center Drive and west of the Paloma Wash								
	Medical Office Building	33.800 TSF							
	Trips/Unit ⁹		2.17	0.61	2.78	0.97	2.49	3.46	34.80
	Trip Generation		73	21	94	33	84	117	1,176
21 . Park Ridge & Union Place (Lennar)	Northwest corner of Holland Road and Haun Road								
	Single-Family Residential Lots ¹	78 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		15	43	58	48	29	77	736
22 . Menifee Meadows	Southwest corner of Holland Road and Haun Road								
	Assisted Living	178 RM							
	Trips/Unit ¹⁴		0.12	0.07	0.19	0.10	0.16	0.26	2.60
	Trip Generation		21	12	33	18	28	46	463
	Medical Office Building	21.722 TSF							
	Trips/Unit ⁹		2.17	0.61	2.78	0.97	2.49	3.46	34.80
	Trip Generation		47	13	60	21	54	75	756
	Total Project Trip Generation		68	25	93	39	82	121	1,219
23 . Single Box Retail (S&F)	Northwest corner of Newport Road and Haun Road								
	S&F Market, Retail Building and Sit-Down Restaurant								
	Total Gross New Trips		127	92	219	228	198	426	4,697
	Total Pass-By Trips		0	0	0	(72)	(65)	(137)	(137)
	Total Net Trip Generation¹⁵		127	92	219	156	133	289	4,560

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
24 . Del Oro North									
	Northeast corner of Holland Road and Hannover Lane								
	Apartments	238 DU							
	Trips/Unit ¹³		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		26	83	109	83	50	133	1,742
	Senior Adult Housing - Attached	100 DU							
	Trips/Unit ¹⁶		0.07	0.13	0.20	0.14	0.12	0.26	3.70
	Trip Generation		7	13	20	14	12	26	370
	Total Project Trip Generation		33	96	129	97	62	159	2,112
25 . Del Oro South (DR Horton)									
	Southeast corner of Holland Road and Hannover Lane								
	Single-Family Residential Lots	65 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		12	36	48	40	24	64	614
26 . O'Reilly Autoparts									
	Along Newport Road, just west of Menifee Road								
	Automobile Parts Sales	7.228 TSF							
	Trips/Unit ¹⁷		1.42	1.17	2.59	2.36	2.55	4.91	55.34
	Trip Generation		10	8	18	17	18	35	400
27 . Menifee Village SPA									
	Along Domenigoni Parkway, east of Menifee Road								
	Retail Uses	132.248 TSF							
	Trips/Unit ¹⁸		0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Trip Generation		77	48	125	242	262	504	4,992
	Pass-By Trips ¹⁹		0	0	0	(82)	(89)	(171)	(1,697)
	Total Net Trips		77	48	125	160	173	333	3,295
28 . Menifee Village TTM									
	Along Domenigoni Parkway, east of Menifee Road								
	Single-Family Residential Lots	91 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		17	50	67	56	34	90	859
29 . Menifee Village SPA									
	Along Domenigoni Parkway, east of Menifee Road								
	Single-Family Residential Lots¹	110 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		21	61	82	68	41	109	1,038
	Very High-Density Residential	125 DU							
	Trips/Unit ¹³		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		14	44	58	44	26	70	915
	Total Project Trip Generation		35	105	140	112	67	179	1,953
30 . Pulte - Banner Park									
	Between Domenigoni Parkway and Olive Avenue								
	Single-Family Residential Lots¹	64 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		12	35	47	40	24	64	604

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
31 . Diamond Bros.	South of Domenignoi Parkway, west of Briggs Road								
	Single-Family Residential Lots ³	99 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		19	54	73	61	37	98	
32 . Diamond Bros.	South of Domenignoi Parkway, west of Briggs Road								
	Single-Family Residential Lots ³	91 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		17	50	67	56	34	90	
33 . Rockport Ranch	Southwest corner of Old Newport Road and Briggs Road								
	Single-Family Residential Lots ¹	77 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		15	42	57	48	28	76	
34 . Nautical Cove	Northeast corner of Southshore Drive and Holland Road								
	Single-Family Residential Lots ³	120 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		23	66	89	74	44	118	
35 . Centennial (Pardee)	Southeast corner of Southshore Drive and Holland Road								
	Single-Family Residential Lots ¹	90 DU							
	Trips/Unit ²		0.19	0.55	0.74	0.62	0.37	0.99	
	Trip Generation		17	50	67	56	33	89	
Total Net Trip Generation			1,532	1,944	3,475	2,542	2,105	4,646	
								52,959	

Notes:

DU = Dwelling Units; VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet.

¹ Absorption rate of 25% has been taken as per the City of Menifee Engineering Department LOS Traffic Study Guidelines (TS Guidelines), revised October 2020.

² Rates based on Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

³ Absorption rate of 100% has been taken as per the City of Menifee Engineering Department LOS Traffic Study Guidelines (TS Guidelines), revised October 2020.

⁴ Trip generation and distribution were obtained from the Menifee Boulders Project Traffic Study, dated July 2021, by LSA Associates.

⁵ Trip generation and distribution were obtained from the Newport Pointe Traffic Impact Analysis Report, dated April 2021, by Linscott, Law, and Greenspan, Engineers.

⁶ Rates based on Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from ITE Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

⁷ Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 934. A.m. and p.m. peak period pass-by rates for this land use in the ITE handbook are 49 percent and 50 percent respectively. No daily pass-by rates are provided. Therefore, the daily pass-by rate was obtained as an average of the a.m. and p.m. peak period pass-by rates.

⁸ Rates based on Land Use 565 - "Daycare" from ITE Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

⁹ Rates based on Land Use 720 - "Medical-Dental Office building" from ITE Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

¹⁰ Trip generation and distribution were obtained from the Menifee Crossroads Traffic Study, dated June 2021, by Urban Crossroads.

¹¹ Trip generation and distribution were obtained from the Menifee Commercial Project Driveway Sensitivity Analysis, dated May 2020, by LSA Associates. However, since the project is partially constructed, it was assumed that the project is 50% constructed.

¹² Trip generation and distribution were obtained from the Menifee Commercial Project Driveway Sensitivity Analysis, dated May 2020, by LSA Associates.

¹³ Rates based on Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

¹⁴ Rates based on Land Use 254 - "Assisted Living" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

¹⁵ Trip generation obtained from the Newport/Haun Commercial Project Traffic Impact Analysis, dated August 2017, by LSA Associates.

- ¹⁶ Rates based on Land Use 252 - "Senior Adult Housing- Attached" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.
- ¹⁷ Rates based on Land Use 843 - "Automobile Parts Sales" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.
- ¹⁸ Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.
- ¹⁹ Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 820. P.m. peak period pass-by rate for this land use in the ITE handbook is 34 percent. No a.m. or daily pass-by rates are provided. Therefore, a pass-by rate of 0 percent was taken for the a.m. peak period, and the daily pass-by rate was taken to be the same as the p.m. peak period pass-by rate.

Table 4-C - Opening Year Cumulative (2023) Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	2021-2023 Growth	Cumulative Projects Trips	Cumulative (2023) ADT	Project Trips	Cumulative (2023) With Project ADT
Bradley Road	1	Bradley Road, between Rio Vista Drive and Lazy Creek Road	16,874	675	1,546	19,095	1,496	20,591
	2	Bradley Road, between Lazy Creek Road and Park Avenue	17,989	720	1,946	20,655	1,402	22,057
	3	Bradley Road, between Park Avenue and Newport Road	18,775	751	5,217	24,743	1,402	26,145
Newport Road	4	Newport Road, between Bradley Road and Calle Tomas	47,911	1,916	10,105	59,932	1,028	60,960
	5	Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	47,784	1,911	10,601	60,296	1,028	61,324
	6	Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	54,834	2,193	11,712	68,739	934	69,673
	7	Newport Road, between Haun Road and I-215 Southbound Ramps	73,055	2,922	13,218	89,195	842	90,037

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The proposed project will consist of 198 single-family detached townhomes. The trip generation for the proposed project was developed using the rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). The rates for Land Use 210 – “Single-Family Detached Housing”, setting, location general Urban/Suburban were used for the project. Table 5-A summarizes the project trip generation. As shown in attached Table A, the project is anticipated to generate 1,869 daily trips with 147 trips occurring during the a.m. peak hour and 196 trips occurring during the p.m. peak hour.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed taking into account the regional roadway network and the location of residential, employment, and commercial centers in relation to the project site, and on discussions with City Staff. Figure 5-1 illustrates the trip distribution for the project. The project trip generation was applied to the trip distribution pattern to develop the project trip assignment. Figure 5-2 illustrates the project trip assignment.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution
- Figure 5-2: Project Trip Assignment
- Table 5-A: Project Trip Generation

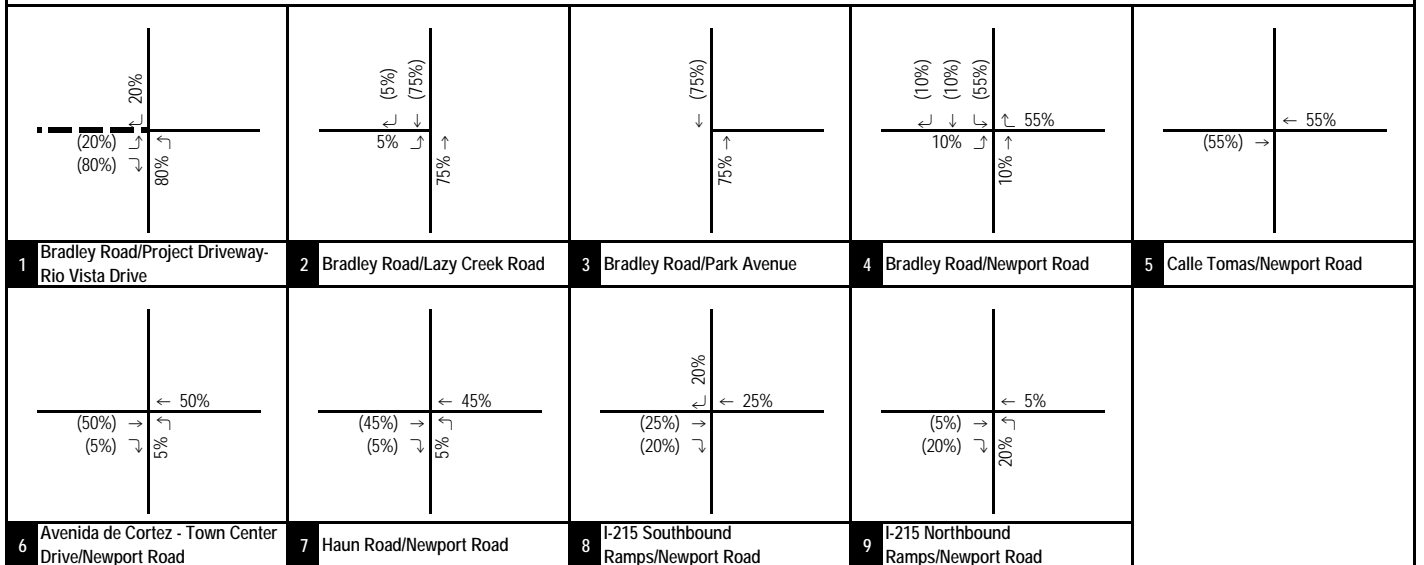
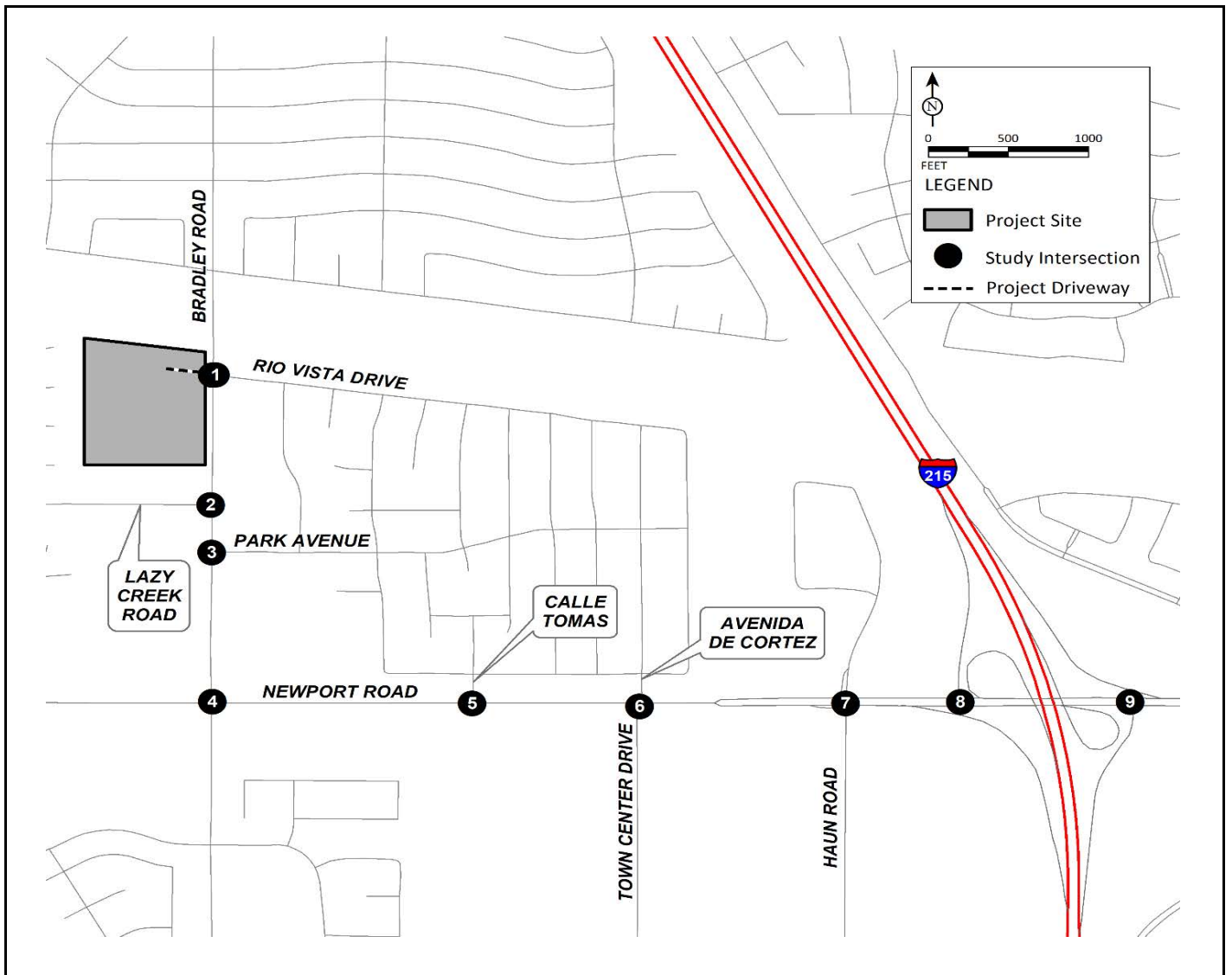


FIGURE 5-1

LSA

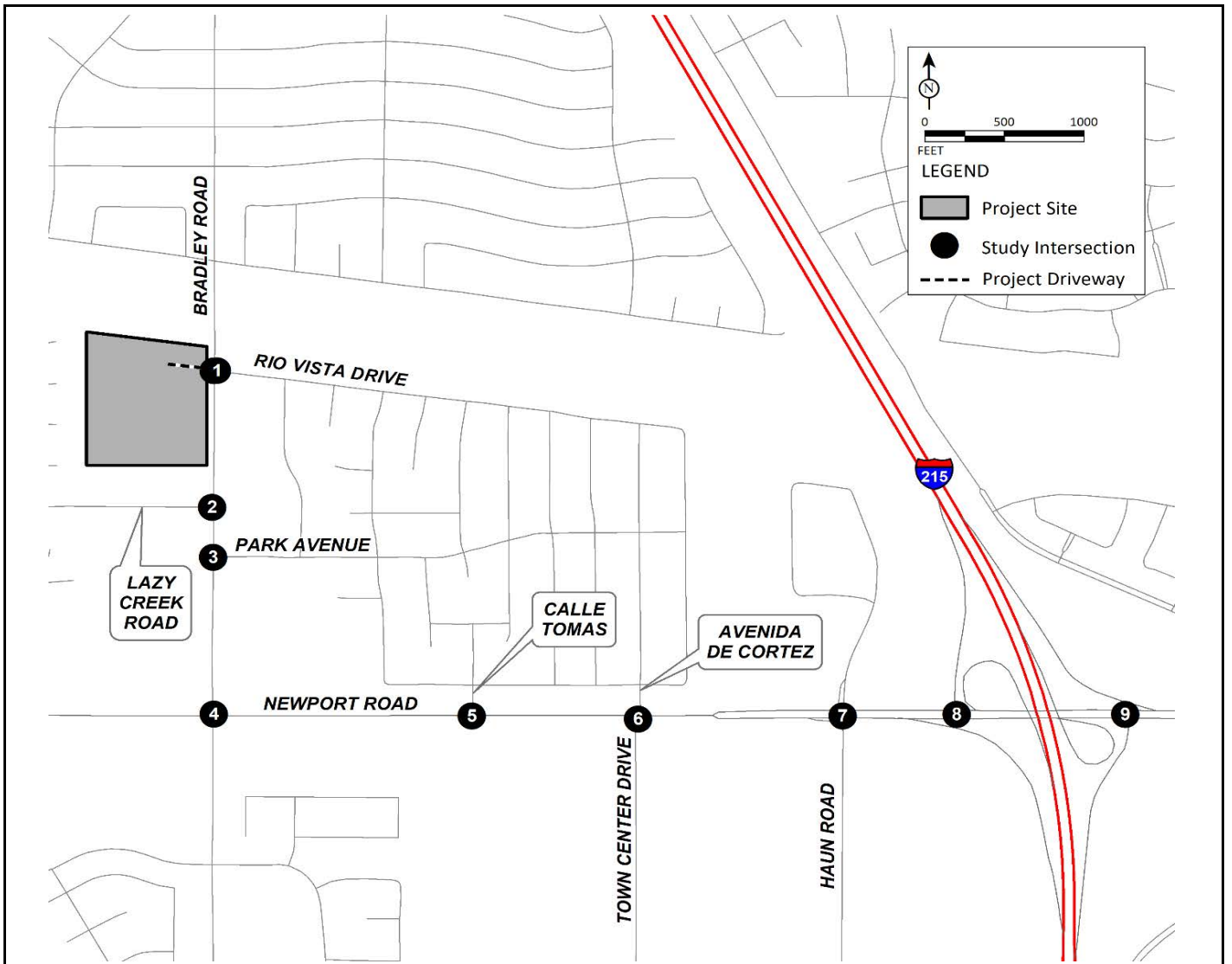
XX% (YY%)

Inbound (Outbound) Trip Distribution

----- Project Driveway

River Walk Village
Traffic Study

Project Trip Distribution



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 5-2

LSA

XX / YY

AM / PM Peak Hour Trips

----- Project Driveway

River Walk Village
Traffic Study

Project Trip Assignment

Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single Family Residential	198 DU							
Trips/Unit ¹		0.19	0.56	0.74	0.62	0.37	0.99	9.44
Trip Generation		37	110	147	123	73	196	1,869
Project Trip Generation		37	110	147	123	73	196	1,869

Notes:

DU = Dwelling Unit

¹ Rates based on Land Use 210 - "Single-Family Detached Housing" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

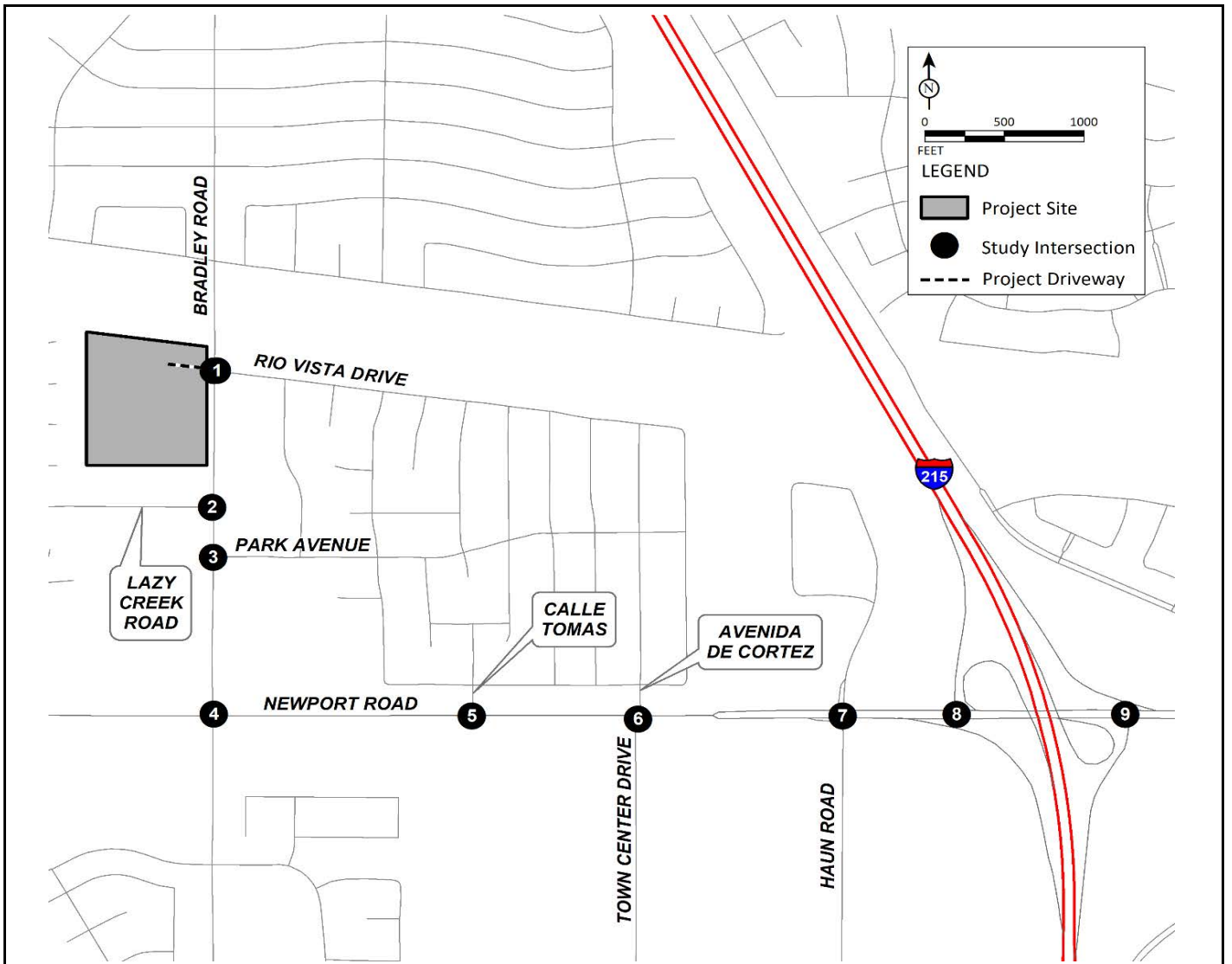
6.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Existing and opening year cumulative (2023) with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1 and 6-2 illustrate “with project” peak hour traffic volumes at study intersections under existing and opening year conditions respectively. Previously referenced Tables 4-A, and 4-C summarize the “with project” roadway segment daily traffic volumes for the existing and opening year cumulative (2023) scenarios, respectively.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing with Project Peak Hour Traffic Volumes
- Figure 6-2: Opening Year Cumulative (2023) with Project Peak Hour Traffic Volumes



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 6-1

LSA

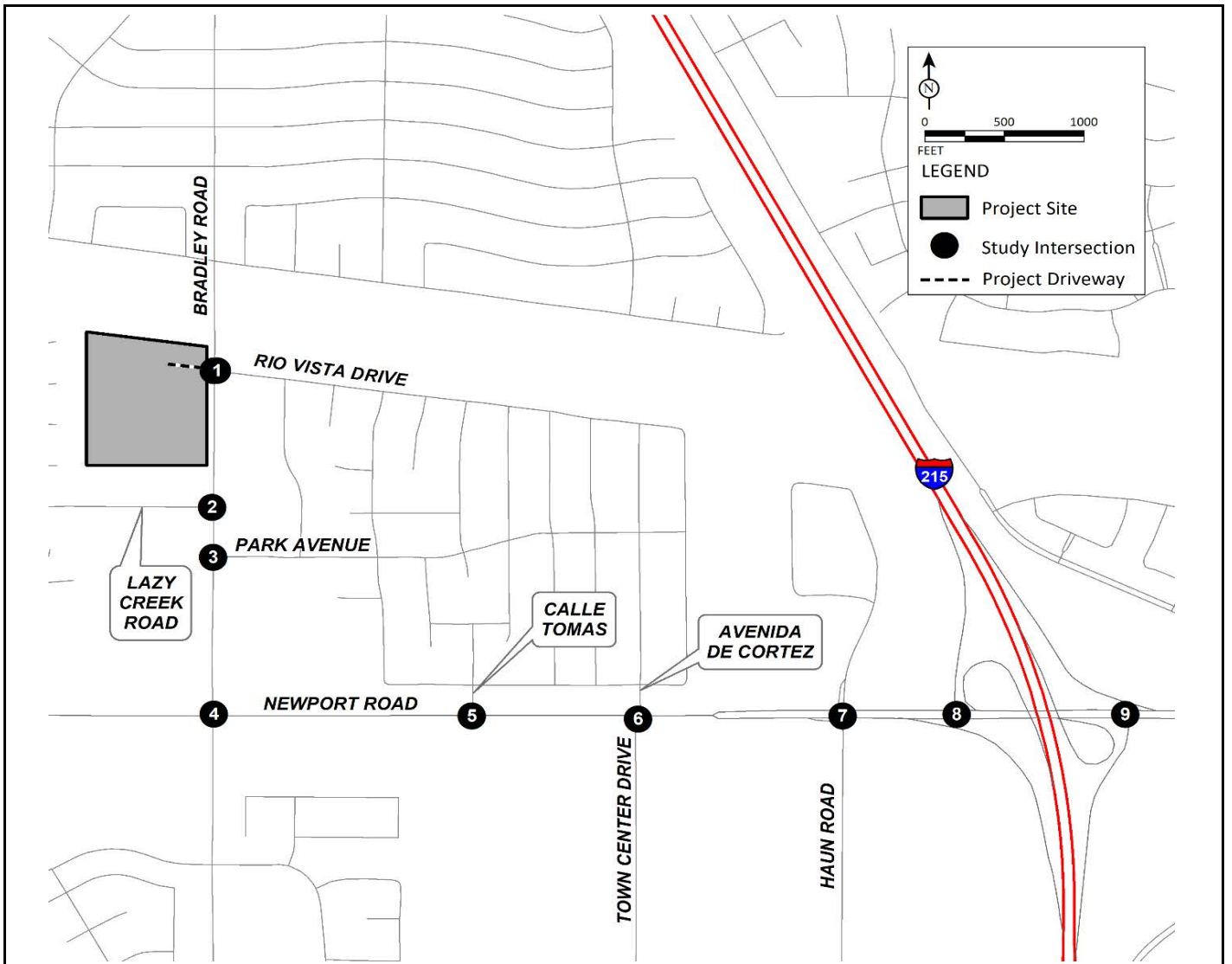
XXXX / YYYY

AM / PM Peak Hour Trips (In PCE)

----- Project Driveway

River Walk Village
Traffic Study

Existing with Project Peak Hour Traffic Volumes



<table border="1"> <tr> <td>7 / 25</td> <td>932 / 820</td> <td>42 / 31</td> <td>25 / 25</td> </tr> <tr> <td>22 / 15</td> <td>88 / 58</td> <td>30 / 98</td> <td>32 / 16</td> </tr> <tr> <td></td> <td></td> <td>331 / 632</td> <td>25 / 25</td> </tr> </table>	7 / 25	932 / 820	42 / 31	25 / 25	22 / 15	88 / 58	30 / 98	32 / 16			331 / 632	25 / 25	<table border="1"> <tr> <td>76 / 117</td> <td>994 / 833</td> </tr> <tr> <td>43 / 55</td> <td>43 / 131</td> </tr> <tr> <td>134 / 89</td> <td>367 / 712</td> </tr> </table>	76 / 117	994 / 833	43 / 55	43 / 131	134 / 89	367 / 712	<table border="1"> <tr> <td>1061 / 905</td> <td>66 / 65</td> <td>24 / 68</td> </tr> <tr> <td>390 / 771</td> <td>43 / 92</td> <td>40 / 47</td> </tr> </table>	1061 / 905	66 / 65	24 / 68	390 / 771	43 / 92	40 / 47	<table border="1"> <tr> <td>212 / 296</td> <td>504 / 370</td> <td>491 / 436</td> <td>180 / 435</td> </tr> <tr> <td>236 / 313</td> <td>1405 / 1407</td> <td>122 / 92</td> <td>1174 / 1605</td> </tr> <tr> <td></td> <td></td> <td></td> <td>292 / 319</td> </tr> <tr> <td></td> <td></td> <td></td> <td>125 / 142</td> </tr> <tr> <td></td> <td></td> <td></td> <td>254 / 273</td> </tr> <tr> <td></td> <td></td> <td></td> <td>365 / 211</td> </tr> </table>	212 / 296	504 / 370	491 / 436	180 / 435	236 / 313	1405 / 1407	122 / 92	1174 / 1605				292 / 319				125 / 142				254 / 273				365 / 211	<table border="1"> <tr> <td>53 / 26</td> <td>5 / 3</td> <td>41 / 75</td> <td>35 / 39</td> </tr> <tr> <td>38 / 32</td> <td>2192 / 1980</td> <td>61 / 91</td> <td>1567 / 2224</td> </tr> <tr> <td></td> <td></td> <td></td> <td>94 / 83</td> </tr> <tr> <td></td> <td></td> <td></td> <td>1 / 6</td> </tr> <tr> <td></td> <td></td> <td></td> <td>51 / 93</td> </tr> </table>	53 / 26	5 / 3	41 / 75	35 / 39	38 / 32	2192 / 1980	61 / 91	1567 / 2224				94 / 83				1 / 6				51 / 93
7 / 25	932 / 820	42 / 31	25 / 25																																																																					
22 / 15	88 / 58	30 / 98	32 / 16																																																																					
		331 / 632	25 / 25																																																																					
76 / 117	994 / 833																																																																							
43 / 55	43 / 131																																																																							
134 / 89	367 / 712																																																																							
1061 / 905	66 / 65	24 / 68																																																																						
390 / 771	43 / 92	40 / 47																																																																						
212 / 296	504 / 370	491 / 436	180 / 435																																																																					
236 / 313	1405 / 1407	122 / 92	1174 / 1605																																																																					
			292 / 319																																																																					
			125 / 142																																																																					
			254 / 273																																																																					
			365 / 211																																																																					
53 / 26	5 / 3	41 / 75	35 / 39																																																																					
38 / 32	2192 / 1980	61 / 91	1567 / 2224																																																																					
			94 / 83																																																																					
			1 / 6																																																																					
			51 / 93																																																																					
1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road																																																																				
<table border="1"> <tr> <td>22 / 12</td> <td>44 / 32</td> <td>126 / 83</td> <td>29 / 86</td> </tr> <tr> <td>15 / 13</td> <td>2066 / 2009</td> <td>206 / 161</td> <td>1540 / 2158</td> </tr> <tr> <td></td> <td></td> <td></td> <td>307 / 344</td> </tr> <tr> <td></td> <td></td> <td></td> <td>124 / 167</td> </tr> <tr> <td></td> <td></td> <td></td> <td>22 / 24</td> </tr> <tr> <td></td> <td></td> <td></td> <td>253 / 236</td> </tr> </table>	22 / 12	44 / 32	126 / 83	29 / 86	15 / 13	2066 / 2009	206 / 161	1540 / 2158				307 / 344				124 / 167				22 / 24				253 / 236	<table border="1"> <tr> <td>74 / 156</td> <td>40 / 156</td> <td>189 / 491</td> <td>418 / 346</td> </tr> <tr> <td>239 / 211</td> <td>1998 / 1752</td> <td>153 / 340</td> <td>1760 / 1995</td> </tr> <tr> <td></td> <td></td> <td></td> <td>657 / 964</td> </tr> <tr> <td></td> <td></td> <td></td> <td>172 / 416</td> </tr> <tr> <td></td> <td></td> <td></td> <td>69 / 88</td> </tr> <tr> <td></td> <td></td> <td></td> <td>607 / 1111</td> </tr> </table>	74 / 156	40 / 156	189 / 491	418 / 346	239 / 211	1998 / 1752	153 / 340	1760 / 1995				657 / 964				172 / 416				69 / 88				607 / 1111	<table border="1"> <tr> <td>701 / 875</td> <td>402 / 681</td> <td>1027 / 789</td> </tr> <tr> <td>1941 / 2694</td> <td>852 / 658</td> <td>2131 / 2429</td> </tr> </table>	701 / 875	402 / 681	1027 / 789	1941 / 2694	852 / 658	2131 / 2429	<table border="1"> <tr> <td>623 / 559</td> <td>2648 / 2626</td> </tr> <tr> <td>1740 / 2756</td> <td>604 / 617</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>	623 / 559	2648 / 2626	1740 / 2756	604 / 617											
22 / 12	44 / 32	126 / 83	29 / 86																																																																					
15 / 13	2066 / 2009	206 / 161	1540 / 2158																																																																					
			307 / 344																																																																					
			124 / 167																																																																					
			22 / 24																																																																					
			253 / 236																																																																					
74 / 156	40 / 156	189 / 491	418 / 346																																																																					
239 / 211	1998 / 1752	153 / 340	1760 / 1995																																																																					
			657 / 964																																																																					
			172 / 416																																																																					
			69 / 88																																																																					
			607 / 1111																																																																					
701 / 875	402 / 681	1027 / 789																																																																						
1941 / 2694	852 / 658	2131 / 2429																																																																						
623 / 559	2648 / 2626																																																																							
1740 / 2756	604 / 617																																																																							
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road																																																																					

FIGURE 6-2

LSA

XXXX / YYYY

AM / PM Peak Hour Trips (In PCE)

----- Project Driveway

River Walk Village
Traffic Study

Opening Year Cumulative (2023) with Project Peak Hour Traffic Volumes

7.0 INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

7.1.1 Study Intersections

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

- Bradley Road/Park Avenue (p.m. peak hour); and
- Bradley Road/Newport Road (a.m. peak hour).

Detailed intersection levels of service worksheets are included in Appendix D.

7.1.2 Roadway Segments

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

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road; and
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road.

7.2 EXISTING WITH PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided to identify direct project related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic.

7.2.1 Study Intersections

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

- Bradley Road/Project Driveway-Rio Vista Drive (a.m. and p.m. peak hours);
- Bradley Road/Park Avenue (p.m. peak hour); and
- Bradley Road/Newport Road (a.m. peak hour).

It should be noted that except for the intersection of Bradley Road/Project Driveway-Rio Vista Drive, all other intersections are currently operating at a deficient LOS under no project condition. As such, the project adds to the existing operational deficiency at these intersections.

Detailed intersection levels of service worksheets are included in Appendix D.

7.2.2 Roadway Segments

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

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road; and
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road.

It should be noted that these roadway segments also operate at a deficient LOS under no project condition. As such, the project adds to the existing operational deficiency at these segments.

7.3 OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for opening year cumulative (2023) without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) without project conditions with the exception of the following:

- Bradley Road/Lazy Creek Road (a.m. peak hour);
- Bradley Road/Park Avenue (a.m. and p.m. peak hours);
- Bradley Road/Newport Road (a.m. and p.m. peak hours); and
- Haun Road/Newport Road (a.m. and p.m. peak hours).

Detailed intersection levels of service worksheets are included in Appendix D.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for project completion without project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a deficient LOS under opening year cumulative (2023) without project conditions as follows:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road;
- Newport Road, between Bradley Road and Calle Tomas;
- Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive;

- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road; and
- Newport Road, between Haun Road and I-215 Southbound Ramps.

7.4 OPENING YEAR CUMULATIVE (2023) WITH PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for project completion with project conditions using the methodologies previously discussed. Previously referenced Table 7-C summarizes the results of this analysis and shows that all of the study intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) with project conditions with the exception of the following:

- Bradley Road/Project Driveway-Rio Vista Drive (a.m. and p.m. peak hours);
- Bradley Road/Lazy Creek Road (a.m. and p.m. peak hours);
- Bradley Road/Park Avenue (a.m. and p.m. peak hours);
- Bradley Road/Newport Road (a.m. and p.m. peak hours); and
- Haun Road/Newport Road (a.m. and p.m. peak hours);

It should be noted that except for the intersection of Bradley Road/Project Driveway-Rio Vista Drive, all other intersections also forecast to operate at a deficient LOS under opening year cumulative (2023) no project condition. As such, there is a cumulative operational deficiency at these intersections.

Detailed intersection levels of service worksheets are included in Appendix D.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for project completion with project conditions using the methodologies previously discussed. Previously referenced Table 7-D summarizes the results of this analysis and shows that all of the study roadway segments are forecast to operate at a deficient LOS under opening year cumulative (2023) with project conditions as follows:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road;
- Newport Road, between Bradley Road and Calle Tomas;
- Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive;
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road; and
- Newport Road, between Haun Road and I-215 Southbound Ramps.

It should be noted that these roadway segments also operate at a deficient LOS under opening year cumulative (2023) no project condition. As such, there is a cumulative operational deficiency at these segments.

7.5 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segment Levels of Service

- Table 7-C: Opening Year Cumulative (2023) Intersection Levels of Service
- Table 7-D: Opening Year Cumulative (2023) Roadway Segment Levels of Service

Table 7-A - Existing Intersection Levels of Service

Intersection	Control	Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Bradley Road/Project Driveway-Rio Vista Drive	OWSC/TWSC	15.6	C	14.5	B	50.7	F *	35.1	E *
2 . Bradley Road/Lazy Creek Road	OWSC	26.6	D	19.0	C	32.7	D	22.2	C
3 . Bradley Road/Park Avenue	OWSC	29.3	D	41.1	E *	34.9	D	59.8	F *
4 . Bradley Road/Newport Road	Signal	55.5	E *	47.1	D	66.4	E *	52.4	D
5 . Calle Tomas/Newport Road	Signal	9.9	A	12.4	B	9.8	A	12.4	B
6 . Avenida de Cortez - Town Center Drive/Newport Road	Signal	23.0	C	18.5	B	23.2	C	18.6	B
7 . Haun Road/Newport Road	Signal	41.4	D	62.3	E	42.3	D	65.7	E
8 . I-215 Southbound Ramps/Newport Road	Signal	21.8	C	19.4	B	21.7	C	19.3	B
9 . I-215 Northbound Ramps/Newport Road	Signal	20.1	C	30.7	C	20.2	C	31.1	C

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All way Stop Control.

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

LOS = Level of Service

* Exceeds LOS Standard

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Functional Classification ¹	Roadway Capacity ²	Without Project		Functional Classification ¹	Roadway Capacity ²	With Project	
			Daily Volume	LOS			Daily Volume	LOS
Segments on Bradley Road								
1 . Bradley Road, between Rio Vista Drive and Lazy Creek Road	2 Lane Secondary	12,950	16,874	F *	3 Lane Secondary	19,425	18,370	E *
2 . Bradley Road, between Lazy Creek Road and Park Avenue	2 Lane Secondary	12,950	17,989	F *	2 Lane Secondary	12,950	19,391	E *
3 . Bradley Road, between Park Avenue and Newport Road	2 Lane Secondary	12,950	18,775	F *	2 Lane Secondary	12,950	20,177	F *
Segments on Newport Road								
4 . Newport Road, between Bradley Road and Calle Tomas	6 Lane Urban Arterial	56,300	47,911	D	6 Lane Urban Arterial	56,300	48,939	D
5 . Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	6 Lane Urban Arterial	56,300	47,784	D	6 Lane Urban Arterial	56,300	48,812	D
6 . Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	6 Lane urban Arterial	56,300	54,834	E *	6 Lane urban Arterial	56,300	55,768	E *
7 . Newport Road, between Haun Road and I-215 Southbound Ramps	8 Lane Urban Arterial	87,000	73,055	D	8 Lane Urban Arterial	87,000	73,897	D

Notes:

LOS = Level of Service.

* Exceeds LOS Standards

¹ Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

² Roadway Segment capacities were obtained from the City of Menifee *LOS Traffic Study Guidelines*, dated October 2020. Since there was no roadway capacity defined for 2 lane secondary segments, roadway capacity for 2-lane secondary was developed using a factor of 0.5 to 4 lane secondary roadway segment capacities.

Table 7-C - Opening Year Cumulative (2023) Intersection Levels of Service

Intersection	Control	Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Bradley Road/Project Driveway-Rio Vista Drive	OWSC/TWSC	17.8	C	16.5	C	97.9	F *	65.1	F *
2 . Bradley Road/Lazy Creek Road	OWSC	42.3	E *	32.0	D	58.0	F *	41.1	E *
3 . Bradley Road/Park Avenue	OWSC	42.0	E *	75.0	F *	53.3	F *	>100	F *
4 . Bradley Road/Newport Road	Signal	74.9	E *	70.2	E *	87.0	F *	78.0	E *
5 . Calle Tomas/Newport Road	Signal	14.3	B	17.8	B	14.2	B	17.8	B
6 . Avenida de Cortez - Town Center Drive/Newport Road	Signal	33.1	C	29.4	C	35.1	D	30.3	C
7 . Haun Road/Newport Road	Signal	95.6	F *	>100	F *	>100	F *	>100	F *
8 . I-215 Southbound Ramps/Newport Road	Signal	19.7	B	23.0	C	19.7	B	24.0	C
9 . I-215 Northbound Ramps/Newport Road	Signal	25.1	C	42.9	D	25.2	C	43.6	D

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All way Stop Control.

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

LOS = Level of Service

* Exceeds LOS Standard

Table 7-D - Opening Year Cumulative (2023) Roadway Segment Levels of Service

Roadway Segment	Functional Classification ¹	Roadway Capacity ²	Without Project		Functional Classification ¹	Roadway Capacity ²	With Project	
			Daily Volume	LOS			Daily Volume	LOS
Segments on Bradley Road								
1 . Bradley Road, between Rio Vista Drive and Lazy Creek Road	2 Lane Secondary	12,950	19,095	F *	3 Lane Secondary	19,425	20,591	F *
2 . Bradley Road, between Lazy Creek Road and Park Avenue	2 Lane Secondary	12,950	20,655	F *	2 Lane Secondary	12,950	22,057	F *
3 . Bradley Road, between Park Avenue and Newport Road	3 Lane econdary	19,425	24,743	F *	3 Lane econdary	19,425	26,145	F *
Segments on Newport Road								
4 . Newport Road, between Bradley Road and Calle Tomas	6 Lane Urban Arterial	56,300	59,932	F *	6 Lane Urban Arterial	56,300	60,960	F *
5 . Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	6 Lane Urban Arterial	56,300	60,296	F *	6 Lane Urban Arterial	56,300	61,324	F *
6 . Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	6 Lane urban Arterial	56,300	68,739	F *	6 Lane urban Arterial	56,300	69,673	F *
7 . Newport Road, between Haun Road and I-215 Southbound Ramps	8 Lane Urban Arterial	87,000	89,195	F *	8 Lane Urban Arterial	87,000	90,037	F *

Notes:

LOS = Level of Service.

* Exceeds LOS Standards.

¹ Functional Classification obtained from the Menfee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

² Roadway Segment capacities were obtained from the City of Menfee *LOS Traffic Study Guidelines*, dated October 2020. Since there was no roadway capacity defined for 2 lane secondary segments, roadway capacity for 2-lane secondary was developed using a factor of 0.5 to 4 lane secondary roadway segment capacities.

8.0 SIGNAL WARRANT ANALYSIS

As recommended by the City staff during the scoping process, a peak hour signal warrant analysis was conducted for the intersections of Bradley Road/Project Driveway – Rio Vista Drive, Bradley Road/Lazy Creek Road, and Bradley Road/Park Avenue. Peak hour approach volumes for these study intersections was examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices (CA-MUTCD)*. Intersection approach volumes for the study intersections was examined to determine whether signalization is warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices (CA-MUTCD)*. Specifically, an analysis with signal warrant 3 was conducted for these unsignalized intersections under existing and opening year cumulative (2023) scenarios. Following is a brief summary for each intersection of this analysis:

8.1 EXISTING SCENARIO

Figure 8-1 illustrates the peak hour signal warrant for the intersection of Bradley Road/Project Driveway – Rio Vista Drive under existing scenario. Figure 8-2 and 8-3 illustrates the peak hour signal warrant for the intersections of Bradley Road/Lazy Creek Road, and Bradley Road/Park Avenue, under existing scenario respectively.

As shown in Figure 8-1, the intersection of Bradley Road/Project Driveway – Rio Vista Drive meets the signal warrant for a.m. peak hour under the existing with project condition.

As shown in Figure 8-2, the intersection of Bradley Road/Lazy Creek Road meets the signal warrant for both a.m. and p.m. peak hours under both existing no project and with project conditions.

As shown in Figure 8-3, the intersection of Bradley Road/Park Avenue meets the signal warrant for p.m. peak hour under both existing no project and with project conditions.

It should be noted that though the intersections meet the signal warrant criteria, a signal would not be recommended at an intersection if the intersection is currently operating or forecast to operate at a satisfactory LOS, or if other improvements can eliminate the existing or forecasted deficiency at these locations.

8.2 OPENING YEAR CUMULATIVE (2023) SCENARIO

Figure 8-4 illustrates the peak hour signal warrant for the intersection of Bradley Road/Project Driveway – Rio Vista Drive under opening year cumulative (2023) scenario. Figure 8-5 and 8-6 illustrates the peak hour signal warrant for the intersections of Bradley Road/Lazy Creek Road, and Bradley Road/Park Avenue, under opening year cumulative (2023), respectively.

As shown in Figure 8-4, the intersection of Bradley Road/Project Driveway – Rio Vista Drive meets the signal warrant for a.m. peak hour under the opening year cumulative (2023) with project condition.

As shown in Figure 8-5, the intersection of Bradley Road/Lazy Creek Road meets the signal warrant for both a.m. and p.m. peak hours under both opening year cumulative (2023) no project and with project conditions.

As shown in Figure 8-6, the intersection of Bradley Road/Park Avenue meets the signal warrant for p.m. peak hour under both opening year cumulative (2023) no project and with project conditions.

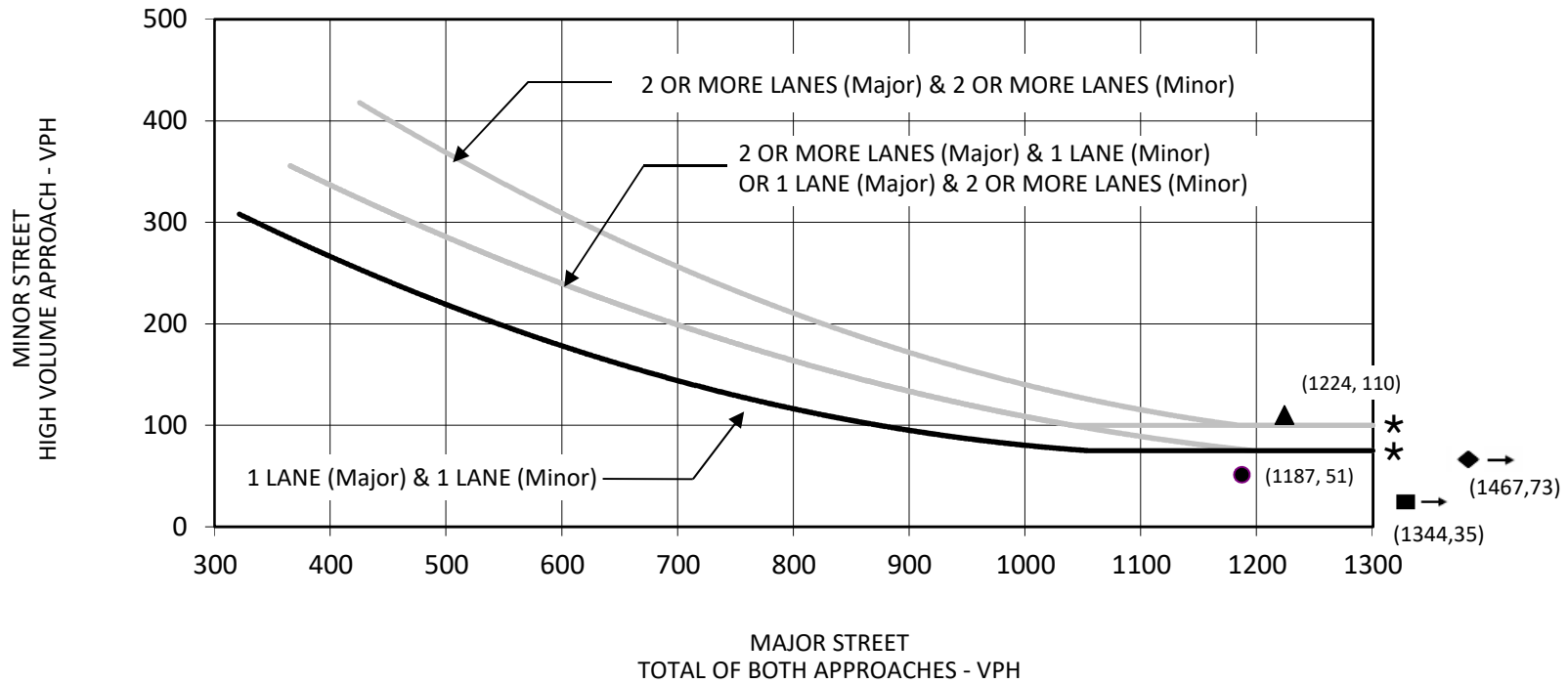
It should be noted that though the intersections meet the signal warrant criteria, a signal would not be recommended at an intersection if the intersection is forecast to operate at a satisfactory LOS, or if other improvements can eliminate the forecasted deficiency at these locations.

8.3 LIST OF CHAPTER 8.0 FIGURES

- Figure 8-1: Warrant 3: Peak Hour - Bradley Road/Project Driveway-Rio Vista Drive – Existing Conditions
- Figure 8-2: Warrant 3: Peak Hour - Bradley Road/Lazy Creek Road – Existing Conditions
- Figure 8-3: Warrant 3: Peak Hour - Bradley Road/Park Avenue – Existing Conditions
- Figure 8-4: Warrant 3: Peak Hour - Bradley Road/Project Driveway-Rio Vista Drive – Opening Year Cumulative (2023) Conditions
- Figure 8-5: Warrant 3: Peak Hour - Bradley Road/Lazy Creek Road – Opening Year Cumulative (2023) Conditions
- Figure 8-6: Warrant 3: Peak Hour - Bradley Road/Park Avenue – Opening Year Cumulative (2023) Conditions

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



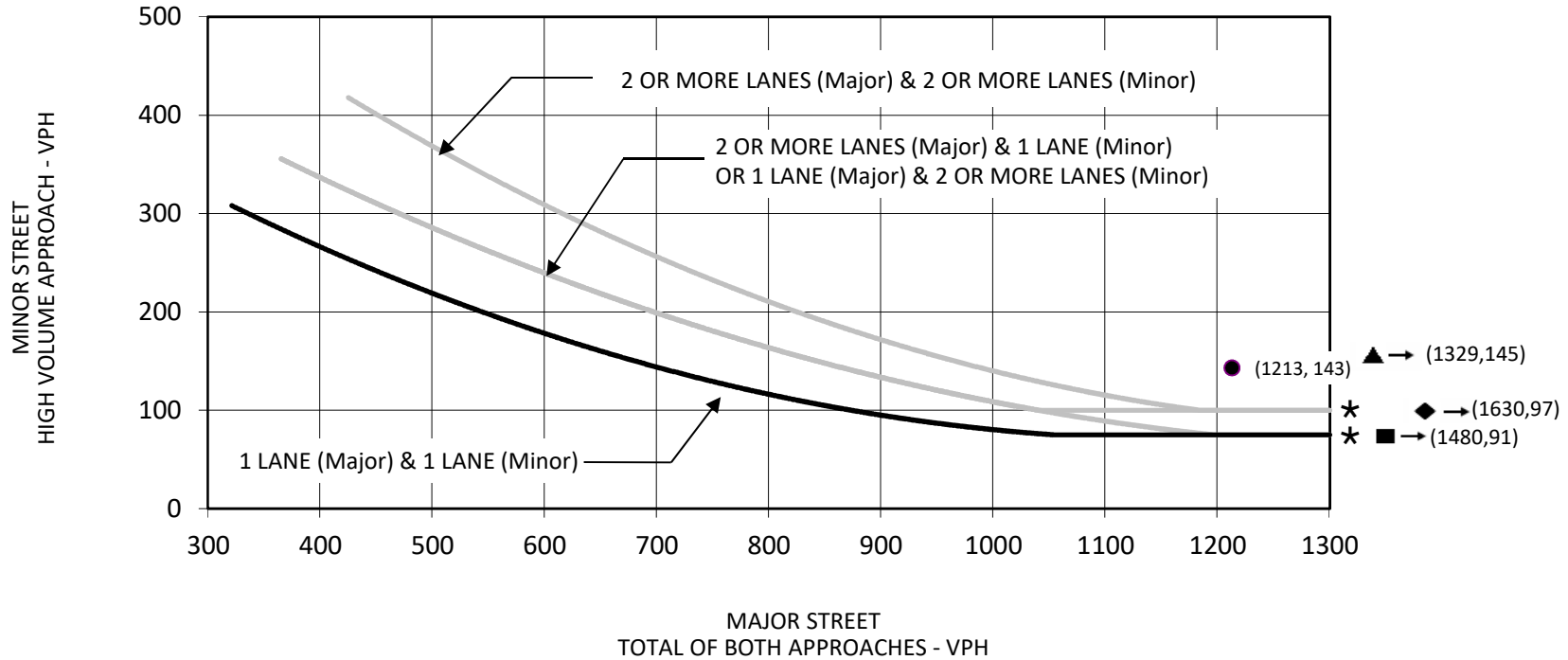
FIGURE 8-1

- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



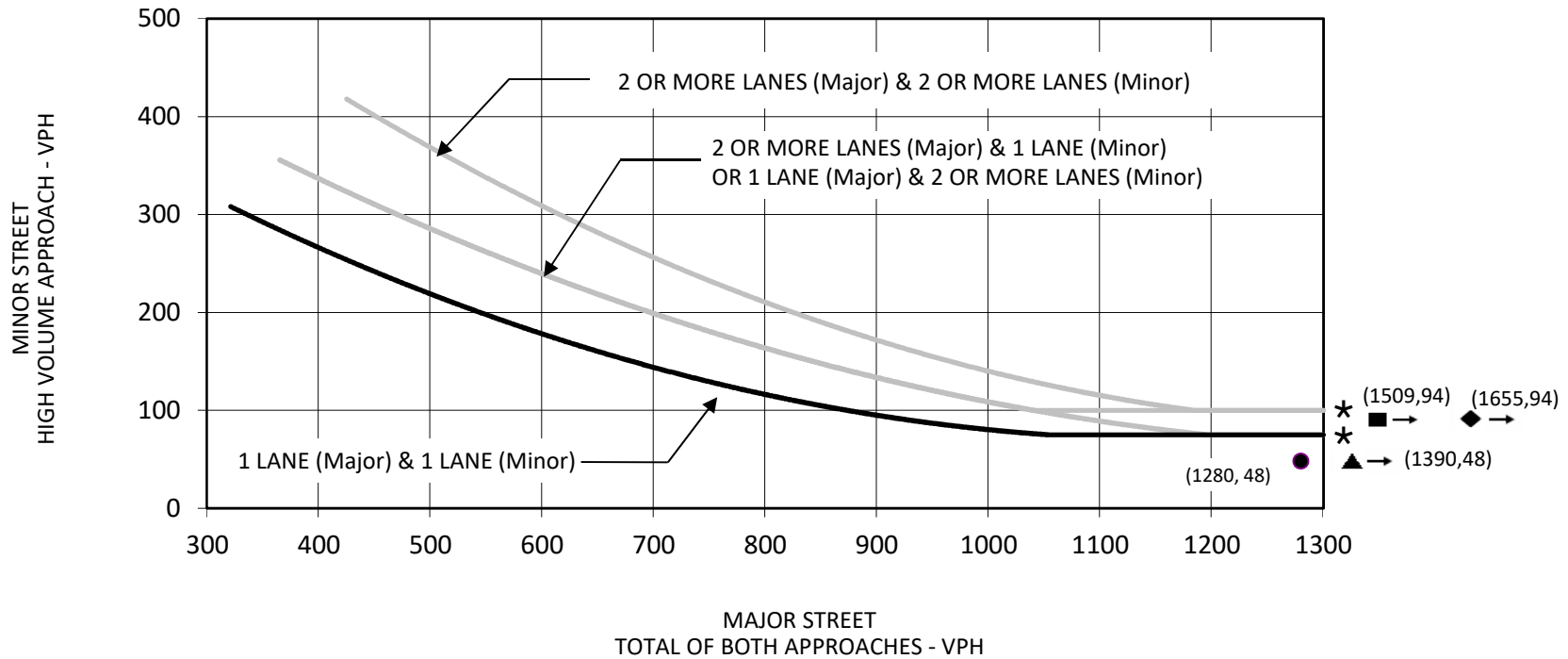
FIGURE 8-2

- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

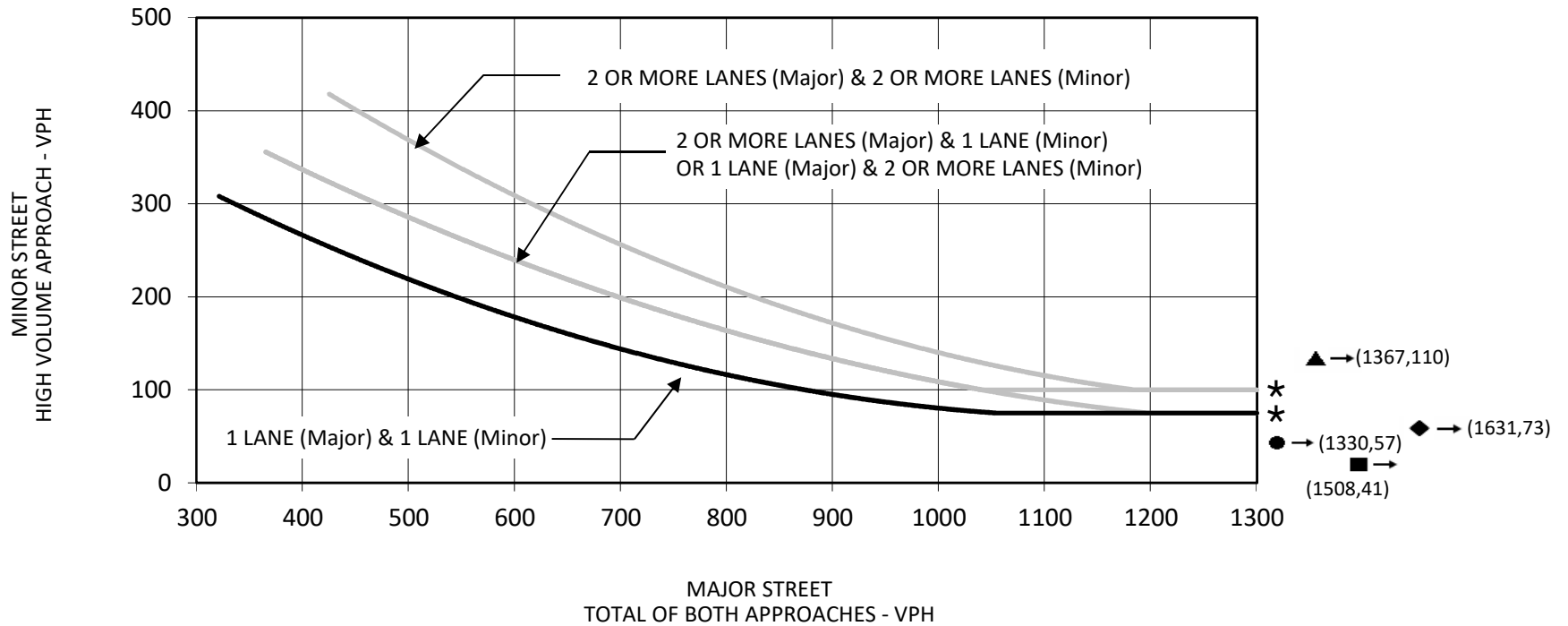
FIGURE 8-3

- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 8-4

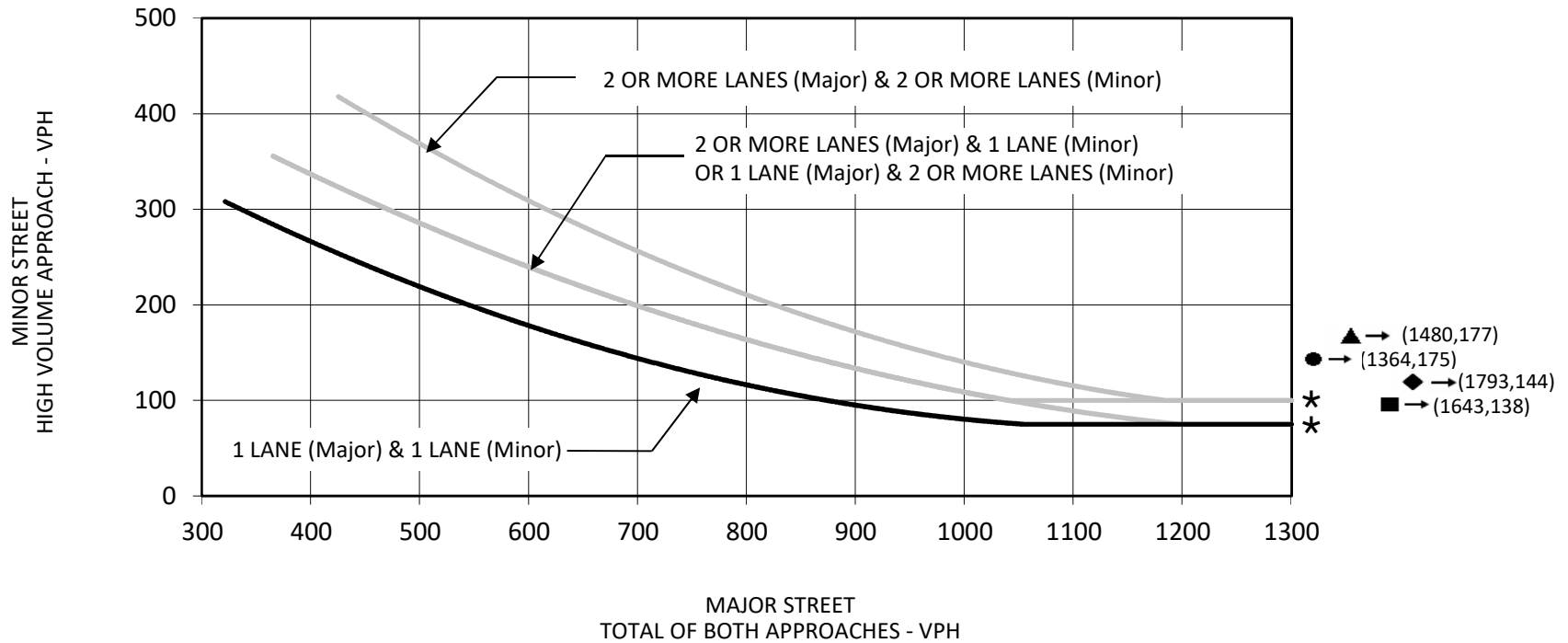
- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4 Warrant 3: Peak Hour - Bradley Road/Project Driveway-Rio Vista Drive – Opening Year Cumulative (2023) Conditions

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



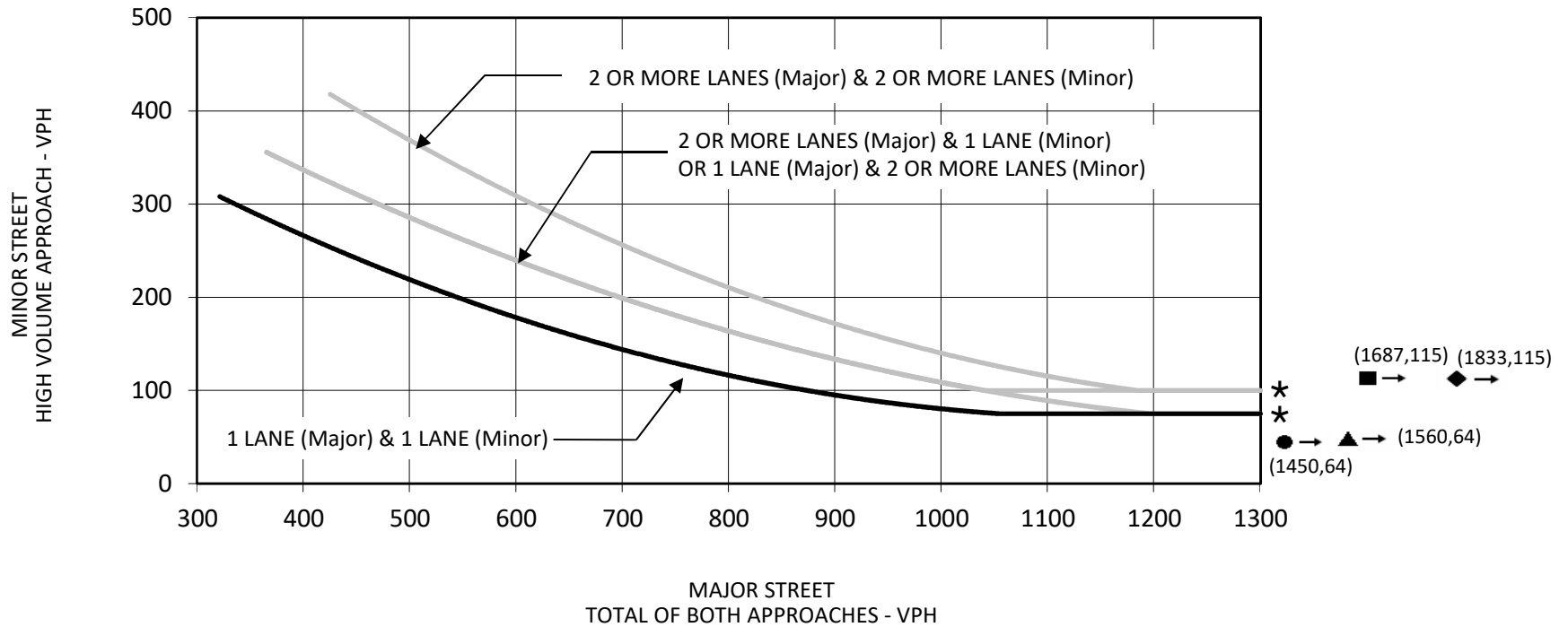
FIGURE 8-5

- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 8-6

- No Project AM Peak Hour
- ▲ With Project AM Peak Hour
- No Project PM Peak Hour
- ◆ With Project PM Peak Hour

River Walk Village
Traffic Study

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at study area intersections and roadway segments where an operational deficiency has been identified or where the project contributes to an unsatisfactory LOS. The recommended improvements are as follows:

9.1.1 Existing with Project Conditions Intersection Improvements

- Bradley Road/Project Driveway-Rio Vista Drive: Install a signal;
- Bradley Road/Park Avenue: Add a northbound and southbound through lane. Additionally, optimizing the signal timing at the intersection of Bradley Road/Newport Road eliminates the deficiency at this intersection.
- Bradley Road/Newport Road: Optimize the signal timing.

Table 9-A summarizes the level of service at this intersection with the recommended improvements under existing with project conditions.

Detailed Level of Service Worksheets are included in Appendix D.

9.1.2 Existing with Project Conditions Roadway Improvements

As discussed in Chapter 2, roadway capacities are “rule of thumb” estimates for planning purposes and are affected greatly by factors such as intersection spacing, adjacent intersection configurations and adjacent intersection traffic control. As such, if a roadway segment is currently operating or forecast to operate at a deficient LOS, a detailed review of adjacent intersections’ performances under both peak hours was performed to identify whether the continuous traffic progression would be interrupted along the roadway segment. Intersections operating at a satisfactory LOS would help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS. Therefore, roadway segment improvements were recommended only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment. Following are the improvements recommended for the roadway segments:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road: Convert to 4-lane Secondary.
- Bradley Road, between Lazy Creek Road and Park Avenue: Convert to 4-lane Secondary.
- Bradley Road, between Park Avenue and Newport Road: Convert to 4-lane Secondary.
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road: As described above, the intersections on either side of this roadway segment are forecast to operate at a satisfactory LOS under existing with project conditions. Therefore, this deficiency is not

expected to significantly affect the traffic flow progression. As such, no improvements were recommended for this segment.

Table 9-B shows the levels of service at the roadway segments with the recommended improvements under existing with project with project conditions.

9.1.3 Opening Year Cumulative (2023) with Project Conditions Intersection Improvement

- Bradley Road/Project Driveway-Rio Vista Drive: Install a signal;
- Bradley Road/Lazy Creek Road: Add a northbound through lane. Convert the southbound right-turn lane to a southbound through-right lane. Additionally, installing signal at the intersection of Bradley Road/Project Driveway-Rio Vista Drive, and improvements at the intersection of Bradley Road/Newport Road eliminates the deficiency at this intersection.
- Bradley Road/Park Avenue: Add a northbound and southbound through lane. Additionally, improvements at the intersection of Bradley Road/Newport Road eliminates the deficiency at this intersection.
- Bradley Road/Newport Road: Add a second eastbound left-turn lane. Optimize the signal timing.
- Haun Road/Newport Road: Optimize the signal timing.

Table 9-C summarizes the level of service at this intersection with the recommended improvements under opening year cumulative (2023) with project conditions.

Detailed Level of Service Worksheets are included in Appendix D.

9.1.4 Opening Year Cumulative (2023) with Project Conditions Roadway Improvement

As aforementioned, roadway segment improvements were recommended where feasible, and if the adjacent intersections does not meet the LOS criteria even after recommended improvements. Following are the improvements recommended for the roadway segments:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road: Convert to 4-lane Secondary.
- Bradley Road, between Lazy Creek Road and Park Avenue: Convert to 4-lane Secondary.
- Bradley Road, between Park Avenue and Newport Road: Convert to 4-lane Secondary. This segment is forecast to operate at a deficient LOS even after the recommended improvements. However, both intersections on either side of this roadway segment are forecast to operate at a satisfactory LOS with recommended improvements described above. Therefore, this deficiency is not expected to affect the traffic flow progression.
- Newport Road, between Bradley Road and Calle Tomas: As recommended above, the intersections on either side of this roadway segment are forecast to operate at a satisfactory LOS with recommended improvements described above. Therefore, this deficiency is not expected to affect the traffic flow progression. As such, no improvements were recommended for this segment.
- Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive: As recommended above, the intersections on either side of this roadway segment are forecast to

operate at a satisfactory LOS under opening year cumulative (2023) with project conditions. Therefore, this deficiency is not expected to affect the traffic flow progression. As such, no improvements were recommended for this segment.

- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road: As recommended above, the intersections on either side of this roadway segment are forecast to operate at a satisfactory LOS with recommended improvements described above. Therefore, this deficiency is not expected to affect the traffic flow progression. As such, no improvements were recommended for this segment.
- Newport Road, between Haun Road and I-215 Southbound Ramps: As recommended above, the intersections on either side of this roadway segment are forecast to operate at a satisfactory LOS with recommended improvements described above. Therefore, this deficiency is not expected to affect the traffic flow progression. As such, no improvements were recommended for this segment.

Table 9-D shows the levels of service at these roadway segments with the recommended improvements under opening year cumulative (2023) with project conditions. Figure 9-1 and 9-2 illustrate conceptual striping Plan of Bradley Road between Rio Vista Drive and Newport Road with the roadway and intersection improvements under opening year cumulative (2023) with project conditions.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project related operational deficiencies. At study locations where the addition of project traffic creates a operational deficiency (existing with project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

9.2.1 Transportation Uniform Mitigation Fee (TUMF) Program

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

9.2.2 City of Menifee Development Impact Fee (DIF) Program

The City of Menifee Development Impact Fee has the primary objective to support and fund improvements to public facilities and purchase of equipment related to the provision of essential

services based on demands created by new growth. As new development occurs in the City the growth will lead to continuous increase in service demand. The fee program will enable City to continue provide services at an increased rate based on the growth.

The City of Menifee DIF includes the cost for widening the roadway segments between Rio Vista Drive and Newport Road, as well as installing a signal at the intersection of Bradley Road/Project Driveway-Rio Vista Drive. However, since the project is directly responsible for the forecasted deficiency at this intersection, it is recommended that the project should be installing a signal at this intersection before the project completion. The project applicant will coordinate with the City to receive credits for this improvement since its part of the City's fee program.

Additionally, the project will be developing the project frontage, and will complete the second southbound through lane between the intersections of Bradley Road/Project Driveway-Rio Vista Drive and Bradley Road/Lazy Creek Road. Similarly, the future project at the northeast corner of Newport Road and Bradley Road will be developing its project frontage along Bradley Road, and add the second northbound through lane between the intersections of Bradley Road/Park Avenue and Bradley Road/Newport Road.

As such, prior to issuance of the first occupancy permit, the Project applicant shall restripe Bradley Road north of Newport Road with removal of the northbound left-turn ingress to Newport Plaza to accommodate two lanes of northbound travel up to a point where the existing taper requires a merge back to one lane. Additionally, the project will pay the fair-share amount to convert Bradley Road to a four-lane secondary road between Park Avenue and Newport Road.

9.2.3 Project Fair Share

In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth from existing to opening year cumulative (2023) conditions. Table 9-E summarizes the recommended improvement for the deficient intersections that requires the project to pay for its fair share. Since the project has a cumulative operational deficiency at the intersections of Bradley Road/Newport Road and Haun Road/Newport Road, the project will be required to pay its fair share. Additionally, as shown in Table 9-F, the project will pay the fair-share amount of 19.02 percent to convert Bradley Road to a four-lane secondary road between Park Avenue and Newport Road.

9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Bradley Road Conceptual Striping Plan - Between Rio Vista Drive and Park Avenue
- Figure 9-2: Bradley Road Conceptual Striping Plan - Between Park Avenue and Newport Road
- Table 9-A: Existing With Project With Improvements Intersection Levels of Service
- Table 9-B: Existing With Project With Improvements Roadway Segment Levels of Service
- Table 9-C: Opening Year Cumulative (2023) With Project With Improvements Intersection Levels of Service

-
- Table 9-D: Opening Year Cumulative (2023) With Project With Improvements Roadway Segment Levels of Service
 - Table 9-E: Project Fair-Share - Intersections
 - Table 9-F: Project Fair-Share - Roadway Segments

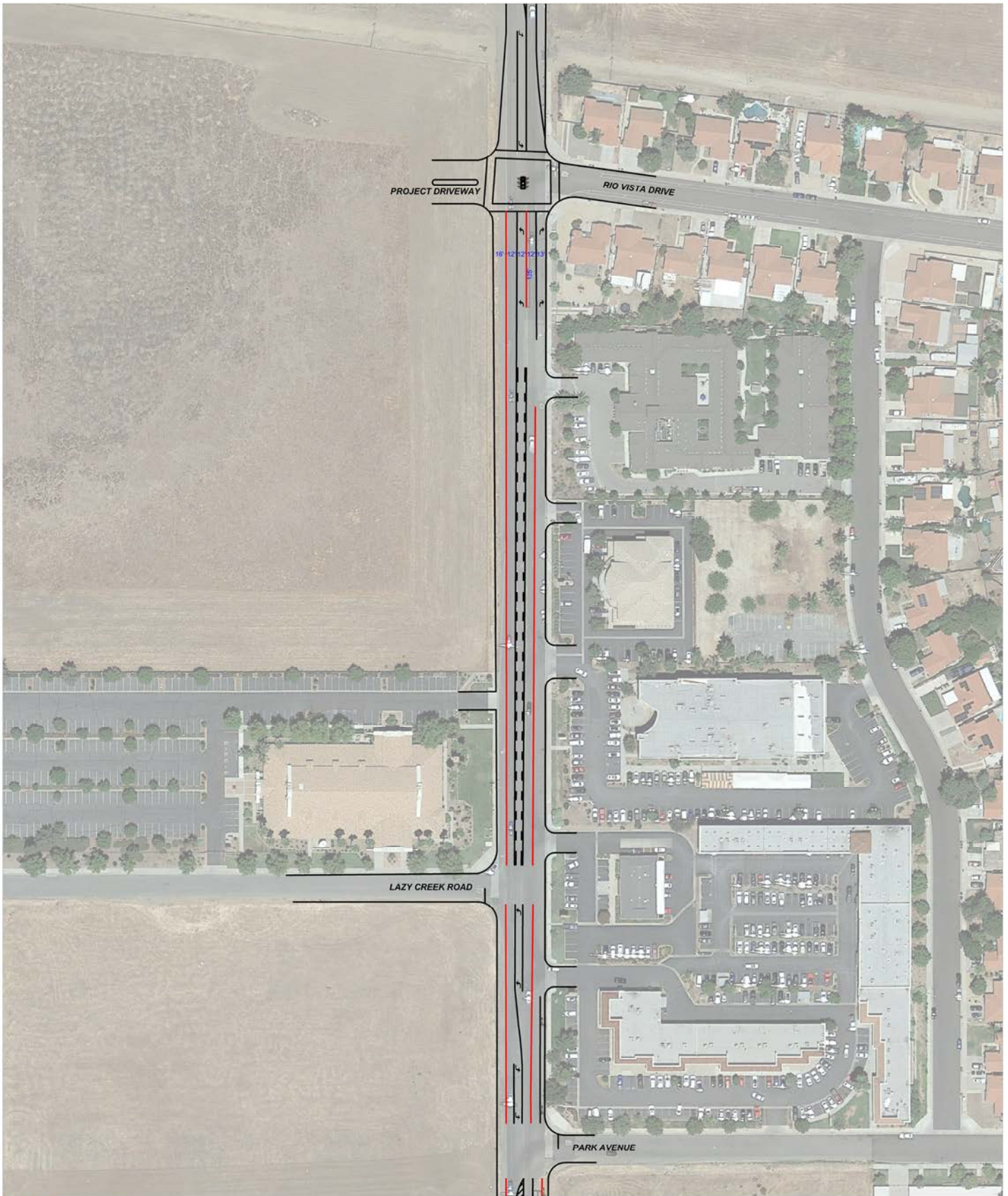


FIGURE 9-1

LSA

LEGEND

- Existing Lane
- Proposed Lane
- 🚦 Proposed Signal



0 50 100

FEET

SOURCE: Google Earth, 2018.

R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Shape\Striping.dwg (12/23/2021)

River Walk Project
Traffic Study

Bradley Road Proposed Striping Plan- Between Rio Vista Drive and Park Avenue

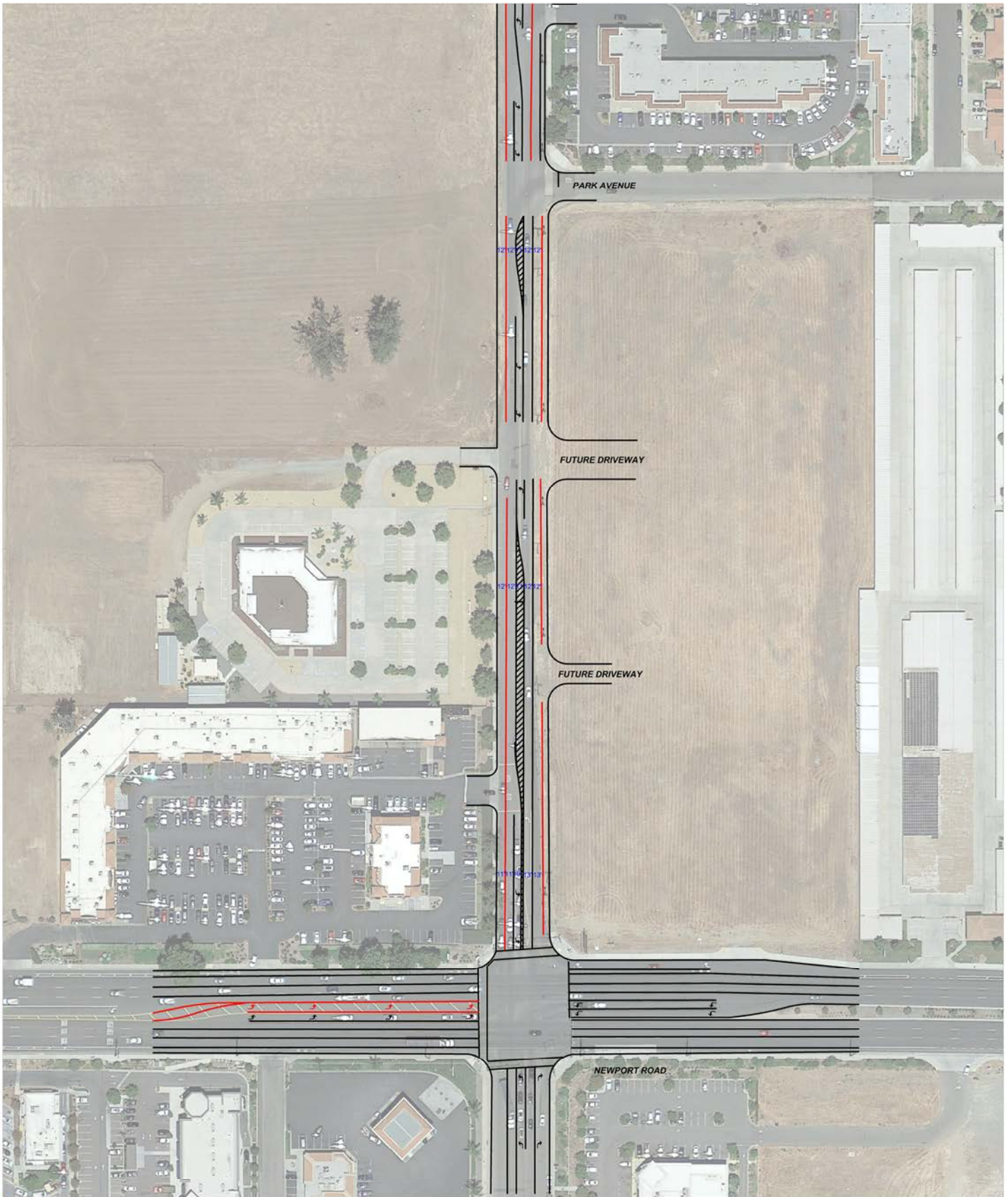
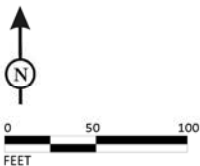


FIGURE 9-2

LSA

LEGEND

- Existing Lane
- Proposed Lane
- 🚦 Proposed Signal



River Walk Project
Traffic Study

Bradley Road Proposed Striping Plan- Between Park Avenue and Newport Road

SOURCE: Google Earth, 2018.
R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Shape\Striping.dwg (12/23/2021)

Table 9-A -Existing With project with Improvements Intersection Levels of Service

Intersection	Control	With Project Without Improvements				Control	With Project With Improvements			
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Bradley Road/Project Driveway-Rio Vista Drive	TWSC	50.7	F *	35.1	E *	Signal	13.9	B	10.5	B
3 . Bradley Road/Park Avenue	OWSC	34.9	D	59.8	F *	OWSC	15.8	C	16.5	C
4 . Bradley Road/Newport Road	Signal	66.4	E *	52.4	D	Signal	45.7	D	53.1	D

Notes:

Delay = Average control delay in seconds.

LOS = Level of Service

* Exceeds LOS Standard

Table 9-B - Existing With Project With Improvements Roadway Segment Levels of Service

Roadway Segment	With Project Without Improvements				With Project With Improvements			
	Functional Classification ¹	Roadway Capacity ²	Daily Volume	LOS	Functional Classification ¹	Roadway Capacity ²	Daily Volume	LOS ³
Segments on Bradley Road								
1 . Bradley Road, between Rio Vista Drive and Lazy Creek Road	3 Lane Secondary	19,425	18,370	E *	4 Lane Secondary	23,300	18,370	C
2 . Bradley Road, between Lazy Creek Road and Park Avenue	2 Lane Secondary	12,950	19,391	E *	4 Lane Secondary	23,300	19,391	C
3 . Bradley Road, between Park Avenue and Newport Road	2 Lane Secondary	12,950	20,177	F *	4 Lane Secondary	23,300	20,177	C
Segments on Newport Road								
8 . Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	6 Lane urban Arterial	56,300	55,768	E *	6 Lane urban Arterial	56,300	55,768	E *

Notes:

LOS = Level of Service.

¹ Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

² Roadway Segment capacities were obtained from the City of Menifee LOS Traffic Study Guidelines, dated October 2020. Since there was no roadway capacity defined for 2 lane secondary segments, roadway capacity for 2-lane secondary was developed using a factor of 0.5 to 4 lane secondary roadway segment capacities.

³ Roadway segment improvements were recommended only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment. Intersections operating at a satisfactory LOS help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS.



Table 9-C - Opening Year Cumulative (2023) With project with Improvements Intersection Levels of Service

Intersection	Control	With Project Without Improvements						With Project With Improvements			
		AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS		Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Bradley Road/Project Driveway-Rio Vista Drive	AWSC/Signal	97.9	F	*	65.1	F	*	14.9	B	11.1	B
2 . Bradley Road/Lazy Creek Road	OWSC	58.0	F	*	41.1	E	*	26.9	D	25.0	D
3 . Bradley Road/Park Avenue	OWSC	53.3	F	*	>100	F	*	18.4	C	21.3	C
4 . Bradley Road/Newport Road	Signal	87.0	F	*	78.0	E	*	47.2	D	45.5	D
7 . Haun Road/Newport Road	Signal	>100	F	*	>100	F	*	66.0	E	65.0	E

Notes:

Delay = Average control delay in seconds.

LOS = Level of Service

* Exceeds LOS Standard

Table 9-D - Opening Year Cumulative (2023) With Project With Improvements Roadway Segment Levels of Service

Roadway Segment	With Project Without Improvements				With Project With Improvements			
	Functional Classification ¹	Roadway Capacity ²	Daily Volume	LOS	Functional Classification ¹	Roadway Capacity ²	Daily Volume	LOS ³
Segments on Bradley Road								
1 . Bradley Road, between Rio Vista Drive and Lazy Creek Road	3 Lane Secondary	19,425	20,591	F *	4 Lane Secondary	23,300	20,591	C
2 . Bradley Road, between Lazy Creek Road and Park Avenue	2 Lane Secondary	12,950	22,057	F *	4 Lane Secondary	23,300	22,057	D
3 . Bradley Road, between Park Avenue and Newport Road	3 Lane econdary	19,425	26,145	F *	4 Lane Secondary	23,300	26,145	F *
Segments on Newport Road								
4 . Newport Road, between Bradley Road and Calle Tomas	6 Lane Urban Arterial	56,300	60,960	F *	6 Lane Urban Arterial	56,300	60,960	F *
5 . Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	6 Lane Urban Arterial	56,300	61,324	F *	6 Lane Urban Arterial	56,300	61,324	F *
8 . Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	6 Lane urban Arterial	56,300	69,673	F *	6 Lane urban Arterial	56,300	69,673	F *
9 . Newport Road, between Haun Road and I-215 Southbound Ramps	8 Lane Urban Arterial	87,000	90,037	F *	8 Lane Urban Arterial	87,000	90,037	F *

Notes:

LOS = Level of Service.

¹ Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

² Roadway Segment capacities were obtained from the City of Menifee *LOS Traffic Study Guidelines*, dated October 2020. Since there was no roadway capacity defined for 2 lane secondary segments, roadway capacity for 2-lane secondary was developed using a factor of 0.5 to 4 lane secondary roadway segment capacities.

³ Roadway segment improvements were recommended only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment. Intersections operating at a satisfactory LOS help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS.

Table 9-E - Project Fair-Share - Intersections

Intersection	Improvements	A.M. Peak Hour					P.M. Peak Hour					Project Fair Share %
		Total Volume		Total Growth	Project Trips	AM Fair Share %	Total Volume		Total Growth	Project Trips	PM Fair Share %	
		Existing	Opening Year Cumulative				Existing	Opening Year Cumulative				
4 . Bradley Road/Newport Road	Add EBL. Optimize the signal timing.	4,221	5,360	1,139	110	9.66%	4,493	5,899	1,406	146	10.38%	10.38%
7 . Haun Road/Newport Road	Optimize the signal timing	5,219	6,376	1,157	72	6.22%	6,450	8,026	1,576	98	6.22%	6.22%

Notes:

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

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right

Table 9-F - Project Fair-Share - Roadway Segments

Roadway Segments	Improvements	Daily Volume				Project Fair Share %
		Total Volume		Total Growth	Project Trips	
		Existing	Opening Year Cumulative			
3 . Bradley Road, between Park Avenue and Newport Road	Convert to 4-lane Secondary	18,775	26,145	7,370	1,402	19.02%

Notes:

Bold = Project Fair Share Percentage

10.0 SITE ACCESS AND INTERNAL CIRCULATION ANALYSIS

10.1 SITE ACCESS ANALYSIS

As discussed previously and shown in Figure 1-2, access to the project will be provided via one full access driveway on Bradley Road, which will be adding the west leg of the intersection of Bradley Road/Rio Vista Drive.

10.1.1 Sight Distance Analysis

Based on the LOS analysis and recommended improvements, a signal will be installed at the project driveway. Therefore, project vehicles exiting from the project site will stop at the intersection and will wait for their turns to proceed and merge to the regional roadway network. Similarly, project traffic entering the project will also be waiting at the signal for their turns and will make safe maneuver into the project driveway accordingly. Therefore, sight distance will not be an issue for this project.

10.1.2 Driveway Queuing Analysis

A queuing analysis was conducted for the intersection of Bradley Road/Rio Vista Drive-Project Driveway to identify the adequate turn pocket storage length for the northbound left turn volumes entering the project site. To examine the adequacy, back-up queues were estimated for the opening year cumulative (2023) with project scenario with implementation of recommended improvements. The queues were reported from Synchro. The highest 95th percentile back-up queue for the northbound left-turn was determined to be 107 ft. during the p.m. peak hour. Therefore, considering an average of 25 ft. per vehicle in the queue, a 125 ft turn pocket storage length was recommended to accommodate the northbound left-turn volumes at this intersection. Previously referenced Figure 9-1 shows the proposed turn-pocket storage length for this movement. Detailed driveway queuing calculation worksheets are included in Appendix E.

10.1.3 Ingress Gate Stacking Analysis

Figure 10-1 illustrates the main entry of the project. As shown in Figure 10-1, project access will be restricted with an entry gate, at a distance of 125 ft. from the intersection of Bradley Road/Rio Vista Drive-Project Driveway. Project traffic needs to wait in front of the entry gate before entering the project site. Therefore, it was evaluated whether project ingress traffic will spill over on Bradley Road due to the gated access at the project entrance.

Considering an average of 25 ft. per vehicle, the access can accommodate five vehicles without spilling over to Bradley Road. As summarized in Table 5-A, the highest project ingress traffic occurs during the p.m. peak hour, with 123 inbound vehicles.

As included in Section 9.1, a traffic signal has been recommended at the intersection of Bradley Road/Rio Vista Drive-Project Driveway. The recommended cycle length for this signal during the p.m. peak hour is 80 seconds. Therefore, there will be 45 cycles during the p.m. peak hour. Considering an even distribution of ingress project traffic arriving during the p.m. peak hour, there will be approximately three cars entering the project site under each cycle. Additionally, as

described in the driveway queuing analysis, the highest number of ingress vehicles will be approximately five during the p.m. peak hour. However, since the access can accommodate approximately five cars, it is estimated that the ingress project traffic would not spill over to Bradley Road. Proposed signal timing sheets for the intersection of Bradley Road/Rio Vista Drive-Project Driveway are included in Appendix D.

10.2 INTERNAL CIRCULATION ANALYSIS

10.2.1 Internal Circulation Analysis

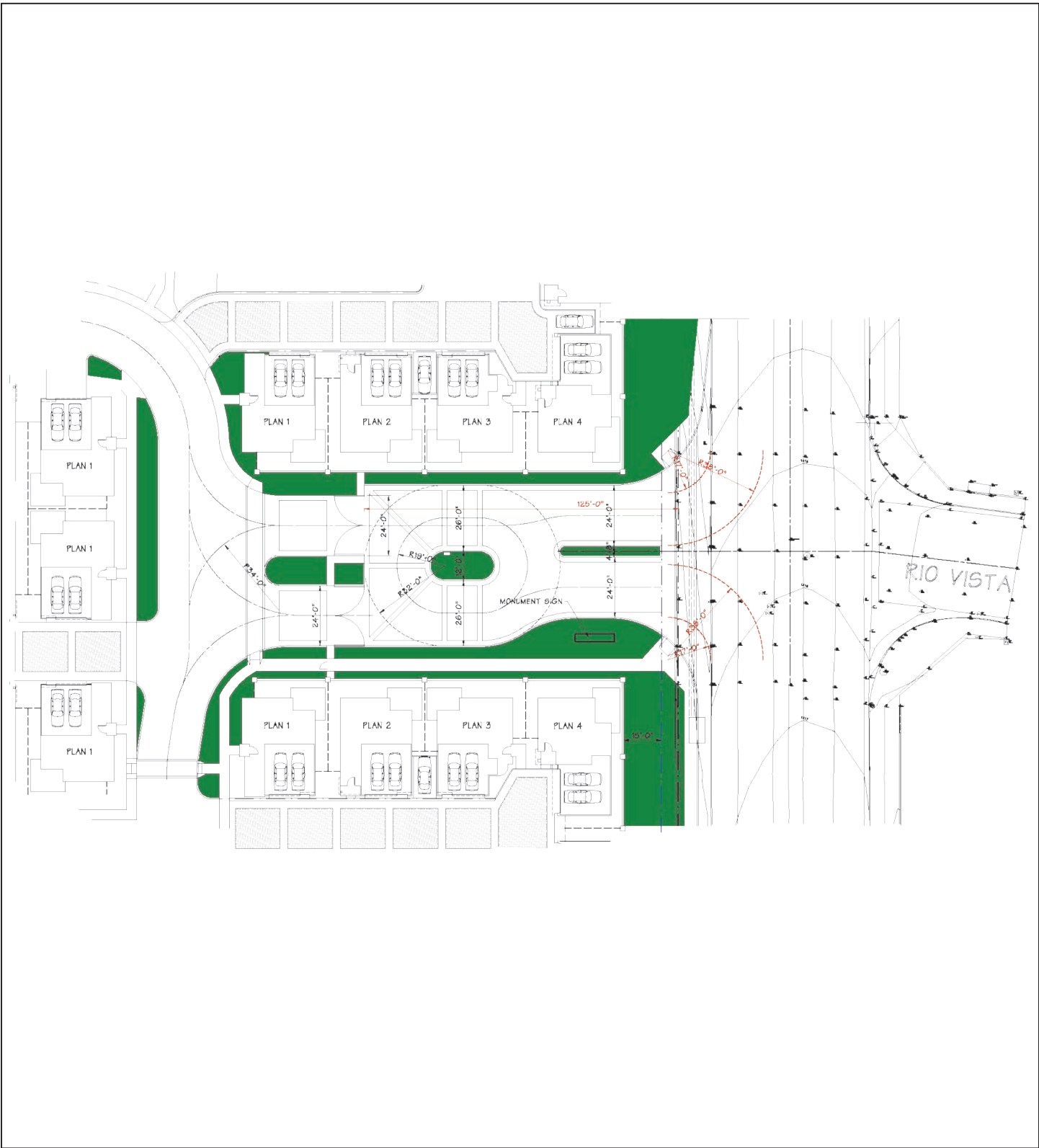
As recommended by the City staff during the scoping agreement process, an internal circulation analysis was conducted for the project site to evaluate the adequacy of turning radii for fire, trash, recycle collection, and other heavy vehicle movements.

Figure 10-2 illustrates the fire and trash truck circulation diagram within the project site. For this analysis, a WB-40 turning template was used to identify the adequacy. As shown in this figure, the internal roadways have adequate turning radii for safe maneuver for such vehicles within the project's internal roadways.

Figure 10-3 illustrates larger truck circulation diagram within the project site. For this analysis, a WB-50 turning template was used to identify the adequacy. As shown in this figure, the internal roadways have adequate turning radii for safe maneuver for larger trucks within the project's internal roadways.

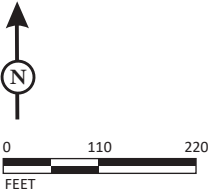
10.3 LIST OF CHAPTER 10.0 FIGURES

- Figure 10-1: Project Entry Plan
- Figure 10-2: Project Internal Roadways Fire and Trash Truck Circulation Diagram
- Figure 10-3: Project Internal Roadways Large Truck Circulation Diagram



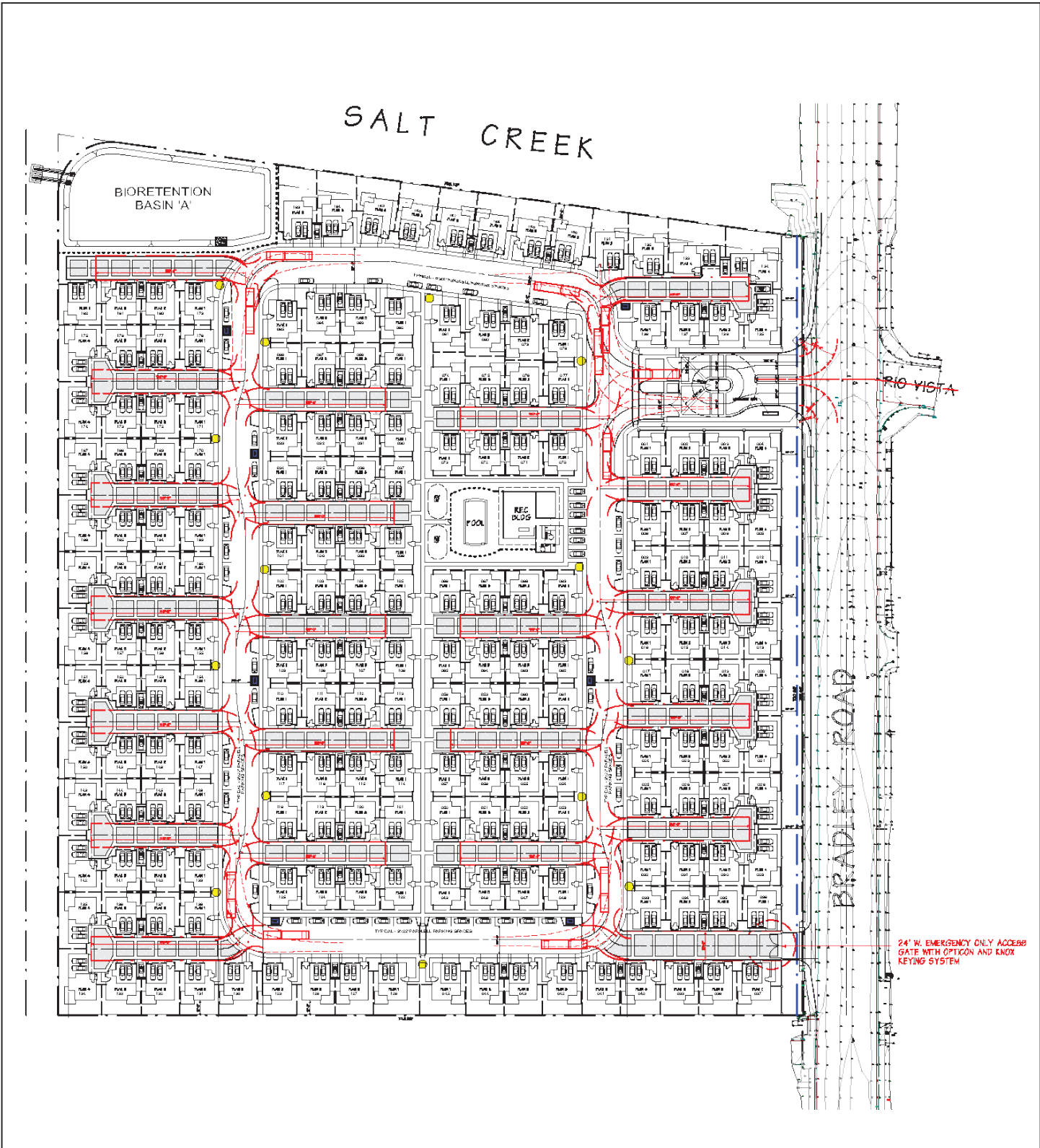
LSA

FIGURE 10-1



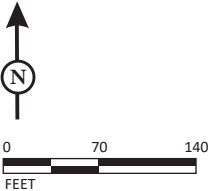
River Walk Village
Traffic Study
Project Entry Plan

SOURCE: Randy Morris Architect, October 2021
R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig10-1_ProjEntry.ai (12/22/2021)



LSA

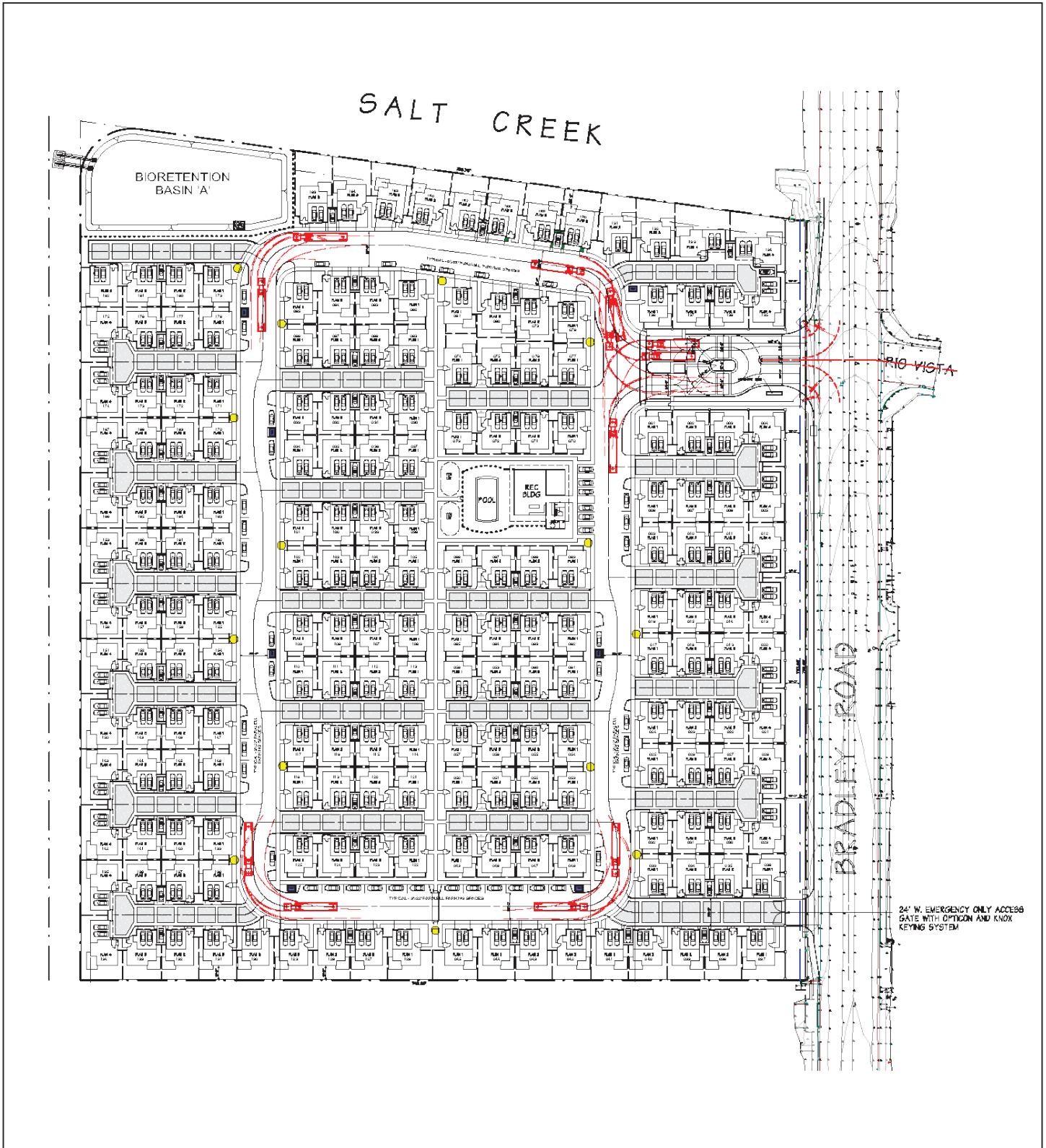
FIGURE 10-2



River Walk Village
Traffic Study

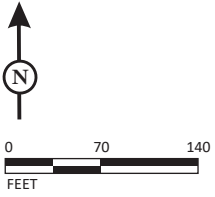
Project Internal Roadways Fire and Trash Truck Circulation Diagram

SOURCE: Randy Morris Architect, October 2021
R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig10-2_FireTrash.ai (12/22/2021)



LSA

FIGURE 10-3



River Walk Village
Traffic Study

Project Internal Roadways Large Truck Circulation Diagram

SOURCE: Randy Morris Architect, October 2021
R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig10-3_LargeTruck.ai (12/22/2021)

11.0 RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, a queuing analysis was performed at the two intersections under the jurisdiction of Caltrans, i.e., I-215 Southbound Ramps/Newport Road and I-215 Northbound Ramps/Newport Road. The queuing analysis at these locations has been prepared for disclosure purposes only.

Table 11-A lists the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the two study intersections under existing and opening year cumulative (2023) conditions. The queues have been reported from Synchro. As shown in Table 11-A, queues for some of the movements are projected to exceed the existing available turn-pocket storage lengths under existing and opening year cumulative (2023) conditions.

Detailed queuing analysis worksheets are included in Appendix E.

11.1 LIST OF CHAPTER 11.0 TABLES

- Table 11-A: Intersection Queuing Analysis

Table 11-A - Intersection Queuing Analysis

Intersection	Movement	Storage Length ¹ (ft/lane)	Queue Lengths ²							
			Existing				Cumulative			
			No Project		With Project		No Project		With Project	
			AM	PM	AM	PM	AM	PM	AM	PM
8 . I-215 Southbound Ramps/Newport Road Signalized	SBL	500	330	525	330	545	430	800	430	830
	SBR	500	320	485	325	510	440	745	445	755
	EBR	415	50	0	70	0	135	0	140	0
	WBR	855	505	15	500	10	740	5	740	5
9 . I-215 Northbound Ramps/Newport Road Signalized	NBL	385	430	460	435	490	525	730	525	740
	NBR	385	385	480	385	480	480	680	510	695
	EBR	665	15	0	20	0	20	0	25	0
	WBR	300	0	0	0	0	0	0	0	0

Notes:

ft/lane = feet per lane

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

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements.

² All queues reported are 95th percentile queues. All queues for signalized intersections have been reported from Synchro.

12.0 SUMMARY AND CONCLUSIONS

The proposed project will consist of 198 single-family detached townhomes. Access to the project site would be provided via a full access driveway on Bradley Road. The project is anticipated to generate 1,869 daily trips with 147 trips occurring during the a.m. peak hour and 196 trips occurring during the p.m. peak hour. The project will be adding a second southbound through lane, curb, gutter and sidewalk along the project frontage. The through lane will connect with the existing dedicated right-turn lane at the intersection of Bradley Road/Lazy Creek Road. Additionally, the sidewalk along the project frontage will connect with the existing sidewalk along the west side of Bradley Road, south of the project. The project is anticipated to be completed by 2023.

12.1 EXISTING CONDITIONS SUMMARY

All study intersections and roadway segments operate at a satisfactory LOS under existing without and with project conditions with the exception of four intersection and four roadway segments.

12.2 OPENING YEAR CUMULATIVE (2023) CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) without and with project conditions with the exception of five intersection and seven roadway segments.

12.3 SIGNAL WARRANT ANALYSIS SUMMARY

All three intersections meet signal warrant under existing and opening year cumulative (2023) scenarios.

12.4 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1 “Recommended Improvements” of this report, the recommended improvements include installing signal at the intersection of Bradley Road/Rio Vista Drive-Project Driveway, lane addition along Bradley Road at three roadway segments and optimizing signal timing at two intersections. Signalization and roadway segment improvements are covered by City’s Development Impact Fee program and the project will be paying fair-share percentages for improvements at two intersections and one roadway segment. Though some roadway segments are forecast to operate at a deficient LOS with the improvements, it is expected that they’ll not affect the traffic flow progressing as all the intersections are forecast to operate at a satisfactory LOS with the improvements.

12.5 SITE ACCESS ANALYSIS SUMMARY

The project driveway will be controlled by a signal and therefore, sight distance will not be an issue at the project driveway. For the northbound left-turn ingress traffic, a storage lane of 125 ft should be constructed to adequately accommodate the back-up queues. The project access will be restricted, though it is estimated that the project traffic would not spill over to Bradley Road.

12.6 RAMP QUEUING ANALYSIS SUMMARY

The queues for some of the movements at the Caltrans ramps are projected to exceed the available turn-pocket storage lengths under existing and opening year cumulative (2023) conditions.

APPENDIX A:

SCOPING AGREEMENT



October 22, 2021

Mr. Chet Robinson, P.E., G.E.
Associate Engineer
Public Works – Engineering Department
City of Menifee
29844 Haun Road
Menifee, California 92586

Subject: Scope of Work for the River Walk Village Project (LSA Project No. CIM2105)

Dear Mr. Robinson,

LSA is preparing a traffic study (TS) for the River Walk Village Project (project) to be located along Bradley Road, to the north of Lazy Creek Road, in the City of Menifee (City). The proposed project includes 198 single-family detached townhomes. Figure 1 (all figures and tables attached) illustrates the regional and project location. The project will be accessed through a full access driveway on Bradley Road. The project will also have an emergency only egress on Bradley Road at the southeast corner of the project site. The project is anticipated to be completed by 2023. Figure 2 illustrates the conceptual site plan.

The City has adopted level of service (LOS) standards consistent with the City's General Plan, as laid out in the *City of Menifee Engineering Department LOS Traffic Study Guidelines*, dated October 2020 (TS Guidelines). The Vehicle Miles Traveled (VMT) analysis will be conducted in accordance with the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines), adopted June 2020. The TS will be prepared to satisfy the requirements of the City TS Guidelines and the VMT Guidelines.

Attached is Attachment A, the "Scoping Agreement for Traffic Study" form from the City's TS Guidelines.

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

SCOPE OF WORK: TRAFFIC STUDY

Study Area Intersections

Based on the City TS Guidelines, the study area shall generally include, at a minimum, any intersection where the proposed project will add 50 or more peak hour trips or any intersection that the City recommends to be included in the analysis. Based on this criteria, the following intersections were included for the analysis:

1. Bradley Road/Project Driveway – Rio Vista Drive (Menifee);
2. Bradley Road/Lazy Creek Road (Menifee);

3. Bradley Road/Park Avenue (Menifee);
4. Bradley Road/Newport Road (Menifee);
5. Calle Tomas/Newport Road (Menifee);
6. Avenida de Cortez - Town Center Drive/Newport Road (Menifee);
7. Haun Road/Newport Road (Menifee);
8. Interstate 215 (I-215) Southbound Ramps/Newport Road (Caltrans); and
9. I-215 Northbound Ramps/Newport Road (Caltrans).

Figure 3 illustrates the proposed study area intersections.

Roadway Segment Analysis

A roadway segment analysis will be conducted based on daily traffic volumes, for the segments where the project adds 500 or more daily trips, and any segments that the City requires to be included in the analysis. The LOS analysis for roadway segments will be conducted using roadway capacity and classification from the City's TS Guidelines. As such, using the 500 daily trip threshold and based on estimated trip distribution, the TS will include the following roadway segments:

1. Bradley Road, between Rio Vista Drive and Lazy Creek Road (Menifee);
2. Bradley Road, between Lazy Creek Road and Park Avenue (Menifee);
3. Bradley Road, between Park Avenue and Newport Road (Menifee);
4. Newport Road, between Bradley Road and Calle Tomas (Menifee);
5. Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive (Menifee);
6. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road (Menifee)
and
7. Newport Road, between Haun Road and I-215 Southbound Ramps (Menifee).

Analysis Scenarios

The TS for the proposed project will be prepared to meet the requirements outlined in the City's TS Guidelines. The TS will address existing traffic conditions, future traffic forecasts, roadway network circulation deficiencies, and recommended circulation improvements for a.m. and p.m. peak hour traffic operations at the study intersections and roadway segments under the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Opening Year Cumulative (2023) without Project Conditions; and

- Opening Year Cumulative (2023) with Project Conditions.

Since, the proposed project will not require a General Plan Amendment (GPA) or a zone change (ZC) a horizon year analysis has not been include as part of this scope consistent with the City's TS Guidelines. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the one hour of highest traffic volume occurring between 4:00 and 6:00 p.m.

Trip Generation, Trip Distribution and Trip Assignment

The trip generation for the proposed project was developed using the rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). The rates for Land Use 210 – “Single-Family Detached Housing” were used for the project. Table A summarizes the project trip generation. As shown in attached Table A, the project is anticipated to generate 1,869 daily trips with 147 trips occurring during the a.m. peak hour and 196 trips occurring during the p.m. peak hour.

The distribution of the proposed project trips was developed based on the regional roadway network and the location of residential, employment, commercial centers, and in discussion with the City staff. Figure 4 illustrates the project trip distribution. The distribution percentages were applied to the trips generated in the a.m. and p.m. peak hours to get the project trip assignment. Figure 5 illustrates the project trip assignment at the study intersections.

Volume Development and Analysis Methodology

Traffic volumes for existing year traffic conditions will be based on existing count data collected at study intersections and roadway segments. Opening Year Cumulative (2023) without project traffic volumes will be developed by applying an annual growth rate of 2 percent per year to existing peak hour traffic volumes and daily roadway segment volumes and adding traffic volumes from approved and pending development projects that will add substantial traffic to the study area. Since the opening year cumulative scenario is two years from the existing year, based on the TS Guidelines, residential projects having 101 to 249 total units will be assumed to be 50% complete, and residential projects having 250 or more dwelling units will be assumed to be 25% complete for this scenario. Residential projects having less than 100 dwelling units and all non-residential projects will be assumed to be complete. Table B summarizes the cumulative projects to be included in the analysis. Information about these projects were obtained from City of Menifee Land Development/ CIP Projects map (updated August 2021) and the list of approved and pending projects provided by the City (updated August 2021).

Existing and opening year cumulative with project traffic volumes will be developed by adding traffic from the proposed project to the corresponding without project scenario traffic volumes.

The TS will analyze study intersections during the a.m. and p.m. peak hours. Intersection levels of service (LOS) will be calculated using the *Highway Capacity Manual 6* (HCM 6) analysis methodologies by using Synchro 10 software. Roadway segment LOS analysis will be conducted using daily roadway segment capacity thresholds and classifications from the City's General Plan and TS Guidelines.

Analysis of Traffic Operations and Recommended Circulation Improvements

Intersection and roadway segment LOS without the project will be compared to the intersection and roadway segment LOS with the project for each of the analysis scenarios to determine potential operational deficiencies based on the LOS standards as applicable for the City. Necessary improvement measures will be recommended to improve intersection and roadway segment performance to conform with the City's LOS standards. Improvements may include intersection turn lanes, signalization, and segment lane additions. The LOS with recommended improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Project Driveway Analysis and Internal Circulation

The TS will examine additional traffic operation analyses at the project driveway. The additional traffic operation analyses will examine vehicle queuing and driveway stacking at the project driveway to identify any potential on-site or off-site circulation issues.

A sight distance analysis was recommended by City staff for the ingress/egress project traffic and traffic along Bradley Road with respect to the proposed project driveway. The sight distance analysis will be conducted according to *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO) standards.

An internal circulation analysis was recommended by City staff to evaluate turning radii within the internal roads as well as safe operation for trash and recycle collection. LSA will evaluate the adequacy of turning radii for safe operation of vehicles within these internal roadways, and recommended alternative designs if required.

Signal Warrant Analysis

As recommended by the City staff, a signal warrant analysis will be performed under opening year cumulative scenarios at the following intersections:

1. Bradley Road/Project Driveway – Rio Vista Drive;
2. Bradley Road/Lazy Creek Road; and
3. Bradley Road/Park Avenue.

Peak hour approach volumes for the study intersection will be examined to determine whether signalization may be warranted at the listed intersections per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices (CA-MUTCD)*.

TUMF/DIF/Fair Share Calculations

LSA will evaluate whether the mitigation measures identified in the TS are included as part of the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) or the City's Development Impact Fees (DIF). If it is determined that an improvement is not covered through the DIF or the TUMF program, the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing conditions to opening year cumulative with project conditions.

Multimodal Analysis

The multimodal analysis will examine the existing pedestrian, bicycle, and available transit service within the project study area. Gaps in the existing sidewalk and bicycle network, current access to public transit, and current transit service will be identified.

The future year analysis will identify connectivity from the project site to the existing bicycle, pedestrian network, and distance to current transit stops. The TS will summarize improvements that will increase connectivity to sidewalks, trails, bicycle facilities and transit facilities.

SCOPE OF WORK: CEQA VEHICLE MILES TRAVELED (VMT) ANALYSIS

CEQA VMT Analysis

Senate Bill 743 (SB 743) required changes be made to California Environmental Quality Act (CEQA) regulations introducing vehicle miles traveled (VMT) as the metric for determining project traffic impacts. Thus, a VMT analysis will be conducted for the project to satisfy the CEQA requirements. The City adopted the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines) in June 2020, which includes the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Based on the screening criteria provided in the VMT Guidelines, it is anticipated that the project will be screened out from a detailed VMT analysis. A VMT memorandum (Memo) will be submitted to the City. The purpose of the Memo will be to demonstrate that the project can be screened out from a VMT analysis by using the screening criteria from the City VMT Guidelines.

Active Transportation and Public Transit Analysis

In this analysis, potential project impacts on public transit, bicycle, and pedestrian facilities will be evaluated and significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at ambarish.mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, P.E.
Principal

Attachments:

Attachment A: Scoping Agreement For Traffic Study

Table A: Project Trip Generation

Table B: Cumulative Projects

Figure 1: Regional and Project Location

Figure 2: Conceptual Site Plan

Figure 3: Study Area Intersections

Figure 4: Project Trip Distribution

Figure 5: Project Trip Assignment

Please contact the Engineering Department or use the most recently provided data

Model/Forecast methodology if required _____

D. Horizon Year Analysis: Does this project require a Horizon Year Analysis?

Yes No

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

- | | |
|---|---|
| 1. 1. Bradley Road/Project Driveway-Rio Vista Drive(Menifee); | 5. 5. Calle Tomas/Newport Road (Menifee); |
| 2. 2. Bradley Road/Lazy Creek Road (Menifee); | 6. 6. Avenida de Cortez - Town Center Drive/Newport Road (Menifee); |
| 3. 3. Bradley Road/Park Avenue (Menifee); | 7. 7. Haun Road/Newport Road (Menifee); |
| 4. 4. Bradley Road/Newport Road (Menifee); | 8. 8. I-215 Southbound Ramps/Newport Road (Caltrans); and |
| | 9. I-215 Northbound Ramps/Newport Road (Caltrans). |

F. Study Roadway Segments:

- | | |
|---|---|
| 1. Bradley Road, between Rio Vista Drive and Lazy Creek Road; | 5. Newport Road, between Calle Tomas and Avenida de Cortez-Town Center Drive; |
| 2. Bradley Road, between Lazy Creek Road and Park Avenue; | 6. Newport Road, between Avenida de Cortez-Town Center Drive and Haun Road; |
| 3. Bradley Road, between Park Avenue and Newport Road; | 7. Newport Road, between Haun Road and I-215 Southbound Ramps; |
| 4. Newport Road, between Bradley Road and Calle Tomas; | 8. _____ |

G. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or one-mile radius of boundaries? No Yes

es

No

If so, name of Jurisdiction: _____

H. Site Plan (please attach a legible 11'X17' copy) Please find attached.

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

Recommended by:

Ambarish Mukherjee
Consultant's Representative

10/22/2021
Date

Scoping Agreement Submitted on _____

Date

Scoping Agreement Resubmitted on _____

Date

Approved Scoping Agreement:

Rob Blough
City of Menifee

11/30/2021
Date

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single Family Residential	198 DU							
Trips/Unit ¹		0.19	0.56	0.74	0.62	0.37	0.99	9.44
Trip Generation		37	110	147	123	73	196	1,869
Project Trip Generation		37	110	147	123	73	196	1,869

Notes:

DU = Dwelling Unit

¹ Rates based on Land Use 210 - "Single-Family Detached Housing" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

Table B - Cumulative Projects

Sr. No.	Project No.	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
1	SP 209	Audie Murphy Ranch (Brookfield)	West of Murrieta Road, between Holland Road and Honeyrun Road	Residential	1225 residential lots remaining to be built
2	TTM 31456	Stonegate (Enclave)	West of Valley Boulevard, South of McCall Boulevard	177 residential lots	177 SFDU
3	TR 28859	Woodside Homes (Skyview)	North of Ridgemoor Road, East of Boulder Crest Way	246 residential lots	246 SFDU
4	PLN 20-0167	Boulders	Northeast corner of Berea Road and Normandy Road	9.92 acres - 25,402 sf Office Building - 8,223 sf Commerical Building - 236 apartment units	234 DU, 25.75 TSF Office, 8.25 TSF Daycare
5	DEV 2019-053	Newport Pointe Commercial	Southwest corner of Newport Road and Evans Road	11.14 acres - 7 buildings - 84,211 sq ft commercial development	84.211 TSF Commercial
6	TR28786, TR28791, TR28792, TR28793 & TR28794	Quartz Ranch (Lennar)	Southeast corner of La Piedra Road and Evans Road	TR28791: 22.2 acres - 80 residential lots, 7,200 sq ft min, TR28792: 23.8 acres - 85 residential lots, 7,200 sq ft min. TR28793: 21.4 acres - 77 residential lots, 7,200 sq ft min. TR28786 24 acres - 72 residential lots - 7,200 sq ft min, TR28794 27.5 acres - 65 residential lots - 7,200 sq ft min	379 SFDU
7	TR 30142	KB Hidden Hills (KB Homes)	Southeast corner of Murrieta Road and Craig Avenue	166.30 acres - 523 residential lots - 6,000-7,200 sq ft min.	Approx. 323 SFDU remaining to be built
8	PP PLN20-0348, CUP PLN20-0347	Popeye's Restaurant	Southeast corner of Newport Road and Wingate Lane	1-acre, 1 building, 2,364 sf	2,364 TSF
9	PLN20-0023 (CUP) & PLN20-0024 (PP)	Montessori School	South of Newport Road, between Wingate Lane and Winter Hawk Road	1.6 acres - 13,648 sf childcare center	13,648 TSF
10	TM 28790	Pacific Communities (Orchid)	South of La Piedra Road, West of Evans Road	30.6 acres - 156 residential lots	156 SFDU
11	TM 28789	Pacific Communities (Primrose)	Northeast corner of Evans Road and La Piedra Road	28 acres -131 residential lots	131 SFDU
12	PP 2019-108	Rowland Tract	Southeast corner of Evans Road and Holland Road	30 acres - 80 residential lots - 7,200 sq ft min.	80 SFDU
13	PP 2018-189	Newport Dental Professional Office (Baker)	North of Newport Road, West of Bradley Road	0.64 acres - 5,417 sq. ft. 3-story medical office building	5,417 TSF
14	CUP PLN20-0272, PP PLN20-0273, TPM PLN20-0274	Menifee Crossroads	Northeast corner of Bradley Road and Newport Road	Commercial Uses	37,400 sf supermarket, 10,700 sf commercial retail use, 25,400 sf general office use, 18,400 sf Medical-Dental Office, 2,000 sf fast-food restaurant with drive-through, 4,000 sf fast-food restaurant and 4,500 square feet of High Turnover Sit-Down Restaurant
15	TR37576	Meadow Run (Meritage Homes)	Southeast corner of Bradley Road and Holland Road	65 residential lots	65 SFDU
16	PP 2018-217	Center Pointe Shopping Center	South of Newport Road, between Bradley Road and Town Center Drive	9.14 acres - 7 buildings - 78,000 sq ft total	2.8 TSF fast-food restaurant, 24.06 TSF restaurants, 30.06 TSF supermarket, 21.5 TSF retail
17	TR2015-238	DA4 The Village - TR 37179 (Lennar)	Northeast corner of La Piedra Road and Stern Drive	26.3 acres - 151 residential lots - 4,000 sf min lot size	151 SFDU
18	CUP 2016-130	Krikorian Theatre	Southwest corner of Newport Road and Town Center Drive	13.27 acres, 170,410 sq ft commercial center: 12-screen movie theater, restaurant/bar, gaming area and 22-lane bowling alley	13-screen movie theater and 33.5 TSF retail
19	2017-094 TTR, 2017-095 PP	The Townes (Lennar)	North of La Piedra Road, south of Newport Road, east of Great Oak Drive and west of Town Center Drive	20.3 acres - 218 condominium units	218 Townhomes
20	PP 2018-023	Menifee Plaza	Southeast corner of Newport Road and Town Center Drive	7,500 sq. ft. of restaurant space; 5,200 sf of restaurant space; 1,300 sq. ft. retail space	12.7 TSF Restaurant, 1.3 TSF Retail
21	2017-123 PP	Menifee Medical Office Building	North of La Piedra Road, south of Newport Road, east of Town Center Drive and west of the Paloma Wash	2.47 acres, 33,800 sf medical office building	33,800 TSF medical office building
22	TR2015-238	DA1 Camden Place - TR 37067 (William Lyons)	Northeast corner of La Piedra Road and Stern Drive	12.2 acres - 125 residential lots - 2,850 sf min lot size	125 SFDU
23	TR 2015-239 (TR36303)	Park Ridge & Union Place (Lennar)	Northwest corner of Holland Road and Haun Road	32 acres, 155 residential lots, 5,000 sq ft min & 6,500 sq ft min.	155 SFDU
24	2017-173 CUP, 2017-174TR	Menifee Meadows	Southwest corner of Holland Road and Haun Road	20.04 acre - 158,247 sf assisted living with 142 rooms, 25,711 sf memory care with 36 rooms, & 21,722 sf medical office buildings	142 DU Assisted Living, 36 RM Memory Care, 21,722 TSF Medical Office Building
25	PP 2017-042	WellQuest Senior Living	Northeast corner of Antelope Drive and Aldergate Road	4.9 acres, 118-unit assisted living, 84,520 sq ft building	118 DU Senior Housing
26	PP 2017-017	Single Box Retail (S&F)	Northwest corner of Newport Road and Haun Road	5.36 acres - Commercial center with a 29,536 sf building; 17,000 sf retail building; 8,700 sf restaurant	29,536 TSF Supermarket, 17 TSF Retail, 8.7 TSF Restaurant
27	PP 2015-164	Del Oro North	Northeast corner of Holland Road and Hannover Lane	17.2 acres - 238 apartment units - 100 senior independent living units	238 DU, 100 Senior DU
28	TR 2015-165 (TR36852)	Del Oro South (DR Horton)	Southeast corner of Holland Road and Hannover Lane	20 acres - 65 residential units - 7,200 sq ft min	35 DU
29	PM PLN21-0254, PP PLN21-0255	O'Reilly Autoparts	Along Newport Road, just west of Menifee Road	1.41 acres, 7,228 sq ft building	7,228 TSF Autoparts store
30	PM 2018-118 (PM33703)	Menifee Village PM	Along Domenigoni Parkway, east of Menifee Road	27.73 acres into 10 commercial parcels ranging in size from 1.09 acres - 12.24acres	<i>LSA requests information for this project</i>
31	SP 2019-017	Menifee Village SPA	Along Domenigoni Parkway, east of Menifee Road	Amend SP158 PA 3-1, 3-2, 4-3 and 4-4 increase residential planning areas	<i>LSA requests information for this project</i>
32	TR PLN20-0055 (TR37828)	Menifee Village TTM	Along Domenigoni Parkway, east of Menifee Road	18.17 acres, 91 residential lots, 2,720 sq ft - 4,819 sq ft	<i>LSA requests information for this project</i>
33	SP 2019-017	Menifee Village SPA	Along Domenigoni Parkway, east of Menifee Road	Amend SP158 PA 3-1, 3-2, 4-3 and 4-4 increase residential planning areas	<i>LSA requests information for this project</i>
34	TR 32102	Pulte - Banner Park	Between Domenigoni Parkway and Olive Avenue	82.06 acres - 256 residential lots - 6,000 sq ft min.	256 SFDU
35	DEV 2019-007 (TR37671)	Diamond Bros.	South of Domenigoni Parkway, west of Briggs Road	69.32 acres - 197 residential lots - 6,000 sq ft min.	197 SFDU
36	TTM 32101	Diamond Bros.	South of Domenigoni Parkway, west of Briggs Road	64 acres 182 residential lots, 6,000 sq ft min	182 SFDU
37	2016-286 SP, 2016-287 GPA	Rockport Ranch	Southwest corner of Old Newport Road and Briggs Road	78.8 acres - 305 residential lots - Minimum lot size ranging from 5,000 sf - 7,000 sf	305 SFDU
38	TTM 31229	Nautical Cove	Northeast corner of Southshore Drive and Holland Road	77.15 acres - 239 residential lots - 6,000 sq ft min.	239 SFDU
39	TTM 32277	Centennial (Pardee)	Southeast corner of Southshore Drive and Holland Road	158.75 acres - 359 residential lots - 6,000 sq ft min.	359 SFDU

Table B - Cumulative Projects

ACTIVE

REMOVE

REMOVE

Sr. No.	Project No.	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
40	PP 2015-115	Menifee Village	APNs : 360-110-012, -004, -005, -006, and -007	Retail shopping center including ten (10) buildings totaling 231,600 sq. ft.	<i>Please confirm whether this project is still active (LSA used this project as a cumulative project for the Boulders traffic study. However, this project is missing from the Aug 2021 Land Development/CIP Projects List)</i>
41	PM 2016-185	JPN Corporation Inc.	North of Holland Road, west of I-215 and east of Haun Road	11 commercial parcels	<i>Please confirm whether this project is still active (LSA used this project as a cumulative project for the Boulders traffic study. However, this project is missing from the Aug 2021 Land Development/CIP Projects List)</i>
42	PM PLN20-0098	Gateway Menifee	Near intersection of Haun Road and Craig Avenue	13 commercial parcels	<i>Please confirm whether this project is still active (LSA used this project as a cumulative project for the Boulders traffic study. However, this project is missing from the Aug 2021 Land Development/CIP Projects List)</i>

Notes:

SFDU = Single-Family Dwelling Units; DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms.

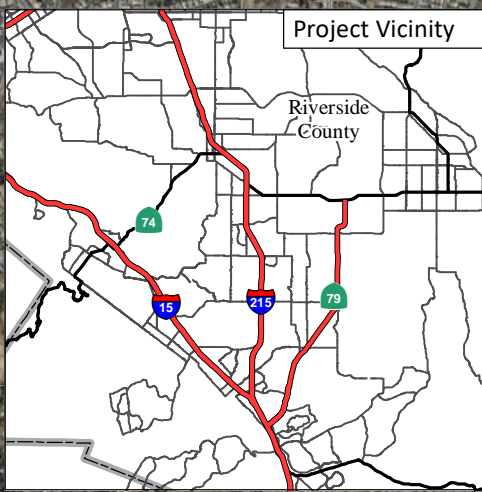
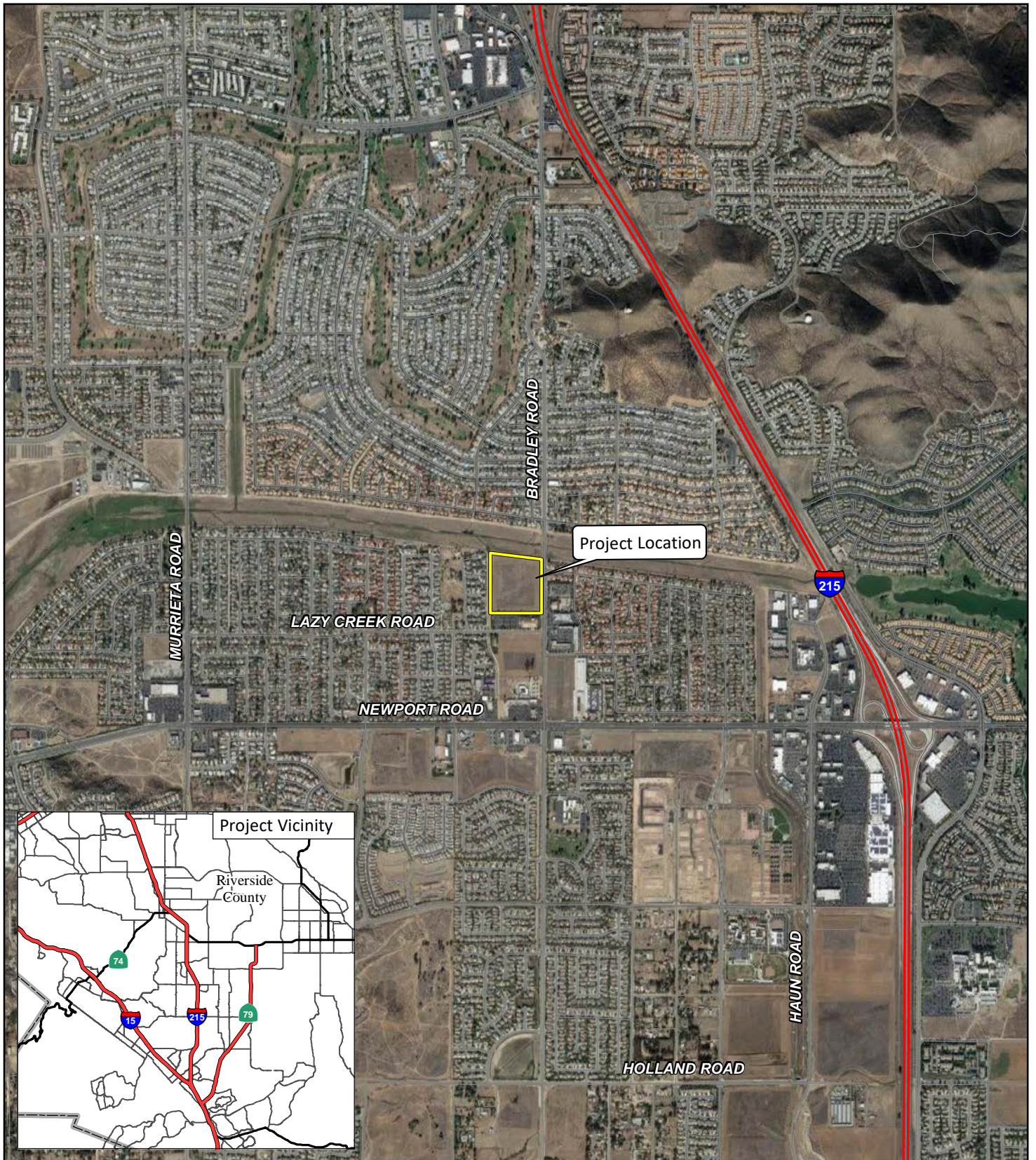
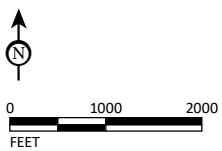


FIGURE 1

LSA



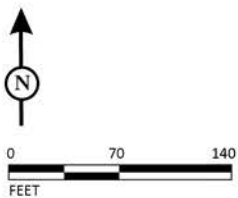
SOURCE: ESRI Streetmap, 2021; Google Earth, 2019.

R:\CIM2105_Riverwalk Townhomes\Traffic\GIS\Reports\fig1_Reg_ProjLoc.mxd (10/20/2021)



LSA

FIGURE 2



SOURCE: Randy Morris Architect, October 2021

R:\CIM2105_Riverwalk Townhomes\Technical Studies\Traffic\GIS\Reports\fig2_SitePlan.ai (10/20/2021)

River Walk Village
Traffic Study
Conceptual Site Plan

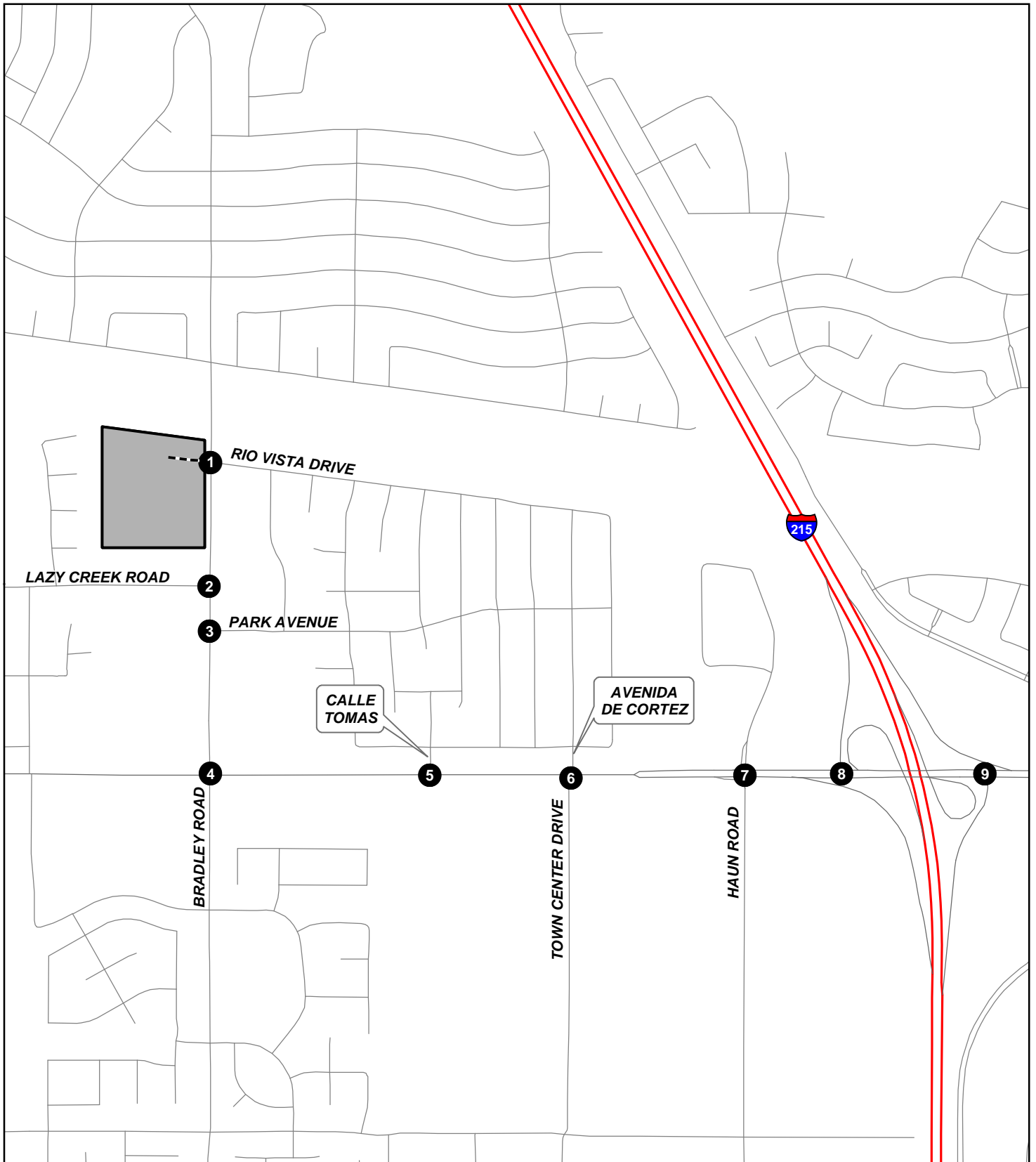


FIGURE 3

LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway

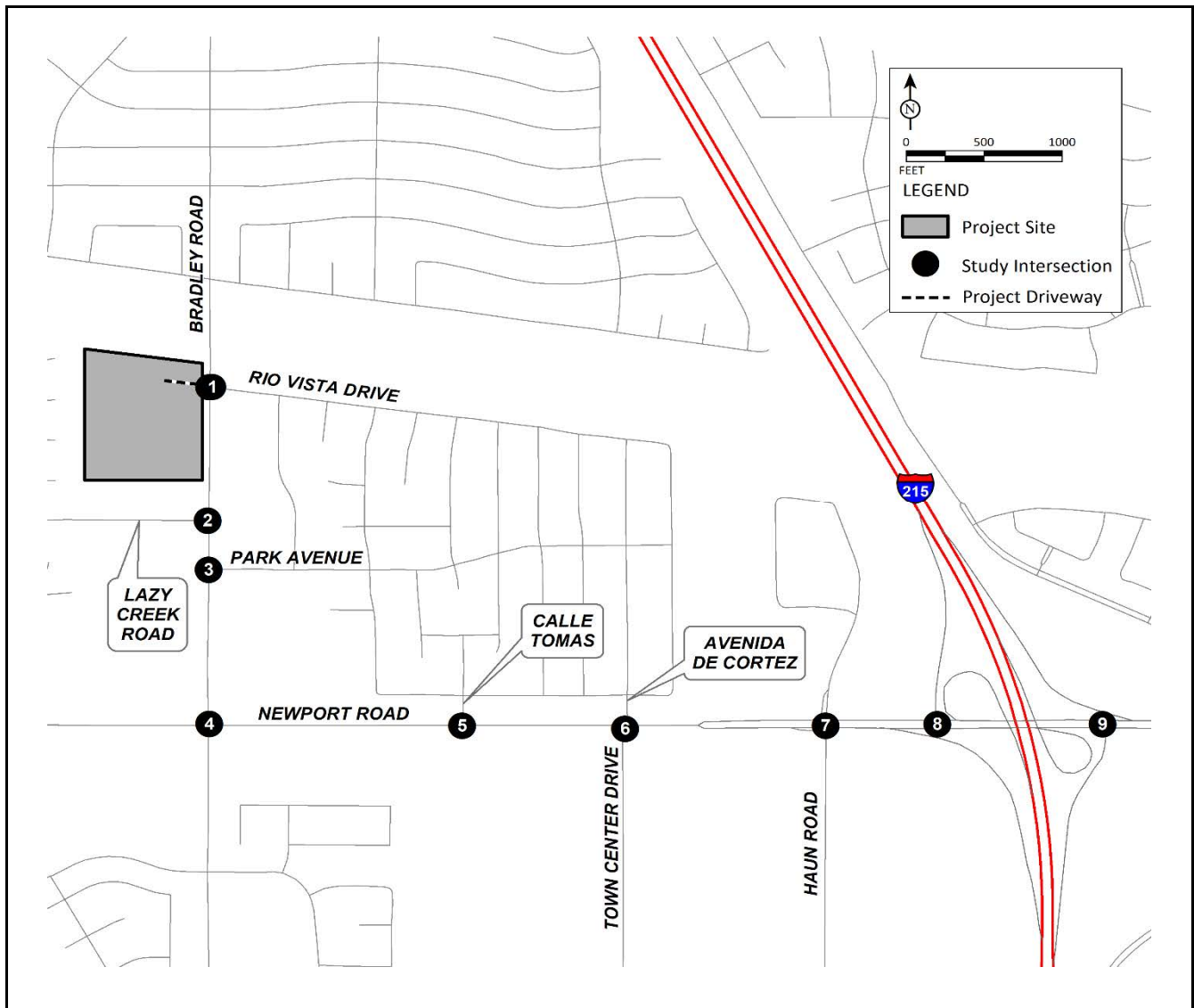


0 500 1000
FEET

SOURCE: ESRI Streetmap, 2013.

R:\CIM2105_Riverwalk Townhomes\Traffic\GIS\Reports\fig3_StudyIntersections.mxd (9/17/2021)

River Walk Village
Traffic Study
Study Area Intersections



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 4

LSA

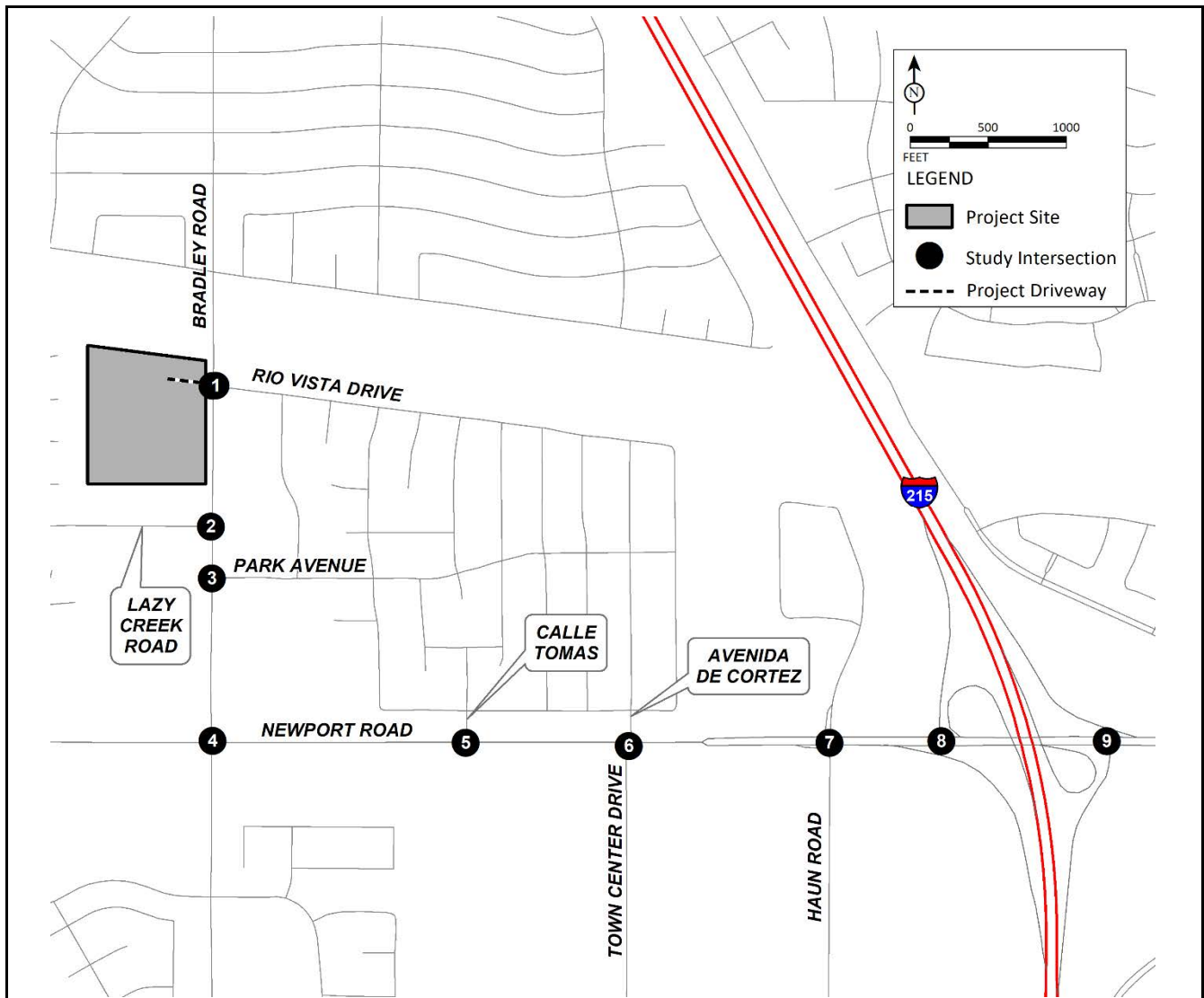
XX% (YY%)

Inbound (Outbound) Trip Distribution

----- Project Driveway

River Walk Village
Traffic Study

Project Trip Distribution



1 Bradley Road/Project Driveway-Rio Vista Drive	2 Bradley Road/Lazy Creek Road	3 Bradley Road/Park Avenue	4 Bradley Road/Newport Road	5 Calle Tomas/Newport Road
6 Avenida de Cortez - Town Center Drive/Newport Road	7 Haun Road/Newport Road	8 I-215 Southbound Ramps/Newport Road	9 I-215 Northbound Ramps/Newport Road	

FIGURE 5

LSA

XX / YY

AM / PM Peak Hour Trips

----- Project Driveway

River Walk Village
Traffic Study

Project Trip Assignment

APPENDIX B:

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

City of Menifee
 N/S: Bradley Road
 E/W: Rio Vista Drive
 Weather: Clear

File Name : 01_MEN_Bradley_Rio V AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Bradley Road Southbound			Rio Vista Drive Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	231	235	4	4	8	52	4	56	299
07:15 AM	24	262	286	13	6	19	50	4	54	359
07:30 AM	4	171	175	5	8	13	81	11	92	280
07:45 AM	8	155	163	5	6	11	87	3	90	264
Total	40	819	859	27	24	51	270	22	292	1202
08:00 AM	7	131	138	3	6	9	88	3	91	238
08:15 AM	8	150	158	6	3	9	86	11	97	264
08:30 AM	11	135	146	2	6	8	76	4	80	234
08:45 AM	5	156	161	1	6	7	75	4	79	247
Total	31	572	603	12	21	33	325	22	347	983
Grand Total	71	1391	1462	39	45	84	595	44	639	2185
Apprch %	4.9	95.1		46.4	53.6		93.1	6.9		
Total %	3.2	63.7	66.9	1.8	2.1	3.8	27.2	2	29.2	

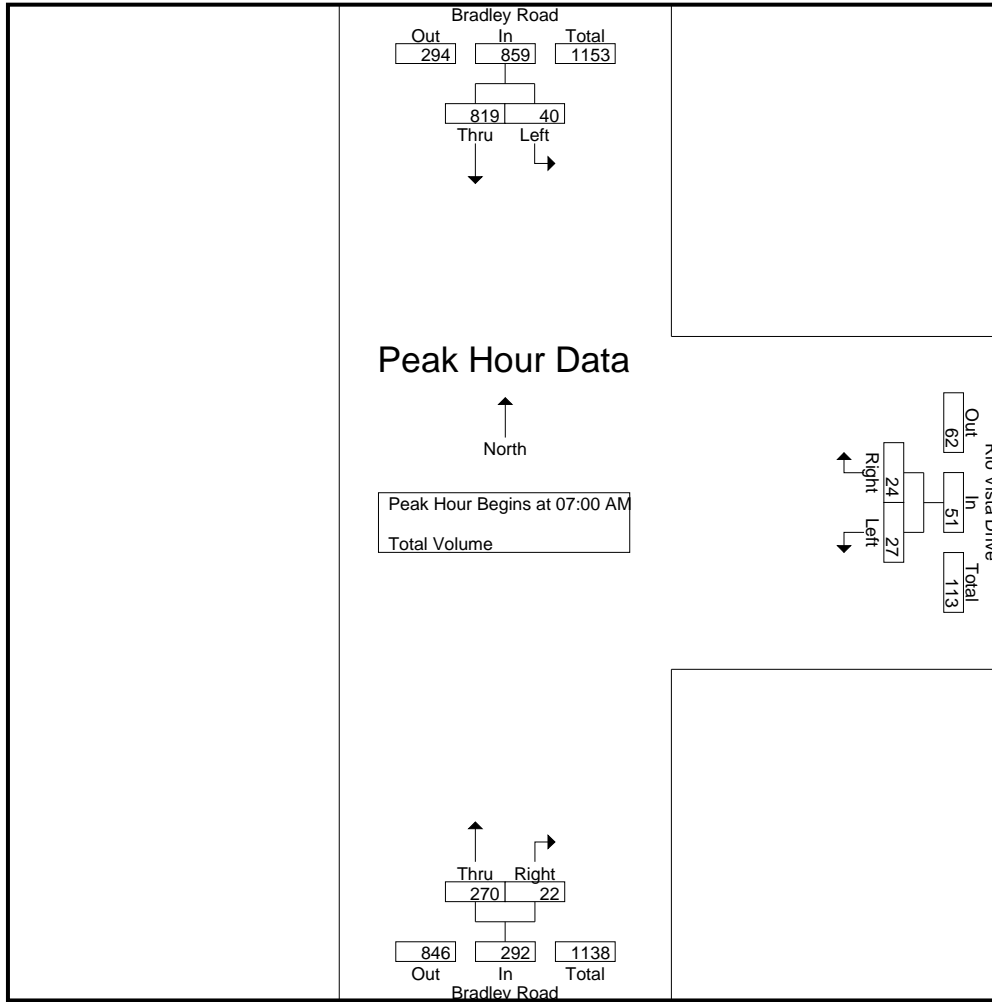
Start Time	Bradley Road Southbound			Rio Vista Drive Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	231	235	4	4	8	52	4	56	299
07:15 AM	24	262	286	13	6	19	50	4	54	359
07:30 AM	4	171	175	5	8	13	81	11	92	280
07:45 AM	8	155	163	5	6	11	87	3	90	264
Total Volume	40	819	859	27	24	51	270	22	292	1202
% App. Total	4.7	95.3		52.9	47.1		92.5	7.5		
PHF	.417	.781	.751	.519	.750	.671	.776	.500	.793	.837

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Bradley Road
 E/W: Rio Vista Drive
 Weather: Clear

File Name : 01_MEN_Bradley_Rio V AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	4	231	235	13	6	19	81	11	92
+15 mins.	24	262	286	5	8	13	87	3	90
+30 mins.	4	171	175	5	6	11	88	3	91
+45 mins.	8	155	163	3	6	9	86	11	97
Total Volume	40	819	859	26	26	52	342	28	370
% App. Total	4.7	95.3		50	50		92.4	7.6	
PHF	.417	.781	.751	.500	.813	.684	.972	.636	.954

City of Menifee
 N/S: Bradley Road
 E/W: Rio Vista Drive
 Weather: Clear

File Name : 01_MEN_Bradley_Rio V PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

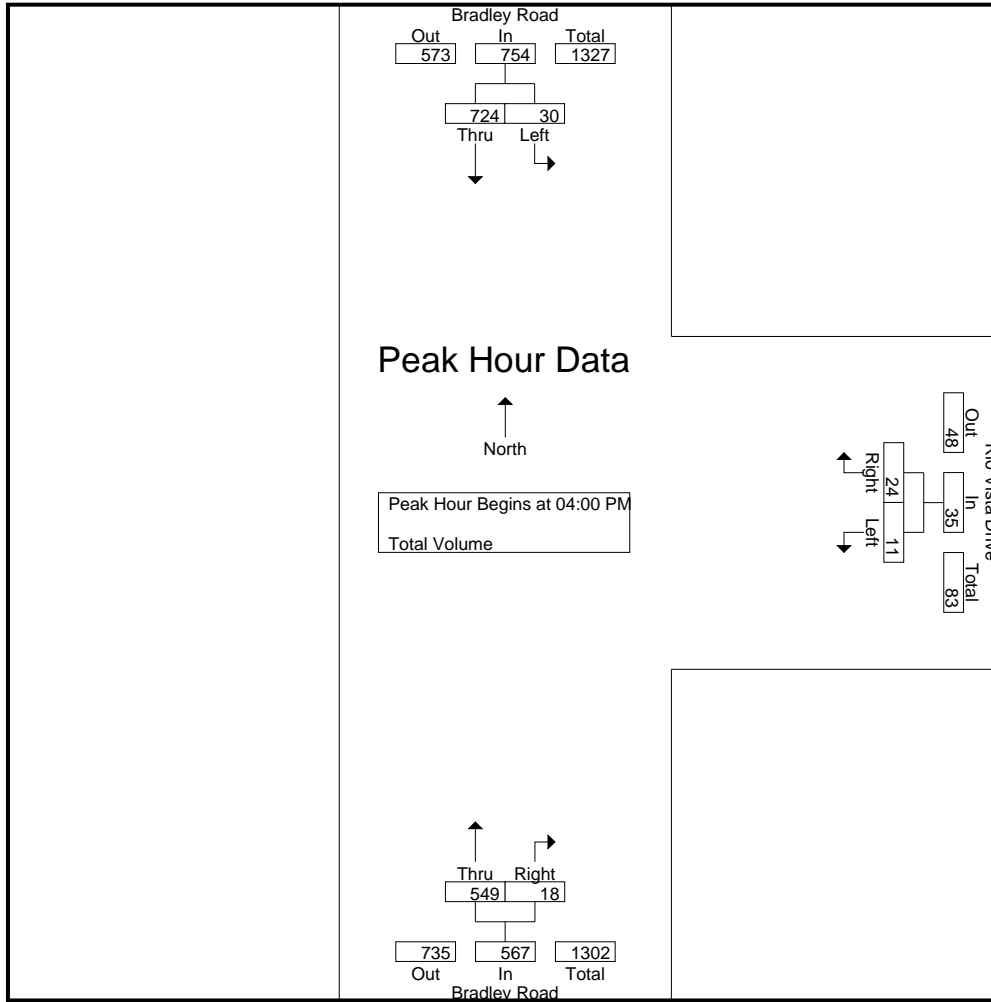
Start Time	Bradley Road Southbound			Rio Vista Drive Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	11	154	165	2	8	10	145	5	150	325
04:15 PM	7	177	184	2	4	6	147	4	151	341
04:30 PM	4	191	195	4	5	9	129	7	136	340
04:45 PM	8	202	210	3	7	10	128	2	130	350
Total	30	724	754	11	24	35	549	18	567	1356
05:00 PM	8	160	168	1	7	8	145	4	149	325
05:15 PM	11	163	174	0	5	5	125	2	127	306
05:30 PM	7	185	192	2	5	7	116	4	120	319
05:45 PM	8	172	180	4	2	6	125	5	130	316
Total	34	680	714	7	19	26	511	15	526	1266
Grand Total	64	1404	1468	18	43	61	1060	33	1093	2622
Apprch %	4.4	95.6		29.5	70.5		97	3		
Total %	2.4	53.5	56	0.7	1.6	2.3	40.4	1.3	41.7	

Start Time	Bradley Road Southbound			Rio Vista Drive Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	11	154	165	2	8	10	145	5	150	325
04:15 PM	7	177	184	2	4	6	147	4	151	341
04:30 PM	4	191	195	4	5	9	129	7	136	340
04:45 PM	8	202	210	3	7	10	128	2	130	350
Total Volume	30	724	754	11	24	35	549	18	567	1356
% App. Total	4	96		31.4	68.6		96.8	3.2		
PHF	.682	.896	.898	.688	.750	.875	.934	.643	.939	.969

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

City of Menifee
 N/S: Bradley Road
 E/W: Rio Vista Drive
 Weather: Clear

File Name : 01_MEN_Bradley_Rio V PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	7	177	184	2	8	10	145	5	150
+15 mins.	4	191	195	2	4	6	147	4	151
+30 mins.	8	202	210	4	5	9	129	7	136
+45 mins.	8	160	168	3	7	10	128	2	130
Total Volume	27	730	757	11	24	35	549	18	567
% App. Total	3.6	96.4		31.4	68.6		96.8	3.2	
PHF	.844	.903	.901	.688	.750	.875	.934	.643	.939

City of Menifee
 N/S: Bradley Road
 E/W: Lazy Creek Road
 Weather: Clear

File Name : 02_MEN_Bradley_Lazy AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

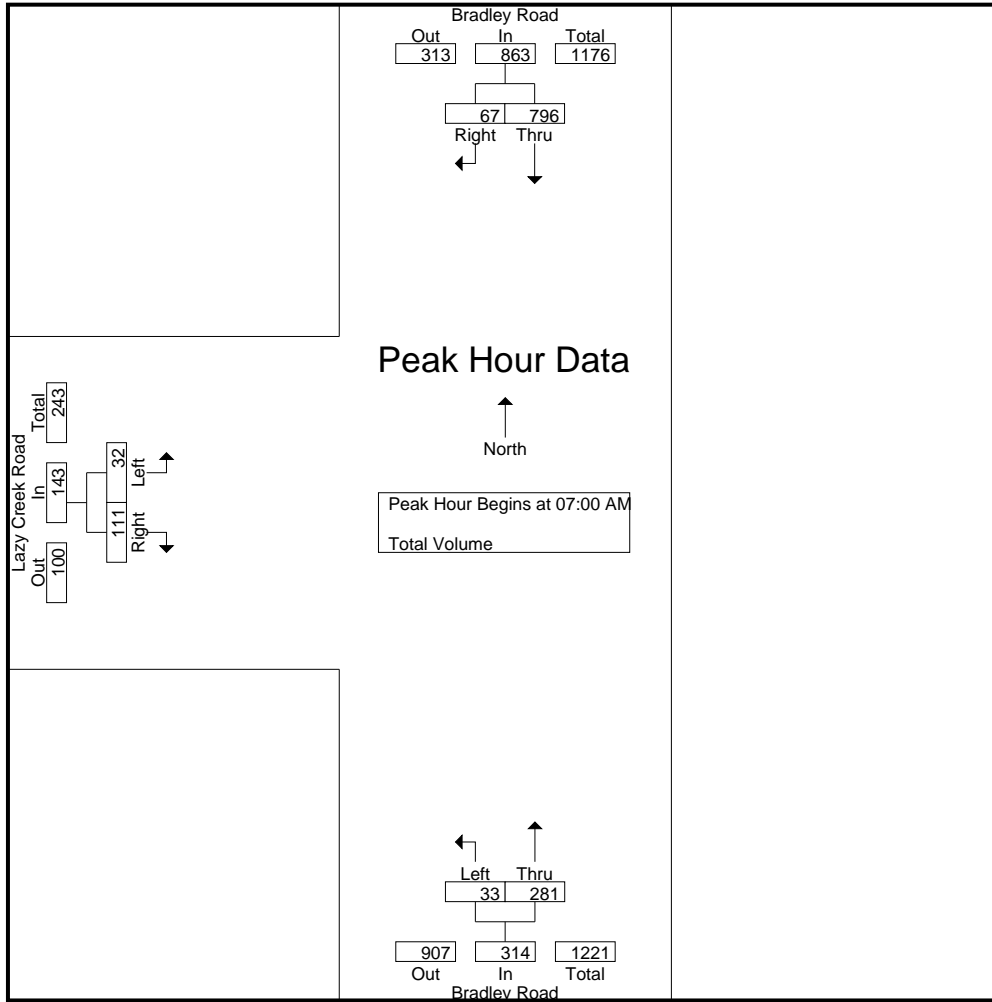
Start Time	Bradley Road Southbound			Bradley Road Northbound			Lazy Creek Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	230	11	241	10	49	59	9	42	51	351
07:15 AM	262	25	287	6	44	50	6	23	29	366
07:30 AM	168	18	186	9	84	93	10	24	34	313
07:45 AM	136	13	149	8	104	112	7	22	29	290
Total	796	67	863	33	281	314	32	111	143	1320
08:00 AM	123	9	132	23	88	111	22	24	46	289
08:15 AM	143	16	159	14	98	112	14	28	42	313
08:30 AM	122	16	138	12	81	93	19	26	45	276
08:45 AM	148	16	164	7	93	100	15	13	28	292
Total	536	57	593	56	360	416	70	91	161	1170
Grand Total	1332	124	1456	89	641	730	102	202	304	2490
Apprch %	91.5	8.5		12.2	87.8		33.6	66.4		
Total %	53.5	5	58.5	3.6	25.7	29.3	4.1	8.1	12.2	

Start Time	Bradley Road Southbound			Bradley Road Northbound			Lazy Creek Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	230	11	241	10	49	59	9	42	51	351
07:15 AM	262	25	287	6	44	50	6	23	29	366
07:30 AM	168	18	186	9	84	93	10	24	34	313
07:45 AM	136	13	149	8	104	112	7	22	29	290
Total Volume	796	67	863	33	281	314	32	111	143	1320
% App. Total	92.2	7.8		10.5	89.5		22.4	77.6		
PHF	.760	.670	.752	.825	.675	.701	.800	.661	.701	.902

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

City of Menifee
 N/S: Bradley Road
 E/W: Lazy Creek Road
 Weather: Clear

File Name : 02_MEN_Bradley_Lazy AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM			07:30 AM			07:45 AM		
+0 mins.	230	11	241	9	84	93	7	22	29
+15 mins.	262	25	287	8	104	112	22	24	46
+30 mins.	168	18	186	23	88	111	14	28	42
+45 mins.	136	13	149	14	98	112	19	26	45
Total Volume	796	67	863	54	374	428	62	100	162
% App. Total	92.2	7.8		12.6	87.4		38.3	61.7	
PHF	.760	.670	.752	.587	.899	.955	.705	.893	.880

City of Menifee
 N/S: Bradley Road
 E/W: Lazy Creek Road
 Weather: Clear

File Name : 02_MEN_Bradley_Lazy PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

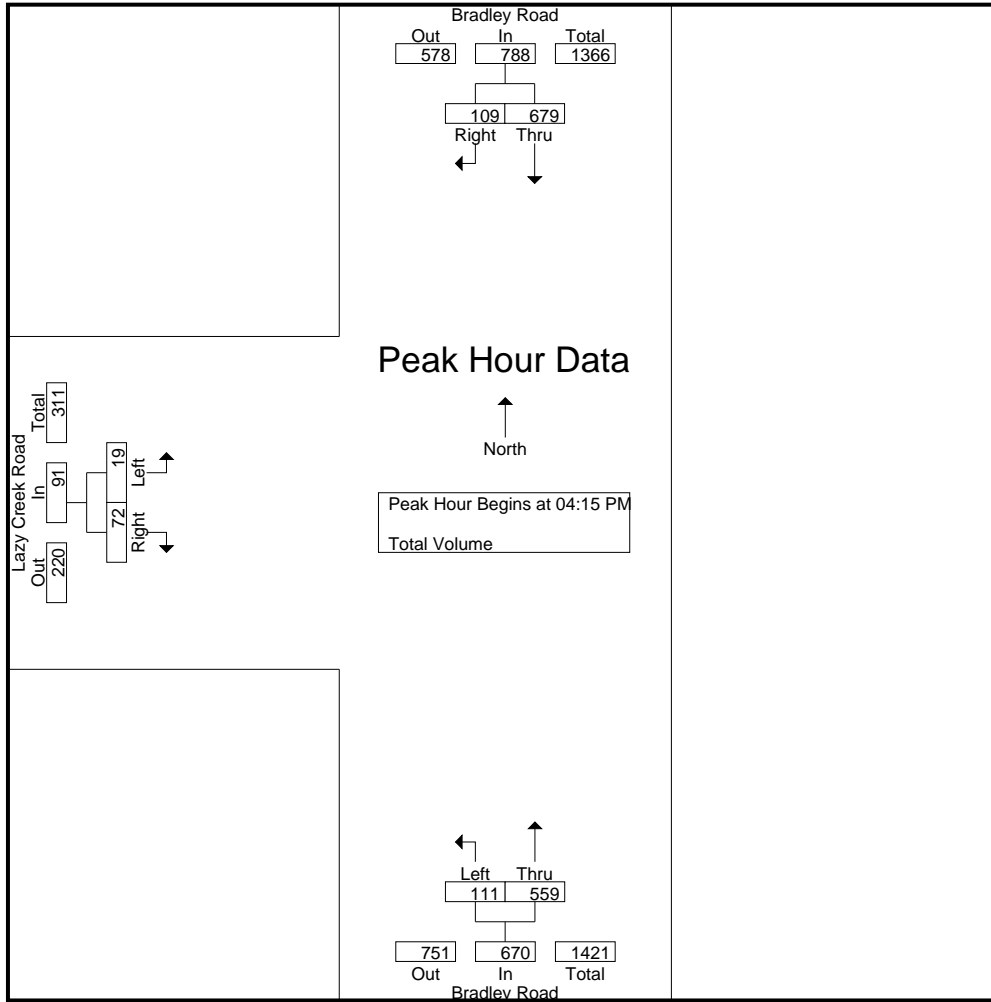
Start Time	Bradley Road Southbound			Bradley Road Northbound			Lazy Creek Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	156	16	172	15	150	165	16	17	33	370
04:15 PM	154	29	183	21	156	177	4	17	21	381
04:30 PM	175	23	198	21	130	151	6	12	18	367
04:45 PM	194	32	226	35	135	170	3	24	27	423
Total	679	100	779	92	571	663	29	70	99	1541
05:00 PM	156	25	181	34	138	172	6	19	25	378
05:15 PM	173	24	197	19	132	151	8	18	26	374
05:30 PM	173	31	204	18	116	134	8	14	22	360
05:45 PM	160	27	187	20	115	135	13	18	31	353
Total	662	107	769	91	501	592	35	69	104	1465
Grand Total	1341	207	1548	183	1072	1255	64	139	203	3006
Apprch %	86.6	13.4		14.6	85.4		31.5	68.5		
Total %	44.6	6.9	51.5	6.1	35.7	41.7	2.1	4.6	6.8	

Start Time	Bradley Road Southbound			Bradley Road Northbound			Lazy Creek Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:15 PM	154	29	183	21	156	177	4	17	21	381
04:30 PM	175	23	198	21	130	151	6	12	18	367
04:45 PM	194	32	226	35	135	170	3	24	27	423
05:00 PM	156	25	181	34	138	172	6	19	25	378
Total Volume	679	109	788	111	559	670	19	72	91	1549
% App. Total	86.2	13.8		16.6	83.4		20.9	79.1		
PHF	.875	.852	.872	.793	.896	.946	.792	.750	.843	.915

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

City of Menifee
 N/S: Bradley Road
 E/W: Lazy Creek Road
 Weather: Clear

File Name : 02_MEN_Bradley_Lazy PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:45 PM			04:15 PM			05:00 PM		
+0 mins.	194	32	226	21	156	177	6	19	25
+15 mins.	156	25	181	21	130	151	8	18	26
+30 mins.	173	24	197	35	135	170	8	14	22
+45 mins.	173	31	204	34	138	172	13	18	31
Total Volume	696	112	808	111	559	670	35	69	104
% App. Total	86.1	13.9		16.6	83.4		33.7	66.3	
PHF	.897	.875	.894	.793	.896	.946	.673	.908	.839

City of Menifee
 N/S: Bradley Road
 E/W: Park Avenue
 Weather: Clear

File Name : 03_MEN_Bradley_Park AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

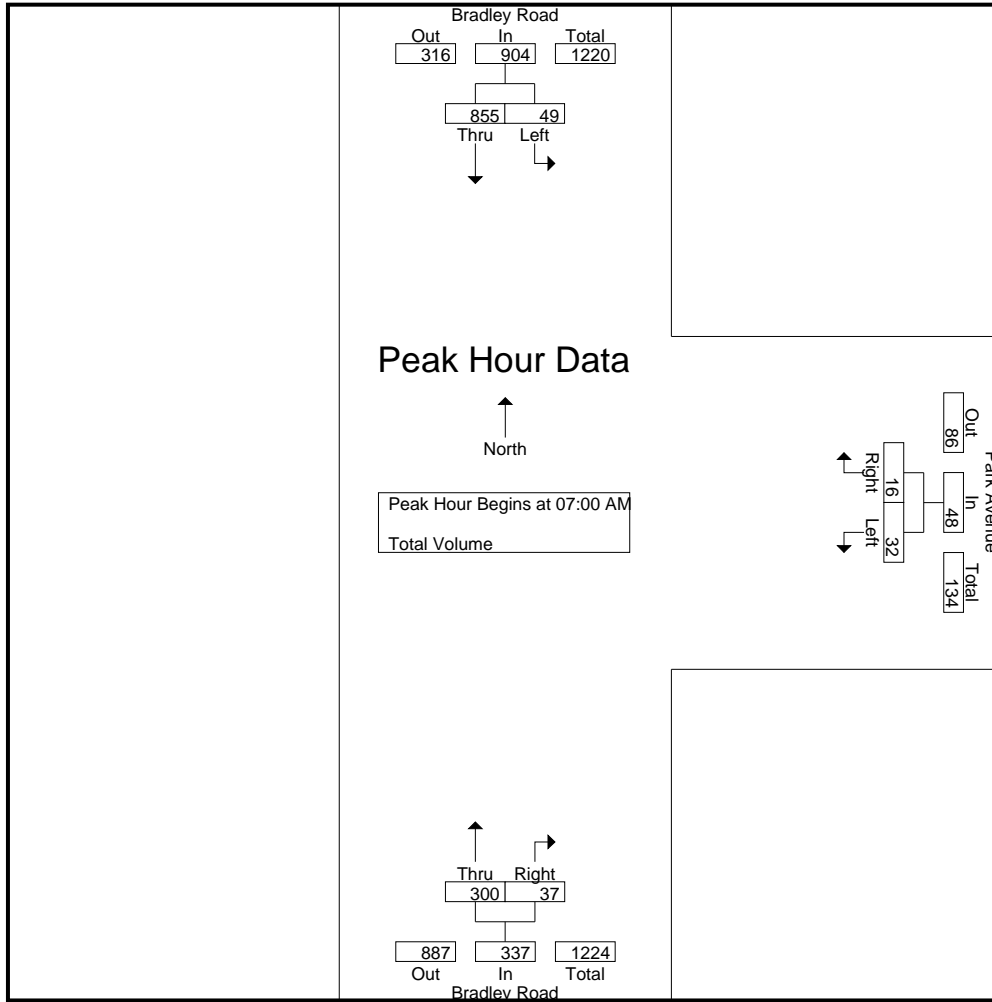
Start Time	Bradley Road Southbound			Park Avenue Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	10	261	271	3	2	5	57	5	62	338
07:15 AM	12	269	281	13	6	19	45	0	45	345
07:30 AM	14	180	194	12	4	16	82	15	97	307
07:45 AM	13	145	158	4	4	8	116	17	133	299
Total	49	855	904	32	16	48	300	37	337	1289
08:00 AM	8	145	153	4	6	10	104	12	116	279
08:15 AM	8	162	170	5	6	11	112	7	119	300
08:30 AM	9	141	150	6	1	7	108	8	116	273
08:45 AM	8	147	155	6	9	15	93	13	106	276
Total	33	595	628	21	22	43	417	40	457	1128
Grand Total	82	1450	1532	53	38	91	717	77	794	2417
Apprch %	5.4	94.6		58.2	41.8		90.3	9.7		
Total %	3.4	60	63.4	2.2	1.6	3.8	29.7	3.2	32.9	

Start Time	Bradley Road Southbound			Park Avenue Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	10	261	271	3	2	5	57	5	62	338
07:15 AM	12	269	281	13	6	19	45	0	45	345
07:30 AM	14	180	194	12	4	16	82	15	97	307
07:45 AM	13	145	158	4	4	8	116	17	133	299
Total Volume	49	855	904	32	16	48	300	37	337	1289
% App. Total	5.4	94.6		66.7	33.3		89	11		
PHF	.875	.795	.804	.615	.667	.632	.647	.544	.633	.934

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

City of Menifee
 N/S: Bradley Road
 E/W: Park Avenue
 Weather: Clear

File Name : 03_MEN_Bradley_Park AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	10	261	271	13	6	19	116	17	133
+15 mins.	12	269	281	12	4	16	104	12	116
+30 mins.	14	180	194	4	4	8	112	7	119
+45 mins.	13	145	158	4	6	10	108	8	116
Total Volume	49	855	904	33	20	53	440	44	484
% App. Total	5.4	94.6		62.3	37.7		90.9	9.1	
PHF	.875	.795	.804	.635	.833	.697	.948	.647	.910

City of Menifee
 N/S: Bradley Road
 E/W: Park Avenue
 Weather: Clear

File Name : 03_MEN_Bradley_Park PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Bradley Road Southbound			Park Avenue Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	10	171	181	5	10	15	151	12	163	359
04:15 PM	13	166	179	7	17	24	164	19	183	386
04:30 PM	9	189	198	10	12	22	132	26	158	378
04:45 PM	16	211	227	6	14	20	153	22	175	422
Total	48	737	785	28	53	81	600	79	679	1545
05:00 PM	16	175	191	15	13	28	160	14	174	393
05:15 PM	14	195	209	5	11	16	137	19	156	381
05:30 PM	10	189	199	9	10	19	127	13	140	358
05:45 PM	12	172	184	10	8	18	123	6	129	331
Total	52	731	783	39	42	81	547	52	599	1463
Grand Total	100	1468	1568	67	95	162	1147	131	1278	3008
Apprch %	6.4	93.6		41.4	58.6		89.7	10.3		
Total %	3.3	48.8	52.1	2.2	3.2	5.4	38.1	4.4	42.5	

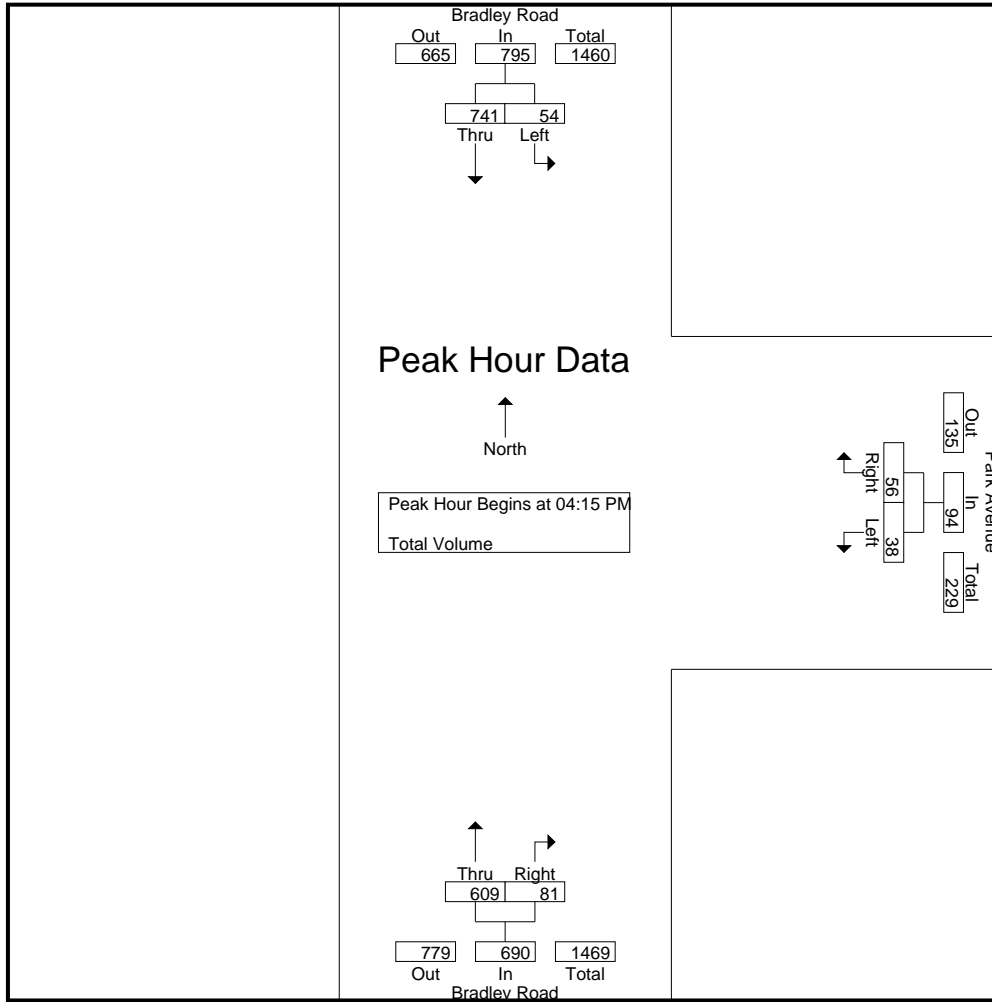
Start Time	Bradley Road Southbound			Park Avenue Westbound			Bradley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	13	166	179	7	17	24	164	19	183	386
04:30 PM	9	189	198	10	12	22	132	26	158	378
04:45 PM	16	211	227	6	14	20	153	22	175	422
05:00 PM	16	175	191	15	13	28	160	14	174	393
Total Volume	54	741	795	38	56	94	609	81	690	1579
% App. Total	6.8	93.2		40.4	59.6		88.3	11.7		
PHF	.844	.878	.876	.633	.824	.839	.928	.779	.943	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Menifee
 N/S: Bradley Road
 E/W: Park Avenue
 Weather: Clear

File Name : 03_MEN_Bradley_Park PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:45 PM			04:15 PM			04:15 PM		
+0 mins.	16	211	227	7	17	24	164	19	183
+15 mins.	16	175	191	10	12	22	132	26	158
+30 mins.	14	195	209	6	14	20	153	22	175
+45 mins.	10	189	199	15	13	28	160	14	174
Total Volume	56	770	826	38	56	94	609	81	690
% App. Total	6.8	93.2		40.4	59.6		88.3	11.7	
PHF	.875	.912	.910	.633	.824	.839	.928	.779	.943

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

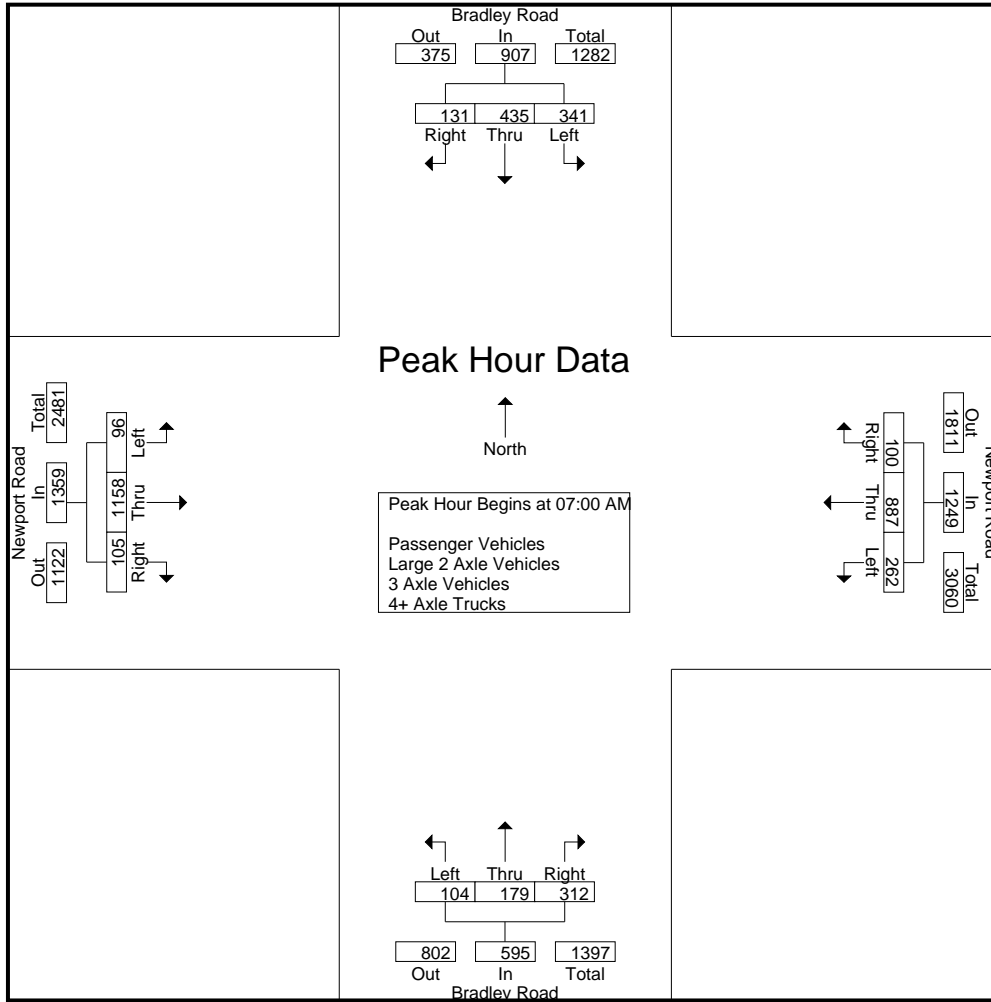
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	112	112	38	262	58	194	21	273	16	33	74	123	17	285	34	336	994
07:15 AM	92	141	27	260	92	237	20	349	22	18	70	110	11	293	24	328	1047
07:30 AM	84	117	35	236	56	195	19	270	33	67	94	194	20	290	33	343	1043
07:45 AM	53	65	31	149	56	261	40	357	33	61	74	168	48	290	14	352	1026
Total	341	435	131	907	262	887	100	1249	104	179	312	595	96	1158	105	1359	4110
08:00 AM	43	57	47	147	54	237	45	336	41	61	72	174	53	247	12	312	969
08:15 AM	75	44	70	189	53	252	46	351	46	36	49	131	79	293	12	384	1055
08:30 AM	56	44	50	150	38	236	52	326	35	40	41	116	61	287	14	362	954
08:45 AM	60	45	40	145	32	227	54	313	22	30	46	98	41	242	6	289	845
Total	234	190	207	631	177	952	197	1326	144	167	208	519	234	1069	44	1347	3823
Grand Total	575	625	338	1538	439	1839	297	2575	248	346	520	1114	330	2227	149	2706	7933
Apprch %	37.4	40.6	22		17	71.4	11.5		22.3	31.1	46.7		12.2	82.3	5.5		
Total %	7.2	7.9	4.3	19.4	5.5	23.2	3.7	32.5	3.1	4.4	6.6	14	4.2	28.1	1.9	34.1	
Passenger Vehicles	551	606	321	1478	425	1758	282	2465	244	340	501	1085	324	2154	143	2621	7649
% Passenger Vehicles	95.8	97	95	96.1	96.8	95.6	94.9	95.7	98.4	98.3	96.3	97.4	98.2	96.7	96	96.9	96.4
Large 2 Axle Vehicles	23	17	9	49	12	62	13	87	3	5	15	23	6	52	5	63	222
% Large 2 Axle Vehicles	4	2.7	2.7	3.2	2.7	3.4	4.4	3.4	1.2	1.4	2.9	2.1	1.8	2.3	3.4	2.3	2.8
3 Axle Vehicles	0	1	6	7	1	11	0	12	1	0	1	2	0	13	1	14	35
% 3 Axle Vehicles	0	0.2	1.8	0.5	0.2	0.6	0	0.5	0.4	0	0.2	0.2	0	0.6	0.7	0.5	0.4
4+ Axle Trucks	1	1	2	4	1	8	2	11	0	1	3	4	0	8	0	8	27
% 4+ Axle Trucks	0.2	0.2	0.6	0.3	0.2	0.4	0.7	0.4	0	0.3	0.6	0.4	0	0.4	0	0.3	0.3

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	112	112	38	262	58	194	21	273	16	33	74	123	17	285	34	336	994
07:15 AM	92	141	27	260	92	237	20	349	22	18	70	110	11	293	24	328	1047
07:30 AM	84	117	35	236	56	195	19	270	33	67	94	194	20	290	33	343	1043
07:45 AM	53	65	31	149	56	261	40	357	33	61	74	168	48	290	14	352	1026
Total Volume	341	435	131	907	262	887	100	1249	104	179	312	595	96	1158	105	1359	4110
% App. Total	37.6	48	14.4		21	71	8		17.5	30.1	52.4		7.1	85.2	7.7		
PHF	.761	.771	.862	.865	.712	.850	.625	.875	.788	.668	.830	.767	.500	.988	.772	.965	.981

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	112	112	38	262	56	261	40	357	33	67	94	194	48	290	14	352
+15 mins.	92	141	27	260	54	237	45	336	33	61	74	168	53	247	12	312
+30 mins.	84	117	35	236	53	252	46	351	41	61	72	174	79	293	12	384
+45 mins.	53	65	31	149	38	236	52	326	46	36	49	131	61	287	14	362
Total Volume	341	435	131	907	201	986	183	1370	153	225	289	667	241	1117	52	1410
% App. Total	37.6	48	14.4		14.7	72	13.4		22.9	33.7	43.3		17.1	79.2	3.7	
PHF	.761	.771	.862	.865	.897	.944	.880	.959	.832	.840	.769	.860	.763	.953	.929	.918

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	107	108	34	249	58	185	20	263	16	32	67	115	17	278	32	327	954
07:15 AM	90	138	24	252	88	222	20	330	22	17	69	108	10	285	24	319	1009
07:30 AM	83	111	31	225	54	184	18	256	31	66	90	187	20	283	33	336	1004
07:45 AM	51	65	30	146	56	248	40	344	33	60	71	164	47	281	14	342	996
Total	331	422	119	872	256	839	98	1193	102	175	297	574	94	1127	103	1324	3963
08:00 AM	41	56	47	144	52	231	40	323	41	61	71	173	51	233	11	295	935
08:15 AM	70	43	67	180	51	249	43	343	45	36	48	129	77	282	11	370	1022
08:30 AM	51	41	50	142	35	224	49	308	34	40	39	113	61	277	12	350	913
08:45 AM	58	44	38	140	31	215	52	298	22	28	46	96	41	235	6	282	816
Total	220	184	202	606	169	919	184	1272	142	165	204	511	230	1027	40	1297	3686
Grand Total	551	606	321	1478	425	1758	282	2465	244	340	501	1085	324	2154	143	2621	7649
Apprch %	37.3	41	21.7		17.2	71.3	11.4		22.5	31.3	46.2		12.4	82.2	5.5		
Total %	7.2	7.9	4.2	19.3	5.6	23	3.7	32.2	3.2	4.4	6.5	14.2	4.2	28.2	1.9	34.3	

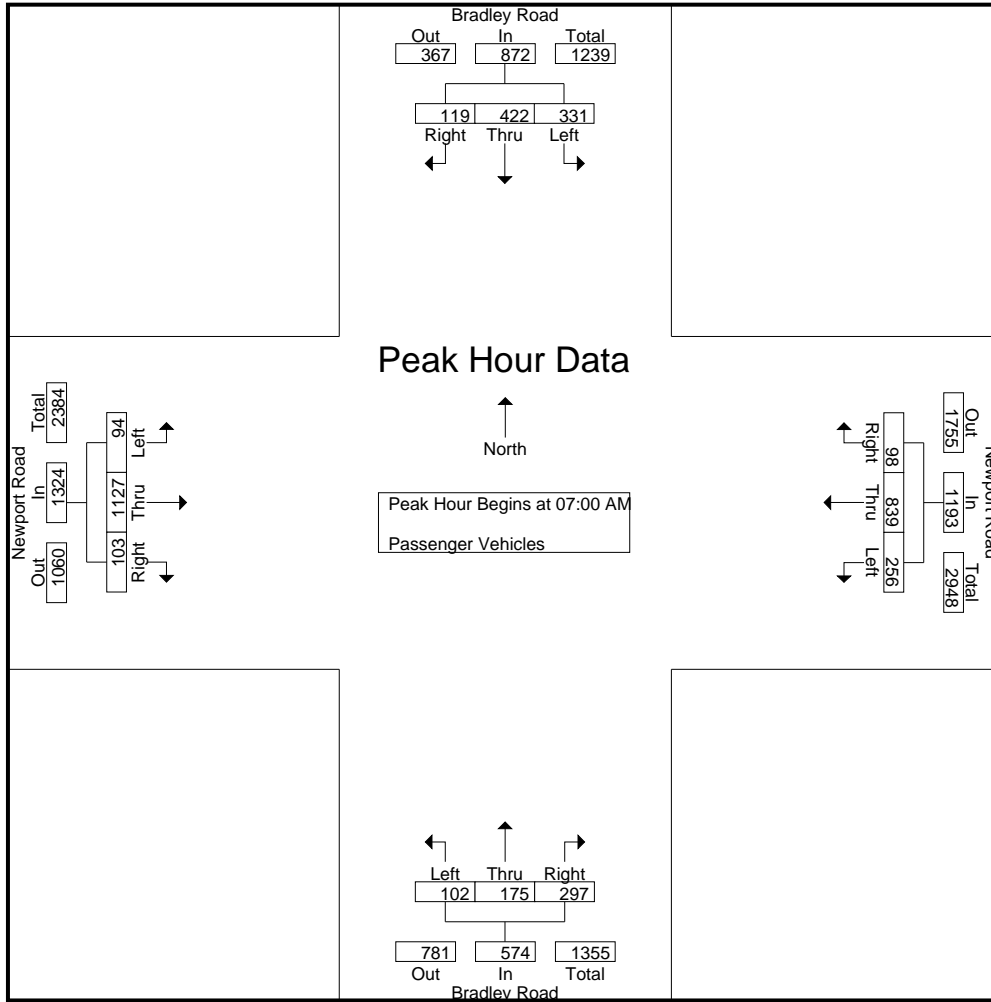
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	107	108	34	249	58	185	20	263	16	32	67	115	17	278	32	327	954
07:15 AM	90	138	24	252	88	222	20	330	22	17	69	108	10	285	24	319	1009
07:30 AM	83	111	31	225	54	184	18	256	31	66	90	187	20	283	33	336	1004
07:45 AM	51	65	30	146	56	248	40	344	33	60	71	164	47	281	14	342	996
Total Volume	331	422	119	872	256	839	98	1193	102	175	297	574	94	1127	103	1324	3963
% App. Total	38	48.4	13.6		21.5	70.3	8.2		17.8	30.5	51.7		7.1	85.1	7.8		
PHF	.773	.764	.875	.865	.727	.846	.613	.867	.773	.663	.825	.767	.500	.989	.780	.968	.982

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	107	108	34	249	58	185	20	263	16	32	67	115	17	278	32	327
+15 mins.	90	138	24	252	88	222	20	330	22	17	69	108	10	285	24	319
+30 mins.	83	111	31	225	54	184	18	256	31	66	90	187	20	283	33	336
+45 mins.	51	65	30	146	56	248	40	344	33	60	71	164	47	281	14	342
Total Volume	331	422	119	872	256	839	98	1193	102	175	297	574	94	1127	103	1324
% App. Total	38	48.4	13.6		21.5	70.3	8.2		17.8	30.5	51.7		7.1	85.1	7.8	
PHF	.773	.764	.875	.865	.727	.846	.613	.867	.773	.663	.825	.767	.500	.989	.780	.968

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	3	4	12	0	8	1	9	0	1	5	6	0	6	2	8	35
07:15 AM	2	3	0	5	4	11	0	15	0	1	1	2	1	7	0	8	30
07:30 AM	1	5	2	8	2	10	1	13	2	1	3	6	0	6	0	6	33
07:45 AM	2	0	0	2	0	8	0	8	0	0	3	3	1	6	0	7	20
Total	10	11	6	27	6	37	2	45	2	3	12	17	2	25	2	29	118
08:00 AM	2	1	0	3	1	4	4	9	0	0	1	1	2	8	1	11	24
08:15 AM	4	1	1	6	1	3	2	6	1	0	1	2	2	9	1	12	26
08:30 AM	5	3	0	8	3	10	3	16	0	0	1	1	0	5	1	6	31
08:45 AM	2	1	2	5	1	8	2	11	0	2	0	2	0	5	0	5	23
Total	13	6	3	22	6	25	11	42	1	2	3	6	4	27	3	34	104
Grand Total	23	17	9	49	12	62	13	87	3	5	15	23	6	52	5	63	222
Apprch %	46.9	34.7	18.4		13.8	71.3	14.9		13	21.7	65.2		9.5	82.5	7.9		
Total %	10.4	7.7	4.1	22.1	5.4	27.9	5.9	39.2	1.4	2.3	6.8	10.4	2.7	23.4	2.3	28.4	

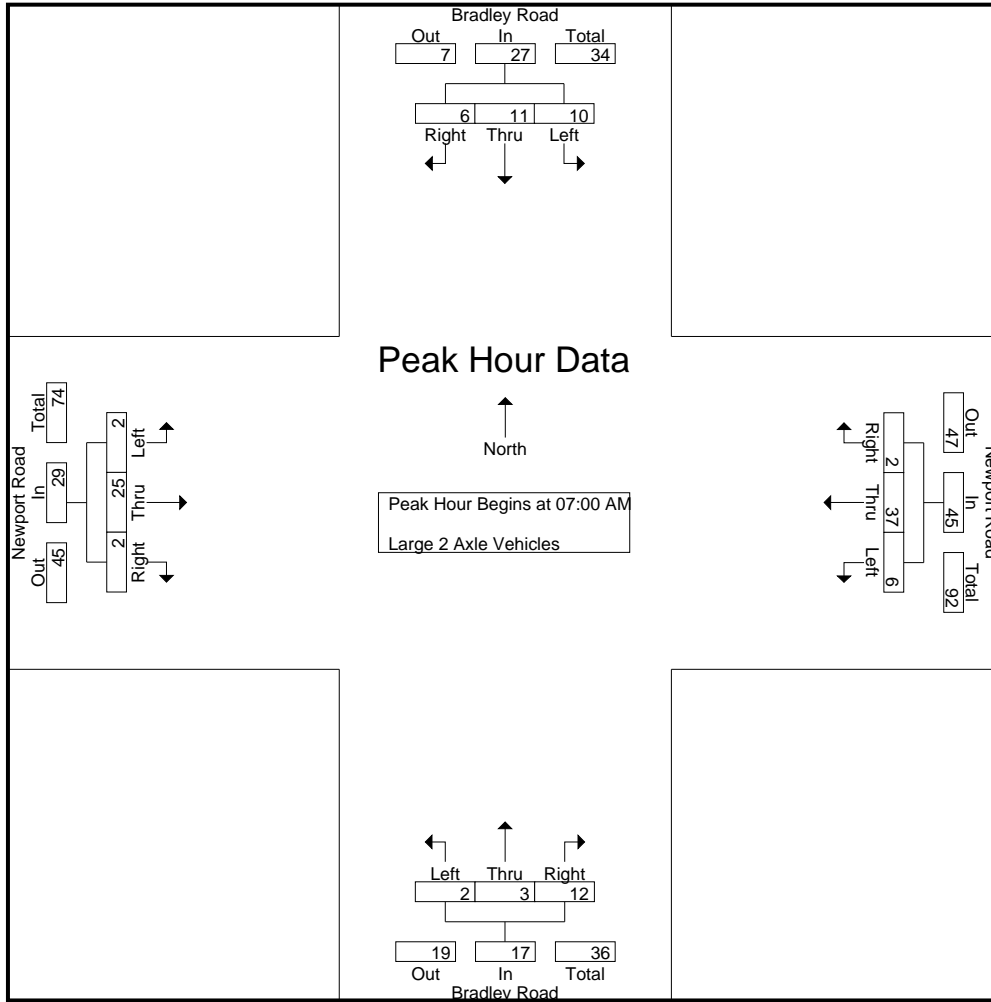
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	3	4	12	0	8	1	9	0	1	5	6	0	6	2	8	35
07:15 AM	2	3	0	5	4	11	0	15	0	1	1	2	1	7	0	8	30
07:30 AM	1	5	2	8	2	10	1	13	2	1	3	6	0	6	0	6	33
07:45 AM	2	0	0	2	0	8	0	8	0	0	3	3	1	6	0	7	20
Total Volume	10	11	6	27	6	37	2	45	2	3	12	17	2	25	2	29	118
% App. Total	37	40.7	22.2		13.3	82.2	4.4		11.8	17.6	70.6		6.9	86.2	6.9		
PHF	.500	.550	.375	.563	.375	.841	.500	.750	.250	.750	.600	.708	.500	.893	.250	.906	.843

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	5	3	4	12	0	8	1	9	0	1	5	6	0	6	2	8
+15 mins.	2	3	0	5	4	11	0	15	0	1	1	2	1	7	0	8
+30 mins.	1	5	2	8	2	10	1	13	2	1	3	6	0	6	0	6
+45 mins.	2	0	0	2	0	8	0	8	0	0	3	3	1	6	0	7
Total Volume	10	11	6	27	6	37	2	45	2	3	12	17	2	25	2	29
% App. Total	37	40.7	22.2		13.3	82.2	4.4		11.8	17.6	70.6		6.9	86.2	6.9	
PHF	.500	.550	.375	.563	.375	.841	.500	.750	.250	.750	.600	.708	.500	.893	.250	.906

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
07:15 AM	0	0	3	3	0	4	0	4	0	0	0	0	0	0	0	0	7
07:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	1	4	5	0	6	0	6	0	0	1	1	0	4	0	4	16
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:15 AM	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	4
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	2	2	1	5	0	6	1	0	0	1	0	9	1	10	19
Grand Total	0	1	6	7	1	11	0	12	1	0	1	2	0	13	1	14	35
Apprch %	0	14.3	85.7		8.3	91.7	0		50	0	50		0	92.9	7.1		
Total %	0	2.9	17.1	20	2.9	31.4	0	34.3	2.9	0	2.9	5.7	0	37.1	2.9	40	

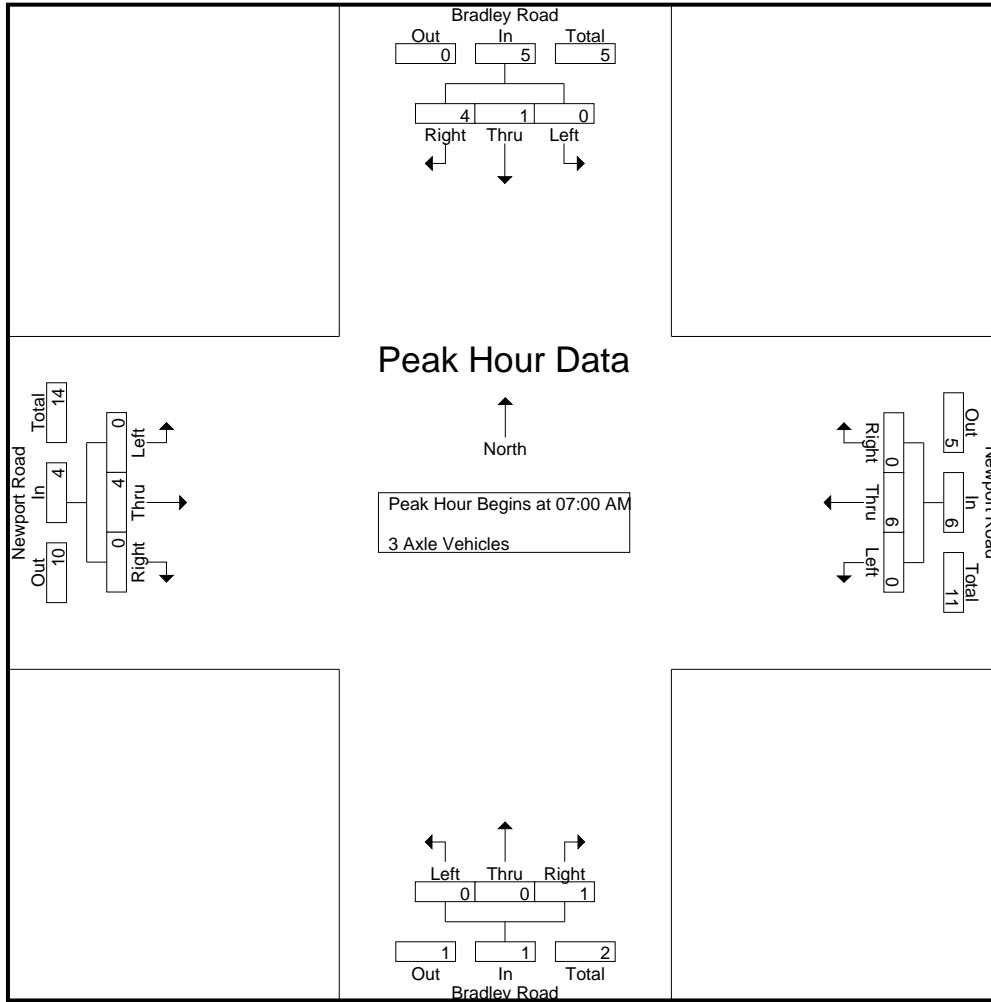
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
07:15 AM	0	0	3	3	0	4	0	4	0	0	0	0	0	0	0	0	7
07:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	1	4	5	0	6	0	6	0	0	1	1	0	4	0	4	16
% App. Total	0	20	80		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.333	.417	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.571

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
+15 mins.	0	0	3	3	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	1	4	5	0	6	0	6	0	0	1	1	0	4	0	4
% App. Total	0	20	80		0	100	0		0	0	100		0	100	0	
PHF	.000	.250	.333	.417	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

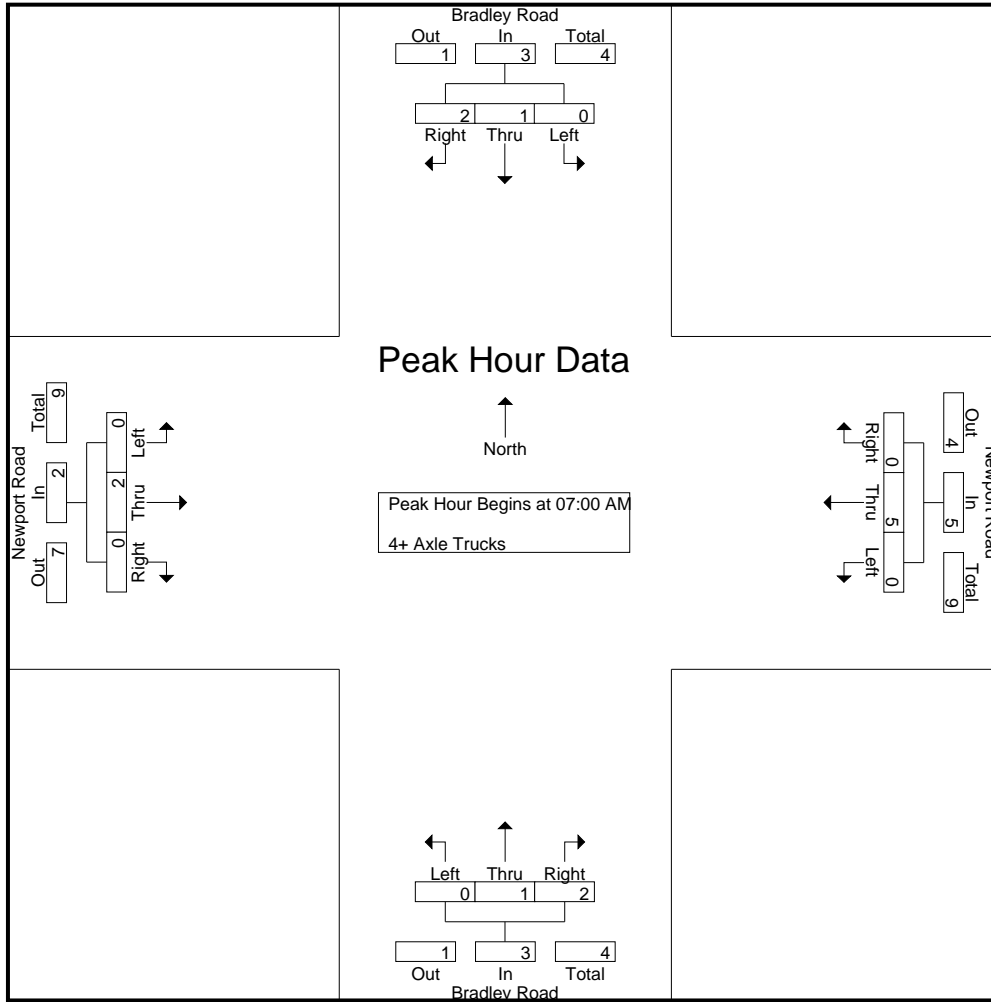
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30 AM	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	3
07:45 AM	0	0	1	1	0	4	0	4	0	1	0	1	0	1	0	1	7
Total	0	1	2	3	0	5	0	5	0	1	2	3	0	2	0	2	13
08:00 AM	0	0	0	0	1	1	1	3	0	0	0	0	0	1	0	1	4
08:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	3	2	6	0	0	1	1	0	6	0	6	14
Grand Total	1	1	2	4	1	8	2	11	0	1	3	4	0	8	0	8	27
Apprch %	25	25	50		9.1	72.7	18.2		0	25	75		0	100	0		
Total %	3.7	3.7	7.4	14.8	3.7	29.6	7.4	40.7	0	3.7	11.1	14.8	0	29.6	0	29.6	

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	3
07:45 AM	0	0	1	1	0	4	0	4	0	1	0	1	0	1	0	1	7
Total Volume	0	1	2	3	0	5	0	5	0	1	2	3	0	2	0	2	13
% App. Total	0	33.3	66.7		0	100	0		0	33.3	66.7		0	100	0		
PHF	.000	.250	.500	.750	.000	.313	.000	.313	.000	.250	.500	.750	.000	.500	.000	.500	.464

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

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM							
+0 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
+30 mins.	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	4	0	4	0	1	0	1	0	1	0	1	0	1	0	1
Total Volume	0	1	2	3	0	5	0	5	0	1	2	3	0	2	0	2	0	2	0	2
% App. Total	0	33.3	66.7		0	100	0		0	33.3	66.7		0	100	0		0	100	0	
PHF	.000	.250	.500	.750	.000	.313	.000	.313	.000	.250	.500	.750	.000	.500	.000	.500	.000	.500	.000	.500

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

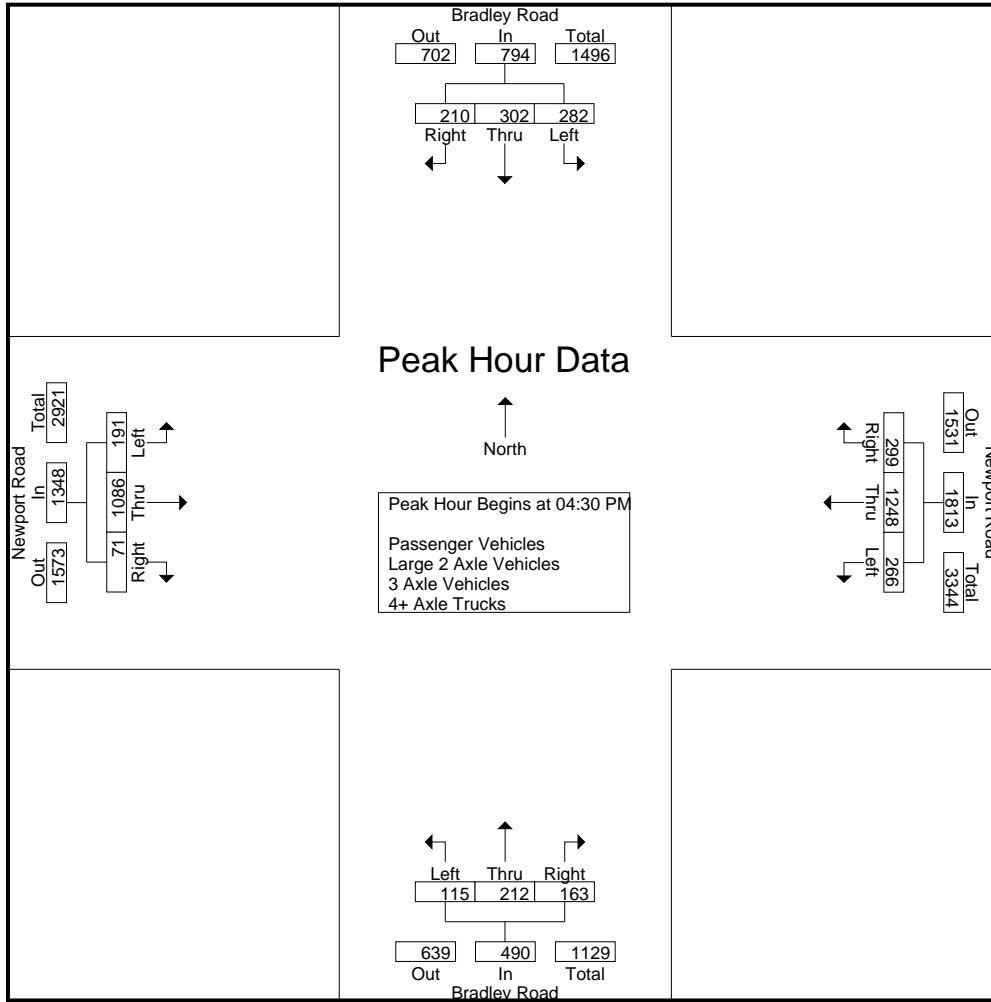
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	75	67	50	192	65	320	71	456	23	56	63	142	44	263	13	320	1110
04:15 PM	48	62	50	160	57	260	73	390	26	62	31	119	53	261	18	332	1001
04:30 PM	76	73	42	191	60	310	75	445	28	47	33	108	52	273	15	340	1084
04:45 PM	68	80	66	214	69	292	68	429	31	71	49	151	52	271	22	345	1139
Total	267	282	208	757	251	1182	287	1720	108	236	176	520	201	1068	68	1337	4334
05:00 PM	71	72	39	182	69	328	86	483	28	54	42	124	36	268	20	324	1113
05:15 PM	67	77	63	207	68	318	70	456	28	40	39	107	51	274	14	339	1109
05:30 PM	66	73	65	204	74	278	63	415	23	39	56	118	42	254	10	306	1043
05:45 PM	73	61	61	195	68	264	64	396	23	38	40	101	35	265	12	312	1004
Total	277	283	228	788	279	1188	283	1750	102	171	177	450	164	1061	56	1281	4269
Grand Total	544	565	436	1545	530	2370	570	3470	210	407	353	970	365	2129	124	2618	8603
Apprch %	35.2	36.6	28.2		15.3	68.3	16.4		21.6	42	36.4		13.9	81.3	4.7		
Total %	6.3	6.6	5.1	18	6.2	27.5	6.6	40.3	2.4	4.7	4.1	11.3	4.2	24.7	1.4	30.4	
Passenger Vehicles	530	560	428	1518	520	2345	565	3430	206	401	335	942	360	2091	124	2575	8465
% Passenger Vehicles	97.4	99.1	98.2	98.3	98.1	98.9	99.1	98.8	98.1	98.5	94.9	97.1	98.6	98.2	100	98.4	98.4
Large 2 Axle Vehicles	13	5	8	26	9	23	4	36	4	6	16	26	4	32	0	36	124
% Large 2 Axle Vehicles	2.4	0.9	1.8	1.7	1.7	1	0.7	1	1.9	1.5	4.5	2.7	1.1	1.5	0	1.4	1.4
3 Axle Vehicles	0	0	0	0	0	1	1	2	0	0	1	1	0	2	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0.1	0	0	0.3	0.1	0	0.1	0	0.1	0.1
4+ Axle Trucks	1	0	0	1	1	1	0	2	0	0	1	1	1	4	0	5	9
% 4+ Axle Trucks	0.2	0	0	0.1	0.2	0	0	0.1	0	0	0.3	0.1	0.3	0.2	0	0.2	0.1

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	76	73	42	191	60	310	75	445	28	47	33	108	52	273	15	340	1084
04:45 PM	68	80	66	214	69	292	68	429	31	71	49	151	52	271	22	345	1139
05:00 PM	71	72	39	182	69	328	86	483	28	54	42	124	36	268	20	324	1113
05:15 PM	67	77	63	207	68	318	70	456	28	40	39	107	51	274	14	339	1109
Total Volume	282	302	210	794	266	1248	299	1813	115	212	163	490	191	1086	71	1348	4445
% App. Total	35.5	38	26.4		14.7	68.8	16.5		23.5	43.3	33.3		14.2	80.6	5.3		
PHF	.928	.944	.795	.928	.964	.951	.869	.938	.927	.746	.832	.811	.918	.991	.807	.977	.976

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:45 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	68	80	66	214	60	310	75	445	23	56	63	142	52	273	15	340
+15 mins.	71	72	39	182	69	292	68	429	26	62	31	119	52	271	22	345
+30 mins.	67	77	63	207	69	328	86	483	28	47	33	108	36	268	20	324
+45 mins.	66	73	65	204	68	318	70	456	31	71	49	151	51	274	14	339
Total Volume	272	302	233	807	266	1248	299	1813	108	236	176	520	191	1086	71	1348
% App. Total	33.7	37.4	28.9		14.7	68.8	16.5		20.8	45.4	33.8		14.2	80.6	5.3	
PHF	.958	.944	.883	.943	.964	.951	.869	.938	.871	.831	.698	.861	.918	.991	.807	.977

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

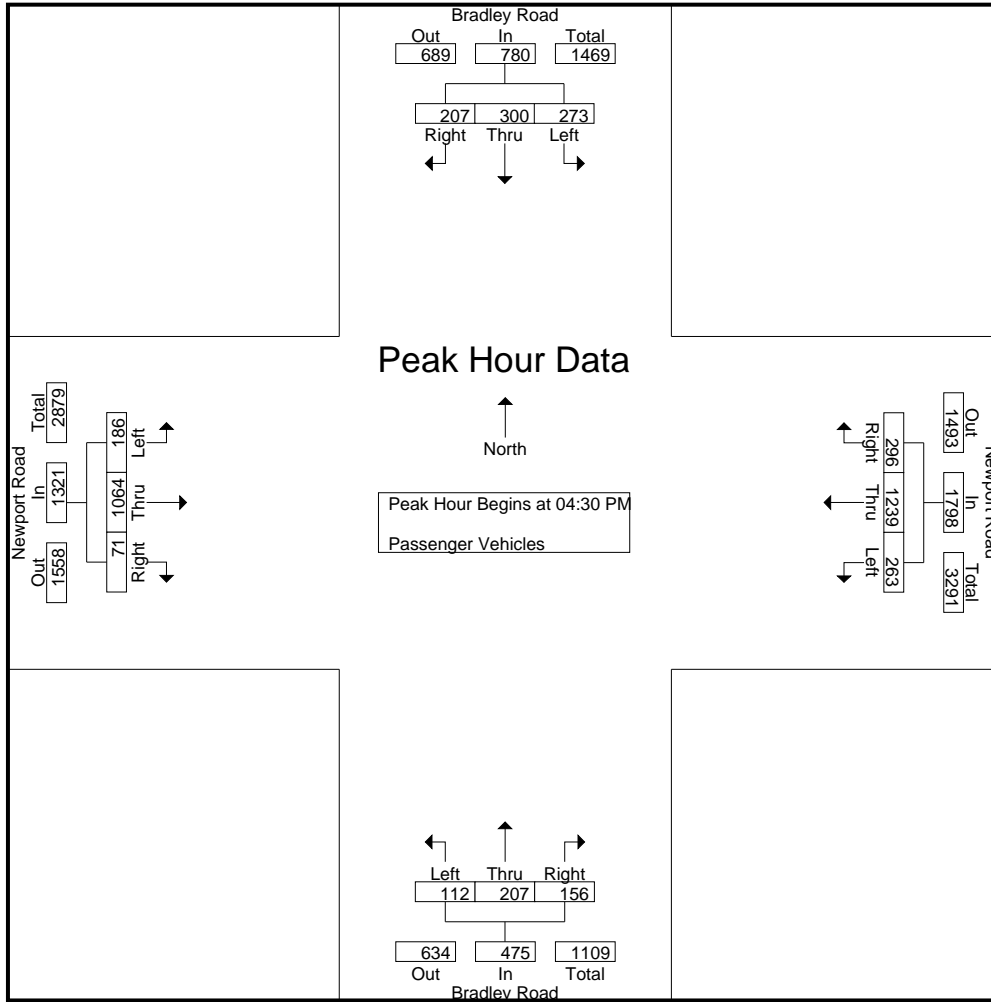
Groups Printed- Passenger Vehicles

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	74	67	48	189	62	314	71	447	22	56	59	137	44	257	13	314	1087
04:15 PM	48	60	48	156	56	255	71	382	26	61	29	116	53	258	18	329	983
04:30 PM	74	73	42	189	59	309	74	442	28	46	32	106	48	267	15	330	1067
04:45 PM	63	79	66	208	68	286	67	421	30	69	46	145	52	266	22	340	1114
Total	259	279	204	742	245	1164	283	1692	106	232	166	504	197	1048	68	1313	4251
05:00 PM	71	72	38	181	69	328	86	483	27	52	42	121	36	266	20	322	1107
05:15 PM	65	76	61	202	67	316	69	452	27	40	36	103	50	265	14	329	1086
05:30 PM	63	73	64	200	74	276	63	413	23	39	53	115	42	250	10	302	1030
05:45 PM	72	60	61	193	65	261	64	390	23	38	38	99	35	262	12	309	991
Total	271	281	224	776	275	1181	282	1738	100	169	169	438	163	1043	56	1262	4214
Grand Total	530	560	428	1518	520	2345	565	3430	206	401	335	942	360	2091	124	2575	8465
Apprch %	34.9	36.9	28.2		15.2	68.4	16.5		21.9	42.6	35.6		14	81.2	4.8		
Total %	6.3	6.6	5.1	17.9	6.1	27.7	6.7	40.5	2.4	4.7	4	11.1	4.3	24.7	1.5	30.4	

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	74	73	42	189	59	309	74	442	28	46	32	106	48	267	15	330	1067
04:45 PM	63	79	66	208	68	286	67	421	30	69	46	145	52	266	22	340	1114
05:00 PM	71	72	38	181	69	328	86	483	27	52	42	121	36	266	20	322	1107
05:15 PM	65	76	61	202	67	316	69	452	27	40	36	103	50	265	14	329	1086
Total Volume	273	300	207	780	263	1239	296	1798	112	207	156	475	186	1064	71	1321	4374
% App. Total	35	38.5	26.5		14.6	68.9	16.5		23.6	43.6	32.8		14.1	80.5	5.4		
PHF	.922	.949	.784	.938	.953	.944	.860	.931	.933	.750	.848	.819	.894	.996	.807	.971	.982

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	74	73	42	189	59	309	74	442	28	46	32	106	48	267	15	330
+15 mins.	63	79	66	208	68	286	67	421	30	69	46	145	52	266	22	340
+30 mins.	71	72	38	181	69	328	86	483	27	52	42	121	36	266	20	322
+45 mins.	65	76	61	202	67	316	69	452	27	40	36	103	50	265	14	329
Total Volume	273	300	207	780	263	1239	296	1798	112	207	156	475	186	1064	71	1321
% App. Total	35	38.5	26.5		14.6	68.9	16.5		23.6	43.6	32.8		14.1	80.5	5.4	
PHF	.922	.949	.784	.938	.953	.944	.860	.931	.933	.750	.848	.819	.894	.996	.807	.971

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	2	3	2	5	0	7	1	0	4	5	0	5	0	5	20
04:15 PM	0	2	2	4	1	5	1	7	0	1	2	3	0	3	0	3	17
04:30 PM	2	0	0	2	1	1	1	3	0	1	1	2	3	4	0	7	14
04:45 PM	5	1	0	6	1	6	1	8	1	2	1	4	0	5	0	5	23
Total	8	3	4	15	5	17	3	25	2	4	8	14	3	17	0	20	74
05:00 PM	0	0	1	1	0	0	0	0	1	2	0	3	0	1	0	1	5
05:15 PM	2	1	2	5	1	2	1	4	1	0	3	4	1	8	0	9	22
05:30 PM	3	0	1	4	0	1	0	1	0	0	3	3	0	3	0	3	11
05:45 PM	0	1	0	1	3	3	0	6	0	0	2	2	0	3	0	3	12
Total	5	2	4	11	4	6	1	11	2	2	8	12	1	15	0	16	50
Grand Total	13	5	8	26	9	23	4	36	4	6	16	26	4	32	0	36	124
Apprch %	50	19.2	30.8		25	63.9	11.1		15.4	23.1	61.5		11.1	88.9	0		
Total %	10.5	4	6.5	21	7.3	18.5	3.2	29	3.2	4.8	12.9	21	3.2	25.8	0	29	

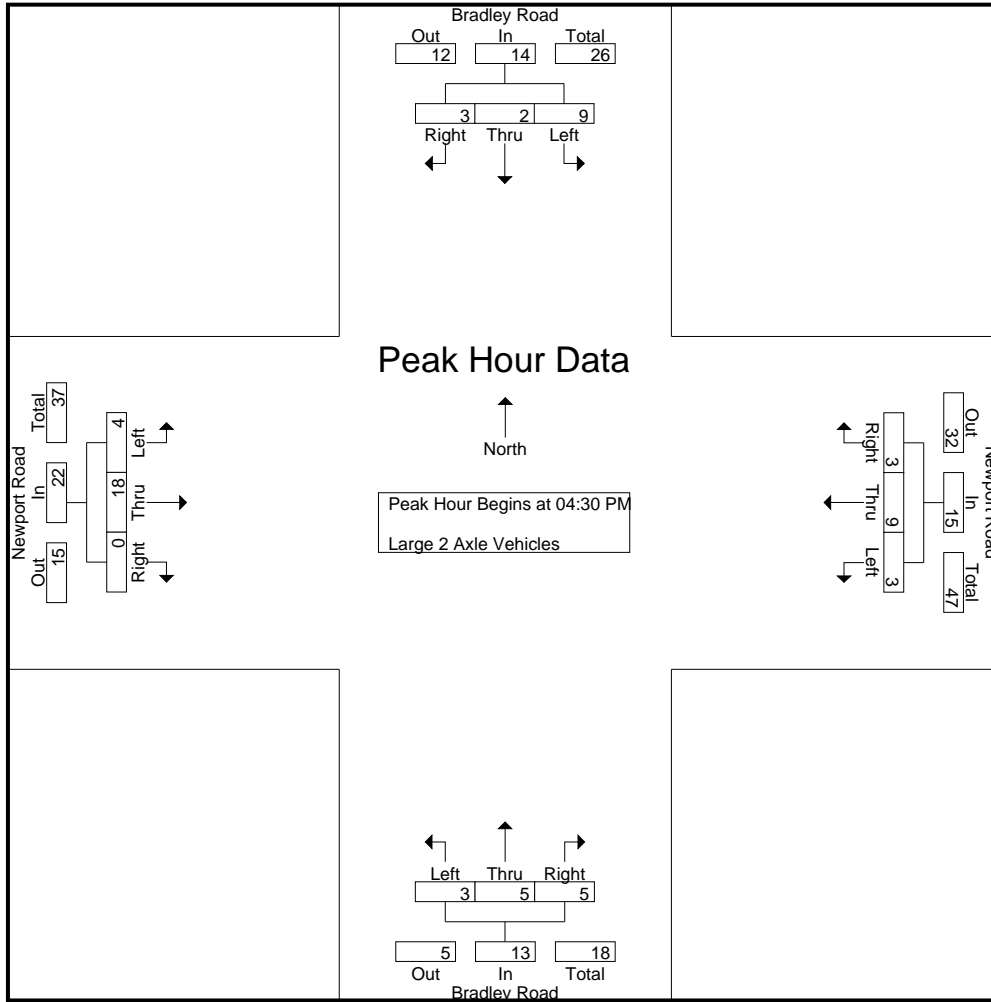
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	0	0	2	1	1	1	3	0	1	1	2	3	4	0	7	14
04:45 PM	5	1	0	6	1	6	1	8	1	2	1	4	0	5	0	5	23
05:00 PM	0	0	1	1	0	0	0	0	1	2	0	3	0	1	0	1	5
05:15 PM	2	1	2	5	1	2	1	4	1	0	3	4	1	8	0	9	22
Total Volume	9	2	3	14	3	9	3	15	3	5	5	13	4	18	0	22	64
% App. Total	64.3	14.3	21.4		20	60	20		23.1	38.5	38.5		18.2	81.8	0		
PHF	.450	.500	.375	.583	.750	.375	.750	.469	.750	.625	.417	.813	.333	.563	.000	.611	.696

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	1	1	1	3	0	1	1	2	3	4	0	7
+15 mins.	5	1	0	6	1	6	1	8	1	2	1	4	0	5	0	5
+30 mins.	0	0	1	1	0	0	0	0	1	2	0	3	0	1	0	1
+45 mins.	2	1	2	5	1	2	1	4	1	0	3	4	1	8	0	9
Total Volume	9	2	3	14	3	9	3	15	3	5	5	13	4	18	0	22
% App. Total	64.3	14.3	21.4		20	60	20		23.1	38.5	38.5		18.2	81.8	0	
PHF	.450	.500	.375	.583	.750	.375	.750	.469	.750	.625	.417	.813	.333	.563	.000	.611

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

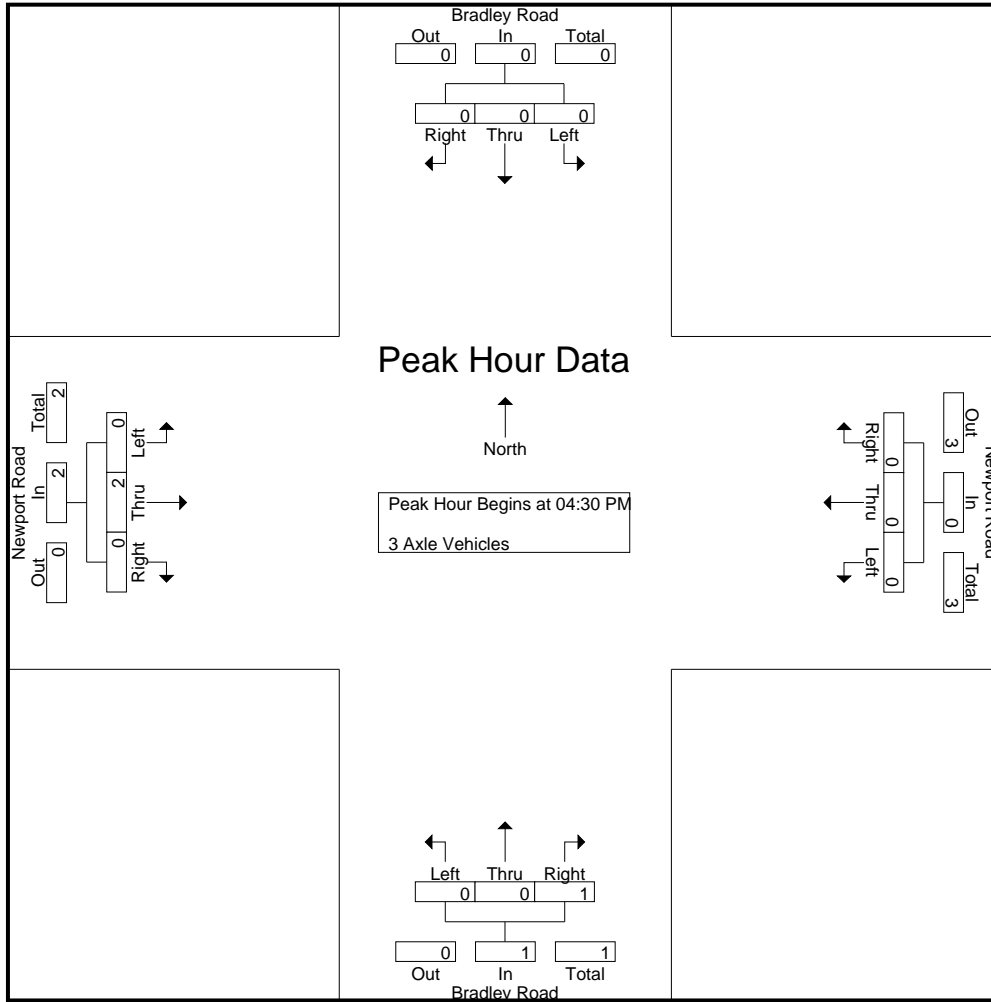
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Grand Total	0	0	0	0	0	1	1	2	0	0	1	1	0	2	0	2	0	5
Apprch %	0	0	0		0	50	50		0	0	100		0	100	0		0	
Total %	0	0	0		0	20	20	40	0	0	20	20	0	40	0	40	0	

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	3
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.750

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

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

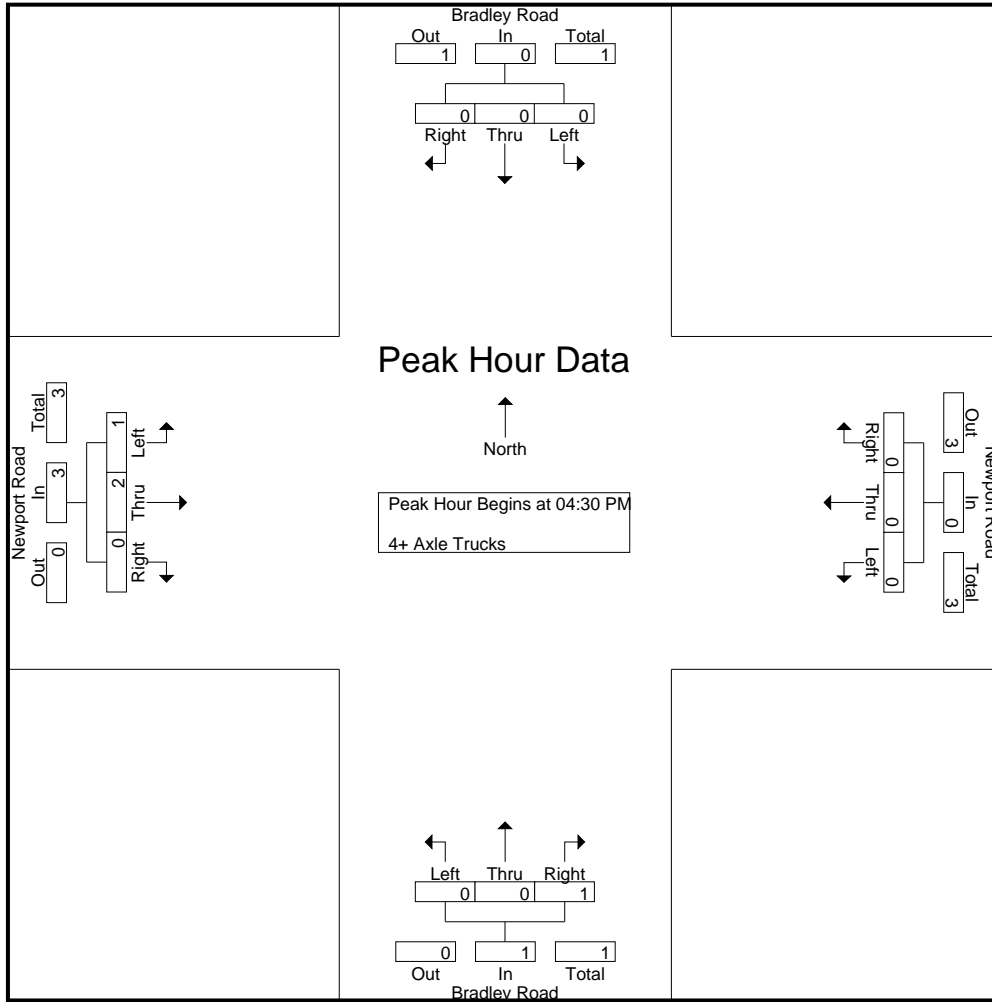
Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	1	1	1	2	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Grand Total	1	0	0	1	1	1	0	2	0	0	1	1	1	4	0	5	9
Apprch %	100	0	0		50	50	0		0	0	100		20	80	0		
Total %	11.1	0	0	11.1	11.1	11.1	0	22.2	0	0	11.1	11.1	11.1	44.4	0	55.6	

Start Time	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3	4
% App. Total	0	0	0		0	0	0		0	0	100		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.500	.000	.375	.500

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

City of Menifee
 N/S: Bradley Road
 E/W: Newport Road
 Weather: Clear

File Name : 04_MEN_Bradley_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	100		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.500	.000	.375

City of Menifee
 N/S: Calle Tomas
 E/W: Newport Road
 Weather: Clear

File Name : 05_MEN_Calle T_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Calle Tomas Southbound				Newport Road Westbound				Calle Tomas Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	0	8	18	11	272	6	289	3	0	3	6	2	472	7	481	794
07:15 AM	11	0	21	32	4	306	4	314	1	0	4	5	3	433	2	438	789
07:30 AM	11	0	12	23	5	260	7	272	4	0	0	4	13	460	7	480	779
07:45 AM	2	3	4	9	21	330	12	363	2	0	5	7	14	390	14	418	797
Total	34	3	45	82	41	1168	29	1238	10	0	12	22	32	1755	30	1817	3159
08:00 AM	3	1	2	6	5	346	6	357	2	0	5	7	8	353	7	368	738
08:15 AM	4	0	5	9	6	346	7	359	3	0	6	9	10	407	5	422	799
08:30 AM	9	0	13	22	4	314	8	326	2	0	5	7	10	372	8	390	745
08:45 AM	3	0	2	5	5	317	12	334	2	0	2	4	15	333	6	354	697
Total	19	1	22	42	20	1323	33	1376	9	0	18	27	43	1465	26	1534	2979
Grand Total	53	4	67	124	61	2491	62	2614	19	0	30	49	75	3220	56	3351	6138
Apprch %	42.7	3.2	54		2.3	95.3	2.4		38.8	0	61.2		2.2	96.1	1.7		
Total %	0.9	0.1	1.1	2	1	40.6	1	42.6	0.3	0	0.5	0.8	1.2	52.5	0.9	54.6	

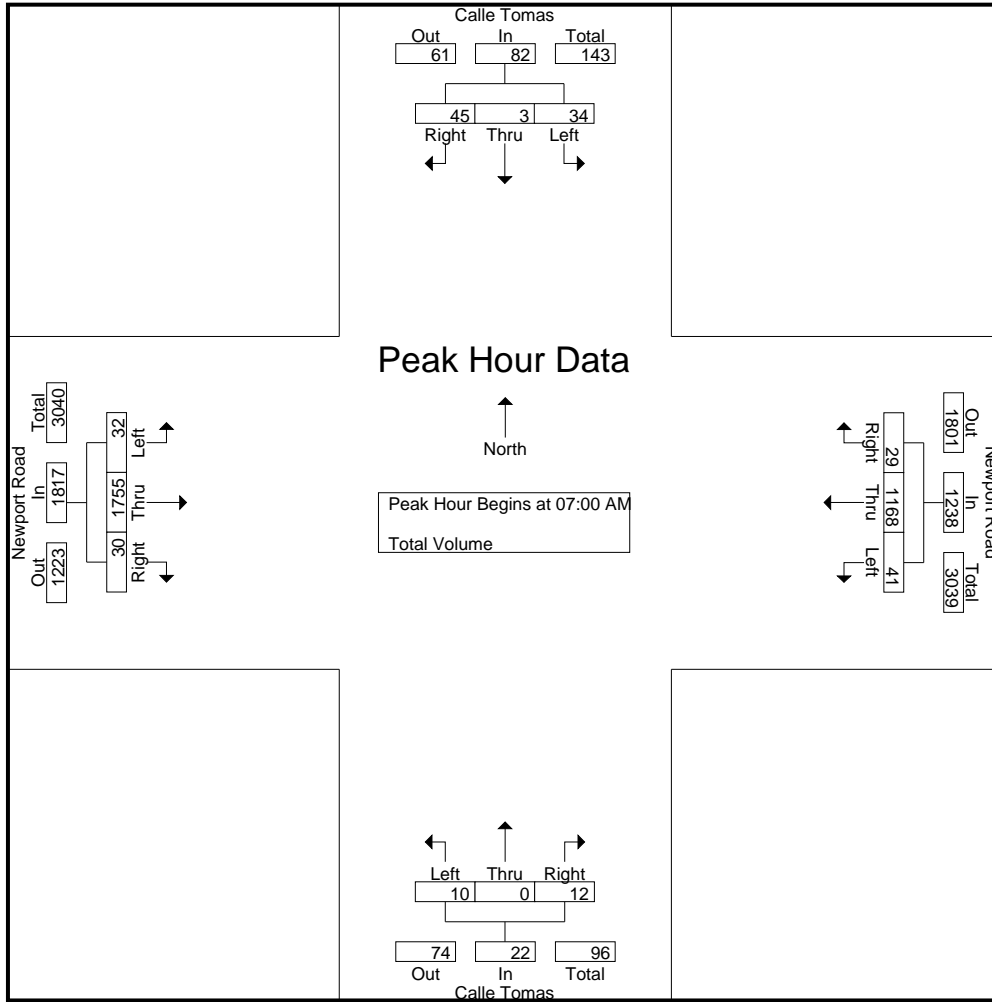
Start Time	Calle Tomas Southbound				Newport Road Westbound				Calle Tomas Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	0	8	18	11	272	6	289	3	0	3	6	2	472	7	481	794
07:15 AM	11	0	21	32	4	306	4	314	1	0	4	5	3	433	2	438	789
07:30 AM	11	0	12	23	5	260	7	272	4	0	0	4	13	460	7	480	779
07:45 AM	2	3	4	9	21	330	12	363	2	0	5	7	14	390	14	418	797
Total Volume	34	3	45	82	41	1168	29	1238	10	0	12	22	32	1755	30	1817	3159
% App. Total	41.5	3.7	54.9		3.3	94.3	2.3		45.5	0	54.5		1.8	96.6	1.7		
PHF	.773	.250	.536	.641	.488	.885	.604	.853	.625	.000	.600	.786	.571	.930	.536	.944	.991

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Calle Tomas
 E/W: Newport Road
 Weather: Clear

File Name : 05_MEN_Calle T_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	10	0	8	18	21	330	12	363	2	0	5	7	2	472	7	481
+15 mins.	11	0	21	32	5	346	6	357	2	0	5	7	3	433	2	438
+30 mins.	11	0	12	23	6	346	7	359	3	0	6	9	13	460	7	480
+45 mins.	2	3	4	9	4	314	8	326	2	0	5	7	14	390	14	418
Total Volume	34	3	45	82	36	1336	33	1405	9	0	21	30	32	1755	30	1817
% App. Total	41.5	3.7	54.9		2.6	95.1	2.3		30	0	70		1.8	96.6	1.7	
PHF	.773	.250	.536	.641	.429	.965	.688	.968	.750	.000	.875	.833	.571	.930	.536	.944

City of Menifee
 N/S: Calle Tomas
 E/W: Newport Road
 Weather: Clear

File Name : 05_MEN_Calle T_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Calle Tomas Southbound				Newport Road Westbound				Calle Tomas Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	1	5	9	7	416	11	434	7	1	10	18	12	396	13	421	882
04:15 PM	6	1	5	12	12	393	5	410	7	0	16	23	11	340	10	361	806
04:30 PM	10	0	5	15	6	452	5	463	9	1	12	22	4	378	12	394	894
04:45 PM	14	0	1	15	13	418	9	440	9	0	13	22	3	389	7	399	876
Total	33	2	16	51	38	1679	30	1747	32	2	51	85	30	1503	42	1575	3458
05:00 PM	27	1	5	33	9	441	8	458	14	0	19	33	8	374	10	392	916
05:15 PM	13	0	9	22	8	409	9	426	5	2	11	18	10	374	10	394	860
05:30 PM	10	1	4	15	3	382	9	394	4	1	15	20	5	366	12	383	812
05:45 PM	10	0	8	18	8	397	8	413	9	0	7	16	4	378	14	396	843
Total	60	2	26	88	28	1629	34	1691	32	3	52	87	27	1492	46	1565	3431
Grand Total	93	4	42	139	66	3308	64	3438	64	5	103	172	57	2995	88	3140	6889
Apprch %	66.9	2.9	30.2		1.9	96.2	1.9		37.2	2.9	59.9		1.8	95.4	2.8		
Total %	1.3	0.1	0.6	2	1	48	0.9	49.9	0.9	0.1	1.5	2.5	0.8	43.5	1.3	45.6	

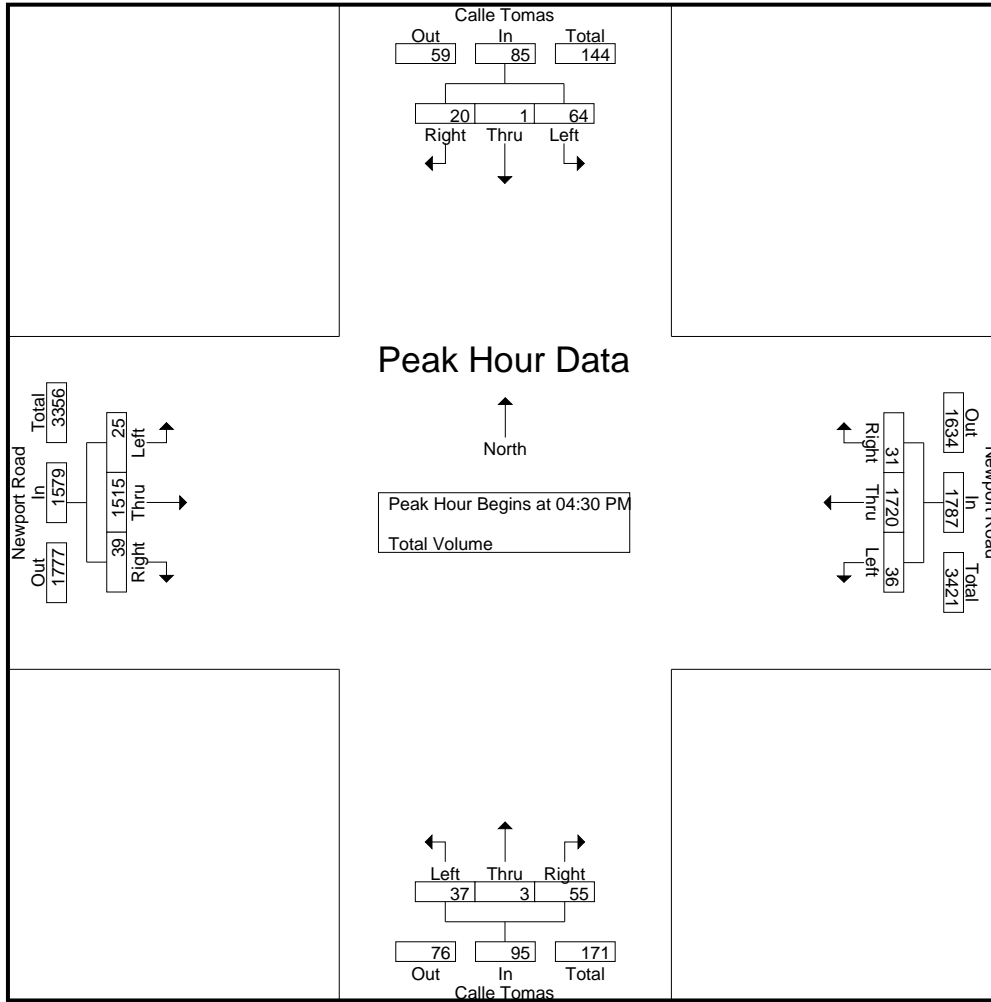
Start Time	Calle Tomas Southbound				Newport Road Westbound				Calle Tomas Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	10	0	5	15	6	452	5	463	9	1	12	22	4	378	12	394	894
04:45 PM	14	0	1	15	13	418	9	440	9	0	13	22	3	389	7	399	876
05:00 PM	27	1	5	33	9	441	8	458	14	0	19	33	8	374	10	392	916
05:15 PM	13	0	9	22	8	409	9	426	5	2	11	18	10	374	10	394	860
Total Volume	64	1	20	85	36	1720	31	1787	37	3	55	95	25	1515	39	1579	3546
% App. Total	75.3	1.2	23.5		2	96.3	1.7		38.9	3.2	57.9		1.6	95.9	2.5		
PHF	.593	.250	.556	.644	.692	.951	.861	.965	.661	.375	.724	.720	.625	.974	.813	.989	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Menifee
 N/S: Calle Tomas
 E/W: Newport Road
 Weather: Clear

File Name : 05_MEN_Calle T_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	05:00 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	27	1	5	33	6	452	5	463	7	0	16	23	4	378	12	394
+15 mins.	13	0	9	22	13	418	9	440	9	1	12	22	3	389	7	399
+30 mins.	10	1	4	15	9	441	8	458	9	0	13	22	8	374	10	392
+45 mins.	10	0	8	18	8	409	9	426	14	0	19	33	10	374	10	394
Total Volume	60	2	26	88	36	1720	31	1787	39	1	60	100	25	1515	39	1579
% App. Total	68.2	2.3	29.5		2	96.3	1.7		39	1	60		1.6	95.9	2.5	
PHF	.556	.500	.722	.667	.692	.951	.861	.965	.696	.250	.789	.758	.625	.974	.813	.989

City of Menifee
 N/S: Avenida De Cortez/Town Center Drive
 E/W: Newport Road
 Weather: Clear

File Name : 06_MEN_Town_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	25	10	3	38	48	281	4	333	12	2	47	61	1	444	31	476	908
07:15 AM	39	13	8	60	79	288	5	372	25	8	52	85	2	405	40	447	964
07:30 AM	27	15	4	46	55	258	3	316	16	5	62	83	2	418	42	462	907
07:45 AM	24	2	1	27	67	338	11	416	25	5	39	69	5	370	30	405	917
Total	115	40	16	171	249	1165	23	1437	78	20	200	298	10	1637	143	1790	3696
08:00 AM	10	2	2	14	71	334	7	412	14	2	43	59	0	349	24	373	858
08:15 AM	18	7	3	28	83	327	6	416	30	5	36	71	1	367	46	414	929
08:30 AM	12	0	1	13	60	307	8	375	24	2	44	70	1	352	26	379	837
08:45 AM	15	3	1	19	36	313	12	361	22	2	40	64	0	328	13	341	785
Total	55	12	7	74	250	1281	33	1564	90	11	163	264	2	1396	109	1507	3409
Grand Total	170	52	23	245	499	2446	56	3001	168	31	363	562	12	3033	252	3297	7105
Apprch %	69.4	21.2	9.4		16.6	81.5	1.9		29.9	5.5	64.6		0.4	92	7.6		
Total %	2.4	0.7	0.3	3.4	7	34.4	0.8	42.2	2.4	0.4	5.1	7.9	0.2	42.7	3.5	46.4	

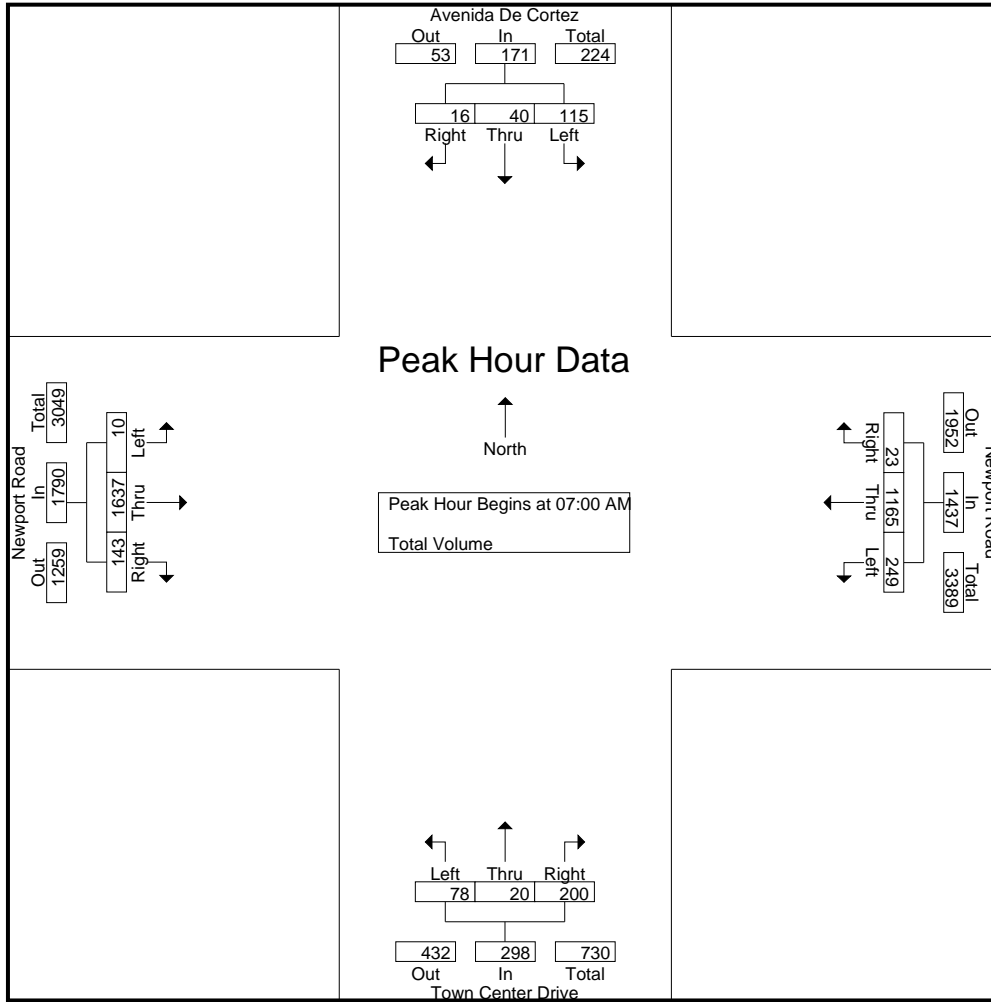
Start Time	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	25	10	3	38	48	281	4	333	12	2	47	61	1	444	31	476	908
07:15 AM	39	13	8	60	79	288	5	372	25	8	52	85	2	405	40	447	964
07:30 AM	27	15	4	46	55	258	3	316	16	5	62	83	2	418	42	462	907
07:45 AM	24	2	1	27	67	338	11	416	25	5	39	69	5	370	30	405	917
Total Volume	115	40	16	171	249	1165	23	1437	78	20	200	298	10	1637	143	1790	3696
% App. Total	67.3	23.4	9.4		17.3	81.1	1.6		26.2	6.7	67.1		0.6	91.5	8		
PHF	.737	.667	.500	.713	.788	.862	.523	.864	.780	.625	.806	.876	.500	.922	.851	.940	.959

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Menifee
 N/S: Avenida De Cortez/Town Center Drive
 E/W: Newport Road
 Weather: Clear

File Name : 06_MEN_Town_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	25	10	3	38	67	338	11	416	12	2	47	61	1	444	31	476
+15 mins.	39	13	8	60	71	334	7	412	25	8	52	85	2	405	40	447
+30 mins.	27	15	4	46	83	327	6	416	16	5	62	83	2	418	42	462
+45 mins.	24	2	1	27	60	307	8	375	25	5	39	69	5	370	30	405
Total Volume	115	40	16	171	281	1306	32	1619	78	20	200	298	10	1637	143	1790
% App. Total	67.3	23.4	9.4		17.4	80.7	2		26.2	6.7	67.1		0.6	91.5	8	
PHF	.737	.667	.500	.713	.846	.966	.727	.973	.780	.625	.806	.876	.500	.922	.851	.940

City of Menifee
 N/S: Avenida De Cortez/Town Center Drive
 E/W: Newport Road
 Weather: Clear

File Name : 06_MEN_Town_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	8	1	26	72	398	15	485	27	3	40	70	2	384	20	406	987
04:15 PM	22	2	2	26	63	381	20	464	30	11	41	82	5	326	34	365	937
04:30 PM	17	5	2	24	58	433	22	513	25	4	39	68	1	365	37	403	1008
04:45 PM	16	0	1	17	58	420	14	492	26	2	43	71	1	388	20	409	989
Total	72	15	6	93	251	1632	71	1954	108	20	163	291	9	1463	111	1583	3921
05:00 PM	18	9	2	29	59	428	27	514	30	7	42	79	2	387	32	421	1043
05:15 PM	21	13	2	36	58	404	13	475	20	6	45	71	4	362	24	390	972
05:30 PM	17	4	0	21	49	374	17	440	21	7	40	68	2	356	36	394	923
05:45 PM	15	4	0	19	79	398	15	492	17	6	40	63	0	376	23	399	973
Total	71	30	4	105	245	1604	72	1921	88	26	167	281	8	1481	115	1604	3911
Grand Total	143	45	10	198	496	3236	143	3875	196	46	330	572	17	2944	226	3187	7832
Apprch %	72.2	22.7	5.1		12.8	83.5	3.7		34.3	8	57.7		0.5	92.4	7.1		
Total %	1.8	0.6	0.1	2.5	6.3	41.3	1.8	49.5	2.5	0.6	4.2	7.3	0.2	37.6	2.9	40.7	

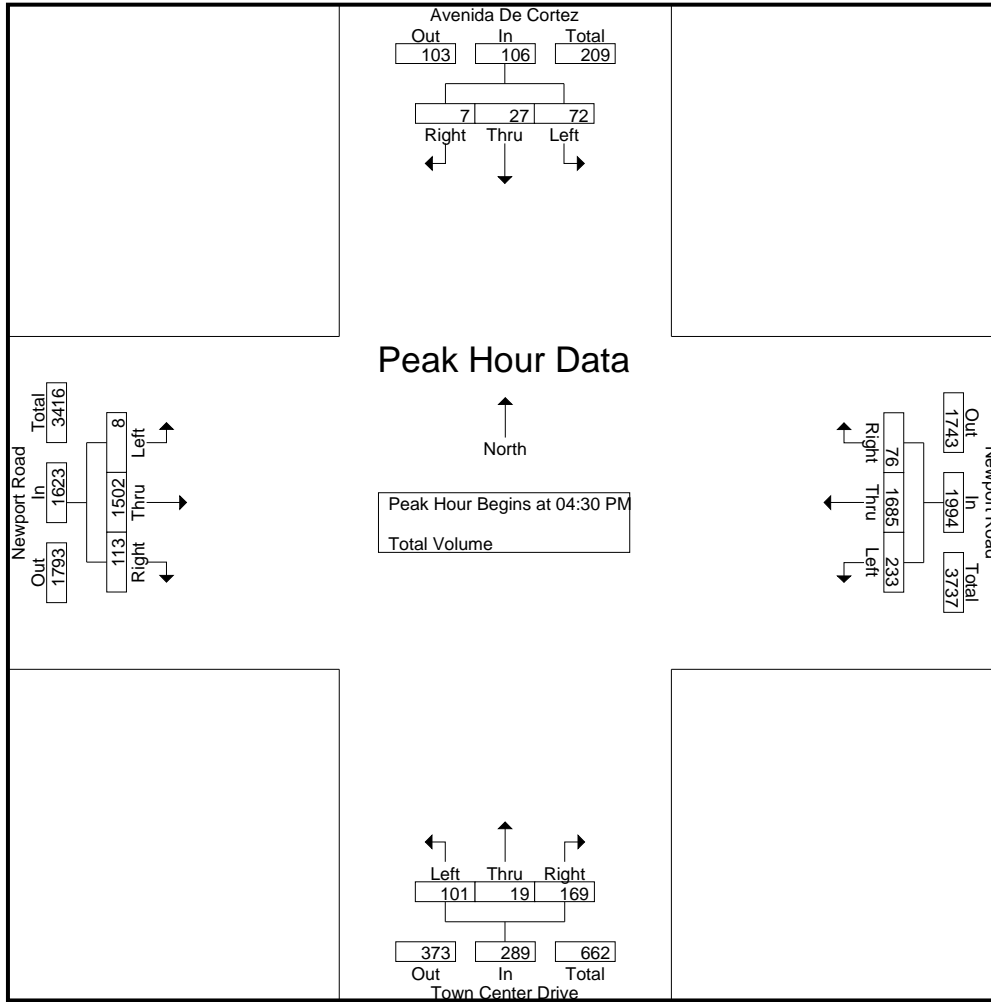
Start Time	Avenida De Cortez Southbound				Newport Road Westbound				Town Center Drive Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	17	5	2	24	58	433	22	513	25	4	39	68	1	365	37	403	1008
04:45 PM	16	0	1	17	58	420	14	492	26	2	43	71	1	388	20	409	989
05:00 PM	18	9	2	29	59	428	27	514	30	7	42	79	2	387	32	421	1043
05:15 PM	21	13	2	36	58	404	13	475	20	6	45	71	4	362	24	390	972
Total Volume	72	27	7	106	233	1685	76	1994	101	19	169	289	8	1502	113	1623	4012
% App. Total	67.9	25.5	6.6		11.7	84.5	3.8		34.9	6.6	58.5		0.5	92.5	7		
PHF	.857	.519	.875	.736	.987	.973	.704	.970	.842	.679	.939	.915	.500	.968	.764	.964	.962

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Menifee
 N/S: Avenida De Cortez/Town Center Drive
 E/W: Newport Road
 Weather: Clear

File Name : 06_MEN_Town_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	17	5	2	24	58	433	22	513	30	11	41	82	1	365	37	403
+15 mins.	16	0	1	17	58	420	14	492	25	4	39	68	1	388	20	409
+30 mins.	18	9	2	29	59	428	27	514	26	2	43	71	2	387	32	421
+45 mins.	21	13	2	36	58	404	13	475	30	7	42	79	4	362	24	390
Total Volume	72	27	7	106	233	1685	76	1994	111	24	165	300	8	1502	113	1623
% App. Total	67.9	25.5	6.6		11.7	84.5	3.8		37	8	55		0.5	92.5	7	
PHF	.857	.519	.875	.736	.987	.973	.704	.970	.925	.545	.959	.915	.500	.968	.764	.964

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

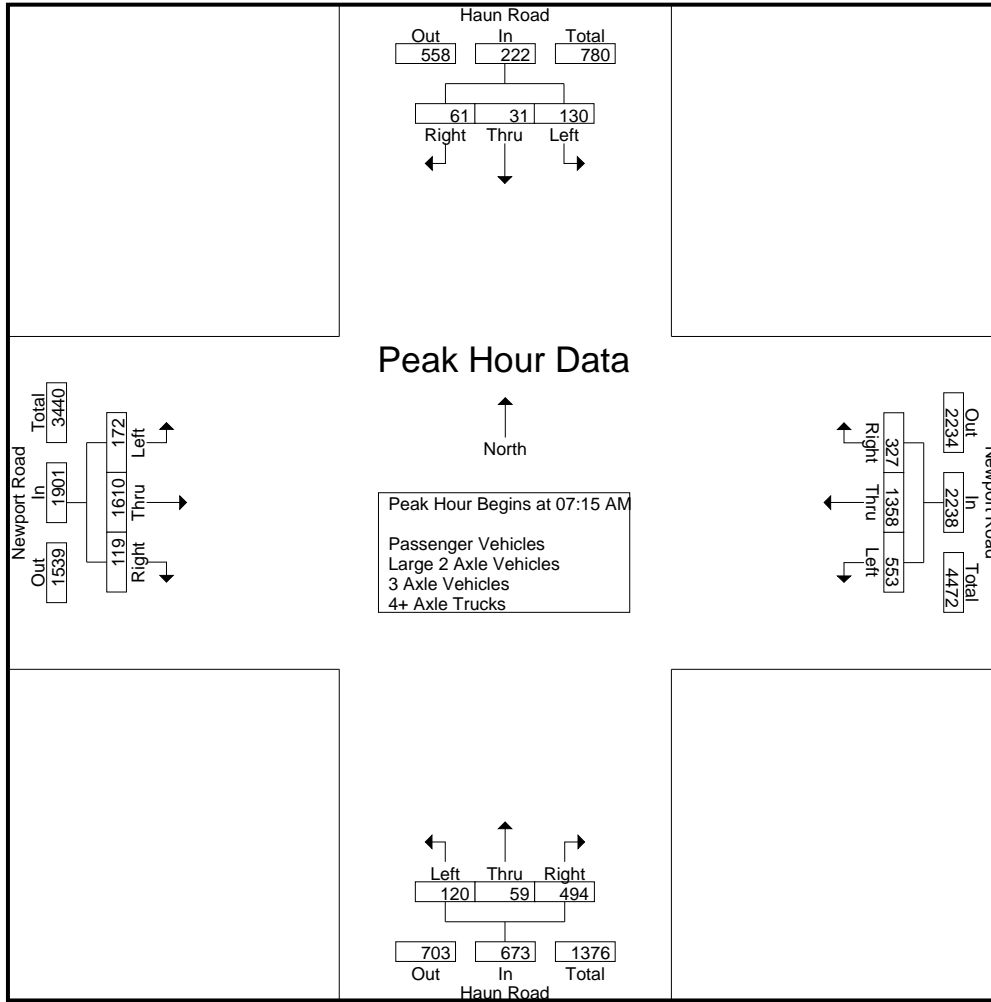
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	33	7	21	61	115	336	43	494	14	9	94	117	34	412	23	469	1141
07:15 AM	37	6	12	55	134	313	59	506	25	9	111	145	42	468	24	534	1240
07:30 AM	30	5	10	45	140	306	90	536	25	18	125	168	41	408	35	484	1233
07:45 AM	25	12	21	58	166	371	100	637	27	16	132	175	43	407	29	479	1349
Total	125	30	64	219	555	1326	292	2173	91	52	462	605	160	1695	111	1966	4963
08:00 AM	38	8	18	64	113	368	78	559	43	16	126	185	46	327	31	404	1212
08:15 AM	38	10	24	72	92	371	79	542	34	15	69	118	52	344	30	426	1158
08:30 AM	46	13	24	83	88	297	56	441	32	9	72	113	45	307	32	384	1021
08:45 AM	33	13	19	65	110	322	71	503	33	11	61	105	40	297	42	379	1052
Total	155	44	85	284	403	1358	284	2045	142	51	328	521	183	1275	135	1593	4443
Grand Total	280	74	149	503	958	2684	576	4218	233	103	790	1126	343	2970	246	3559	9406
Apprch %	55.7	14.7	29.6		22.7	63.6	13.7		20.7	9.1	70.2		9.6	83.5	6.9		
Total %	3	0.8	1.6	5.3	10.2	28.5	6.1	44.8	2.5	1.1	8.4	12	3.6	31.6	2.6	37.8	
Passenger Vehicles	272	68	146	486	937	2610	564	4111	224	99	768	1091	339	2885	240	3464	9152
% Passenger Vehicles	97.1	91.9	98	96.6	97.8	97.2	97.9	97.5	96.1	96.1	97.2	96.9	98.8	97.1	97.6	97.3	97.3
Large 2 Axle Vehicles	5	3	2	10	16	51	9	76	7	3	15	25	3	56	6	65	176
% Large 2 Axle Vehicles	1.8	4.1	1.3	2	1.7	1.9	1.6	1.8	3	2.9	1.9	2.2	0.9	1.9	2.4	1.8	1.9
3 Axle Vehicles	0	2	0	2	4	15	1	20	0	1	2	3	1	15	0	16	41
% 3 Axle Vehicles	0	2.7	0	0.4	0.4	0.6	0.2	0.5	0	1	0.3	0.3	0.3	0.5	0	0.4	0.4
4+ Axle Trucks	3	1	1	5	1	8	2	11	2	0	5	7	0	14	0	14	37
% 4+ Axle Trucks	1.1	1.4	0.7	1	0.1	0.3	0.3	0.3	0.9	0	0.6	0.6	0	0.5	0	0.4	0.4

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	37	6	12	55	134	313	59	506	25	9	111	145	42	468	24	534	1240
07:30 AM	30	5	10	45	140	306	90	536	25	18	125	168	41	408	35	484	1233
07:45 AM	25	12	21	58	166	371	100	637	27	16	132	175	43	407	29	479	1349
08:00 AM	38	8	18	64	113	368	78	559	43	16	126	185	46	327	31	404	1212
Total Volume	130	31	61	222	553	1358	327	2238	120	59	494	673	172	1610	119	1901	5034
% App. Total	58.6	14	27.5		24.7	60.7	14.6		17.8	8.8	73.4		9	84.7	6.3		
PHF	.855	.646	.726	.867	.833	.915	.818	.878	.698	.819	.936	.909	.935	.860	.850	.890	.933

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	08:00 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	38	8	18	64	140	306	90	536	25	9	111	145	34	412	23	469
+15 mins.	38	10	24	72	166	371	100	637	25	18	125	168	42	468	24	534
+30 mins.	46	13	24	83	113	368	78	559	27	16	132	175	41	408	35	484
+45 mins.	33	13	19	65	92	371	79	542	43	16	126	185	43	407	29	479
Total Volume	155	44	85	284	511	1416	347	2274	120	59	494	673	160	1695	111	1966
% App. Total	54.6	15.5	29.9		22.5	62.3	15.3		17.8	8.8	73.4		8.1	86.2	5.6	
PHF	.842	.846	.885	.855	.770	.954	.868	.892	.698	.819	.936	.909	.930	.905	.793	.920

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

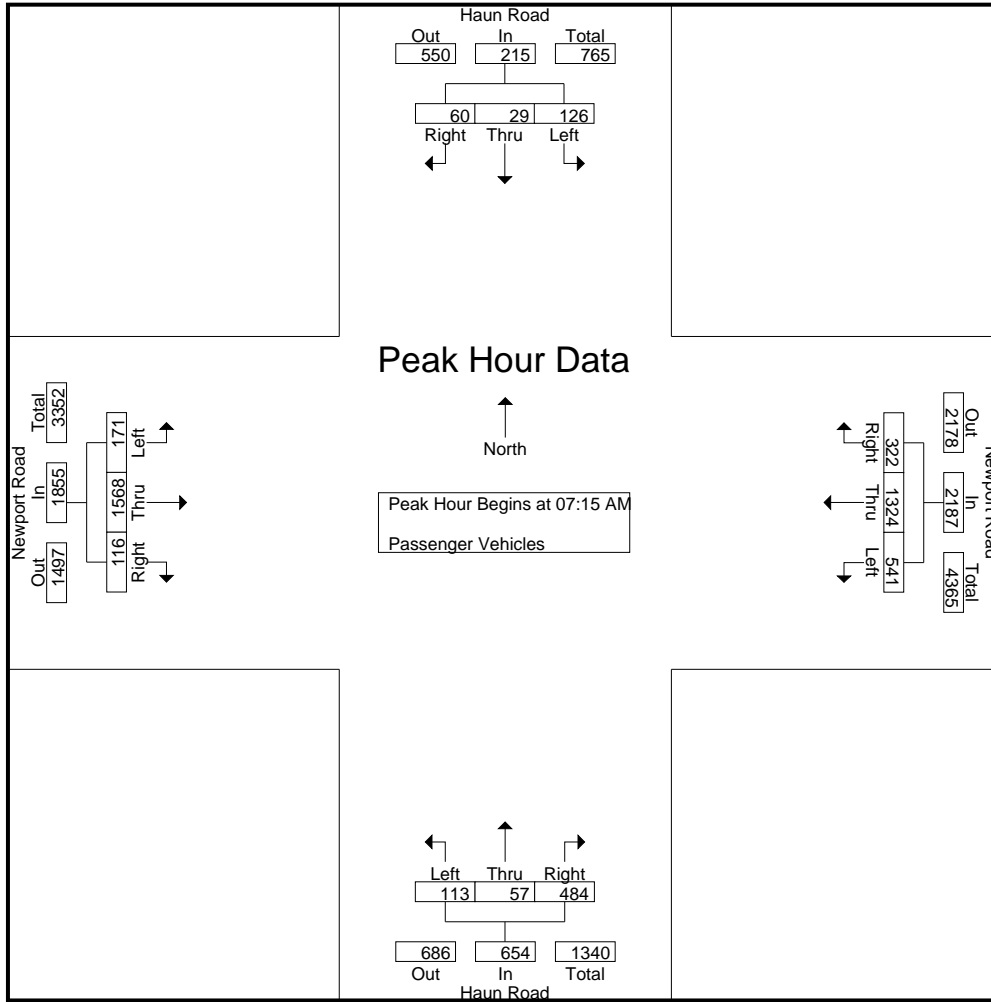
Groups Printed- Passenger Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	32	5	21	58	114	325	41	480	12	8	92	112	32	404	22	458	1108
07:15 AM	37	6	11	54	131	303	58	492	24	8	108	140	42	453	24	519	1205
07:30 AM	29	5	10	44	139	300	89	528	20	18	124	162	40	402	33	475	1209
07:45 AM	23	10	21	54	160	361	98	619	27	15	129	171	43	400	29	472	1316
Total	121	26	63	210	544	1289	286	2119	83	49	453	585	157	1659	108	1924	4838
08:00 AM	37	8	18	63	111	360	77	548	42	16	123	181	46	313	30	389	1181
08:15 AM	36	9	23	68	87	366	79	532	34	15	65	114	52	332	29	413	1127
08:30 AM	46	13	23	82	86	286	53	425	32	8	68	108	44	298	31	373	988
08:45 AM	32	12	19	63	109	309	69	487	33	11	59	103	40	283	42	365	1018
Total	151	42	83	276	393	1321	278	1992	141	50	315	506	182	1226	132	1540	4314
Grand Total	272	68	146	486	937	2610	564	4111	224	99	768	1091	339	2885	240	3464	9152
Apprch %	56	14	30		22.8	63.5	13.7		20.5	9.1	70.4		9.8	83.3	6.9		
Total %	3	0.7	1.6	5.3	10.2	28.5	6.2	44.9	2.4	1.1	8.4	11.9	3.7	31.5	2.6	37.8	

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	37	6	11	54	131	303	58	492	24	8	108	140	42	453	24	519	1205
07:30 AM	29	5	10	44	139	300	89	528	20	18	124	162	40	402	33	475	1209
07:45 AM	23	10	21	54	160	361	98	619	27	15	129	171	43	400	29	472	1316
08:00 AM	37	8	18	63	111	360	77	548	42	16	123	181	46	313	30	389	1181
Total Volume	126	29	60	215	541	1324	322	2187	113	57	484	654	171	1568	116	1855	4911
% App. Total	58.6	13.5	27.9		24.7	60.5	14.7		17.3	8.7	74		9.2	84.5	6.3		
PHF	.851	.725	.714	.853	.845	.917	.821	.883	.673	.792	.938	.903	.929	.865	.879	.894	.933

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	37	6	11	54	131	303	58	492	24	8	108	140	42	453	24	519
+15 mins.	29	5	10	44	139	300	89	528	20	18	124	162	40	402	33	475
+30 mins.	23	10	21	54	160	361	98	619	27	15	129	171	43	400	29	472
+45 mins.	37	8	18	63	111	360	77	548	42	16	123	181	46	313	30	389
Total Volume	126	29	60	215	541	1324	322	2187	113	57	484	654	171	1568	116	1855
% App. Total	58.6	13.5	27.9		24.7	60.5	14.7		17.3	8.7	74		9.2	84.5	6.3	
PHF	.851	.725	.714	.853	.845	.917	.821	.883	.673	.792	.938	.903	.929	.865	.879	.894

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

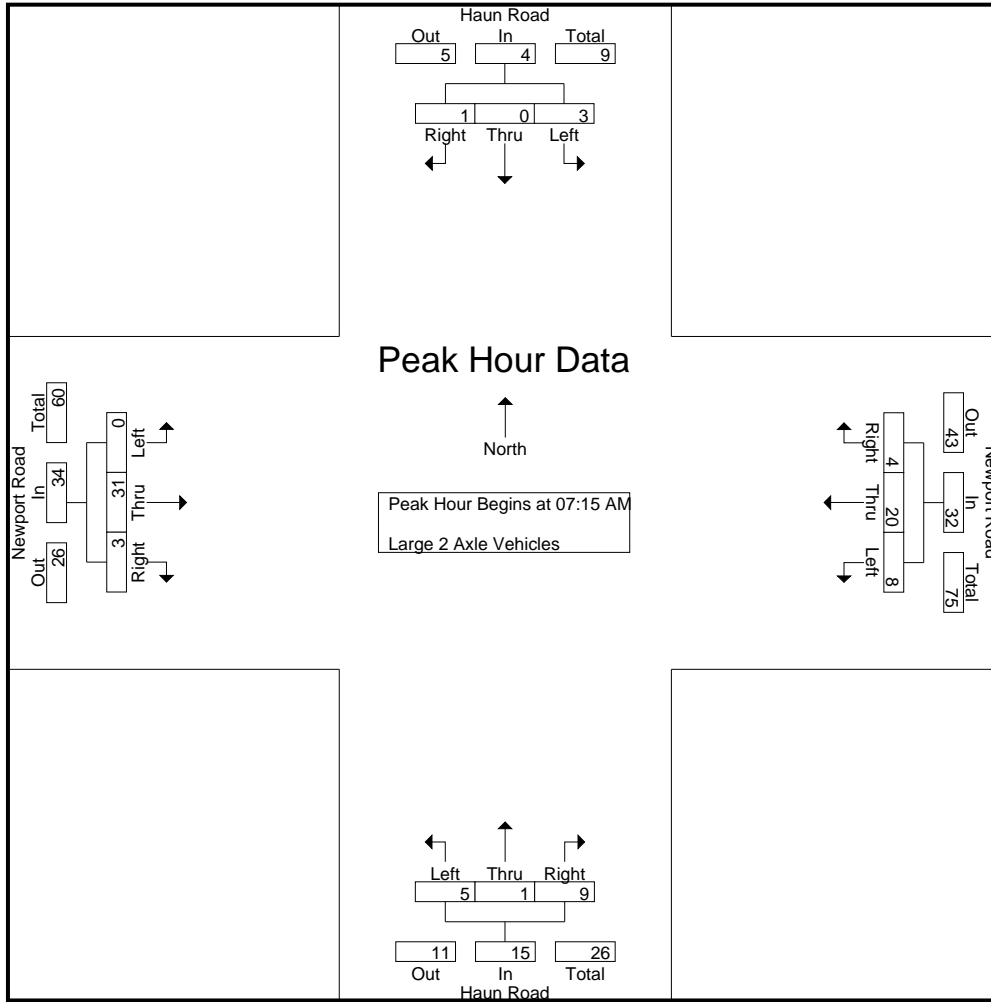
Groups Printed- Large 2 Axle Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	1	9	0	10	2	1	0	3	2	5	1	8	22
07:15 AM	0	0	1	1	3	6	1	10	1	0	3	4	0	13	0	13	28
07:30 AM	0	0	0	0	0	5	1	6	3	0	0	3	0	6	2	8	17
07:45 AM	2	0	0	2	3	5	1	9	0	1	3	4	0	4	0	4	19
Total	2	1	1	4	7	25	3	35	6	2	6	14	2	28	3	33	86
08:00 AM	1	0	0	1	2	4	1	7	1	0	3	4	0	8	1	9	21
08:15 AM	1	1	0	2	5	4	0	9	0	0	1	1	0	8	1	9	21
08:30 AM	0	0	1	1	1	10	3	14	0	1	4	5	1	2	1	4	24
08:45 AM	1	1	0	2	1	8	2	11	0	0	1	1	0	10	0	10	24
Total	3	2	1	6	9	26	6	41	1	1	9	11	1	28	3	32	90
Grand Total	5	3	2	10	16	51	9	76	7	3	15	25	3	56	6	65	176
Apprch %	50	30	20		21.1	67.1	11.8		28	12	60		4.6	86.2	9.2		
Total %	2.8	1.7	1.1	5.7	9.1	29	5.1	43.2	4	1.7	8.5	14.2	1.7	31.8	3.4	36.9	

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	3	6	1	10	1	0	3	4	0	13	0	13	28
07:30 AM	0	0	0	0	0	5	1	6	3	0	0	3	0	6	2	8	17
07:45 AM	2	0	0	2	3	5	1	9	0	1	3	4	0	4	0	4	19
08:00 AM	1	0	0	1	2	4	1	7	1	0	3	4	0	8	1	9	21
Total Volume	3	0	1	4	8	20	4	32	5	1	9	15	0	31	3	34	85
% App. Total	75	0	25		25	62.5	12.5		33.3	6.7	60		0	91.2	8.8		
PHF	.375	.000	.250	.500	.667	.833	1.00	.800	.417	.250	.750	.938	.000	.596	.375	.654	.759

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	0	1	1	3	6	1	10	1	0	3	4	0	13	0	13
+15 mins.	0	0	0	0	0	5	1	6	3	0	0	3	0	6	2	8
+30 mins.	2	0	0	2	3	5	1	9	0	1	3	4	0	4	0	4
+45 mins.	1	0	0	1	2	4	1	7	1	0	3	4	0	8	1	9
Total Volume	3	0	1	4	8	20	4	32	5	1	9	15	0	31	3	34
% App. Total	75	0	25		25	62.5	12.5		33.3	6.7	60		0	91.2	8.8	
PHF	.375	.000	.250	.500	.667	.833	1.000	.800	.417	.250	.750	.938	.000	.596	.375	.654

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	2	0	2	3	2	0	5	0	0	0	0	0	2	0	2	9
Total	0	2	0	2	3	8	1	12	0	1	0	1	1	4	0	5	20
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
Total	0	0	0	0	1	7	0	8	0	0	2	2	0	11	0	11	21
Grand Total	0	2	0	2	4	15	1	20	0	1	2	3	1	15	0	16	41
Apprch %	0	100	0		20	75	5		0	33.3	66.7		6.2	93.8	0		
Total %	0	4.9	0	4.9	9.8	36.6	2.4	48.8	0	2.4	4.9	7.3	2.4	36.6	0	39	

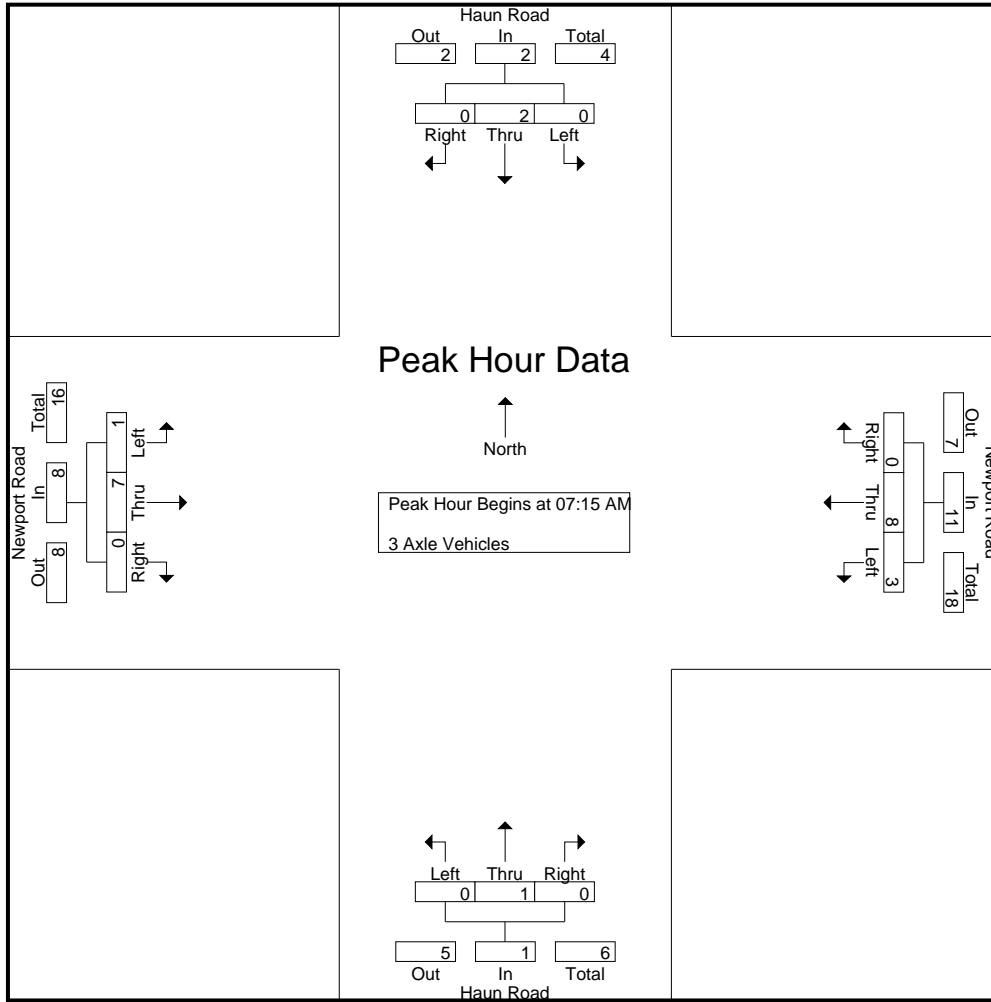
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	2	0	2	3	2	0	5	0	0	0	0	0	2	0	2	9
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total Volume	0	2	0	2	3	8	0	11	0	1	0	1	1	7	0	8	22
% App. Total	0	100	0		27.3	72.7	0		0	100	0		12.5	87.5	0		
PHF	.000	.250	.000	.250	.250	.500	.000	.550	.000	.250	.000	.250	.250	.438	.000	.500	.611

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
+30 mins.	0	2	0	2	3	2	0	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
Total Volume	0	2	0	2	3	8	0	11	0	1	0	1	1	7	0	8
% App. Total	0	100	0	0	27.3	72.7	0	0	0	100	0	0	12.5	87.5	0	0
PHF	.000	.250	.000	.250	.250	.500	.000	.550	.000	.250	.000	.250	.250	.438	.000	.500

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	0	0	1	1	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	1	0	0	1	1	1	0	2	2	0	1	3	0	0	0	0	6
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
Total	2	1	0	3	1	4	2	7	2	0	3	5	0	4	0	4	19
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	1	0	1	2	0	0	0	0	0	0	2	2	0	3	0	3	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	4	0	4	0	0	2	2	0	10	0	10	18
Grand Total	3	1	1	5	1	8	2	11	2	0	5	7	0	14	0	14	37
Apprch %	60	20	20		9.1	72.7	18.2		28.6	0	71.4		0	100	0		
Total %	8.1	2.7	2.7	13.5	2.7	21.6	5.4	29.7	5.4	0	13.5	18.9	0	37.8	0	37.8	

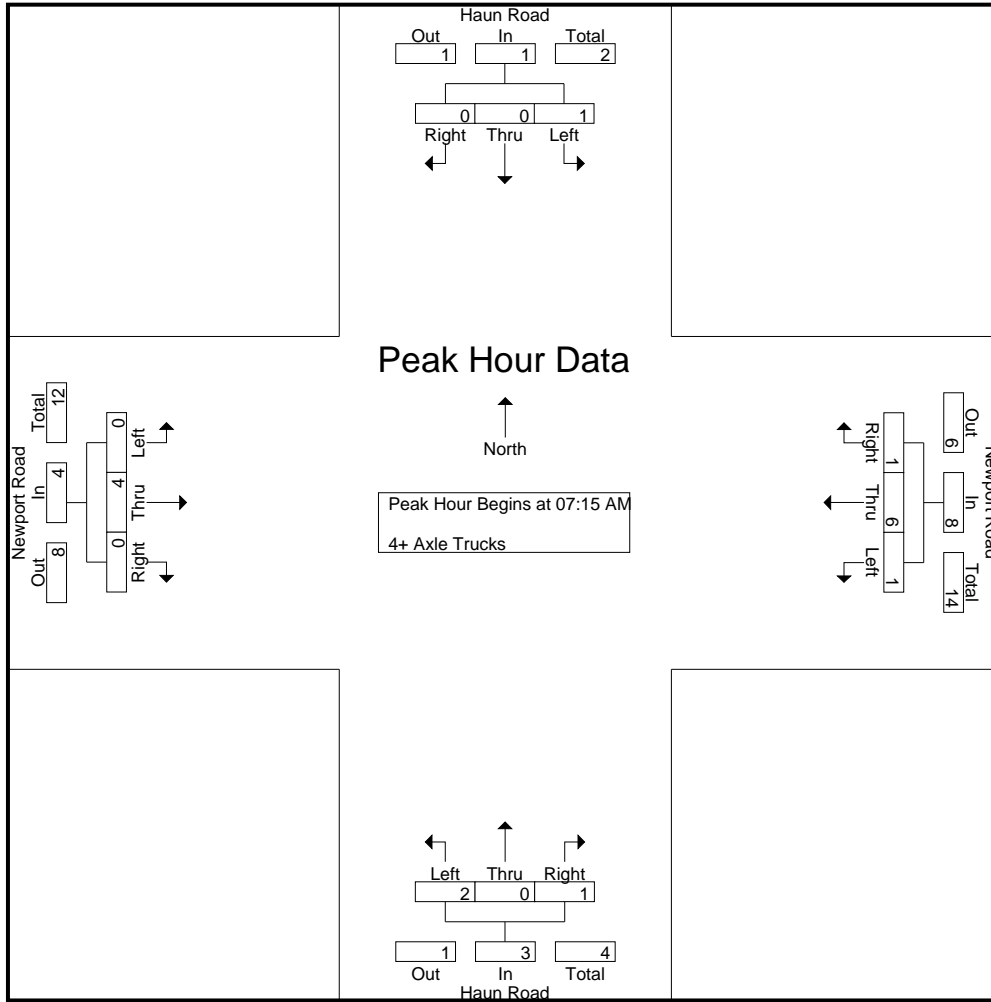
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	1	0	0	1	1	1	0	2	2	0	1	3	0	0	0	0	6
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	1	0	0	1	1	6	1	8	2	0	1	3	0	4	0	4	16
% App. Total	100	0	0		12.5	75	12.5		66.7	0	33.3		0	100	0		
PHF	.250	.000	.000	.250	.250	.500	.250	.500	.250	.000	.250	.250	.000	.500	.000	.500	.667

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	1	1	0	2	2	0	1	3	0	0	0	0
+30 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	1	6	1	8	2	0	1	3	0	4	0	4
% App. Total	100	0	0		12.5	75	12.5		66.7	0	33.3		0	100	0	
PHF	.250	.000	.000	.250	.250	.500	.250	.500	.250	.000	.250	.250	.000	.500	.000	.500

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

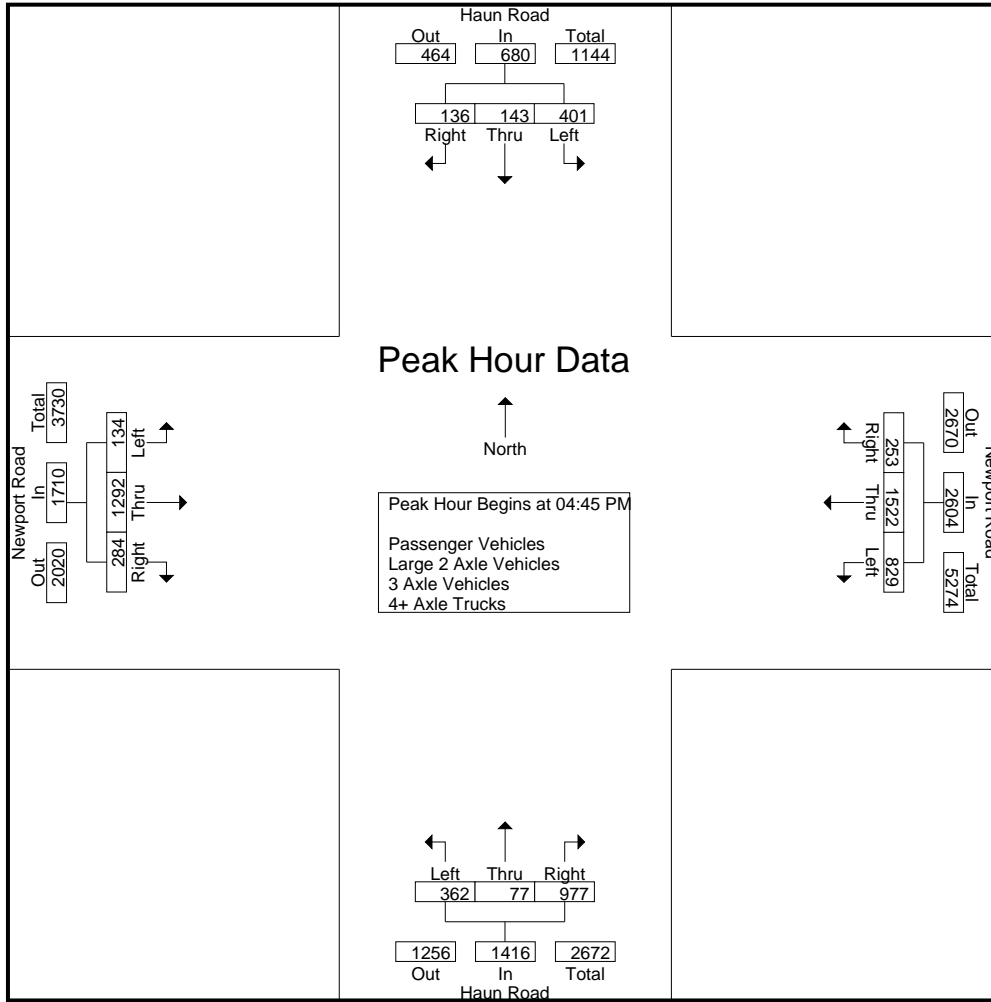
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	84	42	28	154	192	357	64	613	106	32	269	407	44	311	59	414	1588
04:15 PM	90	26	38	154	224	366	77	667	75	13	252	340	28	319	46	393	1554
04:30 PM	109	37	40	186	202	356	63	621	87	18	202	307	35	336	69	440	1554
04:45 PM	80	29	35	144	216	405	61	682	81	15	234	330	37	353	77	467	1623
Total	363	134	141	638	834	1484	265	2583	349	78	957	1384	144	1319	251	1714	6319
05:00 PM	114	39	42	195	227	391	57	675	95	18	257	370	38	331	66	435	1675
05:15 PM	108	34	33	175	186	348	75	609	92	25	238	355	30	303	68	401	1540
05:30 PM	99	41	26	166	200	378	60	638	94	19	248	361	29	305	73	407	1572
05:45 PM	98	34	25	157	193	384	47	624	79	17	214	310	46	314	65	425	1516
Total	419	148	126	693	806	1501	239	2546	360	79	957	1396	143	1253	272	1668	6303
Grand Total	782	282	267	1331	1640	2985	504	5129	709	157	1914	2780	287	2572	523	3382	12622
Apprch %	58.8	21.2	20.1		32	58.2	9.8		25.5	5.6	68.8		8.5	76	15.5		
Total %	6.2	2.2	2.1	10.5	13	23.6	4	40.6	5.6	1.2	15.2	22	2.3	20.4	4.1	26.8	
Passenger Vehicles	773	282	266	1321	1633	2961	496	5090	701	155	1902	2758	286	2522	522	3330	12499
% Passenger Vehicles	98.8	100	99.6	99.2	99.6	99.2	98.4	99.2	98.9	98.7	99.4	99.2	99.7	98.1	99.8	98.5	99
Large 2 Axle Vehicles	7	0	1	8	4	19	7	30	8	2	8	18	1	40	1	42	98
% Large 2 Axle Vehicles	0.9	0	0.4	0.6	0.2	0.6	1.4	0.6	1.1	1.3	0.4	0.6	0.3	1.6	0.2	1.2	0.8
3 Axle Vehicles	0	0	0	0	1	2	0	3	0	0	3	3	0	5	0	5	11
% 3 Axle Vehicles	0	0	0	0	0.1	0.1	0	0.1	0	0	0.2	0.1	0	0.2	0	0.1	0.1
4+ Axle Trucks	2	0	0	2	2	3	1	6	0	0	1	1	0	5	0	5	14
% 4+ Axle Trucks	0.3	0	0	0.2	0.1	0.1	0.2	0.1	0	0	0.1	0	0	0.2	0	0.1	0.1

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	80	29	35	144	216	405	61	682	81	15	234	330	37	353	77	467	1623
05:00 PM	114	39	42	195	227	391	57	675	95	18	257	370	38	331	66	435	1675
05:15 PM	108	34	33	175	186	348	75	609	92	25	238	355	30	303	68	401	1540
05:30 PM	99	41	26	166	200	378	60	638	94	19	248	361	29	305	73	407	1572
Total Volume	401	143	136	680	829	1522	253	2604	362	77	977	1416	134	1292	284	1710	6410
% App. Total	59	21	20		31.8	58.4	9.7		25.6	5.4	69		7.8	75.6	16.6		
PHF	.879	.872	.810	.872	.913	.940	.843	.955	.953	.770	.950	.957	.882	.915	.922	.915	.957

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:15 PM				04:45 PM				04:30 PM			
+0 mins.	109	37	40	186	224	366	77	667	81	15	234	330	35	336	69	440
+15 mins.	80	29	35	144	202	356	63	621	95	18	257	370	37	353	77	467
+30 mins.	114	39	42	195	216	405	61	682	92	25	238	355	38	331	66	435
+45 mins.	108	34	33	175	227	391	57	675	94	19	248	361	30	303	68	401
Total Volume	411	139	150	700	869	1518	258	2645	362	77	977	1416	140	1323	280	1743
% App. Total	58.7	19.9	21.4		32.9	57.4	9.8		25.6	5.4	69		8	75.9	16.1	
PHF	.901	.891	.893	.897	.957	.937	.838	.970	.953	.770	.950	.957	.921	.937	.909	.933

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	83	42	28	153	191	356	62	609	104	32	266	402	44	305	59	408	1572
04:15 PM	90	26	38	154	223	359	76	658	74	13	251	338	28	314	46	388	1538
04:30 PM	104	37	40	181	202	354	60	616	87	16	200	303	35	330	69	434	1534
04:45 PM	80	29	34	143	214	402	61	677	81	15	234	330	37	345	76	458	1608
Total	357	134	140	631	830	1471	259	2560	346	76	951	1373	144	1294	250	1688	6252
05:00 PM	114	39	42	195	226	391	55	672	93	18	254	365	38	324	66	428	1660
05:15 PM	106	34	33	173	185	345	75	605	91	25	237	353	29	299	68	396	1527
05:30 PM	99	41	26	166	200	375	60	635	93	19	248	360	29	297	73	399	1560
05:45 PM	97	34	25	156	192	379	47	618	78	17	212	307	46	308	65	419	1500
Total	416	148	126	690	803	1490	237	2530	355	79	951	1385	142	1228	272	1642	6247
Grand Total	773	282	266	1321	1633	2961	496	5090	701	155	1902	2758	286	2522	522	3330	12499
Apprch %	58.5	21.3	20.1		32.1	58.2	9.7		25.4	5.6	69		8.6	75.7	15.7		
Total %	6.2	2.3	2.1	10.6	13.1	23.7	4	40.7	5.6	1.2	15.2	22.1	2.3	20.2	4.2	26.6	

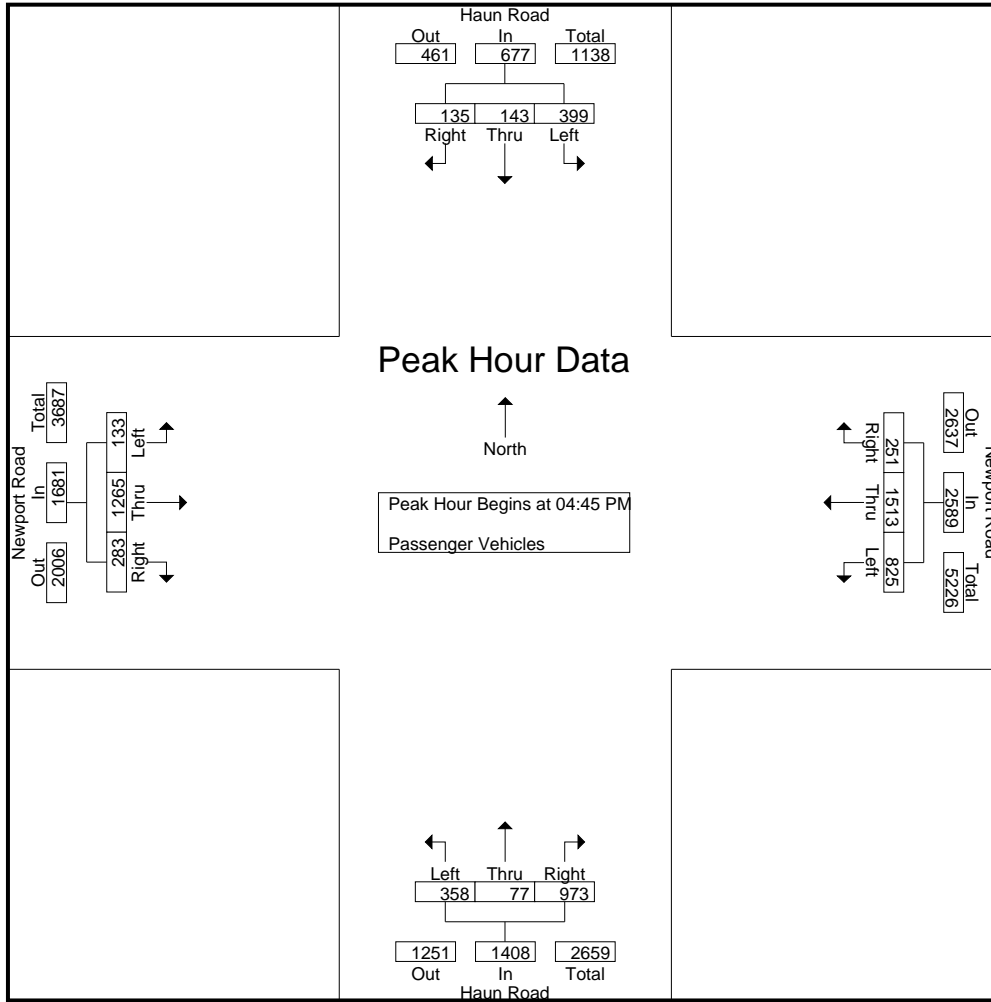
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	80	29	34	143	214	402	61	677	81	15	234	330	37	345	76	458	1608
05:00 PM	114	39	42	195	226	391	55	672	93	18	254	365	38	324	66	428	1660
05:15 PM	106	34	33	173	185	345	75	605	91	25	237	353	29	299	68	396	1527
05:30 PM	99	41	26	166	200	375	60	635	93	19	248	360	29	297	73	399	1560
Total Volume	399	143	135	677	825	1513	251	2589	358	77	973	1408	133	1265	283	1681	6355
% App. Total	58.9	21.1	19.9		31.9	58.4	9.7		25.4	5.5	69.1		7.9	75.3	16.8		
PHF	.875	.872	.804	.868	.913	.941	.837	.956	.962	.770	.958	.964	.875	.917	.931	.918	.957

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	80	29	34	143	214	402	61	677	81	15	234	330	37	345	76	458
+15 mins.	114	39	42	195	226	391	55	672	93	18	254	365	38	324	66	428
+30 mins.	106	34	33	173	185	345	75	605	91	25	237	353	29	299	68	396
+45 mins.	99	41	26	166	200	375	60	635	93	19	248	360	29	297	73	399
Total Volume	399	143	135	677	825	1513	251	2589	358	77	973	1408	133	1265	283	1681
% App. Total	58.9	21.1	19.9		31.9	58.4	9.7		25.4	5.5	69.1		7.9	75.3	16.8	
PHF	.875	.872	.804	.868	.913	.941	.837	.956	.962	.770	.958	.964	.875	.917	.931	.918

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	2	2	0	1	3	0	5	0	5	10
04:15 PM	0	0	0	0	1	7	0	8	1	0	0	1	0	5	0	5	14
04:30 PM	4	0	0	4	0	2	3	5	0	2	1	3	0	3	0	3	15
04:45 PM	0	0	1	1	2	2	0	4	0	0	0	0	0	7	1	8	13
Total	4	0	1	5	3	11	5	19	3	2	2	7	0	20	1	21	52
05:00 PM	0	0	0	0	0	0	2	2	2	0	3	5	0	5	0	5	12
05:15 PM	2	0	0	2	1	3	0	4	1	0	1	2	1	3	0	4	12
05:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
05:45 PM	1	0	0	1	0	3	0	3	1	0	2	3	0	6	0	6	13
Total	3	0	0	3	1	8	2	11	5	0	6	11	1	20	0	21	46
Grand Total	7	0	1	8	4	19	7	30	8	2	8	18	1	40	1	42	98
Apprch %	87.5	0	12.5		13.3	63.3	23.3		44.4	11.1	44.4		2.4	95.2	2.4		
Total %	7.1	0	1	8.2	4.1	19.4	7.1	30.6	8.2	2	8.2	18.4	1	40.8	1	42.9	

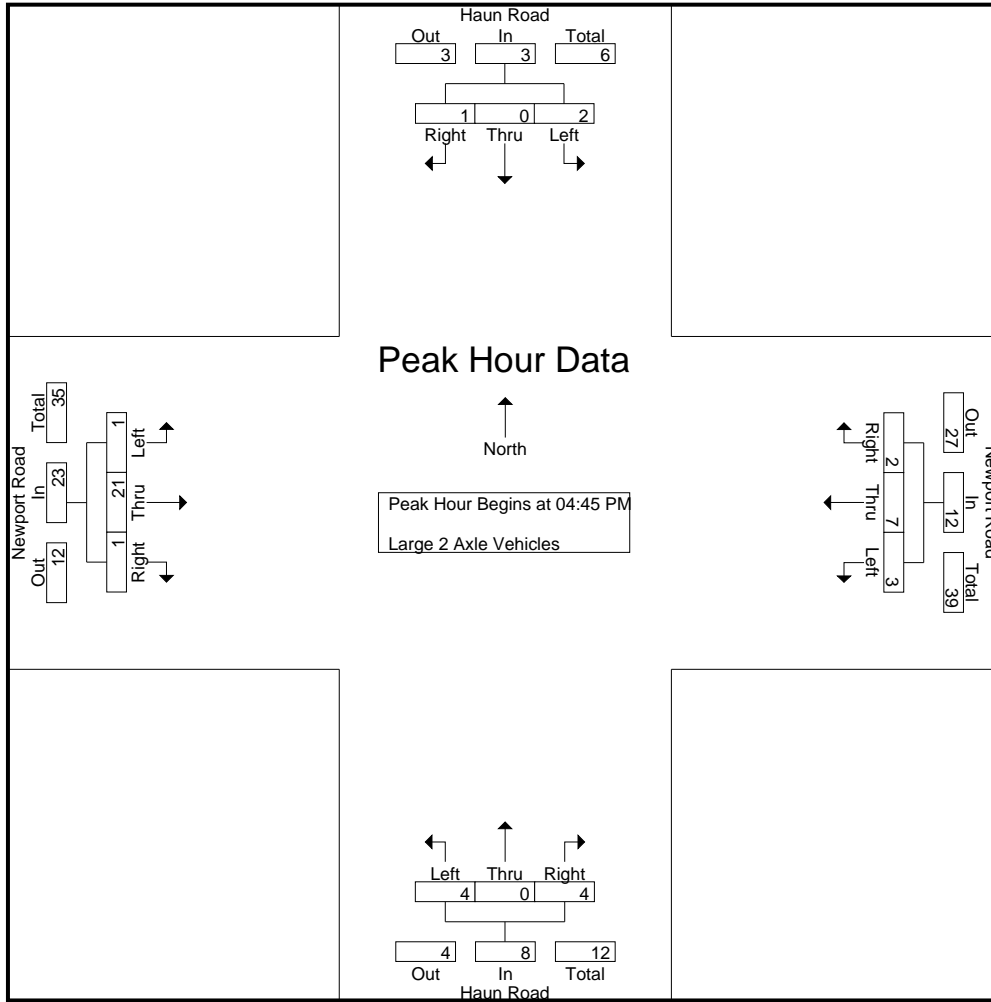
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	1	1	2	2	0	4	0	0	0	0	0	7	1	8	13
05:00 PM	0	0	0	0	0	0	2	2	2	0	3	5	0	5	0	5	12
05:15 PM	2	0	0	2	1	3	0	4	1	0	1	2	1	3	0	4	12
05:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
Total Volume	2	0	1	3	3	7	2	12	4	0	4	8	1	21	1	23	46
% App. Total	66.7	0	33.3		25	58.3	16.7		50	0	50		4.3	91.3	4.3		
PHF	.250	.000	.250	.375	.375	.583	.250	.750	.500	.000	.333	.400	.250	.750	.250	.719	.885

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	2	2	0	4	0	0	0	0	0	7	1	8
+15 mins.	0	0	0	0	0	0	2	2	2	0	3	5	0	5	0	5
+30 mins.	2	0	0	2	1	3	0	4	1	0	1	2	1	3	0	4
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6
Total Volume	2	0	1	3	3	7	2	12	4	0	4	8	1	21	1	23
% App. Total	66.7	0	33.3		25	58.3	16.7		50	0	50		4.3	91.3	4.3	
PHF	.250	.000	.250	.375	.375	.583	.250	.750	.500	.000	.333	.400	.250	.750	.250	.719

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	3	3	0	1	0	1	1	5
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	4	6
Grand Total	0	0	0	0	1	2	0	3	0	0	3	3	0	5	0	5	5	11
Apprch %	0	0	0		33.3	66.7	0		0	0	100		0	100	0			
Total %	0	0	0	0	9.1	18.2	0	27.3	0	0	27.3	27.3	0	45.5	0	45.5		

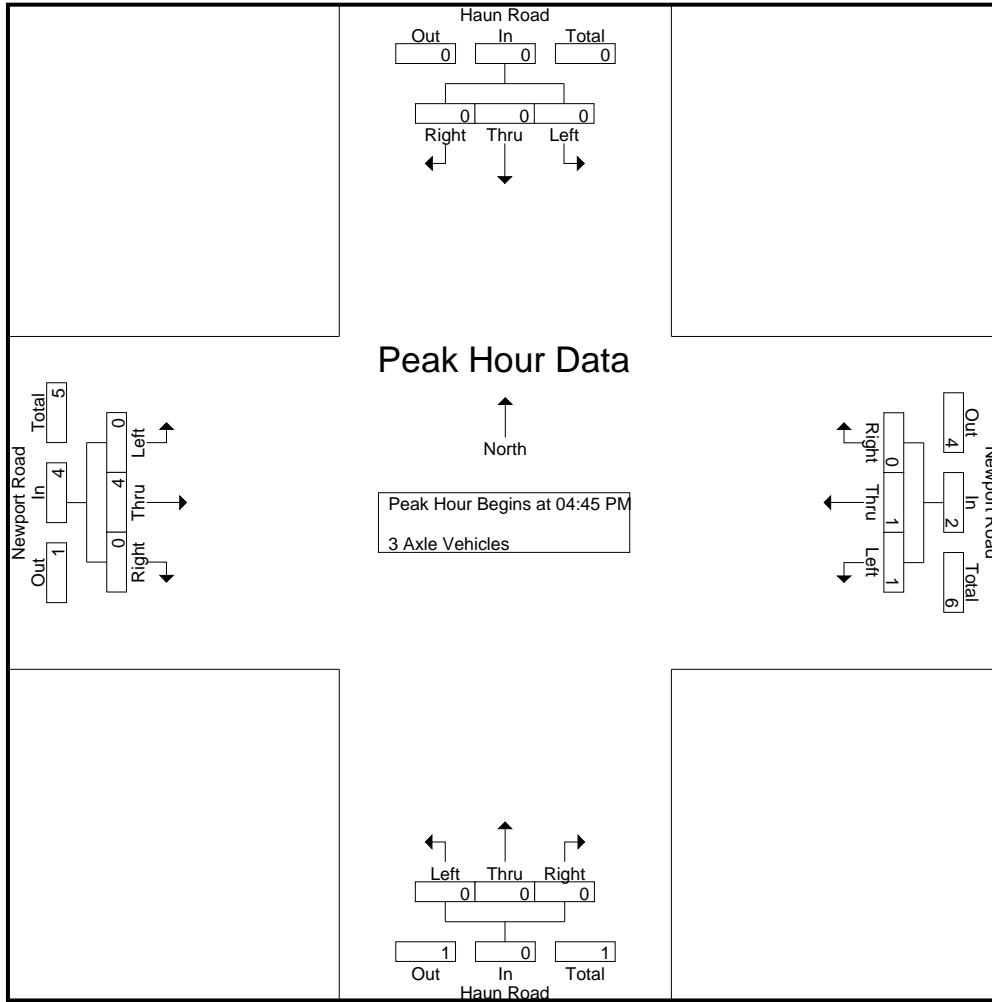
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	4	6
% App. Total	0	0	0		50	50	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500	.750

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	50	50	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

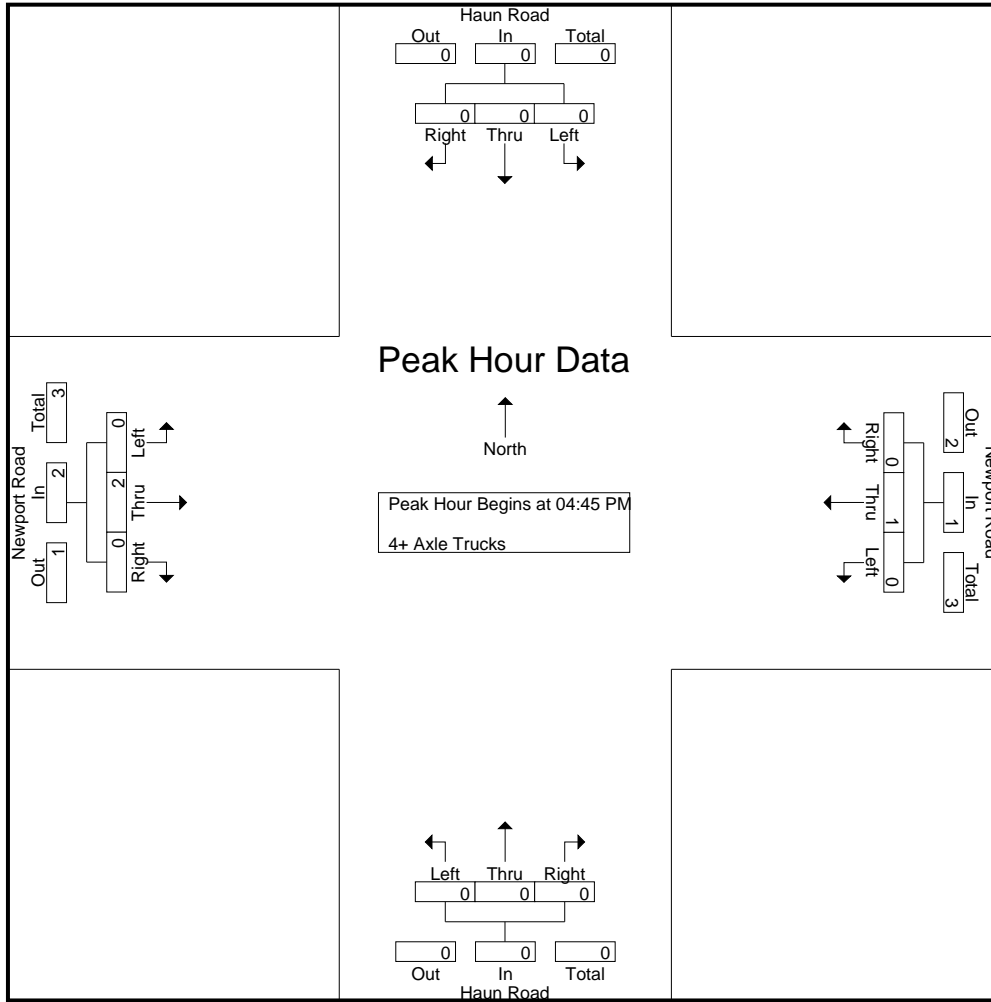
Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	1	1	1	3	0	0	1	1	0	4	0	4	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Grand Total	2	0	0	2	2	3	1	6	0	0	1	1	0	5	0	5	14
Apprch %	100	0	0		33.3	50	16.7		0	0	100		0	100	0		
Total %	14.3	0	0	14.3	14.3	21.4	7.1	42.9	0	0	7.1	7.1	0	35.7	0	35.7	

Start Time	Haun Road Southbound				Newport Road Westbound				Haun Road Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Menifee
 N/S: Haun Road
 E/W: Newport Road
 Weather: Clear

File Name : 07_MEN_Haun_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

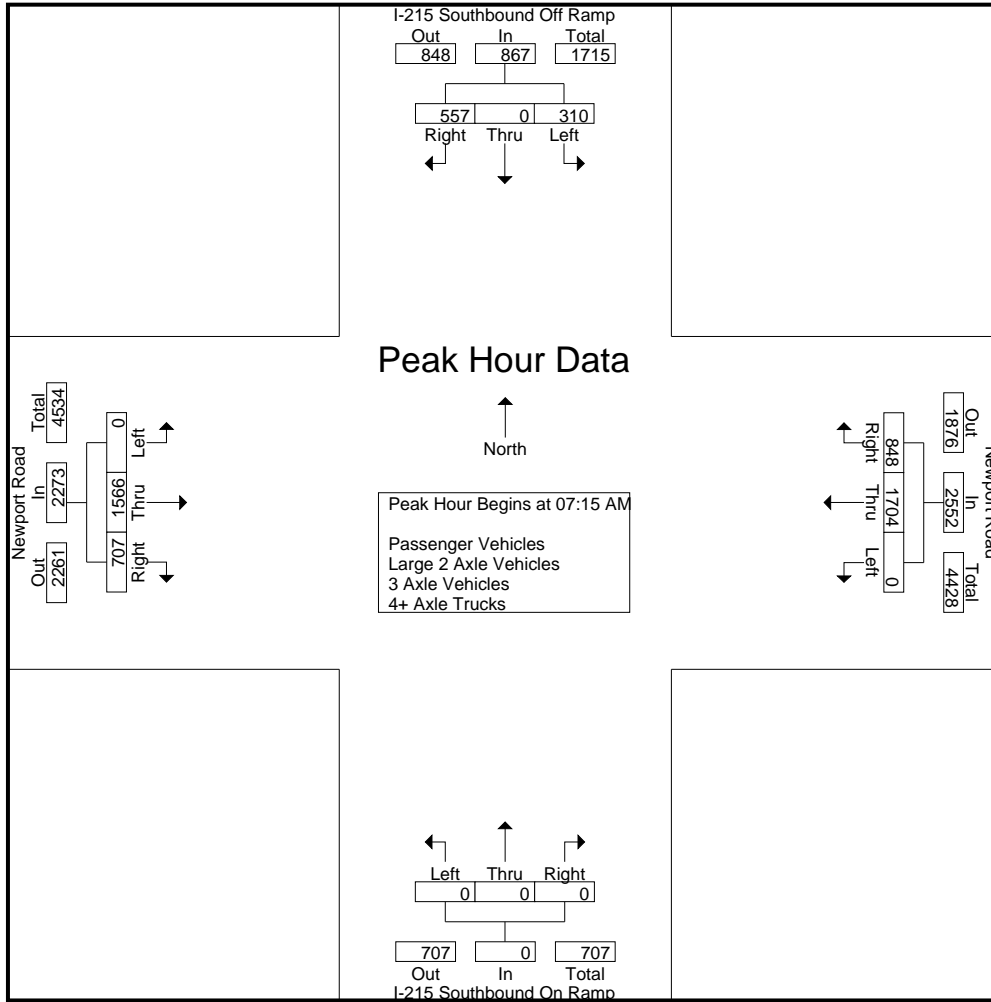
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	84	0	95	179	0	388	208	596	0	0	0	0	0	343	186	529	1304
07:15 AM	72	0	100	172	0	419	213	632	0	0	0	0	0	422	204	626	1430
07:30 AM	82	0	130	212	0	423	237	660	0	0	0	0	0	345	217	562	1434
07:45 AM	78	0	174	252	0	450	173	623	0	0	0	0	0	424	157	581	1456
Total	316	0	499	815	0	1680	831	2511	0	0	0	0	0	1534	764	2298	5624
08:00 AM	78	0	153	231	0	412	225	637	0	0	0	0	0	375	129	504	1372
08:15 AM	93	0	143	236	0	411	204	615	0	0	0	0	0	326	142	468	1319
08:30 AM	78	0	127	205	0	327	227	554	0	0	0	0	0	299	150	449	1208
08:45 AM	43	0	122	165	0	369	202	571	0	0	0	0	0	272	129	401	1137
Total	292	0	545	837	0	1519	858	2377	0	0	0	0	0	1272	550	1822	5036
Grand Total	608	0	1044	1652	0	3199	1689	4888	0	0	0	0	0	2806	1314	4120	10660
Apprch %	36.8	0	63.2		0	65.4	34.6		0	0	0		0	68.1	31.9		
Total %	5.7	0	9.8	15.5	0	30	15.8	45.9	0	0	0	0	0	26.3	12.3	38.6	
Passenger Vehicles	553	0	985	1538	0	3129	1634	4763	0	0	0	0	0	2704	1284	3988	10289
% Passenger Vehicles	91	0	94.3	93.1	0	97.8	96.7	97.4	0	0	0	0	0	96.4	97.7	96.8	96.5
Large 2 Axle Vehicles	29	0	38	67	0	58	36	94	0	0	0	0	0	66	24	90	251
% Large 2 Axle Vehicles	4.8	0	3.6	4.1	0	1.8	2.1	1.9	0	0	0	0	0	2.4	1.8	2.2	2.4
3 Axle Vehicles	16	0	13	29	0	4	1	5	0	0	0	0	0	14	1	15	49
% 3 Axle Vehicles	2.6	0	1.2	1.8	0	0.1	0.1	0.1	0	0	0	0	0	0.5	0.1	0.4	0.5
4+ Axle Trucks	10	0	8	18	0	8	18	26	0	0	0	0	0	22	5	27	71
% 4+ Axle Trucks	1.6	0	0.8	1.1	0	0.3	1.1	0.5	0	0	0	0	0	0.8	0.4	0.7	0.7

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	72	0	100	172	0	419	213	632	0	0	0	0	0	422	204	626	1430
07:30 AM	82	0	130	212	0	423	237	660	0	0	0	0	0	345	217	562	1434
07:45 AM	78	0	174	252	0	450	173	623	0	0	0	0	0	424	157	581	1456
08:00 AM	78	0	153	231	0	412	225	637	0	0	0	0	0	375	129	504	1372
Total Volume	310	0	557	867	0	1704	848	2552	0	0	0	0	0	1566	707	2273	5692
% App. Total	35.8	0	64.2		0	66.8	33.2		0	0	0		0	68.9	31.1		
PHF	.945	.000	.800	.860	.000	.947	.895	.967	.000	.000	.000	.000	.000	.923	.815	.908	.977

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	82	0	130	212	0	419	213	632	0	0	0	0	0	343	186	529
+15 mins.	78	0	174	252	0	423	237	660	0	0	0	0	0	422	204	626
+30 mins.	78	0	153	231	0	450	173	623	0	0	0	0	0	345	217	562
+45 mins.	93	0	143	236	0	412	225	637	0	0	0	0	0	424	157	581
Total Volume	331	0	600	931	0	1704	848	2552	0	0	0	0	0	1534	764	2298
% App. Total	35.6	0	64.4		0	66.8	33.2		0	0	0		0	66.8	33.2	
PHF	.890	.000	.862	.924	.000	.947	.895	.967	.000	.000	.000	.000	.000	.904	.880	.918

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

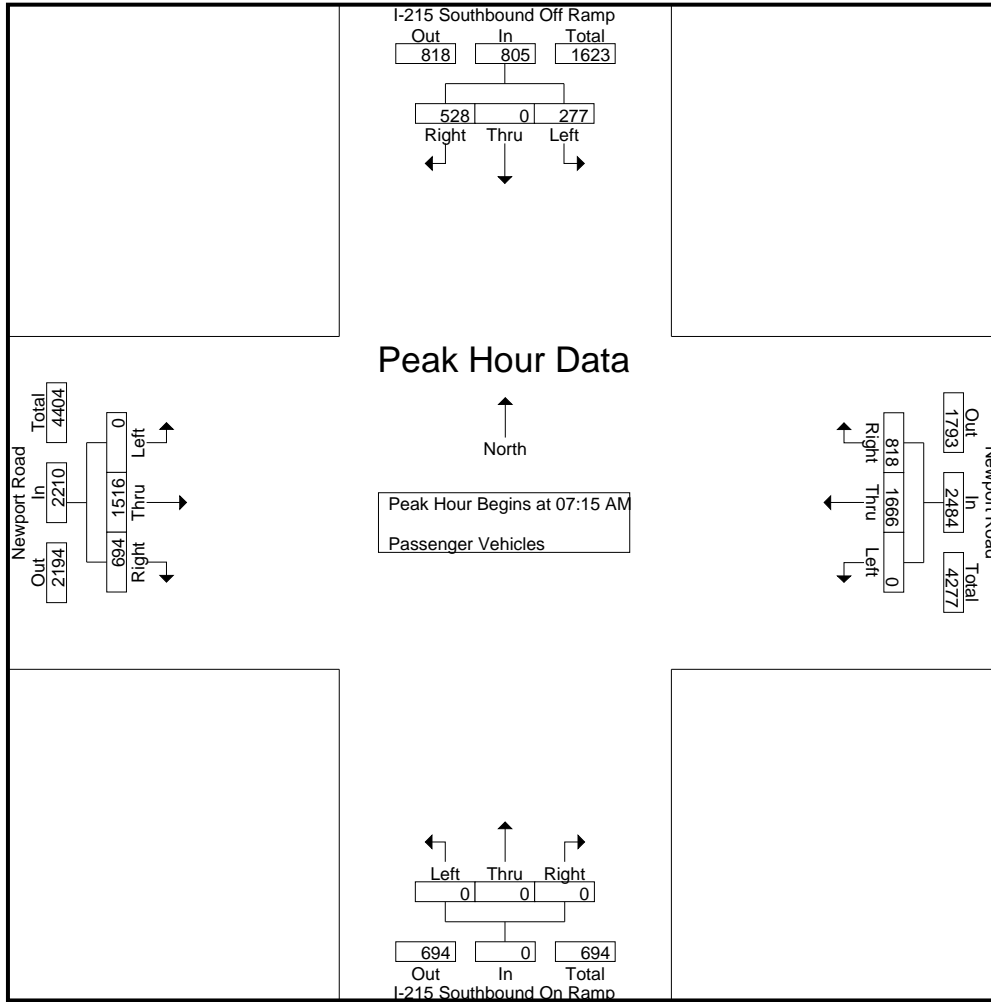
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	76	0	86	162	0	381	199	580	0	0	0	0	0	332	182	514	1256
07:15 AM	68	0	88	156	0	412	204	616	0	0	0	0	0	410	199	609	1381
07:30 AM	73	0	125	198	0	415	231	646	0	0	0	0	0	336	216	552	1396
07:45 AM	66	0	165	231	0	438	167	605	0	0	0	0	0	411	153	564	1400
Total	283	0	464	747	0	1646	801	2447	0	0	0	0	0	1489	750	2239	5433
08:00 AM	70	0	150	220	0	401	216	617	0	0	0	0	0	359	126	485	1322
08:15 AM	87	0	139	226	0	402	200	602	0	0	0	0	0	310	139	449	1277
08:30 AM	76	0	121	197	0	316	219	535	0	0	0	0	0	287	143	430	1162
08:45 AM	37	0	111	148	0	364	198	562	0	0	0	0	0	259	126	385	1095
Total	270	0	521	791	0	1483	833	2316	0	0	0	0	0	1215	534	1749	4856
Grand Total	553	0	985	1538	0	3129	1634	4763	0	0	0	0	0	2704	1284	3988	10289
Apprch %	36	0	64		0	65.7	34.3		0	0	0		0	67.8	32.2		
Total %	5.4	0	9.6	14.9	0	30.4	15.9	46.3	0	0	0	0	0	26.3	12.5	38.8	

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	68	0	88	156	0	412	204	616	0	0	0	0	0	410	199	609	1381
07:30 AM	73	0	125	198	0	415	231	646	0	0	0	0	0	336	216	552	1396
07:45 AM	66	0	165	231	0	438	167	605	0	0	0	0	0	411	153	564	1400
08:00 AM	70	0	150	220	0	401	216	617	0	0	0	0	0	359	126	485	1322
Total Volume	277	0	528	805	0	1666	818	2484	0	0	0	0	0	1516	694	2210	5499
% App. Total	34.4	0	65.6		0	67.1	32.9		0	0	0		0	68.6	31.4		
PHF	.949	.000	.800	.871	.000	.951	.885	.961	.000	.000	.000	.000	.000	.922	.803	.907	.982

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	68	0	88	156	0	412	204	616	0	0	0	0	0	410	199	609
+15 mins.	73	0	125	198	0	415	231	646	0	0	0	0	0	336	216	552
+30 mins.	66	0	165	231	0	438	167	605	0	0	0	0	0	411	153	564
+45 mins.	70	0	150	220	0	401	216	617	0	0	0	0	0	359	126	485
Total Volume	277	0	528	805	0	1666	818	2484	0	0	0	0	0	1516	694	2210
% App. Total	34.4	0	65.6		0	67.1	32.9		0	0	0		0	68.6	31.4	
PHF	.949	.000	.800	.871	.000	.951	.885	.961	.000	.000	.000	.000	.000	.922	.803	.907

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

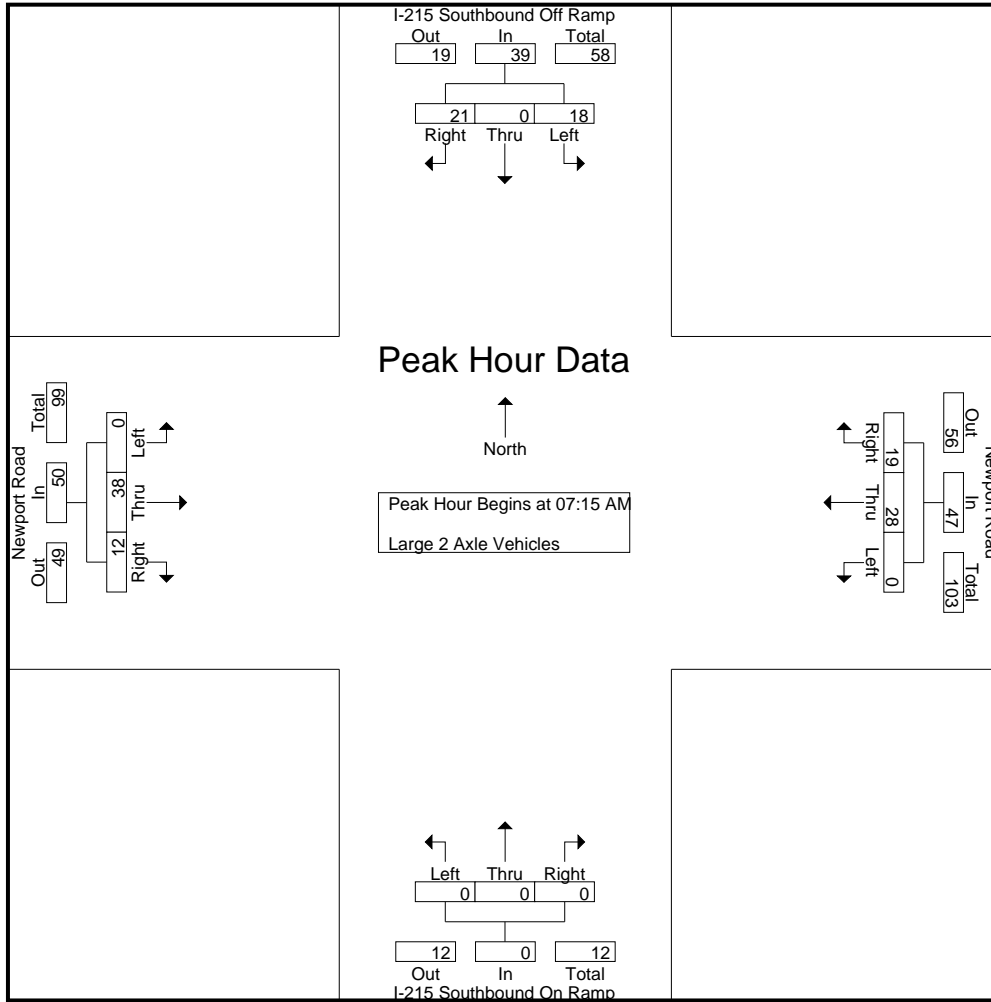
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	4	6	0	7	7	14	0	0	0	0	0	4	3	7	27
07:15 AM	2	0	9	11	0	6	6	12	0	0	0	0	0	10	5	15	38
07:30 AM	6	0	3	9	0	7	3	10	0	0	0	0	0	7	1	8	27
07:45 AM	5	0	7	12	0	6	4	10	0	0	0	0	0	9	4	13	35
Total	15	0	23	38	0	26	20	46	0	0	0	0	0	30	13	43	127
08:00 AM	5	0	2	7	0	9	6	15	0	0	0	0	0	12	2	14	36
08:15 AM	3	0	2	5	0	9	3	12	0	0	0	0	0	10	1	11	28
08:30 AM	1	0	5	6	0	9	5	14	0	0	0	0	0	6	5	11	31
08:45 AM	5	0	6	11	0	5	2	7	0	0	0	0	0	8	3	11	29
Total	14	0	15	29	0	32	16	48	0	0	0	0	0	36	11	47	124
Grand Total	29	0	38	67	0	58	36	94	0	0	0	0	0	66	24	90	251
Apprch %	43.3	0	56.7		0	61.7	38.3		0	0	0		0	73.3	26.7		
Total %	11.6	0	15.1	26.7	0	23.1	14.3	37.5	0	0	0	0	0	26.3	9.6	35.9	

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	0	9	11	0	6	6	12	0	0	0	0	0	10	5	15	38
07:30 AM	6	0	3	9	0	7	3	10	0	0	0	0	0	7	1	8	27
07:45 AM	5	0	7	12	0	6	4	10	0	0	0	0	0	9	4	13	35
08:00 AM	5	0	2	7	0	9	6	15	0	0	0	0	0	12	2	14	36
Total Volume	18	0	21	39	0	28	19	47	0	0	0	0	0	38	12	50	136
% App. Total	46.2	0	53.8		0	59.6	40.4		0	0	0		0	76	24		
PHF	.750	.000	.583	.813	.000	.778	.792	.783	.000	.000	.000	.000	.000	.792	.600	.833	.895

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	0	9	11	0	6	6	12	0	0	0	0	0	10	5	15
+15 mins.	6	0	3	9	0	7	3	10	0	0	0	0	0	7	1	8
+30 mins.	5	0	7	12	0	6	4	10	0	0	0	0	0	9	4	13
+45 mins.	5	0	2	7	0	9	6	15	0	0	0	0	0	12	2	14
Total Volume	18	0	21	39	0	28	19	47	0	0	0	0	0	38	12	50
% App. Total	46.2	0	53.8		0	59.6	40.4		0	0	0		0	76	24	
PHF	.750	.000	.583	.813	.000	.778	.792	.783	.000	.000	.000	.000	.000	.792	.600	.833

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	1	0	2	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	3	0	2	5	0	2	0	2	0	0	0	0	0	2	0	0	2	9
Total	10	0	6	16	0	3	0	3	0	0	0	0	0	2	0	0	2	21
08:00 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	3	1	0	4	7
08:15 AM	3	0	1	4	0	0	0	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	2	0	0	2	5
08:45 AM	1	0	4	5	0	0	0	0	0	0	0	0	0	5	0	0	5	10
Total	6	0	7	13	0	1	1	2	0	0	0	0	0	12	1	0	13	28
Grand Total	16	0	13	29	0	4	1	5	0	0	0	0	0	14	1	0	15	49
Apprch %	55.2	0	44.8		0	80	20		0	0	0		0	93.3	6.7			
Total %	32.7	0	26.5	59.2	0	8.2	2	10.2	0	0	0	0	0	28.6	2	30.6		

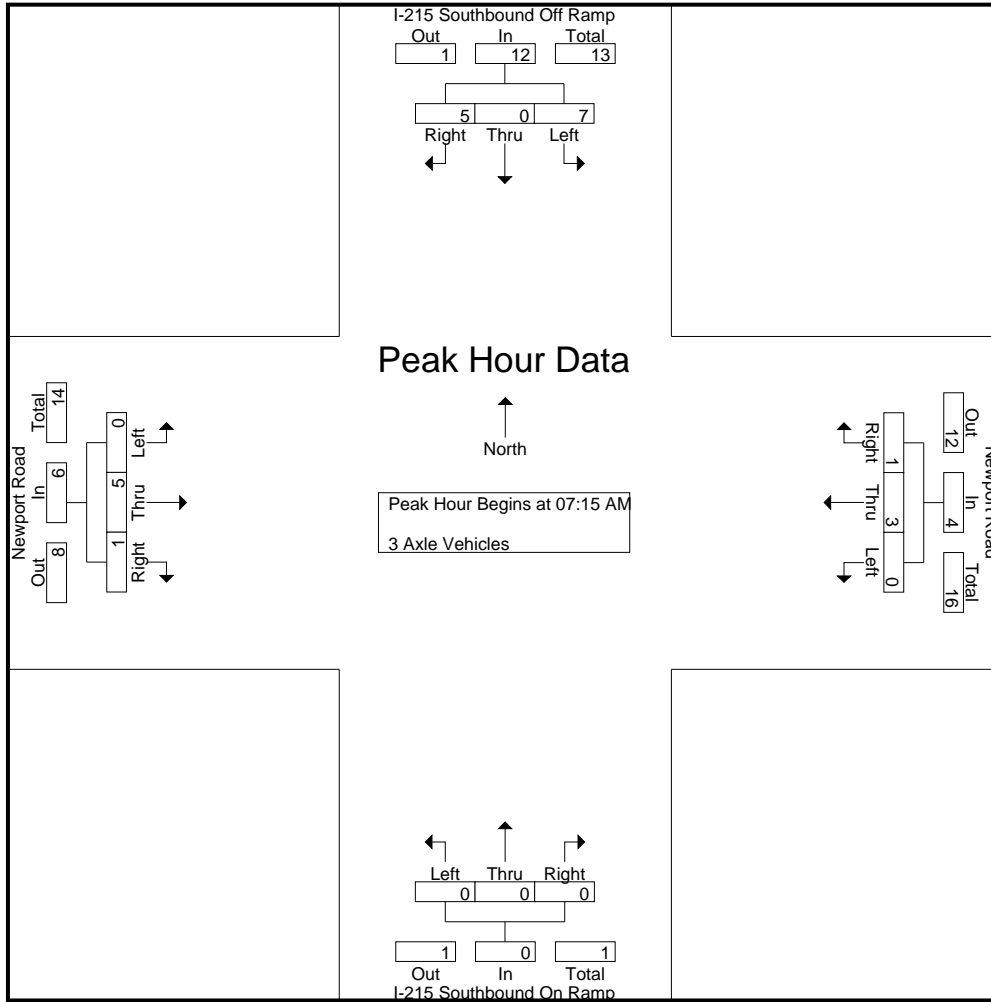
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	1	0	2	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	3	0	2	5	0	2	0	2	0	0	0	0	0	2	0	0	2	9
08:00 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	3	1	0	4	7
Total Volume	7	0	5	12	0	3	1	4	0	0	0	0	0	5	1	0	6	22
% App. Total	58.3	0	41.7		0	75	25		0	0	0		0	83.3	16.7			
PHF	.583	.000	.625	.600	.000	.375	.250	.500	.000	.000	.000	.000	.000	.417	.250	.375	.611	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	2	3	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	3	0	2	5	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	1	0	1	2	0	0	1	1	0	0	0	0	0	3	1	4
Total Volume	7	0	5	12	0	3	1	4	0	0	0	0	0	5	1	6
% App. Total	58.3	0	41.7		0	75	25		0	0	0		0	83.3	16.7	
PHF	.583	.000	.625	.600	.000	.375	.250	.500	.000	.000	.000	.000	.000	.417	.250	.375

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	3	5	0	0	2	2	0	0	0	0	0	7	1	8	15
07:15 AM	1	0	1	2	0	0	3	3	0	0	0	0	0	2	0	2	7
07:30 AM	1	0	2	3	0	1	3	4	0	0	0	0	0	2	0	2	9
07:45 AM	4	0	0	4	0	4	2	6	0	0	0	0	0	2	0	2	12
Total	8	0	6	14	0	5	10	15	0	0	0	0	0	13	1	14	43
08:00 AM	2	0	0	2	0	2	2	4	0	0	0	0	0	1	0	1	7
08:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	4	2	6	8
08:30 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	4	2	6	10
08:45 AM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	3
Total	2	0	2	4	0	3	8	11	0	0	0	0	0	9	4	13	28
Grand Total	10	0	8	18	0	8	18	26	0	0	0	0	0	22	5	27	71
Apprch %	55.6	0	44.4		0	30.8	69.2		0	0	0		0	81.5	18.5		
Total %	14.1	0	11.3	25.4	0	11.3	25.4	36.6	0	0	0	0	0	31	7	38	

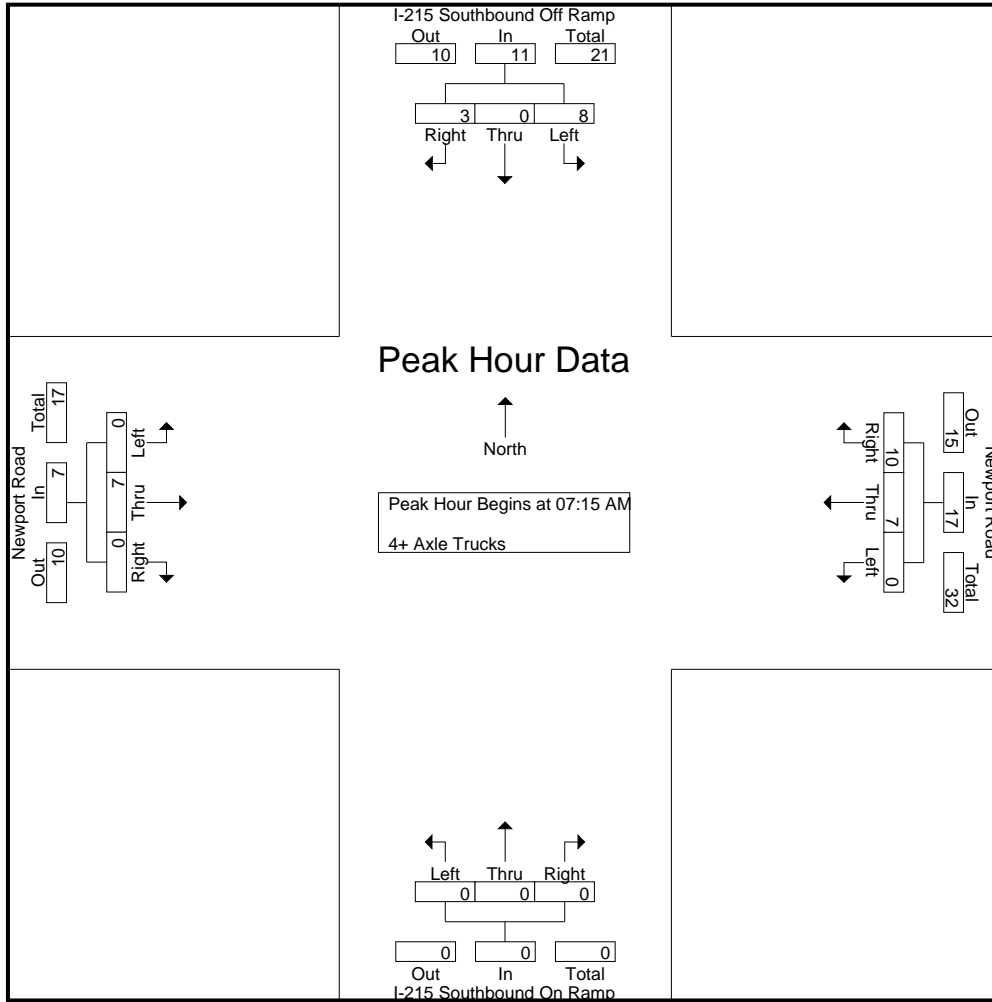
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	0	1	2	0	0	3	3	0	0	0	0	0	2	0	2	7
07:30 AM	1	0	2	3	0	1	3	4	0	0	0	0	0	2	0	2	9
07:45 AM	4	0	0	4	0	4	2	6	0	0	0	0	0	2	0	2	12
08:00 AM	2	0	0	2	0	2	2	4	0	0	0	0	0	1	0	1	7
Total Volume	8	0	3	11	0	7	10	17	0	0	0	0	0	7	0	7	35
% App. Total	72.7	0	27.3		0	41.2	58.8		0	0	0		0	100	0		
PHF	.500	.000	.375	.688	.000	.438	.833	.708	.000	.000	.000	.000	.000	.875	.000	.875	.729

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	1	2	0	0	3	3	0	0	0	0	0	2	0	2
+15 mins.	1	0	2	3	0	1	3	4	0	0	0	0	0	2	0	2
+30 mins.	4	0	0	4	0	4	2	6	0	0	0	0	0	2	0	2
+45 mins.	2	0	0	2	0	2	2	4	0	0	0	0	0	1	0	1
Total Volume	8	0	3	11	0	7	10	17	0	0	0	0	0	7	0	7
% App. Total	72.7	0	27.3		0	41.2	58.8		0	0	0		0	100	0	
PHF	.500	.000	.375	.688	.000	.438	.833	.708	.000	.000	.000	.000	.000	.875	.000	.875

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

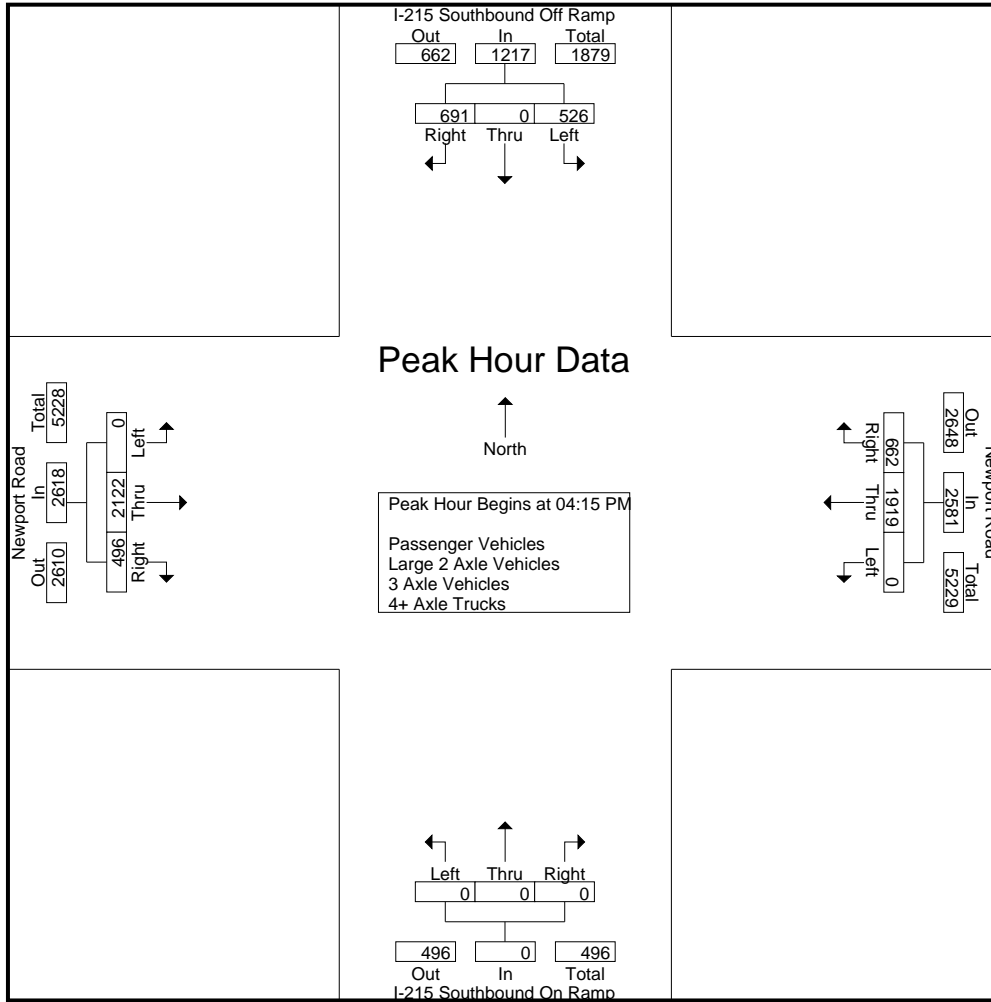
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	96	0	144	240	0	469	149	618	0	0	0	0	0	574	110	684	1542
04:15 PM	124	0	188	312	0	460	140	600	0	0	0	0	0	515	117	632	1544
04:30 PM	140	0	164	304	0	469	186	655	0	0	0	0	0	516	125	641	1600
04:45 PM	114	0	142	256	0	523	177	700	0	0	0	0	0	526	129	655	1611
Total	474	0	638	1112	0	1921	652	2573	0	0	0	0	0	2131	481	2612	6297
05:00 PM	148	0	197	345	0	467	159	626	0	0	0	0	0	565	125	690	1661
05:15 PM	119	0	152	271	0	473	141	614	0	0	0	0	0	528	110	638	1523
05:30 PM	132	0	177	309	0	441	137	578	0	0	0	0	0	526	125	651	1538
05:45 PM	122	0	140	262	0	505	124	629	0	0	0	0	0	514	106	620	1511
Total	521	0	666	1187	0	1886	561	2447	0	0	0	0	0	2133	466	2599	6233
Grand Total	995	0	1304	2299	0	3807	1213	5020	0	0	0	0	0	4264	947	5211	12530
Apprch %	43.3	0	56.7		0	75.8	24.2		0	0	0		0	81.8	18.2		
Total %	7.9	0	10.4	18.3	0	30.4	9.7	40.1	0	0	0	0	0	34	7.6	41.6	
Passenger Vehicles	986	0	1288	2274	0	3771	1186	4957	0	0	0	0	0	4181	942	5123	12354
% Passenger Vehicles	99.1	0	98.8	98.9	0	99.1	97.8	98.7	0	0	0	0	0	98.1	99.5	98.3	98.6
Large 2 Axle Vehicles	7	0	13	20	0	30	21	51	0	0	0	0	0	63	3	66	137
% Large 2 Axle Vehicles	0.7	0	1	0.9	0	0.8	1.7	1	0	0	0	0	0	1.5	0.3	1.3	1.1
3 Axle Vehicles	2	0	1	3	0	3	3	6	0	0	0	0	0	7	0	7	16
% 3 Axle Vehicles	0.2	0	0.1	0.1	0	0.1	0.2	0.1	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	2	2	0	3	3	6	0	0	0	0	0	13	2	15	23
% 4+ Axle Trucks	0	0	0.2	0.1	0	0.1	0.2	0.1	0	0	0	0	0	0.3	0.2	0.3	0.2

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	124	0	188	312	0	460	140	600	0	0	0	0	0	515	117	632	1544
04:30 PM	140	0	164	304	0	469	186	655	0	0	0	0	0	516	125	641	1600
04:45 PM	114	0	142	256	0	523	177	700	0	0	0	0	0	526	129	655	1611
05:00 PM	148	0	197	345	0	467	159	626	0	0	0	0	0	565	125	690	1661
Total Volume	526	0	691	1217	0	1919	662	2581	0	0	0	0	0	2122	496	2618	6416
% App. Total	43.2	0	56.8		0	74.4	25.6		0	0	0		0	81.1	18.9		
PHF	.889	.000	.877	.882	.000	.917	.890	.922	.000	.000	.000	.000	.000	.939	.961	.949	.966

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	124	0	188	312	0	469	186	655	0	0	0	0	0	526	129	655
+15 mins.	140	0	164	304	0	523	177	700	0	0	0	0	0	565	125	690
+30 mins.	114	0	142	256	0	467	159	626	0	0	0	0	0	528	110	638
+45 mins.	148	0	197	345	0	473	141	614	0	0	0	0	0	526	125	651
Total Volume	526	0	691	1217	0	1932	663	2595	0	0	0	0	0	2145	489	2634
% App. Total	43.2	0	56.8		0	74.5	25.5		0	0	0	0	0	81.4	18.6	
PHF	.889	.000	.877	.882	.000	.924	.891	.927	.000	.000	.000	.000	.000	.949	.948	.954

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	93	0	138	231	0	461	148	609	0	0	0	0	0	563	109	672	1512
04:15 PM	124	0	185	309	0	454	133	587	0	0	0	0	0	507	117	624	1520
04:30 PM	136	0	163	299	0	464	182	646	0	0	0	0	0	501	123	624	1569
04:45 PM	114	0	140	254	0	519	172	691	0	0	0	0	0	518	127	645	1590
Total	467	0	626	1093	0	1898	635	2533	0	0	0	0	0	2089	476	2565	6191
05:00 PM	147	0	194	341	0	464	155	619	0	0	0	0	0	555	125	680	1640
05:15 PM	119	0	152	271	0	470	139	609	0	0	0	0	0	517	110	627	1507
05:30 PM	132	0	177	309	0	439	136	575	0	0	0	0	0	514	125	639	1523
05:45 PM	121	0	139	260	0	500	121	621	0	0	0	0	0	506	106	612	1493
Total	519	0	662	1181	0	1873	551	2424	0	0	0	0	0	2092	466	2558	6163
Grand Total	986	0	1288	2274	0	3771	1186	4957	0	0	0	0	0	4181	942	5123	12354
Apprch %	43.4	0	56.6		0	76.1	23.9		0	0	0		0	81.6	18.4		
Total %	8	0	10.4	18.4	0	30.5	9.6	40.1	0	0	0	0	0	33.8	7.6	41.5	

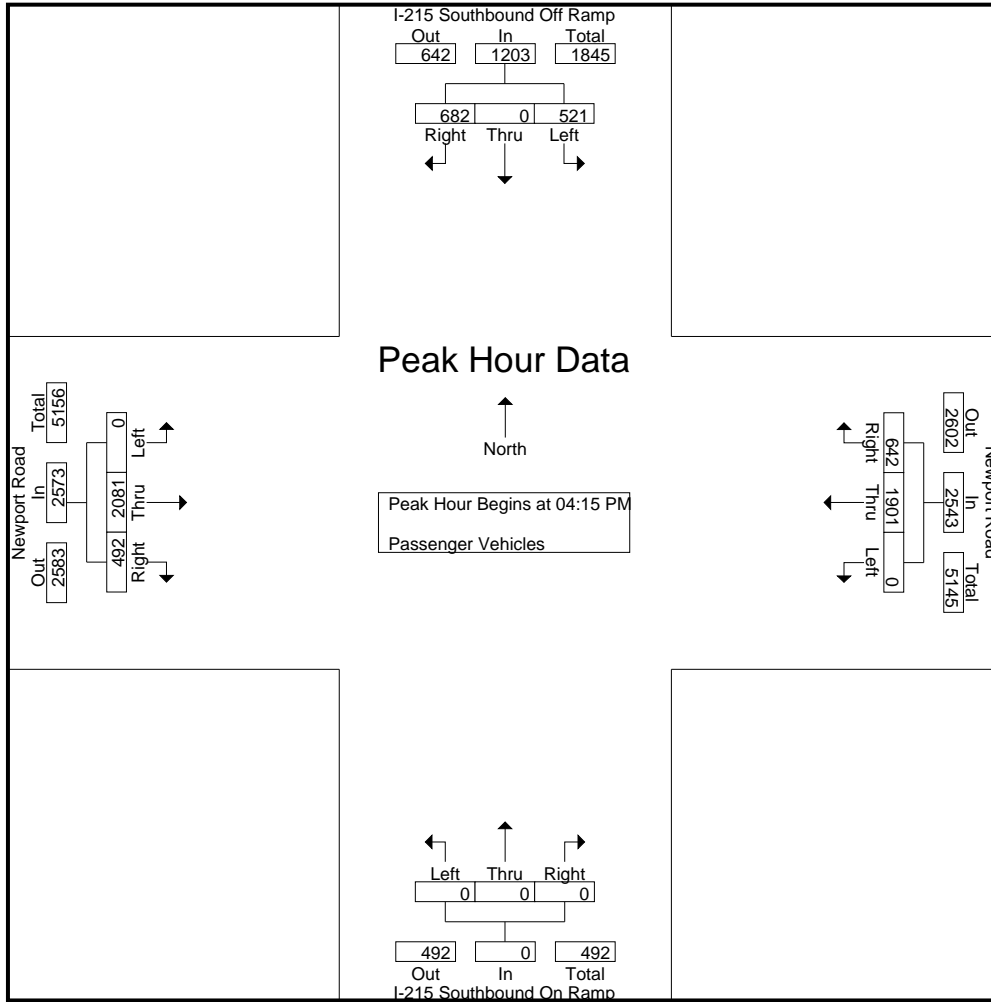
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	124	0	185	309	0	454	133	587	0	0	0	0	0	507	117	624	1520
04:30 PM	136	0	163	299	0	464	182	646	0	0	0	0	0	501	123	624	1569
04:45 PM	114	0	140	254	0	519	172	691	0	0	0	0	0	518	127	645	1590
05:00 PM	147	0	194	341	0	464	155	619	0	0	0	0	0	555	125	680	1640
Total Volume	521	0	682	1203	0	1901	642	2543	0	0	0	0	0	2081	492	2573	6319
% App. Total	43.3	0	56.7		0	74.8	25.2		0	0	0		0	80.9	19.1		
PHF	.886	.000	.879	.882	.000	.916	.882	.920	.000	.000	.000	.000	.000	.937	.969	.946	.963

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	124	0	185	309	0	454	133	587	0	0	0	0	0	507	117	624
+15 mins.	136	0	163	299	0	464	182	646	0	0	0	0	0	501	123	624
+30 mins.	114	0	140	254	0	519	172	691	0	0	0	0	0	518	127	645
+45 mins.	147	0	194	341	0	464	155	619	0	0	0	0	0	555	125	680
Total Volume	521	0	682	1203	0	1901	642	2543	0	0	0	0	0	2081	492	2573
% App. Total	43.3	0	56.7		0	74.8	25.2		0	0	0		0	80.9	19.1	
PHF	.886	.000	.879	.882	.000	.916	.882	.920	.000	.000	.000	.000	.000	.937	.969	.946

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	5	8	0	7	1	8	0	0	0	0	0	6	1	7	23
04:15 PM	0	0	2	2	0	6	6	12	0	0	0	0	0	6	0	6	20
04:30 PM	2	0	1	3	0	4	4	8	0	0	0	0	0	12	0	12	23
04:45 PM	0	0	1	1	0	3	4	7	0	0	0	0	0	7	2	9	17
Total	5	0	9	14	0	20	15	35	0	0	0	0	0	31	3	34	83
05:00 PM	1	0	3	4	0	2	1	3	0	0	0	0	0	8	0	8	15
05:15 PM	0	0	0	0	0	3	2	5	0	0	0	0	0	9	0	9	14
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
05:45 PM	1	0	1	2	0	4	3	7	0	0	0	0	0	7	0	7	16
Total	2	0	4	6	0	10	6	16	0	0	0	0	0	32	0	32	54
Grand Total	7	0	13	20	0	30	21	51	0	0	0	0	0	63	3	66	137
Apprch %	35	0	65		0	58.8	41.2		0	0	0		0	95.5	4.5		
Total %	5.1	0	9.5	14.6	0	21.9	15.3	37.2	0	0	0	0	0	46	2.2	48.2	

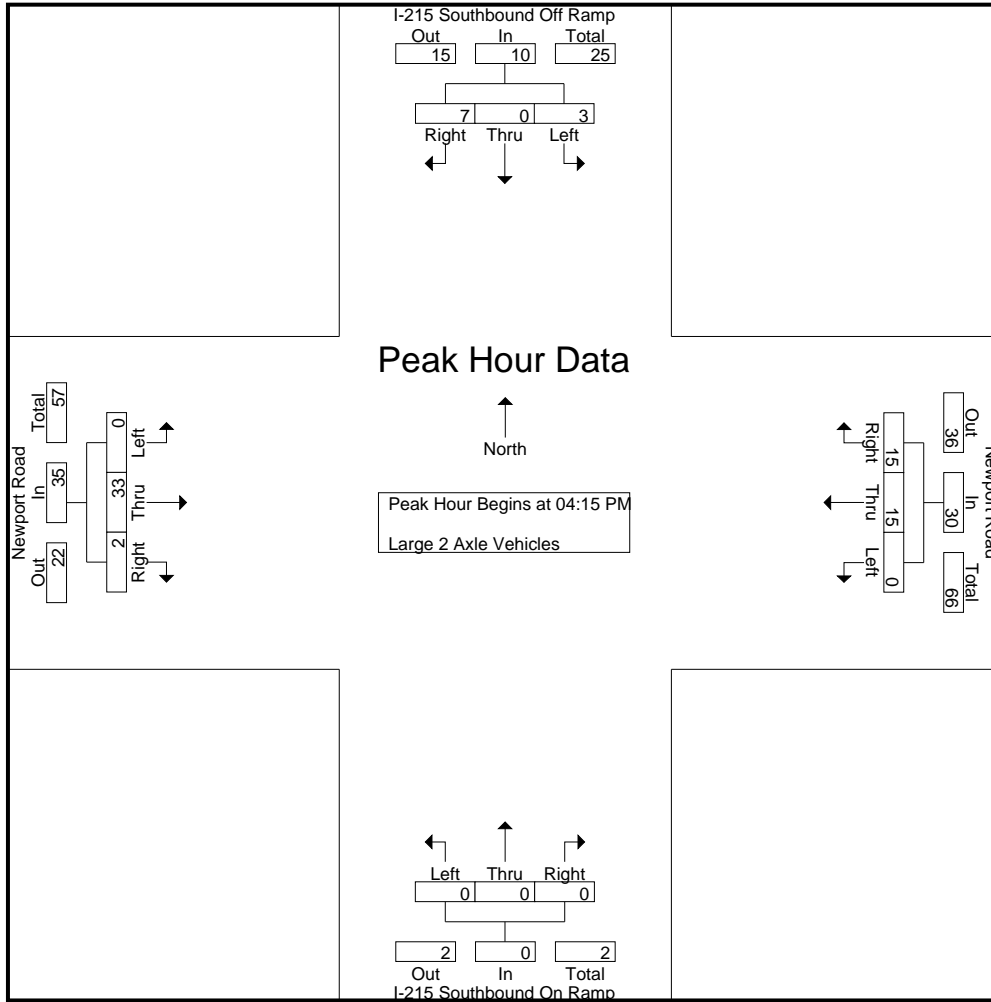
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	2	2	0	6	6	12	0	0	0	0	0	6	0	6	20
04:30 PM	2	0	1	3	0	4	4	8	0	0	0	0	0	12	0	12	23
04:45 PM	0	0	1	1	0	3	4	7	0	0	0	0	0	7	2	9	17
05:00 PM	1	0	3	4	0	2	1	3	0	0	0	0	0	8	0	8	15
Total Volume	3	0	7	10	0	15	15	30	0	0	0	0	0	33	2	35	75
% App. Total	30	0	70		0	50	50		0	0	0		0	94.3	5.7		
PHF	.375	.000	.583	.625	.000	.625	.625	.625	.000	.000	.000	.000	.000	.688	.250	.729	.815

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	2	2	0	6	6	12	0	0	0	0	0	6	0	6
+15 mins.	2	0	1	3	0	4	4	8	0	0	0	0	0	12	0	12
+30 mins.	0	0	1	1	0	3	4	7	0	0	0	0	0	7	2	9
+45 mins.	1	0	3	4	0	2	1	3	0	0	0	0	0	8	0	8
Total Volume	3	0	7	10	0	15	15	30	0	0	0	0	0	33	2	35
% App. Total	30	0	70		0	50	50		0	0	0		0	94.3	5.7	
PHF	.375	.000	.583	.625	.000	.625	.625	.625	.000	.000	.000	.000	.000	.688	.250	.729

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	1	3	0	0	1	1	0	0	0	0	0	3	0	3	7
05:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	2	5	0	0	0	0	0	4	0	4	9
Grand Total	2	0	1	3	0	3	3	6	0	0	0	0	0	7	0	7	16
Apprch %	66.7	0	33.3		0	50	50		0	0	0		0	100	0		
Total %	12.5	0	6.2	18.8	0	18.8	18.8	37.5	0	0	0	0	0	43.8	0	43.8	

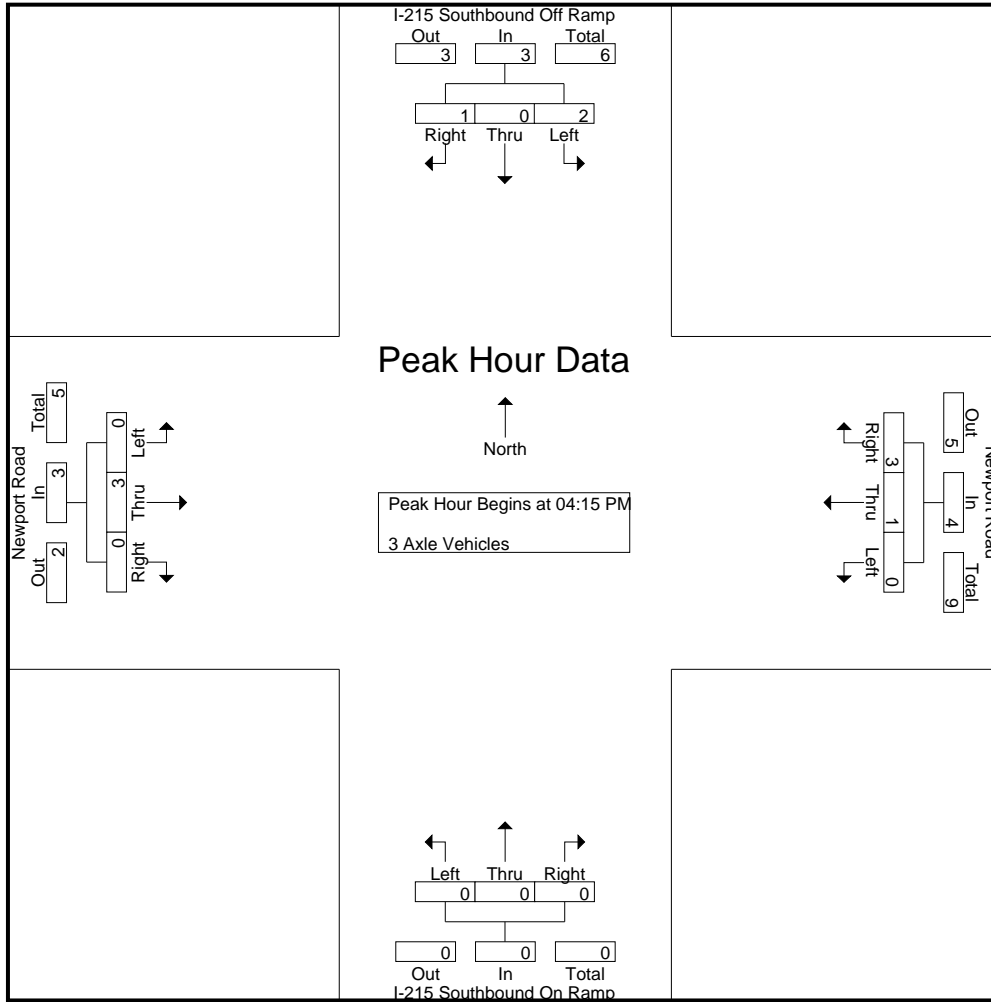
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	4
Total Volume	2	0	1	3	0	1	3	4	0	0	0	0	0	3	0	3	10
% App. Total	66.7	0	33.3		0	25	75		0	0	0		0	100	0		
PHF	.250	.000	.250	.375	.000	.250	.375	.333	.000	.000	.000	.000	.000	.375	.000	.375	.625

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1
Total Volume	2	0	1	3	0	1	3	4	0	0	0	0	0	3	0	3
% App. Total	66.7	0	33.3		0	25	75		0	0	0		0	100	0	
PHF	.250	.000	.250	.375	.000	.250	.375	.333	.000	.000	.000	.000	.000	.375	.000	.375

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

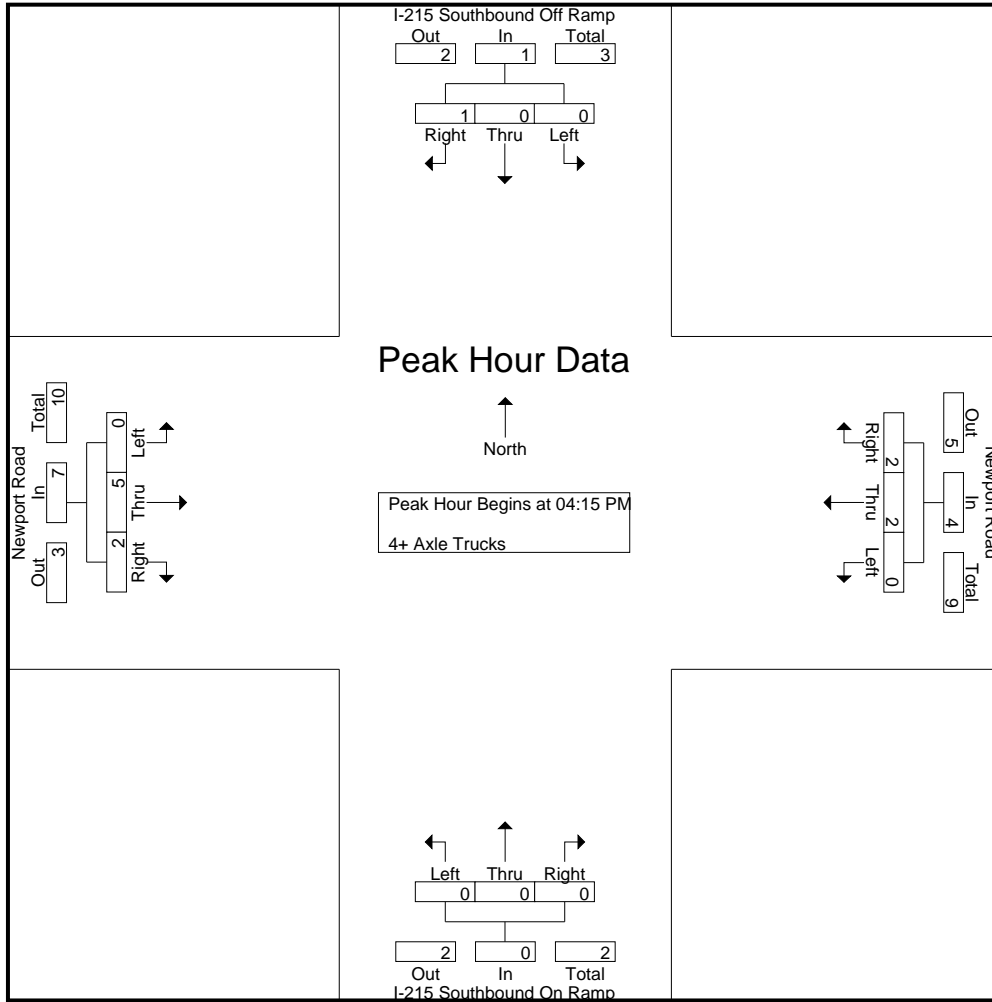
Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	0	0	2	2	0	3	1	4	0	0	0	0	0	8	2	10	16
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	2	2	0	3	3	6	0	0	0	0	0	13	2	15	23
Apprch %	0	0	100		0	50	50		0	0	0		0	86.7	13.3		
Total %	0	0	8.7	8.7	0	13	13	26.1	0	0	0	0	0	56.5	8.7	65.2	

Start Time	I-215 Southbound Off Ramp Southbound				Newport Road Westbound				I-215 Southbound On Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	2	2	4	0	0	0	0	0	5	2	7	12
% App. Total	0	0	100		0	50	50		0	0	0		0	71.4	28.6		
PHF	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.000	.625	.250	.583	.750

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

City of Menifee
 N/S: I-215 Southbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 8_MEN_215S_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	2	2	4	0	0	0	0	0	5	2	7
% App. Total	0	0	100		0	50	50		0	0	0		0	71.4	28.6	
PHF	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.000	.625	.250	.583

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

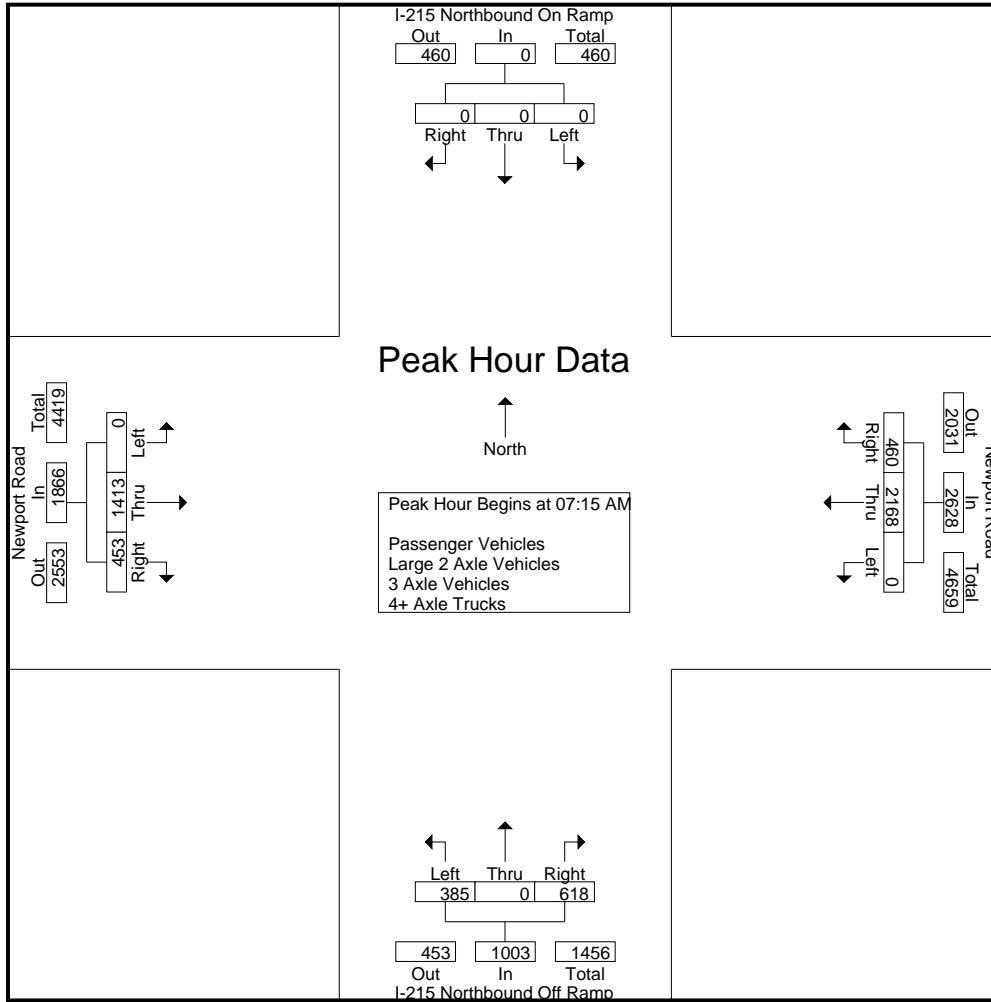
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	502	144	646	80	0	147	227	0	275	150	425	1298
07:15 AM	0	0	0	0	0	557	125	682	79	0	158	237	0	358	137	495	1414
07:30 AM	0	0	0	0	0	557	106	663	105	0	148	253	0	335	86	421	1337
07:45 AM	0	0	0	0	0	511	116	627	103	0	165	268	0	383	116	499	1394
Total	0	0	0	0	0	2127	491	2618	367	0	618	985	0	1351	489	1840	5443
08:00 AM	0	0	0	0	0	543	113	656	98	0	147	245	0	337	114	451	1352
08:15 AM	0	0	0	0	0	515	114	629	90	0	122	212	0	330	79	409	1250
08:30 AM	0	0	0	0	0	465	91	556	82	0	134	216	0	289	82	371	1143
08:45 AM	0	0	0	0	0	454	104	558	105	0	133	238	0	241	73	314	1110
Total	0	0	0	0	0	1977	422	2399	375	0	536	911	0	1197	348	1545	4855
Grand Total	0	0	0	0	0	4104	913	5017	742	0	1154	1896	0	2548	837	3385	10298
Apprch %	0	0	0		0	81.8	18.2		39.1	0	60.9		0	75.3	24.7		
Total %	0	0	0	0	0	39.9	8.9	48.7	7.2	0	11.2	18.4	0	24.7	8.1	32.9	
Passenger Vehicles	0	0	0	0	0	4024	865	4889	725	0	1111	1836	0	2445	787	3232	9957
% Passenger Vehicles	0	0	0	0	0	98.1	94.7	97.4	97.7	0	96.3	96.8	0	96	94	95.5	96.7
Large 2 Axle Vehicles	0	0	0	0	0	56	13	69	11	0	34	45	0	63	32	95	209
% Large 2 Axle Vehicles	0	0	0	0	0	1.4	1.4	1.4	1.5	0	2.9	2.4	0	2.5	3.8	2.8	2
3 Axle Vehicles	0	0	0	0	0	4	18	22	3	0	0	3	0	22	9	31	56
% 3 Axle Vehicles	0	0	0	0	0	0.1	2	0.4	0.4	0	0	0.2	0	0.9	1.1	0.9	0.5
4+ Axle Trucks	0	0	0	0	0	20	17	37	3	0	9	12	0	18	9	27	76
% 4+ Axle Trucks	0	0	0	0	0	0.5	1.9	0.7	0.4	0	0.8	0.6	0	0.7	1.1	0.8	0.7

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	557	125	682	79	0	158	237	0	358	137	495	1414
07:30 AM	0	0	0	0	0	557	106	663	105	0	148	253	0	335	86	421	1337
07:45 AM	0	0	0	0	0	511	116	627	103	0	165	268	0	383	116	499	1394
08:00 AM	0	0	0	0	0	543	113	656	98	0	147	245	0	337	114	451	1352
Total Volume	0	0	0	0	0	2168	460	2628	385	0	618	1003	0	1413	453	1866	5497
% App. Total	0	0	0		0	82.5	17.5		38.4	0	61.6		0	75.7	24.3		
PHF	.000	.000	.000	.000	.000	.973	.920	.963	.917	.000	.936	.936	.000	.922	.827	.935	.972

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	557	125	682	79	0	158	237	0	358	137	495
+15 mins.	0	0	0	0	0	557	106	663	105	0	148	253	0	335	86	421
+30 mins.	0	0	0	0	0	511	116	627	103	0	165	268	0	383	116	499
+45 mins.	0	0	0	0	0	543	113	656	98	0	147	245	0	337	114	451
Total Volume	0	0	0	0	0	2168	460	2628	385	0	618	1003	0	1413	453	1866
% App. Total	0	0	0	0	0	82.5	17.5		38.4	0	61.6		0	75.7	24.3	
PHF	.000	.000	.000	.000	.000	.973	.920	.963	.917	.000	.936	.936	.000	.922	.827	.935

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	493	141	634	79	0	142	221	0	263	143	406	1261
07:15 AM	0	0	0	0	0	547	121	668	77	0	152	229	0	343	133	476	1373
07:30 AM	0	0	0	0	0	548	103	651	104	0	142	246	0	325	83	408	1305
07:45 AM	0	0	0	0	0	498	108	606	102	0	161	263	0	367	109	476	1345
Total	0	0	0	0	0	2086	473	2559	362	0	597	959	0	1298	468	1766	5284
08:00 AM	0	0	0	0	0	530	105	635	93	0	145	238	0	320	103	423	1296
08:15 AM	0	0	0	0	0	507	104	611	88	0	118	206	0	315	73	388	1205
08:30 AM	0	0	0	0	0	452	85	537	79	0	124	203	0	282	77	359	1099
08:45 AM	0	0	0	0	0	449	98	547	103	0	127	230	0	230	66	296	1073
Total	0	0	0	0	0	1938	392	2330	363	0	514	877	0	1147	319	1466	4673
Grand Total	0	0	0	0	0	4024	865	4889	725	0	1111	1836	0	2445	787	3232	9957
Apprch %	0	0	0	0	0	82.3	17.7		39.5	0	60.5		0	75.6	24.4		
Total %	0	0	0	0	0	40.4	8.7	49.1	7.3	0	11.2	18.4	0	24.6	7.9	32.5	

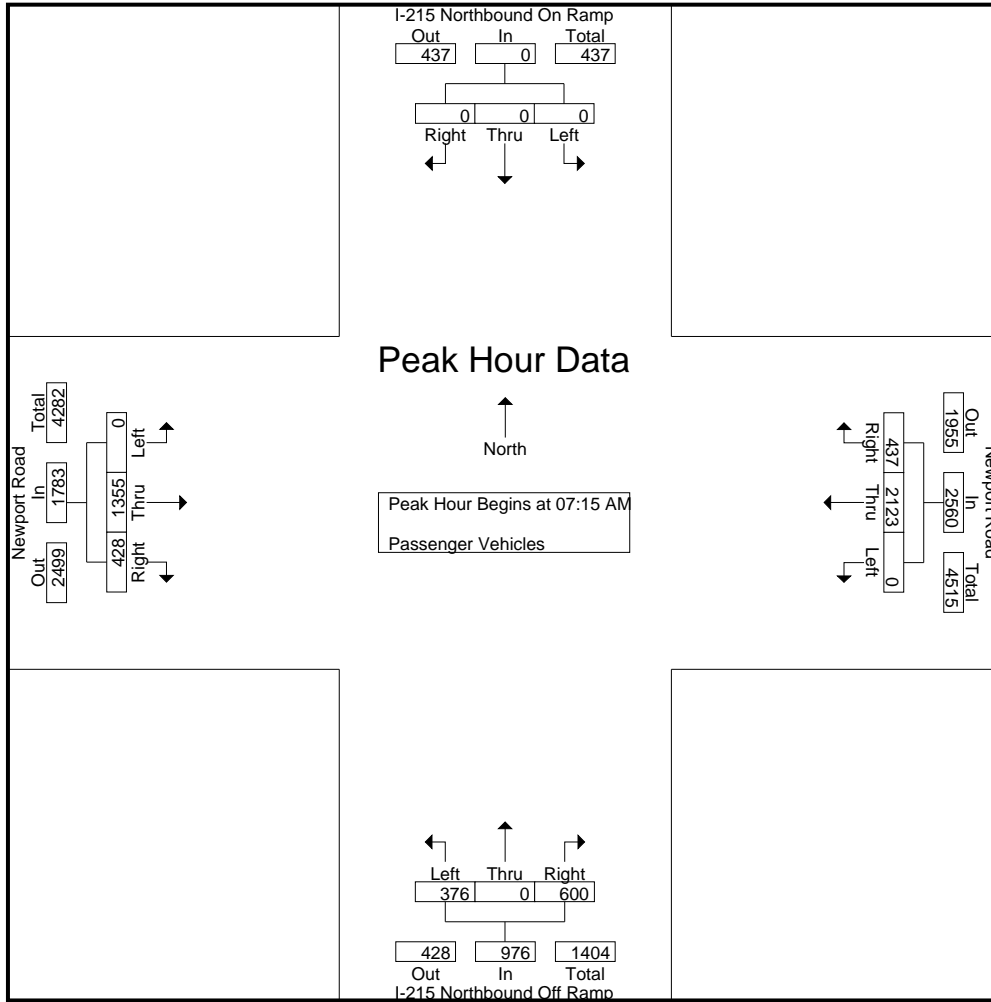
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	547	121	668	77	0	152	229	0	343	133	476	1373
07:30 AM	0	0	0	0	0	548	103	651	104	0	142	246	0	325	83	408	1305
07:45 AM	0	0	0	0	0	498	108	606	102	0	161	263	0	367	109	476	1345
08:00 AM	0	0	0	0	0	530	105	635	93	0	145	238	0	320	103	423	1296
Total Volume	0	0	0	0	0	2123	437	2560	376	0	600	976	0	1355	428	1783	5319
% App. Total	0	0	0	0	0	82.9	17.1		38.5	0	61.5		0	76	24		
PHF	.000	.000	.000	.000	.000	.969	.903	.958	.904	.000	.932	.928	.000	.923	.805	.936	.968

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	547	121	668	77	0	152	229	0	343	133	476
+15 mins.	0	0	0	0	0	548	103	651	104	0	142	246	0	325	83	408
+30 mins.	0	0	0	0	0	498	108	606	102	0	161	263	0	367	109	476
+45 mins.	0	0	0	0	0	530	105	635	93	0	145	238	0	320	103	423
Total Volume	0	0	0	0	0	2123	437	2560	376	0	600	976	0	1355	428	1783
% App. Total	0	0	0	0	0	82.9	17.1		38.5	0	61.5		0	76	24	
PHF	.000	.000	.000	.000	.000	.969	.903	.958	.904	.000	.932	.928	.000	.923	.805	.936

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

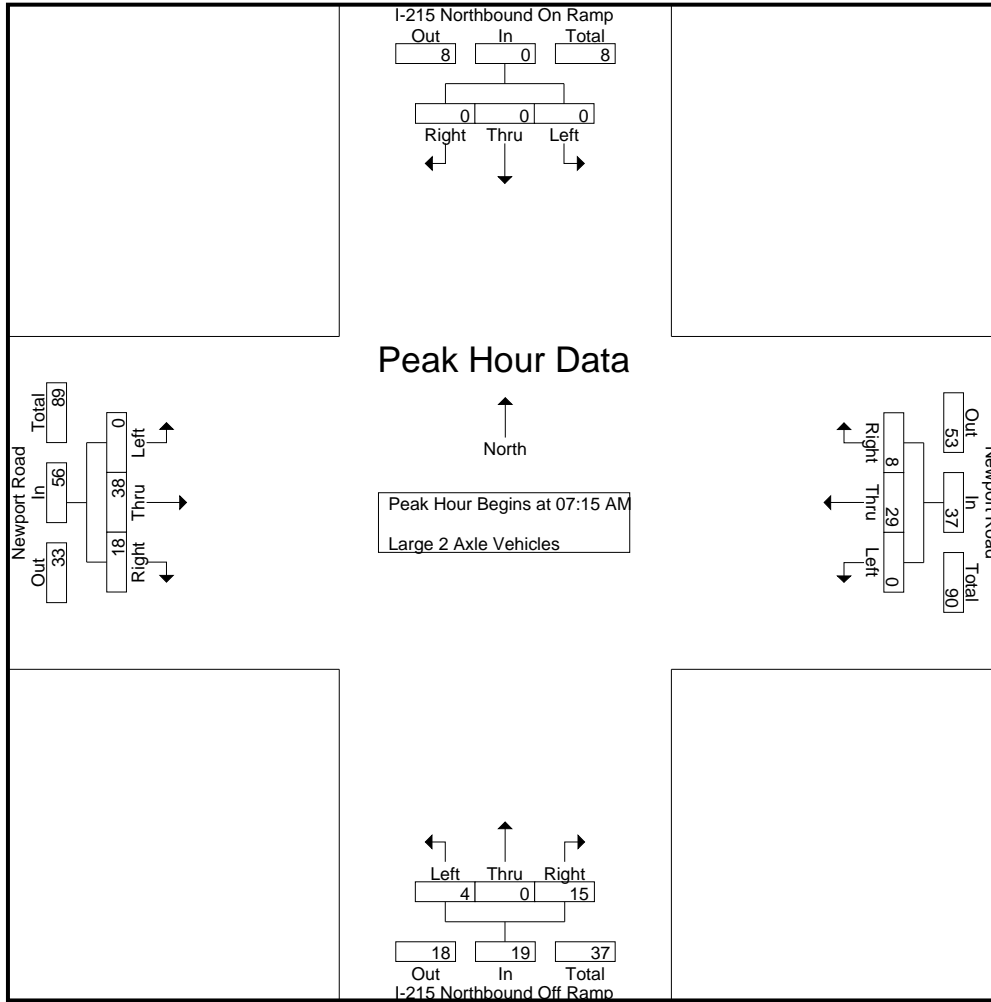
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	7	0	7	1	0	5	6	0	5	3	8	21
07:15 AM	0	0	0	0	0	7	2	9	1	0	5	6	0	10	2	12	27
07:30 AM	0	0	0	0	0	5	1	6	0	0	5	5	0	7	3	10	21
07:45 AM	0	0	0	0	0	7	3	10	0	0	3	3	0	9	5	14	27
Total	0	0	0	0	0	26	6	32	2	0	18	20	0	31	13	44	96
08:00 AM	0	0	0	0	0	10	2	12	3	0	2	5	0	12	8	20	37
08:15 AM	0	0	0	0	0	7	4	11	2	0	3	5	0	9	3	12	28
08:30 AM	0	0	0	0	0	10	0	10	2	0	6	8	0	3	3	6	24
08:45 AM	0	0	0	0	0	3	1	4	2	0	5	7	0	8	5	13	24
Total	0	0	0	0	0	30	7	37	9	0	16	25	0	32	19	51	113
Grand Total	0	0	0	0	0	56	13	69	11	0	34	45	0	63	32	95	209
Apprch %	0	0	0		0	81.2	18.8		24.4	0	75.6		0	66.3	33.7		
Total %	0	0	0		0	26.8	6.2	33	5.3	0	16.3	21.5	0	30.1	15.3	45.5	

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	7	2	9	1	0	5	6	0	10	2	12	27
07:30 AM	0	0	0	0	0	5	1	6	0	0	5	5	0	7	3	10	21
07:45 AM	0	0	0	0	0	7	3	10	0	0	3	3	0	9	5	14	27
08:00 AM	0	0	0	0	0	10	2	12	3	0	2	5	0	12	8	20	37
Total Volume	0	0	0	0	0	29	8	37	4	0	15	19	0	38	18	56	112
% App. Total	0	0	0		0	78.4	21.6		21.1	0	78.9		0	67.9	32.1		
PHF	.000	.000	.000	.000	.000	.725	.667	.771	.333	.000	.750	.792	.000	.792	.563	.700	.757

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	7	2	9	1	0	5	6	0	10	2	12
+15 mins.	0	0	0	0	0	5	1	6	0	0	5	5	0	7	3	10
+30 mins.	0	0	0	0	0	7	3	10	0	0	3	3	0	9	5	14
+45 mins.	0	0	0	0	0	10	2	12	3	0	2	5	0	12	8	20
Total Volume	0	0	0	0	0	29	8	37	4	0	15	19	0	38	18	56
% App. Total	0	0	0	0	0	78.4	21.6		21.1	0	78.9		0	67.9	32.1	
PHF	.000	.000	.000	.000	.000	.725	.667	.771	.333	.000	.750	.792	.000	.792	.563	.700

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
07:30 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
07:45 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	3	5	8	2	0	0	2	0	12	2	14	24
08:00 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	2	3	5	10
08:15 AM	0	0	0	0	0	0	5	5	0	0	0	0	0	3	1	4	9
08:30 AM	0	0	0	0	0	0	3	3	1	0	0	1	0	2	1	3	7
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	2	5	6
Total	0	0	0	0	0	1	13	14	1	0	0	1	0	10	7	17	32
Grand Total	0	0	0	0	0	4	18	22	3	0	0	3	0	22	9	31	56
Apprch %	0	0	0		0	18.2	81.8		100	0	0		0	71	29		
Total %	0	0	0		0	7.1	32.1	39.3	5.4	0	0	5.4	0	39.3	16.1	55.4	

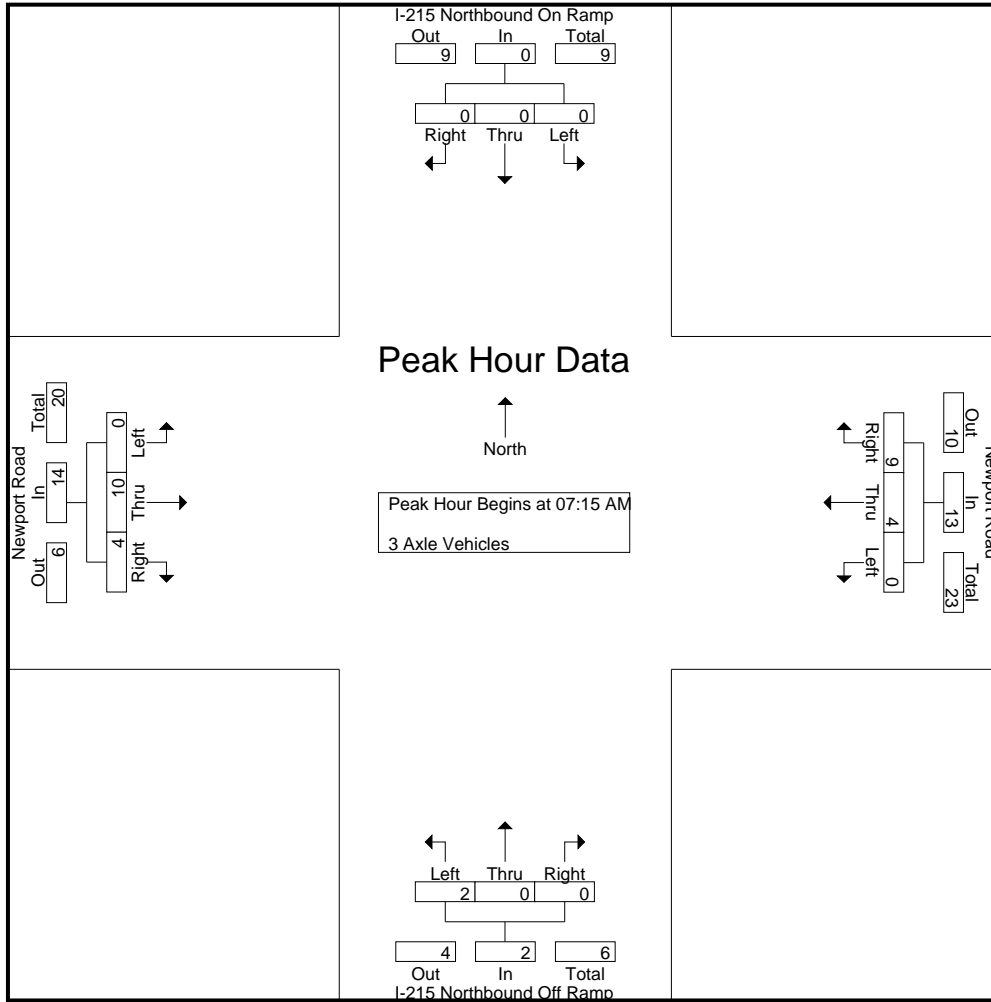
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
07:30 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
07:45 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5	10
08:00 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	2	3	5	10
Total Volume	0	0	0	0	0	4	9	13	2	0	0	2	0	10	4	14	29
% App. Total	0	0	0		0	30.8	69.2		100	0	0		0	71.4	28.6		
PHF	.000	.000	.000	.000	.000	1.00	.563	.650	.500	.000	.000	.500	.000	.500	.333	.700	.725

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3
+15 mins.	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	1	4	5	0	0	0	0	0	2	3	5
Total Volume	0	0	0	0	0	4	9	13	2	0	0	2	0	10	4	14
% App. Total	0	0	0	0	0	30.8	69.2		100	0	0		0	71.4	28.6	
PHF	.000	.000	.000	.000	.000	1.000	.563	.650	.500	.000	.000	.500	.000	.500	.333	.700

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

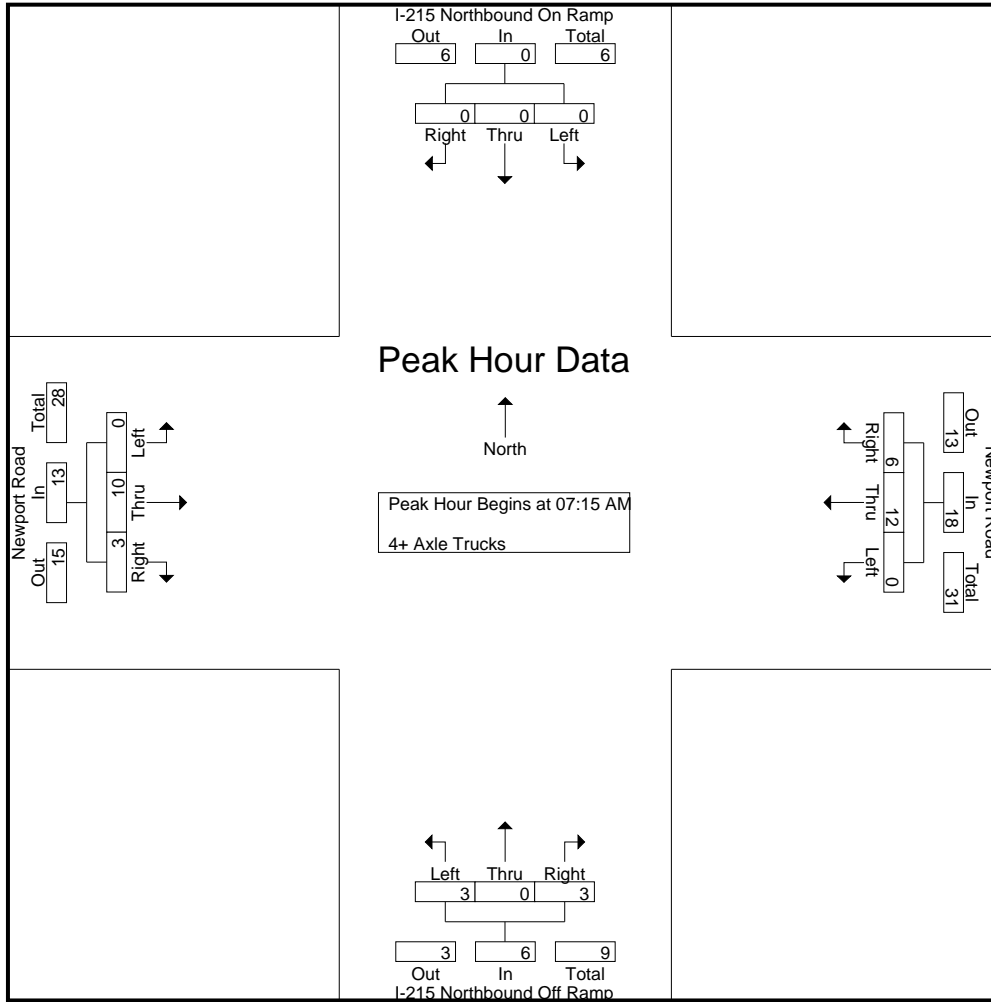
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	3	5	0	0	0	0	0	3	3	6	11
07:15 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	3	1	4	9
07:30 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	2	0	2	7
07:45 AM	0	0	0	0	0	5	1	6	1	0	1	2	0	2	2	4	12
Total	0	0	0	0	0	12	7	19	1	0	3	4	0	10	6	16	39
08:00 AM	0	0	0	0	0	2	2	4	2	0	0	2	0	3	0	3	9
08:15 AM	0	0	0	0	0	1	1	2	0	0	1	1	0	3	2	5	8
08:30 AM	0	0	0	0	0	3	3	6	0	0	4	4	0	2	1	3	13
08:45 AM	0	0	0	0	0	2	4	6	0	0	1	1	0	0	0	0	7
Total	0	0	0	0	0	8	10	18	2	0	6	8	0	8	3	11	37
Grand Total	0	0	0	0	0	20	17	37	3	0	9	12	0	18	9	27	76
Apprch %	0	0	0		0	54.1	45.9		25	0	75		0	66.7	33.3		
Total %	0	0	0		0	26.3	22.4	48.7	3.9	0	11.8	15.8	0	23.7	11.8	35.5	

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	3	1	4	9
07:30 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	2	0	2	7
07:45 AM	0	0	0	0	0	5	1	6	1	0	1	2	0	2	2	4	12
08:00 AM	0	0	0	0	0	2	2	4	2	0	0	2	0	3	0	3	9
Total Volume	0	0	0	0	0	12	6	18	3	0	3	6	0	10	3	13	37
% App. Total	0	0	0		0	66.7	33.3		50	0	50		0	76.9	23.1		
PHF	.000	.000	.000	.000	.000	.600	.750	.750	.375	.000	.750	.750	.000	.833	.375	.813	.771

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport AM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	2	4	0	0	1	1	0	3	1	4
+15 mins.	0	0	0	0	0	3	1	4	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	5	1	6	1	0	1	2	0	2	2	4
+45 mins.	0	0	0	0	0	2	2	4	2	0	0	2	0	3	0	3
Total Volume	0	0	0	0	0	12	6	18	3	0	3	6	0	10	3	13
% App. Total	0	0	0	0	0	66.7	33.3		50	0	50		0	76.9	23.1	
PHF	.000	.000	.000	.000	.000	.600	.750	.750	.375	.000	.750	.750	.000	.833	.375	.813

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

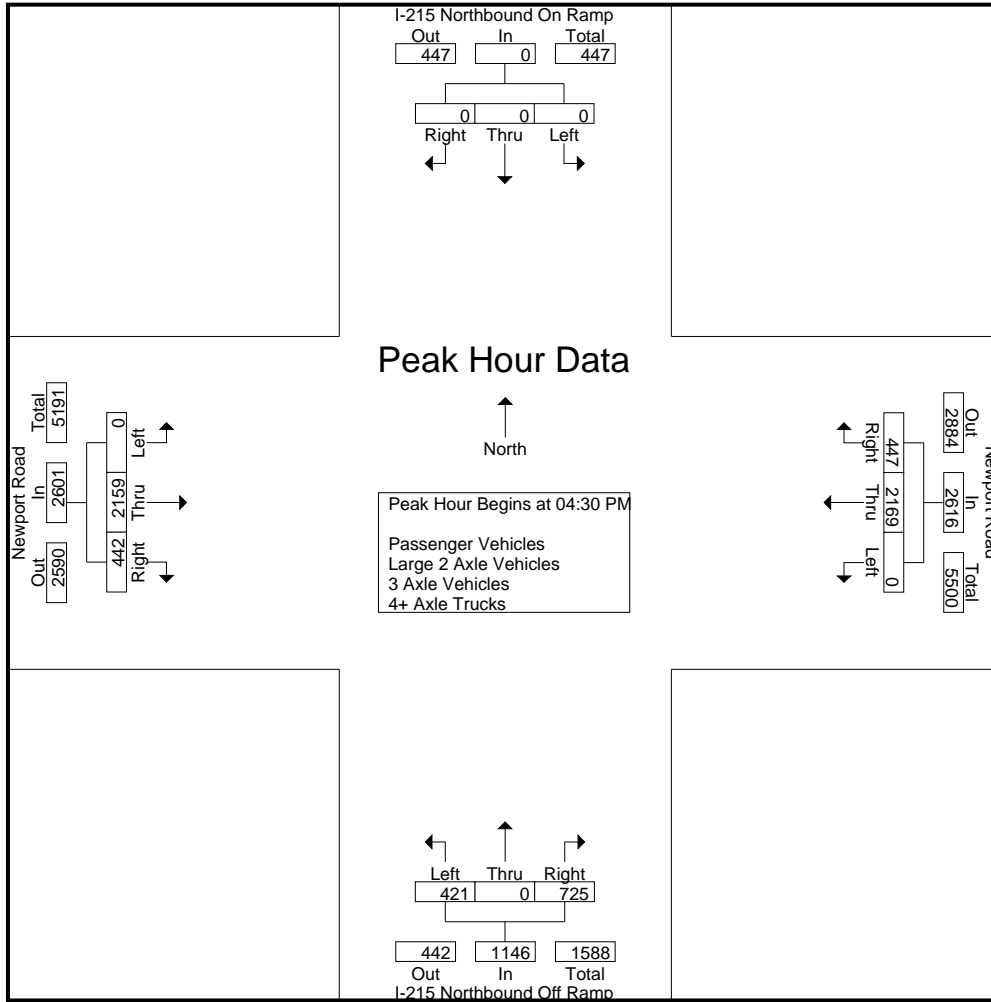
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	490	119	609	116	0	183	299	0	548	107	655	1563
04:15 PM	0	0	0	0	0	432	99	531	147	0	207	354	0	507	122	629	1514
04:30 PM	0	0	0	0	0	568	127	695	100	0	149	249	0	533	104	637	1581
04:45 PM	0	0	0	0	0	588	102	690	111	0	196	307	0	532	93	625	1622
Total	0	0	0	0	0	2078	447	2525	474	0	735	1209	0	2120	426	2546	6280
05:00 PM	0	0	0	0	0	506	102	608	108	0	191	299	0	559	119	678	1585
05:15 PM	0	0	0	0	0	507	116	623	102	0	189	291	0	535	126	661	1575
05:30 PM	0	0	0	0	0	461	127	588	104	0	218	322	0	533	105	638	1548
05:45 PM	0	0	0	0	0	508	109	617	110	0	176	286	0	539	121	660	1563
Total	0	0	0	0	0	1982	454	2436	424	0	774	1198	0	2166	471	2637	6271
Grand Total	0	0	0	0	0	4060	901	4961	898	0	1509	2407	0	4286	897	5183	12551
Apprch %	0	0	0		0	81.8	18.2		37.3	0	62.7		0	82.7	17.3		
Total %	0	0	0	0	0	32.3	7.2	39.5	7.2	0	12	19.2	0	34.1	7.1	41.3	
Passenger Vehicles	0	0	0	0	0	4027	875	4902	890	0	1493	2383	0	4258	878	5136	12421
% Passenger Vehicles	0	0	0	0	0	99.2	97.1	98.8	99.1	0	98.9	99	0	99.3	97.9	99.1	99
Large 2 Axle Vehicles	0	0	0	0	0	27	12	39	7	0	10	17	0	24	9	33	89
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	1.3	0.8	0.8	0	0.7	0.7	0	0.6	1	0.6	0.7
3 Axle Vehicles	0	0	0	0	0	4	8	12	0	0	2	2	0	3	1	4	18
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.9	0.2	0	0	0.1	0.1	0	0.1	0.1	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	6	8	1	0	4	5	0	1	9	10	23
% 4+ Axle Trucks	0	0	0	0	0	0	0.7	0.2	0.1	0	0.3	0.2	0	0	1	0.2	0.2

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	568	127	695	100	0	149	249	0	533	104	637	1581
04:45 PM	0	0	0	0	0	588	102	690	111	0	196	307	0	532	93	625	1622
05:00 PM	0	0	0	0	0	506	102	608	108	0	191	299	0	559	119	678	1585
05:15 PM	0	0	0	0	0	507	116	623	102	0	189	291	0	535	126	661	1575
Total Volume	0	0	0	0	0	2169	447	2616	421	0	725	1146	0	2159	442	2601	6363
% App. Total	0	0	0		0	82.9	17.1		36.7	0	63.3		0	83	17		
PHF	.000	.000	.000	.000	.000	.922	.880	.941	.948	.000	.925	.933	.000	.966	.877	.959	.981

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:00 PM				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	0	0	0	568	127	695	111	0	196	307	0	559	119	678
+15 mins.	0	0	0	0	0	588	102	690	108	0	191	299	0	535	126	661
+30 mins.	0	0	0	0	0	506	102	608	102	0	189	291	0	533	105	638
+45 mins.	0	0	0	0	0	507	116	623	104	0	218	322	0	539	121	660
Total Volume	0	0	0	0	0	2169	447	2616	425	0	794	1219	0	2166	471	2637
% App. Total	0	0	0	0	0	82.9	17.1		34.9	0	65.1		0	82.1	17.9	
PHF	.000	.000	.000	.000	.000	.922	.880	.941	.957	.000	.911	.946	.000	.969	.935	.972

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	487	113	600	114	0	180	294	0	542	105	647	1541
04:15 PM	0	0	0	0	0	424	95	519	145	0	205	350	0	506	118	624	1493
04:30 PM	0	0	0	0	0	564	124	688	98	0	149	247	0	529	99	628	1563
04:45 PM	0	0	0	0	0	584	100	684	111	0	192	303	0	528	91	619	1606
Total	0	0	0	0	0	2059	432	2491	468	0	726	1194	0	2105	413	2518	6203
05:00 PM	0	0	0	0	0	501	101	602	107	0	188	295	0	558	118	676	1573
05:15 PM	0	0	0	0	0	503	114	617	102	0	189	291	0	533	125	658	1566
05:30 PM	0	0	0	0	0	459	123	582	103	0	216	319	0	527	103	630	1531
05:45 PM	0	0	0	0	0	505	105	610	110	0	174	284	0	535	119	654	1548
Total	0	0	0	0	0	1968	443	2411	422	0	767	1189	0	2153	465	2618	6218
Grand Total	0	0	0	0	0	4027	875	4902	890	0	1493	2383	0	4258	878	5136	12421
Apprch %	0	0	0	0	0	82.2	17.8		37.3	0	62.7		0	82.9	17.1		
Total %	0	0	0	0	0	32.4	7	39.5	7.2	0	12	19.2	0	34.3	7.1	41.3	

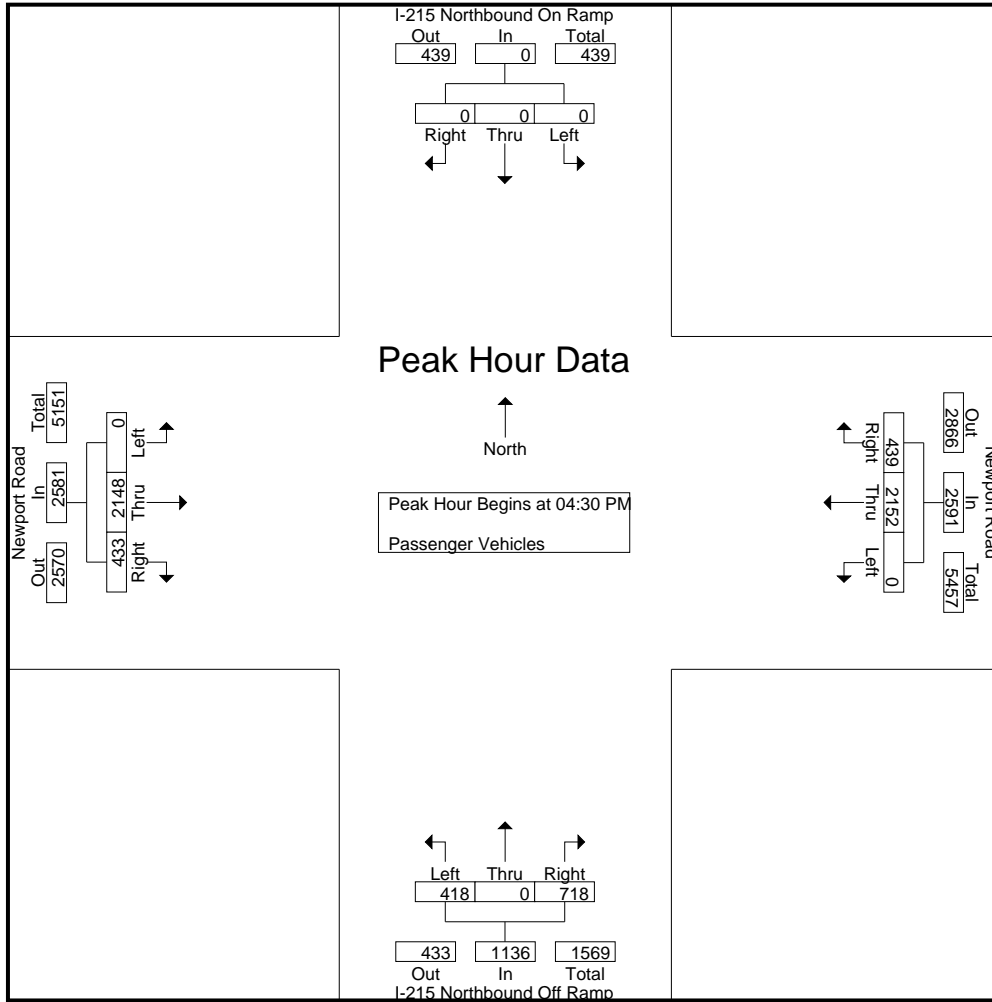
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	564	124	688	98	0	149	247	0	529	99	628	1563
04:45 PM	0	0	0	0	0	584	100	684	111	0	192	303	0	528	91	619	1606
05:00 PM	0	0	0	0	0	501	101	602	107	0	188	295	0	558	118	676	1573
05:15 PM	0	0	0	0	0	503	114	617	102	0	189	291	0	533	125	658	1566
Total Volume	0	0	0	0	0	2152	439	2591	418	0	718	1136	0	2148	433	2581	6308
% App. Total	0	0	0	0	0	83.1	16.9		36.8	0	63.2		0	83.2	16.8		
PHF	.000	.000	.000	.000	.000	.921	.885	.941	.941	.000	.935	.937	.000	.962	.866	.955	.982

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	564	124	688	98	0	149	247	0	529	99	628
+15 mins.	0	0	0	0	0	584	100	684	111	0	192	303	0	528	91	619
+30 mins.	0	0	0	0	0	501	101	602	107	0	188	295	0	558	118	676
+45 mins.	0	0	0	0	0	503	114	617	102	0	189	291	0	533	125	658
Total Volume	0	0	0	0	0	2152	439	2591	418	0	718	1136	0	2148	433	2581
% App. Total	0	0	0	0	0	83.1	16.9		36.8	0	63.2		0	83.2	16.8	
PHF	.000	.000	.000	.000	.000	.921	.885	.941	.941	.000	.935	.937	.000	.962	.866	.955

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

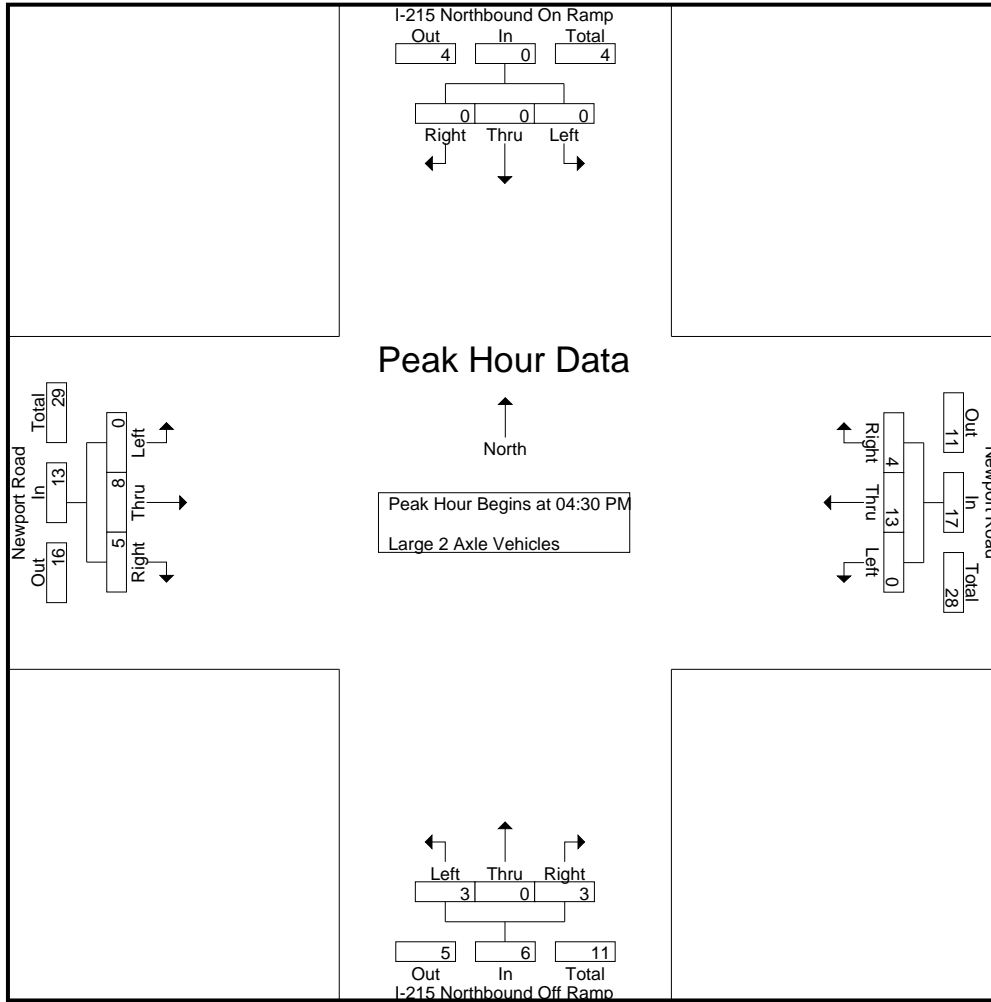
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	3	6	2	0	2	4	0	5	1	6	16
04:15 PM	0	0	0	0	0	7	1	8	2	0	2	4	0	1	2	3	15
04:30 PM	0	0	0	0	0	4	2	6	2	0	0	2	0	3	3	6	14
04:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4	8
Total	0	0	0	0	0	17	6	23	6	0	5	11	0	12	7	19	53
05:00 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	1	0	1	7
05:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	1	2	7
05:30 PM	0	0	0	0	0	1	2	3	0	0	2	2	0	6	0	6	11
05:45 PM	0	0	0	0	0	3	2	5	0	0	1	1	0	4	1	5	11
Total	0	0	0	0	0	10	6	16	1	0	5	6	0	12	2	14	36
Grand Total	0	0	0	0	0	27	12	39	7	0	10	17	0	24	9	33	89
Apprch %	0	0	0		0	69.2	30.8		41.2	0	58.8		0	72.7	27.3		
Total %	0	0	0		0	30.3	13.5	43.8	7.9	0	11.2	19.1	0	27	10.1	37.1	

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	4	2	6	2	0	0	2	0	3	3	6	14
04:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4	8
05:00 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	1	0	1	7
05:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	1	2	7
Total Volume	0	0	0	0	0	13	4	17	3	0	3	6	0	8	5	13	36
% App. Total	0	0	0		0	76.5	23.5		50	0	50		0	61.5	38.5		
PHF	.000	.000	.000	.000	.000	.813	.500	.708	.375	.000	.375	.500	.000	.667	.417	.542	.643

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

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	4	2	6	2	0	0	2	0	3	3	6
+15 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4
+30 mins.	0	0	0	0	0	2	1	3	1	0	2	3	0	1	0	1
+45 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	13	4	17	3	0	3	6	0	8	5	13
% App. Total	0	0	0	0	0	76.5	23.5		50	0	50		0	61.5	38.5	
PHF	.000	.000	.000	.000	.000	.813	.500	.708	.375	.000	.375	.500	.000	.667	.417	.542

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

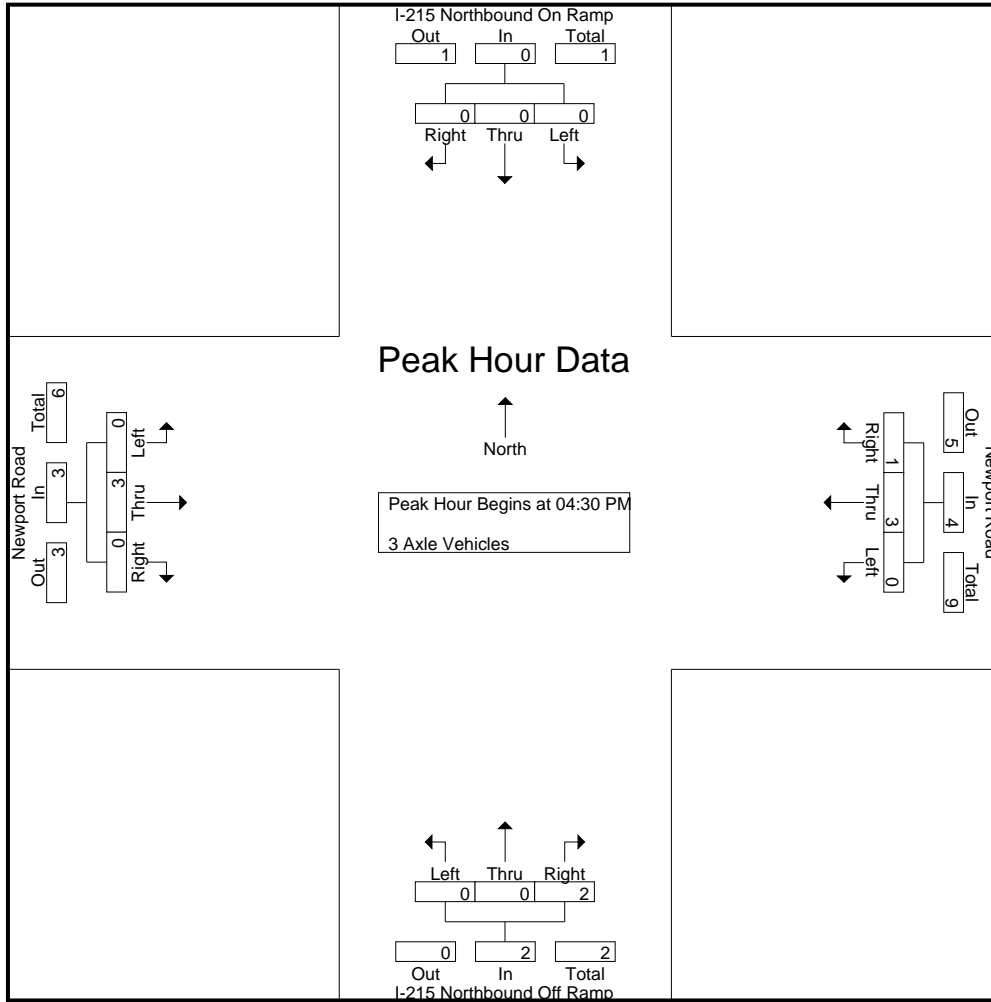
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total	0	0	0	0	0	1	3	4	0	0	1	1	0	2	1	3	8
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	5	8	0	0	1	1	0	1	0	1	10
Grand Total	0	0	0	0	0	4	8	12	0	0	2	2	0	3	1	4	18
Apprch %	0	0	0		0	33.3	66.7		0	0	100		0	75	25		
Total %	0	0	0		0	22.2	44.4	66.7	0	0	11.1	11.1	0	16.7	5.6	22.2	

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	1	4	0	0	2	2	0	3	0	3	9
% App. Total	0	0	0		0	75	25		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.500	.500	.000	.750	.000	.750	.563

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

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	1	4	0	0	2	2	0	3	0	3
% App. Total	0	0	0	0	0	75	25		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.500	.500	.000	.750	.000	.750

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

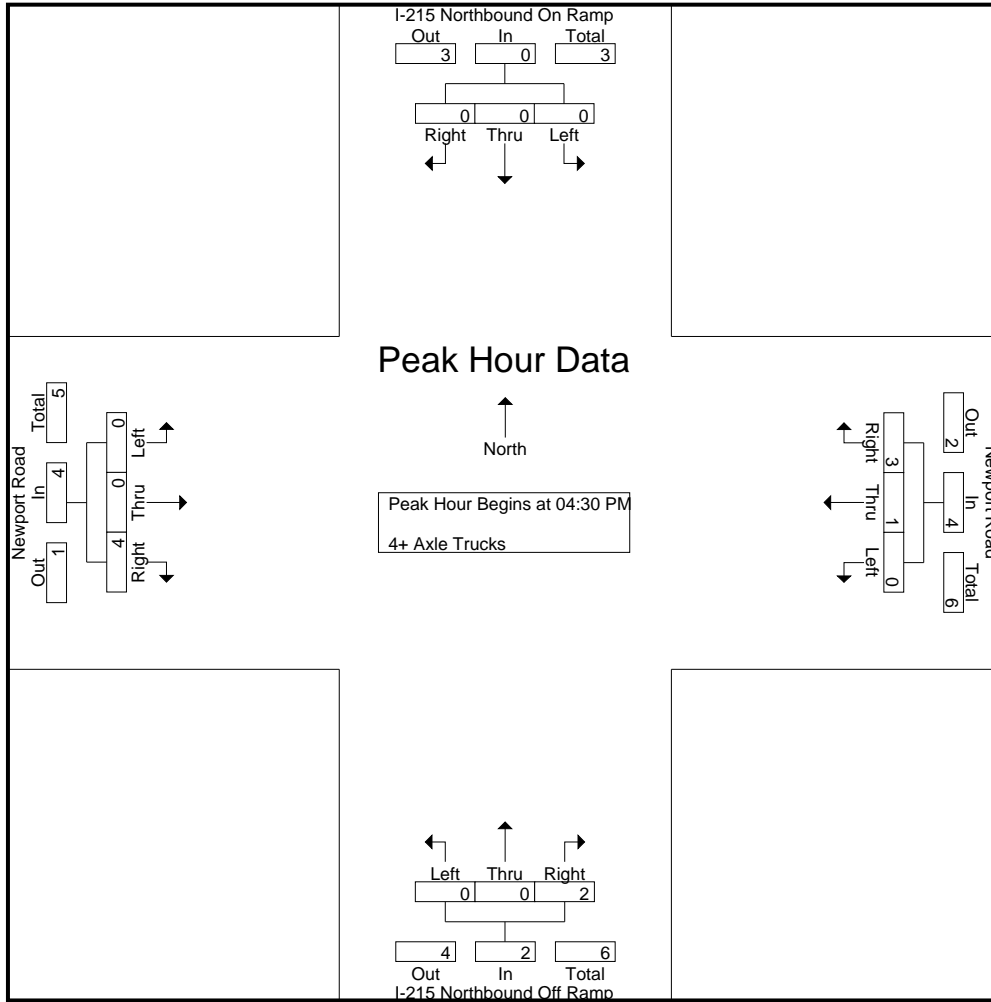
Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	4
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	3
04:45 PM	0	0	0	0	0	1	2	3	0	0	2	2	0	0	1	1	6
Total	0	0	0	0	0	1	6	7	0	0	3	3	0	1	5	6	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	4	4	7
Grand Total	0	0	0	0	0	2	6	8	1	0	4	5	0	1	9	10	23
Apprch %	0	0	0		0	25	75		20	0	80		0	10	90		
Total %	0	0	0		0	8.7	26.1	34.8	4.3	0	17.4	21.7	0	4.3	39.1	43.5	

Start Time	I-215 Northbound On Ramp Southbound				Newport Road Westbound				I-215 Northbound Off Ramp Northbound				Newport Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	3
04:45 PM	0	0	0	0	0	1	2	3	0	0	2	2	0	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	3	4	0	0	2	2	0	0	4	4	10
% App. Total	0	0	0		0	25	75		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.375	.333	.000	.000	.250	.250	.000	.000	.500	.500	.417

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

City of Menifee
 N/S: I-215 Northbound Ramps
 E/W: Newport Road
 Weather: Clear

File Name : 09_MEN_215N_Newport PM
 Site Code : 00321605
 Start Date : 10/21/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
+15 mins.	0	0	0	0	0	1	2	3	0	0	2	2	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	3	4	0	0	2	2	0	0	4	4
% App. Total	0	0	0	0	0	25	75		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.375	.333	.000	.000	.250	.250	.000	.000	.500	.500

Counts Unlimited, Inc.

City of Menifee
 Bradley Drive
 B/ Lazy Creek Road - Park Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

MEN002
 Site Code: 003-21605

Start Time	21-Oct-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	156			10	156				
12:15		7	143			11	150				
12:30		14	129			22	162				
12:45		9	141	42	569	10	164	53	632	95	1201
01:00		1	129			6	175				
01:15		5	129			12	192				
01:30		9	155			6	161				
01:45		6	149	21	562	7	169	31	697	52	1259
02:00		10	139			15	183				
02:15		5	153			6	191				
02:30		12	163			6	206				
02:45		7	144	34	599	8	212	35	792	69	1391
03:00		6	151			9	211				
03:15		2	205			14	216				
03:30		5	200			12	196				
03:45		10	210	23	766	16	184	51	807	74	1573
04:00		10	158			21	165				
04:15		4	179			20	161				
04:30		15	146			34	177				
04:45		16	167	45	650	36	207	111	710	156	1360
05:00		12	172			48	168				
05:15		17	148			44	188				
05:30		15	137			47	185				
05:45		42	133	86	590	58	171	197	712	283	1302
06:00		53	138			67	159				
06:15		29	134			68	153				
06:30		23	111			83	144				
06:45		32	111	137	494	207	106	425	562	562	1056
07:00		62	108			261	117				
07:15		53	77			259	97				
07:30		98	76			183	87				
07:45		127	82	340	343	152	76	855	377	1195	720
08:00		114	81			151	62				
08:15		113	78			168	61				
08:30		101	71			143	56				
08:45		105	55	433	285	147	59	609	238	1042	523
09:00		97	66			135	44				
09:15		94	41			127	46				
09:30		97	38			176	50				
09:45		103	40	391	185	159	37	597	177	988	362
10:00		125	41			155	35				
10:15		90	26			181	28				
10:30		122	24			169	32				
10:45		113	27	450	118	162	22	667	117	1117	235
11:00		134	18			174	14				
11:15		148	26			164	17				
11:30		123	21			193	18				
11:45		114	15	519	80	186	9	717	58	1236	138
Total		2521	5241	2521	5241	4348	5879	4348	5879	6869	11120
Combined Total		7762		7762		10227		10227		17989	
AM Peak	-	11:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	519	-	-	-	910	-	-	-	-	-
P.H.F.	-	0.877	-	-	-	0.872	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	773	-	-	-	845	-	-	-	-
P.H.F.	-	-	0.920	-	-	-	0.978	-	-	-	-
Percentage		32.5%	67.5%			42.5%	57.5%				
ADT/AADT		ADT 17,989		AADT 17,989							

Counts Unlimited, Inc.

City of Menifee
 Bradley Road
 B/ Park Avenue - Newport Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

MEN003
 Site Code: 003-21605

Start Time	21-Oct-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	161			9	166				
12:15		7	154			11	163				
12:30		14	130			19	171				
12:45		7	141	41	586	11	166	50	666	91	1252
01:00		1	138			7	181				
01:15		6	137			13	205				
01:30		11	158			5	173				
01:45		6	160	24	593	7	190	32	749	56	1342
02:00		10	148			15	201				
02:15		3	168			6	202				
02:30		13	188			7	216				
02:45		7	141	33	645	11	215	39	834	72	1479
03:00		4	164			12	223				
03:15		2	208			15	221				
03:30		5	203			12	208				
03:45		10	213	21	788	18	201	57	853	78	1641
04:00		10	171			21	174				
04:15		3	176			21	164				
04:30		14	163			34	189				
04:45		17	176	44	686	39	213	115	740	159	1426
05:00		12	168			46	181				
05:15		16	154			45	191				
05:30		16	135			48	189				
05:45		41	133	85	590	62	180	201	741	286	1331
06:00		55	144			71	159				
06:15		27	138			68	164				
06:30		23	108			82	145				
06:45		33	122	138	512	212	114	433	582	571	1094
07:00		68	97			255	111				
07:15		50	80			253	98				
07:30		111	83			212	93				
07:45		138	92	367	352	151	76	871	378	1238	730
08:00		123	85			148	67				
08:15		115	80			169	64				
08:30		108	70			149	63				
08:45		118	58	464	293	152	61	618	255	1082	548
09:00		98	62			144	49				
09:15		101	50			136	50				
09:30		99	38			185	44				
09:45		115	40	413	190	171	36	636	179	1049	369
10:00		142	39			173	37				
10:15		90	26			185	30				
10:30		132	21			188	31				
10:45		121	30	485	116	175	23	721	121	1206	237
11:00		135	18			189	12				
11:15		149	26			174	19				
11:30		136	20			199	22				
11:45		123	14	543	78	193	9	755	62	1298	140
Total		2658	5429	2658	5429	4528	6160	4528	6160	7186	11589
Combined Total		8087		8087		10688		10688		18775	
AM Peak	-	11:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	543	-	-	-	932	-	-	-	-	-
P.H.F.	-	0.911	-	-	-	0.914	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	795	-	-	-	875	-	-	-	-
P.H.F.	-	-	0.933	-	-	-	0.981	-	-	-	-
Percentage		32.9%	67.1%			42.4%	57.6%				
ADT/AADT		ADT 18,775		AADT 18,775							

Counts Unlimited, Inc.

City of Menifee
Newport Road
B/ Bradley Road - Calle Tomas
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

MEN004
Site Code: 003-21605

Start Time	21-Oct-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	375			42	369				
12:15		48	337			54	404				
12:30		47	375			50	374				
12:45		43	344	178	1431	40	385	186	1532	364	2963
01:00		39	348			27	354				
01:15		21	348			23	360				
01:30		26	360			28	383				
01:45		17	369	103	1425	29	480	107	1577	210	3002
02:00		27	316			23	401				
02:15		20	416			20	395				
02:30		32	440			38	436				
02:45		26	415	105	1587	42	440	123	1672	228	3259
03:00		31	372			35	446				
03:15		36	384			36	450				
03:30		44	434			56	434				
03:45		52	420	163	1610	53	456	180	1786	343	3396
04:00		65	347			76	446				
04:15		90	328			107	382				
04:30		126	357			98	456				
04:45		155	373	436	1405	113	396	394	1680	830	3085
05:00		149	375			139	413				
05:15		151	381			142	456				
05:30		220	339			156	376				
05:45		206	351	726	1446	198	395	635	1640	1361	3086
06:00		230	366			200	410				
06:15		276	361			184	393				
06:30		287	355			235	378				
06:45		388	311	1181	1393	236	373	855	1554	2036	2947
07:00		437	266			259	373				
07:15		427	232			324	328				
07:30		444	278			265	280				
07:45		403	223	1711	999	353	278	1201	1259	2912	2258
08:00		346	253			332	261				
08:15		397	240			341	294				
08:30		366	226			329	234				
08:45		336	184	1445	903	316	228	1318	1017	2763	1920
09:00		306	168			305	242				
09:15		296	136			279	206				
09:30		341	126			330	170				
09:45		356	124	1299	554	288	177	1202	795	2501	1349
10:00		316	109			347	146				
10:15		351	116			338	129				
10:30		320	93			340	112				
10:45		338	73	1325	391	367	95	1392	482	2717	873
11:00		349	65			337	97				
11:15		362	62			393	63				
11:30		421	62			360	68				
11:45		341	53	1473	242	415	60	1505	288	2978	530
Total		10145	13386	10145	13386	9098	15282	9098	15282	19243	28668
Combined Total		23531		23531		24380		24380		47911	
AM Peak	-	07:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	1711	-	-	-	1505	-	-	-	-	-
P.H.F.		0.963				0.907					
PM Peak	-	-	02:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	1643	-	-	-	1786	-	-	-	-
P.H.F.			0.934				0.979				
Percentage		43.1%	56.9%			37.3%	62.7%				
ADT/AADT		ADT 47,911		AADT 47,911							

Counts Unlimited, Inc.

City of Menifee
Newport Road
B/ Calle Tomas - Town Center Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

MEN005
Site Code: 003-21605

Start Time	21-Oct-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		41	374			47	343				
12:15		47	368			54	415				
12:30		48	380			50	381				
12:45		41	312	177	1434	41	398	192	1537	369	2971
01:00		40	385			25	353				
01:15		22	328			25	361				
01:30		26	377			28	379				
01:45		16	347	104	1437	29	467	107	1560	211	2997
02:00		30	349			25	390				
02:15		23	353			17	418				
02:30		34	473			39	397				
02:45		24	401	111	1576	40	428	121	1633	232	3209
03:00		32	418			34	440				
03:15		33	363			36	462				
03:30		42	354			57	457				
03:45		51	382	158	1517	53	462	180	1821	338	3338
04:00		69	362			76	422				
04:15		94	343			106	391				
04:30		126	375			98	465				
04:45		155	381	444	1461	113	416	393	1694	837	3155
05:00		153	400			135	447				
05:15		157	358			144	417				
05:30		230	376			159	388				
05:45		213	352	753	1486	205	388	643	1640	1396	3126
06:00		225	357			209	419				
06:15		272	359			181	395				
06:30		304	337			235	370				
06:45		370	318	1171	1371	242	399	867	1583	2038	2954
07:00		444	288			273	354				
07:15		404	228			320	331				
07:30		414	260			268	263				
07:45		385	237	1647	1013	361	291	1222	1239	2869	2252
08:00		346	252			338	252				
08:15		409	235			339	288				
08:30		375	223			318	236				
08:45		323	184	1453	894	319	232	1314	1008	2767	1902
09:00		300	162			297	256				
09:15		286	142			266	199				
09:30		307	123			309	175				
09:45		336	122	1229	549	298	175	1170	805	2399	1354
10:00		332	110			349	139				
10:15		340	115			331	126				
10:30		310	103			351	115				
10:45		325	73	1307	401	355	102	1386	482	2693	883
11:00		356	65			338	95				
11:15		371	68			393	63				
11:30		396	57			351	68				
11:45		343	55	1466	245	415	60	1497	286	2963	531
Total		10020	13384	10020	13384	9092	15288	9092	15288	19112	28672
Combined Total		23404		23404		24380		24380		47784	
AM Peak	-	07:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	1647	-	-	-	1497	-	-	-	-	-
P.H.F.	-	0.927	-	-	-	0.902	-	-	-	-	-
PM Peak	-	-	02:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	1655	-	-	-	1821	-	-	-	-
P.H.F.	-	-	0.875	-	-	-	0.985	-	-	-	-
Percentage		42.8%	57.2%			37.3%	62.7%				
ADT/AADT		ADT 47,784		AADT 47,784							

Counts Unlimited, Inc.

City of Menifee
Newport Road
B/ Town Center Drive - Haun Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

MEN006
Site Code: 003-21605

Start Time	21-Oct-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		60	358			69	471				
12:15		52	435			52	378				
12:30		49	418			60	448				
12:45		56	392	217	1603	51	439	232	1736	449	3339
01:00		38	411			53	413				
01:15		47	376			50	435				
01:30		28	428			47	458				
01:45		52	385	165	1600	31	489	181	1795	346	3395
02:00		29	376			34	394				
02:15		26	421			19	446				
02:30		29	408			46	496				
02:45		34	482	118	1687	42	443	141	1779	259	3466
03:00		32	452			45	474				
03:15		35	424			39	556				
03:30		46	384			48	502				
03:45		62	449	175	1709	57	450	189	1982	364	3691
04:00		70	408			89	498				
04:15		103	388			113	501				
04:30		145	434			101	481				
04:45		177	458	495	1688	107	517	410	1997	905	3685
05:00		178	428			146	536				
05:15		187	396			149	469				
05:30		246	399			158	524				
05:45		257	439	868	1662	223	452	676	1981	1544	3643
06:00		260	404			209	552				
06:15		293	452			199	460				
06:30		366	410			161	446				
06:45		440	412	1359	1678	265	432	834	1890	2193	3568
07:00		446	328			363	392				
07:15		532	320			342	377				
07:30		482	306			313	323				
07:45		391	289	1851	1243	440	385	1458	1477	3309	2720
08:00		413	270			415	282				
08:15		429	329			424	327				
08:30		394	259			342	299				
08:45		405	260	1641	1118	378	274	1559	1182	3200	2300
09:00		345	208			293	280				
09:15		267	188			312	261				
09:30		422	184			289	247				
09:45		338	150	1372	730	361	180	1255	968	2627	1698
10:00		408	135			368	189				
10:15		420	126			326	138				
10:30		428	138			353	144				
10:45		358	93	1614	492	393	109	1440	580	3054	1072
11:00		372	95			391	98				
11:15		418	83			431	97				
11:30		414	81			436	83				
11:45		467	59	1671	318	406	76	1664	354	3335	672
Total		11546	15528	11546	15528	10039	17721	10039	17721	21585	33249
Combined Total		27074		27074		27760		27760		54834	
AM Peak	-	06:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	1900	-	-	-	1664	-	-	-	-	-
P.H.F.	-	0.893	-	-	-	0.954	-	-	-	-	-
PM Peak	-	-	02:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	1766	-	-	-	2046	-	-	-	-
P.H.F.	-	-	0.916	-	-	-	0.954	-	-	-	-
Percentage		42.6%	57.4%			36.2%	63.8%				
ADT/AADT		ADT 54,834		AADT 54,834							

Counts Unlimited, Inc.

City of Menifee
Newport Road
B/ Town Center Drive - Haun Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

MEN007
Site Code: 003-21605

Start Time	21-Oct-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		82	570			67	597				
12:15		71	591			56	517				
12:30		59	577			54	581				
12:45		62	547	274	2285	55	589	232	2284	506	4569
01:00		52	535			52	558				
01:15		57	515			46	567				
01:30		29	584			51	599				
01:45		56	585	194	2219	30	597	179	2321	373	4540
02:00		33	542			36	562				
02:15		31	599			19	585				
02:30		37	618			48	643				
02:45		38	655	139	2414	46	596	149	2386	288	4800
03:00		38	670			50	610				
03:15		42	649			42	736				
03:30		53	655			55	660				
03:45		67	694	200	2668	74	651	221	2657	421	5325
04:00		83	654			94	619				
04:15		110	655			126	688				
04:30		165	634			106	616				
04:45		179	659	537	2602	163	677	489	2600	1026	5202
05:00		191	692			157	682				
05:15		218	642			169	605				
05:30		261	644			188	705				
05:45		285	657	955	2635	281	588	795	2580	1750	5215
06:00		296	633			255	726				
06:15		340	639			256	610				
06:30		406	591			228	598				
06:45		494	567	1536	2430	352	591	1091	2525	2627	4955
07:00		529	520			503	501				
07:15		622	503			507	503				
07:30		564	495			521	387				
07:45		512	496	2227	2014	681	464	2212	1855	4439	3869
08:00		512	452			560	384				
08:15		467	483			560	355				
08:30		432	410			437	318				
08:45		420	428	1831	1773	530	300	2087	1357	3918	3130
09:00		408	341			433	309				
09:15		341	305			433	268				
09:30		477	269			402	274				
09:45		383	246	1609	1161	498	172	1766	1023	3375	2184
10:00		469	210			517	214				
10:15		495	190			463	150				
10:30		492	193			498	140				
10:45		499	127	1955	720	535	120	2013	624	3968	1344
11:00		533	120			534	104				
11:15		522	106			564	102				
11:30		558	108			612	88				
11:45		574	73	2187	407	545	88	2255	382	4442	789
Total		13644	23328	13644	23328	13489	22594	13489	22594	27133	45922
Combined Total		36972		36972		36083		36083		73055	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	2227	-	-	-	2322	-	-	-	-	-
P.H.F.	-	0.895	-	-	-	0.852	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	2668	-	-	-	2669	-	-	-	-
P.H.F.	-	-	0.961	-	-	-	0.946	-	-	-	-
Percentage		36.9%	63.1%			37.4%	62.6%				
ADT/AADT		ADT 73,055		AADT 73,055							

B.3 System Information

System Id	7228
Name	
Location	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7				X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8		1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flash Red																
Flash Yel																

Start Next Phases	2,6
-------------------	-----

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	11/10/2021 2:10 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Maximum 1
Coord Force Mode	Floating
Perm Strategy	Minimum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.3 Phase Sequence 1

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

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 2

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

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

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

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

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

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	



2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	6	4	6	4	6	4	6
Passage	2.0	4.0	2.0	2.0	2.0	4.0	2.0	2.5
Max 1	40	55	25	18	25	55	25	20
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.5	3.6	4.8	3.6	5.5	3.6	4.8
Red Clear	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk	0	5	0	4	0	5	0	0
Ped Clear	0	28	0	33	0	22	0	0
Added Initial	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0
Max Initial	0	20	0	0	0	20	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

2.1 Phase Parameters Set 2	1	2	3	4	5	6	7	8
----------------------------	---	---	---	---	---	---	---	---

Min Green	4	15	4	15	4	15	4	15
Passage	2.0	5.0	2.0	5.0	2.0	5.0	2.0	5.0
Max 1	15	45	15	45	15	45	15	45
Max 2	15	45	15	45	15	45	15	45
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	15	0	15	0	15	0	15
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 2

	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall					X			
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Minus Green Yellow	Minus Green Yellow	Normal	Normal
Included Phases	1,8	2,3		
Modifier Phases	8	2		
Excluded Phases	2,7	1,4		
Excluded Peds	2	2,4		
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	3.6	3.6	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1		1
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		2
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		3
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		4
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		5
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		6
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		7
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		8
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
TS2 Diagnostics																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	140	140	140	0	0	0	0	0
Offset Time	75	40	40	0	0	0	0	0
Split	1	3	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	2	2	2	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Pcd Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								



5.2 Patterns	9	10	11	12	13	14	15	16
CycleTime	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Pcd Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	39	40	13	48	21	58	20	41	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	40	40	20	40	25	55	29	31	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	38	35	24	43	23	50	25	24	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	9	14	20	0	0	0	0	0	0	0	0	0	0	0	0
Minute	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	14	14	0	0	0	0	0	0	0	0	0	0	0



6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	1	2	3	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	Start Logging	Start Logging	Start Logging	No Action	No Action	No Action	No Action	No Action
High Res Log	Start	Start	Start	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash								
Override +1	X	X					X	X
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options

Strategy 1 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 2 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 3 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 4 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 5 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 6 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Dclay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options

Strategy 7 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options

Strategy 8 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options

Strategy 9 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout {Leading Edge}
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Qucuc Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.3 TSP Phase Adjustment Times	Strategy 1 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 2 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 3 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 4 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 5		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 6		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 7		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 8		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 9		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 10		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 11		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 12		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 13		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 14		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 15		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 16		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate						1
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						2
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						3
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						4
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						5
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						6
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						7
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						8
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						9
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						10
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						11
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						12
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						13
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						14
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						15
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						16
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						17
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						18
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						19
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						20
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						21
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						22
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						23
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						24
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						25
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						26
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						27
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						28
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						29
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						30
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						31
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						32
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-39	Vehicle Detector	2	C1-67	Pedestrian Detector	1
C1-40	Vehicle Detector	16	C1-68	Pedestrian Detector	3
C1-41	Vehicle Detector	8	C1-69	Pedestrian Detector	2
C1-42	Vehicle Detector	22	C1-70	Pedestrian Detector	4
C1-43	Vehicle Detector	3	C1-71	Preempt Detector	3
C1-44	Vehicle Detector	17	C1-72	Preempt Detector	4
C1-45	Vehicle Detector	9	C1-73	Preempt Detector	5
C1-46	Vehicle Detector	23	C1-74	Preempt Detector	6
C1-47	Vehicle Detector	6	C1-75	Unused Input	1
C1-48	Vehicle Detector	20	C1-76	Vehicle Detector	5
C1-49	Vehicle Detector	12	C1-77	Vehicle Detector	19
C1-50	Vehicle Detector	26	C1-78	Vehicle Detector	11
C1-51	Preempt Detector	1	C1-79	Vehicle Detector	25
C1-52	Preempt Detector	2	C1-80	Interval Advance	1
C1-53	Man Control Enable	1	C1-81	MMU Flash	1
C1-54	Unused Input	1	C1-82	Stop Time All Rings	1
C1-55	Vehicle Detector	15	C11-15	Unused Input	1
C1-56	Vehicle Detector	1	C11-16	Unused Input	1
C1-57	Vehicle Detector	21	C11-17	Unused Input	1
C1-58	Vehicle Detector	7	C11-18	Unused Input	1
C1-59	Vehicle Detector	27	C11-19	Unused Input	1
C1-60	Vehicle Detector	13	C11-20	Unused Input	1
C1-61	Vehicle Detector	28	C11-21	Unused Input	1
C1-62	Vehicle Detector	14	C11-22	Unused Input	1
C11-10	Unused Input	1	C11-23	Unused Input	1
C11-11	Unused Input	1	C11-24	Unused Input	1
C11-12	Unused Input	1	C11-25	Unused Input	1
C11-13	Unused Input	1	C11-26	Unused Input	1
C1-63	Vehicle Detector	4	C11-27	Unused Input	1
C1-64	Vehicle Detector	18	C11-28	Unused Input	1
C1-65	Vehicle Detector	10	C11-29	Unused Input	1
C1-66	Vehicle Detector	24	C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-02	Channel Red	6	C1-35	Channel Green	13
C1-03	Channel Green	6	C1-36	Channel Green	14
C1-04	Channel Red	5	C1-37	Channel Yellow	13
C1-05	Channel Yellow	5	C1-38	Channel Yellow	14
C1-06	Channel Green	5	C1-100	Unused Output	1
C1-07	Channel Red	4	C1-101	Auto Flash Status	1
C1-08	Channel Yellow	4	C1-102	Detector Reset	1
C1-09	Channel Green	4	C1-103	Wdt Reset	1
C1-10	Channel Red	3	C1-83	Unused Output	1
C1-11	Channel Green	3	C1-84	Unused Output	1
C1-12	Channel Red	2	C1-85	Channel Red	16
C1-13	Channel Yellow	2	C1-86	Channel Yellow	16
C1-15	Channel Green	2	C1-87	Channel Green	16
C1-16	Channel Red	1	C1-88	Channel Red	15
C1-17	Channel Yellow	1	C1-89	Channel Yellow	15
C1-18	Channel Green	1	C1-90	Channel Green	15
C1-19	Channel Red	12	C1-91	Unused Output	1
C1-20	Channel Green	12	C1-93	Unused Output	1
C1-21	Channel Red	11	C1-94	Unused Output	1
C1-22	Channel Yellow	11	C1-95	Unused Output	1
C1-23	Channel Green	11	C1-96	Unused Output	1
C1-24	Channel Red	10	C1-97	Unused Output	1
C1-25	Channel Yellow	10	C1-98	Unused Output	1
C1-26	Channel Green	10	C1-99	Unused Output	1
C1-27	Channel Red	9	C11-1	Unused Output	1
C1-28	Channel Green	9	C11-2	Unused Output	1
C1-29	Channel Red	8	C11-3	Unused Output	1
C1-30	Channel Yellow	8	C11-4	Unused Output	1
C1-31	Channel Green	8	C11-5	Unused Output	1
C1-32	Channel Red	7	C11-6	Unused Output	1
C1-33	Channel Yellow	7	C11-7	Unused Output	1
C1-34	Channel Green	7	C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	
Stop Time	

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone {+/- hr}	0

A.3 Unit Comms

Unit Backup Time	0
------------------	---

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	1
GPS Start Minute	0
GPS Interval Hour	1
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable: Allow Read-Only: Timeout (min):

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	WWV	None	None	None	None	None
Speed	1200	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.11.27	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

Location: 215 S/B @ NEWPORT ROAD

Designed By:

System: COORDINATED

District: 08

Installed By: SAFWAN SAYED

Master At:

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

2/1/2017

1/14/2010

3/3/1998

Intersection Layout

FLASH

	1)	[]
P	2) E/B NEWPORT RD	[]
H	3)	[]
A	4) S/B 215 OFF RAMP	[]
S	5)	[]
E	6) W/B NEWPORT RD	[]
	7)	[]
	8)	[]
O	A)	[]
V	B)	[]
E	C)	[]
R	D)	[]
L	E)	[]
A	F)	[]
P		[]

Comments and Notes:

RAM Checksum

Page 2: FA92	Page 7: D2FD
Page 3: 8F61	Page 8: 6F94
Page 4: 660C	Page 9: 47C7
Page 5: DCB1	Page 10: 1611
Page 6: 7306	Page 11: C381

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1) *	
Permitted	. 2 . 4 . 6 ..
Restricted	.....

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 ... 6 ..
Vehicle Max	.....
Pedestrian	.....
Bicycle	.....

Phase Locks (2-1-1-3) *	
Red	.....
Yellow	.....
Force/Max	.....

Phase Features (2-1-1-4)	
Double Entry	.....
Rest In Walk	.....
Rest In Red	.....
Walk 2	.....
Max Green 2	.....
Max Green 3	.....

Startup (2-1-1-5) *	
First Green Phases	... 4 ...
Yellow Start Phases	. 2 ... 6 ..
Yellow Start Overlaps	.....
Startup All-Red	5.0
Vehicle Calls	. 2 . 4 . 6 ..
Pedestrian Calls	..... 6 ..

Call To Phase (2-1-2-1)		Omit On Green	
1	.....	1	.....
2	.....	2	.....
3	.....	3	.....
4	.....	4	.....
5	.....	5	.....
6	.....	6	.....
7	.....	7	.....
8	.....	8	.....

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	.....
Yellow Flash Overlap	.....
Flash In Red Phases	.....
Flash In Red Overlaps	.....

Special Operation (2-1-2-3)	
Single Exit Phase	.....
Driveway Signal Phases	.....
Driveway Signal Overlaps	.....
Leading Ped Phases	.....

Protected Permissive (2-1-2-4)	
Protected Permissive	.....

Pedestrian (2-1-3) *	
P1	.....
P2	.....
P3	.....
P4	.....
P5	.....
P6	..... 6 ..
P7	.....
P8	.....

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	18	0	0
Minimum Green	0	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	30	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Maximum Gap	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Minimum Gap	0.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	4.5	3.0	5.0	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets] Green Factors or Press [F] to Select Force-Off

	*	Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	140			10				78		50		78		
Plan 2	Green Factor	140			10				78		50		78		
Plan 3	Green Factor	140			10				78		50		78		
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Master Timer Sync (7-A)	
Enable in Plans	
.....	

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		<i>Plan: 1-9</i>
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)

#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	. 2	NO	I2U	1			10	1.1
2	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	2			10	1.2
3	COUNT+CALL+EXTEND	. . . 4	NO	I6U	3			10	1.3
4	COUNT+CALL+EXTEND	. . . . . 8	NO	J6U	4			10	1.4
5	COUNT+CALL+EXTEND	. 2	NO	I2L	5			10	1.5
6	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	6			10	1.6
7	COUNT+CALL+EXTEND	. . . 4	NO	I6L	7			10	1.7
8	COUNT+CALL+EXTEND	. . . . . 8	NO	J6L	8			10	1.8
9	COUNT+CALL+EXTEND	. 2	NO	I4	9			10	2.1
10	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4	10			10	2.2
11	COUNT+CALL+EXTEND	. . . 4	NO	I8	11			10	2.3
12	COUNT+CALL+EXTEND	. . . . . 8	NO	J8	12			10	2.4
13	COUNT+CALL+EXTEND	. . . . . 5 . .	NO	J1	13			10	3.1
14	COUNT+CALL+EXTEND	. . . 4	NO	I1	14			10	3.2
15	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5	15			10	3.3
16	COUNT+CALL+EXTEND	. 2	NO	I5	16			10	3.4
17	COUNT+CALL+EXTEND	. . . . . 5 . .	NO	J9U	17			10	3.5
18	COUNT+CALL+EXTEND	1	NO	I9U	18			10	3.6
19	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	19			10	3.7
20	COUNT+CALL+EXTEND	. . 3	NO	I9L	20			10	3.8
21	COUNT+CALL+EXTEND	. 2	NO	I3L	21			10	6.2
22	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	22			10	6.3
23	COUNT+CALL+EXTEND	. . . 4	NO	I7L	23			10	6.4
24	COUNT+CALL+EXTEND	. . . . . 8	NO	J7L	24			10	6.5
25	COUNT+CALL+EXTEND	. 2	NO	I3U	25			10	4.5
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	26			10	4.6
27	COUNT+CALL+EXTEND	. . . 4	NO	I7U	27			10	4.7
28	COUNT+CALL+EXTEND	. . . . . 8	NO	J7U	28			10	4.8
29	PEDESTRIAN	. 2	NO	I12U	29			10	5.1
30	PEDESTRIAN	. . . . . 6 . .	NO	I13U	30			10	5.2
31	PEDESTRIAN	. . . 4	NO	I12L	31			10	5.3
32	PEDESTRIAN	. . . . . 8	NO	I13L	32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors 17-24	. . . . .
Detectors 25-32	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1) *			Table 2 (8-2-2) *			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0530	1	A	0530	1	A			A			A			A			A
0900	2	A	0900	2	A			A			A			A			A
1400	3	A	1400	3	A			A			A			A			A
2000	255	A	2000	255	A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

- Action Codes:
- 0. None
 - 1. Permitted
 - 2. Restricted
 - 4. Veh Min Recall
 - 5. Veh Max Recall
 - 6. Ped Recall
 - 7. Bike Recall
 - 8. Red Lock
 - 9. Yellow Lock
 - 10. Force/Max Lock
 - 11. Double Entry
 - 12. Y-Coord C
 - 13. Y-Coord D
 - 14. Free
 - 15. Flashing
 - 16. Walk 2
 - 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1) *	
Address	2
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3) *	
Address	
Protocol	UTB
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

- 0-None
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit	5	Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Call	Port	Latching	Power-Up			
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	YES	FLASHING			

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Recall	Port	Latching	Power-up			
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	YES	DARK			

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		30	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
 - 1-8 Vehicle 1-8
 - 9-14 Overlap A-F
 - 21-28 Ped 1-8
 - 41-47 Special Functions
 - 41 Protected Permissive Flashing Phase 1
 - 43 Protected Permissive Flashing Phase 3
 - 45 Protected Permissive Flashing Phase 5
 - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

Location: 215 N/B @ NEWPORT ROAD

Designed By:

System: COORDINATED

District: 08

Installed By: SAFWAN SAYED

Master At:

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

2/1/2017

1/14/2010

3/3/1998

Intersection Layout

FLASH

	1)	[]
P	2) E/B NEWPORT ROAD	[]
H	3)	[]
A	4)	[]
S	5)	[]
E	6) W/B NEWPORT ROAD	[]
	7)	[]
	8) N/B 215 OFF RAMP	[]
O	A)	[]
V	B)	[]
E	C)	[]
R	D)	[]
L	E)	[]
A	F)	[]
P		[]

Comments and Notes:

RAM Checksum

Page 2: BFE2	Page 7: D2FD
Page 3: E8F6	Page 8: A0F4
Page 4: 1DD1	Page 9: F68A
Page 5: 14B5	Page 10: 1611
Page 6: 7306	Page 11: C381

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1) *	
Permitted	. 2 . . . 6 . 8
Restricted	. . . . .

Phase Locks (2-1-1-3) *	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5) *	
First Green Phases	. . . . . 8
Yellow Start Phases	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0
Vehicle Calls	. 2 . . . 6 . 8
Pedestrian Calls	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3) *	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

PHASE TIMING

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	0	0	0
Minimum Green	0	5	0	0	0	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	0	0	35	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Maximum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	3.0	5.0	3.0	4.5
All-Red	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
Red To Sec (2-6)	
Red To Sec	OFF

COORDINATION

Local Plan (7-1...9) TIMING DATA [Offsets] Green Factors or Press [F] to Select Force-Off

	*	Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	140							78				78		50
Plan 2	Green Factor	140							78				78		50
Plan 3	Green Factor	140							78				78		50
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Master Timer Sync (7-A)	
Enable in Plans	
.....	

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan (7-1...9) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		<i>Plan: 1-9</i>
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)

#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	. 2	NO	I2U	1			10	1.1
2	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	2			10	1.2
3	COUNT+CALL+EXTEND	. . . 4	NO	I6U	3			10	1.3
4	COUNT+CALL+EXTEND	. . . . . 8	NO	J6U	4			10	1.4
5	COUNT+CALL+EXTEND	. 2	NO	I2L	5			10	1.5
6	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	6			10	1.6
7	COUNT+CALL+EXTEND	. . . 4	NO	I6L	7			10	1.7
8	COUNT+CALL+EXTEND	. . . . . 8	NO	J6L	8			10	1.8
9	COUNT+CALL+EXTEND	. 2	NO	I4	9			10	2.1
10	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4	10			10	2.2
11	COUNT+CALL+EXTEND	. . . 4	NO	I8	11			10	2.3
12	COUNT+CALL+EXTEND	. . . . . 8	NO	J8	12			10	2.4
13	COUNT+CALL+EXTEND	. . . . . 8	NO	J1	13			10	3.1
14	COUNT+CALL+EXTEND	1	NO	I1	14			10	3.2
15	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5	15			10	3.3
16	COUNT+CALL+EXTEND	. . 3	NO	I5	16			10	3.4
17	COUNT+CALL+EXTEND	. . . . . 5 . .	NO	J9U	17			10	3.5
18	COUNT+CALL+EXTEND	1	NO	I9U	18			10	3.6
19	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	19			10	3.7
20	COUNT+CALL+EXTEND	. . 3	NO	I9L	20			10	3.8
21	COUNT+CALL+EXTEND	. 2	NO	I3L	21			10	6.2
22	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	22			10	6.3
23	COUNT+CALL+EXTEND	. . . 4	NO	I7L	23			10	6.4
24	COUNT+CALL+EXTEND	. . . . . 8	NO	J7L	24			10	6.5
25	COUNT+CALL+EXTEND	. 2	NO	I3U	25			10	4.5
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	26			10	4.6
27	COUNT+CALL+EXTEND	. . . 4	NO	I7U	27			10	4.7
28	COUNT+CALL+EXTEND	. . . . . 8	NO	J7U	28			10	4.8
29	PEDESTRIAN	. 2	NO	I12U	29			10	5.1
30	PEDESTRIAN	. . . . . 6 . .	NO	I13U	30			10	5.2
31	PEDESTRIAN	. . . 4	NO	I12L	31			10	5.3
32	PEDESTRIAN	. . . . . 8	NO	I13L	32			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors 17-24	. . . . .
Detectors 25-32	. . . . .

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6		6.6	5.1	5.2	6.7
		1.5	6.2			1.7	6.4		3.8		2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5		2.8	5.5	5.6	2.5
		1.6	6.3			1.8	6.5		3.7		6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1) *			Table 2 (8-2-2) *			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0530	1	A	0530	1	A			A			A			A			A
0900	2	A	0900	2	A			A			A			A			A
1400	3	A	1400	3	A			A			A			A			A
2000	255	A	2000	255	A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

- Action Codes:**
- 0. None
 - 1. Permitted
 - 2. Restricted
 - 4. Veh Min Recall
 - 5. Veh Max Recall
 - 6. Ped Recall
 - 7. Bike Recall
 - 8. Red Lock
 - 9. Yellow Lock
 - 10. Force/Max Lock
 - 11. Double Entry
 - 12. Y-Coord C
 - 13. Y-Coord D
 - 14. Free
 - 15. Flashing
 - 16. Walk 2
 - 17. Max Green 2
 - 18. Max Green 3
 - 19. Rest in Walk
 - 20. Rest in Red
 - 21. Free Lag Phases
 - 22. Special Functions
 - 23. Truck Preempt
 - 24. Conditional Service
 - 25. Conditional Service
 - 26. Leading Ped
 - 41. Protected Permissive
 - 42. Protected Permissive
- Action Code = Phases added to normal setting
 100+Action Code = Phases removed
 200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1) *	
Address	1
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3) *	
Address	
Protocol	UTB
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None

1-Status Only

2-Status, Set Pattern, Time

3-Status, Set Pattern, Time, Manual Plan

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit	5	Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Call	Port	Latching	Power-Up			
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	YES	FLASHING			

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Recall	Port	Latching	Power-up			
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	YES	DARK			

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
*		10	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
 - 1-8 Vehicle 1-8
 - 9-14 Overlap A-F
 - 21-28 Ped 1-8
 - 41-47 Special Functions
 - 41 Protected Permissive Flashing Phase 1
 - 43 Protected Permissive Flashing Phase 3
 - 45 Protected Permissive Flashing Phase 5
 - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10



APPENDIX C:

VOLUME DEVELOPMENT WORKSHEETS

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
1 Bradley Road/Project Driveway-Rio Vista Drive						
NBL	0	30	30	0	98	98
NBT	279	0	279	559	0	559
NBR	22	0	22	18	0	18
SBL	40	0	40	30	0	30
SBT	846	0	846	737	0	737
SBR	0	7	7	0	25	25
EBL	0	22	22	0	15	15
EBT	0	0	0	0	0	0
EBR	0	88	88	0	58	58
WBL	27	0	27	11	0	11
WBT	0	0	0	0	0	0
WBR	24	0	24	24	0	24
North Leg						
Approach	886	7	893	767	25	792
Departure	303	22	325	583	15	598
Total	1,189	29	1,218	1,350	40	1,390
South Leg						
Approach	301	30	331	577	98	675
Departure	873	88	961	748	58	806
Total	1,174	118	1,292	1,325	156	1,481
East Leg						
Approach	51	0	51	35	0	35
Departure	62	0	62	48	0	48
Total	113	0	113	83	0	83
West Leg						
Approach	0	110	110	0	73	73
Departure	0	37	37	0	123	123
Total	0	147	147	0	196	196
Total Approaches						
Approach	1,238	147	1,385	1,379	196	1,575
Departure	1,238	147	1,385	1,379	196	1,575
Total	2,476	294	2,770	2,758	392	3,150

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
2 Bradley Road/Lazy Creek Road						
NBL	33	0	33	111	0	111
NBT	290	28	318	569	92	661
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	823	82	905	691	54	745
SBR	67	6	73	109	4	113
EBL	32	2	34	19	6	25
EBT	0	0	0	0	0	0
EBR	111	0	111	72	0	72
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	890	88	978	800	58	858
Departure	322	30	352	588	98	686
Total	1,212	118	1,330	1,388	156	1,544
South Leg						
Approach	323	28	351	680	92	772
Departure	934	82	1,016	763	54	817
Total	1,257	110	1,367	1,443	146	1,589
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	143	2	145	91	6	97
Departure	100	6	106	220	4	224
Total	243	8	251	311	10	321
Total Approaches						
Approach	1,356	118	1,474	1,571	156	1,727
Departure	1,356	118	1,474	1,571	156	1,727
Total	2,712	236	2,948	3,142	312	3,454

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
3 Bradley Road/Park Avenue						
NBL	0	0	0	0	0	0
NBT	310	28	338	620	92	712
NBR	37	0	37	81	0	81
SBL	49	0	49	54	0	54
SBT	884	82	966	754	54	808
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	32	0	32	38	0	38
WBT	0	0	0	0	0	0
WBR	16	0	16	56	0	56
North Leg						
Approach	933	82	1,015	808	54	862
Departure	326	28	354	676	92	768
Total	1,259	110	1,369	1,484	146	1,630
South Leg						
Approach	347	28	375	701	92	793
Departure	916	82	998	792	54	846
Total	1,263	110	1,373	1,493	146	1,639
East Leg						
Approach	48	0	48	94	0	94
Departure	86	0	86	135	0	135
Total	134	0	134	229	0	229
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,328	110	1,438	1,603	146	1,749
Departure	1,328	110	1,438	1,603	146	1,749
Total	2,656	220	2,876	3,206	292	3,498

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
4 Bradley Road/Newport Road						
NBL	105	0	105	117	0	117
NBT	183	4	187	215	12	227
NBR	324	0	324	169	0	169
SBL	346	60	406	287	40	327
SBT	444	11	455	303	7	310
SBR	144	11	155	212	7	219
EBL	97	4	101	195	12	207
EBT	1,181	0	1,181	1,102	0	1,102
EBR	106	0	106	71	0	71
WBL	265	0	265	268	0	268
WBT	925	0	925	1,253	0	1,253
WBR	101	20	121	301	68	369
North Leg						
Approach	934	82	1,016	802	54	856
Departure	381	28	409	711	92	803
Total	1,315	110	1,425	1,513	146	1,659
South Leg						
Approach	612	4	616	501	12	513
Departure	815	11	826	642	7	649
Total	1,427	15	1,442	1,143	19	1,162
East Leg						
Approach	1,291	20	1,311	1,822	68	1,890
Departure	1,851	60	1,911	1,558	40	1,598
Total	3,142	80	3,222	3,380	108	3,488
West Leg						
Approach	1,384	4	1,388	1,368	12	1,380
Departure	1,174	11	1,185	1,582	7	1,589
Total	2,558	15	2,573	2,950	19	2,969
Total Approaches						
Approach	4,221	110	4,331	4,493	146	4,639
Departure	4,221	110	4,331	4,493	146	4,639
Total	8,442	220	8,662	8,986	292	9,278

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
5 Calle Tomas/Newport Road						
NBL	10	0	10	37	0	37
NBT	0	0	0	3	0	3
NBR	12	0	12	55	0	55
SBL	34	0	34	64	0	64
SBT	3	0	3	1	0	1
SBR	45	0	45	20	0	20
EBL	32	0	32	25	0	25
EBT	1,819	60	1,879	1,539	40	1,579
EBR	30	0	30	39	0	39
WBL	41	0	41	36	0	36
WBT	1,211	20	1,231	1,747	68	1,815
WBR	29	0	29	31	0	31
North Leg						
Approach	82	0	82	85	0	85
Departure	61	0	61	59	0	59
Total	143	0	143	144	0	144
South Leg						
Approach	22	0	22	95	0	95
Departure	74	0	74	76	0	76
Total	96	0	96	171	0	171
East Leg						
Approach	1,281	20	1,301	1,814	68	1,882
Departure	1,865	60	1,925	1,658	40	1,698
Total	3,146	80	3,226	3,472	108	3,580
West Leg						
Approach	1,881	60	1,941	1,603	40	1,643
Departure	1,266	20	1,286	1,804	68	1,872
Total	3,147	80	3,227	3,407	108	3,515
Total Approaches						
Approach	3,266	80	3,346	3,597	108	3,705
Departure	3,266	80	3,346	3,597	108	3,705
Total	6,532	160	6,692	7,194	216	7,410

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
6 Avenida de Cortez - Town Center Drive/Newport Road						
NBL	78	2	80	101	6	107
NBT	20	0	20	19	0	19
NBR	200	0	200	169	0	169
SBL	115	0	115	72	0	72
SBT	40	0	40	27	0	27
SBR	16	0	16	7	0	7
EBL	10	0	10	8	0	8
EBT	1,709	54	1,763	1,536	36	1,572
EBR	146	6	152	114	4	118
WBL	249	0	249	233	0	233
WBT	1,188	18	1,206	1,706	62	1,768
WBR	23	0	23	76	0	76
North Leg						
Approach	171	0	171	106	0	106
Departure	53	0	53	103	0	103
Total	224	0	224	209	0	209
South Leg						
Approach	298	2	300	289	6	295
Departure	435	6	441	374	4	378
Total	733	8	741	663	10	673
East Leg						
Approach	1,460	18	1,478	2,015	62	2,077
Departure	2,024	54	2,078	1,777	36	1,813
Total	3,484	72	3,556	3,792	98	3,890
West Leg						
Approach	1,865	60	1,925	1,658	40	1,698
Departure	1,282	20	1,302	1,814	68	1,882
Total	3,147	80	3,227	3,472	108	3,580
Total Approaches						
Approach	3,794	80	3,874	4,068	108	4,176
Departure	3,794	80	3,874	4,068	108	4,176
Total	7,588	160	7,748	8,136	216	8,352

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
7 Haun Road/Newport Road						
NBL	127	2	129	364	6	370
NBT	61	0	61	77	0	77
NBR	510	0	510	979	0	979
SBL	137	0	137	402	0	402
SBT	34	0	34	143	0	143
SBR	62	0	62	137	0	137
EBL	174	0	174	135	0	135
EBT	1,675	48	1,723	1,313	32	1,345
EBR	121	6	127	285	4	289
WBL	572	0	572	832	0	832
WBT	1,411	16	1,427	1,529	56	1,585
WBR	335	0	335	254	0	254
North Leg						
Approach	233	0	233	682	0	682
Departure	570	0	570	466	0	466
Total	803	0	803	1,148	0	1,148
South Leg						
Approach	698	2	700	1,420	6	1,426
Departure	727	6	733	1,260	4	1,264
Total	1,425	8	1,433	2,680	10	2,690
East Leg						
Approach	2,318	16	2,334	2,615	56	2,671
Departure	2,322	48	2,370	2,694	32	2,726
Total	4,640	64	4,704	5,309	88	5,397
West Leg						
Approach	1,970	54	2,024	1,733	36	1,769
Departure	1,600	18	1,618	2,030	62	2,092
Total	3,570	72	3,642	3,763	98	3,861
Total Approaches						
Approach	5,219	72	5,291	6,450	98	6,548
Departure	5,219	72	5,291	6,450	98	6,548
Total	10,438	144	10,582	12,900	196	13,096

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
8 I-215 Southbound Ramps/Newport Road						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	346	0	346	531	0	531
SBT	0	0	0	0	0	0
SBR	581	7	588	694	25	719
EBL	0	0	0	0	0	0
EBT	1,607	27	1,634	2,185	18	2,203
EBR	715	21	736	509	14	523
WBL	0	0	0	0	0	0
WBT	1,737	9	1,746	1,921	31	1,952
WBR	879	0	879	678	0	678
North Leg						
Approach	927	7	934	1,225	25	1,250
Departure	879	0	879	678	0	678
Total	1,806	7	1,813	1,903	25	1,928
South Leg						
Approach	0	0	0	0	0	0
Departure	715	21	736	509	14	523
Total	715	21	736	509	14	523
East Leg						
Approach	2,616	9	2,625	2,599	31	2,630
Departure	1,953	27	1,980	2,716	18	2,734
Total	4,569	36	4,605	5,315	49	5,364
West Leg						
Approach	2,322	48	2,370	2,694	32	2,726
Departure	2,318	16	2,334	2,615	56	2,671
Total	4,640	64	4,704	5,309	88	5,397
Total Approaches						
Approach	5,865	64	5,929	6,518	88	6,606
Departure	5,865	64	5,929	6,518	88	6,606
Total	11,730	128	11,858	13,036	176	13,212

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
9 I-215 Northbound Ramps/Newport Road						
NBL	397	7	404	422	25	447
NBT	0	0	0	0	0	0
NBR	632	0	632	734	0	734
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	1,476	6	1,482	2,247	4	2,251
EBR	477	21	498	469	14	483
WBL	0	0	0	0	0	0
WBT	2,219	2	2,221	2,177	6	2,183
WBR	490	0	490	457	0	457
North Leg						
Approach	0	0	0	0	0	0
Departure	490	0	490	457	0	457
Total	490	0	490	457	0	457
South Leg						
Approach	1,029	7	1,036	1,156	25	1,181
Departure	477	21	498	469	14	483
Total	1,506	28	1,534	1,625	39	1,664
East Leg						
Approach	2,709	2	2,711	2,634	6	2,640
Departure	2,108	6	2,114	2,981	4	2,985
Total	4,817	8	4,825	5,615	10	5,625
West Leg						
Approach	1,953	27	1,980	2,716	18	2,734
Departure	2,616	9	2,625	2,599	31	2,630
Total	4,569	36	4,605	5,315	49	5,364
Total Approaches						
Approach	5,691	36	5,727	6,506	49	6,555
Departure	5,691	36	5,727	6,506	49	6,555
Total	11,382	72	11,454	13,012	98	13,110

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
1	Bradley Road/Project Driveway-Rio Vista Drive						
NBL		0	0	0	0	30	30
NBT		279	11	41	331	0	331
NBR		22	1	2	25	0	25
SBL		40	2	0	42	0	42
SBT		846	34	52	932	0	932
SBR		0	0	0	0	7	7
EBL		0	0	0	0	22	22
EBT		0	0	0	0	0	0
EBR		0	0	0	0	88	88
WBL		27	1	4	32	0	32
WBT		0	0	0	0	0	0
WBR		24	1	0	25	0	25
North Leg							
Approach		886	36	52	974	7	981
Departure		303	12	41	356	22	378
Total		1,189	48	93	1,330	29	1,359
South Leg							
Approach		301	12	43	356	30	386
Departure		873	35	56	964	88	1,052
Total		1,174	47	99	1,320	118	1,438
East Leg							
Approach		51	2	4	57	0	57
Departure		62	3	2	67	0	67
Total		113	5	6	124	0	124
West Leg							
Approach		0	0	0	0	110	110
Departure		0	0	0	0	37	37
Total		0	0	0	0	147	147
Total Approaches							
Approach		1,238	50	99	1,387	147	1,534
Departure		1,238	50	99	1,387	147	1,534
Total		2,476	100	198	2,774	294	3,068

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour						
		Existing	2021-	Cumulative		OY	Net	OY
		2,021	2023	Project	Dwy	Without	Project	With
		PCE	Growth	Trips	Adjustment	Project	Trips	Project
2	Bradley Road/Lazy Creek Road							
	NBL	33	1	9		43	0	43
	NBT	290	12	45	-8	339	28	367
	NBR	0	0	0		0	0	0
	SBL	0	0	0		0	0	0
	SBT	823	33	56		912	82	994
	SBR	67	3	0		70	6	76
	EBL	32	1	0	8	41	2	43
	EBT	0	0	0		0	0	0
	EBR	111	4	19		134	0	134
	WBL	0	0	0		0	0	0
	WBT	0	0	0		0	0	0
	WBR	0	0	0		0	0	0
	North Leg							
	Approach	890	36	56		982	88	1,070
	Departure	322	13	45		380	30	410
	Total	1,212	49	101		1,362	118	1,480
	South Leg							
	Approach	323	13	54		382	28	410
	Departure	934	37	75		1,046	82	1,128
	Total	1,257	50	129		1,428	110	1,538
	East Leg							
	Approach	0	0	0		0	0	0
	Departure	0	0	0		0	0	0
	Total	0	0	0		0	0	0
	West Leg							
	Approach	143	5	19		175	2	177
	Departure	100	4	9		113	6	119
	Total	243	9	28		288	8	296
	Total Approaches							
	Approach	1,356	54	129		1,539	118	1,657
	Departure	1,356	54	129		1,539	118	1,657
	Total	2,712	108	258		3,078	236	3,314

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

	AM Peak Hour						
	Existing 2,021 PCE	2021- 2023 Growth	Cumulative Project Trips	Dwy Adjustment	OY Without Project	Net Project Trips	OY With Project
3 Bradley Road/Park Avenue							
NBL	0	0	0		0	0	0
NBT	310	12	48	-8	362	28	390
NBR	37	1	5		43	0	43
SBL	49	2	15		66	0	66
SBT	884	35	60		979	82	1,061
SBR	0	0	0		0	0	0
EBL	0	0	0		0	0	0
EBT	0	0	0		0	0	0
EBR	0	0	0		0	0	0
WBL	32	1	7		40	0	40
WBT	0	0	0		0	0	0
WBR	16	1	7		24	0	24
North Leg							
Approach	933	37	75		1,045	82	1,127
Departure	326	13	55		386	28	414
Total	1,259	50	130		1,431	110	1,541
South Leg							
Approach	347	13	53		405	28	433
Departure	916	36	67		1,019	82	1,101
Total	1,263	49	120		1,424	110	1,534
East Leg							
Approach	48	2	14		64	0	64
Departure	86	3	20		109	0	109
Total	134	5	34		173	0	173
West Leg							
Approach	0	0	0		0	0	0
Departure	0	0	0		0	0	0
Total	0	0	0		0	0	0
Total Approaches							
Approach	1,328	52	142		1,514	110	1,624
Departure	1,328	52	142		1,514	110	1,624
Total	2,656	104	284		3,028	220	3,248

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
4	Bradley Road/Newport Road						
NBL		105	4	16		0	125
NBT		183	7	60		4	254
NBR		324	13	28		0	365
SBL		346	14	71		60	491
SBT		444	18	31		11	504
SBR		144	6	51		11	212
EBL		97	4	131		4	236
EBT		1,181	47	177		0	1,405
EBR		106	4	12		0	122
WBL		265	11	16		0	292
WBT		925	37	212		0	1,174
WBR		101	4	55		20	180
North Leg							
	Approach	934	38	153		82	1,207
	Departure	381	15	246		28	670
	Total	1,315	53	399		110	1,877
South Leg							
	Approach	612	24	104		4	744
	Departure	815	33	59		11	918
	Total	1,427	57	163		15	1,662
East Leg							
	Approach	1,291	52	283		20	1,646
	Departure	1,851	74	276		60	2,261
	Total	3,142	126	559		80	3,907
West Leg							
	Approach	1,384	55	320		4	1,763
	Departure	1,174	47	279		11	1,511
	Total	2,558	102	599		15	3,274
Total Approaches							
	Approach	4,221	169	860		110	5,360
	Departure	4,221	169	860		110	5,360
	Total	8,442	338	1,720		220	10,720

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour						
		Existing	2021-	Cumulative	OY	Net	OY	
		2,021	2023	Project	Without	Project	With	
		PCE	Growth	Trips	Project	Trips	Project	
				Dwy				
				Adjustment				
5	Calle Tomas/Newport Road							
NBL		10	0	22		32	0	32
NBT		0	0	1		1	0	1
NBR		12	0	39		51	0	51
SBL		34	1	6		41	0	41
SBT		3	0	2		5	0	5
SBR		45	2	6		53	0	53
EBL		32	1	5		38	0	38
EBT		1,819	73	240		2,132	60	2,192
EBR		30	1	30		61	0	61
WBL		41	2	51		94	0	94
WBT		1,211	48	288		1,547	20	1,567
WBR		29	1	5		35	0	35
North Leg								
	Approach	82	3	14		99	0	99
	Departure	61	2	11		74	0	74
	Total	143	5	25		173	0	173
South Leg								
	Approach	22	0	62		84	0	84
	Departure	74	3	83		160	0	160
	Total	96	3	145		244	0	244
East Leg								
	Approach	1,281	51	344		1,676	20	1,696
	Departure	1,865	74	285		2,224	60	2,284
	Total	3,146	125	629		3,900	80	3,980
West Leg								
	Approach	1,881	75	275		2,231	60	2,291
	Departure	1,266	50	316		1,632	20	1,652
	Total	3,147	125	591		3,863	80	3,943
Total Approaches								
	Approach	3,266	129	695		4,090	80	4,170
	Departure	3,266	129	695		4,090	80	4,170
	Total	6,532	258	1,390		8,180	160	8,340

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

	AM Peak Hour						
	Existing 2,021 PCE	2021- 2023 Growth	Cumulative Project Trips	Dwy Adjustment	OY Without Project	Net Project Trips	OY With Project
6	Avenida de Cortez - Town Center Drive/Newport Road						
NBL	78	3	41		122	2	124
NBT	20	1	1		22	0	22
NBR	200	8	45		253	0	253
SBL	115	5	6		126	0	126
SBT	40	2	2		44	0	44
SBR	16	1	5		22	0	22
EBL	10	0	5		15	0	15
EBT	1,709	68	235		2,012	54	2,066
EBR	146	6	48		200	6	206
WBL	249	10	48		307	0	307
WBT	1,188	48	286		1,522	18	1,540
WBR	23	1	5		29	0	29
North Leg							
Approach	171	8	13		192	0	192
Departure	53	2	11		66	0	66
Total	224	10	24		258	0	258
South Leg							
Approach	298	12	87		397	2	399
Departure	435	18	98		551	6	557
Total	733	30	185		948	8	956
East Leg							
Approach	1,460	59	339		1,858	18	1,876
Departure	2,024	81	286		2,391	54	2,445
Total	3,484	140	625		4,249	72	4,321
West Leg							
Approach	1,865	74	288		2,227	60	2,287
Departure	1,282	52	332		1,666	20	1,686
Total	3,147	126	620		3,893	80	3,973
Total Approaches							
Approach	3,794	153	727		4,674	80	4,754
Departure	3,794	153	727		4,674	80	4,754
Total	7,588	306	1,454		9,348	160	9,508

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour						
		Existing	2021-	Cumulative	OY	Net	OY	
		2,021	2023	Project	Without	Project	With	
		PCE	Growth	Trips	Project	Trips	Project	
				Dwy				
				Adjustment				
7	Haun Road/Newport Road							
NBL		127	5	38		170	2	172
NBT		61	2	6		69	0	69
NBR		510	20	77		607	0	607
SBL		137	5	47		189	0	189
SBT		34	1	5		40	0	40
SBR		62	2	10		74	0	74
EBL		174	7	58		239	0	239
EBT		1,675	67	208		1,950	48	1,998
EBR		121	5	21		147	6	153
WBL		572	23	62		657	0	657
WBT		1,411	56	277		1,744	16	1,760
WBR		335	13	70		418	0	418
North Leg								
	Approach	233	8	62		303	0	303
	Departure	570	22	134		726	0	726
	Total	803	30	196		1,029	0	1,029
South Leg								
	Approach	698	27	121		846	2	848
	Departure	727	29	88		844	6	850
	Total	1,425	56	209		1,690	8	1,698
East Leg								
	Approach	2,318	92	409		2,819	16	2,835
	Departure	2,322	92	332		2,746	48	2,794
	Total	4,640	184	741		5,565	64	5,629
West Leg								
	Approach	1,970	79	287		2,336	54	2,390
	Departure	1,600	63	325		1,988	18	2,006
	Total	3,570	142	612		4,324	72	4,396
Total Approaches								
	Approach	5,219	206	879		6,304	72	6,376
	Departure	5,219	206	879		6,304	72	6,376
	Total	10,438	412	1,758		12,608	144	12,752

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
8	I-215 Southbound Ramps/Newport Road						
NBL		0	0	0	0	0	0
NBT		0	0	0	0	0	0
NBR		0	0	0	0	0	0
SBL		346	14	42	402	0	402
SBT		0	0	0	0	0	0
SBR		581	23	90	694	7	701
EBL		0	0	0	0	0	0
EBT		1,607	64	243	1,914	27	1,941
EBR		715	29	87	831	21	852
WBL		0	0	0	0	0	0
WBT		1,737	69	316	2,122	9	2,131
WBR		879	35	113	1,027	0	1,027
North Leg							
Approach		927	37	132	1,096	7	1,103
Departure		879	35	113	1,027	0	1,027
Total		1,806	72	245	2,123	7	2,130
South Leg							
Approach		0	0	0	0	0	0
Departure		715	29	87	831	21	852
Total		715	29	87	831	21	852
East Leg							
Approach		2,616	104	429	3,149	9	3,158
Departure		1,953	78	285	2,316	27	2,343
Total		4,569	182	714	5,465	36	5,501
West Leg							
Approach		2,322	93	330	2,745	48	2,793
Departure		2,318	92	406	2,816	16	2,832
Total		4,640	185	736	5,561	64	5,625
Total Approaches							
Approach		5,865	234	891	6,990	64	7,054
Departure		5,865	234	891	6,990	64	7,054
Total		11,730	468	1,782	13,980	128	14,108

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		AM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
9	I-215 Northbound Ramps/Newport Road						
NBL		397	16	90		7	510
NBT		0	0	0		0	0
NBR		632	25	42		0	699
SBL		0	0	0		0	0
SBT		0	0	0		0	0
SBR		0	0	0		0	0
EBL		0	0	0		0	0
EBT		1,476	59	199		6	1,740
EBR		477	19	87		21	604
WBL		0	0	0		0	0
WBT		2,219	89	338		2	2,648
WBR		490	20	113		0	623
North Leg							
Approach		0	0	0		0	0
Departure		490	20	113		0	623
Total		490	20	113		0	623
South Leg							
Approach		1,029	41	132		7	1,209
Departure		477	19	87		21	604
Total		1,506	60	219		28	1,813
East Leg							
Approach		2,709	109	451		2	3,271
Departure		2,108	84	241		6	2,439
Total		4,817	193	692		8	5,710
West Leg							
Approach		1,953	78	286		27	2,344
Departure		2,616	105	428		9	3,158
Total		4,569	183	714		36	5,502
Total Approaches							
Approach		5,691	228	869		36	6,824
Departure		5,691	228	869		36	6,824
Total		11,382	456	1,738		72	13,648

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
1	Bradley Road/Project Driveway-Rio Vista Drive						
NBL		0	0	0	0	98	98
NBT		559	22	51	632	0	632
NBR		18	1	6	25	0	25
SBL		30	1	0	31	0	31
SBT		737	29	54	820	0	820
SBR		0	0	0	0	25	25
EBL		0	0	0	0	15	15
EBT		0	0	0	0	0	0
EBR		0	0	0	0	58	58
WBL		11	0	5	16	0	16
WBT		0	0	0	0	0	0
WBR		24	1	0	25	0	25
North Leg							
Approach		767	30	54	851	25	876
Departure		583	23	51	657	15	672
Total		1,350	53	105	1,508	40	1,548
South Leg							
Approach		577	23	57	657	98	755
Departure		748	29	59	836	58	894
Total		1,325	52	116	1,493	156	1,649
East Leg							
Approach		35	1	5	41	0	41
Departure		48	2	6	56	0	56
Total		83	3	11	97	0	97
West Leg							
Approach		0	0	0	0	73	73
Departure		0	0	0	0	123	123
Total		0	0	0	0	196	196
Total Approaches							
Approach		1,379	54	116	1,549	196	1,745
Departure		1,379	54	116	1,549	196	1,745
Total		2,758	108	232	3,098	392	3,490

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour						
		Existing	2021-	Cumulative		OY	Net	OY
		2,021	2023	Project	Dwy	Without	Project	With
		PCE	Growth	Trips	Adjustment	Project	Trips	Project
2	Bradley Road/Lazy Creek Road							
	NBL	111	4	16		131	0	131
	NBT	569	23	57	-29	620	92	712
	NBR	0	0	0		0	0	0
	SBL	0	0	0		0	0	0
	SBT	691	28	60		779	54	833
	SBR	109	4	0		113	4	117
	EBL	19	1	0	29	49	6	55
	EBT	0	0	0		0	0	0
	EBR	72	3	14		89	0	89
	WBL	0	0	0		0	0	0
	WBT	0	0	0		0	0	0
	WBR	0	0	0		0	0	0
	North Leg							
	Approach	800	32	60		892	58	950
	Departure	588	24	57		669	98	767
	Total	1,388	56	117		1,561	156	1,717
	South Leg							
	Approach	680	27	73		751	92	843
	Departure	763	31	74		868	54	922
	Total	1,443	58	147		1,619	146	1,765
	East Leg							
	Approach	0	0	0		0	0	0
	Departure	0	0	0		0	0	0
	Total	0	0	0		0	0	0
	West Leg							
	Approach	91	4	14		138	6	144
	Departure	220	8	16		244	4	248
	Total	311	12	30		382	10	392
	Total Approaches							
	Approach	1,571	63	147		1,781	156	1,937
	Departure	1,571	63	147		1,781	156	1,937
	Total	3,142	126	294		3,562	312	3,874

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

	PM Peak Hour						
	Existing 2,021 PCE	2021- 2023 Growth	Cumulative Project Trips	Dwy Adjustment	OY Without Project	Net Project Trips	OY With Project
3 Bradley Road/Park Avenue							
NBL	0	0	0		0	0	0
NBT	620	25	63	-29	679	92	771
NBR	81	3	8		92	0	92
SBL	54	2	9		65	0	65
SBT	754	30	67		851	54	905
SBR	0	0	0		0	0	0
EBL	0	0	0		0	0	0
EBT	0	0	0		0	0	0
EBR	0	0	0		0	0	0
WBL	38	2	7		47	0	47
WBT	0	0	0		0	0	0
WBR	56	2	10		68	0	68
North Leg							
Approach	808	32	76		916	54	970
Departure	676	27	73		747	92	839
Total	1,484	59	149		1,663	146	1,809
South Leg							
Approach	701	28	71		771	92	863
Departure	792	32	74		898	54	952
Total	1,493	60	145		1,669	146	1,815
East Leg							
Approach	94	4	17		115	0	115
Departure	135	5	17		157	0	157
Total	229	9	34		272	0	272
West Leg							
Approach	0	0	0		0	0	0
Departure	0	0	0		0	0	0
Total	0	0	0		0	0	0
Total Approaches							
Approach	1,603	64	164		1,802	146	1,948
Departure	1,603	64	164		1,802	146	1,948
Total	3,206	128	328		3,604	292	3,896

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
4	Bradley Road/Newport Road						
NBL		117	5	20		0	142
NBT		215	9	37		12	273
NBR		169	7	35		0	211
SBL		287	11	98		40	436
SBT		303	12	48		7	370
SBR		212	8	69		7	296
EBL		195	8	98		12	313
EBT		1,102	44	261		0	1,407
EBR		71	3	18		0	92
WBL		268	11	40		0	319
WBT		1,253	50	302		0	1,605
WBR		301	12	54		68	435
North Leg							
Approach		802	31	215		54	1,102
Departure		711	29	189		92	1,021
Total		1,513	60	404		146	2,123
South Leg							
Approach		501	21	92		12	626
Departure		642	26	106		7	781
Total		1,143	47	198		19	1,407
East Leg							
Approach		1,822	73	396		68	2,359
Departure		1,558	62	394		40	2,054
Total		3,380	135	790		108	4,413
West Leg							
Approach		1,368	55	377		12	1,812
Departure		1,582	63	391		7	2,043
Total		2,950	118	768		19	3,855
Total Approaches							
Approach		4,493	180	1,080		146	5,899
Departure		4,493	180	1,080		146	5,899
Total		8,986	360	2,160		292	11,798

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

	PM Peak Hour						
	Existing 2,021 PCE	2021- 2023 Growth	Cumulative Project Trips	Dwy Adjustment	OY Without Project	Net Project Trips	OY With Project
5 Calle Tomas/Newport Road							
NBL	37	1	47		85	0	85
NBT	3	0	3		6	0	6
NBR	55	2	36		93	0	93
SBL	64	3	8		75	0	75
SBT	1	0	2		3	0	3
SBR	20	1	5		26	0	26
EBL	25	1	6		32	0	32
EBT	1,539	62	339		1,940	40	1,980
EBR	39	2	50		91	0	91
WBL	36	1	46		83	0	83
WBT	1,747	70	339		2,156	68	2,224
WBR	31	1	7		39	0	39
North Leg							
Approach	85	4	15		104	0	104
Departure	59	2	16		77	0	77
Total	144	6	31		181	0	181
South Leg							
Approach	95	3	86		184	0	184
Departure	76	3	98		177	0	177
Total	171	6	184		361	0	361
East Leg							
Approach	1,814	72	392		2,278	68	2,346
Departure	1,658	67	383		2,108	40	2,148
Total	3,472	139	775		4,386	108	4,494
West Leg							
Approach	1,603	65	395		2,063	40	2,103
Departure	1,804	72	391		2,267	68	2,335
Total	3,407	137	786		4,330	108	4,438
Total Approaches							
Approach	3,597	144	888		4,629	108	4,737
Departure	3,597	144	888		4,629	108	4,737
Total	7,194	288	1,776		9,258	216	9,474

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

	PM Peak Hour						
	Existing 2,021 PCE	2021- 2023 Growth	Cumulative Project Trips	Dwy Adjustment	OY Without Project	Net Project Trips	OY With Project
6	Avenida de Cortez - Town Center Drive/Newport Road						
NBL	101	4	56		161	6	167
NBT	19	1	4		24	0	24
NBR	169	7	60		236	0	236
SBL	72	3	8		83	0	83
SBT	27	1	4		32	0	32
SBR	7	0	5		12	0	12
EBL	8	0	5		13	0	13
EBT	1,536	61	376		1,973	36	2,009
EBR	114	5	38		157	4	161
WBL	233	9	102		344	0	344
WBT	1,706	68	322		2,096	62	2,158
WBR	76	3	7		86	0	86
North Leg							
Approach	106	4	17		127	0	127
Departure	103	4	16		123	0	123
Total	209	8	33		250	0	250
South Leg							
Approach	289	12	120		421	6	427
Departure	374	15	144		533	4	537
Total	663	27	264		954	10	964
East Leg							
Approach	2,015	80	431		2,526	62	2,588
Departure	1,777	71	444		2,292	36	2,328
Total	3,792	151	875		4,818	98	4,916
West Leg							
Approach	1,658	66	419		2,143	40	2,183
Departure	1,814	72	383		2,269	68	2,337
Total	3,472	138	802		4,412	108	4,520
Total Approaches							
Approach	4,068	162	987		5,217	108	5,325
Departure	4,068	162	987		5,217	108	5,325
Total	8,136	324	1,974		10,434	216	10,650

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
7	Haun Road/Newport Road						
NBL		364	15	31		6	416
NBT		77	3	8		0	88
NBR		979	39	93		0	1,111
SBL		402	16	73		0	491
SBT		143	6	7		0	156
SBR		137	5	14		0	156
EBL		135	5	71		0	211
EBT		1,313	53	354		32	1,752
EBR		285	11	40		4	340
WBL		832	33	99		0	964
WBT		1,529	61	349		56	1,995
WBR		254	10	82		0	346
North Leg							
	Approach	682	27	94		0	803
	Departure	466	18	161		0	645
	Total	1,148	45	255		0	1,448
South Leg							
	Approach	1,420	57	132		6	1,615
	Departure	1,260	50	146		4	1,460
	Total	2,680	107	278		10	3,075
East Leg							
	Approach	2,615	104	530		56	3,305
	Departure	2,694	108	520		32	3,354
	Total	5,309	212	1,050		88	6,659
West Leg							
	Approach	1,733	69	465		36	2,303
	Departure	2,030	81	394		62	2,567
	Total	3,763	150	859		98	4,870
Total Approaches							
	Approach	6,450	257	1,221		98	8,026
	Departure	6,450	257	1,221		98	8,026
	Total	12,900	514	2,442		196	16,052

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour					
		Existing	2021-	Cumulative	OY	Net	OY
		2,021	2023	Project	Without	Project	With
		PCE	Growth	Trips	Project	Trips	Project
				Dwy			
				Adjustment			
8	I-215 Southbound Ramps/Newport Road						
NBL		0	0	0	0	0	0
NBT		0	0	0	0	0	0
NBR		0	0	0	0	0	0
SBL		531	21	129	681	0	681
SBT		0	0	0	0	0	0
SBR		694	28	128	850	25	875
EBL		0	0	0	0	0	0
EBT		2,185	87	404	2,676	18	2,694
EBR		509	20	115	644	14	658
WBL		0	0	0	0	0	0
WBT		1,921	77	400	2,398	31	2,429
WBR		678	27	84	789	0	789
North Leg							
Approach		1,225	49	257	1,531	25	1,556
Departure		678	27	84	789	0	789
Total		1,903	76	341	2,320	25	2,345
South Leg							
Approach		0	0	0	0	0	0
Departure		509	20	115	644	14	658
Total		509	20	115	644	14	658
East Leg							
Approach		2,599	104	484	3,187	31	3,218
Departure		2,716	108	533	3,357	18	3,375
Total		5,315	212	1,017	6,544	49	6,593
West Leg							
Approach		2,694	107	519	3,320	32	3,352
Departure		2,615	105	528	3,248	56	3,304
Total		5,309	212	1,047	6,568	88	6,656
Total Approaches							
Approach		6,518	260	1,260	8,038	88	8,126
Departure		6,518	260	1,260	8,038	88	8,126
Total		13,036	520	2,520	16,076	176	16,252

Table C-2 - Opening Year Cumulative (2023) Peak Hour PCE Volume Summary

		PM Peak Hour						
		Existing	2021-	Cumulative	OY	Net	OY	
		2,021	2023	Project	Without	Project	With	
		PCE	Growth	Trips	Project	Trips	Project	
				Dwy				
				Adjustment				
9	I-215 Northbound Ramps/Newport Road							
NBL		422	17	128		567	25	592
NBT		0	0	0		0	0	0
NBR		734	29	129		892	0	892
SBL		0	0	0		0	0	0
SBT		0	0	0		0	0	0
SBR		0	0	0		0	0	0
EBL		0	0	0		0	0	0
EBT		2,247	90	415		2,752	4	2,756
EBR		469	19	115		603	14	617
WBL		0	0	0		0	0	0
WBT		2,177	87	356		2,620	6	2,626
WBR		457	18	84		559	0	559
North Leg								
	Approach	0	0	0		0	0	0
	Departure	457	18	84		559	0	559
	Total	457	18	84		559	0	559
South Leg								
	Approach	1,156	46	257		1,459	25	1,484
	Departure	469	19	115		603	14	617
	Total	1,625	65	372		2,062	39	2,101
East Leg								
	Approach	2,634	105	440		3,179	6	3,185
	Departure	2,981	119	544		3,644	4	3,648
	Total	5,615	224	984		6,823	10	6,833
West Leg								
	Approach	2,716	109	530		3,355	18	3,373
	Departure	2,599	104	484		3,187	31	3,218
	Total	5,315	213	1,014		6,542	49	6,591
Total Approaches								
	Approach	6,506	260	1,227		7,993	49	8,042
	Departure	6,506	260	1,227		7,993	49	8,042
	Total	13,012	520	2,454		15,986	98	16,084

APPENDIX D:

LEVEL OF SERVICE WORKSHEETS

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	27	24	279	22	40	846
Future Vol, veh/h	27	24	279	22	40	846
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	26	303	24	43	920

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1309	303	0	0	327	0
Stage 1	303	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	177	741	-	-	1244	-
Stage 1	754	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	741	-	-	1244	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	1244
HCM Lane V/C Ratio	-	-	0.141	0.035
HCM Control Delay (s)	-	-	15.6	8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	32	111	33	290	823	67
Future Vol, veh/h	32	111	33	290	823	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	123	37	322	914	74

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1310	914	988	0	-	0
Stage 1	914	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	334	708	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	334	708	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.6	1.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	322	-	-
HCM Lane V/C Ratio	0.052	-	0.493	-	-
HCM Control Delay (s)	10.4	-	26.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	32	16	310	37	49	884
Future Vol, veh/h	32	16	310	37	49	884
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	17	333	40	53	951

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1410	353	0	0	373	0
Stage 1	353	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	154	695	-	-	1197	-
Stage 1	716	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	695	-	-	1197	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.3	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	1197
HCM Lane V/C Ratio	-	-	0.259	0.044
HCM Control Delay (s)	-	-	29.3	8.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1	0.1

Timings
4: Bradley Rd & Newport Rd

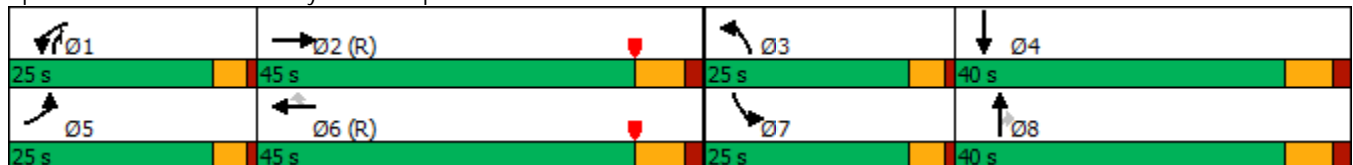


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↖	↖	↖	↖	↗
Traffic Volume (vph)	97	1181	265	925	101	105	183	324	346	444
Future Volume (vph)	97	1181	265	925	101	105	183	324	346	444
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	12.7	51.1	15.8	54.2	54.2	13.3	21.6	44.2	23.3	31.6
Actuated g/C Ratio	0.09	0.38	0.12	0.40	0.40	0.10	0.16	0.33	0.17	0.23
v/c Ratio	0.58	0.68	0.66	0.45	0.14	0.60	0.62	0.57	1.14	0.72
Control Delay	71.7	37.9	64.5	31.7	6.1	71.9	60.4	31.6	141.9	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	37.9	64.5	31.7	6.1	71.9	60.4	31.6	141.9	50.6
LOS	E	D	E	C	A	E	E	C	F	D
Approach Delay		40.3		36.4			47.1			84.4
Approach LOS		D		D			D			F

Intersection Summary






























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 49.9
 Intersection LOS: D
 Intersection Capacity Utilization 80.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

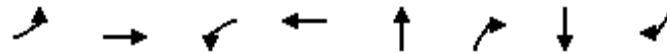


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
Exist_NP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 					 	 	 
Traffic Volume (veh/h)	97	1181	106	265	925	101	105	183	324	346	444	144
Future Volume (veh/h)	97	1181	106	265	925	101	105	183	324	346	444	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1205	108	270	944	103	107	187	331	353	453	147
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1830	164	331	2094	650	132	390	482	273	761	245
Arrive On Green	0.07	0.38	0.38	0.09	0.40	0.40	0.07	0.21	0.21	0.15	0.28	0.28
Sat Flow, veh/h	1810	4846	434	3510	5187	1610	1810	1900	1610	1810	2685	864
Grp Volume(v), veh/h	99	860	453	270	944	103	107	187	331	353	303	297
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1755	1729	1610	1810	1900	1610	1810	1805	1744
Q Serve(g_s), s	7.3	27.8	27.8	10.2	17.9	5.5	7.9	11.7	24.5	20.4	19.5	19.8
Cycle Q Clear(g_c), s	7.3	27.8	27.8	10.2	17.9	5.5	7.9	11.7	24.5	20.4	19.5	19.8
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	123	1306	688	331	2094	650	132	390	482	273	511	494
V/C Ratio(X)	0.80	0.66	0.66	0.82	0.45	0.16	0.81	0.48	0.69	1.29	0.59	0.60
Avail Cap(c_a), veh/h	273	1306	688	530	2094	650	273	467	548	273	511	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	34.8	34.8	60.0	29.3	25.6	61.7	47.3	41.7	57.3	41.7	41.8
Incr Delay (d2), s/veh	11.4	2.6	4.9	5.0	0.7	0.5	11.2	0.9	3.0	155.5	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	11.7	12.7	4.6	7.3	2.2	4.0	5.5	9.9	20.9	8.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	37.4	39.7	65.0	30.0	26.1	72.9	48.2	44.7	212.8	43.5	43.8
LnGrp LOS	E	D	D	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1412			1317			625			953	
Approach Delay, s/veh		40.7			36.9			50.6			106.3	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	58.2	14.4	45.1	13.8	61.7	25.0	34.5				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	12.2	29.8	9.9	21.8	9.3	19.9	22.4	26.5				
Green Ext Time (p_c), s	0.5	4.6	0.2	2.6	0.1	5.9	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			55.5									
HCM 6th LOS			E									

Timings
5: Calle Tomas & Newport Rd

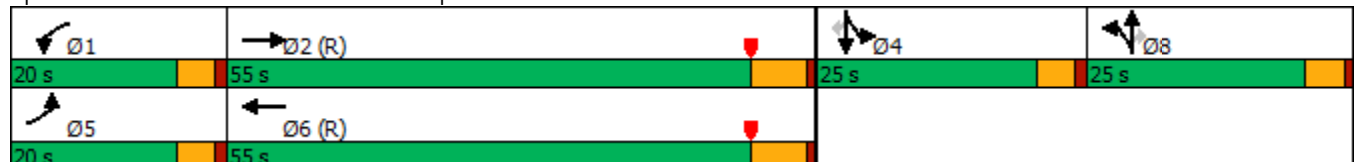


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	32	1819	41	1211	0	12	3	45
Future Volume (vph)	32	1819	41	1211	0	12	3	45
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.7	91.8	8.3	94.5	6.5	6.5	8.1	8.1
Actuated g/C Ratio	0.06	0.73	0.07	0.76	0.05	0.05	0.06	0.06
v/c Ratio	0.29	0.49	0.34	0.32	0.11	0.06	0.32	0.22
Control Delay	61.9	10.4	62.9	7.8	58.7	0.7	62.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	10.4	62.9	7.8	58.7	0.7	62.1	2.4
LOS	E	B	E	A	E	A	E	A
Approach Delay		11.2		9.6	27.0		29.4	
Approach LOS		B		A	C		C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 11.1
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
Exist_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑	↗		↑	↗
Traffic Volume (veh/h)	32	1819	30	41	1211	29	10	0	12	34	3	45
Future Volume (veh/h)	32	1819	30	41	1211	29	10	0	12	34	3	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1837	30	41	1223	29	10	0	12	34	3	45
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	3888	63	53	3891	92	46	0	41	75	7	73
Arrive On Green	0.02	0.74	0.74	0.03	0.75	0.75	0.03	0.00	0.03	0.05	0.05	0.05
Sat Flow, veh/h	1810	5257	86	1810	5212	124	1810	0	1610	1669	147	1610
Grp Volume(v), veh/h	32	1208	659	41	811	441	10	0	12	37	0	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1729	1878	1810	0	1610	1817	0	1610
Q Serve(g_s), s	2.2	17.5	17.5	2.8	9.7	9.7	0.7	0.0	0.9	2.5	0.0	3.4
Cycle Q Clear(g_c), s	2.2	17.5	17.5	2.8	9.7	9.7	0.7	0.0	0.9	2.5	0.0	3.4
Prop In Lane	1.00		0.05	1.00		0.07	1.00		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	41	2558	1394	53	2581	1402	46	0	41	82	0	73
V/C Ratio(X)	0.78	0.47	0.47	0.77	0.31	0.31	0.22	0.00	0.29	0.45	0.00	0.62
Avail Cap(c_a), veh/h	223	2558	1394	223	2581	1402	295	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.8	6.5	6.5	60.2	5.2	5.2	59.7	0.0	59.8	58.2	0.0	58.6
Incr Delay (d2), s/veh	16.9	0.4	0.7	19.5	0.3	0.6	2.3	0.0	3.8	3.8	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.0	5.6	1.5	2.8	3.1	0.3	0.0	0.4	1.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	6.9	7.2	79.7	5.6	5.8	62.0	0.0	63.6	62.0	0.0	66.9
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1899			1293			22				82
Approach Delay, s/veh		8.2			8.0			62.9				64.7
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	98.7		10.3	7.4	99.5		7.8				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	4.8	19.5		5.4	4.2	11.7		2.9				
Green Ext Time (p_c), s	0.0	14.9		0.2	0.0	9.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Timings

6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
Exist_NP_AM

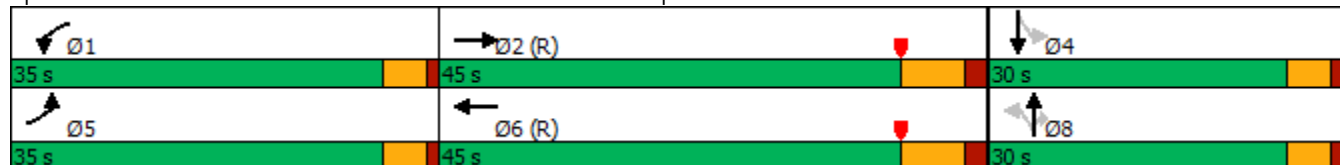


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	10	1709	249	1188	78	20	200	115	40
Future Volume (vph)	10	1709	249	1188	78	20	200	115	40
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.4	57.0	21.0	80.2	14.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.06	0.52	0.19	0.73	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.10	0.73	0.75	0.33	0.45	0.08	0.53	0.64	0.23
Control Delay	50.8	24.2	55.3	6.6	50.5	39.9	10.7	59.9	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	24.2	55.3	6.6	50.5	39.9	10.7	59.9	32.6
LOS	D	C	E	A	D	D	B	E	C
Approach Delay		24.4		14.9		23.0			50.9
Approach LOS		C		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

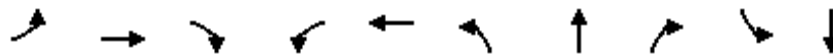
Riverwalk Village
 Exist_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↗	
Traffic Volume (veh/h)	10	1709	146	249	1188	23	78	20	200	115	40	16
Future Volume (veh/h)	10	1709	146	249	1188	23	78	20	200	115	40	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1780	152	259	1238	24	81	21	208	120	42	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	2572	219	295	3546	69	232	286	242	230	193	78
Arrive On Green	0.01	0.53	0.53	0.16	0.68	0.68	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	4869	415	1810	5238	102	1365	1900	1610	1170	1286	520
Grp Volume(v), veh/h	10	1263	669	259	817	445	81	21	208	120	0	59
Grp Sat Flow(s),veh/h/ln	1810	1729	1825	1810	1729	1882	1365	1900	1610	1170	0	1806
Q Serve(g_s), s	0.6	29.8	30.0	15.4	11.0	11.0	6.1	1.0	13.9	10.8	0.0	3.2
Cycle Q Clear(g_c), s	0.6	29.8	30.0	15.4	11.0	11.0	9.2	1.0	13.9	11.8	0.0	3.2
Prop In Lane	1.00		0.23	1.00		0.05	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	26	1827	964	295	2341	1274	232	286	242	230	0	272
V/C Ratio(X)	0.38	0.69	0.69	0.88	0.35	0.35	0.35	0.07	0.86	0.52	0.00	0.22
Avail Cap(c_a), veh/h	500	1827	964	500	2341	1274	329	421	357	314	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	19.3	19.3	45.0	7.5	7.5	45.1	40.1	45.6	45.2	0.0	41.0
Incr Delay (d2), s/veh	7.9	1.9	3.6	7.0	0.3	0.6	0.9	0.1	13.0	1.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.0	12.2	7.2	3.4	3.7	2.1	0.5	6.4	3.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	21.2	22.9	52.0	7.8	8.1	46.0	40.2	58.5	47.1	0.0	41.4
LnGrp LOS	E	C	C	D	A	A	D	D	E	D	A	D
Approach Vol, veh/h		1942			1521			310				179
Approach Delay, s/veh		22.0			15.4			54.0				45.2
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.5	65.3		22.1	6.2	81.7		22.1				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	17.4	32.0		13.8	2.6	13.0		15.9				
Green Ext Time (p_c), s	0.6	4.6		0.5	0.0	8.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

Timings
7: Haun Rd & Newport Rd

Riverwalk Village
Exist_NP_AM

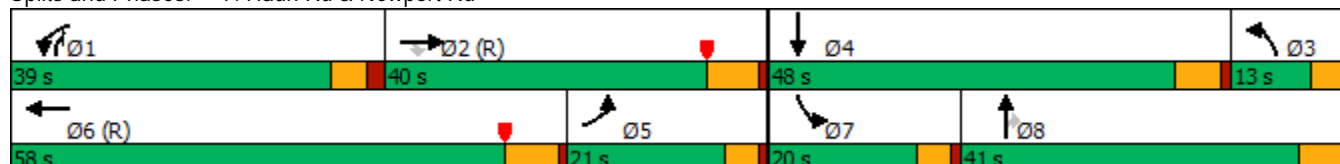


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↗↗	↔↔	↑↔
Traffic Volume (vph)	174	1675	121	572	1411	127	61	510	137	34
Future Volume (vph)	174	1675	121	572	1411	127	61	510	137	34
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	17.0	64.7	64.7	31.5	80.2	13.9	10.2	45.1	13.5	7.4
Actuated g/C Ratio	0.12	0.46	0.46	0.22	0.57	0.10	0.07	0.32	0.10	0.05
v/c Ratio	0.44	0.75	0.16	0.78	0.65	0.39	0.48	0.55	0.43	0.44
Control Delay	61.0	35.0	3.6	71.1	10.1	61.5	72.9	30.7	64.5	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	35.0	3.6	71.1	10.2	61.5	72.9	30.7	64.5	31.8
LOS	E	D	A	E	B	E	E	C	E	C
Approach Delay		35.4			25.2		40.0			50.9
Approach LOS		D			C		D			D

Intersection Summary

































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 32.2
 Intersection LOS: C
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
Exist_NP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	174	1675	121	572	1411	335	127	61	510	137	34	62
Future Volume (veh/h)	174	1675	121	572	1411	335	127	61	510	137	34	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	1801	130	615	1517	360	137	66	548	147	37	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	798	2128	661	672	1542	364	599	343	1054	200	105	94
Arrive On Green	0.23	0.41	0.41	0.38	0.74	0.74	0.17	0.18	0.18	0.06	0.06	0.06
Sat Flow, veh/h	3510	5187	1610	3510	4192	988	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	187	1801	130	615	1250	627	137	66	548	147	37	67
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1722	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	6.1	43.9	4.1	23.3	48.2	49.6	4.7	4.1	21.1	5.8	2.8	5.7
Cycle Q Clear(g_c), s	6.1	43.9	4.1	23.3	48.2	49.6	4.7	4.1	21.1	5.8	2.8	5.7
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	2128	661	672	1272	633	599	343	1054	200	105	94
V/C Ratio(X)	0.23	0.85	0.20	0.92	0.98	0.99	0.23	0.19	0.52	0.73	0.35	0.71
Avail Cap(c_a), veh/h	798	2128	661	837	1272	633	599	478	1255	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	37.3	8.4	42.1	18.1	18.3	50.1	48.7	34.2	65.0	63.4	64.8
Incr Delay (d2), s/veh	0.1	2.9	0.4	9.1	16.9	27.0	0.2	0.3	0.4	5.1	2.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	18.2	2.8	8.6	9.4	11.2	2.1	2.0	7.4	2.7	1.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	40.2	8.8	51.3	35.0	45.2	50.3	49.0	34.6	70.1	65.3	74.3
LnGrp LOS	D	D	A	D	C	D	D	D	C	E	E	E
Approach Vol, veh/h		2118			2492			751			251	
Approach Delay, s/veh		38.6			41.6			38.8			70.5	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.4	63.9	29.7	14.0	38.3	58.0	12.6	31.1				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	25.3	45.9	6.7	7.7	8.1	51.6	7.8	23.1				
Green Ext Time (p_c), s	1.5	0.0	0.1	0.6	0.3	0.0	0.2	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
8: I-215 SB Ramp & Newport Rd

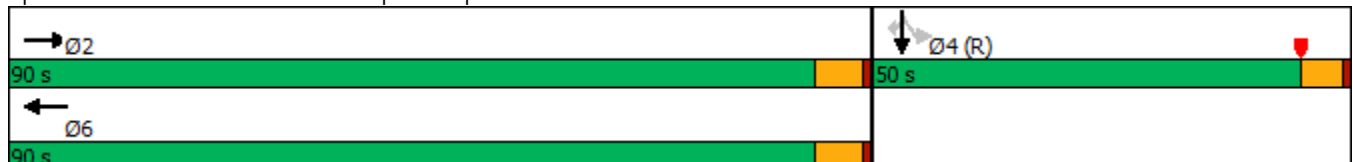


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↑↑↑↑	↑	↑	↔	↑
Traffic Volume (vph)	1607	715	1737	879	346	0	581
Future Volume (vph)	1607	715	1737	879	346	0	581
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	65.8	140.0	65.8	140.0	62.7	62.7	62.7
Actuated g/C Ratio	0.47	1.00	0.47	1.00	0.45	0.45	0.45
v/c Ratio	0.53	0.45	0.73	0.56	0.41	0.46	0.45
Control Delay	25.3	1.3	30.7	4.5	29.9	29.2	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	1.3	30.7	4.5	29.9	29.2	28.8
LOS	C	A	C	A	C	C	C
Approach Delay	17.9		21.9			29.3	
Approach LOS	B		C			C	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 67.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	1607	715	0	1737	879	0	0	0	346	0	581
Future Volume (veh/h)	0	1607	715	0	1737	879	0	0	0	346	0	581
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1640	0	0	1772	0				235	0	719
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2822		0	2240					879	0	1565
Arrive On Green	0.00	0.86	0.00	0.00	0.43	0.00				0.49	0.00	0.49
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1640	0	0	1772	0				235	0	719
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	9.6	0.0	0.0	41.3	0.0				10.7	0.0	20.7
Cycle Q Clear(g_c), s	0.0	9.6	0.0	0.0	41.3	0.0				10.7	0.0	20.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2822		0	2240					879	0	1565
V/C Ratio(X)	0.00	0.58		0.00	0.79					0.27	0.00	0.46
Avail Cap(c_a), veh/h	0	3922		0	3112					879	0	1565
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.67	0.00	0.00	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.1	0.0	0.0	34.3	0.0				21.3	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.8	0.0				0.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	16.6	0.0				4.8	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	0.0	0.0	35.1	0.0				22.0	0.0	24.8
LnGrp LOS	A	A		A	D					C	A	C
Approach Vol, veh/h		1640	A		1772	A					954	
Approach Delay, s/veh		6.2			35.1						24.1	
Approach LOS		A			D						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		66.5		73.5		66.5						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		11.6		22.7		43.3						
Green Ext Time (p_c), s		17.2		2.1		17.2						

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	1476	477	2219	490	397	0	632
Future Volume (vph)	1476	477	2219	490	397	0	632
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	92.3	140.0	92.3	140.0	36.2	36.2	36.2
Actuated g/C Ratio	0.66	1.00	0.66	1.00	0.26	0.26	0.26
v/c Ratio	0.45	0.30	0.53	0.31	0.83	0.84	0.82
Control Delay	14.6	0.7	13.8	0.5	64.5	61.6	58.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.7	13.8	0.5	64.5	61.6	58.7
LOS	B	A	B	A	E	E	E
Approach Delay	11.2		11.4			61.6	
Approach LOS	B		B			E	

Intersection Summary













Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramp & Newport Rd

Riverwalk Village
 Exist_NP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	1476	477	0	2219	490	397	0	632	0	0	0
Future Volume (veh/h)	0	1476	477	0	2219	490	397	0	632	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1522	0	0	2288	0	273	0	798			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3367		0	4243		486	0	865			
Arrive On Green	0.00	0.86	0.00	0.00	0.65	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1522	0	0	2288	0	273	0	798			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	9.2	0.0	0.0	26.5	0.0	18.2	0.0	33.7			
Cycle Q Clear(g_c), s	0.0	9.2	0.0	0.0	26.5	0.0	18.2	0.0	33.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3367		0	4243		486	0	865			
V/C Ratio(X)	0.00	0.45		0.00	0.54		0.56	0.00	0.92			
Avail Cap(c_a), veh/h	0	3367		0	4243		575	0	1024			
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.85	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.0	0.0	0.0	13.3	0.0	44.1	0.0	49.8			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.4	0.0	11.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	8.7	0.0	8.3	0.0	14.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.4	0.0	0.0	13.4	0.0	44.5	0.0	60.9			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1522	A		2288	A		1071				
Approach Delay, s/veh		4.4			13.4			56.7				
Approach LOS		A			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.9				96.9		43.1				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		84.0				84.0		44.5				
Max Q Clear Time (g_c+I1), s		11.2				28.5		35.7				
Green Ext Time (p_c), s		14.9				30.2		1.9				
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	11	24	559	18	30	737
Future Vol, veh/h	11	24	559	18	30	737
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	25	576	19	31	760

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1398	576	0	0	595
Stage 1	576	-	-	-	-
Stage 2	822	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	157	521	-	-	991
Stage 1	566	-	-	-	-
Stage 2	435	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	152	521	-	-	991
Mov Cap-2 Maneuver	288	-	-	-	-
Stage 1	566	-	-	-	-
Stage 2	422	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	991
HCM Lane V/C Ratio	-	-	0.087	0.031
HCM Control Delay (s)	-	-	14.5	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	19	72	111	569	691	109
Future Vol, veh/h	19	72	111	569	691	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	78	121	618	751	118

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1611	751	869	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	414	784	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	414	784	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	355	-	-
HCM Lane V/C Ratio	0.154	-	0.279	-	-
HCM Control Delay (s)	10.4	-	19	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.1	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	56	620	81	54	754
Future Vol, veh/h	38	56	620	81	54	754
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	60	660	86	57	802

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1619	703	0	0	746
Stage 1	703	-	-	-	-
Stage 2	916	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	115	441	-	-	871
Stage 1	495	-	-	-	-
Stage 2	393	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	108	441	-	-	871
Mov Cap-2 Maneuver	108	-	-	-	-
Stage 1	495	-	-	-	-
Stage 2	367	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.1	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	196	871
HCM Lane V/C Ratio	-	-	0.51	0.066
HCM Control Delay (s)	-	-	41.1	9.4
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	2.6	0.2

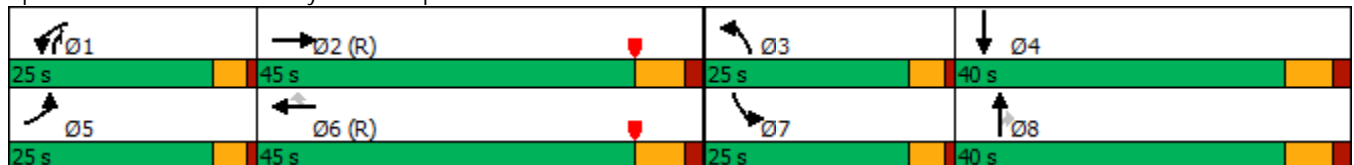
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	195	1102	268	1253	301	117	215	169	287	303
Future Volume (vph)	195	1102	268	1253	301	117	215	169	287	303
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	20.1	52.8	15.8	48.5	48.5	14.2	20.9	43.5	22.3	29.0
Actuated g/C Ratio	0.15	0.39	0.12	0.36	0.36	0.11	0.15	0.32	0.17	0.21
v/c Ratio	0.74	0.59	0.67	0.69	0.40	0.63	0.74	0.30	0.98	0.64
Control Delay	71.2	34.7	65.0	40.2	6.8	72.0	69.5	19.5	104.2	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	34.7	65.0	40.2	6.8	72.0	69.5	19.5	104.2	40.5
LOS	E	C	E	D	A	E	E	B	F	D
Approach Delay		39.9		38.3			53.2			63.3
Approach LOS		D		D			D			E

Intersection Summary





























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.9
 Intersection LOS: D
 Intersection Capacity Utilization 81.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

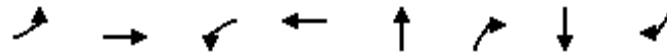


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
Exist_NP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 					 	 	
Traffic Volume (veh/h)	195	1102	71	268	1253	301	117	215	169	287	303	212
Future Volume (veh/h)	195	1102	71	268	1253	301	117	215	169	287	303	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1124	72	273	1279	307	119	219	172	293	309	216
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	2211	142	334	2151	668	145	262	375	273	430	293
Arrive On Green	0.12	0.44	0.44	0.10	0.41	0.41	0.08	0.14	0.14	0.15	0.21	0.21
Sat Flow, veh/h	1810	4982	319	3510	5187	1610	1810	1900	1610	1810	2053	1400
Grp Volume(v), veh/h	199	780	416	273	1279	307	119	219	172	293	271	254
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1610	1810	1900	1610	1810	1805	1648
Q Serve(g_s), s	14.6	21.9	21.9	10.3	25.9	18.6	8.7	15.2	12.4	20.4	18.8	19.5
Cycle Q Clear(g_c), s	14.6	21.9	21.9	10.3	25.9	18.6	8.7	15.2	12.4	20.4	18.8	19.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	225	1535	818	334	2151	668	145	262	375	273	378	345
V/C Ratio(X)	0.89	0.51	0.51	0.82	0.59	0.46	0.82	0.84	0.46	1.07	0.72	0.74
Avail Cap(c_a), veh/h	273	1535	818	530	2151	668	273	467	549	273	444	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	27.0	27.0	59.9	30.7	28.6	61.2	56.7	44.4	57.3	49.7	49.9
Incr Delay (d2), s/veh	24.1	1.2	2.3	4.7	1.0	2.0	11.0	6.9	0.9	74.7	4.5	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	8.8	9.7	4.7	10.5	7.3	4.4	7.6	4.9	14.8	8.8	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	28.2	29.2	64.6	31.7	30.5	72.2	63.6	45.3	132.0	54.2	55.7
LnGrp LOS	F	C	C	E	C	C	E	E	D	F	D	E
Approach Vol, veh/h		1395			1859			510			818	
Approach Delay, s/veh		36.2			36.4			59.4			82.5	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	67.1	15.4	35.0	21.4	63.2	25.0	25.4				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	12.3	23.9	10.7	21.5	16.6	27.9	22.4	17.2				
Green Ext Time (p_c), s	0.5	6.0	0.2	2.3	0.2	6.1	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			47.1									
HCM 6th LOS			D									

Timings
5: Calle Tomas & Newport Rd

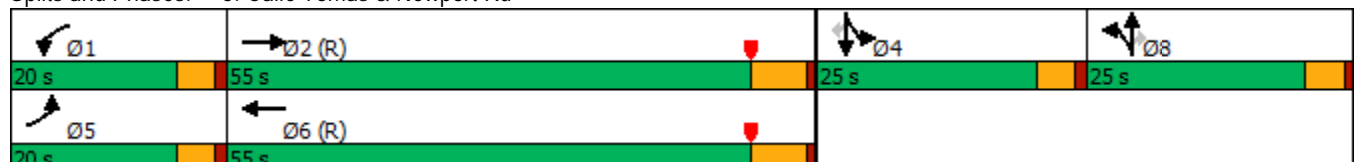


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	25	1539	36	1747	3	55	1	20
Future Volume (vph)	25	1539	36	1747	3	55	1	20
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.4	86.0	8.1	88.9	8.4	8.4	10.0	10.0
Actuated g/C Ratio	0.06	0.69	0.06	0.71	0.07	0.07	0.08	0.08
v/c Ratio	0.25	0.46	0.33	0.50	0.34	0.27	0.47	0.09
Control Delay	61.2	12.8	62.5	12.2	62.5	3.4	64.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	12.8	62.5	12.2	62.5	3.4	64.7	0.8
LOS	E	B	E	B	E	A	E	A
Approach Delay		13.6		13.3	28.5		49.6	
Approach LOS		B		B	C		D	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 57.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
Exist_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑	↗		↑	↗
Traffic Volume (veh/h)	25	1539	39	36	1747	31	37	3	55	64	1	20
Future Volume (veh/h)	25	1539	39	36	1747	31	37	3	55	64	1	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1603	41	38	1820	32	39	3	57	67	1	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	3688	94	49	3765	66	86	7	82	94	1	85
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1810	5201	133	1810	5249	92	1686	130	1610	1784	27	1610
Grp Volume(v), veh/h	26	1066	578	38	1199	653	42	0	57	68	0	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1876	1810	1729	1883	1816	0	1610	1811	0	1610
Q Serve(g_s), s	1.8	16.2	16.2	2.6	18.8	18.8	2.8	0.0	4.4	4.6	0.0	1.6
Cycle Q Clear(g_c), s	1.8	16.2	16.2	2.6	18.8	18.8	2.8	0.0	4.4	4.6	0.0	1.6
Prop In Lane	1.00		0.07	1.00		0.05	0.93		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	34	2452	1330	49	2480	1351	93	0	82	95	0	85
V/C Ratio(X)	0.76	0.43	0.43	0.77	0.48	0.48	0.45	0.00	0.69	0.71	0.00	0.25
Avail Cap(c_a), veh/h	223	2452	1330	223	2480	1351	296	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.0	7.6	7.6	60.4	7.6	7.7	57.6	0.0	58.3	58.3	0.0	56.8
Incr Delay (d2), s/veh	21.3	0.4	0.8	19.4	0.6	1.1	3.4	0.0	9.9	9.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.0	5.6	1.4	5.7	6.4	1.4	0.0	2.0	2.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	8.1	8.4	79.8	8.2	8.7	61.0	0.0	68.2	67.8	0.0	58.4
LnGrp LOS	F	A	A	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1670			1890			99				89
Approach Delay, s/veh		9.3			9.8			65.2				65.6
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	94.8		11.2	7.0	95.9		11.0				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	4.6	18.2		6.6	3.8	20.8		6.4				
Green Ext Time (p_c), s	0.0	12.8		0.3	0.0	14.4		0.3				

Intersection Summary												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

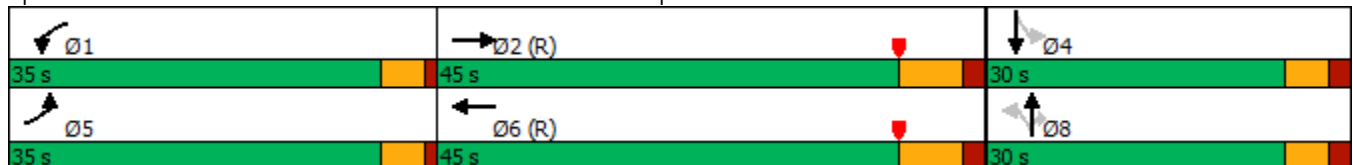


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↗
Traffic Volume (vph)	8	1536	233	1706	101	19	169	72	27
Future Volume (vph)	8	1536	233	1706	101	19	169	72	27
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.3	58.8	20.1	81.1	13.8	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.06	0.53	0.18	0.74	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.08	0.63	0.74	0.49	0.60	0.08	0.49	0.43	0.15
Control Delay	50.5	20.7	55.6	7.6	59.0	40.6	11.1	50.4	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	20.7	55.6	7.6	59.0	40.6	11.1	50.4	35.5
LOS	D	C	E	A	E	D	B	D	D
Approach Delay		20.9		13.1		29.8			45.6
Approach LOS		C		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 71.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



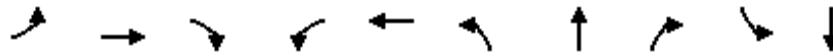
HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
 Exist_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗	↗	↑	↗
Traffic Volume (veh/h)	8	1536	114	233	1706	76	101	19	169	72	27	7
Future Volume (veh/h)	8	1536	114	233	1706	76	101	19	169	72	27	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1600	119	243	1777	79	105	20	176	75	28	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	2740	204	279	3557	158	225	250	212	213	193	48
Arrive On Green	0.01	0.56	0.56	0.15	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	4926	366	1810	5091	226	1395	1900	1610	1206	1467	367
Grp Volume(v), veh/h	8	1123	596	243	1206	650	105	20	176	75	0	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	1729	1859	1395	1900	1610	1206	0	1834
Q Serve(g_s), s	0.5	23.5	23.5	14.4	17.8	17.8	7.9	1.0	11.7	6.4	0.0	1.9
Cycle Q Clear(g_c), s	0.5	23.5	23.5	14.4	17.8	17.8	9.8	1.0	11.7	7.4	0.0	1.9
Prop In Lane	1.00		0.20	1.00		0.12	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	21	1924	1020	279	2416	1299	225	250	212	213	0	241
V/C Ratio(X)	0.37	0.58	0.58	0.87	0.50	0.50	0.47	0.08	0.83	0.35	0.00	0.15
Avail Cap(c_a), veh/h	500	1924	1020	500	2416	1299	351	421	357	322	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	16.0	16.0	45.5	7.7	7.7	46.6	41.9	46.6	45.2	0.0	42.3
Incr Delay (d2), s/veh	9.3	1.2	2.2	4.5	0.4	0.7	1.5	0.1	8.2	1.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.4	9.3	6.5	5.2	5.7	2.8	0.5	5.2	2.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	17.2	18.2	49.9	8.1	8.4	48.1	42.1	54.8	46.2	0.0	42.6
LnGrp LOS	E	B	B	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		1727			2099			301				110
Approach Delay, s/veh		17.8			13.0			51.6				45.0
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.6	68.4		20.1	5.9	84.0		20.1				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	16.4	25.5		9.4	2.5	19.8		13.7				
Green Ext Time (p_c), s	0.5	8.0		0.3	0.0	11.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								

Timings
7: Haun Rd & Newport Rd

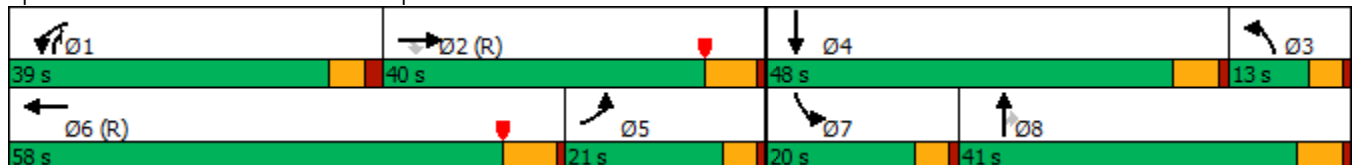


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑	↔↔	↔↔	↑↑
Traffic Volume (vph)	135	1313	285	832	1529	364	77	979	402	143
Future Volume (vph)	135	1313	285	832	1529	364	77	979	402	143
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	33.5	33.5	41.7	59.8	30.4	26.9	74.4	15.4	11.9
Actuated g/C Ratio	0.12	0.24	0.24	0.30	0.43	0.22	0.19	0.53	0.11	0.08
v/c Ratio	0.34	1.10	0.49	0.83	0.85	0.50	0.22	0.65	1.09	0.70
Control Delay	59.5	107.1	7.4	37.7	22.1	52.4	50.9	22.9	128.3	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	107.1	7.4	37.7	22.7	52.4	50.9	22.9	128.3	40.5
LOS	E	F	A	D	C	D	D	C	F	D
Approach Delay		87.0			27.5		32.0			92.2
Approach LOS		F			C		C			F

Intersection Summary


































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 51.3
 Intersection LOS: D
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
Exist_NP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	135	1313	285	832	1529	254	364	77	979	402	143	137
Future Volume (veh/h)	135	1313	285	832	1529	254	364	77	979	402	143	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	1368	297	867	1593	265	379	80	1020	419	149	143
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	373	1241	385	837	1637	271	839	478	1389	386	206	183
Arrive On Green	0.11	0.24	0.24	0.48	0.73	0.73	0.24	0.25	0.25	0.11	0.11	0.11
Sat Flow, veh/h	3510	5187	1610	3510	4482	743	3510	1900	2834	3510	1809	1607
Grp Volume(v), veh/h	141	1368	297	867	1228	630	379	80	1020	419	149	143
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1766	1755	1900	1417	1755	1805	1611
Q Serve(g_s), s	5.2	33.5	13.7	33.4	46.2	47.1	12.9	4.6	35.2	15.4	11.1	12.1
Cycle Q Clear(g_c), s	5.2	33.5	13.7	33.4	46.2	47.1	12.9	4.6	35.2	15.4	11.1	12.1
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1241	385	837	1263	645	839	478	1389	386	205	183
V/C Ratio(X)	0.38	1.10	0.77	1.04	0.97	0.98	0.45	0.17	0.73	1.09	0.72	0.78
Avail Cap(c_a), veh/h	411	1241	385	837	1272	650	839	478	1389	386	544	486
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	53.3	16.2	36.6	18.2	18.3	45.4	40.9	28.4	62.3	59.9	60.3
Incr Delay (d2), s/veh	0.5	55.8	10.8	33.9	14.2	22.7	0.4	0.2	2.1	70.5	4.8	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	20.4	6.2	14.2	8.9	10.7	5.7	2.2	13.9	10.7	5.4	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	109.0	27.0	70.5	32.4	41.1	45.8	41.1	30.5	132.8	64.7	67.4
LnGrp LOS	E	F	C	F	C	D	D	D	C	F	E	E
Approach Vol, veh/h		1806			2725			1479			711	
Approach Delay, s/veh		91.6			46.5			35.0			105.4	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	40.0	39.3	21.7	21.4	57.6	20.0	41.0				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	35.4	35.5	14.9	14.1	7.2	49.1	17.4	37.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.2	2.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	62.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	2185	509	1921	678	531	0	694
Future Volume (vph)	2185	509	1921	678	531	0	694
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	72.8	140.0	72.8	140.0	55.7	55.7	55.7
Actuated g/C Ratio	0.52	1.00	0.52	1.00	0.40	0.40	0.40
v/c Ratio	0.67	0.33	0.74	0.44	0.65	0.68	0.66
Control Delay	40.1	0.2	29.2	1.5	41.2	41.1	40.1
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	0.2	29.2	1.5	41.2	41.1	40.1
LOS	D	A	C	A	D	D	D
Approach Delay	32.7		22.0			40.8	
Approach LOS	C		C			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 75.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	2185	509	0	1921	678	0	0	0	531	0	694
Future Volume (veh/h)	0	2185	509	0	1921	678	0	0	0	531	0	694
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2276	0	0	2001	0				804	0	454
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3141		0	2493					1582	0	704
Arrive On Green	0.00	0.96	0.00	0.00	0.48	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2276	0	0	2001	0				804	0	454
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	6.2	0.0	0.0	45.7	0.0				22.5	0.0	30.9
Cycle Q Clear(g_c), s	0.0	6.2	0.0	0.0	45.7	0.0				22.5	0.0	30.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3141		0	2493					1582	0	704
V/C Ratio(X)	0.00	0.72		0.00	0.80					0.51	0.00	0.64
Avail Cap(c_a), veh/h	0	3922		0	3112					1582	0	704
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.24	0.00	0.00	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	1.5	0.0	0.0	30.7	0.0				28.5	0.0	30.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.0	0.0				1.2	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	18.1	0.0				10.1	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.7	0.0	0.0	31.8	0.0				29.7	0.0	35.4
LnGrp LOS	A	A		A	C					C	A	D
Approach Vol, veh/h		2276	A		2001	A					1258	
Approach Delay, s/veh		1.7			31.8						31.7	
Approach LOS		A			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.3		66.7		73.3						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		8.2		32.9		47.7						
Green Ext Time (p_c), s		34.2		2.3		19.6						

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd

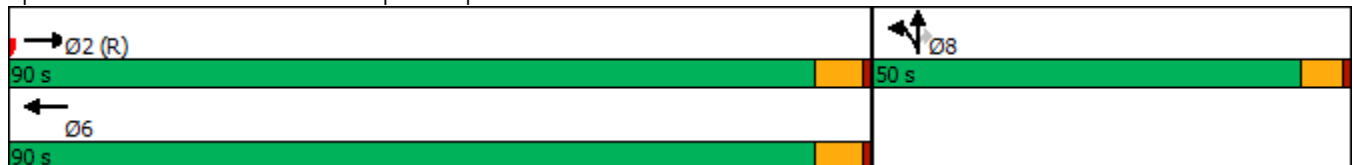


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	2247	469	2177	457	422	0	734
Future Volume (vph)	2247	469	2177	457	422	0	734
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	88.3	140.0	88.3	140.0	40.2	40.2	40.2
Actuated g/C Ratio	0.63	1.00	0.63	1.00	0.29	0.29	0.29
v/c Ratio	0.70	0.30	0.54	0.29	0.79	0.89	0.87
Control Delay	16.6	0.4	15.6	0.5	57.8	67.1	63.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	0.4	15.6	0.5	57.8	67.1	63.9
LOS	B	A	B	A	E	E	E
Approach Delay	13.8		13.0			63.0	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 83.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
Exist_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	2247	469	0	2177	457	422	0	734	0	0	0
Future Volume (veh/h)	0	2247	469	0	2177	457	422	0	734	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2293	0	0	2221	0	287	0	903			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3216		0	4052		539	0	959			
Arrive On Green	0.00	0.42	0.00	0.00	0.62	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2293	0	0	2221	0	287	0	903			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	51.4	0.0	0.0	27.4	0.0	18.5	0.0	38.3			
Cycle Q Clear(g_c), s	0.0	51.4	0.0	0.0	27.4	0.0	18.5	0.0	38.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3216		0	4052		539	0	959			
V/C Ratio(X)	0.00	0.71		0.00	0.55		0.53	0.00	0.94			
Avail Cap(c_a), veh/h	0	3216		0	4052		575	0	1024			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.69	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	30.6	0.0	0.0	15.3	0.0	41.0	0.0	47.9			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.2	0.0	0.3	0.0	15.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	22.3	0.0	0.0	9.3	0.0	8.4	0.0	17.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	0.0	0.0	15.5	0.0	41.3	0.0	63.0			
LnGrp LOS	A	C		A	B		D	A	E			
Approach Vol, veh/h		2293	A		2221	A		1190				
Approach Delay, s/veh		31.5			15.5			57.7				
Approach LOS		C			B			E				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		92.8			92.8			47.2				
Change Period (Y+Rc), s		6.0			6.0			5.5				
Max Green Setting (Gmax), s		84.0			84.0			44.5				
Max Q Clear Time (g_c+I1), s		53.4			29.4			40.3				
Green Ext Time (p_c), s		21.1			28.4			1.4				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↖	↗	↖	↖
Traffic Vol, veh/h	22	0	88	27	0	24	30	279	22	40	846	7
Future Vol, veh/h	22	0	88	27	0	24	30	279	22	40	846	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	175	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	24	0	96	29	0	26	33	303	24	43	920	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1404	1403	924	1427	1383	303	928	0	0	327	0	0
Stage 1	1010	1010	-	369	369	-	-	-	-	-	-	-
Stage 2	394	393	-	1058	1014	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	117	140	327	114	144	741	737	-	-	1244	-	-
Stage 1	289	317	-	655	621	-	-	-	-	-	-	-
Stage 2	631	606	-	274	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	106	129	327	76	133	741	737	-	-	1244	-	-
Mov Cap-2 Maneuver	106	129	-	76	133	-	-	-	-	-	-	-
Stage 1	276	306	-	626	593	-	-	-	-	-	-	-
Stage 2	582	579	-	187	305	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	36.2		50.7		0.9		0.4			
HCM LOS	E		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	231	132	1244	-	-
HCM Lane V/C Ratio	0.044	-	-	0.518	0.42	0.035	-	-
HCM Control Delay (s)	10.1	-	-	36.2	50.7	8	-	-
HCM Lane LOS	B	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	1.8	0.1	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	34	111	33	318	905	73
Future Vol, veh/h	34	111	33	318	905	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	123	37	353	1006	81

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1433	1006	1087	0	-	0
Stage 1	1006	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	295	649	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	295	649	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.7	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	649	-	286	-	-
HCM Lane V/C Ratio	0.056	-	0.563	-	-
HCM Control Delay (s)	10.9	-	32.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	3.2	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	16	338	37	49	966
Future Vol, veh/h	32	16	338	37	49	966
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	17	363	40	53	1039

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1528	383	0	0	403
Stage 1	383	-	-	-	-
Stage 2	1145	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	131	669	-	-	1167
Stage 1	694	-	-	-	-
Stage 2	306	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	125	669	-	-	1167
Mov Cap-2 Maneuver	125	-	-	-	-
Stage 1	694	-	-	-	-
Stage 2	292	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.9	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	1167
HCM Lane V/C Ratio	-	-	0.302	0.045
HCM Control Delay (s)	-	-	34.9	8.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

Timings
4: Bradley Rd & Newport Rd

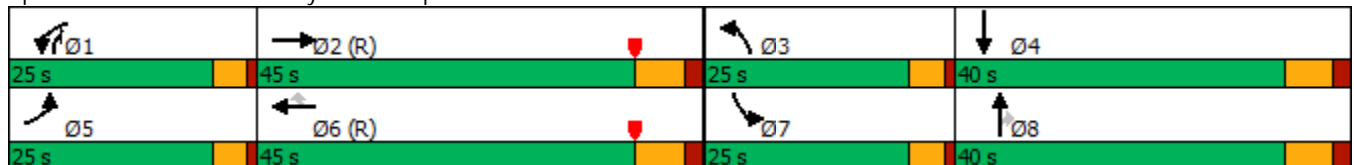


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↖	↖	↖	↖	↗
Traffic Volume (vph)	101	1181	265	925	121	105	187	324	406	455
Future Volume (vph)	101	1181	265	925	121	105	187	324	406	455
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	13.0	50.7	15.8	53.4	53.4	13.3	22.1	44.7	23.2	32.0
Actuated g/C Ratio	0.10	0.38	0.12	0.40	0.40	0.10	0.16	0.33	0.17	0.24
v/c Ratio	0.59	0.68	0.66	0.46	0.17	0.60	0.61	0.57	1.34	0.73
Control Delay	71.7	38.4	64.6	32.3	6.0	71.9	59.7	31.1	213.3	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	38.4	64.6	32.3	6.0	71.9	59.7	31.1	213.3	50.7
LOS	E	D	E	C	A	E	E	C	F	D
Approach Delay		40.8		36.4			46.8			115.7
Approach LOS		D		D			D			F

Intersection Summary
























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 57.9
 Intersection LOS: E
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

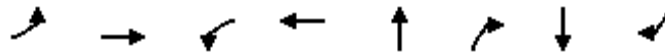


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
Exist_WP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1181	106	265	925	121	105	187	324	406	455	155
Future Volume (veh/h)	101	1181	106	265	925	121	105	187	324	406	455	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1205	108	270	944	123	107	191	331	414	464	158
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1829	164	331	2082	646	132	390	482	273	751	254
Arrive On Green	0.07	0.38	0.38	0.09	0.40	0.40	0.07	0.21	0.21	0.15	0.28	0.28
Sat Flow, veh/h	1810	4846	434	3510	5187	1610	1810	1900	1610	1810	2649	895
Grp Volume(v), veh/h	103	860	453	270	944	123	107	191	331	414	315	307
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1755	1729	1610	1810	1900	1610	1810	1805	1739
Q Serve(g_s), s	7.6	27.8	27.8	10.2	18.0	6.7	7.9	12.0	24.5	20.4	20.5	20.7
Cycle Q Clear(g_c), s	7.6	27.8	27.8	10.2	18.0	6.7	7.9	12.0	24.5	20.4	20.5	20.7
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	128	1305	688	331	2082	646	132	390	482	273	512	493
V/C Ratio(X)	0.81	0.66	0.66	0.82	0.45	0.19	0.81	0.49	0.69	1.51	0.62	0.62
Avail Cap(c_a), veh/h	273	1305	688	530	2082	646	273	467	548	273	512	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	34.8	34.8	60.0	29.6	26.2	61.7	47.4	41.7	57.3	42.0	42.1
Incr Delay (d2), s/veh	11.3	2.6	4.9	5.0	0.7	0.6	11.2	1.0	3.0	249.3	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.7	12.7	4.6	7.3	2.6	4.0	5.7	9.9	28.0	9.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	37.4	39.7	65.0	30.3	26.8	72.9	48.4	44.7	306.6	44.2	44.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1416			1337			629			1036	
Approach Delay, s/veh		40.8			37.0			50.6			149.2	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	58.2	14.4	45.1	14.1	61.4	25.0	34.5				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	12.2	29.8	9.9	22.7	9.6	20.0	22.4	26.5				
Green Ext Time (p_c), s	0.5	4.6	0.2	2.6	0.1	6.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				66.4								
HCM 6th LOS				E								

Timings
5: Calle Tomas & Newport Rd

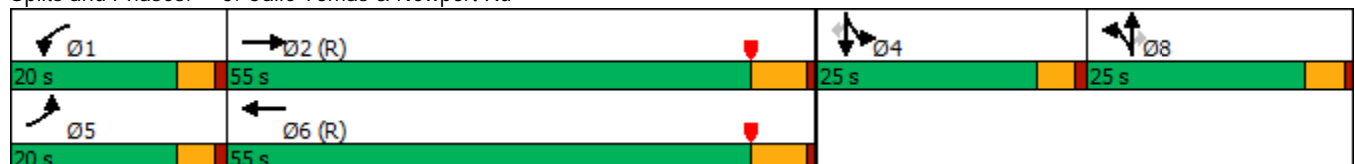


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	32	1879	41	1231	0	12	3	45
Future Volume (vph)	32	1879	41	1231	0	12	3	45
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.7	91.8	8.3	94.5	6.5	6.5	8.1	8.1
Actuated g/C Ratio	0.06	0.73	0.07	0.76	0.05	0.05	0.06	0.06
v/c Ratio	0.29	0.51	0.34	0.33	0.11	0.06	0.32	0.22
Control Delay	61.9	10.6	62.9	7.9	58.7	0.7	62.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	10.6	62.9	7.9	58.7	0.7	62.1	2.4
LOS	E	B	E	A	E	A	E	A
Approach Delay		11.4		9.6	27.0		29.4	
Approach LOS		B		A	C		C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
Exist_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↑	↖
Traffic Volume (veh/h)	32	1879	30	41	1231	29	10	0	12	34	3	45
Future Volume (veh/h)	32	1879	30	41	1231	29	10	0	12	34	3	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1898	30	41	1243	29	10	0	12	34	3	45
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	3891	61	53	3892	91	46	0	41	75	7	73
Arrive On Green	0.02	0.74	0.74	0.03	0.75	0.75	0.03	0.00	0.03	0.05	0.05	0.05
Sat Flow, veh/h	1810	5260	83	1810	5214	122	1810	0	1610	1669	147	1610
Grp Volume(v), veh/h	32	1247	681	41	824	448	10	0	12	37	0	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1729	1878	1810	0	1610	1817	0	1610
Q Serve(g_s), s	2.2	18.4	18.4	2.8	9.9	9.9	0.7	0.0	0.9	2.5	0.0	3.4
Cycle Q Clear(g_c), s	2.2	18.4	18.4	2.8	9.9	9.9	0.7	0.0	0.9	2.5	0.0	3.4
Prop In Lane	1.00		0.04	1.00		0.06	1.00		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	41	2558	1394	53	2581	1402	46	0	41	82	0	73
V/C Ratio(X)	0.78	0.49	0.49	0.77	0.32	0.32	0.22	0.00	0.29	0.45	0.00	0.62
Avail Cap(c_a), veh/h	223	2558	1394	223	2581	1402	295	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.8	6.6	6.6	60.2	5.3	5.3	59.7	0.0	59.8	58.2	0.0	58.6
Incr Delay (d2), s/veh	14.9	0.3	0.6	19.5	0.3	0.6	2.3	0.0	3.8	3.8	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.3	5.8	1.5	2.8	3.2	0.3	0.0	0.4	1.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	7.0	7.3	79.7	5.6	5.8	62.0	0.0	63.6	62.0	0.0	66.9
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1960			1313			22				82
Approach Delay, s/veh		8.2			8.0			62.9				64.7
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	98.7		10.3	7.4	99.5		7.8				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	4.8	20.4		5.4	4.2	11.9		2.9				
Green Ext Time (p_c), s	0.0	15.3		0.2	0.0	9.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				9.8								
HCM 6th LOS				A								

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

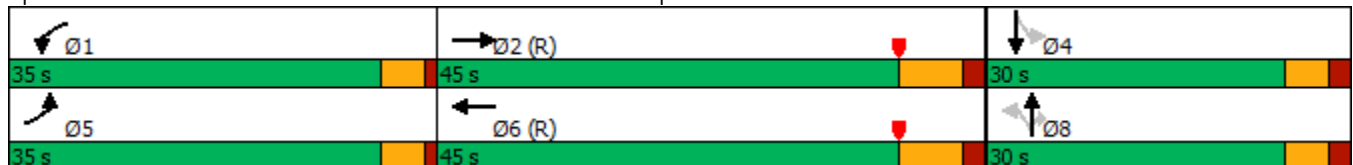


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶	↶
Traffic Volume (vph)	10	1763	249	1206	80	20	200	115	40
Future Volume (vph)	10	1763	249	1206	80	20	200	115	40
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.4	57.0	21.0	80.2	14.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.06	0.52	0.19	0.73	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.10	0.75	0.75	0.34	0.46	0.08	0.53	0.64	0.23
Control Delay	50.8	24.9	55.3	6.6	50.9	39.9	10.7	59.9	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	24.9	55.3	6.6	50.9	39.9	10.7	59.9	32.6
LOS	D	C	E	A	D	D	B	E	C
Approach Delay		25.0		14.8		23.3			50.9
Approach LOS		C		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 22.1
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



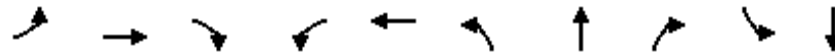
HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
 Exist_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↗	
Traffic Volume (veh/h)	10	1763	152	249	1206	23	80	20	200	115	40	16
Future Volume (veh/h)	10	1763	152	249	1206	23	80	20	200	115	40	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1836	158	259	1256	24	83	21	208	120	42	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	2571	220	295	3547	68	232	286	242	230	193	78
Arrive On Green	0.01	0.53	0.53	0.16	0.68	0.68	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	4866	417	1810	5240	100	1365	1900	1610	1170	1286	520
Grp Volume(v), veh/h	10	1303	691	259	829	451	83	21	208	120	0	59
Grp Sat Flow(s),veh/h/ln	1810	1729	1825	1810	1729	1882	1365	1900	1610	1170	0	1806
Q Serve(g_s), s	0.6	31.4	31.6	15.4	11.2	11.2	6.3	1.0	13.9	10.8	0.0	3.2
Cycle Q Clear(g_c), s	0.6	31.4	31.6	15.4	11.2	11.2	9.4	1.0	13.9	11.8	0.0	3.2
Prop In Lane	1.00		0.23	1.00		0.05	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	26	1827	964	295	2341	1274	232	286	242	230	0	272
V/C Ratio(X)	0.38	0.71	0.72	0.88	0.35	0.35	0.36	0.07	0.86	0.52	0.00	0.22
Avail Cap(c_a), veh/h	500	1827	964	500	2341	1274	329	421	357	314	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	19.6	19.7	45.0	7.5	7.5	45.2	40.1	45.6	45.2	0.0	41.0
Incr Delay (d2), s/veh	7.7	2.0	3.9	7.0	0.3	0.6	0.9	0.1	12.9	1.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.6	12.9	7.2	3.4	3.8	2.2	0.5	6.4	3.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	21.7	23.6	52.0	7.9	8.1	46.1	40.2	58.5	47.0	0.0	41.4
LnGrp LOS	E	C	C	D	A	A	D	D	E	D	A	D
Approach Vol, veh/h		2004			1539			312				179
Approach Delay, s/veh		22.5			15.4			54.0				45.2
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.5	65.3		22.2	6.2	81.7		22.2				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	17.4	33.6		13.8	2.6	13.2		15.9				
Green Ext Time (p_c), s	0.6	3.5		0.5	0.0	8.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				23.2								
HCM 6th LOS				C								

Timings
7: Haun Rd & Newport Rd

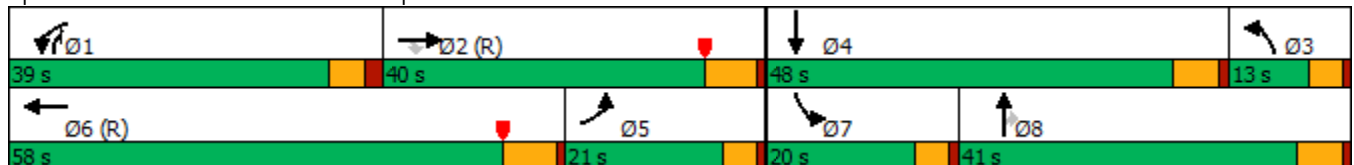


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↗↗	↔↔	↑↔
Traffic Volume (vph)	174	1723	127	572	1427	129	61	510	137	34
Future Volume (vph)	174	1723	127	572	1427	129	61	510	137	34
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	64.7	64.7	31.5	80.8	13.9	10.2	45.1	13.5	7.4
Actuated g/C Ratio	0.12	0.46	0.46	0.22	0.58	0.10	0.07	0.32	0.10	0.05
v/c Ratio	0.46	0.77	0.17	0.78	0.65	0.40	0.48	0.55	0.43	0.44
Control Delay	61.6	35.7	4.1	71.0	10.1	61.6	72.9	30.7	64.5	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	35.7	4.1	71.0	10.2	61.6	72.9	30.7	64.5	31.8
LOS	E	D	A	E	B	E	E	C	E	C
Approach Delay		35.9			25.1		40.1			50.9
Approach LOS		D			C		D			D

Intersection Summary

































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 32.4
 Intersection LOS: C
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
Exist_WP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	174	1723	127	572	1427	335	129	61	510	137	34	62
Future Volume (veh/h)	174	1723	127	572	1427	335	129	61	510	137	34	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	1853	137	615	1534	360	139	66	548	147	37	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	798	2128	661	672	1546	360	599	343	1054	200	105	94
Arrive On Green	0.23	0.41	0.41	0.38	0.74	0.74	0.17	0.18	0.18	0.06	0.06	0.06
Sat Flow, veh/h	3510	5187	1610	3510	4202	979	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	187	1853	137	615	1260	634	139	66	548	147	37	67
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1724	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	6.1	45.9	4.3	23.3	49.8	51.3	4.8	4.1	21.1	5.8	2.8	5.7
Cycle Q Clear(g_c), s	6.1	45.9	4.3	23.3	49.8	51.3	4.8	4.1	21.1	5.8	2.8	5.7
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	2128	661	672	1272	634	599	343	1054	200	105	94
V/C Ratio(X)	0.23	0.87	0.21	0.92	0.99	1.00	0.23	0.19	0.52	0.73	0.35	0.71
Avail Cap(c_a), veh/h	798	2128	661	837	1272	634	599	478	1255	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	37.9	8.4	42.1	18.3	18.5	50.1	48.7	34.2	65.0	63.4	64.8
Incr Delay (d2), s/veh	0.1	3.3	0.4	9.1	18.6	29.0	0.2	0.3	0.4	5.1	2.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	19.1	3.0	8.6	9.7	11.6	2.1	2.0	7.4	2.7	1.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	41.2	8.8	51.3	36.9	47.5	50.3	49.0	34.6	70.1	65.3	74.3
LnGrp LOS	D	D	A	D	D	D	D	D	C	E	E	E
Approach Vol, veh/h		2177			2509			753			251	
Approach Delay, s/veh		39.4			43.1			38.8			70.5	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.4	63.9	29.7	14.0	38.3	58.0	12.6	31.1				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	25.3	47.9	6.8	7.7	8.1	53.3	7.8	23.1				
Green Ext Time (p_c), s	1.5	0.0	0.1	0.6	0.3	0.0	0.2	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
8: I-215 SB Ramp & Newport Rd

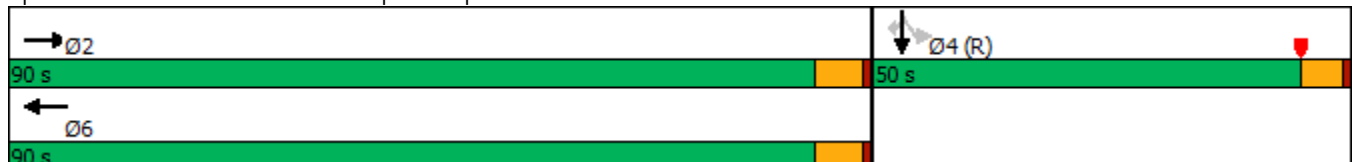


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	1634	736	1746	879	346	0	588
Future Volume (vph)	1634	736	1746	879	346	0	588
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	66.1	140.0	66.1	140.0	62.4	62.4	62.4
Actuated g/C Ratio	0.47	1.00	0.47	1.00	0.45	0.45	0.45
v/c Ratio	0.54	0.47	0.73	0.56	0.42	0.47	0.46
Control Delay	25.7	1.5	30.7	4.5	30.1	29.5	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	1.5	30.7	4.5	30.1	29.5	29.1
LOS	C	A	C	A	C	C	C
Approach Delay	18.2		21.9			29.6	
Approach LOS	B		C			C	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	1634	736	0	1746	879	0	0	0	346	0	588
Future Volume (veh/h)	0	1634	736	0	1746	879	0	0	0	346	0	588
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1667	0	0	1782	0				235	0	726
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2837		0	2251					875	0	1558
Arrive On Green	0.00	0.87	0.00	0.00	0.43	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1667	0	0	1782	0				235	0	726
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	9.6	0.0	0.0	41.5	0.0				10.8	0.0	21.0
Cycle Q Clear(g_c), s	0.0	9.6	0.0	0.0	41.5	0.0				10.8	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2837		0	2251					875	0	1558
V/C Ratio(X)	0.00	0.59		0.00	0.79					0.27	0.00	0.47
Avail Cap(c_a), veh/h	0	3922		0	3112					875	0	1558
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.00	0.00	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	0.0	34.2	0.0				21.4	0.0	24.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.8	0.0				0.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	16.7	0.0				4.8	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.0	0.0	0.0	34.9	0.0				22.2	0.0	25.1
LnGrp LOS	A	A		A	C					C	A	C
Approach Vol, veh/h		1667	A		1782	A					961	
Approach Delay, s/veh		6.0			34.9						24.4	
Approach LOS		A			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		66.8		73.2		66.8						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		11.6		23.0		43.5						
Green Ext Time (p_c), s		17.7		2.1		17.3						

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	1482	498	2221	490	404	0	632
Future Volume (vph)	1482	498	2221	490	404	0	632
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	92.0	140.0	92.0	140.0	36.5	36.5	36.5
Actuated g/C Ratio	0.66	1.00	0.66	1.00	0.26	0.26	0.26
v/c Ratio	0.45	0.32	0.53	0.31	0.83	0.85	0.81
Control Delay	14.6	0.8	14.0	0.5	64.2	62.4	58.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.8	14.0	0.5	64.2	62.4	58.4
LOS	B	A	B	A	E	E	E
Approach Delay	11.2		11.5			61.7	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 20.5
 Intersection Capacity Utilization 64.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
Exist_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↖	↕	↗			
Traffic Volume (veh/h)	0	1482	498	0	2221	490	404	0	632	0	0	0
Future Volume (veh/h)	0	1482	498	0	2221	490	404	0	632	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1528	0	0	2290	0	277	0	801			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3362		0	4237		488	0	868			
Arrive On Green	0.00	0.86	0.00	0.00	0.65	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	1528	0	0	2290	0	277	0	801			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	9.3	0.0	0.0	26.6	0.0	18.5	0.0	33.9			
Cycle Q Clear(g_c), s	0.0	9.3	0.0	0.0	26.6	0.0	18.5	0.0	33.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3362		0	4237		488	0	868			
V/C Ratio(X)	0.00	0.45		0.00	0.54		0.57	0.00	0.92			
Avail Cap(c_a), veh/h	0	3362		0	4237		575	0	1024			
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.84	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.0	0.0	0.0	13.3	0.0	44.1	0.0	49.7			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.4	0.0	11.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	8.8	0.0	8.4	0.0	15.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.4	0.0	0.0	13.5	0.0	44.5	0.0	60.9			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		1528	A		2290	A		1078				
Approach Delay, s/veh		4.4			13.5			56.7				
Approach LOS		A			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.8				96.8		43.2				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		84.0				84.0		44.5				
Max Q Clear Time (g_c+I1), s		11.3				28.6		35.9				
Green Ext Time (p_c), s		15.0				30.2		1.9				

Intersection Summary

HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑	↑	↕	↕	↕
Traffic Vol, veh/h	15	0	58	11	0	24	98	559	18	30	737	25
Future Vol, veh/h	15	0	58	11	0	24	98	559	18	30	737	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	175	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	15	0	60	11	0	25	101	576	19	31	760	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1635	1632	773	1643	1626	576	786	0	0	595	0	0
Stage 1	835	835	-	778	778	-	-	-	-	-	-	-
Stage 2	800	797	-	865	848	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	101	399	81	102	521	833	-	-	991	-	-
Stage 1	362	383	-	392	407	-	-	-	-	-	-	-
Stage 2	379	399	-	351	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	68	86	399	61	87	521	833	-	-	991	-	-
Mov Cap-2 Maneuver	68	86	-	61	87	-	-	-	-	-	-	-
Stage 1	318	371	-	345	358	-	-	-	-	-	-	-
Stage 2	317	351	-	289	366	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.7		35.1		1.4		0.3	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	199	155	991	-
HCM Lane V/C Ratio	0.121	-	-	0.378	0.233	0.031	-
HCM Control Delay (s)	9.9	-	-	33.7	35.1	8.8	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1.6	0.9	0.1	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	25	72	111	661	745	113
Future Vol, veh/h	25	72	111	661	745	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	78	121	718	810	123

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1770	810	933	0	-	0
Stage 1	810	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	93	383	742	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	383	742	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.2	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	313	-	-
HCM Lane V/C Ratio	0.163	-	0.337	-	-
HCM Control Delay (s)	10.8	-	22.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.4	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	56	712	81	54	808
Future Vol, veh/h	38	56	712	81	54	808
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	60	757	86	57	860

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1774	800	0	0	843
Stage 1	800	-	-	-	-
Stage 2	974	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	92	388	-	-	802
Stage 1	446	-	-	-	-
Stage 2	369	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	85	388	-	-	802
Mov Cap-2 Maneuver	85	-	-	-	-
Stage 1	446	-	-	-	-
Stage 2	343	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.8	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	802
HCM Lane V/C Ratio	-	-	0.629	0.072
HCM Control Delay (s)	-	-	59.8	9.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	3.5	0.2

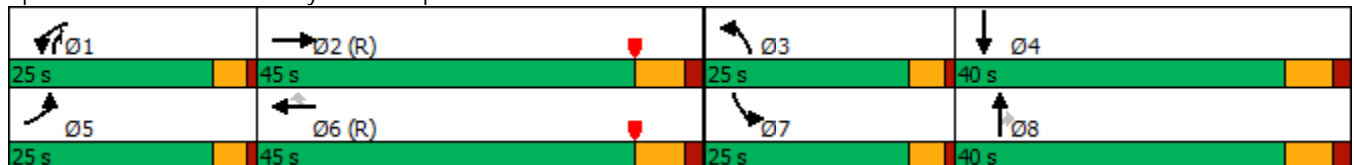
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	207	1102	268	1253	369	117	227	169	327	310
Future Volume (vph)	207	1102	268	1253	369	117	227	169	327	310
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	20.8	52.1	15.8	47.1	47.1	14.2	21.8	44.4	22.1	29.7
Actuated g/C Ratio	0.15	0.39	0.12	0.35	0.35	0.11	0.16	0.33	0.16	0.22
v/c Ratio	0.76	0.60	0.67	0.71	0.48	0.63	0.76	0.30	1.13	0.64
Control Delay	72.1	35.4	65.0	41.6	7.1	72.0	69.4	19.0	142.7	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	35.4	65.0	41.6	7.1	72.0	69.4	19.0	142.7	40.4
LOS	E	D	E	D	A	E	E	B	F	D
Approach Delay		40.9		38.1			53.4			79.5
Approach LOS		D		D			D			E

Intersection Summary



























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 48.3
 Intersection LOS: D
 Intersection Capacity Utilization 85.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

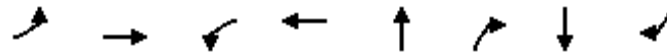


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
Exist_WP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							 
Traffic Volume (veh/h)	207	1102	71	268	1253	369	117	227	169	327	310	219
Future Volume (veh/h)	207	1102	71	268	1253	369	117	227	169	327	310	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1124	72	273	1279	377	119	232	172	334	316	223
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	2177	139	334	2082	646	145	275	387	273	442	304
Arrive On Green	0.13	0.44	0.44	0.10	0.40	0.40	0.08	0.14	0.14	0.15	0.22	0.22
Sat Flow, veh/h	1810	4982	319	3510	5187	1610	1810	1900	1610	1810	2043	1408
Grp Volume(v), veh/h	211	780	416	273	1279	377	119	232	172	334	278	261
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1610	1810	1900	1610	1810	1805	1647
Q Serve(g_s), s	15.5	22.1	22.2	10.3	26.4	24.7	8.7	16.1	12.3	20.4	19.3	19.9
Cycle Q Clear(g_c), s	15.5	22.1	22.2	10.3	26.4	24.7	8.7	16.1	12.3	20.4	19.3	19.9
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	236	1511	805	334	2082	646	145	275	387	273	390	356
V/C Ratio(X)	0.89	0.52	0.52	0.82	0.61	0.58	0.82	0.84	0.44	1.22	0.71	0.73
Avail Cap(c_a), veh/h	273	1511	805	530	2082	646	273	467	549	273	444	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	27.6	27.6	59.9	32.1	31.6	61.2	56.2	43.6	57.3	49.0	49.3
Incr Delay (d2), s/veh	26.3	1.3	2.4	4.6	1.1	3.2	11.0	6.9	0.8	127.9	4.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.0	9.8	4.7	10.8	9.9	4.4	8.1	4.9	18.8	9.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	28.9	30.0	64.5	33.2	34.8	72.2	63.1	44.4	185.2	53.6	55.1
LnGrp LOS	F	C	C	E	C	C	E	E	D	F	D	E
Approach Vol, veh/h		1407			1929			523			873	
Approach Delay, s/veh		37.5			38.0			59.0			104.4	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	66.2	15.4	36.0	22.2	61.4	25.0	26.4				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	12.3	24.2	10.7	21.9	17.5	28.4	22.4	18.1				
Green Ext Time (p_c), s	0.5	5.9	0.2	2.3	0.2	5.9	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			52.4									
HCM 6th LOS			D									

Timings
5: Calle Tomas & Newport Rd

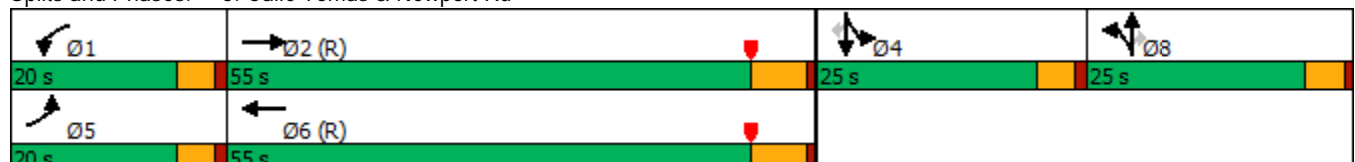


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	25	1579	36	1815	3	55	1	20
Future Volume (vph)	25	1579	36	1815	3	55	1	20
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.4	86.0	8.1	88.9	8.4	8.4	10.0	10.0
Actuated g/C Ratio	0.06	0.69	0.06	0.71	0.07	0.07	0.08	0.08
v/c Ratio	0.25	0.47	0.33	0.52	0.34	0.27	0.47	0.09
Control Delay	61.2	13.0	62.5	12.5	62.5	3.4	64.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	13.0	62.5	12.5	62.5	3.4	64.7	0.8
LOS	E	B	E	B	E	A	E	A
Approach Delay		13.7		13.5	28.5		49.6	
Approach LOS		B		B	C		D	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 14.8
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
Exist_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↑	↖
Traffic Volume (veh/h)	25	1579	39	36	1815	31	37	3	55	64	1	20
Future Volume (veh/h)	25	1579	39	36	1815	31	37	3	55	64	1	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1645	41	38	1891	32	39	3	57	67	1	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	3690	92	49	3768	64	86	7	82	94	1	85
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1810	5205	130	1810	5253	89	1686	130	1610	1784	27	1610
Grp Volume(v), veh/h	26	1093	593	38	1244	679	42	0	57	68	0	21
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1884	1816	0	1610	1811	0	1610
Q Serve(g_s), s	1.8	16.8	16.8	2.6	19.9	19.9	2.8	0.0	4.4	4.6	0.0	1.6
Cycle Q Clear(g_c), s	1.8	16.8	16.8	2.6	19.9	19.9	2.8	0.0	4.4	4.6	0.0	1.6
Prop In Lane	1.00		0.07	1.00		0.05	0.93		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	34	2452	1331	49	2480	1351	93	0	82	95	0	85
V/C Ratio(X)	0.76	0.45	0.45	0.77	0.50	0.50	0.45	0.00	0.69	0.71	0.00	0.25
Avail Cap(c_a), veh/h	223	2452	1331	223	2480	1351	296	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.0	7.7	7.7	60.4	7.8	7.8	57.6	0.0	58.3	58.3	0.0	56.8
Incr Delay (d2), s/veh	20.0	0.4	0.7	19.2	0.6	1.1	3.4	0.0	9.9	9.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.2	5.7	1.4	6.1	6.8	1.4	0.0	2.0	2.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	8.1	8.5	79.6	8.4	8.9	61.0	0.0	68.2	67.8	0.0	58.4
LnGrp LOS	F	A	A	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1712			1961			99				89
Approach Delay, s/veh		9.4			10.0			65.2				65.6
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	94.8		11.2	7.0	95.9		11.0				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	4.6	18.8		6.6	3.8	21.9		6.4				
Green Ext Time (p_c), s	0.0	13.1		0.3	0.0	14.8		0.3				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

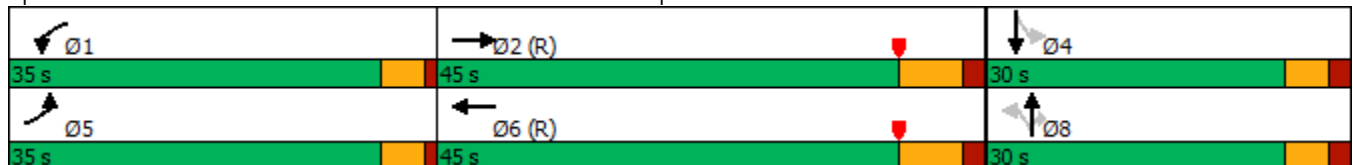


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↑	↗	↙	↗
Traffic Volume (vph)	8	1572	233	1768	107	19	169	72	27
Future Volume (vph)	8	1572	233	1768	107	19	169	72	27
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.3	58.3	20.1	80.6	14.2	14.2	14.2	14.2	14.2
Actuated g/C Ratio	0.06	0.53	0.18	0.73	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.08	0.65	0.74	0.51	0.62	0.08	0.49	0.41	0.14
Control Delay	50.5	21.4	55.6	8.0	59.2	40.1	10.8	49.3	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	21.4	55.6	8.0	59.2	40.1	10.8	49.3	35.0
LOS	D	C	E	A	E	D	B	D	C
Approach Delay		21.6		13.3		30.2			44.7
Approach LOS		C		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
 Exist_WP_PM

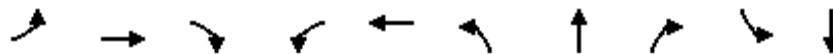


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗	↗	↑	↗
Traffic Volume (veh/h)	8	1572	118	233	1768	76	107	19	169	72	27	7
Future Volume (veh/h)	8	1572	118	233	1768	76	107	19	169	72	27	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1638	123	243	1842	79	111	20	176	75	28	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	2737	205	279	3562	153	225	250	212	213	193	48
Arrive On Green	0.01	0.56	0.56	0.15	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	4922	369	1810	5100	218	1395	1900	1610	1206	1467	367
Grp Volume(v), veh/h	8	1150	611	243	1248	673	111	20	176	75	0	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	1729	1861	1395	1900	1610	1206	0	1834
Q Serve(g_s), s	0.5	24.3	24.4	14.4	18.7	18.8	8.4	1.0	11.7	6.4	0.0	1.9
Cycle Q Clear(g_c), s	0.5	24.3	24.4	14.4	18.7	18.8	10.3	1.0	11.7	7.4	0.0	1.9
Prop In Lane	1.00		0.20	1.00		0.12	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	21	1923	1020	279	2415	1300	225	250	212	213	0	241
V/C Ratio(X)	0.37	0.60	0.60	0.87	0.52	0.52	0.49	0.08	0.83	0.35	0.00	0.15
Avail Cap(c_a), veh/h	500	1923	1020	500	2415	1300	351	421	357	322	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	16.2	16.2	45.5	7.8	7.8	46.8	41.9	46.6	45.2	0.0	42.3
Incr Delay (d2), s/veh	9.2	1.2	2.3	4.1	0.4	0.7	1.7	0.1	8.2	1.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.7	9.6	6.5	5.4	6.0	3.0	0.5	5.2	2.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	17.5	18.5	49.6	8.2	8.5	48.5	42.1	54.7	46.2	0.0	42.6
LnGrp LOS	E	B	B	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		1769			2164			307			110	
Approach Delay, s/veh		18.0			12.9			51.7			45.0	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.6	68.4		20.1	5.9	84.0		20.1				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	16.4	26.4		9.4	2.5	20.8		13.7				
Green Ext Time (p_c), s	0.5	7.7		0.3	0.0	11.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				18.6								
HCM 6th LOS				B								

Timings

7: Haun Rd & Newport Rd

Riverwalk Village
Exist_WP_PM

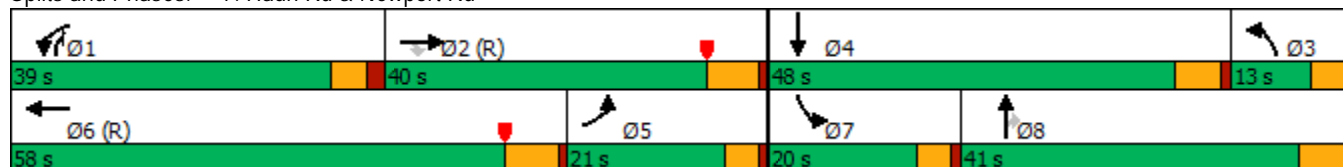


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↕↕↕	↱	↰↰	↕↕↕	↰↰	↕	↰↰	↰↰	↕↕
Traffic Volume (vph)	135	1345	289	832	1585	370	77	979	402	143
Future Volume (vph)	135	1345	289	832	1585	370	77	979	402	143
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	33.5	33.5	41.4	59.5	30.7	27.2	74.4	15.4	11.9
Actuated g/C Ratio	0.12	0.24	0.24	0.30	0.42	0.22	0.19	0.53	0.11	0.08
v/c Ratio	0.34	1.13	0.49	0.84	0.88	0.50	0.22	0.65	1.09	0.70
Control Delay	59.5	116.5	7.4	38.6	24.1	52.2	50.6	22.9	128.3	40.5
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	116.5	7.4	38.6	25.1	52.2	50.6	22.9	128.3	40.5
LOS	E	F	A	D	C	D	D	C	F	D
Approach Delay		94.3			29.3		32.0			92.2
Approach LOS		F			C		C			F

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 54.0
 Intersection LOS: D
 Intersection Capacity Utilization 87.4%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary

7: Haun Rd & Newport Rd

Riverwalk Village
Exist_WP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	135	1345	289	832	1585	254	370	77	979	402	143	137
Future Volume (veh/h)	135	1345	289	832	1585	254	370	77	979	402	143	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	1401	301	867	1651	265	385	80	1020	419	149	143
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	1241	385	837	1658	265	839	478	1389	386	206	183
Arrive On Green	0.10	0.24	0.24	0.48	0.74	0.74	0.24	0.25	0.25	0.11	0.11	0.11
Sat Flow, veh/h	3510	5187	1610	3510	4508	720	3510	1900	2834	3510	1809	1607
Grp Volume(v), veh/h	141	1401	301	867	1264	652	385	80	1020	419	149	143
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1770	1755	1900	1417	1755	1805	1611
Q Serve(g_s), s	5.3	33.5	14.0	33.4	50.3	51.5	13.1	4.6	35.2	15.4	11.1	12.1
Cycle Q Clear(g_c), s	5.3	33.5	14.0	33.4	50.3	51.5	13.1	4.6	35.2	15.4	11.1	12.1
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	1241	385	837	1272	651	839	478	1389	386	205	183
V/C Ratio(X)	0.39	1.13	0.78	1.04	0.99	1.00	0.46	0.17	0.73	1.09	0.72	0.78
Avail Cap(c_a), veh/h	411	1241	385	837	1272	651	839	478	1389	386	544	486
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	53.3	16.2	36.6	18.3	18.5	45.5	40.9	28.4	62.3	59.9	60.3
Incr Delay (d2), s/veh	0.5	66.2	11.1	33.7	18.2	27.5	0.4	0.2	2.1	70.5	4.8	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	21.6	6.4	14.1	9.7	11.7	5.8	2.2	13.9	10.7	5.4	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	119.4	27.3	70.3	36.5	46.0	45.9	41.1	30.5	132.8	64.7	67.4
LnGrp LOS	E	F	C	F	D	F	D	D	C	F	E	E
Approach Vol, veh/h		1843			2783			1485			711	
Approach Delay, s/veh		99.8			49.2			35.1			105.4	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	40.0	39.3	21.7	21.0	58.0	20.0	41.0				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	35.4	35.5	15.1	14.1	7.3	53.5	17.4	37.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			65.7									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	2203	523	1952	678	531	0	719
Future Volume (vph)	2203	523	1952	678	531	0	719
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effct Green (s)	73.9	140.0	73.9	140.0	54.6	54.6	54.6
Actuated g/C Ratio	0.53	1.00	0.53	1.00	0.39	0.39	0.39
v/c Ratio	0.67	0.34	0.74	0.44	0.68	0.71	0.69
Control Delay	38.8	0.2	29.3	1.4	43.1	43.2	41.8
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	0.2	29.3	1.4	43.1	43.2	41.8
LOS	D	A	C	A	D	D	D
Approach Delay	31.6		22.1			42.7	
Approach LOS	C		C			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 29.9
 Intersection LOS: C
 Intersection Capacity Utilization 77.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	2203	523	0	1952	678	0	0	0	531	0	719
Future Volume (veh/h)	0	2203	523	0	1952	678	0	0	0	531	0	719
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2295	0	0	2033	0				817	0	467
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3183		0	2526					1560	0	694
Arrive On Green	0.00	0.97	0.00	0.00	0.49	0.00				0.43	0.00	0.43
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2295	0	0	2033	0				817	0	467
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	4.3	0.0	0.0	46.3	0.0				23.2	0.0	32.5
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.0	46.3	0.0				23.2	0.0	32.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3183		0	2526					1560	0	694
V/C Ratio(X)	0.00	0.72		0.00	0.80					0.52	0.00	0.67
Avail Cap(c_a), veh/h	0	3922		0	3112					1560	0	694
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.20	0.00	0.00	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	1.0	0.0	0.0	30.3	0.0				29.3	0.0	31.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.0	0.0				1.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	18.3	0.0				10.4	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	0.0	0.0	31.3	0.0				30.5	0.0	37.1
LnGrp LOS	A	A		A	C					C	A	D
Approach Vol, veh/h		2295	A		2033	A					1284	
Approach Delay, s/veh		1.1			31.3						32.9	
Approach LOS		A			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		74.2		65.8		74.2						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		6.3		34.5		48.3						
Green Ext Time (p_c), s		35.2		2.3		19.9						

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd

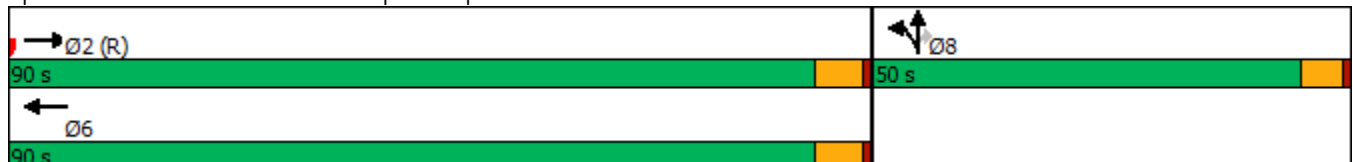


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	2251	483	2183	457	447	0	734
Future Volume (vph)	2251	483	2183	457	447	0	734
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	88.1	140.0	88.1	140.0	40.4	40.4	40.4
Actuated g/C Ratio	0.63	1.00	0.63	1.00	0.29	0.29	0.29
v/c Ratio	0.70	0.31	0.54	0.29	0.83	0.89	0.87
Control Delay	16.1	0.4	15.7	0.5	61.2	67.4	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.4	15.7	0.5	61.2	67.4	63.4
LOS	B	A	B	A	E	E	E
Approach Delay	13.3		13.1			64.0	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 22.3
 Intersection Capacity Utilization 83.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
Exist_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	2251	483	0	2183	457	447	0	734	0	0	0
Future Volume (veh/h)	0	2251	483	0	2183	457	447	0	734	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2297	0	0	2228	0	304	0	912			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3203		0	4036		543	0	967			
Arrive On Green	0.00	0.41	0.00	0.00	0.62	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2297	0	0	2228	0	304	0	912			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	51.7	0.0	0.0	27.7	0.0	19.8	0.0	38.7			
Cycle Q Clear(g_c), s	0.0	51.7	0.0	0.0	27.7	0.0	19.8	0.0	38.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3203		0	4036		543	0	967			
V/C Ratio(X)	0.00	0.72		0.00	0.55		0.56	0.00	0.94			
Avail Cap(c_a), veh/h	0	3203		0	4036		575	0	1024			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.69	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	30.8	0.0	0.0	15.5	0.0	41.2	0.0	47.8			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.2	0.0	0.6	0.0	15.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	22.4	0.0	0.0	9.4	0.0	9.0	0.0	17.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	0.0	0.0	15.7	0.0	41.7	0.0	63.2			
LnGrp LOS	A	C		A	B		D	A	E			
Approach Vol, veh/h		2297	A		2228	A		1216				
Approach Delay, s/veh		31.8			15.7			57.8				
Approach LOS		C			B			E				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		92.5			92.5			47.5				
Change Period (Y+Rc), s		6.0			6.0			5.5				
Max Green Setting (Gmax), s		84.0			84.0			44.5				
Max Q Clear Time (g_c+I1), s		53.7			29.7			40.7				
Green Ext Time (p_c), s		21.0			28.5			1.3				

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	32	25	331	25	42	932
Future Vol, veh/h	32	25	331	25	42	932
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	27	360	27	46	1013

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1465	360	0	0	387
Stage 1	360	-	-	-	-
Stage 2	1105	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	143	689	-	-	1183
Stage 1	710	-	-	-	-
Stage 2	320	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	689	-	-	1183
Mov Cap-2 Maneuver	245	-	-	-	-
Stage 1	710	-	-	-	-
Stage 2	308	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	1183
HCM Lane V/C Ratio	-	-	0.181	0.039
HCM Control Delay (s)	-	-	17.8	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	RT		LT	TH	TH	RT
Traffic Vol, veh/h	41	134	43	339	912	70
Future Vol, veh/h	41	134	43	339	912	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	149	48	377	1013	78

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1486	1013	1091	0	-	0
Stage 1	1013	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	139	293	647	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	293	647	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.3	1.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	281	-	-
HCM Lane V/C Ratio	0.074	-	0.692	-	-
HCM Control Delay (s)	11	-	42.3	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	4.7	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑	↗↘	↘	↑
Traffic Vol, veh/h	40	24	362	43	66	979
Future Vol, veh/h	40	24	362	43	66	979
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	26	389	46	71	1053

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1584	389	0	0	435
Stage 1	389	-	-	-	-
Stage 2	1195	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	121	664	-	-	1135
Stage 1	689	-	-	-	-
Stage 2	290	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	113	664	-	-	1135
Mov Cap-2 Maneuver	113	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	272	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42	0	0.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	164	1135
HCM Lane V/C Ratio	-	-	0.42	0.063
HCM Control Delay (s)	-	-	42	8.4
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.9	0.2

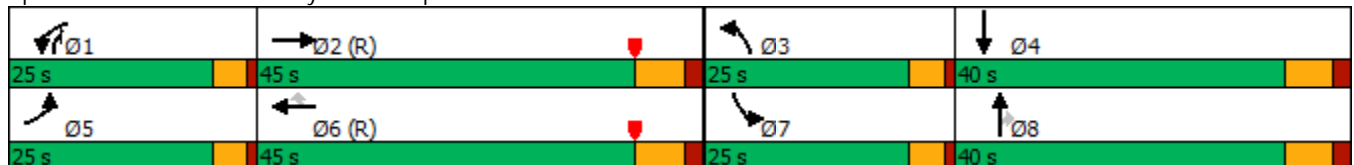
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	232	1405	292	1174	160	125	250	365	431	493
Future Volume (vph)	232	1405	292	1174	160	125	250	365	431	493
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	21.0	48.8	16.8	44.5	44.5	14.8	25.9	49.4	20.4	31.4
Actuated g/C Ratio	0.16	0.36	0.12	0.33	0.33	0.11	0.19	0.37	0.15	0.23
v/c Ratio	0.85	0.84	0.69	0.70	0.25	0.65	0.70	0.58	1.62	0.85
Control Delay	81.0	45.2	64.8	43.4	6.5	72.1	60.7	30.1	330.4	56.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	45.2	64.8	43.4	6.5	72.1	60.7	30.1	330.4	56.6
LOS	F	D	E	D	A	E	E	C	F	E
Approach Delay		49.9		43.6			47.5			161.5
Approach LOS		D		D			D			F

Intersection Summary



























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 71.5
 Intersection Capacity Utilization 94.6%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 4: Bradley Rd & Newport Rd

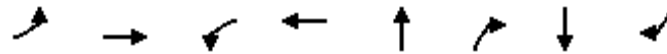


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_NP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							 
Traffic Volume (veh/h)	232	1405	122	292	1174	160	125	250	365	431	493	201
Future Volume (veh/h)	232	1405	122	292	1174	160	125	250	365	431	493	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	1434	124	298	1198	163	128	255	372	440	503	205
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	1701	147	359	1597	496	154	427	527	273	729	296
Arrive On Green	0.14	0.35	0.35	0.10	0.31	0.31	0.09	0.22	0.22	0.15	0.29	0.29
Sat Flow, veh/h	1810	4862	420	3510	5187	1610	1810	1900	1610	1810	2506	1016
Grp Volume(v), veh/h	237	1020	538	298	1198	163	128	255	372	440	362	346
Grp Sat Flow(s),veh/h/ln	1810	1729	1824	1755	1729	1610	1810	1900	1610	1810	1805	1717
Q Serve(g_s), s	17.4	36.7	36.7	11.2	28.1	10.5	9.4	16.2	27.3	20.4	24.0	24.2
Cycle Q Clear(g_c), s	17.4	36.7	36.7	11.2	28.1	10.5	9.4	16.2	27.3	20.4	24.0	24.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	261	1210	638	359	1597	496	154	427	527	273	525	499
V/C Ratio(X)	0.91	0.84	0.84	0.83	0.75	0.33	0.83	0.60	0.71	1.61	0.69	0.69
Avail Cap(c_a), veh/h	273	1210	638	530	1597	496	273	467	561	273	525	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	40.5	40.5	59.4	42.0	36.0	60.8	46.9	39.7	57.3	42.5	42.5
Incr Delay (d2), s/veh	30.8	7.2	12.8	6.4	3.0	1.6	10.9	1.8	3.8	290.5	3.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	16.1	18.0	5.2	11.9	4.3	4.7	7.7	11.0	31.2	11.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.7	47.7	53.3	65.8	45.0	37.6	71.7	48.6	43.5	347.8	46.2	46.6
LnGrp LOS	F	D	D	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1795			1659			755			1148	
Approach Delay, s/veh		54.6			48.0			50.0			161.9	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	54.4	16.1	46.1	24.1	48.8	25.0	37.1				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	13.2	38.7	11.4	26.2	19.4	30.1	22.4	29.3				
Green Ext Time (p_c), s	0.6	0.0	0.2	2.3	0.1	4.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay				74.9								
HCM 6th LOS				E								

Timings
5: Calle Tomas & Newport Rd

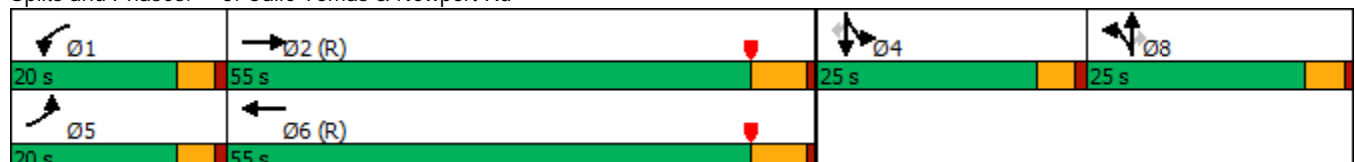


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	38	2132	94	1547	1	51	5	53
Future Volume (vph)	38	2132	94	1547	1	51	5	53
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	8.1	80.8	11.9	87.8	7.9	7.9	8.7	8.7
Actuated g/C Ratio	0.06	0.65	0.10	0.70	0.06	0.06	0.07	0.07
v/c Ratio	0.33	0.66	0.56	0.44	0.29	0.26	0.37	0.25
Control Delay	62.5	17.5	65.7	11.4	61.7	3.0	63.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	17.5	65.7	11.4	61.7	3.0	63.0	2.9
LOS	E	B	E	B	E	A	E	A
Approach Delay		18.2		14.5	25.8		30.5	
Approach LOS		B		B	C		C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 69.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
CUMUL NP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↑	↖
Traffic Volume (veh/h)	38	2132	61	94	1547	35	32	1	51	41	5	53
Future Volume (veh/h)	38	2132	61	94	1547	35	32	1	51	41	5	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	2154	62	95	1563	35	32	1	52	41	5	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	3512	101	119	3739	84	82	3	75	80	10	80
Arrive On Green	0.03	0.68	0.68	0.07	0.72	0.72	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1810	5182	149	1810	5220	117	1757	55	1610	1621	198	1610
Grp Volume(v), veh/h	38	1435	781	95	1035	563	33	0	52	46	0	54
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1879	1812	0	1610	1819	0	1610
Q Serve(g_s), s	2.6	28.6	28.8	6.5	15.2	15.2	2.2	0.0	4.0	3.1	0.0	4.1
Cycle Q Clear(g_c), s	2.6	28.6	28.8	6.5	15.2	15.2	2.2	0.0	4.0	3.1	0.0	4.1
Prop In Lane	1.00		0.08	1.00		0.06	0.97		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	49	2343	1269	119	2477	1346	85	0	75	90	0	80
V/C Ratio(X)	0.77	0.61	0.61	0.80	0.42	0.42	0.39	0.00	0.69	0.51	0.00	0.68
Avail Cap(c_a), veh/h	223	2343	1269	223	2477	1346	296	0	263	297	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.22	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.4	11.1	11.1	57.5	7.2	7.2	57.8	0.0	58.7	57.9	0.0	58.4
Incr Delay (d2), s/veh	5.6	0.3	0.5	10.1	0.5	0.8	2.9	0.0	10.6	4.4	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.2	10.1	3.2	4.6	5.2	1.1	0.0	1.8	1.5	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	11.4	11.6	67.6	7.6	8.0	60.7	0.0	69.3	62.3	0.0	68.0
LnGrp LOS	E	B	B	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		2254			1693			85			100	
Approach Delay, s/veh		12.4			11.1			65.9			65.4	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	90.9		10.8	8.0	95.7		10.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	8.5	30.8		6.1	4.6	17.2		6.0				
Green Ext Time (p_c), s	0.1	13.2		0.3	0.0	12.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

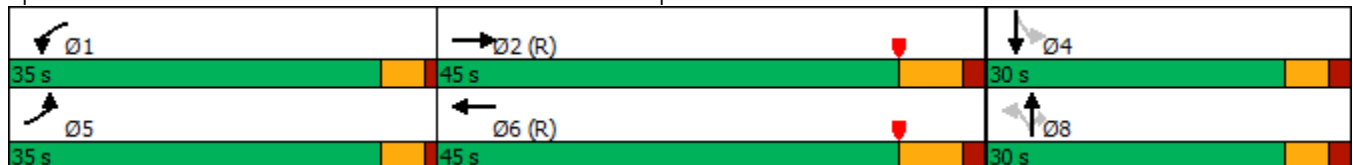


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↖	↕
Traffic Volume (vph)	15	2012	307	1522	122	22	253	126	44
Future Volume (vph)	15	2012	307	1522	122	22	253	126	44
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.7	52.1	24.4	76.2	16.1	16.1	16.1	16.1	16.1
Actuated g/C Ratio	0.06	0.47	0.22	0.69	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.15	0.95	0.80	0.45	0.64	0.08	0.57	0.64	0.24
Control Delay	51.5	38.8	55.4	9.7	58.0	38.1	9.9	57.0	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	38.8	55.4	9.7	58.0	38.1	9.9	57.0	30.4
LOS	D	D	E	A	E	D	A	E	C
Approach Delay		38.9		17.2		26.2			47.8
Approach LOS		D		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 29.6
 Intersection LOS: C
 Intersection Capacity Utilization 88.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



HCM 6th Signalized Intersection Summary
6: Town Center Dr/Avenida De Cortez & Newport Rd

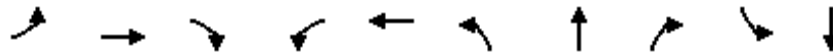
Riverwalk Village
CUMUL_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	15	2012	200	307	1522	29	122	22	253	126	44	22
Future Volume (veh/h)	15	2012	200	307	1522	29	122	22	253	126	44	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	2096	208	320	1585	30	127	23	264	131	46	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	2214	217	356	3336	63	271	350	297	259	220	110
Arrive On Green	0.02	0.46	0.46	0.20	0.64	0.64	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	4802	471	1810	5241	99	1353	1900	1610	1109	1195	597
Grp Volume(v), veh/h	16	1503	801	320	1046	569	127	23	264	131	0	69
Grp Sat Flow(s),veh/h/ln	1810	1729	1815	1810	1729	1882	1353	1900	1610	1109	0	1792
Q Serve(g_s), s	1.0	45.6	46.8	19.0	17.3	17.3	9.7	1.1	17.6	12.2	0.0	3.6
Cycle Q Clear(g_c), s	1.0	45.6	46.8	19.0	17.3	17.3	13.3	1.1	17.6	13.3	0.0	3.6
Prop In Lane	1.00		0.26	1.00		0.05	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	38	1594	837	356	2201	1198	271	350	297	259	0	330
V/C Ratio(X)	0.42	0.94	0.96	0.90	0.48	0.48	0.47	0.07	0.89	0.51	0.00	0.21
Avail Cap(c_a), veh/h	500	1594	837	500	2201	1198	321	421	357	300	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	28.3	28.6	43.1	10.4	10.4	43.7	37.0	43.8	42.5	0.0	38.1
Incr Delay (d2), s/veh	5.1	9.6	17.7	8.5	0.4	0.7	1.3	0.1	20.5	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	19.0	22.3	8.9	5.6	6.2	3.3	0.5	8.6	3.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	37.9	46.3	51.6	10.8	11.1	45.0	37.1	64.3	44.1	0.0	38.4
LnGrp LOS	E	D	D	D	B	B	D	D	E	D	A	D
Approach Vol, veh/h		2320			1935			414			200	
Approach Delay, s/veh		40.9			17.6			56.8			42.1	
Approach LOS		D			B			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	57.9		25.9	6.9	77.2		25.9				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	21.0	48.8		15.3	3.0	19.3		19.6				
Green Ext Time (p_c), s	0.6	0.0		0.5	0.0	9.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
HCM 6th LOS				C								

Timings
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_NP_AM

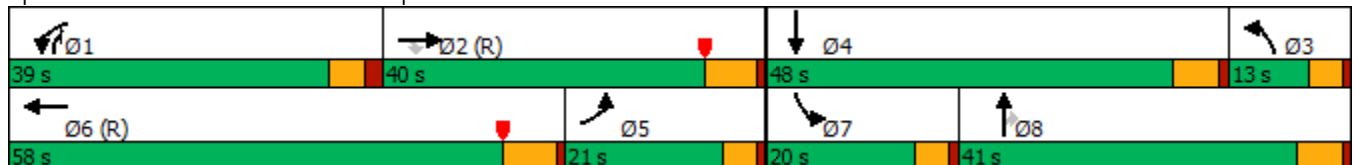


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↖↗	↑	↖↗	↖↗	↑↗
Traffic Volume (vph)	239	1950	147	657	1744	170	69	607	189	40
Future Volume (vph)	239	1950	147	657	1744	170	69	607	189	40
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	57.9	57.9	35.8	78.3	16.1	10.8	49.9	15.5	7.7
Actuated g/C Ratio	0.12	0.41	0.41	0.26	0.56	0.12	0.08	0.36	0.11	0.06
v/c Ratio	0.63	0.98	0.21	0.79	0.82	0.45	0.51	0.60	0.52	0.48
Control Delay	66.3	55.2	6.8	61.6	13.3	60.8	73.2	31.2	64.6	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	55.2	6.8	61.6	13.7	60.8	73.2	31.2	64.6	31.4
LOS	E	E	A	E	B	E	E	C	E	C
Approach Delay		53.3			24.8		40.6			52.1
Approach LOS		D			C		D			D

Intersection Summary

































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 83.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_NP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	239	1950	147	657	1744	418	170	69	607	189	40	74
Future Volume (veh/h)	239	1950	147	657	1744	418	170	69	607	189	40	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	2097	158	706	1875	449	183	74	653	203	43	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	658	1799	559	754	1546	360	707	388	1188	257	122	109
Arrive On Green	0.19	0.35	0.35	0.43	0.74	0.74	0.20	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	3510	5187	1610	3510	4202	979	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	257	2097	158	706	1534	790	183	74	653	203	43	80
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1724	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	9.0	48.6	5.5	26.9	51.5	51.5	6.1	4.5	24.3	8.0	3.2	6.8
Cycle Q Clear(g_c), s	9.0	48.6	5.5	26.9	51.5	51.5	6.1	4.5	24.3	8.0	3.2	6.8
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	658	1799	559	754	1272	634	707	388	1188	257	122	109
V/C Ratio(X)	0.39	1.17	0.28	0.94	1.21	1.25	0.26	0.19	0.55	0.79	0.35	0.73
Avail Cap(c_a), veh/h	658	1799	559	837	1272	634	707	478	1321	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	45.7	10.3	39.0	18.5	18.5	47.1	46.1	30.7	63.8	62.3	64.0
Incr Delay (d2), s/veh	0.1	76.7	0.4	11.4	97.3	118.9	0.2	0.2	0.4	6.3	1.7	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	32.6	3.8	9.8	23.7	27.5	2.7	2.2	8.4	3.8	1.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	122.4	10.7	50.4	115.8	137.4	47.3	46.3	31.1	70.1	64.1	73.2
LnGrp LOS	D	F	B	D	F	F	D	D	C	E	E	E
Approach Vol, veh/h		2512			3030			910			326	
Approach Delay, s/veh		107.9			106.2			35.6			70.1	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.7	55.1	34.0	15.3	32.7	58.0	14.9	34.4				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	28.9	50.6	8.1	8.8	11.0	53.5	10.0	26.3				
Green Ext Time (p_c), s	1.2	0.0	0.0	0.7	0.4	0.0	0.3	2.3				

Intersection Summary

HCM 6th Ctrl Delay	95.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	1914	831	2122	1027	402	0	694
Future Volume (vph)	1914	831	2122	1027	402	0	694
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	78.0	140.0	78.0	140.0	50.5	50.5	50.5
Actuated g/C Ratio	0.56	1.00	0.56	1.00	0.36	0.36	0.36
v/c Ratio	0.54	0.53	0.75	0.65	0.60	0.68	0.66
Control Delay	19.3	3.1	26.3	6.6	42.6	44.0	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	3.1	26.4	6.6	42.6	44.0	43.1
LOS	B	A	C	A	D	D	D
Approach Delay	14.4		19.9			43.3	
Approach LOS	B		B			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 21.4
 Intersection LOS: C
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
CUMUL_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↕	↗
Traffic Volume (veh/h)	0	1914	831	0	2122	1027	0	0	0	402	0	694
Future Volume (veh/h)	0	1914	831	0	2122	1027	0	0	0	402	0	694
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1953	0	0	2165	0				273	0	854
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3345		0	2654					735	0	1308
Arrive On Green	0.00	1.00	0.00	0.00	0.51	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1953	0	0	2165	0				273	0	854
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	49.0	0.0				14.8	0.0	30.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	49.0	0.0				14.8	0.0	30.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3345		0	2654					735	0	1308
V/C Ratio(X)	0.00	0.58		0.00	0.82					0.37	0.00	0.65
Avail Cap(c_a), veh/h	0	3922		0	3112					735	0	1308
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.39	0.00	0.00	0.66	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	28.6	0.0				29.1	0.0	33.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.0	0.0				1.4	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	19.1	0.0				6.8	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	29.7	0.0				30.5	0.0	36.1
LnGrp LOS	A	A		A	C					C	A	D
Approach Vol, veh/h		1953	A		2165	A					1127	
Approach Delay, s/veh		0.1			29.7						34.8	
Approach LOS		A			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		77.6		62.4		77.6						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		2.0		32.0		51.0						
Green Ext Time (p_c), s		25.0		2.3		20.7						

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	1734	583	2646	623	503	0	699
Future Volume (vph)	1734	583	2646	623	503	0	699
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	87.6	140.0	87.6	140.0	40.9	40.9	40.9
Actuated g/C Ratio	0.63	1.00	0.63	1.00	0.29	0.29	0.29
v/c Ratio	0.55	0.37	0.67	0.40	0.86	0.90	0.85
Control Delay	16.2	0.8	18.4	0.7	63.9	68.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	0.8	18.4	0.7	63.9	68.1	61.6
LOS	B	A	B	A	E	E	E
Approach Delay	12.4		15.0			64.6	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 22.9
 Intersection Capacity Utilization 71.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramp & Newport Rd

Riverwalk Village
 CUMUL_NP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	1734	583	0	2646	623	503	0	699	0	0	0
Future Volume (veh/h)	0	1734	583	0	2646	623	503	0	699	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1788	0	0	2728	0	775	0	447			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3229		0	4069		1069	0	475			
Arrive On Green	0.00	0.62	0.00	0.00	0.62	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	0	1788	0	0	2728	0	775	0	447			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	27.8	0.0	0.0	37.9	0.0	26.9	0.0	37.9			
Cycle Q Clear(g_c), s	0.0	27.8	0.0	0.0	37.9	0.0	26.9	0.0	37.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3229		0	4069		1069	0	475			
V/C Ratio(X)	0.00	0.55		0.00	0.67		0.73	0.00	0.94			
Avail Cap(c_a), veh/h	0	3229		0	4069		1150	0	512			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.82	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	15.2	0.0	0.0	17.1	0.0	44.2	0.0	48.1			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.4	0.0	1.8	0.0	24.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.1	0.0	0.0	12.9	0.0	12.3	0.0	18.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.8	0.0	0.0	17.5	0.0	46.0	0.0	72.2			
LnGrp LOS	A	B		A	B		D	A	E			
Approach Vol, veh/h		1788	A		2728	A		1222				
Approach Delay, s/veh		15.8			17.5			55.6				
Approach LOS		B			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		93.2				93.2		46.8				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		84.0				84.0		44.5				
Max Q Clear Time (g_c+I1), s		29.8				39.9		39.9				
Green Ext Time (p_c), s		19.1				33.7		1.4				

Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	16	25	632	25	31	820
Future Vol, veh/h	16	25	632	25	31	820
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	26	652	26	32	845

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1561	652	0	0	678
Stage 1	652	-	-	-	-
Stage 2	909	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	125	471	-	-	923
Stage 1	522	-	-	-	-
Stage 2	396	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	121	471	-	-	923
Mov Cap-2 Maneuver	255	-	-	-	-
Stage 1	522	-	-	-	-
Stage 2	382	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	923
HCM Lane V/C Ratio	-	-	0.119	0.035
HCM Control Delay (s)	-	-	16.5	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	89	131	620	779	113
Future Vol, veh/h	49	89	131	620	779	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	97	142	674	847	123

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1805	847	970	0	-	0
Stage 1	847	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	88	365	719	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	365	719	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	376	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32	2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	279	-	-
HCM Lane V/C Ratio	0.198	-	0.538	-	-
HCM Control Delay (s)	11.2	-	32	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	2.9	-	-

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	47	68	679	92	65	851
Future Vol, veh/h	47	68	679	92	65	851
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	50	72	722	98	69	905

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1765	722	0	0	820	0
Stage 1	722	-	-	-	-	-
Stage 2	1043	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	430	-	-	818	-
Stage 1	485	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	430	-	-	818	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	313	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	162	818
HCM Lane V/C Ratio	-	-	0.755	0.085
HCM Control Delay (s)	-	-	75	9.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	4.7	0.3

Timings
4: Bradley Rd & Newport Rd

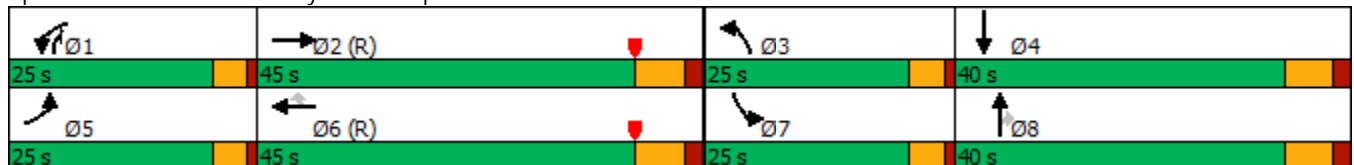
Riverwalk Village
CUMUL_NP_PM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	301	1407	319	1605	367	142	261	211	396	363
Future Volume (vph)	301	1407	319	1605	367	142	261	211	396	363
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	28.8	49.2	17.4	37.8	37.8	15.8	24.8	49.0	20.4	29.4
Actuated g/C Ratio	0.21	0.36	0.13	0.28	0.28	0.12	0.18	0.36	0.15	0.22
v/c Ratio	0.80	0.81	0.72	1.13	0.58	0.69	0.76	0.34	1.49	0.79
Control Delay	67.2	43.8	66.0	111.2	15.2	73.5	66.1	20.4	276.2	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	43.8	66.0	111.2	15.2	73.5	66.1	20.4	276.2	46.3
LOS	E	D	E	F	B	E	E	C	F	D
Approach Delay		47.7		89.5			52.1			133.2
Approach LOS		D		F			D			F

Intersection Summary






























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 80.4
 Intersection LOS: F
 Intersection Capacity Utilization 102.7%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

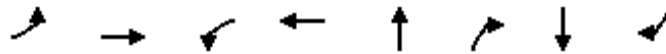


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_NP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 					 	 	 
Traffic Volume (veh/h)	301	1407	92	319	1605	367	142	261	211	396	363	289
Future Volume (veh/h)	301	1407	92	319	1605	367	142	261	211	396	363	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	307	1436	94	326	1638	374	145	266	215	404	370	295
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	2006	131	387	1879	583	171	311	441	273	423	333
Arrive On Green	0.15	0.40	0.40	0.11	0.36	0.36	0.09	0.16	0.16	0.15	0.22	0.22
Sat Flow, veh/h	1810	4974	326	3510	5187	1610	1810	1900	1610	1810	1922	1511
Grp Volume(v), veh/h	307	998	532	326	1638	374	145	266	215	404	347	318
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1755	1729	1610	1810	1900	1610	1810	1805	1628
Q Serve(g_s), s	20.4	32.7	32.7	12.3	39.7	26.0	10.6	18.4	15.1	20.4	25.1	25.5
Cycle Q Clear(g_c), s	20.4	32.7	32.7	12.3	39.7	26.0	10.6	18.4	15.1	20.4	25.1	25.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	273	1394	743	387	1879	583	171	311	441	273	397	358
V/C Ratio(X)	1.12	0.72	0.72	0.84	0.87	0.64	0.85	0.86	0.49	1.48	0.87	0.89
Avail Cap(c_a), veh/h	273	1394	743	530	1879	583	273	467	573	273	444	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	33.8	33.8	58.9	40.1	35.8	60.1	54.9	41.1	57.3	50.8	51.0
Incr Delay (d2), s/veh	91.6	3.2	5.8	6.2	4.1	3.7	12.8	9.7	0.8	233.6	16.1	19.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	13.6	15.1	5.6	16.8	10.5	5.4	9.4	6.0	26.8	12.8	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.9	37.0	39.6	65.1	44.3	39.4	73.0	64.6	41.9	290.9	67.0	70.3
LnGrp LOS	F	D	D	E	D	D	E	E	D	F	E	E
Approach Vol, veh/h		1837			2338			626			1069	
Approach Delay, s/veh		56.4			46.4			58.7			152.6	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	61.6	17.4	36.5	25.0	56.1	25.0	28.9				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	14.3	34.7	12.6	27.5	22.4	41.7	22.4	20.4				
Green Ext Time (p_c), s	0.6	2.3	0.2	1.9	0.0	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				70.2								
HCM 6th LOS				E								

Timings
5: Calle Tomas & Newport Rd

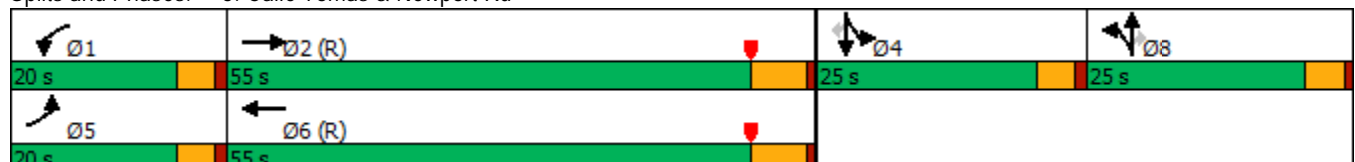


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	32	1940	83	2156	6	93	3	26
Future Volume (vph)	32	1940	83	2156	6	93	3	26
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.8	73.2	11.3	81.0	11.9	11.9	10.9	10.9
Actuated g/C Ratio	0.06	0.59	0.09	0.65	0.10	0.10	0.09	0.09
v/c Ratio	0.29	0.70	0.53	0.68	0.56	0.39	0.51	0.11
Control Delay	61.9	22.2	65.4	18.6	65.6	12.0	65.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	22.2	65.4	18.6	65.6	12.0	65.2	1.0
LOS	E	C	E	B	E	B	E	A
Approach Delay		22.8		20.3	38.5		49.1	
Approach LOS		C		C	D		D	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 70.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
CUMUL_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↑	↖
Traffic Volume (veh/h)	32	1940	91	83	2156	39	85	6	93	75	3	26
Future Volume (veh/h)	32	1940	91	83	2156	39	85	6	93	75	3	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	2021	95	86	2246	41	89	6	97	78	3	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	3245	152	109	3546	65	135	9	128	107	4	98
Arrive On Green	0.02	0.64	0.64	0.06	0.68	0.68	0.08	0.08	0.08	0.06	0.06	0.06
Sat Flow, veh/h	1810	5077	238	1810	5245	96	1700	115	1610	1746	67	1610
Grp Volume(v), veh/h	33	1374	742	86	1479	808	95	0	97	81	0	27
Grp Sat Flow(s),veh/h/ln	1810	1729	1857	1810	1729	1883	1815	0	1610	1813	0	1610
Q Serve(g_s), s	2.3	29.8	30.0	5.9	30.3	30.4	6.4	0.0	7.4	5.5	0.0	2.0
Cycle Q Clear(g_c), s	2.3	29.8	30.0	5.9	30.3	30.4	6.4	0.0	7.4	5.5	0.0	2.0
Prop In Lane	1.00		0.13	1.00		0.05	0.94		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	42	2210	1187	109	2338	1273	144	0	128	111	0	98
V/C Ratio(X)	0.78	0.62	0.62	0.79	0.63	0.63	0.66	0.00	0.76	0.73	0.00	0.27
Avail Cap(c_a), veh/h	223	2210	1187	223	2338	1273	296	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.7	13.5	13.5	57.9	11.5	11.5	55.9	0.0	56.4	57.7	0.0	56.0
Incr Delay (d2), s/veh	9.7	0.4	0.8	8.5	0.9	1.7	5.1	0.0	8.8	8.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.1	11.1	2.9	9.9	11.2	3.1	0.0	3.3	2.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	13.9	14.4	66.4	12.4	13.2	60.9	0.0	65.2	66.6	0.0	57.5
LnGrp LOS	E	B	B	E	B	B	E	A	E	E	A	E
Approach Vol, veh/h		2149			2373			192			108	
Approach Delay, s/veh		15.0			14.6			63.1			64.3	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	86.1		12.2	7.5	90.7		14.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	7.9	32.0		7.5	4.3	32.4		9.4				
Green Ext Time (p_c), s	0.1	12.1		0.3	0.0	12.6		0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
CUMUL_NP_PM

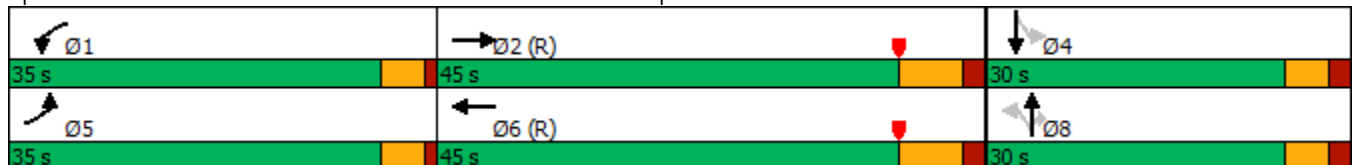


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	13	1973	344	2096	161	24	236	83	32
Future Volume (vph)	13	1973	344	2096	161	24	236	83	32
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.6	48.3	25.9	74.0	18.4	18.4	18.4	18.4	18.4
Actuated g/C Ratio	0.06	0.44	0.24	0.67	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.13	0.98	0.84	0.66	0.73	0.08	0.52	0.37	0.15
Control Delay	51.2	47.3	57.7	13.6	60.8	36.5	8.8	43.5	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	47.3	57.7	13.6	60.8	36.5	8.8	43.5	29.2
LOS	D	D	E	B	E	D	A	D	C
Approach Delay		47.3		19.6		30.3			38.5
Approach LOS		D		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 90.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

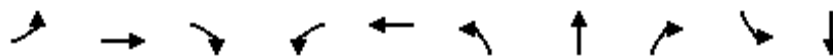
Riverwalk Village
 CUMUL_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	13	1973	157	344	2096	86	161	24	236	83	32	12
Future Volume (veh/h)	13	1973	157	344	2096	86	161	24	236	83	32	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	2055	164	358	2183	90	168	25	246	86	33	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	2206	175	393	3313	136	278	332	281	250	232	84
Arrive On Green	0.02	0.45	0.45	0.22	0.65	0.65	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	4900	388	1810	5110	210	1383	1900	1610	1126	1330	483
Grp Volume(v), veh/h	14	1446	773	358	1474	799	168	25	246	86	0	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1830	1810	1729	1862	1383	1900	1610	1126	0	1813
Q Serve(g_s), s	0.8	43.5	44.2	21.2	28.7	29.1	12.9	1.2	16.4	7.6	0.0	2.3
Cycle Q Clear(g_c), s	0.8	43.5	44.2	21.2	28.7	29.1	15.2	1.2	16.4	8.8	0.0	2.3
Prop In Lane	1.00		0.21	1.00		0.11	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	34	1557	824	393	2242	1207	278	332	281	250	0	316
V/C Ratio(X)	0.41	0.93	0.94	0.91	0.66	0.66	0.60	0.08	0.88	0.34	0.00	0.14
Avail Cap(c_a), veh/h	500	1557	824	500	2242	1207	343	421	357	303	0	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	28.6	28.8	42.0	11.9	11.9	44.9	38.0	44.2	41.7	0.0	38.4
Incr Delay (d2), s/veh	5.1	8.1	14.6	2.2	0.1	0.3	2.1	0.1	17.5	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	17.9	20.7	9.2	9.0	9.8	4.6	0.6	7.8	2.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	36.6	43.3	44.3	12.0	12.2	47.0	38.1	61.8	42.5	0.0	38.6
LnGrp LOS	E	D	D	D	B	B	D	D	E	D	A	D
Approach Vol, veh/h		2233			2631			439				131
Approach Delay, s/veh		39.1			16.4			54.8				41.2
Approach LOS		D			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.5	56.7		24.8	6.7	78.5		24.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	23.2	46.2		10.8	2.8	31.1		18.4				
Green Ext Time (p_c), s	0.6	0.0		0.4	0.0	5.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				29.4								
HCM 6th LOS				C								

Timings
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_NP_PM

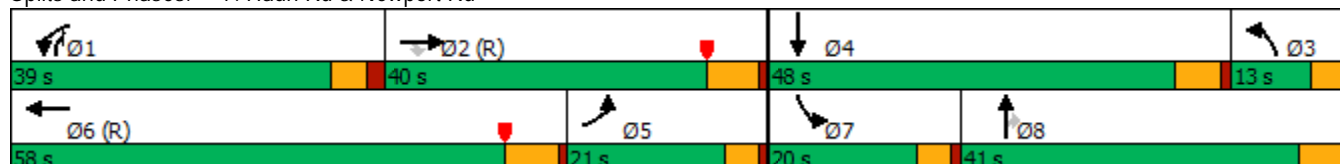


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↔↔	↔↔	↑↔
Traffic Volume (vph)	211	1720	336	964	1939	410	88	1111	491	156
Future Volume (vph)	211	1720	336	964	1939	410	88	1111	491	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	33.5	33.5	38.7	56.8	32.7	29.9	74.4	15.4	12.6
Actuated g/C Ratio	0.12	0.24	0.24	0.28	0.41	0.23	0.21	0.53	0.11	0.09
v/c Ratio	0.54	1.44	0.54	1.04	1.15	0.52	0.23	0.74	1.33	0.73
Control Delay	63.5	242.7	8.1	73.7	96.7	50.9	48.2	26.1	210.7	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	242.7	8.1	73.7	96.8	50.9	48.2	26.1	210.7	40.0
LOS	E	F	A	E	F	D	D	C	F	D
Approach Delay		191.3			89.9		33.6			144.2
Approach LOS		F			F		C			F

Intersection Summary


































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 113.0
 Intersection Capacity Utilization 100.5%
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_NP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	211	1720	336	964	1939	346	410	88	1111	491	156	156
Future Volume (veh/h)	211	1720	336	964	1939	346	410	88	1111	491	156	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1792	350	1004	2020	360	427	92	1157	511	162	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	1241	385	837	1635	285	795	478	1389	386	228	204
Arrive On Green	0.10	0.24	0.24	0.48	0.74	0.74	0.23	0.25	0.25	0.11	0.13	0.13
Sat Flow, veh/h	3510	5187	1610	3510	4445	774	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	220	1792	350	1004	1561	819	427	92	1157	511	162	162
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1761	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	8.4	33.5	17.4	33.4	51.5	51.5	15.0	5.3	35.2	15.4	12.1	13.7
Cycle Q Clear(g_c), s	8.4	33.5	17.4	33.4	51.5	51.5	15.0	5.3	35.2	15.4	12.1	13.7
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	1241	385	837	1272	648	795	478	1389	386	228	204
V/C Ratio(X)	0.61	1.44	0.91	1.20	1.23	1.26	0.54	0.19	0.83	1.32	0.71	0.80
Avail Cap(c_a), veh/h	411	1241	385	837	1272	648	795	478	1389	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	53.3	17.8	36.6	18.5	18.5	47.7	41.2	30.8	62.3	58.7	59.4
Incr Delay (d2), s/veh	0.6	201.0	10.4	94.6	105.4	124.2	0.7	0.2	4.5	162.6	4.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	37.1	7.6	21.2	25.2	29.0	6.7	2.6	17.4	15.6	5.8	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	254.3	28.2	131.2	123.9	142.7	48.4	41.4	35.3	224.9	62.7	66.3
LnGrp LOS	E	F	C	F	F	F	D	D	D	F	E	E
Approach Vol, veh/h		2362			3384			1676			835	
Approach Delay, s/veh		202.7			130.6			39.0			162.6	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	40.0	37.5	23.5	21.0	58.0	20.0	41.0				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	35.4	35.5	17.0	15.7	10.4	53.5	17.4	37.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.3	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	135.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	2676	644	2398	789	681	0	850
Future Volume (vph)	2676	644	2398	789	681	0	850
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	82.6	140.0	82.6	140.0	45.9	45.9	45.9
Actuated g/C Ratio	0.59	1.00	0.59	1.00	0.33	0.33	0.33
v/c Ratio	0.72	0.42	0.82	0.51	0.98	1.03	0.99
Control Delay	29.4	0.4	27.6	1.4	81.0	90.7	82.0
Queue Delay	0.8	0.0	5.1	0.0	0.0	0.6	0.4
Total Delay	30.2	0.4	32.6	1.4	81.0	91.4	82.4
LOS	C	A	C	A	F	F	F
Approach Delay	24.4		24.9			84.9	
Approach LOS	C		C			F	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 91.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
CUMUL_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	2676	644	0	2398	789	0	0	0	681	0	850
Future Volume (veh/h)	0	2676	644	0	2398	789	0	0	0	681	0	850
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2788	0	0	2498	0				1012	0	561
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3675		0	2916					1287	0	573
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.00				0.36	0.00	0.36
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2788	0	0	2498	0				1012	0	561
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	56.9	0.0				35.0	0.0	48.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	56.9	0.0				35.0	0.0	48.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3675		0	2916					1287	0	573
V/C Ratio(X)	0.00	0.76		0.00	0.86					0.79	0.00	0.98
Avail Cap(c_a), veh/h	0	3922		0	3112					1287	0	573
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	25.9	0.0				40.3	0.0	44.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.5	0.0				4.9	0.0	32.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	21.7	0.0				16.5	0.0	24.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	27.4	0.0				45.2	0.0	77.5
LnGrp LOS	A	A		A	C					D	A	E
Approach Vol, veh/h		2788	A		2498	A					1573	
Approach Delay, s/veh		0.1			27.4						56.8	
Approach LOS		A			C						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		84.7		55.3		84.7						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		2.0		50.2		58.9						
Green Ext Time (p_c), s		53.7		0.0		19.8						

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	2752	603	2620	559	567	0	892
Future Volume (vph)	2752	603	2620	559	567	0	892
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	84.0	140.0	84.0	140.0	44.5	44.5	44.5
Actuated g/C Ratio	0.60	1.00	0.60	1.00	0.32	0.32	0.32
v/c Ratio	0.90	0.38	0.68	0.35	0.96	0.99	0.96
Control Delay	22.9	0.4	20.1	0.6	75.9	84.4	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	0.4	20.1	0.6	75.9	84.4	75.6
LOS	C	A	C	A	E	F	E
Approach Delay	18.9		16.7			78.6	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 28.9
 Intersection Capacity Utilization 99.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramp & Newport Rd

Riverwalk Village
 CUMUL_NP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	2752	603	0	2620	559	567	0	892	0	0	0
Future Volume (veh/h)	0	2752	603	0	2620	559	567	0	892	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2808	0	0	2673	0	386	0	1117			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3112		0	3922		575	0	1024			
Arrive On Green	0.00	0.40	0.00	0.00	0.60	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2808	0	0	2673	0	386	0	1117			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	71.1	0.0	0.0	38.7	0.0	25.9	0.0	44.5			
Cycle Q Clear(g_c), s	0.0	71.1	0.0	0.0	38.7	0.0	25.9	0.0	44.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3112		0	3922		575	0	1024			
V/C Ratio(X)	0.00	0.90		0.00	0.68		0.67	0.00	1.09			
Avail Cap(c_a), veh/h	0	3112		0	3922		575	0	1024			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.55	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	38.0	0.0	0.0	18.9	0.0	41.4	0.0	47.8			
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.5	0.0	2.5	0.0	56.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	31.2	0.0	0.0	13.4	0.0	12.0	0.0	25.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.8	0.0	0.0	19.4	0.0	43.9	0.0	104.1			
LnGrp LOS	A	D		A	B		D	A	F			
Approach Vol, veh/h		2808	A		2673	A		1503				
Approach Delay, s/veh		40.8			19.4			88.7				
Approach LOS		D			B			F				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		90.0			90.0			50.0				
Change Period (Y+Rc), s		6.0			6.0			5.5				
Max Green Setting (Gmax), s		84.0			84.0			44.5				
Max Q Clear Time (g_c+I1), s		73.1			40.7			46.5				
Green Ext Time (p_c), s		10.1			32.4			0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↗	↗	↗	
Traffic Vol, veh/h	22	0	88	32	0	25	30	331	25	42	932	7
Future Vol, veh/h	22	0	88	32	0	25	30	331	25	42	932	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	175	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	24	0	96	35	0	27	33	360	27	46	1013	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1562	1562	1017	1583	1539	360	1021	0	0	387	0	0
Stage 1	1109	1109	-	426	426	-	-	-	-	-	-	-
Stage 2	453	453	-	1157	1113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	112	288	89	116	689	680	-	-	1183	-	-
Stage 1	254	285	-	610	586	-	-	-	-	-	-	-
Stage 2	586	570	-	241	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	82	102	288	56	106	689	680	-	-	1183	-	-
Mov Cap-2 Maneuver	82	102	-	56	106	-	-	-	-	-	-	-
Stage 1	242	274	-	580	557	-	-	-	-	-	-	-
Stage 2	536	542	-	155	273	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	50.5		97.9		0.8		0.3			
HCM LOS	F		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	680	-	-	192	94	1183	-
HCM Lane V/C Ratio	0.048	-	-	0.623	0.659	0.039	-
HCM Control Delay (s)	10.6	-	-	50.5	97.9	8.2	-
HCM Lane LOS	B	-	-	F	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.6	3.2	0.1	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	43	134	43	367	994	76
Future Vol, veh/h	43	134	43	367	994	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	149	48	408	1104	84

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1608	1104	1188	0	-	0
Stage 1	1104	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	117	259	595	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	259	595	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58	1.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	595	-	249	-	-
HCM Lane V/C Ratio	0.08	-	0.79	-	-
HCM Control Delay (s)	11.6	-	58	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	5.9	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	40	24	390	43	66	1061
Future Vol, veh/h	40	24	390	43	66	1061
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	26	419	46	71	1141

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1702	419	0	0	465
Stage 1	419	-	-	-	-
Stage 2	1283	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	102	638	-	-	1107
Stage 1	668	-	-	-	-
Stage 2	263	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	95	638	-	-	1107
Mov Cap-2 Maneuver	95	-	-	-	-
Stage 1	668	-	-	-	-
Stage 2	246	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	1107
HCM Lane V/C Ratio	-	-	0.492	0.064
HCM Control Delay (s)	-	-	53.3	8.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	2.3	0.2

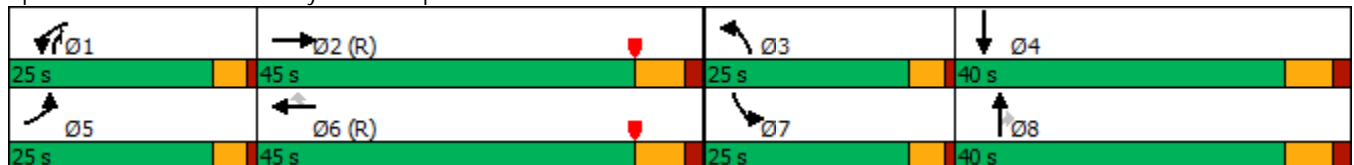
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	236	1405	292	1174	180	125	254	365	491	504
Future Volume (vph)	236	1405	292	1174	180	125	254	365	491	504
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	21.1	48.1	16.8	43.8	43.8	14.8	26.5	50.1	20.4	32.1
Actuated g/C Ratio	0.16	0.36	0.12	0.32	0.32	0.11	0.20	0.37	0.15	0.24
v/c Ratio	0.85	0.85	0.69	0.71	0.28	0.65	0.69	0.58	1.84	0.85
Control Delay	82.2	46.2	64.8	44.2	6.3	72.1	59.7	29.5	424.6	56.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.2	46.2	64.8	44.2	6.3	72.1	59.7	29.5	424.6	56.6
LOS	F	D	E	D	A	E	E	C	F	E
Approach Delay		51.0		43.7			47.0			206.4
Approach LOS		D		D			D			F

Intersection Summary
























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.84
 Intersection Signal Delay: 83.2
 Intersection LOS: F
 Intersection Capacity Utilization 98.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd

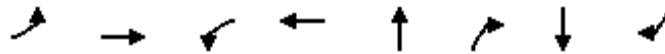


HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_WP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	1405	122	292	1174	180	125	254	365	491	504	212
Future Volume (veh/h)	236	1405	122	292	1174	180	125	254	365	491	504	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1434	124	298	1198	184	128	259	372	501	514	216
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	1701	147	359	1586	492	154	427	527	273	722	302
Arrive On Green	0.15	0.35	0.35	0.10	0.31	0.31	0.09	0.22	0.22	0.15	0.29	0.29
Sat Flow, veh/h	1810	4862	420	3510	5187	1610	1810	1900	1610	1810	2480	1038
Grp Volume(v), veh/h	241	1020	538	298	1198	184	128	259	372	501	373	357
Grp Sat Flow(s),veh/h/ln	1810	1729	1824	1755	1729	1610	1810	1900	1610	1810	1805	1713
Q Serve(g_s), s	17.7	36.7	36.7	11.2	28.1	12.1	9.4	16.5	27.3	20.4	25.0	25.2
Cycle Q Clear(g_c), s	17.7	36.7	36.7	11.2	28.1	12.1	9.4	16.5	27.3	20.4	25.0	25.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	265	1210	638	359	1586	492	154	427	527	273	525	498
V/C Ratio(X)	0.91	0.84	0.84	0.83	0.76	0.37	0.83	0.61	0.71	1.83	0.71	0.72
Avail Cap(c_a), veh/h	273	1210	638	530	1586	492	273	467	561	273	525	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	40.5	40.5	59.4	42.3	36.7	60.8	47.0	39.7	57.3	42.8	42.9
Incr Delay (d2), s/veh	31.5	7.2	12.8	6.4	3.1	1.9	10.9	1.9	3.8	388.5	4.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	16.1	18.0	5.2	12.0	4.9	4.7	7.9	11.0	38.6	11.5	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	47.7	53.3	65.8	45.4	38.7	71.7	48.9	43.5	445.8	47.3	47.7
LnGrp LOS	F	D	D	E	D	D	E	D	D	F	D	D
Approach Vol, veh/h		1799			1680			759			1231	
Approach Delay, s/veh		54.8			48.3			50.1			209.6	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	54.4	16.1	46.1	24.4	48.5	25.0	37.2				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	13.2	38.7	11.4	27.2	19.7	30.1	22.4	29.3				
Green Ext Time (p_c), s	0.6	0.0	0.2	2.1	0.0	4.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay				87.0								
HCM 6th LOS				F								

Timings
5: Calle Tomas & Newport Rd

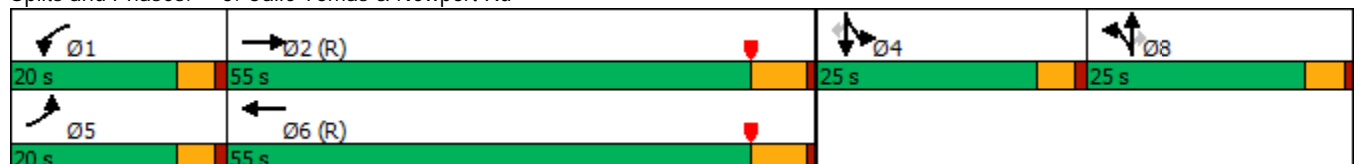


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↗	↙	↗
Traffic Volume (vph)	38	2192	94	1567	1	51	5	53
Future Volume (vph)	38	2192	94	1567	1	51	5	53
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	8.1	80.8	11.9	87.8	7.9	7.9	8.7	8.7
Actuated g/C Ratio	0.06	0.65	0.10	0.70	0.06	0.06	0.07	0.07
v/c Ratio	0.33	0.68	0.56	0.45	0.29	0.26	0.37	0.25
Control Delay	62.5	17.9	65.7	11.5	61.7	3.0	63.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	17.9	65.7	11.5	61.7	3.0	63.0	2.9
LOS	E	B	E	B	E	A	E	A
Approach Delay		18.6		14.5	25.8		30.5	
Approach LOS		B		B	C		C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
CUMUL_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↑	↖
Traffic Volume (veh/h)	38	2192	61	94	1567	35	32	1	51	41	5	53
Future Volume (veh/h)	38	2192	61	94	1567	35	32	1	51	41	5	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	2214	62	95	1583	35	32	1	52	41	5	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	3515	98	119	3741	83	82	3	75	80	10	80
Arrive On Green	0.03	0.68	0.68	0.07	0.72	0.72	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1810	5187	145	1810	5222	115	1757	55	1610	1621	198	1610
Grp Volume(v), veh/h	38	1474	802	95	1048	570	33	0	52	46	0	54
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1879	1812	0	1610	1819	0	1610
Q Serve(g_s), s	2.6	29.9	30.2	6.5	15.4	15.4	2.2	0.0	4.0	3.1	0.0	4.1
Cycle Q Clear(g_c), s	2.6	29.9	30.2	6.5	15.4	15.4	2.2	0.0	4.0	3.1	0.0	4.1
Prop In Lane	1.00		0.08	1.00		0.06	0.97		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	49	2343	1270	119	2477	1346	85	0	75	90	0	80
V/C Ratio(X)	0.77	0.63	0.63	0.80	0.42	0.42	0.39	0.00	0.69	0.51	0.00	0.68
Avail Cap(c_a), veh/h	223	2343	1270	223	2477	1346	296	0	263	297	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.4	11.3	11.4	57.5	7.2	7.2	57.8	0.0	58.7	57.9	0.0	58.4
Incr Delay (d2), s/veh	2.4	0.1	0.2	10.1	0.5	0.9	2.9	0.0	10.6	4.4	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.6	10.5	3.2	4.7	5.3	1.1	0.0	1.8	1.5	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	11.4	11.6	67.6	7.7	8.1	60.7	0.0	69.3	62.3	0.0	68.0
LnGrp LOS	E	B	B	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		2314			1713			85				100
Approach Delay, s/veh		12.3			11.1			65.9				65.4
Approach LOS		B			B			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	90.9		10.8	8.0	95.7		10.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	8.5	32.2		6.1	4.6	17.4		6.0				
Green Ext Time (p_c), s	0.1	12.7		0.3	0.0	12.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

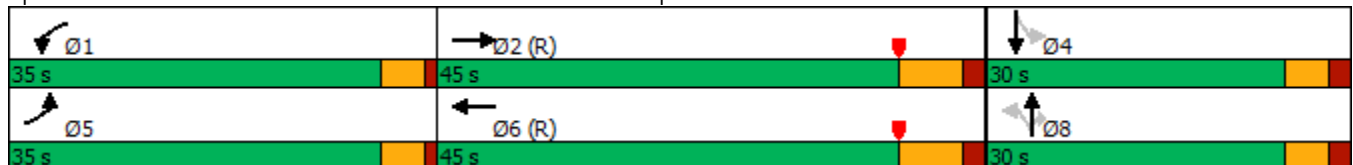


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↖↗	↖	↗↖↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	15	2066	307	1540	124	22	253	126	44
Future Volume (vph)	15	2066	307	1540	124	22	253	126	44
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.7	52.0	24.3	76.1	16.2	16.2	16.2	16.2	16.2
Actuated g/C Ratio	0.06	0.47	0.22	0.69	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.15	0.98	0.80	0.46	0.65	0.08	0.57	0.63	0.24
Control Delay	51.5	43.2	55.5	9.8	58.2	38.0	9.8	56.6	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	43.2	55.5	9.8	58.2	38.0	9.8	56.6	30.3
LOS	D	D	E	A	E	D	A	E	C
Approach Delay		43.2		17.3		26.4			47.5
Approach LOS		D		B		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 31.7
 Intersection LOS: C
 Intersection Capacity Utilization 89.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



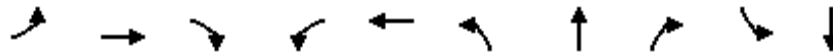
HCM 6th Signalized Intersection Summary
6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
CUMUL_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗	↗	↑	↗
Traffic Volume (veh/h)	15	2066	206	307	1540	29	124	22	253	126	44	22
Future Volume (veh/h)	15	2066	206	307	1540	29	124	22	253	126	44	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	2152	215	320	1604	30	129	23	264	131	46	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	2213	218	356	3337	62	271	350	297	259	220	110
Arrive On Green	0.02	0.46	0.46	0.20	0.64	0.64	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	4799	473	1810	5242	98	1353	1900	1610	1109	1195	597
Grp Volume(v), veh/h	16	1543	824	320	1058	576	129	23	264	131	0	69
Grp Sat Flow(s),veh/h/ln	1810	1729	1815	1810	1729	1882	1353	1900	1610	1109	0	1792
Q Serve(g_s), s	1.0	47.8	49.3	19.0	17.6	17.6	9.8	1.1	17.6	12.2	0.0	3.6
Cycle Q Clear(g_c), s	1.0	47.8	49.3	19.0	17.6	17.6	13.4	1.1	17.6	13.3	0.0	3.6
Prop In Lane	1.00		0.26	1.00		0.05	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	38	1594	837	356	2201	1198	271	350	297	259	0	330
V/C Ratio(X)	0.42	0.97	0.98	0.90	0.48	0.48	0.48	0.07	0.89	0.51	0.00	0.21
Avail Cap(c_a), veh/h	500	1594	837	500	2201	1198	321	421	357	300	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	28.9	29.3	43.1	10.5	10.5	43.8	37.0	43.8	42.5	0.0	38.1
Incr Delay (d2), s/veh	5.0	12.6	22.5	8.3	0.4	0.7	1.3	0.1	20.5	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.4	24.4	8.9	5.7	6.3	3.4	0.5	8.6	3.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	41.4	51.8	51.5	10.9	11.2	45.1	37.1	64.3	44.1	0.0	38.4
LnGrp LOS	E	D	D	D	B	B	D	D	E	D	A	D
Approach Vol, veh/h		2383			1954			416			200	
Approach Delay, s/veh		45.1			17.6			56.8			42.1	
Approach LOS		D			B			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	57.9		25.9	6.9	77.2		25.9				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	21.0	51.3		15.3	3.0	19.6		19.6				
Green Ext Time (p_c), s	0.6	0.0		0.5	0.0	9.8		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				35.1								
HCM 6th LOS				D								

Timings
7: Haun Rd & Newport Rd

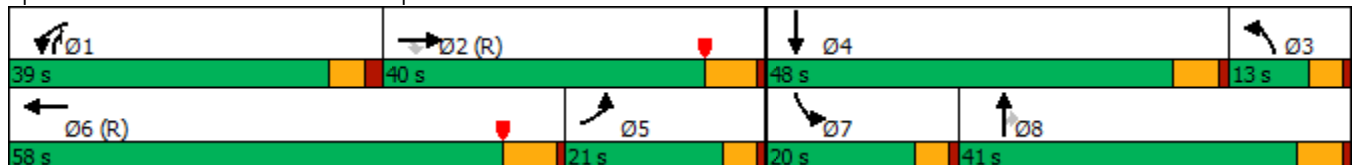


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↗↗	↔↔	↑↔
Traffic Volume (vph)	239	1998	153	657	1760	172	69	607	189	40
Future Volume (vph)	239	1998	153	657	1760	172	69	607	189	40
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	57.9	57.9	35.8	78.3	16.1	10.8	49.9	15.5	7.7
Actuated g/C Ratio	0.12	0.41	0.41	0.26	0.56	0.12	0.08	0.36	0.11	0.06
v/c Ratio	0.63	1.00	0.22	0.79	0.83	0.46	0.51	0.60	0.52	0.48
Control Delay	66.3	60.6	7.5	61.5	13.6	60.9	73.2	31.2	64.6	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	60.6	7.5	61.5	14.0	60.9	73.2	31.2	64.6	31.4
LOS	E	E	A	E	B	E	E	C	E	C
Approach Delay		57.8			25.0		40.6			52.1
Approach LOS		E			C		D			D

Intersection Summary

































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 40.6
 Intersection LOS: D
 Intersection Capacity Utilization 84.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	239	1998	153	657	1760	418	172	69	607	189	40	74
Future Volume (veh/h)	239	1998	153	657	1760	418	172	69	607	189	40	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	2148	165	706	1892	449	185	74	653	203	43	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	658	1799	559	754	1549	357	707	388	1188	257	122	109
Arrive On Green	0.19	0.35	0.35	0.43	0.74	0.74	0.20	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	3510	5187	1610	3510	4211	972	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	257	2148	165	706	1544	797	185	74	653	203	43	80
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1725	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	9.0	48.6	5.8	26.9	51.5	51.5	6.2	4.5	24.3	8.0	3.2	6.8
Cycle Q Clear(g_c), s	9.0	48.6	5.8	26.9	51.5	51.5	6.2	4.5	24.3	8.0	3.2	6.8
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	658	1799	559	754	1272	635	707	388	1188	257	122	109
V/C Ratio(X)	0.39	1.19	0.30	0.94	1.21	1.26	0.26	0.19	0.55	0.79	0.35	0.73
Avail Cap(c_a), veh/h	658	1799	559	837	1272	635	707	478	1321	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.27	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	45.7	10.3	39.0	18.5	18.5	47.1	46.1	30.7	63.8	62.3	64.0
Incr Delay (d2), s/veh	0.1	88.9	0.4	11.4	100.8	123.0	0.2	0.2	0.4	6.3	1.7	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	34.7	4.0	9.8	24.3	28.2	2.8	2.2	8.4	3.8	1.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	134.6	10.7	50.4	119.3	141.5	47.3	46.3	31.1	70.1	64.1	73.2
LnGrp LOS	D	F	B	D	F	F	D	D	C	E	E	E
Approach Vol, veh/h		2570			3047			912			326	
Approach Delay, s/veh		118.2			109.1			35.6			70.1	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.7	55.1	34.0	15.3	32.7	58.0	14.9	34.4				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	28.9	50.6	8.2	8.8	11.0	53.5	10.0	26.3				
Green Ext Time (p_c), s	1.2	0.0	0.0	0.7	0.4	0.0	0.3	2.3				

Intersection Summary

HCM 6th Ctrl Delay	100.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↑↑↑↑	↑	↑	↔	↑
Traffic Volume (vph)	1941	852	2131	1027	402	0	701
Future Volume (vph)	1941	852	2131	1027	402	0	701
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	78.1	140.0	78.1	140.0	50.4	50.4	50.4
Actuated g/C Ratio	0.56	1.00	0.56	1.00	0.36	0.36	0.36
v/c Ratio	0.54	0.54	0.75	0.65	0.60	0.68	0.67
Control Delay	19.5	3.5	26.4	6.5	42.8	44.4	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	3.5	26.5	6.5	42.8	44.4	43.6
LOS	B	A	C	A	D	D	D
Approach Delay	14.6		20.0			43.6	
Approach LOS	B		B			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 79.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
CUMUL_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↔	↗
Traffic Volume (veh/h)	0	1941	852	0	2131	1027	0	0	0	402	0	701
Future Volume (veh/h)	0	1941	852	0	2131	1027	0	0	0	402	0	701
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1981	0	0	2174	0				273	0	861
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3355		0	2663					732	0	1303
Arrive On Green	0.00	1.00	0.00	0.00	0.51	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	6802	1610	0	5358	1610				1810	0	3220
Grp Volume(v), veh/h	0	1981	0	0	2174	0				273	0	861
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	49.2	0.0				14.8	0.0	30.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	49.2	0.0				14.8	0.0	30.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3355		0	2663					732	0	1303
V/C Ratio(X)	0.00	0.59		0.00	0.82					0.37	0.00	0.66
Avail Cap(c_a), veh/h	0	3922		0	3112					732	0	1303
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.35	0.00	0.00	0.66	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	28.5	0.0				29.2	0.0	33.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.0	0.0				1.5	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	19.2	0.0				6.8	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	29.6	0.0				30.7	0.0	36.5
LnGrp LOS	A	A		A	C					C	A	D
Approach Vol, veh/h		1981	A		2174	A					1134	
Approach Delay, s/veh		0.1			29.6						35.1	
Approach LOS		A			C						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		77.9		62.1		77.9						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		2.0		32.4		51.2						
Green Ext Time (p_c), s		25.8		2.3		20.7						

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	1740	604	2648	623	510	0	699
Future Volume (vph)	1740	604	2648	623	510	0	699
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	87.6	140.0	87.6	140.0	40.9	40.9	40.9
Actuated g/C Ratio	0.63	1.00	0.63	1.00	0.29	0.29	0.29
v/c Ratio	0.55	0.39	0.67	0.40	0.86	0.90	0.87
Control Delay	16.2	0.9	18.4	0.7	64.0	67.8	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	0.9	18.4	0.7	64.0	67.8	63.5
LOS	B	A	B	A	E	E	E
Approach Delay	12.3		15.0			65.1	
Approach LOS	B		B			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 23.0
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramp & Newport Rd

Riverwalk Village
 CUMUL_WP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	1740	604	0	2648	623	510	0	699	0	0	0
Future Volume (veh/h)	0	1740	604	0	2648	623	510	0	699	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1794	0	0	2730	0	781	0	448			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3226		0	4065		1071	0	476			
Arrive On Green	0.00	0.62	0.00	0.00	0.62	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	0	1794	0	0	2730	0	781	0	448			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	28.0	0.0	0.0	38.0	0.0	27.1	0.0	38.0			
Cycle Q Clear(g_c), s	0.0	28.0	0.0	0.0	38.0	0.0	27.1	0.0	38.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3226		0	4065		1071	0	476			
V/C Ratio(X)	0.00	0.56		0.00	0.67		0.73	0.00	0.94			
Avail Cap(c_a), veh/h	0	3226		0	4065		1150	0	512			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.81	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	15.3	0.0	0.0	17.2	0.0	44.3	0.0	48.1			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.4	0.0	1.8	0.0	24.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.2	0.0	0.0	12.9	0.0	12.5	0.0	18.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	0.0	0.0	17.6	0.0	46.1	0.0	72.3			
LnGrp LOS	A	B		A	B		D	A	E			
Approach Vol, veh/h		1794	A		2730	A		1229				
Approach Delay, s/veh		15.9			17.6			55.6				
Approach LOS		B			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		93.1				93.1		46.9				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		84.0				84.0		44.5				
Max Q Clear Time (g_c+I1), s		30.0				40.0		40.0				
Green Ext Time (p_c), s		19.2				33.7		1.4				

Intersection Summary

HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑	↑	↗	↗	↘
Traffic Vol, veh/h	15	0	58	16	0	25	98	632	25	31	820	25
Future Vol, veh/h	15	0	58	16	0	25	98	632	25	31	820	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	175	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	15	0	60	16	0	26	101	652	26	32	845	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1802	1802	858	1806	1789	652	871	0	0	678	0	0
Stage 1	922	922	-	854	854	-	-	-	-	-	-	-
Stage 2	880	880	-	952	935	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	80	357	62	81	471	774	-	-	923	-	-
Stage 1	324	349	-	356	375	-	-	-	-	-	-	-
Stage 2	342	365	-	314	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	51	67	357	45	68	471	774	-	-	923	-	-
Mov Cap-2 Maneuver	51	67	-	45	68	-	-	-	-	-	-	-
Stage 1	282	337	-	310	326	-	-	-	-	-	-	-
Stage 2	281	318	-	252	332	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	46		65.1		1.3		0.3			
HCM LOS	E		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	160	100	923	-
HCM Lane V/C Ratio	0.131	-	-	0.47	0.423	0.035	-
HCM Control Delay (s)	10.3	-	-	46	65.1	9	-
HCM Lane LOS	B	-	-	E	F	A	-
HCM 95th %tile Q(veh)	0.4	-	-	2.2	1.8	0.1	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	55	89	131	712	833	117
Future Vol, veh/h	55	89	131	712	833	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	97	142	774	905	127

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1963	905	1032	0	-	0
Stage 1	905	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	70	338	681	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 55	338	681	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.1	1.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	249	-	-
HCM Lane V/C Ratio	0.209	-	0.629	-	-
HCM Control Delay (s)	11.7	-	41.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.8	-	3.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 7.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	47	68	771	92	65	905
Future Vol, veh/h	47	68	771	92	65	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	50	72	820	98	69	963

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1921	820	0
Stage 1	820	-	-
Stage 2	1101	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	75	378	-
Stage 1	436	-	-
Stage 2	321	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	68	378	-
Mov Cap-2 Maneuver	68	-	-
Stage 1	436	-	-
Stage 2	291	-	-

Approach	WB	NB	SB
HCM Control Delay, s	123.7	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	752
HCM Lane V/C Ratio	-	-	0.927	0.092
HCM Control Delay (s)	-	-	123.7	10.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	6.2	0.3

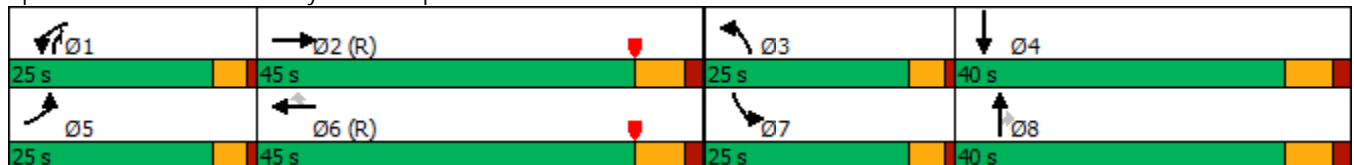
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	313	1407	319	1605	435	142	273	211	436	370
Future Volume (vph)	313	1407	319	1605	435	142	273	211	436	370
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	10.6	12.8	10.6	10.6	24.8
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	40.0	25.0	25.0	40.0
Total Split (%)	18.5%	33.3%	18.5%	33.3%	33.3%	18.5%	29.6%	18.5%	18.5%	29.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	4.6	6.8	4.6	4.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	28.2	48.6	17.4	37.8	37.8	15.8	25.4	49.6	20.4	30.0
Actuated g/C Ratio	0.21	0.36	0.13	0.28	0.28	0.12	0.19	0.37	0.15	0.22
v/c Ratio	0.85	0.82	0.72	1.13	0.65	0.69	0.78	0.34	1.64	0.79
Control Delay	72.4	44.6	66.0	111.2	16.3	73.5	67.0	20.1	338.0	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	44.6	66.0	111.2	16.3	73.5	67.0	20.1	338.0	46.2
LOS	E	D	E	F	B	E	E	C	F	D
Approach Delay		49.4		87.6			52.7			161.6
Approach LOS		D		F			D			F

Intersection Summary



























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 37.8 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 86.0
 Intersection Capacity Utilization 106.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

Splits and Phases: 4: Bradley Rd & Newport Rd



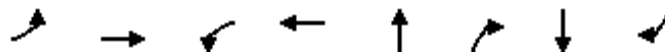
HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	313	1407	92	319	1605	435	142	273	211	436	370	296
Future Volume (veh/h)	313	1407	92	319	1605	435	142	273	211	436	370	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1436	94	326	1638	444	145	279	215	445	378	302
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1972	129	387	1844	573	171	324	452	273	435	343
Arrive On Green	0.15	0.40	0.40	0.11	0.36	0.36	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	1810	4974	326	3510	5187	1610	1810	1900	1610	1810	1918	1514
Grp Volume(v), veh/h	319	998	532	326	1638	444	145	279	215	445	355	325
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1755	1729	1610	1810	1900	1610	1810	1805	1627
Q Serve(g_s), s	20.4	33.1	33.1	12.3	40.2	33.1	10.6	19.3	15.0	20.4	25.6	26.0
Cycle Q Clear(g_c), s	20.4	33.1	33.1	12.3	40.2	33.1	10.6	19.3	15.0	20.4	25.6	26.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	273	1371	730	387	1844	573	171	324	452	273	409	369
V/C Ratio(X)	1.17	0.73	0.73	0.84	0.89	0.78	0.85	0.86	0.48	1.63	0.87	0.88
Avail Cap(c_a), veh/h	273	1371	730	530	1844	573	273	467	573	273	444	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	34.6	34.6	58.9	41.0	38.7	60.1	54.5	40.3	57.3	50.2	50.4
Incr Delay (d2), s/veh	107.2	3.4	6.3	5.9	4.6	6.6	12.8	10.9	0.8	298.5	15.7	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	13.9	15.4	5.6	17.0	13.7	5.4	10.0	5.9	31.8	13.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.5	38.0	40.8	64.9	45.6	45.3	73.0	65.3	41.1	355.8	66.0	69.1
LnGrp LOS	F	D	D	E	D	D	E	E	D	F	E	E
Approach Vol, veh/h		1849			2408			639			1125	
Approach Delay, s/veh		60.6			48.1			58.9			181.5	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	60.7	17.4	37.4	25.0	55.2	25.0	29.8				
Change Period (Y+Rc), s	4.6	7.2	4.6	6.8	4.6	7.2	4.6	6.8				
Max Green Setting (Gmax), s	20.4	37.8	20.4	33.2	20.4	37.8	20.4	33.2				
Max Q Clear Time (g_c+I1), s	14.3	35.1	12.6	28.0	22.4	42.2	22.4	21.3				
Green Ext Time (p_c), s	0.6	2.1	0.2	1.8	0.0	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				78.0								
HCM 6th LOS				E								

Timings

5: Calle Tomas & Newport Rd

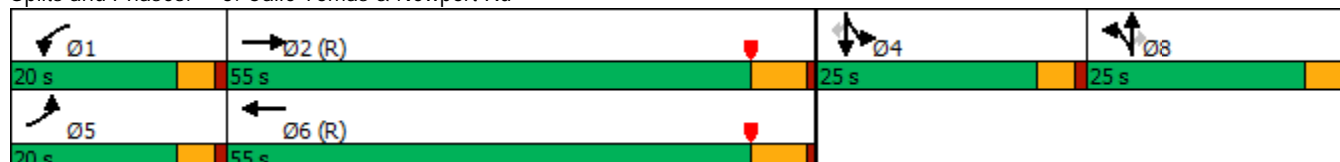


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↗	↙	↗
Traffic Volume (vph)	32	1980	83	2224	6	93	3	26
Future Volume (vph)	32	1980	83	2224	6	93	3	26
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	8		4	
Permitted Phases						8		4
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.6	24.2	8.6	24.2	22.6	22.6	10.6	10.6
Total Split (s)	20.0	55.0	20.0	55.0	25.0	25.0	25.0	25.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effect Green (s)	7.8	73.2	11.3	81.0	11.9	11.9	10.9	10.9
Actuated g/C Ratio	0.06	0.59	0.09	0.65	0.10	0.10	0.09	0.09
v/c Ratio	0.29	0.71	0.53	0.70	0.56	0.39	0.51	0.11
Control Delay	61.9	22.6	65.4	19.2	65.6	12.0	65.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	22.6	65.4	19.2	65.6	12.0	65.2	1.0
LOS	E	C	E	B	E	B	E	A
Approach Delay		23.2		20.8	38.5		49.1	
Approach LOS		C		C	D		D	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 39.7 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 71.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 5: Calle Tomas & Newport Rd



HCM 6th Signalized Intersection Summary
5: Calle Tomas & Newport Rd

Riverwalk Village
CUMUL_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑	↗		↑	↗
Traffic Volume (veh/h)	32	1980	91	83	2224	39	85	6	93	75	3	26
Future Volume (veh/h)	32	1980	91	83	2224	39	85	6	93	75	3	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	2062	95	86	2317	41	89	6	97	78	3	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	3249	149	109	3549	63	135	9	128	107	4	98
Arrive On Green	0.02	0.64	0.64	0.06	0.68	0.68	0.08	0.08	0.08	0.06	0.06	0.06
Sat Flow, veh/h	1810	5083	233	1810	5249	93	1700	115	1610	1746	67	1610
Grp Volume(v), veh/h	33	1401	756	86	1525	833	95	0	97	81	0	27
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1883	1815	0	1610	1813	0	1610
Q Serve(g_s), s	2.3	30.7	31.0	5.9	31.9	32.1	6.4	0.0	7.4	5.5	0.0	2.0
Cycle Q Clear(g_c), s	2.3	30.7	31.0	5.9	31.9	32.1	6.4	0.0	7.4	5.5	0.0	2.0
Prop In Lane	1.00		0.13	1.00		0.05	0.94		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	42	2210	1188	109	2338	1273	144	0	128	111	0	98
V/C Ratio(X)	0.78	0.63	0.64	0.79	0.65	0.65	0.66	0.00	0.76	0.73	0.00	0.27
Avail Cap(c_a), veh/h	223	2210	1188	223	2338	1273	296	0	263	296	0	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.7	13.7	13.7	57.9	11.7	11.8	55.9	0.0	56.4	57.7	0.0	56.0
Incr Delay (d2), s/veh	6.9	0.3	0.6	8.1	1.0	1.8	5.1	0.0	8.8	8.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.4	11.4	2.9	10.5	11.8	3.1	0.0	3.3	2.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	14.0	14.3	66.1	12.7	13.5	60.9	0.0	65.2	66.6	0.0	57.5
LnGrp LOS	E	B	B	E	B	B	E	A	E	E	A	E
Approach Vol, veh/h		2190			2444			192			108	
Approach Delay, s/veh		14.9			14.9			63.1			64.3	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	86.1		12.2	7.5	90.7		14.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	15.4	48.8		20.4	15.4	48.8		20.4				
Max Q Clear Time (g_c+I1), s	7.9	33.0		7.5	4.3	34.1		9.4				
Green Ext Time (p_c), s	0.1	11.7		0.3	0.0	11.8		0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Timings
6: Town Center Dr/Avenida De Cortez & Newport Rd

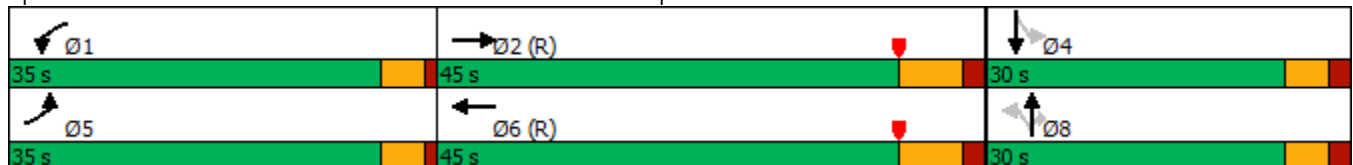


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗	↖	↗
Traffic Volume (vph)	13	2009	344	2158	167	24	236	83	32
Future Volume (vph)	13	2009	344	2158	167	24	236	83	32
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	26.6	26.6	26.6	26.6	26.6
Total Split (s)	35.0	45.0	35.0	45.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	31.8%	40.9%	31.8%	40.9%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	6.6	47.9	25.9	73.7	18.7	18.7	18.7	18.7	18.7
Actuated g/C Ratio	0.06	0.44	0.24	0.67	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.13	1.01	0.84	0.68	0.74	0.08	0.51	0.36	0.14
Control Delay	51.2	53.4	57.7	14.2	61.4	36.2	8.7	43.0	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	53.4	57.7	14.2	61.4	36.2	8.7	43.0	29.0
LOS	D	D	E	B	E	D	A	D	C
Approach Delay		53.4		20.0		30.8			38.1
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 86.1 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 35.0
 Intersection LOS: D
 Intersection Capacity Utilization 91.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 6: Town Center Dr/Avenida De Cortez & Newport Rd



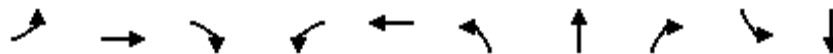
HCM 6th Signalized Intersection Summary
 6: Town Center Dr/Avenida De Cortez & Newport Rd

Riverwalk Village
 CUMUL_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	13	2009	161	344	2158	86	167	24	236	83	32	12
Future Volume (veh/h)	13	2009	161	344	2158	86	167	24	236	83	32	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	2093	168	358	2248	90	174	25	246	86	33	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	2205	176	393	3317	132	278	332	281	250	232	84
Arrive On Green	0.02	0.45	0.45	0.22	0.65	0.65	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	4898	390	1810	5117	204	1383	1900	1610	1126	1330	483
Grp Volume(v), veh/h	14	1473	788	358	1516	822	174	25	246	86	0	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1830	1810	1729	1863	1383	1900	1610	1126	0	1813
Q Serve(g_s), s	0.8	44.9	45.8	21.2	30.2	30.6	13.4	1.2	16.4	7.6	0.0	2.3
Cycle Q Clear(g_c), s	0.8	44.9	45.8	21.2	30.2	30.6	15.7	1.2	16.4	8.8	0.0	2.3
Prop In Lane	1.00		0.21	1.00		0.11	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	34	1557	824	393	2241	1208	278	332	281	250	0	317
V/C Ratio(X)	0.41	0.95	0.96	0.91	0.68	0.68	0.63	0.08	0.87	0.34	0.00	0.14
Avail Cap(c_a), veh/h	500	1557	824	500	2241	1208	343	421	357	303	0	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	29.0	29.2	42.0	12.1	12.2	45.1	38.0	44.2	41.7	0.0	38.4
Incr Delay (d2), s/veh	5.0	9.5	16.9	2.2	0.2	0.3	2.4	0.1	17.5	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	18.7	21.9	9.2	9.4	10.3	4.8	0.6	7.8	2.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	38.5	46.1	44.3	12.3	12.5	47.5	38.1	61.7	42.5	0.0	38.6
LnGrp LOS	E	D	D	D	B	B	D	D	E	D	A	D
Approach Vol, veh/h		2275			2696			445				131
Approach Delay, s/veh		41.2			16.6			54.8				41.1
Approach LOS		D			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.5	56.7		24.8	6.7	78.5		24.8				
Change Period (Y+Rc), s	4.6	7.2		5.6	4.6	7.2		5.6				
Max Green Setting (Gmax), s	30.4	37.8		24.4	30.4	37.8		24.4				
Max Q Clear Time (g_c+I1), s	23.2	47.8		10.8	2.8	32.6		18.4				
Green Ext Time (p_c), s	0.6	0.0		0.4	0.0	4.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				30.3								
HCM 6th LOS				C								

Timings
7: Haun Rd & Newport Rd

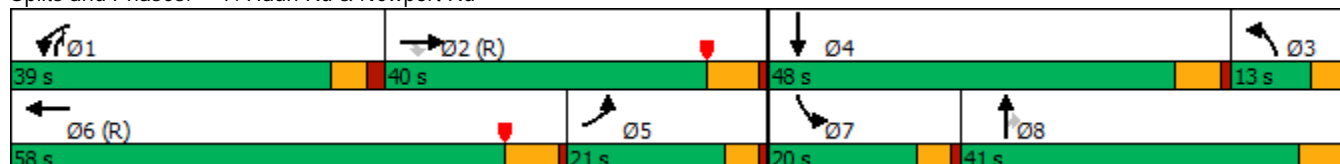


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↔↔	↔↔	↑↔
Traffic Volume (vph)	211	1752	340	964	1995	416	88	1111	491	156
Future Volume (vph)	211	1752	340	964	1995	416	88	1111	491	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	21.0	40.0	40.0	39.0	58.0	13.0	41.0	39.0	20.0	48.0
Total Split (%)	15.0%	28.6%	28.6%	27.9%	41.4%	9.3%	29.3%	27.9%	14.3%	34.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	16.4	33.5	33.5	38.4	56.5	33.0	30.2	74.4	15.4	12.6
Actuated g/C Ratio	0.12	0.24	0.24	0.27	0.40	0.24	0.22	0.53	0.11	0.09
v/c Ratio	0.54	1.47	0.55	1.05	1.18	0.52	0.22	0.74	1.33	0.73
Control Delay	63.5	253.9	8.7	76.4	112.0	50.7	47.9	26.1	210.7	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	253.9	8.7	76.4	112.1	50.7	47.9	26.1	210.7	40.0
LOS	E	F	A	E	F	D	D	C	F	D
Approach Delay		200.2			101.7		33.6			144.2
Approach LOS		F			F		C			F

Intersection Summary

































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 120.5
 Intersection LOS: F
 Intersection Capacity Utilization 101.3%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	211	1752	340	964	1995	346	416	88	1111	491	156	156
Future Volume (veh/h)	211	1752	340	964	1995	346	416	88	1111	491	156	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1825	354	1004	2078	360	433	92	1157	511	162	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	1241	385	837	1643	278	795	478	1389	386	228	204
Arrive On Green	0.10	0.24	0.24	0.48	0.74	0.74	0.23	0.25	0.25	0.11	0.13	0.13
Sat Flow, veh/h	3510	5187	1610	3510	4467	755	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	220	1825	354	1004	1596	842	433	92	1157	511	162	162
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1764	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	8.4	33.5	17.6	33.4	51.5	51.5	15.2	5.3	35.2	15.4	12.1	13.7
Cycle Q Clear(g_c), s	8.4	33.5	17.6	33.4	51.5	51.5	15.2	5.3	35.2	15.4	12.1	13.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	1241	385	837	1272	649	795	478	1389	386	228	204
V/C Ratio(X)	0.61	1.47	0.92	1.20	1.26	1.30	0.54	0.19	0.83	1.32	0.71	0.80
Avail Cap(c_a), veh/h	411	1241	385	837	1272	649	795	478	1389	386	544	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	53.3	17.9	36.6	18.5	18.5	47.8	41.2	30.8	62.3	58.7	59.4
Incr Delay (d2), s/veh	0.5	212.7	9.6	94.4	117.5	138.2	0.8	0.2	4.5	162.6	4.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	38.5	7.6	21.2	27.3	31.6	6.8	2.6	17.4	15.6	5.8	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	266.0	27.5	131.0	136.0	156.7	48.6	41.4	35.3	224.9	62.7	66.3
LnGrp LOS	E	F	C	F	F	F	D	D	D	F	E	E
Approach Vol, veh/h		2399			3442			1682			835	
Approach Delay, s/veh		211.9			139.6			39.0			162.6	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	40.0	37.5	23.5	21.0	58.0	20.0	41.0				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	33.4	33.5	8.4	* 42	16.4	* 52	15.4	35.2				
Max Q Clear Time (g_c+I1), s	35.4	35.5	17.2	15.7	10.4	53.5	17.4	37.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.3	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	142.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: I-215 SB Ramp & Newport Rd

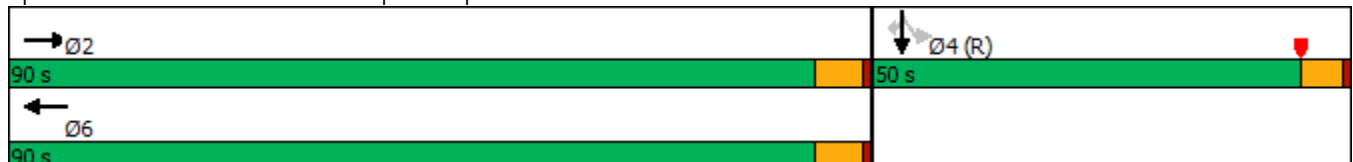


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↘	↔	↗
Traffic Volume (vph)	2694	658	2429	789	681	0	875
Future Volume (vph)	2694	658	2429	789	681	0	875
Turn Type	NA	Free	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		Free		Free	4		4
Detector Phase	2		6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		31.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		None		C-Max	C-Max	C-Max
Act Effect Green (s)	83.1	140.0	83.1	140.0	45.4	45.4	45.4
Actuated g/C Ratio	0.59	1.00	0.59	1.00	0.32	0.32	0.32
v/c Ratio	0.72	0.42	0.82	0.51	1.02	1.05	1.01
Control Delay	29.0	0.5	27.8	1.3	89.7	97.8	87.6
Queue Delay	0.9	0.0	16.4	0.0	0.0	1.5	1.1
Total Delay	29.8	0.5	44.2	1.3	89.7	99.2	88.7
LOS	C	A	D	A	F	F	F
Approach Delay	24.1		33.7			92.5	
Approach LOS	C		C			F	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 41.0
 Intersection LOS: D
 Intersection Capacity Utilization 92.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
CUMUL_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↘	↕	↗
Traffic Volume (veh/h)	0	2694	658	0	2429	789	0	0	0	681	0	875
Future Volume (veh/h)	0	2694	658	0	2429	789	0	0	0	681	0	875
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2806	0	0	2530	0				1024	0	574
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3700		0	2936					1273	0	566
Arrive On Green	0.00	1.00	0.00	0.00	0.57	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	6802	1610	0	5358	1610				3619	0	1610
Grp Volume(v), veh/h	0	2806	0	0	2530	0				1024	0	574
Grp Sat Flow(s),veh/h/ln	0	1634	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	57.9	0.0				35.8	0.0	49.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	57.9	0.0				35.8	0.0	49.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3700		0	2936					1273	0	566
V/C Ratio(X)	0.00	0.76		0.00	0.86					0.80	0.00	1.01
Avail Cap(c_a), veh/h	0	3922		0	3112					1273	0	566
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	25.7	0.0				41.0	0.0	45.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.6	0.0				5.5	0.0	41.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	22.0	0.0				16.9	0.0	26.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	27.3	0.0				46.5	0.0	86.5
LnGrp LOS	A	A		A	C					D	A	F
Approach Vol, veh/h		2806	A		2530	A					1598	
Approach Delay, s/veh		0.1			27.3						60.9	
Approach LOS		A			C						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.2		54.8		85.2						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		84.0		44.5		84.0						
Max Q Clear Time (g_c+I1), s		2.0		51.3		59.9						
Green Ext Time (p_c), s		54.4		0.0		19.4						

Intersection Summary

HCM 6th Ctrl Delay			24.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑	↕	↑
Traffic Volume (vph)	2756	617	2626	559	592	0	892
Future Volume (vph)	2756	617	2626	559	592	0	892
Turn Type	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	2		6		8	8	
Permitted Phases		Free		Free			8
Detector Phase	2		6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0		5.0		5.0	5.0	5.0
Minimum Split (s)	11.0		11.0		10.5	10.5	10.5
Total Split (s)	90.0		90.0		50.0	50.0	50.0
Total Split (%)	64.3%		64.3%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0		5.0		4.5	4.5	4.5
All-Red Time (s)	1.0		1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0		5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max		None		None	None	None
Act Effect Green (s)	84.0	140.0	84.0	140.0	44.5	44.5	44.5
Actuated g/C Ratio	0.60	1.00	0.60	1.00	0.32	0.32	0.32
v/c Ratio	0.90	0.39	0.68	0.35	0.96	1.01	0.98
Control Delay	22.7	0.4	20.1	0.6	77.4	88.6	79.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	0.4	20.1	0.6	77.4	88.6	79.6
LOS	C	A	C	A	E	F	E
Approach Delay	18.6		16.7			81.8	
Approach LOS	B		B			F	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 29.5
 Intersection LOS: C
 Intersection Capacity Utilization 99.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramp & Newport Rd



HCM 6th Signalized Intersection Summary
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
CUMUL_WP_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	0	2756	617	0	2626	559	592	0	892	0	0	0
Future Volume (veh/h)	0	2756	617	0	2626	559	592	0	892	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	2812	0	0	2680	0	403	0	1126			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3112		0	3922		575	0	1024			
Arrive On Green	0.00	0.40	0.00	0.00	0.60	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	0	5358	1610	0	6802	1610	1810	0	3220			
Grp Volume(v), veh/h	0	2812	0	0	2680	0	403	0	1126			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	0.0	71.3	0.0	0.0	38.9	0.0	27.4	0.0	44.5			
Cycle Q Clear(g_c), s	0.0	71.3	0.0	0.0	38.9	0.0	27.4	0.0	44.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3112		0	3922		575	0	1024			
V/C Ratio(X)	0.00	0.90		0.00	0.68		0.70	0.00	1.10			
Avail Cap(c_a), veh/h	0	3112		0	3922		575	0	1024			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.54	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	38.1	0.0	0.0	19.0	0.0	41.9	0.0	47.8			
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.5	0.0	3.2	0.0	59.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	31.3	0.0	0.0	13.5	0.0	12.8	0.0	26.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.8	0.0	0.0	19.5	0.0	45.1	0.0	107.4			
LnGrp LOS	A	D		A	B		D	A	F			
Approach Vol, veh/h		2812	A		2680	A		1529				
Approach Delay, s/veh		40.8			19.5			91.0				
Approach LOS		D			B			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		90.0				90.0		50.0				
Change Period (Y+Rc), s		6.0				6.0		5.5				
Max Green Setting (Gmax), s		84.0				84.0		44.5				
Max Q Clear Time (g_c+I1), s		73.3				40.9		46.5				
Green Ext Time (p_c), s		10.0				32.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
Exist_WP_AM_MIT



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔		↔	↗	↖	↗	↖	↖
Traffic Volume (vph)	22	0	27	0	30	279	22	40	846
Future Volume (vph)	22	0	27	0	30	279	22	40	846
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	9.8	56.3	56.3	11.1	57.6
Total Split (%)	25.1%	25.1%	25.1%	25.1%	10.9%	62.6%	62.6%	12.3%	64.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effect Green (s)		7.5		7.5	5.3	57.6	57.6	6.3	60.3
Actuated g/C Ratio		0.10		0.10	0.07	0.74	0.74	0.08	0.78
v/c Ratio		0.50		0.31	0.27	0.21	0.02	0.29	0.63
Control Delay		18.9		10.6	42.1	5.6	0.0	40.5	9.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.9		10.6	42.1	5.6	0.0	40.5	9.2
LOS		B		B	D	A	A	D	A
Approach Delay		18.9		10.6		8.6			10.6
Approach LOS		B		B		A			B

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 77.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Bradley Rd & Proj Dwy/Rio Vista Dr



HCM 6th Signalized Intersection Summary
 1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
 Exist_WP_AM_MIT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↖	↖	↘	↘
Traffic Volume (veh/h)	22	0	88	27	0	24	30	279	22	40	846	7
Future Volume (veh/h)	22	0	88	27	0	24	30	279	22	40	846	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	24	0	96	29	0	26	33	303	24	43	920	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	78	11	129	141	20	81	59	1298	1100	71	1297	11
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.03	0.68	0.68	0.04	0.69	0.69
Sat Flow, veh/h	211	103	1256	684	196	789	1781	1900	1610	1810	1881	16
Grp Volume(v), veh/h	120	0	0	55	0	0	33	303	24	43	0	928
Grp Sat Flow(s),veh/h/ln	1570	0	0	1669	0	0	1781	1900	1610	1810	0	1897
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	1.4	4.6	0.4	1.8	0.0	22.9
Cycle Q Clear(g_c), s	5.7	0.0	0.0	2.3	0.0	0.0	1.4	4.6	0.4	1.8	0.0	22.9
Prop In Lane	0.20		0.80	0.53		0.47	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	217	0	0	242	0	0	59	1298	1100	71	0	1308
V/C Ratio(X)	0.55	0.00	0.00	0.23	0.00	0.00	0.56	0.23	0.02	0.61	0.00	0.71
Avail Cap(c_a), veh/h	421	0	0	431	0	0	123	1298	1100	155	0	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	32.0	0.0	0.0	36.7	4.6	3.9	36.4	0.0	7.3
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.5	0.0	0.0	8.2	0.4	0.0	8.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.0	0.0	0.0	0.7	1.3	0.1	0.9	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	0.0	32.5	0.0	0.0	44.9	5.0	4.0	44.6	0.0	10.5
LnGrp LOS	D	A	A	C	A	A	D	A	A	D	A	B
Approach Vol, veh/h		120			55			360				971
Approach Delay, s/veh		35.7			32.5			8.6				12.1
Approach LOS		D			C			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	57.1		12.4	7.0	57.6		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	51.8		18.1	5.3	53.1		18.1				
Max Q Clear Time (g_c+I1), s	3.8	6.6		7.7	3.4	24.9		4.3				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	7.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	32	16	338	37	49	966
Future Vol, veh/h	32	16	338	37	49	966
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	17	363	40	53	1039

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1009	202	0	0	403
Stage 1	383	-	-	-	-
Stage 2	626	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	310	*966	-	-	1367
Stage 1	863	-	-	-	-
Stage 2	501	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	297	*966	-	-	1367
Mov Cap-2 Maneuver	297	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	481	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	1367
HCM Lane V/C Ratio	-	-	0.134	0.039
HCM Control Delay (s)	-	-	15.8	7.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

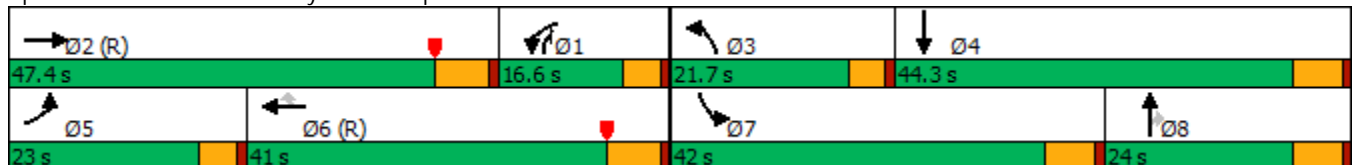
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	101	1181	265	925	121	105	187	324	406	455
Future Volume (vph)	101	1181	265	925	121	105	187	324	406	455
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	4.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	9.6	25.2	25.2	8.5	15.8	9.6	15.8	23.8
Total Split (s)	23.0	47.4	16.6	41.0	41.0	21.7	24.0	16.6	42.0	44.3
Total Split (%)	17.7%	36.5%	12.8%	31.5%	31.5%	16.7%	18.5%	12.8%	32.3%	34.1%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.5	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.5	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	12.7	45.8	12.0	45.1	45.1	12.9	16.6	29.8	33.2	38.3
Actuated g/C Ratio	0.10	0.35	0.09	0.35	0.35	0.10	0.13	0.23	0.26	0.29
v/c Ratio	0.59	0.72	0.84	0.53	0.19	0.60	0.79	0.68	0.90	0.59
Control Delay	68.9	40.0	80.0	36.8	3.7	69.6	77.1	20.1	69.9	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	40.0	80.0	36.8	3.7	69.6	77.1	20.1	69.9	39.1
LOS	E	D	F	D	A	E	E	C	E	D
Approach Delay		42.1		42.5			45.8			51.4
Approach LOS		D		D			D			D

Intersection Summary
























Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 44.9
 Intersection LOS: D
 Intersection Capacity Utilization 83.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd



HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
Exist_WP_AM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1181	106	265	925	121	105	187	324	406	455	155
Future Volume (veh/h)	101	1181	106	265	925	121	105	187	324	406	455	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1205	108	270	944	123	107	191	331	414	464	158
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1536	138	472	2039	633	132	227	409	442	797	269
Arrive On Green	0.07	0.32	0.32	0.13	0.39	0.39	0.07	0.12	0.12	0.24	0.30	0.30
Sat Flow, veh/h	1810	4846	434	3510	5187	1610	1810	1900	1610	1810	2649	895
Grp Volume(v), veh/h	103	860	453	270	944	123	107	191	331	414	315	307
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1755	1729	1610	1810	1900	1610	1810	1805	1739
Q Serve(g_s), s	7.3	29.4	29.4	9.4	17.6	6.5	7.6	12.8	9.7	29.1	19.2	19.5
Cycle Q Clear(g_c), s	7.3	29.4	29.4	9.4	17.6	6.5	7.6	12.8	9.7	29.1	19.2	19.5
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	128	1096	577	472	2039	633	132	227	409	442	543	523
V/C Ratio(X)	0.80	0.78	0.78	0.57	0.46	0.19	0.81	0.84	0.81	0.94	0.58	0.59
Avail Cap(c_a), veh/h	256	1096	577	472	2039	633	239	266	442	504	543	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	40.4	40.4	52.7	29.3	25.9	59.4	56.0	17.7	48.1	38.5	38.6
Incr Delay (d2), s/veh	11.1	5.7	10.3	1.6	0.7	0.7	11.1	18.5	10.1	23.7	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.8	14.3	4.1	7.1	2.6	3.8	7.2	5.1	15.6	8.5	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	46.0	50.7	54.3	30.0	26.6	70.5	74.6	27.8	71.8	40.0	40.3
LnGrp LOS	E	D	D	D	C	C	E	E	C	E	D	D
Approach Vol, veh/h		1416			1337			629			1036	
Approach Delay, s/veh		49.3			34.6			49.3			52.8	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.7	47.4	14.0	44.9	13.8	57.3	37.6	21.3				
Change Period (Y+Rc), s	6.2	* 6.2	4.5	5.8	4.6	6.2	5.8	5.8				
Max Green Setting (Gmax), s	12.0	* 41	17.2	38.5	18.4	34.8	36.2	18.2				
Max Q Clear Time (g_c+I1), s	11.4	31.4	9.6	21.5	9.3	19.6	31.1	14.8				
Green Ext Time (p_c), s	0.1	5.3	0.1	3.2	0.1	5.5	0.6	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.7									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
Exist_WP_PM_MIT



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↗
Traffic Volume (vph)	15	0	11	0	98	559	18	30	737
Future Volume (vph)	15	0	11	0	98	559	18	30	737
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	11.0	47.4	47.4	10.1	46.5
Total Split (%)	28.1%	28.1%	28.1%	28.1%	13.8%	59.3%	59.3%	12.6%	58.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effect Green (s)		6.7		6.7	7.1	39.9	39.9	6.1	33.8
Actuated g/C Ratio		0.13		0.13	0.14	0.78	0.78	0.12	0.66
v/c Ratio		0.28		0.13	0.41	0.39	0.01	0.14	0.63
Control Delay		9.9		2.2	33.1	6.0	0.0	28.7	11.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.9		2.2	33.1	6.0	0.0	28.7	11.4
LOS		A		A	C	A	A	C	B
Approach Delay		9.9		2.2		9.8			12.0
Approach LOS		A		A		A			B

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 51	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Bradley Rd & Proj Dwy/Rio Vista Dr



HCM 6th Signalized Intersection Summary
 1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
 Exist_WP_PM_MIT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↗
Traffic Volume (veh/h)	15	0	58	11	0	24	98	559	18	30	737	25
Future Volume (veh/h)	15	0	58	11	0	24	98	559	18	30	737	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	15	0	60	11	0	25	101	576	19	31	760	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	122	6	107	142	10	97	145	1072	908	65	947	32
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.08	0.56	0.56	0.04	0.52	0.52
Sat Flow, veh/h	248	66	1256	378	123	1137	1781	1900	1610	1810	1826	62
Grp Volume(v), veh/h	75	0	0	36	0	0	101	576	19	31	0	786
Grp Sat Flow(s),veh/h/ln	1571	0	0	1638	0	0	1781	1900	1610	1810	0	1889
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	2.4	8.1	0.2	0.7	0.0	14.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.9	0.0	0.0	2.4	8.1	0.2	0.7	0.0	14.7
Prop In Lane	0.20		0.80	0.31		0.69	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	235	0	0	250	0	0	145	1072	908	65	0	979
V/C Ratio(X)	0.32	0.00	0.00	0.14	0.00	0.00	0.70	0.54	0.02	0.48	0.00	0.80
Avail Cap(c_a), veh/h	749	0	0	751	0	0	270	1899	1610	236	0	1848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	18.3	0.0	0.0	19.2	5.9	4.1	20.3	0.0	8.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	5.9	0.4	0.0	5.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.3	0.0	0.0	1.0	1.5	0.0	0.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	18.6	0.0	0.0	25.0	6.3	4.1	25.6	0.0	10.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		75			36			696				817
Approach Delay, s/veh		19.6			18.6			8.9				10.7
Approach LOS		B			B			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	28.7		8.2	8.0	26.7		8.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.6	42.9		18.0	6.5	42.0		18.0				
Max Q Clear Time (g_c+I1), s	2.7	10.1		3.9	4.4	16.7		2.9				
Green Ext Time (p_c), s	0.0	3.7		0.3	0.0	5.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				10.5								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓		Y	↑↑
Traffic Vol, veh/h	38	56	712	81	54	808
Future Vol, veh/h	38	56	712	81	54	808
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	60	757	86	57	860

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1344	422	0	0	843
Stage 1	800	-	-	-	-
Stage 2	544	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	252	*811	-	-	1118
Stage 1	728	-	-	-	-
Stage 2	551	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	239	*811	-	-	1118
Mov Cap-2 Maneuver	239	-	-	-	-
Stage 1	728	-	-	-	-
Stage 2	523	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1118
HCM Lane V/C Ratio	-	-	0.243	0.051
HCM Control Delay (s)	-	-	16.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

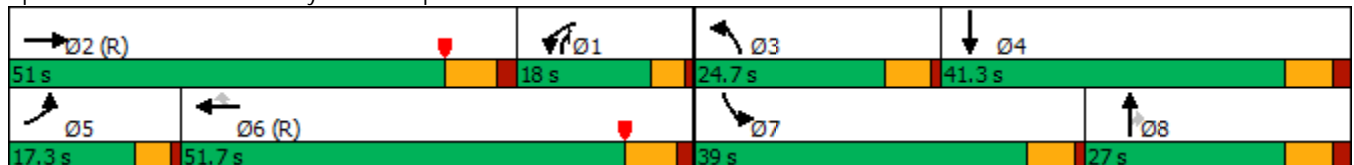
Timings
4: Bradley Rd & Newport Rd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	207	1102	268	1253	369	117	227	169	327	310
Future Volume (vph)	207	1102	268	1253	369	117	227	169	327	310
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	11.8	15.8	10.6	11.8	24.8
Total Split (s)	17.3	51.0	18.0	51.7	51.7	24.7	27.0	18.0	39.0	41.3
Total Split (%)	12.8%	37.8%	13.3%	38.3%	38.3%	18.3%	20.0%	13.3%	28.9%	30.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	5.8	6.8	4.6	5.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	17.5	48.6	13.4	44.5	44.5	14.1	19.6	35.2	29.0	34.5
Actuated g/C Ratio	0.13	0.36	0.10	0.33	0.33	0.10	0.15	0.26	0.21	0.26
v/c Ratio	0.90	0.64	0.79	0.75	0.48	0.63	0.84	0.32	0.86	0.56
Control Delay	95.8	38.6	75.9	43.6	5.3	72.5	81.9	4.8	72.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.8	38.6	75.9	43.6	5.3	72.5	81.9	4.8	72.5	35.1
LOS	F	D	E	D	A	E	F	A	E	D
Approach Delay		47.2		40.7			54.4			49.4
Approach LOS		D		D			D			D

Intersection Summary
























Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 45.7
 Intersection LOS: D
 Intersection Capacity Utilization 86.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd



HCM 6th Signalized Intersection Summary
 4: Bradley Rd & Newport Rd

Riverwalk Village
 Exist_WP_PM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	1102	71	268	1253	369	117	227	169	327	310	219
Future Volume (veh/h)	207	1102	71	268	1253	369	117	227	169	327	310	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1124	72	273	1279	377	119	232	172	334	316	223
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1616	103	484	2010	624	144	261	444	362	527	363
Arrive On Green	0.09	0.32	0.32	0.14	0.39	0.39	0.08	0.14	0.14	0.20	0.26	0.26
Sat Flow, veh/h	1810	4982	319	3510	5187	1610	1810	1900	1610	1810	2043	1408
Grp Volume(v), veh/h	211	780	416	273	1279	377	119	232	172	334	278	261
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1610	1810	1900	1610	1810	1805	1647
Q Serve(g_s), s	12.7	26.6	26.6	9.8	27.1	25.3	8.7	16.2	3.9	24.4	18.3	18.9
Cycle Q Clear(g_c), s	12.7	26.6	26.6	9.8	27.1	25.3	8.7	16.2	3.9	24.4	18.3	18.9
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	170	1122	598	484	2010	624	144	261	444	362	465	424
V/C Ratio(X)	1.24	0.70	0.70	0.56	0.64	0.60	0.82	0.89	0.39	0.92	0.60	0.61
Avail Cap(c_a), veh/h	170	1122	598	484	2010	624	253	284	463	445	465	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	39.8	39.8	54.4	33.6	33.1	61.2	57.2	15.2	53.0	44.0	44.2
Incr Delay (d2), s/veh	147.7	3.6	6.6	1.3	1.3	3.6	11.1	25.7	0.6	22.1	2.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	11.4	12.7	4.3	11.1	10.2	4.4	9.5	2.1	13.0	8.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	208.9	43.3	46.4	55.7	34.9	36.7	72.3	82.9	15.8	75.1	46.1	46.8
LnGrp LOS	F	D	D	E	C	D	E	F	B	E	D	D
Approach Vol, veh/h		1407			1929			523			873	
Approach Delay, s/veh		69.1			38.2			58.4			57.4	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	51.0	16.6	41.6	17.3	59.5	32.8	25.4				
Change Period (Y+Rc), s	7.2	* 7.2	5.8	6.8	4.6	7.2	5.8	6.8				
Max Green Setting (Gmax), s	13.4	* 44	18.9	34.5	12.7	44.5	33.2	20.2				
Max Q Clear Time (g_c+I1), s	11.8	28.6	10.7	20.9	14.7	29.1	26.4	18.2				
Green Ext Time (p_c), s	0.1	6.3	0.2	2.5	0.0	8.4	0.6	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			53.1									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
CUMUL_WP_AM_MIT



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↖	↗
Traffic Volume (vph)	22	0	32	0	30	331	25	42	932
Future Volume (vph)	22	0	32	0	30	331	25	42	932
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	9.8	56.3	56.3	11.1	57.6
Total Split (%)	25.1%	25.1%	25.1%	25.1%	10.9%	62.6%	62.6%	12.3%	64.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effect Green (s)		7.5		7.5	5.3	57.5	57.5	6.3	60.2
Actuated g/C Ratio		0.10		0.10	0.07	0.74	0.74	0.08	0.78
v/c Ratio		0.50		0.36	0.27	0.25	0.02	0.31	0.69
Control Delay		18.9		13.1	42.0	5.9	0.0	41.0	11.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.9		13.1	42.0	5.9	0.0	41.0	11.0
LOS		B		B	D	A	A	D	B
Approach Delay		18.9		13.1		8.3			12.3
Approach LOS		B		B		A			B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 77.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 64.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Bradley Rd & Proj Dwy/Rio Vista Dr



HCM 6th Signalized Intersection Summary
 1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
 CUMUL_WP_AM_MIT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↘	↗	↘	↘
Traffic Volume (veh/h)	22	0	88	32	0	25	30	331	25	42	932	7
Future Volume (veh/h)	22	0	88	32	0	25	30	331	25	42	932	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	24	0	96	35	0	27	33	360	27	46	1013	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	78	11	129	149	19	73	59	1295	1097	74	1298	10
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.03	0.68	0.68	0.04	0.69	0.69
Sat Flow, veh/h	212	103	1258	743	184	715	1781	1900	1610	1810	1882	15
Grp Volume(v), veh/h	120	0	0	62	0	0	33	360	27	46	0	1021
Grp Sat Flow(s),veh/h/ln	1573	0	0	1642	0	0	1781	1900	1610	1810	0	1897
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	1.4	5.7	0.4	1.9	0.0	27.9
Cycle Q Clear(g_c), s	5.7	0.0	0.0	2.6	0.0	0.0	1.4	5.7	0.4	1.9	0.0	27.9
Prop In Lane	0.20		0.80	0.56		0.44	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	217	0	0	241	0	0	59	1295	1097	74	0	1308
V/C Ratio(X)	0.55	0.00	0.00	0.26	0.00	0.00	0.56	0.28	0.02	0.63	0.00	0.78
Avail Cap(c_a), veh/h	421	0	0	428	0	0	123	1295	1097	155	0	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	32.2	0.0	0.0	36.7	4.8	4.0	36.4	0.0	8.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.6	0.0	0.0	8.2	0.5	0.0	8.4	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.1	0.0	0.0	0.7	1.6	0.1	1.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	0.0	32.7	0.0	0.0	44.9	5.4	4.0	44.8	0.0	12.7
LnGrp LOS	D	A	A	C	A	A	D	A	A	D	A	B
Approach Vol, veh/h		120			62			420				1067
Approach Delay, s/veh		35.7			32.7			8.4				14.1
Approach LOS		D			C			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	57.0		12.4	7.0	57.6		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	51.8		18.1	5.3	53.1		18.1				
Max Q Clear Time (g_c+I1), s	3.9	7.7		7.7	3.4	29.9		4.6				
Green Ext Time (p_c), s	0.0	2.2		0.4	0.0	8.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	43	134	43	367	994	76
Future Vol, veh/h	43	134	43	367	994	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	149	48	408	1104	84

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1446	594	1188	0	-	0
Stage 1	1146	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*156	453	595	-	-	-
Stage 1	*269	-	-	-	-	-
Stage 2	*889	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*143	453	595	-	-	-
Mov Cap-2 Maneuver	*214	-	-	-	-	-
Stage 1	*247	-	-	-	-	-
Stage 2	*889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	595	-	356	-	-
HCM Lane V/C Ratio	0.08	-	0.552	-	-
HCM Control Delay (s)	11.6	-	26.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	3.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔		↔	↕↕
Traffic Vol, veh/h	40	24	390	43	66	1061
Future Vol, veh/h	40	24	390	43	66	1061
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	26	419	46	71	1141

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1155	233	0	0	465
Stage 1	442	-	-	-	-
Stage 2	713	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	256	*942	-	-	1336
Stage 1	848	-	-	-	-
Stage 2	452	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	243	*942	-	-	1336
Mov Cap-2 Maneuver	243	-	-	-	-
Stage 1	848	-	-	-	-
Stage 2	428	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	337	1336
HCM Lane V/C Ratio	-	-	0.204	0.053
HCM Control Delay (s)	-	-	18.4	7.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
4: Bradley Rd & Newport Rd

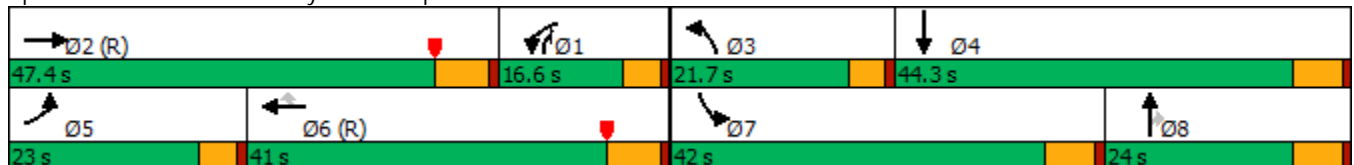
Riverwalk Village
CUMUL_WP_AM_MIT

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	236	1405	292	1174	180	125	254	365	491	504
Future Volume (vph)	236	1405	292	1174	180	125	254	365	491	504
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	4.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	9.6	25.2	25.2	8.5	15.8	9.6	15.8	23.8
Total Split (s)	23.0	47.4	16.6	41.0	41.0	21.7	24.0	16.6	42.0	44.3
Total Split (%)	17.7%	36.5%	12.8%	31.5%	31.5%	16.7%	18.5%	12.8%	32.3%	34.1%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.5	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.5	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	14.2	41.2	12.0	39.0	39.0	13.9	18.2	31.4	36.2	41.8
Actuated g/C Ratio	0.11	0.32	0.09	0.30	0.30	0.11	0.14	0.24	0.28	0.32
v/c Ratio	0.63	0.96	0.92	0.77	0.30	0.66	0.97	0.74	1.00	0.64
Control Delay	62.6	57.2	92.2	45.9	6.3	71.9	104.4	24.0	86.6	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	57.2	92.2	45.9	6.3	71.9	104.4	24.0	86.6	38.5
LOS	E	E	F	D	A	E	F	C	F	D
Approach Delay		57.9		49.8			59.5			58.0
Approach LOS		E		D			E			E

Intersection Summary
































Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 55.7
 Intersection LOS: E
 Intersection Capacity Utilization 97.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 4: Bradley Rd & Newport Rd



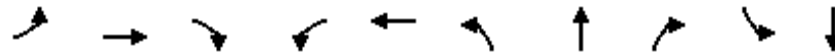
HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_WP_AM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	236	1405	122	292	1174	180	125	254	365	491	504	212
Future Volume (veh/h)	236	1405	122	292	1174	180	125	254	365	491	504	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1434	124	298	1198	184	128	259	372	501	514	216
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	1541	133	1069	2840	882	154	266	716	504	851	356
Arrive On Green	0.09	0.32	0.32	0.30	0.55	0.55	0.09	0.14	0.14	0.28	0.34	0.34
Sat Flow, veh/h	3510	4862	420	3510	5187	1610	1810	1900	1610	1810	2480	1038
Grp Volume(v), veh/h	241	1020	538	298	1198	184	128	259	372	501	373	357
Grp Sat Flow(s),veh/h/ln	1755	1729	1824	1755	1729	1610	1810	1900	1610	1810	1805	1713
Q Serve(g_s), s	8.8	37.1	37.2	8.4	17.7	7.6	9.1	17.6	12.6	35.9	22.3	22.4
Cycle Q Clear(g_c), s	8.8	37.1	37.2	8.4	17.7	7.6	9.1	17.6	12.6	35.9	22.3	22.4
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	303	1096	578	1069	2840	882	154	266	716	504	620	588
V/C Ratio(X)	0.80	0.93	0.93	0.28	0.42	0.21	0.83	0.97	0.52	0.99	0.60	0.61
Avail Cap(c_a), veh/h	497	1096	578	1069	2840	882	239	266	716	504	620	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	43.0	43.0	34.4	17.3	15.0	58.5	55.7	20.1	46.8	35.3	35.4
Incr Delay (d2), s/veh	4.8	14.9	23.7	0.1	0.4	0.5	13.1	47.7	0.7	38.5	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	17.4	19.7	3.5	6.6	2.8	4.6	11.8	4.8	21.0	9.8	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	57.9	66.8	34.5	17.7	15.5	71.7	103.4	20.7	85.3	37.0	37.2
LnGrp LOS	E	E	E	C	B	B	E	F	C	F	D	D
Approach Vol, veh/h		1799			1680			759			1231	
Approach Delay, s/veh		61.3			20.5			57.5			56.7	
Approach LOS		E			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.9	47.4	15.6	50.4	15.8	77.5	42.0	24.0				
Change Period (Y+Rc), s	6.2	* 6.2	4.5	5.8	4.6	6.2	5.8	5.8				
Max Green Setting (Gmax), s	12.0	* 41	17.2	38.5	18.4	34.8	36.2	18.2				
Max Q Clear Time (g_c+I1), s	10.4	39.2	11.1	24.4	10.8	19.7	37.9	19.6				
Green Ext Time (p_c), s	0.2	1.6	0.1	3.6	0.4	7.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				47.2								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_AM_MIT

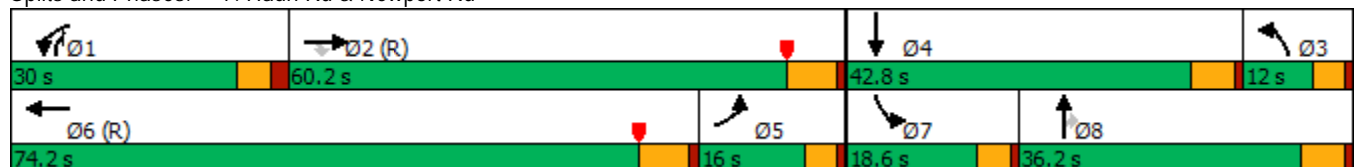


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑	↗↗	↔↔	↑↑
Traffic Volume (vph)	239	1998	153	657	1760	172	69	607	189	40
Future Volume (vph)	239	1998	153	657	1760	172	69	607	189	40
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	39.5	39.5	9.6	33.5	8.6	11.8	9.6	8.6	42.8
Total Split (s)	16.0	60.2	60.2	30.0	74.2	12.0	36.2	30.0	18.6	42.8
Total Split (%)	11.0%	41.5%	41.5%	20.7%	51.2%	8.3%	25.0%	20.7%	12.8%	29.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	11.7	54.4	54.4	43.7	87.3	16.7	11.8	61.3	12.7	7.8
Actuated g/C Ratio	0.08	0.38	0.38	0.30	0.60	0.12	0.08	0.42	0.09	0.05
v/c Ratio	0.91	1.10	0.23	0.67	0.77	0.46	0.48	0.52	0.66	0.49
Control Delay	100.0	97.7	5.9	48.7	23.4	63.5	73.8	27.1	74.8	32.6
Queue Delay	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	97.7	5.9	48.7	26.2	63.5	73.8	27.1	74.8	32.6
LOS	F	F	A	D	C	E	E	C	E	C
Approach Delay		92.1			31.4		38.3			58.9
Approach LOS		F			C		D			E

Intersection Summary


































Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 56.4
 Intersection LOS: E
 Intersection Capacity Utilization 84.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_AM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	239	1998	153	657	1760	418	172	69	607	189	40	74
Future Volume (veh/h)	239	1998	153	657	1760	418	172	69	607	189	40	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	2148	165	706	1892	449	185	74	653	203	43	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	2073	644	591	1966	454	708	389	1057	254	121	108
Arrive On Green	0.09	0.40	0.40	0.17	0.47	0.47	0.20	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	3510	5187	1610	3510	4211	972	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	257	2148	165	706	1544	797	185	74	653	203	43	80
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1725	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	10.4	57.9	5.2	24.4	62.4	66.4	6.4	4.7	27.2	8.3	3.3	7.1
Cycle Q Clear(g_c), s	10.4	57.9	5.2	24.4	62.4	66.4	6.4	4.7	27.2	8.3	3.3	7.1
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	2073	644	591	1615	805	708	389	1057	254	121	108
V/C Ratio(X)	0.77	1.04	0.26	1.20	0.96	0.99	0.26	0.19	0.62	0.80	0.36	0.74
Avail Cap(c_a), veh/h	333	2073	644	591	1615	805	708	398	1071	339	461	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.27	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	43.5	8.0	60.3	37.2	38.3	48.8	47.7	37.0	66.2	64.7	66.4
Incr Delay (d2), s/veh	3.1	21.4	0.3	97.9	9.8	22.2	0.2	0.2	1.1	9.6	1.8	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	27.6	3.7	18.6	26.9	31.2	2.9	2.3	9.6	4.1	1.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	64.9	8.2	158.2	47.0	60.5	49.0	48.0	38.1	75.8	66.4	76.1
LnGrp LOS	E	F	A	F	D	E	D	D	D	E	E	E
Approach Vol, veh/h		2570			3047			912			326	
Approach Delay, s/veh		61.5			76.3			41.1			74.6	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	64.4	35.1	15.5	20.2	74.2	15.1	35.5				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	24.4	53.7	7.4	* 37	11.4	* 68	14.0	30.4				
Max Q Clear Time (g_c+I1), s	26.4	59.9	8.4	9.1	12.4	68.4	10.3	29.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			66.0									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
CUMUL_WP_PM_MIT



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔		↔	↖	↗	↖	↖	↗
Traffic Volume (vph)	15	0	16	0	98	632	25	31	820
Future Volume (vph)	15	0	16	0	98	632	25	31	820
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	11.0	47.4	47.4	10.1	46.5
Total Split (%)	28.1%	28.1%	28.1%	28.1%	13.8%	59.3%	59.3%	12.6%	58.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effect Green (s)		6.6		6.6	7.0	42.8	42.8	6.0	38.1
Actuated g/C Ratio		0.12		0.12	0.12	0.75	0.75	0.10	0.66
v/c Ratio		0.30		0.16	0.47	0.46	0.02	0.17	0.69
Control Delay		10.6		3.7	37.8	6.8	0.0	31.2	13.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.6		3.7	37.8	6.8	0.0	31.2	13.3
LOS		B		A	D	A	A	C	B
Approach Delay		10.6		3.7		10.6			13.9
Approach LOS		B		A		B			B

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 57.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Bradley Rd & Proj Dwy/Rio Vista Dr



HCM 6th Signalized Intersection Summary
 1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village
 CUMUL_WP_PM_MIT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↘	↗	↘	↘
Traffic Volume (veh/h)	15	0	58	16	0	25	98	632	25	31	820	25
Future Volume (veh/h)	15	0	58	16	0	25	98	632	25	31	820	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	15	0	60	16	0	26	101	652	26	32	845	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	111	6	105	145	11	84	138	1132	959	66	1016	31
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.08	0.60	0.60	0.04	0.55	0.55
Sat Flow, veh/h	242	73	1263	487	138	1016	1781	1900	1610	1810	1833	56
Grp Volume(v), veh/h	75	0	0	42	0	0	101	652	26	32	0	871
Grp Sat Flow(s),veh/h/ln	1578	0	0	1641	0	0	1781	1900	1610	1810	0	1890
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	2.6	10.0	0.3	0.8	0.0	18.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.1	0.0	0.0	2.6	10.0	0.3	0.8	0.0	18.0
Prop In Lane	0.20		0.80	0.38		0.62	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	222	0	0	241	0	0	138	1132	959	66	0	1047
V/C Ratio(X)	0.34	0.00	0.00	0.17	0.00	0.00	0.73	0.58	0.03	0.49	0.00	0.83
Avail Cap(c_a), veh/h	680	0	0	682	0	0	245	1722	1459	214	0	1677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	20.4	0.0	0.0	21.3	5.9	3.9	22.4	0.0	8.7
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.0	0.0	7.2	0.5	0.0	5.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.4	0.0	0.0	1.2	1.9	0.0	0.4	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	0.0	20.7	0.0	0.0	28.5	6.4	3.9	27.9	0.0	10.8
LnGrp LOS	C	A	A	C	A	A	C	A	A	C	A	B
Approach Vol, veh/h		75			42			779			903	
Approach Delay, s/veh		21.7			20.7			9.2			11.4	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	32.7		8.4	8.2	30.7		8.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.6	42.9		18.0	6.5	42.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	12.0		4.1	4.6	20.0		3.1				
Green Ext Time (p_c), s	0.0	4.4		0.3	0.0	6.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	89	131	712	833	117
Future Vol, veh/h	55	89	131	712	833	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	97	142	774	905	127

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1640	516	1032	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*140	509	681	-	-	-
Stage 1	*333	-	-	-	-	-
Stage 2	*765	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*111	509	681	-	-	-
Mov Cap-2 Maneuver	*214	-	-	-	-	-
Stage 1	*263	-	-	-	-	-
Stage 2	*765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	1.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	333	-	-
HCM Lane V/C Ratio	0.209	-	0.47	-	-
HCM Control Delay (s)	11.7	-	25	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.8	-	2.4	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓		Y	↑↑
Traffic Vol, veh/h	47	68	771	92	65	905
Future Vol, veh/h	47	68	771	92	65	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	50	72	820	98	69	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1489	459	0	0	918
Stage 1	869	-	-	-	-
Stage 2	620	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	200	*788	-	-	1069
Stage 1	700	-	-	-	-
Stage 2	504	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	187	*788	-	-	1069
Mov Cap-2 Maneuver	187	-	-	-	-
Stage 1	700	-	-	-	-
Stage 2	471	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	1069
HCM Lane V/C Ratio	-	-	0.359	0.065
HCM Control Delay (s)	-	-	21.3	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM_MIT

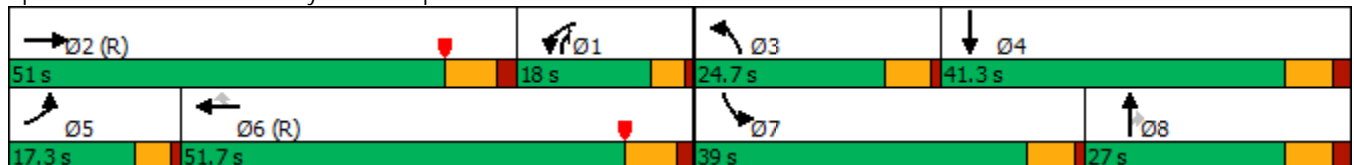
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	313	1407	319	1605	435	142	273	211	436	370
Future Volume (vph)	313	1407	319	1605	435	142	273	211	436	370
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.6	25.2	10.6	25.2	25.2	11.8	15.8	10.6	11.8	24.8
Total Split (s)	17.3	51.0	18.0	51.7	51.7	24.7	27.0	18.0	39.0	41.3
Total Split (%)	12.8%	37.8%	13.3%	38.3%	38.3%	18.3%	20.0%	13.3%	28.9%	30.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.2	4.6	7.2	7.2	5.8	6.8	4.6	5.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	12.7	43.8	13.4	44.5	44.5	15.5	20.2	35.8	33.2	37.9
Actuated g/C Ratio	0.09	0.32	0.10	0.33	0.33	0.11	0.15	0.27	0.25	0.28
v/c Ratio	0.97	0.91	0.94	0.96	0.58	0.70	0.98	0.39	1.00	0.65
Control Delay	103.0	53.0	95.2	58.3	11.6	75.2	106.0	7.6	94.4	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	53.0	95.2	58.3	11.6	75.2	106.0	7.6	94.4	37.1
LOS	F	D	F	E	B	E	F	A	F	D
Approach Delay		61.6		54.7			65.9			59.7
Approach LOS		E		D			E			E

Intersection Summary

Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 58.9
 Intersection Capacity Utilization 98.8%
 Analysis Period (min) 15
































Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 4: Bradley Rd & Newport Rd



HCM 6th Signalized Intersection Summary
4: Bradley Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	313	1407	92	319	1605	435	142	273	211	436	370	296
Future Volume (veh/h)	313	1407	92	319	1605	435	142	273	211	436	370	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1436	94	326	1638	444	145	279	215	445	378	302
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	1614	106	1312	3234	1004	171	284	843	445	578	456
Arrive On Green	0.09	0.32	0.32	0.37	0.62	0.62	0.09	0.15	0.15	0.25	0.30	0.30
Sat Flow, veh/h	3510	4974	326	3510	5187	1610	1810	1900	1610	1810	1918	1514
Grp Volume(v), veh/h	319	998	532	326	1638	444	145	279	215	445	355	325
Grp Sat Flow(s),veh/h/ln	1755	1729	1841	1755	1729	1610	1810	1900	1610	1810	1805	1627
Q Serve(g_s), s	12.2	37.0	37.0	8.7	23.5	19.4	10.6	19.8	6.0	33.2	23.1	23.5
Cycle Q Clear(g_c), s	12.2	37.0	37.0	8.7	23.5	19.4	10.6	19.8	6.0	33.2	23.1	23.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	330	1122	597	1312	3234	1004	171	284	843	445	543	490
V/C Ratio(X)	0.97	0.89	0.89	0.25	0.51	0.44	0.85	0.98	0.26	1.00	0.65	0.66
Avail Cap(c_a), veh/h	330	1122	597	1312	3234	1004	253	284	843	445	543	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	43.3	43.3	29.2	14.0	13.2	60.2	57.2	17.6	50.9	41.1	41.2
Incr Delay (d2), s/veh	40.3	10.7	17.9	0.1	0.4	0.9	15.7	48.1	0.2	42.7	2.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	16.8	19.1	3.5	8.4	6.7	5.5	13.1	2.7	19.9	10.5	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	54.0	61.2	29.2	14.4	14.1	75.9	105.3	17.8	93.6	43.9	44.5
LnGrp LOS	F	D	E	C	B	B	E	F	B	F	D	D
Approach Vol, veh/h		1849			2408			639			1125	
Approach Delay, s/veh		64.2			16.3			69.2			63.7	
Approach LOS		E			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	57.8	51.0	18.6	47.4	17.3	91.5	39.0	27.0				
Change Period (Y+Rc), s	7.2	* 7.2	5.8	6.8	4.6	7.2	5.8	6.8				
Max Green Setting (Gmax), s	13.4	* 44	18.9	34.5	12.7	44.5	33.2	20.2				
Max Q Clear Time (g_c+I1), s	10.7	39.0	12.6	25.5	14.2	25.5	35.2	21.8				
Green Ext Time (p_c), s	0.3	3.4	0.2	2.6	0.0	12.2	0.0	0.0				

Intersection Summary

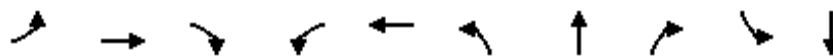
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM_MIT



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑	↔↔	↔↔	↑↔
Traffic Volume (vph)	211	1752	340	964	1995	416	88	1111	491	156
Future Volume (vph)	211	1752	340	964	1995	416	88	1111	491	156
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	8.6	22.5	22.5	9.6	22.5	8.6	11.8	9.6	8.6	20.8
Total Split (s)	16.4	54.0	54.0	44.0	81.6	21.2	16.0	44.0	26.0	20.8
Total Split (%)	11.7%	38.6%	38.6%	31.4%	58.3%	15.1%	11.4%	31.4%	18.6%	14.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.6	6.5	4.6	5.8	5.6	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	12.0	47.5	47.5	38.4	74.9	18.6	10.2	54.4	21.4	13.0
Actuated g/C Ratio	0.09	0.34	0.34	0.27	0.54	0.13	0.07	0.39	0.15	0.09
v/c Ratio	0.73	1.04	0.51	1.05	0.89	0.93	0.67	0.96	0.96	0.77
Control Delay	77.2	76.7	15.8	81.0	37.7	87.8	86.2	54.6	87.7	50.7
Queue Delay	0.0	0.0	0.0	0.0	43.7	0.0	0.0	1.3	2.7	0.0
Total Delay	77.2	76.7	15.8	81.0	81.4	87.8	86.2	55.9	90.4	50.7
LOS	E	E	B	F	F	F	F	E	F	D
Approach Delay		67.8			81.3		65.8			74.9
Approach LOS		E			F		E			E

Intersection Summary


































Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 73.7
 Intersection LOS: E
 Intersection Capacity Utilization 101.3%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 7: Haun Rd & Newport Rd



HCM 6th Signalized Intersection Summary
7: Haun Rd & Newport Rd

Riverwalk Village
CUMUL_WP_PM_MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	211	1752	340	964	1995	346	416	88	1111	491	156	156
Future Volume (veh/h)	211	1752	340	964	1995	346	416	88	1111	491	156	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1825	354	1004	2078	360	433	92	1157	511	162	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	804	2534	787	963	2356	398	416	155	1008	537	193	173
Arrive On Green	0.23	0.49	0.49	0.18	0.35	0.35	0.12	0.08	0.08	0.15	0.11	0.11
Sat Flow, veh/h	3510	5187	1610	3510	4467	755	3510	1900	2834	3510	1805	1610
Grp Volume(v), veh/h	220	1825	354	1004	1596	842	433	92	1157	511	162	162
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1764	1755	1900	1417	1755	1805	1610
Q Serve(g_s), s	7.2	38.9	18.3	38.4	60.5	63.5	16.6	6.5	11.4	20.2	12.3	14.0
Cycle Q Clear(g_c), s	7.2	38.9	18.3	38.4	60.5	63.5	16.6	6.5	11.4	20.2	12.3	14.0
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	804	2534	787	963	1824	930	416	155	1008	537	193	173
V/C Ratio(X)	0.27	0.72	0.45	1.04	0.88	0.90	1.04	0.59	1.15	0.95	0.84	0.94
Avail Cap(c_a), veh/h	804	2534	787	963	1855	946	416	155	1008	537	193	173
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	28.2	19.2	57.1	41.0	41.9	61.7	62.1	45.1	58.8	61.3	62.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	30.7	2.6	6.4	55.0	6.0	78.3	27.3	26.3	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	15.2	6.9	21.3	26.8	29.6	10.6	3.4	28.3	11.0	7.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	28.7	19.7	87.8	43.6	48.3	116.7	68.1	123.4	86.1	87.6	112.9
LnGrp LOS	D	C	B	F	D	D	F	E	F	F	F	F
Approach Vol, veh/h		2399			3442			1682			835	
Approach Delay, s/veh		28.8			57.6			118.6			91.6	
Approach LOS		C			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.0	75.0	22.4	20.8	38.6	80.3	26.0	17.2				
Change Period (Y+Rc), s	5.6	6.5	5.8	* 5.8	6.5	* 6.5	4.6	5.8				
Max Green Setting (Gmax), s	38.4	47.5	16.6	* 15	11.8	* 75	21.4	10.2				
Max Q Clear Time (g_c+I1), s	40.4	40.9	18.6	16.0	9.2	65.5	22.2	13.4				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.2	8.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			65.0									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX E:

QUEUING ANALYSIS WORKSHEETS

Queues

1: Bradley Rd & Proj Dwy/Rio Vista Dr

Riverwalk Village

CUMUL_WP_AM_MIT



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	62	33	360	27	46	1021
v/c Ratio	0.50	0.36	0.27	0.25	0.02	0.31	0.69
Control Delay	18.9	13.1	42.0	5.9	0.0	41.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	13.1	42.0	5.9	0.0	41.0	11.0
Queue Length 50th (ft)	11	0	16	64	0	22	149
Queue Length 95th (ft)	58	29	45	125	0	56	#632
Internal Link Dist (ft)	218	526		846			604
Turn Bay Length (ft)			175			160	
Base Capacity (vph)	441	319	121	1413	1219	154	1477
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.19	0.27	0.25	0.02	0.30	0.69

Intersection Summary

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

Queues

1: Bradley Rd & Proj Dwy/Rio Vista Dr



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	42	101	652	26	32	871
v/c Ratio	0.30	0.16	0.47	0.46	0.02	0.17	0.69
Control Delay	10.6	3.7	37.8	6.8	0.0	31.2	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	3.7	37.8	6.8	0.0	31.2	13.3
Queue Length 50th (ft)	0	0	35	59	0	11	218
Queue Length 95th (ft)	32	10	#107	234	0	38	407
Internal Link Dist (ft)	218	526		846			604
Turn Bay Length (ft)			175			160	
Base Capacity (vph)	574	600	217	1429	1235	191	1387
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.47	0.46	0.02	0.17	0.63

Intersection Summary

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

Queues
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_NP_AM



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1640	730	1772	897	318	314	314
v/c Ratio	0.53	0.45	0.73	0.56	0.41	0.46	0.45
Control Delay	25.3	1.3	30.7	4.5	29.9	29.2	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	1.3	30.7	4.5	29.9	29.2	28.8
Queue Length 50th (ft)	233	0	526	176	204	200	190
Queue Length 95th (ft)	291	47	556	502	329	335	317
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	768	679	699
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.45	0.57	0.56	0.41	0.46	0.45
Intersection Summary							

Queues
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
Exist_NP_AM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1522	492	2288	505	368	347	346
v/c Ratio	0.45	0.30	0.53	0.31	0.83	0.84	0.82
Control Delay	14.6	0.7	13.8	0.5	64.5	61.6	58.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.7	13.8	0.5	64.5	61.6	58.7
Queue Length 50th (ft)	277	0	302	0	332	297	282
Queue Length 95th (ft)	249	13	387	0	429	405	382
Internal Link Dist (ft)	1007		565			376	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3418	1615	4307	1615	545	498	512
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.30	0.53	0.31	0.68	0.70	0.68

Intersection Summary

Queues
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_NP_PM



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2276	530	2001	706	442	422	412
v/c Ratio	0.67	0.33	0.74	0.44	0.65	0.68	0.66
Control Delay	40.1	0.2	29.2	1.5	41.2	41.1	40.1
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	0.2	29.2	1.5	41.2	41.1	40.1
Queue Length 50th (ft)	537	0	596	8	342	329	304
Queue Length 95th (ft)	m411	m0	627	12	521	#548	481
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	682	617	624
Starvation Cap Reductn	593	0	0	0	0	0	0
Spillback Cap Reductn	0	0	28	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.33	0.65	0.44	0.65	0.68	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	2293	479	2221	466	388	395	397
v/c Ratio	0.70	0.30	0.54	0.29	0.79	0.89	0.87
Control Delay	16.6	0.4	15.6	0.5	57.8	67.1	63.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	0.4	15.6	0.5	57.8	67.1	63.9
Queue Length 50th (ft)	368	0	331	0	332	349	332
Queue Length 95th (ft)	379	0	371	0	457	#524	#477
Internal Link Dist (ft)	1007		565			444	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3271	1615	4122	1615	545	489	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.30	0.54	0.29	0.71	0.81	0.79

Intersection Summary

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

Queues
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_WP_AM



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1667	751	1782	897	318	317	318
v/c Ratio	0.54	0.47	0.73	0.56	0.42	0.47	0.46
Control Delay	25.7	1.5	30.7	4.5	30.1	29.5	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	1.5	30.7	4.5	30.1	29.5	29.1
Queue Length 50th (ft)	240	0	530	183	205	203	193
Queue Length 95th (ft)	293	68	559	497	330	339	323
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	764	677	696
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.47	0.57	0.56	0.42	0.47	0.46
Intersection Summary							

Queues
 9: I-215 NB Ramp & Newport Rd

Riverwalk Village
 Exist_WP_AM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1528	513	2290	505	370	352	346
v/c Ratio	0.45	0.32	0.53	0.31	0.83	0.85	0.81
Control Delay	14.6	0.8	14.0	0.5	64.2	62.4	58.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	0.8	14.0	0.5	64.2	62.4	58.4
Queue Length 50th (ft)	276	3	305	0	333	303	282
Queue Length 95th (ft)	254	20	388	0	432	414	383
Internal Link Dist (ft)	1007		565			380	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3410	1615	4296	1615	545	499	511
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.32	0.53	0.31	0.68	0.71	0.68
Intersection Summary							

Queues
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
Exist_WP_PM



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2295	545	2033	706	453	430	419
v/c Ratio	0.67	0.34	0.74	0.44	0.68	0.71	0.69
Control Delay	38.8	0.2	29.3	1.4	43.1	43.2	41.8
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	0.2	29.3	1.4	43.1	43.2	41.8
Queue Length 50th (ft)	525	0	603	6	361	346	317
Queue Length 95th (ft)	m400	m0	641	10	544	#575	#507
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	668	604	611
Starvation Cap Reductn	614	0	0	0	0	0	0
Spillback Cap Reductn	0	0	51	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.34	0.66	0.44	0.68	0.71	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	2297	493	2228	466	410	398	397
v/c Ratio	0.70	0.31	0.54	0.29	0.83	0.89	0.87
Control Delay	16.1	0.4	15.7	0.5	61.2	67.4	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.4	15.7	0.5	61.2	67.4	63.4
Queue Length 50th (ft)	358	0	335	0	355	350	331
Queue Length 95th (ft)	383	0	372	0	489	#530	#477
Internal Link Dist (ft)	1007		565			442	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3264	1615	4113	1615	545	489	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.54	0.29	0.75	0.81	0.79

Intersection Summary

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

Queues
8: I-215 SB Ramp & Newport Rd

Riverwalk Village
CUMUL_NP_AM



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1953	848	2165	1048	369	374	375
v/c Ratio	0.54	0.53	0.75	0.65	0.60	0.68	0.66
Control Delay	19.3	3.1	26.3	6.6	42.6	44.0	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	3.1	26.4	6.6	42.6	44.0	43.1
Queue Length 50th (ft)	274	0	645	509	290	301	286
Queue Length 95th (ft)	m277	m131	699	738	430	461	437
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	618	552	568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	62	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.53	0.71	0.65	0.60	0.68	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
CUMUL_NP_AM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1788	601	2728	642	431	412	397
v/c Ratio	0.55	0.37	0.67	0.40	0.86	0.90	0.85
Control Delay	16.2	0.8	18.4	0.7	63.9	68.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	0.8	18.4	0.7	63.9	68.1	61.6
Queue Length 50th (ft)	329	4	472	0	376	363	328
Queue Length 95th (ft)	326	17	509	0	521	#556	#477
Internal Link Dist (ft)	1007		565			431	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3244	1615	4087	1615	545	495	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.37	0.67	0.40	0.79	0.83	0.79

Intersection Summary

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

Queues
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2788	671	2498	822	553	528	513
v/c Ratio	0.72	0.42	0.82	0.51	0.98	1.03	0.99
Control Delay	29.4	0.4	27.6	1.4	81.0	90.7	82.0
Queue Delay	0.8	0.0	5.1	0.0	0.0	0.6	0.4
Total Delay	30.2	0.4	32.6	1.4	81.0	91.4	82.4
Queue Length 50th (ft)	520	0	785	1	~545	~561	~504
Queue Length 95th (ft)	m375	m0	m856	m3	#798	#814	#744
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	562	514	518
Starvation Cap Reductn	726	0	0	0	0	0	0
Spillback Cap Reductn	12	0	555	0	0	1	1
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.42	0.98	0.51	0.98	1.03	0.99

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd

Riverwalk Village
CUMUL_NP_PM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	2808	615	2673	570	521	486	482
v/c Ratio	0.90	0.38	0.68	0.35	0.96	0.99	0.96
Control Delay	22.9	0.4	20.1	0.6	75.9	84.4	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	0.4	20.1	0.6	75.9	84.4	75.6
Queue Length 50th (ft)	522	0	456	0	489	467	436
Queue Length 95th (ft)	m615	m0	493	0	#730	#729	#677
Internal Link Dist (ft)	1007		565			418	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3112	1615	3921	1615	545	489	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.38	0.68	0.35	0.96	0.99	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1981	869	2174	1048	369	377	379
v/c Ratio	0.54	0.54	0.75	0.65	0.60	0.68	0.67
Control Delay	19.5	3.5	26.4	6.5	42.8	44.4	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	3.5	26.5	6.5	42.8	44.4	43.6
Queue Length 50th (ft)	281	0	649	506	290	304	291
Queue Length 95th (ft)	m274	m139	703	738	430	465	443
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	617	551	566
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	70	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.54	0.71	0.65	0.60	0.68	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1794	623	2730	642	431	412	404
v/c Ratio	0.55	0.39	0.67	0.40	0.86	0.90	0.87
Control Delay	16.2	0.9	18.4	0.7	64.0	67.8	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	0.9	18.4	0.7	64.0	67.8	63.5
Queue Length 50th (ft)	327	9	473	0	376	363	336
Queue Length 95th (ft)	330	22	509	0	521	#554	#508
Internal Link Dist (ft)	1007		565			440	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3245	1615	4089	1615	545	496	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.39	0.67	0.40	0.79	0.83	0.80

Intersection Summary

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

Queues
8: I-215 SB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2806	685	2530	822	567	534	519
v/c Ratio	0.72	0.42	0.82	0.51	1.02	1.05	1.01
Control Delay	29.0	0.5	27.8	1.3	89.7	97.8	87.6
Queue Delay	0.9	0.0	16.4	0.0	0.0	1.5	1.1
Total Delay	29.8	0.5	44.2	1.3	89.7	99.2	88.7
Queue Length 50th (ft)	523	0	800	0	~585	~575	~515
Queue Length 95th (ft)	m373	m0	m867	m2	#828	#828	#755
Internal Link Dist (ft)	630		1007			488	
Turn Bay Length (ft)							
Base Capacity (vph)	3921	1615	3112	1615	556	508	513
Starvation Cap Reductn	728	0	0	0	0	0	0
Spillback Cap Reductn	14	0	644	0	0	2	2
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.42	1.03	0.51	1.02	1.06	1.02

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: I-215 NB Ramp & Newport Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	2812	630	2680	570	525	498	491
v/c Ratio	0.90	0.39	0.68	0.35	0.96	1.01	0.98
Control Delay	22.7	0.4	20.1	0.6	77.4	88.6	79.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	0.4	20.1	0.6	77.4	88.6	79.6
Queue Length 50th (ft)	525	0	459	0	495	~494	449
Queue Length 95th (ft)	m614	m0	495	0	#738	#754	#695
Internal Link Dist (ft)	1007		565			409	
Turn Bay Length (ft)				440			
Base Capacity (vph)	3112	1615	3921	1615	545	492	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.39	0.68	0.35	0.96	1.01	0.98

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.