

Cajalco Road Mixed-Use Project

Traffic Analysis

PAR 200006

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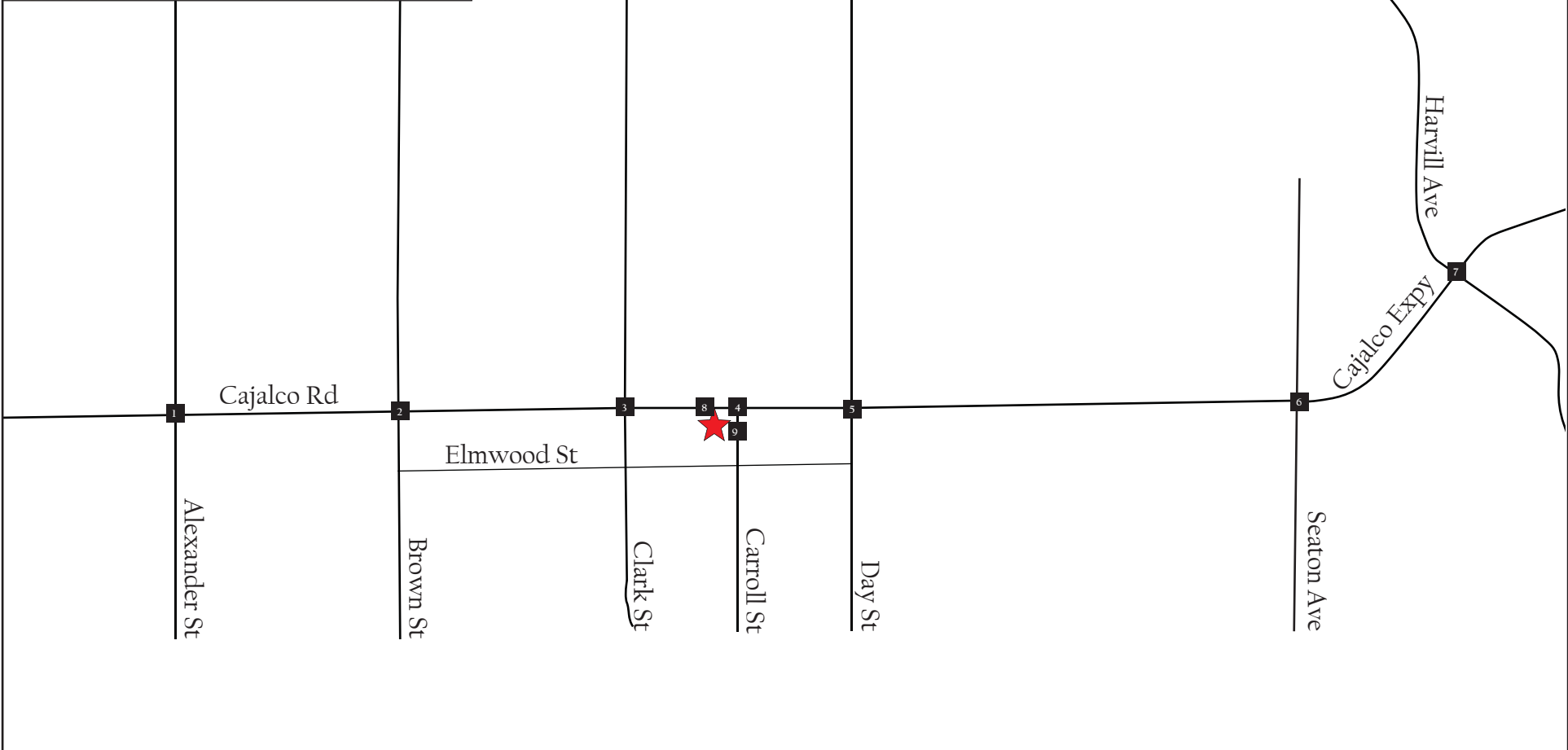
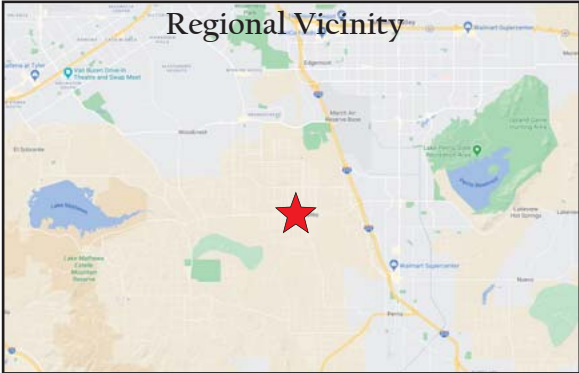
I INTRODUCTION

This traffic analysis evaluates the traffic conditions associated with the proposed Cajalco Road Mixed-Use project (herein referred to as “the Project”) located at 21705 Cajalco Road in the County of Riverside. **Figure 1-1** shows the location of the project site within the study area. The traffic analyses have been prepared in accordance with the *Riverside County Transportation Department Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, December 2020 (County TA Guidelines)* and consistent with the countywide goals contained in the Riverside General Plan.

I.1 Project Description

The proposed Project is located south of Cajalco Road and west of Carroll Street in the Mead Valley Town Center neighborhood. The Project is located in the core of Mead Valley and consistent with the goals outlined in the *Mead Valley Area Plan, June 26, 2018*. The Project consists of a 4,283 square-foot (sf) convenience store, a 4,991 sf canopy over a 16 pump fueling station, a 1,481 sf car wash, two 1,632 sf restaurants with a drive-thru, and a 4,698 sf of high-turnover sit-down restaurant.

Access to the site will be provided off Cajalco Road and Carroll Street. The access off Cajalco Road would be improved to a minimum of 24-feet in width to accommodate emergency vehicles and semi-truck access. A total of 70 surface parking spaces would be provided on-site. The Project is estimated to be in operation in 2022. **Figure 1-2** illustrates the Project site plan.



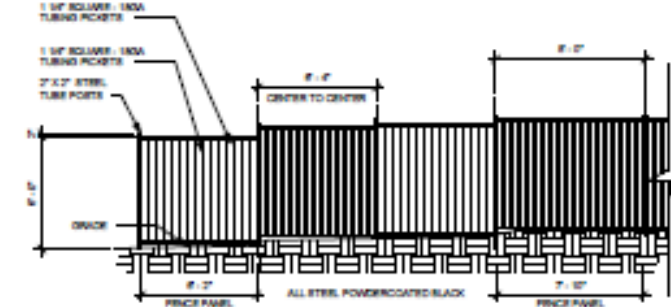
Cajalco Road Mixed-Use

Figure 1-1
Project Vicinity Map



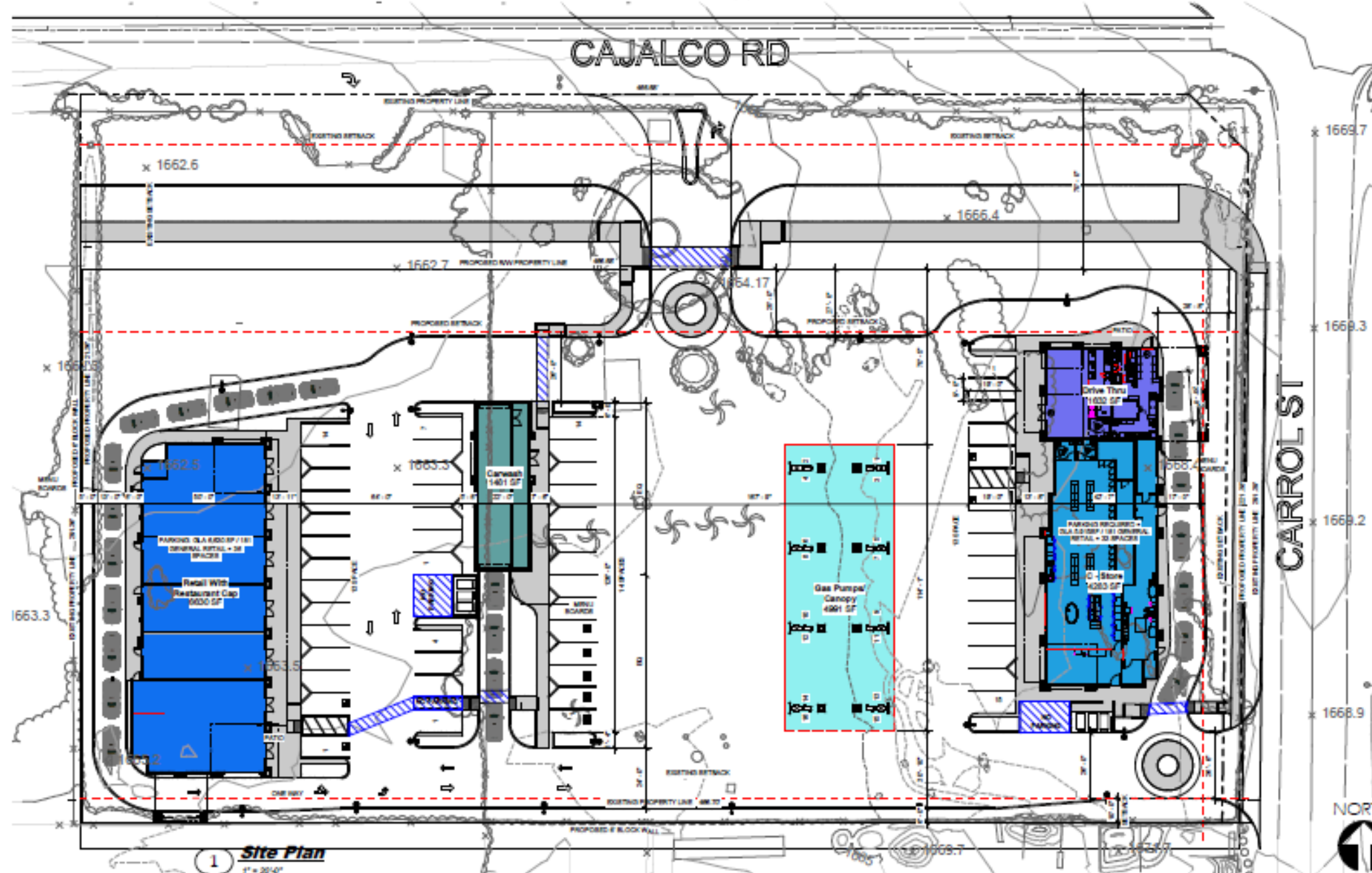
Number	Description	Date

2 Rod Iron Fence
 1/8" = 1'-0"



Area Legend

- C - Store
- Carwash
- Drive Thru
- Gas Pumps/ Canopy
- Retail With Restaurant Cap



1 Site Plan
 1" = 20'-0"

Conceptual Site Plan for:
Deemarco

19-1101
 3-25-2021

21705 Cajalco Rd,
 Perris, CA 92570

DR-101

Site Plan

2 ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate the study intersections associated with the Project. It should be noted that the approach was coordinated with County staff and based on the guidelines outlined in the *County TA Guidelines*. A copy of the approved project scoping form is contained in Appendix A.

2.1 Study Area

This traffic analysis addresses potential operational impacts that could result from the addition of the Project traffic to the local circulation system. According to the *County TA Guidelines*, the study area should include any intersection of “Collector” or higher classification street intersecting with a “Collector” or higher classification street where the project would add 50 or more peak-hour trips.

The following intersections are included as part of the study area:

Intersections

1. Alexander Street & Cajalco Road
2. Brown Street & Cajalco Road
3. Clark Street & Cajalco Road
4. Carroll Street & Cajalco Road
5. Day Street & Cajalco Road
6. Seaton Avenue & Cajalco Road
7. Harvill Avenue & Cajalco Road
8. Project Driveway & Cajalco Road (constructed as part of project)
9. Carroll Street & Project Driveway (constructed as part of project)

2.2 Analysis Scenarios

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario represents the conditions of a typical weekday. Due to the COVID-19 pandemic, historical traffic volumes were adjusted upwards to reflect normal conditions based on historical traffic count data.
- Existing Plus Ambient Plus Project: This scenario represents the conditions on the anticipated year of opening for the Project, which is assumed to occur in 2022.
- Existing Plus Ambient Project Plus Cumulative: This scenario represents the conditions on the anticipated year of opening for the Project, including the cumulative project traffic volumes and Project traffic.

The traditional weekday peak-hour coinciding with the highest volume of traffic between 7:00 and 9:00 AM and between 4:00 and 6:00 PM was evaluated for each analysis scenario.

2.3 Analysis Assumptions

The following list contains the assumptions used for the analyses:

- Peak-hour factor (PHF): Measured in field PHF used for all scenarios
- Heavy vehicle percentage (HV%): 5 percent applied to through movements along Cajalco Road
- Base Saturation Flow Rate (pc/hr/ln): 1,900
- Cycle length: Varies between 60 and 120 seconds

2.4 Methodology

2.4.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 10 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the LOS grade designations are provided in Table 2-1.

The Riverside County General Plan Policy C.2.1 states that the County will maintain the minimum acceptable operation at an intersection at LOS D for development proposals located within the Mead Valley Area Plan.

2.4.2 Fair Share Calculations

For intersections that have a LOS deficiency, a fair share percentage is calculated based on the following formula:

$$\frac{\text{Project Traffic}}{\text{Total Traffic} - \text{Existing Traffic}} \times 100\%$$

The fair share calculations would be calculated for the AM and PM peak-hour and the higher of the two would be reported. The fair share percentage would be applied towards the cost of the recommended improvements.

Table 2-1
LOS Criteria for Intersections

LOS	LOS Criteria (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	VERY GOOD. Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	POOR. Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition*

2.5 Improvement Criteria

Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). Automobile delay resulting in a level of service (LOS) is no longer considered a significant impact under CEQA. However, this transportation analysis will continue to require the LOS analysis to maintain consistency with policies contained in the County General Plan and require improvements to the circulation system outside of CEQA.

Based on the County General Plan, the LOS goal for intersections and roadway segments is to operate at LOS D or better. As a result, if an intersection or roadway segment degrades from LOS D or better to LOS E or worse with the addition of project traffic, improvements would be required.

3 EXISTING CONDITIONS

This section describes the existing roadway network, peak hour traffic volumes, and operations at the study area intersections.

3.1 Roadway Network

Cajalco Road is an east-west roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Cajalco Road is classified as an Expressway. With the completion of the Cajalco Road Interim Safety Project, Cajalco Road will include a center two-way left-turn lane from Brown Street to Day Street. Parking is prohibited on both sides of the roadway. The posted speed limit is 45 miles per hour (mph).

Alexander Street is a north-south roadway with 1 lane of travel provided in each direction. According to the County's Circulation Plan, Alexander Street is classified as a Secondary Highway north of Cajalco Road. Gravel shoulders are provided on both sides of the roadway. The posted speed limit is 45 mph north of Cajalco Road and 35 mph south of Cajalco Road.

Brown Street is a north-south roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Brown Street is classified as a Secondary Highway. Paved shoulders are provided on both sides of the roadway. The posted speed limit is 45 mph.

Clark Street is a north-south roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Clark Street is classified as a Secondary Highway north of Cajalco Road and a Collector south of Cajalco Road. Paved shoulders are provided on both sides of the roadway south of Cajalco Road. North of Cajalco Road, there are paved shoulders on the west side and a sidewalk on the east side. The posted speed limit is 40 mph.

Carroll Street is a north-south roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Carroll Street is classified as a Local roadway. Paved shoulders are provided on both sides of the roadway. There are no posted speed limit signs in the study area.

Day Street is a north-south roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Day Street is classified as a Secondary Highway north of Cajalco Road and an Arterial south of Cajalco Road. Paved shoulders are provided on both sides of the roadway. The posted speed limit is 45 mph.

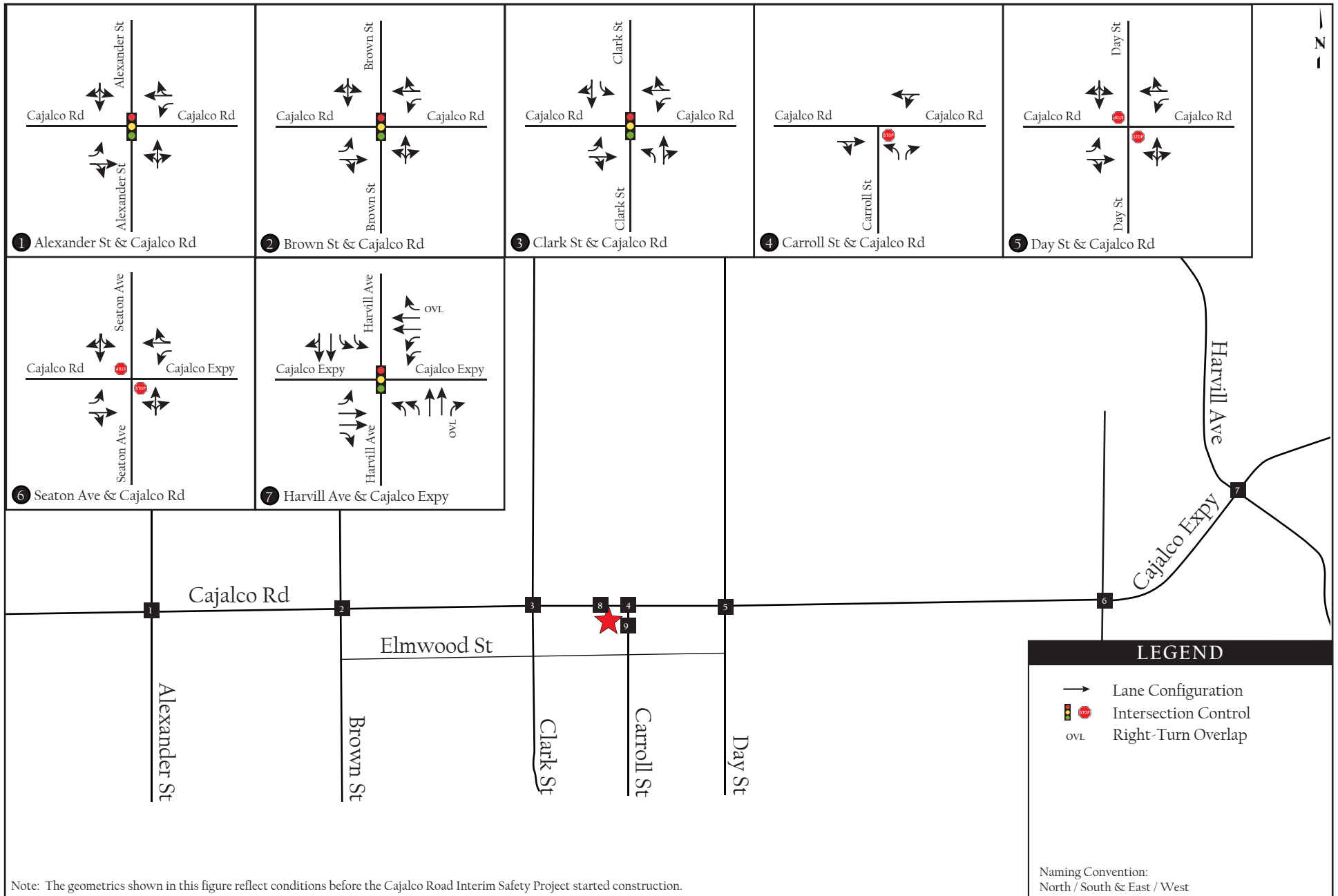
Seaton Avenue is a north-south roadway with one lane of travel provided in each direction. According to the County's Circulation Plan, Seaton Avenue is classified as a Secondary Highway. Paved shoulders are provided on both sides of the roadway south of Cajalco Road. North of Cajalco Road, there is a sidewalk on the east side. There are no posted speed limit signs in the study area.

Harvill Avenue is a north-south roadway with two lanes of travel provided in each direction. According to the County's Circulation Plan, Harvill Avenue is classified as a Major Highway. Parking is prohibited

on both sides of the roadway. Sidewalks are present on both sides of the roadway. The posted speed limit is 45 mph.

Figure 3-1 illustrates the existing geometrics at the study area intersections.

Appendix B contains excerpts of the County's General Plan Circulation Element for the Mead Valley Area Plan.



Cajalco Road Mixed-Use



Figure 3-1
Existing Intersection Geometrics

3.2 Alternate Modes of Travel

In addition to the vehicular roadway network, alternative modes of travel are provided within the study area and described in more detail below.

3.2.1 *Bicycle and Trail Facilities*

There are no existing bicycle or trail facilities in the study area. According to the Mead Valley Area Plan, a Class II bicycle path is planned for Cajalco Road. Also, a Regional Trail is planned along Harvill Avenue north of Cajalco Road, which will connect to other Community Trails. There are several proposed Community Trails that will connect the areas north of Cajalco Road to the areas south of Cajalco Road.

Appendix C contains excerpts of the Trails and Bikeway System for the Mead Valley Area Plan.

3.2.2 *Transit Facilities*

The Riverside Transit Agency (RTA) provides service to the study area with Routes 22 and 41. Route 22 provides daily service between the Perris Station Transit Center and Downtown Riverside with the nearest stop located on the northeast corner of the Clark Street & Cajalco Road intersection. Route 41 provides daily service between the Mead Valley Community Center and the Riverside University Medical Center with the nearest stop located on the south side of Cajalco Road just east of Clark Street.

The nearest transit stop to the Project is located along Cajalco Road just east of Clark Street and approximately 900 feet west from the Project.

Appendix D contains copies of all the transit routes.

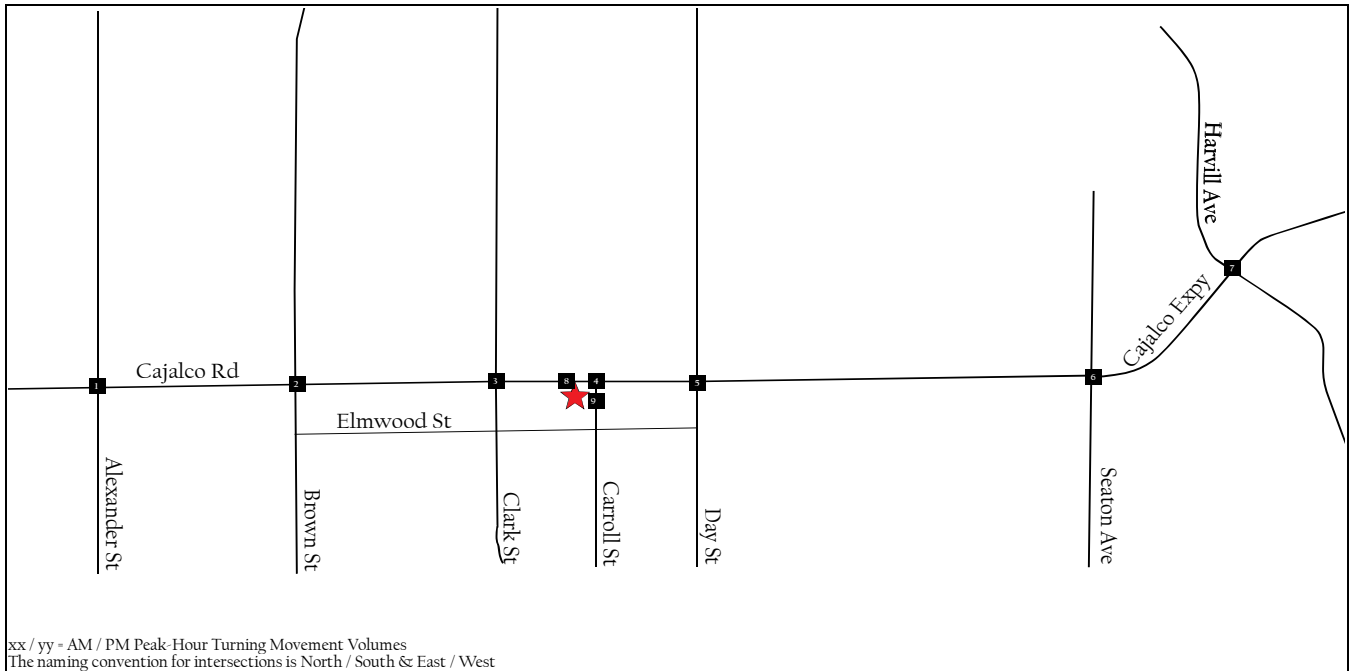
3.2.3 *Pedestrian Facilities*

There are no sidewalks on either side of Cajalco Road. With the completion of the Cajalco Road Safety Improvement Project, there will be small sections of sidewalk near the signalized intersections. Pedestrians can cross Cajalco Road in the marked crosswalks of the Clark Street and Day Street intersections.

Appendix E contains the historical traffic volumes. Appendix F contains a copy of the traffic volume data sheets.

3.3 Traffic Volumes

Due to the COVID-19 pandemic in the region, traffic volumes and patterns have not returned to normal. As a result, historical traffic volumes obtained between 2014 and 2019 were used as a starting basis and adjusted upwards by a two percent per year growth factor to estimate existing traffic volumes. New traffic counts were obtained at the Carroll Street & Cajalco Road intersection on January 20, 2021 since there were no historical count data at this location. It was determined that the through volumes along Cajalco Road were 31 percent lower during the AM peak and 15 percent lower during the PM peak. As a result, the through volumes were adjusted upward by the respective percentages to reflect non-pandemic conditions. Figure 3-2 illustrates the study area traffic volumes.



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
27 / 60 55 / 26 18 / 15 ↖ ↗ ↘ ↙	25 / 988 / 15 48 / 662 / 43	11 / 38 53 / 74 20 / 35 ↖ ↗ ↘ ↙	26 / 694 / 17 47 / 703 / 88	24 / 151 20 / 140 135 / 131 ↖ ↗ ↘ ↙	96 / 751 / 20 64 / 718 / 88	814 / 46 774 / 98	
13 / 431 / 13 80 / 942 / 51 ↖ ↗ ↘ ↙	12 / 75 27 / 36 9 / 27 ↖ ↗ ↘ ↙	9 / 514 / 26 32 / 788 / 84 ↖ ↗ ↘ ↙	24 / 50 48 / 91 50 / 45 ↖ ↗ ↘ ↙	30 / 650 / 39 4 / 778 / 47 ↖ ↗ ↘ ↙	81 / 114 97 / 237 187 / 75 ↖ ↗ ↘ ↙	618 / 4 1009 / 10 ↖ ↗ ↘ ↙	
1		2		3		4	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
17 / 10 1 / 0 14 / 28 ↖ ↗ ↘ ↙	119 / 1086 / 16 53 / 999 / 9	24 / 18 3 / 2 3 / 1 ↖ ↗ ↘ ↙	6 / 1185 / 12 5 / 1050 / 10	6 / 133 16 / 185 183 / 174 ↖ ↗ ↘ ↙	177 / 739 / 141 135 / 698 / 135	Does not exist	
11 / 933 / 4 16 / 1266 / 2 ↖ ↗ ↘ ↙	4 / 0 / 2 10 / 10	24 / 869 / 31 21 / 1227 / 45 ↖ ↗ ↘ ↙	12 / 24 / 4 10 / 2 / 2 11 / 8 ↖ ↗ ↘ ↙	22 / 642 / 138 24 / 821 / 274 ↖ ↗ ↘ ↙	288 / 354 131 / 310 114 / 122 ↖ ↗ ↘ ↙		
5		6		7			
Carroll St & Proj Dwy		Does not exist					



Cajalco Road Mixed-Use
 Existing Conditions Traffic Volumes

Figure 3-2

3.4 Intersection Analysis

Table 3-2 summarizes the LOS analysis results for the study area intersections under Existing Conditions. As shown in the table, all intersections operate at LOS D or better during the weekday peak-hours except for the following locations:

- Carroll Street & Cajalco Road (LOS E – AM Peak, LOS F – PM Peak)
- Day Street & Cajalco Road (LOS F – AM and PM Peaks)
- Seaton Avenue & Cajalco Road (LOS F – AM and PM Peaks)

All intersections listed above are unsignalized and the long delays correspond to the stop-controlled movement on the minor street.

Appendix G contains the intersection LOS worksheets.

Table 3-1
Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay ¹	LOS ²
1	Alexander St & Cajalco Rd	Signal	AM	15.7	B
			PM	15.1	B
2	Brown St & Cajalco Rd	Signal	AM	12.5	B
			PM	14.1	B
3	Clark St & Cajalco Rd	Signal	AM	41.6	D
			PM	40.0	D
4	Carroll St & Cajalco Rd	OWSC	AM	42.6	E
			PM	86.9	F
5	Day St & Cajalco Rd	TWSC	AM	399.8	F
			PM	242.5	F
6	Seaton Ave & Cajalco Rd	TWSC	AM	407.3	F
			PM	350.3	F
7	Harvill Ave & Cajalco Expy	Signal	AM	19.9	B
			PM	17.4	B
8	Proj Dwy & Cajalco Rd	OWSC	AM	DNE	
			PM		
9	Carroll St & Proj Dwy	OWSC	AM	DNE	
			PM		

Notes:

DNE: Does not exist, will be constructed as part of project

OWSC: One-Way Stopped Control, TWSC: Two-Way Stopped Control, Signal: Traffic Signal

Bold values indicate intersections operating at LOS E or F.

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.

4 PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of trips to the adjacent roadway network.

4.1 Trip Generation

Trip generation rates for the project were developed utilizing the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. Trip credits such as passby trips were applied to the proposed use based on standard rates published in the *ITE Trip Generation Handbook, 3rd Edition*. Passby trips are trips that are already on the road network and “passing by” the project site.

It should be noted that the daily and AM peak-hour trip rates for the Automated Car Wash land use was based on the values for a Car Wash and Detail Center land use (Land Use Code 949). Additionally, the passby trip rates for this land use were based on the values for a Gasoline/Service Station with Convenience Market land use (Land Use Code 945).

Table 4-1 summarizes the weekday trip generation rates and calculations. As shown in the table, the Project is estimated to generate 5,601 daily trips with 393 AM peak-hour trips and 399 PM peak-hour trips at the project driveways. After applying the passby trip credits, the project is forecasted to generate a net total of 2,623 daily trips with 174 AM peak-hour trips and 186 PM peak-hour trips. It should be noted that the trip generation is slightly different than what was previously approved in the scoping agreement as the site has changed with the reduction of gas pumps and small changes to the areas of the various uses.

**Table 4-1
Project Trip Generation**

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK		
			Rate	In:Out Ratio		Rate	In:Out Ratio	
High-Turnover (Sit-Down) Restaurant	932	112.18 trips / ksf	9.94	0.55 : 0.45		9.77	0.62 : 0.38	
Fast-Food Restaurant w/Drive-Through Window	934	470.95 trips / ksf	40.19	0.51 : 0.49		32.67	0.52 : 0.48	
Gas Station w/Convenience Market	945	205.36 trips / vfp	12.47	0.51 : 0.49		13.99	0.51 : 0.49	
Automated Car Wash ²	948	168.03 trips / ksf	8.98	0.50 : 0.50		14.20	0.50 : 0.50	
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Proposed Use								
Fast-Food Restaurant w/Drive-Through Window	3,264 ksf	1,538	68	64	132	56	51	107
<i>Less Pass-by Trips (49%-AM, 50%-PM & Daily)³</i>		-769	-34	-31	-65	-28	-26	-54
High-Turnover (Sit-Down) Restaurant	4,698 ksf	528	26	21	47	29	17	46
<i>Less Pass-by Trips (43%)³</i>		-228	-12	-9	-21	-13	-7	-20
Gas Station w/Convenience Market	16 vfp	3,286	102	98	200	115	109	224
<i>Less Pass-by Trips (62%-AM, 56%-PM & Daily)³</i>		-1,841	-64	-60	-124	-65	-61	-126
Automated Car Wash	1,481 ksf	249	7	7	14	11	11	22
<i>Less Pass-by Trips (62%-AM, 56%-PM & Daily)⁴</i>		-140	-5	-4	-9	-7	-6	-13
Proposed Driveway Trips		5,601	203	190	393	211	188	399
<i>Less Pass-by Trips</i>		<i>-2,978</i>	<i>-115</i>	<i>-104</i>	<i>-219</i>	<i>-113</i>	<i>-100</i>	<i>-213</i>
Net New Traffic		2,623	88	86	174	98	88	186

Notes:

1. The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.
2. The daily and AM peak-hour trip rate were estimated based on the values for a Car Wash and Detail Center land use, LUC 949.
3. The passby trip rates are based on the average data published in the *ITE Trip Generation Handbook, 3rd Edition*.
4. The passby trip rates were based on the values for a Gasoline/Service Station with Convenience Market land use, LUC 945.

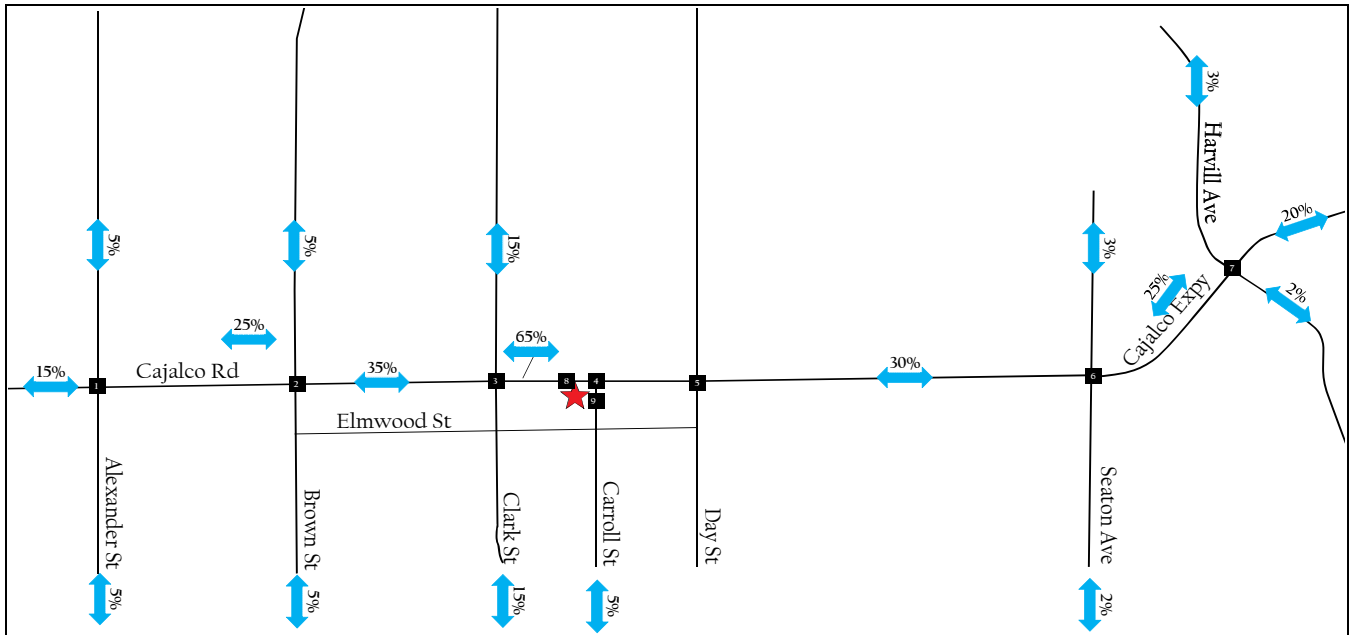
4.2 Trip Distribution and Assignment

The Project trip distribution was estimated based on existing travel patterns and/or on logical routes to regional facilities. The following list summarizes the proposed trip distribution:

- 36 percent to/from the north
 - 5 percent to/from Alexander Street
 - 5 percent to/from Brown Street
 - 15 percent to/from Clark Street
 - 5 percent to/from Day Street
 - 3 percent to/from Seaton Avenue
 - 3 percent to/from Harvill Avenue
- 10 percent to/from the east along Cajalco Expressway
- 39 percent to/from the south
 - 5 percent to/from Alexander Street
 - 5 percent to/from Brown Street
 - 15 percent to/from Clark Street
 - 5 percent to/from Carroll Street
 - 5 percent to/from Day Street
 - 2 percent to/from Seaton Avenue
 - 2 percent to/from Harvill Avenue
- 15 percent to/from the west along Cajalco Road

Figure 4-1 displays the assumed Project trip distribution through the study intersections and project driveways. At the project driveways, all entering traffic from the west would be distributed to the driveway off Cajalco Road and all entering traffic from the east would be distributed to the driveway off of Carroll Street. For exiting traffic, it is acknowledged that it may be difficult to take a left-turn onto Cajalco Road from Carroll Street due to the high through volumes along Cajalco Road. Approximately 15 percent of the traffic headed to the west would exit the site by taking a right onto Carroll Street, right onto Elmwood Street, and right onto Clark Street. At the traffic signal, those vehicles would either continue straight on Clark Street to go north or take a left onto Cajalco Road to continue west.

Based on the Project trip generation and distribution, the Project trips were assigned to the study area. Figure 4-2 illustrates the net Project trip assignment and Figure 4-3 illustrates the passby trip assignment. Figure 4-4 illustrates the total Project trip assignment, which is the sum of Figures 4-2 and 4-3. It should be noted that several movements show a negative value, which correlates to a reduction in the through volumes due to passby traffic.

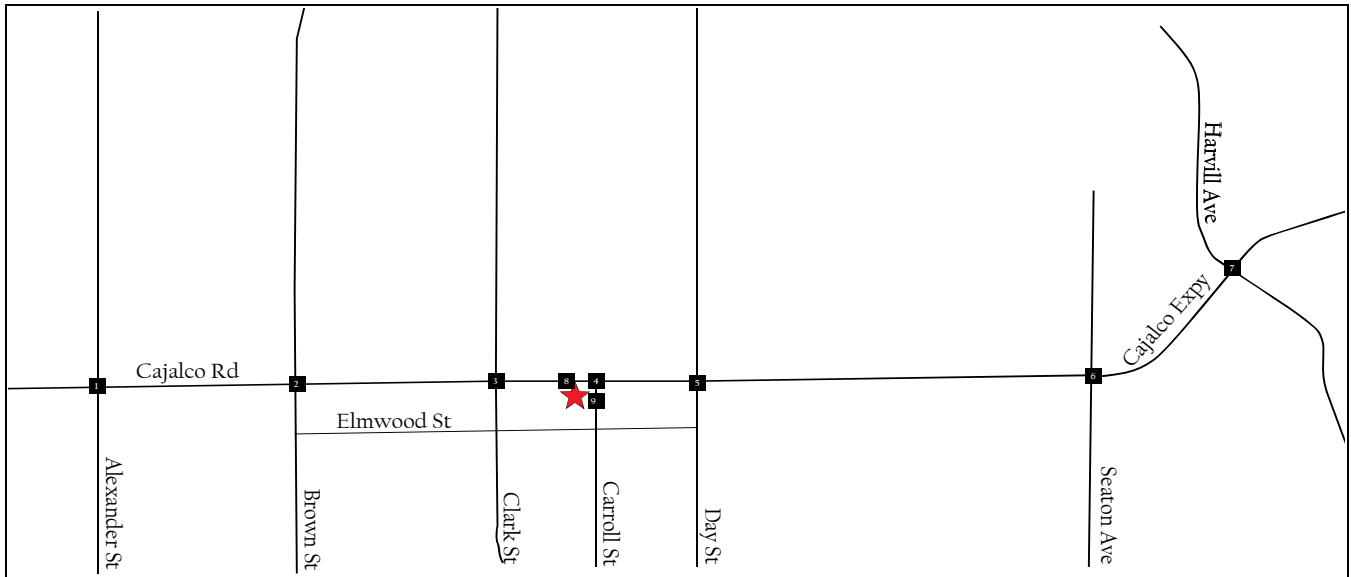


Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
(0%) / (0%) ↘ 0% / (5%) ← 0% / (15%) ↙ 0% / (5%) 1	15% / (0%) →	(0%) / (0%) ↘ 0% / (5%) ← 0% / (25%) ↙ 0% / (5%) 2	25% / (0%) →	(0%) / (0%) ↘ 15% / (10%) ← 0% / (10%) 3	35% / (0%) →	30% / (0%) ↘ 30% / (0%) ↙ 0% / (15%) ↘ (10%) / (0%) ↙ (15%) / (0%) 4	0% / (15%) →
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
← 30% / (0%) 5	0% / (30%) →	(0%) / (0%) ↘ 3% / (3%) ← 0% / (25%) ↙ 0% / (2%) 6	3% / (0%) ↘ 2% / (0%) ↙ 2% / (2%)	(0%) / (0%) ↘ 3% / (3%) ← 0% / (20%) ↙ 0% / (2%) 7	3% / (0%) ↘ 2% / (0%) ↙ 2% / (2%)	20% / (0%) ↘ 2% / (0%) ↙ 2% / (0%)	0% / (10%) ↘ 65% / (0%) ↙ (15%) / (0%) 8
Carroll St & Proj Dwy							
(0%) / (0%) ↘ 30% / (25%) ↙ 0% / (60%) 9	5% / (0%) ↘ 5% / (0%)						



Cajalco Road Mixed-Use
 Project Trip Distribution

Figure 4-1



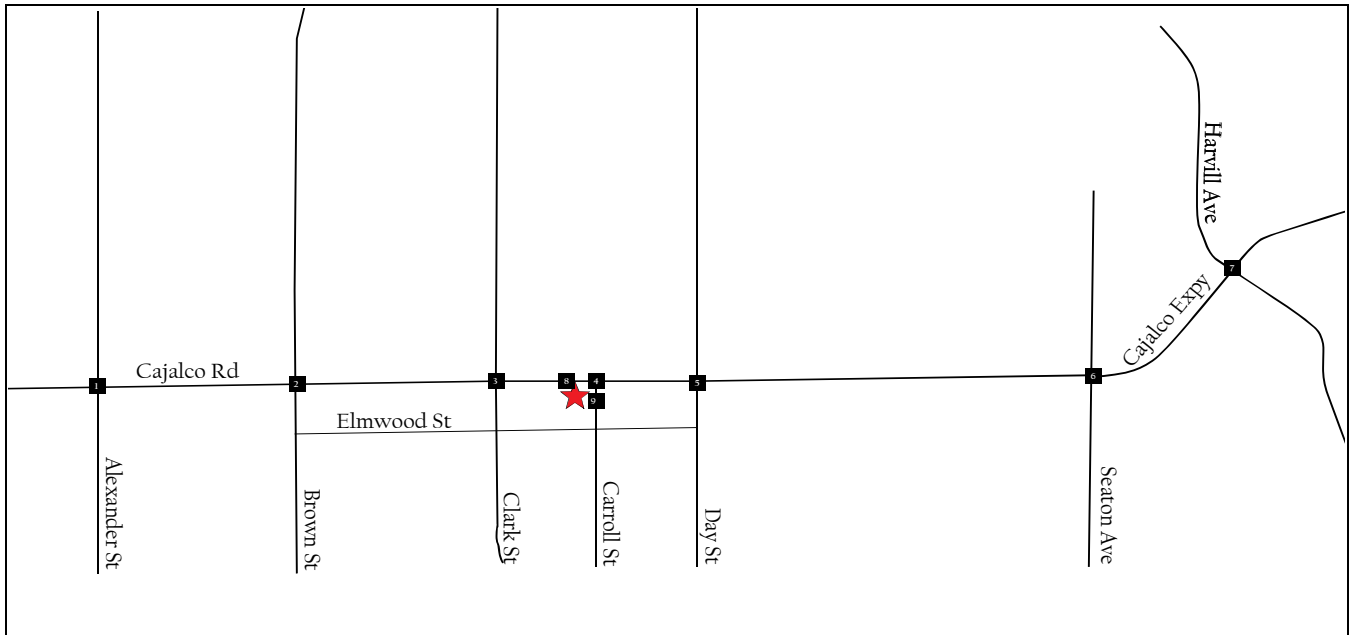
xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
Carroll St & Proj Dwy							



Cajalco Road Mixed-Use
 Net Project Trip Assignment

Figure 4-2



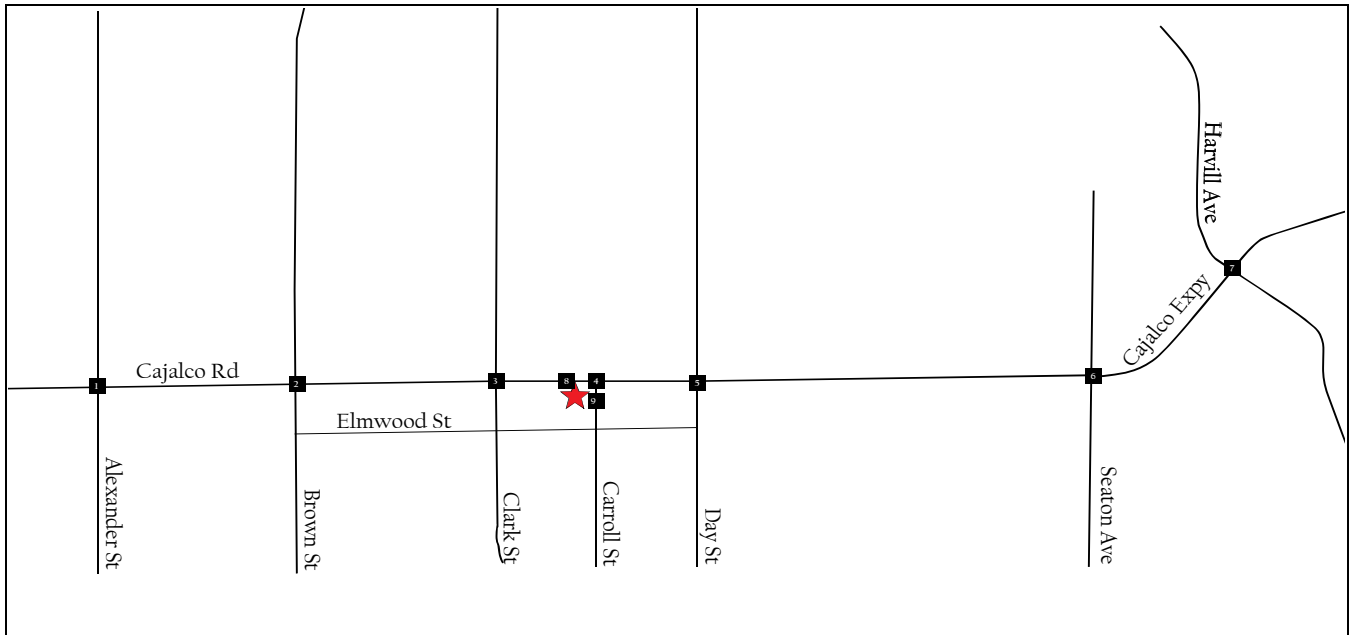
xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
1		2		3		4	
						↑ -67 / -66 ↘ 67 / 66 ↘ 12 / 12 ↓ 12 / 12	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
5		6		7		8	
						↑ 12 / 12 ↘ -67 / -66 ↘ 67 / 66 ↘ 61 / 59	
Carroll St & Proj Dwy							
9							
↘ 67 / 66 ↘ 12 / 12 ↘ 49 / 47							



Cajalco Road Mixed-Use
 Project Passby Trip Assignment

Figure 4-3



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
<p>Diagram 1: Northbound Cajalco Rd. Left turn: 9/5, Right turn: 5/5. Southbound Cajalco Rd. Left turn: 15/15, Right turn: 5/5. Eastbound Alexander St. Through: 15/17, Right turn: 9/5.</p>		<p>Diagram 2: Northbound Cajalco Rd. Left turn: 5/6, Right turn: 5/5. Southbound Cajalco Rd. Left turn: 24/26, Right turn: 5/5. Eastbound Brown St. Through: 26/29, Right turn: 5/6.</p>		<p>Diagram 3: Northbound Cajalco Rd. Left turn: 15/17, Right turn: 10/10. Southbound Cajalco Rd. Left turn: 24/26, Right turn: 15/15. Eastbound Clark St. Through: 36/40, Right turn: 15/17.</p>		<p>Diagram 4: Northbound Cajalco Rd. Left turn: -67/-66, Right turn: 98/100. Southbound Cajalco Rd. Left turn: 15/15, Right turn: 22/22. Eastbound Carroll St. Through: 15/15, Right turn: 15/15.</p>	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
<p>Diagram 5: Northbound Cajalco Rd. Through: 31/34. Southbound Cajalco Rd. Through: 29/31.</p>		<p>Diagram 6: Northbound Cajalco Rd. Through: 3/3, Right turn: 26/29. Southbound Cajalco Rd. Left turn: 3/3, Through: 24/26, Right turn: 2/2. Eastbound Seaton Ave. Through: 2/2, Right turn: 2/2.</p>		<p>Diagram 7: Northbound Cajalco Expy. Through: 3/3, Right turn: 20/23. Southbound Cajalco Expy. Left turn: 3/3, Through: 19/21, Right turn: 2/2. Eastbound Harvill Ave. Through: 2/2, Right turn: 2/2.</p>		<p>Diagram 8: Northbound Cajalco Rd. Through: 22/22. Southbound Cajalco Rd. Left turn: -67/-66, Right turn: 133/140. Eastbound Proj Dwy. Through: 76/74, Right turn: 76/74.</p>	
Carroll St & Proj Dwy							
<p>Diagram 9: Northbound Proj Dwy. Through: 98/100. Southbound Proj Dwy. Left turn: 36/38, Right turn: 107/109. Eastbound Carroll St. Through: 5/6, Right turn: 5/6.</p>							



Cajalco Road Mixed-Use
 Total Project Trip Assignment

Figure 4-4

5 EXISTING PLUS AMBIENT PLUS PROJECT TRAFFIC CONDITIONS

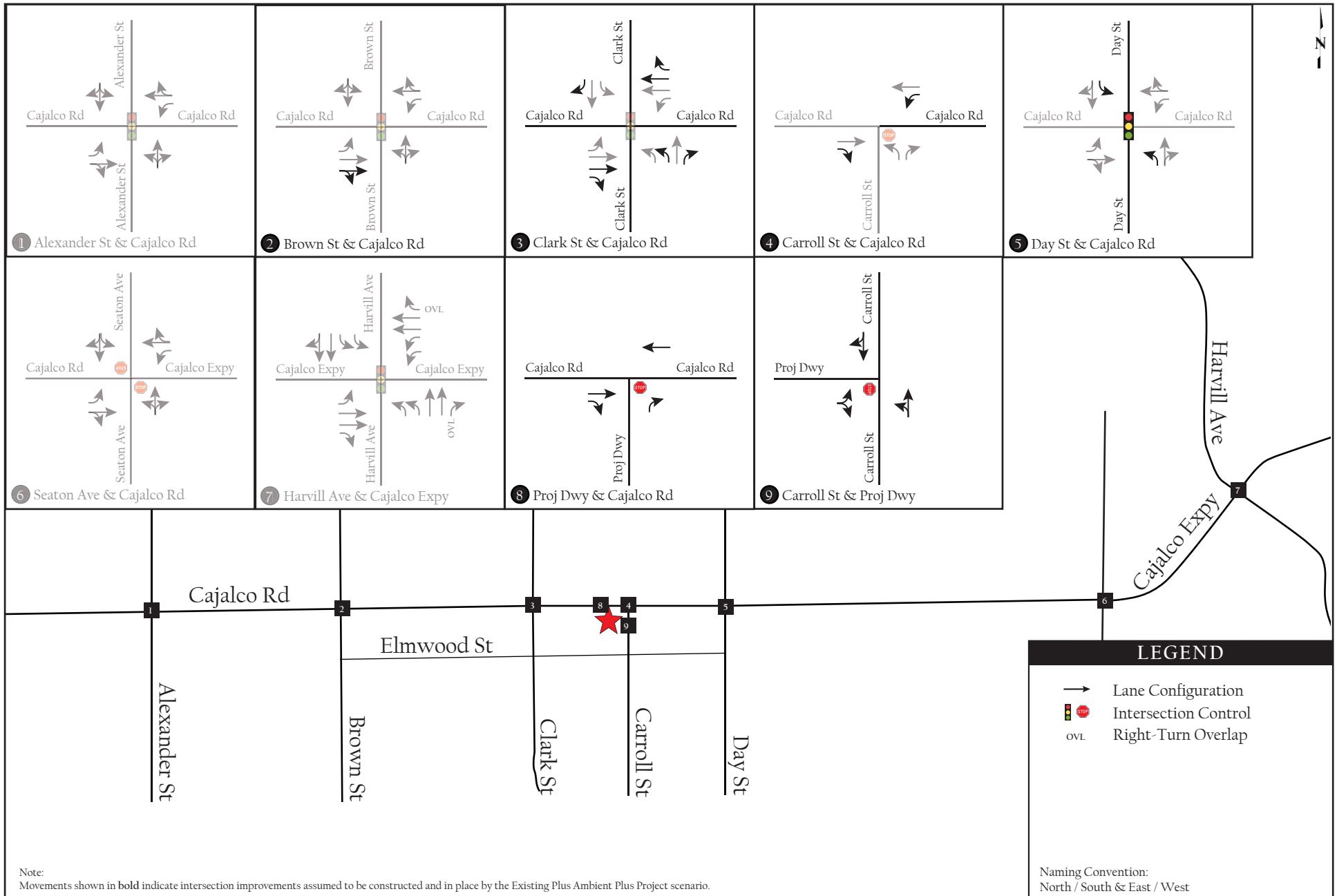
This section provides a summary of operations at the study area intersections anticipated with the opening of the project in the Year 2022.

5.1 Roadway Network

The Cajalco Road Interim Safety project will include a center two-way left-turn lane from Brown Street to Day Street and include the addition of turn pockets at the intersections. Additionally, a new traffic signal will be constructed at the Day Street & Cajalco Road intersection. **Figure 5-1** illustrates the intersection geometrics at the study area intersections.

5.2 Traffic Volumes

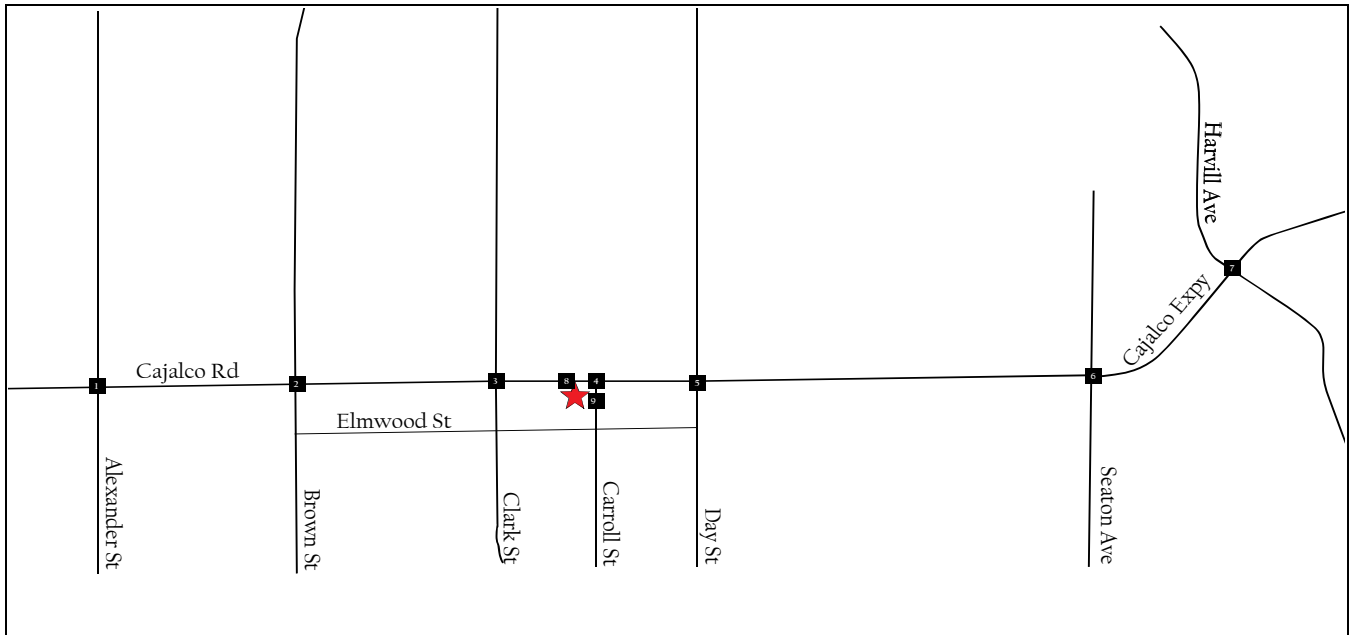
The Existing Plus Ambient Plus Project Conditions traffic volumes were developed by adding the ambient growth factor of two percent per year for two years (four percent growth) and the addition of Project traffic to the Existing traffic volumes. **Figure 5-2** illustrates the Existing Plus Ambient Plus Project traffic volumes.



Cajalco Road Mixed-Use



Figure 5-1



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
28 / 62 25 / 57 25 / 32 55 / 31 704 / 1043 50 / 21	1 83 / 14 997 / 463 53 / 14 12 / 78 28 / 37 15 / 33	11 / 40 55 / 77 27 / 41 54 / 32 757 / 746 97 / 23	2 33 / 9 849 / 561 87 / 27 25 / 52 50 / 95 58 / 52	21 / 25 140 / 157 153 / 161 67 / 100 757 / 791 92 / 21	3 4 / 31 849 / 712 49 / 41 110 / 143 116 / 262 212 / 93	4 723 / 763 200 / 145	4 1044 / 645 10 / 4 23 / 24 104 / 92
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
18 / 10 1 / 0 15 / 29 55 / 124 1073 / 1161 9 / 17	5 17 / 11 1348 / 1000 2 / 4 10 / 2	28 / 22 3 / 2 3 / 1 5 / 6 1121 / 1259 10 / 12	6 25 / 28 1303 / 928 49 / 34 14 / 27 2 / 4 11 / 8	7 20 / 9 190 / 138 181 / 192 140 / 184 749 / 789 140 / 147	8 994 / 580 140 / 133 74 / 76	871 / 828	74 / 76
Carroll St & Proj Dwy							
100 / 98 112 / 52 38 / 36 109 / 107	9 6 / 5 92 / 80						



Cajalco Road Mixed-Use
 Existing Plus Ambient Plus Project Traffic Volumes

Figure 5-2

5.3 Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersection under Existing Plus Ambient Plus Project conditions. As shown in the table, all intersections and project driveways would continue to operate at LOS D or better during the weekday peak-hours except for the following locations:

- Carroll Street & Cajalco Road (LOS E – PM Peak)
- Seaton Avenue & Cajalco Road (LOS F – AM and PM Peaks)

Appendix G contains the intersection LOS worksheets.

Table 5-1
Existing Plus Ambient Plus Project Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Plus Ambient Plus Proj (2022)	
				Delay ¹	LOS ²
1	Alexander St & Cajalco Rd	Signal	AM	19.3	B
			PM	18.1	B
2	Brown St & Cajalco Rd	Signal	AM	11.0	B
			PM	20.1	C
3	Clark St & Cajalco Rd	Signal	AM	18.0	B
			PM	18.9	B
4	Carroll St & Cajalco Rd	OWSC	AM	31.2	D
			PM	46.8	E
5	Day St & Cajalco Rd	Signal	AM	23.4	C
			PM	21.1	C
6	Seaton Ave & Cajalco Rd	TWSC	AM	690.4	F
			PM	583.1	F
7	Harvill Ave & Cajalco Expy	Signal	AM	22.3	C
			PM	18.2	B
8	Proj Dwy & Cajalco Rd	OWSC	AM	13.9	B
			PM	23.5	C
9	Carroll St & Proj Dwy	OWSC	AM	10.3	B
			PM	11.0	B

Notes:

DNE: Does not exist, will be constructed as part of project

OWSC: One-Way Stopped Control, TWSC: Two-Way Stopped Control, Signal: Traffic Signal

Bold values indicate intersections operating at LOS E or F.

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.

6 EXISTING PLUS AMBIENT PLUS PROJECT PLUS CUMULATIVE TRAFFIC CONDITIONS

This section provides a summary of operations at the study area intersections anticipated with the opening of the project in the Year 2022 with the addition of cumulative project traffic.

6.1 Roadway Network

The lane configuration and traffic controls for the Existing Plus Ambient Plus Project Plus Cumulative Traffic conditions are consistent with the Existing Plus Ambient Plus Project condition as shown in Figure 5-1 with the following exception:

- The Seaton Avenue & Cajalco Road intersection will be signalized as part of the approved Seaton Commerce Center development.

Figure 6-1 illustrates the intersection geometrics at the study area intersections.

6.2 Cumulative Projects

A list of pending cumulative projects was provided by the County. Each project was mapped and reviewed and resulted in a total of six projects located within a 2-mile radius from the Project site that would contribute traffic to the study area network.

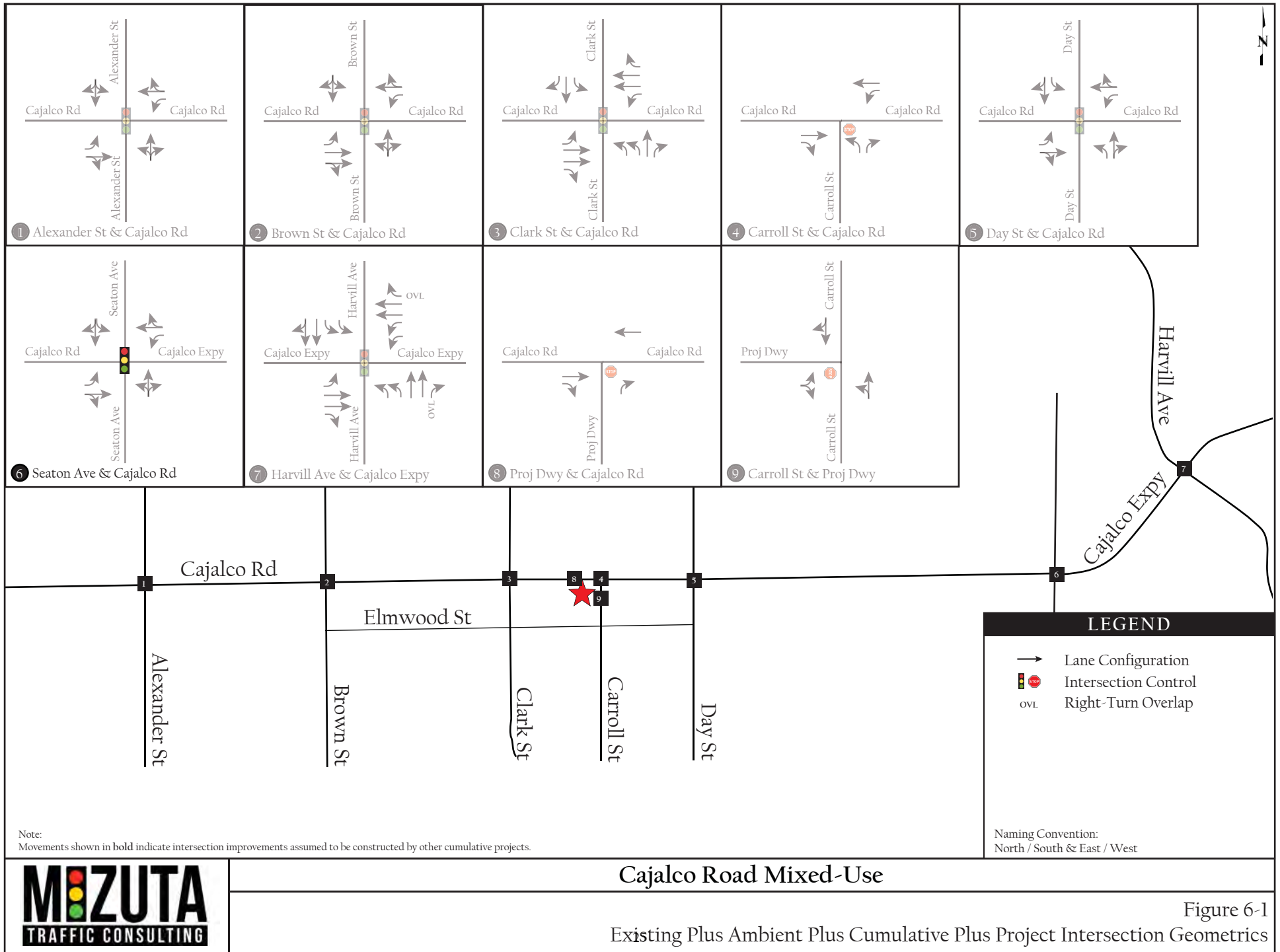
Table 6-1 summarizes the trip generation of each cumulative project.

As shown in the table, the total trip generation for the cumulative projects results in approximately 6,479 daily trips with 705 AM peak-hour trips and 693 PM peak-hour trips. However, not all the cumulative trips were assigned to the study area. Based on the assumed trip distribution and assignment of the cumulative project traffic, approximately 20 percent of the total cumulative project traffic volumes were assigned near the project site.

Figure 6-2 illustrates the traffic volumes of the cumulative projects in the study area. Appendix H contains additional details on the cumulative projects.

6.3 Traffic Volumes

The cumulative traffic volumes were added to the Existing Plus Ambient Plus Project traffic volumes for the Existing Plus Ambient Plus Project Plus Cumulative Traffic conditions. Figure 6-3 illustrates the Existing Plus Ambient Plus Project Plus Cumulative traffic volumes.



**Table 6-1
Cumulative Trip Generation Summary**

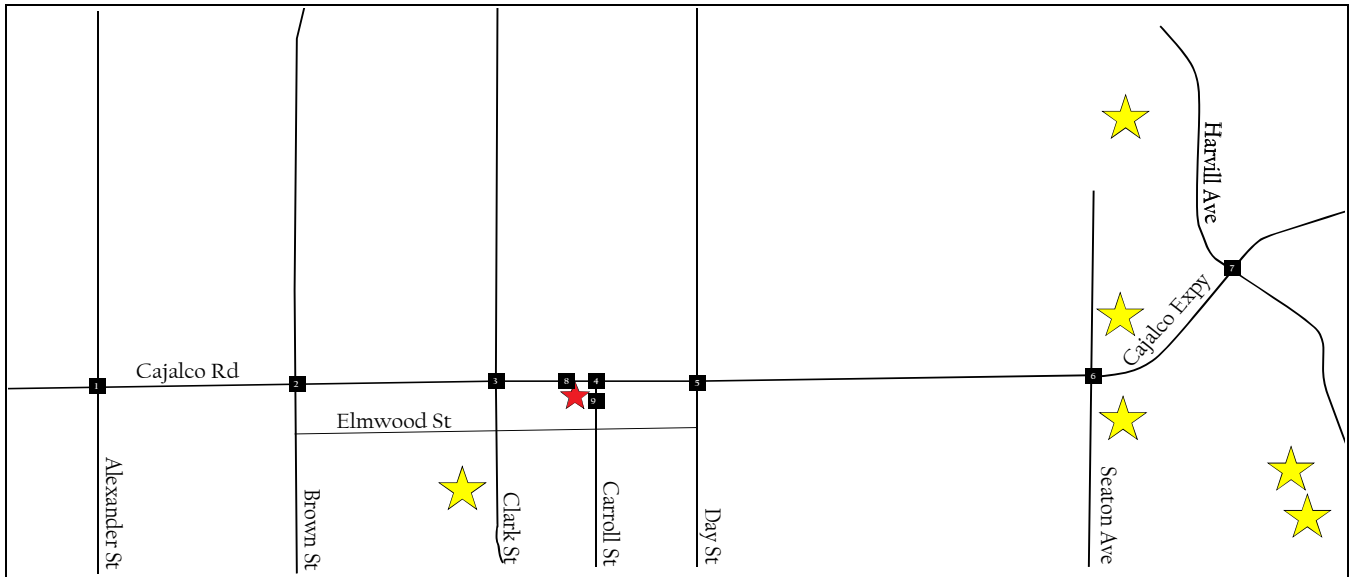
TRIP GENERATION RATES ¹									
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK			
			Rate	In:Out Ratio		Rate	In:Out Ratio		
General Light Industrial	110	4.96 trips / ksf	0.70	0.88 : 0.12		0.63	0.13 : 0.87		
Warehousing	150	1.74 trips / ksf	0.17	0.77 : 0.23		0.19	0.27 : 0.73		
Single-Family Detached Housing	210	9.44 trips / du	0.74	0.25 : 0.75		0.99	0.63 : 0.37		
TRIP GENERATION CALCULATIONS ¹									
Cumulative Projects ²		Amount	ADT	AM PEAK			PM PEAK		
				In	Out	Total	In	Out	Total
1	PAR190075	162.000 ksf	282	22	6	28	9	22	31
2	PAR190068	419.791 ksf	2,083	259	35	294	72	193	265
3	PM37086	3 du	29	1	2	3	2	1	3
4	PPT180023	203.445 ksf	1,010	126	17	143	17	112	129
5	PPT180025	203.929 ksf	1,012	27	8	35	11	28	39
6	PPT180028	1185.400 ksf	2,063	156	46	202	62	164	226
CUMULATIVE TOTAL			6,479	591	114	705	173	520	693

Notes:

du: dwelling unit, ksf: 1,000 square feet

1. The trip rates for each respective project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.

2. The cumulative projects were extracted from a list of projects provided by Riverside County and are located within the study area. All cumulative projects are either pending or approved with a non-expired application.



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

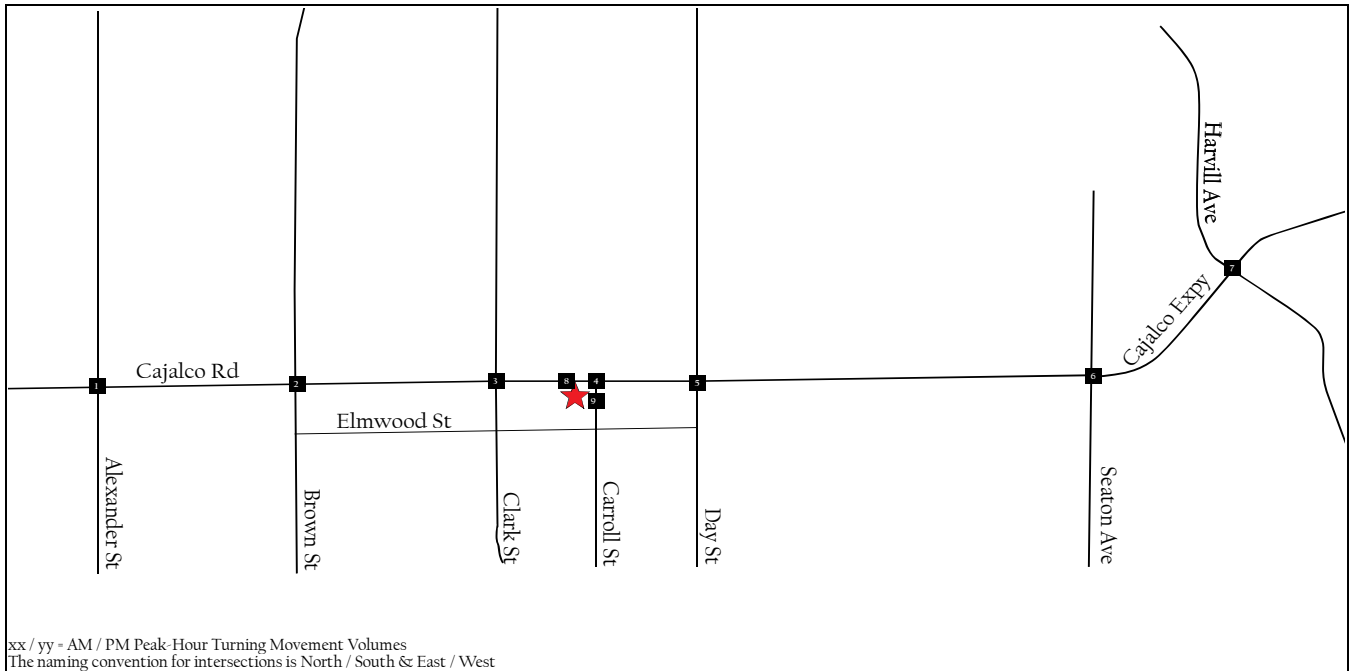
Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
← 23 / 105		← 22 / 104		← 22 / 104 ↘ 1 / 1		← 23 / 105	
1		2		3		4	
118 / 34 →		117 / 33 → ↘ 1 / 1		117 / 33 → ↘ 1 / 1		117 / 33 →	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
← 23 / 105		↘ 11 / 39 ↘ 43 / 153		← 166 / 62 ↘ 308 / 80		← 23 / 105	
5		6		7		8	
117 / 33 →		↘ 147 / 56 ↘ 11 / 62 ↘ 18 / 7 ↘ 36 / 14 ↘ 77 / 17 ↘ 4 / 2		↘ 48 / 171 ↘ 77 / 17 ↘ 10 / 61 ↘ 42 / 244		117 / 19 →	
Carroll St & Proj Dwy							
9							



Cajalco Road Mixed-Use
 Cumulative Traffic Volumes

Figure 6-2



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
28 / 62 25 / 57 25 / 32 55 / 31 809 / 1066 50 / 21	1 83 / 14 1031 / 581 53 / 14 12 / 78 28 / 37 15 / 33	11 / 40 55 / 77 27 / 41 54 / 32 861 / 768 97 / 23	2 33 / 9 882 / 678 88 / 28 26 / 53 50 / 95 58 / 52	21 / 25 140 / 157 153 / 161 67 / 100 861 / 813 93 / 22	3 4 / 31 882 / 829 49 / 41 110 / 143 116 / 262 213 / 94	4 828 / 786 200 / 145 1077 / 762 10 / 4 23 / 24 104 / 92	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
18 / 10 1 / 0 15 / 29 55 / 124 1178 / 1184 9 / 17	5 17 / 11 1381 / 1117 2 / 4 4 / 2 4 / 0 10 / 2	67 / 33 3 / 2 156 / 44 61 / 153 1183 / 1270 17 / 30	6 39 / 64 1320 / 1005 51 / 38 18 / 28 2 / 4 29 / 13	20 / 9 190 / 138 181 / 192 140 / 184 811 / 955 220 / 455	7 28 / 26 1046 / 735 304 / 223 363 / 380 136 / 323 363 / 169	8 933 / 894 1013 / 697 140 / 133 74 / 76	
Carroll St & Proj Dwy							
100 / 98 112 / 52 38 / 36 109 / 107 6 / 5 92 / 80	9 38 / 36 109 / 107 6 / 5 92 / 80						



Cajalco Road Mixed-Use
 Existing Plus Ambient Plus Cumulative Plus Project Traffic Volumes

Figure 6-3

6.4 Intersection Analysis

Table 6-2 displays the LOS analysis results for the study intersections under the Existing Plus Ambient Plus Project Plus Cumulative conditions. As shown in the table, all intersections and project driveways would continue to operate at LOS D or better during the weekday peak-hours except for the following location:

- Carroll Street & Cajalco Road (LOS F – PM Peak)

Appendix G contains the intersection LOS worksheets.

Table 6-2
Existing Plus Ambient Plus Project Plus Cumulative Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Plus Ambient Plus Proj Plus Cumulative (2022)	
				Delay ¹	LOS ²
1	Alexander St & Cajalco Rd	Signal	AM	20.3	C
			PM	20.2	C
2	Brown St & Cajalco Rd	Signal	AM	15.2	B
			PM	23.2	C
3	Clark St & Cajalco Rd	Signal	AM	18.4	B
			PM	19.3	B
4	Carroll St & Cajalco Rd	OWSC	AM	34.7	D
			PM	56.8	F
5	Day St & Cajalco Rd	Signal	AM	26.6	C
			PM	25.2	C
6	Seaton Ave & Cajalco Rd	Signal	AM	36.5	D
			PM	52.3	D
7	Harvill Ave & Cajalco Expy	Signal	AM	50.0	D
			PM	39.2	D
8	Proj Dwy & Cajalco Rd	OWSC	AM	15.9	C
			PM	24.3	C
9	Carroll St & Proj Dwy	OWSC	AM	10.3	B
			PM	11.0	B

Notes:

DNE: Does not exist, will be constructed as part of project

OWSC: One-Way Stopped Control, TWSC: Two-Way Stopped Control, Signal: Traffic Signal

Bold values indicate intersections operating at LOS E or F.

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.

7 SIGNAL WARRANT ANALYSIS

This section summarizes the signal warrant analyses conducted at the Carroll Street & Cajalco Road intersection.

7.1 Signal Warrant Analysis

The signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *California Manual on Uniform Traffic Control Devices (MUTCD) 2014* for Warrant 3, Peak-Hour. Table 7-1 summarizes the results of the peak-hour signal warrant analyses. As shown in the table, the traffic signal warrant was met using the peak-hour traffic volume criteria under all scenarios during both peak-hours with and without the project traffic. Additionally, since the Carroll Street & Cajalco Road intersection satisfied the peak-hour signal warrant under Existing Conditions, a supplemental signal warrant analysis was performed using the criteria for Warrant 1, 8-Hour. Results of the 8-hour signal warrant analysis also satisfied to conditions for a traffic signal.

Appendix I contains the signal warrant analyses worksheets and supporting data.

Table 7-1
Peak-Hour Traffic Signal Warrant Analysis Summary

#	Intersection	Peak Hour	Warrant 3 Met? ¹		
			Existing Conditions	Existing Plus Ambient Plus Proj (2022)	Existing Plus Ambient Plus Cumulative Plus Proj (2022)
4	Carroll St & Cajalco Rd	AM	Yes/Yes ²	Yes	Yes
		PM	Yes/Yes ²	Yes	Yes

Notes:

1. The signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014* for Warrant 3, Peak-Hour.
2. Since the unsignalized intersection satisfies the peak-hour warrant under Existing Conditions, a supplemental signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014* for Warrant 1, 8-Hour.

7.2 Fair Share Contribution

Table 7-2 summarizes the project's fair share of new traffic added to the Carroll Street & Cajalco Road intersection. As shown in the table, the project contributes 27.9 percent of the new traffic added to the impacted intersection. As a result, the project would contribute their fair share towards the cost of installing a traffic signal at the Carroll Street & Cajalco Road intersection.

Table 7-2
Fair Share Contribution Summary

#	Intersection	Peak Hour	Existing	Existing + Ambient + Cumulative + Project	Total New Traffic	Project Traffic	Project % of New
4	Carroll St & Cajalco Rd	AM	1,559	1,867	308	86	27.9%
		PM	1,979	2,295	316	81	25.6%

Notes:

Bold values represent the peak-hour with the highest percentage of project traffic.

8 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list summarizes the key findings for the Project:

- The Project consists of a 4,283 square-foot (sf) convenience store, a 4,991 sf canopy over a 16 pump fueling station, a 1,481 sf car wash, two 1,632 sf restaurants with a drive-thru, and a 4,698 sf of high-turnover sit-down restaurant.
- Due to the COVID-19 pandemic in the region, historical traffic volumes at the study area intersections were adjusted upwards by a two percent per year growth factor to estimate existing traffic volumes.
- The Project is forecasted to generate 5,601 daily trips with 393 AM peak-hour trips and 399 PM peak-hour trips at the project driveways. After applying the passby trip credits, the project is forecasted to generate a net total of 2,623 daily trips with 174 AM peak-hour trips and 186 PM peak-hour trips.
- Six cumulative projects were identified in the study area that generate approximately 6,479 daily trips with 705 AM peak-hour trips and 693 PM peak-hour trips. Approximately 20 percent of the cumulative project traffic volumes were assigned to the study area.
- All intersections and project driveways in the study area are expected to operate at an acceptable LOS D or better under all scenarios with the following exceptions:
 - The operations at the Carroll Street & Cajalco Road intersection would operate at LOS E/F under all scenarios.
 - The operations at the Day Street & Cajalco Road intersection was improved from LOS E/F conditions to LOS D or better conditions with the completion of the Cajalco Road Interim Safety Project.
 - The operations at the Seaton Avenue & Cajalco Road intersection were improved from LOS F conditions to LOS D or better conditions with the installation of a traffic signal associated with the Seaton Commerce Center cumulative project.
- The Carroll Street & Cajalco Road intersection satisfied the peak-hour signal warrants under all scenarios. Additionally, the 8-hour signal warrant was satisfied under Existing Conditions.
- The Project contributes 27.9 percent of the new traffic added to the Carroll Street & Cajalco Road intersection.

This traffic study has been prepared in accordance with the *Riverside County Transportation Department Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, December 2020* and on the direction provided on the project scoping form. The proposed Project will provide its fair share for the improvements to deficient locations.

Appendix A

Approved Project Scoping Form

Exhibit B – Scoping Agreement – Page 2

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

- | | |
|---|--|
| 1. <u>Alexander St & Cajalco Rd</u> | 6. <u>Harvill Ave & Cajalco Expy</u> |
| 2. <u>Brown St & Cajalco Rd</u> | 7. <u>Proj Dwy & Cajalco Rd</u> |
| 3. <u>Clark St & Cajalco Rd</u> | 8. <u>Carroll St & Proj Dwy</u> |
| 4. <u>Carroll St & Cajalco Rd</u> | 9. <u>Day St & Cajalco Expy</u> |
| 5. <u>Seaton Ave & Cajalco Rd</u> | 10. _____ |

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

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

E. Other Jurisdictional Impacts

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

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

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

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

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts May 2019

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

Recommended by:

[Redacted] 10/22/20
Consultant's Representative Date

Scoping Agreement Submitted on 10/22/20

Revised on _____

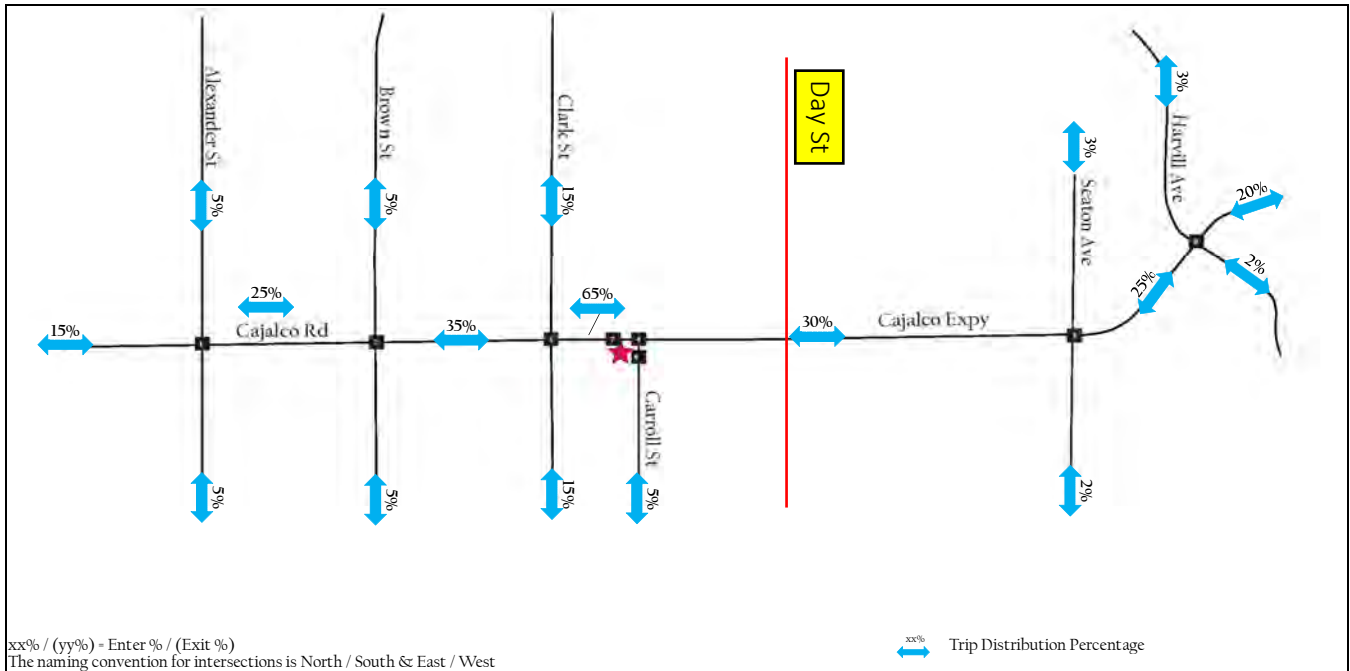
Approved Scoping Agreement:

[Signature] 11/04/2020
Riverside County Transportation Department Date

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK		PM PEAK			
			Rate	In:Out Ratio	Rate	In:Out Ratio		
High-Turnover (Sit-Down) Restaurant	932	112.18 trips / ksf	9.94	0.55 : 0.45	9.77	0.62 : 0.38		
Fast-Food Restaurant w/Drive-Through Window	934	470.95 trips / ksf	40.19	0.51 : 0.49	32.67	0.52 : 0.48		
Automated Car Wash ³	948	168.03 trips / ksf	8.98	0.50 : 0.50	14.20	0.50 : 0.50		
Super Convenience Market/Gas Station	960	837.58 trips / ksf	83.14	0.50 : 0.50	69.28	0.50 : 0.50		
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Proposed Use								
Fast-Food Restaurant w/Drive-Through Window	1.643 ksf	774	35	32	67	29	25	54
<i>Less Pass-by Trips (49%-AM, 50%-PM & Daily)²</i>		-387	-18	-15	-33	-15	-12	-27
High-Turnover (Sit-Down) Restaurant	8.200 ksf	920	46	36	82	51	30	81
<i>Less Pass-by Trips (43%)²</i>		-396	-20	-16	-36	-22	-13	-35
Super Convenience Market/Gas Station	4.011 ksf	3,360	167	167	334	139	139	278
<i>Less Pass-by Trips (62%-AM, 56%-PM & Daily)⁴</i>		-1,882	-104	-104	-208	-78	-78	-156
Automated Car Wash	1.489 ksf	251	7	7	14	11	11	22
<i>Less Pass-by Trips (62%-AM, 56%-PM & Daily)⁴</i>		-141	-5	-4	-9	-7	-6	-13
Proposed Driveway Trips		5,305	255	242	497	230	205	435
<i>Less Pass-by Trips</i>		-2,806	-147	-139	-286	-122	-109	-231
Net New Traffic		2,499	108	103	211	108	96	204

Notes:

1. The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.
2. The passby trip rates are based on the average data published in the *ITE Trip Generation Handbook, 3rd Edition*.
3. The daily and AM peak-hour trip rate were estimated based on the values for a Car Wash and Detail Center land use, LUC 949.
4. The passby trip rates were based on the values for a Gasoline/Service Station with Convenience Market land use, LUC 945.



xx% / (yy%) - Enter % / (Exit %)

The naming convention for intersections is North / South & East / West

xxx% Trip Distribution Percentage

Alexander St & Cajalco Rd	Brown St & Cajalco Rd	Clark St & Cajalco Rd	Carroll St & Cajalco Rd																												
<table border="1"> <tr> <td>5% / (0%)</td> <td>0% / (5%)</td> </tr> <tr> <td>0% / (15%)</td> <td>0% / (5%)</td> </tr> <tr> <td>15% / (0%) →</td> <td>5% / (0%)</td> </tr> </table> <p>1</p>	5% / (0%)	0% / (5%)	0% / (15%)	0% / (5%)	15% / (0%) →	5% / (0%)	<table border="1"> <tr> <td>5% / (0%)</td> <td>0% / (5%)</td> </tr> <tr> <td>0% / (25%)</td> <td>0% / (5%)</td> </tr> <tr> <td>25% / (0%) →</td> <td>5% / (0%)</td> </tr> </table> <p>2</p>	5% / (0%)	0% / (5%)	0% / (25%)	0% / (5%)	25% / (0%) →	5% / (0%)	<table border="1"> <tr> <td>15% / (0%)</td> <td>0% / (15%)</td> </tr> <tr> <td>0% / (35%)</td> <td>0% / (15%)</td> </tr> <tr> <td>35% / (0%) →</td> <td>15% / (0%)</td> </tr> </table> <p>3</p>	15% / (0%)	0% / (15%)	0% / (35%)	0% / (15%)	35% / (0%) →	15% / (0%)	<table border="1"> <tr> <td>15% / (0%)</td> <td>15% / (0%)</td> </tr> <tr> <td>0% / (15%)</td> <td>0% / (15%)</td> </tr> <tr> <td>0% / (15%) →</td> <td>0% / (0%)</td> </tr> </table> <p>4</p>	15% / (0%)	15% / (0%)	0% / (15%)	0% / (15%)	0% / (15%) →	0% / (0%)				
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Seaton Ave & Cajalco Rd	Harvill Ave & Cajalco Expy	Proj Dwy & Cajalco Rd	Carroll St & Proj Dwy																												
<table border="1"> <tr> <td>3% / (0%)</td> <td>25% / (0%)</td> </tr> <tr> <td>0% / (3%)</td> <td>0% / (0%)</td> </tr> <tr> <td>0% / (25%)</td> <td>2% / (0%)</td> </tr> <tr> <td>0% / (2%)</td> <td></td> </tr> </table> <p>5</p>	3% / (0%)	25% / (0%)	0% / (3%)	0% / (0%)	0% / (25%)	2% / (0%)	0% / (2%)		<table border="1"> <tr> <td>3% / (0%)</td> <td>20% / (0%)</td> </tr> <tr> <td>0% / (3%)</td> <td>0% / (2%)</td> </tr> <tr> <td>0% / (20%)</td> <td>2% / (0%)</td> </tr> <tr> <td>0% / (2%)</td> <td></td> </tr> </table> <p>6</p>	3% / (0%)	20% / (0%)	0% / (3%)	0% / (2%)	0% / (20%)	2% / (0%)	0% / (2%)		<table border="1"> <tr> <td>15% / (0%)</td> <td>65% / (0%)</td> </tr> <tr> <td>0% / (65%)</td> <td>0% / (15%)</td> </tr> <tr> <td>0% / (15%)</td> <td></td> </tr> </table> <p>7</p>	15% / (0%)	65% / (0%)	0% / (65%)	0% / (15%)	0% / (15%)		<table border="1"> <tr> <td>15% / (0%)</td> <td>5% / (0%)</td> </tr> <tr> <td>0% / (15%)</td> <td></td> </tr> <tr> <td>0% / (5%)</td> <td></td> </tr> </table> <p>8</p>	15% / (0%)	5% / (0%)	0% / (15%)		0% / (5%)	
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Driveway shall be restricted to right-in/right-out. Move trips to Carroll St.

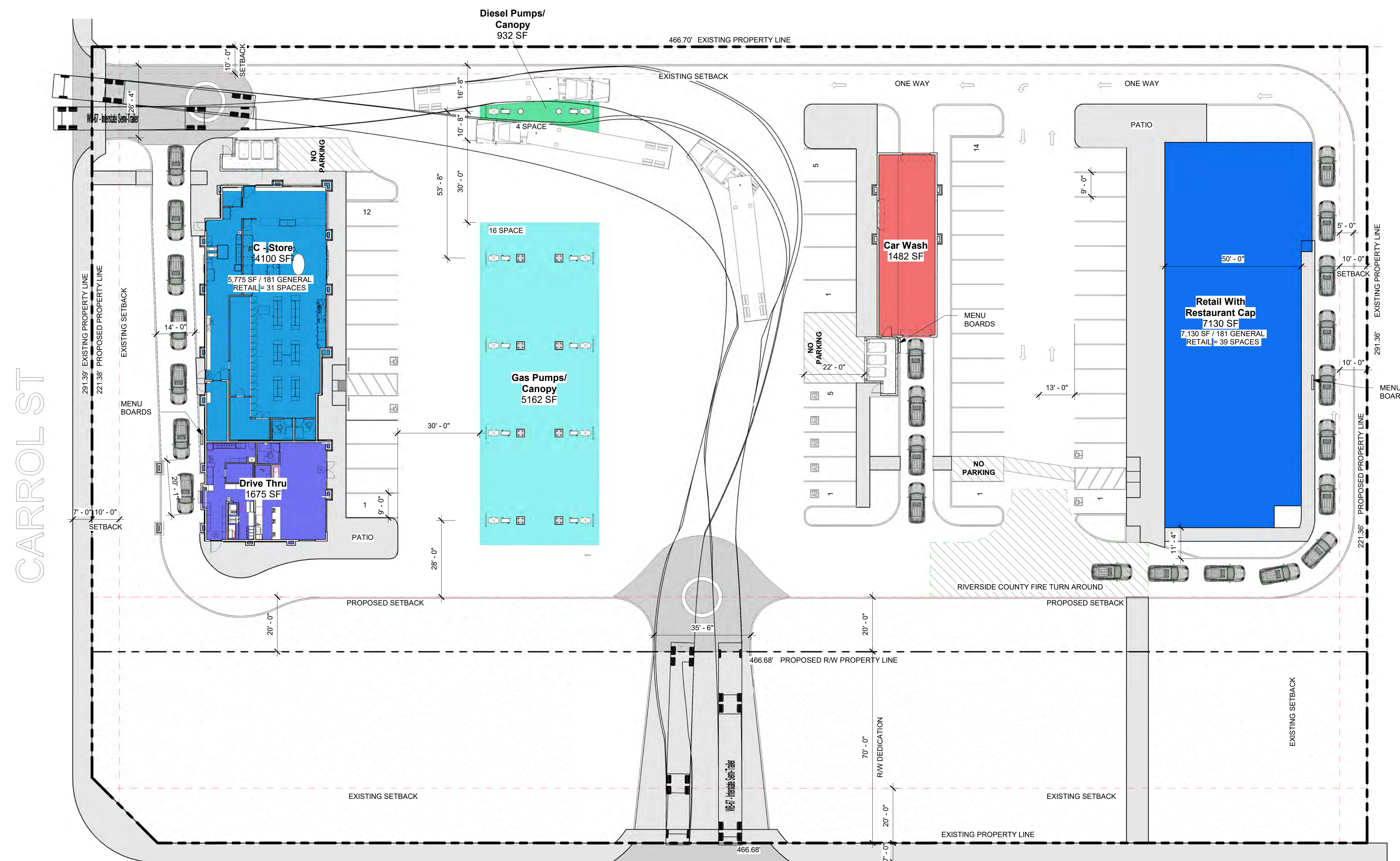


Conceptual Site Plan for:

Deemarco

21705 Cajalco Rd,
Perris, CA 92570

Number	Revision Description	Date



1 **Site Plan**
1" = 20'-0"

Conceptual Site Plan for:

Deemarco

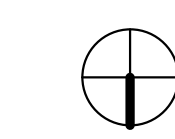
19-1101

9-30-2020

21705 Cajalco Rd,
Perris, CA 92570

AS-101

SITE PLAN

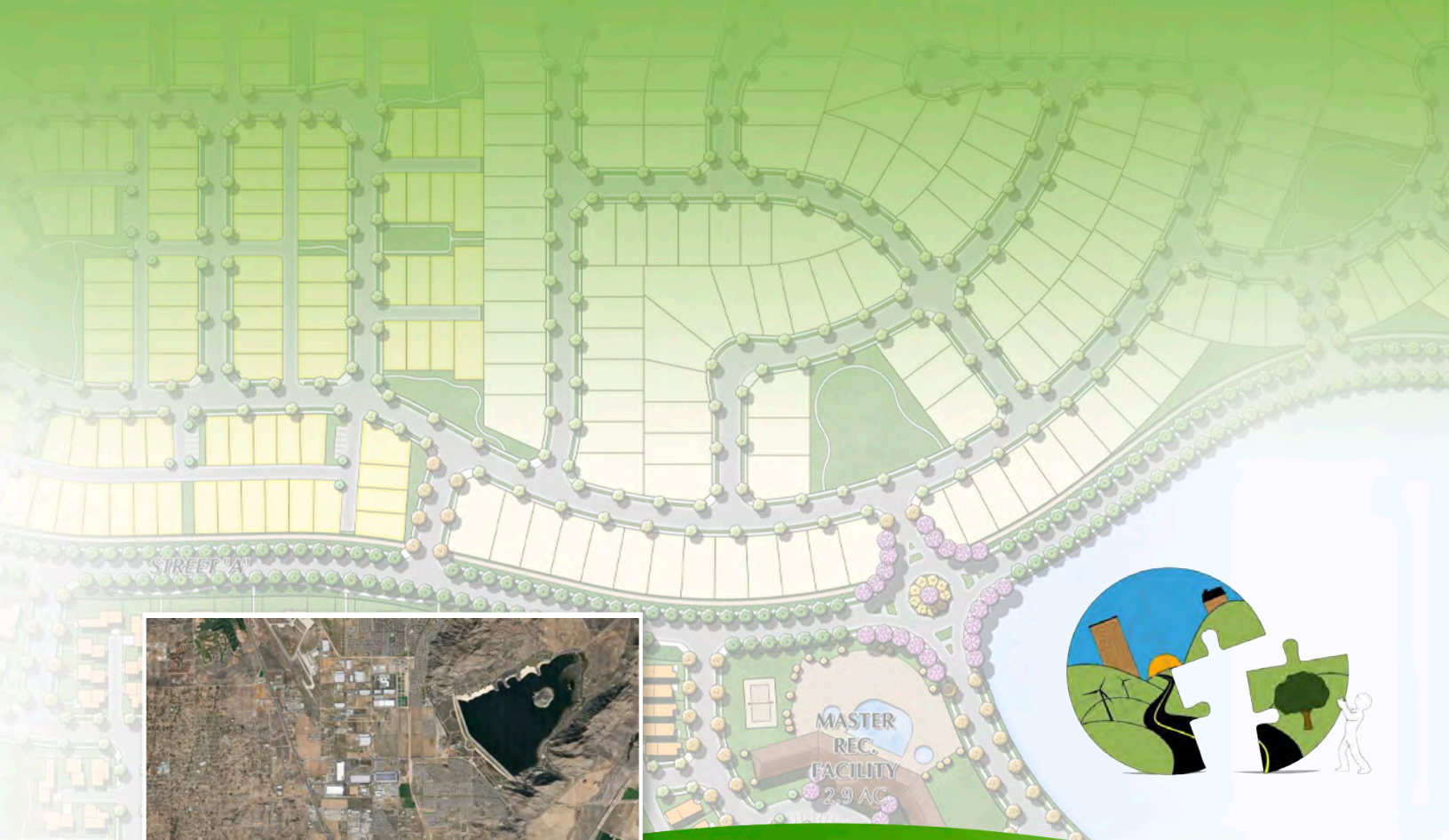


CAJALCO RD

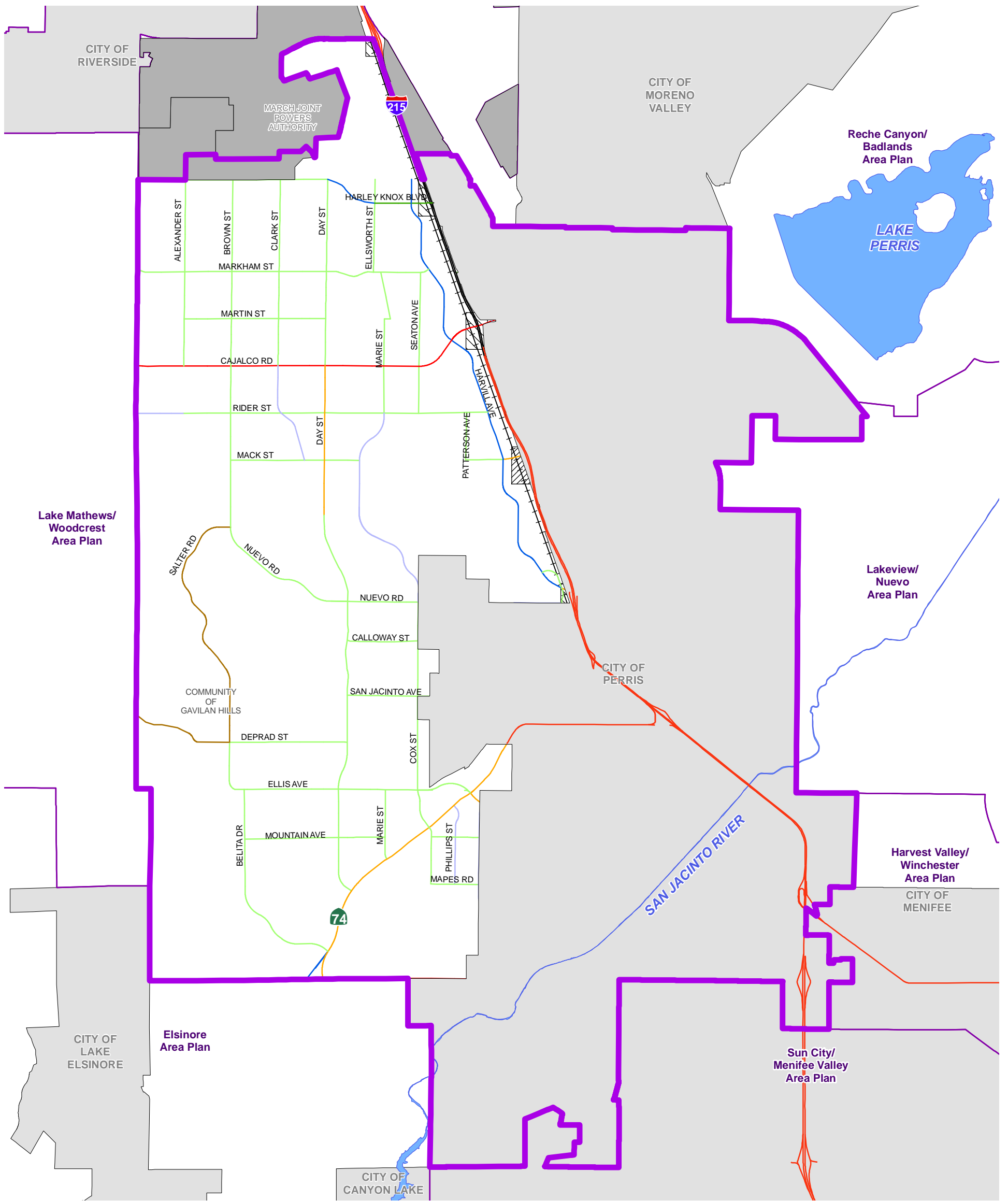
CARROL ST

Appendix B

Circulation Element Excerpts for Mead Valley Area Plan



Mead Valley Area Plan



Data Source: Riverside County Transportation












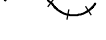





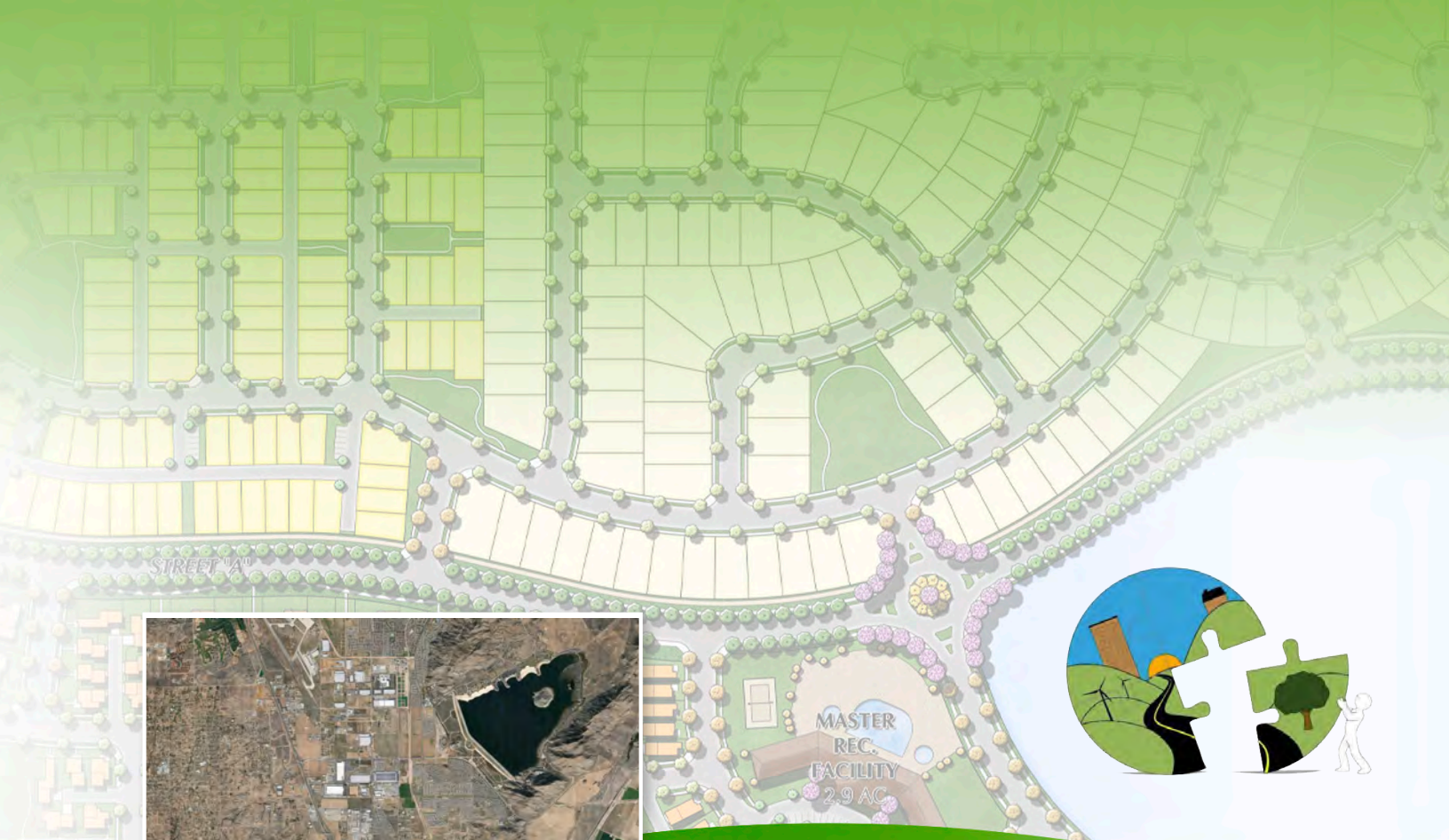
-  Freeway
-  Expressway (220' ROW)
-  Urban Arterial (152' ROW)
-  Arterial (128' ROW)
-  Major (118' ROW)
-  Mountain Arterial (110' ROW)
-  Secondary (100' ROW)
-  Collector (74' ROW)
-  Cajalco Romona Corridor
-  Existing Interchange
-  Proposed Interchange
-  Rail
-  Highways
-  Area Plan Boundary
-  March Joint Powers Authority
-  City Boundary
-  Waterbodies

Figure 8

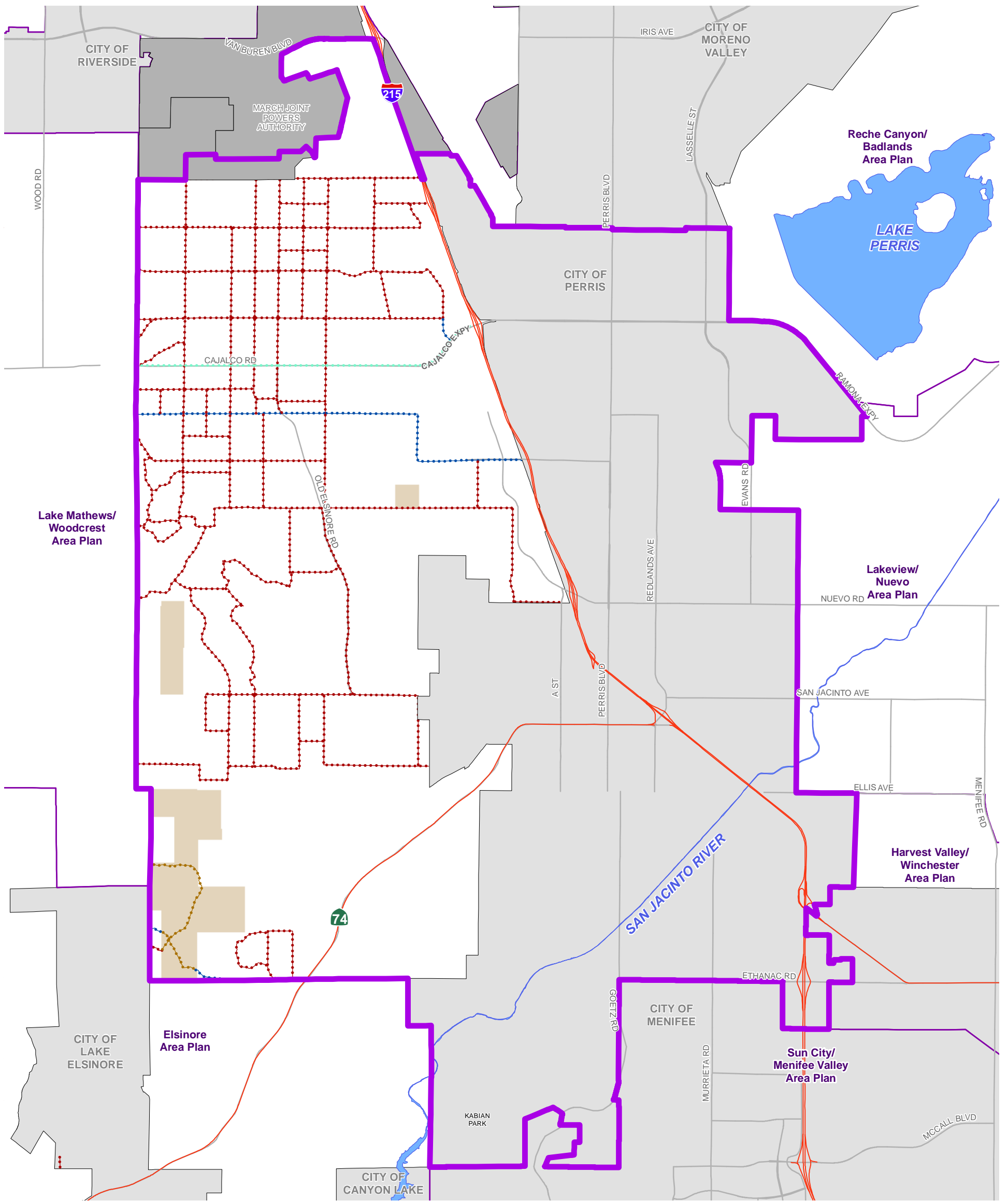
Path: \\agency\images\Projects\Planning\AreaPlan\980\MeadValley\MXD\980\MZ_MVAP-Circulation.mxd

Appendix C

Trails and Bikeway System Excerpts for Mead Valley Area Plan



Mead Valley Area Plan



Data Source: Riverside County Parks

- Regional Trail: Urban/Suburban
- Community Trail
- Class II Bike Path
- Non-County Trail (Public and Quasi-Public Lands)
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies
- Bureau of Land Management (BLM) Lands

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLM/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 9

Appendix D

Transit Schedules and Routes



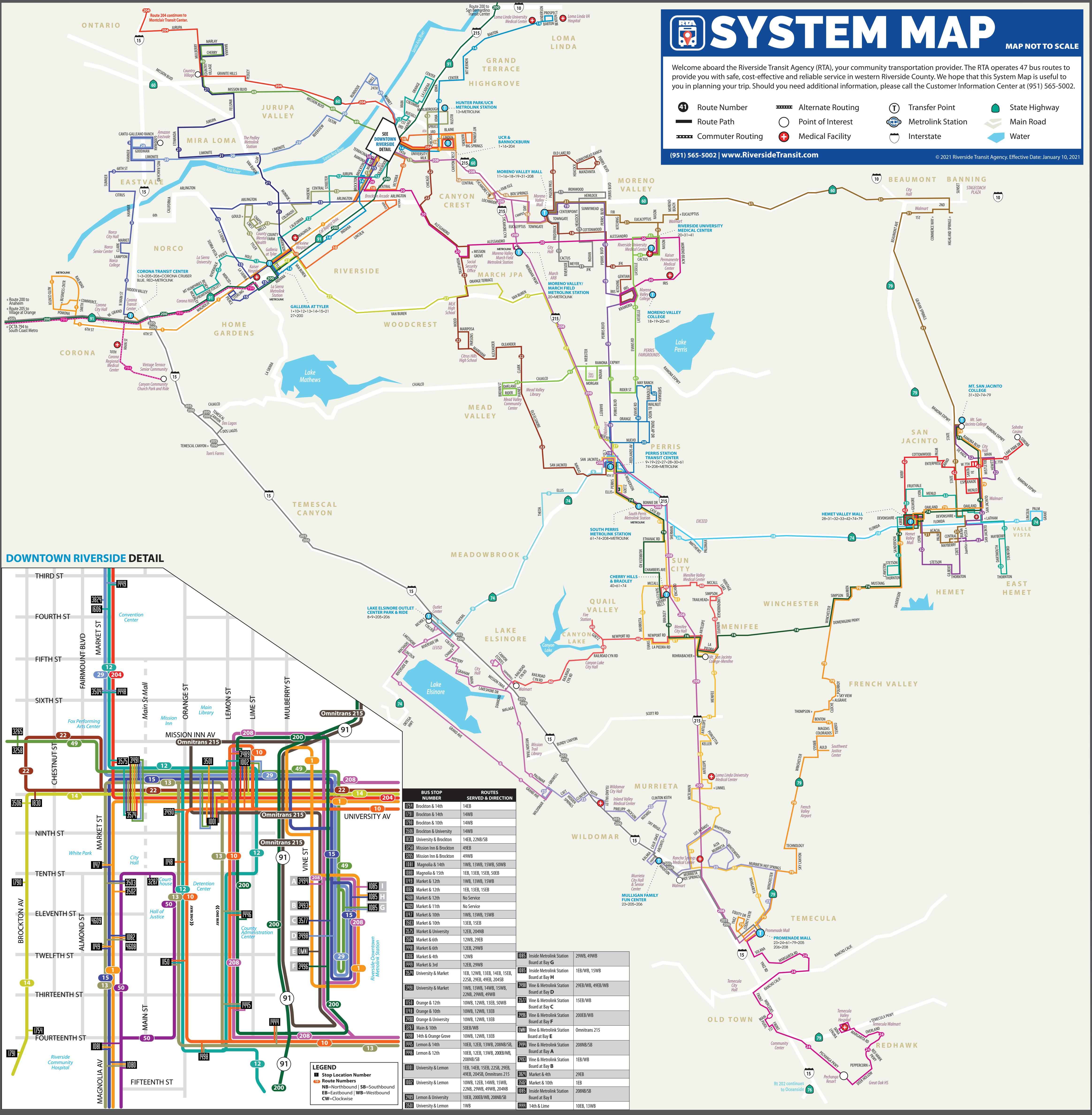
SYSTEM MAP

MAP NOT TO SCALE

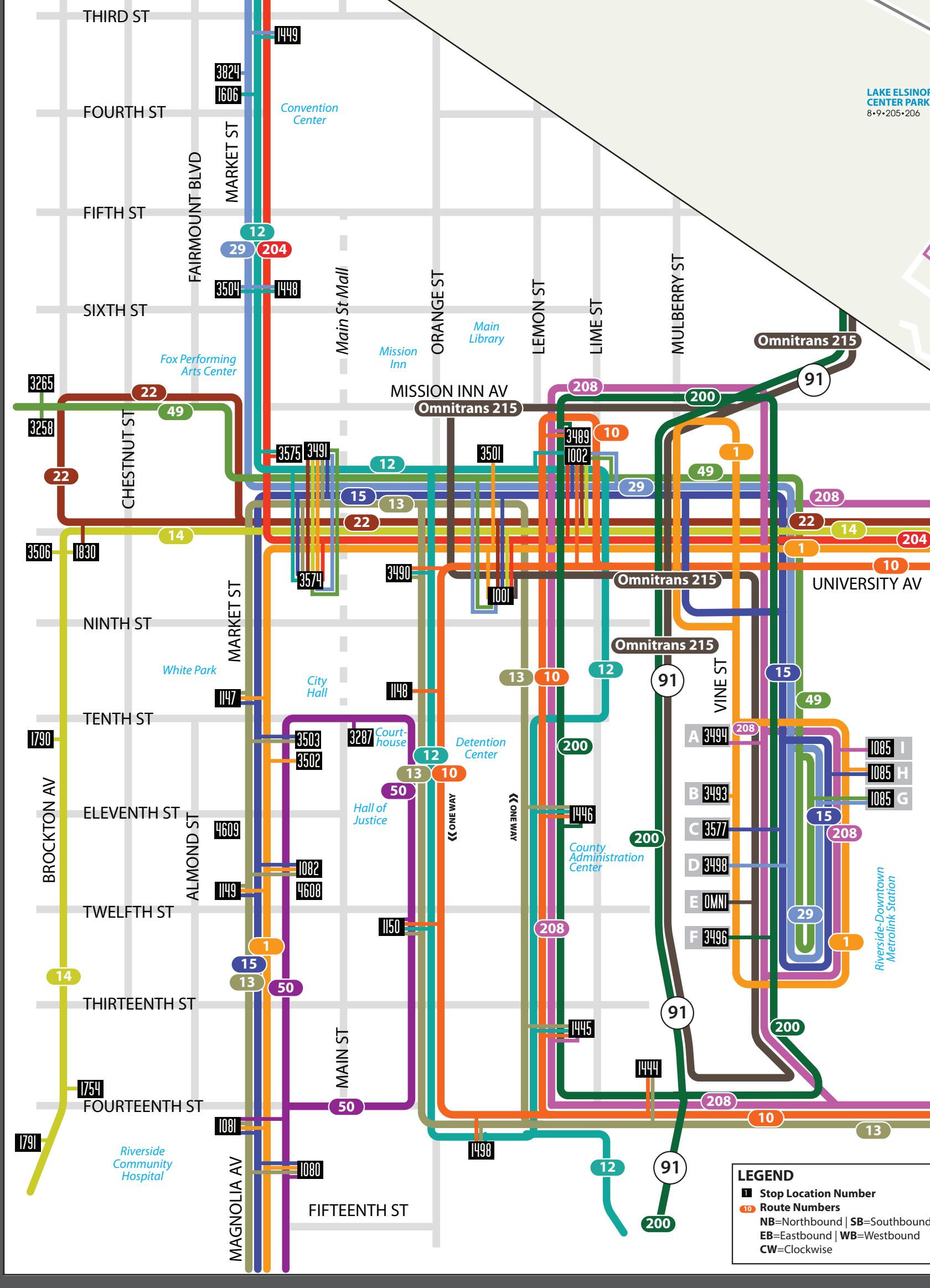
Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at (951) 565-5002.

- 41** Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- +** Medical Facility
- T** Transfer Point
- Ⓜ** Metrolink Station
- Ⓜ** Interstate
- ⬆** State Highway
- ⬆** Main Road
- ⬆** Water

(951) 565-5002 | www.RiversideTransit.com © 2021 Riverside Transit Agency, Effective Date: January 10, 2021



DOWNTOWN RIVERSIDE DETAIL



BUS STOP NUMBER	ROUTES SERVED & DIRECTION
1761	Brocton & 14th 14EB
1761	Brocton & 14th 14WB
1761	Brocton & 10th 14WB
8306	Brocton & University 14WB
1830	University & Brocton 14EB, 22NB/SB
8255	Mission Inn & Brocton 49EB
8255	Mission Inn & Brocton 49WB
1081	Magnolia & 14th 1WB, 13WB, 15WB, 50WB
1081	Magnolia & 15th 1EB, 13EB, 15EB, 50EB
1183	Market & 12th 1WB, 13WB, 15WB
1082	Market & 12th 1EB, 13EB, 15EB
1082	Market & 12th No Service
1083	Market & 11th No Service
1187	Market & 10th 1WB, 13WB, 15WB
8249	Market & 10th 13EB, 15EB
8375	Market & University 12EB, 204NB
8375	Market & 6th 12WB, 29EB
1498	Market & 6th 12EB, 29WB
1836	Market & 4th 12WB
1498	Market & 3rd 12EB, 29WB
8374	University & Market 1EB, 12WB, 13EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB
3491	University & Market 1WB, 13WB, 14WB, 15WB, 22NB, 29WB, 49WB
1181	Orange & 12th 10WB, 12WB, 13EB, 50WB
1183	Orange & 10th 10WB, 12WB, 13EB
8380	Orange & University 10WB, 12WB, 13EB
8287	Main & 10th 50EB/WB
1183	14th & Orange Grove 10WB, 12WB, 13EB
1185	Lemon & 14th 10EB, 12EB, 13WB, 208NB/SB
1498	Lemon & 12th 10EB, 12EB, 13WB, 208EB/WB, 208NB/SB
1001	University & Lemon 1EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB, Omnitrans 215
1082	University & Lemon 10WB, 12EB, 14WB, 15WB, 22NB, 29WB, 49WB, 204NB
8383	Lemon & University 10EB, 200EB/WB, 208NB/SB
8381	University & Lemon 1WB
1491	14th & Lime 10EB, 13WB
1085 I	Inside Metrolink Station Board at Bay G 29WB, 49WB
1085 H	Inside Metrolink Station Board at Bay H 1EB/WB, 15WB
3493	Vine & Metrolink Station Board at Bay D 29EB/WB, 49EB/WB
3574	Vine & Metrolink Station Board at Bay C 15EB/WB
3493	Vine & Metrolink Station Board at Bay F 200EB/WB
1491	Vine & Metrolink Station Board at Bay E Omnitrans 215
3493	Vine & Metrolink Station Board at Bay A 208NB/SB
3493	Vine & Metrolink Station Board at Bay B 1EB/WB
8384	Market & 4th 29EB
8508	Market & 10th 1EB
1083	Inside Metrolink Station Board at Bay I 208NB/SB
1491	14th & Lime 10EB, 13WB

LEGEND

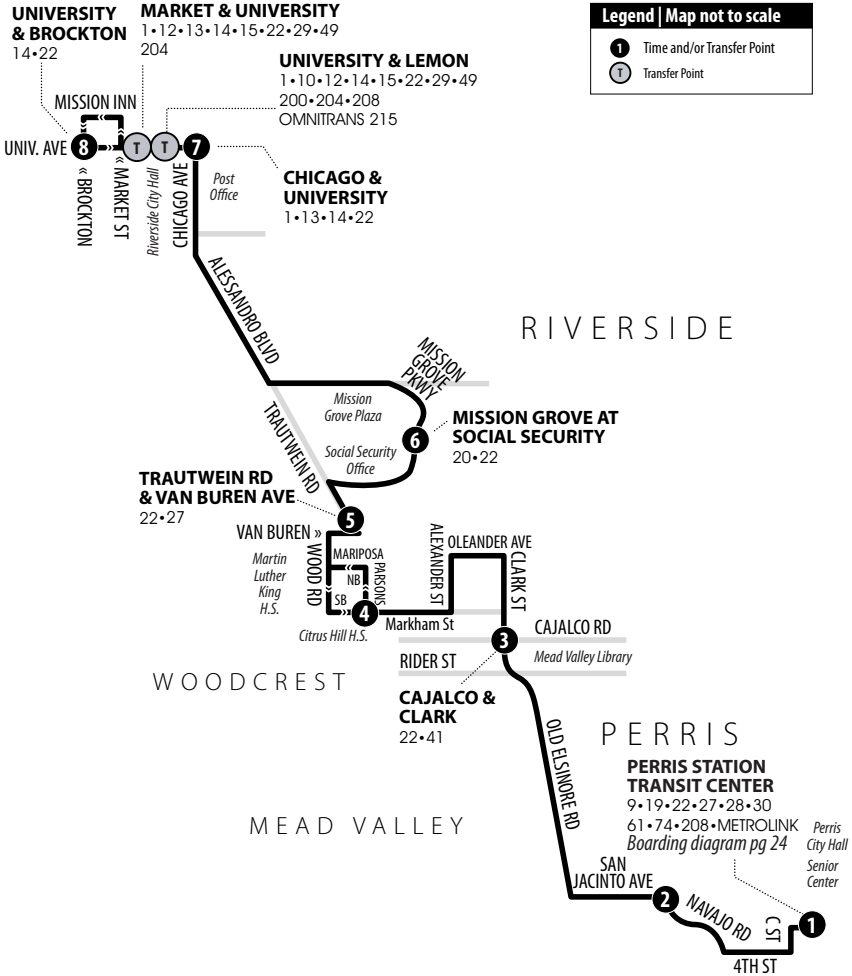
- Stop Location Number
- Route Numbers
- NB**—Northbound | **SB**—Southbound
- EB**—Eastbound | **WB**—Westbound
- CW**—Clockwise

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



22

Northbound to Downtown Riverside | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	San Jacinto & Navajo	Clark & Cajalco	Parsons & Markham	Trautwein & Van Buren	Mission Grove at Social Security	Chicago & University	University & Brockton
1	2	3	4	5	6	7	8
5:46	5:52	6:03	6:15	6:21	6:27	6:41	6:53
6:50	6:56	7:07	7:19	7:25	7:31	7:45	7:57
7:31	7:37	7:48	8:00	8:06	8:12	8:28	8:40
8:38	8:44	8:55	9:07	9:13	9:19	9:35	9:47
9:42	9:48	9:59	10:11	10:17	10:23	10:39	10:51
10:12	10:18	10:29	10:41	10:47	10:53	11:09	11:21
10:42	10:48	10:59	11:11	11:17	11:23	11:39	11:51
11:24	11:30	11:41	11:53	11:59	12:05	12:21	12:34
12:32	12:38	12:49	1:01	1:07	1:13	1:29	1:42
1:34	1:40	1:51	2:03	2:09	2:15	2:31	2:44
2:48	2:54	3:05	3:17	3:23	3:29	3:45	3:58
3:58	4:04	4:15	4:27	4:33	4:39	4:55	5:08
5:07	5:13	5:24	5:36	5:42	5:48	6:03	6:16
6:11	6:17	6:28	6:40	6:46	6:52	7:06	7:19
7:11	7:17	7:28	7:40	7:46	7:52	8:06	8:18

22

Southbound to Perris Station Transit Center | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

University & Brockton	Chicago & University	Mission Grove at Social Security	Trautwein & Van Buren	Markham & Parsons	Clark & Cajalco	San Jacinto & Navajo	Perris Station Transit Center
8	7	6	5	4	3	2	1
7:03	7:13	7:27	7:33	7:40	7:52	8:03	8:13
8:12	8:22	8:36	8:42	8:49	9:01	9:12	9:22
8:50	9:00	9:15	9:21	9:28	9:40	9:51	10:01
9:57	10:07	10:22	10:29	10:36	10:48	10:59	11:09
11:03	11:13	11:28	11:35	11:42	11:54	12:05	12:15
12:12	12:22	12:37	12:44	12:51	1:03	1:14	1:24
1:11	1:21	1:36	1:43	1:50	2:02	2:13	2:23
2:01	2:11	2:27	2:34	2:41	2:53	3:04	3:14
2:29	2:39	2:55	3:02	3:09	3:21	3:32	3:42
2:56	3:06	3:22	3:29	3:36	3:48	3:59	4:09
3:31	3:41	3:57	4:04	4:11	4:23	4:34	4:44
4:16	4:26	4:42	4:49	4:56	5:08	5:18	5:28
4:49	4:59	5:15	5:22	5:29	5:41	5:51	6:01
5:37	5:47	6:02	6:08	6:15	6:27	6:37	6:47
6:40	6:50	7:05	7:11	7:18	7:30	7:40	7:50

41

MEAD VALLEY COMMUNITY CENTER - MORENO VALLEY COLLEGE - RUMC

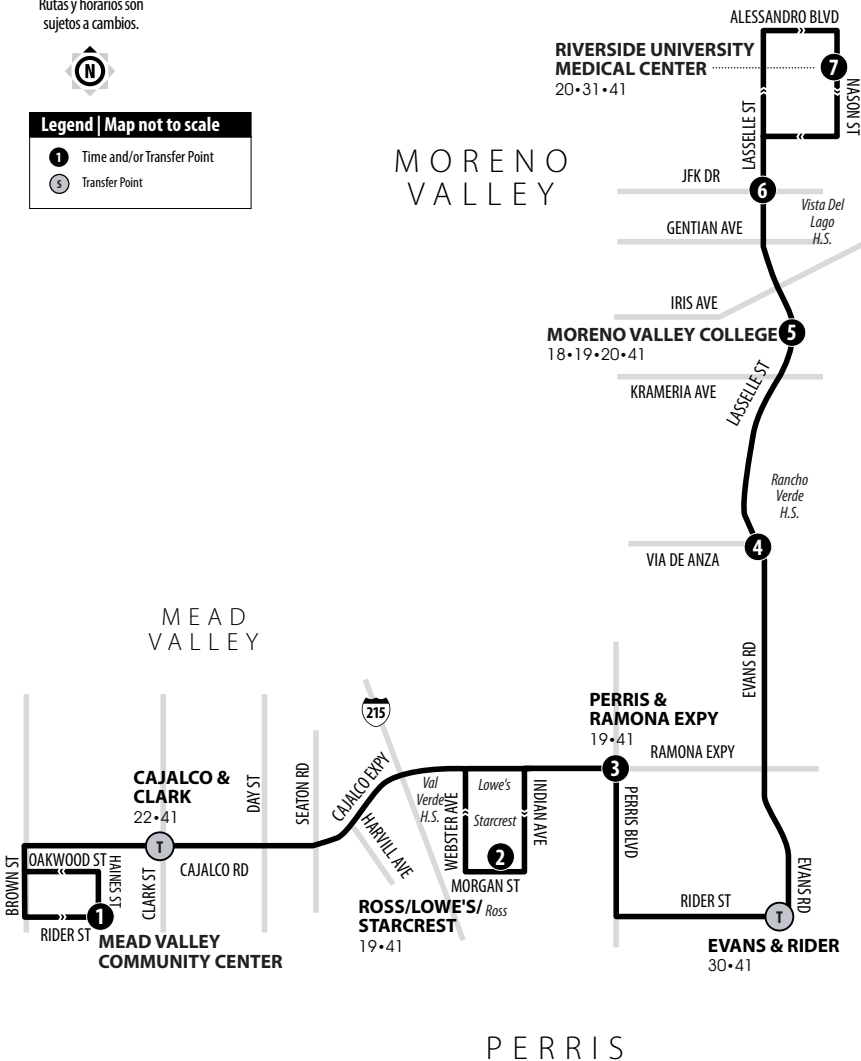
Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- 5** Transfer Point



41

Eastbound to Riverside University Medical Center | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mead Valley Community Center	Ross / Lowe's / Starcrest	Perris & Ramona Expy	Lasselle & Via De Anza	Moreno Valley College	Riverside University Medical Center
1	2	3	4	5	6
6:55	7:08	7:13	7:23	7:27	7:38
8:41	8:54	8:59	9:09	9:13	9:24
10:27	10:40	10:45	10:55	10:59	11:10
12:13	12:26	12:31	12:41	12:45	12:56
1:59	2:12	2:17	2:27	2:31	2:42
3:45	3:58	4:03	4:13	4:17	4:28
5:31	5:44	5:49	5:59	6:03	6:14

41

Westbound to Mead Valley Community Center | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside University Medical Center	Moreno Valley College	Lasselle & Via De Anza	Perris & Ramona Expy	Ross / Lowe's / Starcrest	Mead Valley Community Center
6	5	4	3	2	1
7:48	7:57	8:02	8:15	8:18	8:31
9:34	9:43	9:48	10:01	10:04	10:17
11:20	11:29	11:34	11:47	11:50	12:03
1:06	1:15	1:20	1:33	1:36	1:49
2:52	3:01	3:06	3:19	3:22	3:35
4:38	4:47	4:52	5:05	5:08	5:21
6:24	6:33	6:38	6:51	6:54	7:07

Appendix E

Historical Traffic Volume Data

Segment	Peak Hour	Date of Count	Hourly Volume	Date of Count	Hourly Volume	Δ in %	Annual Growth %
Cajalco Rd w/o Carroll St	AM	Tue 01/26/16	1,576	Wed 01/20/21	1,099	-30.3%	-6.1%
	PM		1,790		1,561	-12.8%	-2.6%
Cajalco Rd e/o Carroll St	AM	Tue 01/26/16	1,996	Wed 01/20/21	1,363	-31.7%	-6.4%
	PM		2,085		1,735	-16.8%	-3.4%
Average (All Segments, 2016-2021)	AM					-31%	-6%
	PM					-15%	-3%
	Average					-23%	-5%

Appendix F

Existing Traffic Volume Data

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
 Start Date : 12/9/2014
 Page No : 1

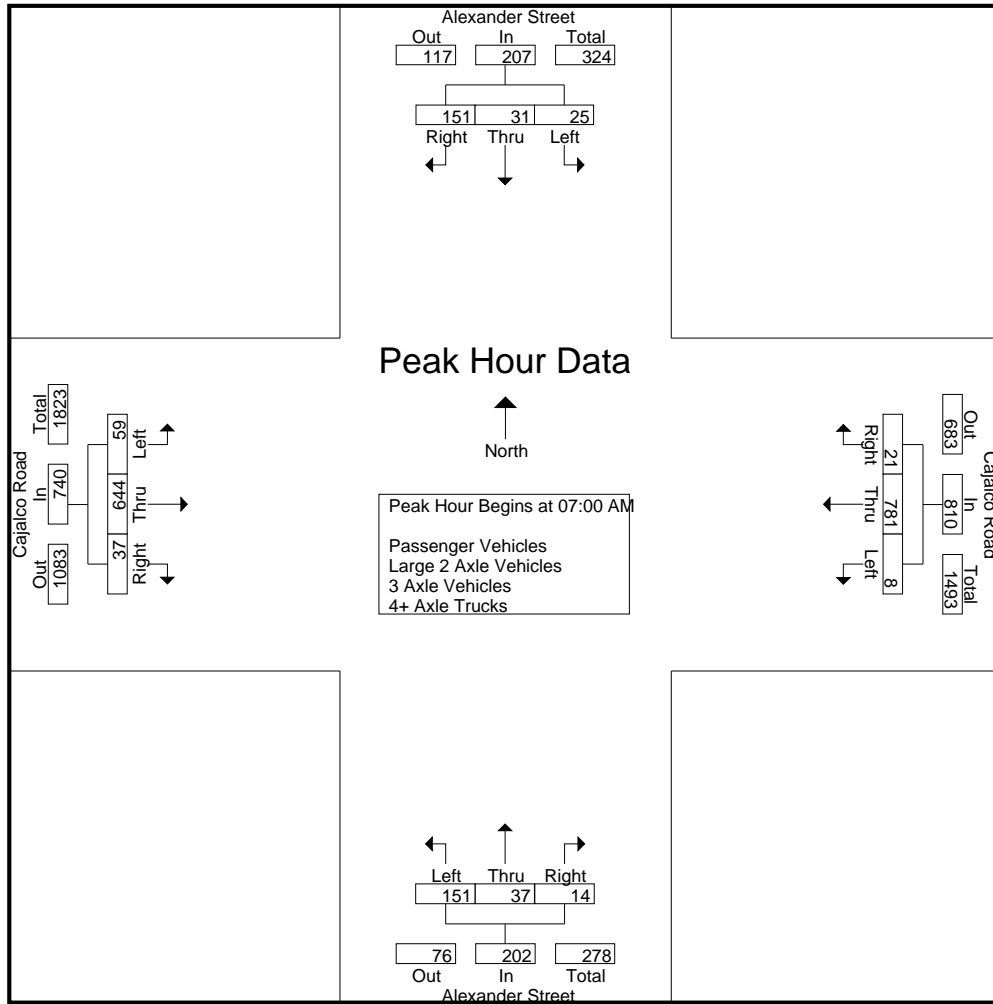
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	4	45	52	1	219	5	225	57	8	5	70	9	149	6	164	511
07:15 AM	8	7	65	80	0	199	3	202	53	9	2	64	26	180	12	218	564
07:30 AM	7	11	26	44	2	213	7	222	18	6	3	27	19	196	17	232	525
07:45 AM	7	9	15	31	5	150	6	161	23	14	4	41	5	119	2	126	359
Total	25	31	151	207	8	781	21	810	151	37	14	202	59	644	37	740	1959
08:00 AM	3	4	14	21	2	191	3	196	13	4	4	21	2	90	0	92	330
08:15 AM	7	5	7	19	3	184	1	188	7	3	4	14	3	89	1	93	314
08:30 AM	5	3	6	14	1	162	4	167	7	2	2	11	1	84	2	87	279
08:45 AM	3	4	2	9	3	134	4	141	4	3	6	13	0	97	0	97	260
Total	18	16	29	63	9	671	12	692	31	12	16	59	6	360	3	369	1183
Grand Total	43	47	180	270	17	1452	33	1502	182	49	30	261	65	1004	40	1109	3142
Apprch %	15.9	17.4	66.7		1.1	96.7	2.2		69.7	18.8	11.5		5.9	90.5	3.6		
Total %	1.4	1.5	5.7	8.6	0.5	46.2	1.1	47.8	5.8	1.6	1	8.3	2.1	32	1.3	35.3	
Passenger Vehicles	42	47	178	267	16	1399	33	1448	180	48	29	257	64	960	40	1064	3036
% Passenger Vehicles	97.7	100	98.9	98.9	94.1	96.3	100	96.4	98.9	98	96.7	98.5	98.5	95.6	100	95.9	96.6
Large 2 Axle Vehicles	0	0	2	2	1	24	0	25	2	1	0	3	0	28	0	28	58
% Large 2 Axle Vehicles	0	0	1.1	0.7	5.9	1.7	0	1.7	1.1	2	0	1.1	0	2.8	0	2.5	1.8
3 Axle Vehicles	0	0	0	0	0	6	0	6	0	0	0	0	1	6	0	7	13
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.4	0	0	0	0	1.5	0.6	0	0.6	0.4
4+ Axle Trucks	1	0	0	1	0	23	0	23	0	0	1	1	0	10	0	10	35
% 4+ Axle Trucks	2.3	0	0	0.4	0	1.6	0	1.5	0	0	3.3	0.4	0	1	0	0.9	1.1

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	3	4	45	52	1	219	5	225	57	8	5	70	9	149	6	164	511
07:15 AM	8	7	65	80	0	199	3	202	53	9	2	64	26	180	12	218	564
07:30 AM	7	11	26	44	2	213	7	222	18	6	3	27	19	196	17	232	525
07:45 AM	7	9	15	31	5	150	6	161	23	14	4	41	5	119	2	126	359
Total Volume	25	31	151	207	8	781	21	810	151	37	14	202	59	644	37	740	1959
% App. Total	12.1	15	72.9		1	96.4	2.6		74.8	18.3	6.9		8	87	5		
PHF	.781	.705	.581	.647	.400	.892	.750	.900	.662	.661	.700	.721	.567	.821	.544	.797	.868

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	4	45	52	1	219	5	225	57	8	5	70	9	149	6	164
+15 mins.	8	7	65	80	0	199	3	202	53	9	2	64	26	180	12	218
+30 mins.	7	11	26	44	2	213	7	222	18	6	3	27	19	196	17	232
+45 mins.	7	9	15	31	5	150	6	161	23	14	4	41	5	119	2	126
Total Volume	25	31	151	207	8	781	21	810	151	37	14	202	59	644	37	740
% App. Total	12.1	15	72.9		1	96.4	2.6		74.8	18.3	6.9		8	87	5	
PHF	.781	.705	.581	.647	.400	.892	.750	.900	.662	.661	.700	.721	.567	.821	.544	.797

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
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Groups Printed- Passenger Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	4	44	51	1	215	5	221	56	8	5	69	8	143	6	157	498
07:15 AM	8	7	65	80	0	196	3	199	52	9	2	63	26	178	12	216	558
07:30 AM	7	11	26	44	2	202	7	211	18	6	3	27	19	185	17	221	503
07:45 AM	7	9	15	31	5	144	6	155	23	13	4	40	5	114	2	121	347
Total	25	31	150	206	8	757	21	786	149	36	14	199	58	620	37	715	1906
08:00 AM	3	4	14	21	2	185	3	190	13	4	4	21	2	86	0	88	320
08:15 AM	6	5	7	18	2	178	1	181	7	3	3	13	3	86	1	90	302
08:30 AM	5	3	6	14	1	156	4	161	7	2	2	11	1	81	2	84	270
08:45 AM	3	4	1	8	3	123	4	130	4	3	6	13	0	87	0	87	238
Total	17	16	28	61	8	642	12	662	31	12	15	58	6	340	3	349	1130
Grand Total	42	47	178	267	16	1399	33	1448	180	48	29	257	64	960	40	1064	3036
Apprch %	15.7	17.6	66.7		1.1	96.6	2.3		70	18.7	11.3		6	90.2	3.8		
Total %	1.4	1.5	5.9	8.8	0.5	46.1	1.1	47.7	5.9	1.6	1	8.5	2.1	31.6	1.3	35	

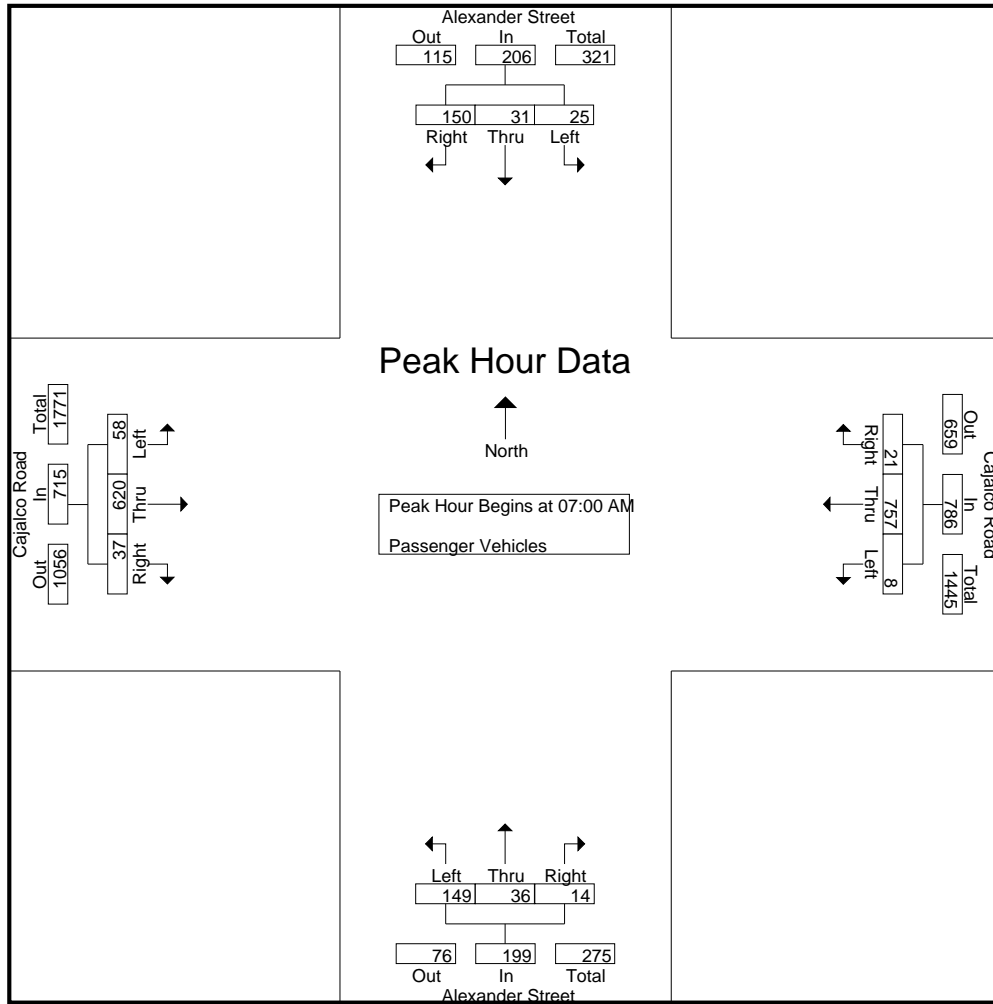
Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	4	44	51	1	215	5	221	56	8	5	69	8	143	6	157	498
07:15 AM	8	7	65	80	0	196	3	199	52	9	2	63	26	178	12	216	558
07:30 AM	7	11	26	44	2	202	7	211	18	6	3	27	19	185	17	221	503
07:45 AM	7	9	15	31	5	144	6	155	23	13	4	40	5	114	2	121	347
Total Volume	25	31	150	206	8	757	21	786	149	36	14	199	58	620	37	715	1906
% App. Total	12.1	15	72.8		1	96.3	2.7		74.9	18.1	7		8.1	86.7	5.2		
PHF	.781	.705	.577	.644	.400	.880	.750	.889	.665	.692	.700	.721	.558	.838	.544	.809	.854

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

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	4	44	51	1	215	5	221	56	8	5	69	8	143	6	157
+15 mins.	8	7	65	80	0	196	3	199	52	9	2	63	26	178	12	216
+30 mins.	7	11	26	44	2	202	7	211	18	6	3	27	19	185	17	221
+45 mins.	7	9	15	31	5	144	6	155	23	13	4	40	5	114	2	121
Total Volume	25	31	150	206	8	757	21	786	149	36	14	199	58	620	37	715
% App. Total	12.1	15	72.8		1	96.3	2.7		74.9	18.1	7		8.1	86.7	5.2	
PHF	.781	.705	.577	.644	.400	.880	.750	.889	.665	.692	.700	.721	.558	.838	.544	.809

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
 Start Date : 12/9/2014
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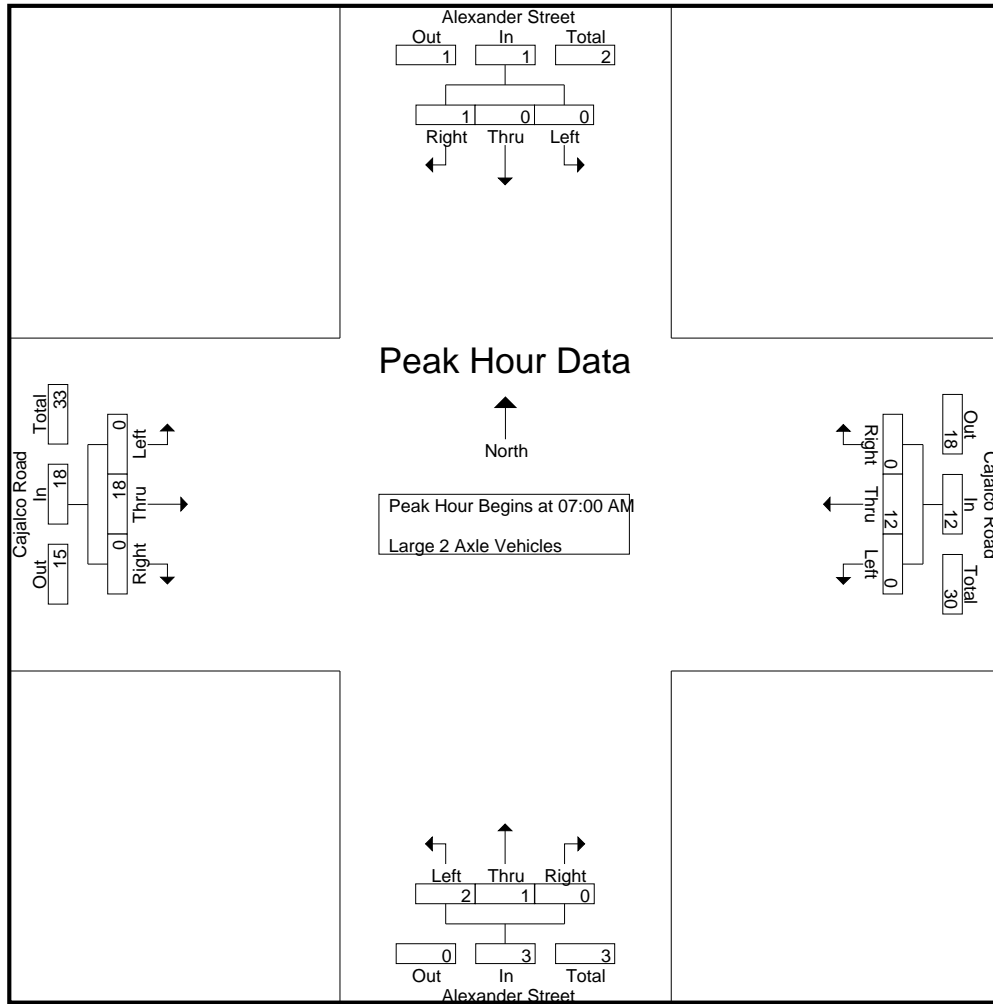
Groups Printed- Large 2 Axle Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	1	1	0	2	0	2	1	0	0	1	0	4	0	4	8
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11	16
07:45 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
Total	0	0	1	1	0	12	0	12	2	1	0	3	0	18	0	18	34
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	4	0	4	11
Total	0	0	1	1	1	12	0	13	0	0	0	0	0	10	0	10	24
Grand Total	0	0	2	2	1	24	0	25	2	1	0	3	0	28	0	28	58
Apprch %	0	0	100		4	96	0		66.7	33.3	0		0	100	0		
Total %	0	0	3.4	3.4	1.7	41.4	0	43.1	3.4	1.7	0	5.2	0	48.3	0	48.3	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	0	2	0	2	1	0	0	1	0	4	0	4	8
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11	16
07:45 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
Total Volume	0	0	1	1	0	12	0	12	2	1	0	3	0	18	0	18	34
% App. Total	0	0	100		0	100	0		66.7	33.3	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.600	.000	.600	.500	.250	.000	.750	.000	.409	.000	.409	.531

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	0	2	0	2	1	0	0	1	0	4	0	4
+15 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11
+45 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2
Total Volume	0	0	1	1	0	12	0	12	2	1	0	3	0	18	0	18
% App. Total	0	0	100		0	100	0		66.7	33.3	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.600	.000	.600	.500	.250	.000	.750	.000	.409	.000	.409

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
 Start Date : 12/9/2014
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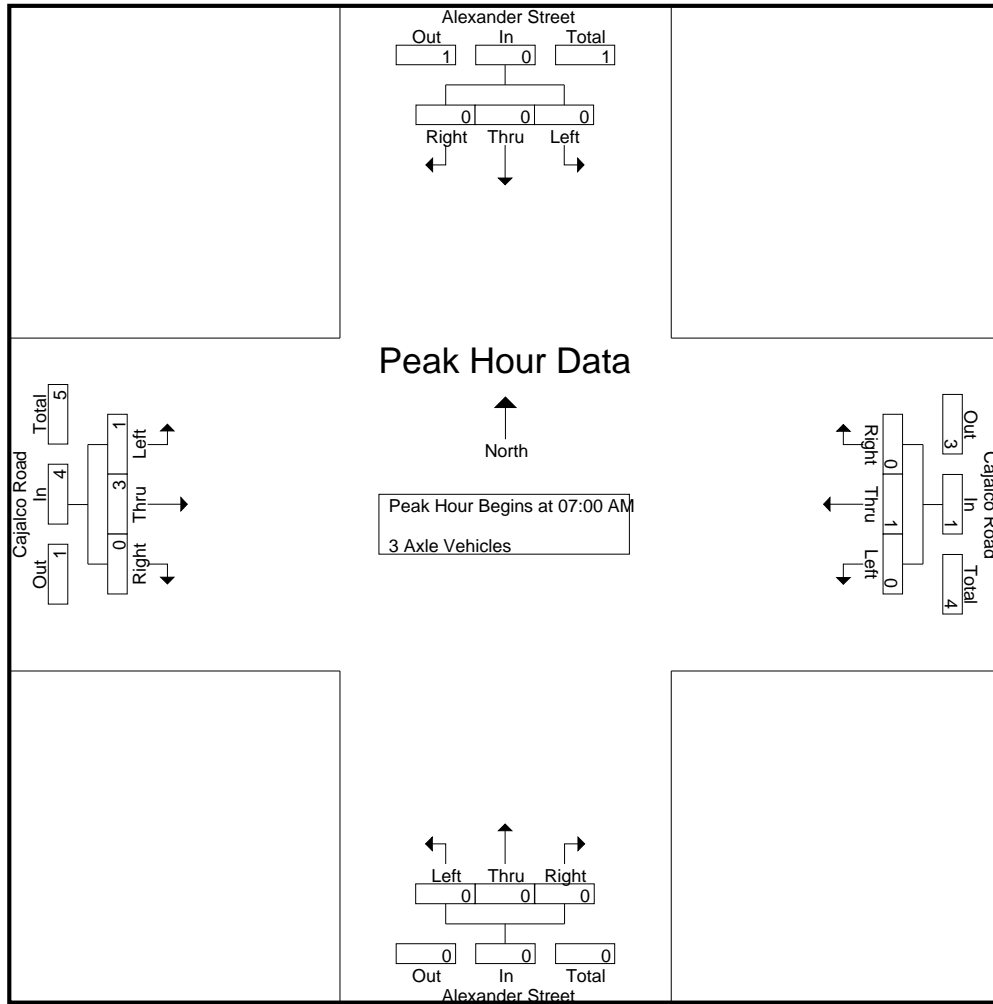
Groups Printed- 3 Axle Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	1	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	1	6	0	7	13
Apprch %	0	0	0		0	100	0		0	0	0		14.3	85.7	0		
Total %	0	0	0		0	46.2	0	46.2	0	0	0		7.7	46.2	0	53.8	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.000	.500	.625

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	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	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	25	75	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.375	.000	.500

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAAM
 Site Code : 02514502
 Start Date : 12/9/2014
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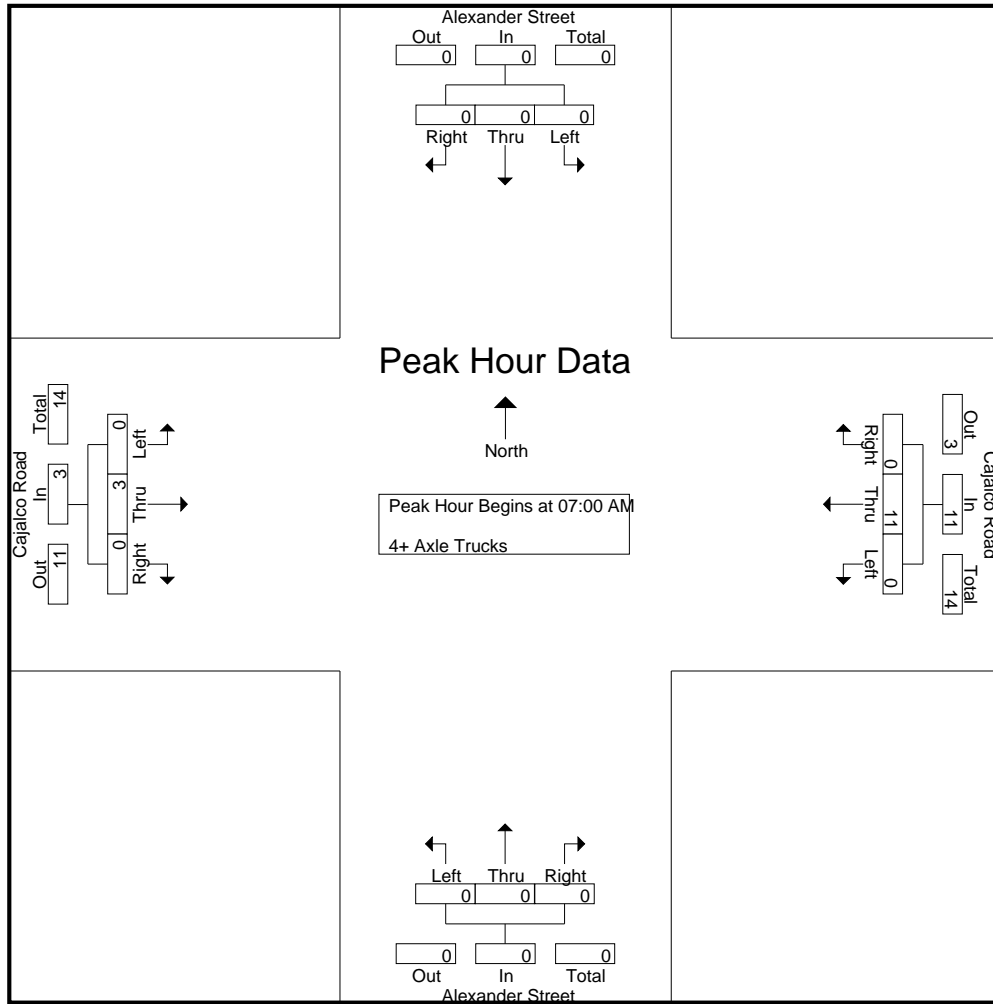
Groups Printed- 4+ Axle Trucks

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	1	0	0	1	0	3	0	3	0	0	1	1	0	0	0	0	5
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	1	0	0	1	0	12	0	12	0	0	1	1	0	7	0	7	21
Grand Total	1	0	0	1	0	23	0	23	0	0	1	1	0	10	0	10	35
Apprch %	100	0	0		0	100	0		0	0	100		0	100	0		
Total %	2.9	0	0	2.9	0	65.7	0	65.7	0	0	2.9	2.9	0	28.6	0	28.6	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.750	.000	.750	.700

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.750	.000	.750

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAPM
 Site Code : 02514502
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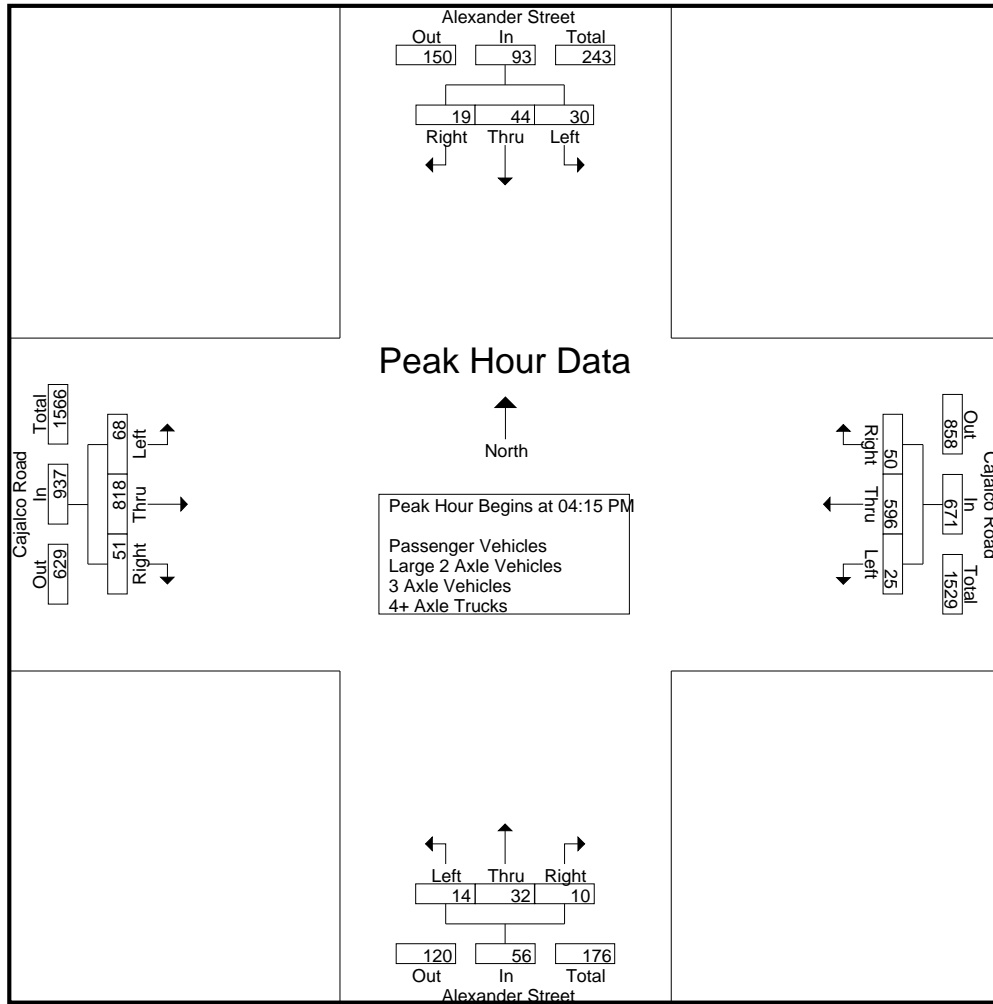
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	11	4	22	9	131	9	149	3	8	4	15	8	222	7	237	423
04:15 PM	6	10	7	23	5	151	13	169	5	5	4	14	15	193	13	221	427
04:30 PM	7	11	4	22	2	138	14	154	2	9	1	12	18	222	17	257	445
04:45 PM	9	11	4	24	11	158	14	183	3	6	3	12	15	200	9	224	443
Total	29	43	19	91	27	578	50	655	13	28	12	53	56	837	46	939	1738
05:00 PM	8	12	4	24	7	149	9	165	4	12	2	18	20	203	12	235	442
05:15 PM	5	23	9	37	10	119	9	138	5	8	3	16	19	192	12	223	414
05:30 PM	8	17	2	27	5	110	15	130	3	12	4	19	21	202	25	248	424
05:45 PM	5	16	10	31	10	133	9	152	1	3	1	5	15	202	17	234	422
Total	26	68	25	119	32	511	42	585	13	35	10	58	75	799	66	940	1702
Grand Total	55	111	44	210	59	1089	92	1240	26	63	22	111	131	1636	112	1879	3440
Apprch %	26.2	52.9	21		4.8	87.8	7.4		23.4	56.8	19.8		7	87.1	6		
Total %	1.6	3.2	1.3	6.1	1.7	31.7	2.7	36	0.8	1.8	0.6	3.2	3.8	47.6	3.3	54.6	
Passenger Vehicles	50	111	41	202	58	1060	91	1209	25	63	21	109	126	1593	110	1829	3349
% Passenger Vehicles	90.9	100	93.2	96.2	98.3	97.3	98.9	97.5	96.2	100	95.5	98.2	96.2	97.4	98.2	97.3	97.4
Large 2 Axle Vehicles	5	0	1	6	0	16	1	17	1	0	0	1	0	15	2	17	41
% Large 2 Axle Vehicles	9.1	0	2.3	2.9	0	1.5	1.1	1.4	3.8	0	0	0.9	0	0.9	1.8	0.9	1.2
3 Axle Vehicles	0	0	0	0	1	7	0	8	0	0	1	1	1	6	0	7	16
% 3 Axle Vehicles	0	0	0	0	1.7	0.6	0	0.6	0	0	4.5	0.9	0.8	0.4	0	0.4	0.5
4+ Axle Trucks	0	0	2	2	0	6	0	6	0	0	0	0	4	22	0	26	34
% 4+ Axle Trucks	0	0	4.5	1	0	0.6	0	0.5	0	0	0	0	3.1	1.3	0	1.4	1

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	6	10	7	23	5	151	13	169	5	5	4	14	15	193	13	221	427
04:30 PM	7	11	4	22	2	138	14	154	2	9	1	12	18	222	17	257	445
04:45 PM	9	11	4	24	11	158	14	183	3	6	3	12	15	200	9	224	443
05:00 PM	8	12	4	24	7	149	9	165	4	12	2	18	20	203	12	235	442
Total Volume	30	44	19	93	25	596	50	671	14	32	10	56	68	818	51	937	1757
% App. Total	32.3	47.3	20.4		3.7	88.8	7.5		25	57.1	17.9		7.3	87.3	5.4		
PHF	.833	.917	.679	.969	.568	.943	.893	.917	.700	.667	.625	.778	.850	.921	.750	.911	.987

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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

	05:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	8	12	4	24	5	151	13	169	3	6	3	12	20	203	12	235
+15 mins.	5	23	9	37	2	138	14	154	4	12	2	18	19	192	12	223
+30 mins.	8	17	2	27	11	158	14	183	5	8	3	16	21	202	25	248
+45 mins.	5	16	10	31	7	149	9	165	3	12	4	19	15	202	17	234
Total Volume	26	68	25	119	25	596	50	671	15	38	12	65	75	799	66	940
% App. Total	21.8	57.1	21		3.7	88.8	7.5		23.1	58.5	18.5		8	85	7	
PHF	.813	.739	.625	.804	.568	.943	.893	.917	.750	.792	.750	.855	.893	.984	.660	.948

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAPM
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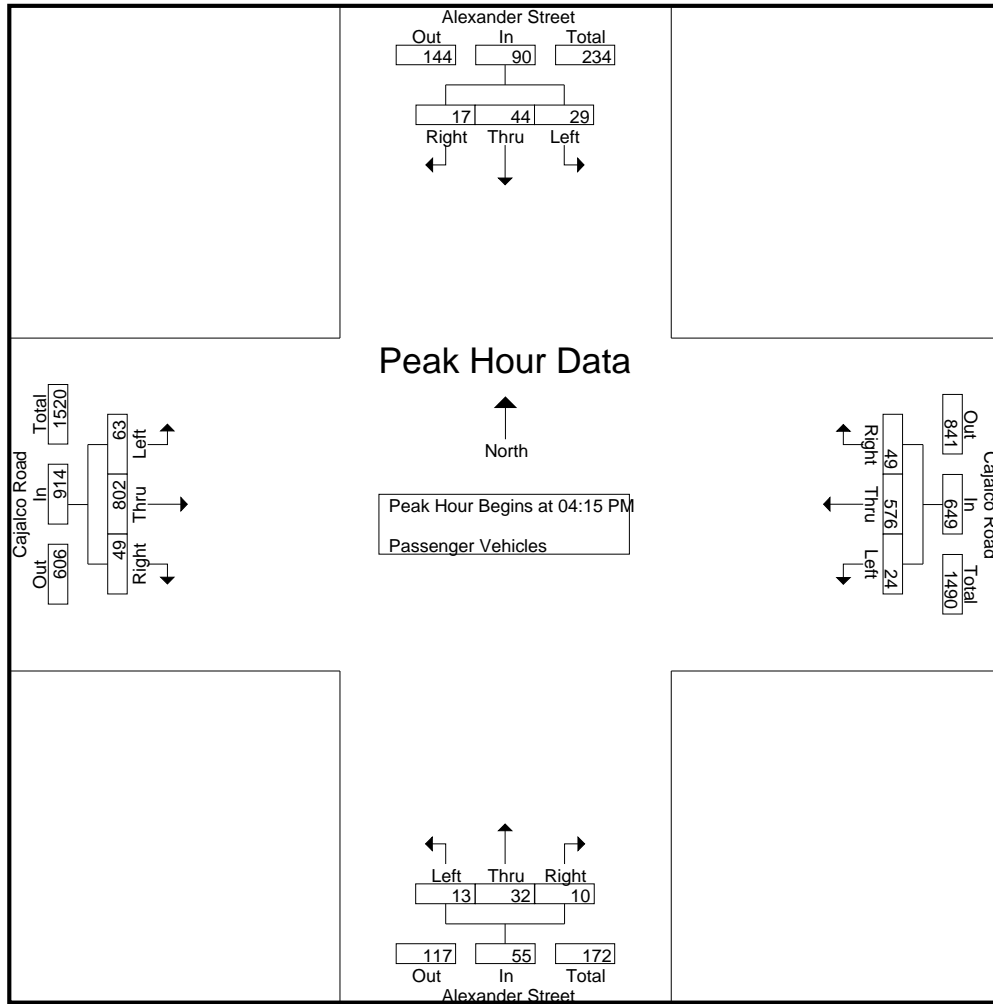
Groups Printed- Passenger Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	11	3	19	9	127	9	145	3	8	4	15	8	218	7	233	412
04:15 PM	6	10	7	23	5	144	12	161	5	5	4	14	14	188	13	215	413
04:30 PM	7	11	4	22	2	133	14	149	1	9	1	11	17	218	17	252	434
04:45 PM	8	11	3	22	10	152	14	176	3	6	3	12	14	199	8	221	431
Total	26	43	17	86	26	556	49	631	12	28	12	52	53	823	45	921	1690
05:00 PM	8	12	3	23	7	147	9	163	4	12	2	18	18	197	11	226	430
05:15 PM	5	23	9	37	10	118	9	137	5	8	2	15	19	183	12	214	403
05:30 PM	7	17	2	26	5	108	15	128	3	12	4	19	21	195	25	241	414
05:45 PM	4	16	10	30	10	131	9	150	1	3	1	5	15	195	17	227	412
Total	24	68	24	116	32	504	42	578	13	35	9	57	73	770	65	908	1659
Grand Total	50	111	41	202	58	1060	91	1209	25	63	21	109	126	1593	110	1829	3349
Apprch %	24.8	55	20.3		4.8	87.7	7.5		22.9	57.8	19.3		6.9	87.1	6		
Total %	1.5	3.3	1.2	6	1.7	31.7	2.7	36.1	0.7	1.9	0.6	3.3	3.8	47.6	3.3	54.6	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	10	7	23	5	144	12	161	5	5	4	14	14	188	13	215	413
04:30 PM	7	11	4	22	2	133	14	149	1	9	1	11	17	218	17	252	434
04:45 PM	8	11	3	22	10	152	14	176	3	6	3	12	14	199	8	221	431
05:00 PM	8	12	3	23	7	147	9	163	4	12	2	18	18	197	11	226	430
Total Volume	29	44	17	90	24	576	49	649	13	32	10	55	63	802	49	914	1708
% App. Total	32.2	48.9	18.9		3.7	88.8	7.6		23.6	58.2	18.2		6.9	87.7	5.4		
PHF	.906	.917	.607	.978	.600	.947	.875	.922	.650	.667	.625	.764	.875	.920	.721	.907	.984

County of Riverside
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 Weather: Clear

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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	6	10	7	23	5	144	12	161	5	5	4	14	14	188	13	215
+15 mins.	7	11	4	22	2	133	14	149	1	9	1	11	17	218	17	252
+30 mins.	8	11	3	22	10	152	14	176	3	6	3	12	14	199	8	221
+45 mins.	8	12	3	23	7	147	9	163	4	12	2	18	18	197	11	226
Total Volume	29	44	17	90	24	576	49	649	13	32	10	55	63	802	49	914
% App. Total	32.2	48.9	18.9		3.7	88.8	7.6		23.6	58.2	18.2		6.9	87.7	5.4	
PHF	.906	.917	.607	.978	.600	.947	.875	.922	.650	.667	.625	.764	.875	.920	.721	.907

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAPM
 Site Code : 02514502
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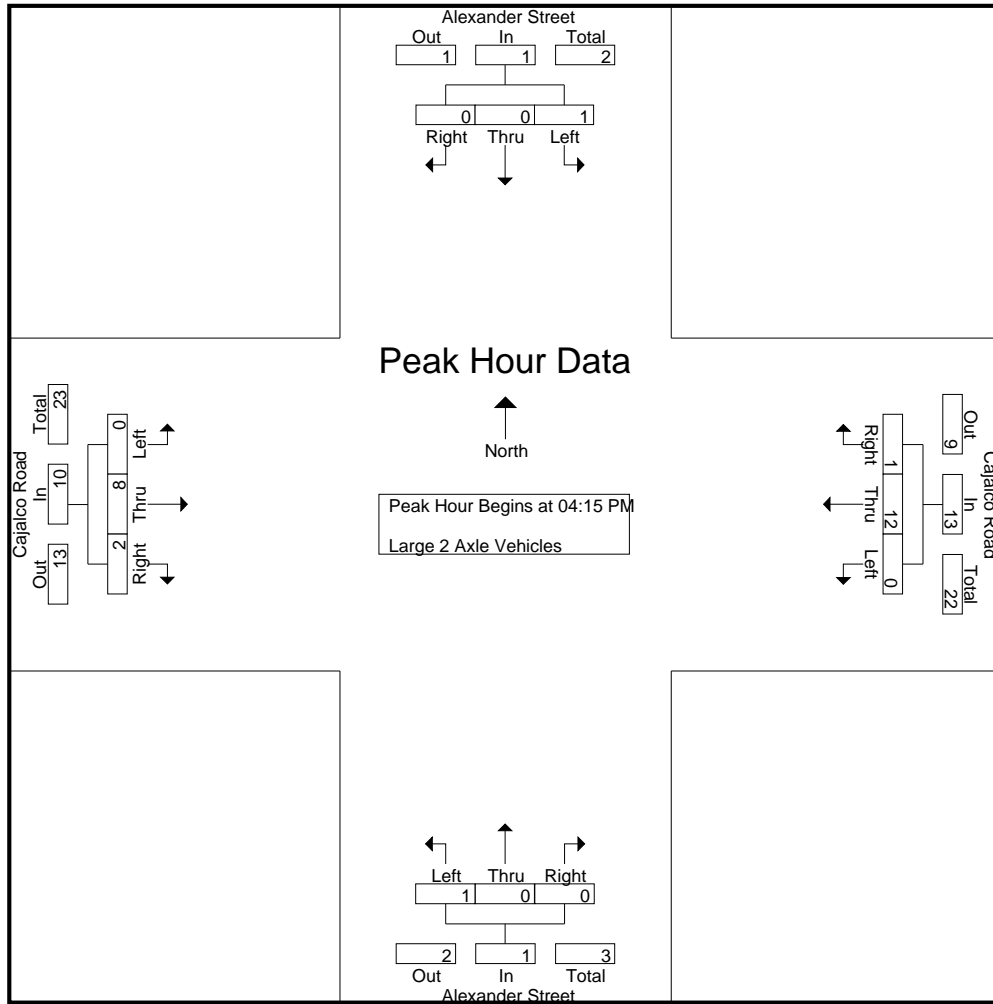
Groups Printed- Large 2 Axle Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	2	0	1	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	0	0	8
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	0	0	6
04:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	1	0	0	5
Total	3	0	1	4	0	11	1	12	1	0	0	1	0	5	1	0	0	23
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	0	0	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	5
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	3
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	0	0	4
Total	2	0	0	2	0	5	0	5	0	0	0	0	0	10	1	0	0	18
Grand Total	5	0	1	6	0	16	1	17	1	0	0	1	0	15	2	0	0	41
Apprch %	83.3	0	16.7		0	94.1	5.9		100	0	0		0	88.2	11.8			
Total %	12.2	0	2.4	14.6	0	39	2.4	41.5	2.4	0	0	2.4	0	36.6	4.9	41.5		

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	0	0	8
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	0	0	6
04:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	1	0	0	5
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	0	0	6
Total Volume	1	0	0	1	0	12	1	13	1	0	0	1	0	8	2	0	0	25
% App. Total	100	0	0		0	92.3	7.7		100	0	0		0	80	20			
PHF	.250	.000	.000	.250	.000	.600	.250	.542	.250	.000	.000	.250	.000	.667	.500	.625		.781

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4
Total Volume	1	0	0	1	0	12	1	13	1	0	0	1	0	8	2	10
% App. Total	100	0	0	0	0	92.3	7.7	0	100	0	0	0	0	80	20	0
PHF	.250	.000	.000	.250	.000	.600	.250	.542	.250	.000	.000	.250	.000	.667	.500	.625

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

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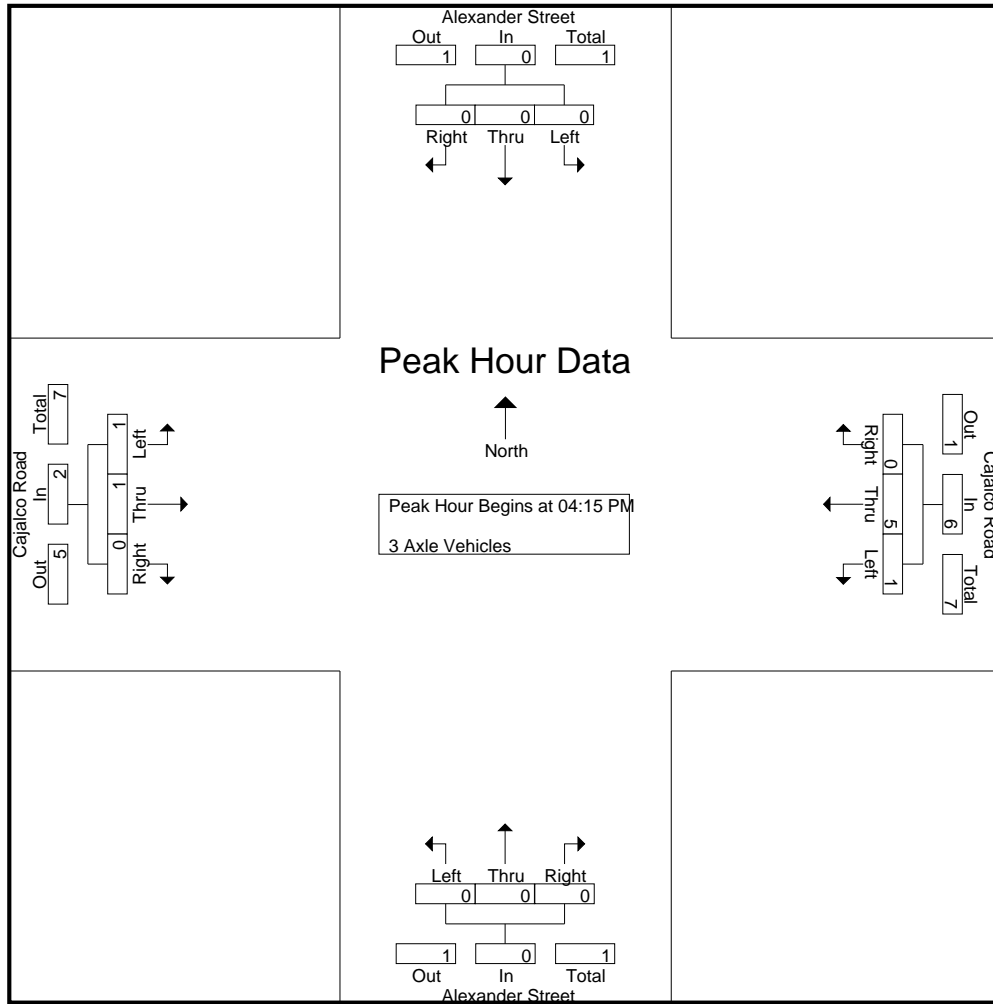
Groups Printed- 3 Axle Vehicles

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	1	6	0	7	0	0	0	0	1	3	0	4	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
Grand Total	0	0	0	0	1	7	0	8	0	0	1	1	1	6	0	7	16
Apprch %	0	0	0		12.5	87.5	0		0	0	100		14.3	85.7	0		
Total %	0	0	0	0	6.2	43.8	0	50	0	0	6.2	6.2	6.2	37.5	0	43.8	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	1	1	0	2	8
% App. Total	0	0	0		16.7	83.3	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.667

County of Riverside
 N/S: Alexander Street
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	1	1	0	2
% App. Total	0	0	0	0	16.7	83.3	0	0	0	0	0	0	50	50	0	0
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500

County of Riverside
 N/S: Alexander Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVALCAPM
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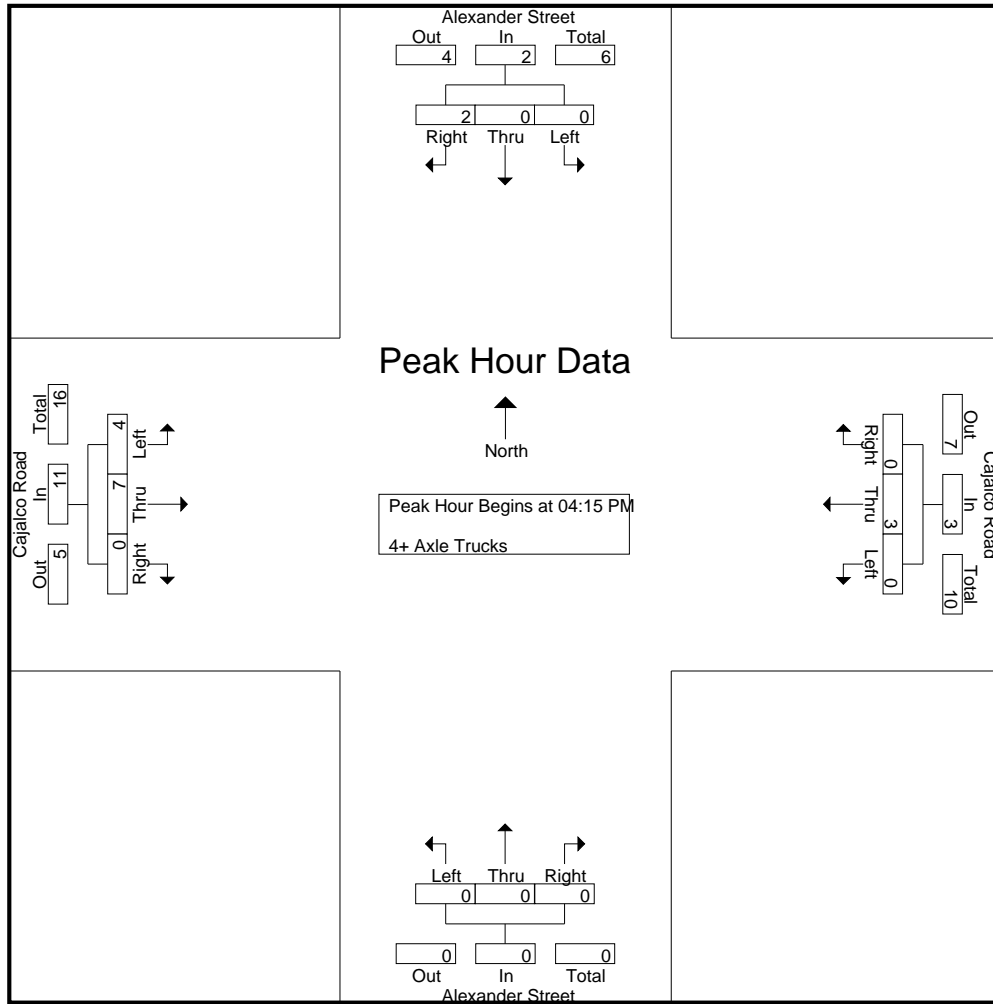
Groups Printed- 4+ Axle Trucks

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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	2	0	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
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	1	1	0	2	0	2	0	0	0	0	1	0	0	1	4
Total	0	0	1	1	0	5	0	5	0	0	0	0	2	6	0	8	14
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	3	0	5	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	1	1	0	1	0	1	0	0	0	0	2	16	0	18	20
Grand Total	0	0	2	2	0	6	0	6	0	0	0	0	4	22	0	26	34
Apprch %	0	0	100		0	100	0		0	0	0		15.4	84.6	0		
Total %	0	0	5.9	5.9	0	17.6	0	17.6	0	0	0	0	11.8	64.7	0	76.5	

Start Time	Alexander Street Southbound				Cajalco Road Westbound				Alexander Street Northbound				Cajalco 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
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	1	1	0	2	0	2	0	0	0	0	1	0	0	1	4
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	3	0	5	6
Total Volume	0	0	2	2	0	3	0	3	0	0	0	0	4	7	0	11	16
% App. Total	0	0	100		0	100	0		0	0	0		36.4	63.6	0		
PHF	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000	.500	.583	.000	.550	.667

County of Riverside
 N/S: Alexander Street
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
+30 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	2	3	0
Total Volume	0	0	2	2	0	3	0	3	0	0	0	0	4	7	0	11
% App. Total	0	0	100		0	100	0		0	0	0		36.4	63.6	0	
PHF	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000	.500	.583	.000	.550

County of Riverside
 N/S: Brown Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVBRCAAM
 Site Code : 02514502
 Start Date : 12/10/2014
 Page No : 1

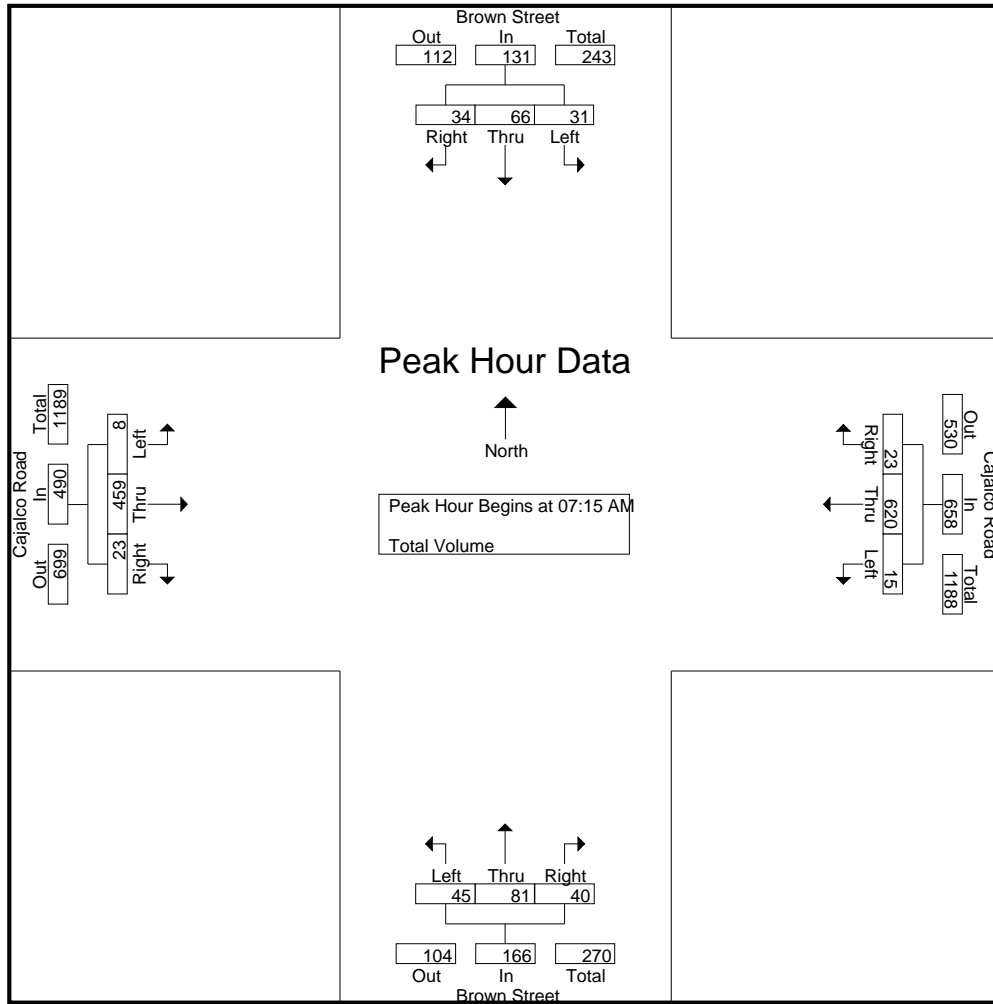
Groups Printed- Total Volume

Start Time	Brown Street Southbound				Cajalco Road Westbound				Brown Street Northbound				Cajalco 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	6	4	14	3	193	4	200	3	12	11	26	3	81	7	91	331
07:15 AM	9	12	5	26	2	171	6	179	13	26	13	52	3	132	6	141	398
07:30 AM	10	21	11	42	2	131	6	139	12	33	8	53	4	110	10	124	358
07:45 AM	5	17	13	35	4	143	6	153	14	17	8	39	1	117	2	120	347
Total	28	56	33	117	11	638	22	671	42	88	40	170	11	440	25	476	1434
08:00 AM	7	16	5	28	7	175	5	187	6	5	11	22	0	100	5	105	342
08:15 AM	4	8	5	17	9	176	6	191	8	6	17	31	2	95	2	99	338
08:30 AM	7	2	6	15	9	171	5	185	6	6	10	22	2	93	5	100	322
08:45 AM	11	5	2	18	9	143	7	159	4	1	17	22	0	90	4	94	293
Total	29	31	18	78	34	665	23	722	24	18	55	97	4	378	16	398	1295
Grand Total	57	87	51	195	45	1303	45	1393	66	106	95	267	15	818	41	874	2729
Apprch %	29.2	44.6	26.2		3.2	93.5	3.2		24.7	39.7	35.6		1.7	93.6	4.7		
Total %	2.1	3.2	1.9	7.1	1.6	47.7	1.6	51	2.4	3.9	3.5	9.8	0.5	30	1.5	32	

Start Time	Brown Street Southbound				Cajalco Road Westbound				Brown Street Northbound				Cajalco 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	9	12	5	26	2	171	6	179	13	26	13	52	3	132	6	141	398
07:30 AM	10	21	11	42	2	131	6	139	12	33	8	53	4	110	10	124	358
07:45 AM	5	17	13	35	4	143	6	153	14	17	8	39	1	117	2	120	347
08:00 AM	7	16	5	28	7	175	5	187	6	5	11	22	0	100	5	105	342
Total Volume	31	66	34	131	15	620	23	658	45	81	40	166	8	459	23	490	1445
% App. Total	23.7	50.4	26		2.3	94.2	3.5		27.1	48.8	24.1		1.6	93.7	4.7		
PHF	.775	.786	.654	.780	.536	.886	.958	.880	.804	.614	.769	.783	.500	.869	.575	.869	.908

County of Riverside
 N/S: Brown Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVBRCAAM
 Site Code : 02514502
 Start Date : 12/10/2014
 Page No : 2



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

	07:15 AM				08:00 AM				07:00 AM				07:15 AM			
+0 mins.	9	12	5	26	7	175	5	187	3	12	11	26	3	132	6	141
+15 mins.	10	21	11	42	9	176	6	191	13	26	13	52	4	110	10	124
+30 mins.	5	17	13	35	9	171	5	185	12	33	8	53	1	117	2	120
+45 mins.	7	16	5	28	9	143	7	159	14	17	8	39	0	100	5	105
Total Volume	31	66	34	131	34	665	23	722	42	88	40	170	8	459	23	490
% App. Total	23.7	50.4	26		4.7	92.1	3.2		24.7	51.8	23.5		1.6	93.7	4.7	
PHF	.775	.786	.654	.780	.944	.945	.821	.945	.750	.667	.769	.802	.500	.869	.575	.869

County of Riverside
 N/S: Brown Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVBRCAPM
 Site Code : 02514502
 Start Date : 12/10/2014
 Page No : 1

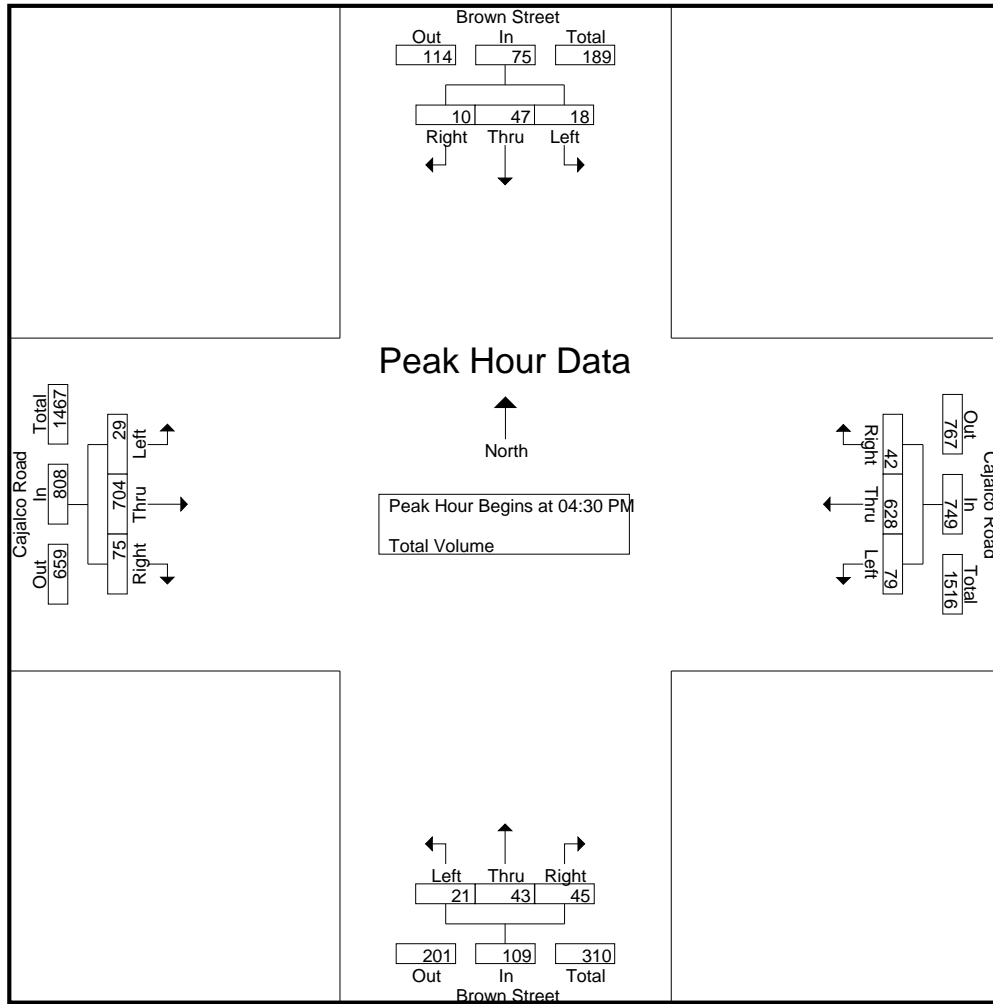
Groups Printed- Total Volume

Start Time	Brown Street Southbound				Cajalco Road Westbound				Brown Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	4	7	16	15	162	10	187	3	10	19	32	3	193	15	211	446
04:15 PM	6	7	1	14	24	149	8	181	4	8	7	19	2	170	32	204	418
04:30 PM	3	7	1	11	21	140	9	170	10	11	13	34	1	183	20	204	419
04:45 PM	5	10	2	17	15	174	12	201	3	6	7	16	5	174	23	202	436
Total	19	28	11	58	75	625	39	739	20	35	46	101	11	720	90	821	1719
05:00 PM	6	15	4	25	29	145	12	186	4	10	17	31	15	176	21	212	454
05:15 PM	4	15	3	22	14	169	9	192	4	16	8	28	8	171	11	190	432
05:30 PM	9	8	0	17	12	140	11	163	8	15	13	36	6	165	16	187	403
05:45 PM	1	7	1	9	26	120	16	162	3	9	2	14	8	164	9	181	366
Total	20	45	8	73	81	574	48	703	19	50	40	109	37	676	57	770	1655
Grand Total	39	73	19	131	156	1199	87	1442	39	85	86	210	48	1396	147	1591	3374
Apprch %	29.8	55.7	14.5		10.8	83.1	6		18.6	40.5	41		3	87.7	9.2		
Total %	1.2	2.2	0.6	3.9	4.6	35.5	2.6	42.7	1.2	2.5	2.5	6.2	1.4	41.4	4.4	47.2	

Start Time	Brown Street Southbound				Cajalco Road Westbound				Brown Street Northbound				Cajalco 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	3	7	1	11	21	140	9	170	10	11	13	34	1	183	20	204	419
04:45 PM	5	10	2	17	15	174	12	201	3	6	7	16	5	174	23	202	436
05:00 PM	6	15	4	25	29	145	12	186	4	10	17	31	15	176	21	212	454
05:15 PM	4	15	3	22	14	169	9	192	4	16	8	28	8	171	11	190	432
Total Volume	18	47	10	75	79	628	42	749	21	43	45	109	29	704	75	808	1741
% App. Total	24	62.7	13.3		10.5	83.8	5.6		19.3	39.4	41.3		3.6	87.1	9.3		
PHF	.750	.783	.625	.750	.681	.902	.875	.932	.525	.672	.662	.801	.483	.962	.815	.953	.959

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



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				04:45 PM				04:15 PM			
+0 mins.	5	10	2	17	21	140	9	170	3	6	7	16	2	170	32	204
+15 mins.	6	15	4	25	15	174	12	201	4	10	17	31	1	183	20	204
+30 mins.	4	15	3	22	29	145	12	186	4	16	8	28	5	174	23	202
+45 mins.	9	8	0	17	14	169	9	192	8	15	13	36	15	176	21	212
Total Volume	24	48	9	81	79	628	42	749	19	47	45	111	23	703	96	822
% App. Total	29.6	59.3	11.1		10.5	83.8	5.6		17.1	42.3	40.5		2.8	85.5	11.7	
PHF	.667	.800	.563	.810	.681	.902	.875	.932	.594	.734	.662	.771	.383	.960	.750	.969

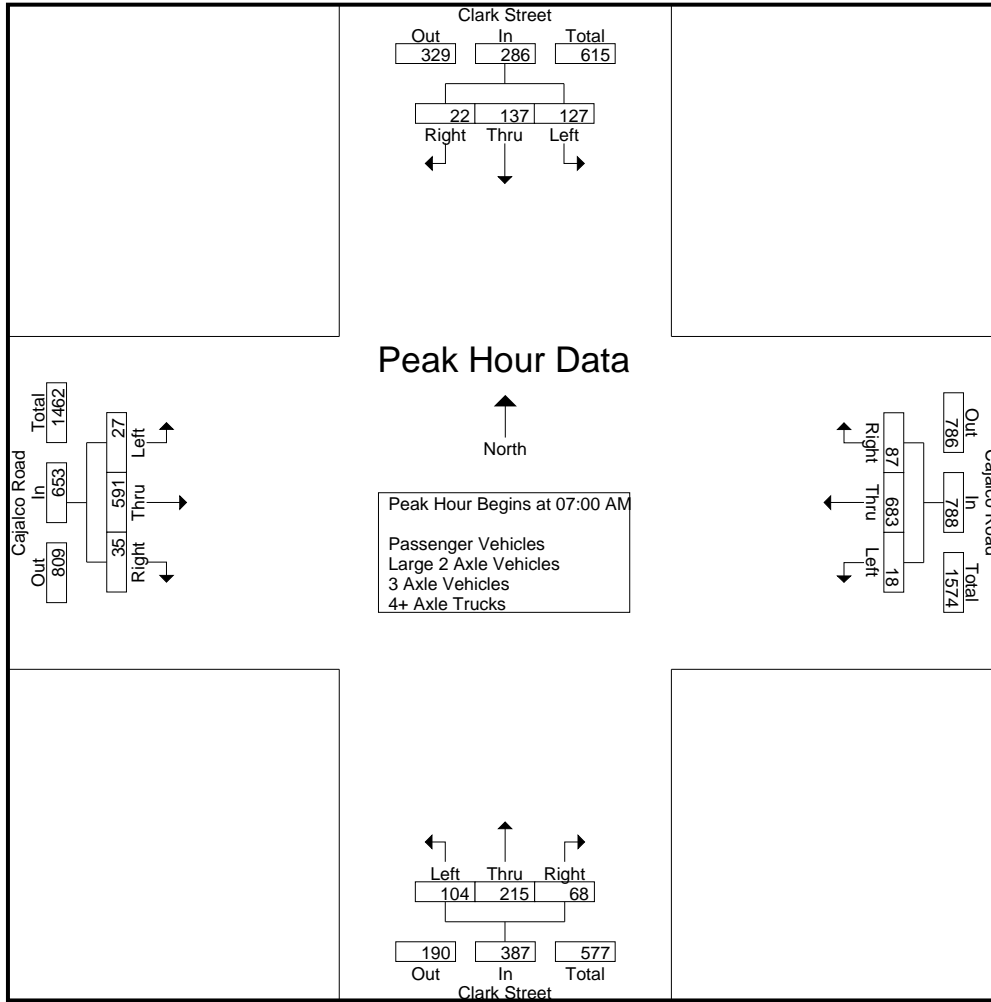
County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

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

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	18	8	51	4	193	15	212	29	38	16	83	7	127	5	139	485
07:15 AM	27	43	4	74	3	145	21	169	25	66	17	108	8	132	12	152	503
07:30 AM	30	31	4	65	6	167	32	205	24	64	13	101	8	177	11	196	567
07:45 AM	45	45	6	96	5	178	19	202	26	47	22	95	4	155	7	166	559
Total	127	137	22	286	18	683	87	788	104	215	68	387	27	591	35	653	2114
08:00 AM	25	19	5	49	10	189	18	217	17	9	23	49	1	98	7	106	421
08:15 AM	20	9	2	31	12	220	7	239	17	12	14	43	4	126	8	138	451
08:30 AM	18	13	0	31	13	171	8	192	17	16	13	46	0	106	11	117	386
08:45 AM	5	8	2	15	10	127	7	144	14	16	21	51	4	109	7	120	330
Total	68	49	9	126	45	707	40	792	65	53	71	189	9	439	33	481	1588
Grand Total	195	186	31	412	63	1390	127	1580	169	268	139	576	36	1030	68	1134	3702
Apprch %	47.3	45.1	7.5		4	88	8		29.3	46.5	24.1		3.2	90.8	6		
Total %	5.3	5	0.8	11.1	1.7	37.5	3.4	42.7	4.6	7.2	3.8	15.6	1	27.8	1.8	30.6	
Passenger Vehicles	188	181	31	400	61	1315	124	1500	162	257	132	551	35	948	65	1048	3499
% Passenger Vehicles	96.4	97.3	100	97.1	96.8	94.6	97.6	94.9	95.9	95.9	95	95.7	97.2	92	95.6	92.4	94.5
Large 2 Axle Vehicles	7	4	0	11	2	34	3	39	7	11	2	20	1	45	3	49	119
% Large 2 Axle Vehicles	3.6	2.2	0	2.7	3.2	2.4	2.4	2.5	4.1	4.1	1.4	3.5	2.8	4.4	4.4	4.3	3.2
3 Axle Vehicles	0	1	0	1	0	9	0	9	0	0	2	2	0	8	0	8	20
% 3 Axle Vehicles	0	0.5	0	0.2	0	0.6	0	0.6	0	0	1.4	0.3	0	0.8	0	0.7	0.5
4+ Axle Trucks	0	0	0	0	0	32	0	32	0	0	3	3	0	29	0	29	64
% 4+ Axle Trucks	0	0	0	0	0	2.3	0	2	0	0	2.2	0.5	0	2.8	0	2.6	1.7

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	25	18	8	51	4	193	15	212	29	38	16	83	7	127	5	139	485
07:15 AM	27	43	4	74	3	145	21	169	25	66	17	108	8	132	12	152	503
07:30 AM	30	31	4	65	6	167	32	205	24	64	13	101	8	177	11	196	567
07:45 AM	45	45	6	96	5	178	19	202	26	47	22	95	4	155	7	166	559
Total Volume	127	137	22	286	18	683	87	788	104	215	68	387	27	591	35	653	2114
% App. Total	44.4	47.9	7.7		2.3	86.7	11		26.9	55.6	17.6		4.1	90.5	5.4		
PHF	.706	.761	.688	.745	.750	.885	.680	.929	.897	.814	.773	.896	.844	.835	.729	.833	.932



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				07:00 AM				07:00 AM			
+0 mins.	25	18	8	51	6	167	32	205	29	38	16	83	7	127	5	139
+15 mins.	27	43	4	74	5	178	19	202	25	66	17	108	8	132	12	152
+30 mins.	30	31	4	65	10	189	18	217	24	64	13	101	8	177	11	196
+45 mins.	45	45	6	96	12	220	7	239	26	47	22	95	4	155	7	166
Total Volume	127	137	22	286	33	754	76	863	104	215	68	387	27	591	35	653
% App. Total	44.4	47.9	7.7		3.8	87.4	8.8		26.9	55.6	17.6		4.1	90.5	5.4	
PHF	.706	.761	.688	.745	.688	.857	.594	.903	.897	.814	.773	.896	.844	.835	.729	.833

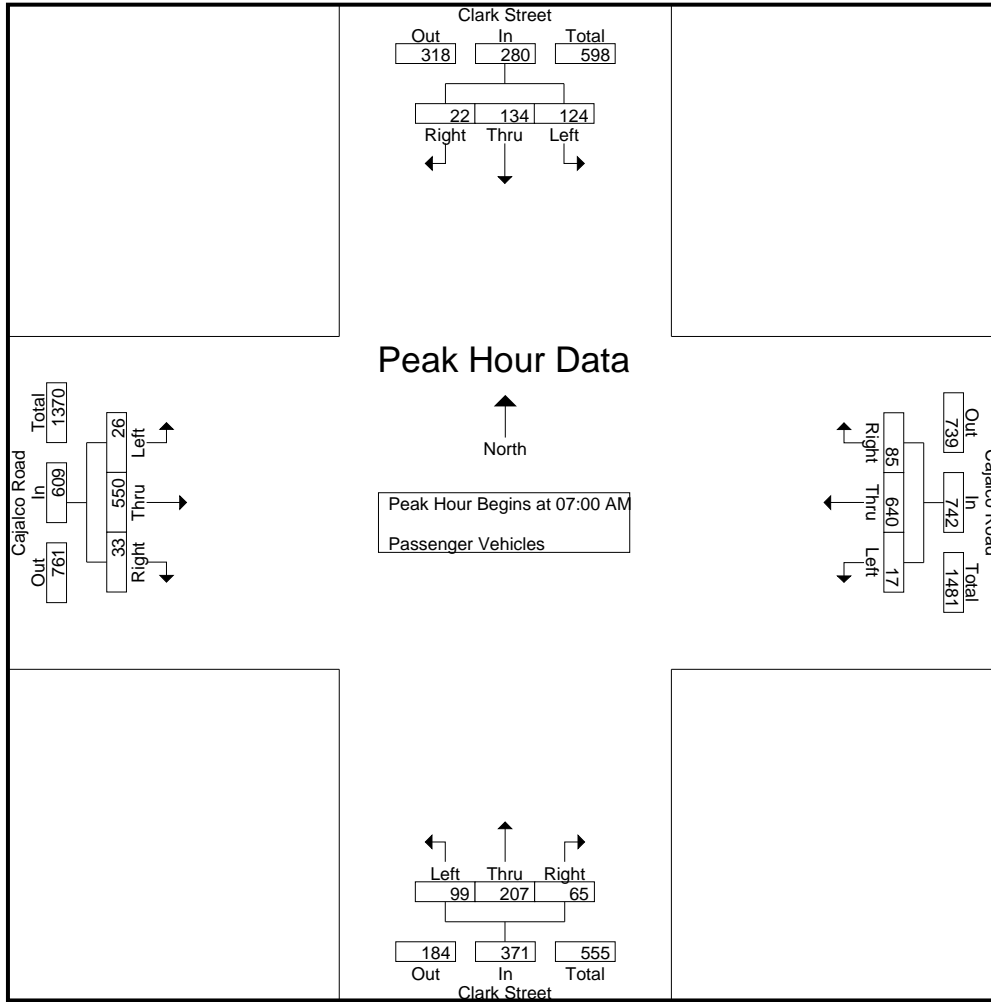
County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	17	8	50	3	189	15	207	28	35	15	78	7	118	5	130	465
07:15 AM	27	43	4	74	3	141	20	164	23	65	16	104	8	124	12	144	486
07:30 AM	29	30	4	63	6	149	31	186	23	62	13	98	7	162	10	179	526
07:45 AM	43	44	6	93	5	161	19	185	25	45	21	91	4	146	6	156	525
Total	124	134	22	280	17	640	85	742	99	207	65	371	26	550	33	609	2002
08:00 AM	21	19	5	45	10	182	17	209	15	9	22	46	1	88	7	96	396
08:15 AM	20	9	2	31	12	214	7	233	17	11	12	40	4	113	7	124	428
08:30 AM	18	12	0	30	13	161	8	182	17	14	13	44	0	99	11	110	366
08:45 AM	5	7	2	14	9	118	7	134	14	16	20	50	4	98	7	109	307
Total	64	47	9	120	44	675	39	758	63	50	67	180	9	398	32	439	1497
Grand Total	188	181	31	400	61	1315	124	1500	162	257	132	551	35	948	65	1048	3499
Apprch %	47	45.2	7.8		4.1	87.7	8.3		29.4	46.6	24		3.3	90.5	6.2		
Total %	5.4	5.2	0.9	11.4	1.7	37.6	3.5	42.9	4.6	7.3	3.8	15.7	1	27.1	1.9	30	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	25	17	8	50	3	189	15	207	28	35	15	78	7	118	5	130	465
07:15 AM	27	43	4	74	3	141	20	164	23	65	16	104	8	124	12	144	486
07:30 AM	29	30	4	63	6	149	31	186	23	62	13	98	7	162	10	179	526
07:45 AM	43	44	6	93	5	161	19	185	25	45	21	91	4	146	6	156	525
Total Volume	124	134	22	280	17	640	85	742	99	207	65	371	26	550	33	609	2002
% App. Total	44.3	47.9	7.9		2.3	86.3	11.5		26.7	55.8	17.5		4.3	90.3	5.4		
PHF	.721	.761	.688	.753	.708	.847	.685	.896	.884	.796	.774	.892	.813	.849	.688	.851	.952



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.	25	17	8	50	3	189	15	207	28	35	15	78	7	118	5	130
+15 mins.	27	43	4	74	3	141	20	164	23	65	16	104	8	124	12	144
+30 mins.	29	30	4	63	6	149	31	186	23	62	13	98	7	162	10	179
+45 mins.	43	44	6	93	5	161	19	185	25	45	21	91	4	146	6	156
Total Volume	124	134	22	280	17	640	85	742	99	207	65	371	26	550	33	609
% App. Total	44.3	47.9	7.9		2.3	86.3	11.5		26.7	55.8	17.5		4.3	90.3	5.4	
PHF	.721	.761	.688	.753	.708	.847	.685	.896	.884	.796	.774	.892	.813	.849	.688	.851

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

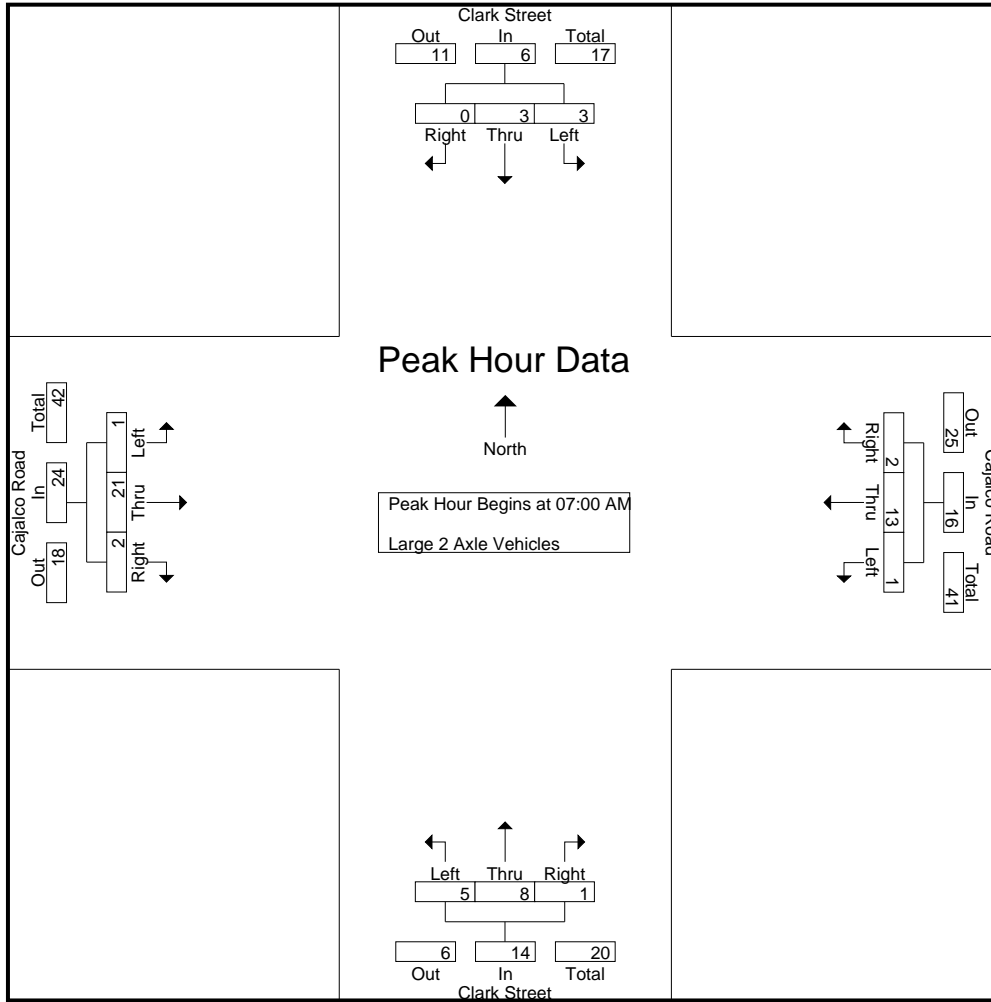
Groups Printed- Large 2 Axle Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	4	1	3	0	4	0	5	0	5	14
07:15 AM	0	0	0	0	0	1	1	2	2	1	1	4	0	4	0	4	10
07:30 AM	1	1	0	2	0	5	1	6	1	2	0	3	1	11	1	13	24
07:45 AM	2	1	0	3	0	4	0	4	1	2	0	3	0	1	1	2	12
Total	3	3	0	6	1	13	2	16	5	8	1	14	1	21	2	24	60
08:00 AM	4	0	0	4	0	3	1	4	2	0	0	2	0	9	0	9	19
08:15 AM	0	0	0	0	0	4	0	4	0	1	1	2	0	9	1	10	16
08:30 AM	0	0	0	0	0	6	0	6	0	2	0	2	0	3	0	3	11
08:45 AM	0	1	0	1	1	8	0	9	0	0	0	0	0	3	0	3	13
Total	4	1	0	5	1	21	1	23	2	3	1	6	0	24	1	25	59
Grand Total	7	4	0	11	2	34	3	39	7	11	2	20	1	45	3	49	119
Apprch %	63.6	36.4	0		5.1	87.2	7.7		35	55	10		2	91.8	6.1		
Total %	5.9	3.4	0	9.2	1.7	28.6	2.5	32.8	5.9	9.2	1.7	16.8	0.8	37.8	2.5	41.2	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	1	3	0	4	1	3	0	4	0	5	0	5	14
07:15 AM	0	0	0	0	0	1	1	2	2	1	1	4	0	4	0	4	10
07:30 AM	1	1	0	2	0	5	1	6	1	2	0	3	1	11	1	13	24
07:45 AM	2	1	0	3	0	4	0	4	1	2	0	3	0	1	1	2	12
Total Volume	3	3	0	6	1	13	2	16	5	8	1	14	1	21	2	24	60
% App. Total	50	50	0		6.2	81.2	12.5		35.7	57.1	7.1		4.2	87.5	8.3		
PHF	.375	.750	.000	.500	.250	.650	.500	.667	.625	.667	.250	.875	.250	.477	.500	.462	.625

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	1	3	0	4	1	3	0	4	0	5	0	5
+15 mins.	0	0	0	0	0	1	1	2	2	1	1	4	0	4	0	4
+30 mins.	1	1	0	2	0	5	1	6	1	2	0	3	1	11	1	13
+45 mins.	2	1	0	3	0	4	0	4	1	2	0	3	0	1	1	2
Total Volume	3	3	0	6	1	13	2	16	5	8	1	14	1	21	2	24
% App. Total	50	50	0		6.2	81.2	12.5		35.7	57.1	7.1		4.2	87.5	8.3	
PHF	.375	.750	.000	.500	.250	.650	.500	.667	.625	.667	.250	.875	.250	.477	.500	.462

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

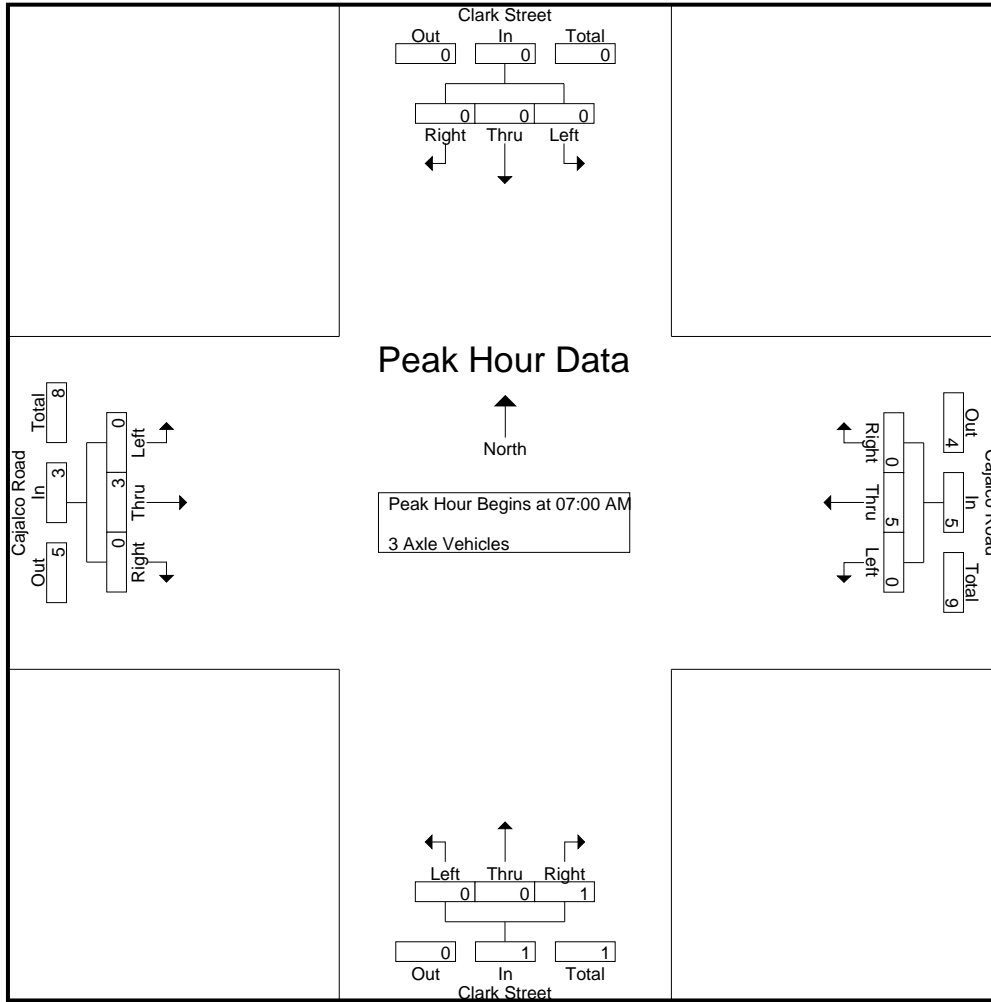
Groups Printed- 3 Axle Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	1	0	1	0	4	0	4	0	0	1	1	0	5	0	5	11
Grand Total	0	1	0	1	0	9	0	9	0	0	2	2	0	8	0	8	20
Apprch %	0	100	0		0	100	0		0	0	100		0	100	0		
Total %	0	5	0	5	0	45	0	45	0	0	10	10	0	40	0	40	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
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	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3	9
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.750	.000	.750	.750

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	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	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.750	.000	.750

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
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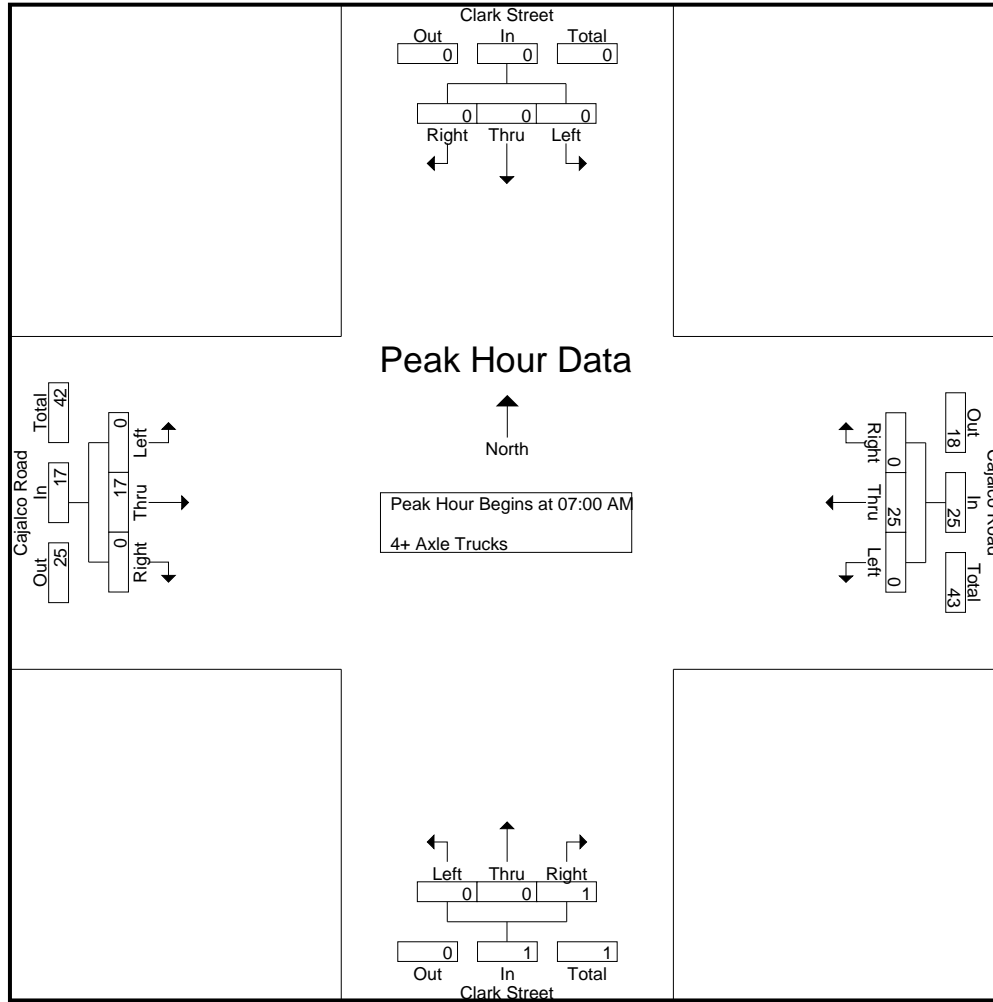
Groups Printed- 4+ Axle Trucks

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
07:45 AM	0	0	0	0	0	11	0	11	0	0	1	1	0	8	0	8	20
Total	0	0	0	0	0	25	0	25	0	0	1	1	0	17	0	17	43
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	6	0	6	8
Total	0	0	0	0	0	7	0	7	0	0	2	2	0	12	0	12	21
Grand Total	0	0	0	0	0	32	0	32	0	0	3	3	0	29	0	29	64
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	4.7	4.7	0	45.3	0	45.3	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
07:45 AM	0	0	0	0	0	11	0	11	0	0	1	1	0	8	0	8	20
Total Volume	0	0	0	0	0	25	0	25	0	0	1	1	0	17	0	17	43
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.568	.000	.568	.000	.000	.250	.250	.000	.531	.000	.531	.538

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAAM
 Site Code : 04216045
 Start Date : 1/26/2016
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	11	0	11	0	0	1	1	0	8	0	8
Total Volume	0	0	0	0	0	25	0	25	0	0	1	1	0	17	0	17
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.568	.000	.568	.000	.000	.250	.250	.000	.531	.000	.531

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

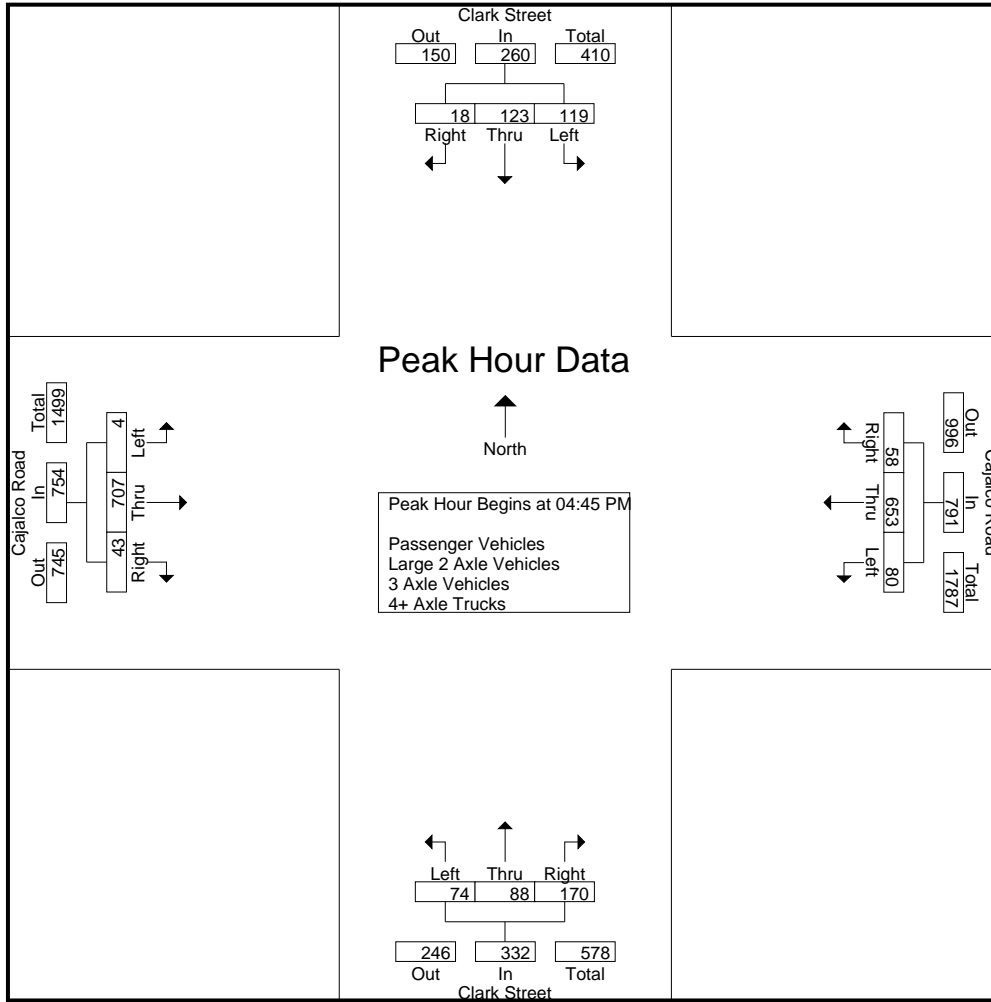
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	19	20	1	40	21	174	13	208	14	12	22	48	4	198	6	208	504
04:15 PM	26	23	0	49	16	185	15	216	16	21	22	59	4	169	8	181	505
04:30 PM	25	17	3	45	26	132	12	170	16	18	36	70	3	162	8	173	458
04:45 PM	22	28	5	55	20	168	19	207	15	18	36	69	1	173	12	186	517
Total	92	88	9	189	83	659	59	801	61	69	116	246	12	702	34	748	1984
05:00 PM	29	30	3	62	21	179	19	219	20	21	39	80	2	179	10	191	552
05:15 PM	29	38	3	70	21	140	10	171	23	28	52	103	0	168	9	177	521
05:30 PM	39	27	7	73	18	166	10	194	16	21	43	80	1	187	12	200	547
05:45 PM	26	34	5	65	25	144	10	179	16	31	60	107	1	155	4	160	511
Total	123	129	18	270	85	629	49	763	75	101	194	370	4	689	35	728	2131
Grand Total	215	217	27	459	168	1288	108	1564	136	170	310	616	16	1391	69	1476	4115
Apprch %	46.8	47.3	5.9		10.7	82.4	6.9		22.1	27.6	50.3		1.1	94.2	4.7		
Total %	5.2	5.3	0.7	11.2	4.1	31.3	2.6	38	3.3	4.1	7.5	15	0.4	33.8	1.7	35.9	
Passenger Vehicles	212	213	26	451	164	1247	103	1514	131	165	303	599	16	1342	68	1426	3990
% Passenger Vehicles	98.6	98.2	96.3	98.3	97.6	96.8	95.4	96.8	96.3	97.1	97.7	97.2	100	96.5	98.6	96.6	97
Large 2 Axle Vehicles	3	4	0	7	2	24	5	31	2	3	3	8	0	28	1	29	75
% Large 2 Axle Vehicles	1.4	1.8	0	1.5	1.2	1.9	4.6	2	1.5	1.8	1	1.3	0	2	1.4	2	1.8
3 Axle Vehicles	0	0	1	1	2	8	0	10	0	2	3	5	0	1	0	1	17
% 3 Axle Vehicles	0	0	3.7	0.2	1.2	0.6	0	0.6	0	1.2	1	0.8	0	0.1	0	0.1	0.4
4+ Axle Trucks	0	0	0	0	0	9	0	9	3	0	1	4	0	20	0	20	33
% 4+ Axle Trucks	0	0	0	0	0	0.7	0	0.6	2.2	0	0.3	0.6	0	1.4	0	1.4	0.8

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	22	28	5	55	20	168	19	207	15	18	36	69	1	173	12	186	517
05:00 PM	29	30	3	62	21	179	19	219	20	21	39	80	2	179	10	191	552
05:15 PM	29	38	3	70	21	140	10	171	23	28	52	103	0	168	9	177	521
05:30 PM	39	27	7	73	18	166	10	194	16	21	43	80	1	187	12	200	547
Total Volume	119	123	18	260	80	653	58	791	74	88	170	332	4	707	43	754	2137
% App. Total	45.8	47.3	6.9		10.1	82.6	7.3		22.3	26.5	51.2		0.5	93.8	5.7		
PHF	.763	.809	.643	.890	.952	.912	.763	.903	.804	.786	.817	.806	.500	.945	.896	.943	.968

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

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

	05:00 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	29	30	3	62	16	185	15	216	20	21	39	80	1	173	12	186
+15 mins.	29	38	3	70	26	132	12	170	23	28	52	103	2	179	10	191
+30 mins.	39	27	7	73	20	168	19	207	16	21	43	80	0	168	9	177
+45 mins.	26	34	5	65	21	179	19	219	16	31	60	107	1	187	12	200
Total Volume	123	129	18	270	83	664	65	812	75	101	194	370	4	707	43	754
% App. Total	45.6	47.8	6.7		10.2	81.8	8		20.3	27.3	52.4		0.5	93.8	5.7	
PHF	.788	.849	.643	.925	.798	.897	.855	.927	.815	.815	.808	.864	.500	.945	.896	.943

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

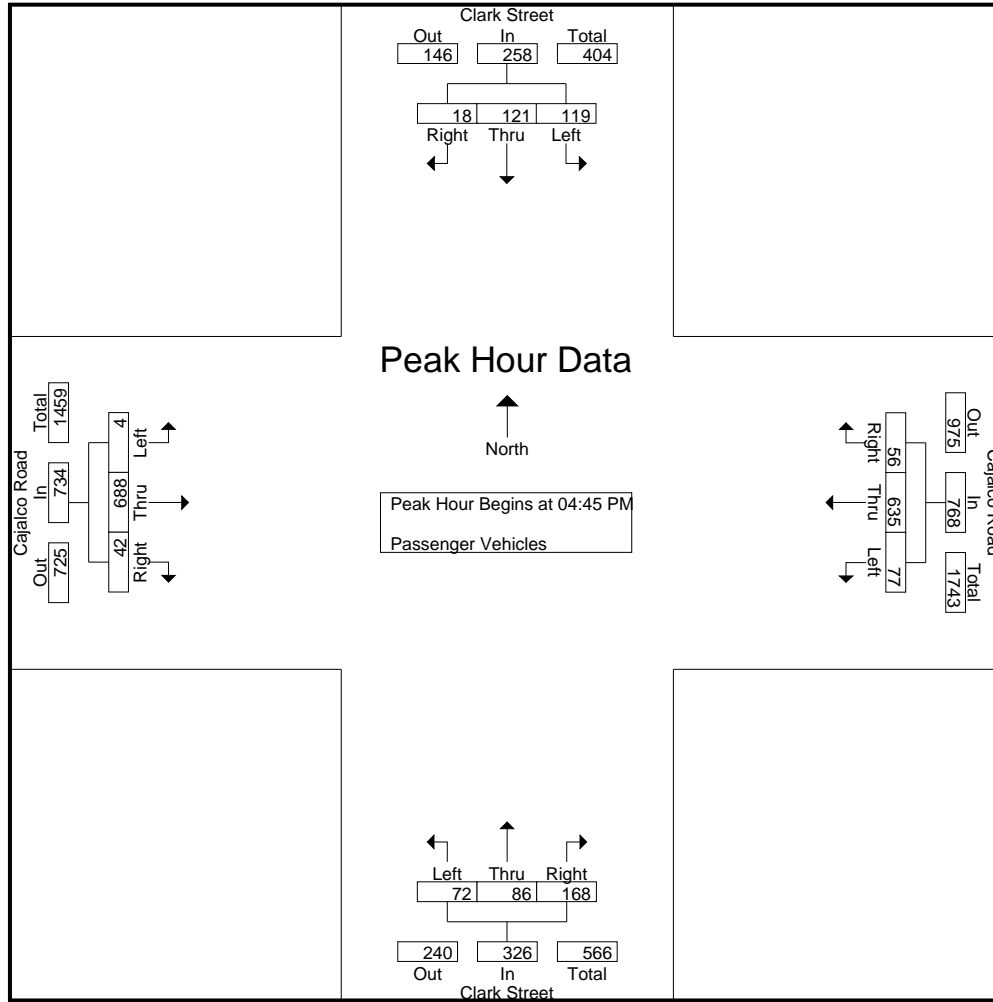
Groups Printed- Passenger Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	18	20	1	39	21	166	13	200	14	11	21	46	4	188	6	198	483
04:15 PM	25	21	0	46	15	180	13	208	16	20	21	57	4	161	8	173	484
04:30 PM	24	17	3	44	26	127	12	165	14	17	34	65	3	156	8	167	441
04:45 PM	22	27	5	54	17	160	18	195	15	17	35	67	1	170	12	183	499
Total	89	85	9	183	79	633	56	768	59	65	111	235	12	675	34	721	1907
05:00 PM	29	29	3	61	21	173	19	213	19	21	38	78	2	176	10	188	540
05:15 PM	29	38	3	70	21	139	10	170	22	27	52	101	0	161	9	170	511
05:30 PM	39	27	7	73	18	163	9	190	16	21	43	80	1	181	11	193	536
05:45 PM	26	34	4	64	25	139	9	173	15	31	59	105	1	149	4	154	496
Total	123	128	17	268	85	614	47	746	72	100	192	364	4	667	34	705	2083
Grand Total	212	213	26	451	164	1247	103	1514	131	165	303	599	16	1342	68	1426	3990
Apprch %	47	47.2	5.8		10.8	82.4	6.8		21.9	27.5	50.6		1.1	94.1	4.8		
Total %	5.3	5.3	0.7	11.3	4.1	31.3	2.6	37.9	3.3	4.1	7.6	15	0.4	33.6	1.7	35.7	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	22	27	5	54	17	160	18	195	15	17	35	67	1	170	12	183	499
05:00 PM	29	29	3	61	21	173	19	213	19	21	38	78	2	176	10	188	540
05:15 PM	29	38	3	70	21	139	10	170	22	27	52	101	0	161	9	170	511
05:30 PM	39	27	7	73	18	163	9	190	16	21	43	80	1	181	11	193	536
Total Volume	119	121	18	258	77	635	56	768	72	86	168	326	4	688	42	734	2086
% App. Total	46.1	46.9	7		10	82.7	7.3		22.1	26.4	51.5		0.5	93.7	5.7		
PHF	.763	.796	.643	.884	.917	.918	.737	.901	.818	.796	.808	.807	.500	.950	.875	.951	.966

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
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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.	22	27	5	54	17	160	18	195	15	17	35	67	1	170	12	183
+15 mins.	29	29	3	61	21	173	19	213	19	21	38	78	2	176	10	188
+30 mins.	29	38	3	70	21	139	10	170	22	27	52	101	0	161	9	170
+45 mins.	39	27	7	73	18	163	9	190	16	21	43	80	1	181	11	193
Total Volume	119	121	18	258	77	635	56	768	72	86	168	326	4	688	42	734
% App. Total	46.1	46.9	7		10	82.7	7.3		22.1	26.4	51.5		0.5	93.7	5.7	
PHF	.763	.796	.643	.884	.917	.918	.737	.901	.818	.796	.808	.807	.500	.950	.875	.951

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

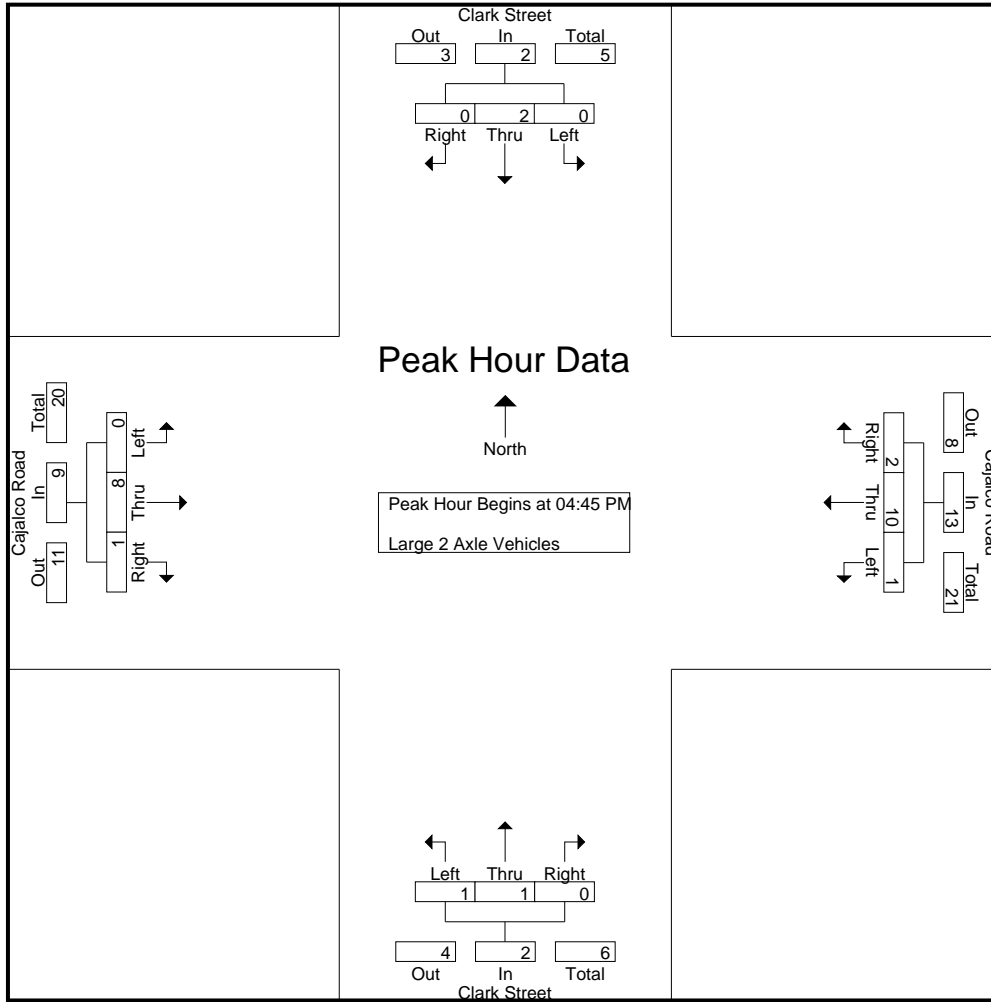
Groups Printed- Large 2 Axle Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	0	5	0	5	0	1	1	2	0	7	0	7	15
04:15 PM	1	2	0	3	1	1	2	4	0	0	1	1	0	6	0	6	14
04:30 PM	1	0	0	1	0	5	0	5	1	1	0	2	0	4	0	4	12
04:45 PM	0	1	0	1	1	5	1	7	0	1	0	1	0	0	0	0	9
Total	3	3	0	6	2	16	3	21	1	3	2	6	0	17	0	17	50
05:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	4	1	5	7
05:45 PM	0	0	0	0	0	3	1	4	0	0	1	1	0	3	0	3	8
Total	0	1	0	1	0	8	2	10	1	0	1	2	0	11	1	12	25
Grand Total	3	4	0	7	2	24	5	31	2	3	3	8	0	28	1	29	75
Apprch %	42.9	57.1	0		6.5	77.4	16.1		25	37.5	37.5		0	96.6	3.4		
Total %	4	5.3	0	9.3	2.7	32	6.7	41.3	2.7	4	4	10.7	0	37.3	1.3	38.7	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	1	5	1	7	0	1	0	1	0	0	0	0	9
05:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	4	1	5	7
Total Volume	0	2	0	2	1	10	2	13	1	1	0	2	0	8	1	9	26
% App. Total	0	100	0		7.7	76.9	15.4		50	50	0		0	88.9	11.1		
PHF	.000	.500	.000	.500	.250	.500	.500	.464	.250	.250	.000	.500	.000	.500	.250	.450	.722

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 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	1	0	1	1	5	1	7	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	4	1	5
Total Volume	0	2	0	2	1	10	2	13	1	1	0	2	0	8	1	9
% App. Total	0	100	0		7.7	76.9	15.4		50	50	0		0	88.9	11.1	
PHF	.000	.500	.000	.500	.250	.500	.500	.464	.250	.250	.000	.500	.000	.500	.250	.450

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

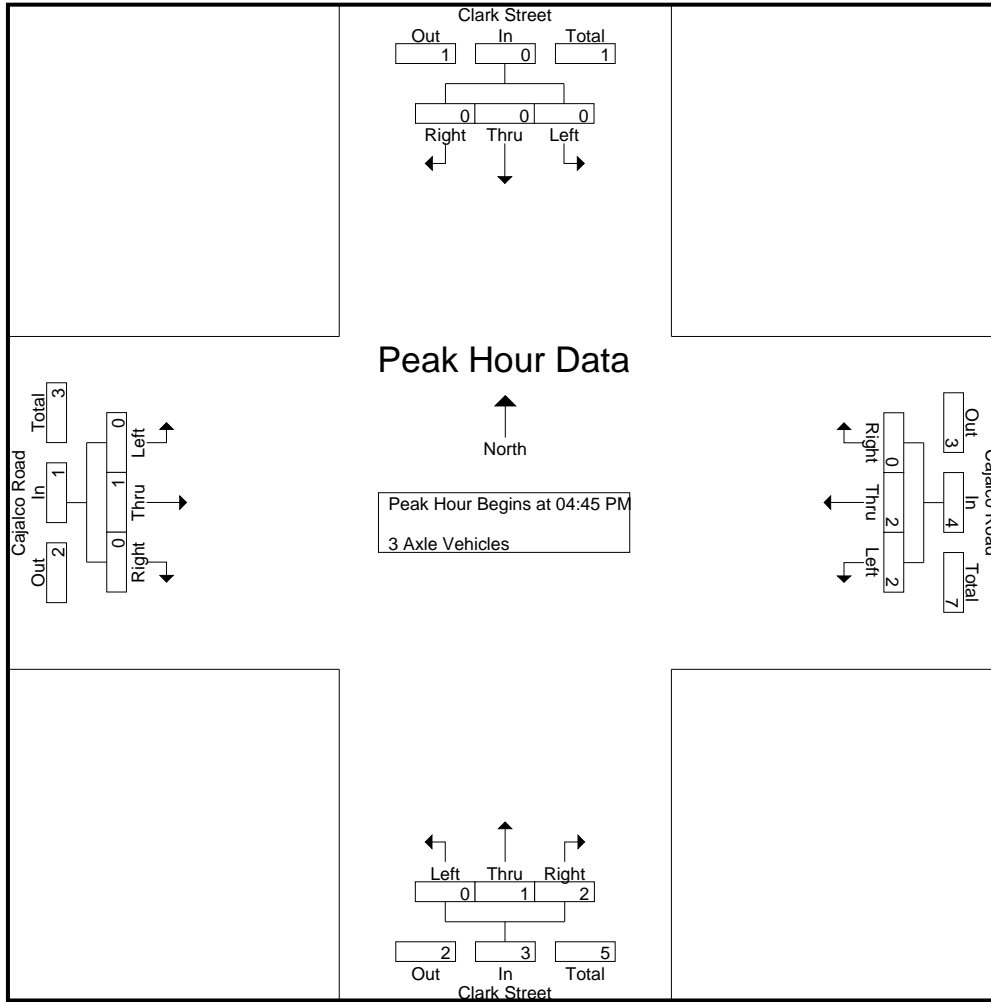
Groups Printed- 3 Axle Vehicles

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	0	0	0	4
Total	0	0	0	0	2	5	0	7	0	1	2	3	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	0	0	1	1	0	3	0	3	0	1	1	2	0	1	0	1	7
Grand Total	0	0	1	1	2	8	0	10	0	2	3	5	0	1	0	1	17
Apprch %	0	0	100		20	80	0		0	40	60		0	100	0		
Total %	0	0	5.9	5.9	11.8	47.1	0	58.8	0	11.8	17.6	29.4	0	5.9	0	5.9	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	2	2	0	4	0	1	2	3	0	1	0	1	8
% App. Total	0	0	0		50	50	0		0	33.3	66.7		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.333	.000	.250	.500	.750	.000	.250	.000	.250	.500

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 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	2	1	0	3	0	0	1	1	0	0	0	0
+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	0	0	0	0	1	0	1	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	2	2	0	4	0	1	2	3	0	1	0	1
% App. Total	0	0	0	0	50	50	0		0	33.3	66.7		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.333	.000	.250	.500	.750	.000	.250	.000	.250

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 Page No : 1

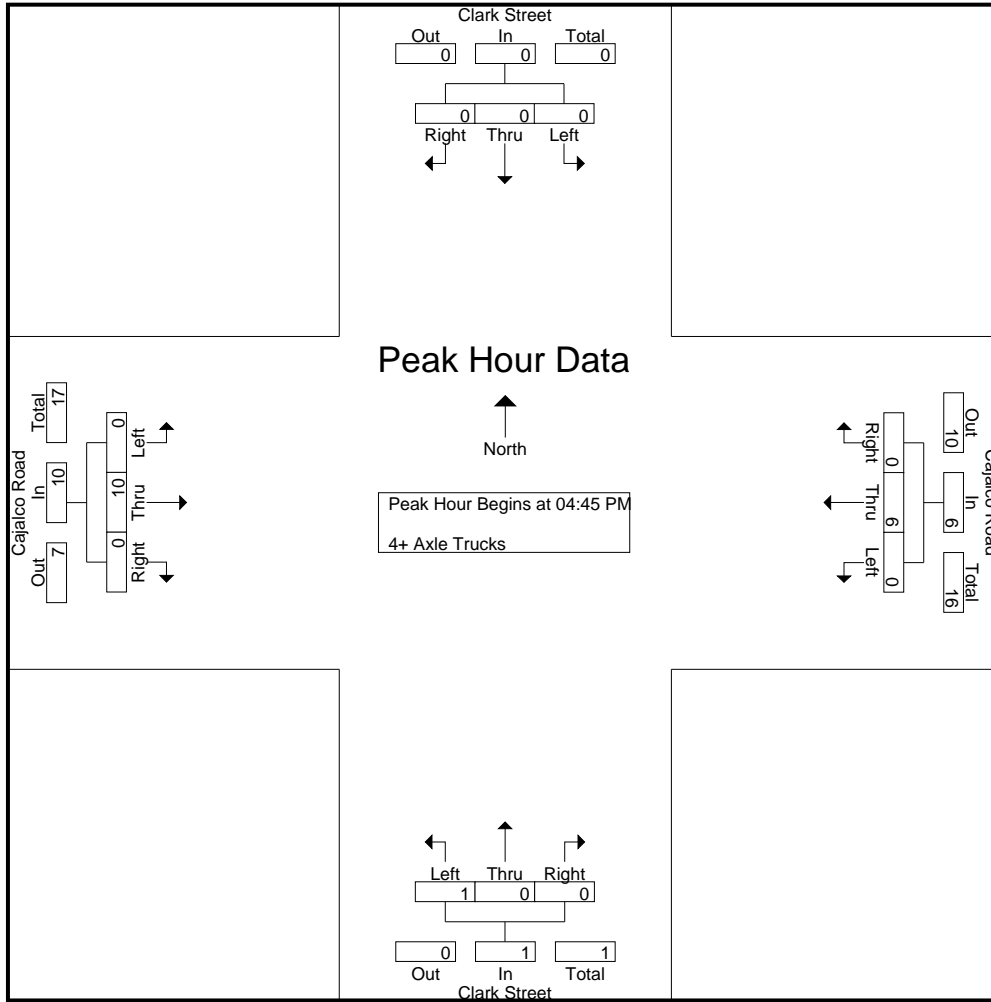
Groups Printed- 4+ Axle Trucks

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	2	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	5	0	5	1	0	1	2	0	10	0	10	17
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
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	0	0	0	1	0	0	1	0	3	0	3	4
Total	0	0	0	0	0	4	0	4	2	0	0	2	0	10	0	10	16
Grand Total	0	0	0	0	0	9	0	9	3	0	1	4	0	20	0	20	33
Apprch %	0	0	0		0	100	0		75	0	25		0	100	0		
Total %	0	0	0		0	27.3	0	27.3	9.1	0	3	12.1	0	60.6	0	60.6	

Start Time	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	10	0	10	17
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.833	.000	.833	.708

County of Riverside
 N/S: Clark Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRVCLCAPM
 Site Code : 04216045
 Start Date : 1/26/2016
 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	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.833	.000	.833

County of Riverside
 N/S: Carroll Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRV_Carroll_Cajalco AM_1-20-21
 Site Code : 99920474
 Start Date : 1/20/2021
 Page No : 1

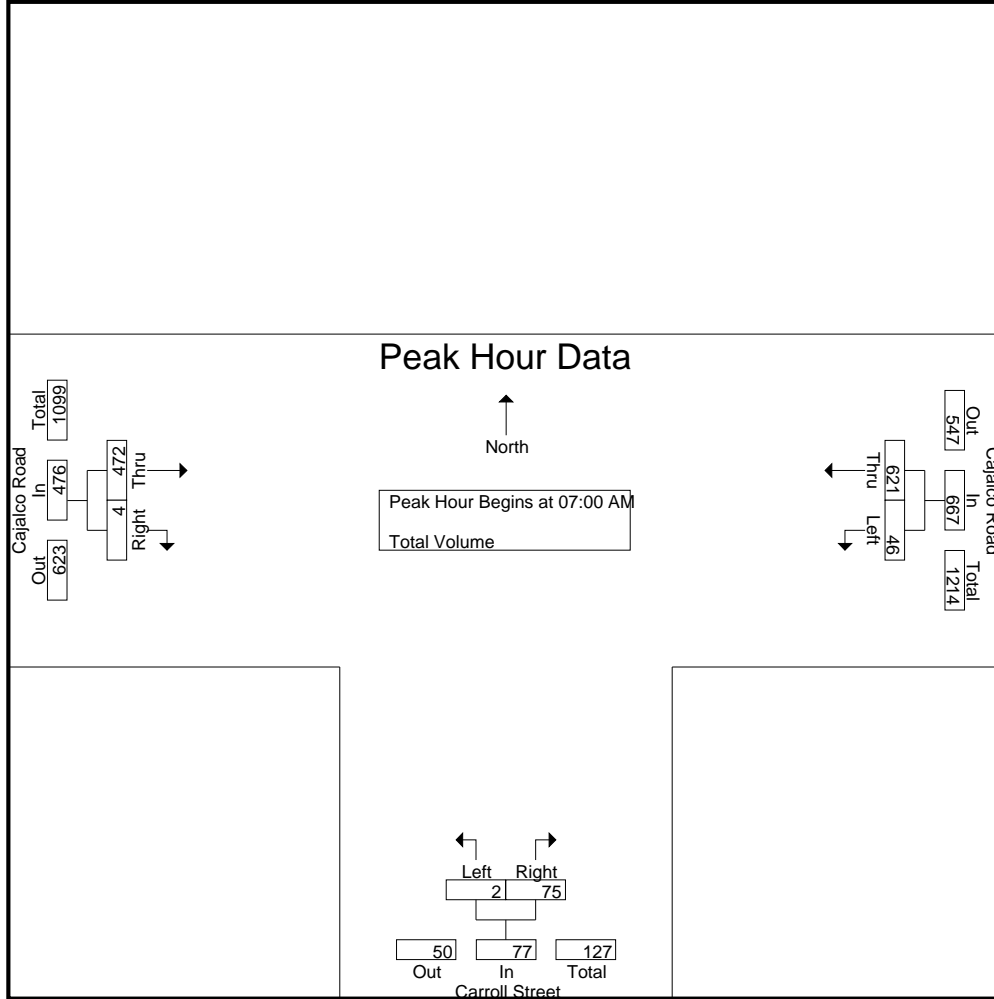
Groups Printed- Total Volume

Start Time	Cajalco Road Westbound			Carroll Street Northbound			Cajalco Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	17	151	168	1	18	19	108	1	109	296
07:15 AM	12	191	203	0	19	19	113	0	113	335
07:30 AM	6	139	145	0	23	23	125	2	127	295
07:45 AM	11	140	151	1	15	16	126	1	127	294
Total	46	621	667	2	75	77	472	4	476	1220
08:00 AM	6	109	115	0	15	15	81	1	82	212
08:15 AM	10	152	162	0	17	17	93	0	93	272
08:30 AM	11	125	136	1	15	16	113	0	113	265
08:45 AM	14	116	130	0	14	14	89	3	92	236
Total	41	502	543	1	61	62	376	4	380	985
Grand Total	87	1123	1210	3	136	139	848	8	856	2205
Apprch %	7.2	92.8		2.2	97.8		99.1	0.9		
Total %	3.9	50.9	54.9	0.1	6.2	6.3	38.5	0.4	38.8	

Start Time	Cajalco Road Westbound			Carroll Street Northbound			Cajalco Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	17	151	168	1	18	19	108	1	109	296
07:15 AM	12	191	203	0	19	19	113	0	113	335
07:30 AM	6	139	145	0	23	23	125	2	127	295
07:45 AM	11	140	151	1	15	16	126	1	127	294
Total Volume	46	621	667	2	75	77	472	4	476	1220
% App. Total	6.9	93.1		2.6	97.4		99.2	0.8		
PHF	.676	.813	.821	.500	.815	.837	.937	.500	.937	.910

County of Riverside
 N/S: Carroll Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRV_Carroll_Cajalco AM_1-20-21
 Site Code : 99920474
 Start Date : 1/20/2021
 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			07:00 AM			07:00 AM		
+0 mins.	17	151	168	1	18	19	108	1	109
+15 mins.	12	191	203	0	19	19	113	0	113
+30 mins.	6	139	145	0	23	23	125	2	127
+45 mins.	11	140	151	1	15	16	126	1	127
Total Volume	46	621	667	2	75	77	472	4	476
% App. Total	6.9	93.1		2.6	97.4		99.2	0.8	
PHF	.676	.813	.821	.500	.815	.837	.937	.500	.937

County of Riverside
 N/S: Carroll Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRV_Carroll_Cajalco PM_1-20-21
 Site Code : 99920474
 Start Date : 1/20/2021
 Page No : 1

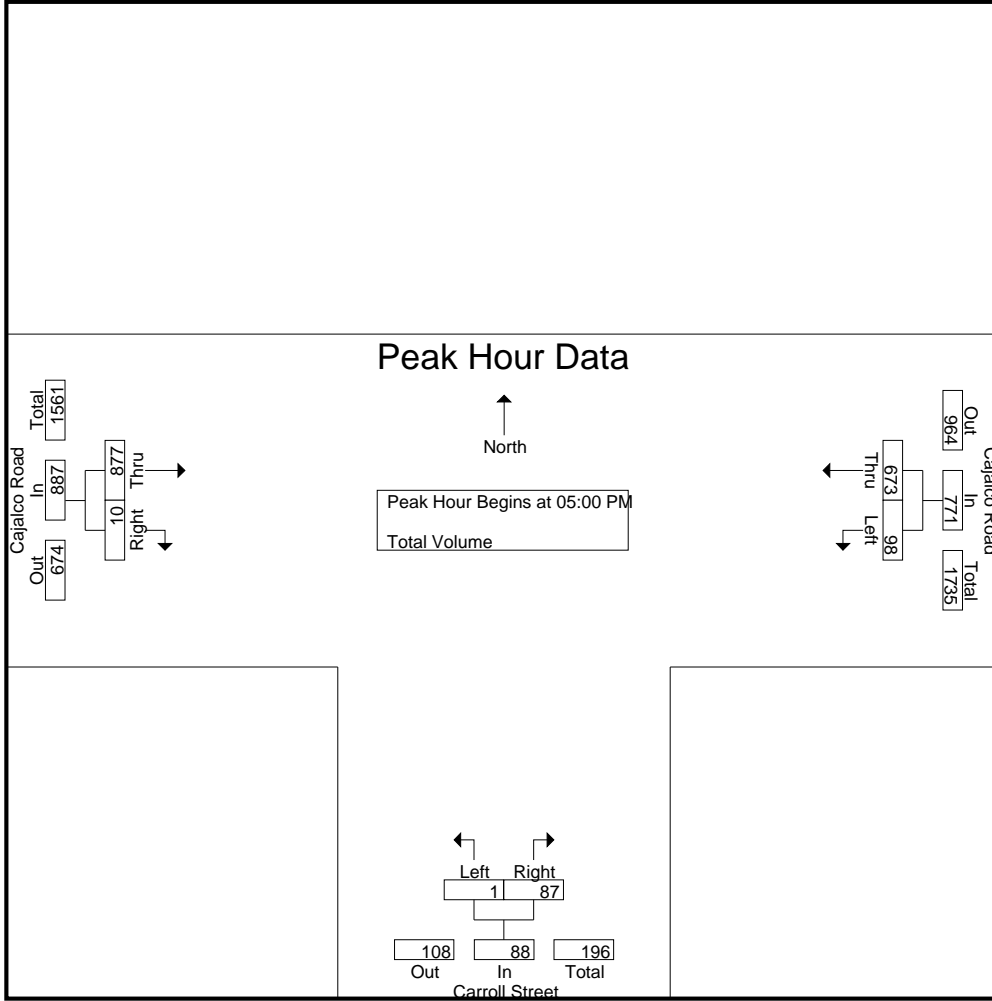
Groups Printed- Total Volume

Start Time	Cajalco Road Westbound			Carroll Street Northbound			Cajalco Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	15	183	198	0	28	28	217	3	220	446
04:15 PM	23	180	203	0	20	20	215	2	217	440
04:30 PM	24	140	164	0	11	11	228	2	230	405
04:45 PM	31	187	218	0	15	15	187	1	188	421
Total	93	690	783	0	74	74	847	8	855	1712
05:00 PM	27	165	192	1	22	23	207	1	208	423
05:15 PM	28	162	190	0	17	17	221	3	224	431
05:30 PM	18	174	192	0	27	27	229	3	232	451
05:45 PM	25	172	197	0	21	21	220	3	223	441
Total	98	673	771	1	87	88	877	10	887	1746
Grand Total	191	1363	1554	1	161	162	1724	18	1742	3458
Apprch %	12.3	87.7		0.6	99.4		99	1		
Total %	5.5	39.4	44.9	0	4.7	4.7	49.9	0.5	50.4	

Start Time	Cajalco Road Westbound			Carroll Street Northbound			Cajalco Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	165	192	1	22	23	207	1	208	423
05:15 PM	28	162	190	0	17	17	221	3	224	431
05:30 PM	18	174	192	0	27	27	229	3	232	451
05:45 PM	25	172	197	0	21	21	220	3	223	441
Total Volume	98	673	771	1	87	88	877	10	887	1746
% App. Total	12.7	87.3		1.1	98.9		98.9	1.1		
PHF	.875	.967	.978	.250	.806	.815	.957	.833	.956	.968

County of Riverside
 N/S: Carroll Street
 E/W: Cajalco Road
 Weather: Clear

File Name : CRV_Carroll_Cajalco PM_1-20-21
 Site Code : 99920474
 Start Date : 1/20/2021
 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			05:00 PM			05:00 PM		
+0 mins.	31	187	218	1	22	23	207	1	208
+15 mins.	27	165	192	0	17	17	221	3	224
+30 mins.	28	162	190	0	27	27	229	3	232
+45 mins.	18	174	192	0	21	21	220	3	223
Total Volume	104	688	792	1	87	88	877	10	887
% App. Total	13.1	86.9		1.1	98.9		98.9	1.1	
PHF	.839	.920	.908	.250	.806	.815	.957	.833	.956

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

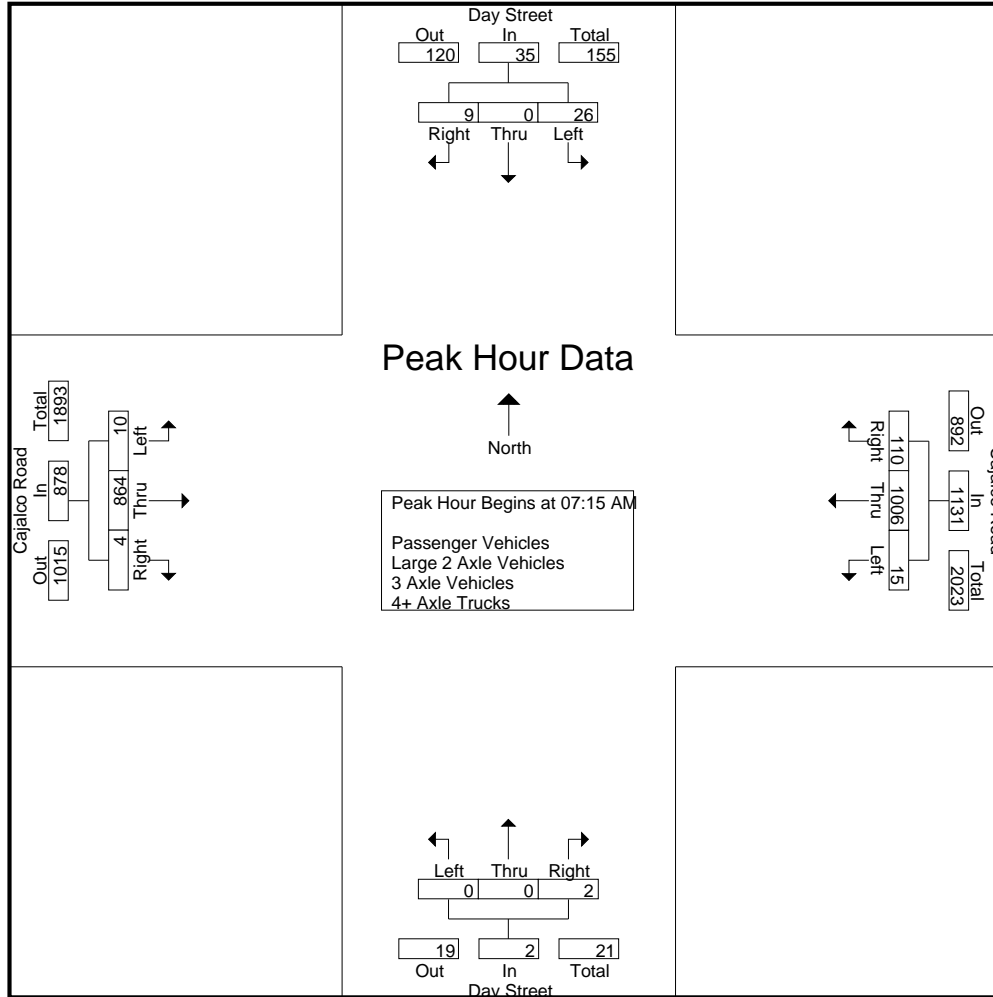
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

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

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	2	0	0	0	2	0	264	23	0	287	0	0	2	0	2	1	175	1	0	177	0	468	468
07:15 AM	4	0	2	0	6	5	267	47	0	319	0	0	1	0	1	3	220	2	0	225	0	551	551
07:30 AM	4	0	4	0	8	5	259	28	0	292	0	0	1	0	1	1	206	0	0	207	0	508	508
07:45 AM	10	0	3	0	13	2	229	21	0	252	0	0	0	0	0	2	238	1	0	241	0	506	506
Total	20	0	9	0	29	12	1019	119	0	1150	0	0	4	0	4	7	839	4	0	850	0	2033	2033
08:00 AM	8	0	0	0	8	3	251	14	0	268	0	0	0	0	0	4	200	1	0	205	0	481	481
08:15 AM	3	0	0	0	3	0	225	8	0	233	1	0	2	0	3	1	175	0	0	176	0	415	415
08:30 AM	3	0	0	0	3	1	201	4	0	206	1	0	0	0	1	2	158	0	0	160	0	370	370
08:45 AM	1	0	5	0	6	0	232	4	0	236	0	0	1	0	1	3	181	0	0	184	0	427	427
Total	15	0	5	0	20	4	909	30	0	943	2	0	3	0	5	10	714	1	0	725	0	1693	1693
Grand Total	35	0	14	0	49	16	1928	149	0	2093	2	0	7	0	9	17	1553	5	0	1575	0	3726	3726
Apprch %	71.4	0	28.6			0.8	92.1	7.1			22.2	0	77.8			1.1	98.6	0.3					
Total %	0.9	0	0.4		1.3	0.4	51.7	4		56.2	0.1	0	0.2		0.2	0.5	41.7	0.1		42.3	0	100	
Passenger Vehicles	33	0	14		47	16	1807	149		1972	2	0	7		9	15	1471	5		1491	0	0	3519
% Passenger Vehicles	94.3	0	100		95.9	100	93.7	100		94.2	100	0	100		100	88.2	94.7	100		94.7	0	0	94.4
Large 2 Axle Vehicles	2	0	0		2	0	69	0		69	0	0	0		0	2	49	0		51	0	0	122
% Large 2 Axle Vehicles	5.7	0	0		4.1	0	3.6	0		3.3	0	0	0		0	11.8	3.2	0		3.2	0	0	3.3
3 Axle Vehicles	0	0	0		0	0	7	0		7	0	0	0		0	0	7	0		7	0	0	14
% 3 Axle Vehicles	0	0	0		0	0	0.4	0		0.3	0	0	0		0	0	0.5	0		0.4	0	0	0.4
4+ Axle Trucks	0	0	0		0	0	45	0		45	0	0	0		0	0	26	0		26	0	0	71
% 4+ Axle Trucks	0	0	0		0	0	2.3	0		2.2	0	0	0		0	0	1.7	0		1.7	0	0	1.9

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	4	0	2	6	5	267	47	319	0	0	1	1	3	220	2	225	551
07:30 AM	4	0	4	8	5	259	28	292	0	0	1	1	1	206	0	207	508
07:45 AM	10	0	3	13	2	229	21	252	0	0	0	0	2	238	1	241	506
08:00 AM	8	0	0	8	3	251	14	268	0	0	0	0	4	200	1	205	481
Total Volume	26	0	9	35	15	1006	110	1131	0	0	2	2	10	864	4	878	2046
% App. Total	74.3	0	25.7		1.3	88.9	9.7		0	0	100		1.1	98.4	0.5		
PHF	.650	.000	.563	.673	.750	.942	.585	.886	.000	.000	.500	.500	.625	.908	.500	.911	.928



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	4	0	2	6	0	264	23	287	0	0	0	0	3	220	2	225
+15 mins.	4	0	4	8	5	267	47	319	1	0	2	3	1	206	0	207
+30 mins.	10	0	3	13	5	259	28	292	1	0	0	1	2	238	1	241
+45 mins.	8	0	0	8	2	229	21	252	0	0	1	1	4	200	1	205
Total Volume	26	0	9	35	12	1019	119	1150	2	0	3	5	10	864	4	878
% App. Total	74.3	0	25.7		1	88.6	10.3		40	0	60		1.1	98.4	0.5	
PHF	.650	.000	.563	.673	.600	.954	.633	.901	.500	.000	.375	.417	.625	.908	.500	.911

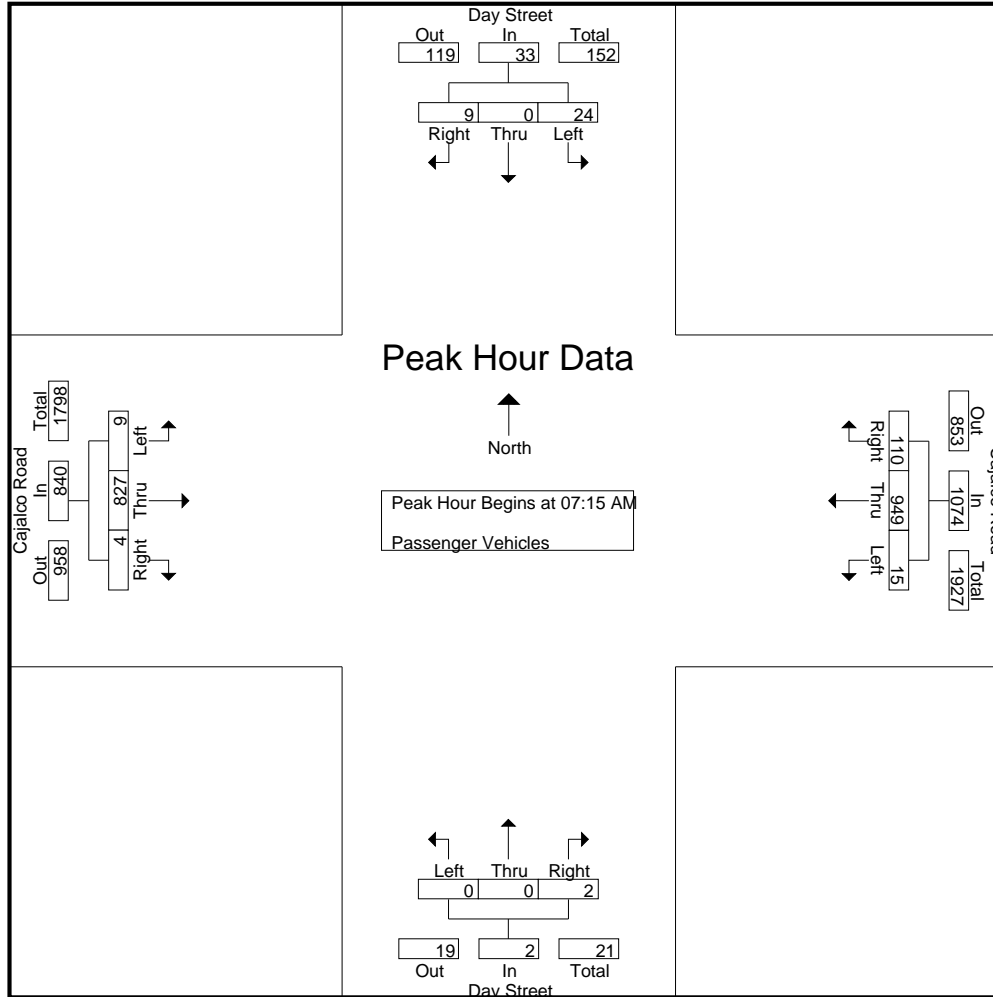
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	2	0	0	0	2	0	247	23	0	270	0	0	2	0	2	1	161	1	0	163	0	437	437
07:15 AM	4	0	2	0	6	5	258	47	0	310	0	0	1	0	1	3	213	2	0	218	0	535	535
07:30 AM	3	0	4	0	7	5	244	28	0	277	0	0	1	0	1	1	197	0	0	198	0	483	483
07:45 AM	10	0	3	0	13	2	211	21	0	234	0	0	0	0	0	2	231	1	0	234	0	481	481
Total	19	0	9	0	28	12	960	119	0	1091	0	0	4	0	4	7	802	4	0	813	0	1936	1936
08:00 AM	7	0	0	0	7	3	236	14	0	253	0	0	0	0	0	3	186	1	0	190	0	450	450
08:15 AM	3	0	0	0	3	0	211	8	0	219	1	0	2	0	3	0	164	0	0	164	0	389	389
08:30 AM	3	0	0	0	3	1	190	4	0	195	1	0	0	0	1	2	147	0	0	149	0	348	348
08:45 AM	1	0	5	0	6	0	210	4	0	214	0	0	1	0	1	3	172	0	0	175	0	396	396
Total	14	0	5	0	19	4	847	30	0	881	2	0	3	0	5	8	669	1	0	678	0	1583	1583
Grand Total	33	0	14	0	47	16	1807	149	0	1972	2	0	7	0	9	15	1471	5	0	1491	0	3519	3519
Apprch %	70.2	0	29.8			0.8	91.6	7.6			22.2	0	77.8			1	98.7	0.3			0		
Total %	0.9	0	0.4		1.3	0.5	51.3	4.2		56	0.1	0	0.2		0.3	0.4	41.8	0.1		42.4	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	0	2	6	5	258	47	310	0	0	1	1	3	213	2	218	535
07:30 AM	3	0	4	7	5	244	28	277	0	0	1	1	1	197	0	198	483
07:45 AM	10	0	3	13	2	211	21	234	0	0	0	0	2	231	1	234	481
08:00 AM	7	0	0	7	3	236	14	253	0	0	0	0	3	186	1	190	450
Total Volume	24	0	9	33	15	949	110	1074	0	0	2	2	9	827	4	840	1949
% App. Total	72.7	0	27.3		1.4	88.4	10.2		0	0	100		1.1	98.5	0.5		
PHF	.600	.000	.563	.635	.750	.920	.585	.866	.000	.000	.500	.500	.750	.895	.500	.897	.911



Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	4	0	2	6	5	258	47	310	0	0	1	1	3	213	2	218	
+15 mins.	3	0	4	7	5	244	28	277	0	0	1	1	1	197	0	198	
+30 mins.	10	0	3	13	2	211	21	234	0	0	0	0	2	231	1	234	
+45 mins.	7	0	0	7	3	236	14	253	0	0	0	0	3	186	1	190	
Total Volume	24	0	9	33	15	949	110	1074	0	0	2	2	9	827	4	840	
% App. Total	72.7	0	27.3		1.4	88.4	10.2		0	0	100		1.1	98.5	0.5		
PHF	.600	.000	.563	.635	.750	.920	.585	.866	.000	.000	.500	.500	.750	.895	.500	.897	

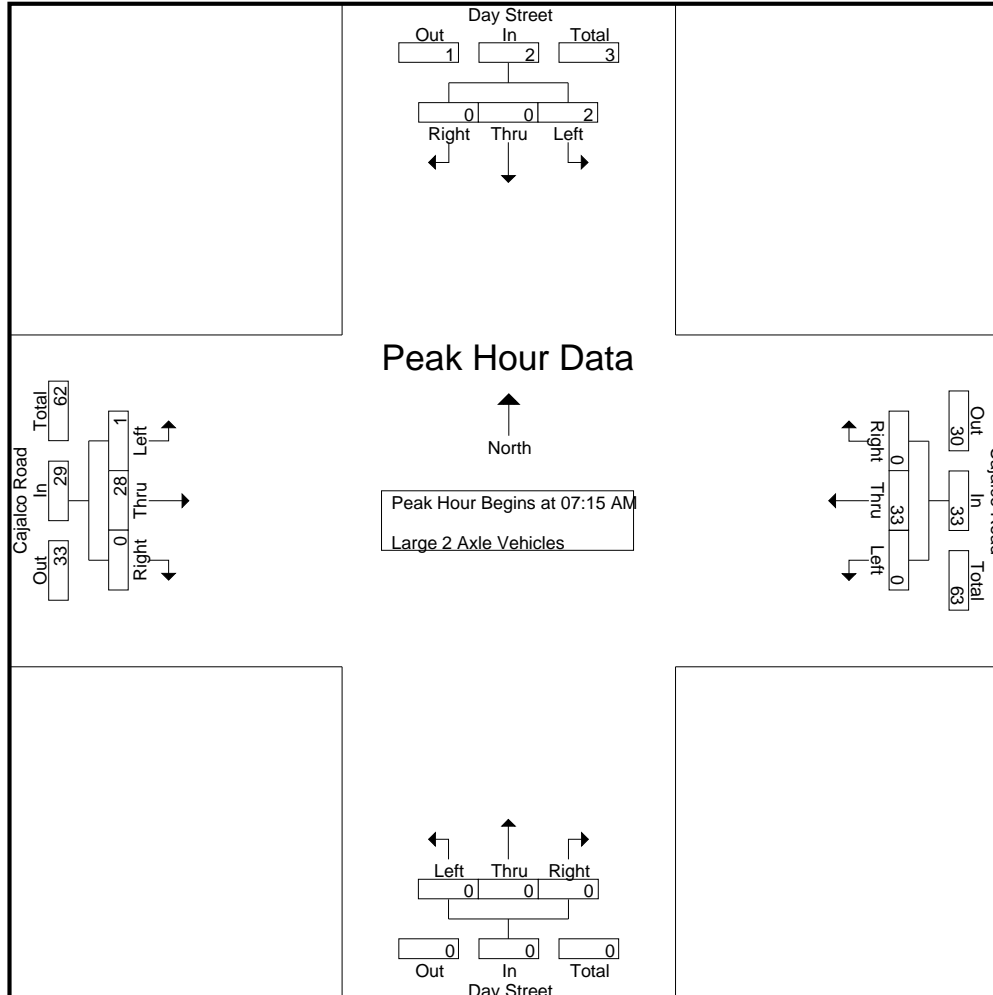
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	15	15
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
07:30 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	17	17
07:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	14	14
Total	1	0	0	0	1	0	34	0	0	34	0	0	0	0	0	0	22	0	0	22	0	57	57
08:00 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	1	12	0	0	13	0	22	22
08:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	6	0	0	7	0	15	15
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
08:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	0	21	21
Total	1	0	0	0	1	0	35	0	0	35	0	0	0	0	0	2	27	0	0	29	0	65	65
Grand Total	2	0	0	0	2	0	69	0	0	69	0	0	0	0	0	2	49	0	0	51	0	122	122
Apprch %	100	0	0			0	100	0			0	0	0			3.9	96.1	0					
Total %	1.6	0	0		1.6	0	56.6	0		56.6	0	0	0		0	1.6	40.2	0		41.8	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
07:30 AM	1	0	0	1	0	11	0	11	0	0	0	0	0	5	0	5	17
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
08:00 AM	1	0	0	1	0	8	0	8	0	0	0	0	1	12	0	13	22
Total Volume	2	0	0	2	0	33	0	33	0	0	0	0	1	28	0	29	64
% App. Total	100	0	0		0	100	0		0	0	0		3.4	96.6	0		
PHF	.500	.000	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.250	.583	.000	.558	.727



Counts Unlimited
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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	0	0	0	0	7	0	7	
+15 mins.	1	0	0	1	0	11	0	11	0	0	0	0	0	5	0	5	
+30 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	
+45 mins.	1	0	0	1	0	8	0	8	0	0	0	0	1	12	0	13	
Total Volume	2	0	0	2	0	33	0	33	0	0	0	0	1	28	0	29	
% App. Total	100	0	0		0	100	0		0	0	0		3.4	96.6	0		
PHF	.500	.000	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.250	.583	.000	.558	

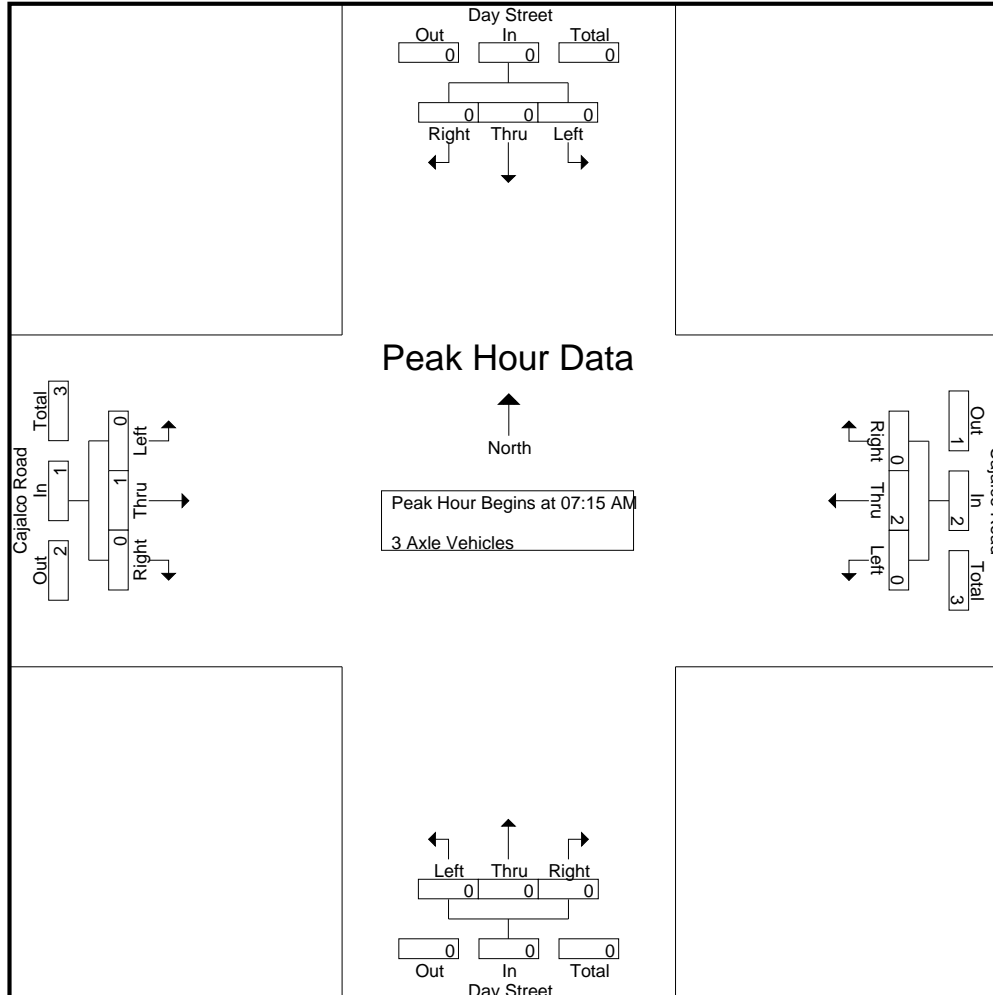
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4	4
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	6	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	8	8
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	14	14
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0						
Total %	0	0	0			0	50	0		50	0	0	0			0	50	0		50	0	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750



Counts Unlimited
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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+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	2	0	2	0	0	0	0	0	1	0	1	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	

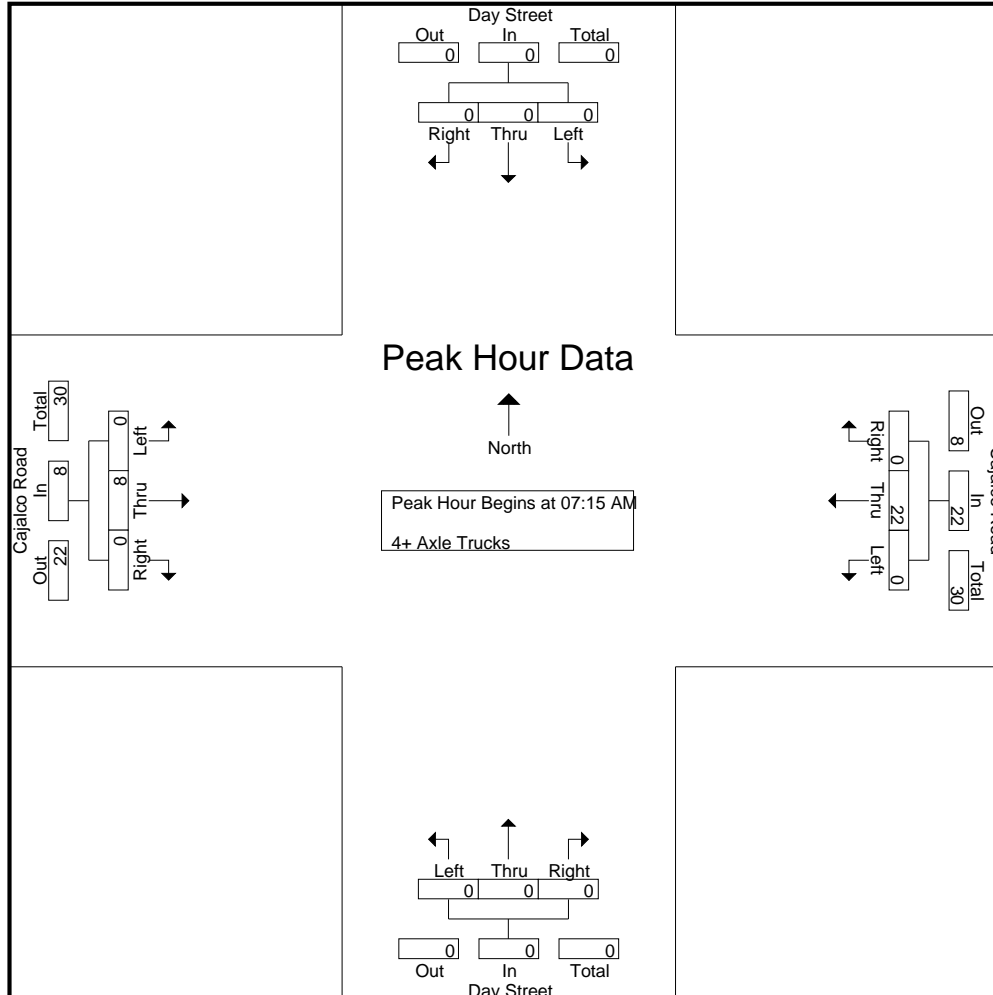
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	12	12
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4	4
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8	8
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	10	10	10
Total	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	12	0	0	12	0	34	34	34
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	8	8	8
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8	8
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	13	13	13
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	8	8	8
Total	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	14	0	0	14	0	37	37	37
Grand Total	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	26	0	0	26	0	71	71	71
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0						
Total %	0	0	0			0	63.4	0		63.4	0	0	0			0	36.6	0		36.6	0	100		

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total Volume	0	0	0	0	0	22	0	22	0	0	0	0	0	8	0	8	30
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.500	.000	.500	.750



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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA AM
 Site Code : 05117286
 Start Date : 5/10/2017
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	4
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	2
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	22	0	22	0	0	0	0	0	8	0	8	8
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	100
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.500	.000	.500	.500

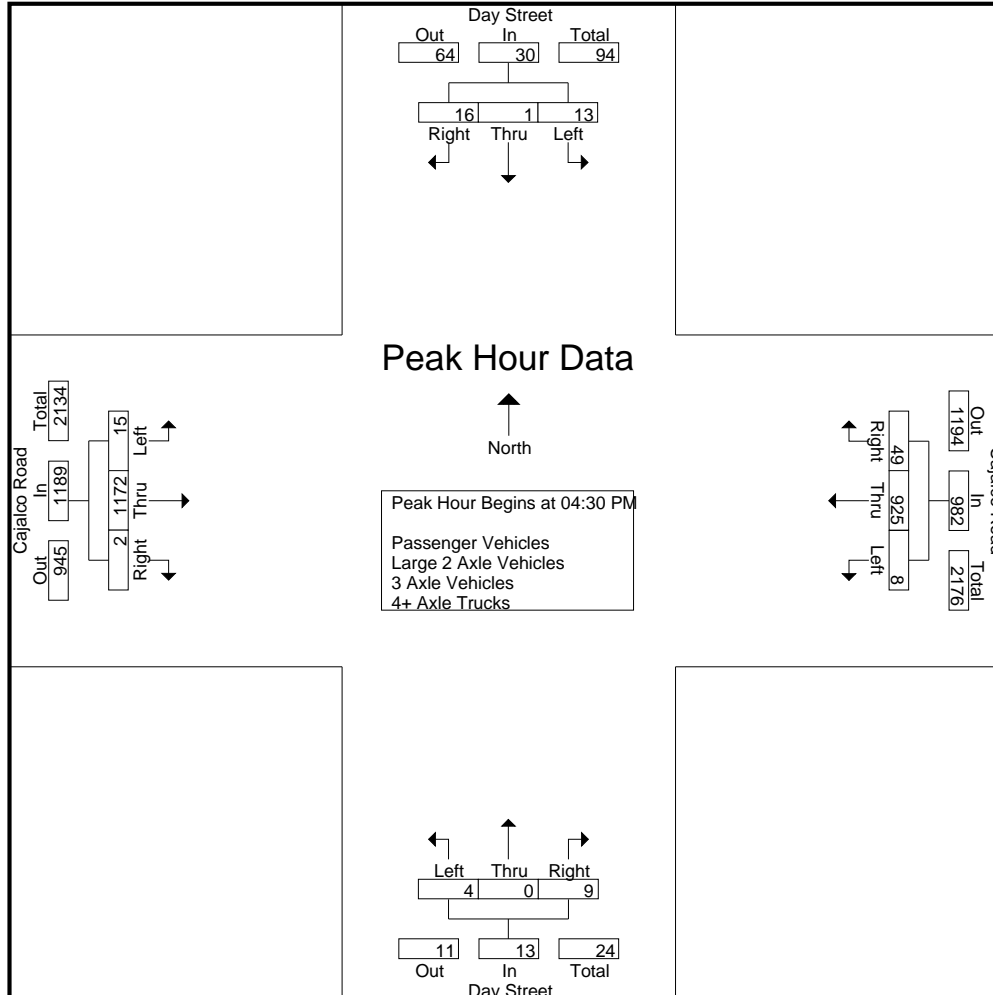
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

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

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	7	0	4	0	11	1	214	10	0	225	0	0	1	0	1	5	273	1	0	279	0	516	516
04:15 PM	5	0	6	0	11	0	253	7	0	260	0	0	2	0	2	2	268	1	0	271	0	544	544
04:30 PM	4	0	5	0	9	0	219	15	0	234	0	0	2	0	2	5	318	1	0	324	0	569	569
04:45 PM	4	1	4	0	9	2	235	15	0	252	1	0	1	0	2	4	281	0	0	285	0	548	548
Total	20	1	19	0	40	3	921	47	0	971	1	0	6	0	7	16	1140	3	0	1159	0	2177	2177
05:00 PM	3	0	4	0	7	3	224	12	0	239	2	0	3	0	5	4	285	1	0	290	0	541	541
05:15 PM	2	0	3	0	5	3	247	7	0	257	1	0	3	0	4	2	288	0	0	290	0	556	556
05:30 PM	4	0	2	0	6	0	206	9	0	215	0	0	1	0	1	5	309	1	0	315	0	537	537
05:45 PM	2	0	4	0	6	2	230	15	0	247	0	0	0	0	0	2	305	1	0	308	0	561	561
Total	11	0	13	0	24	8	907	43	0	958	3	0	7	0	10	13	1187	3	0	1203	0	2195	2195
Grand Total	31	1	32	0	64	11	1828	90	0	1929	4	0	13	0	17	29	2327	6	0	2362	0	4372	4372
Apprch %	48.4	1.6	50			0.6	94.8	4.7			23.5	0	76.5			1.2	98.5	0.3					
Total %	0.7	0	0.7		1.5	0.3	41.8	2.1		44.1	0.1	0	0.3		0.4	0.7	53.2	0.1		54	0	100	
Passenger Vehicles	31	1	32		64	10	1753	88		1851	4	0	13		17	26	2242	6		2274	0	0	4206
% Passenger Vehicles	100	100	100		100	90.9	95.9	97.8		96	100	0	100		100	89.7	96.3	100		96.3	0	0	96.2
Large 2 Axle Vehicles	0	0	0		0	1	47	2		50	0	0	0		0	3	60	0		63	0	0	113
% Large 2 Axle Vehicles	0	0	0		0	9.1	2.6	2.2		2.6	0	0	0		0	10.3	2.6	0		2.7	0	0	2.6
3 Axle Vehicles	0	0	0		0	0	4	0		4	0	0	0		0	0	3	0		3	0	0	7
% 3 Axle Vehicles	0	0	0		0	0	0.2	0		0.2	0	0	0		0	0	0.1	0		0.1	0	0	0.2
4+ Axle Trucks	0	0	0		0	0	24	0		24	0	0	0		0	0	22	0		22	0	0	46
% 4+ Axle Trucks	0	0	0		0	0	1.3	0		1.2	0	0	0		0	0	0.9	0		0.9	0	0	1.1

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	4	0	5	9	0	219	15	234	0	0	2	2	5	318	1	324	569
04:45 PM	4	1	4	9	2	235	15	252	1	0	1	2	4	281	0	285	548
05:00 PM	3	0	4	7	3	224	12	239	2	0	3	5	4	285	1	290	541
05:15 PM	2	0	3	5	3	247	7	257	1	0	3	4	2	288	0	290	556
Total Volume	13	1	16	30	8	925	49	982	4	0	9	13	15	1172	2	1189	2214
% App. Total	43.3	3.3	53.3		0.8	94.2	5		30.8	0	69.2		1.3	98.6	0.2		
PHF	.813	.250	.800	.833	.667	.936	.817	.955	.500	.000	.750	.650	.750	.921	.500	.917	.973



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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:30 PM				05:00 PM				
+0 mins.	7	0	4	11	0	253	7	260	0	0	2	2	4	285	1	290	
+15 mins.	5	0	6	11	0	219	15	234	1	0	1	2	2	288	0	290	
+30 mins.	4	0	5	9	2	235	15	252	2	0	3	5	5	309	1	315	
+45 mins.	4	1	4	9	3	224	12	239	1	0	3	4	2	305	1	308	
Total Volume	20	1	19	40	5	931	49	985	4	0	9	13	13	1187	3	1203	
% App. Total	50	2.5	47.5		0.5	94.5	5		30.8	0	69.2		1.1	98.7	0.2		
PHF	.714	.250	.792	.909	.417	.920	.817	.947	.500	.000	.750	.650	.650	.960	.750	.955	

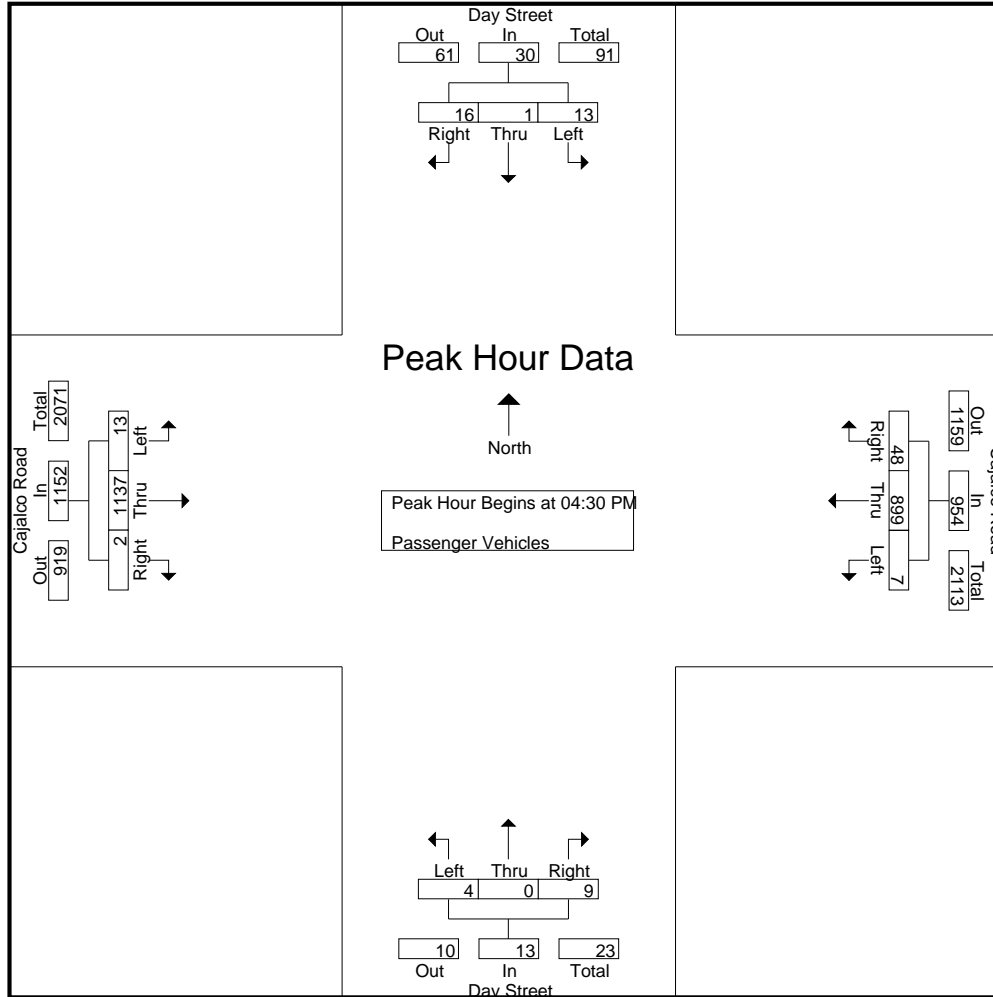
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
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Groups Printed- Passenger Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	7	0	4	0	11	1	200	10	0	211	0	0	1	0	1	5	260	1	0	266	0	489	489
04:15 PM	5	0	6	0	11	0	235	6	0	241	0	0	2	0	2	1	252	1	0	254	0	508	508
04:30 PM	4	0	5	0	9	0	215	15	0	230	0	0	2	0	2	5	307	1	0	313	0	554	554
04:45 PM	4	1	4	0	9	1	231	15	0	247	1	0	1	0	2	3	276	0	0	279	0	537	537
Total	20	1	19	0	40	2	881	46	0	929	1	0	6	0	7	14	1095	3	0	1112	0	2088	2088
05:00 PM	3	0	4	0	7	3	216	11	0	230	2	0	3	0	5	3	274	1	0	278	0	520	520
05:15 PM	2	0	3	0	5	3	237	7	0	247	1	0	3	0	4	2	280	0	0	282	0	538	538
05:30 PM	4	0	2	0	6	0	196	9	0	205	0	0	1	0	1	5	301	1	0	307	0	519	519
05:45 PM	2	0	4	0	6	2	223	15	0	240	0	0	0	0	0	2	292	1	0	295	0	541	541
Total	11	0	13	0	24	8	872	42	0	922	3	0	7	0	10	12	1147	3	0	1162	0	2118	2118
Grand Total	31	1	32	0	64	10	1753	88	0	1851	4	0	13	0	17	26	2242	6	0	2274	0	4206	4206
Apprch %	48.4	1.6	50			0.5	94.7	4.8			23.5	0	76.5			1.1	98.6	0.3					
Total %	0.7	0	0.8		1.5	0.2	41.7	2.1		44	0.1	0	0.3		0.4	0.6	53.3	0.1		54.1	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	4	0	5	9	0	215	15	230	0	0	2	2	5	307	1	313	554
04:45 PM	4	1	4	9	1	231	15	247	1	0	1	2	3	276	0	279	537
05:00 PM	3	0	4	7	3	216	11	230	2	0	3	5	3	274	1	278	520
05:15 PM	2	0	3	5	3	237	7	247	1	0	3	4	2	280	0	282	538
Total Volume	13	1	16	30	7	899	48	954	4	0	9	13	13	1137	2	1152	2149
% App. Total	43.3	3.3	53.3		0.7	94.2	5		30.8	0	69.2		1.1	98.7	0.2		
PHF	.813	.250	.800	.833	.583	.948	.800	.966	.500	.000	.750	.650	.650	.926	.500	.920	.970



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County of Riverside
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 E/W: Cajalco Road
 Weather: Clear

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 Site Code : 05117286
 Start Date : 5/10/2017
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	4	0	5	9	0	215	15	230	0	0	2	2	5	307	1	313	
+15 mins.	4	1	4	9	1	231	15	247	1	0	1	2	3	276	0	279	
+30 mins.	3	0	4	7	3	216	11	230	2	0	3	5	3	274	1	278	
+45 mins.	2	0	3	5	3	237	7	247	1	0	3	4	2	280	0	282	
Total Volume	13	1	16	30	7	899	48	954	4	0	9	13	13	1137	2	1152	
% App. Total	43.3	3.3	53.3		0.7	94.2	5		30.8	0	69.2		1.1	98.7	0.2		
PHF	.813	.250	.800	.833	.583	.948	.800	.966	.500	.000	.750	.650	.650	.926	.500	.920	

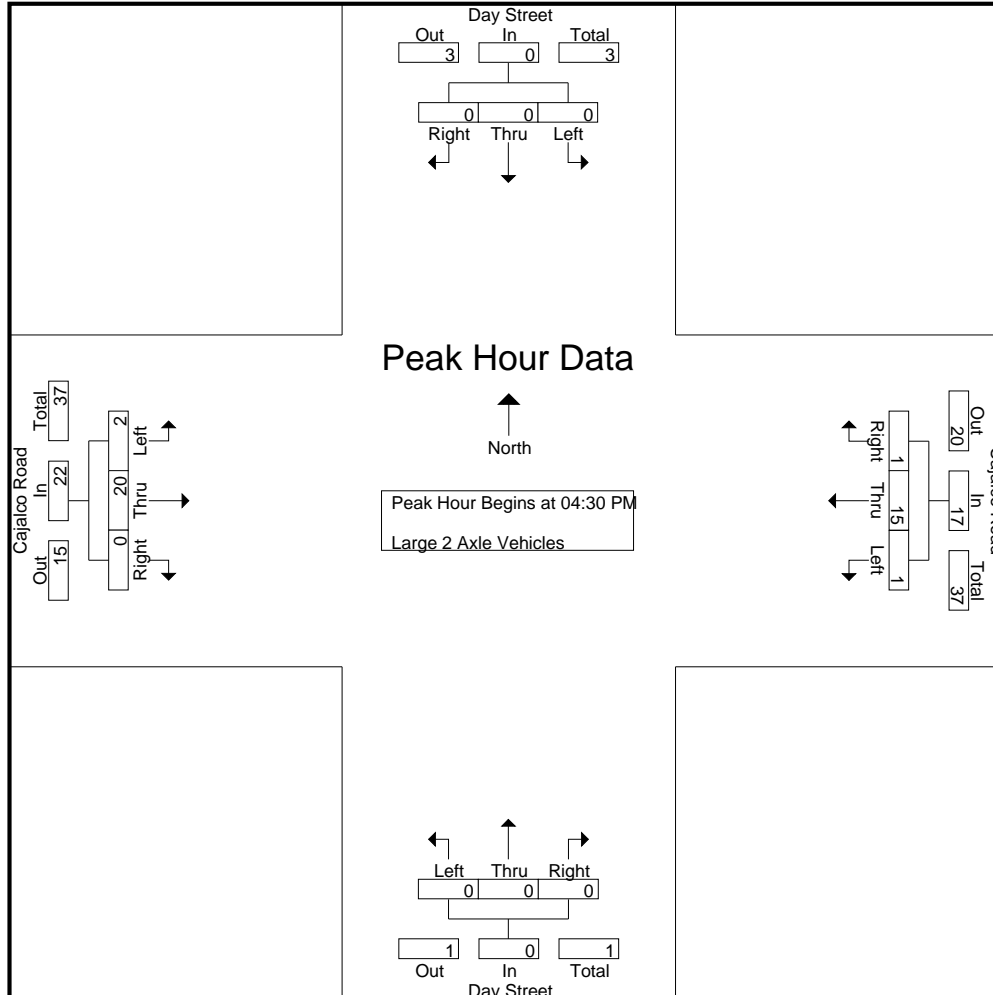
County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
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Groups Printed- Large 2 Axle Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	18	18
04:15 PM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	1	13	0	0	14	0	26	26
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	10	10
04:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	1	2	0	0	3	0	8	8
Total	0	0	0	0	0	1	25	1	0	27	0	0	0	0	0	2	33	0	0	35	0	62	62
05:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	8	0	0	9	0	15	15
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
05:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	14	14
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	16	16
Total	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	1	27	0	0	28	0	51	51
Grand Total	0	0	0	0	0	1	47	2	0	50	0	0	0	0	0	3	60	0	0	63	0	113	113
Apprch %	0	0	0			2	94	4			0	0	0			4.8	95.2	0					
Total %	0	0	0			0.9	41.6	1.8		44.2	0	0	0			2.7	53.1	0		55.8	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
04:45 PM	0	0	0	0	1	4	0	5	0	0	0	0	1	2	0	3	8
05:00 PM	0	0	0	0	0	5	1	6	0	0	0	0	1	8	0	9	15
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Total Volume	0	0	0	0	1	15	1	17	0	0	0	0	2	20	0	22	39
% App. Total	0	0	0		5.9	88.2	5.9		0	0	0		9.1	90.9	0		
PHF	.000	.000	.000	.000	.250	.750	.250	.708	.000	.000	.000	.000	.500	.556	.000	.611	.650



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County of Riverside
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File Name : 21_CRVDACA PM
 Site Code : 05117286
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	
+15 mins.	0	0	0	0	1	4	0	5	0	0	0	0	1	2	0	3	
+30 mins.	0	0	0	0	0	5	1	6	0	0	0	0	1	8	0	9	
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	1	15	1	17	0	0	0	0	2	20	0	22	
% App. Total	0	0	0	0	5.9	88.2	5.9	17	0	0	0	0	9.1	90.9	0	22	
PHF	.000	.000	.000	.000	.250	.750	.250	.708	.000	.000	.000	.000	.500	.556	.000	.611	

County of Riverside
 N/S: Day Street
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 Weather: Clear

File Name : 21_CRVDACA PM
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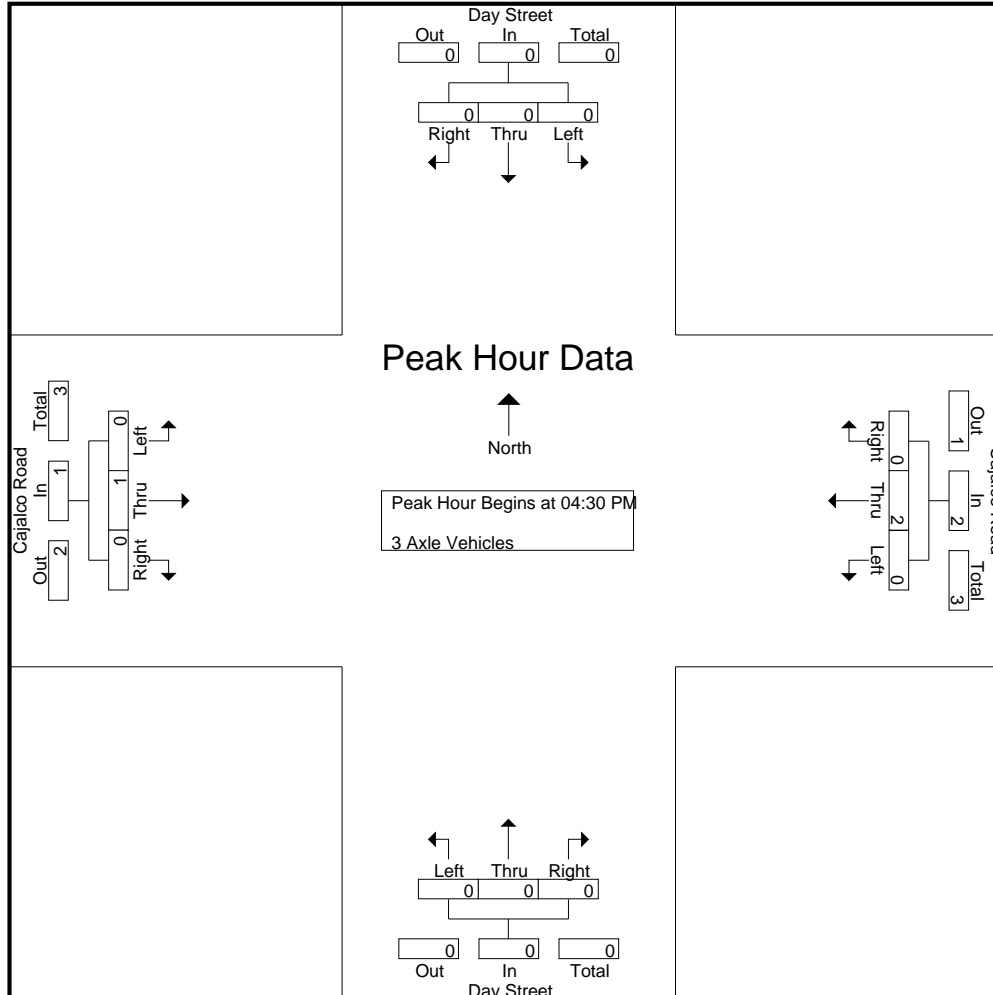
Groups Printed- 3 Axle Vehicles

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4	4
04:15 PM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	6	6
05:00 PM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	7	7
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0						
Total %	0	0	0			0	57.1	0		57.1	0	0	0			0	42.9	0		42.9	0	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 21_CRVDACA PM
Site Code : 05117286
Start Date : 5/10/2017
Page No : 2



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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
 Start Date : 5/10/2017
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	

County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
 Start Date : 5/10/2017
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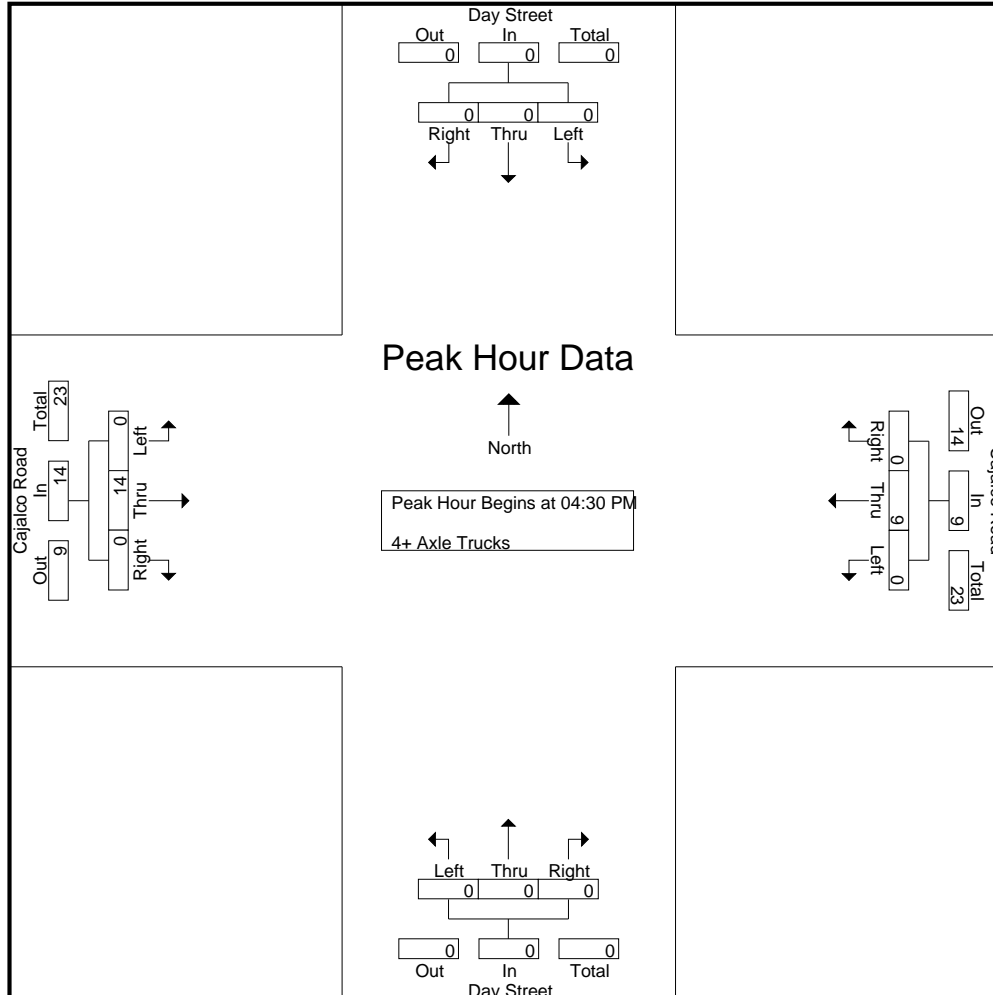
Groups Printed- 4+ Axle Trucks

Start Time	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
04:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	10	10
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	21	21
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	25	25
Grand Total	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	22	0	0	22	0	46	46
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	52.2	0		52.2	0	0	0		0	0	47.8	0		47.8	0	100	

Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	14	0	14	23
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.500	.000	.500	.523

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 21_CRVDACA PM
Site Code : 05117286
Start Date : 5/10/2017
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County of Riverside
 N/S: Day Street
 E/W: Cajalco Road
 Weather: Clear

File Name : 21_CRVDACA PM
 Site Code : 05117286
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Start Time	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	14	0	14	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.500	.000	.500	

Location: County of Riverside
 N/S: Day Street
 E/W: Cajalco Road



Date: 5/10/2017
 Day: Wednesday

PEDESTRIANS

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco Road	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	0	3

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Day Street
 E/W: Cajalco Road



Date: 5/10/2017
 Day: Wednesday

BICYCLES

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

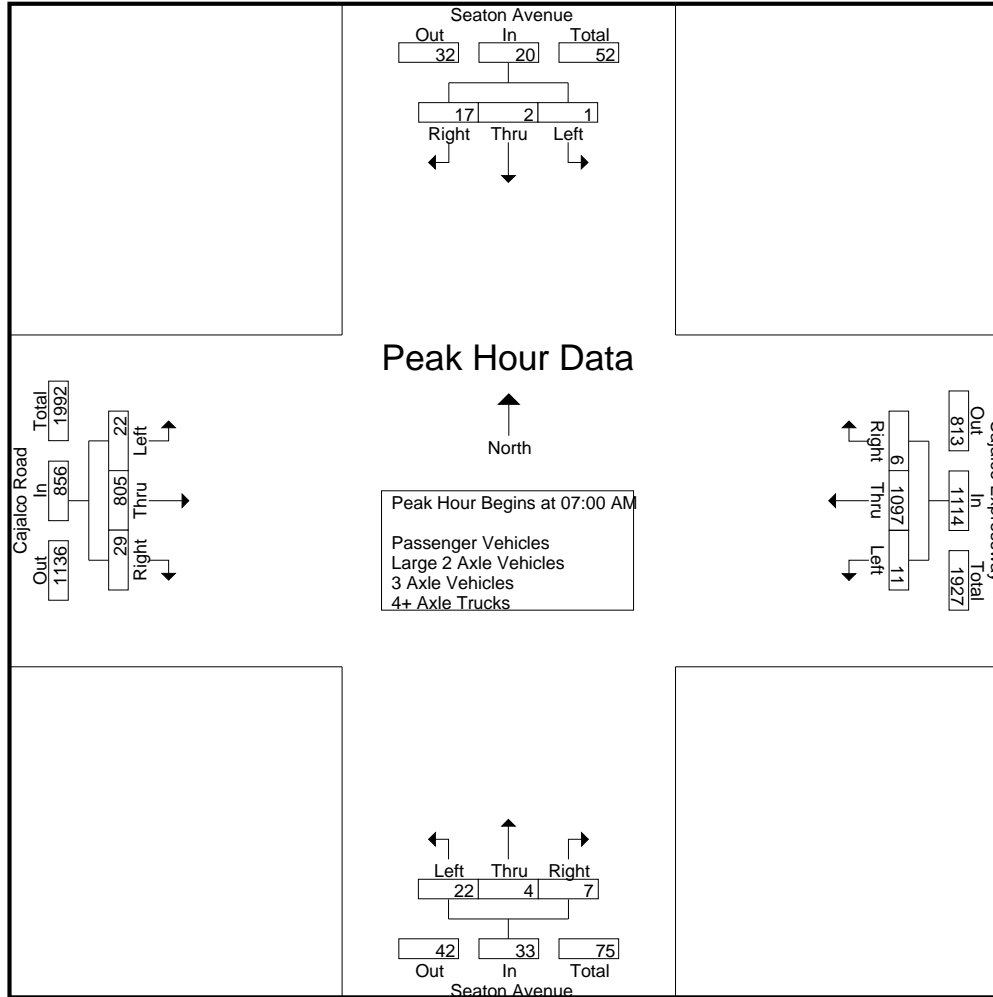
File Name : 13_CRVSECA AM
 Site Code : 05117286
 Start Date : 5/10/2017
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	1	2	0	4	2	295	0	0	297	2	0	2	0	4	2	181	3	0	186	0	491	491
07:15 AM	0	0	3	0	3	3	306	3	0	312	10	2	1	0	13	5	190	12	0	207	0	535	535
07:30 AM	0	0	9	0	9	4	264	2	0	270	7	1	1	0	9	7	209	8	0	224	0	512	512
07:45 AM	0	1	3	0	4	2	232	1	0	235	3	1	3	0	7	8	225	6	0	239	0	485	485
Total	1	2	17	0	20	11	1097	6	0	1114	22	4	7	0	33	22	805	29	0	856	0	2023	2023
08:00 AM	0	2	2	0	4	1	259	1	0	261	7	0	2	0	9	7	196	7	0	210	0	484	484
08:15 AM	0	1	2	0	3	1	220	1	0	222	5	2	1	0	8	5	160	4	0	169	0	402	402
08:30 AM	3	1	5	0	9	4	203	3	0	210	4	2	2	0	8	1	171	8	0	180	0	407	407
08:45 AM	0	1	3	0	4	7	218	3	0	228	10	2	0	0	12	1	179	7	0	187	0	431	431
Total	3	5	12	0	20	13	900	8	0	921	26	6	5	0	37	14	706	26	0	746	0	1724	1724
Grand Total	4	7	29	0	40	24	1997	14	0	2035	48	10	12	0	70	36	1511	55	0	1602	0	3747	3747
Apprch %	10	17.5	72.5			1.2	98.1	0.7			68.6	14.3	17.1			2.2	94.3	3.4					
Total %	0.1	0.2	0.8		1.1	0.6	53.3	0.4		54.3	1.3	0.3	0.3		1.9	1	40.3	1.5		42.8	0	100	
Passenger Vehicles	4	7	27		38	21	1862	12		1895	46	9	12		67	34	1416	54		1504	0	0	3504
% Passenger Vehicles	100	100	93.1		95	87.5	93.2	85.7		93.1	95.8	90	100		95.7	94.4	93.7	98.2		93.9	0	0	93.5
Large 2 Axle Vehicles	0	0	1		1	3	83	1		87	2	1	0		3	1	62	1		64	0	0	155
% Large 2 Axle Vehicles	0	0	3.4		2.5	12.5	4.2	7.1		4.3	4.2	10	0		4.3	2.8	4.1	1.8		4	0	0	4.1
3 Axle Vehicles	0	0	0		0	0	10	1		11	0	0	0		0	1	7	0		8	0	0	19
% 3 Axle Vehicles	0	0	0		0	0	0.5	7.1		0.5	0	0	0		0	2.8	0.5	0		0.5	0	0	0.5
4+ Axle Trucks	0	0	1		1	0	42	0		42	0	0	0		0	0	26	0		26	0	0	69
% 4+ Axle Trucks	0	0	3.4		2.5	0	2.1	0		2.1	0	0	0		0	0	1.7	0		1.6	0	0	1.8

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	2	4	2	295	0	297	2	0	2	4	2	181	3	186	491
07:15 AM	0	0	3	3	3	306	3	312	10	2	1	13	5	190	12	207	535
07:30 AM	0	0	9	9	4	264	2	270	7	1	1	9	7	209	8	224	512
07:45 AM	0	1	3	4	2	232	1	235	3	1	3	7	8	225	6	239	485
Total Volume	1	2	17	20	11	1097	6	1114	22	4	7	33	22	805	29	856	2023
% App. Total	5	10	85		1	98.5	0.5		66.7	12.1	21.2		2.6	94	3.4		
PHF	.250	.500	.472	.556	.688	.896	.500	.893	.550	.500	.583	.635	.688	.894	.604	.895	.945

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



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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA AM
 Site Code : 05117286
 Start Date : 5/10/2017
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Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	2	4	2	295	0	297	10	2	1	13	5	190	12	207
+15 mins.	0	0	3	3	3	306	3	312	7	1	1	9	7	209	8	224
+30 mins.	0	0	9	9	4	264	2	270	3	1	3	7	8	225	6	239
+45 mins.	0	1	3	4	2	232	1	235	7	0	2	9	7	196	7	210
Total Volume	1	2	17	20	11	1097	6	1114	27	4	7	38	27	820	33	880
% App. Total	5	10	85		1	98.5	0.5		71.1	10.5	18.4		3.1	93.2	3.8	
PHF	.250	.500	.472	.556	.688	.896	.500	.893	.675	.500	.583	.731	.844	.911	.688	.921

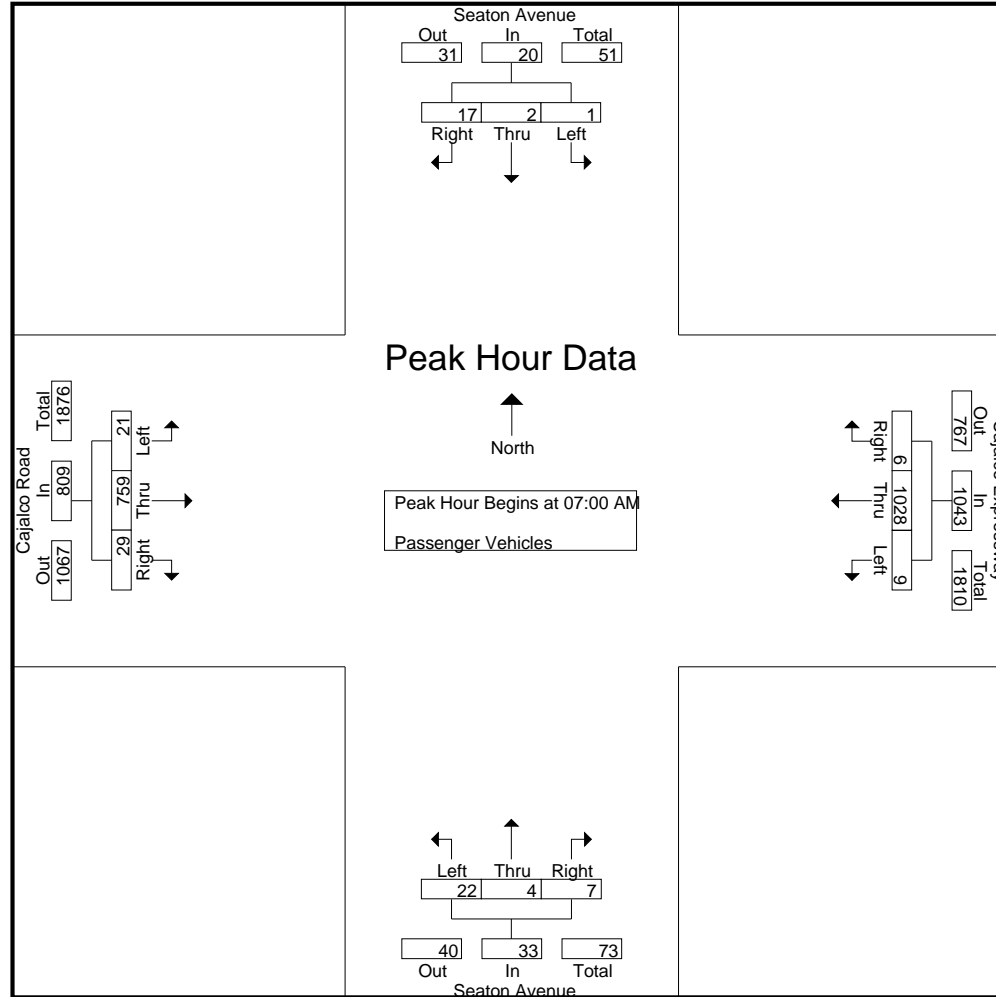
County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	1	2	0	4	2	274	0	0	276	2	0	2	0	4	2	164	3	0	169	0	453	453
07:15 AM	0	0	3	0	3	3	294	3	0	300	10	2	1	0	13	5	184	12	0	201	0	517	517
07:30 AM	0	0	9	0	9	2	248	2	0	252	7	1	1	0	9	6	199	8	0	213	0	483	483
07:45 AM	0	1	3	0	4	2	212	1	0	215	3	1	3	0	7	8	212	6	0	226	0	452	452
Total	1	2	17	0	20	9	1028	6	0	1043	22	4	7	0	33	21	759	29	0	809	0	1905	1905
08:00 AM	0	2	2	0	4	1	241	1	0	243	6	0	2	0	8	7	183	7	0	197	0	452	452
08:15 AM	0	1	2	0	3	1	203	1	0	205	5	2	1	0	8	4	146	4	0	154	0	370	370
08:30 AM	3	1	3	0	7	3	193	2	0	198	4	2	2	0	8	1	160	8	0	169	0	382	382
08:45 AM	0	1	3	0	4	7	197	2	0	206	9	1	0	0	10	1	168	6	0	175	0	395	395
Total	3	5	10	0	18	12	834	6	0	852	24	5	5	0	34	13	657	25	0	695	0	1599	1599
Grand Total	4	7	27	0	38	21	1862	12	0	1895	46	9	12	0	67	34	1416	54	0	1504	0	3504	3504
Apprch %	10.5	18.4	71.1			1.1	98.3	0.6			68.7	13.4	17.9			2.3	94.1	3.6					
Total %	0.1	0.2	0.8		1.1	0.6	53.1	0.3		54.1	1.3	0.3	0.3		1.9	1	40.4	1.5		42.9	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	1	2	4	2	274	0	276	2	0	2	4	2	164	3	169	453
07:15 AM	0	0	3	3	3	294	3	300	10	2	1	13	5	184	12	201	517
07:30 AM	0	0	9	9	2	248	2	252	7	1	1	9	6	199	8	213	483
07:45 AM	0	1	3	4	2	212	1	215	3	1	3	7	8	212	6	226	452
Total Volume	1	2	17	20	9	1028	6	1043	22	4	7	33	21	759	29	809	1905
% App. Total	5	10	85		0.9	98.6	0.6		66.7	12.1	21.2		2.6	93.8	3.6		
PHF	.250	.500	.472	.556	.750	.874	.500	.869	.550	.500	.583	.635	.656	.895	.604	.895	.921



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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA AM
 Site Code : 05117286
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Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	1	2	4	2	274	0	276	2	0	2	4	2	164	3	169	
+15 mins.	0	0	3	3	3	294	3	300	10	2	1	13	5	184	12	201	
+30 mins.	0	0	9	9	2	248	2	252	7	1	1	9	6	199	8	213	
+45 mins.	0	1	3	4	2	212	1	215	3	1	3	7	8	212	6	226	
Total Volume	1	2	17	20	9	1028	6	1043	22	4	7	33	21	759	29	809	
% App. Total	5	10	85		0.9	98.6	0.6		66.7	12.1	21.2		2.6	93.8	3.6		
PHF	.250	.500	.472	.556	.750	.874	.500	.869	.550	.500	.583	.635	.656	.895	.604	.895	

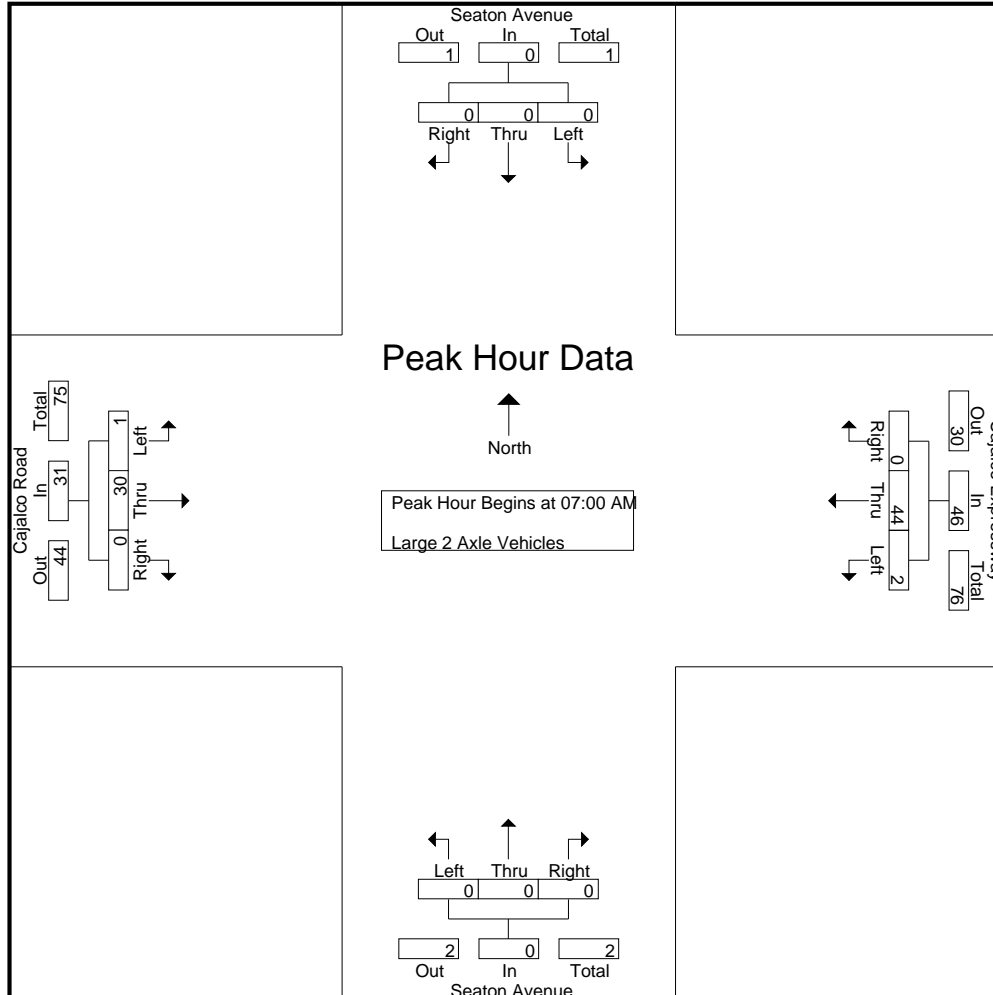
County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA AM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	21	21
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	14	14
07:30 AM	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	1	6	0	0	7	0	22	22
07:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	0	20	20
Total	0	0	0	0	0	2	44	0	0	46	0	0	0	0	0	1	30	0	0	31	0	77	77
08:00 AM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	11	0	0	11	0	23	23
08:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	21	21
08:30 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	10	10
08:45 AM	0	0	0	0	0	0	14	1	0	15	1	1	0	0	2	0	6	1	0	7	0	24	24
Total	0	0	1	0	1	1	39	1	0	41	2	1	0	0	3	0	32	1	0	33	0	78	78
Grand Total	0	0	1	0	1	3	83	1	0	87	2	1	0	0	3	1	62	1	0	64	0	155	155
Apprch %	0	0	100			3.4	95.4	1.1			66.7	33.3	0			1.6	96.9	1.6					
Total %	0	0	0.6		0.6	1.9	53.5	0.6		56.1	1.3	0.6	0		1.9	0.6	40	0.6		41.3	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	9	0	9	21
07:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
07:30 AM	0	0	0	0	2	13	0	15	0	0	0	0	1	6	0	7	22
07:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
Total Volume	0	0	0	0	2	44	0	46	0	0	0	0	1	30	0	31	77
% App. Total	0	0	0	0	4.3	95.7	0		0	0	0		3.2	96.8	0		
PHF	.000	.000	.000	.000	.250	.846	.000	.767	.000	.000	.000	.000	.250	.833	.000	.861	.875



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 N/S: Seaton Avenue
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File Name : 13_CRVSECA AM
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Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 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	12	0	12	0	0	0	0	0	9	0	9	
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	
+30 mins.	0	0	0	0	2	13	0	15	0	0	0	0	1	6	0	7	
+45 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	
Total Volume	0	0	0	0	2	44	0	46	0	0	0	0	1	30	0	31	
% App. Total	0	0	0	0	4.3	95.7	0		0	0	0	0	3.2	96.8	0		
PHF	.000	.000	.000	.000	.250	.846	.000	.767	.000	.000	.000	.000	.250	.833	.000	.861	

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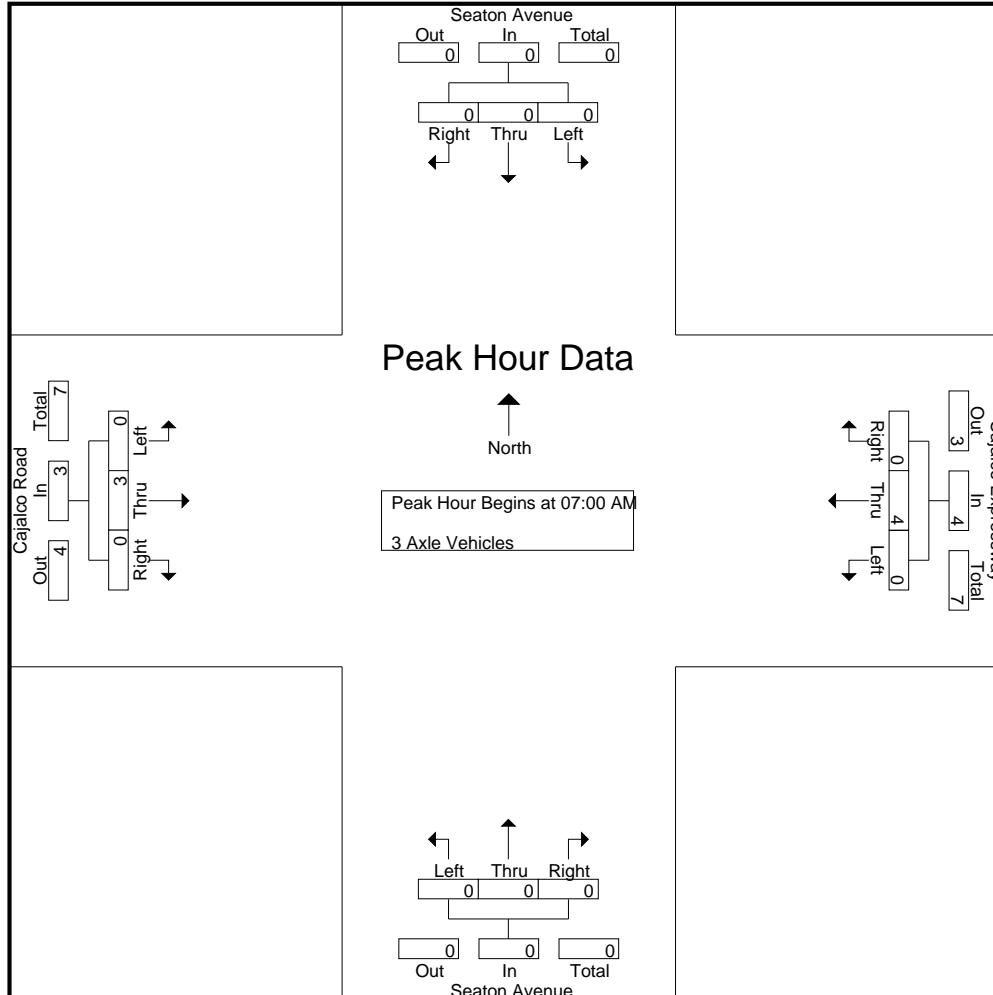
Groups Printed- 3 Axle Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	7	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	3	3
08:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	5	5
Total	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	0	0	12	12
Grand Total	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	1	7	0	0	8	0	0	19	19
Apprch %	0	0	0			0	90.9	9.1			0	0	0			12.5	87.5	0						
Total %	0	0	0			0	52.6	5.3		57.9	0	0	0			5.3	36.8	0		42.1	0	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.438

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Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 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	2	0	2	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	

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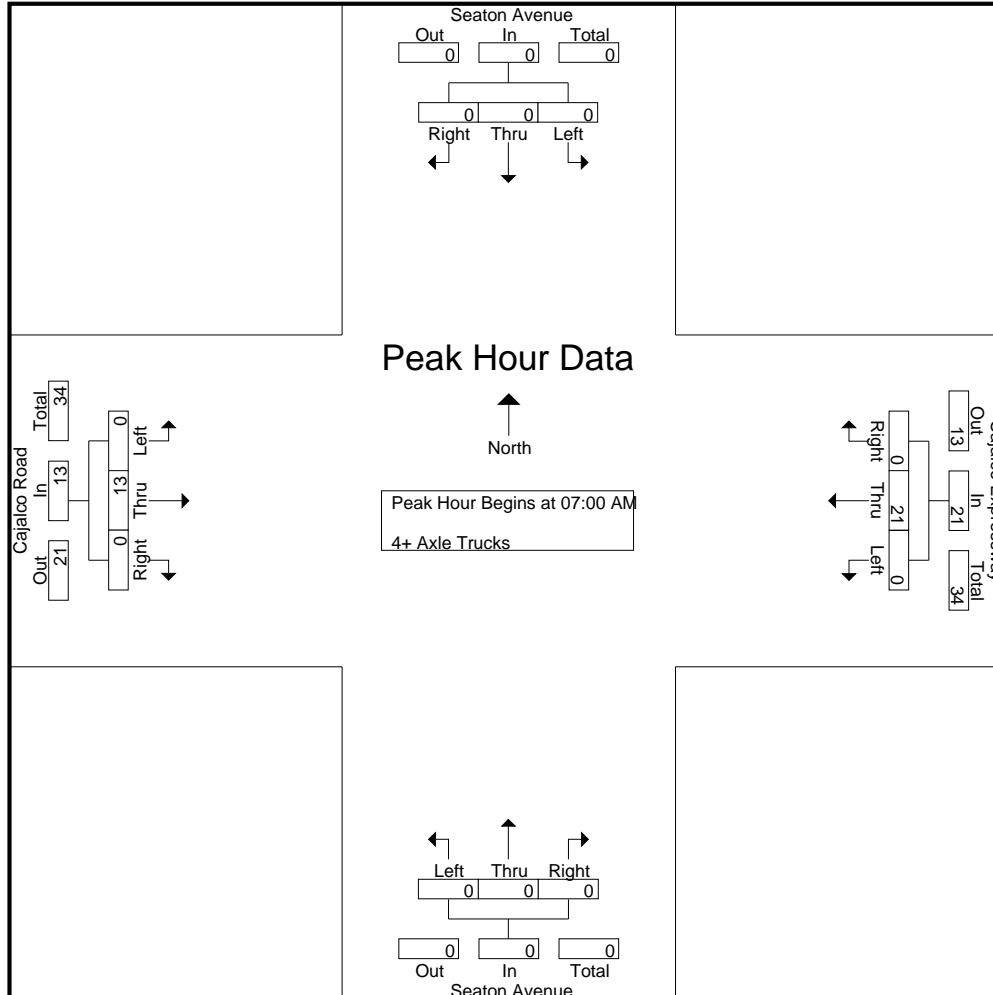
Groups Printed- 4+ Axle Trucks

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	13	13
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	10	10
Total	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	13	0	0	13	0	34	34
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	8	8
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	8	8
08:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	12	12
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	7	7
Total	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	0	13	0	0	13	0	35	35
Grand Total	0	0	1	0	1	0	42	0	0	42	0	0	0	0	0	0	26	0	0	26	0	69	69
Apprch %	0	0	100			0	100	0			0	0	0			0	100	0					
Total %	0	0	1.4		1.4	0	60.9	0		60.9	0	0	0		0	0	37.7	0		37.7	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	13	0	13	34
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.542	.000	.542	.654

County of Riverside
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Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 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	7	0	7	0	0	0	0	0	6	0	6	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	13	0	13	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.542	.000	.542	

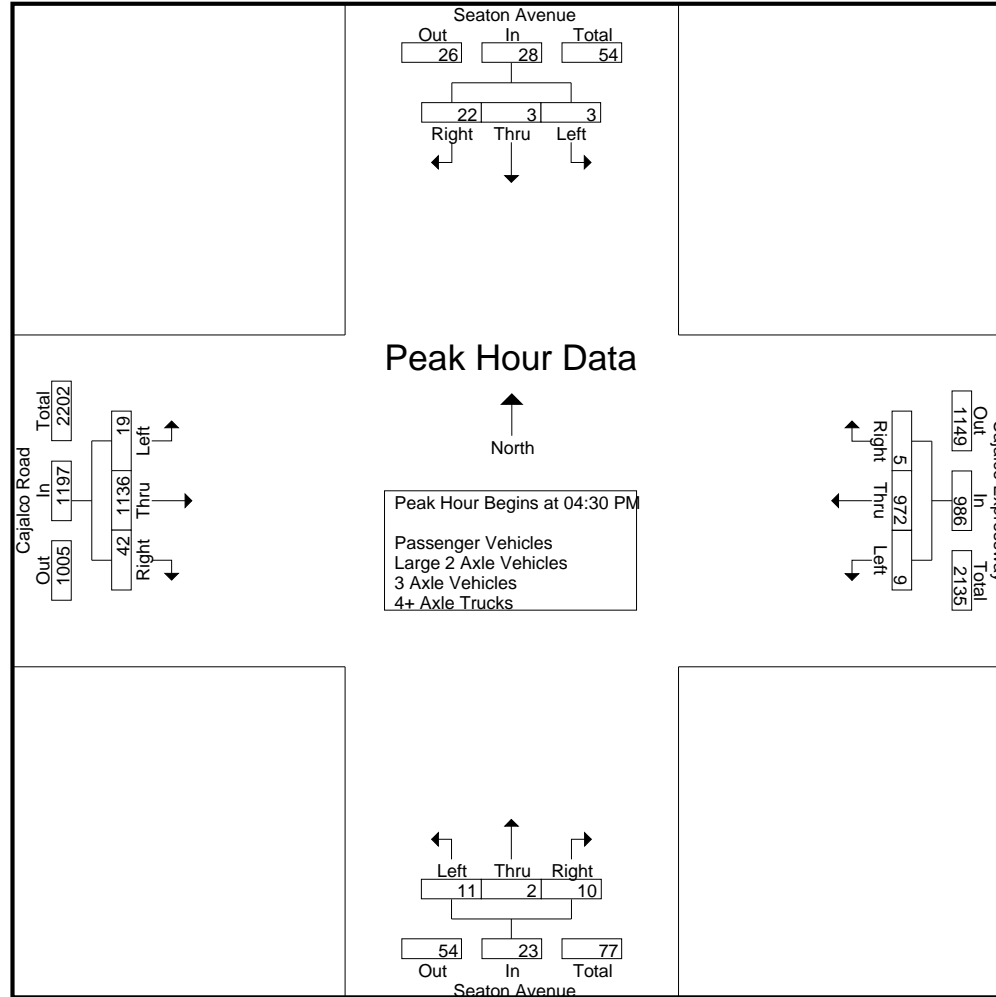
County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	5	0	5	4	228	3	0	235	2	1	4	0	7	2	252	12	0	266	0	513	513
04:15 PM	2	0	5	0	7	3	252	1	0	256	4	1	7	0	12	4	261	10	0	275	0	550	550
04:30 PM	1	1	6	0	8	3	238	1	0	242	3	0	3	0	6	5	315	9	0	329	0	585	585
04:45 PM	0	2	6	0	8	2	234	2	0	238	1	0	2	0	3	7	272	11	0	290	0	539	539
Total	3	3	22	0	28	12	952	7	0	971	10	2	16	0	28	18	1100	42	0	1160	0	2187	2187
05:00 PM	2	0	3	0	5	1	247	1	0	249	1	2	3	0	6	2	275	10	0	287	0	547	547
05:15 PM	0	0	7	0	7	3	253	1	0	257	6	0	2	0	8	5	274	12	0	291	0	563	563
05:30 PM	1	0	5	0	6	3	198	1	0	202	3	1	4	0	8	0	309	8	0	317	0	533	533
05:45 PM	1	0	1	0	2	5	237	4	0	246	1	1	3	0	5	5	287	23	0	315	0	568	568
Total	4	0	16	0	20	12	935	7	0	954	11	4	12	0	27	12	1145	53	0	1210	0	2211	2211
Grand Total	7	3	38	0	48	24	1887	14	0	1925	21	6	28	0	55	30	2245	95	0	2370	0	4398	4398
Apprch %	14.6	6.2	79.2			1.2	98	0.7			38.2	10.9	50.9			1.3	94.7	4					
Total %	0.2	0.1	0.9		1.1	0.5	42.9	0.3		43.8	0.5	0.1	0.6		1.3	0.7	51	2.2		53.9	0	100	
Passenger Vehicles	7	3	38		48	23	1802	13		1838	21	6	27		54	29	2143	92		2264	0	0	4204
% Passenger Vehicles	100	100	100		100	95.8	95.5	92.9		95.5	100	100	96.4		98.2	96.7	95.5	96.8		95.5	0	0	95.6
Large 2 Axle Vehicles	0	0	0		0	0	55	1		56	0	0	1		1	0	79	3		82	0	0	139
% Large 2 Axle Vehicles	0	0	0		0	0	2.9	7.1		2.9	0	0	3.6		1.8	0	3.5	3.2		3.5	0	0	3.2
3 Axle Vehicles	0	0	0		0	1	6	0		7	0	0	0		0	1	3	0		4	0	0	11
% 3 Axle Vehicles	0	0	0		0	4.2	0.3	0		0.4	0	0	0		0	3.3	0.1	0		0.2	0	0	0.3
4+ Axle Trucks	0	0	0		0	0	24	0		24	0	0	0		0	0	20	0		20	0	0	44
% 4+ Axle Trucks	0	0	0		0	0	1.3	0		1.2	0	0	0		0	0	0.9	0		0.8	0	0	1

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	1	1	6	8	3	238	1	242	3	0	3	6	5	315	9	329	585
04:45 PM	0	2	6	8	2	234	2	238	1	0	2	3	7	272	11	290	539
05:00 PM	2	0	3	5	1	247	1	249	1	2	3	6	2	275	10	287	547
05:15 PM	0	0	7	7	3	253	1	257	6	0	2	8	5	274	12	291	563
Total Volume	3	3	22	28	9	972	5	986	11	2	10	23	19	1136	42	1197	2234
% App. Total	10.7	10.7	78.6	87.5	0.9	98.6	0.5	95.9	47.8	8.7	43.5	71.9	1.6	94.9	3.5	95.5	95.6
PHF	.375	.375	.786	.875	.750	.960	.625	.959	.458	.250	.833	.719	.679	.902	.875	.910	.955



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	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 Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	5	5	3	238	1	242	2	1	4	7	2	275	10	287
+15 mins.	2	0	5	7	2	234	2	238	4	1	7	12	5	274	12	291
+30 mins.	1	1	6	8	1	247	1	249	3	0	3	6	0	309	8	317
+45 mins.	0	2	6	8	3	253	1	257	1	0	2	3	5	287	23	315
Total Volume	3	3	22	28	9	972	5	986	10	2	16	28	12	1145	53	1210
% App. Total	10.7	10.7	78.6		0.9	98.6	0.5		35.7	7.1	57.1		1	94.6	4.4	
PHF	.375	.375	.917	.875	.750	.960	.625	.959	.625	.500	.571	.583	.600	.926	.576	.954

Counts Unlimited
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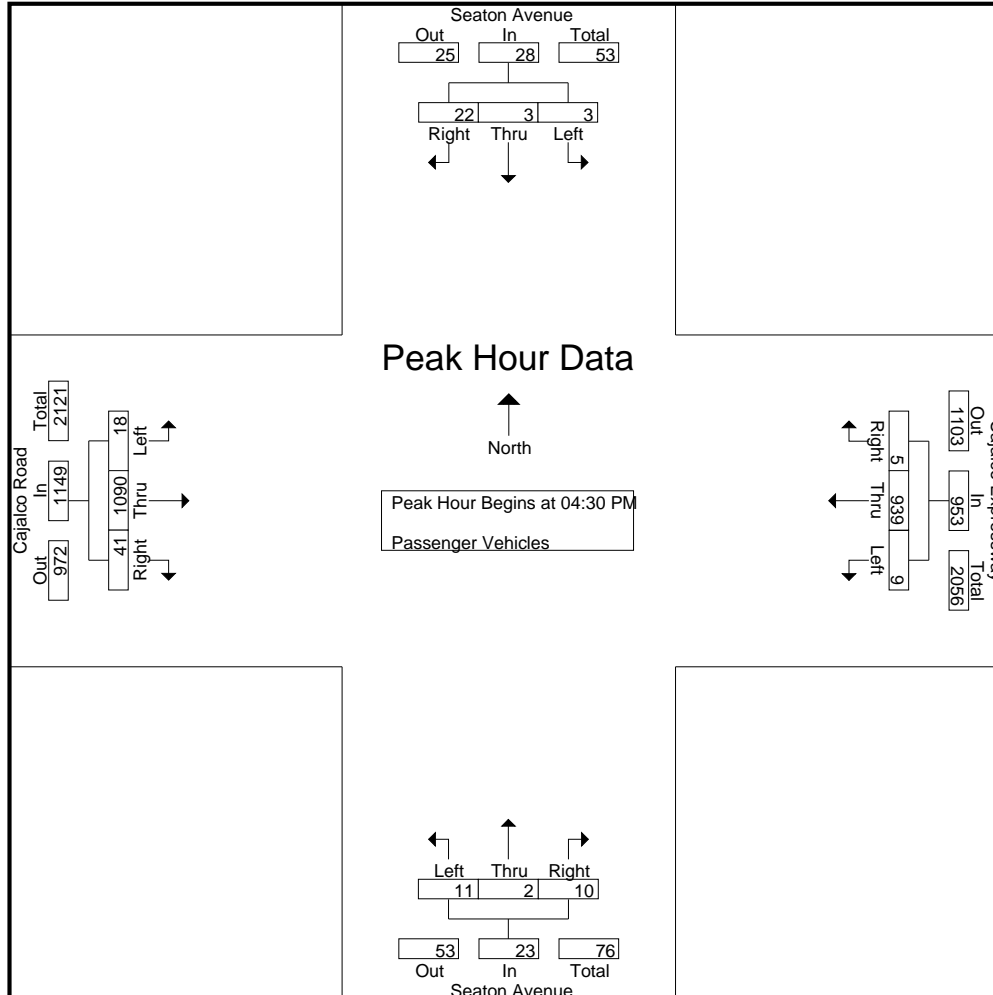
County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	5	0	5	3	213	2	0	218	2	1	4	0	7	2	235	12	0	249	0	479	479
04:15 PM	2	0	5	0	7	3	232	1	0	236	4	1	6	0	11	4	246	10	0	260	0	514	514
04:30 PM	1	1	6	0	8	3	234	1	0	238	3	0	3	0	6	5	296	9	0	310	0	562	562
04:45 PM	0	2	6	0	8	2	229	2	0	233	1	0	2	0	3	7	265	11	0	283	0	527	527
Total	3	3	22	0	28	11	908	6	0	925	10	2	15	0	27	18	1042	42	0	1102	0	2082	2082
05:00 PM	2	0	3	0	5	1	235	1	0	237	1	2	3	0	6	2	263	9	0	274	0	522	522
05:15 PM	0	0	7	0	7	3	241	1	0	245	6	0	2	0	8	4	266	12	0	282	0	542	542
05:30 PM	1	0	5	0	6	3	189	1	0	193	3	1	4	0	8	0	294	8	0	302	0	509	509
05:45 PM	1	0	1	0	2	5	229	4	0	238	1	1	3	0	5	5	278	21	0	304	0	549	549
Total	4	0	16	0	20	12	894	7	0	913	11	4	12	0	27	11	1101	50	0	1162	0	2122	2122
Grand Total	7	3	38	0	48	23	1802	13	0	1838	21	6	27	0	54	29	2143	92	0	2264	0	4204	4204
Apprch %	14.6	6.2	79.2			1.3	98	0.7			38.9	11.1	50			1.3	94.7	4.1					
Total %	0.2	0.1	0.9		1.1	0.5	42.9	0.3		43.7	0.5	0.1	0.6		1.3	0.7	51	2.2		53.9	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	1	1	6	8	3	234	1	238	3	0	3	6	5	296	9	310	562
04:45 PM	0	2	6	8	2	229	2	233	1	0	2	3	7	265	11	283	527
05:00 PM	2	0	3	5	1	235	1	237	1	2	3	6	2	263	9	274	522
05:15 PM	0	0	7	7	3	241	1	245	6	0	2	8	4	266	12	282	542
Total Volume	3	3	22	28	9	939	5	953	11	2	10	23	18	1090	41	1149	2153
% App. Total	10.7	10.7	78.6		0.9	98.5	0.5		47.8	8.7	43.5		1.6	94.9	3.6		
PHF	.375	.375	.786	.875	.750	.974	.625	.972	.458	.250	.833	.719	.643	.921	.854	.927	.958



Counts Unlimited
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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	1	6	8	3	234	1	238	3	0	3	6	5	296	9	310	
+15 mins.	0	2	6	8	2	229	2	233	1	0	2	3	7	265	11	283	
+30 mins.	2	0	3	5	1	235	1	237	1	2	3	6	2	263	9	274	
+45 mins.	0	0	7	7	3	241	1	245	6	0	2	8	4	266	12	282	
Total Volume	3	3	22	28	9	939	5	953	11	2	10	23	18	1090	41	1149	
% App. Total	10.7	10.7	78.6		0.9	98.5	0.5		47.8	8.7	43.5		1.6	94.9	3.6		
PHF	.375	.375	.786	.875	.750	.974	.625	.972	.458	.250	.833	.719	.643	.921	.854	.927	

Counts Unlimited
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 Corona, CA 92878
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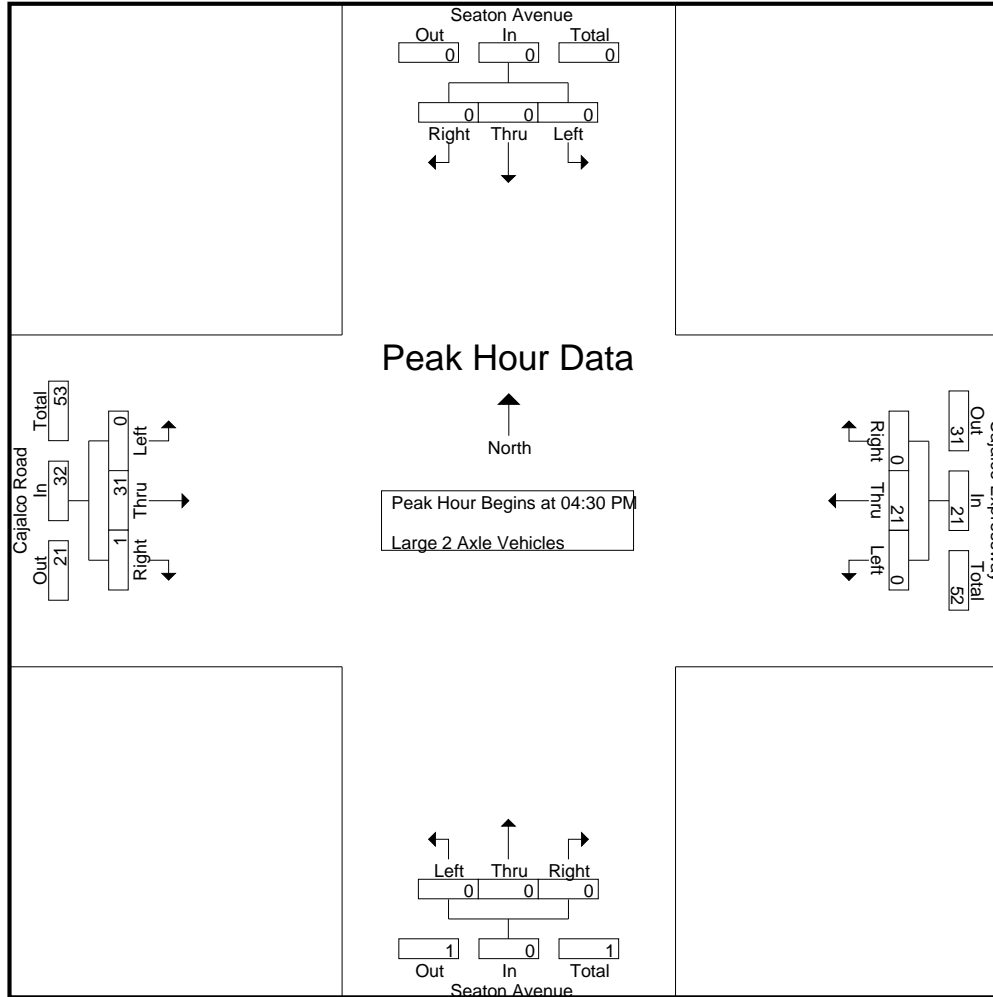
County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	15	0	0	15	0	24	24
04:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	13	0	0	13	0	28	28
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	15	0	0	15	0	16	16
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	9	9
Total	0	0	0	0	0	0	27	1	0	28	0	0	1	0	1	0	48	0	0	48	0	77	77
05:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	1	0	9	0	18	18
05:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	10	10
05:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	0	19	19
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	2	0	9	0	15	15
Total	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	31	3	0	34	0	62	62
Grand Total	0	0	0	0	0	0	55	1	0	56	0	0	1	0	1	0	79	3	0	82	0	139	139
Apprch %	0	0	0			0	98.2	1.8			0	0	100			0	96.3	3.7					
Total %	0	0	0			0	39.6	0.7		40.3	0	0	0.7		0.7	0	56.8	2.2		59	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	0	0	0	0	0	1	0	1	0	0	0	0	0	15	0	15	16
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	8	1	9	18
05:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	31	1	32	53
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	96.9	3.1		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.517	.250	.533	.736



Counts Unlimited
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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	15	0	15	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	
+30 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	8	1	9	
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	31	1	32	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	96.9	3.1	100	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.517	.250	.533	

County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

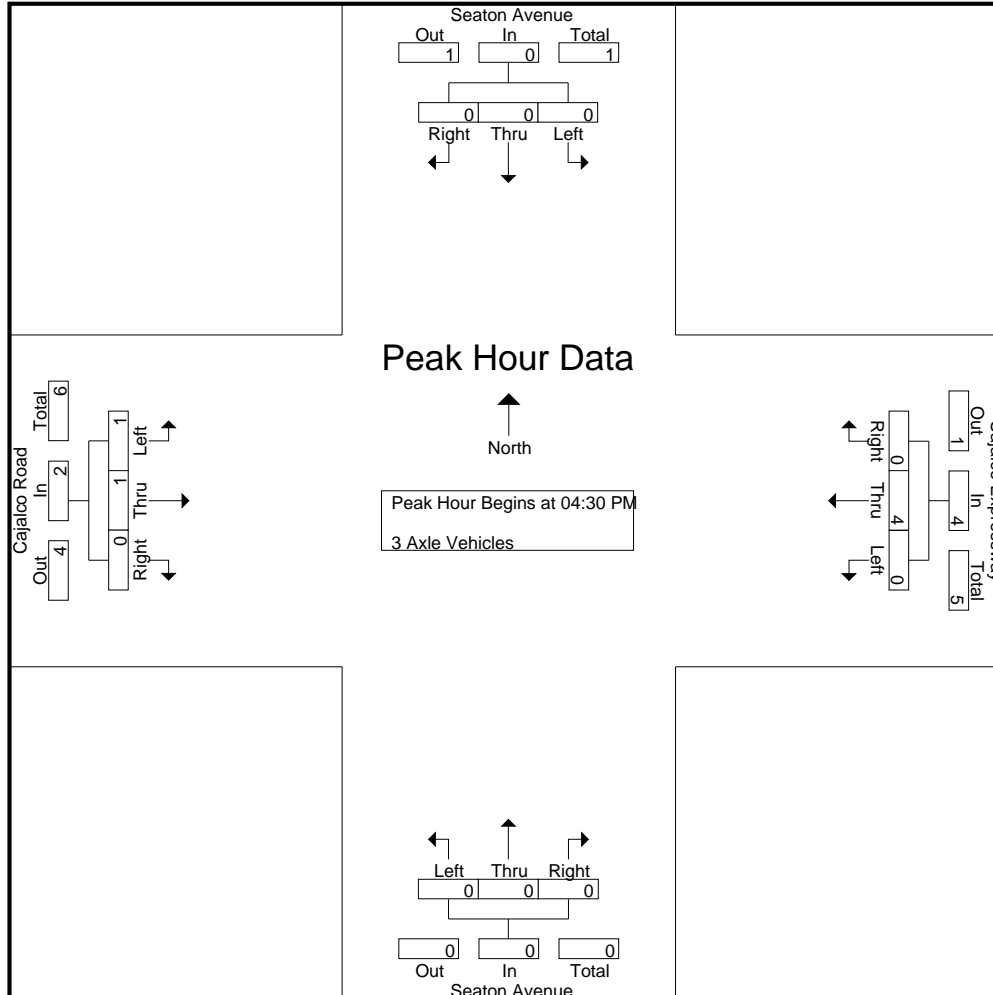
Groups Printed- 3 Axle Vehicles

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	8	8
05:00 PM	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	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	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	3
Grand Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	1	3	0	0	4	0	11	11
Apprch %	0	0	0			14.3	85.7	0			0	0	0			25	75	0					
Total %	0	0	0			9.1	54.5	0		63.6	0	0	0			9.1	27.3	0		36.4	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2	6
% App. Total	0	0	0	0	0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.500

County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 2



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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	50	50	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	

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County of Riverside
 N/S: Seaton Avenue
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 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 1

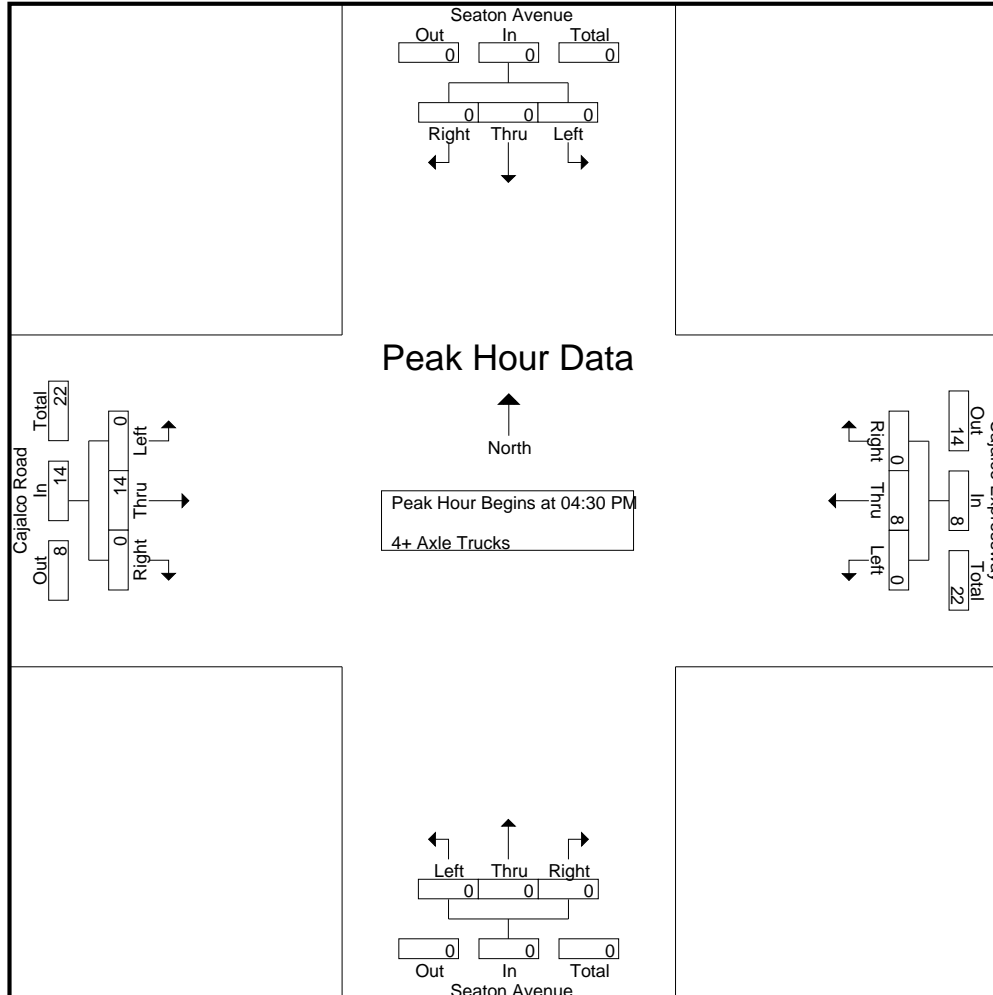
Groups Printed- 4+ Axle Trucks

Start Time	Seaton Avenue Southbound					Cajalco Expressway Westbound					Seaton Avenue Northbound					Cajalco Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	20	20
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	8	8
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	24	24
Grand Total	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	20	0	0	20	0	44	44
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0			0	54.5	0		54.5	0	0	0			0	45.5	0		45.5	0	100	

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	14	0	14	22
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.700	.000	.700	.688

County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 2



Counts Unlimited
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County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 13_CRVSECA PM
 Site Code : 05117286
 Start Date : 5/10/2017
 Page No : 3

Start Time	Seaton Avenue Southbound				Cajalco Expressway Westbound				Seaton Avenue Northbound				Cajalco 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 Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	14	0	14	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.700	.000	.700	

Location: County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway



Date: 5/10/2017
 Day: Wednesday

PEDESTRIANS

	North Leg Seaton Avenue	East Leg Cajalco Expressway	South Leg Seaton Avenue	West Leg Cajalco Road	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	1	1	1	0	3

	North Leg Seaton Avenue	East Leg Cajalco Expressway	South Leg Seaton Avenue	West Leg Cajalco Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Seaton Avenue
 E/W: Cajalco Expressway



Date: 5/10/2017
 Day: Wednesday

BICYCLES

	North Leg Seaton Avenue	East Leg Cajalco Expressway	South Leg Seaton Avenue	West Leg Cajalco Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Seaton Avenue	East Leg Cajalco Expressway	South Leg Seaton Avenue	West Leg Cajalco Road	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

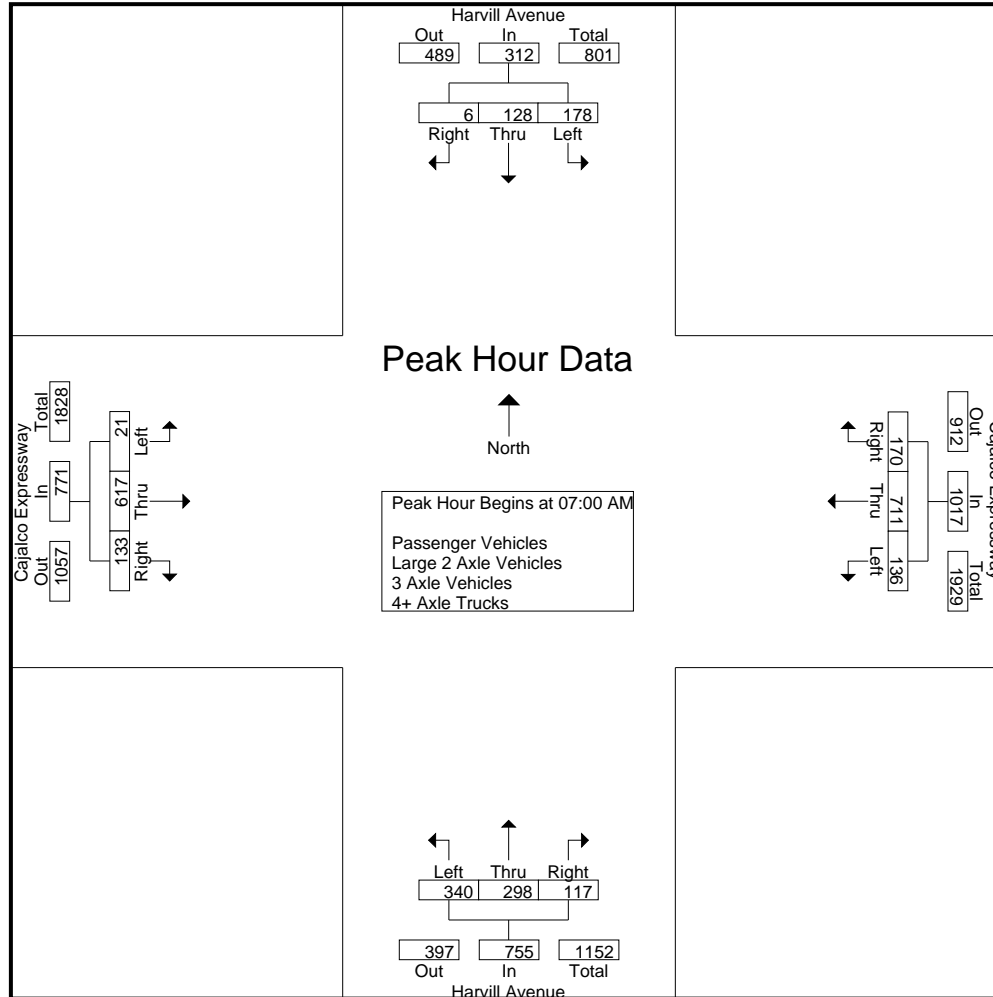
File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

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

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	33	20	2	2	55	36	175	52	20	263	110	105	40	12	255	7	117	29	6	153	40	726	766
07:15 AM	50	35	2	1	87	28	190	55	30	273	76	67	23	7	166	4	151	28	8	183	46	709	755
07:30 AM	42	35	2	0	79	33	161	30	14	224	91	81	31	8	203	7	163	41	17	211	39	717	756
07:45 AM	53	38	0	0	91	39	185	33	12	257	63	45	23	10	131	3	186	35	19	224	41	703	744
Total	178	128	6	3	312	136	711	170	76	1017	340	298	117	37	755	21	617	133	50	771	166	2855	3021
08:00 AM	39	29	1	1	69	28	200	27	14	255	62	29	16	10	107	5	137	30	10	172	35	603	638
08:15 AM	27	19	2	1	48	33	201	21	5	255	54	24	23	15	101	1	124	22	8	147	29	551	580
08:30 AM	30	20	4	1	54	34	168	15	6	217	39	22	21	14	82	3	129	14	5	146	26	499	525
08:45 AM	28	26	3	0	57	27	151	12	4	190	39	17	18	13	74	3	121	37	5	161	22	482	504
Total	124	94	10	3	228	122	720	75	29	917	194	92	78	52	364	12	511	103	28	626	112	2135	2247
Grand Total	302	222	16	6	540	258	1431	245	105	1934	534	390	195	89	1119	33	1128	236	78	1397	278	4990	5268
Apprch %	55.9	41.1	3			13.3	74	12.7			47.7	34.9	17.4			2.4	80.7	16.9					
Total %	6.1	4.4	0.3		10.8	5.2	28.7	4.9		38.8	10.7	7.8	3.9		22.4	0.7	22.6	4.7		28	5.3	94.7	
Passenger Vehicles	283	190	10		487	196	1340	221		1851	512	372	157		1112	27	1034	229		1368	0	0	4818
% Passenger Vehicles	93.7	85.6	62.5	66.7	89.2	76	93.6	90.2	89.5	90.8	95.9	95.4	80.5	79.8	92.1	81.8	91.7	97	100	92.7	0	0	91.5
Large 2 Axle Vehicles	11	22	2		36	21	52	16		97	14	13	11		45	2	37	5		44	0	0	222
% Large 2 Axle Vehicles	3.6	9.9	12.5	16.7	6.6	8.1	3.6	6.5	7.6	4.8	2.6	3.3	5.6	7.9	3.7	6.1	3.3	2.1	0	3	0	0	4.2
3 Axle Vehicles	4	7	0		11	9	7	2		19	1	3	6		14	2	11	1		14	0	0	58
% 3 Axle Vehicles	1.3	3.2	0	0	2	3.5	0.5	0.8	1	0.9	0.2	0.8	3.1	4.5	1.2	6.1	1	0.4	0	0.9	0	0	1.1
4+ Axle Trucks	4	3	4		12	32	32	6		72	7	2	21		37	2	46	1		49	0	0	170
% 4+ Axle Trucks	1.3	1.4	25	16.7	2.2	12.4	2.2	2.4	1.9	3.5	1.3	0.5	10.8	7.9	3.1	6.1	4.1	0.4	0	3.3	0	0	3.2

3.1.98

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway 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	33	20	2	55	36	175	52	263	110	105	40	255	7	117	29	153	726
07:15 AM	50	35	2	87	28	190	55	273	76	67	23	166	4	151	28	183	709
07:30 AM	42	35	2	79	33	161	30	224	91	81	31	203	7	163	41	211	717
07:45 AM	53	38	0	91	39	185	33	257	63	45	23	131	3	186	35	224	703
Total Volume	178	128	6	312	136	711	170	1017	340	298	117	755	21	617	133	771	2855
% App. Total	57.1	41	1.9		13.4	69.9	16.7		45	39.5	15.5		2.7	80	17.3		
PHF	.840	.842	.750	.857	.872	.936	.773	.931	.773	.710	.731	.740	.750	.829	.811	.860	.983



Counts Unlimited
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 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway 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 Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	50	35	2	87	36	175	52	263	110	105	40	255	4	151	28	183
+15 mins.	42	35	2	79	28	190	55	273	76	67	23	166	7	163	41	211
+30 mins.	53	38	0	91	33	161	30	224	91	81	31	203	3	186	35	224
+45 mins.	39	29	1	69	39	185	33	257	63	45	23	131	5	137	30	172
Total Volume	184	137	5	326	136	711	170	1017	340	298	117	755	19	637	134	790
% App. Total	56.4	42	1.5		13.4	69.9	16.7		45	39.5	15.5		2.4	80.6	17	
PHF	.868	.901	.625	.896	.872	.936	.773	.931	.773	.710	.731	.740	.679	.856	.817	.882

3.1-100

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

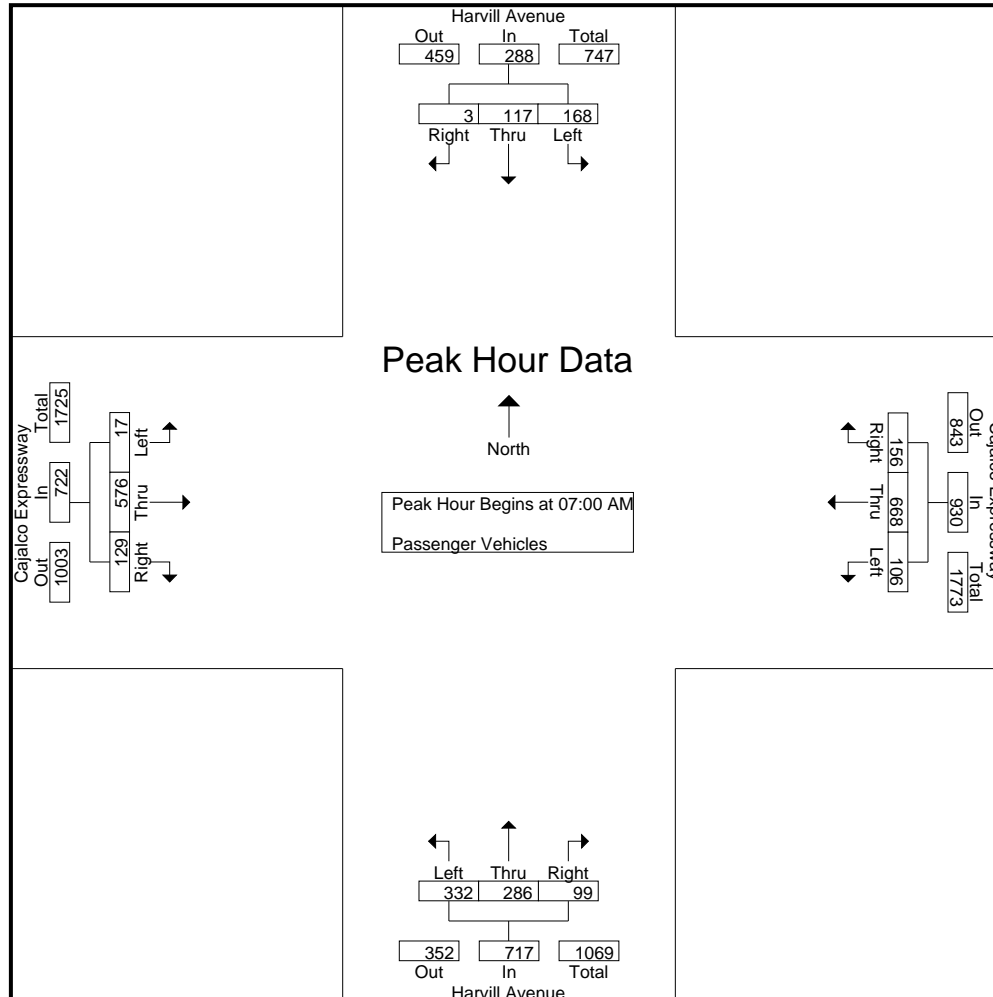
File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	29	16	2	2	47	33	169	49	18	251	109	103	37	10	249	4	107	28	6	139	36	686	722
07:15 AM	46	32	0	0	78	21	184	51	28	256	73	61	17	5	151	4	142	27	8	173	41	658	699
07:30 AM	42	33	1	0	76	25	143	27	13	195	88	80	27	6	195	7	155	39	17	201	36	667	703
07:45 AM	51	36	0	0	87	27	172	29	10	228	62	42	18	9	122	2	172	35	19	209	38	646	684
Total	168	117	3	2	288	106	668	156	69	930	332	286	99	30	717	17	576	129	50	722	151	2657	2808
08:00 AM	36	24	1	1	61	24	188	23	11	235	59	26	13	8	98	5	126	28	10	159	30	553	583
08:15 AM	22	13	1	0	36	25	187	17	4	229	50	24	20	13	94	0	115	22	8	137	25	496	521
08:30 AM	29	15	2	1	46	24	152	14	6	190	34	21	12	9	67	2	111	14	5	127	21	430	451
08:45 AM	28	21	3	0	52	17	145	11	4	173	37	15	13	11	65	3	106	36	5	145	20	435	455
Total	115	73	7	2	195	90	672	65	25	827	180	86	58	41	324	10	458	100	28	568	96	1914	2010
Grand Total	283	190	10	4	483	196	1340	221	94	1757	512	372	157	71	1041	27	1034	229	78	1290	247	4571	4818
Apprch %	58.6	39.3	2.1			11.2	76.3	12.6			49.2	35.7	15.1			2.1	80.2	17.8					
Total %	6.2	4.2	0.2		10.6	4.3	29.3	4.8		38.4	11.2	8.1	3.4		22.8	0.6	22.6	5		28.2	5.1	94.9	

3.1-101

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	29	16	2	47	33	169	49	251	109	103	37	249	4	107	28	139	686
07:15 AM	46	32	0	78	21	184	51	256	73	61	17	151	4	142	27	173	658
07:30 AM	42	33	1	76	25	143	27	195	88	80	27	195	7	155	39	201	667
07:45 AM	51	36	0	87	27	172	29	228	62	42	18	122	2	172	35	209	646
Total Volume	168	117	3	288	106	668	156	930	332	286	99	717	17	576	129	722	2657
% App. Total	58.3	40.6	1		11.4	71.8	16.8		46.3	39.9	13.8		2.4	79.8	17.9		
PHF	.824	.813	.375	.828	.803	.908	.765	.908	.761	.694	.669	.720	.607	.837	.827	.864	.968



Counts Unlimited
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 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	29	16	2	47	33	169	49	251	109	103	37	249	4	107	28	139
+15 mins.	46	32	0	78	21	184	51	256	73	61	17	151	4	142	27	173
+30 mins.	42	33	1	76	25	143	27	195	88	80	27	195	7	155	39	201
+45 mins.	51	36	0	87	27	172	29	228	62	42	18	122	2	172	35	209
Total Volume	168	117	3	288	106	668	156	930	332	286	99	717	17	576	129	722
% App. Total	58.3	40.6	1		11.4	71.8	16.8		46.3	39.9	13.8		2.4	79.8	17.9	
PHF	.824	.813	.375	.828	.803	.908	.765	.908	.761	.694	.669	.720	.607	.837	.827	.864

3.1-103

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

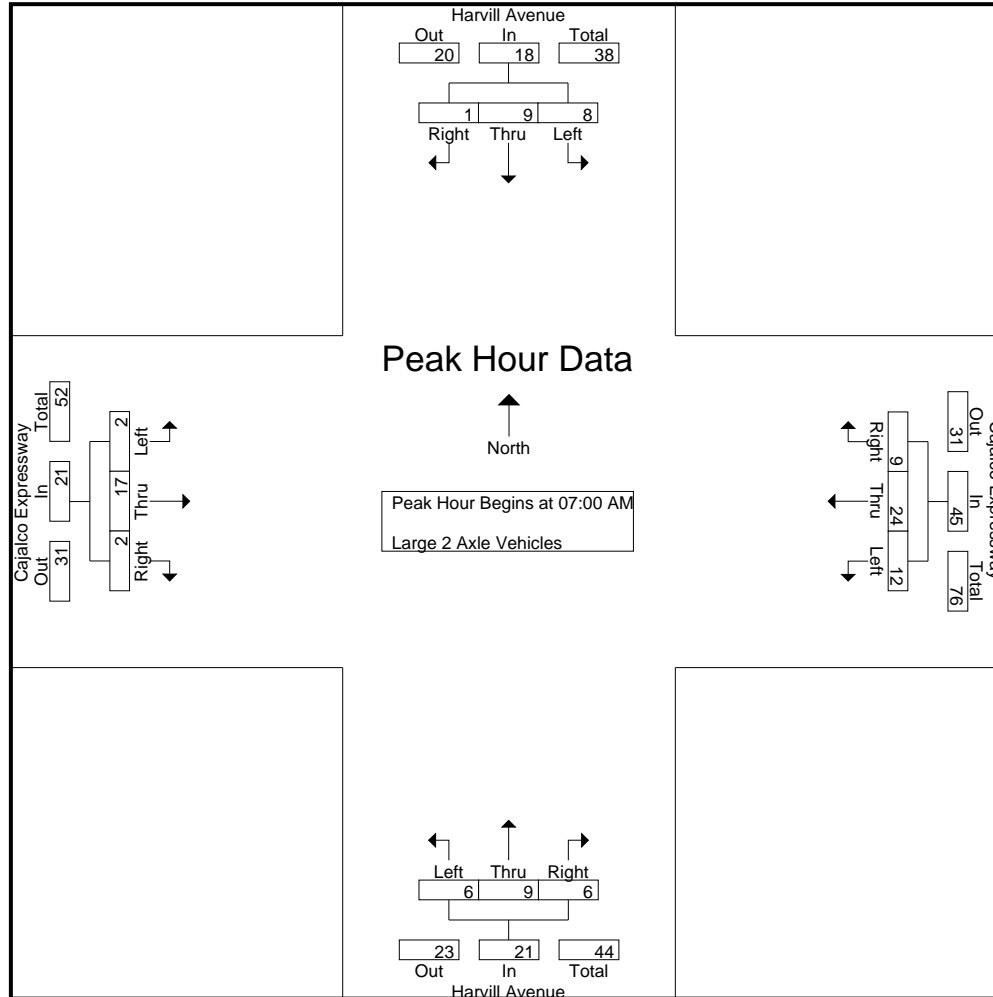
File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	2	0	0	5	1	1	3	2	5	1	2	2	2	5	2	4	0	0	6	4	21	25
07:15 AM	4	3	1	0	8	3	4	2	0	9	2	4	1	0	7	0	5	0	0	5	0	29	29
07:30 AM	0	2	0	0	2	4	10	2	1	16	2	1	2	1	5	0	1	2	0	3	2	26	28
07:45 AM	1	2	0	0	3	4	9	2	2	15	1	2	1	0	4	0	7	0	0	7	2	29	31
Total	8	9	1	0	18	12	24	9	5	45	6	9	6	3	21	2	17	2	0	21	8	105	113
08:00 AM	2	3	0	0	5	1	8	3	2	12	0	2	1	1	3	0	6	2	0	8	3	28	31
08:15 AM	0	3	1	1	4	4	12	3	1	19	3	0	1	1	4	0	0	0	0	0	3	27	30
08:30 AM	1	3	0	0	4	3	4	1	0	8	4	1	2	2	7	0	8	0	0	8	2	27	29
08:45 AM	0	4	0	0	4	1	4	0	0	5	1	1	1	0	3	0	6	1	0	7	0	19	19
Total	3	13	1	1	17	9	28	7	3	44	8	4	5	4	17	0	20	3	0	23	8	101	109
Grand Total	11	22	2	1	35	21	52	16	8	89	14	13	11	7	38	2	37	5	0	44	16	206	222
Apprch %	31.4	62.9	5.7			23.6	58.4	18			36.8	34.2	28.9			4.5	84.1	11.4					
Total %	5.3	10.7	1		17	10.2	25.2	7.8		43.2	6.8	6.3	5.3		18.4	1	18	2.4		21.4	7.2	92.8	

3.1-104

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	2	0	5	1	1	3	5	1	2	2	5	2	4	0	6	21
07:15 AM	4	3	1	8	3	4	2	9	2	4	1	7	0	5	0	5	29
07:30 AM	0	2	0	2	4	10	2	16	2	1	2	5	0	1	2	3	26
07:45 AM	1	2	0	3	4	9	2	15	1	2	1	4	0	7	0	7	29
Total Volume	8	9	1	18	12	24	9	45	6	9	6	21	2	17	2	21	105
% App. Total	44.4	50	5.6		26.7	53.3	20		28.6	42.9	28.6		9.5	81	9.5		
PHF	.500	.750	.250	.563	.750	.600	.750	.703	.750	.563	.750	.750	.250	.607	.250	.750	.905



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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	2	0	5	1	1	3	5	1	2	2	5	2	4	0	6
+15 mins.	4	3	1	8	3	4	2	9	2	4	1	7	0	5	0	5
+30 mins.	0	2	0	2	4	10	2	16	2	1	2	5	0	1	2	3
+45 mins.	1	2	0	3	4	9	2	15	1	2	1	4	0	7	0	7
Total Volume	8	9	1	18	12	24	9	45	6	9	6	21	2	17	2	21
% App. Total	44.4	50	5.6		26.7	53.3	20		28.6	42.9	28.6		9.5	81	9.5	
PHF	.500	.750	.250	.563	.750	.600	.750	.703	.750	.563	.750	.750	.250	.607	.250	.750

3.1-106

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

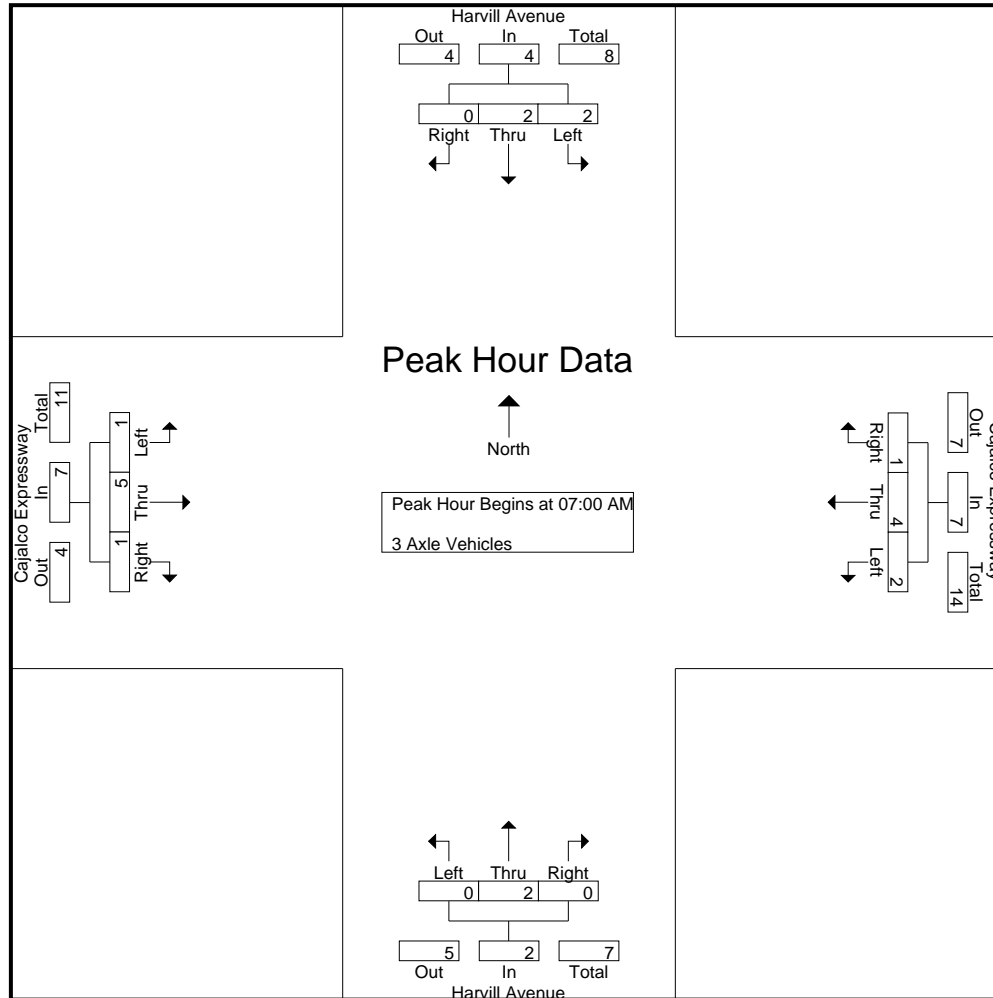
File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
07:00 AM	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	5
Total	2	2	0	0	4	2	4	1	0	7	0	2	0	0	2	1	5	1	0	7	0	0	0	0	0	0	20	20
08:00 AM	1	1	0	0	2	1	0	1	1	2	1	0	2	1	3	0	1	0	0	1	2	0	0	0	0	2	8	10
08:15 AM	1	2	0	0	3	1	0	0	0	1	0	0	1	1	1	1	2	0	0	3	1	0	0	0	0	1	8	9
08:30 AM	0	1	0	0	1	2	2	0	0	4	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	1	6	7
08:45 AM	0	1	0	0	1	3	1	0	0	4	0	1	2	1	3	0	3	0	0	3	1	0	0	0	0	1	11	12
Total	2	5	0	0	7	7	3	1	1	11	1	1	6	4	8	1	6	0	0	7	5	0	0	0	0	5	33	38
Grand Total	4	7	0	0	11	9	7	2	1	18	1	3	6	4	10	2	11	1	0	14	5	0	0	0	0	5	53	58
Apprch %	36.4	63.6	0			50	38.9	11.1			10	30	60			14.3	78.6	7.1			8.6					8.6	91.4	
Total %	7.5	13.2	0		20.8	17	13.2	3.8		34	1.9	5.7	11.3		18.9	3.8	20.8	1.9		26.4								

3.1-107

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	0	3	1	1	0	2	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	1	1	2	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	1	0	0	1	0	0	1	1	0	0	0	0	1	2	0	3	5
Total Volume	2	2	0	4	2	4	1	7	0	2	0	2	1	5	1	7	20
% App. Total	50	50	0		28.6	57.1	14.3		0	100	0		14.3	71.4	14.3		
PHF	.500	.250	.000	.333	.500	.333	.250	.583	.000	.250	.000	.250	.250	.625	.250	.583	1.00



3.1-108

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	0	3	1	1	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	2	0	2	0	1	1	2
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	1	0	0	1	0	0	1	1	0	0	0	0	1	2	0	3
Total Volume	2	2	0	4	2	4	1	7	0	2	0	2	1	5	1	7
% App. Total	50	50	0		28.6	57.1	14.3		0	100	0		14.3	71.4	14.3	
PHF	.500	.250	.000	.333	.500	.333	.250	.583	.000	.250	.000	.250	.250	.625	.250	.583

3.1-109

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

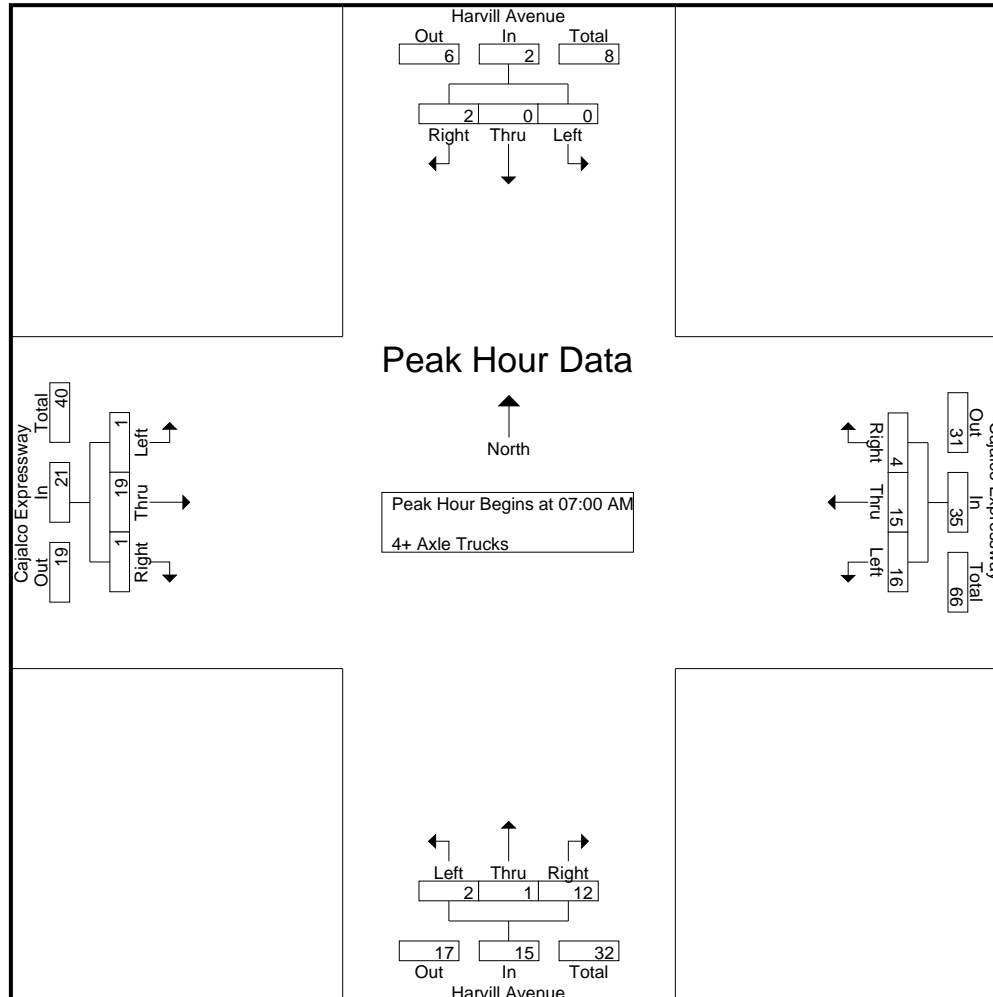
File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	1	6	1	0	8	0	14	14
07:15 AM	0	0	1	1	1	3	2	2	2	7	1	0	5	2	6	0	3	0	0	3	5	17	22
07:30 AM	0	0	1	0	1	4	5	1	0	10	1	0	2	1	3	0	5	0	0	5	1	19	20
07:45 AM	0	0	0	0	0	8	4	1	0	13	0	1	4	1	5	0	5	0	0	5	1	23	24
Total	0	0	2	1	2	16	15	4	2	35	2	1	12	4	15	1	19	1	0	21	7	73	80
08:00 AM	0	1	0	0	1	2	4	0	0	6	2	1	0	0	3	0	4	0	0	4	0	14	14
08:15 AM	4	1	0	0	5	3	2	1	0	6	1	0	1	0	2	0	7	0	0	7	0	20	20
08:30 AM	0	1	2	0	3	5	10	0	0	15	1	0	6	2	7	1	10	0	0	11	2	36	38
08:45 AM	0	0	0	0	0	6	1	1	0	8	1	0	2	1	3	0	6	0	0	6	1	17	18
Total	4	3	2	0	9	16	17	2	0	35	5	1	9	3	15	1	27	0	0	28	3	87	90
Grand Total	4	3	4	1	11	32	32	6	2	70	7	2	21	7	30	2	46	1	0	49	10	160	170
Apprch %	36.4	27.3	36.4			45.7	45.7	8.6			23.3	6.7	70			4.1	93.9	2					
Total %	2.5	1.9	2.5		6.9	20	20	3.8		43.8	4.4	1.2	13.1		18.8	1.2	28.8	0.6		30.6	5.9	94.1	

3.1-110

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	4	0	5	0	0	1	1	1	6	1	8	14
07:15 AM	0	0	1	1	3	2	2	7	1	0	5	6	0	3	0	3	17
07:30 AM	0	0	1	1	4	5	1	10	1	0	2	3	0	5	0	5	19
07:45 AM	0	0	0	0	8	4	1	13	0	1	4	5	0	5	0	5	23
Total Volume	0	0	2	2	16	15	4	35	2	1	12	15	1	19	1	21	73
% App. Total	0	0	100		45.7	42.9	11.4		13.3	6.7	80		4.8	90.5	4.8		
PHF	.000	.000	.500	.500	.500	.750	.500	.673	.500	.250	.600	.625	.250	.792	.250	.656	.793



3.1-111

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAAM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	4	0	5	0	0	1	1	1	6	1	8
+15 mins.	0	0	1	1	3	2	2	7	1	0	5	6	0	3	0	3
+30 mins.	0	0	1	1	4	5	1	10	1	0	2	3	0	5	0	5
+45 mins.	0	0	0	0	8	4	1	13	0	1	4	5	0	5	0	5
Total Volume	0	0	2	2	16	15	4	35	2	1	12	15	1	19	1	21
% App. Total	0	0	100		45.7	42.9	11.4		13.3	6.7	80		4.8	90.5	4.8	
PHF	.000	.000	.500	.500	.500	.750	.500	.673	.500	.250	.600	.625	.250	.792	.250	.656

3.1-112

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

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

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	46	43	3	2	92	36	168	24	7	228	82	29	22	8	133	4	194	69	19	267	36	720	756
04:15 PM	39	44	8	5	91	34	165	44	14	243	70	39	26	17	135	7	171	77	20	255	56	724	780
04:30 PM	38	45	1	0	84	28	181	32	11	241	77	24	35	22	136	6	204	54	13	264	46	725	771
04:45 PM	44	44	3	1	91	32	157	30	9	219	48	34	27	17	109	6	220	63	19	289	46	708	754
Total	167	176	15	8	358	130	671	130	41	931	277	126	110	64	513	23	789	263	71	1075	184	2877	3061
05:00 PM	51	42	4	1	97	23	176	26	5	225	67	31	22	5	120	0	192	62	15	254	26	696	722
05:15 PM	32	47	4	0	83	28	163	29	7	220	51	23	17	10	91	1	203	61	25	265	42	659	701
05:30 PM	56	41	1	0	98	33	144	30	11	207	48	27	24	13	99	4	242	54	22	300	46	704	750
05:45 PM	29	44	2	0	75	35	142	33	16	210	46	29	18	13	93	4	185	57	17	246	46	624	670
Total	168	174	11	1	353	119	625	118	39	862	212	110	81	41	403	9	822	234	79	1065	160	2683	2843
Grand Total	335	350	26	9	711	249	1296	248	80	1793	489	236	191	105	916	32	1611	497	150	2140	344	5560	5904
Apprch %	47.1	49.2	3.7			13.9	72.3	13.8			53.4	25.8	20.9			1.5	75.3	23.2					
Total %	6	6.3	0.5		12.8	4.5	23.3	4.5		32.2	8.8	4.2	3.4		16.5	0.6	29	8.9		38.5	5.8	94.2	
Passenger Vehicles	331	340	26		706	204	1236	235		1752	475	230	180		989	29	1541	485		2200	0	0	5647
% Passenger Vehicles	98.8	97.1	100		98.1	81.9	95.4	94.8		96.2	97.1	97.5	94.2		96.9	90.6	95.7	97.6		96.1	0	0	95.6
Large 2 Axle Vehicles	3	5	0		8	6	36	8		51	8	5	1		14	0	38	9		51	0	0	124
% Large 2 Axle Vehicles	0.9	1.4	0		1.1	2.4	2.8	3.2		2.7	1.6	2.1	0.5		1.4	0	2.4	1.8		2.2	0	0	2.1
3 Axle Vehicles	0	0	0		0	3	9	1		13	2	1	1		4	2	7	1		10	0	0	27
% 3 Axle Vehicles	0	0	0		0	1.2	0.7	0.4		0.7	0.4	0.4	0.5		0.4	6.2	0.4	0.2		0.4	0	0	0.5
4+ Axle Trucks	1	5	0		6	36	15	4		57	4	0	9		14	1	25	2		29	0	0	106
% 4+ Axle Trucks	0.3	1.4	0		0.8	14.5	1.2	1.6		2.5	0.8	0	4.7		1.4	3.1	1.6	0.4		1.3	0	0	1.8

3.1-113

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	46	43	3	92	36	168	24	228	82	29	22	133	4	194	69	267	720
04:15 PM	39	44	8	91	34	165	44	243	70	39	26	135	7	171	77	255	724
04:30 PM	38	45	1	84	28	181	32	241	77	24	35	136	6	204	54	264	725
04:45 PM	44	44	3	91	32	157	30	219	48	34	27	109	6	220	63	289	708
Total Volume	167	176	15	358	130	671	130	931	277	126	110	513	23	789	263	1075	2877
% App. Total	46.6	49.2	4.2		14	72.1	14		54	24.6	21.4		2.1	73.4	24.5		
PHF	.908	.978	.469	.973	.903	.927	.739	.958	.845	.808	.786	.943	.821	.897	.854	.930	.992

Counts Unlimited
PO Box 1178
Corona, CA 92878
951-268-6268

County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Expressway
Weather: Clear

File Name : 05_CRVHACAPM
Site Code : 05119093
Start Date : 2/12/2019
Page No : 2

3.1-114

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway 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 Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	44	44	3	91	36	168	24	228	82	29	22	133	6	220	63	289
+15 mins.	51	42	4	97	34	165	44	243	70	39	26	135	0	192	62	254
+30 mins.	32	47	4	83	28	181	32	241	77	24	35	136	1	203	61	265
+45 mins.	56	41	1	98	32	157	30	219	48	34	27	109	4	242	54	300
Total Volume	183	174	12	369	130	671	130	931	277	126	110	513	11	857	240	1108
% App. Total	49.6	47.2	3.3		14	72.1	14		54	24.6	21.4		1	77.3	21.7	
PHF	.817	.926	.750	.941	.903	.927	.739	.958	.845	.808	.786	.943	.458	.885	.952	.923

3.1-115

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

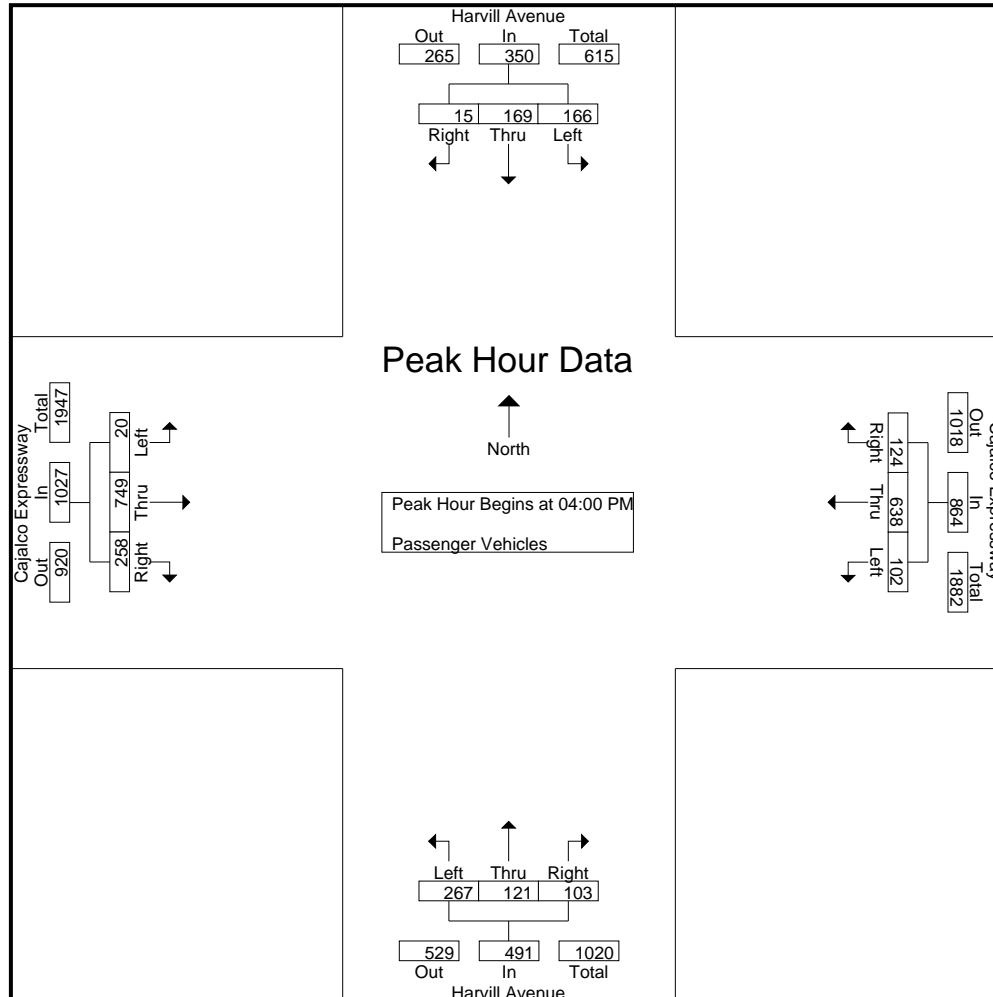
File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	46	39	3	2	88	30	160	23	7	213	80	29	19	7	128	4	182	69	19	255	35	684	719
04:15 PM	39	43	8	5	90	25	149	43	14	217	65	35	26	17	126	6	161	75	19	242	55	675	730
04:30 PM	37	44	1	0	82	21	175	32	11	228	76	23	31	22	130	5	196	53	13	254	46	694	740
04:45 PM	44	43	3	1	90	26	154	26	8	206	46	34	27	17	107	5	210	61	18	276	44	679	723
Total	166	169	15	8	350	102	638	124	40	864	267	121	103	63	491	20	749	258	69	1027	180	2732	2912
05:00 PM	51	41	4	1	96	19	168	26	5	213	64	31	20	5	115	0	190	57	13	247	24	671	695
05:15 PM	32	45	4	0	81	21	158	29	7	208	51	22	17	10	90	1	190	61	25	252	42	631	673
05:30 PM	54	41	1	0	96	30	136	27	10	193	48	27	24	13	99	4	235	53	21	292	44	680	724
05:45 PM	28	44	2	0	74	32	136	29	15	197	45	29	16	13	90	4	177	56	17	237	45	598	643
Total	165	171	11	1	347	102	598	111	37	811	208	109	77	41	394	9	792	227	76	1028	155	2580	2735
Grand Total	331	340	26	9	697	204	1236	235	77	1675	475	230	180	104	885	29	1541	485	145	2055	335	5312	5647
Apprch %	47.5	48.8	3.7			12.2	73.8	14			53.7	26	20.3			1.4	75	23.6					
Total %	6.2	6.4	0.5		13.1	3.8	23.3	4.4		31.5	8.9	4.3	3.4		16.7	0.5	29	9.1		38.7	5.9	94.1	

3.1-116

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	46	39	3	88	30	160	23	213	80	29	19	128	4	182	69	255	684
04:15 PM	39	43	8	90	25	149	43	217	65	35	26	126	6	161	75	242	675
04:30 PM	37	44	1	82	21	175	32	228	76	23	31	130	5	196	53	254	694
04:45 PM	44	43	3	90	26	154	26	206	46	34	27	107	5	210	61	276	679
Total Volume	166	169	15	350	102	638	124	864	267	121	103	491	20	749	258	1027	2732
% App. Total	47.4	48.3	4.3		11.8	73.8	14.4		54.4	24.6	21		1.9	72.9	25.1		
PHF	.902	.960	.469	.972	.850	.911	.721	.947	.834	.864	.831	.944	.833	.892	.860	.930	.984



3.1-117

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	46	39	3	88	30	160	23	213	80	29	19	128	4	182	69	255
+15 mins.	39	43	8	90	25	149	43	217	65	35	26	126	6	161	75	242
+30 mins.	37	44	1	82	21	175	32	228	76	23	31	130	5	196	53	254
+45 mins.	44	43	3	90	26	154	26	206	46	34	27	107	5	210	61	276
Total Volume	166	169	15	350	102	638	124	864	267	121	103	491	20	749	258	1027
% App. Total	47.4	48.3	4.3		11.8	73.8	14.4		54.4	24.6	21		1.9	72.9	25.1	
PHF	.902	.960	.469	.972	.850	.911	.721	.947	.834	.864	.831	.944	.833	.892	.860	.930

3.1-118

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

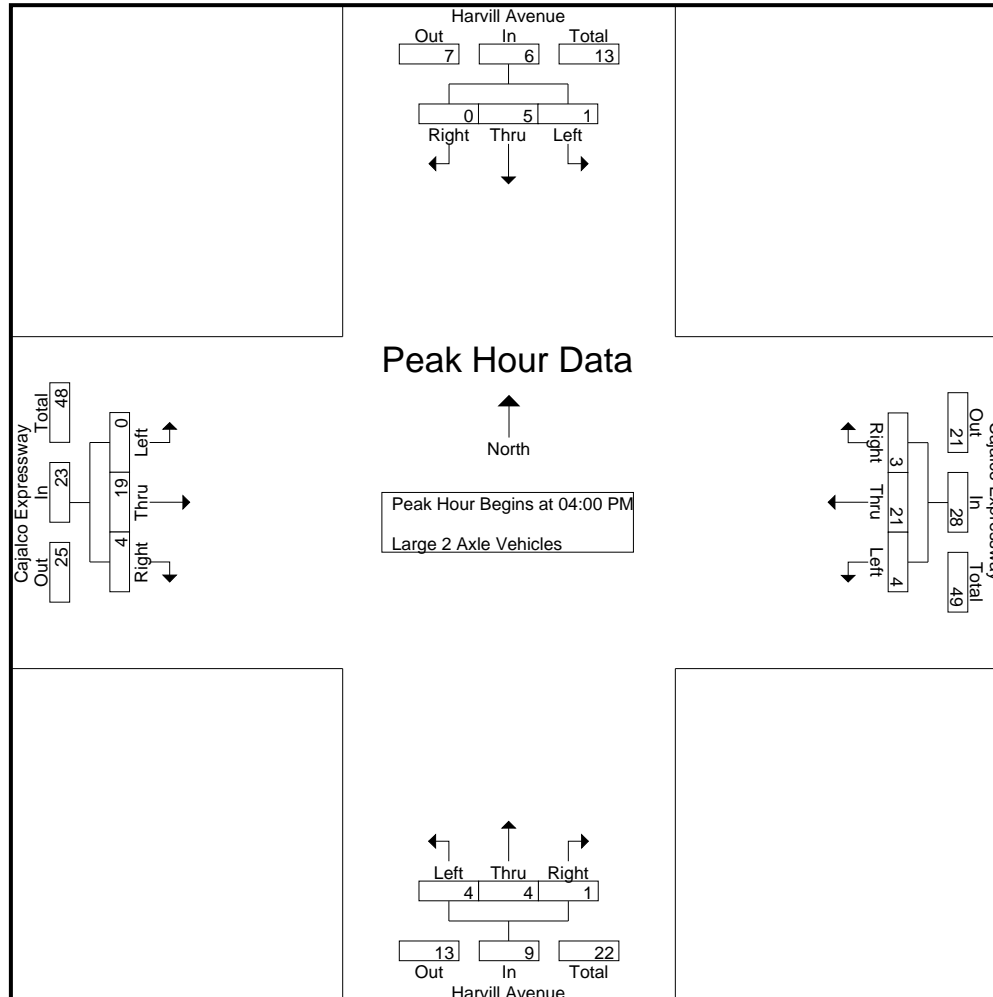
File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	10	10
04:15 PM	0	0	0	0	0	3	13	1	0	17	2	3	0	0	5	0	3	2	1	5	1	27	28
04:30 PM	1	1	0	0	2	1	4	0	0	5	1	1	1	0	3	0	5	1	0	6	0	16	16
04:45 PM	0	1	0	0	1	0	2	2	0	4	1	0	0	0	1	0	6	1	1	7	1	13	14
Total	1	5	0	0	6	4	21	3	0	28	4	4	1	0	9	0	19	4	2	23	2	66	68
05:00 PM	0	0	0	0	0	1	5	0	0	6	3	0	0	0	3	0	1	5	2	6	2	15	17
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	11	0	0	11	0	13	13
05:30 PM	2	0	0	0	2	1	4	3	1	8	0	0	0	0	0	0	5	0	0	5	1	15	16
05:45 PM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	0	2	0	0	2	0	10	10
Total	2	0	0	0	2	2	15	5	1	22	4	1	0	0	5	0	19	5	2	24	3	53	56
Grand Total	3	5	0	0	8	6	36	8	1	50	8	5	1	0	14	0	38	9	4	47	5	119	124
Apprch %	37.5	62.5	0			12	72	16			57.1	35.7	7.1			0	80.9	19.1			4	96	
Total %	2.5	4.2	0		6.7	5	30.3	6.7		42	6.7	4.2	0.8		11.8	0	31.9	7.6		39.5	4	96	

3.1-119

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	5	0	5	10
04:15 PM	0	0	0	0	3	13	1	17	2	3	0	5	0	3	2	5	27
04:30 PM	1	1	0	2	1	4	0	5	1	1	1	3	0	5	1	6	16
04:45 PM	0	1	0	1	0	2	2	4	1	0	0	1	0	6	1	7	13
Total Volume	1	5	0	6	4	21	3	28	4	4	1	9	0	19	4	23	66
% App. Total	16.7	83.3	0		14.3	75	10.7		44.4	44.4	11.1		0	82.6	17.4		
PHF	.250	.417	.000	.500	.333	.404	.375	.412	.500	.333	.250	.450	.000	.792	.500	.821	.611



3.1-120

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	0	3	0	2	0	2	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	3	13	1	17	2	3	0	5	0	3	2	5
+30 mins.	1	1	0	2	1	4	0	5	1	1	1	3	0	5	1	6
+45 mins.	0	1	0	1	0	2	2	4	1	0	0	1	0	6	1	7
Total Volume	1	5	0	6	4	21	3	28	4	4	1	9	0	19	4	23
% App. Total	16.7	83.3	0		14.3	75	10.7		44.4	44.4	11.1		0	82.6	17.4	
PHF	.250	.417	.000	.500	.333	.404	.375	.412	.500	.333	.250	.450	.000	.792	.500	.821

3.1-121

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

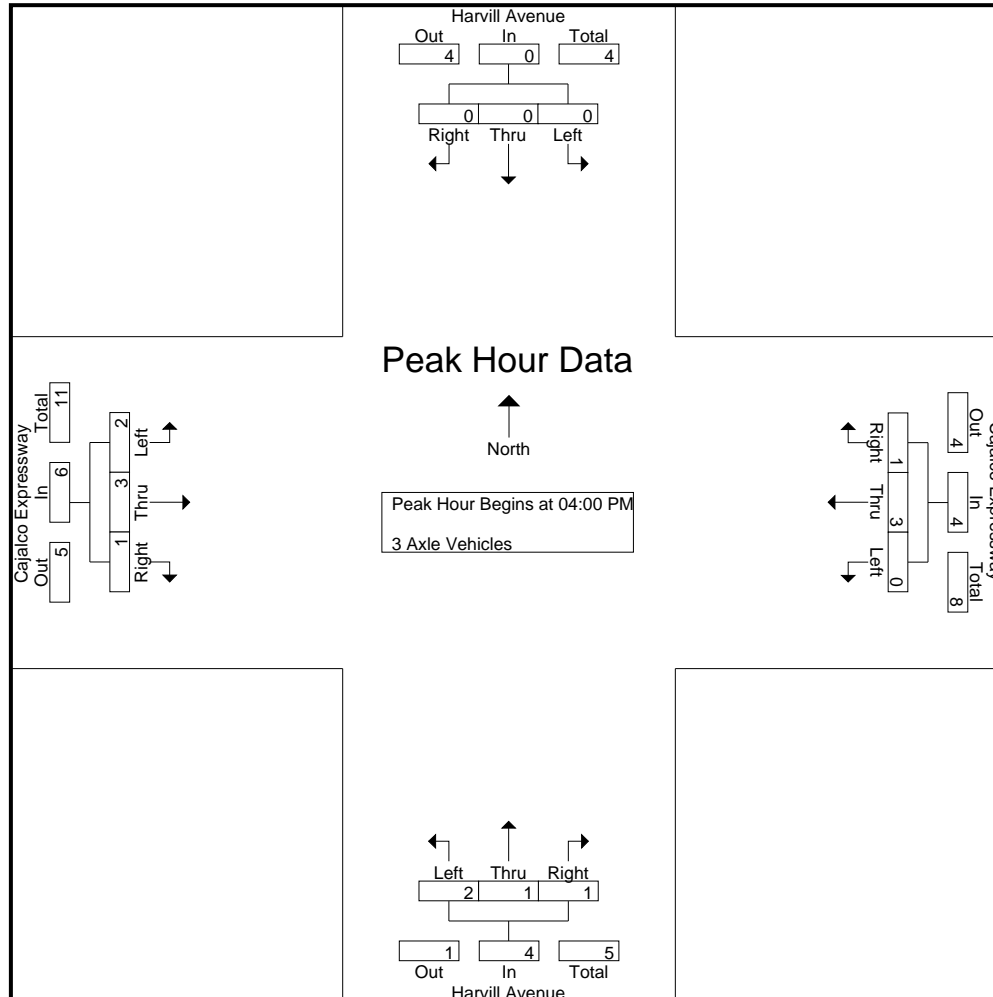
File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	1	0	0	1	0	0	5	5
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	4	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	0	0	4	4
Total	0	0	0	0	0	0	3	1	0	4	2	1	1	0	4	2	3	1	0	6	0	0	14	14
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	5	5
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	3	3
Total	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	13	13
Grand Total	0	0	0	0	0	3	9	1	0	13	2	1	1	0	4	2	7	1	0	10	0	0	27	27
Apprch %	0	0	0			23.1	69.2	7.7			50	25	25			20	70	10			0	0	100	
Total %	0	0	0			11.1	33.3	3.7		48.1	7.4	3.7	3.7		14.8	7.4	25.9	3.7		37	0	0	100	

3.1-122

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	1	1	0	2	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	3	4
Total Volume	0	0	0	0	0	3	1	4	2	1	1	4	2	3	1	6	14
% App. Total	0	0	0		0	75	25		50	25	25		33.3	50	16.7		
PHF	.000	.000	.000	.000	.000	.750	.250	1.00	.250	.250	.250	.333	.500	.750	.250	.500	.700



3.1-123

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 951-268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	1	1	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	3
Total Volume	0	0	0	0	0	3	1	4	2	1	1	4	2	3	1	6
% App. Total	0	0	0		0	75	25		50	25	25		33.3	50	16.7	
PHF	.000	.000	.000	.000	.000	.750	.250	1.000	.250	.250	.250	.333	.500	.750	.250	.500

3.1-124

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

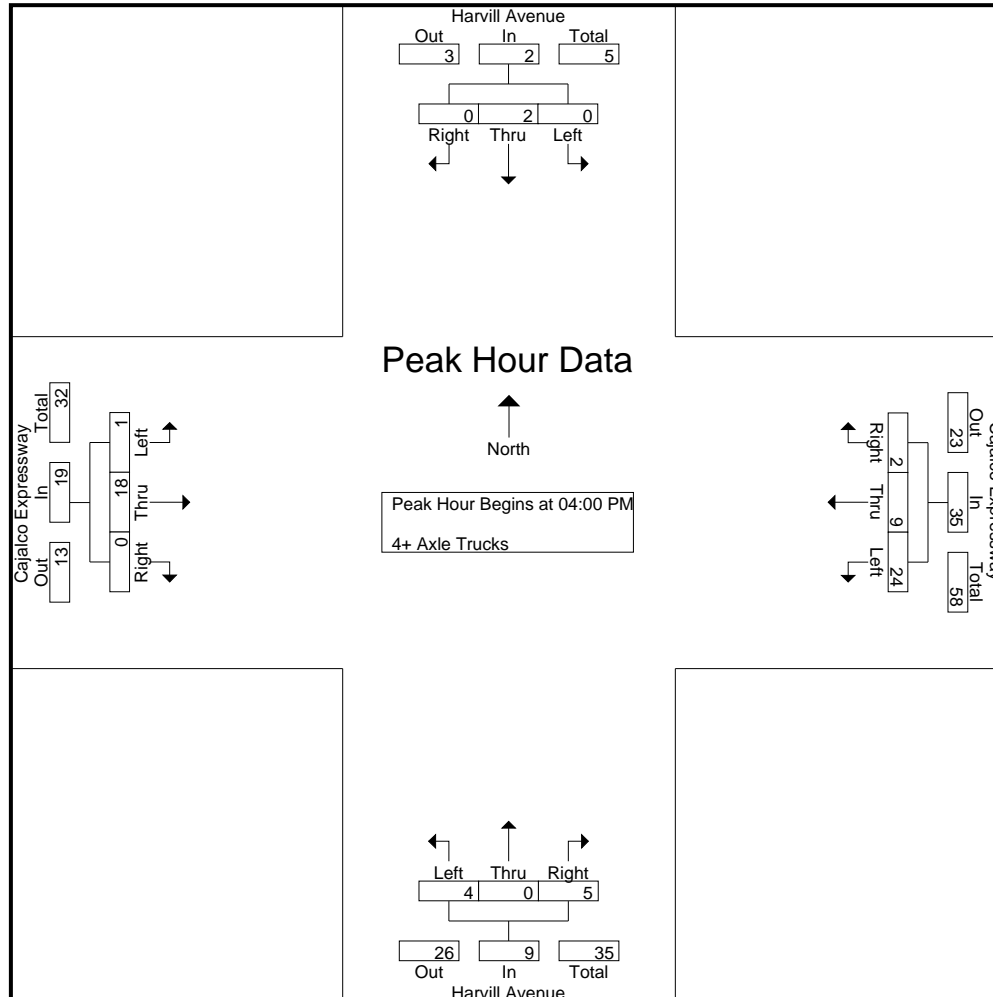
File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	0	0	1	6	5	1	0	12	0	0	2	1	2	0	6	0	0	6	1	21	22
04:15 PM	0	1	0	0	1	6	2	0	0	8	3	0	0	0	3	0	6	0	0	6	0	18	18
04:30 PM	0	0	0	0	0	6	1	0	0	7	0	0	3	0	3	1	3	0	0	4	0	14	14
04:45 PM	0	0	0	0	0	6	1	1	1	8	1	0	0	0	1	0	3	0	0	3	1	12	13
Total	0	2	0	0	2	24	9	2	1	35	4	0	5	1	9	1	18	0	0	19	2	65	67
05:00 PM	0	1	0	0	1	3	0	0	0	3	0	0	2	0	2	0	1	0	0	1	0	7	7
05:15 PM	0	2	0	0	2	5	2	0	0	7	0	0	0	0	0	0	1	0	0	1	0	10	10
05:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	1	1	2	1	7	8
05:45 PM	1	0	0	0	1	3	0	2	1	5	0	0	2	0	2	0	4	1	0	5	1	13	14
Total	1	3	0	0	4	12	6	2	1	20	0	0	4	0	4	0	7	2	1	9	2	37	39
Grand Total	1	5	0	0	6	36	15	4	2	55	4	0	9	1	13	1	25	2	1	28	4	102	106
Apprch %	16.7	83.3	0			65.5	27.3	7.3			30.8	0	69.2			3.6	89.3	7.1					
Total %	1	4.9	0		5.9	35.3	14.7	3.9		53.9	3.9	0	8.8		12.7	1	24.5	2		27.5	3.8	96.2	

3.1-125

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	6	5	1	12	0	0	2	2	0	6	0	6	21
04:15 PM	0	1	0	1	6	2	0	8	3	0	0	3	0	6	0	6	18
04:30 PM	0	0	0	0	6	1	0	7	0	0	3	3	1	3	0	4	14
04:45 PM	0	0	0	0	6	1	1	8	1	0	0	1	0	3	0	3	12
Total Volume	0	2	0	2	24	9	2	35	4	0	5	9	1	18	0	19	65
% App. Total	0	100	0		68.6	25.7	5.7		44.4	0	55.6		5.3	94.7	0		
PHF	.000	.500	.000	.500	1.00	.450	.500	.729	.333	.000	.417	.750	.250	.750	.000	.792	.774



County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 05_CRVHACAPM
 Site Code : 05119093
 Start Date : 2/12/2019
 Page No : 3

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	6	5	1	12	0	0	2	2	0	6	0	6
+15 mins.	0	1	0	1	6	2	0	8	3	0	0	3	0	6	0	6
+30 mins.	0	0	0	0	6	1	0	7	0	0	3	3	1	3	0	4
+45 mins.	0	0	0	0	6	1	1	8	1	0	0	1	0	3	0	3
Total Volume	0	2	0	2	24	9	2	35	4	0	5	9	1	18	0	19
% App. Total	0	100	0		68.6	25.7	5.7		44.4	0	55.6		5.3	94.7	0	
PHF	.000	.500	.000	.500	1.000	.450	.500	.729	.333	.000	.417	.750	.250	.750	.000	.792

Location: County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expy



Date: 2/12/2018
 Day: Tuesday

PEDESTRIANS

	North Leg Harvill Avenue	East Leg Cajalco Expy	South Leg Harvill Avenue	West Leg Cajalco Expy	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	2	2	4
7:45 AM	1	1	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	3	2	7

	North Leg Harvill Avenue	East Leg Cajalco Expy	South Leg Harvill Avenue	West Leg Cajalco Expy	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	3

Location: County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expy



Date: 2/12/2018
 Day: Tuesday

BICYCLES

	Southbound Harvill Avenue			Westbound Cajalco Expy			Northbound Harvill Avenue			Eastbound Cajalco Expy			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Harvill Avenue			Westbound Cajalco Expy			Northbound Harvill Avenue			Eastbound Cajalco Expy			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix G

Intersection LOS Worksheets

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	431	13	15	988	25	75	36	27	26	16	60
Future Volume (veh/h)	13	431	13	15	988	25	75	36	27	26	16	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	459	14	16	1051	27	80	38	29	28	17	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	30	1160	35	33	1171	30	181	61	39	104	48	120
Arrive On Green	0.02	0.66	0.66	0.02	0.66	0.66	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1739	1762	54	1739	1772	46	814	506	325	300	403	1000
Grp Volume(v), veh/h	14	0	473	16	0	1078	147	0	0	109	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1816	1739	0	1818	1645	0	0	1703	0	0
Q Serve(g_s), s	0.5	0.0	8.0	0.6	0.0	33.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	8.0	0.6	0.0	33.0	5.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.54		0.20	0.26		0.59
Lane Grp Cap(c), veh/h	30	0	1196	33	0	1201	281	0	0	272	0	0
V/C Ratio(X)	0.47	0.00	0.40	0.48	0.00	0.90	0.52	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	133	0	1452	133	0	1453	505	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.5	0.0	5.3	32.4	0.0	9.4	28.1	0.0	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	11.1	0.0	0.2	10.2	0.0	6.8	1.5	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.3	0.3	0.0	11.3	2.3	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	5.5	42.6	0.0	16.3	29.6	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	D	A	A	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		487			1094			147			109	
Approach Delay, s/veh		6.6			16.7			29.6			28.5	
Approach LOS		A			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	48.4		12.5	5.6	48.5		12.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	53.3		18.1	5.1	53.3		18.1				
Max Q Clear Time (g_c+I1), s	2.6	10.0		5.9	2.5	35.0		7.5				
Green Ext Time (p_c), s	0.0	3.4		0.4	0.0	9.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				15.7								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	514	26	17	694	26	50	91	45	35	74	38
Future Volume (veh/h)	9	514	26	17	694	26	50	91	45	35	74	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	565	29	19	763	29	55	100	49	38	81	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	23	896	46	41	927	35	155	161	69	141	171	77
Arrive On Green	0.01	0.52	0.52	0.02	0.53	0.53	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1739	1722	88	1739	1748	66	341	954	409	275	1012	454
Grp Volume(v), veh/h	10	0	594	19	0	792	204	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1810	1739	0	1814	1704	0	0	1741	0	0
Q Serve(g_s), s	0.3	0.0	11.0	0.5	0.0	17.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	11.0	0.5	0.0	17.1	5.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.04	0.27		0.24	0.24		0.26
Lane Grp Cap(c), veh/h	23	0	942	41	0	963	385	0	0	389	0	0
V/C Ratio(X)	0.44	0.00	0.63	0.47	0.00	0.82	0.53	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	189	0	1476	189	0	1479	731	0	0	736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.0	0.0	8.0	22.6	0.0	9.2	18.3	0.0	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	12.9	0.0	0.7	8.1	0.0	2.3	1.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.2	0.3	0.0	5.2	2.0	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	8.7	30.8	0.0	11.5	19.4	0.0	0.0	18.5	0.0	0.0
LnGrp LOS	D	A	A	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		604			811			204			161	
Approach Delay, s/veh		9.2			11.9			19.4			18.5	
Approach LOS		A			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	28.9		12.4	5.1	29.4		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	38.3		18.1	5.1	38.3		18.1				
Max Q Clear Time (g_c+1/2), s	12.5	13.0		5.8	2.3	19.1		7.1				
Green Ext Time (p_c), s	0.0	4.3		0.6	0.0	5.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				12.5								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	30	650	39	20	751	96	114	237	75	140	151	24
Future Volume (veh/h)	30	650	39	20	751	96	114	237	75	140	151	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	699	42	22	808	103	123	255	81	151	162	26
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	52	909	55	40	836	107	308	260	82	198	310	50
Arrive On Green	0.03	0.53	0.53	0.02	0.53	0.53	0.06	0.19	0.19	0.07	0.20	0.20
Sat Flow, veh/h	1739	1705	102	1739	1587	202	1781	1360	432	1781	1573	252
Grp Volume(v), veh/h	32	0	741	22	0	911	123	0	336	151	0	188
Grp Sat Flow(s),veh/h/ln	1739	0	1807	1739	0	1789	1781	0	1793	1781	0	1825
Q Serve(g_s), s	1.8	0.0	31.4	1.2	0.0	47.6	5.4	0.0	18.1	6.5	0.0	8.9
Cycle Q Clear(g_c), s	1.8	0.0	31.4	1.2	0.0	47.6	5.4	0.0	18.1	6.5	0.0	8.9
Prop In Lane	1.00		0.06	1.00		0.11	1.00		0.24	1.00		0.14
Lane Grp Cap(c), veh/h	52	0	964	40	0	942	308	0	342	198	0	360
V/C Ratio(X)	0.62	0.00	0.77	0.55	0.00	0.97	0.40	0.00	0.98	0.76	0.00	0.52
Avail Cap(c_a), veh/h	92	0	968	92	0	958	308	0	342	198	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	17.9	46.8	0.0	22.1	29.5	0.0	39.0	31.2	0.0	34.8
Incr Delay (d2), s/veh	11.4	0.0	3.8	11.2	0.0	21.2	0.8	0.0	43.6	15.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	13.2	0.6	0.0	23.9	2.4	0.0	12.0	3.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	21.7	58.0	0.0	43.4	30.4	0.0	82.7	47.1	0.0	36.2
LnGrp LOS	E	A	C	E	A	D	C	A	F	D	A	D
Approach Vol, veh/h		773			933			459			339	
Approach Delay, s/veh		23.2			43.7			68.6			41.0	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	56.2	10.4	23.6	7.4	55.5	11.0	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	51.9	5.9	19.1	5.1	51.9	6.5	18.5				
Max Q Clear Time (g_c+1), s	1.2	33.4	7.4	10.9	3.8	49.6	8.5	20.1				
Green Ext Time (p_c), s	0.0	5.2	0.0	0.6	0.0	1.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											41.6	
HCM 6th LOS											D	

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	618	4	46	814	2	75
Future Vol, veh/h	618	4	46	814	2	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	665	4	49	875	2	81

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	669	0	1640
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	973
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	907	-	110
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	366
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	907	-	98
Mov Cap-2 Maneuver	-	-	-	-	98
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	328

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	459	-	-	907	-
HCM Lane V/C Ratio	0.022	0.176	-	-	0.055	-
HCM Control Delay (s)	42.6	14.5	-	-	9.2	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0.2	-

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing
Timing Plan: AM PEAK

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	11	933	4	16	1086	119	0	0	2	28	0	10
Future Vol, veh/h	11	933	4	16	1086	119	0	0	2	28	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	12	1003	4	17	1168	128	0	0	2	30	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1296	0	0	1007	0	0	2301	2359	1005	2296	2297	1232
Stage 1	-	-	-	-	-	-	1029	1029	-	1266	1266	-
Stage 2	-	-	-	-	-	-	1272	1330	-	1030	1031	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	525	-	-	676	-	-	27	35	293	~ 27	39	216
Stage 1	-	-	-	-	-	-	282	311	-	207	240	-
Stage 2	-	-	-	-	-	-	206	224	-	282	310	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	525	-	-	676	-	-	25	33	293	~ 26	37	216
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	33	-	~ 26	37	-
Stage 1	-	-	-	-	-	-	276	304	-	202	234	-
Stage 2	-	-	-	-	-	-	191	218	-	274	303	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			17.4			\$ 399.8		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	525	-	-	676	-	-	34
HCM Lane V/C Ratio	0.007	0.023	-	-	0.025	-	-	1.202
HCM Control Delay (s)	17.4	12	-	-	10.5	-	-	\$ 399.8
HCM Lane LOS		C	B	-	-	B	-	F
HCM 95th %tile Q(veh)		0	0.1	-	-	0.1	-	4.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing
Timing Plan: AM PEAK

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	24	869	31	12	1185	6	24	4	8	1	2	18
Future Vol, veh/h	24	869	31	12	1185	6	24	4	8	1	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	25	915	33	13	1247	6	25	4	8	1	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1253	0	0	948	0	0	2269	2261	932	2264	2274	1250
Stage 1	-	-	-	-	-	-	982	982	-	1276	1276	-
Stage 2	-	-	-	-	-	-	1287	1279	-	988	998	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	545	-	-	712	-	-	29	41	323	29	40	211
Stage 1	-	-	-	-	-	-	300	327	-	205	238	-
Stage 2	-	-	-	-	-	-	202	237	-	297	322	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	545	-	-	712	-	-	~ 24	38	323	25	37	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	38	-	25	37	-
Stage 1	-	-	-	-	-	-	286	312	-	196	234	-
Stage 2	-	-	-	-	-	-	179	233	-	272	307	-

























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			\$ 407.3			42.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)		32	545	-	-	712	-	-	117
HCM Lane V/C Ratio		1.184	0.046	-	-	0.018	-	-	0.189
HCM Control Delay (s)		\$ 407.3	11.9	-	-	10.1	-	-	42.8
HCM Lane LOS		F	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)		4.2	0.1	-	-	0.1	-	-	0.7

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	642	138	141	739	177	354	310	122	185	133	6
Future Volume (veh/h)	22	642	138	141	739	177	354	310	122	185	133	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	655	141	144	754	181	361	316	124	189	136	6
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	46	958	427	300	1175	672	396	583	401	331	504	22
Arrive On Green	0.03	0.28	0.28	0.09	0.34	0.34	0.11	0.16	0.16	0.10	0.15	0.15
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3468	152
Grp Volume(v), veh/h	22	655	141	144	754	181	361	316	124	189	69	73
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1843
Q Serve(g_s), s	0.6	8.1	3.5	2.0	8.8	3.6	5.0	3.9	3.0	2.5	1.7	1.7
Cycle Q Clear(g_c), s	0.6	8.1	3.5	2.0	8.8	3.6	5.0	3.9	3.0	2.5	1.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	46	958	427	300	1175	672	396	583	401	331	258	268
V/C Ratio(X)	0.48	0.68	0.33	0.48	0.64	0.27	0.91	0.54	0.31	0.57	0.27	0.27
Avail Cap(c_a), veh/h	181	1337	596	351	1337	745	396	1370	752	360	666	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	15.5	13.8	20.8	13.4	8.7	21.0	18.4	14.5	20.8	18.2	18.3
Incr Delay (d2), s/veh	7.5	0.9	0.4	1.2	0.9	0.2	24.9	0.8	0.4	1.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	1.1	0.7	3.0	1.0	3.2	1.5	1.0	1.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	16.4	14.3	22.0	14.3	8.9	45.9	19.2	15.0	22.6	18.8	18.8
LnGrp LOS	C	B	B	C	B	A	D	B	B	C	B	B
Approach Vol, veh/h		818			1079			801			331	
Approach Delay, s/veh		16.4			14.4			30.6			21.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	17.8	10.0	11.5	5.8	20.8	9.1	12.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	4.0	10.1	7.0	3.7	2.6	10.8	4.5	5.9				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.6	0.0	3.5	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay				19.9								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	942	51	43	662	48	12	27	9	18	55	27
Future Volume (veh/h)	80	942	51	43	662	48	12	27	9	18	55	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	992	54	45	697	51	13	28	9	19	58	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	107	1118	61	75	1064	78	97	110	30	86	100	43
Arrive On Green	0.06	0.65	0.65	0.04	0.63	0.63	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1739	1716	93	1739	1681	123	276	1161	315	207	1049	457
Grp Volume(v), veh/h	84	0	1046	45	0	748	50	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1809	1739	0	1804	1752	0	0	1713	0	0
Q Serve(g_s), s	3.1	0.0	30.6	1.6	0.0	16.7	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	30.6	1.6	0.0	16.7	1.6	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.07	0.26		0.18	0.18		0.27
Lane Grp Cap(c), veh/h	107	0	1179	75	0	1142	237	0	0	229	0	0
V/C Ratio(X)	0.78	0.00	0.89	0.60	0.00	0.65	0.21	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	203	0	1496	144	0	1430	543	0	0	543	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.7	0.0	9.2	30.2	0.0	7.4	27.0	0.0	0.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.0	5.7	7.6	0.0	0.8	0.4	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	10.1	0.8	0.0	4.9	0.7	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	14.9	37.8	0.0	8.1	27.5	0.0	0.0	29.4	0.0	0.0
LnGrp LOS	D	A	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1130			793			50			105	
Approach Delay, s/veh		16.9			9.8			27.5			29.4	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	46.4		10.6	8.5	45.2		10.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	53.1		18.1	7.5	50.9		18.1				
Max Q Clear Time (g_c+I1), s	3.6	32.6		5.7	5.1	18.7		3.6				
Green Ext Time (p_c), s	0.0	9.2		0.4	0.0	6.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				15.1								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	788	84	88	703	47	24	48	50	20	53	11
Future Volume (veh/h)	32	788	84	88	703	47	24	48	50	20	53	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	821	88	92	732	49	25	50	52	21	55	11
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	62	958	103	117	1054	71	98	87	78	107	143	25
Arrive On Green	0.04	0.59	0.59	0.07	0.62	0.62	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1739	1621	174	1739	1692	113	224	768	687	275	1271	224
Grp Volume(v), veh/h	33	0	909	92	0	781	127	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1795	1739	0	1806	1678	0	0	1770	0	0
Q Serve(g_s), s	1.1	0.0	24.8	3.1	0.0	17.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	24.8	3.1	0.0	17.0	4.2	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.20		0.41	0.24		0.13
Lane Grp Cap(c), veh/h	62	0	1061	117	0	1125	262	0	0	275	0	0
V/C Ratio(X)	0.54	0.00	0.86	0.79	0.00	0.69	0.48	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	150	0	1579	192	0	1631	577	0	0	596	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.0	0.0	10.0	27.1	0.0	7.4	25.0	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	3.2	11.0	0.0	0.8	1.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.0	1.6	0.0	4.8	1.7	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	13.2	38.1	0.0	8.2	26.4	0.0	0.0	25.0	0.0	0.0
LnGrp LOS	D	A	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		942			873			127			87	
Approach Delay, s/veh		14.0			11.3			26.4			25.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	39.4		11.2	6.6	41.2		11.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5	51.9		18.1	5.1	53.3		18.1				
Max Q Clear Time (g_c+1), s	15	26.8		4.6	3.1	19.0		6.2				
Green Ext Time (p_c), s	0.0	8.1		0.3	0.0	6.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				14.1								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	4	778	47	88	718	64	81	97	187	131	135	20
Future Volume (veh/h)	4	778	47	88	718	64	81	97	187	131	135	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	802	48	91	740	66	84	100	193	135	139	21
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	9	818	49	113	891	79	327	111	215	212	320	48
Arrive On Green	0.01	0.48	0.48	0.06	0.54	0.54	0.05	0.19	0.19	0.06	0.20	0.20
Sat Flow, veh/h	1739	1705	102	1739	1652	147	1781	571	1101	1781	1587	240
Grp Volume(v), veh/h	4	0	850	91	0	806	84	0	293	135	0	160
Grp Sat Flow(s),veh/h/ln	1739	0	1808	1739	0	1799	1781	0	1672	1781	0	1827
Q Serve(g_s), s	0.2	0.0	41.3	4.6	0.0	33.4	3.3	0.0	15.3	5.3	0.0	6.8
Cycle Q Clear(g_c), s	0.2	0.0	41.3	4.6	0.0	33.4	3.3	0.0	15.3	5.3	0.0	6.8
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.66	1.00		0.13
Lane Grp Cap(c), veh/h	9	0	867	113	0	970	327	0	326	212	0	369
V/C Ratio(X)	0.43	0.00	0.98	0.81	0.00	0.83	0.26	0.00	0.90	0.64	0.00	0.43
Avail Cap(c_a), veh/h	97	0	867	113	0	970	336	0	337	212	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	22.8	41.3	0.0	17.2	26.8	0.0	35.1	28.8	0.0	31.2
Incr Delay (d2), s/veh	29.2	0.0	25.7	33.5	0.0	6.2	0.4	0.0	25.2	6.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	22.3	3.0	0.0	14.1	1.4	0.0	8.4	2.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	0.0	48.5	74.8	0.0	23.4	27.2	0.0	60.4	35.0	0.0	32.0
LnGrp LOS	E	A	D	E	A	C	C	A	E	C	A	C
Approach Vol, veh/h		854			897			377			295	
Approach Delay, s/veh		48.6			28.6			53.0			33.4	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	47.4	9.2	22.6	5.0	52.7	9.8	21.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.8	42.9	5.1	18.2	5.0	43.7	5.3	18.0				
Max Q Clear Time (g_c+1), s	10.6	43.3	5.3	8.8	2.2	35.4	7.3	17.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	3.7	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay												40.0
HCM 6th LOS												D

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1009	10	98	774	1	87
Future Vol, veh/h	1009	10	98	774	1	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1040	10	101	798	1	90

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1050	0	2045
Stage 1	-	-	-	-	1045
Stage 2	-	-	-	-	1000
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	651	-	62
Stage 1	-	-	-	-	339
Stage 2	-	-	-	-	356
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	651	-	45
Mov Cap-2 Maneuver	-	-	-	-	45
Stage 1	-	-	-	-	339
Stage 2	-	-	-	-	257

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	45	278	-	-	651	-
HCM Lane V/C Ratio	0.023	0.323	-	-	0.155	-
HCM Control Delay (s)	86.9	24	-	-	11.5	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	1.4	-	-	0.5	-

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing
Timing Plan: PM PEAK

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	16	1266	2	9	999	53	4	0	10	14	1	17
Future Vol, veh/h	16	1266	2	9	999	53	4	0	10	14	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	16	1305	2	9	1030	55	4	0	10	14	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	1307	0	0	2423	2441	1306	2419	2415	1058
Stage 1	-	-	-	-	-	-	1338	1338	-	1076	1076	-
Stage 2	-	-	-	-	-	-	1085	1103	-	1343	1339	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	632	-	-	520	-	-	22	31	195	22	33	273
Stage 1	-	-	-	-	-	-	189	222	-	266	296	-
Stage 2	-	-	-	-	-	-	262	287	-	187	222	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	632	-	-	520	-	-	19	30	195	20	32	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	30	-	20	32	-
Stage 1	-	-	-	-	-	-	184	216	-	259	291	-
Stage 2	-	-	-	-	-	-	240	282	-	173	216	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			96.6			242.5		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	632	-	-	520	-	-	40
HCM Lane V/C Ratio	0.272	0.026	-	-	0.018	-	-	0.825
HCM Control Delay (s)	96.6	10.8	-	-	12	-	-	242.5
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	3.1

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing
Timing Plan: PM PEAK

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	21	1227	45	10	1050	5	12	2	11	3	3	24
Future Vol, veh/h	21	1227	45	10	1050	5	12	2	11	3	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	22	1278	47	10	1094	5	13	2	11	3	3	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1099	0	0	1325	0	0	2477	2465	1302	2469	2486	1097
Stage 1	-	-	-	-	-	-	1346	1346	-	1117	1117	-
Stage 2	-	-	-	-	-	-	1131	1119	-	1352	1369	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	624	-	-	512	-	-	20	30	196	21	29	259
Stage 1	-	-	-	-	-	-	187	220	-	252	283	-
Stage 2	-	-	-	-	-	-	247	282	-	185	214	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	624	-	-	512	-	-	16	28	196	18	27	259
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	28	-	18	27	-
Stage 1	-	-	-	-	-	-	180	212	-	243	277	-
Stage 2	-	-	-	-	-	-	216	276	-	166	207	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 350.3			75		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	624	-	-	512	-	-	81
HCM Lane V/C Ratio	0.93	0.035	-	-	0.02	-	-	0.386
HCM Control Delay (s)	\$ 350.3	11	-	-	12.2	-	-	75
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3	0.1	-	-	0.1	-	-	1.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	821	274	135	698	135	288	131	114	174	183	16
Future Volume (veh/h)	24	821	274	135	698	135	288	131	114	174	183	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	829	277	136	705	136	291	132	115	176	185	16
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	49	1101	491	290	1300	723	413	489	354	320	367	31
Arrive On Green	0.03	0.32	0.32	0.09	0.37	0.37	0.12	0.14	0.14	0.09	0.11	0.11
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3312	284
Grp Volume(v), veh/h	24	829	277	136	705	136	291	132	115	176	98	103
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1819
Q Serve(g_s), s	0.7	10.5	7.3	1.9	7.8	2.5	4.0	1.6	3.0	2.4	2.6	2.6
Cycle Q Clear(g_c), s	0.7	10.5	7.3	1.9	7.8	2.5	4.0	1.6	3.0	2.4	2.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	49	1101	491	290	1300	723	413	489	354	320	197	202
V/C Ratio(X)	0.49	0.75	0.56	0.47	0.54	0.19	0.70	0.27	0.32	0.55	0.50	0.51
Avail Cap(c_a), veh/h	177	1272	567	343	1300	723	422	1346	737	380	651	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	15.0	13.9	21.4	12.0	7.6	20.8	19.0	16.0	21.3	20.5	20.6
Incr Delay (d2), s/veh	7.2	2.2	1.0	1.2	0.5	0.1	5.1	0.3	0.5	1.5	2.0	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	0.4	3.8	2.3	0.7	2.6	0.7	1.7	0.6	1.0	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	17.3	15.0	22.6	12.5	7.8	25.9	19.3	16.5	22.8	22.5	22.5
LnGrp LOS	C	B	B	C	B	A	C	B	B	C	C	C
Approach Vol, veh/h		1130			977			538			377	
Approach Delay, s/veh		17.0			13.2			22.3			22.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	20.1	10.4	9.9	5.9	22.9	9.0	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	6.0	18.0	5.0	18.0	5.4	18.6				
Max Q Clear Time (g_c+I1), s	3.9	12.5	6.0	4.6	2.7	9.8	4.4	5.0				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.8	0.0	3.3	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	461	14	20	1041	30	78	37	32	31	17	62
Future Volume (veh/h)	14	461	14	20	1041	30	78	37	32	31	17	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	490	15	21	1107	32	83	39	34	33	18	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	31	1177	36	41	1190	34	174	60	44	106	49	118
Arrive On Green	0.02	0.67	0.67	0.02	0.67	0.67	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1739	1762	54	1739	1766	51	802	489	360	345	402	967
Grp Volume(v), veh/h	15	0	505	21	0	1139	156	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1816	1739	0	1817	1651	0	0	1715	0	0
Q Serve(g_s), s	0.6	0.0	9.3	0.9	0.0	39.8	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	9.3	0.9	0.0	39.8	6.4	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.53		0.22	0.28		0.56
Lane Grp Cap(c), veh/h	31	0	1213	41	0	1224	278	0	0	273	0	0
V/C Ratio(X)	0.48	0.00	0.42	0.51	0.00	0.93	0.56	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	122	0	1333	122	0	1333	465	0	0	468	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.3	0.0	5.5	35.0	0.0	10.4	30.6	0.0	0.0	30.0	0.0	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.2	9.3	0.0	11.2	1.8	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.8	0.5	0.0	15.1	2.7	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	5.8	44.4	0.0	21.6	32.4	0.0	0.0	31.1	0.0	0.0
LnGrp LOS	D	A	A	D	A	C	C	A	A	C	A	A
Approach Vol, veh/h		520			1160			156				117
Approach Delay, s/veh		6.9			22.0			32.4				31.1
Approach LOS		A			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	53.0		13.4	5.8	53.4		13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	53.3		18.1	5.1	53.3		18.1				
Max Q Clear Time (g_c+I1), s	2.9	11.3		6.5	2.6	41.8		8.4				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	7.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				19.3								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	557	27	22	744	31	52	95	51	40	77	40
Future Volume (veh/h)	9	557	27	22	744	31	52	95	51	40	77	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	612	30	24	818	34	57	104	56	44	85	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	23	793	39	51	1613	67	170	173	81	165	183	81
Arrive On Green	0.01	0.46	0.46	0.03	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1739	1726	85	1739	3394	141	325	933	438	299	991	440
Grp Volume(v), veh/h	10	0	642	24	418	434	217	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1811	1739	1735	1801	1697	0	0	1730	0	0
Q Serve(g_s), s	0.2	0.0	12.3	0.6	6.9	6.9	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	12.3	0.6	6.9	6.9	4.7	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.08	0.26		0.26	0.25		0.25
Lane Grp Cap(c), veh/h	23	0	832	51	824	856	424	0	0	429	0	0
V/C Ratio(X)	0.44	0.00	0.77	0.47	0.51	0.51	0.51	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	215	0	1678	215	1607	1668	827	0	0	830	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	0.0	9.4	19.8	7.5	7.5	15.6	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	12.7	0.0	1.6	6.7	0.5	0.5	1.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.7	0.3	1.8	1.9	1.7	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	10.9	26.5	8.0	8.0	16.6	0.0	0.0	15.8	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		652			876			217			173	
Approach Delay, s/veh		11.3			8.5			16.6			15.8	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	23.5		12.1	5.0	24.1		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	38.3		18.1	5.1	38.3		18.1				
Max Q Clear Time (g_c+1), s	12.6	14.3		5.6	2.2	8.9		6.7				
Green Ext Time (p_c), s	0.0	4.7		0.7	0.0	6.2		0.9				
Intersection Summary												
HCM 6th Ctrl Delay											11.0	
HCM 6th LOS											B	

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	707	41	30	807	109	123	251	91	159	157	25
Future Volume (veh/h)	31	707	41	30	807	109	123	251	91	159	157	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	760	44	32	868	117	132	270	98	171	169	27
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	61	1301	580	60	1298	579	817	355	301	355	408	346
Arrive On Green	0.04	0.37	0.37	0.03	0.37	0.37	0.07	0.19	0.19	0.10	0.22	0.22
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	760	44	32	868	117	132	270	98	171	169	27
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	10.6	1.1	1.1	12.6	3.1	1.8	8.2	3.2	4.5	4.7	0.8
Cycle Q Clear(g_c), s	1.1	10.6	1.1	1.1	12.6	3.1	1.8	8.2	3.2	4.5	4.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	1301	580	60	1298	579	817	355	301	355	408	346
V/C Ratio(X)	0.54	0.58	0.08	0.53	0.67	0.20	0.16	0.76	0.33	0.48	0.41	0.08
Avail Cap(c_a), veh/h	147	2988	1333	147	2988	1333	900	574	487	365	593	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	15.1	12.1	28.6	15.7	12.8	17.1	23.1	21.1	17.4	20.3	18.7
Incr Delay (d2), s/veh	7.2	0.4	0.1	7.2	0.6	0.2	0.1	3.4	0.6	1.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.8	0.4	0.6	4.5	1.0	0.7	3.7	1.2	1.8	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	15.5	12.2	35.8	16.3	12.9	17.2	26.5	21.7	18.4	20.9	18.8
LnGrp LOS	D	B	B	D	B	B	B	C	C	B	C	B
Approach Vol, veh/h		837			1017			500			367	
Approach Delay, s/veh		16.1			16.6			23.1			19.6	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	27.1	9.0	17.6	6.6	27.0	10.7	15.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	51.9	5.9	19.1	5.1	51.9	6.5	18.5				
Max Q Clear Time (g_c+1), s	12.6	12.6	3.8	6.7	3.1	14.6	6.5	10.2				
Green Ext Time (p_c), s	0.0	6.5	0.1	0.7	0.0	8.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay											18.0	
HCM 6th LOS											B	

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	643	4	131	772	87	90
Future Vol, veh/h	643	4	131	772	87	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	50
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	691	4	141	830	94	97

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	695	0	1803
Stage 1	-	-	-	-	691
Stage 2	-	-	-	-	1112
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	887	-	87
Stage 1	-	-	-	-	497
Stage 2	-	-	-	-	315
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	73
Mov Cap-2 Maneuver	-	-	-	-	229
Stage 1	-	-	-	-	497
Stage 2	-	-	-	-	265

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	229	445	-	-	887	-
HCM Lane V/C Ratio	0.409	0.217	-	-	0.159	-
HCM Control Delay (s)	31.2	15.3	-	-	9.8	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	1.9	0.8	-	-	0.6	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	988	8	17	1148	124	4	0	2	29	0	14
Future Volume (veh/h)	15	988	8	17	1148	124	4	0	2	29	0	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1062	9	18	1234	133	4	0	2	31	0	15
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	29	1409	12	32	1265	136	118	0	61	154	0	94
Arrive On Green	0.02	0.78	0.78	0.02	0.78	0.78	0.01	0.00	0.04	0.03	0.00	0.06
Sat Flow, veh/h	1739	1808	15	1739	1620	175	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	16	0	1071	18	0	1367	4	0	2	31	0	15
Grp Sat Flow(s),veh/h/ln	1739	0	1823	1739	0	1794	1781	0	1585	1781	0	1585
Q Serve(g_s), s	1.2	0.0	41.0	1.3	0.0	91.4	0.3	0.0	0.2	2.2	0.0	1.2
Cycle Q Clear(g_c), s	1.2	0.0	41.0	1.3	0.0	91.4	0.3	0.0	0.2	2.2	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	0	1421	32	0	1401	118	0	61	154	0	94
V/C Ratio(X)	0.55	0.00	0.75	0.56	0.00	0.98	0.03	0.00	0.03	0.20	0.00	0.16
Avail Cap(c_a), veh/h	67	0	1455	67	0	1432	177	0	219	176	0	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	7.7	63.4	0.0	13.1	59.7	0.0	60.3	57.9	0.0	58.2
Incr Delay (d2), s/veh	14.8	0.0	2.2	14.6	0.0	18.1	0.1	0.0	0.2	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.1	0.7	0.0	36.0	0.1	0.0	0.1	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	0.0	9.9	78.1	0.0	31.2	59.9	0.0	60.5	58.5	0.0	59.0
LnGrp LOS	E	A	A	E	A	C	E	A	E	E	A	E
Approach Vol, veh/h		1087			1385			6				46
Approach Delay, s/veh		10.9			31.8			60.1				58.7
Approach LOS		B			C			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	106.0	5.2	12.2	6.7	106.2	7.9	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	104.0	5.0	18.0	5.0	104.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.3	43.0	2.3	3.2	3.2	93.4	4.2	2.2				
Green Ext Time (p_c), s	0.0	13.8	0.0	0.0	0.0	8.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				23.4								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	28	917	34	12	1246	6	27	4	8	1	2	22
Future Vol, veh/h	28	917	34	12	1246	6	27	4	8	1	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	29	965	36	13	1312	6	28	4	8	1	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1318	0	0	1001	0	0	2395	2385	983	2388	2400	1315
Stage 1	-	-	-	-	-	-	1041	1041	-	1341	1341	-
Stage 2	-	-	-	-	-	-	1354	1344	-	1047	1059	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	515	-	-	680	-	-	~ 23	34	302	24	33	193
Stage 1	-	-	-	-	-	-	278	307	-	188	221	-
Stage 2	-	-	-	-	-	-	185	220	-	276	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	515	-	-	680	-	-	~ 18	31	302	20	31	193
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	31	-	20	31	-
Stage 1	-	-	-	-	-	-	262	290	-	177	217	-
Stage 2	-	-	-	-	-	-	158	216	-	250	284	-

























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			\$ 690.4			48.2		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	24	515	-	-	680	-	-	109
HCM Lane V/C Ratio	1.711	0.057	-	-	0.019	-	-	0.241
HCM Control Delay (s)	\$ 690.4	12.4	-	-	10.4	-	-	48.2
HCM Lane LOS	F	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	5.1	0.2	-	-	0.1	-	-	0.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing + Ambient + Proj
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	677	146	147	778	184	370	323	127	192	138	9
Future Volume (veh/h)	26	677	146	147	778	184	370	323	127	192	138	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	691	149	150	794	188	378	330	130	196	141	9
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	55	983	438	299	1181	673	387	595	406	327	510	32
Arrive On Green	0.03	0.28	0.28	0.09	0.34	0.34	0.11	0.17	0.17	0.09	0.15	0.15
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3394	215
Grp Volume(v), veh/h	27	691	149	150	794	188	378	330	130	196	73	77
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1832
Q Serve(g_s), s	0.8	8.8	3.8	2.1	9.6	3.8	5.4	4.2	3.3	2.7	1.8	1.8
Cycle Q Clear(g_c), s	0.8	8.8	3.8	2.1	9.6	3.8	5.4	4.2	3.3	2.7	1.8	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	55	983	438	299	1181	673	387	595	406	327	267	275
V/C Ratio(X)	0.50	0.70	0.34	0.50	0.67	0.28	0.98	0.55	0.32	0.60	0.27	0.28
Avail Cap(c_a), veh/h	177	1305	582	343	1305	729	387	1337	737	351	650	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	15.8	14.0	21.4	13.9	8.9	21.8	18.8	14.8	21.4	18.5	18.5
Incr Delay (d2), s/veh	6.8	1.1	0.5	1.3	1.2	0.2	39.8	0.8	0.5	2.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.1	1.2	0.8	3.4	1.1	4.1	1.6	1.1	1.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	16.9	14.4	22.7	15.1	9.2	61.6	19.6	15.3	23.8	19.1	19.1
LnGrp LOS	C	B	B	C	B	A	E	B	B	C	B	B
Approach Vol, veh/h		867			1132			838			346	
Approach Delay, s/veh		16.9			15.1			37.9			21.8	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	18.4	10.0	11.9	6.0	21.2	9.2	12.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	4.1	10.8	7.4	3.8	2.8	11.6	4.7	6.2				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.6	0.0	3.4	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.3								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
8: Proj Dwy & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	589	115	0	934	0	65
Future Vol, veh/h	589	115	0	934	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	640	125	0	1015	0	71

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	640
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	475
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	475
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	475	-	-	-
HCM Lane V/C Ratio	0.149	-	-	-
HCM Control Delay (s)	13.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Cajalco Rd Mixed-Use
9: Carroll St & Proj Dwy

Existing + Ambient + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	98	27	4	80	52	84
Future Vol, veh/h	98	27	4	80	52	84
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	29	4	87	57	91

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	198	103	148	0	0
Stage 1	103	-	-	-	-
Stage 2	95	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	791	952	1434	-	-
Stage 1	921	-	-	-	-
Stage 2	929	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	789	952	1434	-	-
Mov Cap-2 Maneuver	789	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	929	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1434	-	819	-	-
HCM Lane V/C Ratio	0.003	-	0.166	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	995	53	49	702	54	12	28	14	24	57	28
Future Volume (veh/h)	83	995	53	49	702	54	12	28	14	24	57	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1047	56	52	739	57	13	29	15	25	60	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	111	1142	61	79	1082	83	86	103	45	88	98	42
Arrive On Green	0.06	0.67	0.67	0.05	0.65	0.65	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1739	1718	92	1739	1674	129	234	1055	460	260	1007	432
Grp Volume(v), veh/h	87	0	1103	52	0	796	57	0	0	114	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1809	1739	0	1803	1749	0	0	1699	0	0
Q Serve(g_s), s	3.5	0.0	36.8	2.1	0.0	19.7	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	36.8	2.1	0.0	19.7	2.1	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.07	0.23		0.26	0.22		0.25
Lane Grp Cap(c), veh/h	111	0	1203	79	0	1165	234	0	0	229	0	0
V/C Ratio(X)	0.78	0.00	0.92	0.66	0.00	0.68	0.24	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	185	0	1365	131	0	1303	494	0	0	493	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.5	0.0	10.1	33.1	0.0	7.9	29.6	0.0	0.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.0	9.2	9.0	0.0	1.3	0.5	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	13.4	1.0	0.0	6.1	0.9	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.0	19.3	42.1	0.0	9.2	30.1	0.0	0.0	32.3	0.0	0.0
LnGrp LOS	D	A	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1190			848			57			114	
Approach Delay, s/veh		21.1			11.2			30.1			32.3	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	51.3		11.4	9.0	50.0		11.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	53.1		18.1	7.5	50.9		18.1				
Max Q Clear Time (g_c+I1), s	4.1	38.8		6.5	5.5	21.7		4.1				
Green Ext Time (p_c), s	0.0	8.0		0.4	0.0	6.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				18.1								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	845	87	96	753	53	25	50	57	26	55	11
Future Volume (veh/h)	33	845	87	96	753	53	25	50	57	26	55	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	880	91	100	784	55	26	52	59	27	57	11
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	63	953	99	127	1050	74	96	88	85	116	144	24
Arrive On Green	0.04	0.59	0.59	0.07	0.62	0.62	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1739	1627	168	1739	1686	118	213	742	723	338	1221	204
Grp Volume(v), veh/h	34	0	971	100	0	839	137	0	0	95	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1796	1739	0	1805	1678	0	0	1764	0	0
Q Serve(g_s), s	1.2	0.0	29.5	3.4	0.0	19.8	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	29.5	3.4	0.0	19.8	4.7	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.07	0.19		0.43	0.28		0.12
Lane Grp Cap(c), veh/h	63	0	1052	127	0	1124	269	0	0	285	0	0
V/C Ratio(X)	0.54	0.00	0.92	0.79	0.00	0.75	0.51	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	147	0	1137	147	0	1143	562	0	0	579	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.7	0.0	11.3	27.6	0.0	8.0	25.5	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	11.8	21.6	0.0	2.7	1.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	12.1	2.1	0.0	6.3	1.9	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	23.1	49.2	0.0	10.7	27.0	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	D	A	C	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1005			939			137			95	
Approach Delay, s/veh		23.5			14.8			27.0			25.5	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	39.9		11.6	6.7	42.2		11.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	38.3		18.1	5.1	38.3		18.1				
Max Q Clear Time (g_c+1/4), s	1.4	31.5		4.9	3.2	21.8		6.7				
Green Ext Time (p_c), s	0.0	3.9		0.3	0.0	5.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay											20.1	
HCM 6th LOS											C	

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	4	843	49	101	773	76	88	105	210	151	140	21
Future Volume (veh/h)	4	843	49	101	773	76	88	105	210	151	140	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	869	51	104	797	78	91	108	216	156	144	22
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	9	1269	566	132	1514	675	783	328	278	417	388	329
Arrive On Green	0.01	0.37	0.37	0.08	0.44	0.44	0.06	0.18	0.18	0.10	0.21	0.21
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	4	869	51	104	797	78	91	108	216	156	144	22
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.1	13.3	1.4	3.7	10.5	1.9	1.3	3.2	8.1	4.4	4.1	0.7
Cycle Q Clear(g_c), s	0.1	13.3	1.4	3.7	10.5	1.9	1.3	3.2	8.1	4.4	4.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	1269	566	132	1514	675	783	328	278	417	388	329
V/C Ratio(X)	0.43	0.68	0.09	0.79	0.53	0.12	0.12	0.33	0.78	0.37	0.37	0.07
Avail Cap(c_a), veh/h	142	2876	1283	142	2876	1283	890	553	468	432	571	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.8	13.0	28.4	12.9	10.5	18.7	22.6	24.6	18.3	21.3	19.9
Incr Delay (d2), s/veh	28.2	0.7	0.1	23.7	0.3	0.1	0.1	0.6	4.6	0.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.8	0.4	2.3	3.6	0.6	0.5	1.4	3.2	1.7	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	17.5	13.1	52.2	13.2	10.5	18.7	23.2	29.3	18.9	21.9	20.0
LnGrp LOS	E	B	B	D	B	B	B	C	C	B	C	C
Approach Vol, veh/h		924			979			415			322	
Approach Delay, s/veh		17.4			17.1			25.4			20.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	27.4	8.5	17.5	4.8	31.8	10.5	15.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	51.9	5.9	19.1	5.1	51.9	6.5	18.5				
Max Q Clear Time (g_c+1), s	15.3	15.3	3.3	6.1	2.1	12.5	6.4	10.1				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.6	0.0	7.0	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay											18.9	
HCM 6th LOS											B	

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	1042	10	186	732	85	102
Future Vol, veh/h	1042	10	186	732	85	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	50
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1074	10	192	755	88	105

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1084	0	2213
Stage 1	-	-	-	-	1074
Stage 2	-	-	-	-	1139
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	632	-	~ 48
Stage 1	-	-	-	-	328
Stage 2	-	-	-	-	305
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	632	-	~ 33
Mov Cap-2 Maneuver	-	-	-	-	170
Stage 1	-	-	-	-	328
Stage 2	-	-	-	-	212

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	36
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	170	267	-	-	632	-
HCM Lane V/C Ratio	0.515	0.394	-	-	0.303	-
HCM Control Delay (s)	46.8	27	-	-	13.2	-
HCM Lane LOS	E	D	-	-	B	-
HCM 95th %tile Q(veh)	2.6	1.8	-	-	1.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	21	1335	6	9	1059	55	9	0	10	15	1	23
Future Volume (veh/h)	21	1335	6	9	1059	55	9	0	10	15	1	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1376	6	9	1092	57	9	0	10	15	1	24
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	37	1433	6	19	1338	70	119	0	64	134	3	70
Arrive On Green	0.02	0.79	0.79	0.01	0.78	0.78	0.01	0.00	0.04	0.02	0.05	0.05
Sat Flow, veh/h	1739	1817	8	1739	1720	90	1781	0	1585	1781	64	1531
Grp Volume(v), veh/h	22	0	1382	9	0	1149	9	0	10	15	0	25
Grp Sat Flow(s),veh/h/ln	1739	0	1824	1739	0	1810	1781	0	1585	1781	0	1595
Q Serve(g_s), s	1.6	0.0	82.4	0.6	0.0	48.2	0.6	0.0	0.8	1.0	0.0	1.9
Cycle Q Clear(g_c), s	1.6	0.0	82.4	0.6	0.0	48.2	0.6	0.0	0.8	1.0	0.0	1.9
Prop In Lane	1.00		0.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	37	0	1439	19	0	1408	119	0	64	134	0	73
V/C Ratio(X)	0.59	0.00	0.96	0.48	0.00	0.82	0.08	0.00	0.16	0.11	0.00	0.34
Avail Cap(c_a), veh/h	71	0	1521	70	0	1508	171	0	229	177	0	230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.5	0.0	11.5	61.3	0.0	8.4	56.5	0.0	57.8	56.0	0.0	57.7
Incr Delay (d2), s/veh	14.1	0.0	14.4	18.0	0.0	3.4	0.3	0.0	1.1	0.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	31.1	0.4	0.0	16.4	0.3	0.0	0.3	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	0.0	25.9	79.3	0.0	11.8	56.7	0.0	59.0	56.4	0.0	60.5
LnGrp LOS	E	A	C	E	A	B	E	A	E	E	A	E
Approach Vol, veh/h		1404			1158			19				40
Approach Delay, s/veh		26.7			12.4			57.9				58.9
Approach LOS		C			B			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	102.9	5.8	10.2	7.2	101.5	6.5	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	104.0	5.0	18.0	5.1	103.9	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.6	84.4	2.6	3.9	3.6	50.2	3.0	2.8				
Green Ext Time (p_c), s	0.0	14.0	0.0	0.0	0.0	16.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				21.1								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK

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	25	1290	49	10	1107	5	14	2	11	3	3	28
Future Vol, veh/h	25	1290	49	10	1107	5	14	2	11	3	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	26	1344	51	10	1153	5	15	2	11	3	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1158	0	0	1395	0	0	2614	2600	1370	2604	2623	1156
Stage 1	-	-	-	-	-	-	1422	1422	-	1176	1176	-
Stage 2	-	-	-	-	-	-	1192	1178	-	1428	1447	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	593	-	-	481	-	-	16	25	179	16	24	239
Stage 1	-	-	-	-	-	-	169	202	-	233	265	-
Stage 2	-	-	-	-	-	-	228	265	-	168	196	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	593	-	-	481	-	-	~ 12	23	179	13	22	239
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	23	-	13	22	-
Stage 1	-	-	-	-	-	-	162	193	-	223	259	-
Stage 2	-	-	-	-	-	-	194	259	-	149	187	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 583.1			100.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	21	593	-	-	481	-	-	70
HCM Lane V/C Ratio	1.339	0.044	-	-	0.022	-	-	0.506
HCM Control Delay (s)	\$ 583.1	11.3	-	-	12.7	-	-	100.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3.7	0.1	-	-	0.1	-	-	2.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing + Ambient + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	863	287	140	736	140	302	136	119	181	190	20
Future Volume (veh/h)	28	863	287	140	736	140	302	136	119	181	190	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	872	290	141	743	141	305	137	120	183	192	20
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	56	1118	499	289	1303	723	413	503	360	317	370	38
Arrive On Green	0.03	0.32	0.32	0.09	0.38	0.38	0.12	0.14	0.14	0.09	0.11	0.11
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3252	335
Grp Volume(v), veh/h	28	872	290	141	743	141	305	137	120	183	104	108
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1810
Q Serve(g_s), s	0.8	11.4	7.8	2.0	8.5	2.7	4.3	1.7	3.2	2.5	2.8	2.8
Cycle Q Clear(g_c), s	0.8	11.4	7.8	2.0	8.5	2.7	4.3	1.7	3.2	2.5	2.8	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	56	1118	499	289	1303	723	413	503	360	317	202	206
V/C Ratio(X)	0.50	0.78	0.58	0.49	0.57	0.19	0.74	0.27	0.33	0.58	0.51	0.52
Avail Cap(c_a), veh/h	173	1245	555	336	1303	723	413	1317	723	372	637	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	15.4	14.2	21.9	12.4	7.8	21.3	19.2	16.2	21.8	20.9	21.0
Incr Delay (d2), s/veh	6.7	2.9	1.3	1.3	0.6	0.1	6.8	0.3	0.5	1.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	2.5	0.8	2.9	0.7	2.0	0.7	1.1	1.0	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	18.3	15.4	23.2	13.0	8.0	28.2	19.5	16.7	23.5	22.9	23.0
LnGrp LOS	C	B	B	C	B	A	C	B	B	C	C	C
Approach Vol, veh/h		1190			1025			562			395	
Approach Delay, s/veh		17.9			13.7			23.6			23.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	20.7	10.5	10.2	6.1	23.3	9.1	11.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	6.0	18.0	5.0	18.0	5.4	18.6				
Max Q Clear Time (g_c+I1), s	4.0	13.4	6.3	4.8	2.8	10.5	4.5	5.2				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.9	0.0	3.3	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

Cajalco Rd Mixed-Use
8: Proj Dwy & Cajalco Rd

Existing + Ambient + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	1003	120	0	890	0	63
Future Vol, veh/h	1003	120	0	890	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1090	130	0	967	0	68

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1090
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.318
Pot Cap-1 Maneuver	-	-	0	-	0 262
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 262
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	262	-	-	-
HCM Lane V/C Ratio	0.261	-	-	-
HCM Control Delay (s)	23.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

Cajalco Rd Mixed-Use
9: Carroll St & Proj Dwy

Existing + Ambient + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	97	28	5	92	112	86
Future Vol, veh/h	97	28	5	92	112	86
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	30	5	100	122	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	279	169	215	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	711	875	1355	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	875	1355	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	740	-	-
HCM Lane V/C Ratio	0.004	-	0.184	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	579	14	20	1064	30	78	37	32	31	17	62
Future Volume (veh/h)	14	579	14	20	1064	30	78	37	32	31	17	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	616	15	21	1132	32	83	39	34	33	18	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	31	1194	29	41	1199	34	172	59	44	104	49	118
Arrive On Green	0.02	0.67	0.67	0.02	0.68	0.68	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1739	1775	43	1739	1767	50	798	486	358	345	402	967
Grp Volume(v), veh/h	15	0	631	21	0	1164	156	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1818	1739	0	1817	1642	0	0	1714	0	0
Q Serve(g_s), s	0.6	0.0	13.0	0.9	0.0	42.7	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	13.0	0.9	0.0	42.7	6.6	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.53		0.22	0.28		0.56
Lane Grp Cap(c), veh/h	31	0	1223	41	0	1233	275	0	0	272	0	0
V/C Ratio(X)	0.48	0.00	0.52	0.51	0.00	0.94	0.57	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	119	0	1302	119	0	1301	454	0	0	457	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.2	0.0	6.1	35.9	0.0	10.7	31.4	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	11.1	0.0	0.3	9.5	0.0	13.5	1.8	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.9	0.5	0.0	16.8	2.8	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	6.4	45.4	0.0	24.2	33.3	0.0	0.0	31.8	0.0	0.0
LnGrp LOS	D	A	A	D	A	C	C	A	A	C	A	A
Approach Vol, veh/h		646			1185			156				117
Approach Delay, s/veh		7.4			24.5			33.3				31.8
Approach LOS		A			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	54.6		13.6	5.8	55.0		13.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	53.3		18.1	5.1	53.3		18.1				
Max Q Clear Time (g_c+I1), s	2.9	15.0		6.7	2.6	44.7		8.6				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	5.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	674	28	22	766	31	53	95	51	40	77	40
Future Volume (veh/h)	9	674	28	22	766	31	53	95	51	40	77	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	741	31	24	842	34	58	104	56	44	85	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	22	948	40	49	976	39	145	159	75	138	170	76
Arrive On Green	0.01	0.55	0.55	0.03	0.56	0.56	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1739	1740	73	1739	1743	70	341	928	439	308	994	444
Grp Volume(v), veh/h	10	0	772	24	0	876	218	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1813	1739	0	1813	1708	0	0	1747	0	0
Q Serve(g_s), s	0.3	0.0	17.8	0.7	0.0	21.7	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	17.8	0.7	0.0	21.7	6.2	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.04	0.27		0.26	0.25		0.25
Lane Grp Cap(c), veh/h	22	0	988	49	0	1016	378	0	0	384	0	0
V/C Ratio(X)	0.45	0.00	0.78	0.49	0.00	0.86	0.58	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	168	0	1316	168	0	1316	653	0	0	657	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.8	0.0	9.5	25.3	0.0	9.9	20.6	0.0	0.0	20.1	0.0	0.0
Incr Delay (d2), s/veh	13.2	0.0	2.2	7.4	0.0	4.9	1.4	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.7	0.4	0.0	7.4	2.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	11.7	32.7	0.0	14.8	22.0	0.0	0.0	20.9	0.0	0.0
LnGrp LOS	D	A	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		782			900			218			173	
Approach Delay, s/veh		12.1			15.2			22.0			20.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	33.3		13.5	5.2	34.1		13.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	38.3		18.1	5.1	38.3		18.1				
Max Q Clear Time (g_c+1/2), s	12.5	19.8		6.6	2.3	23.7		8.2				
Green Ext Time (p_c), s	0.0	5.5		0.7	0.0	5.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											15.2	
HCM 6th LOS											B	

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	824	41	31	829	109	123	251	92	159	157	25
Future Volume (veh/h)	31	824	41	31	829	109	123	251	92	159	157	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	886	44	33	891	117	132	270	99	171	169	27
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	61	1320	589	61	1320	589	810	353	299	352	408	345
Arrive On Green	0.04	0.38	0.38	0.04	0.38	0.38	0.07	0.19	0.19	0.10	0.22	0.22
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	886	44	33	891	117	132	270	99	171	169	27
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	13.0	1.1	1.1	13.1	3.1	1.8	8.4	3.3	4.6	4.8	0.8
Cycle Q Clear(g_c), s	1.1	13.0	1.1	1.1	13.1	3.1	1.8	8.4	3.3	4.6	4.8	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	1320	589	61	1320	589	810	353	299	352	408	345
V/C Ratio(X)	0.54	0.67	0.07	0.54	0.67	0.20	0.16	0.76	0.33	0.49	0.41	0.08
Avail Cap(c_a), veh/h	145	2936	1310	145	2936	1310	890	564	478	359	583	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	15.8	12.1	29.1	15.8	12.7	17.5	23.6	21.5	17.7	20.6	19.1
Incr Delay (d2), s/veh	7.3	0.6	0.1	7.3	0.6	0.2	0.1	3.5	0.6	1.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	0.4	0.6	4.7	1.0	0.7	3.8	1.2	1.8	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	16.4	12.2	36.4	16.4	12.9	17.5	27.1	22.2	18.8	21.3	19.2
LnGrp LOS	D	B	B	D	B	B	B	C	C	B	C	B
Approach Vol, veh/h		963			1041			501			367	
Approach Delay, s/veh		16.9			16.7			23.6			20.0	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	27.8	9.0	17.9	6.6	27.8	10.8	16.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	51.9	5.9	19.1	5.1	51.9	6.5	18.5				
Max Q Clear Time (g_c+1), s	15.0	15.0	3.8	6.8	3.1	15.1	6.6	10.4				
Green Ext Time (p_c), s	0.0	7.8	0.1	0.7	0.0	8.2	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	760	4	131	795	87	90
Future Vol, veh/h	760	4	131	795	87	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	50
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	817	4	141	855	94	97

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	821	0	1954
Stage 1	-	-	-	-	817
Stage 2	-	-	-	-	1137
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	795	-	70
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	306
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	58
Mov Cap-2 Maneuver	-	-	-	-	212
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	252






















Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	26.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	376	-	-	795	-
HCM Lane V/C Ratio	0.441	0.257	-	-	0.177	-
HCM Control Delay (s)	34.7	17.9	-	-	10.5	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	2.1	1	-	-	0.6	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1105	8	17	1171	124	4	0	2	29	0	14
Future Volume (veh/h)	15	1105	8	17	1171	124	4	0	2	29	0	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1188	9	18	1259	133	4	0	2	31	0	15
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	29	1415	11	32	1272	134	117	0	60	152	0	92
Arrive On Green	0.02	0.78	0.78	0.02	0.78	0.78	0.01	0.00	0.04	0.03	0.00	0.06
Sat Flow, veh/h	1739	1810	14	1739	1624	172	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	16	0	1197	18	0	1392	4	0	2	31	0	15
Grp Sat Flow(s),veh/h/ln	1739	0	1823	1739	0	1795	1781	0	1585	1781	0	1585
Q Serve(g_s), s	1.2	0.0	55.1	1.4	0.0	98.9	0.3	0.0	0.2	2.2	0.0	1.2
Cycle Q Clear(g_c), s	1.2	0.0	55.1	1.4	0.0	98.9	0.3	0.0	0.2	2.2	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	0	1426	32	0	1407	117	0	60	152	0	92
V/C Ratio(X)	0.55	0.00	0.84	0.57	0.00	0.99	0.03	0.00	0.03	0.20	0.00	0.16
Avail Cap(c_a), veh/h	66	0	1434	66	0	1412	175	0	216	174	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.5	0.0	9.1	64.4	0.0	13.8	60.7	0.0	61.3	58.8	0.0	59.2
Incr Delay (d2), s/veh	15.0	0.0	4.6	14.8	0.0	21.4	0.1	0.0	0.2	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	19.7	0.7	0.0	39.9	0.1	0.0	0.1	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	0.0	13.7	79.2	0.0	35.2	60.8	0.0	61.5	59.5	0.0	60.0
LnGrp LOS	E	A	B	E	A	D	E	A	E	E	A	E
Approach Vol, veh/h		1213			1410			6				46
Approach Delay, s/veh		14.6			35.8			61.0				59.6
Approach LOS		B			D			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	107.9	5.2	12.2	6.7	108.1	7.9	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	104.0	5.0	18.0	5.0	104.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.4	57.1	2.3	3.2	3.2	100.9	4.2	2.2				
Green Ext Time (p_c), s	0.0	17.2	0.0	0.0	0.0	2.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	994	38	30	1257	153	28	4	13	44	2	33
Future Volume (veh/h)	64	994	38	30	1257	153	28	4	13	44	2	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1046	40	32	1323	161	29	4	14	46	2	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	68	1423	54	44	1278	156	95	18	30	93	7	44
Arrive On Green	0.04	0.81	0.81	0.03	0.80	0.80	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1739	1747	67	1739	1597	194	825	281	469	831	105	683
Grp Volume(v), veh/h	67	0	1086	32	0	1484	47	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1814	1739	0	1791	1575	0	0	1619	0	0
Q Serve(g_s), s	5.4	0.0	39.1	2.6	0.0	113.0	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	39.1	2.6	0.0	113.0	3.9	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.11	0.62		0.30	0.55		0.42
Lane Grp Cap(c), veh/h	68	0	1477	44	0	1434	143	0	0	144	0	0
V/C Ratio(X)	0.99	0.00	0.74	0.73	0.00	1.03	0.33	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	68	0	1477	65	0	1434	235	0	0	237	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	67.8	0.0	6.1	68.3	0.0	14.1	63.5	0.0	0.0	64.8	0.0	0.0
Incr Delay (d2), s/veh	105.2	0.0	1.9	20.2	0.0	33.3	1.3	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	12.7	1.4	0.0	48.8	1.7	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	173.0	0.0	8.0	88.5	0.0	47.4	64.8	0.0	0.0	68.4	0.0	0.0
LnGrp LOS	F	A	A	F	A	F	E	A	A	E	A	A
Approach Vol, veh/h		1153			1516			47			83	
Approach Delay, s/veh		17.6			48.2			64.8			68.4	
Approach LOS		B			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	119.4		13.6	10.0	117.5		13.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	3	113.2		18.0	5.5	113.0		18.0				
Max Q Clear Time (g_c+1), s	14.6	41.1		8.9	7.4	115.0		5.9				
Green Ext Time (p_c), s	0.0	14.7		0.2	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay												36.5
HCM 6th LOS												D

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	725	223	455	944	184	380	323	169	192	138	9
Future Volume (veh/h)	26	725	223	455	944	184	380	323	169	192	138	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	740	228	464	963	188	388	330	172	196	141	9
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	54	1013	452	328	1242	695	369	603	423	315	523	33
Arrive On Green	0.03	0.29	0.29	0.10	0.36	0.36	0.11	0.17	0.17	0.09	0.15	0.15
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3394	215
Grp Volume(v), veh/h	27	740	228	464	963	188	388	330	172	196	73	77
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1832
Q Serve(g_s), s	0.8	9.9	6.3	5.0	12.7	3.9	5.5	4.4	4.6	2.8	1.9	1.9
Cycle Q Clear(g_c), s	0.8	9.9	6.3	5.0	12.7	3.9	5.5	4.4	4.6	2.8	1.9	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	54	1013	452	328	1242	695	369	603	423	315	274	282
V/C Ratio(X)	0.50	0.73	0.50	1.42	0.78	0.27	1.05	0.55	0.41	0.62	0.27	0.27
Avail Cap(c_a), veh/h	169	1247	556	328	1247	697	369	1277	724	336	621	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	16.4	15.1	23.2	14.7	8.9	23.0	19.6	15.5	22.5	19.2	19.2
Incr Delay (d2), s/veh	6.9	1.7	0.9	204.3	3.1	0.2	60.8	0.8	0.6	3.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.6	2.0	11.1	4.7	1.1	5.2	1.7	1.5	1.2	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	18.1	16.0	227.5	17.8	9.1	83.8	20.3	16.1	25.7	19.7	19.7
LnGrp LOS	C	B	B	F	B	A	F	C	B	C	B	B
Approach Vol, veh/h		995			1615			890			346	
Approach Delay, s/veh		18.0			77.0			47.2			23.1	
Approach LOS		B			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	19.5	10.0	12.4	6.1	22.9	9.2	13.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	18.5	5.5	18.0	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+1T), s	11.9	11.9	7.5	3.9	2.8	14.7	4.8	6.6				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.6	0.0	2.4	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay											50.0	
HCM 6th LOS											D	

Cajalco Rd Mixed-Use
8: Proj Dwy & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	706	115	0	957	0	65
Future Vol, veh/h	706	115	0	957	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	767	125	0	1040	0	71

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	767
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	402
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	402
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	402	-	-	-
HCM Lane V/C Ratio	0.176	-	-	-
HCM Control Delay (s)	15.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Cajalco Rd Mixed-Use
9: Carroll St & Proj Dwy

Existing + Ambient + Cumulative + Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	98	27	4	80	52	84
Future Vol, veh/h	98	27	4	80	52	84
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	29	4	87	57	91

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	198	103	148	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	791	952	1434	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	789	952	1434	-	-	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1434	-	819	-	-
HCM Lane V/C Ratio	0.003	-	0.166	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Cajalco Rd Mixed-Use
1: Alexander St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1029	53	49	807	54	12	28	14	24	57	28
Future Volume (veh/h)	83	1029	53	49	807	54	12	28	14	24	57	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1083	56	52	849	57	13	29	15	25	60	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	111	1159	60	78	1107	74	83	102	45	85	97	42
Arrive On Green	0.06	0.67	0.67	0.04	0.65	0.65	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1739	1721	89	1739	1692	114	234	1056	461	260	1007	432
Grp Volume(v), veh/h	87	0	1139	52	0	906	57	0	0	114	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1810	1739	0	1805	1751	0	0	1700	0	0
Q Serve(g_s), s	3.6	0.0	40.4	2.1	0.0	25.4	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	40.4	2.1	0.0	25.4	2.2	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.23		0.26	0.22		0.25
Lane Grp Cap(c), veh/h	111	0	1219	78	0	1182	230	0	0	224	0	0
V/C Ratio(X)	0.78	0.00	0.93	0.67	0.00	0.77	0.25	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	179	0	1317	126	0	1259	477	0	0	476	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.7	0.0	10.5	34.3	0.0	8.7	30.8	0.0	0.0	31.8	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.0	11.8	9.6	0.0	2.7	0.6	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	15.5	1.1	0.0	8.4	0.9	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	22.3	43.9	0.0	11.5	31.3	0.0	0.0	33.6	0.0	0.0
LnGrp LOS	D	A	C	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1226			958			57			114	
Approach Delay, s/veh		23.9			13.2			31.3			33.6	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	53.7		11.6	9.2	52.3		11.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	53.1		18.1	7.5	50.9		18.1				
Max Q Clear Time (g_c+I1), s	4.1	42.4		6.7	5.6	27.4		4.2				
Green Ext Time (p_c), s	0.0	6.7		0.4	0.0	7.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
2: Brown St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	878	88	96	857	53	26	50	57	26	55	11
Future Volume (veh/h)	33	878	88	96	857	53	26	50	57	26	55	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	915	92	100	893	55	27	52	59	27	57	11
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	62	968	97	127	1072	66	95	87	84	114	144	24
Arrive On Green	0.04	0.59	0.59	0.07	0.63	0.63	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1739	1632	164	1739	1702	105	222	739	717	338	1223	204
Grp Volume(v), veh/h	34	0	1007	100	0	948	138	0	0	95	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1796	1739	0	1807	1678	0	0	1766	0	0
Q Serve(g_s), s	1.2	0.0	32.4	3.5	0.0	25.4	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	32.4	3.5	0.0	25.4	4.8	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.06	0.20		0.43	0.28		0.12
Lane Grp Cap(c), veh/h	62	0	1065	127	0	1138	266	0	0	282	0	0
V/C Ratio(X)	0.55	0.00	0.95	0.79	0.00	0.83	0.52	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	142	0	1104	142	0	1138	546	0	0	563	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.5	0.0	11.8	28.4	0.0	9.0	26.4	0.0	0.0	25.6	0.0	0.0
Incr Delay (d2), s/veh	7.3	0.0	15.5	22.7	0.0	5.4	1.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.1	2.2	0.0	8.7	2.0	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	27.3	51.2	0.0	14.4	27.9	0.0	0.0	26.3	0.0	0.0
LnGrp LOS	D	A	C	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1041			1048			138			95	
Approach Delay, s/veh		27.6			17.9			27.9			26.3	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	41.4		11.8	6.7	43.8		11.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	38.3		18.1	5.1	38.3		18.1				
Max Q Clear Time (g_c+1), s	11.5	34.4		5.0	3.2	27.4		6.8				
Green Ext Time (p_c), s	0.0	2.6		0.3	0.0	5.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				23.2								
HCM 6th LOS				C								

Cajalco Rd Mixed-Use
3: Clark St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	876	49	102	877	76	88	105	211	151	140	21
Future Volume (veh/h)	4	876	49	102	877	76	88	105	211	151	140	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	903	51	105	904	78	91	108	218	156	144	22
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	9	1300	580	133	1547	690	774	328	278	412	389	329
Arrive On Green	0.01	0.37	0.37	0.08	0.45	0.45	0.06	0.18	0.18	0.09	0.21	0.21
Sat Flow, veh/h	1739	3469	1547	1739	3469	1547	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	4	903	51	105	904	78	91	108	218	156	144	22
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1547	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.1	14.2	1.4	3.8	12.6	1.9	1.3	3.3	8.5	4.5	4.3	0.7
Cycle Q Clear(g_c), s	0.1	14.2	1.4	3.8	12.6	1.9	1.3	3.3	8.5	4.5	4.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	1300	580	133	1547	690	774	328	278	412	389	329
V/C Ratio(X)	0.43	0.69	0.09	0.79	0.58	0.11	0.12	0.33	0.78	0.38	0.37	0.07
Avail Cap(c_a), veh/h	137	2786	1243	137	2786	1243	874	535	454	422	553	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	17.1	13.1	29.3	13.4	10.4	19.3	23.3	25.5	19.0	22.0	20.6
Incr Delay (d2), s/veh	28.2	0.7	0.1	25.2	0.4	0.1	0.1	0.6	4.9	0.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.2	0.4	2.5	4.4	0.6	0.5	1.4	3.4	1.8	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	17.8	13.1	54.5	13.8	10.5	19.4	23.9	30.3	19.5	22.6	20.6
LnGrp LOS	E	B	B	D	B	B	B	C	C	B	C	C
Approach Vol, veh/h		958			1087			417			322	
Approach Delay, s/veh		17.7			17.5			26.3			21.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	28.7	8.5	17.9	4.8	33.3	10.6	15.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	51.9	5.9	19.1	5.1	51.9	6.5	18.5				
Max Q Clear Time (g_c+1), s	1.8	16.2	3.3	6.3	2.1	14.6	6.5	10.5				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.6	0.0	8.2	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay											19.3	
HCM 6th LOS											B	

Cajalco Rd Mixed-Use
4: Carroll St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1075	10	186	837	85	102
Future Vol, veh/h	1075	10	186	837	85	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	50
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1108	10	192	863	88	105

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1118	0	2355
Stage 1	-	-	-	-	1108
Stage 2	-	-	-	-	1247
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	614	-	39
Stage 1	-	-	-	-	316
Stage 2	-	-	-	-	271
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	614	-	27
Mov Cap-2 Maneuver	-	-	-	-	152
Stage 1	-	-	-	-	316
Stage 2	-	-	-	-	186

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	41.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	152	255	-	-	614	-
HCM Lane V/C Ratio	0.577	0.412	-	-	0.312	-
HCM Control Delay (s)	56.8	28.7	-	-	13.5	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	3	1.9	-	-	1.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Cajalco Rd Mixed-Use
5: Day St & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1368	6	9	1164	55	9	0	10	15	1	23
Future Volume (veh/h)	21	1368	6	9	1164	55	9	0	10	15	1	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1410	6	9	1200	57	9	0	10	15	1	24
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	37	1443	6	19	1355	64	115	0	62	131	3	68
Arrive On Green	0.02	0.79	0.79	0.01	0.78	0.78	0.01	0.00	0.04	0.02	0.04	0.04
Sat Flow, veh/h	1739	1817	8	1739	1729	82	1781	0	1585	1781	64	1531
Grp Volume(v), veh/h	22	0	1416	9	0	1257	9	0	10	15	0	25
Grp Sat Flow(s),veh/h/ln	1739	0	1825	1739	0	1811	1781	0	1585	1781	0	1595
Q Serve(g_s), s	1.6	0.0	91.7	0.7	0.0	63.1	0.6	0.0	0.8	1.0	0.0	2.0
Cycle Q Clear(g_c), s	1.6	0.0	91.7	0.7	0.0	63.1	0.6	0.0	0.8	1.0	0.0	2.0
Prop In Lane	1.00		0.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	37	0	1449	19	0	1420	115	0	62	131	0	71
V/C Ratio(X)	0.60	0.00	0.98	0.48	0.00	0.89	0.08	0.00	0.16	0.11	0.00	0.35
Avail Cap(c_a), veh/h	69	0	1476	68	0	1464	166	0	222	171	0	223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.4	0.0	12.2	63.2	0.0	9.8	58.4	0.0	59.8	57.9	0.0	59.6
Incr Delay (d2), s/veh	14.5	0.0	18.0	18.2	0.0	6.7	0.3	0.0	1.2	0.4	0.0	3.0
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	0.9	0.0	35.5	0.4	0.0	22.5	0.3	0.0	0.3	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	0.0	30.2	81.4	0.0	16.6	58.7	0.0	61.0	58.3	0.0	62.6
LnGrp LOS	E	A	C	F	A	B	E	A	E	E	A	E
Approach Vol, veh/h		1438			1266			19				40
Approach Delay, s/veh		30.9			17.0			59.9				61.0
Approach LOS		C			B			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	106.6	5.9	10.2	7.2	105.3	6.6	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	104.0	5.0	18.0	5.1	103.9	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.7	93.7	2.6	4.0	3.6	65.1	3.0	2.8				
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.0	18.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

Cajalco Rd Mixed-Use
6: Seaton Ave & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1307	51	17	1169	61	18	2	29	156	3	67
Future Volume (veh/h)	39	1307	51	17	1169	61	18	2	29	156	3	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1361	53	18	1218	64	19	2	30	162	3	70
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	52	1289	50	31	1249	66	108	25	139	195	3	65
Arrive On Green	0.03	0.74	0.74	0.02	0.73	0.73	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1739	1746	68	1739	1719	90	498	169	952	1038	19	449
Grp Volume(v), veh/h	41	0	1414	18	0	1282	51	0	0	235	0	0
Grp Sat Flow(s),veh/h/ln	1739	0	1814	1739	0	1810	1619	0	0	1506	0	0
Q Serve(g_s), s	3.2	0.0	101.5	1.4	0.0	91.4	0.0	0.0	0.0	16.3	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	101.5	1.4	0.0	91.4	3.7	0.0	0.0	20.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.05	0.37		0.59	0.69		0.30
Lane Grp Cap(c), veh/h	52	0	1339	31	0	1314	271	0	0	263	0	0
V/C Ratio(X)	0.78	0.00	1.06	0.57	0.00	0.98	0.19	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	70	0	1339	63	0	1329	271	0	0	263	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.2	0.0	18.0	67.0	0.0	17.7	51.8	0.0	0.0	59.1	0.0	0.0
Incr Delay (d2), s/veh	33.3	0.0	40.9	15.3	0.0	18.9	0.3	0.0	0.0	29.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	0.0	51.6	0.8	0.0	40.2	1.6	0.0	0.0	10.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.5	0.0	58.9	82.3	0.0	36.6	52.1	0.0	0.0	88.4	0.0	0.0
LnGrp LOS	F	A	F	F	A	D	D	A	A	F	A	A
Approach Vol, veh/h		1455			1300			51			235	
Approach Delay, s/veh		60.0			37.2			52.1			88.4	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	106.0		24.5	8.6	104.4		24.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.5		20.0	5.5	101.0		20.0				
Max Q Clear Time (g_c+1), s	13.4	103.5		22.0	5.2	93.4		5.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				52.3								
HCM 6th LOS				D								

Cajalco Rd Mixed-Use
7: Harvill Ave & Cajalco Rd/Cajalco Expy

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1034	304	220	798	140	363	136	363	181	190	20
Future Volume (veh/h)	28	1034	304	220	798	140	363	136	363	181	190	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	1826	1826	1826	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1044	307	222	806	141	367	137	367	183	192	20
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	54	1021	455	276	1197	658	339	886	525	278	754	78
Arrive On Green	0.03	0.29	0.29	0.08	0.34	0.34	0.10	0.25	0.25	0.08	0.23	0.23
Sat Flow, veh/h	1739	3469	1547	3374	3469	1547	3456	3554	1585	3456	3252	335
Grp Volume(v), veh/h	28	1044	307	222	806	141	367	137	367	183	104	108
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1687	1735	1547	1728	1777	1585	1728	1777	1810
Q Serve(g_s), s	1.0	18.0	10.7	4.0	12.1	3.5	6.0	1.8	12.3	3.1	2.9	3.0
Cycle Q Clear(g_c), s	1.0	18.0	10.7	4.0	12.1	3.5	6.0	1.8	12.3	3.1	2.9	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	54	1021	455	276	1197	658	339	886	525	278	412	420
V/C Ratio(X)	0.52	1.02	0.67	0.81	0.67	0.21	1.08	0.15	0.70	0.66	0.25	0.26
Avail Cap(c_a), veh/h	142	1021	455	276	1197	658	339	1080	611	305	523	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	21.6	19.0	27.6	17.1	11.1	27.6	17.9	17.8	27.3	19.2	19.2
Incr Delay (d2), s/veh	7.6	34.1	3.9	15.9	1.5	0.2	72.9	0.1	2.9	4.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	11.4	4.0	2.1	4.6	1.1	5.8	0.7	4.5	1.4	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	55.7	22.9	43.5	18.6	11.3	100.5	18.0	20.7	31.8	19.5	19.5
LnGrp LOS	D	F	C	D	B	B	F	B	C	C	B	B
Approach Vol, veh/h		1379			1169			871			395	
Approach Delay, s/veh		48.0			22.4			53.9			25.2	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.5	10.5	18.7	6.4	25.6	9.4	19.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	18.0	6.0	18.0	5.0	18.0	5.4	18.6				
Max Q Clear Time (g_c+1), s	20.0	20.0	8.0	5.0	3.0	14.1	5.1	14.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	2.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay											39.2	
HCM 6th LOS											D	

Cajalco Rd Mixed-Use
8: Proj Dwy & Cajalco Rd

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	1022	120	0	995	0	63
Future Vol, veh/h	1022	120	0	995	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1111	130	0	1082	0	68

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1111
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	254
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	254
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	254	-	-	-
HCM Lane V/C Ratio	0.27	-	-	-
HCM Control Delay (s)	24.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.1	-	-	-

Cajalco Rd Mixed-Use
9: Carroll St & Proj Dwy

Existing + Ambient + Cumulative + Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	97	28	5	92	112	86
Future Vol, veh/h	97	28	5	92	112	86
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	30	5	100	122	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	279	169	215	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	711	875	1355	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	875	1355	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.4	0
HCM LOS	B		

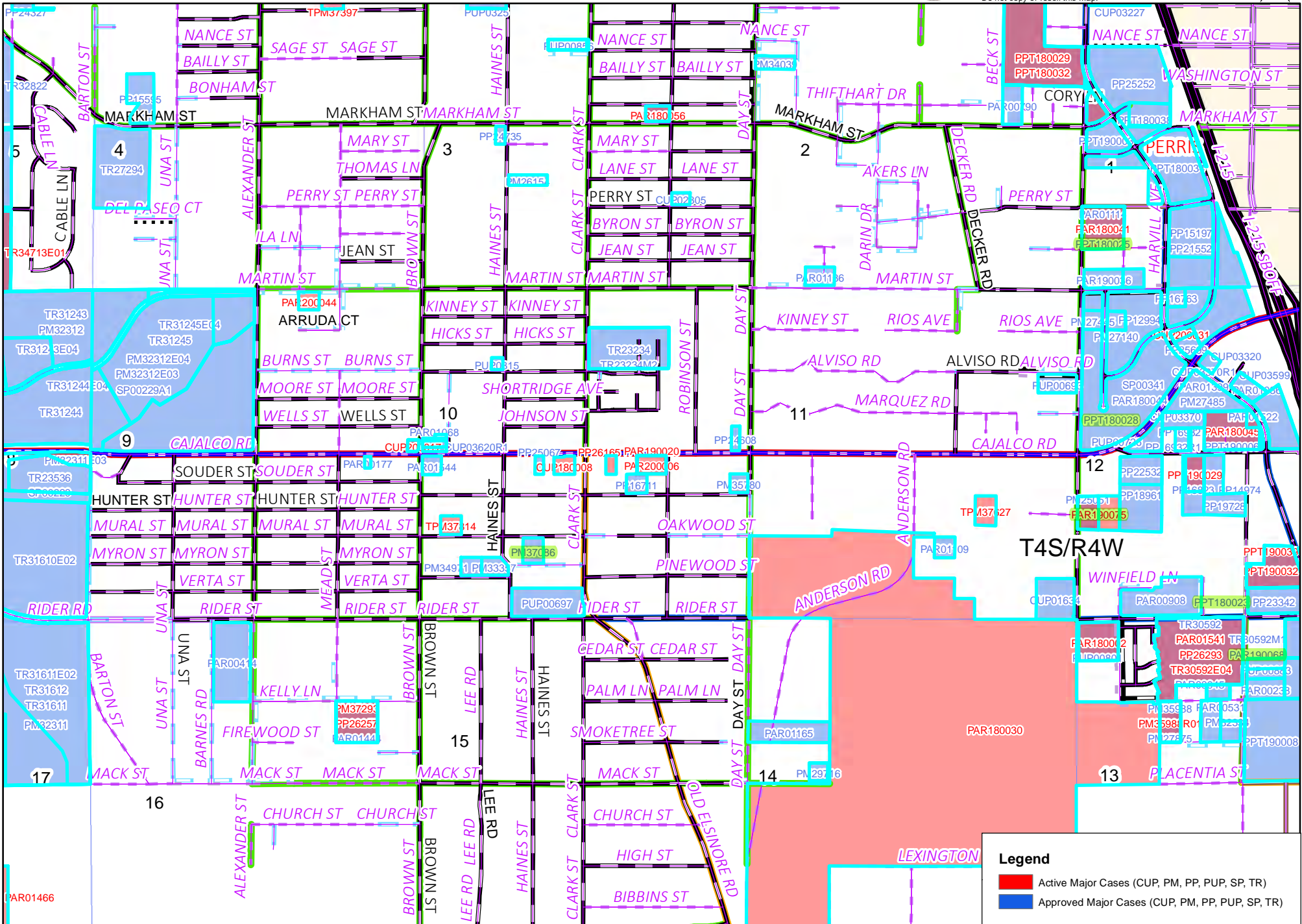
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	740	-	-
HCM Lane V/C Ratio	0.004	-	0.184	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Appendix H

Cumulative Project Excerpts



The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or resell this map.



Legend

- Active Major Cases (CUP, PM, PP, PUP, SP, TR)
- Approved Major Cases (CUP, PM, PP, PUP, SP, TR)

Active Cases as of 11/10/2020

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
CUP180008	LDC REVIEW	4/11/2018		
PROPOSED NEW SHOPPING CENTER (SERVICE STATION, DRIVE THRU RESTAURANT AND RETAILS)				
CUP200017	LDC REVIEW	7/9/2020		
REF: CUP180011 - PROPOSED 2 STORY MEAD VALLEY PLAZA - LIQUOR STORE, RETAIL & OFFICE SPACE				
CUP200031	LDC REVIEW	9/8/2020		
RETAIL - CANNABIS STOREFRONT WITH DELIVERY ADULT AND MEDICAL USE				
PAR01466	APPLIED	9/14/2015		
HANS02266 - PAR01466				
PAR01541	APPLIED	6/28/2017		
PAR01541 FOR HANS02366 LIGHT INDUSTRIAL PARK DEVELOPMENT.				
PAR180002	LDC REVIEW	1/9/2018		1/9/2020
PAR APPLICATION TO SPLIT A PARCEL IN HALF THAT WAS APPROVED UNDER PUP00801R1.				
PAR180030	LDC REVIEW	5/23/2018		5/22/2020
REQUEST TO ESTABLISH A 577.22-ACRE AGGREGATE ROCK QUARRY (MEAD VALLEY QUARRY), WHEREBY APPROXIMATELY 280-ACRES WILL BE UTILIZED AS THE MINING AREA, APPROXIMATELY 95-ACRES WILL BE USED FOR MATERIALS PROCESSING AND INCLUDE CRUSHING AND STOCKPILING ACTIVITIES, AS WELL AS READY-MIX CONCRETE PRODUCTION, AND THE REMAINING APPROXIMATE 210-ACRES WILL BE DEDICATED FOR CONSERVATION				
PAR180041	LDC REVIEW	8/16/2018		8/15/2020
PAR REVIEW FOR PROPOSED SEATON COMMERCE CENTER 208,300 SF. FT. SINGLE BUILDING LOGISTICS/MANUFACTURING FACILITY 10,000 SQ. FT. OFFICE				
PAR180045	LDC REVIEW	9/7/2018		9/6/2020
PRE-APP REVIEW FOR THE FUTURE SUBITTAL OF A PLOT PLAN APPLICATION FOR AN APPROX 281,000 S.F. WAREHOUSE PROJECT IN THE MEAD VALLEY AREA PLAN OF UNINCORPORATED RIVERSIDE COUNTY.				
PAR180046	LDC REVIEW	9/17/2018		9/16/2020
PRELIMINARY SITE PLAN REVIEW OF PROPOSED 316,500 SQ. FT. DISTRIBUTION WAREHOUSE AT THE NEC OF RIDER ST. & HARVILL AVE.				
PAR180056	LDC REVIEW	12/19/2018		12/18/2020
12,000 SQ. FT. COMMERCIAL RETAIL				
PAR190020	APPLIED	4/30/2019		4/29/2021
PAR FOR PROPOSED NEW COMMERCIAL RETAIL STORE IN MEAD VALLEY CA				
PAR190031	LDC REVIEW	6/7/2019		6/6/2021
PAR FOR PROPOSED 316,500 SF TILTUP WAREHOUSE				
PAR190075	LDC REVIEW	12/16/2019		12/15/2021
PAR FOR 162,200 SQUARE FOOT WAREHOUSE AND OFFICE BUILDING				

Active Cases as of 11/10/2020

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PAR200006	APPLIED	2/24/2020		
PROPOSES TO CONSTRUCT A 9,286 SQ.FT. SHOPPING CENTER, 4,011 SQ.FT. CONVENIENCE STORE, 1,487 SQ.FT. CAR WASH, 5,162 SQ.FT. CANOPY FOR GAS PUMPS. 932 SQ.FT CANOPY FOR DIESEL GAS PUMPS, TWO (2) DRIVE-THRU RESTAURANTS - 1,643 SQ.FT. AND 3,765 SQ.FT.				
PAR200044	LDC REVIEW	9/24/2020		
CULTIVATION PRE-APPLICATION REVIEW TO DETERMINE WHAT THE COUNTY OF RIVERSIDE REQUIREMENTS ARE TO BUILD AND OPERATE A SMALL INDOOR CANNABIS CULTIVATION FACILITY AT THIS LOCATION.				
PM35988R01	LDC REVIEW	2/20/2019		
DIVIDE 4.94 ACRES INTO TWO LOTS				
PM37293	BOS	5/8/2017		
SUBDIVIDE 10 ACRE PARCEL INTO TWO, 5 ACRE LOTS				
PP26165	LDC REVIEW	12/27/2016		
PLOT PLAN FOR FEED STORE W/ MINI MART/SMOKE SHOP/PROPANE				
PP26257	DH	5/8/2017		
NEW ONE STORY CHURCH 5,245 SF W 62 PARKING SPACES				
PP26293	APPLIED	6/19/2017		
PLOT PLAN FOR 612,481SF INDUSTRIAL WAREHOUSE				
PPT180029	LDC REVIEW	11/14/2018		
ONE INDUSTRIAL WAREHOUSE BUILDING (BLDG 20) AT 406,496 SQFT CONCRETE TILT-UP; WITH 20,325 SQUARE-FEET OFFICE AREA AND THE REMAINING 386,171 SQUARE-FEET FOR WAREHOUSE SPACE. THERE WOULD BE A 2.4 ACRE DETENTION BASIN THAT COULD ACCOMMODATE PICNIC TABLES ALONG THE RIM OF THE BASIN AND A DESIGNATED PARKING CUT-OUT FOR FOOD TRUCKS.				
PPT180032	LDC REVIEW	11/20/2018		
BUILDING 19				
PPT190029	LDC REVIEW	10/3/2019		
APPROXIMATELY 36,000SF GROUND-UP WAREHOUSE AND ASSOCIATED SITE WORK AND PHASE 2 PAD FOR FUTURE EXTENSION				
PPT190032	ASSIGNED	10/15/2019		
53, 275 SQUARE-FOOT TRUCK TERMINAL BUILDING.				
PPT190039	APPLIED	12/19/2019		
PLOT PLAN FOR 316,500 SQ. FT. DISTRIBUTION WAREHOUSE FACILITY				
TPM37397	LDC REVIEW	4/13/2018		
TENTATIVE PARCEL MAP				
TPM37627	LDC REVIEW	12/14/2018		
PARCEL MAP TO SUBDIVIDE 1 LOT TOTALING 3.61 ACRES INTO 2 LOTS WITH A MINIMIM SIZE OF 1.61 ACRES				

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<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
TPM37814	LDC REVIEW	9/17/2019		
A SCHEDULE ?H? SUBDIVISION OF 2.29 NET ACRES INTO 2 SINGLE FAMILY RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 1 NET ACRE.				
TR30592E04	APPLIED	3/2/2018		
4TH EOT FOR TR30592				
TR34713E01	PAYMENT PEN	10/2/2020		
TIME EXTENSION FOR TR34713				

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<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
CUP01634	APPROVED	2/1/2008		
PROPOSAL TO REPLACE RESIN PROCESSING SYSTEM				
CUP02305	APPROVED	1/28/2008		
CUP03227	APPROVED	4/1/1996		6/4/1998
RESINS MANUFACTURING FACILITY RESINS MANUFACT FACILITY INCL. OFFICE BLDG, MAINT. BLDG., WAREHOUSE, TRUCK MAINT. & CONTROL ROOM/LAB EA 36982, CZ 6289 NONE				
CUP03315	APPROVED	5/18/2000		
GAS STATN/CONV STORE/2 FAST FOOD/1 DINE IN RESTRNT				
CUP03320	APPROVED	8/15/2000		6/1/2030
CONVENIENCE STORE/FAST FOOD RESTAURANT/CAR WASH/ BEER & WINE SALES/GAS STATION/OFF-SITE SIGNAGE				
CUP03370	APPROVED	4/3/2002		7/1/2006
TRUCK/GASSTATION COMM CTR SEVERAL BLDGS @ 32,000SF				
CUP03370R1	APPROVED	5/17/2016		
ADD ADDITIONAL ABC LICENSE TYPE 21 1. REVISE CUP03370 COND OF APPRVL 10.PLANNING 27 TO INCLUDE HARD LIQUOR. 2. DELETE CUP03370 COND OF APPROVAL 10. PLANNING 41 AND REPLACE WITH ABC TYPE 21, HARD LIQUOR., CONDITION NO. 3-MODIFY 11,800 SF C-STORE TO INCLUDE 2000SF TENANT LEASE.				
CUP03425	APPROVED	2/19/2004		11/14/2009
(4)CONCRETE TILT-UP BUILDINGS(TRUCKING OPERATIONS) BUILDING A: 15,092 SQ. FT. BUILDING B: 17,028 SQ. FT. BUILDING C: 14,642 SQ. FT. BUILDING D: 20,192 SQ. FT. (PROPOSED)				
CUP03468	APPROVED	9/15/2005		3/11/2010
PROPOSED GAS STATION,FASTFOOD,CARWASH, STORE				
CUP03477	APPROVED	11/14/2005		4/2/2010
CUP FOR EXISTING STRUCT FOR OFFICE SP/VEHICLE STOR				
CUP03599	APPROVED	6/25/2008		6/2/2017
TO CONSTRUCT A THREE-STORY 52,798 SQ.FT. HOTEL WI H 103 ROOMS AND A DETACHED ANCILLARY ONE-STORY 8,9 37 SQ.FT. BANQUET HALL ON 3.1 GROSS ACRES				
CUP03599R01	APPROVED	11/9/2018		
REVISED PERMIT FOR REVISION OF APPROVED 6'-0' HIGH MASONRY WALL TO PROPOSED 6'-0' HIGH				
CUP03620	APPROVED	3/30/2009		1/18/2014
GAS STATION/CONV STORE/RETAIL BUILDING				
CUP03620R1	APPROVED	10/23/2013		
ALLOW BEER&WINE SALES WITHIN GAS STATION/MARKET				
CUP03642	APPROVED	4/19/2010		
EXISTING USE AS CONVENIENT STORE W/PROPANE &ALCOHO SALES, LANDSCAPE, FACADE RENOVATION, REROOF				
PAR00045	APPROVED	11/9/1995		12/19/1997
TENT TR 28240, 137 RESIDENTIAL LOTS PAR APPLICATION FOR TR 28240 TR 28240				
PAR00177	APPROVED	10/28/1996		1/22/1999
PAR APP FOR CUP FOR TIRE SHOP.				
PAR00238	APPROVED	3/31/1997		5/13/1999
SUBDIVIDE 4.53 AC INTO 2 RESIDENTIAL PARCELS.				
PAR00273	APPROVED	5/20/1997		6/16/1999
PAR APP FOR PUBLIC USE PERMIT FOR REHAB CENTER				

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<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PAR00414	APPROVED	11/26/2001		
TRAILER, BOATS AND RV STORAGE YARD				
PAR00531	APPROVED	6/7/2004		
PAR FOR HANS APPLICATION				
PAR00646	APPROVED	1/10/2005		
ENVIRONMENTAL REVIEW FOR PM32865				
PAR00790	APPROVED	9/29/2005		12/20/2007
BOAT AND TRAILER STORAGE				
PAR00885	APPROVED	3/30/2006		7/20/2006
PRELIMINARY SITE PLAN FOR MINI SHOPPING CENTER				
PAR00908	APPROVED	5/8/2006		
PAR FOR POSSIBLE DIVISION OF 17.96AC INTO 28 LOTS WITH A MINIMUM SIZE OF 20,000 SQ. FT. (SCHEDULE B)				
PAR00965	APPROVED	8/11/2006		10/2/2008
5 OFFICE BLDG & LIGHT INDUSTRIAL PARK SEE DESCRIP 1 TWO-STORY OFFICE BLDG. AND 4 SINGLE STORY LIGHT INDUSTRIAL BUILDINGS ON APPX 9.5 ACRE SITE.				
PAR01036	APPROVED	12/28/2006		4/11/2009
MIXED USE/MED OFC RETAIL RESTAURANT AND HOTEL				
PAR01068	APPROVED	3/12/2007		11/15/2009
GAS STATION W/CONVENIENCE STORE ALCOHOL SALES				
PAR01109	APPROVED	5/15/2007		
HANS REVIEW- HANS01781				
PAR01114	APPROVED	5/23/2007		
NEW SERVICE COMMERCIAL AND 20 NEW LGT INDUS BLDGS				
PAR01136	APPROVED	7/24/2007		9/25/2009
JPC LEARNING CENTER AUDITORIUM CHAPPEL LEARNING ROOM LUNCH ROOM DORMITORIES AND BATHROOM				
PAR01165	APPROVED	10/5/2007		
PRE-APP TO BUILD CHURCH WITH AN APPROVED PLOT PLAN WANTS FEED BACK FROM ALL DEPARTMENTS INVOLVED				
PAR01222	APPROVED	9/2/2008		
HANS01943 REVIEW FOR PM35988-SUBDIVDE 4.94 AC				
PAR01293	APPROVED	10/26/2010		
PAR FOR HANS02040				
PAR01367	APPROVED	7/11/2013		8/1/2015
PAR FOR 443,180 SQ FT WAREHOUSE/OFFICE FACILITY				
PAR01399	APPROVED	4/25/2014		6/5/2016
PAR FOR CLEAN ENERGY LNG FUELING FACIL AT EXT ARCO				
PAR01407	APPROVED	7/15/2014		
HANS02186-LITE - PAR01407 FOR GPA00950 CHANGE FOUNDATION FROM VLDR-RC TO BP AND CZ07830-AMENDING FROM A-1-1 TO I-P				
PAR01444	APPROVED	5/6/2015		6/21/2018
PRE-APPLICATION FOR CHURCH AND DORMITORY BLDG				
PAR01522	APPROVED	2/8/2017		

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PAR01544	APPROVED	7/26/2017		9/5/2019
PROPOSE DOLLAR GENERAL AND AUTO ZONE				
PAR180044	APPROVED	9/4/2018		9/3/2020
PAR FOR MAJESTIC FREEWAY BUSINESS CENTER DEVELOPMENT				
PAR180050	APPROVED	10/9/2018		10/8/2020
CATEGORY II PAR FOR PLOT PLAN FOR INDUSTRIAL DEVELOPMENT				
PAR190027	APPROVED	5/20/2019		
APPROXIMATELY 36,000 SF GROUND-UP WAREHOUSE, AND ASSOCIATED SITE WORK, AND PHASE 2 PAD FOR FUTURE EXTENSION.				
PAR190036	APPROVED	6/21/2019		
DISCUSS PROPOSED SITE PLAN FOR THE DEVELOPMENT OF A NEW FACILITY FOR THE FABRICATION OF MODULAR WOODEN BUILDINGS FOR SCHOOLS. NEED TO DISCUSS THE SPLIT ZONING WHICH AFFECTS THE WESTERN PARCEL. LOT LINE ADJUSTMENT POSSIBILITY OR IF REZONE WILL BE REQUIRED. ALSO CONFIRM EASTERN PARCEL IS UNDER THE SPECIFIC PLAN 341. PER PREVIOUS MEETING WITH JASON KILLEBREW IT WAS STATED THIS PARCEL WAS; HOWEVER, AFTER REVIEWING THE MAP FOR THE SP IT DOES NOT APPEAR SO. SP341 HAS BEEN ATTACHED. ADDITIONALLY, NEED TO DISCUSS CEQA AND STORMWATER REQUIREMENTS.				
PAR190037	APPROVED	7/1/2019		6/30/2021
PAR REVIEW FOR INDUSTRIAL WAREHOUSE-TERMINAL FOR DISTRIBUTION				
PAR190068	APPROVED	12/4/2019		12/3/2021
TO CONSTRUCT TWO INDUSTRIAL BUILDINGS TOTALING 419,791 SQ.FT.				
PM25051	APPROVED	1/25/1990		5/14/1996
DIVIDE APPROX 4 ACRES INTO 4 PARCELS DIVIDE 4.15 ACRES INTO 4 PARCELS EA 34759 EXT 873				
PM26154	APPROVED	7/17/1990		2/25/1998
SUBDIVIDE INTO 4 LOTS SUBDIVIDE 2.4 ACRES INTO 3 LOTS WITH A 1/2 ACRE MI NIMUM LOT SIZE EA 35344				
PM27140	APPROVED	9/25/1991		5/26/1998
3.99AC INTO TEN INDUSTRIAL PARCELS NTO 10 PARCELS DIVIDE 3.99 ACRES INTO 10 PLANNED INDUSTRIAL PARCE LS. EA 36089 CFG 62, PP 12994 SEE FILE				
PM27445	APPROVED	3/25/1992		3/16/1999
DIVIDE APPROX 14 ACRES INTO 10 LOTS DIVIDE 14.52 ACRES INTO 10 INDUSTRIAL PARCELS WITH A 1.05 ACRE MINIMUM PARCEL SIZE EA 36214 PM 24110				
PM27485	APPROVED	4/21/1992		1/26/1999
SUBDIVIDE 26.73 ACRES INTO 10 INDUSTRIAL LOTS DIVIDE 26.73 ACRES INTO 10 INDUSTRIAL PARCELS WITH A 1.11 ACRE MINIMUM PARCEL SIZE EA 36236 N/A				
PM27875	APPROVED	5/25/1994		11/1/1998
DIVIDE APPROX 5 ACRES INTO 4 LOTS DIVIDE 4.94 ACRES INTO 4 RESIDENTIAL PARCELS WITH A MINIMUM PARCEL SIZE OF 1 ACRE. EA 36695. TR 27130, CZ 6134, PM 5983.				
PM29716	APPROVED	5/18/2000		7/25/2004
SUBDIVIDE 4.45 ACRES INTO 4 COMMERCIAL PARCELS				
PM32311	APPROVED	7/27/2005		5/15/2018
SCHD I DIVISION OF 108.4 AC INTO 6 PARCELS.				
PM32311E03	APPROVED	7/11/2018		5/15/2021
FOURTH EXTENSION OF TIME PM32311				
PM32312	APPROVED	5/26/2004		9/6/2018
SCHD I DIVISION OF 217 AC. INTO THREE PARCELS.				
PM32312E03	APPROVED	8/3/2018		9/6/2018
EXTENSION OF TIME PM32312				

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PM32312E04	APPROVED	8/17/2018		9/6/2021
4TH EXTENSION OF TIME FOR PM32312				
PM32334	APPROVED	6/7/2004		9/6/2015
SCHD H DIVISION OF 4.95 AC INTO 4 PARCELS.				
PM32865	APPROVED	9/28/2004		7/25/2013
SCHD H DIVISION OF 2 AC. INTO 2 1AC PARCELS. H MAP				
PM33357	APPROVED	10/18/2005		4/21/2015
SCHD H DIVISION OF 3 AC INTO 3 ONE AC PARCELS.				
PM34039	APPROVED	10/3/2005		11/13/2014
SCHD H DIVISION OF 3 AC INTO 3 1-AC. MIN PARCELS				
PM34128	APPROVED	6/6/2006		6/12/2013
PARCEL MAP NO. 34128 PROPOSES A SCHEDULE E SUBDIVISION OF A 12.53 ACRE LOT INTO TEN (10) PARCELS RANGING IN SIZE FROM 28,963 SQ. FT. TO 96,373 SQ. FT.				
PM34971	APPROVED	5/31/2007		6/16/2015
SCHD H DIVISION OF 2.29 AC INTO 2 SFR PARCELS.				
PM35780	APPROVED	9/20/2007		6/30/2015
SCHD H DIVISION OF 2.02 ACRES INTO TWO PARCELS.				
PM35988	APPROVED	7/17/2008		6/6/2022
SUBDIVIDE 4.94 ACRES INTO FOUR (1) ACRE PARCELS				
PM37086	APPROVED	4/5/2016		8/29/2020
THREE SFR PARCELS UNDER SCHEDULE H				
PP12994	APPROVED	9/25/1991		3/9/1994
PLOT PLAN FOR PLANNED INDUSTRIAL DEVELOPMENT FOR 8 TILT-UP BLDG PLOT PLAN FOR PLANNED INDUSTRIAL DEVELOPMENT FOR 8 TILT-UP BUILDINGS EA 36083 CFG 63, PM 27140 SEE FILE				
PP14974	APPROVED	4/25/1997		6/30/1999
STEEL BUILDING FABRICATION				
PP15189R1	APPROVED	2/28/2002		
CO-LOCATE ANT'S/EXPAND LEASE AREA-SEE DESCRIPTION REPLACE EXISTING 70 FT MONOPOLE WITH A 69 FT MONOPINE, WITH PINE BRANCHES EXTENDING 7 FT ABOVE THE PROPOSED ANTENNAS FOR A TOTAL HEIGHT OF 75 FT.				
PP15197	APPROVED	10/30/1997		12/1/1999
3 INDUSTRIAL BUILDINGS				
PP15595	APPROVED	8/6/1998		
EXPANSION OF ST JOHN MISSIONARY BAPTIST CHURCH.				
PP16711	APPROVED	9/1/2000		
150' UNMANNED TELECOMMUNICATION MONOPOLE				
PP16763	APPROVED	10/11/2000		12/12/2002
19500 SQ FT IND BUILDING (18,570 WAREHOUSE 930 OFF ICE				
PP16823	APPROVED	11/17/2000		2/8/2006
TO CONSTRUCT A 22,000 SQ FT MANUFACTURING FACILITY BUILDING TO MANUFACTURE, STORE AND LEASE CONCRETE FORMING MATERIAL				
PP16932	APPROVED	2/2/2001		
SHEET METAL MANUFACTURING, 12,000 SQ FT STEEL BLDG WITH OFFICES, MEZZANINE, SHOP AND STORAGE AREA.				

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PP16932R1	APPROVED	10/17/2008		7/12/2013
ADD RECYCLING COLLECTION CENTER TO A 12,000 S.F. P RE-MANUFACTURED STEEL BUILDING FOR THE MANUFACTURE OF SHEET METAL PRODUCTS. THE BUILDING CONTAINS 1 ,620 S.F. OF OFFICE AREA, A 936 S.F. MEZZANINE, SH EET METAL SHOP FABRICATION AREA, AND STORAGE AREA.				
PP18961	APPROVED	10/28/2003		
NATIONAL ARCHIVES & RECORDS ADMIN. WAREHOUSE FAC.				
PP19728	APPROVED	9/1/2004		2/27/2009
CONTRACTORS STORAGE YARD, VEHICLE MAINT AND ADMIN				
PP21552	APPROVED	3/21/2006		12/18/2008
PROSPD 6 LIGHT INDUS BLDGS; TOTAL OF 14 PARCELS. BLDGS RANGING FROM 40,000 SF TO 600,000 SF PER SITE PLAN. 14 PARCELS WHICH WILL BE SUBJECT TO LOT CONSOLIDATIONS, LINE ADJUSTMENTS PER SEPARATE FORTHCOMING APPLICATION.				
PP21813	APPROVED	6/6/2006		6/12/2011
PLOT PLAN NO. 21813 PROPOSES THE CONSTRUCTION OF ELEVEN (11) INDUSTRIAL BUILDINGS TOTALING 191,411 SQ. FT. (FAR 0.38) , 9 WATER DETENTION BASINS, 37 PARKING STALLS AND 88,497 SQ. FT. OF LANDSCAPING.				
PP22532	APPROVED	2/9/2007		1/7/2010
OFFICE AND MANUFACTURING FACILITY TRACT 2006-26				
PP23342	APPROVED	3/20/2008		10/28/2013
MULTI USE INDUSTRIAL PARK WAREHOUSE BUILDINGS CONSISTING OF 24,868 SQ. FT./52,274 SQ. FT/41,614 SQ. FT WAREHOUSE BUILDINGS. THE PROJECT PROPOSES A TOTAL OF 180,551 SQ. FT OF BUILDING AREA, 104,437 SQ.FT. OF LANDSCAPING AND 377 PARKING SPACES.				
PP24327	APPROVED	11/19/2009		5/17/2012
SWAP EXIST 55'MONOPALM WITH NEW 65'MONOPINE/4EQUIP ACTUALLY REPLACING MONOPINE 5' FROM ORIG MONOPAL M SITE. NOT INCREASING LEASED AREA. ALSO PROPOSING 3 SECTORS OF ANTENNA W/ 3 ANTENNAS EACH.				
PP24608	APPROVED	6/17/2010		9/8/2016
FEED & GRAIN SALES W/6400 SF HAY BARN, 2880 SF STO RAGE SHED, EXISTING 1,152 SF RESIDENCE				
PP24735	APPROVED	9/30/2010		3/26/2014
50' MONOPINE/12 PANNL ANTS/1 MICRO/6 EQUIP CABINTS				
PP25067	APPROVED	12/22/2011		6/3/2015
VERIZON 65 FT MONOEUCALYPTUS WIRELESS FACILITY/12 ANTS/1 PARABOLIC ANT/1 EQPMT SHELTER/1 GENERATOR/2 GPS/6 FT DECORATIVE BLOCK WALL ENCLOSURE				
PP25252	APPROVED	12/20/2012		
399,150 SF WAREHOUSE/OFFICE BLDG FOR DISCOUNT TIRE THE FACILITY WILL ALSO PROVIDE 152 AUTO PARKING SP ACES AND 214 TRACTOR/TRAILER PARKING SPACES, AND I NCLUDES THE CONSTRUCTION OF A PRIVATE ROAD ALONG I TS A PORTION OF THE NORTHERLY PROJECT BOUNDARY.				
PP25699	APPROVED	11/7/2014		
FARMER BOYS/RETAIL SHOP. CNR 4 BLDGS/19,558 SF TOT				
PP25768	APPROVED	2/26/2015		
THE PROJECT PROPOSES TO CONSTRUCT A NEW 54,450 SQU ARE FOOT ANIMAL FOOD PRODUCTION FACILITY ON AN EXI STING FEED MILL SITE. THE PROJECT PROPOSAL INCLUDE S UTILIZING A PORTION OF THE EXHISTING MILLING OPE RATION LOCATED ON THE SOUTHERN SECTION OF THE PROJ ECT SITE. EXISTING GRAIN STORAGE BINS LOCATED IN T HE NORTHERN AND SOUTHERN PORTION OF THE PROJECT WI LL BE REMOVED.				

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<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PP26173	APPROVED	1/5/2017		
<p>PROPOSAL TO CONSTRUCT A 423,665 SQ. FT. HIGH-CUBE WAREHOUSING AND DISTRIBUTION FACILITY WITH 413,665 SQ. FT. OF THE BUILDING DESIGNATED FOR WAREHOUSING AND WITH 10,000 SQ. FT. DESIGNATED FOR OFFICE USE. THE FACILITY ALSO PROPOSES WATER QUALITY BASIN, 184 STANDARD PARKING SPACES, 6 ACCESSIBLE PARKING SPACES AND 100 TRAILER PARKING SPACES.</p>				
PPT180023	APPROVED	9/17/2018		
<p>PROPOSAL TO CONSTRUCT A 203,445 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING (RIDER COMMERCE CENTER) WITH A MAXIMUM HEIGHT OF 44 FT. APPROXIMATELY 7,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE NORTHWEST AND NORTHEAST CORNER OF THE BUILDING. IN ADDITION, A GATED TRUCK COVER IS PROPOSED ALONG THE NORTHERN AREA OF THE SITE THAT WOULD PROVIDE ACCESS TO 28 LOADING DOCKS ON THE NORTH SIDE OF THE BUILDING. A TOTAL OF 126 PARKING STALLS ARE PROPOSED FOR THE 9.58 SITE.</p>				
PPT180025	APPROVED	10/23/2018		
<p>SEATON COMMERCE CENTER 203,929 S.F. WAREHOUSE FACILITY W/ OFFICE SPACE AND MEZZANINE</p>				

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PPT180028	APPROVED	10/29/2018		
<p>CASE DESCRIPTION</p> <p>CONSTRUCT A 1,185,400 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT CONSISTING OF 3 BUILDINGS ON 72.5-ACRES (GROSS). THE 3 BUILDINGS CONSIST OF A 1,138,800 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 1), A 31,408 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 3), AND A 15,192 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 4). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT. TWO REGULAR VEHICLE DRIVEWAYS TO THE PROJECT ARE PROPOSED WITH ONE ENTRANCE EACH ON CAJALCO EXPRESSWAY AND HARVILL AVENUE, WITH AN EMERGENCY ONLY GATED DRIVEWAY ON MARTIN STREET. THE DRIVEWAY ENTRANCES WOULD CONSTRUCT TRAFFIC SIGNALS AND AN ADDITIONAL TRAFFIC SIGNAL IS PROPOSED AT THE INTERSECTION OF CAJALCO EXPRESSWAY AND SEATON AVENUE. WITH THE DRIVEWAYS LOCATED ON CAJALCO AND HARVILL, NO TRUCK TRAFFIC IS ANTICIPATED ON SEATON AVENUE AND SIGNS NOTING RESTRICTION OF TRUCK TRAFFIC WILL BE POSTED ON SEATON AVENUE. OTHER THAN THE TRAFFIC SIGNALS PROPOSED, THE PROJECT WOULD PROVIDE ADDITIONAL DEDICATION AND CERTAIN IMPROVEMENTS TO SURROUNDING ROADS. AN ADDITIONAL 39 FEET OF RIGHT-OF-WAY IS PROPOSED FOR THE NORTH SIDE OF CAJALCO EXPRESSWAY ALONG THE PROJECT'S FRONTAGE WITH ADDITIONAL PAVING FOR A NORTHERLY HALF WIDTH OF 63 FEET TO CURB AS WELL AS SIDEWALK AND LANDSCAPING IMPROVEMENTS IN THE PARKWAY. AN ADDITIONAL NINE FEET OF RIGHT-OF-WAY IS PROPOSED FOR A PORTION OF HARVILL AVENUE TO ACCOMMODATE A NEW RIGHT TURN LANE TO CAJALCO EXPRESSWAY. ALONG THE WEST SIDE OF HARVILL AVENUE ON THE PROJECT'S FRONTAGE, THE PROJECT WILL CONSTRUCT AN EIGHT FOOT DECOMPOSED GRANITE TRAIL ADJACENT TO THE EXISTING SIDEWALK SEPARATED BY A PVC FENCE. NO ADDITIONAL ROAD PAVING IS PROPOSED FOR EITHER SEATON AVENUE OR MARTIN STREET. HOWEVER, ON THE EAST SIDE OF SEATON AVENUE AN ADDITIONAL DEDICATION OF 14 FEET IS PROPOSED FOR SEATON AVENUE AS WELL AS AN EIGHT FOOT WIDE DECOMPOSED GRANITE TRAIL ADJACENT TO THE EXISTING SIDEWALK SEPARATED BY A PVC FENCE. THE PROJECT PROPOSES NEW STOP SIGNS ON SEATON AVENUE AT THE INTERSECTION OF ALVISO ROAD FOR A THREE WAY STOP WITH CROSSWALKS AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION. THE SITE IS CURRENTLY VACANT, BUT DOES INCLUDE AN INTERNAL STREET THAT WAS PREVIOUSLY BUILT. THE PROPOSED PROJECT WOULD VACATE THIS STREET AND DEMOLISH THE STREET WITH SITE PREPARATION AND GRADING OF THE SITE. GRADING FOR THE SITE IS ANTICIPATED TO BE NEARLY BALANCED WITH AN ESTIMATED 26 CUBIC YARDS OF IMPORT PROJECTED. BLASTING MAY BE REQUIRED FOR CERTAIN AREAS OF THE SITE WHERE HARD ROCK MAY BE PRESENT IN THE SOUTHWESTERN PORTION OF THE SITE. IF BLASTING DOES OCCUR, THESE ACTIVITIES WOULD BE REQUIRED TO OBTAIN BLASTING PERMITS FROM THE STATE, NOTIFICATION TO THE SHERIFF'S DEPARTMENT, AND WOULD BE REQUIRED TO REMAIN BELOW THE THRESHOLDS IDENTIFIED BY THE U.S. BUREAU OF MINES (USBM) AND OFFICE OF SURFACE MINING AND RECLAMATION ENFORCEMENT (OSMRE) TO ENSURE NOISE AND VIBRATION IMPACTS FROM THE BLASTING ARE MINIMIZED. THE BLASTING CONTRACTOR WILL INSPECT ANY HOMES WITHIN 300 FEET OF BLASTING AND PROPERTIES WITHIN 600 FEET WILL BE NOTIFIED PRIOR TO ANY BLASTING ACTIVITIES. THE IMPACTS OF BLASTING ARE ANALYZED IN THE INITIAL STUDY/ADDENDUM AND WERE DETERMINED TO BE LESS THAN SIGNIFICANT. THE PROPOSED GRADING OF THE SITE WOULD CREATE AN AREA IN THE WESTERN PORTION OF THE SITE THAT SITS LOWER THAN CURRENT AND WOULD BE LOWER THAN THE ADJACENT SEATON AVENUE AND RESIDENTIAL USES TO THE WEST. AN APPROXIMATELY 18 FOOT MAXIMUM HIGH RETAINING WALL IS PROPOSED ALONG THE WESTERN BOUNDARY THAT WOULD FACE INTERNAL TO THE SITE, SPECIFICALLY THE WESTERN DOCK AREA OF BUILDING 1. A DETENTION/BIORETENTION BASIN IS PROPOSED IN THE SOUTHEAST CORNER OF THE SITE THAT WOULD TREAT RUNOFF FROM THE SITE AND OUTLET TO EXISTING DRAINAGE FACILITIES UNDERNEATH CAJALCO EXPRESSWAY.</p>				

PPT180034	APPROVED	12/4/2018		
<p>CONSTRUCTION AND OPERATION OF A 373,368 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 18.35-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.</p>				

Approved Cases as of 11/10/2020

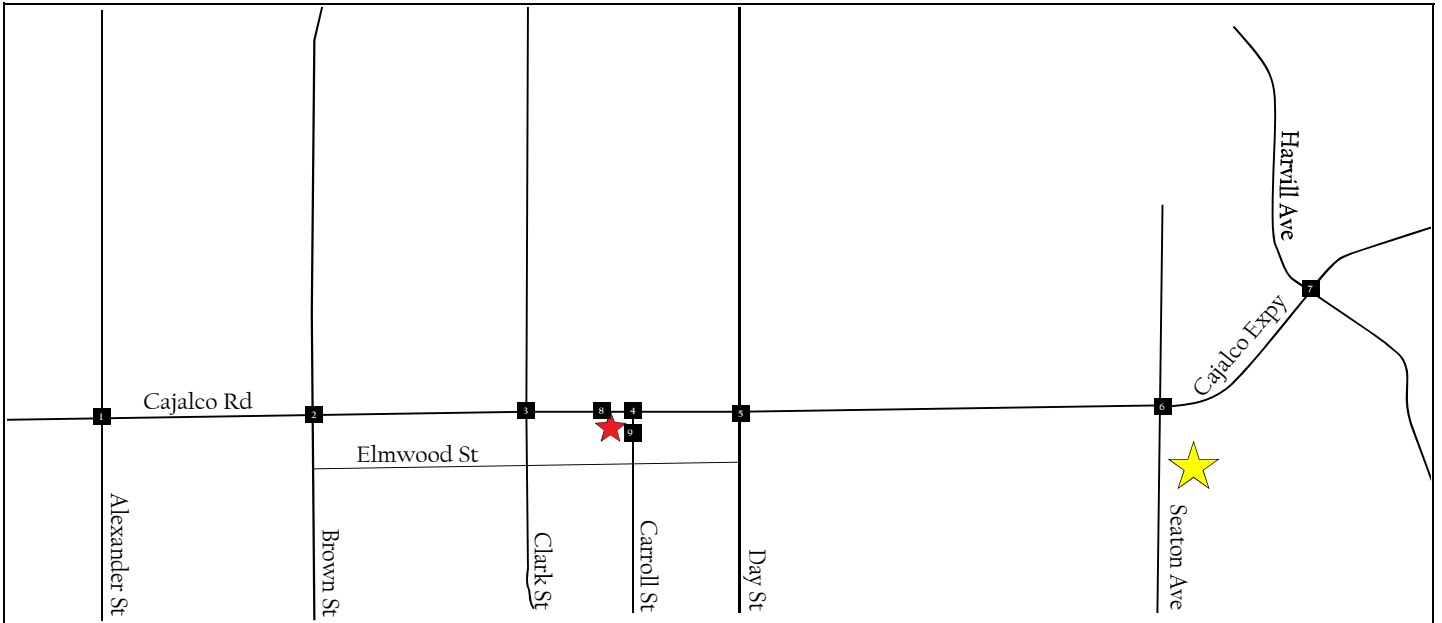
<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PPT180038	APPROVED	12/20/2018		
CONSTRUCTION AND OPERATION OF A 147,249 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 8.51-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				
PPT190003	APPROVED	2/14/2019		
CONSTRUCTION AND OPERATION OF A 83,449 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 5.77-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				
PPT190006	APPROVED	2/26/2019		
NEW INDUSTRIAL BUILDING 289,556 SQ FT WAREHOUSE ON 12.96 ACRES GROSS				
PPT190008	APPROVED	3/5/2019		
683,000 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 30.19-ACRES				
PUP00325	APPROVED	12/26/2000		
PUP00693	APPROVED	11/17/1989		1/8/1993
BUILD A CHURCH				
PUP00697	APPROVED	12/22/1989		8/15/1996
CHURCH FACILITY CHURCH FACILITY EA 34651 N/A				
PUP00726	APPROVED	7/26/1991		10/15/1993
OFFICES AND DAY CARE CENTER OFFICES & DAY CARE CENTER EA 36012 SEE FILE				
PUP00765	APPROVED	3/31/1995		9/5/1997
PUBLIC USE PERMIT FOR 32-BED RESIDENTIAL CARE FACI LITY RESIDENTIAL CARE FACILITY FOR THE ELDERLY WITH 32 BEDS EA 36840 PUP 325				
PUP00801	APPROVED	4/23/1999		
PUP FOR A RANCH HOME/EDUCATIONAL CENTER FOR KIDS				
PUP00856	APPROVED	7/19/2002		
DAY CARE CENTER				
PUP00856R1	APPROVED	6/11/2008		6/24/2011
RENEWTIME&EXPANSION OF EXISTING DAY CARE FACILITY				
PUP00856R2	APPROVED	1/9/2012		12/29/2014
ADD 2,596 SQ FT CARE TAKERS QUARTER,ADD 2,400SQ FT METAL GARAGE/WAREHOUSE TO EXISTING CHILD CARE CENT ER. EXISTING FACILITIES CONSIST OF:				
PUP00883	APPROVED	5/22/2006		6/1/2032
RANCH FACILITY FOR MEN W/DRUG ADDICTION EXSTG FAC				
PUP0315	APPROVED	8/7/2000		11/1/1985
EXPANSION OF FAMILY CARE HOME				
PUP0325	APPROVED	8/7/2000		
SP00229	APPROVED	12/10/1987		
SP ON 981 ACRES WITH 1421 DU'S ON 798 ACRES, 15 AC RES OF COMMERCIAL, 108 ACRES OF OPEN SPACE, * EIR 255, EA 32212, SP 229, CZ 5090, GPA 126, DA 43 CZ 6095				
SP00229A1	APPROVED	4/15/2002		
REDUCT LOT SIZES/INC OP SP/ELIM EQUES COMPONENT				
SP00341	APPROVED	4/21/2004		
FOR 6.2 MILLION SQ FT BUS PARK & LGT IND.				

Approved Cases as of 11/10/2020

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
TR23234	APPROVED	12/14/1987		6/7/2001
DIVIDE 44.55 ACRES INTO 170 SINGLE FAMILY RESIDENC ES EA 32259, CZ 5042 EXT 67, EXT 264, EXT 511, EXT 905				
TR23234M2	APPROVED	8/27/1996		6/7/2001
MC TO TR23234 TO RECONFIGURE STREETS AND LOTS				
TR23536	APPROVED	11/15/1988		3/27/1993
DIVIDE 968 ACRES INTO 21 LOTS FOR FINANCING PURPOS ES EA 33313 EXT 474, SP 229				
TR27294	APPROVED	10/29/1991		11/17/1999
DIVIDE 25.86 ACRES INTO 25 LOTS DIVIDE 25.86 ACRES INTO 24 RESIDENTIAL LOTS EA 36115 ASA 80, CFG 438				
TR27997	APPROVED	7/20/1994		9/10/1999
RESIDENTIAL CONDOS (SEWERED) DIVIDE 21.02 ACRES INTO SINGLE LOT CONDOMINIUM PRO JECT W 120 CONDO UNITS & 8.07 ACRES OF OPEN SPACE EA 36718, CZ 6229, VAR 1616. N/A.				
TR30592	APPROVED	1/8/2003		2/25/2017
TO SUBDIVIDE 34 ACRES INTO 131 SFR LOTS PLANNING AND TRANSPORTATION STAFF HAVE DETERMINED THAT CONDITION 50.TRANS.22 IS NOT REQUIRED, AS IT IS IN EXCESS TO THE CONDITIONED IMPROVEMENTS OF TH REE POINTS OF ALTERNATIVE INGRESS / EGRESS. THIS CONDITION IS NOT APPLICABLE PER APPROVAL OF TR3059 2M1 AT PLANNING COMMISSION ON 02/08/06.				
TR30592M1	APPROVED	9/1/2005		2/25/2017
REMOVE TRANS COND. 50.TRANS.22 FOR ROW IMPROVEMNT TO A SCHEDULE A SUBDIVISION OF 34 ACRES INTO 131 S FR LOTS.				
TR31243	APPROVED	5/20/2004		5/11/2018
SUB-DIV 94.4 AC INTO 192 RES. LOTS (PA3/SP229A1) W ITH A 2.9-ACRE LINEAR PARK, AND 12-ACRE SCHOOL SIT E.				
TR31243E04	APPROVED	4/19/2018		5/11/2021
FOURTH EXTENSION OF TIME TR31243				
TR31244	APPROVED	5/20/2004		5/11/2018
SUB-DIV 60.3 AC INTO 132 R-A-20,000SQFT LOTS/SP229				
TR31244E04	APPROVED	4/18/2018		5/11/2021
FOURTH EXTENSION OF TIME FOR TR31244				
TR31245	APPROVED	5/20/2004		5/11/2018
SUB-DIV 49.8 AC INTO 83 R-A-20,000SQFT LOTS/SP229				
TR31245E04	APPROVED	4/18/2018		5/11/2021
FOURTH EXTENSION OF TIME FOR TR32145				
TR31610E02	APPROVED	1/3/2018		1/9/2021
2ND EXTENSION OF TIME/TTM31610				
TR31611	APPROVED	8/17/2004		1/9/2018
SUBDIVIDE 59 AC INTO 141 LOTS				
TR31611E02	APPROVED	1/3/2018		1/9/2021
2ND EXTENSION OF TIME FOR TR31611				
TR31612	APPROVED	8/17/2004		1/9/2018
SUBDIVIDE 61.8 AC INTO 89 LOTS				
TR32822	APPROVED	9/30/2004		10/4/2020
DIVIDE 103 AC INTO 83 LOTS				
TR34713	APPROVED	4/7/2006		10/4/2020
SCHEDULE "B" SUBDIVISION OF 38.25 ACRES INOT 33 SINGLE FAMILY RESIDENCES LOTS AND 3 OPEN SPACES .				

Approved Cases as of 11/10/2020

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
TR34713E01	PAYMENT PEN	10/2/2020		
TIME EXTENSION FOR TR34713				



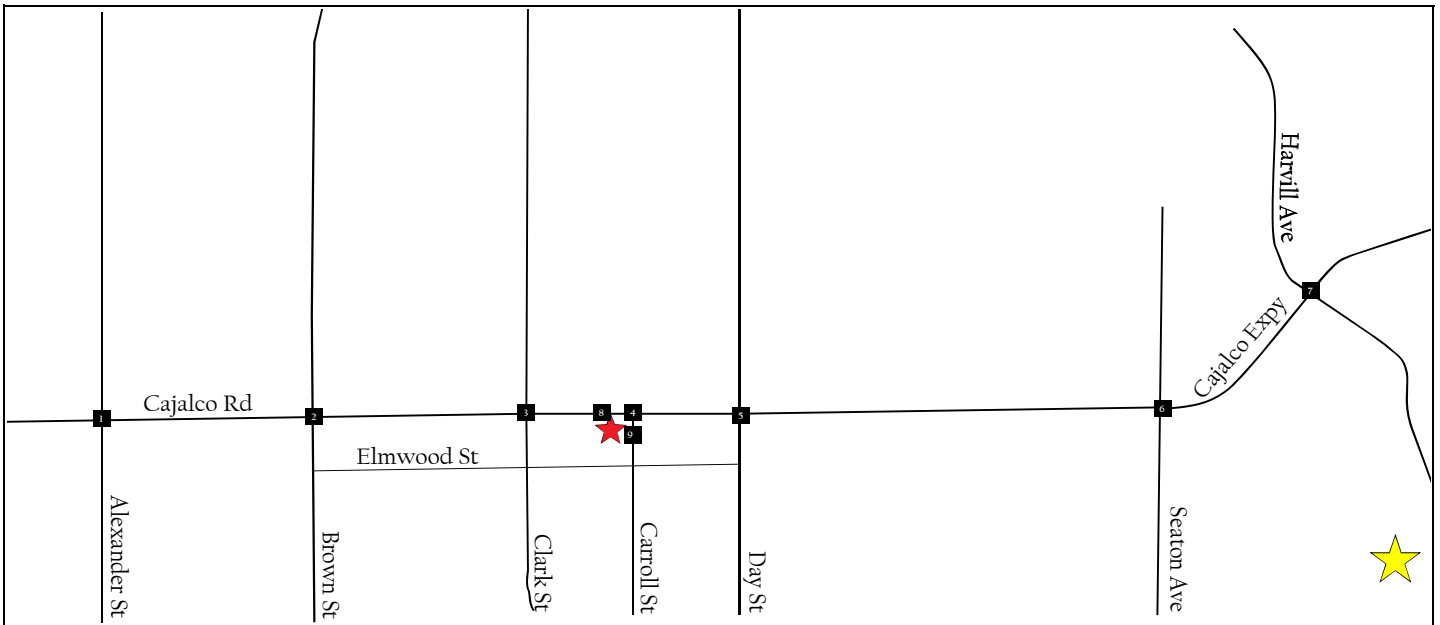
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Cumulative Project


Alexander St & Cajalco Rd	Brown St & Cajalco Rd	Clark St & Cajalco Rd	Carroll St & Cajalco Rd
Day St & Cajalco Rd	Seaton Ave & Cajalco Rd	Harvill Ave & Cajalco Expy	Proj Dwy & Cajalco Rd
Carroll St & Proj Dwy			



Cajalco Road Mixed-Use
 PAR190075 Cumulative Project



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

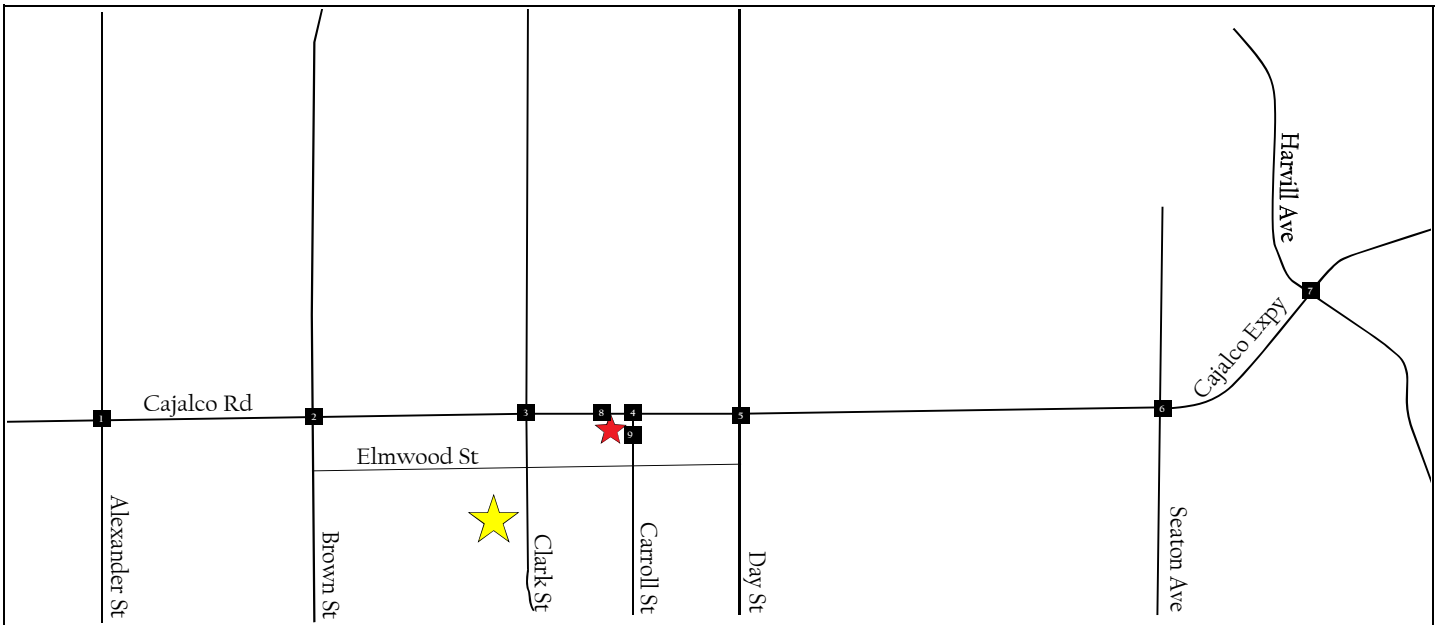
 Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39
52 / 14 →	52 / 14 →	52 / 14 →	52 / 14 →	52 / 14 →	52 / 14 →	52 / 14 →	52 / 14 →
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
← 7 / 39	← 7 / 39	← 7 / 39	← 7 / 39	207 / 58	← 7 / 39	← 7 / 39	← 7 / 39
52 / 14 →	52 / 14 →	52 / 14 ↘	52 / 14 ↘	7 / 39	28 / 154	52 / →	52 / →
Carroll St & Proj Dwy							
9							



Cajalco Road Mixed-Use
 PAR190068 Cumulative Project





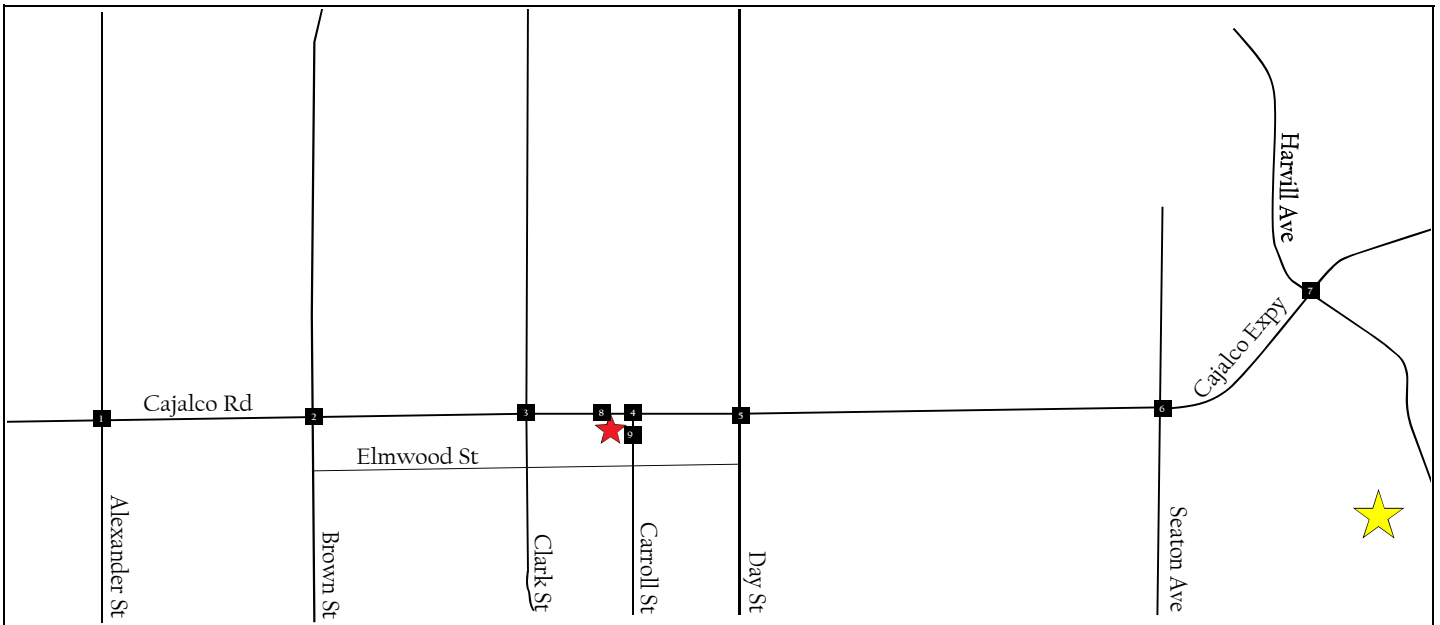
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
Carroll St & Proj Dwy							



Cajalco Road Mixed-Use
 PM37086 Cumulative Project



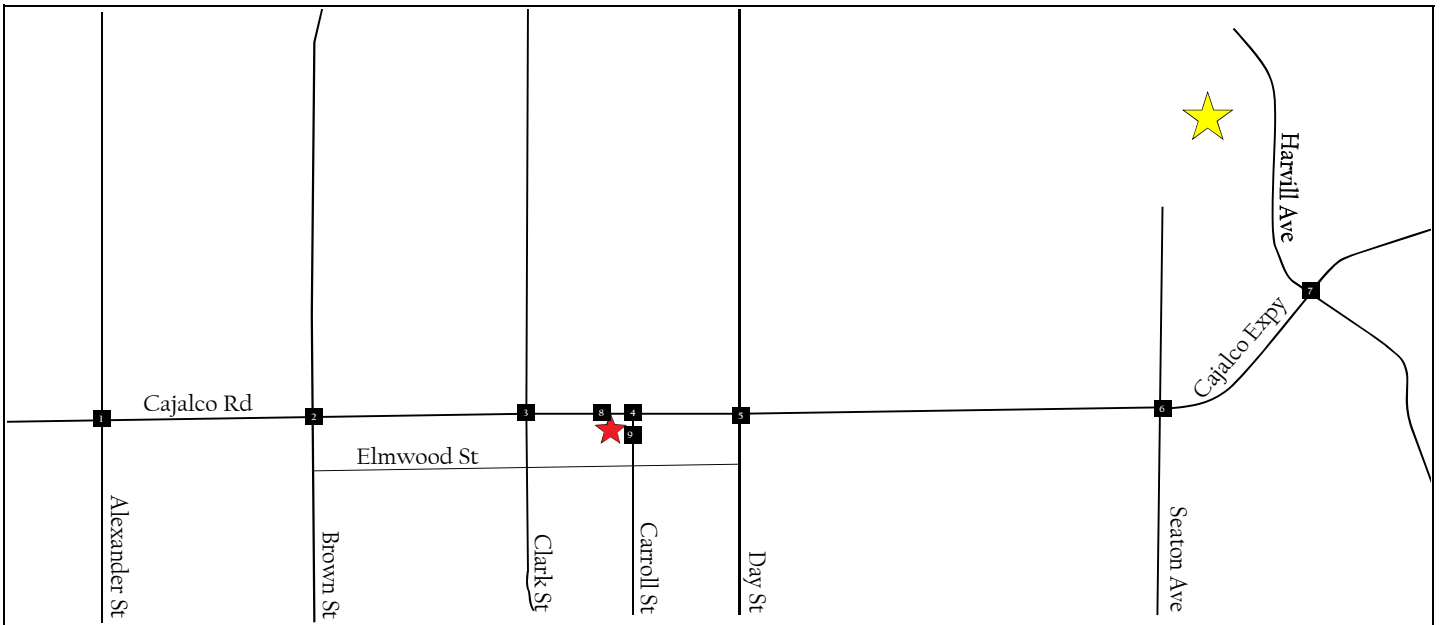
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
← 3 / 22	1	← 3 / 22	2	← 3 / 22	3	← 3 / 22	4
25 / 3 →		25 / 3 →		25 / 3 →		25 / 3 →	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
← 3 / 22	5	← 3 / 22	6	101 / 22	7	← 3 / 22	8
25 / 3 →		25 / 3 →		25 / 3 ↘	3 / 22 ↘ 14 / 90 ↘	25 / 3 →	
Carroll St & Proj Dwy							
9							



Cajalco Road Mixed-Use
 PPT180023 Cumulative Project



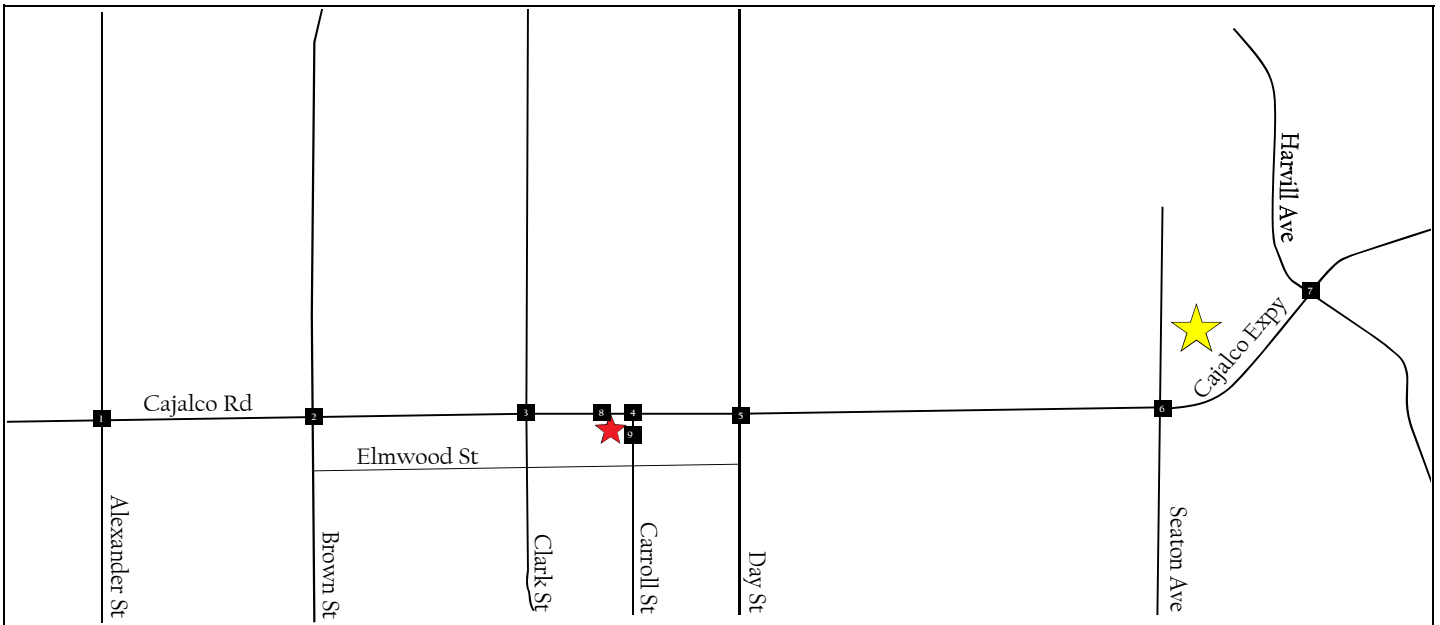
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
Carroll St & Proj Dwy							



Cajalco Road Mixed-Use
 PPT180025 Cumulative Project



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

Cumulative Project

Alexander St & Cajalco Rd		Brown St & Cajalco Rd		Clark St & Cajalco Rd		Carroll St & Cajalco Rd	
Day St & Cajalco Rd		Seaton Ave & Cajalco Rd		Harvill Ave & Cajalco Expy		Proj Dwy & Cajalco Rd	
Carroll St & Proj Dwy							



Appendix I

Signal Warrant Analysis Worksheets

TRAFFIC SIGNAL WARRANTS

City/Town: **Mead Valley**
 County: **Riverside**
 Division: **n/a**
 Data Date: **4/20/2021**
 Major Route: **Cajalco Rd**
 Minor Route: **Carroll St**

Analysis Performed By: **MTC**
 Date Analysis Performed: **4/14/2021**
 Project Number if Applicable: **20017**
 Weather Conditions: **Clear**
 Appr. Lanes: **1** Critical Approach Speed (mph): **45**
 Appr. Lanes: **1**

Volume Level Criteria

- 1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? Yes No
- 2. Is the intersection in a built-up area or isolated community of <10,000 population? Yes No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied. Satisfied: Yes No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried: Yes No
 List Remedial Measures Tried (Required for 80% Combination of A & B)

Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: Yes No

(Used if neither Condition A or B is satisfied) 80% Satisfied: Yes No

		(volumes in veh/hr)		Minimum Requirements		Eight Highest Hours								
						7am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	
		Approach Lanes	1	2 or more										
		Volume Level	100%	70%	100%	70%								
W - 1A	100%	Both Approaches on Major Street	500	350	600	420	1,430	1,302	1,428	1,630	1,762	1,746	1,657	1,407
		Highest Approach on Minor Street	150	105	200	140	130	155	163	181	192	178	182	148
W - 1B	100%	Both Approaches on Major Street	750	525	900	630	1,430	1,302	1,428	1,630	1,762	1,746	1,657	1,407
		Highest Approach on Minor Street	75	53	100	70	130	155	163	181	192	178	182	148
W - 1A	80%	Both Approaches on Major Street	400	280	480	336	1,430	1,302	1,428	1,630	1,762	1,746	1,657	1,407
		Highest Approach on Minor Street	120	84	160	112	130	155	163	181	192	178	182	148
W - 1B	80%	Both Approaches on Major Street	600	420	720	504	1,430	1,302	1,428	1,630	1,762	1,746	1,657	1,407
		Highest Approach on Minor Street	60	42	80	56	130	155	163	181	192	178	182	148

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

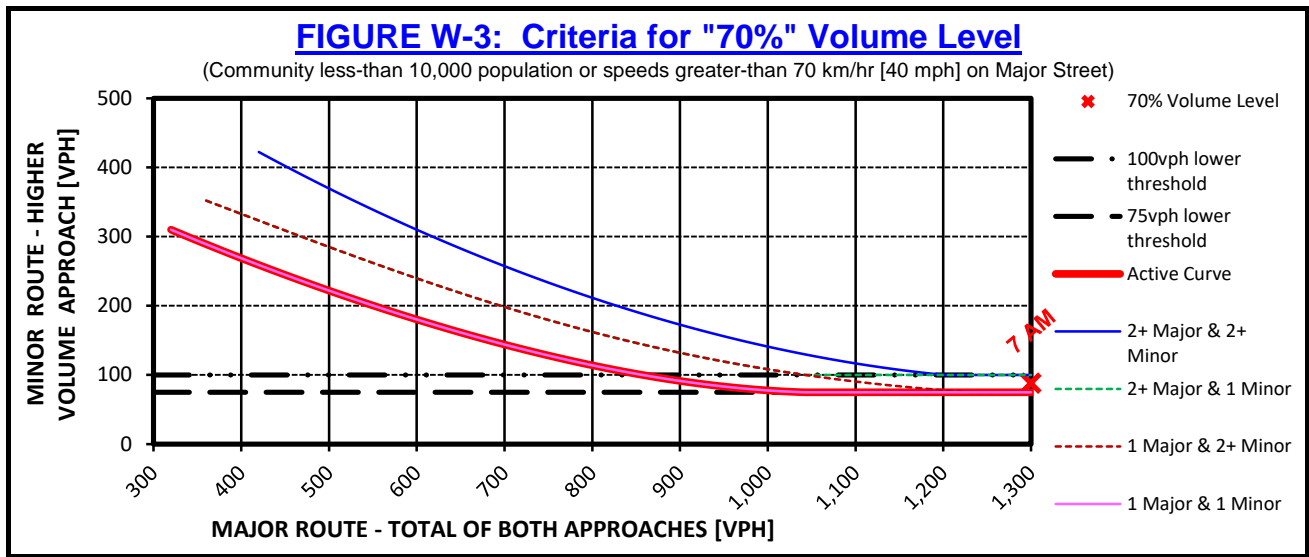
Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Existing AM Peak

Applicable: Yes No
 Satisfied: Yes No

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
7 AM	1,474	88

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)				
									Number of Approaches				
									3		4 or more		
	Approaches	Lanes:	1	2	Approaches	Lanes	1	2	No. of Approaches	3	4	Volume Criteria	650
	Delay Criteria:	4.0	5.0		Volume Criteria	100	150		Volume Criteria	650	800		
	Delay:	1.0			Volume :	88			Volume :	1,562			
	Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO		Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO		Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO		

NOTE: The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

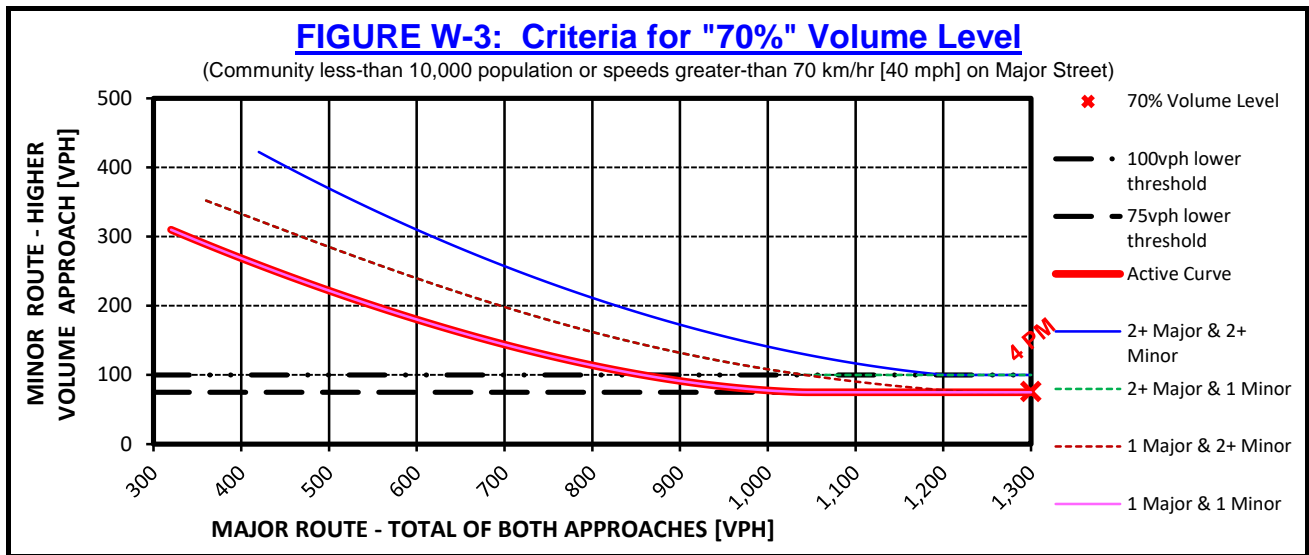
Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Existing PM Peak

Applicable: Yes No
 Satisfied: Yes No

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
4 PM	1,856	76

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)				
	Approaches Lanes:		Delay Criteria:		Approaches Lanes:		Volume Criteria:		Number of Approaches:		Volume Criteria:		
	Approaches Lanes:	1	2	4.0	5.0	Approaches Lanes:	1	2	100	150	No. of Approaches:	3	4
	Delay:	1.8				Volume:			76		Volume:	1,932	
Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO	Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO	Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO	Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO		

NOTE: The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

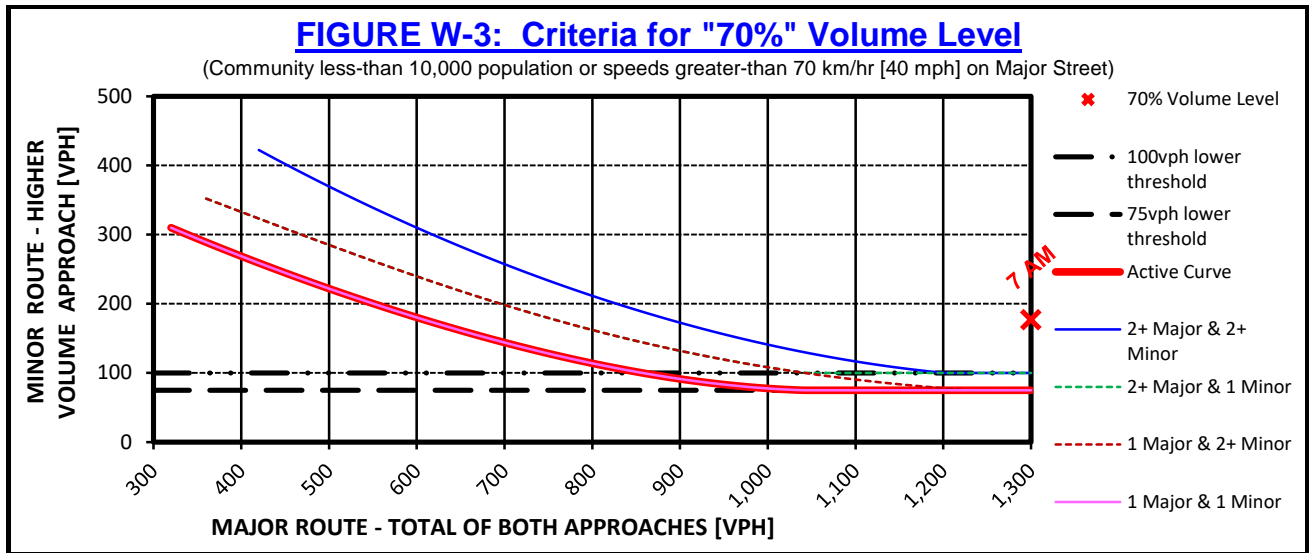
Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Existing + Amb + Proj AM

Applicable: Yes No
 Satisfied: Yes No

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
7 AM	1,550	177

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)			
									Number of Approaches			
									<input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 or more			
	Approaches		Lanes		Approaches		Lanes		No. of Approaches		Volume Criteria	
		Delay Criteria:		Volume Criteria		Volume :		Volume :		Volume :		
		Delay: 1.5		Volume : 177		Volume : 1,727						
Fulfilled?				Fulfilled?				Fulfilled?				
		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> NO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> NO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> NO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> NO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> NO		

NOTE: The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

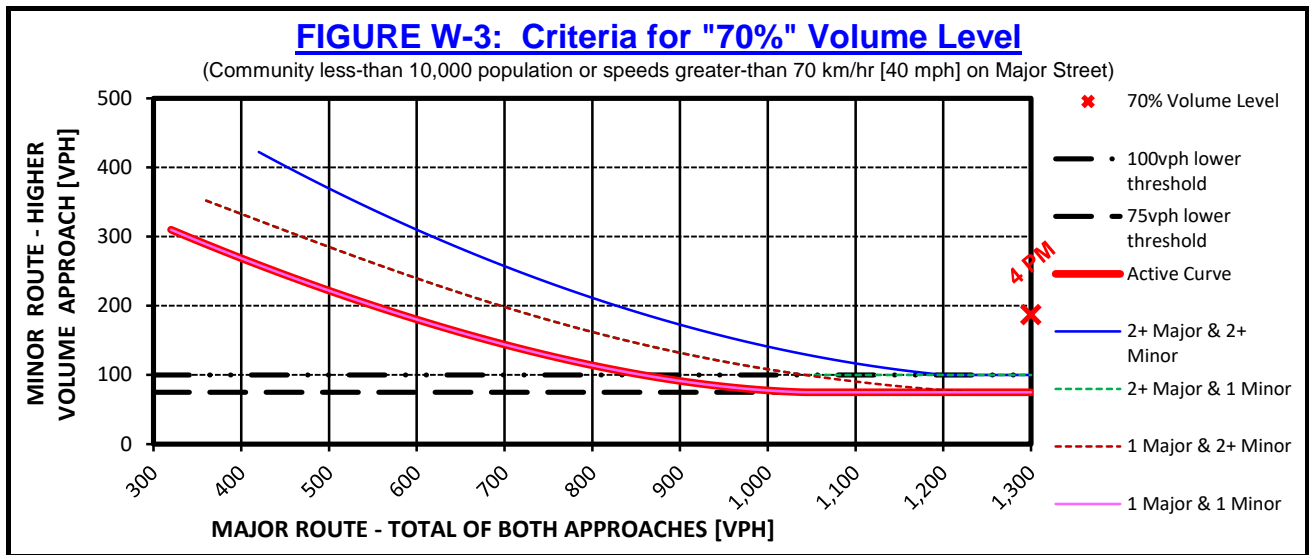
Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Existing + Amb + Proj PM

Applicable: Yes No
 Satisfied: Yes No

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
4 PM	1,970	187

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)			
	Approaches		Lanes		Approaches		Lanes		Number of Approaches		Volume Criteria	
	Approaches	1	2	Approaches	1	2	No. of Approaches	3	4	Volume Criteria	650	800
	Delay:	4.0	5.0	Volume:	100	150	Volume:	2,157				
Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO	Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO	Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO				

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

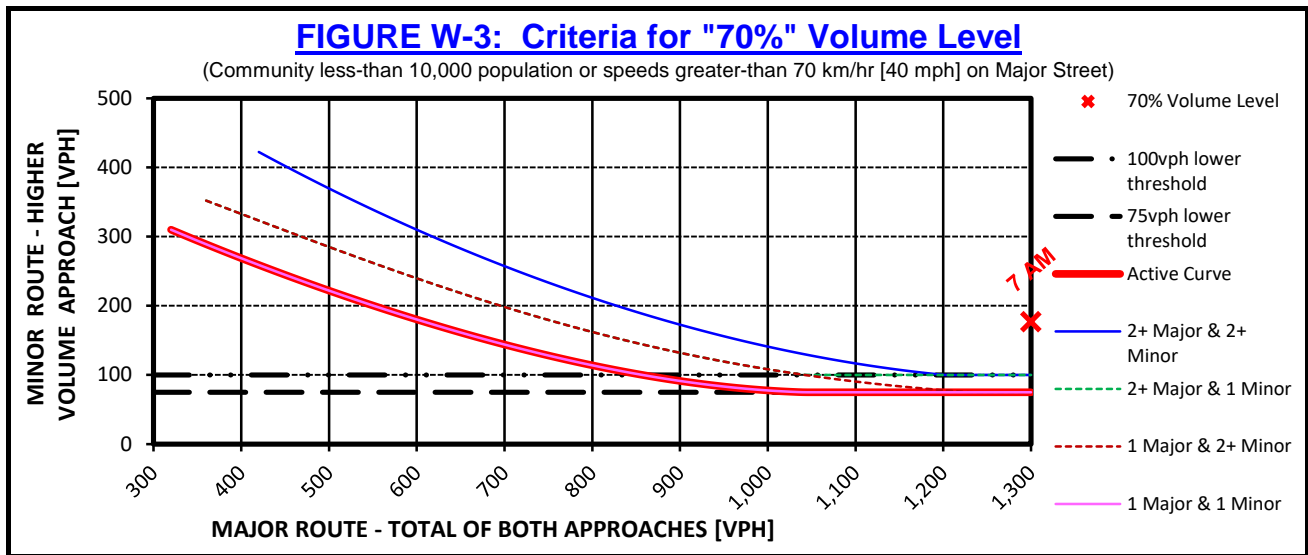
Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Ex + Amb + Cum + Proj AM

Applicable: Yes No
 Satisfied: Yes No

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
7 AM	1,690	177

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)			
									Number of Approaches			
									<input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 or more			
	Approaches Lanes:		1	2	Approaches Lanes		1	2	No. of Approaches		3	4
Delay Criteria:		4.0	5.0	Volume Criteria		100	150	Volume Criteria		650	800	
Delay:		1.7		Volume :		177		Volume :		1,867		
Fulfilled?		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO	Fulfilled?		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO	Fulfilled?		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO	

NOTE: The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: Yes No

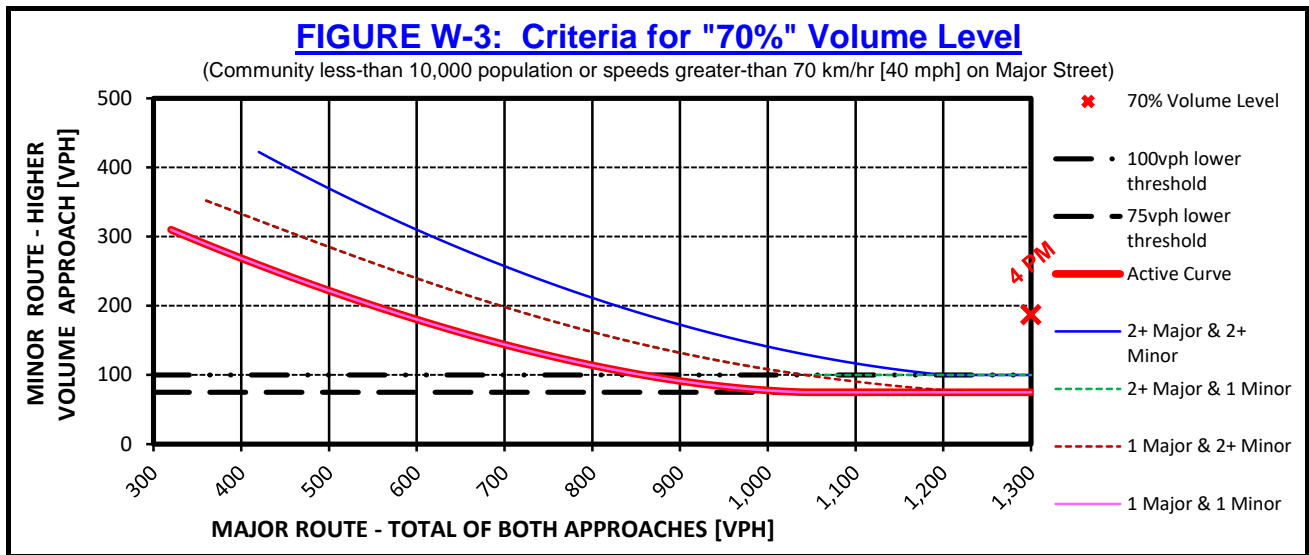
Satisfied: Yes No

Minor Street: Carroll St
Major Street: Cajalco Rd
Scenario: Ex + Amb + Cum + Proj PM

Lanes on Minor Street: 1
Lanes on Major Street: 1

Peak Hour Data		
Peak Hour	Major Route	Minor Route
4 PM	2,108	187

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)				
									Number of Approaches				
									3		4 or more		
	Approaches	Lanes:	1	2	Approaches	Lanes	1	2	No. of Approaches	3	4	Volume Criteria	650
	Delay Criteria:	4.0	5.0		Volume Criteria	100	150		Volume Criteria	650	800		
	Delay:	3.0			Volume :	187			Volume :	2,295			
	Fulfilled?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NO		Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO		Fulfilled?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NO		

NOTE: The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal

Counts Unlimited, Inc.

County of Riverside
 Cajalco Road
 W/ Carroll Street
 24 Hour Directional Volume Count

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

CRV001
 Site Code: 999-21160

Start Time	4/20/2021 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	149			34	169				
12:15		24	150			25	169				
12:30		26	155			23	184				
12:45		26	164	104	618	17	162	99	684	203	1302
01:00		28	164			23	160				
01:15		14	140			19	177				
01:30		21	178			22	219				
01:45		13	174	76	656	11	216	75	772	151	1428
02:00		11	178			15	192				
02:15		13	188			21	212				
02:30		16	186			19	229				
02:45		20	221	60	773	26	224	81	857	141	1630
03:00		17	224			38	237				
03:15		19	213			40	223				
03:30		44	220			50	211				
03:45		30	215	110	872	48	219	176	890	286	1762
04:00		49	257			87	190				
04:15		74	232			73	206				
04:30		89	237			112	204				
04:45		108	225	320	951	109	195	381	795	701	1746
05:00		76	224			150	234				
05:15		93	241			139	168				
05:30		136	235			166	178				
05:45		121	209	426	909	148	168	603	748	1029	1657
06:00		118	246			183	151				
06:15		156	218			215	146				
06:30		136	215			214	149				
06:45		150	168	560	847	195	114	807	560	1367	1407
07:00		132	163			182	143				
07:15		142	164			236	126				
07:30		161	138			218	118				
07:45		153	161	588	626	206	115	842	502	1430	1128
08:00		134	146			185	97				
08:15		137	110			176	123				
08:30		107	118			165	103				
08:45		149	80	527	454	167	91	693	414	1220	868
09:00		109	68			148	99				
09:15		98	90			190	87				
09:30		146	84			157	94				
09:45		115	81	468	323	159	80	654	360	1122	683
10:00		131	70			123	65				
10:15		131	67			160	74				
10:30		123	57			139	54				
10:45		129	62	514	256	171	57	593	250	1107	506
11:00		143	47			177	49				
11:15		116	31			136	42				
11:30		135	34			152	35				
11:45		155	36	549	148	146	28	611	154	1160	302
Total		4302	7433	4302	7433	5615	6986	5615	6986	9917	14419
Combined Total		11735		11735		12601		12601		24336	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	590	-	-	-	845	-	-	-	-	-
P.H.F.	-	0.916	-	-	-	0.895	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	951	-	-	-	913	-	-	-	-
P.H.F.	-	-	0.925	-	-	-	0.963	-	-	-	-
Percentage		36.7%	63.3%			44.6%	55.4%				
ADT/AADT		ADT 24,336		AADT 24,336							

Counts Unlimited, Inc.

County of Riverside
 Carroll Street
 S/ Cajalco Road
 24 Hour Directional Volume Count

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

CRV002
 Site Code: 999-21160

Start Time	4/20/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	19			7	18				
12:15		5	15			5	22				
12:30		3	18			4	18				
12:45		5	25	16	77	3	20	19	78	35	155
01:00		4	17			3	18				
01:15		1	19			1	21				
01:30		0	19			0	18				
01:45		0	24	5	79	2	27	6	84	11	163
02:00		0	24			3	23				
02:15		2	19			3	28				
02:30		0	17			1	27				
02:45		1	18	3	78	4	25	11	103	14	181
03:00		2	22			0	24				
03:15		0	28			5	27				
03:30		4	20			3	23				
03:45		9	19	15	89	0	29	8	103	23	192
04:00		5	13			2	28				
04:15		2	22			0	26				
04:30		19	19			7	24				
04:45		13	20	39	74	8	26	17	104	56	178
05:00		15	15			9	39				
05:15		20	28			6	18				
05:30		27	17			7	22				
05:45		23	18	85	78	6	25	28	104	113	182
06:00		13	18			10	23				
06:15		10	21			8	18				
06:30		19	21			15	15				
06:45		14	12	56	72	12	20	45	76	101	148
07:00		15	9			14	28				
07:15		26	20			9	20				
07:30		25	14			17	20				
07:45		16	20	82	63	8	14	48	82	130	145
08:00		21	15			9	16				
08:15		22	15			11	29				
08:30		29	13			13	18				
08:45		19	15	91	58	18	26	51	89	142	147
09:00		16	11			12	22				
09:15		20	13			13	17				
09:30		16	10			14	12				
09:45		14	8	66	42	16	12	55	63	121	105
10:00		16	10			14	8				
10:15		14	8			21	6				
10:30		18	9			17	10				
10:45		16	8	64	35	17	8	69	32	133	67
11:00		18	2			15	9				
11:15		25	4			26	8				
11:30		13	4			20	6				
11:45		19	3	75	13	18	4	79	27	154	40
Total		597	758	597	758	436	945	436	945	1033	1703
Combined Total		1355		1355		1381		1381		2736	
AM Peak	-	08:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	91	-	-	-	79	-	-	-	-	-
P.H.F.	-	0.784	-	-	-	0.760	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	04:15	-	-	-	-
Vol.	-	-	89	-	-	-	115	-	-	-	-
P.H.F.	-	-	0.795	-	-	-	0.737	-	-	-	-
Percentage		44.1%	55.9%			31.6%	68.4%				
ADT/AADT		ADT 2,736		AADT 2,736							