Appendix J2 Traffic Impact Analysis

Appendices

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Traffic Impact Analysis for the Wine Country Specific Plan

Prepared for City of Yucaipa
by IBI Group

August 18, 2023

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1 Introduction

The Wine Country Specific Plan area is generally bounded by Oak Glen Road to the south, Ivy Street to the north, Fremont Street to the west, and the El Dorado Park to the east. The current site is mostly vacant with the exception of a few single-family residences and three chicken ranch facilities and is primarily surrounded by residential land uses.

The Wine Country Specific Plan does not propose to change the number and type of residential dwelling units analyzed as part of the City's General Plan Update Appendix H Traffic Impact Analysis (December 2015). Although the density will be increased from the currently zoned 1 dwelling unit per acre to up to 4.6 dwelling units per acre, this increase in residential density is accomplished through consolidating the residential areas and therefore does not change the number of trips. As such, this traffic impact analysis (TIA) report has been prepared to assess the impacts associated with the vineyard and winery components within the Specific Plan area.

The development of this TIA is consistent with the guidelines established by the City of Yucaipa (Traffic Impact Guidelines, August 2020). The report is organized into eight sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Analysis Methodology
- Section 4 – Existing Conditions
- Section 5 – Opening Year Conditions – 2034
- Section 6 – Future Year Conditions – 2045
- Section 7 – Project Mitigation
- Section 8 – Conclusions and Recommendations

Section 1 provides a brief introduction of the purpose of this report and report content. Section 2 describes the project and its location in the City of Yucaipa. Section 3 contains the methodology utilized to prepare the analysis. Sections 4, 5 and 6 document the analysis of existing and forecast traffic conditions for the key road segments and intersections inside the study area. Section 7 identifies the mitigation measures proposed for the locations that are forecast to experience significant impacts with the project. Section 8 presents the conclusions and recommendations regarding the traffic analysis completed for the analysis of the Wine Country Specific Plan.

2 Project Description

The proposed project is located in the City of Yucaipa, located at the southern edge of San Bernardino county and east of interstate 10, as illustrated in Figure 2-1. The study area proposed for the analysis is roughly bounded by Oak Glen Road to the south, Ivy Street to the north, Fremont Street to the west, and the El Dorado Park to the east, as shown in Figure 2-2.

The development encompasses 1,093.6 acres, where all of the site is currently zoned for residential development. The Wine Country Specific Plan proposes roughly 574.4 acres for residential and 546.2 acres for non-residential uses consisting of agriculture, riparian areas, and a water district). The Specific Plan includes the following land uses:

- Residential – 1,089 dwelling units (single-family homes)
- Vineyards & Wineries – 464.5 acres:
- Micro Wineries – 12 wineries on sites that are 2.5 acres or greater
- Artisan Wineries – 10 wineries on sites that are 5 acres or greater with events up to 75 guests
- Boutique Wineries – 4 wineries on sites that are10 acres or greater with events up to 150 guests

Oak Glen and Jefferson would continue to provide connectivity to the WCSP area. Development in the area would also continue to be supported by Ivy and Carter, and new connections from all existing streets would create a complete roadway network supporting both neighborhoods and wineries. The goal is to maintain modest roadways with low traffic volumes and leisurely traffic speeds that allow travelers to enjoy the scenic, rural setting of the WCSP area.

Oak Glen Road is a two-lane city-designated scenic corridor that would serve as the primary access to the WCSP area. Oak Glen Road would accommodate two car lanes and a class II bike lane. A 150-foot setback would be required along that roadway for any structure on an agriculture/winery property that has frontage to Oak Glen Road. Oak Glen Road is also a City designated truck route that delivers goods and materials to and from Yucaipa.

Jefferson Street is an existing unpaved rural road. Roadway widening and improvement would be necessary for buildout of the WCSP area. Jefferson Street would be developed as a two-lane road with class III bike access. A 100-foot setback would be required for any structure on an agriculture/winery property adjacent to Jefferson Street.

Carter Street is a paved one-lane rural roadway that provides east-west access between Bryant Street and the Bears Den Ranch. It would be developed as a 2-lane roadway with class III bike access. A 100-foot setback would be required for any structure on an agriculture/winery property adjacent to Carter Street.

Residential streets would provide direct access to future neighborhoods and individual properties. A typical street section consists of 2 drive lanes with a 55-foot right-of-way. At a minimum, the street would have a 5-foot sidewalk on one side. To maintain the rural character of the roadways, curbs and gutters are generally discouraged. The exact location of future residential streets would be determined during the tentative tract map phase of development.

Figure 2-1: Project Location

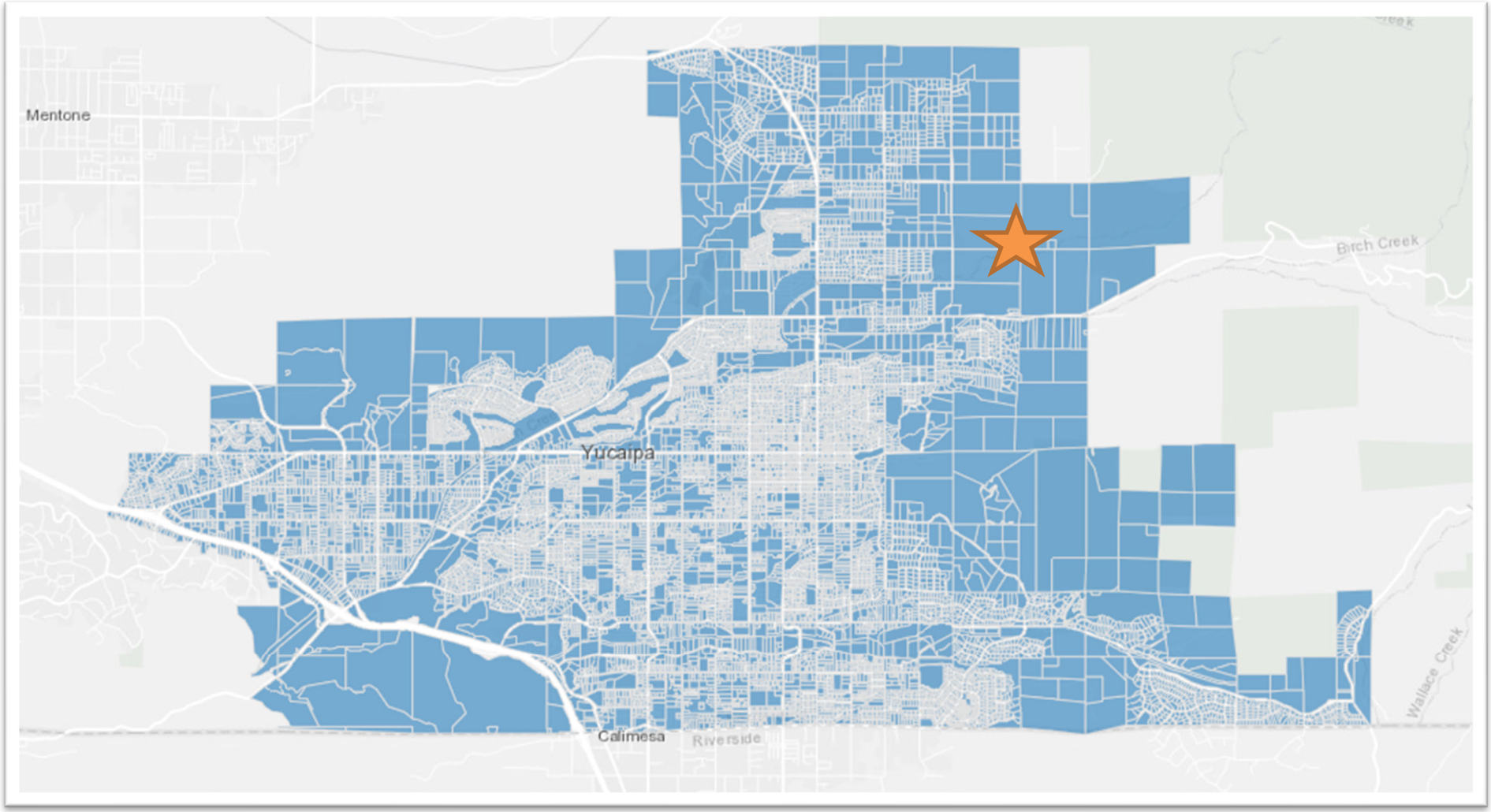
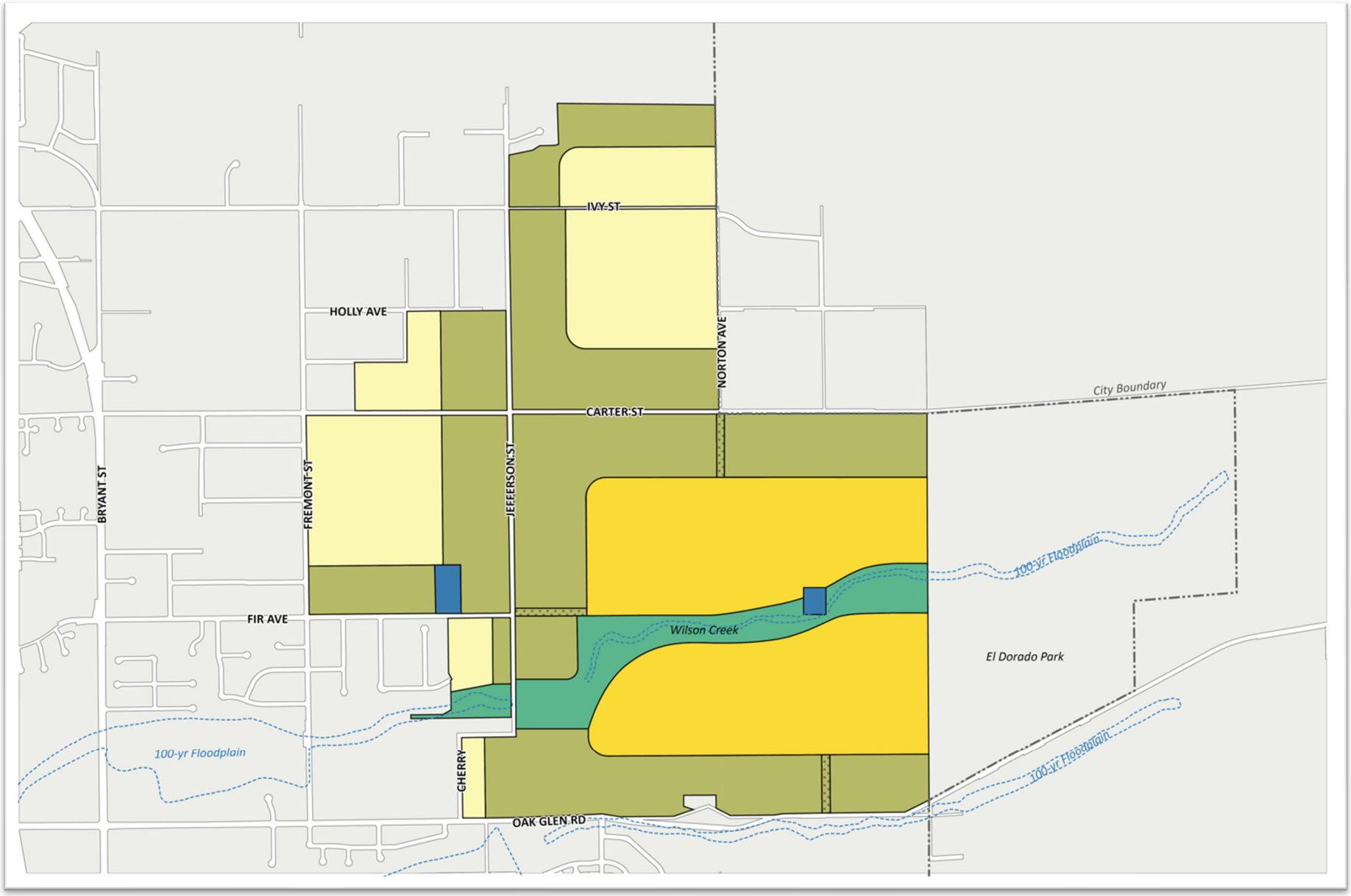


Figure 2-2: Project Study Area



3 Analysis Methodology

The purpose of this TIA is to analyze the potential circulation impacts associated with the development of the Wine Country Specific Plan. The traffic analysis examines the following scenarios:

- Existing conditions (2022)
- Existing conditions (2022) With Project
- Opening Year (2034) No Project
- Opening Year (2034) With Project
- Horizon Year (2045) No Project
- Horizon Year (2045) With Project

The existing condition scenario analysis sets the baseline to be utilized in the study. The second scenario, existing condition with Wine Country Specific Plan, allows for the analysis of existing traffic conditions with the addition of the traffic anticipated to occur due to new WCSP land uses. The opening year (2034) and future year (2045) analyses estimate the impacts of the new WCSP land uses on traffic conditions considering traffic growth and future traffic patterns.

Traffic operations at study intersections are evaluated for the AM and PM peak hours for each of the scenarios identified above. The peak hours are defined by the hour with the highest traffic volumes over a two-hour period, typically between 7AM and 9AM in the morning and between 4PM and 6PM in the evening.

A detailed description of the methodology utilized in this TIA is presented below.

3.1 Traffic Forecasting

3.1.1 Future Forecast Traffic – No Project Conditions

The methodology for forecasting the future traffic volumes used in this TIA is consistent with the City of Yucaipa Traffic Impact Analysis Guidelines (August 2020). Traffic volumes are forecast for two horizon years:

- Opening Year (2034)
- Horizon Year (2045)

The WCSP does not propose to change the number and type of residential dwelling units analyzed as part of the City's General Plan Update Appendix H Traffic Impact Analysis (December 2015). Although the density will be increased from the currently zoned 1 dwelling unit per acre to up to 4.6 dwelling units per acre, this increase in residential density is accomplished through consolidating the residential areas and therefore does not change the number of trips.

As such, a manual method of forecasting future traffic volumes for the no project conditions of the opening year 2034 and future year 2045 was employed. The future background traffic is composed of existing traffic (based on the count data), background ambient traffic growth per year, and traffic from planned developments (i.e., cumulative projects). The analysis of cumulative conditions is required by the SANBAG Congestion Management Program (CMP). Traffic from all cumulative projects (anticipated to be completed by each analysis scenario) plus the annual ambient growth rate is added to baseline existing traffic volumes to forecast year conditions.

Ambient Growth Rate

All future scenario traffic volumes were developed by applying a linear 1.5 percent annual growth rate to the Existing (2022) traffic volumes. Use of an annual growth rate to account for area-wide growth is common to both current and previous traffic studies within the City and County and has been approved by the City for use on this project.

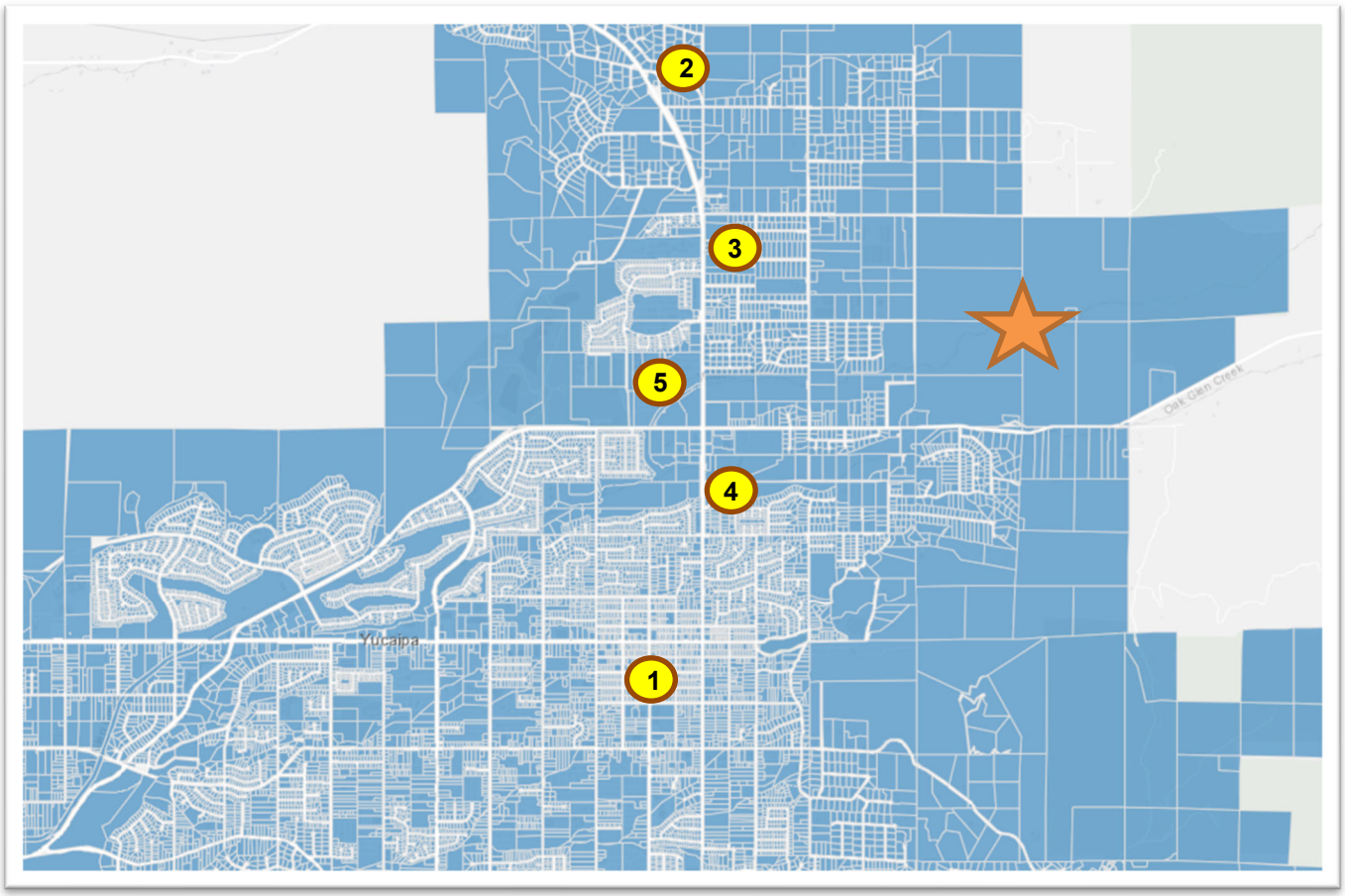
Cumulative Projects

The SANBAG CMP, along with CEQA, requires that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. Cumulative projects within a 2-mile radius were obtained from City staff. The following five (5) cumulative projects were identified:

1. Uptown Business District Specific Plan – 25 low-income housing units
2. Serrano Estates – 51 single-family residence units
3. Wang North Bryant – 49 single-family residence units
4. 7-11 Fuel Station and C-Store – 4,088 square foot C-Store and 6 fuel stations
5. Lakeview Mobile Home Park – 30 additional spaces

The location of each related project is shown in Figure 3-1.

Figure 3-1: Cumulative Project Locations



The trip generation associated with each cumulative project is shown on Table 3-1. The trips were distributed to the street system based on anticipated travel patterns to and from each project.

Table 3-1: Cumulative Project Trip Generation

	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates[1] (Land Use Code)								
Single-Family Detached Housing (210)	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Low-Rise Multifamily Housing (220)	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51
Mobile Home Park (240)	DU	7.12	0.08	0.31	0.39	0.36	0.22	0.58
Convenience Store/Gas Station (945)	TSF	265.12	8.03	8.03	16.06	9.21	9.21	18.42
Project Trip Generation	**Size**							
1. Uptown BDSP Low-Income Housing (220)	25	169	2	8	10	8	5	13
2. Serrano Estates (210)	51	481	9	26	36	30	18	48
3. Wang North Bryant (210)	49	462	9	25	34	29	17	46
4. 7-11 Fuel Station and C-Store	21.854	5,794	175	175	351	201	201	403
5. Lakeview Mobile Home Park	30	214	2	9	12	11	7	17

Notes: TSF - thousand square feet; DU - dwelling unit; ADT - average daily traffic

[1]Trip rates referenced from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021).

3.1.2 Project Trip Generation

The WCSP traffic analysis focuses on the net new trips from what was previously analyzed as part of the General Plan Update. Therefore, the trip generation of the winery and vineyard components of the project was estimated using employee estimates and trip rates from the Napa County Winery Trip Generation Characteristics and Research (County of Napa, Conservation, Development and Planning Department, 2019). This study was utilized in lieu of Institute of Transportation Engineers' Trip Generation Manual (11th Edition, 2021), which does not include trip rates for vineyards and wineries.

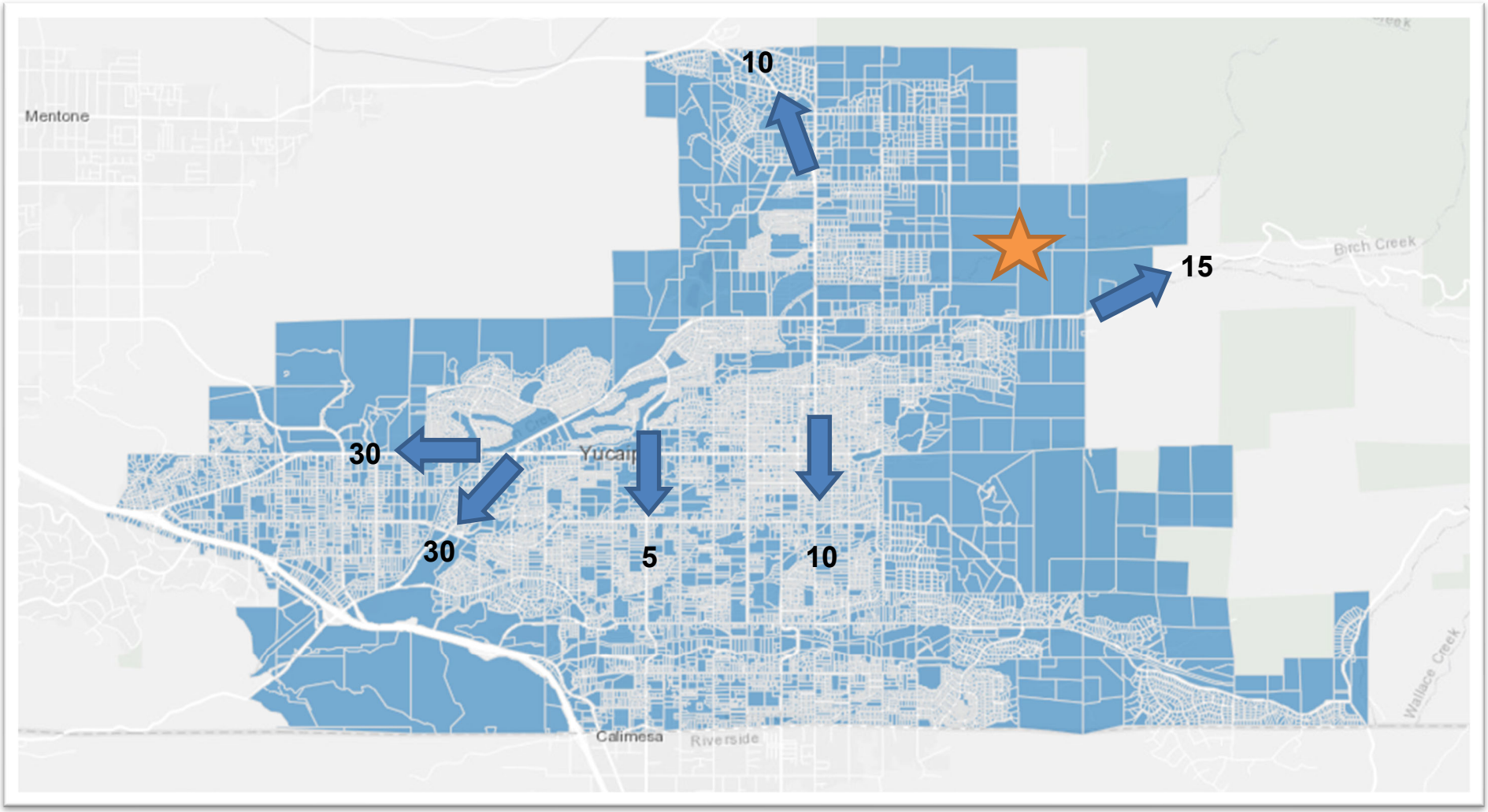
Table 3-2 below summarizes the average daily weekday, AM peak hour, and PM peak hour trip generation associated with the employees, visitors, and production vehicles for the 26 wineries and 464.5 acres of vineyards in the Wine Country Specific Plan. It should be noted that the trip generation associated with weekend and special event conditions do not represent "typical" conditions and therefore are not included in the analysis. The project-generated trips are distributed to the network based on observed intersection splits shown in Figure 3-2.

Table 3-2: Winery and Vineyard Trip Generation Estimates

Typical Weekday Daily Trips	**ADT**
Number of FT Employees: 7 employees x 3.05 one-way trips per employee x 26 wineries	555
Number of PT Employees: 3 employees x 1.90 one-way trips per employee x 26 wineries	148
Average number of weekday visitors: 30 estimated visitors / 2.6 visitors per car x 2 one-way trips x 26 wineries	600
Gallons of production: Up to 25,000 / 1,000 x 0.009 truck trips x 2 one-way trips x 26 wineries	26
Total Daily Trips	1,329
Total Weekday AM Peak Hour Trips (ADT x 0.18)	239
Total Weekday PM Peak Hour Trips (ADT x 0.38)	505

Source: Napa County Winery Trip Generation Characteristics and Research (County of Napa, Conservation, Development and Planning Department, 2019)

Figure 3-2: Project Trip Distribution



3.2 Level of Service Analysis and Criteria

3.2.1 Intersection Operations Analysis

Level of Service (LOS) is a qualitative measure of traffic operations, defined by a letter grading system ranging from "A" to "F". The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest-level operating conditions and LOS "F" representing extremely congested and restricted operations.

Chapter 16 of the Highway Capacity Manual (HCM) 2010 contains the operations methodology for signalized intersections, which evaluates LOS based on controlled delay per vehicle. Controlled delay is defined as the portion of the total delay attributed to the traffic signal operation including deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between controlled delay per vehicle and LOS for signalized intersections is summarized in Table 3-3.

Table 3-3: Level of Service for Signalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	Insignificant delays: no approach phase is fully utilized, and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 – 20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 – 35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 – 55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55 – 80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Source: Highway Capacity Manual, Transportation Research Board, 2010.

The methodology described in HCM 2010 Chapter 17 is used for all unsignalized intersections, including roundabouts. With this methodology, LOS is related to the controlled delay for each stop-controlled movement. The relationship between controlled delay per vehicle and LOS for unsignalized intersections is summarized in Table 3-4.

Table 3-4: Level of Service for Unsignalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	No delay for stop-controlled approaches.	≤ 10
B	Operations with minor delay.	> 10 – 15
C	Operations with moderate delays.	> 15 – 25
D	Operations with some delays.	> 25 – 35
E	Operations with high delays and long queues.	> 35 – 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2010.

The HCM level of service analysis is performed using the Synchro traffic analysis software (Version 10) for all the intersections in the study area, with the exception of the roundabouts, which are performed using HCS+, with the HCM 2010.

Consistent with City Traffic Impact Analysis guidelines, the following peak hour factors and lane saturation flow rates were utilized in the analysis to determine intersection LOS:

- Peak Hour Factor: 0.95
- Saturation Flow Rate – Existing Conditions
    - Exclusive through lanes – 1,800 vehicles per lane per hour (vplph)
    - Exclusive right turn lanes – 1,800 vplph
    - Exclusive left turn lanes – 1,700 vplph (1,600 per lane for dual left turn lanes)
- Saturation Flow Rate – Future Conditions
    - Exclusive through lanes – 1,900 vplph
    - Exclusive right turn lanes – 1,900 vplph
    - Exclusive left turn lanes – 1,800 vplph (1,700 per lane for dual left turn lanes)

3.2.2 Roadway Segment Capacity Analysis

The level of service for roadway operations is calculated considering the daily volume-to-capacity ratio, where the capacity of each roadway segment is based on its classification (facility type) and number of lanes. Table 3-5 illustrates the maximum segment volumes for the main roadway classifications identified in the current City of Yucaipa General Plan. Table 3-6 shows the LOS and corresponding volume-to-capacity ratios.

Table 3-5: Daily Roadway Capacities

Facility Type	Lane Geometry	A	B	C	D	E
Major Highway	6 lanes, divided	35,400	41,300	47,200	53,100	59,000
Major Highway	4 lanes, divided	22,800	26,600	30,400	34,200	38,000
Secondary Highway	4 lanes, undivided	18,000	21,000	24,000	27,000	30,000
Controlled/Limited Access Collector Street	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000
Mountain Major	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000
Local Street	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000

Source: City of Yucaipa General Plan, Mountain Major capacities assumed to be the same as local street

Table 3-6: Level of Service for Roadway Segments

Level of Service	Description of Traffic Conditions	Volume-to-Capacity Ratio
A	EXCELLENT. Free flow, light volumes	0.00 – 0.60
B	VERY GOOD. Free to stable flow, light to moderate volumes	0.61 – 0.70
C	GOOD. Stable flow, moderate volumes, freedom to maneuver noticeably restricted	0.71 – 0.80
D	FAIR. Approaches unstable flow, moderate to high volumes, limited freedom to maneuver	0.81 – 0.90
E	POOR. Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor	0.91 – 0.99
F	FAILURE. Forced of breakdown conditions, slow speeds, tremendous delays with continuously increasing queuing lengths	Varies (≥1.00)

Source: Highway Capacity Manual, Transportation Research Board, 2010.

3.2.3 Level of Service Standards

The Transportation Element of the City of Yucaipa General Plan establishes LOS “C” as the minimum standard of operation for the intersections and roadway segments that fall under its jurisdiction.

All intersections and roadways that are forecast to operate with levels of service D, E or F are expected to be mitigated to the appropriate minimum standard or to conditions consistent with the no project condition.

The study area also includes locations designated as SANBAG CMP intersections and roadway segments. CMP intersections include:

- Yucaipa Boulevard/Oak Glen Road
- Yucaipa Boulevard/Bryant Street
- Oak Glen Road/Bryant Street

The CMP roadway segments are:

- Yucaipa Boulevard
- Oak Glen Road
- Bryant Street

SANBAG establishes LOS “E” as the minimum standard of operation for designated CMP intersections and roadway segments.

3.3 VMT Analysis

A VMT analysis was conducted for the project (Wine Country Specific Plan VMT Analysis, Arcadis IBI Group, June 2023) and concluded a less than significant impact. The memo assessed the potential change in VMT by looking at the Specific Plan’s expected impact on local VMT patterns and its impact on diverting trips from farther away destinations. The findings outlined in the memo demonstrate that the Specific Plan, as defined herein, would have a less than significant impact on VMT.

The proposed winery and vineyard use cannot be evaluated with existing quantitative methods such as using the SBTAM, as these methods fail to capture the nature of winery-related trips. Therefore, the Specific Plan requires a qualitative evaluation. The qualitative analysis evaluated the nature of winery and vineyard trips, the proximity to local and regional attractions, and project features that would further reduce VMT.

It was demonstrated that the Proposed Project is not expected to impact VMT as trips generated through the project area come from existing nearby residential areas. Trips to the Proposed Project site are most likely to come from an existing diverted trip, resulting in less than significant VMT impacts under CEQA. Furthermore, the Proposed Project is anticipated to leverage features such as shuttle/tour services and carpooling incentives which further reduce total VMT.

4 Existing Conditions

This section provides a description of the existing roadway system in the study area (Year 2016), the traffic volumes for the study intersections and key road segments and presents the level of service (LOS) analysis for the existing conditions scenario.

4.1 Existing Roadway System

The circulation network considered for analysis consists of streets in the vicinity of the Wine Country Specific Plan that could be affected by the traffic volumes generated by the project. This network includes the following roadways:

- Yucaipa Boulevard
- Oak Glen Road
- 5th Street
- Bryant Street
- Jefferson Street
- Carter Street

Yucaipa Boulevard - Yucaipa Boulevard is designated as an east-west Major Highway in the Transportation Element of the City's General Plan from Interstate 10 (I-10) to 5th Street, a Secondary Highway (Arterial) from 5th Street to 3rd Street, and a Controlled/Limited Access Collector from 3rd Street to Bryant Street. The roadway's existing lane configuration is:

- Four-lane divided roadway between Interstate 10 and 15th Street,
- Six-lane divided roadway between 15th Street and 5th Street,
- Four-lane with center-turn lane from 5th Street to 2nd Street and
- two-lane undivided from 2nd Street to Bryant Street.

The posted speed limit ranges from 45 mph between I-10 and 14th Street to 25 mph between 2nd Street and Bryant Street. The roadway includes bike lanes from 15th Street to 5th Street. On-street parking is allowed east of 2nd Street, where back-in angled parking is provided in the eastbound direction, and parallel parking is available in the westbound direction. The land use adjacent to Yucaipa Boulevard is mostly commercial and residential. Yucaipa Boulevard is also a designated truck route. Sidewalks are present on a majority of Yucaipa Blvd. from 14th Street to Bryant Street.

Oak Glen Road – Oak Glen Road is classified as a Major Highway from Calimesa Boulevard to Colorado Street, a Secondary Highway between Colorado Street and Bryant Street, and a Controlled/Limited Access Collector street east of Bryant Street. Oak Glen Road currently is a divided roadway with three lanes in the north direction and two lanes in the south direction from Calimesa Boulevard to Colorado Street, a four-lane divided road with a center-turn lane from Colorado Street to Yucaipa Boulevard and a four-lane undivided roadway from Yucaipa Boulevard to Bryant Street. East of Bryant Street, the roadway is undivided with one lane in each direction. The posted speed limit ranges from 40 mph between Avenue E and Yucaipa Boulevard to 50 mph between Calimesa Boulevard to Avenue E and east of Bryant Street. The roadway has striped Class II bike lanes from Calimesa Boulevard to Yucaipa Boulevard and from 5th Street to Fremont Street (east of Bryant Street). Land use along Oak Glen Road is mostly commercial and institutional, with a few pockets of residential uses and vacant land. Oak Glen Road is a designated truck route. Sidewalks are prevalent between Avenue E and Bryant Street.

5th Street – 5th Street runs from Oak Glen Road towards the City's southern limits and is designated as a Secondary Highway. Currently the roadway is only built to standard between Oak Glen Road and Avenue E. South of Avenue E, 5th Street has only one traffic lane in each direction. Posted speed limit is 35 mph. Land use surrounding 5th Street is primarily residential, with the occurrence of undeveloped parcels. Sidewalks are present between Oak Glen Road and Avenue E. South of Avenue E, sidewalks are sporadic.

Bryant Street – Bryant Street is designated as a Secondary Highway in the City's General Plan Transportation Element. Current configurations are: two-lane undivided with bike lane from Mill Creek Road to Juniper Avenue, two-lane with center turn-lane and bike lane from Juniper Avenue to Carter Street, three-lane (2 southbound and 1 northbound) with center turn-lane and bike lane from Carter Street to Sunnyside Drive, four-lane divided by center turn-lane and bike lane from Sunnyside Drive to Yucaipa Boulevard, and two-lane undivided south of Yucaipa Boulevard. Posted speed limits are 50 mph (north of Oak Glen Road), 45 mph from Oak Glen Road to Yucaipa Boulevard and 35 mph south of Yucaipa Boulevard. Right-of-way varies significantly along the segments analyzed. Land use along Bryant Street is a mix of residential, commercial, institutional and vacant. Most sidewalks are located between Oak Glen Road and Yucaipa Blvd. Bryant Street is a designated truck route.

Jefferson Street – Jefferson Street is an existing unpaved rural road. Roadway widening and improvement will be necessary for buildout of the WCSP area. It will be developed as a 2-lane collector with a right-of-way of 60 feet and class III bike access.

Carter Street – Carter Street is a paved one-lane rural roadway that provides east-west access between Bryant Street and the Bears Den Ranch. It will be developed as a 2-lane collector with class III bike access and a right-of-way of 60 feet.

It is anticipated that the collector roads of Fir Avenue, Fremont Street, and Ivy Avenue will be used by project-related traffic to access the specific plan area.

4.2 Existing Volumes

4.2.1 Intersection Volumes

Existing traffic volumes at study intersections and roadway segments were conducted on Wednesday, November 3rd, 2022, by AimTD, LLC and are included in Appendix A. AM and PM peak hour traffic counts are summarized in Tables 4-1 and 4-2.

4.2.2 Roadway Segment Volumes

Existing road segment volumes were extracted from 24-hour counts conducted on Tuesday, November 1, 2022, by AimTD. LLC. Table 4-3 summarizes the average daily traffic by class and the 24-hour count sheets are contained in Appendix A.

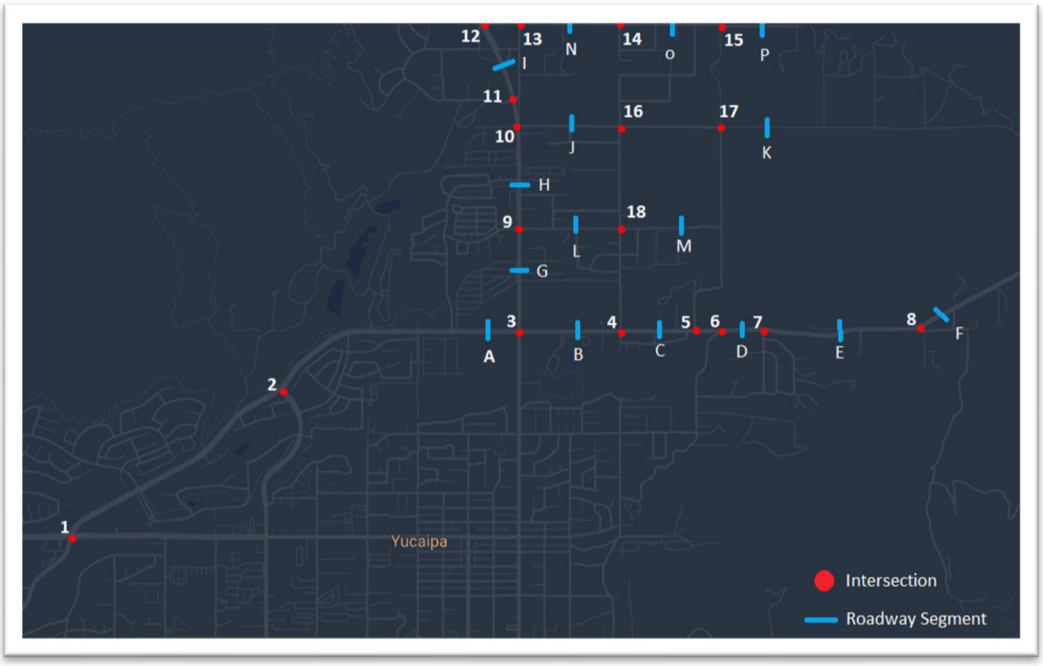


Table 4-1: Existing Conditions – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	49	277	140	41	386	471	185	494	24	192	834	15
2	5th Street/Oak Glen Road	244	0	160	0	0	0	0	515	164	156	787	0
3	Bryant Street/Oak Glen Road	365	365	46	38	317	296	191	92	294	47	155	41
4	Fremont Street/Oak Glen Road	17	0	0	6	2	39	39	107	12	1	121	11
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	3	4	81	0	0	114	1
6	Pendleton Road/Oak Glen Road	18	0	2	0	0	0	0	84	10	1	103	0
7	Casa Blanca Avenue/Oak Glen Road	41	0	2	0	0	0	0	68	18	0	64	0
8	Chagall Road/Oak Glen Road	5	0	1	0	0	0	0	67	3	0	59	0
9	Bryant Street/Fir Avenue	168	403	14	4	403	44	65	11	158	18	9	10
10	Bryant Street/Carter Street	11	430	33	10	307	0	5	0	9	57	0	26
11	Bryant Street/Grape Avenue	8	424	30	0	251	1	5	0	29	38	0	1
12	Bryant Street/Ivy Avenue	2	441	0	6	242	5	7	1	8	5	0	11
13	Ivy Avenue/Juniper Avenue	0	2	16	5	0	0	0	5	1	35	12	12
14	Ivy Avenue/Fremont Street	9	0	1	0	0	2	4	13	3	2	35	0
15	Ivy Avenue/Jefferson Street	3	0	0	0	0	11	5	1	1	0	3	0
16	Carter Street/Fremont Street	18	4	6	0	5	32	16	13	2	1	18	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	13	0	0	12	0
18	Fir Avenue/Fremont Street	2	27	9	1	23	2	1	1	2	3	1	2

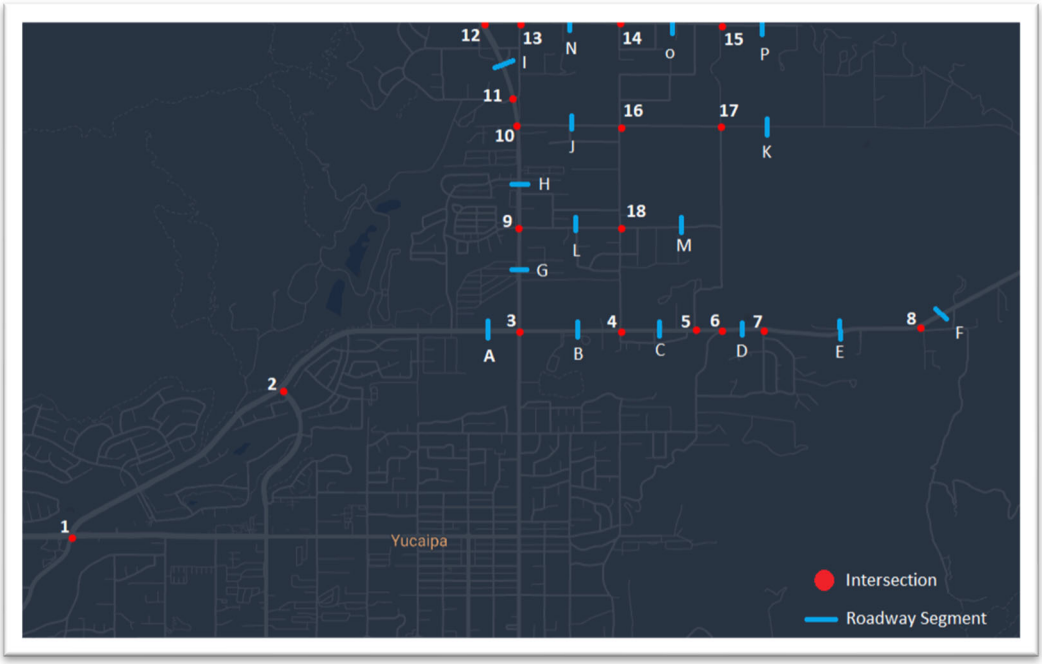


Table 4-1: Existing Conditions – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	61	274	196	82	217	207	416	1033	54	284	586	23
2	5th Street/Oak Glen Road	118	0	118	0	0	0	0	564	168	101	372	0
3	Bryant Street/Oak Glen Road	153	257	48	53	422	199	216	146	191	61	116	59
4	Fremont Street/Oak Glen Road	9	0	0	2	0	42	53	142	9	0	126	1
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	6	1	118	0	0	143	2
6	Pendleton Road/Oak Glen Road	10	0	3	0	0	0	0	114	13	4	111	0
7	Casa Blanca Avenue/Oak Glen Road	27	0	2	0	0	0	0	87	30	1	89	0
8	Chagall Road/Oak Glen Road	3	0	1	0	0	0	0	77	5	0	96	0
9	Bryant Street/Fir Avenue	31	413	20	6	547	36	18	3	32	20	3	4
10	Bryant Street/Carter Street	10	287	37	17	565	7	5	0	5	26	0	12
11	Bryant Street/Grape Avenue	20	244	40	3	536	0	0	0	25	29	0	2
12	Bryant Street/Ivy Avenue	7	237	8	8	529	11	2	0	5	5	0	3
13	Ivy Avenue/Juniper Avenue	1	14	26	16	9	0	0	8	3	25	8	8
14	Ivy Avenue/Fremont Street	2	0	0	0	0	1	1	33	4	0	18	0
15	Ivy Avenue/Jefferson Street	4	0	0	0	1	3	9	4	3	0	1	0
16	Carter Street/Fremont Street	6	5	7	2	3	17	22	17	15	4	11	0
17	Carter Street/Jefferson Street	1	0	1	0	0	0	1	14	2	0	10	0
18	Fir Avenue/Fremont Street	2	28	16	4	25	1	2	3	2	8	3	1

Table 4-2: Existing Conditions – Average Daily Traffic Volumes

Roadway Segment	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total ADT*
A. Oak Glen between Sunnyside Dr and Bryant	32	10,576	3,062	6	166	63	18	4	87	0	1	0	0	14,533
B. Oak Glen between Bryant and Fremont Street	39	4,228	1,465	6	85	57	17	1	39	1	0	0	0	6,247
C. Oak Glen between Fremont Street and Pendleton	26	2,157	770	5	94	137	0	0	34	0	0	0	0	3,628
D. Oak Glen between Pendleton and Casa Blanca	24	1,973	711	5	94	134	0	0	34	0	0	0	0	3,376
E. Oak Glen between Casa Blanca and Chagall Road	22	1,421	481	8	87	130	0	0	41	0	0	0	0	2,589
F. Oak Glen east of Chagall Road	22	1,361	440	8	84	132	0	0	39	0	0	0	0	2,481
G. Bryant between Oak Glen and Fir	78	10,340	3,171	0	180	63	3	3	51	1	0	0	0	14,342
H. Bryant between Fir and Carter	53	7,192	2,292	6	101	33	3	4	54	0	0	0	0	10,040
I. Bryant between Grape and Ivy	44	6,192	1,640	9	210	29	3	4	49	0	0	0	0	8,636
J. Carter between Bryant and Fremont	2	954	382	0	22	3	0	0	2	0	0	0	0	1,406
K. Carter between Jefferson and Sprig	0	169	68	0	3	4	0	0	0	0	0	0	0	255
L. Fir between Bryant and Fremont	3	132	28	0	13	0	0	0	0	0	0	0	0	196
M. Fir east of Freemont	2	271	75	0	12	0	0	0	0	0	0	0	0	378
N. Ivy between Juniper and Fremont	1	453	219	0	49	8	0	2	0	0	0	0	0	821
O. Ivy between Fremont and Jefferson	1	351	174	0	38	8	0	2	0	0	0	0	0	646
P. Ivy east of Jefferson	0	31	6	0	3	2	0	0	0	0	0	0	0	50

*Total ADT accounts for application of passenger car equivalent (PCE) factors to Class 4 through Class 13 vehicles. Per the HCM, a 2.5 PCE was utilized to account for larger size of these vehicles.

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

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4.2.3 Existing Conditions (No Project) Intersection Level of Service Analysis

The intersection operations analysis for the existing condition without project was performed consistent with the methodology outlined in Section 3. Table 4-4 presents the results for the existing conditions traffic analysis without the proposed project. All study area intersections currently operate at LOS C or better, except for Yucaipa Blvd/Oak Glen Rd, which operates at LOS D in the AM peak hour. Since this intersection is a CMP intersection, the standard for acceptable LOS is LOS E, and therefore is considered acceptable at LOS D.

Table 4-4: Intersection LOS Analysis – Existing Conditions

INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour	
			LOS	DELAY (S)	LOS	DELAY (S)
1	Yucaipa Blvd/Oak Glen Road	Signal	D	38.3	C	32.6
2	5th Street/Oak Glen Road	Signal	B	18.8	B	18.8
3	Bryant Street/Oak Glen Road	Signal	D	37.0	C	25.1
4	Fremont Street/Oak Glen Road	TWSC	B	11.8	B	12.5
5	Cherry Croft/Oak Glen Road	TWSC	A	8.9	A	9.1
6	Pendleton Road/Oak Glen Road	TWSC	A	9.7	A	9.8
7	Casa Blanca Avenue/Oak Glen Road	TWSC	A	9.5	A	9.8
8	Chagall Road/Oak Glen Road	TWSC	A	9.2	A	9.3
9	Bryant Street/Fir Avenue	Signal	B	11.3	B	11.1
10	Bryant Street/Carter Street	TWSC	C	17.3	C	17.2
11	Bryant Street/Grape Avenue	TWSC	C	19.0	C	22.4
12	Bryant Street/Ivy Avenue	TWSC	B	13.4	C	15.7
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.3	A	7.4
14	Ivy Avenue/Fremont Street	AWSC	A	8.9	A	8.9
15	Ivy Avenue/Jefferson Street	TWSC	A	8.7	A	8.7
16	Carter Street/Fremont Street	AWSC	A	7.3	A	7.2
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.5
18	Fir Avenue/Fremont Street	TWSC	A	8.9	A	9.1

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection.

4.2.4 Existing Conditions (No Project) Roadway Level of Service Analysis

The roadway capacity analysis for the existing condition without project was performed consistent with the methodology outlined in Section 3. Table 4-5 presents the results for the existing conditions roadway segment analysis without the proposed project.

Table 4-5: Roadway Segment LOS Analysis – Existing Conditions

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	14,533	38,000	0.38	A
B	Oak Glen between Bryant and Fremont Street	2U	6,247	16,000	0.39	A
C	Oak Glen between Fremont Street and Pendleton	2D	3,628	16,000	0.23	A
D	Oak Glen between Pendleton and Casa Blanca	2U	3,376	16,000	0.21	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	2,589	16,000	0.16	A
F	Oak Glen east of Chagall Road	2U	2,481	16,000	0.16	A
G	Bryant between Oak Glen and Fir	4U	14,342	30,000	0.48	A
H	Bryant between Fir and Carter	4U	10,040	30,000	0.33	A
I	Bryant between Grape and Ivy	2U	8,636	16,000	0.54	A
J	Carter between Bryant and Fremont	2U	1,406	12,800	0.11	A
K	Carter between Jefferson and Sprig	2U	255	12,800	0.02	A
L	Fir between Bryant and Fremont	2U	196	12,800	0.02	A
M	Fir east of Freemont	2U	378	12,800	0.03	A
N	Ivy between Juniper and Fremont	2U	821	12,800	0.06	A
O	Ivy between Fremont and Jefferson	2U	646	12,800	0.05	A
P	Ivy east of Jefferson	2U	50	12,800	0.00	A

Notes:

Bold indicates roadway segments that operate above the acceptable standard (worse than LOS C for City segments and LOS E for CMP segments)

Capacity derived from Table 3-5.

5 Opening Year (2034) No Project Conditions

This section provides a description of the Opening Year (2034) roadway system in the study area, the traffic volumes for the study intersections and key road segments and presents the level of service (LOS) analysis for the Opening Year No Project Conditions.

5.1 Opening Year Roadway System

The circulation network considered for this scenario remains unchanged from the existing condition. All traffic control and number of lanes are not anticipated to change within this time horizon.

5.2 Opening Year (2034) Volumes

5.2.1 Intersection Volumes

Opening Year traffic volumes at study intersections were derived by applying a 1.5 percent per year ambient growth rate to the existing counts. Traffic from cumulative projects listed in Section 3 were manually assigned onto the roadway network and are reflected in the resultant volumes. Opening Year AM and PM peak hour traffic volumes are summarized in Tables 5-1 and 5-2.

Table 5-1: Opening Year (2034) Conditions – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	59	332	168	50	462	564	222	614	29	230	1021	18
2	5th Street/Oak Glen Road	292	0	192	0	0	0	0	639	197	187	964	0
3	Bryant Street/Oak Glen Road	460	463	108	99	408	354	231	110	375	110	186	52
4	Fremont Street/Oak Glen Road	21	0	0	8	3	47	47	181	15	2	198	14
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	4	5	150	0	0	190	2
6	Pendleton Road/Oak Glen Road	22	0	3	0	0	0	0	154	12	2	177	0
7	Casa Blanca Avenue/Oak Glen Road	50	0	3	0	0	0	0	135	22	0	130	0
8	Chagall Road/Oak Glen Road	6	0	2	0	0	0	0	134	4	0	124	0
9	Bryant Street/Fir Avenue	201	484	17	5	485	53	78	14	189	22	11	12
10	Bryant Street/Carter Street	14	517	40	12	371	0	6	0	11	69	0	32
11	Bryant Street/Grape Avenue	10	509	36	0	304	2	6	0	35	46	0	2
12	Bryant Street/Ivy Avenue	3	530	0	8	293	6	9	2	10	6	0	14
13	Ivy Avenue/Juniper Avenue	0	3	20	6	0	0	0	6	2	42	15	15
14	Ivy Avenue/Fremont Street	11	0	2	0	0	3	5	16	4	3	42	0
15	Ivy Avenue/Jefferson Street	4	0	0	0	0	14	6	2	2	0	4	0
16	Carter Street/Fremont Street	22	5	8	0	6	39	20	16	3	2	22	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	16	0	0	15	0
18	Fir Avenue/Fremont Street	3	33	11	2	28	3	2	2	3	4	2	3

Table 5-2: Opening Year (2034) Conditions – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	73	328	235	99	260	248	498	1257	65	340	722	28
2	5th Street/Oak Glen Road	142	0	142	0	0	0	0	696	201	121	466	0
3	Bryant Street/Oak Glen Road	206	334	111	117	533	238	261	175	252	126	139	73
4	Fremont Street/Oak Glen Road	11	0	0	3	0	51	64	230	11	0	211	2
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	8	2	202	0	0	231	3
6	Pendleton Road/Oak Glen Road	12	0	4	0	0	0	0	197	16	5	133	0
7	Casa Blanca Avenue/Oak Glen Road	33	0	3	0	0	0	0	165	36	2	107	0
8	Chagall Road/Oak Glen Road	4	0	2	0	0	0	0	153	6	0	115	0
9	Bryant Street/Fir Avenue	38	495	24	8	657	44	22	4	39	24	4	5
10	Bryant Street/Carter Street	12	345	45	21	678	9	6	0	6	32	0	15
11	Bryant Street/Grape Avenue	24	293	48	4	643	0	0	0	30	35	0	3
12	Bryant Street/Ivy Avenue	9	285	10	10	635	14	3	0	6	6	0	4
13	Ivy Avenue/Juniper Avenue	2	17	32	20	11	0	0	10	4	30	10	10
14	Ivy Avenue/Fremont Street	3	0	0	0	0	2	2	40	5	0	22	0
15	Ivy Avenue/Jefferson Street	5	0	0	0	2	4	11	5	4	0	2	0
16	Carter Street/Fremont Street	8	6	9	3	4	21	27	21	18	5	14	0
17	Carter Street/Jefferson Street	2	0	2	0	0	0	2	17	3	0	12	0
18	Fir Avenue/Fremont Street	3	34	20	5	30	2	3	4	3	10	4	2

5.2.2 Opening Year Roadway Segment Volumes

Opening Year road segment volumes were derived in the same manner outlined in the intersection volume development. The roadway Table 5-3 summarizes the average daily traffic for Opening Year conditions.

Table 5-3: Opening Year (2034) Conditions – Roadway Segment ADT

Roadway Segment	Total ADT (Year 2034)
A. Oak Glen between Sunnyside Dr and Bryant	18,329
B. Oak Glen between Bryant and Fremont Street	7,707
C. Oak Glen between Fremont Street and Pendleton	4,576
D. Oak Glen between Pendleton and Casa Blanca	4,275
E. Oak Glen between Casa Blanca and Chagall Road	3,334
F. Oak Glen east of Chagall Road	3,205
G. Bryant between Oak Glen and Fir	17,307
H. Bryant between Fir and Carter	12,164
I. Bryant between Grape and Ivy	10,485
J. Carter between Bryant and Fremont	1,739
K. Carter between Jefferson and Sprig	363
L. Fir between Bryant and Fremont	273
M. Fir east of Freemont	491
N. Ivy between Juniper and Fremont	1,025
O. Ivy between Fremont and Jefferson	816
P. Ivy east of Jefferson	103

5.2.3 Opening Year (2034) Conditions Level of Service Analysis

The intersection operations analysis for the opening year condition without project was performed consistent with the methodology outlined in Section 3.

Table 5-4 presents the results for the existing conditions traffic analysis without the proposed project. All study area intersections currently operate at LOS C or better, except for Yucaipa Blvd/Oak Glen Rd, which operates at LOS D in the AM peak hour. Since this intersection is a CMP intersection, the standard for acceptable LOS is LOS E, and therefore is considered acceptable at LOS D.

Table 5-4: Intersection LOS Analysis – Opening Year (2034)

INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour	
			LOS	DELAY	LOS	DELAY
1	Yucaipa Blvd/Oak Glen Road	Signal	E	55.8	D	42.6
2	5th Street/Oak Glen Road	Signal	C	22.4	C	23.7
3	Bryant Street/Oak Glen Road	Signal	E	77.2	D	35.9
4	Fremont Street/Oak Glen Road	TWSC	B	14.6	C	16.0
5	Cherry Croft/Oak Glen Road	TWSC	A	9.4	A	9.6
6	Pendleton Road/Oak Glen Road	TWSC	B	10.8	B	10.6
7	Casa Blanca Avenue/Oak Glen Road	TWSC	B	10.6	B	10.6
8	Chagall Road/Oak Glen Road	TWSC	A	9.9	A	9.9
9	Bryant Street/Fir Avenue	Signal	B	11.6	B	10.0
10	Bryant Street/Carter Street	TWSC	C	22.9	C	21.8
11	Bryant Street/Grape Avenue	TWSC	**D**	**25.0**	**D**	**31.4**
12	Bryant Street/Ivy Avenue	TWSC	C	15.9	C	18.6
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.4	A	7.4
14	Ivy Avenue/Fremont Street	AWSC	A	9.0	A	9.0
15	Ivy Avenue/Jefferson Street	TWSC	A	8.8	A	8.8
16	Carter Street/Fremont Street	AWSC	A	7.4	A	7.3
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.6
18	Fir Avenue/Fremont Street	TWSC	A	9.0	A	9.3

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection

5.2.4 Opening Year Conditions (No Project) Roadway Level of Service Analysis

The roadway capacity analysis for the existing condition without project was performed consistent with the methodology outlined in Section 3. Table 5-5 presents the results for the existing conditions roadway segment analysis without the proposed project.

Table 5-5: Roadway Segment LOS Analysis – Opening Year (2034)

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	18,329	38,000	0.48	A
B	Oak Glen between Bryant and Fremont Street	2U	7,707	16,000	0.48	A
C	Oak Glen between Fremont Street and Pendleton	2D	4,576	16,000	0.29	A
D	Oak Glen between Pendleton and Casa Blanca	2U	4,275	16,000	0.27	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	3,334	16,000	0.21	A
F	Oak Glen east of Chagall Road	2U	3,205	16,000	0.20	A
G	Bryant between Oak Glen and Fir	4U	17,307	30,000	0.58	A
H	Bryant between Fir and Carter	4U	12,164	30,000	0.41	A
I	Bryant between Grape and Ivy	2U	10,485	16,000	0.66	B
J	Carter between Bryant and Fremont	2U	1,739	12,800	0.14	A
K	Carter between Jefferson and Sprig	2U	363	12,800	0.03	A
L	Fir between Bryant and Fremont	2U	273	12,800	0.02	A
M	Fir east of Freemont	2U	491	12,800	0.04	A
N	Ivy between Juniper and Fremont	2U	1,025	12,800	0.08	A
O	Ivy between Fremont and Jefferson	2U	816	12,800	0.06	A
P	Ivy east of Jefferson	2U	103	12,800	0.01	A

Notes:

Bold indicates roadway segments that operate above the acceptable standard (worse than LOS C for City segments and LOS E for CMP segments)

Capacity derived from Table 3-5.

6 Future Year (2045) No Project Conditions

This section provides a description of the Opening Year (2034) roadway system in the study area, the traffic volumes for the study intersections and key road segments and presents the level of service (LOS) analysis for the Future Year No Project Conditions.

6.1 Future Year Roadway System

The circulation network considered for this scenario remains unchanged from the existing condition, except for Bryant Street. It is assumed that this roadway be built to its General Plan designation of Secondary Highway (4 lanes) north of Sunnyside Drive.

6.2 Future Year (2034) Volumes

6.2.1 Intersection Volumes

Future Year traffic volumes at study intersections were derived by applying a 1.5 percent per year ambient growth rate to the existing counts. Traffic from cumulative projects listed in Section 3 were manually assigned onto the roadway network and are reflected in the resultant volumes. Future Year AM and PM peak hour traffic volumes are summarized in Tables 6-1 and 6-2.

Table 6-1: Future Year (2045) Conditions – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	70	392	198	59	545	665	262	747	35	271	1226	22
2	5th Street/Oak Glen Road	344	0	227	0	0	0	0	776	233	221	1159	0
3	Bryant Street/Oak Glen Road	565	572	181	170	509	417	275	130	465	183	220	64
4	Fremont Street/Oak Glen Road	25	0	0	10	4	56	56	267	18	3	287	17
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	5	6	230	0	0	277	3
6	Pendleton Road/Oak Glen Road	26	0	4	0	0	0	0	235	15	3	262	0
7	Casa Blanca Avenue/Oak Glen Road	59	0	4	0	0	0	0	213	26	0	207	0
8	Chagall Road/Oak Glen Road	8	0	3	0	0	0	0	211	5	0	200	0
9	Bryant Street/Fir Avenue	237	573	21	6	575	63	92	17	223	26	13	15
10	Bryant Street/Carter Street	17	611	48	15	441	0	8	0	13	82	0	38
11	Bryant Street/Grape Avenue	12	602	43	0	362	3	8	0	42	55	0	3
12	Bryant Street/Ivy Avenue	4	627	0	10	349	8	11	3	12	8	0	17
13	Ivy Avenue/Juniper Avenue	0	4	24	8	0	0	0	8	3	50	18	18
14	Ivy Avenue/Fremont Street	13	0	3	0	0	4	6	19	5	4	50	0
15	Ivy Avenue/Jefferson Street	5	0	0	0	0	17	8	3	3	0	5	0
16	Carter Street/Fremont Street	26	6	10	0	8	46	24	19	4	3	26	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	19	0	0	18	0
18	Fir Avenue/Fremont Street	4	39	13	3	33	4	3	3	4	5	3	4

Table 6-2: Future Year (2045) Conditions – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	86	387	277	117	307	293	587	1502	77	401	872	33
2	5th Street/Oak Glen Road	168	0	168	0	0	0	0	841	237	143	570	0
3	Bryant Street/Oak Glen Road	266	420	184	191	656	281	310	207	320	202	164	88
4	Fremont Street/Oak Glen Road	13	0	0	4	0	61	76	331	13	0	309	3
5	Cherry Croft/Oak Glen Road	0	0	0	0	0	10	3	298	0	0	333	4
6	Pendleton Road/Oak Glen Road	15	0	5	0	0	0	0	293	19	6	157	0
7	Casa Blanca Avenue/Oak Glen Road	39	0	4	0	0	0	0	255	43	3	127	0
8	Chagall Road/Oak Glen Road	5	0	3	0	0	0	0	241	8	0	136	0
9	Bryant Street/Fir Avenue	45	585	29	10	776	52	26	5	46	29	5	6
10	Bryant Street/Carter Street	15	408	54	25	801	11	8	0	8	38	0	18
11	Bryant Street/Grape Avenue	29	347	57	5	760	0	0	0	36	42	0	4
12	Bryant Street/Ivy Avenue	11	337	12	12	750	17	4	0	8	8	0	5
13	Ivy Avenue/Juniper Avenue	3	21	38	24	13	0	0	12	5	36	12	12
14	Ivy Avenue/Fremont Street	4	0	0	0	0	3	3	48	6	0	26	0
15	Ivy Avenue/Jefferson Street	6	0	0	0	3	5	13	6	5	0	3	0
16	Carter Street/Fremont Street	10	8	11	4	5	25	32	25	22	6	17	0
17	Carter Street/Jefferson Street	3	0	3	0	0	0	3	21	4	0	15	0
18	Fir Avenue/Fremont Street	4	41	24	6	36	3	4	5	4	12	5	3

6.2.2 Future Year Roadway Segment Volumes

Future Year road segment volumes were derived in the same manner outlined in the intersection volume development. The roadway Table 6-3 summarizes the average daily traffic for Future Year conditions.

Table 6-3: Future Year (2045) Conditions – Roadway Segment ADT

Roadway Segment	Total ADT (Year 2045)
A. Oak Glen between Sunnyside Dr and Bryant	21,591
B. Oak Glen between Bryant and Fremont Street	9,079
C. Oak Glen between Fremont Street and Pendleton	5,390
D. Oak Glen between Pendleton and Casa Blanca	5,035
E. Oak Glen between Casa Blanca and Chagall Road	3,927
F. Oak Glen east of Chagall Road	3,775
G. Bryant between Oak Glen and Fir	20,387
H. Bryant between Fir and Carter	14,328
I. Bryant between Grape and Ivy	12,351
J. Carter between Bryant and Fremont	2,048
K. Carter between Jefferson and Sprig	427
L. Fir between Bryant and Fremont	322
M. Fir east of Freemont	578
N. Ivy between Juniper and Fremont	1,207
O. Ivy between Fremont and Jefferson	961
P. Ivy east of Jefferson	122

6.2.3 Future Year (2045) No Project Conditions Level of Service Analysis

The intersection operations analysis for the opening year condition without project was performed consistent with the methodology outlined in Section 3.

Table 6-4 presents the results for the existing conditions traffic analysis without the proposed project. All study area intersections currently operate at LOS C or better, except for Yucaipa Blvd/Oak Glen Rd, which operates at LOS D in the AM peak hour. Since this intersection is a CMP intersection, the standard for acceptable LOS is LOS E, and therefore is considered acceptable at LOS D.

Table 6-4: Intersection LOS Analysis – Future Year (2045)

INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour	
			LOS	DELAY (S)	LOS	DELAY (S)
1	Yucaipa Blvd/Oak Glen Road	Signal	E	62.2	D	51.0
2	5th Street/Oak Glen Road	Signal	C	31.7	C	33.8
3	Bryant Street/Oak Glen Road	Signal	F	134.9	E	68.5
4	Fremont Street/Oak Glen Road	TWSC	C	19.8	C	22.3
5	Cherry Croft/Oak Glen Road	TWSC	A	9.9	B	10.4
6	Pendleton Road/Oak Glen Road	TWSC	B	12.4	B	11.7
7	Casa Blanca Avenue/Oak Glen Road	TWSC	B	12.3	B	11.7
8	Chagall Road/Oak Glen Road	TWSC	B	10.9	B	10.6
9	Bryant Street/Fir Avenue	Signal	B	13.0	B	10.6
10	Bryant Street/Carter Street	TWSC	E	35.8	D	30.1
11	Bryant Street/Grape Avenue	TWSC	E	36.7	F	53.0
12	Bryant Street/Ivy Avenue	TWSC	C	19.6	C	24.1
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.5 s	A	7.5
14	Ivy Avenue/Fremont Street	AWSC	A	9.1	A	9.1
15	Ivy Avenue/Jefferson Street	TWSC	A	8.9	A	8.9
16	Carter Street/Fremont Street	AWSC	A	7.5	A	7.4
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.6
18	Fir Avenue/Fremont Street	TWSC	A	9.1	A	9.4

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection.

6.2.4 Future Year (2045) No Project Conditions Roadway Level of Service Analysis

The roadway capacity analysis for the existing condition without project was performed consistent with the methodology outlined in Section 3. Table 6-5 presents the results for the existing conditions roadway segment analysis without the proposed project.

Table 6-5: Roadway Segment LOS Analysis – Future Year (2045)

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	21,591	38,000	0.57	A
B	Oak Glen between Bryant and Fremont Street	2U	9,079	16,000	0.57	A
C	Oak Glen between Fremont Street and Pendleton	2D	5,390	16,000	0.34	A
D	Oak Glen between Pendleton and Casa Blanca	2U	5,035	16,000	0.31	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	3,927	16,000	0.25	A
F	Oak Glen east of Chagall Road	2U	3,775	16,000	0.24	A
G	Bryant between Oak Glen and Fir	4U	20,387	30,000	0.68	B
H	Bryant between Fir and Carter	4U	14,328	30,000	0.48	A
I	Bryant between Grape and Ivy	2U	12,351	16,000	0.77	C
J	Carter between Bryant and Fremont	2U	2,048	12,800	0.16	A
K	Carter between Jefferson and Sprig	2U	427	12,800	0.03	A
L	Fir between Bryant and Fremont	2U	322	12,800	0.03	A
M	Fir east of Freemont	2U	578	12,800	0.05	A
N	Ivy between Juniper and Fremont	2U	1,207	12,800	0.09	A
O	Ivy between Fremont and Jefferson	2U	961	12,800	0.08	A
P	Ivy east of Jefferson	2U	122	12,800	0.01	A

Notes:

Bold indicates roadway segments that operate above the acceptable standard (worse than LOS C for City segments and LOS E for CMP segments)

Capacity derived from Table 3-5.

7 With Project Conditions

This section examines the existing, opening year, and future year with and the implementation of the Wine Country Specific Plan project. The results of this analysis are compared to the "No Project" conditions to determine impacts.

7.1 Project Volumes

The trips associated with the winery and vineyard components of the Wine Country Specific Plan, along with the anticipated distribution of those trips to the study area, were summarized in Section 3.2.1. Tables 7-1 and 7-2 show the resultant WCSP project-related trips at the study area intersections during the AM and PM peak hours, respectively. Table 7-3 shows the resultant WCSP project-related trips at the study area roadway segments.

Table 7-1: WCSP Project Traffic Volumes – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	0	11	0	0	30	30	11	0	0	0	0	0
2	5th Street/Oak Glen Road	0	0	2	0	0	0	0	21	0	5	61	0
3	Bryant Street/Oak Glen Road	0	2	2	1	5	33	12	12	0	5	33	2
4	Fremont Street/Oak Glen Road	0	0	0	0	0	0	0	14	0	0	39	0
5	Cherry Croft/Oak Glen Road	0	0	0	5	0	26	9	5	0	0	13	2
6	Pendleton Road/Oak Glen Road	0	0	0	10	0	0	31	5	0	0	2	4
7	Casa Blanca Avenue/Oak Glen Road	0	0	0	0	0	0	0	15	0	0	5	0
8	Chagall Road/Oak Glen Road	0	0	0	0	0	0	0	15	0	0	5	0
9	Bryant Street/Fir Avenue	0	8	7	1	20	0	0	0	0	19	0	2
10	Bryant Street/Carter Street	0	10	0	1	20	0	0	0	0	0	0	2
11	Bryant Street/Grape Avenue	0	12	0	0	21	0	0	0	0	0	0	0
12	Bryant Street/Ivy Avenue	0	5	7	2	2	0	0	0	0	19	0	5
13	Ivy Avenue/Juniper Avenue	0	0	0	0	0	0	0	8	0	0	24	0
14	Ivy Avenue/Fremont Street	0	0	0	0	0	0	0	8	0	0	24	0
15	Ivy Avenue/Jefferson Street	0	0	0	0	0	0	0	8	0	0	24	0
16	Carter Street/Fremont Street	2	0	0	0	0	0	0	0	1	0	0	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	0	0	0	0	0
18	Fir Avenue/Fremont Street	0	0	0	0	0	9	3	4	0	0	11	0

7.1.1 Roadway Network Changes

The traffic analysis of "With Project" conditions will include planned modifications to the street network. The project will modify the existing network with a new access point along Oak Glen between James Birch Road and Chagall Road (named Intersection 19: Oak Glen Road/Project Access). This access is proposed to be a t-intersection with stop control on the minor approach/project access. The existing Pendleton Road will be realigned to be perpendicular at its intersection with Oak Glen Road. Furthermore, Jefferson Street will be extended south from Cherry Croft Road to create an intersection with Oak Glen Road and the realigned Pendleton Road. The proposed traffic control for this intersection is a single-lane roundabout.

The residential streets of Carter Street, Ivy Avenue, and Jefferson Street will provide direct access to future neighborhoods and individual properties. A typical street section consists of two travel

lanes (one in each direction) with a 55-foot right-of-way. At a minimum, the street will have a 5-foot sidewalk on one side. Bryant Street is assumed to have four lanes north of Sunnyside Drive.

Table 7-2: WCSP Project Traffic Volumes – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	0	74	0	0	43	43	74	0	0	0	0	0
2	5th Street/Oak Glen Road	0	0	12	0	0	0	0	147	0	7	87	0
3	Bryant Street/Oak Glen Road	0	12	12	4	7	47	80	80	0	7	47	2
4	Fremont Street/Oak Glen Road	0	0	0	0	0	0	0	96	0	0	56	0
5	Cherry Croft/Oak Glen Road	0	0	0	7	0	38	64	32	0	0	19	12
6	Pendleton Road/Oak Glen Road	0	0	0	14	0	0	69	7	0	0	12	25
7	Casa Blanca Avenue/Oak Glen Road	0	0	0	0	0	0	0	22	0	0	37	0
8	Chagall Road/Oak Glen Road	0	0	0	0	0	0	0	22	0	0	37	0
9	Bryant Street/Fir Avenue	0	48	46	4	31	0	0	0	0	27	0	2
10	Bryant Street/Carter Street	0	50	0	5	34	0	0	0	0	0	0	3
11	Bryant Street/Grape Avenue	0	53	0	0	39	0	0	0	0	0	0	0
12	Bryant Street/Ivy Avenue	0	7	46	12	12	0	0	0	0	27	0	7
13	Ivy Avenue/Juniper Avenue	0	0	0	0	0	0	0	58	0	0	34	0
14	Ivy Avenue/Fremont Street	0	0	0	0	0	0	0	58	0	0	34	0
15	Ivy Avenue/Jefferson Street	0	0	0	0	0	0	0	58	0	0	34	0
16	Carter Street/Fremont Street	3	0	0	0	0	0	0	0	5	0	0	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	0	0	0	0	0
18	Fir Avenue/Fremont Street	0	0	0	0	0	14	23	27	0	0	16	0

Table 7-3: WCSP Project Traffic Volumes – Roadway Segment ADT

Roadway Segment	Project ADT
A. Oak Glen between Sunnyside Dr and Bryant	797
B. Oak Glen between Bryant and Fremont Street	199
C. Oak Glen between Fremont Street and Pendleton	199
D. Oak Glen between Pendleton and Casa Blanca	199
E. Oak Glen between Casa Blanca and Chagall Road	199
F. Oak Glen east of Chagall Road	199
G. Bryant between Oak Glen and Fir	133
H. Bryant between Fir and Carter	133
I. Bryant between Grape and Ivy	133
J. Carter between Bryant and Fremont	48
K. Carter between Jefferson and Sprig	48
L. Fir between Bryant and Fremont	32
M. Fir east of Freemont	32
N. Ivy between Juniper and Fremont	36
O. Ivy between Fremont and Jefferson	36
P. Ivy east of Jefferson	36

7.2 Existing (2022) with Project Conditions

Existing Year 2022 peak hour traffic volumes with project were developed as described in Section 3. Peak hour intersection volumes for this scenario are included in Tables 7-4 and 7-5. Roadway segment LOS is presented in Table 7-6. The expected intersection LOS for Existing with Project is summarized in Table 7-7.

7.2.1 Roadway Network Changes

The traffic analysis of "With Project" conditions will include planned modifications to the street network. The project will modify the existing network with a new access point along Oak Glen between James Birch Road and Chagall Road (named Intersection 19: Oak Glen Road/Project Access). This access is proposed to be a t-intersection with stop control on the minor approach/project access. The existing Pendleton Road will be realigned to be perpendicular at its intersection with Oak Glen Road. Furthermore, Jefferson Street will be extended south from Cherry Croft Road to create an intersection with Oak Glen Road and the realigned Pendleton Road. The proposed traffic control for this intersection is a single-lane roundabout.

The residential streets of Carter Street, Ivy Avenue, and Jefferson Street will provide direct access to future neighborhoods and individual properties. A typical street section consists of two travel lanes (one in each direction) with a 55-foot right-of-way. At a minimum, the street will have a 5-foot sidewalk on one side.

Table 7-4: Existing with Project Traffic Volumes – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	0	59	0	0	169	169	59	0	0	0	0	0
2	5th Street/Oak Glen Road	0	0	10	0	0	0	0	118	0	28	338	0
3	Bryant Street/Oak Glen Road	0	10	10	3	28	183	64	64	0	28	183	8
4	Fremont Street/Oak Glen Road	0	0	0	0	0	0	0	77	0	0	219	0
5	Cherry Croft/Oak Glen Road	0	0	0	28	0	146	51	26	0	0	73	10
6	Pendleton Road/Oak Glen Road	0	0	0	57	0	0	172	28	0	0	10	20
7	Casa Blanca Avenue/Oak Glen Road	0	0	0	0	0	0	0	85	0	0	30	0
8	Chagall Road/Oak Glen Road	0	0	0	0	0	0	0	85	0	0	30	0
9	Bryant Street/Fir Avenue	0	45	37	3	109	0	0	0	0	106	0	8
10	Bryant Street/Carter Street	0	54	0	4	112	0	0	0	0	0	0	11
11	Bryant Street/Grape Avenue	0	65	0	0	116	0	0	0	0	0	0	0
12	Bryant Street/Ivy Avenue	0	28	37	10	10	0	0	0	0	106	0	28
13	Ivy Avenue/Juniper Avenue	0	0	0	0	0	0	0	47	0	0	134	0
14	Ivy Avenue/Fremont Street	0	0	0	0	0	0	0	47	0	0	134	0
15	Ivy Avenue/Jefferson Street	0	0	0	0	0	0	0	47	0	0	134	0
16	Carter Street/Fremont Street	11	0	0	0	0	0	0	0	4	0	0	0
17	Carter Street/Jefferson Street	0	4	22	6	11	0	2	37	4	8	18	4
18	Fir Avenue/Fremont Street	0	0	0	0	0	53	18	22	0	0	61	0

Table 7-5: Existing with Project Traffic Volumes – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	0	59	0	0	169	169	59	0	0	0	0	0
2	5th Street/Oak Glen Road	0	0	10	0	0	0	0	118	0	28	338	0
3	Bryant Street/Oak Glen Road	0	10	10	3	28	183	64	64	0	28	183	8
4	Fremont Street/Oak Glen Road	0	0	0	0	0	0	0	77	0	0	219	0
5	Cherry Croft/Oak Glen Road	0	0	0	28	0	146	51	26	0	0	73	10
6	Pendleton Road/Oak Glen Road	0	0	0	57	0	0	172	28	0	0	10	20
7	Casa Blanca Avenue/Oak Glen Road	0	0	0	0	0	0	0	85	0	0	30	0
8	Chagall Road/Oak Glen Road	0	0	0	0	0	0	0	85	0	0	30	0
9	Bryant Street/Fir Avenue	0	45	37	3	109	0	0	0	0	106	0	8
10	Bryant Street/Carter Street	0	54	0	4	112	0	0	0	0	0	0	11
11	Bryant Street/Grape Avenue	0	65	0	0	116	0	0	0	0	0	0	0
12	Bryant Street/Ivy Avenue	0	28	37	10	10	0	0	0	0	106	0	28
13	Ivy Avenue/Juniper Avenue	0	0	0	0	0	0	0	47	0	0	134	0
14	Ivy Avenue/Fremont Street	0	0	0	0	0	0	0	47	0	0	134	0
15	Ivy Avenue/Jefferson Street	0	0	0	0	0	0	0	47	0	0	134	0
16	Carter Street/Fremont Street	11	0	0	0	0	0	0	0	4	0	0	0
17	Carter Street/Jefferson Street	0	4	22	6	11	0	2	37	4	8	18	4
18	Fir Avenue/Fremont Street	0	0	0	0	0	53	18	22	0	0	61	0

Table 7-6: Existing with Project – Roadway Segment LOS

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	15,330	38,000	0.40	A
B	Oak Glen between Bryant and Fremont Street	2U	6,446	16,000	0.40	A
C	Oak Glen between Fremont Street and Pendleton	2D	3,827	16,000	0.24	A
D	Oak Glen between Pendleton and Casa Blanca	2U	3,575	16,000	0.22	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	2,788	16,000	0.17	A
F	Oak Glen east of Chagall Road	2U	2,680	16,000	0.17	A
G	Bryant between Oak Glen and Fir	4U	14,475	30,000	0.48	A
H	Bryant between Fir and Carter	4U	10,173	30,000	0.34	A
I	Bryant between Grape and Ivy	2U	8,769	16,000	0.55	A
J	Carter between Bryant and Fremont	2U	1,454	12,800	0.11	A
K	Carter between Jefferson and Sprig	2U	303	12,800	0.02	A
L	Fir between Bryant and Fremont	2U	228	12,800	0.02	A
M	Fir east of Freemont	2U	410	12,800	0.03	A
N	Ivy between Juniper and Fremont	2U	857	12,800	0.07	A
O	Ivy between Fremont and Jefferson	2U	682	12,800	0.05	A
P	Ivy east of Jefferson	2U	86	12,800	0.01	A

All study area roadway segments operate at LOS A under Existing with Project conditions.

Table 7-7: Intersection LOS Analysis – Existing with Project

			Existing No Project				Existing With Project				Impact Y/N
INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	
1	Yucaipa Blvd/Oak Glen Road	Signal	D	38.3	C	32.6	D	42.4	D	41.3	N
2	5th Street/Oak Glen Road	Signal	B	18.8	B	18.8	C	21.6	D	44.4	N
3	Bryant Street/Oak Glen Road	Signal	D	37.0	C	25.1	D	44.6	C	32.1	N
4	Fremont Street/Oak Glen Road	TWSC	B	11.8	B	12.5	C	16.7	C	20.3	N
5	Cherry Croft/Oak Glen Road	TWSC	A	8.9	A	9.1	B	11.2	B	12.1	N
6	Pendleton Road/Oak Glen Road	TWSC	A	9.7	A	9.8	A	9.9	B	10.1	N
7	Casa Blanca Avenue/Oak Glen Road	TWSC	A	9.5	A	9.8	B	10.4	B	11.0	N
8	Chagall Road/Oak Glen Road	TWSC	A	9.2	A	9.3	A	9.9	B	10.3	N
9	Bryant Street/Fir Avenue	Signal	B	11.3	B	11.1	B	12.0	B	12.5	N
10	Bryant Street/Carter Street	TWSC	C	17.3	C	17.2	C	20.5	C	23.7	N
11	Bryant Street/Grape Avenue	TWSC	C	19.0	C	22.4	D	25.3	D	34.4	N
12	Bryant Street/Ivy Avenue	TWSC	B	13.4	C	15.7	C	18.2	C	35.6	N
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.3	A	7.4	A	8.3	A	8.3	N
14	Ivy Avenue/Fremont Street	AWSC	A	8.9	A	8.9	A	10.2	B	10.8	N
15	Ivy Avenue/Jefferson Street	TWSC	A	8.7	A	8.7	B	10.0	B	10.6	N
16	Carter Street/Fremont Street	AWSC	A	7.3	A	7.2	A	7.4	A	7.2	N
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.5	A	0.0	A	8.5	N
18	Fir Avenue/Fremont Street	TWSC	A	8.9	A	9.1	B	10.1	B	10.6	N

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection.

As shown in Table 7-7, none of the study area intersections are considered impacted by addition of project traffic to existing conditions based on the criteria set forth in Section 3.

7.3 Opening Year (2034) with Project Conditions

Opening Year 2034 peak hour traffic volumes with project were developed as described in Section 3. Peak hour intersection volumes for this scenario are included in Tables 7-8 and 7-9. Roadway segment LOS is presented in Table 7-10. The expected intersection LOS for Opening Year with Project is summarized in Table 7-11.

7.3.1 Roadway Network Changes

The traffic analysis of "With Project" conditions will include planned modifications to the street network. The project will modify the existing network with a new access point along Oak Glen between James Birch Road and Chagall Road (named Intersection 19: Oak Glen Road/Project Access). This access is proposed to be a t-intersection with stop control on the minor approach/project access. The existing Pendleton Road will be realigned to be perpendicular at its intersection with Oak Glen Road. Furthermore, Jefferson Street will be extended south from Cherry Croft Road to create an intersection with Oak Glen Road and the realigned Pendleton Road. The proposed traffic control for this intersection is a single-lane roundabout.

The residential streets of Carter Street, Ivy Avenue, and Jefferson Street will provide direct access to future neighborhoods and individual properties. A typical street section consists of 2 travel lanes (one in each direction) with a 55-foot right-of-way. At a minimum, the street will have a 5-foot sidewalk on one side.

Table 7-8: Opening Year (2034) with Project – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	59	461	168	50	833	935	351	614	29	230	1021	18
2	5th Street/Oak Glen Road	292	0	214	0	0	0	0	898	197	248	1707	0
3	Bryant Street/Oak Glen Road	460	485	130	106	469	756	371	251	375	171	588	70
4	Fremont Street/Oak Glen Road	21	0	0	8	3	47	47	350	15	2	679	14
5	Cherry Croft/Oak Glen Road	0	0	0	62	0	325	118	207	0	0	350	24
6	Pendleton Road/Oak Glen Road	22	0	3	125	0	0	378	216	12	2	199	44
7	Casa Blanca Avenue/Oak Glen Road	50	0	3	0	0	0	0	321	22	0	196	0
8	Chagall Road/Oak Glen Road	6	0	2	0	0	0	0	320	4	0	190	0
9	Bryant Street/Fir Avenue	201	584	98	12	724	53	78	14	189	254	11	30
10	Bryant Street/Carter Street	14	635	40	21	616	0	6	0	11	69	0	56
11	Bryant Street/Grape Avenue	10	652	36	0	558	2	6	0	35	46	0	2
12	Bryant Street/Ivy Avenue	3	591	82	30	315	6	9	2	10	239	0	75
13	Ivy Avenue/Juniper Avenue	0	3	20	6	0	0	0	110	2	42	308	15
14	Ivy Avenue/Fremont Street	11	0	2	0	0	3	5	119	4	3	336	0
15	Ivy Avenue/Jefferson Street	4	0	0	0	0	14	6	105	2	0	298	0
16	Carter Street/Fremont Street	46	5	8	0	6	39	20	16	12	2	22	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	16	0	0	15	0
18	Fir Avenue/Fremont Street	3	33	11	2	28	119	41	49	3	4	136	3

Table 7-9: Opening Year with Project – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	73	754	235	99	510	498	924	1257	65	340	722	28
2	5th Street/Oak Glen Road	142	0	212	0	0	0	0	1548	201	163	967	0
3	Bryant Street/Oak Glen Road	206	404	181	139	575	510	722	636	252	168	411	86
4	Fremont Street/Oak Glen Road	11	0	0	3	0	51	64	783	11	0	536	2
5	Cherry Croft/Oak Glen Road	0	0	0	42	0	225	370	386	0	0	340	74
6	Pendleton Road/Oak Glen Road	12	0	4	84	0	0	402	239	16	5	204	143
7	Casa Blanca Avenue/Oak Glen Road	33	0	3	0	0	0	0	290	36	2	320	0
8	Chagall Road/Oak Glen Road	4	0	2	0	0	0	0	278	6	0	328	0
9	Bryant Street/Fir Avenue	38	774	290	29	834	44	22	4	39	181	4	18
10	Bryant Street/Carter Street	12	635	45	49	878	9	6	0	6	32	0	32
11	Bryant Street/Grape Avenue	24	601	48	4	871	0	0	0	30	35	0	3
12	Bryant Street/Ivy Avenue	9	327	276	82	707	14	3	0	6	163	0	46
13	Ivy Avenue/Juniper Avenue	2	17	32	20	11	0	0	348	4	30	208	10
14	Ivy Avenue/Fremont Street	3	0	0	0	0	2	2	377	5	0	220	0
15	Ivy Avenue/Jefferson Street	5	0	0	0	2	4	11	343	4	0	200	0
16	Carter Street/Fremont Street	25	6	9	3	4	21	27	21	47	5	14	0
17	Carter Street/Jefferson Street	2	0	2	0	0	0	2	17	3	0	12	0
18	Fir Avenue/Fremont Street	3	34	20	5	30	80	134	158	3	10	94	2

Table 7-10: Opening Year with Project – Roadway Segment LOS

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	18,329	38,000	0.48	A
B	Oak Glen between Bryant and Fremont Street	2U	7,707	16,000	0.48	A
C	Oak Glen between Fremont Street and Pendleton	2D	4,576	16,000	0.29	A
D	Oak Glen between Pendleton and Casa Blanca	2U	4,275	16,000	0.27	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	3,334	16,000	0.21	A
F	Oak Glen east of Chagall Road	2U	3,205	16,000	0.20	A
G	Bryant between Oak Glen and Fir	4U	17,307	30,000	0.58	A
H	Bryant between Fir and Carter	4U	12,164	30,000	0.41	A
I	Bryant between Grape and Ivy	2U	10,485	16,000	0.66	B
J	Carter between Bryant and Fremont	2U	1,739	12,800	0.14	A
K	Carter between Jefferson and Sprig	2U	363	12,800	0.03	A
L	Fir between Bryant and Fremont	2U	273	12,800	0.02	A
M	Fir east of Freemont	2U	491	12,800	0.04	A
N	Ivy between Juniper and Fremont	2U	1,025	12,800	0.08	A
O	Ivy between Fremont and Jefferson	2U	816	12,800	0.06	A
P	Ivy east of Jefferson	2U	103	12,800	0.01	A

All study area roadway segments operate at LOS B or better under Opening Year (2034) conditions.

Table 7-11: Intersection LOS Analysis – Opening Year with Project

	INTERSECTION	CONTROL	Opening Year No Project				Opening Year With Project				Impact Y/N
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	
1	Yucaipa Blvd/Oak Glen Road	Signal	E	55.8	D	42.6	E	60.2	D	51.2	N
2	5th Street/Oak Glen Road	Signal	C	22.4	C	23.7	C	26.8	C	26.8	N
3	Bryant Street/Oak Glen Road	Signal	E	77.2	D	35.9	**F**	**80.1**	D	42.0	Y
4	Fremont Street/Oak Glen Road	TWSC	B	14.6	C	16.0	C	21.9	C	22.5	N
5	Cherry Croft/Oak Glen Road	TWSC	A	9.4	A	9.6	D	31.0	D	31.0	N
6	Pendleton Road/Oak Glen Road	TWSC	B	10.8	B	10.6	B	11.5	B	11.5	N
7	Casa Blanca Avenue/Oak Glen Road	TWSC	B	10.6	B	10.6	B	13.4	B	13.4	N
8	Chagall Road/Oak Glen Road	TWSC	A	9.9	A	9.9	B	11.9	B	11.9	N
9	Bryant Street/Fir Avenue	Signal	B	11.6	B	10.0	A	8.7	A	8.7	N
10	Bryant Street/Carter Street	TWSC	C	22.9	C	21.8	D	28.4	D	27.6	N
11	Bryant Street/Grape Avenue	TWSC	D	25.0	D	31.4	**F**	**59.2**	**F**	**59.2**	Y
12	Bryant Street/Ivy Avenue	TWSC	C	15.9	C	18.6	D	27.5	D	30.2	N
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.4	A	7.4	B	10.5	B	10.5	N
14	Ivy Avenue/Fremont Street	AWSC	A	9.0	A	9.0	B	12.4	B	12.4	N
15	Ivy Avenue/Jefferson Street	TWSC	A	8.8	A	8.8	B	12.4	B	12.4	N
16	Carter Street/Fremont Street	AWSC	A	7.4	A	7.3	A	7.6	A	7.6	N
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.6	A	0.0	A	0.0	N
18	Fir Avenue/Fremont Street	TWSC	A	9.0	A	9.3	B	11.7	B	11.7	N

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection.

As shown in Table 7-11, the following intersections are considered impacted by addition of project traffic to opening year conditions based on the criteria set forth in Section 3:

- Intersection 3: Bryant Street/Oak Glen Road (AM Peak Hour)
- Intersection 11: Bryant Street/Grape Avenue (AM/PM Peak Hours)

7.4 Future Year (2045) with Project Conditions

Future Year 2045 peak hour traffic volumes with project were developed as described in Section 3. Peak hour intersection volumes for this scenario are included in Tables 7-12 and 7-13. Roadway segment LOS is presented in Table 7-14. The expected intersection LOS for Future Year with Project is summarized in Table 7-15.

7.4.1 Roadway Network Changes

The traffic analysis of "With Project" conditions will include planned modifications to the street network. The project will modify the existing network with a new access point along Oak Glen between James Birch Road and Chagall Road (named Intersection 19: Oak Glen Road/Project Access). This access is proposed to be a t-intersection with stop control on the minor approach/project access. The existing Pendleton Road will be realigned to be perpendicular at its intersection with Oak Glen Road. Furthermore, Jefferson Street will be extended south from Cherry Croft Road to create an intersection with Oak Glen Road and the realigned Pendleton Road. The proposed traffic control for this intersection is a single-lane roundabout.

The residential streets of Carter Street, Ivy Avenue, and Jefferson Street will provide direct access to future neighborhoods and individual properties. A typical street section consists of 2 travel lanes (one in each direction) with a 55-foot right-of-way. At a minimum, the street will have a 5-foot sidewalk on one side.

Table 7-12: Future Year (2045) with Project – AM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	70	603	198	59	1151	1271	473	747	35	271	1226	22
2	5th Street/Oak Glen Road	344	0	263	0	0	0	0	1199	233	321	2372	0
3	Bryant Street/Oak Glen Road	565	608	217	181	609	1074	504	360	465	283	876	93
4	Fremont Street/Oak Glen Road	25	0	0	10	4	56	56	543	18	3	1073	17
5	Cherry Croft/Oak Glen Road	0	0	0	102	0	530	191	323	0	0	539	39
6	Pendleton Road/Oak Glen Road	26	0	4	204	0	0	618	336	15	3	298	72
7	Casa Blanca Avenue/Oak Glen Road	59	0	4	0	0	0	0	517	26	0	314	0
8	Chagall Road/Oak Glen Road	8	0	3	0	0	0	0	515	5	0	307	0
9	Bryant Street/Fir Avenue	237	736	153	18	965	63	92	17	223	405	13	44
10	Bryant Street/Carter Street	17	804	48	29	841	0	8	0	13	82	0	78
11	Bryant Street/Grape Avenue	12	836	43	0	776	3	8	0	42	55	0	3
12	Bryant Street/Ivy Avenue	4	727	134	46	385	8	11	3	12	387	0	117
13	Ivy Avenue/Juniper Avenue	0	4	24	8	0	0	0	177	3	50	497	18
14	Ivy Avenue/Fremont Street	13	0	3	0	0	4	6	188	5	4	530	0
15	Ivy Avenue/Jefferson Street	5	0	0	0	0	17	8	171	3	0	485	0
16	Carter Street/Fremont Street	66	6	10	0	8	46	24	19	19	3	26	0
17	Carter Street/Jefferson Street	0	0	0	0	0	0	0	19	0	0	18	0
18	Fir Avenue/Fremont Street	4	39	13	3	33	193	66	80	4	5	222	4

Table 7-13: Future Year with Project – PM Peak Hour Traffic Volumes

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Yucaipa Blvd/Oak Glen Road	86	1083	277	117	715	701	1283	1502	77	401	872	33
2	5th Street/Oak Glen Road	168	0	282	0	0	0	0	2233	237	212	1389	0
3	Bryant Street/Oak Glen Road	266	534	299	227	725	725	1063	960	320	270	608	109
4	Fremont Street/Oak Glen Road	13	0	0	4	0	61	76	1235	13	0	840	3
5	Cherry Croft/Oak Glen Road	0	0	0	69	0	364	604	599	0	0	510	120
6	Pendleton Road/Oak Glen Road	15	0	5	137	0	0	657	361	19	6	273	234
7	Casa Blanca Avenue/Oak Glen Road	39	0	4	0	0	0	0	459	43	3	474	0
8	Chagall Road/Oak Glen Road	5	0	3	0	0	0	0	445	8	0	484	0
9	Bryant Street/Fir Avenue	45	1040	463	44	1066	52	26	5	46	285	5	27
10	Bryant Street/Carter Street	15	882	54	71	1127	11	8	0	8	38	0	46
11	Bryant Street/Grape Avenue	29	849	57	5	1132	0	0	0	36	42	0	4
12	Bryant Street/Ivy Avenue	11	406	447	130	868	17	4	0	8	264	0	74
13	Ivy Avenue/Juniper Avenue	3	21	38	24	13	0	0	564	5	36	336	12
14	Ivy Avenue/Fremont Street	4	0	0	0	0	3	3	598	6	0	350	0
15	Ivy Avenue/Jefferson Street	6	0	0	0	3	5	13	558	5	0	326	0
16	Carter Street/Fremont Street	37	8	11	4	5	25	32	25	69	6	17	0
17	Carter Street/Jefferson Street	3	0	3	0	0	0	3	21	4	0	15	0
18	Fir Avenue/Fremont Street	4	41	24	6	36	130	218	257	4	12	153	3

Table 7-14: Future Year with Project – Roadway Segment LOS

ID	Roadway Segment Name	Lane Geometry	Daily Volume	Capacity	V/C	LOS
A	Oak Glen between Sunnyside Dr and Bryant	4D	21,591	38,000	0.57	A
B	Oak Glen between Bryant and Fremont Street	2U	9,079	16,000	0.57	A
C	Oak Glen between Fremont Street and Pendleton	2D	5,390	16,000	0.34	A
D	Oak Glen between Pendleton and Casa Blanca	2U	5,035	16,000	0.31	A
E	Oak Glen between Casa Blanca and Chagall Road	2U	3,927	16,000	0.25	A
F	Oak Glen east of Chagall Road	2U	3,775	16,000	0.24	A
G	Bryant between Oak Glen and Fir	4U	20,387	30,000	0.68	B
H	Bryant between Fir and Carter	4U	14,328	30,000	0.48	A
I	Bryant between Grape and Ivy	2U	12,351	16,000	0.77	C
J	Carter between Bryant and Fremont	2U	2,048	12,800	0.16	A
K	Carter between Jefferson and Sprig	2U	427	12,800	0.03	A
L	Fir between Bryant and Fremont	2U	322	12,800	0.03	A
M	Fir east of Freemont	2U	578	12,800	0.05	A
N	Ivy between Juniper and Fremont	2U	1,207	12,800	0.09	A
O	Ivy between Fremont and Jefferson	2U	961	12,800	0.08	A
P	Ivy east of Jefferson	2U	122	12,800	0.01	A

All study area roadway segments operate at LOS C or better under Future Year (2045) conditions.

Table 7-15: Intersection LOS Analysis – Future Year (2045) with Project

	INTERSECTION	CONTROL	Future Year No Project				Future Year With Project				Impact Y/N
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	
1	Yucaipa Blvd/Oak Glen Road	Signal	E	62.2	D	51.0	E	71.2	E	60.5	N
2	5th Street/Oak Glen Road	Signal	C	31.7	C	33.8	D	53.0	C	33.6	N
3	Bryant Street/Oak Glen Road	Signal	**F**	**85.6**	E	68.5	**F**	**95.2**	E	77.9	Y
4	Fremont Street/Oak Glen Road	TWSC	C	19.8	C	22.3	C	28.9	C	30.5	N
5	Cherry Croft/Oak Glen Road	TWSC	A	9.9	B	10.4	D	36.6	D	37.8	N
6	Pendleton Road/Oak Glen Road	TWSC	B	12.4	B	11.7	B	14.2	B	13.2	N
7	Casa Blanca Avenue/Oak Glen Road	TWSC	B	12.3	B	11.7	C	19.9	C	18.1	N
8	Chagall Road/Oak Glen Road	TWSC	B	10.9	B	10.6	C	15.7	B	14.8	N
9	Bryant Street/Fir Avenue	Signal	B	13.0	B	10.6	C	26.9	B	13.4	N
10	Bryant Street/Carter Street	TWSC	E	35.8	D	30.1	E	42.2	D	34.1	N
11	Bryant Street/Grape Avenue	TWSC	E	36.7	**F**	**53.0**	**F**	**64.2**	**F**	**65.7**	Y
12	Bryant Street/Ivy Avenue	TWSC	C	19.6	C	24.1	D	29.5	D	33.7	N
13	Ivy Avenue/Juniper Avenue	AWSC	A	7.5 s	A	7.5	C	17.7	C	18.6	N
14	Ivy Avenue/Fremont Street	AWSC	A	9.1	A	9.1	C	16.4	C	17.1	N
15	Ivy Avenue/Jefferson Street	TWSC	A	8.9	A	8.9	C	16.6	C	16.5	N
16	Carter Street/Fremont Street	AWSC	A	7.5	A	7.4	A	7.8	A	7.7	N
17	Carter Street/Jefferson Street	TWSC	A	0.0	A	8.6	A	0.0	A	8.6	N
18	Fir Avenue/Fremont Street	TWSC	A	9.1	A	9.4	C	15.1	C	15.8	N

Notes:
A. Bold indicates that intersection performs below the minimum acceptable LOS (LOS C for City, LOS E for CMP)
B. TWSC – Two-way stop control intersection
C. AWSC – All-way stop control intersection.

As shown in Table 7-11, the following intersections are considered impacted by addition of project traffic to opening year conditions based on the criteria set forth in Section 3:

- Intersection 3: Bryant Street/Oak Glen Road (AM/PM Peak Hours)
- Intersection 11: Bryant Street/Grape Avenue (AM/PM Peak Hours)

8 Project Mitigation

This section identifies mitigation measures in order to achieve acceptable level of service or restore level of service to a condition equal to the without project scenario. The following mitigation measures are recommended for intersections that were found to be an impact of the project.

8.1 Existing with Project Impacts

Analysis results for existing conditions found the Project to have no impacts to any of the study area intersections or roadway segments.

8.2 Opening Year 2034 with Project Impacts

Analysis results for opening year conditions found the Project to have two (2) impacts:

- Intersection 3: Bryant Street/Oak Glen Road (AM Peak Hour)
- Intersection 11: Bryant Street/Grape Avenue (AM/PM Peak Hours)

Bryant Street/Oak Glen Road Mitigation

To mitigate this impact, it is recommended that the southbound approach be restriped to provide one left, two throughs, and a right-turn lane (current configuration is one left, one through, and one share through/right-turn lane. The existing lane with can accommodate the dedicated southbound right-turn lane. With this improvement the intersection would operate at acceptable LOS E during the AM peak period and LOS D during the PM peak period, as shown in Table 8-1. The Project would pay a fair share for this improvement.

Bryant Street/Grape Avenue Mitigation

To mitigate this impact, it is recommended that a traffic signal be installed. Based on the traffic volumes, a signal is warranted per the MUTCD, Warrant 4, Peak Hour. With this improvement the intersection would operate at acceptable LOS during the AM and PM peak hours, as shown in Table 8-1. A single lane roundabout would also mitigate the impact at this location. The Project would pay a fair share for this improvement.

Table 8-1: Intersection LOS Analysis – Mitigation Measures (Opening Year Conditions)

			Opening Year No Project				Opening Year With Project				Impact Remain Y/N
INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	
3	Bryant Street/Oak Glen Road	Signal	E	77.2	D	35.9	**F**	**80.1**	D	42.0	
	With Mitigation						*E*	*76.1*	D	41.1	N
11	Bryant Street/Grape Avenue	TWSC	D	25.0	D	31.4	**F**	**59.2**	**F**	**59.2**	
	With Mitigation						*A*	*8.7*	*B*	*11.5*	N

8.3 Future Year 2045 with Project Impacts

Analysis results for opening year conditions found the Project to have two (2) impacts:

- Intersection 3: Bryant Street/Oak Glen Road (AM Peak Hour)
- Intersection 11: Bryant Street/Grape Avenue (AM/PM Peak Hours)

Bryant Street/Oak Glen Road Mitigation

To mitigate this impact, it is recommended that the southbound approach be restriped to provide one left, two throughs, and a right-turn lane (current configuration is one left, one through, and one share through/right-turn lane. The existing lane with can accommodate the dedicated southbound right-turn lane. It is also recommended that signal be modified to provide a southbound right-turn overlap phase with the eastbound left-turn movement. With these improvements the intersection would operate at acceptable LOS during the AM and PM peak hours, as shown in Table 8-2. The Project would pay a fair share for this improvement.

Bryant Street/Grape Avenue Mitigation

To mitigate this impact, it is recommended that a traffic signal be installed. Based on the traffic volumes, a signal is warranted per the MUTCD, Warrant 4, Peak Hour. With this improvement the intersection would operate at acceptable LOS during the AM and PM peak hours, as shown in Table 8-2. A single lane roundabout would also mitigate the impact at this location. The Project would pay a fair share for this improvement.

Table 8-2: Intersection LOS Analysis – Mitigation Measures (Future Year Conditions)

			Future No Project				Future With Project				Impact Remain Y/N
INTERSECTION		CONTROL	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	
3	Bryant Street/Oak Glen Road	Signal	**F**	**85.6**	E	68.5	**F**	**95.2**	E	77.9	
	With Mitigation						*D*	*60.2*	D	52.3	N
11	Bryant Street/Grape Avenue	TWSC	E	36.7	**F**	**53.0**	**F**	**64.2**	**F**	**65.7**	
	With Mitigation						*A*	*8.9*	*B*	*11.8*	N

The project would contribute a fair share towards the mitigation measures, by calculating the ratio of traffic generated by the project to the total new traffic.

Fair Share Calculations

Bryant Street/Oak Glen Road

- Project Traffic = 144
- Total New Traffic = 605
- Fair-Share = 24%

Bryant Street/Grape Avenue

- Project Traffic = 61
- Total New Traffic = 236
- Fair-Share = 26%

9 Conclusions

The traffic impacts related to the implementation of the winery and vineyard components of the Wine Country Specific Plan are mitigatable, resulting in less than significant impacts.

Appendix A – Traffic Data

INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

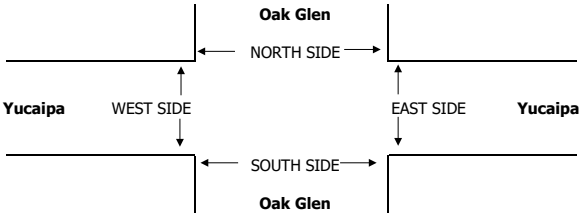
DATE:	LOCATION:	Yucaipa	PROJECT #:	SC3714
Tue, Nov 1, 22	NORTH & SOUTH:	Oak Glen	LOCATION #:	1
	EAST & WEST:	Yucaipa	CONTROL:	SIGNAL

NOTES:

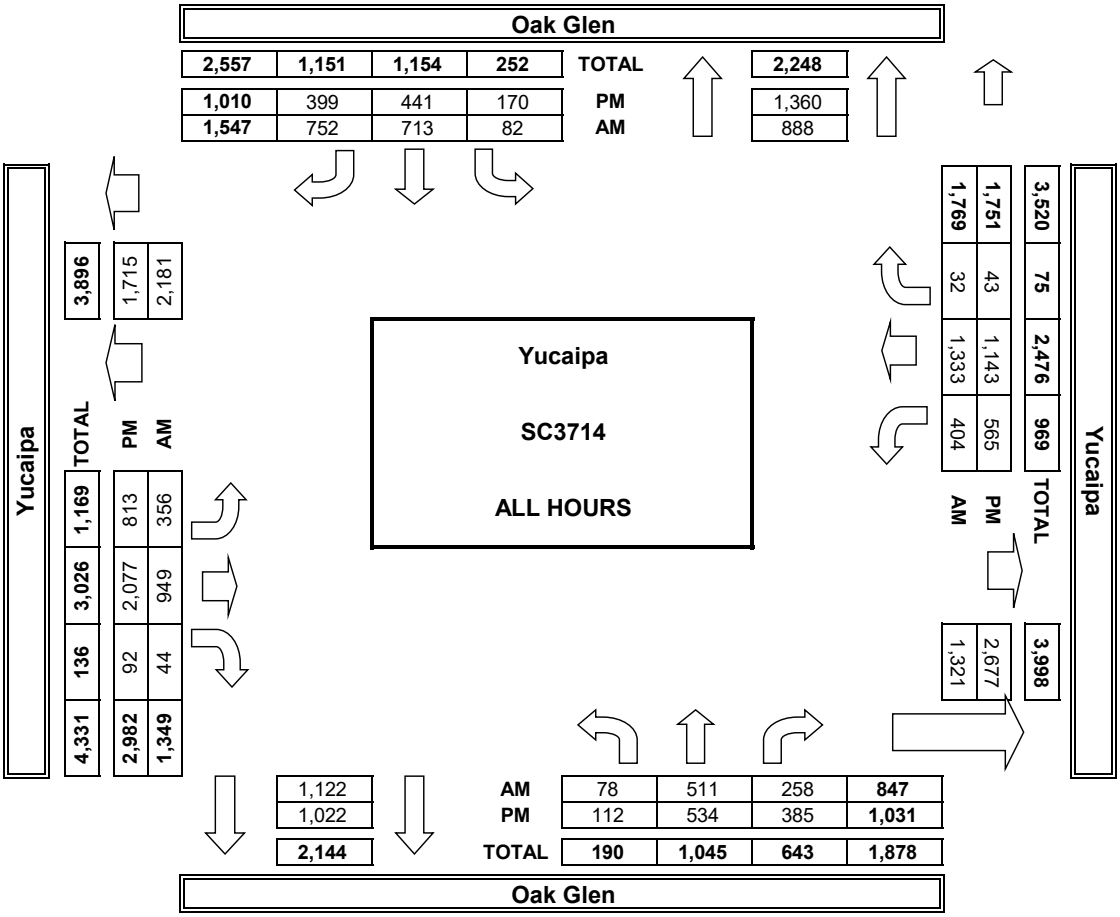
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

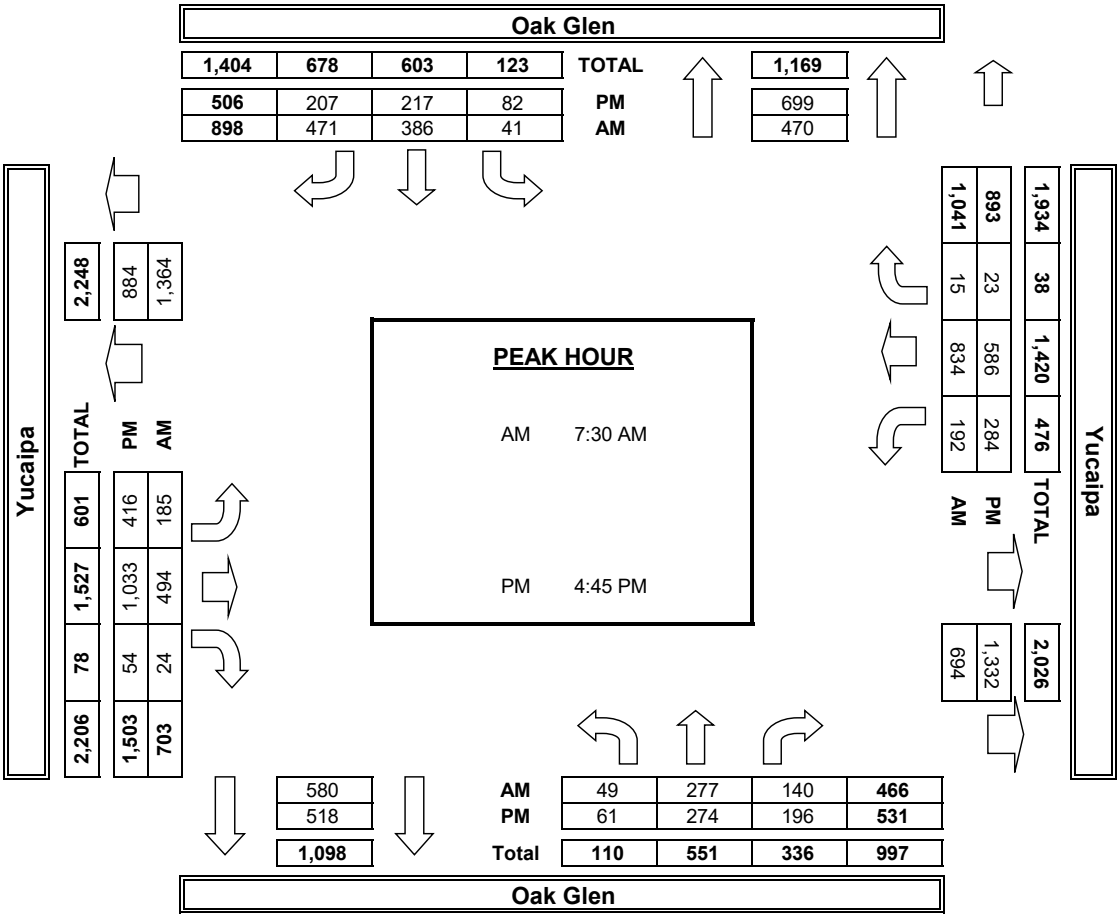
☑ Add U-Turns to Left Turns

		NORTHBOUND (Oak Glen)			SOUTHBOUND (Oak Glen)			EASTBOUND (Yucaipa)			WESTBOUND (Yucaipa)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	70	16	8	98	85	32	70	3	60	121	2	569	0	0	0	3	3
	7:15 AM	9	52	24	6	109	103	66	79	3	47	152	8	658	0	1	1	2	4
	7:30 AM	5	80	38	16	111	104	45	100	6	45	156	7	713	0	1	1	1	3
	7:45 AM	9	78	29	8	95	116	50	109	5	40	212	3	754	0	1	1	5	7
	8:00 AM	18	55	34	14	89	140	47	118	5	57	226	4	807	0	1	3	4	8
	8:15 AM	17	64	39	3	91	111	43	167	8	50	240	1	834	0	0	5	12	17
	8:30 AM	9	53	37	15	71	46	40	189	3	45	133	4	645	0	1	3	7	11
	8:45 AM	7	59	41	12	49	47	33	117	11	60	93	3	532	0	2	4	5	11
	VOLUMES	78	511	258	82	713	752	356	949	44	404	1,333	32	5,512	0	7	18	39	64
	APPROACH %	9%	60%	30%	5%	46%	49%	26%	70%	3%	23%	75%	2%						
	APP/DEPART	847	/	888	1,547	/	1,122	1,349	/	1,321	1,769	/	2,181	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	49	277	140	41	386	471	185	494	24	192	834	15	3,108					
	APPROACH %	11%	59%	30%	5%	43%	52%	26%	70%	3%	18%	80%	1%						
	PEAK HR FACTOR		0.947			0.924			0.806			0.894		0.932					
	APP/DEPART	466	/	470	898	/	580	703	/	694	1,041	/	1,364	0					
PM	4:00 PM	11	65	60	33	66	42	99	276	9	77	146	5	889	0	7	7	14	28
	4:15 PM	15	74	48	25	62	51	94	246	8	73	135	3	834	0	8	7	11	26
	4:30 PM	10	60	40	16	49	50	94	270	10	57	129	3	788	0	0	10	6	16
	4:45 PM	15	68	54	24	48	35	109	276	15	75	140	3	862	0	8	12	8	28
	5:00 PM	19	70	44	27	50	44	103	232	17	64	165	7	842	0	5	5	7	17
	5:15 PM	15	74	62	11	56	67	94	244	10	81	150	7	871	0	2	7	14	23
	5:30 PM	12	62	36	20	63	61	110	281	12	64	131	6	858	0	1	6	8	15
	5:45 PM	15	61	41	14	47	49	110	252	11	74	147	9	830	0	0	7	8	15
	VOLUMES	112	534	385	170	441	399	813	2,077	92	565	1,143	43	6,774	0	31	61	76	168
	APPROACH %	11%	52%	37%	17%	44%	40%	27%	70%	3%	32%	65%	2%						
	APP/DEPART	1,031	/	1,360	1,010	/	1,022	2,982	/	2,677	1,751	/	1,715	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	61	274	196	82	217	207	416	1,033	54	284	586	23	3,433					
	APPROACH %	11%	52%	37%	16%	43%	41%	28%	69%	4%	32%	66%	3%						
	PEAK HR FACTOR		0.879			0.878			0.932			0.938		0.985					
	APP/DEPART	531	/	699	506	/	518	1,503	/	1,332	893	/	884	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

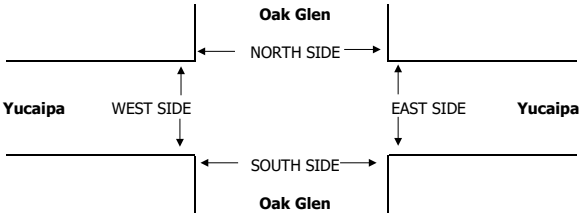
DATE:	LOCATION:	Yucaipa	PROJECT #:	SC3714
Tue, Nov 1, 22	NORTH & SOUTH:	Oak Glen	LOCATION #:	1
	EAST & WEST:	Yucaipa	CONTROL:	SIGNAL

NOTES:

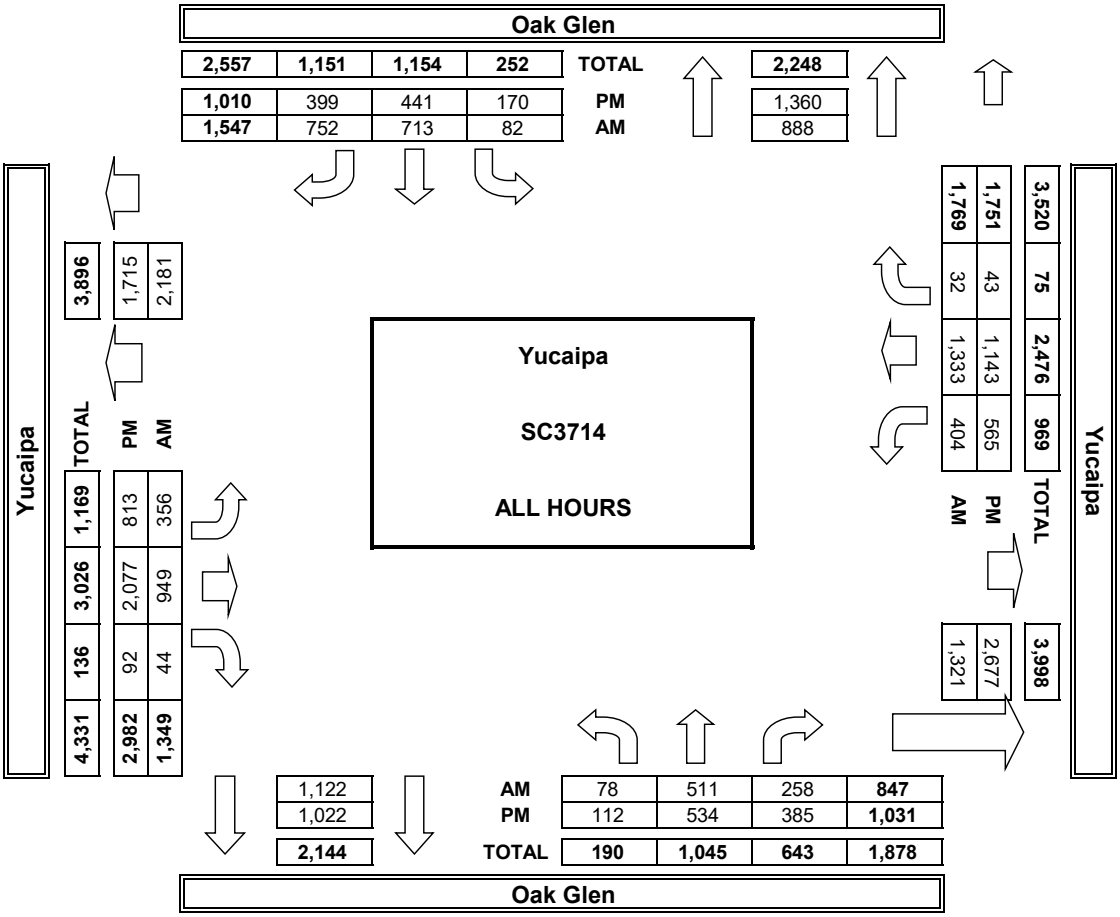
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

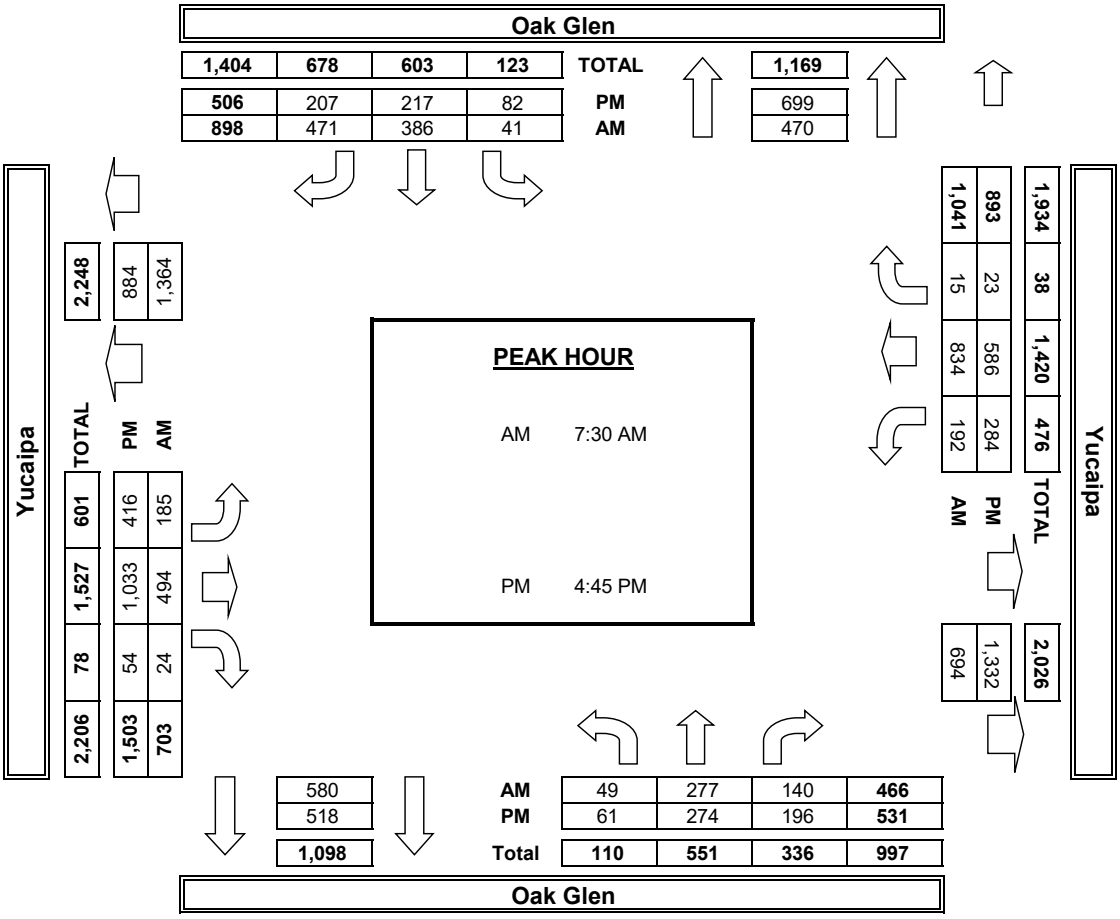
☑ Add U-Turns to Left Turns

		NORTHBOUND (Oak Glen)			SOUTHBOUND (Oak Glen)			EASTBOUND (Yucaipa)			WESTBOUND (Yucaipa)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	70	16	8	98	85	32	70	3	60	121	2	569	0	0	0	3	3
	7:15 AM	9	52	24	6	109	103	66	79	3	47	152	8	658	0	1	1	2	4
	7:30 AM	5	80	38	16	111	104	45	100	6	45	156	7	713	0	1	1	1	3
	7:45 AM	9	78	29	8	95	116	50	109	5	40	212	3	754	0	1	1	5	7
	8:00 AM	18	55	34	14	89	140	47	118	5	57	226	4	807	0	1	3	4	8
	8:15 AM	17	64	39	3	91	111	43	167	8	50	240	1	834	0	0	5	12	17
	8:30 AM	9	53	37	15	71	46	40	189	3	45	133	4	645	0	1	3	7	11
	8:45 AM	7	59	41	12	49	47	33	117	11	60	93	3	532	0	2	4	5	11
	VOLUMES	78	511	258	82	713	752	356	949	44	404	1,333	32	5,512	0	7	18	39	64
	APPROACH %	9%	60%	30%	5%	46%	49%	26%	70%	3%	23%	75%	2%						
	APP/DEPART	847	/	888	1,547	/	1,122	1,349	/	1,321	1,769	/	2,181	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	49	277	140	41	386	471	185	494	24	192	834	15	3,108					
	APPROACH %	11%	59%	30%	5%	43%	52%	26%	70%	3%	18%	80%	1%						
	PEAK HR FACTOR		0.947			0.924			0.806			0.894		0.932					
	APP/DEPART	466	/	470	898	/	580	703	/	694	1,041	/	1,364	0					
PM	4:00 PM	11	65	60	33	66	42	99	276	9	77	146	5	889	0	7	7	14	28
	4:15 PM	15	74	48	25	62	51	94	246	8	73	135	3	834	0	8	7	11	26
	4:30 PM	10	60	40	16	49	50	94	270	10	57	129	3	788	0	0	10	6	16
	4:45 PM	15	68	54	24	48	35	109	276	15	75	140	3	862	0	8	12	8	28
	5:00 PM	19	70	44	27	50	44	103	232	17	64	165	7	842	0	5	5	7	17
	5:15 PM	15	74	62	11	56	67	94	244	10	81	150	7	871	0	2	7	14	23
	5:30 PM	12	62	36	20	63	61	110	281	12	64	131	6	858	0	1	6	8	15
	5:45 PM	15	61	41	14	47	49	110	252	11	74	147	9	830	0	0	7	8	15
	VOLUMES	112	534	385	170	441	399	813	2,077	92	565	1,143	43	6,774	0	31	61	76	168
	APPROACH %	11%	52%	37%	17%	44%	40%	27%	70%	3%	32%	65%	2%						
	APP/DEPART	1,031	/	1,360	1,010	/	1,022	2,982	/	2,677	1,751	/	1,715	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	61	274	196	82	217	207	416	1,033	54	284	586	23	3,433					
	APPROACH %	11%	52%	37%	16%	43%	41%	28%	69%	4%	32%	66%	3%						
	PEAK HR FACTOR		0.879			0.878			0.932			0.938		0.985					
	APP/DEPART	531	/	699	506	/	518	1,503	/	1,332	893	/	884	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: 5th
EAST & WEST: Oak Glen

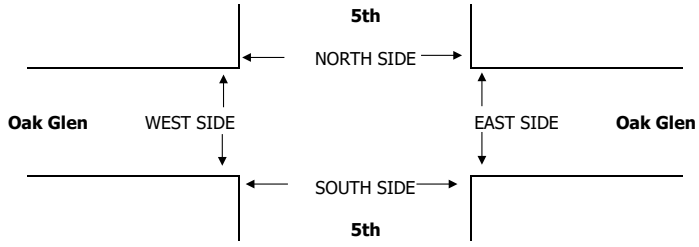
PROJECT #: SC3714
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

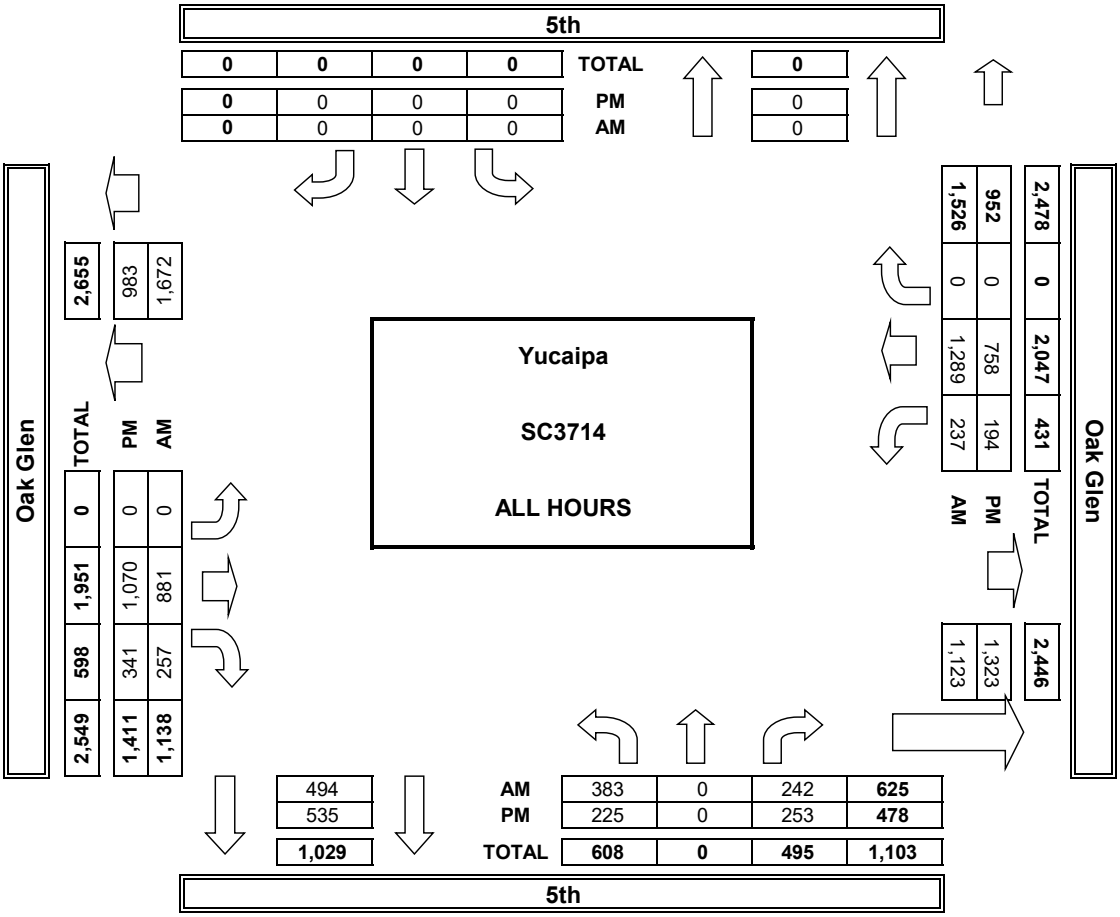
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

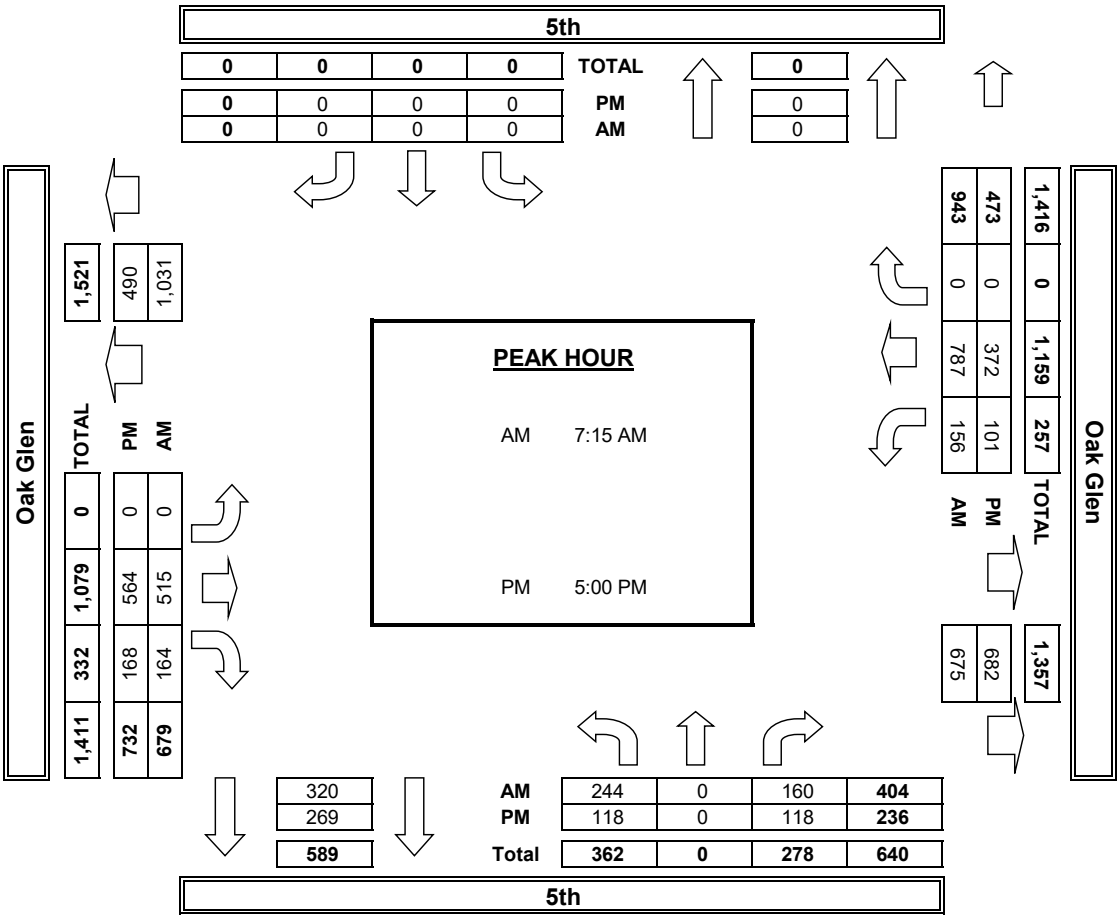
☑ Add U-Turns to Left Turns

		NORTHBOUND 5th			SOUTHBOUND 5th			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	74	0	19	0	0	0	0	100	30	26	169	0	418	0	0	0	0	0
	7:15 AM	74	0	39	0	0	0	0	137	50	29	170	0	499	0	0	0	0	0
	7:30 AM	49	0	48	0	0	0	0	159	52	38	184	0	530	0	0	0	0	0
	7:45 AM	63	0	51	0	0	0	0	135	39	53	230	0	571	0	0	0	0	0
	8:00 AM	58	0	22	0	0	0	0	84	23	36	203	0	426	0	0	0	0	0
	8:15 AM	24	0	17	0	0	0	0	84	23	17	154	0	319	0	0	0	0	0
	8:30 AM	19	0	19	0	0	0	0	105	20	17	85	0	265	0	0	0	0	0
	8:45 AM	22	0	27	0	0	0	0	77	20	21	94	0	261	0	0	0	0	0
	VOLUMES	383	0	242	0	0	0	0	881	257	237	1,289	0	3,289	0	0	0	0	0
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	77%	23%	16%	84%	0%						
	APP/DEPART	625	/	0	0	/	494	1,138	/	1,123	1,526	/	1,672	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	244	0	160	0	0	0	0	515	164	156	787	0	2,026					
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	76%	24%	17%	83%	0%						
	PEAK HR FACTOR		0.886			0.000			0.805			0.833		0.887					
	APP/DEPART	404	/	0	0	/	320	679	/	675	943	/	1,031	0					
PM	4:00 PM	31	0	43	0	0	0	0	124	50	23	92	0	363	0	0	0	0	0
	4:15 PM	38	0	33	0	0	0	0	135	47	19	118	0	390	0	0	0	0	0
	4:30 PM	28	0	36	0	0	0	0	121	40	23	99	0	347	0	0	0	0	0
	4:45 PM	10	0	23	0	0	0	0	126	36	28	77	0	300	0	0	0	0	0
	5:00 PM	28	0	38	0	0	0	0	141	40	25	89	0	361	0	0	0	0	0
	5:15 PM	42	0	31	0	0	0	0	148	44	22	110	0	397	0	0	0	0	0
	5:30 PM	30	0	26	0	0	0	0	145	46	27	89	0	363	0	0	0	0	0
	5:45 PM	18	0	23	0	0	0	0	130	38	27	84	0	320	0	0	0	0	0
	VOLUMES	225	0	253	0	0	0	0	1,070	341	194	758	0	2,841	0	0	0	0	0
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	76%	24%	20%	80%	0%						
	APP/DEPART	478	/	0	0	/	535	1,411	/	1,323	952	/	983	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	118	0	118	0	0	0	0	564	168	101	372	0	1,441					
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	77%	23%	21%	79%	0%						
	PEAK HR FACTOR		0.808			0.000			0.953			0.896		0.907					
	APP/DEPART	236	/	0	0	/	269	732	/	682	473	/	490	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: 5th
EAST & WEST: Oak Glen

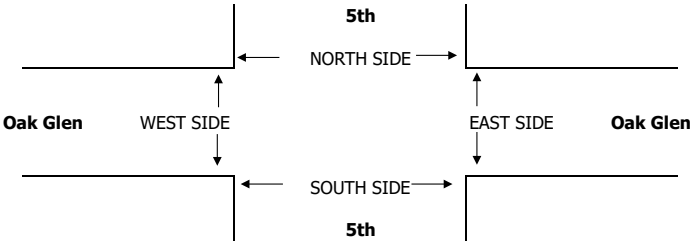
PROJECT #: SC3714
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

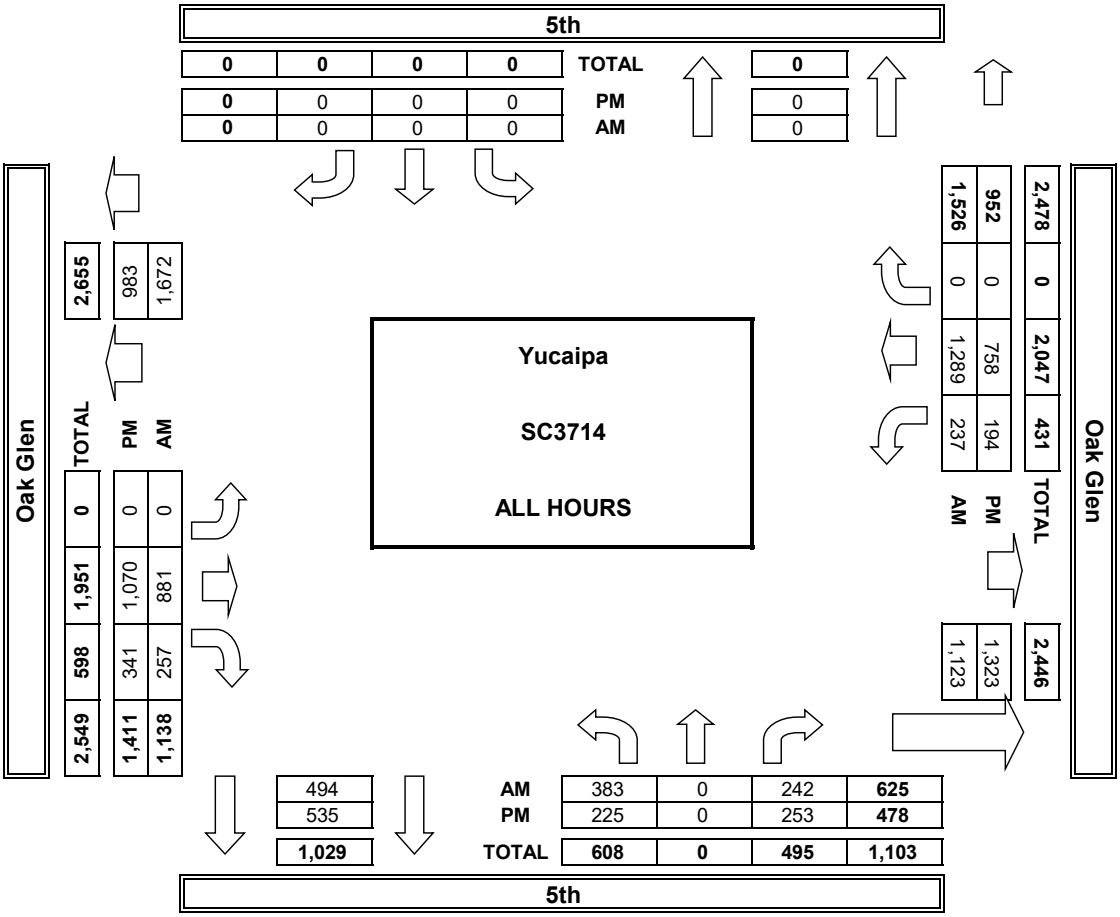
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

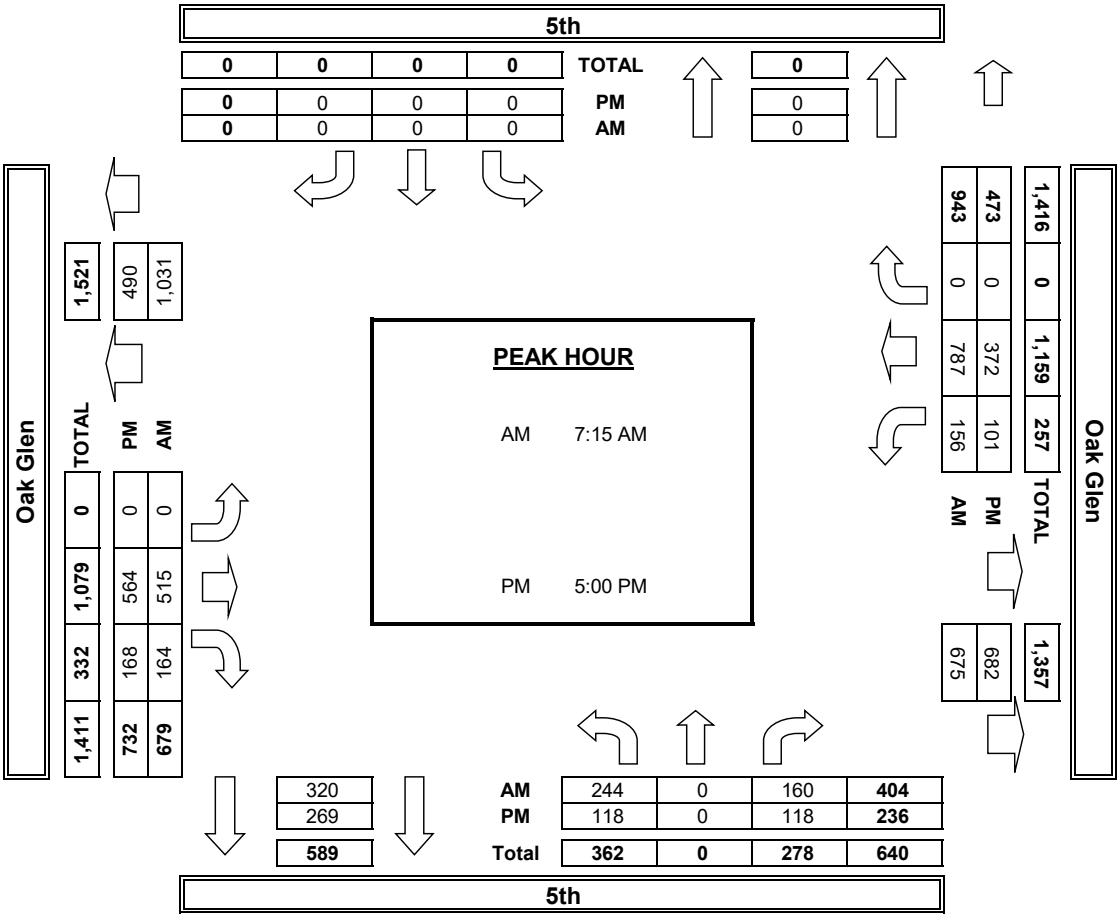
☑ Add U-Turns to Left Turns

		NORTHBOUND 5th			SOUTHBOUND 5th			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	74	0	19	0	0	0	0	100	30	26	169	0	418	0	0	0	0	0
	7:15 AM	74	0	39	0	0	0	0	137	50	29	170	0	499	0	0	0	0	0
	7:30 AM	49	0	48	0	0	0	0	159	52	38	184	0	530	0	0	0	0	0
	7:45 AM	63	0	51	0	0	0	0	135	39	53	230	0	571	0	0	0	0	0
	8:00 AM	58	0	22	0	0	0	0	84	23	36	203	0	426	0	0	0	0	0
	8:15 AM	24	0	17	0	0	0	0	84	23	17	154	0	319	0	0	0	0	0
	8:30 AM	19	0	19	0	0	0	0	105	20	17	85	0	265	0	0	0	0	0
	8:45 AM	22	0	27	0	0	0	0	77	20	21	94	0	261	0	0	0	0	0
	VOLUMES	383	0	242	0	0	0	0	881	257	237	1,289	0	3,289	0	0	0	0	0
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	77%	23%	16%	84%	0%						
	APP/DEPART	625	/	0	0	/	494	1,138	/	1,123	1,526	/	1,672	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	244	0	160	0	0	0	0	515	164	156	787	0	2,026					
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	76%	24%	17%	83%	0%						
	PEAK HR FACTOR		0.886			0.000			0.805			0.833		0.887					
	APP/DEPART	404	/	0	0	/	320	679	/	675	943	/	1,031	0					
PM	4:00 PM	31	0	43	0	0	0	0	124	50	23	92	0	363	0	0	0	0	0
	4:15 PM	38	0	33	0	0	0	0	135	47	19	118	0	390	0	0	0	0	0
	4:30 PM	28	0	36	0	0	0	0	121	40	23	99	0	347	0	0	0	0	0
	4:45 PM	10	0	23	0	0	0	0	126	36	28	77	0	300	0	0	0	0	0
	5:00 PM	28	0	38	0	0	0	0	141	40	25	89	0	361	0	0	0	0	0
	5:15 PM	42	0	31	0	0	0	0	148	44	22	110	0	397	0	0	0	0	0
	5:30 PM	30	0	26	0	0	0	0	145	46	27	89	0	363	0	0	0	0	0
	5:45 PM	18	0	23	0	0	0	0	130	38	27	84	0	320	0	0	0	0	0
	VOLUMES	225	0	253	0	0	0	0	1,070	341	194	758	0	2,841	0	0	0	0	0
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	76%	24%	20%	80%	0%						
	APP/DEPART	478	/	0	0	/	535	1,411	/	1,323	952	/	983	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	118	0	118	0	0	0	0	564	168	101	372	0	1,441					
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	77%	23%	21%	79%	0%						
	PEAK HR FACTOR		0.808			0.000			0.953			0.896		0.907					
	APP/DEPART	236	/	0	0	/	269	732	/	682	473	/	490	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Oak Glen

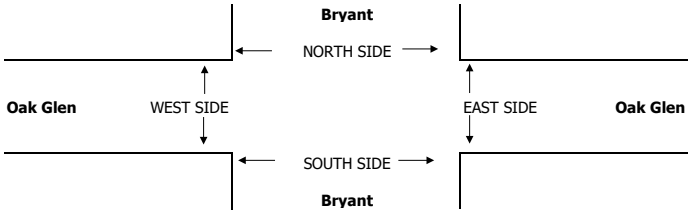
PROJECT #: SC3714
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

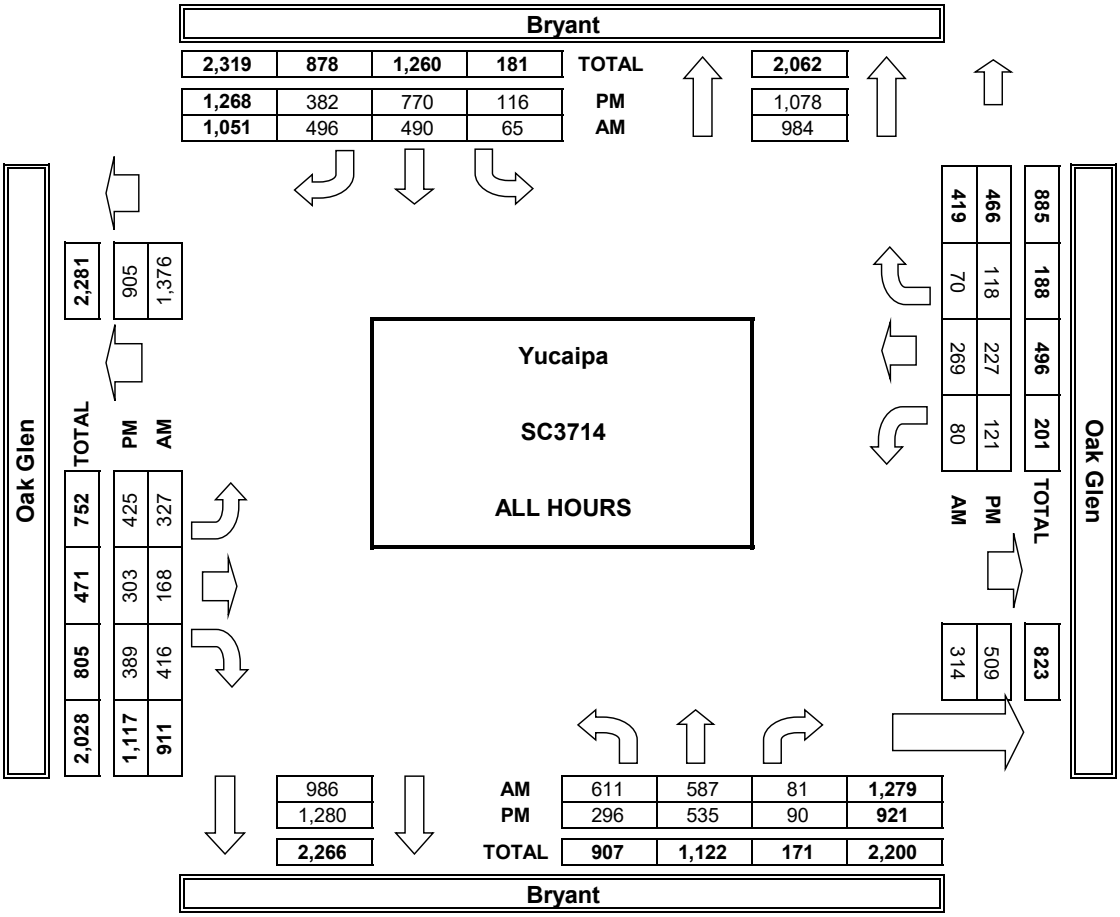
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

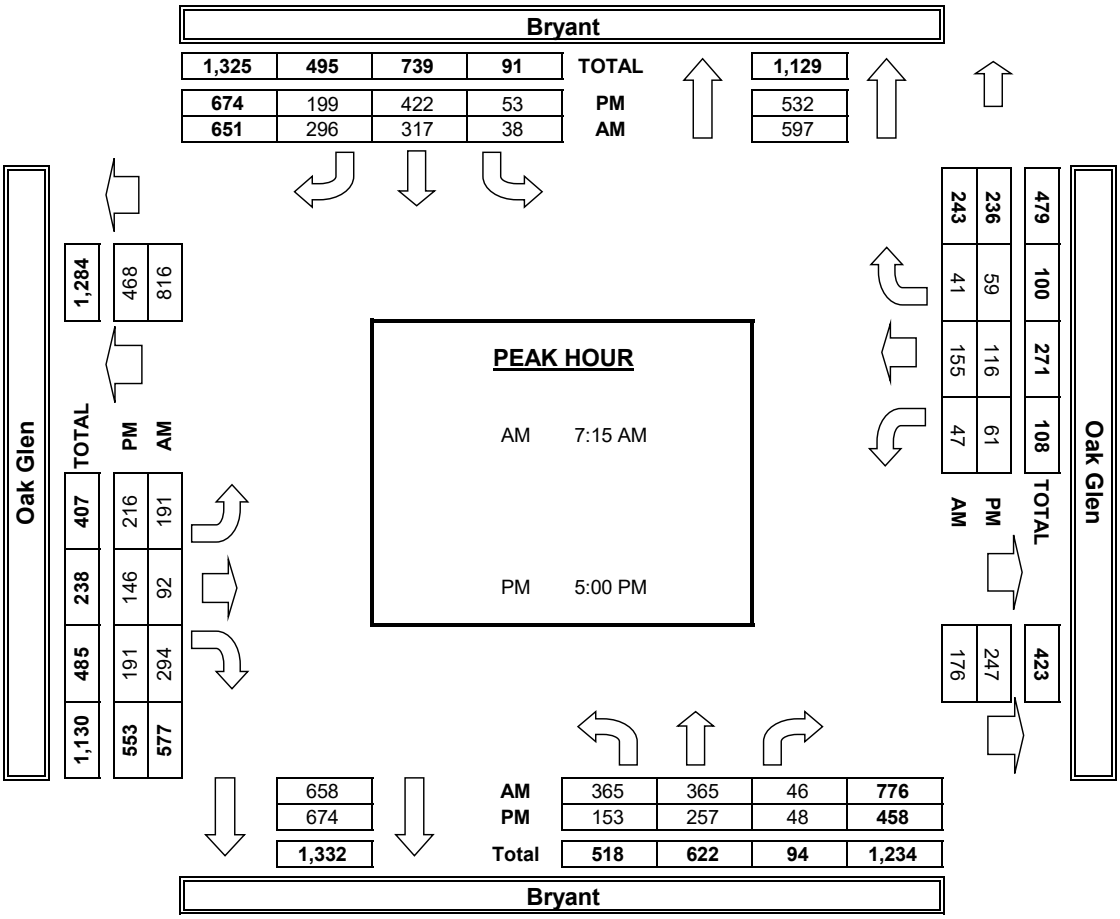
☑ Add U-Turns to Left Turns

		NORTHBOUND (Bryant)			SOUTHBOUND (Bryant)			EASTBOUND (Oak Glen)			WESTBOUND (Oak Glen)				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	101	62	8	9	52	62	23	17	37	5	39	5	420	0	0	0	0	0
	7:15 AM	126	97	9	13	92	70	38	16	69	8	37	6	581	0	0	0	0	0
	7:30 AM	90	109	13	13	87	87	60	26	85	18	28	12	628	0	0	0	0	0
	7:45 AM	95	93	17	8	86	83	45	28	82	12	40	9	598	0	0	0	0	0
	8:00 AM	54	66	7	4	52	56	48	22	58	9	50	14	440	0	0	0	0	0
	8:15 AM	51	63	14	3	38	53	36	17	32	11	32	5	355	0	0	0	0	0
	8:30 AM	39	51	5	8	44	33	47	28	28	10	19	8	320	0	0	0	0	0
	8:45 AM	55	46	8	7	39	52	30	14	25	7	24	11	318	0	0	0	0	0
	VOLUMES	611	587	81	65	490	496	327	168	416	80	269	70	3,660	0	0	0	0	0
	APPROACH %	48%	46%	6%	6%	47%	47%	36%	18%	46%	19%	64%	17%						
	APP/DEPART	1,279	/	984	1,051	/	986	911	/	314	419	/	1,376	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	365	365	46	38	317	296	191	92	294	47	155	41	2,247					
	APPROACH %	47%	47%	6%	6%	49%	45%	33%	16%	51%	19%	64%	17%						
	PEAK HR FACTOR		0.836			0.870			0.844			0.832		0.895					
	APP/DEPART	776	/	597	651	/	658	577	/	176	243	/	816	0					
PM	4:00 PM	24	78	9	12	75	45	53	43	58	25	30	16	468	0	0	0	0	0
	4:15 PM	54	73	8	18	100	38	57	38	40	9	26	14	475	0	0	0	0	0
	4:30 PM	43	63	14	13	79	47	59	43	59	11	25	17	473	0	0	0	0	0
	4:45 PM	22	64	11	20	94	53	40	33	41	15	30	12	435	0	0	0	0	0
	5:00 PM	36	71	17	9	126	46	54	39	42	15	28	20	503	0	0	0	0	0
	5:15 PM	41	58	14	7	98	51	64	39	54	16	34	12	488	0	0	0	0	0
	5:30 PM	31	66	7	13	117	50	50	28	51	18	32	12	475	0	0	0	0	0
	5:45 PM	45	62	10	24	81	52	48	40	44	12	22	15	455	0	0	0	0	0
	VOLUMES	296	535	90	116	770	382	425	303	389	121	227	118	3,772	0	0	0	0	0
	APPROACH %	32%	58%	10%	9%	61%	30%	38%	27%	35%	26%	49%	25%						
	APP/DEPART	921	/	1,078	1,268	/	1,280	1,117	/	509	466	/	905	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	153	257	48	53	422	199	216	146	191	61	116	59	1,921					
	APPROACH %	33%	56%	10%	8%	63%	30%	39%	26%	35%	26%	49%	25%						
	PEAK HR FACTOR		0.923			0.931			0.881			0.937		0.955					
	APP/DEPART	458	/	532	674	/	674	553	/	247	236	/	468	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Oak Glen

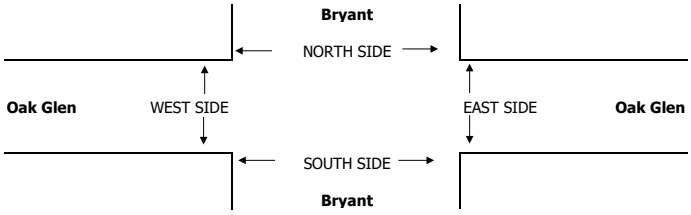
PROJECT #: SC3714
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

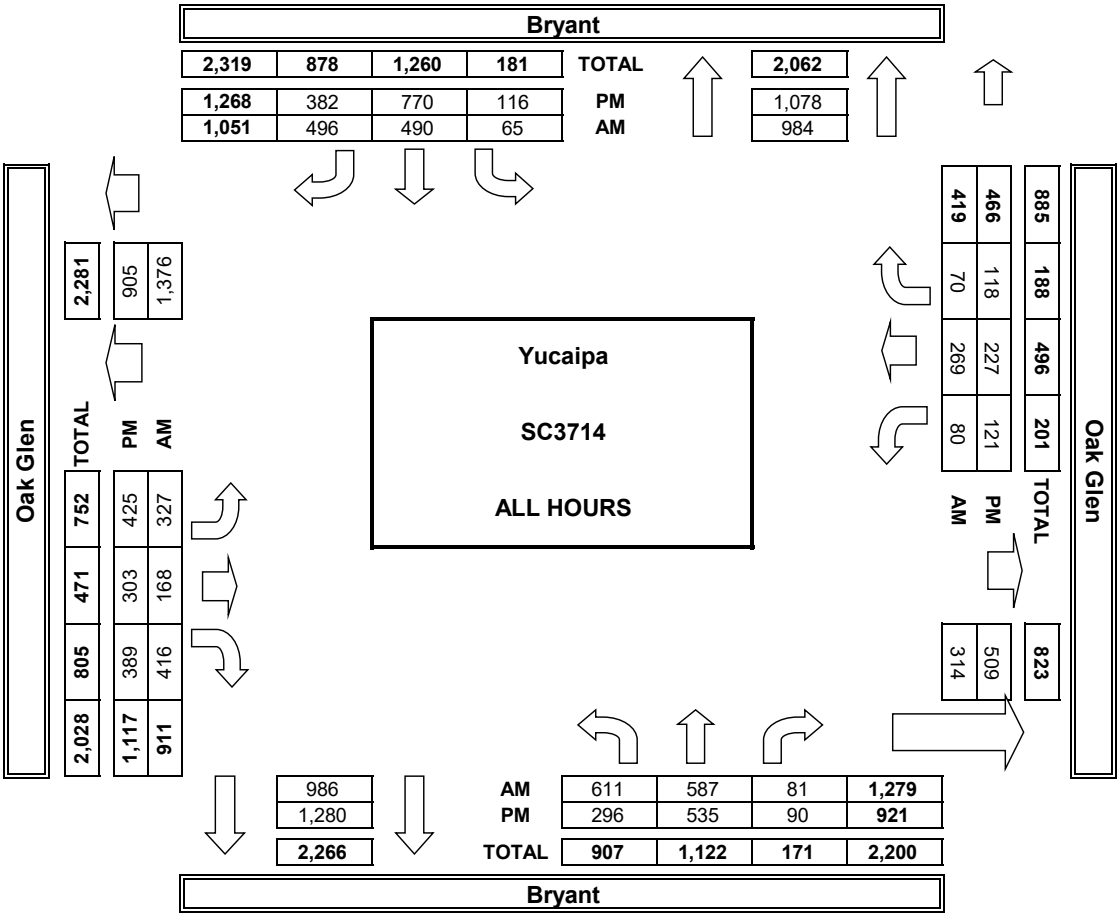
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

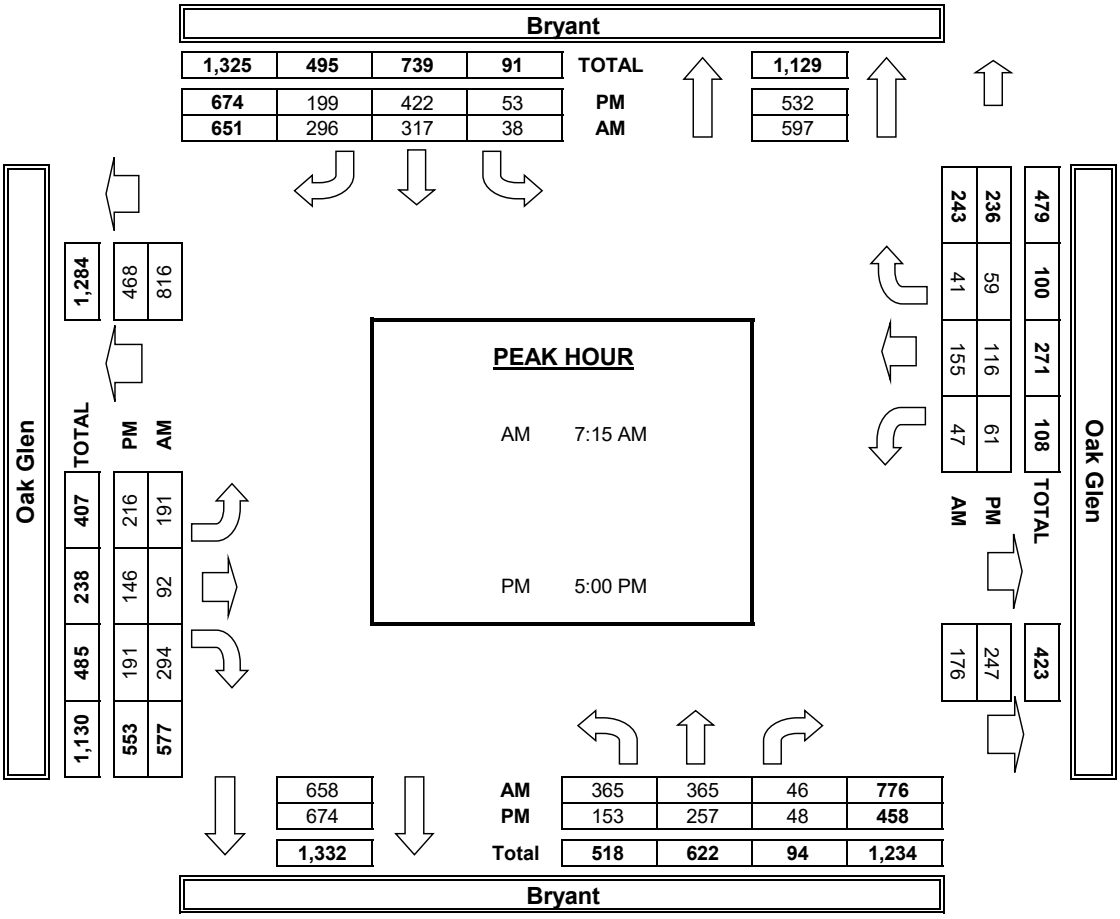
Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	101	62	8	9	52	62	23	17	37	5	39	5	420	0	0	0	0	0
	7:15 AM	126	97	9	13	92	70	38	16	69	8	37	6	581	0	0	0	0	0
	7:30 AM	90	109	13	13	87	87	60	26	85	18	28	12	628	0	0	0	0	0
	7:45 AM	95	93	17	8	86	83	45	28	82	12	40	9	598	0	0	0	0	0
	8:00 AM	54	66	7	4	52	56	48	22	58	9	50	14	440	0	0	0	0	0
	8:15 AM	51	63	14	3	38	53	36	17	32	11	32	5	355	0	0	0	0	0
	8:30 AM	39	51	5	8	44	33	47	28	28	10	19	8	320	0	0	0	0	0
	8:45 AM	55	46	8	7	39	52	30	14	25	7	24	11	318	0	0	0	0	0
	VOLUMES	611	587	81	65	490	496	327	168	416	80	269	70	3,660	0	0	0	0	0
	APPROACH %	48%	46%	6%	6%	47%	47%	36%	18%	46%	19%	64%	17%						
	APP/DEPART	1,279	/	984	1,051	/	986	911	/	314	419	/	1,376	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	365	365	46	38	317	296	191	92	294	47	155	41	2,247					
	APPROACH %	47%	47%	6%	6%	49%	45%	33%	16%	51%	19%	64%	17%						
	PEAK HR FACTOR		0.836			0.870			0.844			0.832		0.895					
	APP/DEPART	776	/	597	651	/	658	577	/	176	243	/	816	0					
PM	4:00 PM	24	78	9	12	75	45	53	43	58	25	30	16	468	0	0	0	0	0
	4:15 PM	54	73	8	18	100	38	57	38	40	9	26	14	475	0	0	0	0	0
	4:30 PM	43	63	14	13	79	47	59	43	59	11	25	17	473	0	0	0	0	0
	4:45 PM	22	64	11	20	94	53	40	33	41	15	30	12	435	0	0	0	0	0
	5:00 PM	36	71	17	9	126	46	54	39	42	15	28	20	503	0	0	0	0	0
	5:15 PM	41	58	14	7	98	51	64	39	54	16	34	12	488	0	0	0	0	0
	5:30 PM	31	66	7	13	117	50	50	28	51	18	32	12	475	0	0	0	0	0
	5:45 PM	45	62	10	24	81	52	48	40	44	12	22	15	455	0	0	0	0	0
	VOLUMES	296	535	90	116	770	382	425	303	389	121	227	118	3,772	0	0	0	0	0
	APPROACH %	32%	58%	10%	9%	61%	30%	38%	27%	35%	26%	49%	25%						
	APP/DEPART	921	/	1,078	1,268	/	1,280	1,117	/	509	466	/	905	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	153	257	48	53	422	199	216	146	191	61	116	59	1,921					
	APPROACH %	33%	56%	10%	8%	63%	30%	39%	26%	35%	26%	49%	25%						
	PEAK HR FACTOR		0.923			0.931			0.881			0.937		0.955					
	APP/DEPART	458	/	532	674	/	674	553	/	247	236	/	468	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Oak Glen

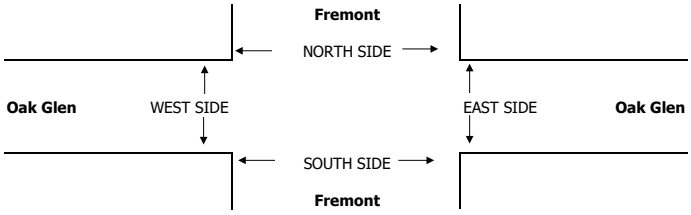
PROJECT #: SC3714
LOCATION #: 4
CONTROL: STOP N/S

NOTES:

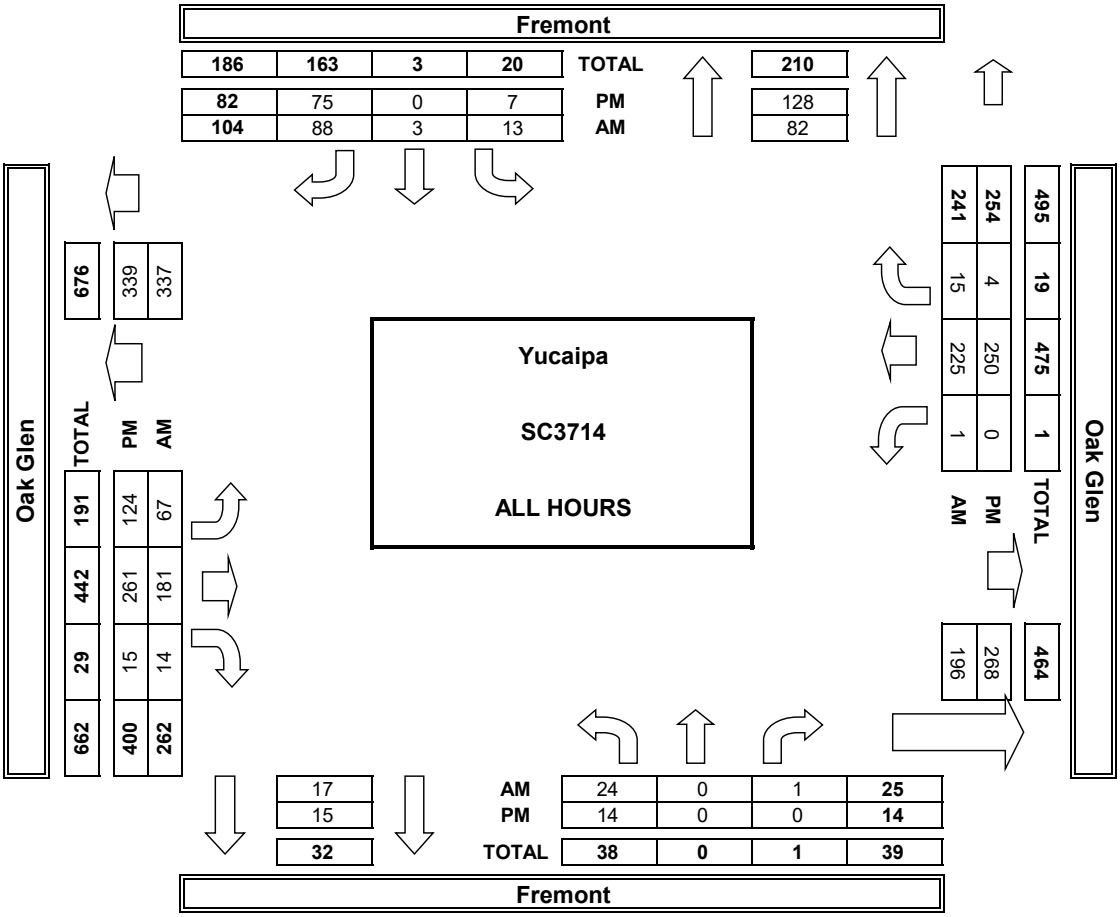
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

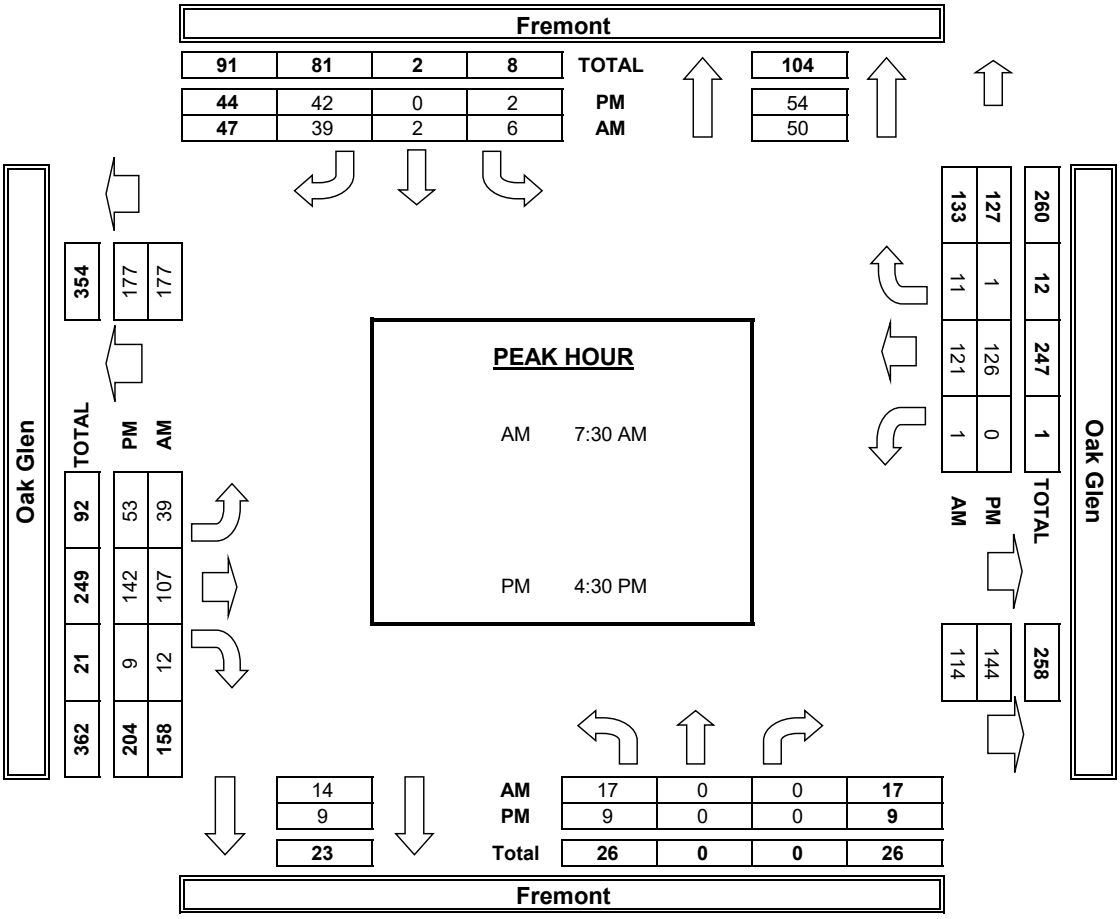
☑ Add U-Turns to Left Turns

		NORTHBOUND (Fremont)			SOUTHBOUND (Fremont)			EASTBOUND (Oak Glen)			WESTBOUND (Oak Glen)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	0	1	0	1	15	5	15	1	0	32	1	74	0	0	0	0	0
	7:15 AM	2	0	0	1	0	14	6	20	0	0	24	0	67	0	0	0	0	0
	7:30 AM	7	0	0	0	0	10	10	25	4	0	31	1	88	0	0	0	0	0
	7:45 AM	5	0	0	2	1	12	6	37	4	0	34	4	105	0	0	0	0	0
	8:00 AM	4	0	0	2	1	11	8	28	3	0	30	4	91	0	0	0	0	0
	8:15 AM	1	0	0	2	0	6	15	17	1	1	26	2	71	0	0	0	1	1
	8:30 AM	2	0	0	4	0	8	9	21	1	0	25	2	72	0	0	0	0	0
	8:45 AM	0	0	0	2	0	12	8	18	0	0	23	1	64	0	0	0	0	0
	VOLUMES	24	0	1	13	3	88	67	181	14	1	225	15	632	0	0	0	1	1
	APPROACH %	96%	0%	4%	13%	3%	85%	26%	69%	5%	0%	93%	6%						
	APP/DEPART	25	/	82	104	/	17	262	/	196	241	/	337	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	17	0	0	6	2	39	39	107	12	1	121	11	355					
	APPROACH %	100%	0%	0%	13%	4%	83%	25%	68%	8%	1%	91%	8%						
	PEAK HR FACTOR		0.607			0.783			0.840			0.875		0.845					
	APP/DEPART	17	/	50	47	/	14	158	/	114	133	/	177	0					
PM	4:00 PM	1	0	0	0	0	13	19	40	1	0	33	3	110	0	0	0	0	0
	4:15 PM	1	0	0	2	0	5	20	22	3	0	32	0	85	0	0	0	0	0
	4:30 PM	4	0	0	2	0	9	14	35	3	0	27	0	94	0	0	0	0	0
	4:45 PM	1	0	0	0	0	8	16	36	2	0	32	0	95	0	0	0	0	0
	5:00 PM	3	0	0	0	0	12	15	35	2	0	37	1	105	0	0	0	0	0
	5:15 PM	1	0	0	0	0	13	8	36	2	0	30	0	90	0	0	0	0	0
	5:30 PM	3	0	0	2	0	6	13	31	1	0	34	0	90	0	0	0	0	0
	5:45 PM	0	0	0	1	0	9	19	26	1	0	25	0	81	0	0	0	0	0
	VOLUMES	14	0	0	7	0	75	124	261	15	0	250	4	750	0	0	0	0	0
	APPROACH %	100%	0%	0%	9%	0%	91%	31%	65%	4%	0%	98%	2%						
	APP/DEPART	14	/	128	82	/	15	400	/	268	254	/	339	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	9	0	0	2	0	42	53	142	9	0	126	1	384					
	APPROACH %	100%	0%	0%	5%	0%	95%	26%	70%	4%	0%	99%	1%						
	PEAK HR FACTOR		0.563			0.846			0.850			0.836		0.873					
	APP/DEPART	9	/	54	44	/	9	204	/	144	127	/	177	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

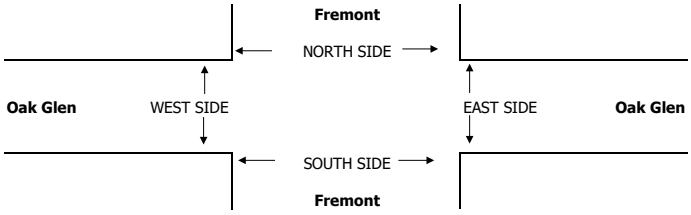
DATE:	LOCATION:	Yucaipa	PROJECT #:	SC3714
Tue, Nov 1, 22	NORTH & SOUTH:	Fremont	LOCATION #:	4
	EAST & WEST:	Oak Glen	CONTROL:	STOP N/S

NOTES:

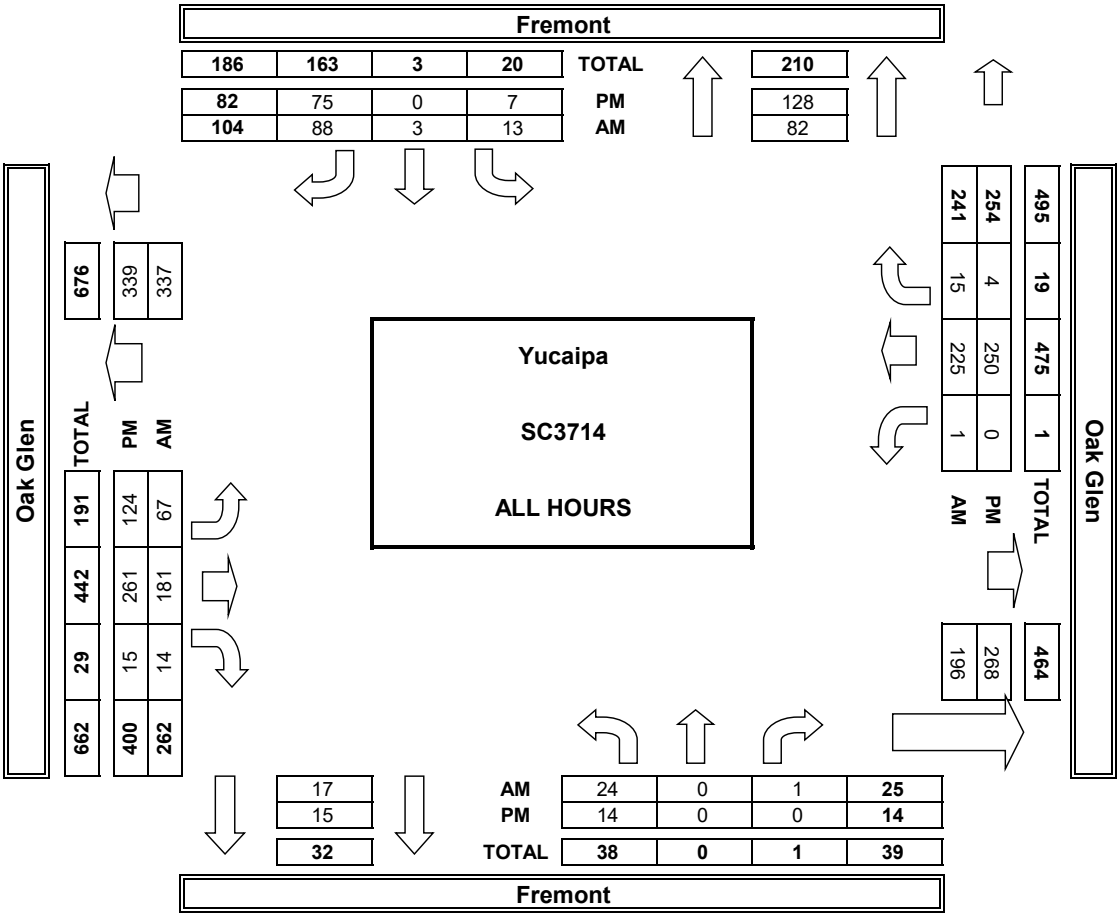
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

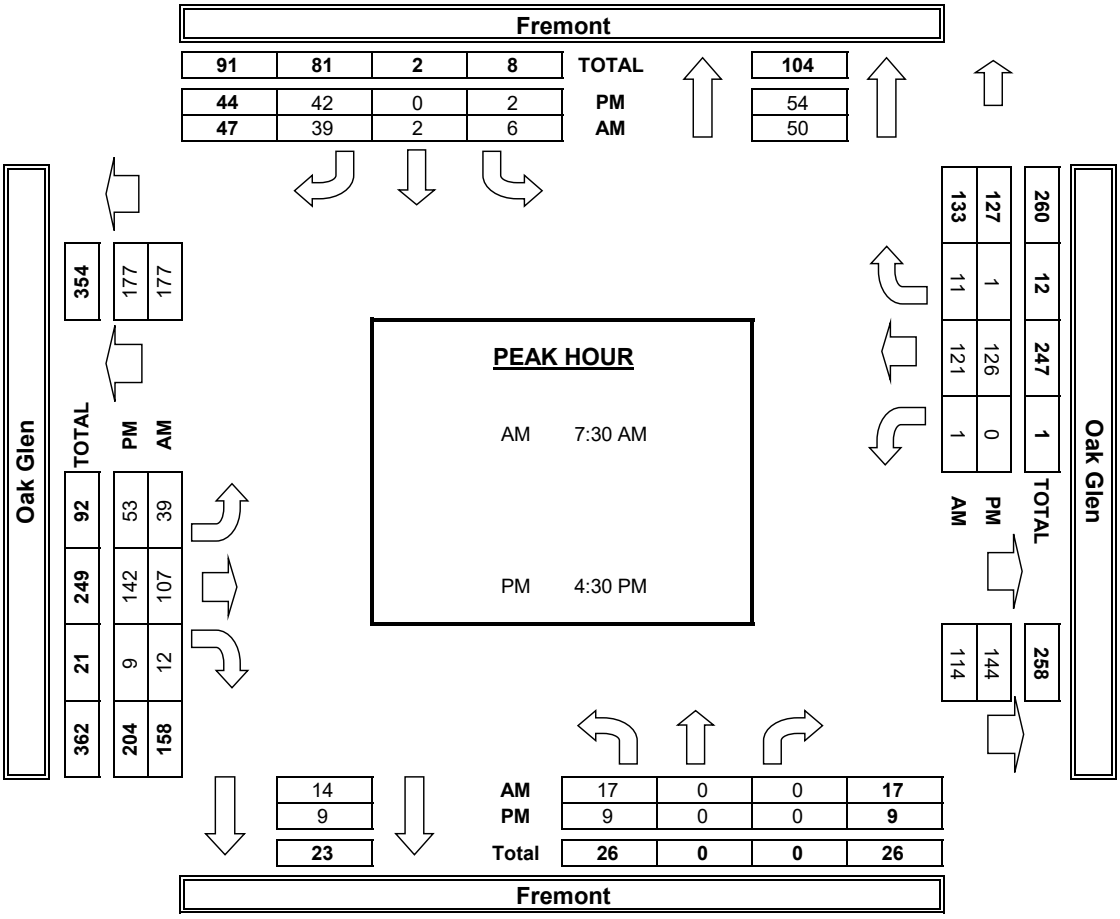
☑ Add U-Turns to Left Turns

		NORTHBOUND (Fremont)			SOUTHBOUND (Fremont)			EASTBOUND (Oak Glen)			WESTBOUND (Oak Glen)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	0	1	0	1	15	5	15	1	0	32	1	74	0	0	0	0	0
	7:15 AM	2	0	0	1	0	14	6	20	0	0	24	0	67	0	0	0	0	0
	7:30 AM	7	0	0	0	0	10	10	25	4	0	31	1	88	0	0	0	0	0
	7:45 AM	5	0	0	2	1	12	6	37	4	0	34	4	105	0	0	0	0	0
	8:00 AM	4	0	0	2	1	11	8	28	3	0	30	4	91	0	0	0	0	0
	8:15 AM	1	0	0	2	0	6	15	17	1	1	26	2	71	0	0	0	1	1
	8:30 AM	2	0	0	4	0	8	9	21	1	0	25	2	72	0	0	0	0	0
	8:45 AM	0	0	0	2	0	12	8	18	0	0	23	1	64	0	0	0	0	0
	VOLUMES	24	0	1	13	3	88	67	181	14	1	225	15	632	0	0	0	1	1
	APPROACH %	96%	0%	4%	13%	3%	85%	26%	69%	5%	0%	93%	6%						
	APP/DEPART	25	/	82	104	/	17	262	/	196	241	/	337	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	17	0	0	6	2	39	39	107	12	1	121	11	355					
	APPROACH %	100%	0%	0%	13%	4%	83%	25%	68%	8%	1%	91%	8%						
	PEAK HR FACTOR		0.607			0.783			0.840			0.875		0.845					
	APP/DEPART	17	/	50	47	/	14	158	/	114	133	/	177	0					
PM	4:00 PM	1	0	0	0	0	13	19	40	1	0	33	3	110	0	0	0	0	0
	4:15 PM	1	0	0	2	0	5	20	22	3	0	32	0	85	0	0	0	0	0
	4:30 PM	4	0	0	2	0	9	14	35	3	0	27	0	94	0	0	0	0	0
	4:45 PM	1	0	0	0	0	8	16	36	2	0	32	0	95	0	0	0	0	0
	5:00 PM	3	0	0	0	0	12	15	35	2	0	37	1	105	0	0	0	0	0
	5:15 PM	1	0	0	0	0	13	8	36	2	0	30	0	90	0	0	0	0	0
	5:30 PM	3	0	0	2	0	6	13	31	1	0	34	0	90	0	0	0	0	0
	5:45 PM	0	0	0	1	0	9	19	26	1	0	25	0	81	0	0	0	0	0
	VOLUMES	14	0	0	7	0	75	124	261	15	0	250	4	750	0	0	0	0	0
	APPROACH %	100%	0%	0%	9%	0%	91%	31%	65%	4%	0%	98%	2%						
	APP/DEPART	14	/	128	82	/	15	400	/	268	254	/	339	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	9	0	0	2	0	42	53	142	9	0	126	1	384					
	APPROACH %	100%	0%	0%	5%	0%	95%	26%	70%	4%	0%	99%	1%						
	PEAK HR FACTOR		0.563			0.846			0.850			0.836		0.873					
	APP/DEPART	9	/	54	44	/	9	204	/	144	127	/	177	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Nov 3, 22

LOCATION: Yucaipa
NORTH & SOUTH: Cherry Croft
EAST & WEST: Oak Glen

PROJECT #: SC3714
LOCATION #: 5
CONTROL: STOP S

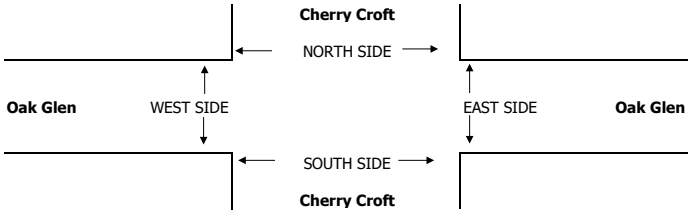
NOTES:

AM
PM
MD
OTHER
OTHER

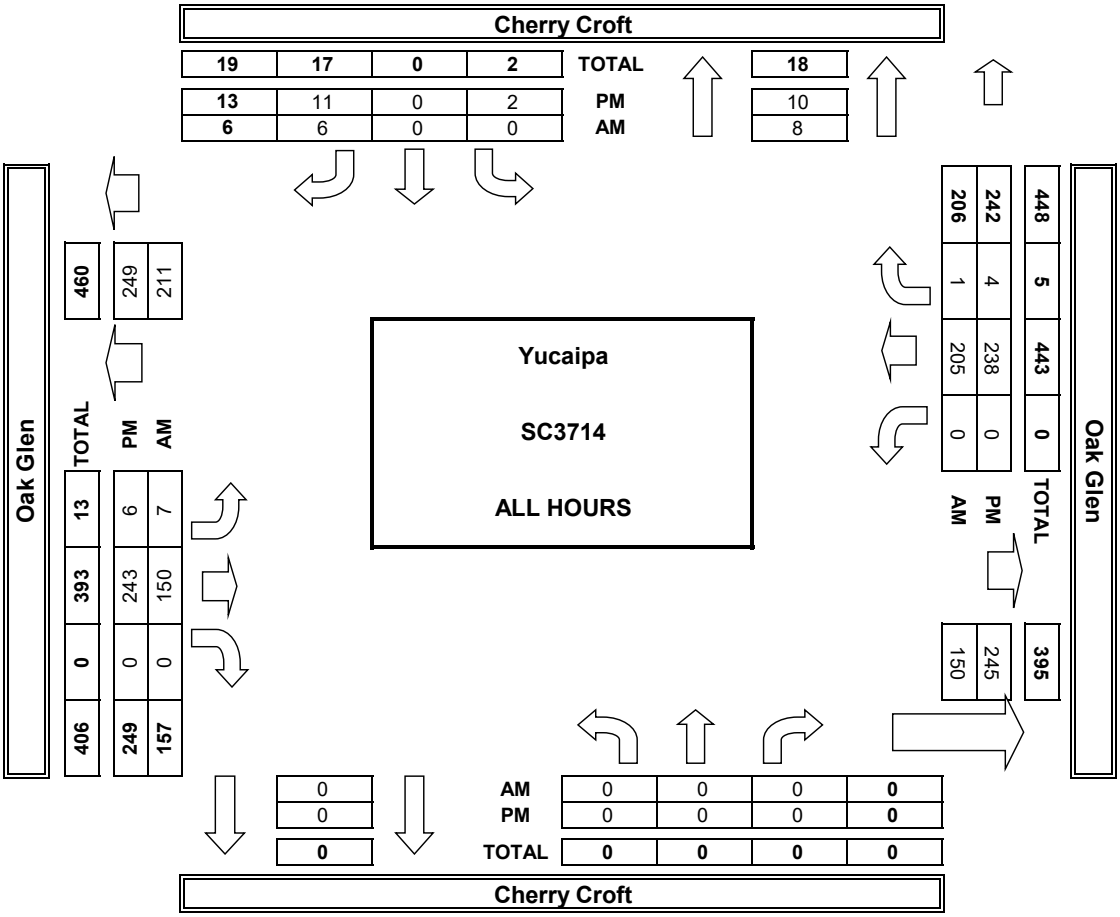
▲ N
◄ W
E ►
S ▼

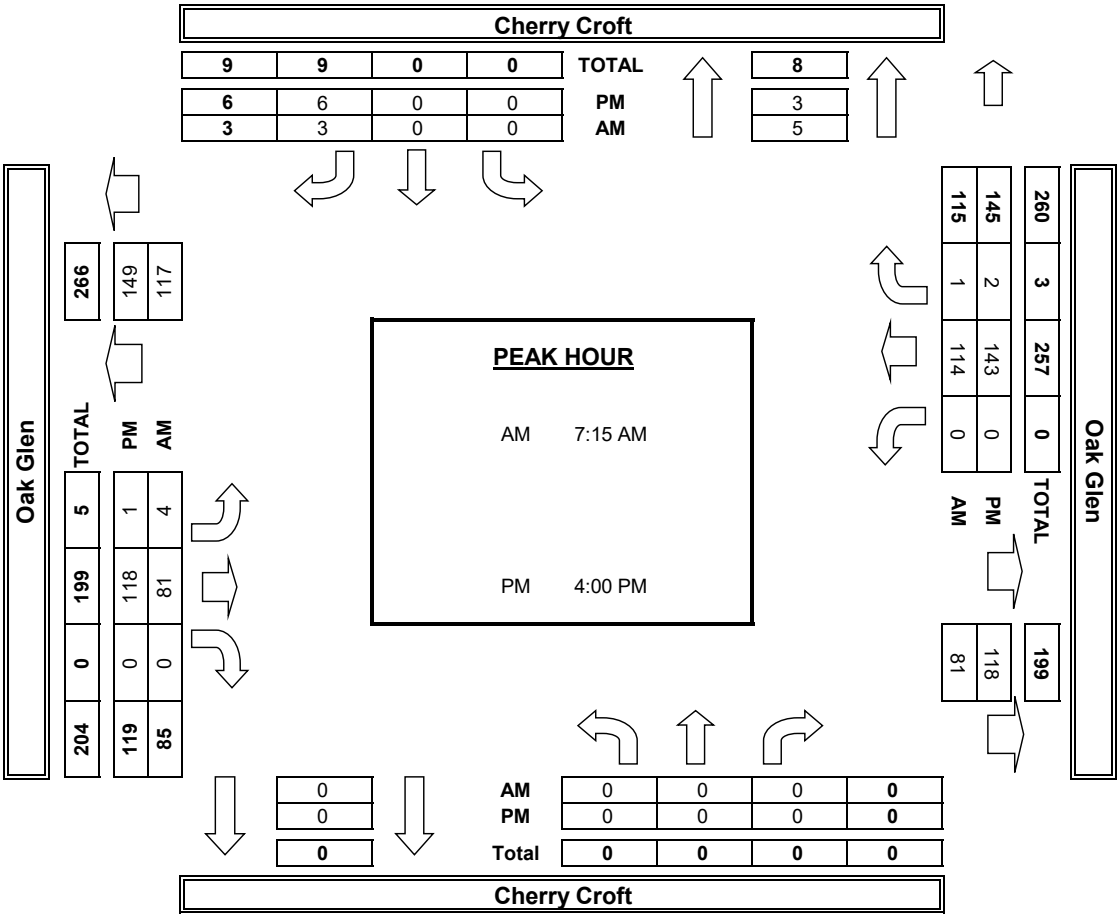
☑ Add U-Turns to Left Turns

		NORTHBOUND Cherry Croft			SOUTHBOUND Cherry Croft			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	1	1	14	0	0	25	0	41	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	2	15	0	0	32	0	50	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	24	0	0	26	0	51	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	1	24	0	0	29	1	57	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	18	0	0	27	0	45	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	18	0	0	22	0	40	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	1	20	0	0	22	0	44	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	1	17	0	0	22	0	41	0	0	0	0	0
	VOLUMES	0	0	0	0	0	6	7	150	0	0	205	1	369	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	4%	96%	0%	0%	100%	0%						
	APP/DEPART	0	/	8	6	/	0	157	/	150	206	/	211	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	3	4	81	0	0	114	1	203					
	APPROACH %	0%	0%	0%	0%	0%	100%	5%	95%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.375			0.850			0.898		0.890					
	APP/DEPART	0	/	5	3	/	0	85	/	81	115	/	117	0					
PM	4:00 PM	0	0	0	0	0	2	0	40	0	0	40	0	82	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	30	0	0	29	1	61	0	0	0	0	0
	4:30 PM	0	0	0	0	0	3	1	26	0	0	42	1	73	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	22	0	0	32	0	54	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	41	0	0	23	0	64	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	1	28	0	0	27	1	58	0	0	0	0	0
	5:30 PM	0	0	0	0	0	3	2	32	0	0	20	0	57	0	0	0	0	0
	5:45 PM	0	0	0	1	0	2	2	24	0	0	25	1	55	0	0	0	0	0
	VOLUMES	0	0	0	2	0	11	6	243	0	0	238	4	504	0	0	0	0	0
	APPROACH %	0%	0%	0%	15%	0%	85%	2%	98%	0%	0%	98%	2%						
	APP/DEPART	0	/	10	13	/	0	249	/	245	242	/	249	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	6	1	118	0	0	143	2	270					
	APPROACH %	0%	0%	0%	0%	0%	100%	1%	99%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.500			0.744			0.843		0.823					
	APP/DEPART	0	/	3	6	/	0	119	/	118	145	/	149	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Nov 3, 22

LOCATION: Yucaipa
NORTH & SOUTH: Cherry Croft
EAST & WEST: Oak Glen

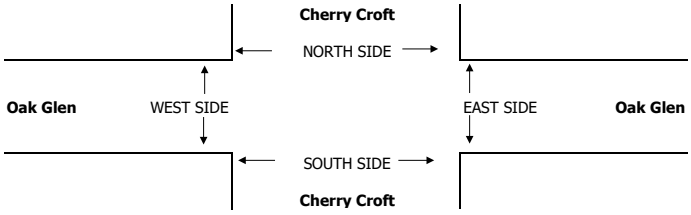
PROJECT #: SC3714
LOCATION #: 5
CONTROL: STOP S

NOTES:

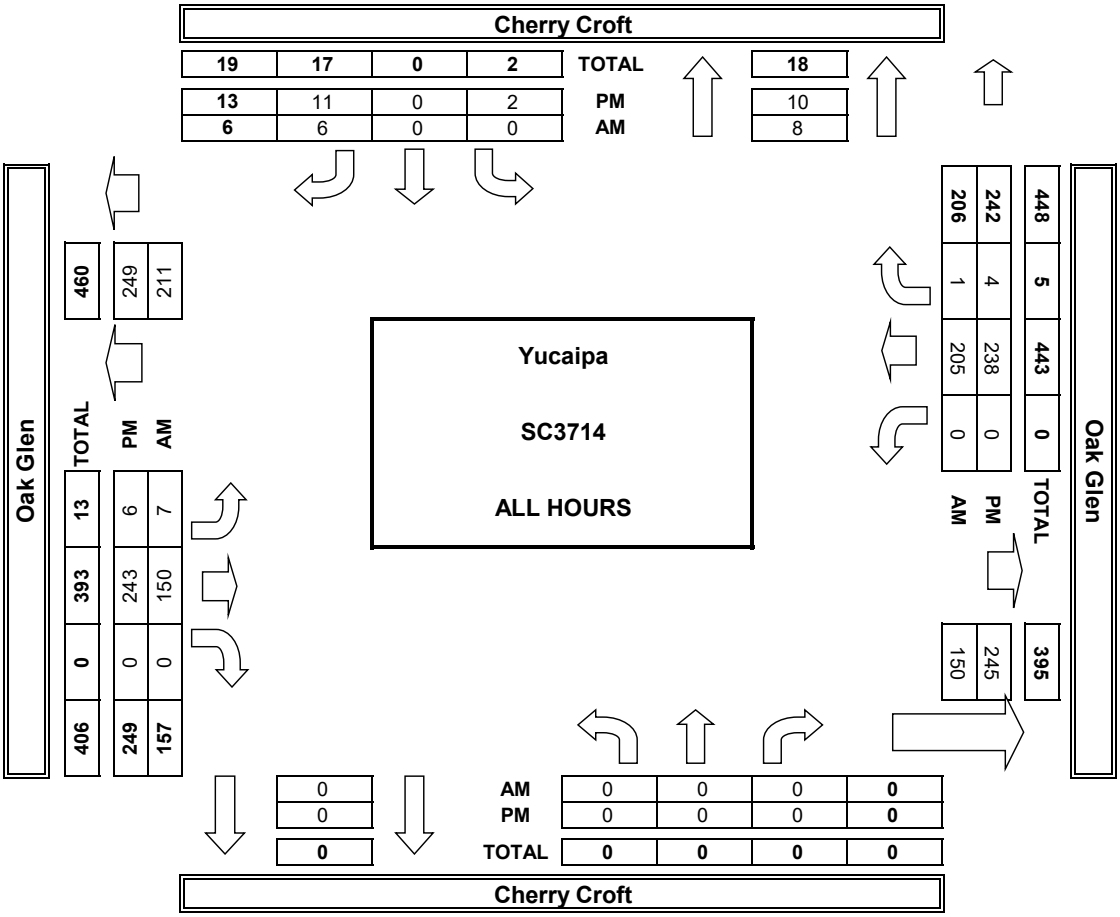
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

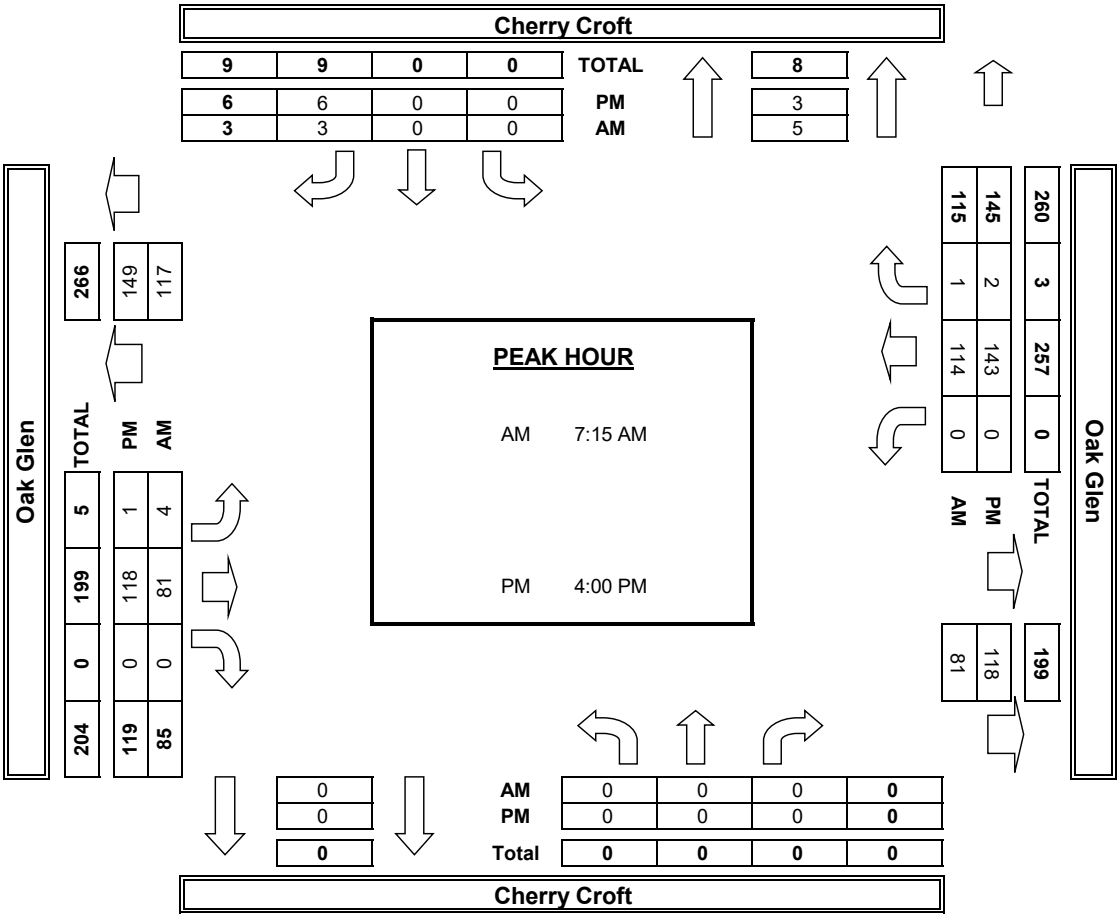
☑ Add U-Turns to Left Turns

		NORTHBOUND (Cherry Croft)			SOUTHBOUND (Cherry Croft)			EASTBOUND (Oak Glen)			WESTBOUND (Oak Glen)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	1	1	14	0	0	25	0	41	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	2	15	0	0	32	0	50	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	24	0	0	26	0	51	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	1	24	0	0	29	1	57	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	18	0	0	27	0	45	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	18	0	0	22	0	40	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	1	20	0	0	22	0	44	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	1	17	0	0	22	0	41	0	0	0	0	0
	VOLUMES	0	0	0	0	0	6	7	150	0	0	205	1	369	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	4%	96%	0%	0%	100%	0%						
	APP/DEPART	0	/	8	6	/	0	157	/	150	206	/	211	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	3	4	81	0	0	114	1	203					
	APPROACH %	0%	0%	0%	0%	0%	100%	5%	95%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.375			0.850			0.898		0.890					
	APP/DEPART	0	/	5	3	/	0	85	/	81	115	/	117	0					
PM	4:00 PM	0	0	0	0	0	2	0	40	0	0	40	0	82	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	30	0	0	29	1	61	0	0	0	0	0
	4:30 PM	0	0	0	0	0	3	1	26	0	0	42	1	73	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	22	0	0	32	0	54	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	41	0	0	23	0	64	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	1	28	0	0	27	1	58	0	0	0	0	0
	5:30 PM	0	0	0	0	0	3	2	32	0	0	20	0	57	0	0	0	0	0
	5:45 PM	0	0	0	1	0	2	2	24	0	0	25	1	55	0	0	0	0	0
	VOLUMES	0	0	0	2	0	11	6	243	0	0	238	4	504	0	0	0	0	0
	APPROACH %	0%	0%	0%	15%	0%	85%	2%	98%	0%	0%	98%	2%						
	APP/DEPART	0	/	10	13	/	0	249	/	245	242	/	249	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	6	1	118	0	0	143	2	270					
	APPROACH %	0%	0%	0%	0%	0%	100%	1%	99%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.500			0.744			0.843		0.823					
	APP/DEPART	0	/	3	6	/	0	119	/	118	145	/	149	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

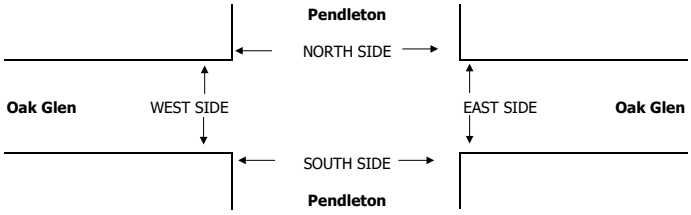
DATE:	LOCATION:	Yucaipa	PROJECT #:	SC3714
Tue, Nov 1, 22	NORTH & SOUTH:	Pendleton	LOCATION #:	6
	EAST & WEST:	Oak Glen	CONTROL:	STOP N

NOTES:

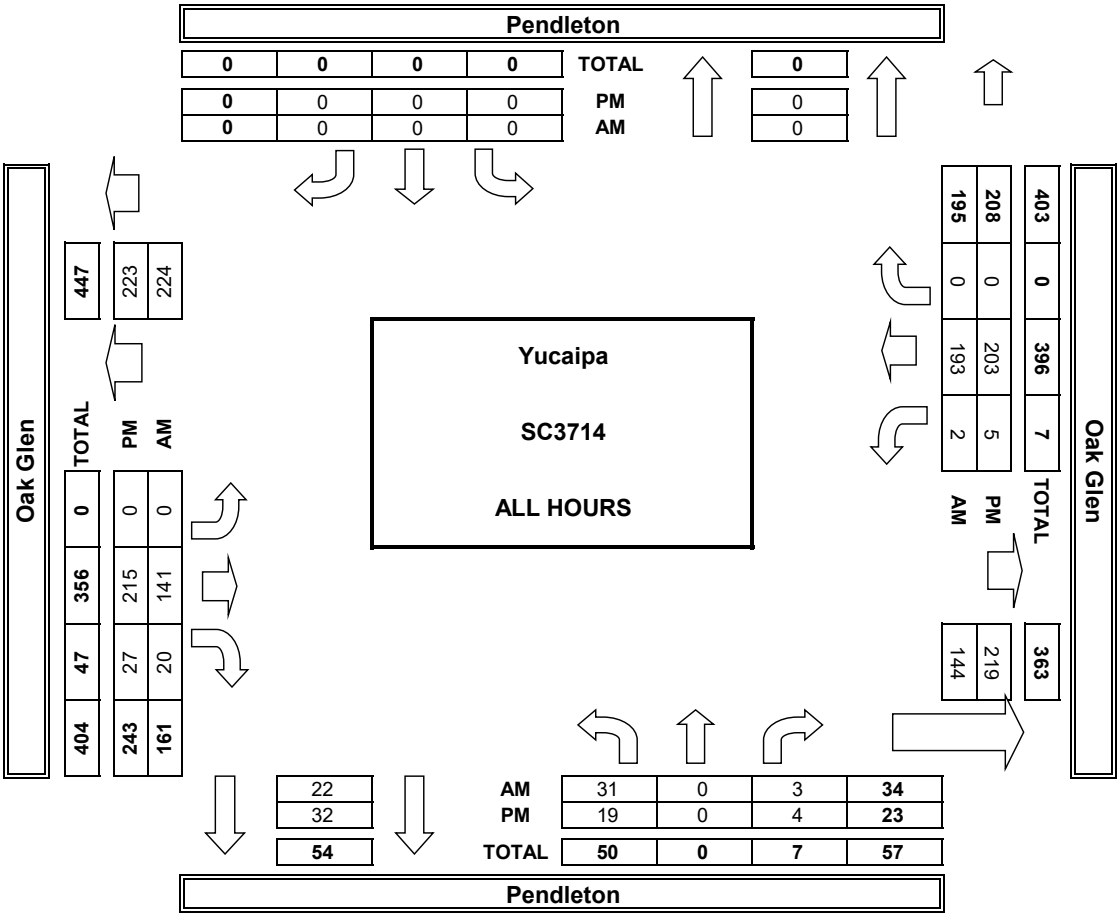
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

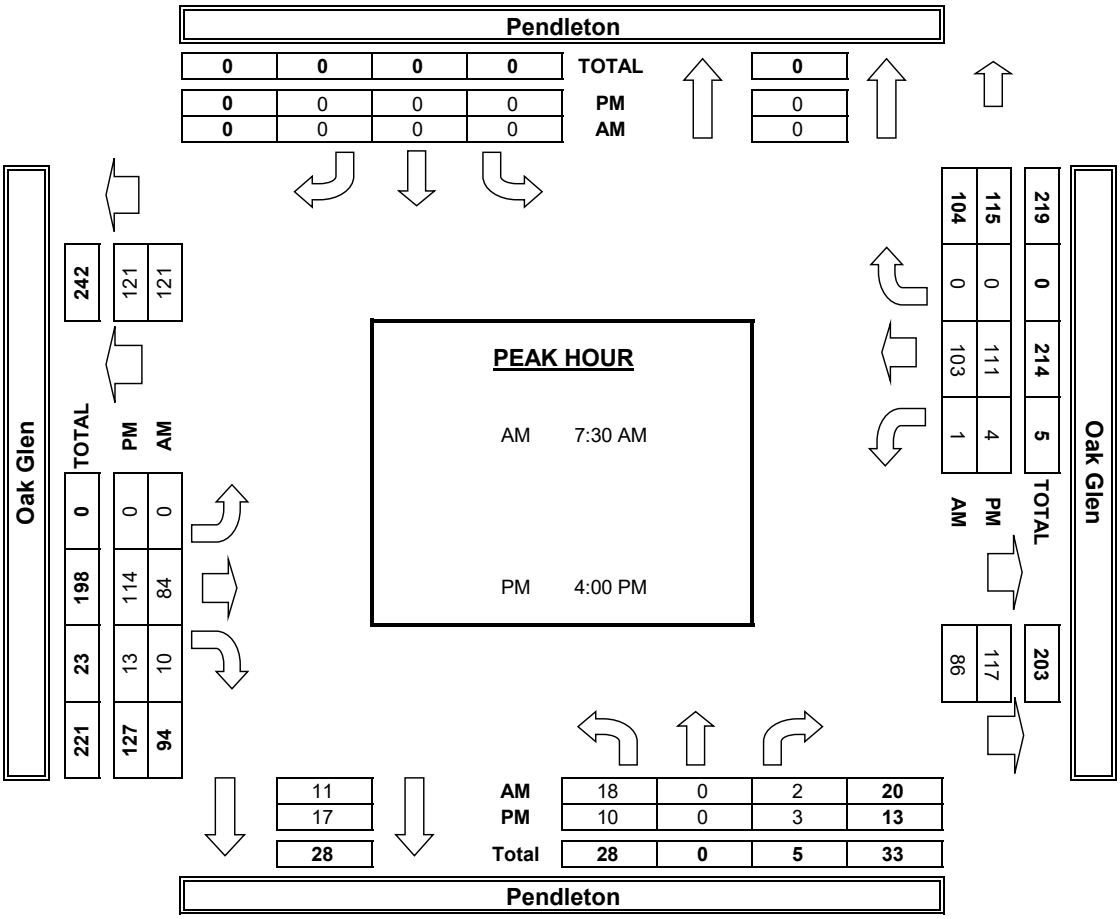
☐ Add U-Turns to Left Turns

		NORTHBOUND (Pendleton)			SOUTHBOUND (Pendleton)			EASTBOUND (Oak Glen)			WESTBOUND (Oak Glen)				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	7	0	0	0	0	0	0	9	0	0	23	0	39	0	0	0	0	0
	7:15 AM	3	0	0	0	0	0	0	10	6	0	17	0	36	0	0	0	0	0
	7:30 AM	8	0	0	0	0	0	0	22	3	0	20	0	53	0	0	0	0	0
	7:45 AM	6	0	1	0	0	0	0	32	4	1	25	0	69	0	0	0	0	0
	8:00 AM	3	0	0	0	0	0	0	16	2	0	31	0	52	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	0	14	1	0	27	0	44	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	22	3	0	22	0	48	0	0	0	0	0
	8:45 AM	2	0	1	0	0	0	0	16	1	1	28	0	49	0	0	0	0	0
	VOLUMES	31	0	3	0	0	0	0	141	20	2	193	0	390	0	0	0	0	0
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	88%	12%	1%	99%	0%						
	APP/DEPART	34	/	0	0	/	22	161	/	144	195	/	224	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	0	2	0	0	0	0	84	10	1	103	0	218					
	APPROACH %	90%	0%	10%	0%	0%	0%	0%	89%	11%	1%	99%	0%						
	PEAK HR FACTOR		0.625			0.000			0.653			0.839		0.790					
	APP/DEPART	20	/	0	0	/	11	94	/	86	104	/	121	0					
PM	4:00 PM	2	0	1	0	0	0	0	33	4	0	33	0	73	0	0	0	0	0
	4:15 PM	3	0	0	0	0	0	0	23	3	1	21	0	51	0	0	0	0	0
	4:30 PM	4	0	2	0	0	0	0	29	4	1	24	0	64	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	0	29	2	2	33	0	67	0	0	0	0	0
	5:00 PM	2	0	0	0	0	0	0	28	4	0	29	0	63	0	0	1	0	1
	5:15 PM	2	0	0	0	0	0	0	27	3	0	20	0	52	0	0	0	0	0
	5:30 PM	2	0	1	0	0	0	0	25	5	0	24	0	57	0	0	0	0	0
	5:45 PM	3	0	0	0	0	0	0	21	2	1	19	0	46	0	0	0	0	0
	VOLUMES	19	0	4	0	0	0	0	215	27	5	203	0	474	0	0	1	0	1
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	88%	11%	2%	98%	0%						
	APP/DEPART	23	/	0	0	/	32	243	/	219	208	/	223	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	10	0	3	0	0	0	0	114	13	4	111	0	255					
	APPROACH %	77%	0%	23%	0%	0%	0%	0%	90%	10%	3%	97%	0%						
	PEAK HR FACTOR		0.542			0.000			0.858			0.821		0.873					
	APP/DEPART	13	/	0	0	/	17	127	/	117	115	/	121	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Pendleton
EAST & WEST: Oak Glen

PROJECT #: SC3714
LOCATION #: 6
CONTROL: STOP N

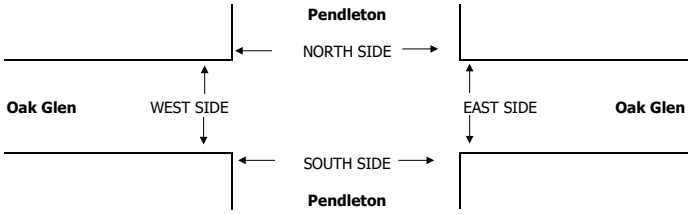
NOTES:

AM / PM / MD / OTHER / OTHER

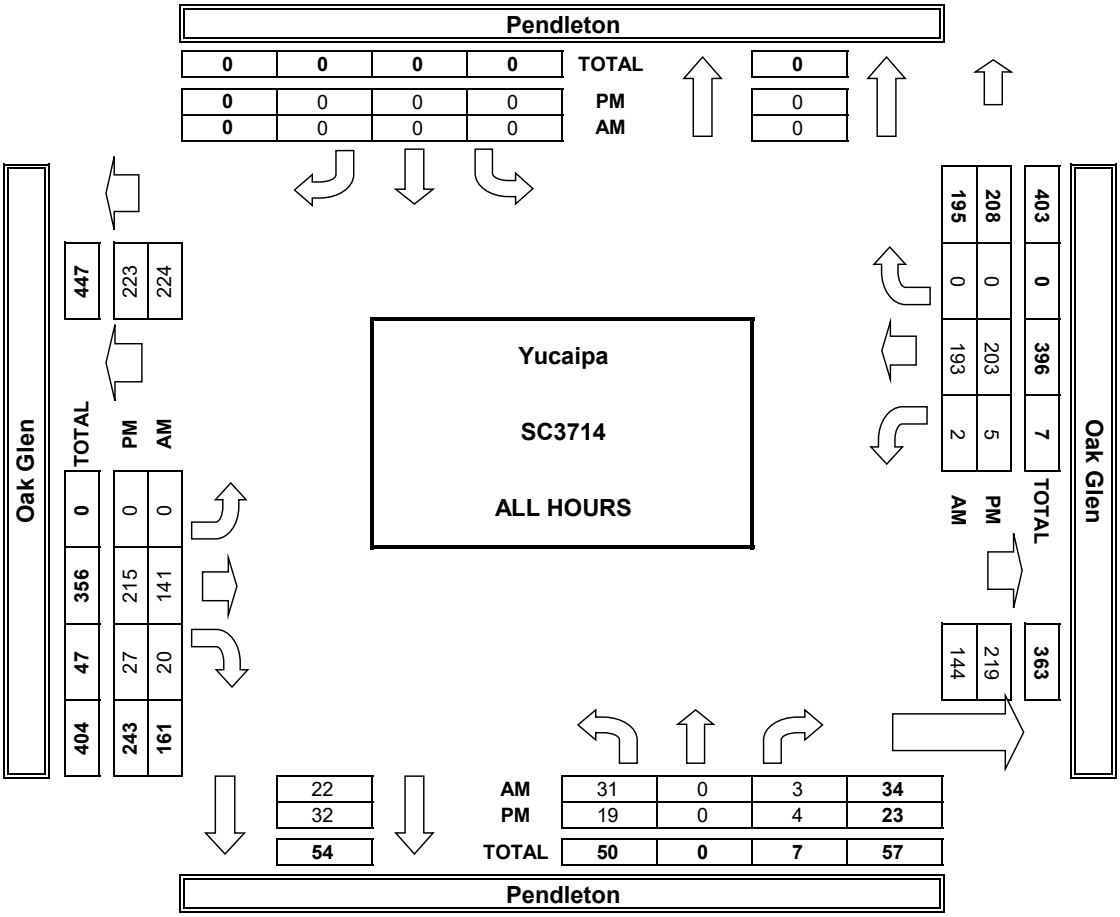
▲ N
◄ W
E ►
S ▼

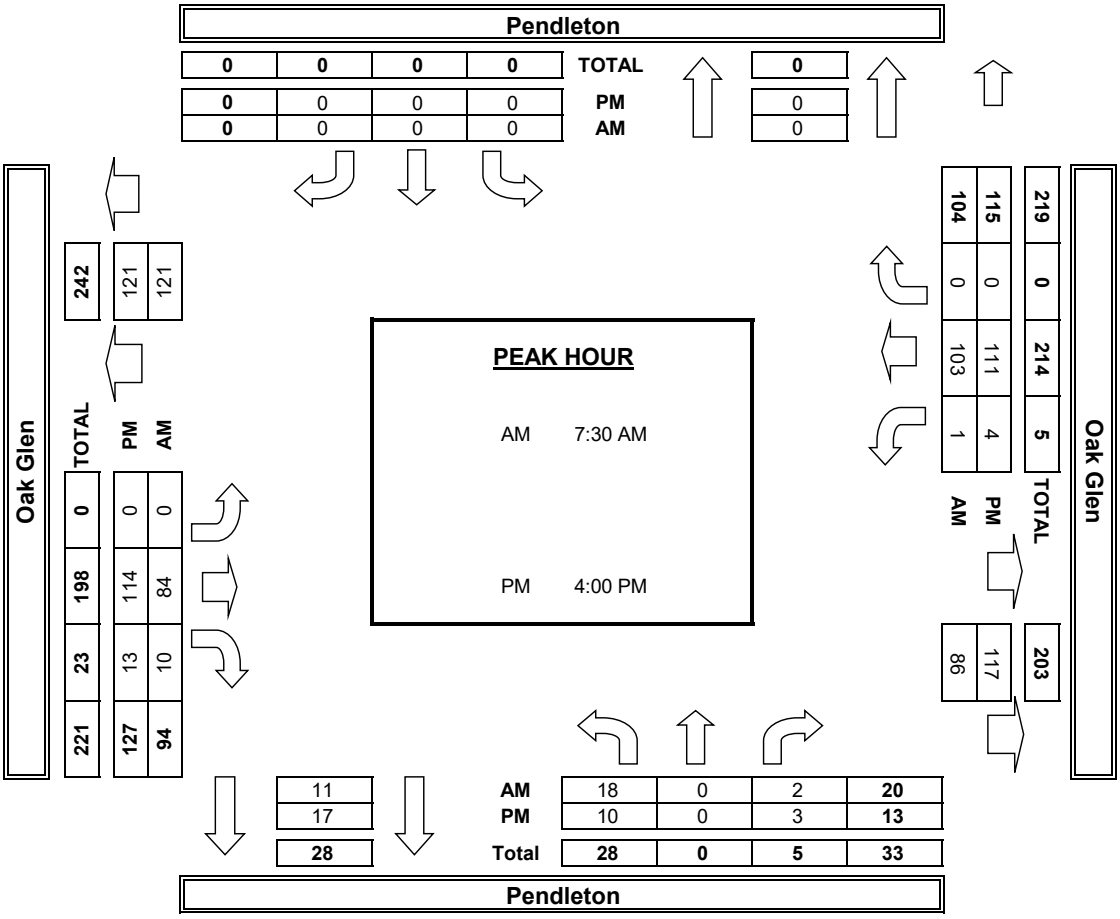
☐ Add U-Turns to Left Turns

		NORTHBOUND Pendleton			SOUTHBOUND Pendleton			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	7	0	0	0	0	0	0	9	0	0	23	0	39	0	0	0	0	0
	7:15 AM	3	0	0	0	0	0	0	10	6	0	17	0	36	0	0	0	0	0
	7:30 AM	8	0	0	0	0	0	0	22	3	0	20	0	53	0	0	0	0	0
	7:45 AM	6	0	1	0	0	0	0	32	4	1	25	0	69	0	0	0	0	0
	8:00 AM	3	0	0	0	0	0	0	16	2	0	31	0	52	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	0	14	1	0	27	0	44	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	22	3	0	22	0	48	0	0	0	0	0
	8:45 AM	2	0	1	0	0	0	0	16	1	1	28	0	49	0	0	0	0	0
	VOLUMES	31	0	3	0	0	0	0	141	20	2	193	0	390	0	0	0	0	0
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	88%	12%	1%	99%	0%						
	APP/DEPART	34	/	0	0	/	22	161	/	144	195	/	224	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	0	2	0	0	0	0	84	10	1	103	0	218					
	APPROACH %	90%	0%	10%	0%	0%	0%	0%	89%	11%	1%	99%	0%						
	PEAK HR FACTOR		0.625			0.000			0.653			0.839		0.790					
	APP/DEPART	20	/	0	0	/	11	94	/	86	104	/	121	0					
PM	4:00 PM	2	0	1	0	0	0	0	33	4	0	33	0	73	0	0	0	0	0
	4:15 PM	3	0	0	0	0	0	0	23	3	1	21	0	51	0	0	0	0	0
	4:30 PM	4	0	2	0	0	0	0	29	4	1	24	0	64	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	0	29	2	2	33	0	67	0	0	0	0	0
	5:00 PM	2	0	0	0	0	0	0	28	4	0	29	0	63	0	0	1	0	1
	5:15 PM	2	0	0	0	0	0	0	27	3	0	20	0	52	0	0	0	0	0
	5:30 PM	2	0	1	0	0	0	0	25	5	0	24	0	57	0	0	0	0	0
	5:45 PM	3	0	0	0	0	0	0	21	2	1	19	0	46	0	0	0	0	0
	VOLUMES	19	0	4	0	0	0	0	215	27	5	203	0	474	0	0	1	0	1
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	88%	11%	2%	98%	0%						
	APP/DEPART	23	/	0	0	/	32	243	/	219	208	/	223	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	10	0	3	0	0	0	0	114	13	4	111	0	255					
	APPROACH %	77%	0%	23%	0%	0%	0%	0%	90%	10%	3%	97%	0%						
	PEAK HR FACTOR		0.542			0.000			0.858			0.821		0.873					
	APP/DEPART	13	/	0	0	/	17	127	/	117	115	/	121	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Casa Blanca
EAST & WEST: Oak Glen

PROJECT #: SC3714
LOCATION #: 7
CONTROL: STOP N

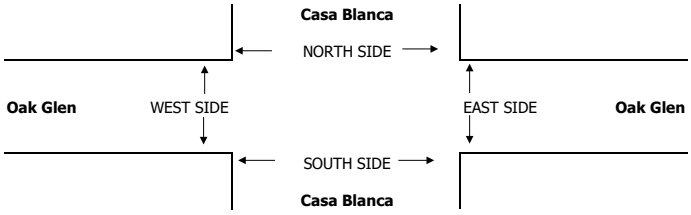
NOTES:

AM / PM / MD / OTHER / OTHER

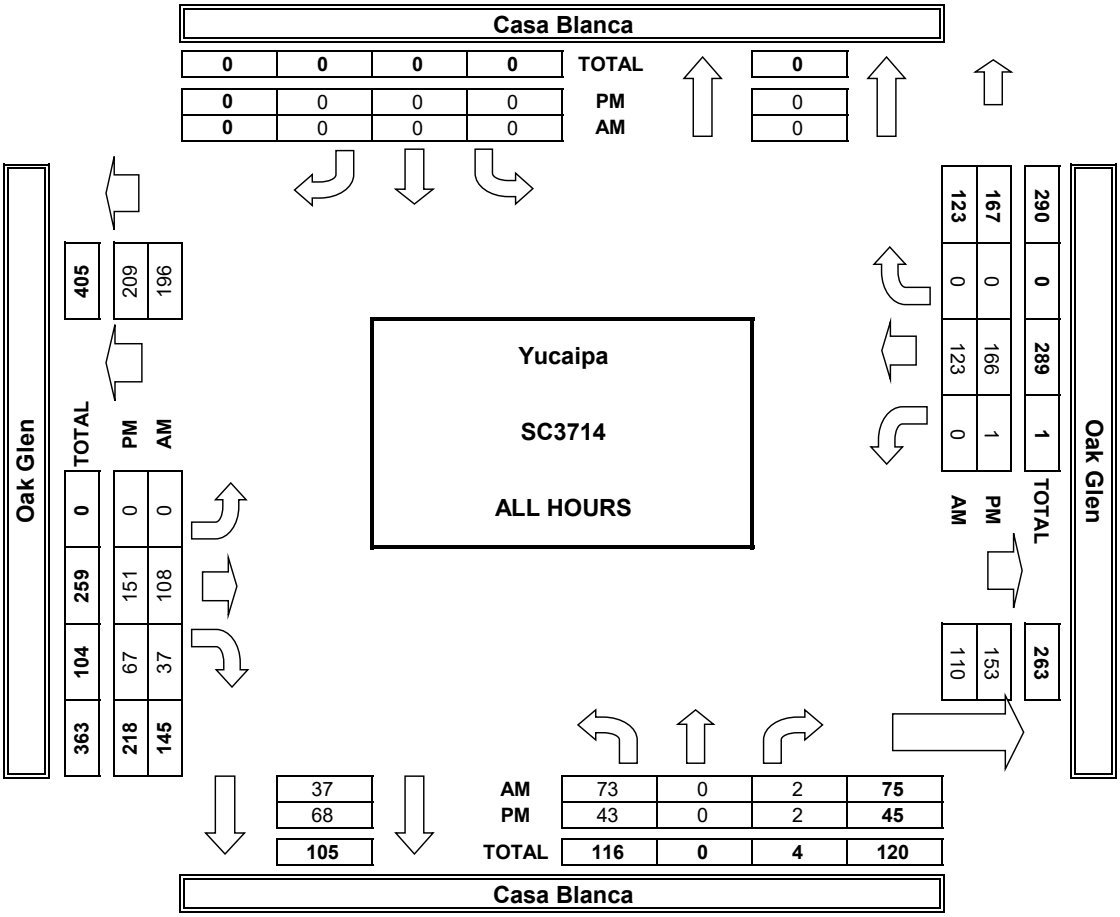
▲ N
◄ W
E ►
S ▼

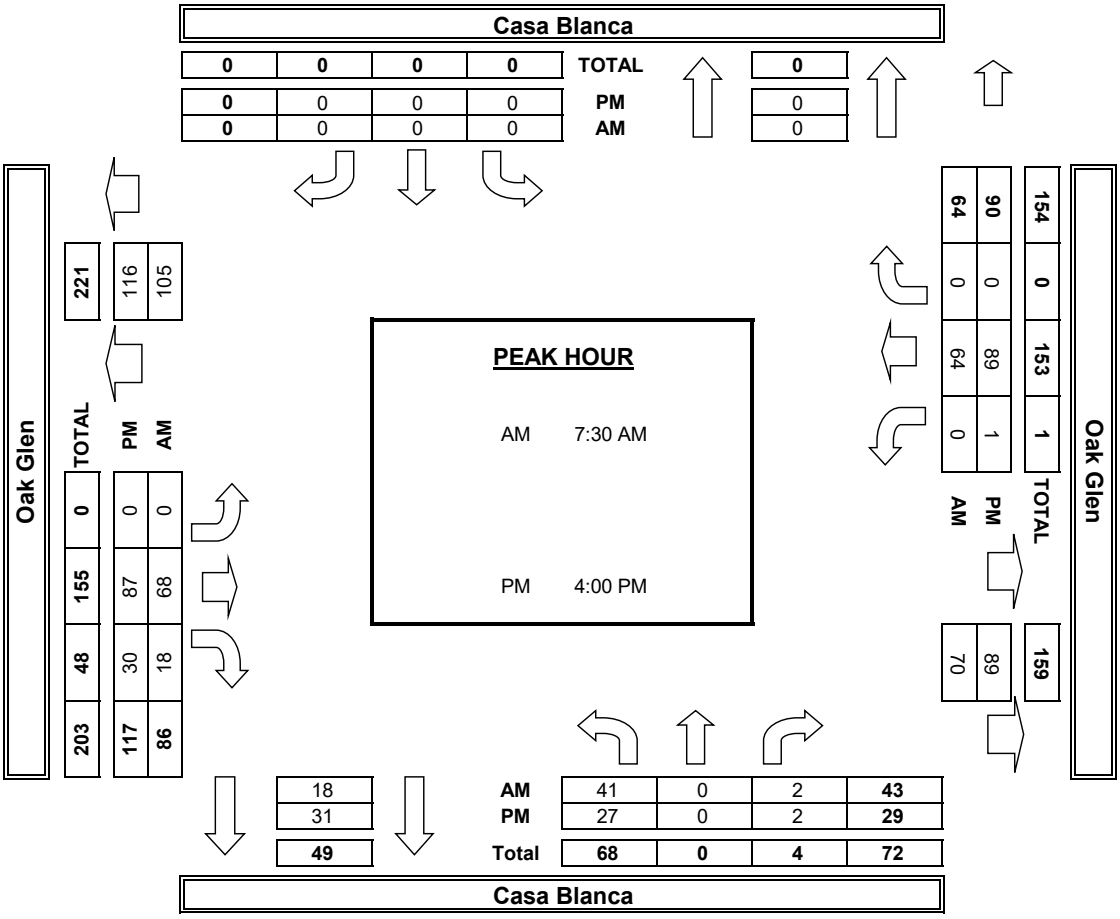
☑ Add U-Turns to Left Turns

		NORTHBOUND Casa Blanca			SOUTHBOUND Casa Blanca			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	0	0	0	0	0	0	7	4	0	14	0	35	0	0	0	0	0
	7:15 AM	4	0	0	0	0	0	0	7	2	0	12	0	25	0	0	0	0	0
	7:30 AM	9	0	0	0	0	0	0	20	2	0	13	0	44	0	0	0	0	0
	7:45 AM	14	0	0	0	0	0	0	28	7	0	12	0	61	0	0	0	0	0
	8:00 AM	11	0	0	0	0	0	0	11	3	0	20	0	45	0	0	0	0	0
	8:15 AM	7	0	2	0	0	0	0	9	6	0	19	0	43	0	0	0	0	0
	8:30 AM	9	0	0	0	0	0	0	12	9	0	13	0	43	0	0	0	0	0
	8:45 AM	9	0	0	0	0	0	0	14	4	0	20	0	47	0	0	0	0	0
	VOLUMES	73	0	2	0	0	0	0	108	37	0	123	0	343	0	0	0	0	0
	APPROACH %	97%	0%	3%	0%	0%	0%	0%	74%	26%	0%	100%	0%						
	APP/DEPART	75	/	0	0	/	37	145	/	110	123	/	196	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	41	0	2	0	0	0	0	68	18	0	64	0	193					
	APPROACH %	95%	0%	5%	0%	0%	0%	0%	79%	21%	0%	100%	0%						
	PEAK HR FACTOR		0.768			0.000			0.614			0.800		0.791					
	APP/DEPART	43	/	0	0	/	18	86	/	70	64	/	105	0					
PM	4:00 PM	10	0	1	0	0	0	0	26	8	0	23	0	68	0	0	0	0	0
	4:15 PM	6	0	0	0	0	0	0	16	7	0	17	0	46	0	0	0	0	0
	4:30 PM	4	0	1	0	0	0	0	23	8	0	21	0	57	0	0	0	0	0
	4:45 PM	7	0	0	0	0	0	0	22	7	1	28	0	65	0	0	0	0	0
	5:00 PM	3	0	0	0	0	0	0	18	10	0	26	0	57	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	18	9	0	19	0	47	0	0	0	0	0
	5:30 PM	8	0	0	0	0	0	0	15	10	0	16	0	49	0	0	0	0	0
	5:45 PM	4	0	0	0	0	0	0	13	8	0	16	0	41	0	0	0	0	0
	VOLUMES	43	0	2	0	0	0	0	151	67	1	166	0	430	0	0	0	0	0
	APPROACH %	96%	0%	4%	0%	0%	0%	0%	69%	31%	1%	99%	0%						
	APP/DEPART	45	/	0	0	/	68	218	/	153	167	/	209	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	27	0	2	0	0	0	0	87	30	1	89	0	236					
	APPROACH %	93%	0%	7%	0%	0%	0%	0%	74%	26%	1%	99%	0%						
	PEAK HR FACTOR		0.659			0.000			0.860			0.776		0.868					
	APP/DEPART	29	/	0	0	/	31	117	/	89	90	/	116	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

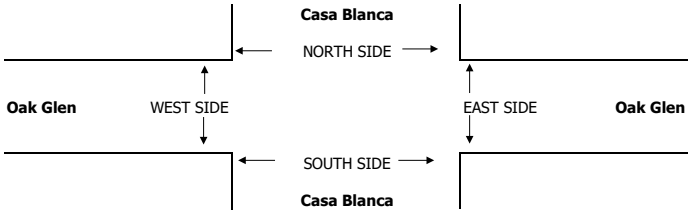
DATE:					
Tue, Nov 1, 22	LOCATION:	Yucaipa	PROJECT #:	SC3714	
	NORTH & SOUTH:	Casa Blanca	LOCATION #:	7	
	EAST & WEST:	Oak Glen	CONTROL:	STOP N	

NOTES:

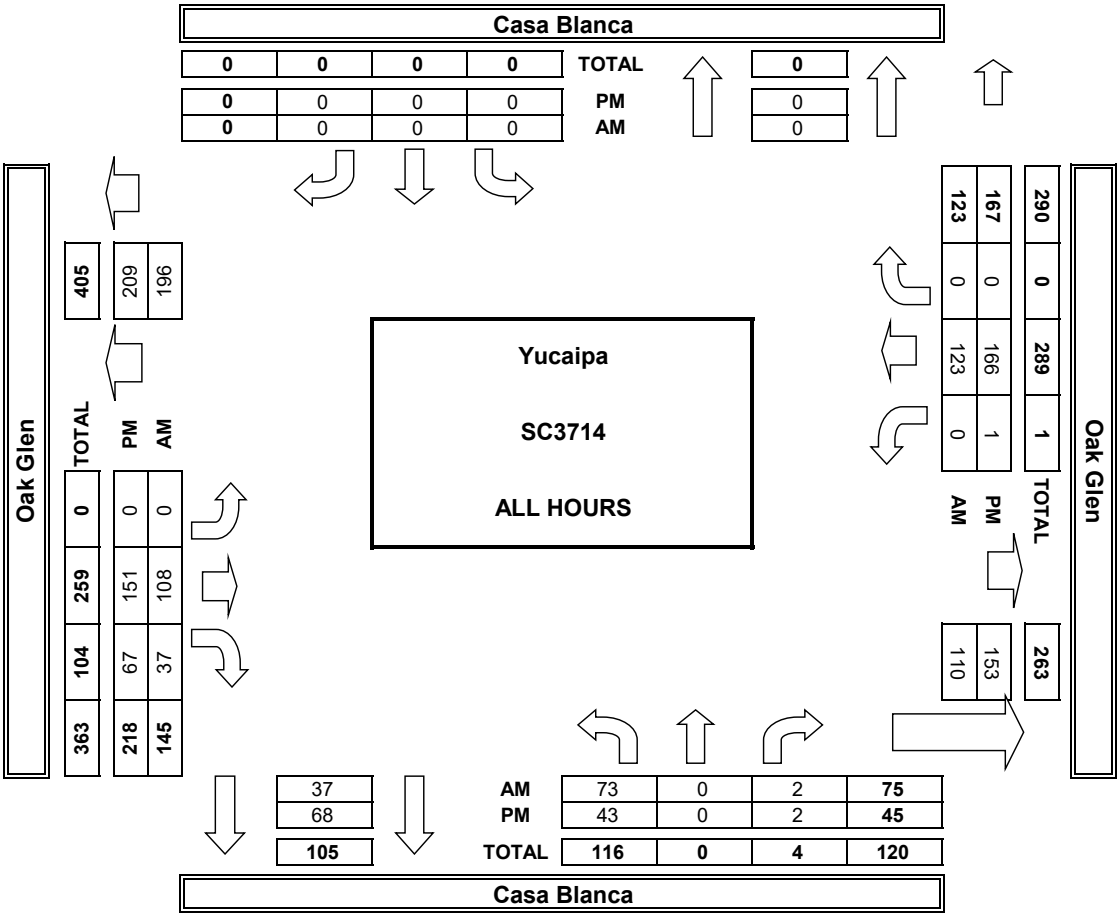
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

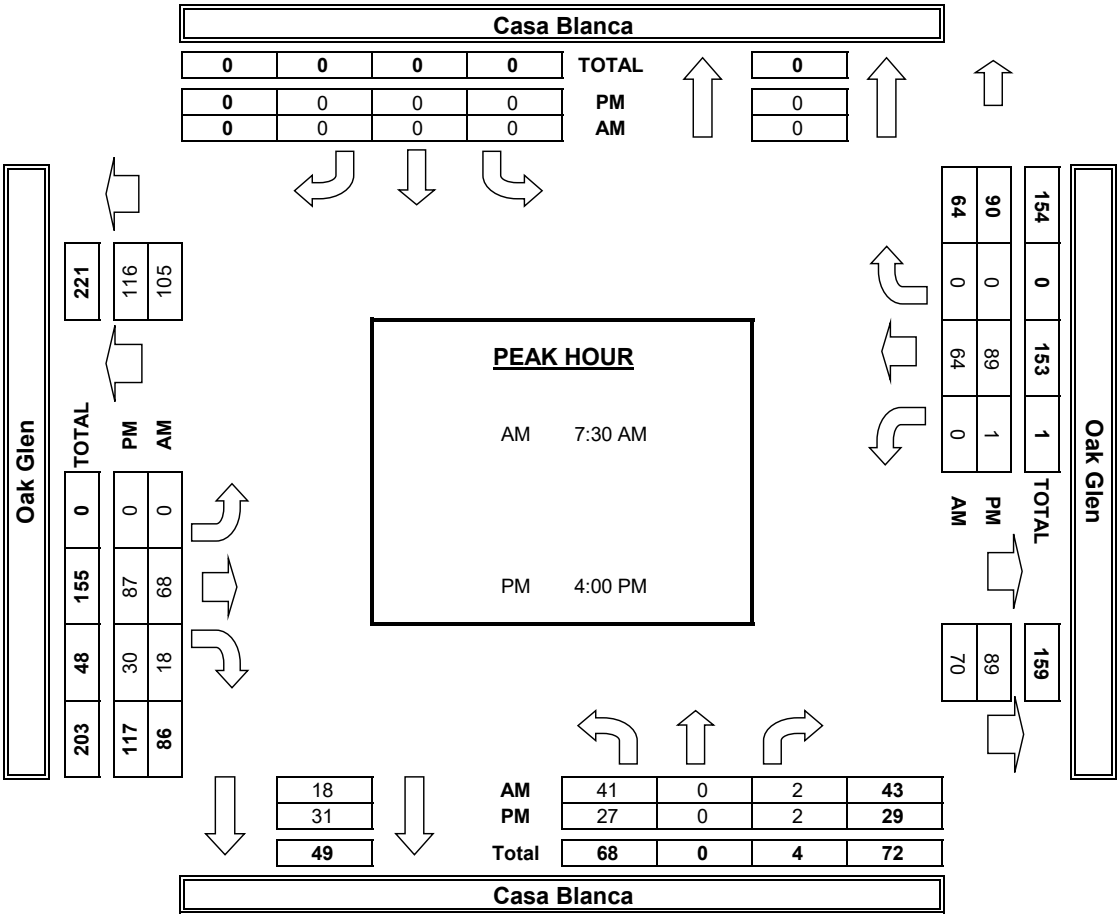
☑ Add U-Turns to Left Turns

		NORTHBOUND Casa Blanca			SOUTHBOUND Casa Blanca			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	0	0	0	0	0	0	7	4	0	14	0	35	0	0	0	0	0
	7:15 AM	4	0	0	0	0	0	0	7	2	0	12	0	25	0	0	0	0	0
	7:30 AM	9	0	0	0	0	0	0	20	2	0	13	0	44	0	0	0	0	0
	7:45 AM	14	0	0	0	0	0	0	28	7	0	12	0	61	0	0	0	0	0
	8:00 AM	11	0	0	0	0	0	0	11	3	0	20	0	45	0	0	0	0	0
	8:15 AM	7	0	2	0	0	0	0	9	6	0	19	0	43	0	0	0	0	0
	8:30 AM	9	0	0	0	0	0	0	12	9	0	13	0	43	0	0	0	0	0
	8:45 AM	9	0	0	0	0	0	0	14	4	0	20	0	47	0	0	0	0	0
	VOLUMES	73	0	2	0	0	0	0	108	37	0	123	0	343	0	0	0	0	0
	APPROACH %	97%	0%	3%	0%	0%	0%	0%	74%	26%	0%	100%	0%						
	APP/DEPART	75	/	0	0	/	37	145	/	110	123	/	196	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	41	0	2	0	0	0	0	68	18	0	64	0	193					
	APPROACH %	95%	0%	5%	0%	0%	0%	0%	79%	21%	0%	100%	0%						
	PEAK HR FACTOR		0.768			0.000			0.614			0.800		0.791					
	APP/DEPART	43	/	0	0	/	18	86	/	70	64	/	105	0					
PM	4:00 PM	10	0	1	0	0	0	0	26	8	0	23	0	68	0	0	0	0	0
	4:15 PM	6	0	0	0	0	0	0	16	7	0	17	0	46	0	0	0	0	0
	4:30 PM	4	0	1	0	0	0	0	23	8	0	21	0	57	0	0	0	0	0
	4:45 PM	7	0	0	0	0	0	0	22	7	1	28	0	65	0	0	0	0	0
	5:00 PM	3	0	0	0	0	0	0	18	10	0	26	0	57	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	18	9	0	19	0	47	0	0	0	0	0
	5:30 PM	8	0	0	0	0	0	0	15	10	0	16	0	49	0	0	0	0	0
	5:45 PM	4	0	0	0	0	0	0	13	8	0	16	0	41	0	0	0	0	0
	VOLUMES	43	0	2	0	0	0	0	151	67	1	166	0	430	0	0	0	0	0
	APPROACH %	96%	0%	4%	0%	0%	0%	0%	69%	31%	1%	99%	0%						
	APP/DEPART	45	/	0	0	/	68	218	/	153	167	/	209	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	27	0	2	0	0	0	0	87	30	1	89	0	236					
	APPROACH %	93%	0%	7%	0%	0%	0%	0%	74%	26%	1%	99%	0%						
	PEAK HR FACTOR		0.659			0.000			0.860			0.776		0.868					
	APP/DEPART	29	/	0	0	/	31	117	/	89	90	/	116	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Chagall
EAST & WEST: Oak Glen

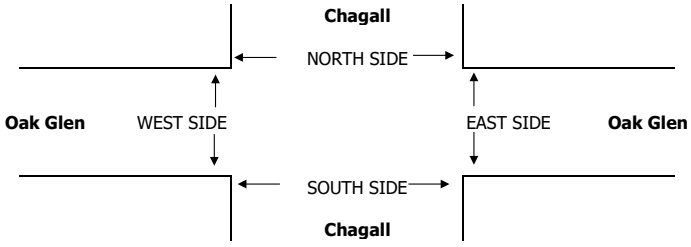
PROJECT #: SC3714
LOCATION #: 8
CONTROL: NO CONTROL

NOTES:

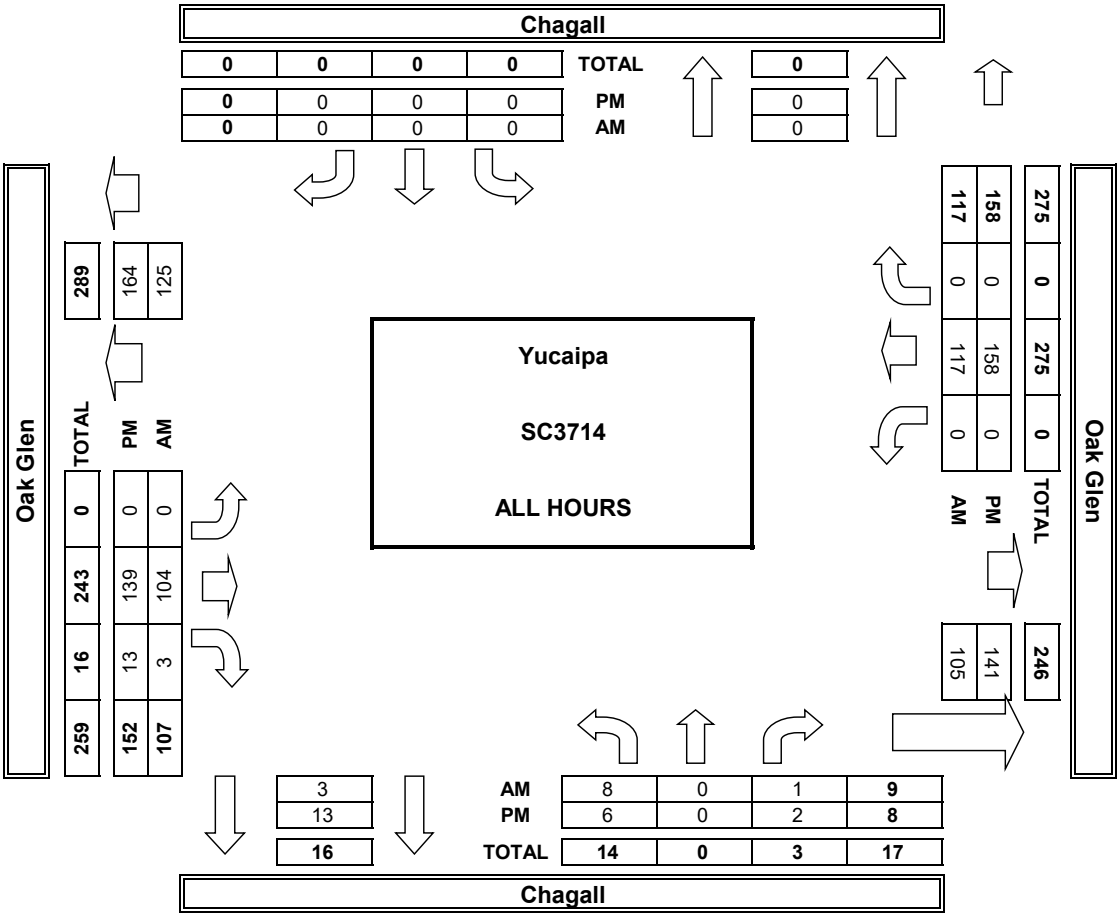
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

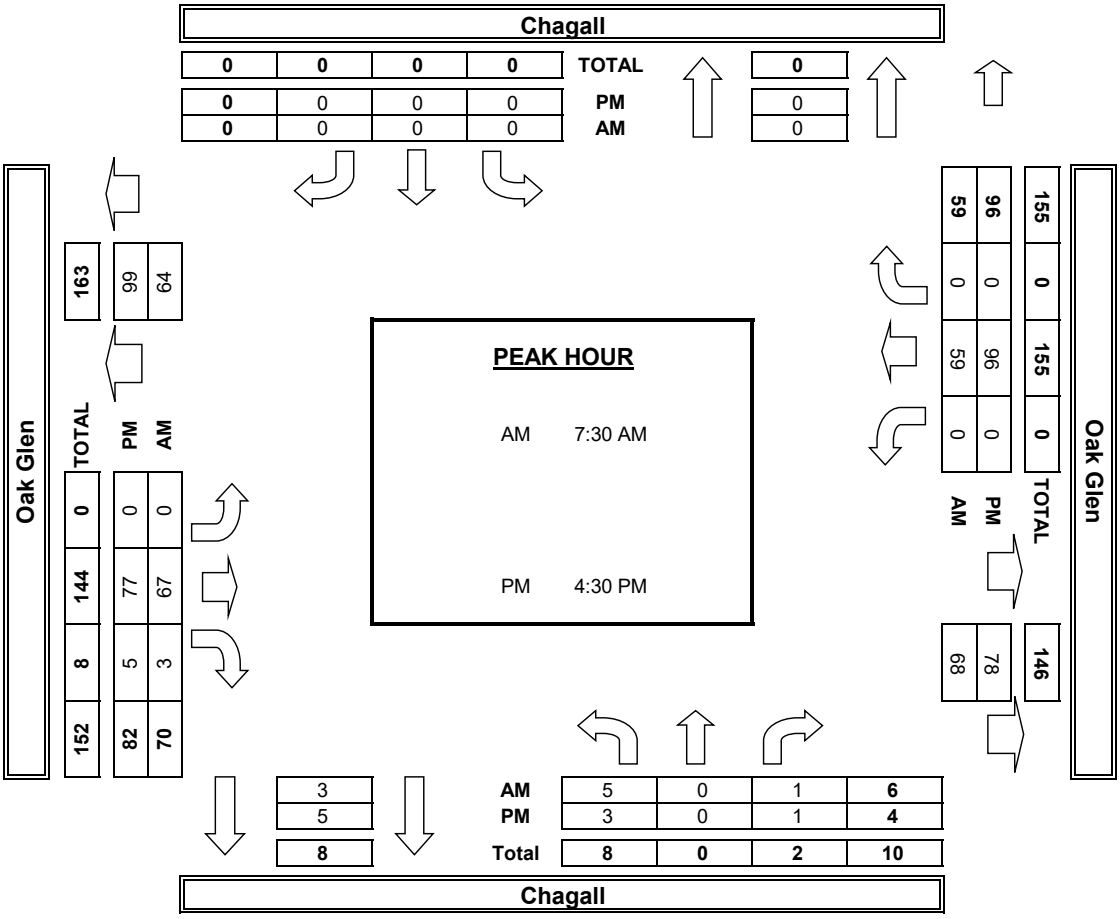
☑ Add U-Turns to Left Turns

		NORTHBOUND Chagall			SOUTHBOUND Chagall			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	0	0	0	0	0	0	7	0	0	15	0	24	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	7	0	0	10	0	17	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	19	0	0	9	0	29	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	27	1	0	13	0	41	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	10	1	0	23	0	35	0	0	0	0	0
	8:15 AM	3	0	1	0	0	0	0	11	1	0	14	0	30	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	11	0	0	12	0	24	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	12	0	0	21	0	33	0	0	0	0	0
	VOLUMES	8	0	1	0	0	0	0	104	3	0	117	0	233	0	0	0	0	0
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	97%	3%	0%	100%	0%						
	APP/DEPART	9	/	0	0	/	3	107	/	105	117	/	125	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	0	1	0	0	0	0	67	3	0	59	0	135					
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	96%	4%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.000			0.625			0.641		0.823					
	APP/DEPART	6	/	0	0	/	3	70	/	68	59	/	64	0					
PM	4:00 PM	0	0	0	0	0	0	0	24	2	0	22	0	48	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	11	3	0	15	0	29	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	18	4	0	23	0	46	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	20	0	0	26	0	47	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	20	0	0	31	0	52	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	19	1	0	16	0	37	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	15	3	0	11	0	30	0	0	0	0	0
	5:45 PM	2	0	1	0	0	0	0	12	0	0	14	0	29	0	0	0	0	0
	VOLUMES	6	0	2	0	0	0	0	139	13	0	158	0	318	0	0	0	0	0
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	91%	9%	0%	100%	0%						
	APP/DEPART	8	/	0	0	/	13	152	/	141	158	/	164	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	0	1	0	0	0	0	77	5	0	96	0	182					
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	94%	6%	0%	100%	0%						
	PEAK HR FACTOR		1.000			0.000			0.932			0.774		0.875					
	APP/DEPART	4	/	0	0	/	5	82	/	78	96	/	99	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Chagall
EAST & WEST: Oak Glen

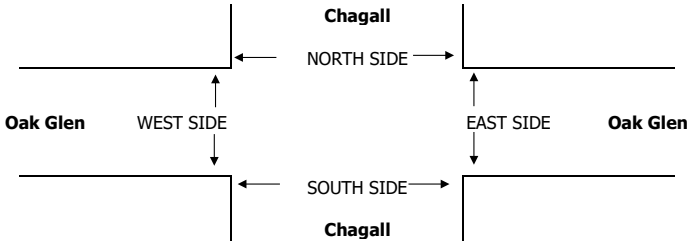
PROJECT #: SC3714
LOCATION #: 8
CONTROL: NO CONTROL

NOTES:

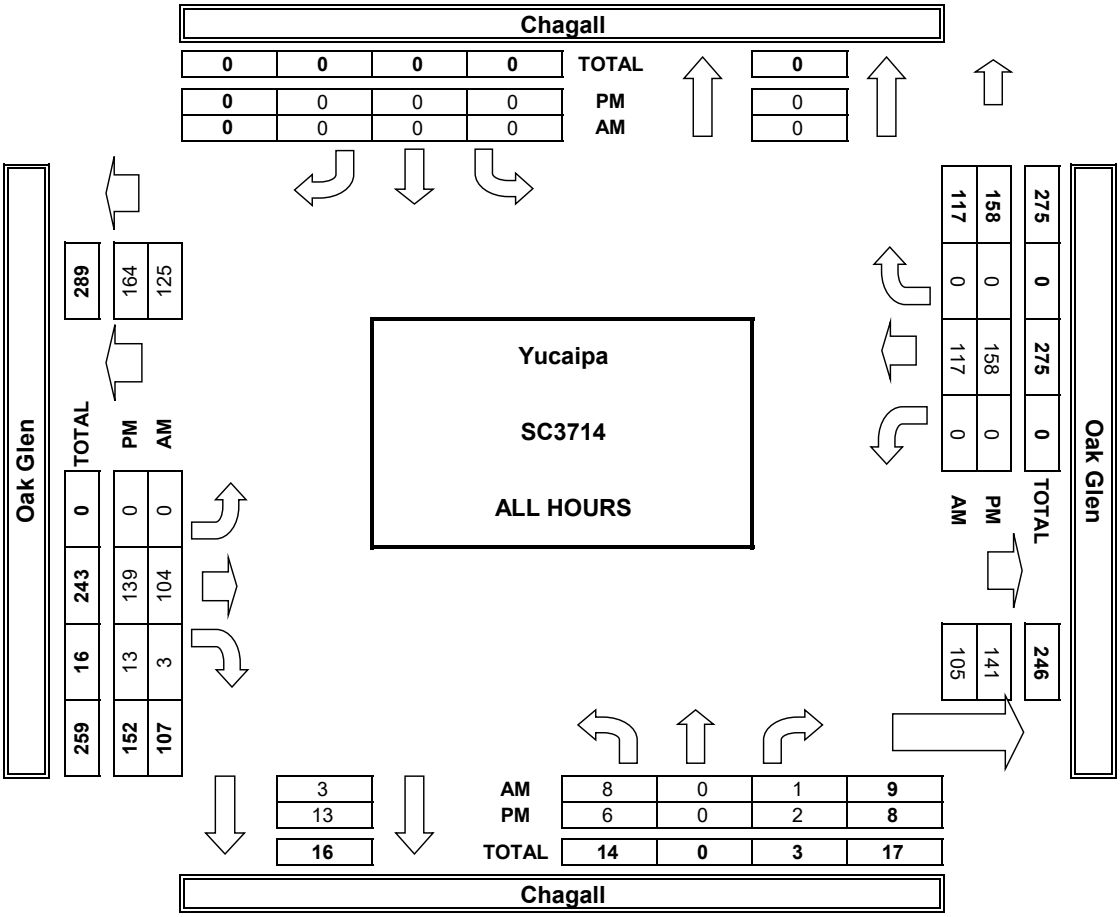
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

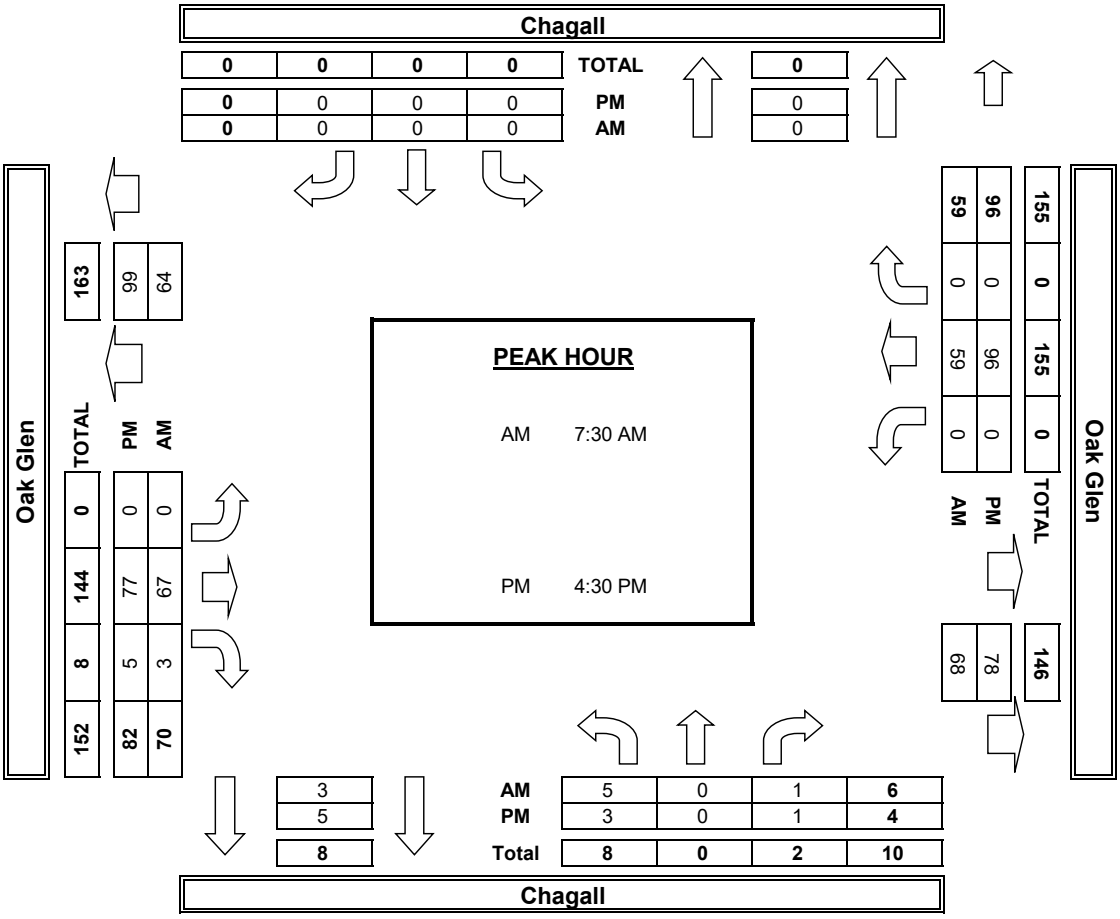
☑ Add U-Turns to Left Turns

		NORTHBOUND Chagall			SOUTHBOUND Chagall			EASTBOUND Oak Glen			WESTBOUND Oak Glen				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	0	0	0	0	0	0	7	0	0	15	0	24	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	7	0	0	10	0	17	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	19	0	0	9	0	29	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	27	1	0	13	0	41	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	10	1	0	23	0	35	0	0	0	0	0
	8:15 AM	3	0	1	0	0	0	0	11	1	0	14	0	30	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	11	0	0	12	0	24	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	12	0	0	21	0	33	0	0	0	0	0
	VOLUMES	8	0	1	0	0	0	0	104	3	0	117	0	233	0	0	0	0	0
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	97%	3%	0%	100%	0%						
	APP/DEPART	9	/	0	0	/	3	107	/	105	117	/	125	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	0	1	0	0	0	0	67	3	0	59	0	135					
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	96%	4%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.000			0.625			0.641		0.823					
	APP/DEPART	6	/	0	0	/	3	70	/	68	59	/	64	0					
PM	4:00 PM	0	0	0	0	0	0	0	24	2	0	22	0	48	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	11	3	0	15	0	29	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	18	4	0	23	0	46	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	20	0	0	26	0	47	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	20	0	0	31	0	52	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	19	1	0	16	0	37	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	15	3	0	11	0	30	0	0	0	0	0
	5:45 PM	2	0	1	0	0	0	0	12	0	0	14	0	29	0	0	0	0	0
	VOLUMES	6	0	2	0	0	0	0	139	13	0	158	0	318	0	0	0	0	0
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	91%	9%	0%	100%	0%						
	APP/DEPART	8	/	0	0	/	13	152	/	141	158	/	164	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	0	1	0	0	0	0	77	5	0	96	0	182					
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	94%	6%	0%	100%	0%						
	PEAK HR FACTOR		1.000			0.000			0.932			0.774		0.875					
	APP/DEPART	4	/	0	0	/	5	82	/	78	96	/	99	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Fir

PROJECT #: SC3714
LOCATION #: 9
CONTROL: SIGNAL

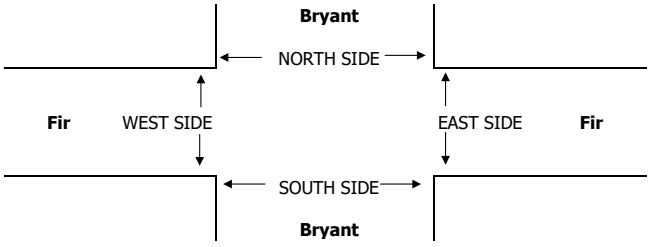
NOTES:

AM / PM / MD / OTHER / OTHER

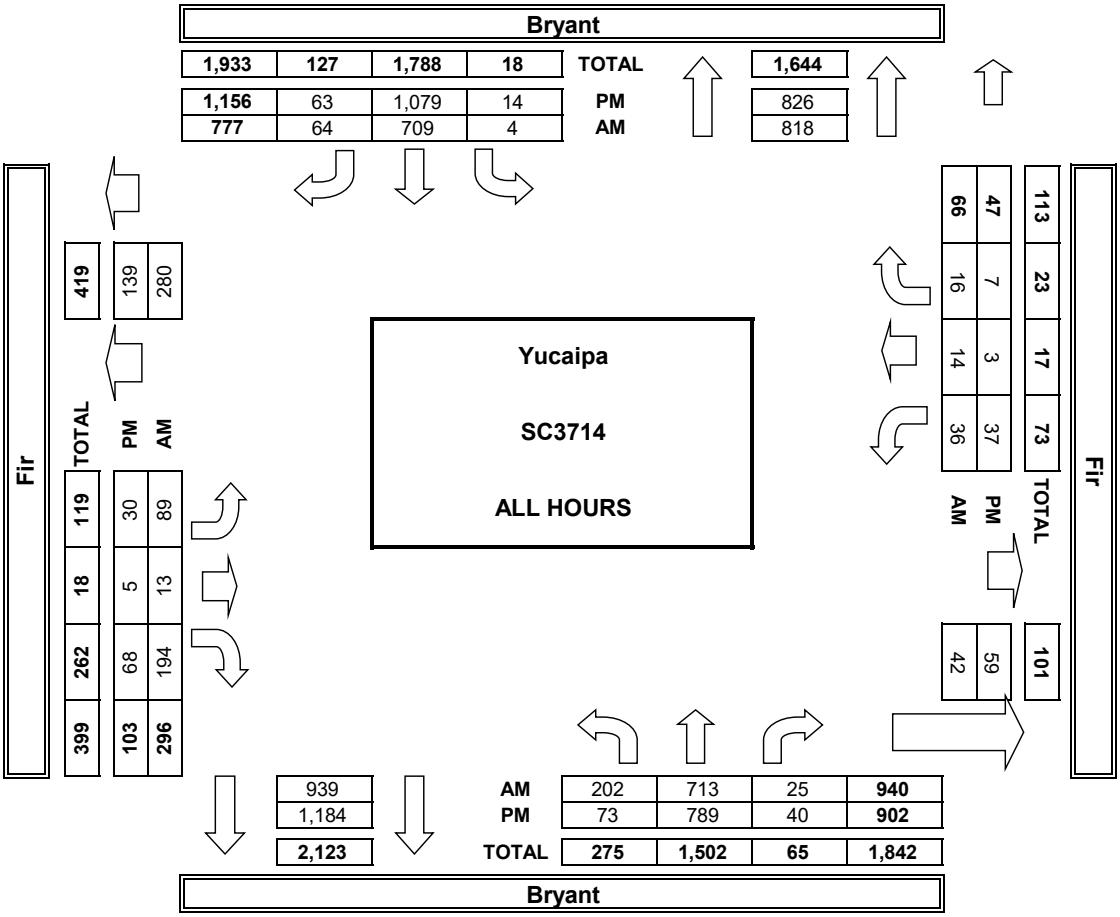
▲ N ◄ W E ► S ▼

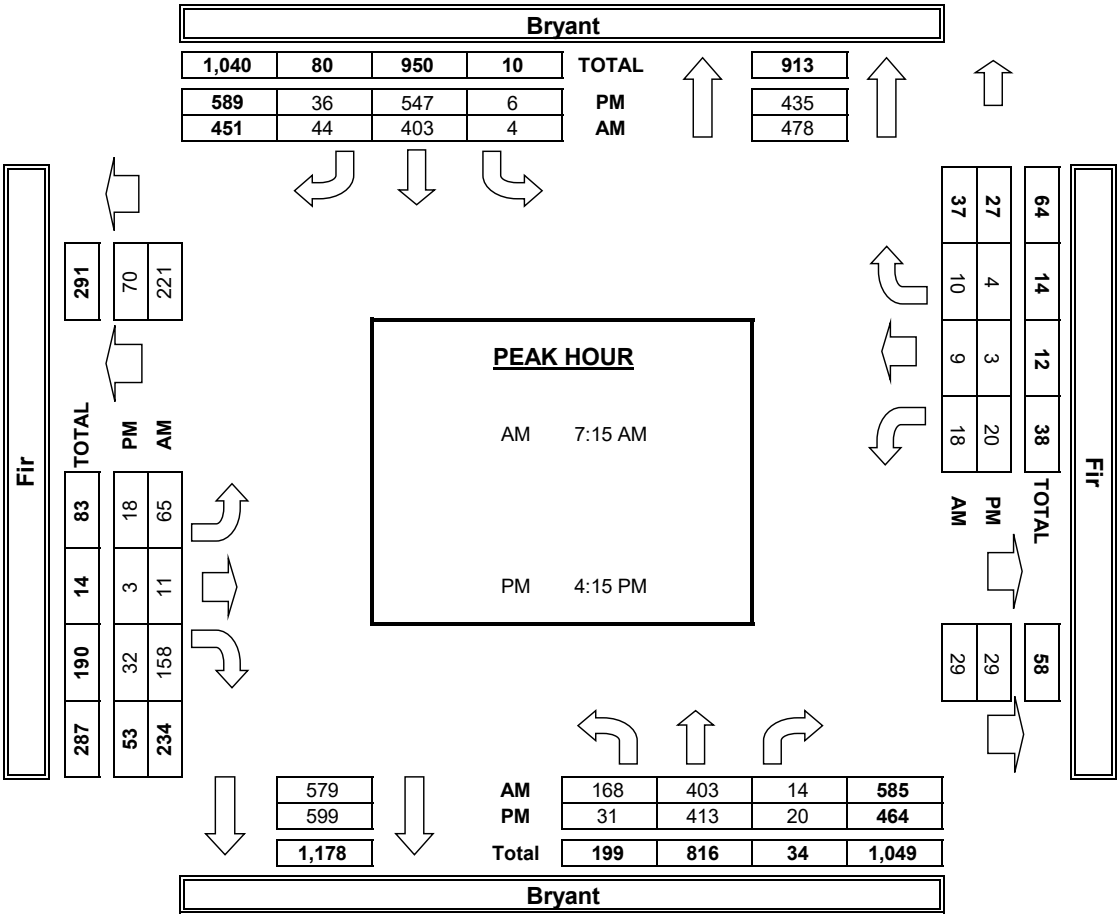
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Fir			WESTBOUND Fir				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	71	2	0	81	11	7	1	20	6	5	3	223	0	0	0	0	0
	7:15 AM	57	76	2	1	93	17	21	4	65	5	7	2	350	0	0	0	0	0
	7:30 AM	53	121	3	1	117	15	22	6	51	3	1	0	393	0	0	0	0	0
	7:45 AM	43	103	4	0	107	9	10	0	31	8	0	3	318	0	0	0	0	0
	8:00 AM	15	103	5	2	86	3	12	1	11	2	1	5	246	0	0	0	0	0
	8:15 AM	2	90	4	0	67	4	7	0	10	4	0	2	190	0	0	0	0	0
	8:30 AM	9	83	3	0	73	2	6	1	5	4	0	0	186	0	0	0	0	0
	8:45 AM	7	66	2	0	85	3	4	0	1	4	0	1	173	0	0	0	0	0
	VOLUMES	202	713	25	4	709	64	89	13	194	36	14	16	2,079	0	0	0	0	0
	APPROACH %	21%	76%	3%	1%	91%	8%	30%	4%	66%	55%	21%	24%						
	APP/DEPART	940	/	818	777	/	939	296	/	42	66	/	280	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	168	403	14	4	403	44	65	11	158	18	9	10	1,307					
	APPROACH %	29%	69%	2%	1%	89%	10%	28%	5%	68%	49%	24%	27%						
	PEAK HR FACTOR		0.826			0.848			0.650			0.661		0.831					
	APP/DEPART	585	/	478	451	/	579	234	/	29	37	/	221	0					
PM	4:00 PM	13	102	7	2	105	10	6	1	10	5	0	2	263	0	0	0	0	0
	4:15 PM	8	119	4	1	139	13	10	2	5	10	2	0	313	0	0	0	0	0
	4:30 PM	13	96	4	2	119	5	3	0	8	5	0	1	256	0	0	0	0	0
	4:45 PM	2	84	5	1	145	8	3	0	9	2	0	0	259	0	0	0	0	0
	5:00 PM	8	114	7	2	144	10	2	1	10	3	1	3	305	0	0	0	0	0
	5:15 PM	12	90	2	1	144	7	2	0	10	0	0	0	268	0	0	0	0	0
	5:30 PM	9	90	5	3	147	6	2	1	4	7	0	0	274	0	0	0	0	0
	5:45 PM	8	94	6	2	136	4	2	0	12	5	0	1	270	0	0	0	0	0
	VOLUMES	73	789	40	14	1,079	63	30	5	68	37	3	7	2,208	0	0	0	0	0
	APPROACH %	8%	87%	4%	1%	93%	5%	29%	5%	66%	79%	6%	15%						
	APP/DEPART	902	/	826	1,156	/	1,184	103	/	59	47	/	139	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	31	413	20	6	547	36	18	3	32	20	3	4	1,133					
	APPROACH %	7%	89%	4%	1%	93%	6%	34%	6%	60%	74%	11%	15%						
	PEAK HR FACTOR		0.885			0.944			0.779			0.563		0.905					
	APP/DEPART	464	/	435	589	/	599	53	/	29	27	/	70	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Fir

PROJECT #: SC3714
LOCATION #: 9
CONTROL: SIGNAL

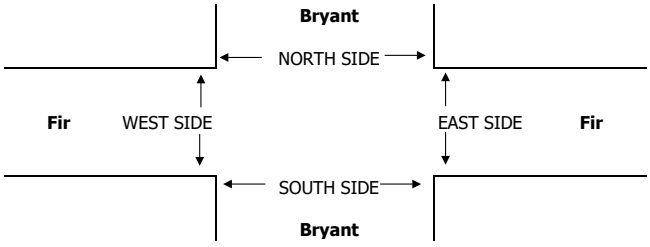
NOTES:

AM / PM / MD / OTHER / OTHER

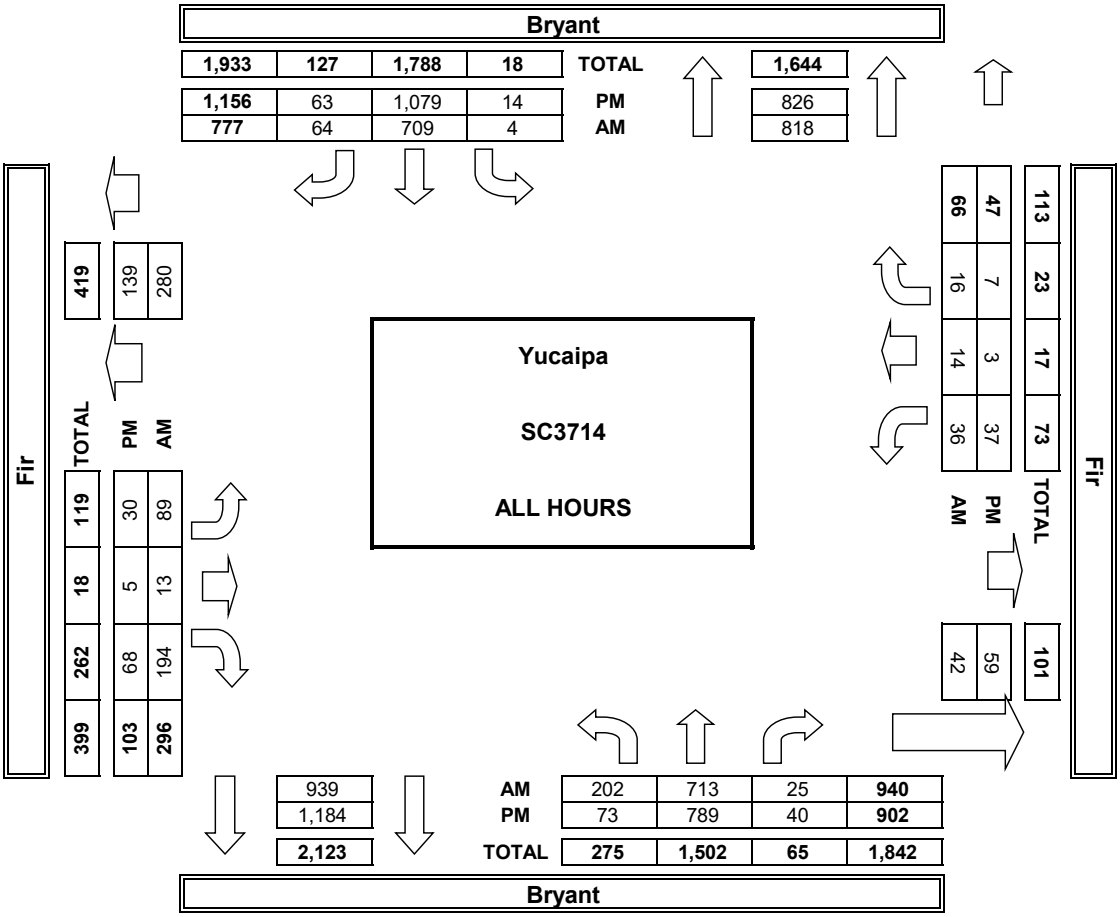
▲ N ◄ W E ► S ▼

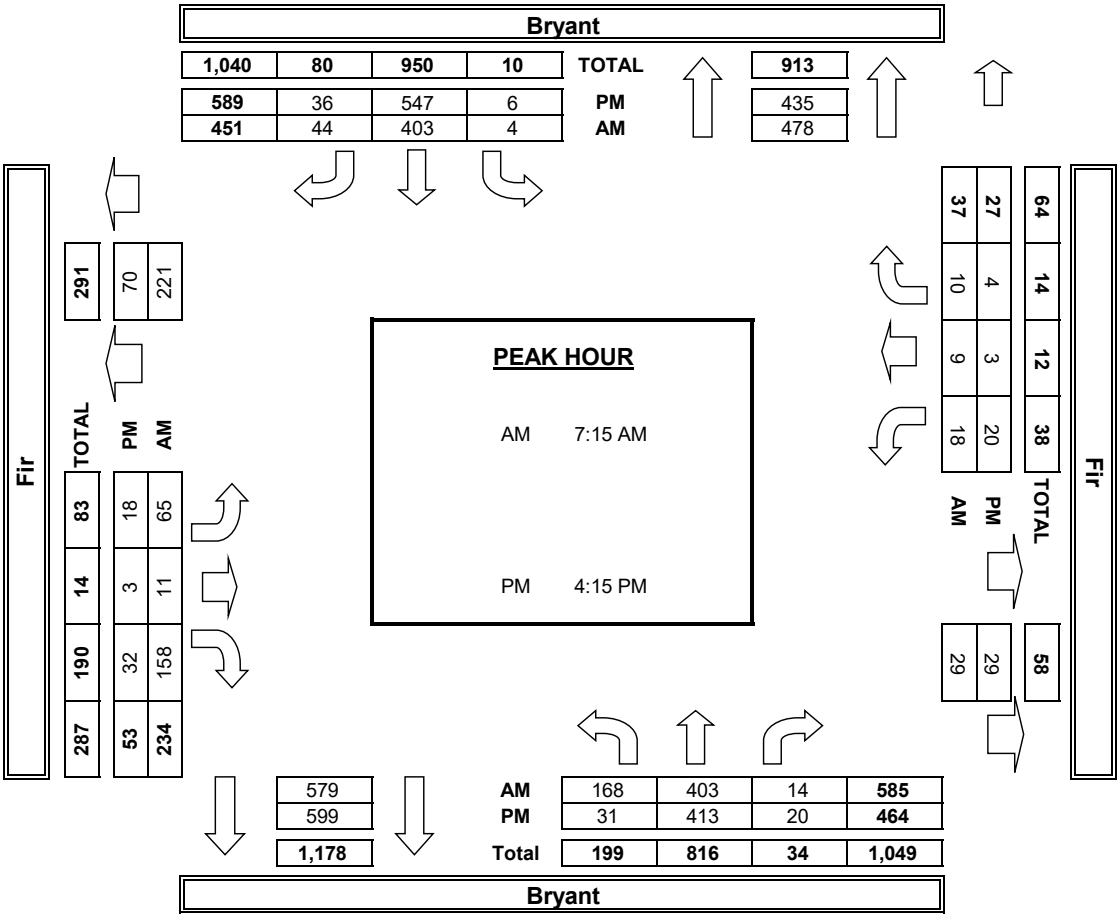
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Fir			WESTBOUND Fir				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	71	2	0	81	11	7	1	20	6	5	3	223	0	0	0	0	0
	7:15 AM	57	76	2	1	93	17	21	4	65	5	7	2	350	0	0	0	0	0
	7:30 AM	53	121	3	1	117	15	22	6	51	3	1	0	393	0	0	0	0	0
	7:45 AM	43	103	4	0	107	9	10	0	31	8	0	3	318	0	0	0	0	0
	8:00 AM	15	103	5	2	86	3	12	1	11	2	1	5	246	0	0	0	0	0
	8:15 AM	2	90	4	0	67	4	7	0	10	4	0	2	190	0	0	0	0	0
	8:30 AM	9	83	3	0	73	2	6	1	5	4	0	0	186	0	0	0	0	0
	8:45 AM	7	66	2	0	85	3	4	0	1	4	0	1	173	0	0	0	0	0
	VOLUMES	202	713	25	4	709	64	89	13	194	36	14	16	2,079	0	0	0	0	0
	APPROACH %	21%	76%	3%	1%	91%	8%	30%	4%	66%	55%	21%	24%						
	APP/DEPART	940	/	818	777	/	939	296	/	42	66	/	280	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	168	403	14	4	403	44	65	11	158	18	9	10	1,307					
	APPROACH %	29%	69%	2%	1%	89%	10%	28%	5%	68%	49%	24%	27%						
	PEAK HR FACTOR		0.826			0.848			0.650			0.661		0.831					
	APP/DEPART	585	/	478	451	/	579	234	/	29	37	/	221	0					
PM	4:00 PM	13	102	7	2	105	10	6	1	10	5	0	2	263	0	0	0	0	0
	4:15 PM	8	119	4	1	139	13	10	2	5	10	2	0	313	0	0	0	0	0
	4:30 PM	13	96	4	2	119	5	3	0	8	5	0	1	256	0	0	0	0	0
	4:45 PM	2	84	5	1	145	8	3	0	9	2	0	0	259	0	0	0	0	0
	5:00 PM	8	114	7	2	144	10	2	1	10	3	1	3	305	0	0	0	0	0
	5:15 PM	12	90	2	1	144	7	2	0	10	0	0	0	268	0	0	0	0	0
	5:30 PM	9	90	5	3	147	6	2	1	4	7	0	0	274	0	0	0	0	0
	5:45 PM	8	94	6	2	136	4	2	0	12	5	0	1	270	0	0	0	0	0
	VOLUMES	73	789	40	14	1,079	63	30	5	68	37	3	7	2,208	0	0	0	0	0
	APPROACH %	8%	87%	4%	1%	93%	5%	29%	5%	66%	79%	6%	15%						
	APP/DEPART	902	/	826	1,156	/	1,184	103	/	59	47	/	139	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	31	413	20	6	547	36	18	3	32	20	3	4	1,133					
	APPROACH %	7%	89%	4%	1%	93%	6%	34%	6%	60%	74%	11%	15%						
	PEAK HR FACTOR		0.885			0.944			0.779			0.563		0.905					
	APP/DEPART	464	/	435	589	/	599	53	/	29	27	/	70	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Carter

PROJECT #: SC3714
LOCATION #: 10
CONTROL: STOP E/W

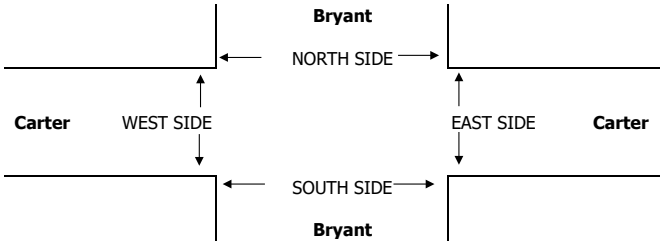
NOTES:

AM / PM / MD / OTHER / OTHER

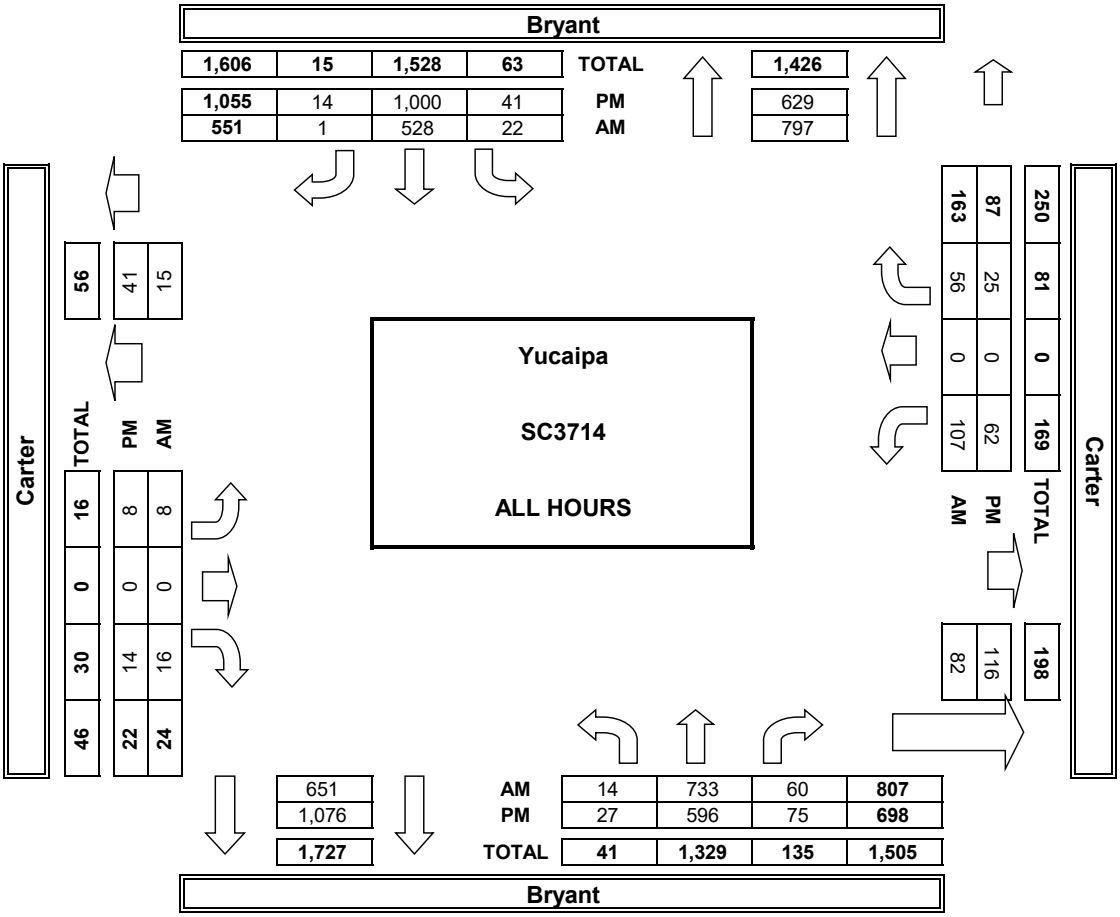
▲ N ◄ W E ► S ▼

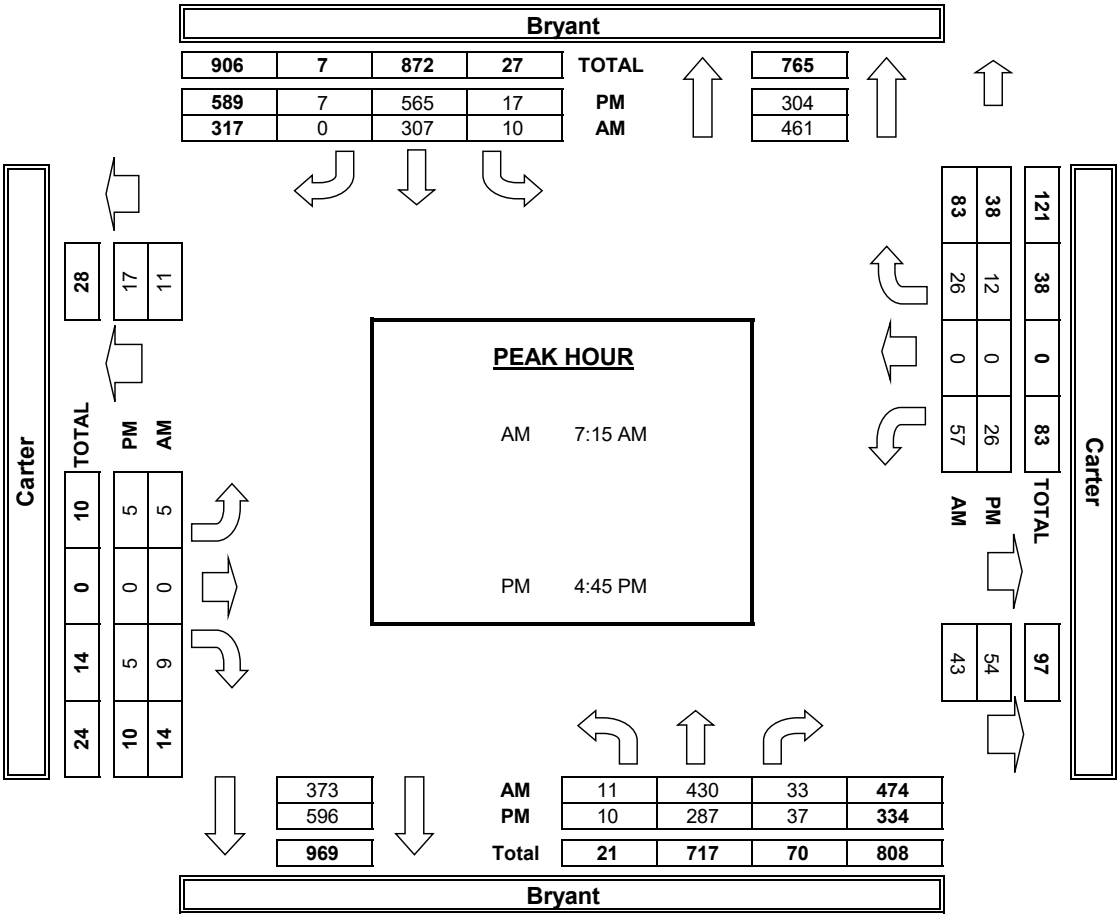
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	84	6	2	68	0	1	0	1	15	0	8	185	0	0	0	0	0
	7:15 AM	2	106	4	3	71	0	2	0	3	12	0	12	215	0	0	0	0	0
	7:30 AM	3	128	9	1	81	0	1	0	3	18	0	3	247	0	0	0	0	0
	7:45 AM	2	101	11	3	87	0	1	0	3	16	0	4	228	0	0	0	0	0
	8:00 AM	4	95	9	3	68	0	1	0	0	11	0	7	198	0	0	0	0	0
	8:15 AM	0	84	7	3	44	0	2	0	2	11	0	10	163	0	0	0	0	0
	8:30 AM	2	82	8	3	42	0	0	0	3	13	0	9	162	0	0	0	0	0
	8:45 AM	1	53	6	4	67	1	0	0	1	11	0	3	147	0	0	0	0	0
	VOLUMES	14	733	60	22	528	1	8	0	16	107	0	56	1,545	0	0	0	0	0
	APPROACH %	2%	91%	7%	4%	96%	0%	33%	0%	67%	66%	0%	34%						
	APP/DEPART	807	/	797	551	/	651	24	/	82	163	/	15	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	430	33	10	307	0	5	0	9	57	0	26	888					
	APPROACH %	2%	91%	7%	3%	97%	0%	36%	0%	64%	69%	0%	31%						
	PEAK HR FACTOR		0.846			0.881			0.700			0.865		0.899					
	APP/DEPART	474	/	461	317	/	373	14	/	43	83	/	11	0					
PM	4:00 PM	2	78	9	2	95	2	1	0	0	8	0	3	200	0	0	0	0	0
	4:15 PM	7	88	6	8	127	1	1	0	3	9	0	3	253	0	0	0	0	0
	4:30 PM	4	83	9	7	101	2	1	0	3	9	0	6	225	0	0	0	0	0
	4:45 PM	2	59	9	2	132	4	1	0	2	3	0	3	217	0	0	0	0	0
	5:00 PM	1	90	9	5	147	2	2	0	2	11	0	3	272	0	0	0	0	0
	5:15 PM	4	62	10	6	137	0	1	0	0	7	0	3	230	0	0	0	0	0
	5:30 PM	3	76	9	4	149	1	1	0	1	5	0	3	252	0	0	0	0	0
	5:45 PM	4	60	14	7	112	2	0	0	3	10	0	1	213	0	0	0	0	0
	VOLUMES	27	596	75	41	1,000	14	8	0	14	62	0	25	1,862	0	0	0	0	0
	APPROACH %	4%	85%	11%	4%	95%	1%	36%	0%	64%	71%	0%	29%						
	APP/DEPART	698	/	629	1,055	/	1,076	22	/	116	87	/	41	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	10	287	37	17	565	7	5	0	5	26	0	12	971					
	APPROACH %	3%	86%	11%	3%	96%	1%	50%	0%	50%	68%	0%	32%						
	PEAK HR FACTOR		0.835			0.956			0.625			0.679		0.892					
	APP/DEPART	334	/	304	589	/	596	10	/	54	38	/	17	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Carter

PROJECT #: SC3714
LOCATION #: 10
CONTROL: STOP E/W

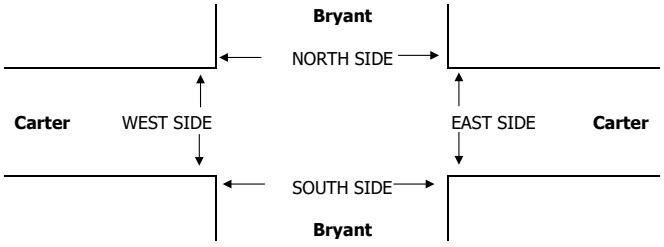
NOTES:

AM / PM / MD / OTHER / OTHER

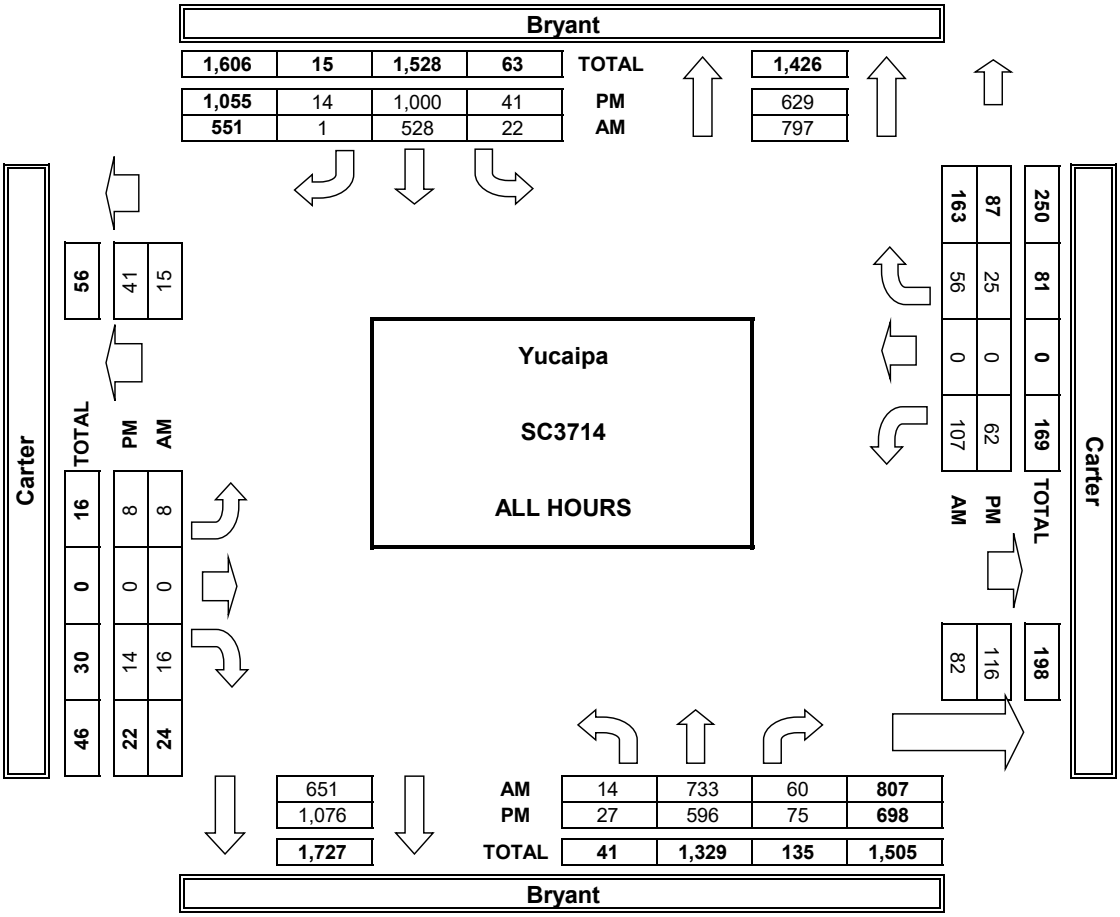
▲ N ◄ W E ► S ▼

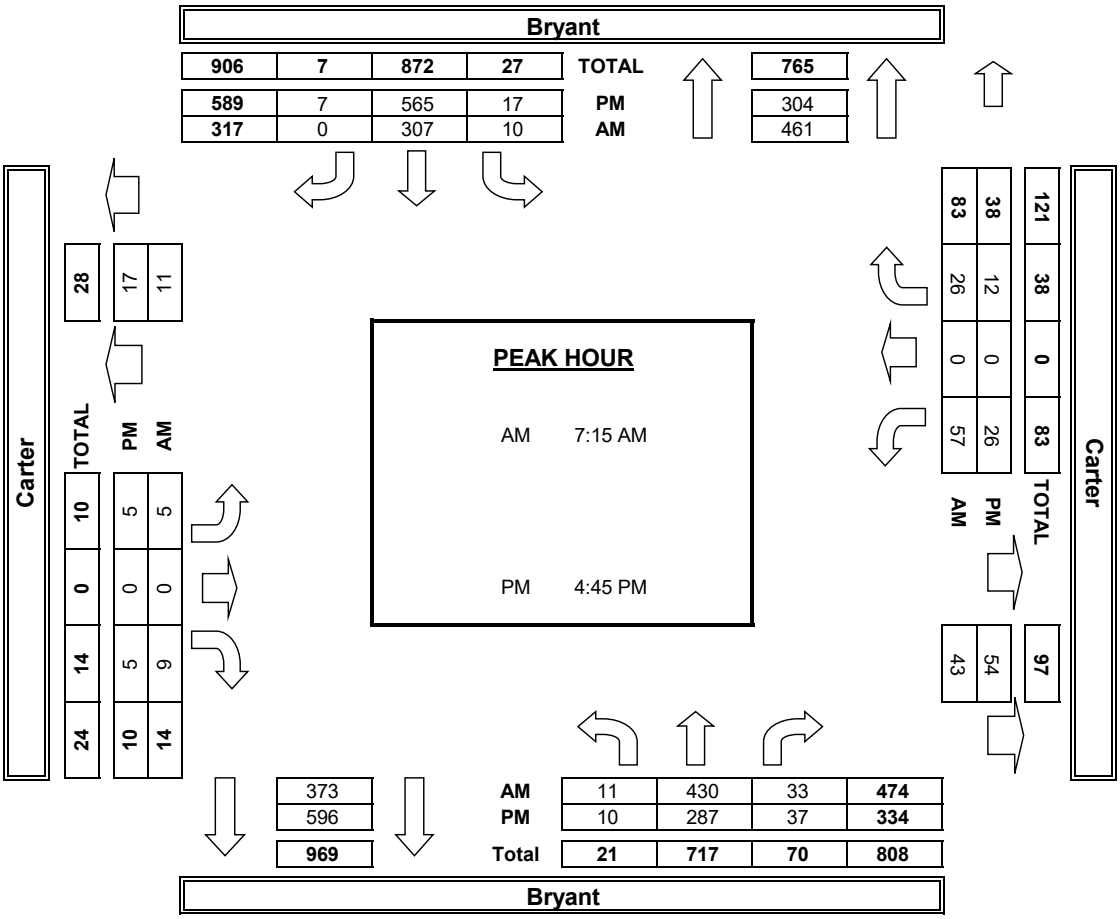
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	84	6	2	68	0	1	0	1	15	0	8	185	0	0	0	0	0
	7:15 AM	2	106	4	3	71	0	2	0	3	12	0	12	215	0	0	0	0	0
	7:30 AM	3	128	9	1	81	0	1	0	3	18	0	3	247	0	0	0	0	0
	7:45 AM	2	101	11	3	87	0	1	0	3	16	0	4	228	0	0	0	0	0
	8:00 AM	4	95	9	3	68	0	1	0	0	11	0	7	198	0	0	0	0	0
	8:15 AM	0	84	7	3	44	0	2	0	2	11	0	10	163	0	0	0	0	0
	8:30 AM	2	82	8	3	42	0	0	0	3	13	0	9	162	0	0	0	0	0
	8:45 AM	1	53	6	4	67	1	0	0	1	11	0	3	147	0	0	0	0	0
	VOLUMES	14	733	60	22	528	1	8	0	16	107	0	56	1,545	0	0	0	0	0
	APPROACH %	2%	91%	7%	4%	96%	0%	33%	0%	67%	66%	0%	34%						
	APP/DEPART	807	/	797	551	/	651	24	/	82	163	/	15	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	430	33	10	307	0	5	0	9	57	0	26	888					
	APPROACH %	2%	91%	7%	3%	97%	0%	36%	0%	64%	69%	0%	31%						
	PEAK HR FACTOR		0.846			0.881			0.700			0.865		0.899					
	APP/DEPART	474	/	461	317	/	373	14	/	43	83	/	11	0					
PM	4:00 PM	2	78	9	2	95	2	1	0	0	8	0	3	200	0	0	0	0	0
	4:15 PM	7	88	6	8	127	1	1	0	3	9	0	3	253	0	0	0	0	0
	4:30 PM	4	83	9	7	101	2	1	0	3	9	0	6	225	0	0	0	0	0
	4:45 PM	2	59	9	2	132	4	1	0	2	3	0	3	217	0	0	0	0	0
	5:00 PM	1	90	9	5	147	2	2	0	2	11	0	3	272	0	0	0	0	0
	5:15 PM	4	62	10	6	137	0	1	0	0	7	0	3	230	0	0	0	0	0
	5:30 PM	3	76	9	4	149	1	1	0	1	5	0	3	252	0	0	0	0	0
	5:45 PM	4	60	14	7	112	2	0	0	3	10	0	1	213	0	0	0	0	0
	VOLUMES	27	596	75	41	1,000	14	8	0	14	62	0	25	1,862	0	0	0	0	0
	APPROACH %	4%	85%	11%	4%	95%	1%	36%	0%	64%	71%	0%	29%						
	APP/DEPART	698	/	629	1,055	/	1,076	22	/	116	87	/	41	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	10	287	37	17	565	7	5	0	5	26	0	12	971					
	APPROACH %	3%	86%	11%	3%	96%	1%	50%	0%	50%	68%	0%	32%						
	PEAK HR FACTOR		0.835			0.956			0.625			0.679		0.892					
	APP/DEPART	334	/	304	589	/	596	10	/	54	38	/	17	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Grape

PROJECT #: SC3714
LOCATION #: 11
CONTROL: STOP E/W

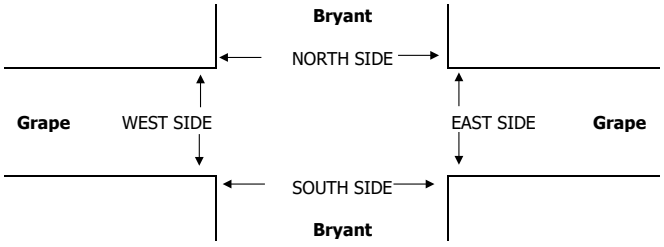
NOTES:

AM / PM / MD / OTHER / OTHER

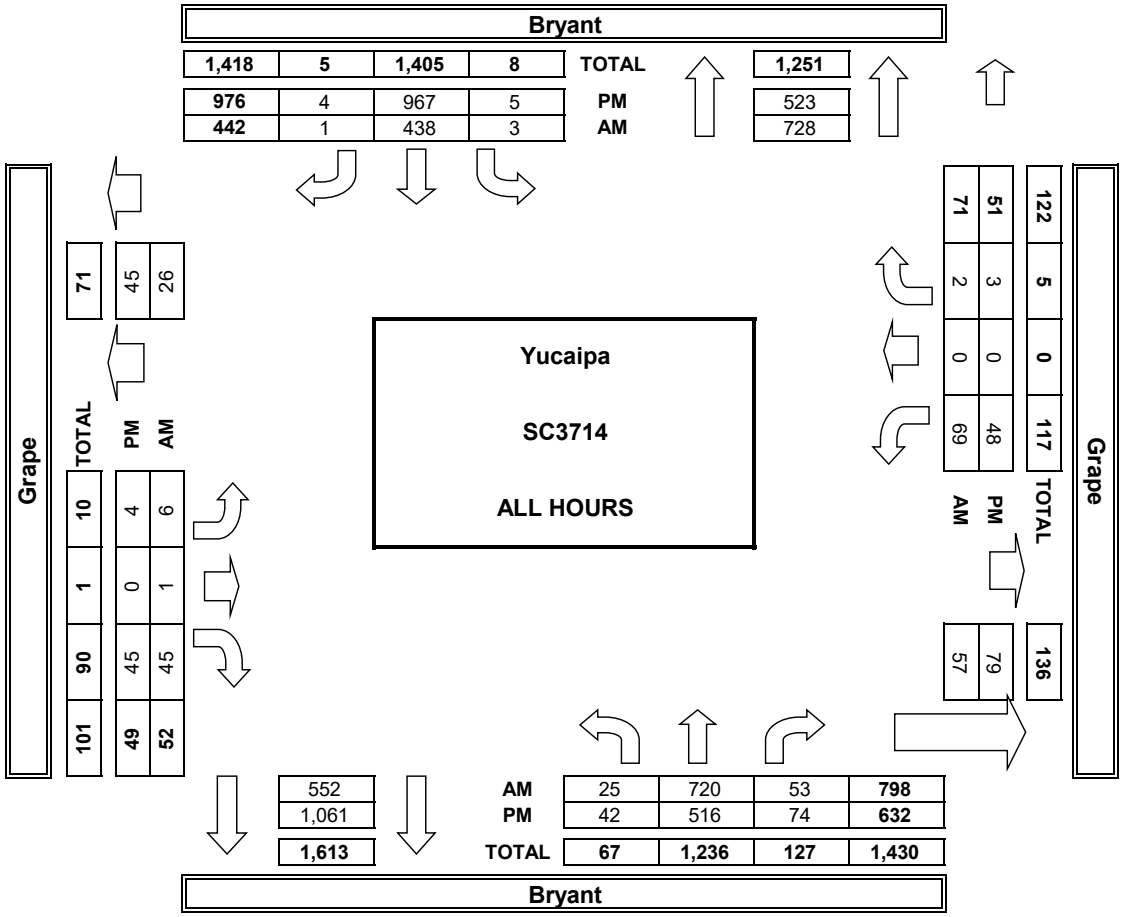
▲ N ◄ W E ► S ▼

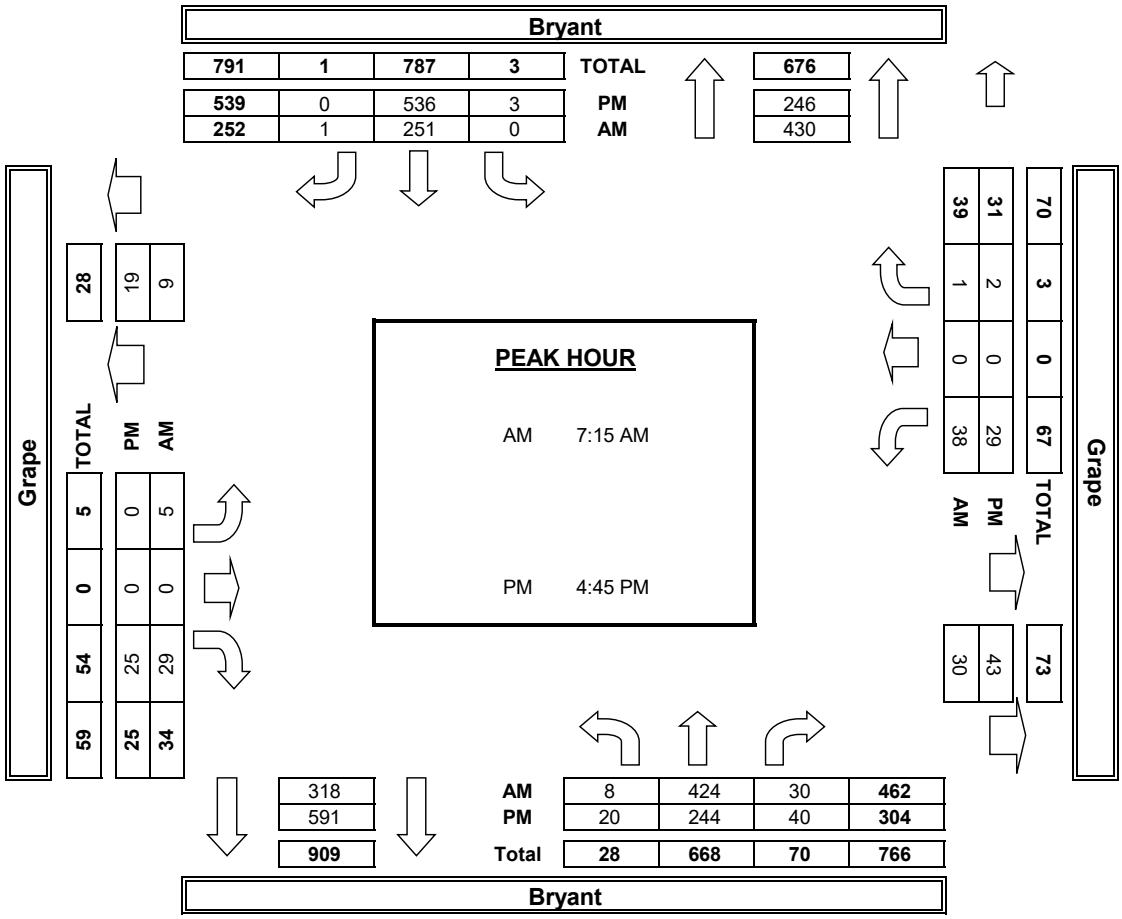
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Grape			WESTBOUND Juniper				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	84	6	0	50	0	0	0	5	13	0	0	159	0	0	0	0	0
	7:15 AM	1	113	7	0	58	1	1	0	5	11	0	1	198	0	0	0	0	0
	7:30 AM	2	124	5	0	68	0	2	0	3	12	0	0	216	0	0	0	0	0
	7:45 AM	4	93	9	0	66	0	1	0	15	9	0	0	197	0	0	0	0	0
	8:00 AM	1	94	9	0	59	0	1	0	6	6	0	0	176	0	0	0	0	0
	8:15 AM	5	86	4	0	43	0	0	0	2	3	0	0	143	0	0	0	0	0
	8:30 AM	9	77	9	1	38	0	0	1	6	2	0	1	144	0	0	0	0	0
	8:45 AM	2	49	4	2	56	0	1	0	3	13	0	0	130	0	0	0	0	0
	VOLUMES	25	720	53	3	438	1	6	1	45	69	0	2	1,363	0	0	0	0	0
	APPROACH %	3%	90%	7%	1%	99%	0%	12%	2%	87%	97%	0%	3%						
	APP/DEPART	798	/	728	442	/	552	52	/	57	71	/	26	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	8	424	30	0	251	1	5	0	29	38	0	1	787					
	APPROACH %	2%	92%	6%	0%	100%	0%	15%	0%	85%	97%	0%	3%						
	PEAK HR FACTOR		0.882			0.926			0.531			0.813		0.911					
	APP/DEPART	462	/	430	252	/	318	34	/	30	39	/	9	0					
PM	4:00 PM	4	71	8	1	94	0	1	0	5	4	0	1	189	0	0	0	0	0
	4:15 PM	7	76	10	1	127	1	1	0	0	7	0	0	230	0	0	0	0	0
	4:30 PM	7	71	10	0	97	0	1	0	9	5	0	0	200	0	0	0	0	0
	4:45 PM	5	56	4	1	121	0	0	0	10	8	0	0	205	0	0	0	0	0
	5:00 PM	6	78	13	0	140	0	0	0	9	5	0	2	253	1	0	0	0	1
	5:15 PM	2	50	13	1	130	0	0	0	3	10	0	0	209	0	0	0	0	0
	5:30 PM	7	60	10	1	145	0	0	0	3	6	0	0	232	0	0	0	0	0
	5:45 PM	4	54	6	0	113	3	1	0	6	3	0	0	190	0	0	0	0	0
	VOLUMES	42	516	74	5	967	4	4	0	45	48	0	3	1,708	1	0	0	0	1
	APPROACH %	7%	82%	12%	1%	99%	0%	8%	0%	92%	94%	0%	6%						
	APP/DEPART	632	/	523	976	/	1,061	49	/	79	51	/	45	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	20	244	40	3	536	0	0	0	25	29	0	2	899					
	APPROACH %	7%	80%	13%	1%	99%	0%	0%	0%	100%	94%	0%	6%						
	PEAK HR FACTOR		0.784			0.923			0.625			0.775		0.888					
	APP/DEPART	304	/	246	539	/	591	25	/	43	31	/	19	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Grape

PROJECT #: SC3714
LOCATION #: 11
CONTROL: STOP E/W

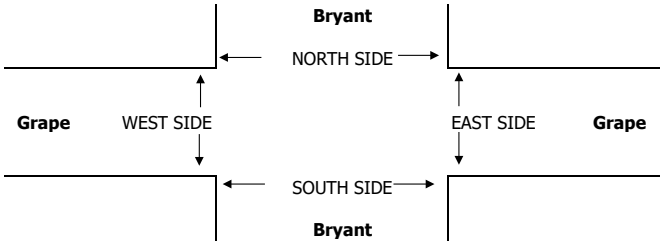
NOTES:

AM
PM
MD
OTHER
OTHER

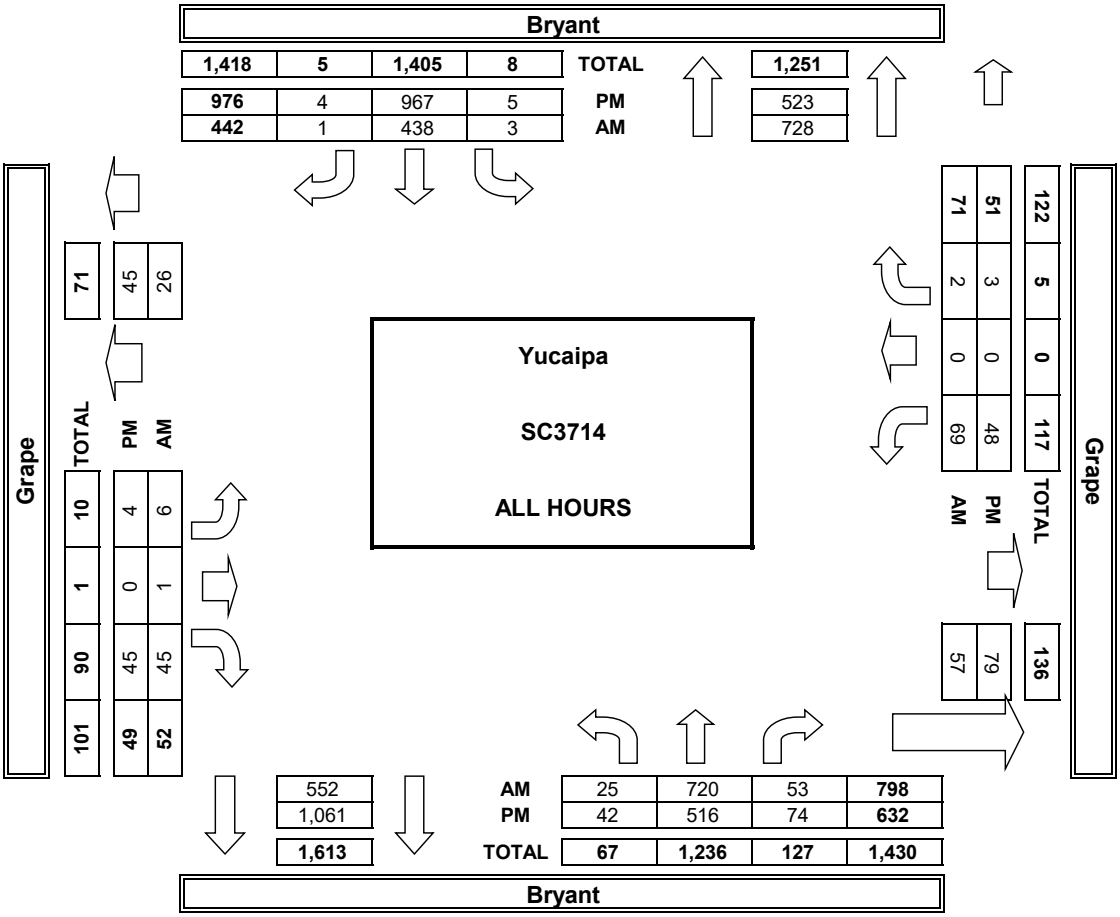
▲ N
◄ W
E ►
S ▼

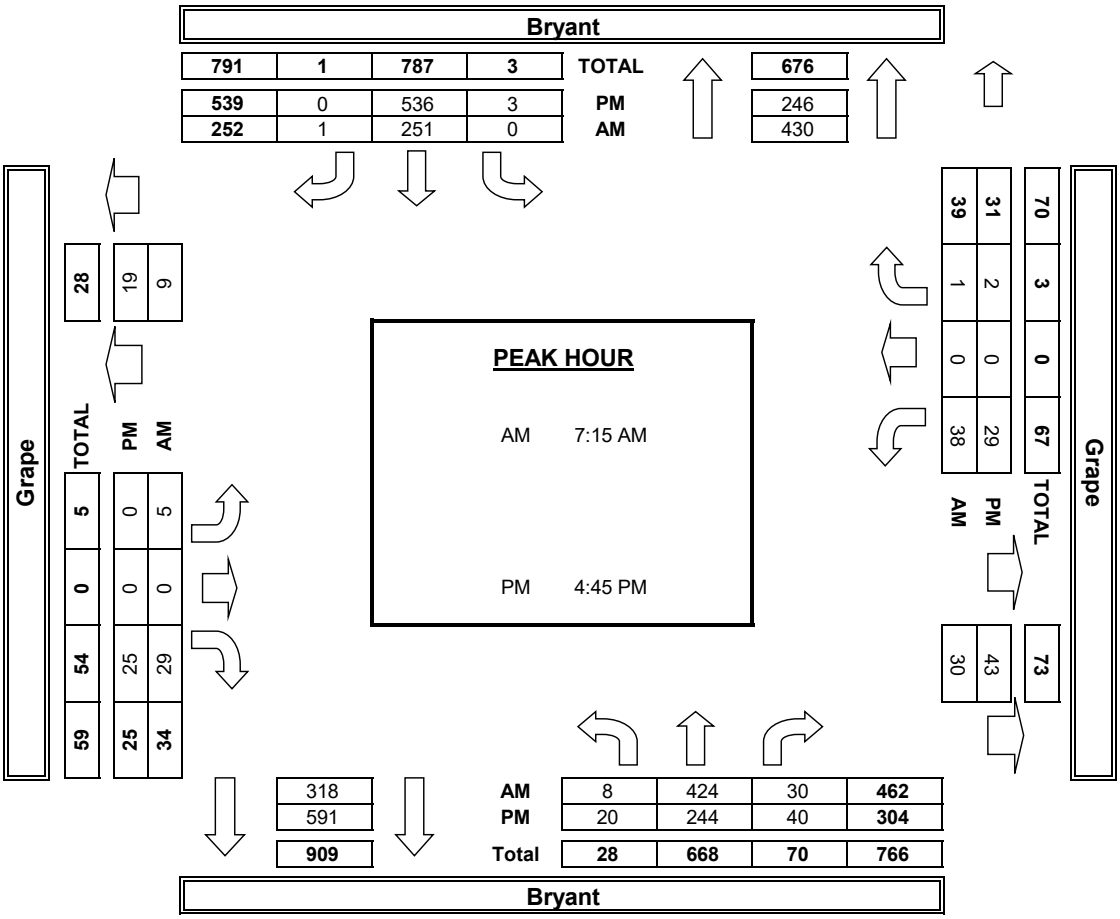
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Grape			WESTBOUND Juniper				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	84	6	0	50	0	0	0	5	13	0	0	159	0	0	0	0	0
	7:15 AM	1	113	7	0	58	1	1	0	5	11	0	1	198	0	0	0	0	0
	7:30 AM	2	124	5	0	68	0	2	0	3	12	0	0	216	0	0	0	0	0
	7:45 AM	4	93	9	0	66	0	1	0	15	9	0	0	197	0	0	0	0	0
	8:00 AM	1	94	9	0	59	0	1	0	6	6	0	0	176	0	0	0	0	0
	8:15 AM	5	86	4	0	43	0	0	0	2	3	0	0	143	0	0	0	0	0
	8:30 AM	9	77	9	1	38	0	0	1	6	2	0	1	144	0	0	0	0	0
	8:45 AM	2	49	4	2	56	0	1	0	3	13	0	0	130	0	0	0	0	0
	VOLUMES	25	720	53	3	438	1	6	1	45	69	0	2	1,363	0	0	0	0	0
	APPROACH %	3%	90%	7%	1%	99%	0%	12%	2%	87%	97%	0%	3%						
	APP/DEPART	798	/	728	442	/	552	52	/	57	71	/	26	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	8	424	30	0	251	1	5	0	29	38	0	1	787					
	APPROACH %	2%	92%	6%	0%	100%	0%	15%	0%	85%	97%	0%	3%						
	PEAK HR FACTOR		0.882			0.926			0.531			0.813		0.911					
	APP/DEPART	462	/	430	252	/	318	34	/	30	39	/	9	0					
PM	4:00 PM	4	71	8	1	94	0	1	0	5	4	0	1	189	0	0	0	0	0
	4:15 PM	7	76	10	1	127	1	1	0	0	7	0	0	230	0	0	0	0	0
	4:30 PM	7	71	10	0	97	0	1	0	9	5	0	0	200	0	0	0	0	0
	4:45 PM	5	56	4	1	121	0	0	0	10	8	0	0	205	0	0	0	0	0
	5:00 PM	6	78	13	0	140	0	0	0	9	5	0	2	253	1	0	0	0	1
	5:15 PM	2	50	13	1	130	0	0	0	3	10	0	0	209	0	0	0	0	0
	5:30 PM	7	60	10	1	145	0	0	0	3	6	0	0	232	0	0	0	0	0
	5:45 PM	4	54	6	0	113	3	1	0	6	3	0	0	190	0	0	0	0	0
	VOLUMES	42	516	74	5	967	4	4	0	45	48	0	3	1,708	1	0	0	0	1
	APPROACH %	7%	82%	12%	1%	99%	0%	8%	0%	92%	94%	0%	6%						
	APP/DEPART	632	/	523	976	/	1,061	49	/	79	51	/	45	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	20	244	40	3	536	0	0	0	25	29	0	2	899					
	APPROACH %	7%	80%	13%	1%	99%	0%	0%	0%	100%	94%	0%	6%						
	PEAK HR FACTOR		0.784			0.923			0.625			0.775		0.888					
	APP/DEPART	304	/	246	539	/	591	25	/	43	31	/	19	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Ivy

PROJECT #: SC3714
LOCATION #: 12
CONTROL: STOP E/W

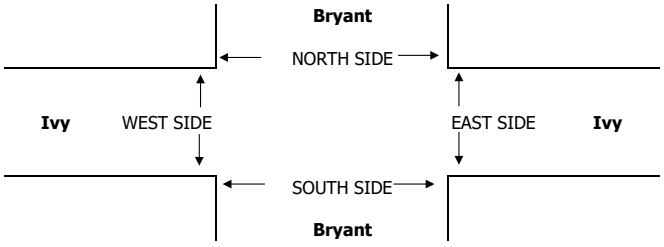
NOTES:

AM
PM
MD
OTHER
OTHER

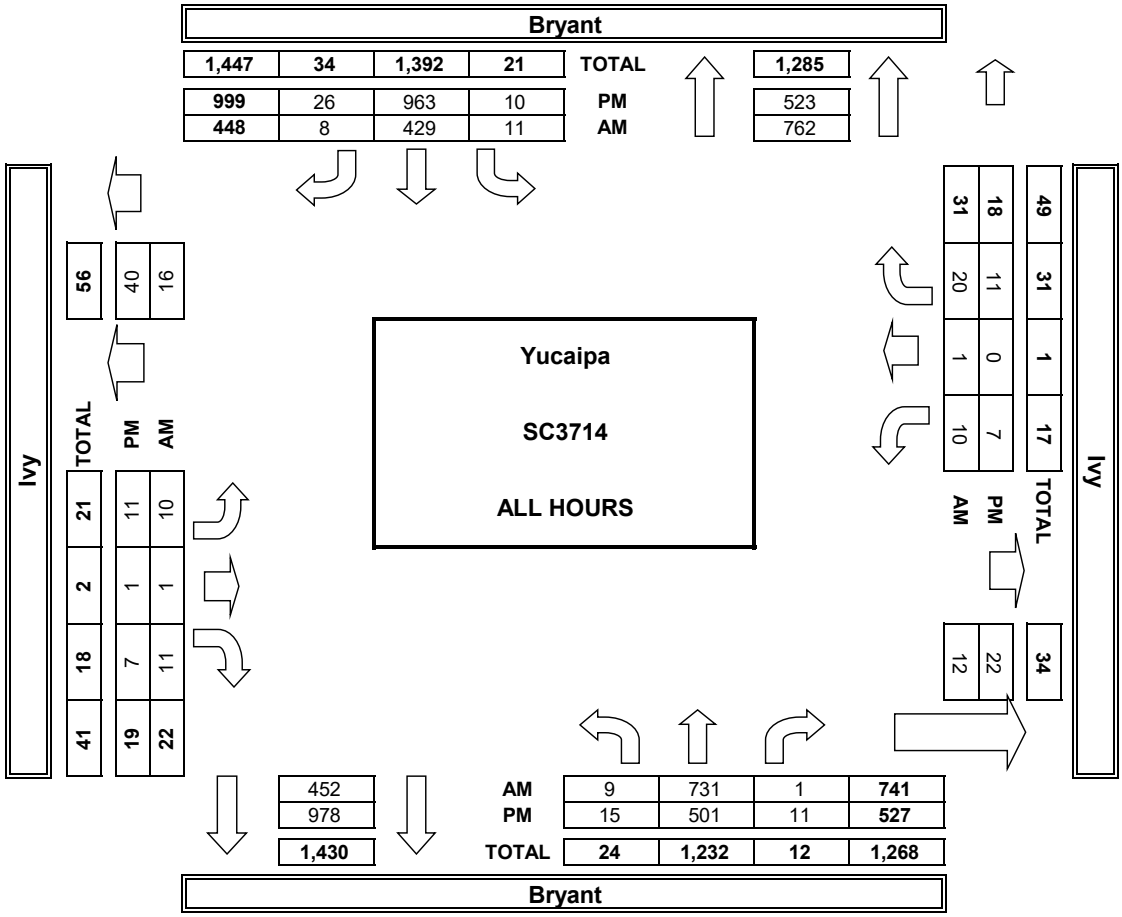
▲ N
◄ W
E ►
S ▼

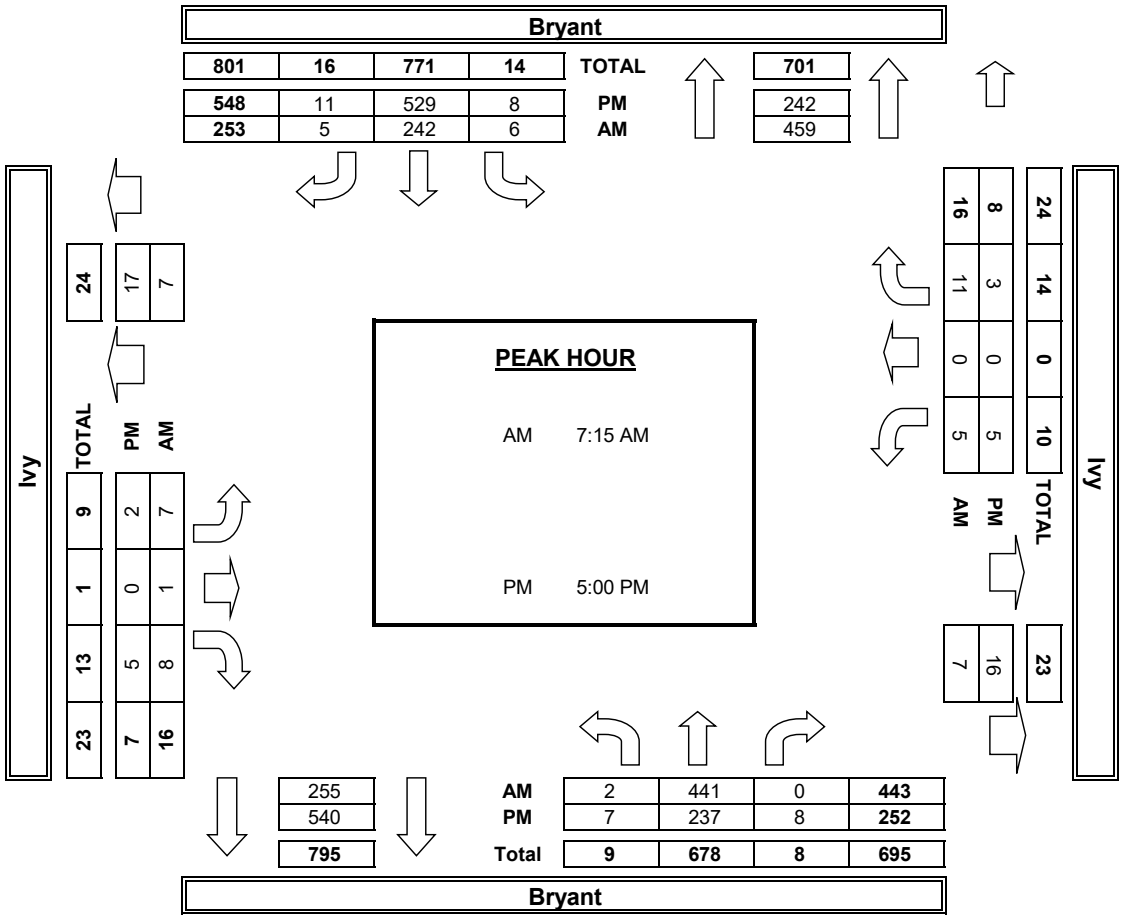
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	82	1	2	51	0	0	0	0	1	1	5	144	0	0	0	0	0
	7:15 AM	0	124	0	0	58	1	1	1	3	2	0	5	195	0	0	0	0	0
	7:30 AM	1	128	0	2	64	2	4	0	1	1	0	3	206	0	0	0	0	0
	7:45 AM	0	95	0	0	66	1	2	0	3	1	0	2	170	0	0	0	0	0
	8:00 AM	1	94	0	4	54	1	0	0	1	1	0	1	157	0	0	0	0	0
	8:15 AM	3	84	0	0	41	2	0	0	0	1	0	3	134	1	0	0	0	1
	8:30 AM	1	77	0	3	39	1	2	0	2	0	0	0	125	0	1	0	0	1
	8:45 AM	2	47	0	0	56	0	1	0	1	3	0	1	111	1	0	0	0	1
	VOLUMES	9	731	1	11	429	8	10	1	11	10	1	20	1,242	2	1	0	0	3
	APPROACH %	1%	99%	0%	2%	96%	2%	45%	5%	50%	32%	3%	65%						
	APP/DEPART	741	/	762	448	/	452	22	/	12	31	/	16	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	2	441	0	6	242	5	7	1	8	5	0	11	728					
	APPROACH %	0%	100%	0%	2%	96%	2%	44%	6%	50%	31%	0%	69%						
	PEAK HR FACTOR		0.859			0.930			0.800			0.571		0.883					
	APP/DEPART	443	/	459	253	/	255	16	/	7	16	/	7	0					
PM	4:00 PM	3	67	1	0	89	2	3	0	0	0	0	3	168	0	0	0	0	0
	4:15 PM	3	71	2	2	135	5	2	1	1	0	0	3	225	0	0	0	0	0
	4:30 PM	1	73	0	0	96	3	2	0	1	0	0	1	177	0	0	0	0	0
	4:45 PM	1	53	0	0	114	5	2	0	0	2	0	1	178	0	0	0	0	0
	5:00 PM	1	80	2	3	143	1	1	0	1	1	0	1	234	0	0	0	0	0
	5:15 PM	1	48	1	2	128	5	0	0	0	1	0	2	188	0	0	0	0	0
	5:30 PM	4	55	3	3	139	3	1	0	2	3	0	0	213	1	0	0	0	1
	5:45 PM	1	54	2	0	119	2	0	0	2	0	0	0	180	0	0	0	0	0
	VOLUMES	15	501	11	10	963	26	11	1	7	7	0	11	1,563	1	0	0	0	1
	APPROACH %	3%	95%	2%	1%	96%	3%	58%	5%	37%	39%	0%	61%						
	APP/DEPART	527	/	523	999	/	978	19	/	22	18	/	40	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	7	237	8	8	529	11	2	0	5	5	0	3	815					
	APPROACH %	3%	94%	3%	1%	97%	2%	29%	0%	71%	63%	0%	38%						
	PEAK HR FACTOR		0.759			0.932			0.583			0.667		0.871					
	APP/DEPART	252	/	242	548	/	540	7	/	16	8	/	17	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Bryant
EAST & WEST: Ivy

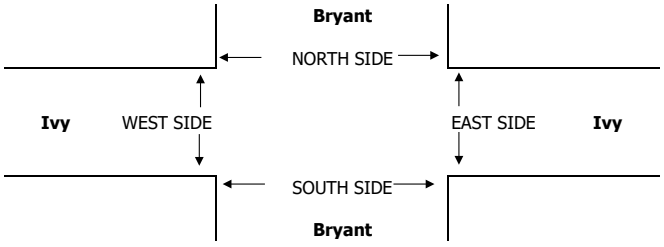
PROJECT #: SC3714
LOCATION #: 12
CONTROL: STOP E/W

NOTES:

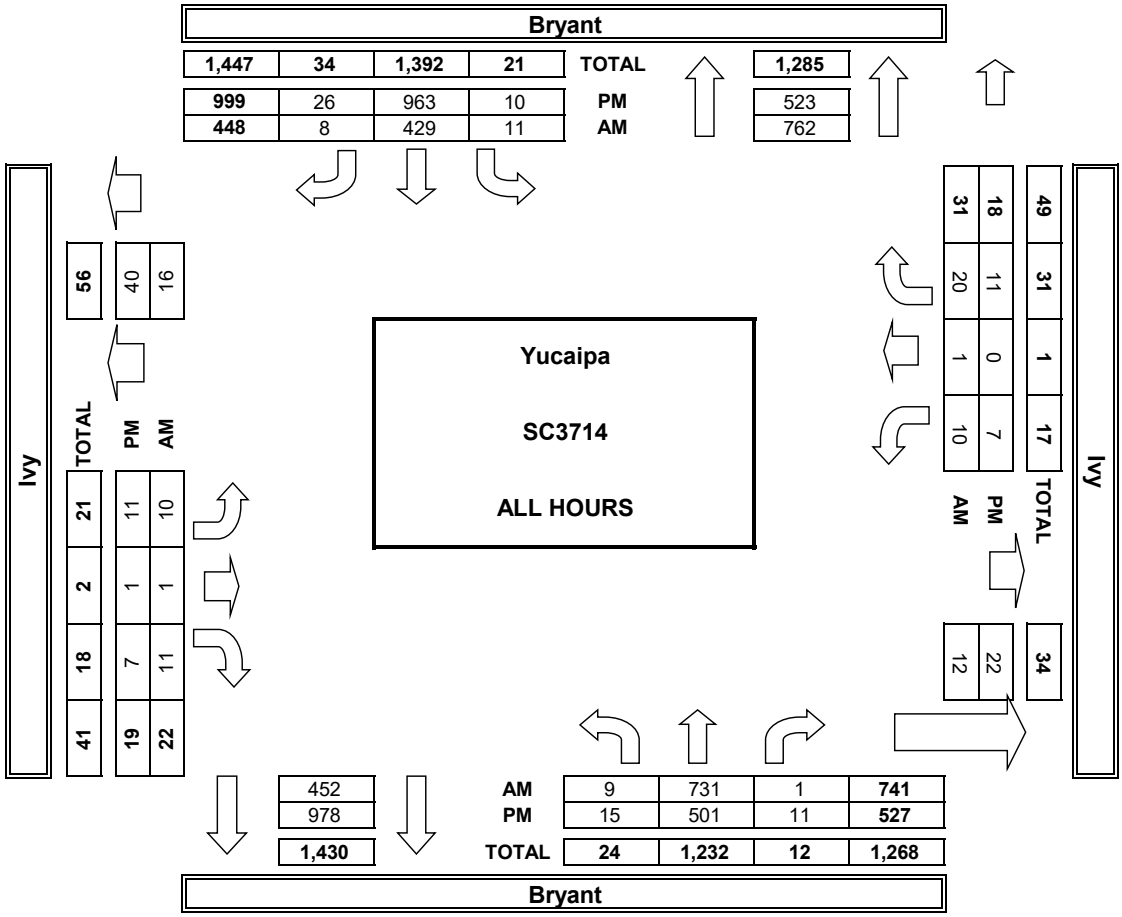
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

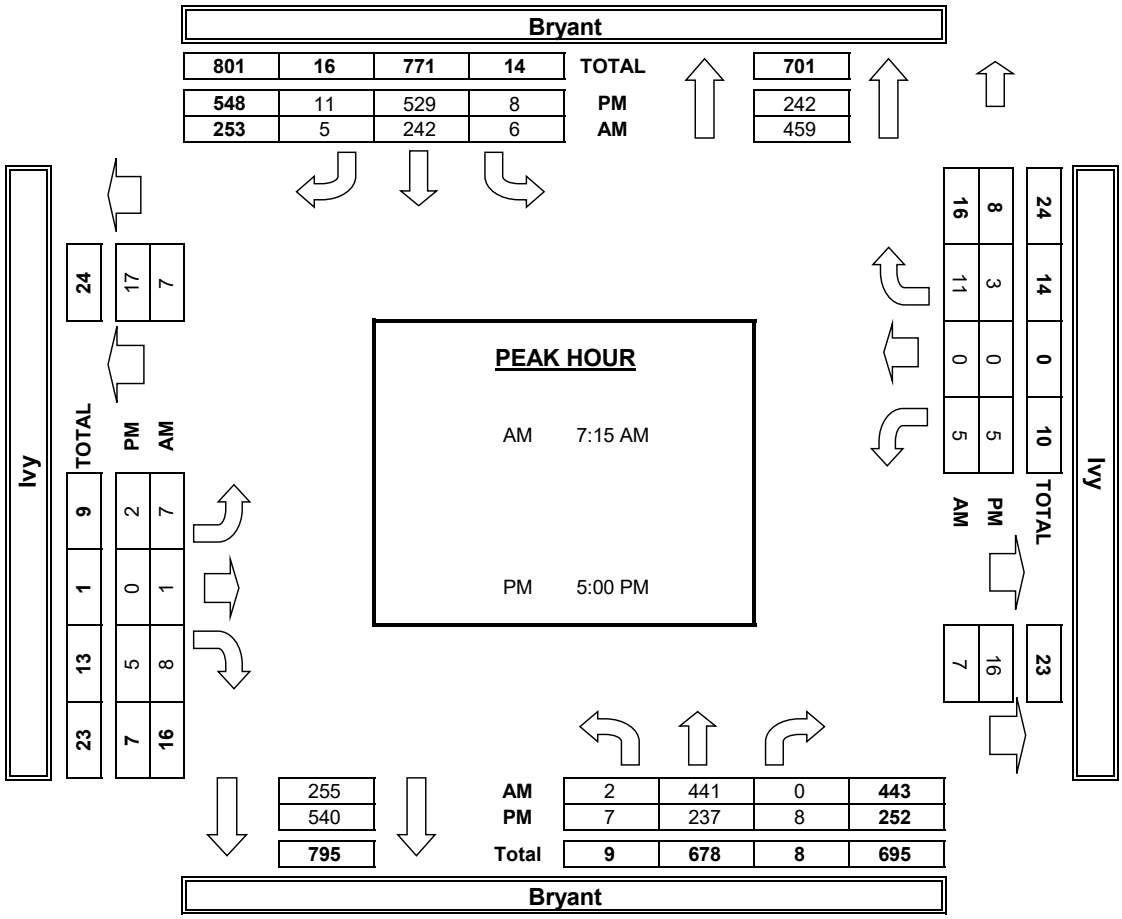
☑ Add U-Turns to Left Turns

		NORTHBOUND Bryant			SOUTHBOUND Bryant			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	82	1	2	51	0	0	0	0	1	1	5	144	0	0	0	0	0
	7:15 AM	0	124	0	0	58	1	1	1	3	2	0	5	195	0	0	0	0	0
	7:30 AM	1	128	0	2	64	2	4	0	1	1	0	3	206	0	0	0	0	0
	7:45 AM	0	95	0	0	66	1	2	0	3	1	0	2	170	0	0	0	0	0
	8:00 AM	1	94	0	4	54	1	0	0	1	1	0	1	157	0	0	0	0	0
	8:15 AM	3	84	0	0	41	2	0	0	0	1	0	3	134	1	0	0	0	1
	8:30 AM	1	77	0	3	39	1	2	0	2	0	0	0	125	0	1	0	0	1
	8:45 AM	2	47	0	0	56	0	1	0	1	3	0	1	111	1	0	0	0	1
	VOLUMES	9	731	1	11	429	8	10	1	11	10	1	20	1,242	2	1	0	0	3
	APPROACH %	1%	99%	0%	2%	96%	2%	45%	5%	50%	32%	3%	65%						
	APP/DEPART	741	/	762	448	/	452	22	/	12	31	/	16	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	2	441	0	6	242	5	7	1	8	5	0	11	728					
	APPROACH %	0%	100%	0%	2%	96%	2%	44%	6%	50%	31%	0%	69%						
	PEAK HR FACTOR		0.859			0.930			0.800			0.571		0.883					
	APP/DEPART	443	/	459	253	/	255	16	/	7	16	/	7	0					
PM	4:00 PM	3	67	1	0	89	2	3	0	0	0	0	3	168	0	0	0	0	0
	4:15 PM	3	71	2	2	135	5	2	1	1	0	0	3	225	0	0	0	0	0
	4:30 PM	1	73	0	0	96	3	2	0	1	0	0	1	177	0	0	0	0	0
	4:45 PM	1	53	0	0	114	5	2	0	0	2	0	1	178	0	0	0	0	0
	5:00 PM	1	80	2	3	143	1	1	0	1	1	0	1	234	0	0	0	0	0
	5:15 PM	1	48	1	2	128	5	0	0	0	1	0	2	188	0	0	0	0	0
	5:30 PM	4	55	3	3	139	3	1	0	2	3	0	0	213	1	0	0	0	1
	5:45 PM	1	54	2	0	119	2	0	0	2	0	0	0	180	0	0	0	0	0
	VOLUMES	15	501	11	10	963	26	11	1	7	7	0	11	1,563	1	0	0	0	1
	APPROACH %	3%	95%	2%	1%	96%	3%	58%	5%	37%	39%	0%	61%						
	APP/DEPART	527	/	523	999	/	978	19	/	22	18	/	40	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	7	237	8	8	529	11	2	0	5	5	0	3	815					
	APPROACH %	3%	94%	3%	1%	97%	2%	29%	0%	71%	63%	0%	38%						
	PEAK HR FACTOR		0.759			0.932			0.583			0.667		0.871					
	APP/DEPART	252	/	242	548	/	540	7	/	16	8	/	17	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Nov 3, 22

LOCATION: Yucaipa
NORTH & SOUTH: Juniper
EAST & WEST: Ivy

PROJECT #: SC3714
LOCATION #: 13
CONTROL: STOP ALL

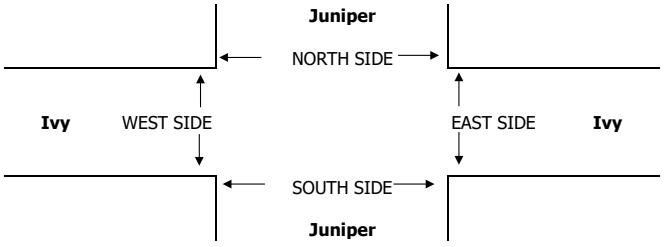
NOTES:

AM / PM / MD / OTHER / OTHER

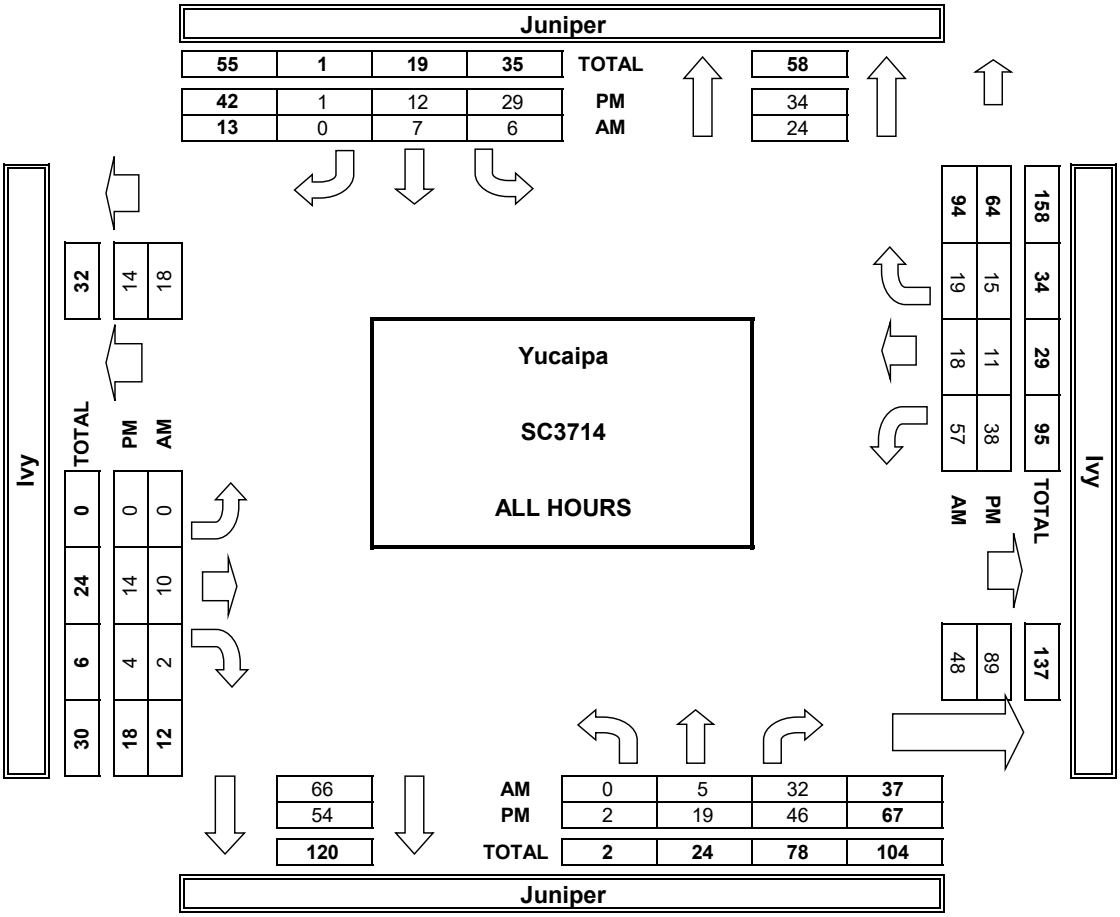
▲ N ◄ W E ► S ▼

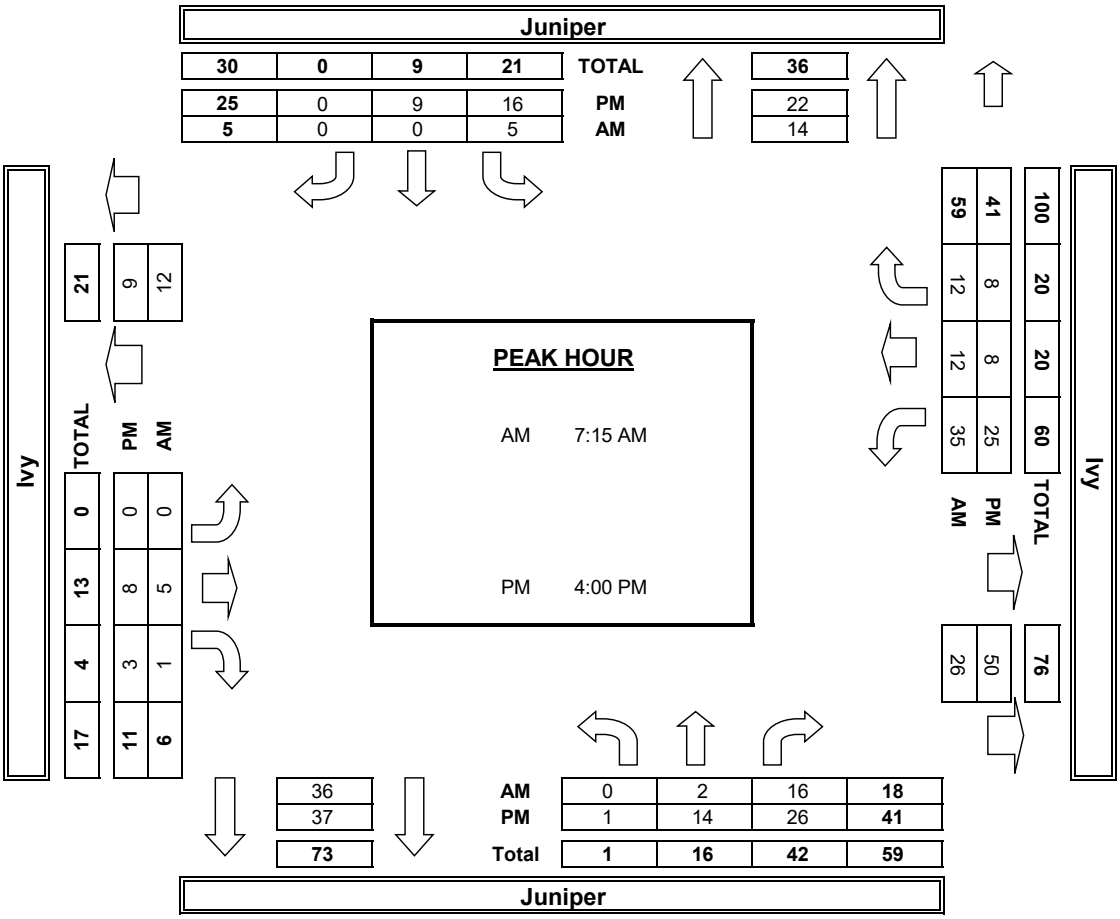
☑ Add U-Turns to Left Turns

		NORTHBOUND Juniper			SOUTHBOUND Juniper			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	1	3	0	4	0	0	1	0	6	2	1	18	0	0	0	0	0
	7:15 AM	0	2	5	1	0	0	0	1	0	7	4	2	22	0	0	0	0	0
	7:30 AM	0	0	4	1	0	0	0	1	1	9	5	5	26	0	0	0	0	0
	7:45 AM	0	0	2	0	0	0	0	0	0	12	2	2	18	0	0	0	0	0
	8:00 AM	0	0	5	3	0	0	0	3	0	7	1	3	22	0	0	0	0	0
	8:15 AM	0	0	3	1	0	0	0	2	0	6	1	2	15	0	0	0	0	0
	8:30 AM	0	1	2	0	1	0	0	2	1	7	3	3	20	0	0	0	0	0
	8:45 AM	0	1	8	0	2	0	0	0	0	3	0	1	15	0	0	0	0	0
	VOLUMES	0	5	32	6	7	0	0	10	2	57	18	19	156	0	0	0	0	0
	APPROACH %	0%	14%	86%	46%	54%	0%	0%	83%	17%	61%	19%	20%						
	APP/DEPART	37	/	24	13	/	66	12	/	48	94	/	18	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	2	16	5	0	0	0	5	1	35	12	12	88					
	APPROACH %	0%	11%	89%	100%	0%	0%	0%	83%	17%	59%	20%	20%						
	PEAK HR FACTOR		0.643			0.417			0.500			0.776		0.846					
	APP/DEPART	18	/	14	5	/	36	6	/	26	59	/	12	0					
PM	4:00 PM	0	3	6	6	3	0	0	2	2	7	2	1	32	0	0	0	0	0
	4:15 PM	0	3	9	1	0	0	0	2	1	6	3	3	28	0	0	0	0	0
	4:30 PM	1	3	4	3	1	0	0	1	0	7	0	2	22	0	0	0	0	0
	4:45 PM	0	5	7	6	5	0	0	3	0	5	3	2	36	0	0	0	0	0
	5:00 PM	1	2	5	2	2	0	0	2	1	4	1	2	22	0	0	0	0	0
	5:15 PM	0	0	5	5	0	0	0	2	0	3	0	1	16	0	0	0	0	0
	5:30 PM	0	2	8	2	1	0	0	1	0	1	2	1	18	0	0	0	0	0
	5:45 PM	0	1	2	4	0	1	0	1	0	5	0	3	17	0	0	0	0	0
	VOLUMES	2	19	46	29	12	1	0	14	4	38	11	15	191	0	0	0	0	0
	APPROACH %	3%	28%	69%	69%	29%	2%	0%	78%	22%	59%	17%	23%						
	APP/DEPART	67	/	34	42	/	54	18	/	89	64	/	14	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	14	26	16	9	0	0	8	3	25	8	8	118					
	APPROACH %	2%	34%	63%	64%	36%	0%	0%	73%	27%	61%	20%	20%						
	PEAK HR FACTOR		0.854			0.568			0.688			0.854		0.819					
	APP/DEPART	41	/	22	25	/	37	11	/	50	41	/	9	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Nov 3, 22

LOCATION: Yucaipa
NORTH & SOUTH: Juniper
EAST & WEST: Ivy

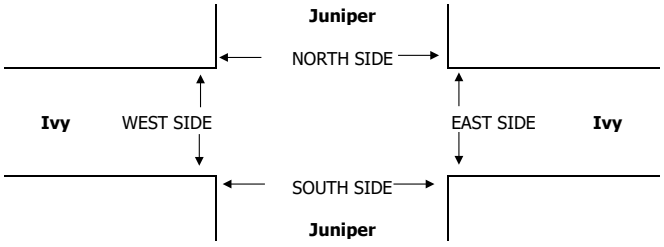
PROJECT #: SC3714
LOCATION #: 13
CONTROL: STOP ALL

NOTES:

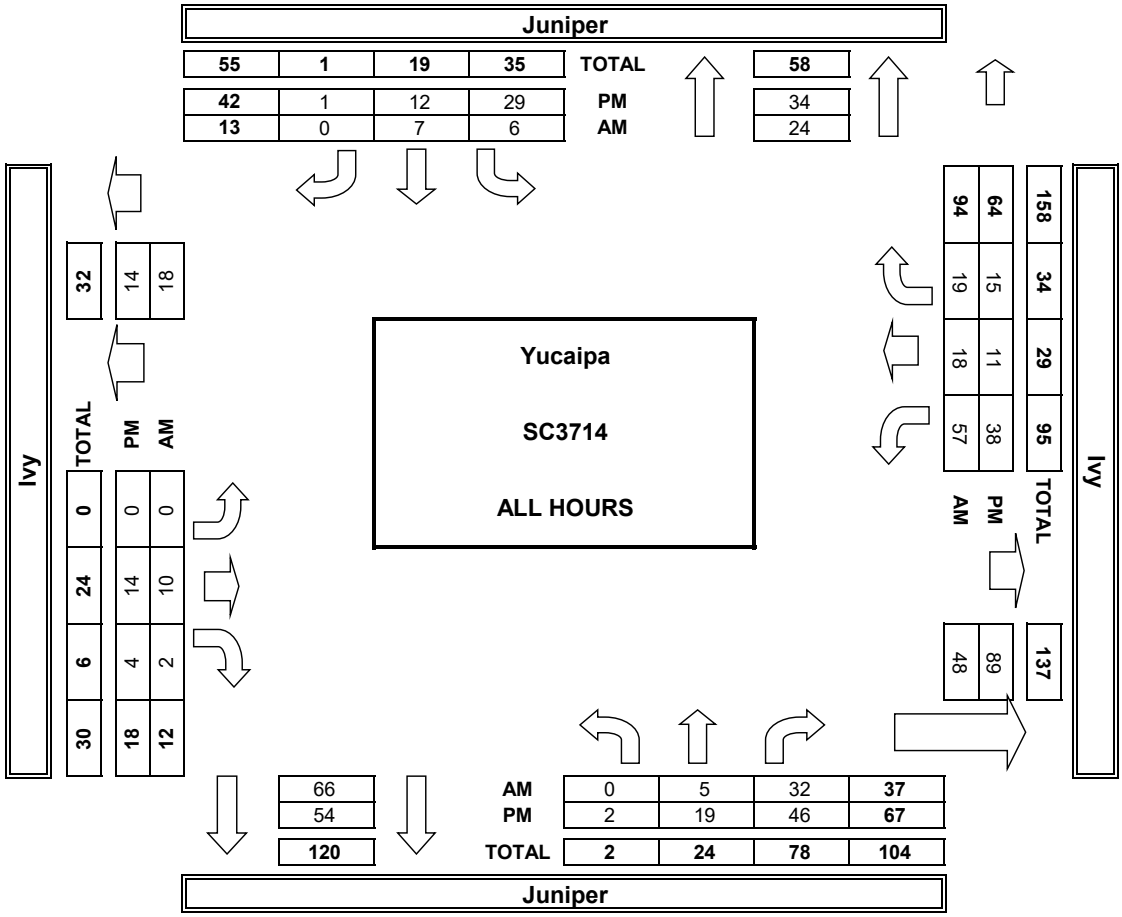
AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

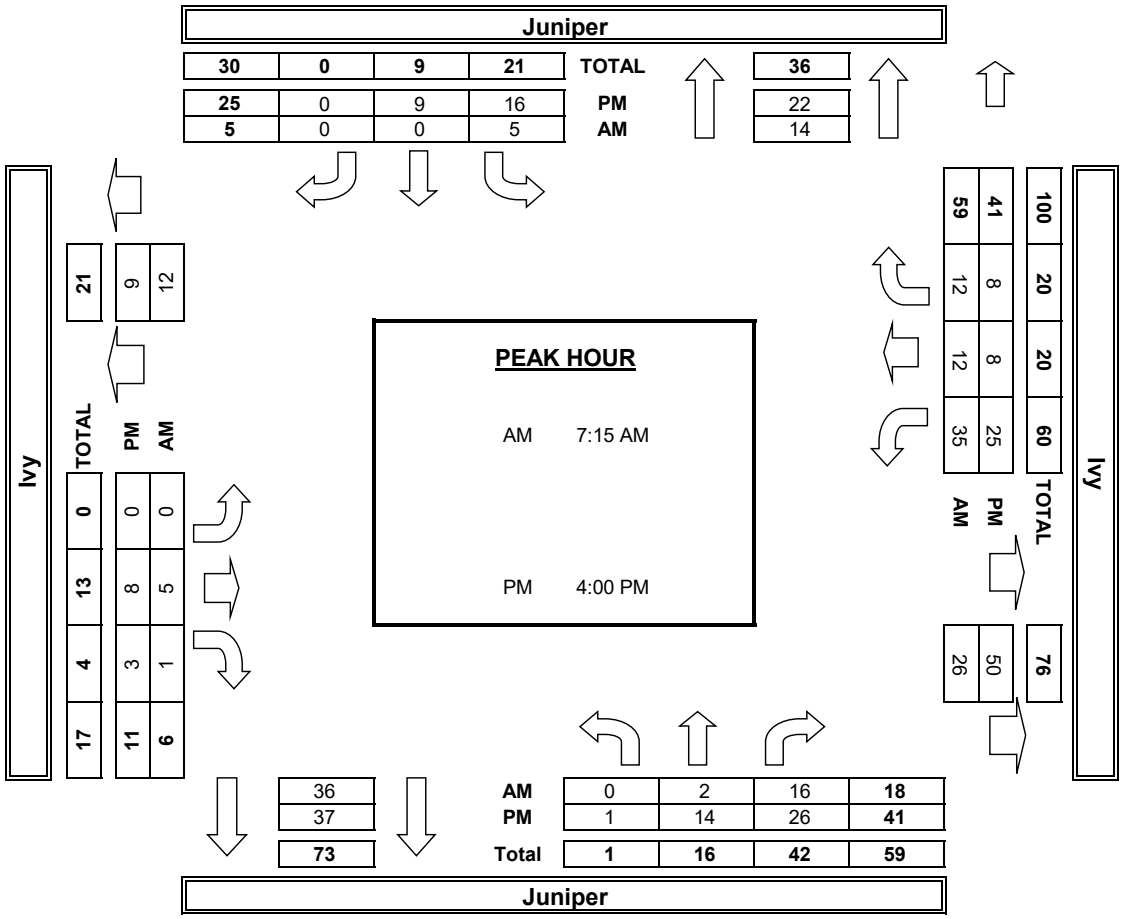
☑ Add U-Turns to Left Turns

		NORTHBOUND Juniper			SOUTHBOUND Juniper			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	1	3	0	4	0	0	1	0	6	2	1	18	0	0	0	0	0
	7:15 AM	0	2	5	1	0	0	0	1	0	7	4	2	22	0	0	0	0	0
	7:30 AM	0	0	4	1	0	0	0	1	1	9	5	5	26	0	0	0	0	0
	7:45 AM	0	0	2	0	0	0	0	0	0	12	2	2	18	0	0	0	0	0
	8:00 AM	0	0	5	3	0	0	0	3	0	7	1	3	22	0	0	0	0	0
	8:15 AM	0	0	3	1	0	0	0	2	0	6	1	2	15	0	0	0	0	0
	8:30 AM	0	1	2	0	1	0	0	2	1	7	3	3	20	0	0	0	0	0
	8:45 AM	0	1	8	0	2	0	0	0	0	3	0	1	15	0	0	0	0	0
	VOLUMES	0	5	32	6	7	0	0	10	2	57	18	19	156	0	0	0	0	0
	APPROACH %	0%	14%	86%	46%	54%	0%	0%	83%	17%	61%	19%	20%						
	APP/DEPART	37	/	24	13	/	66	12	/	48	94	/	18	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	2	16	5	0	0	0	5	1	35	12	12	88					
	APPROACH %	0%	11%	89%	100%	0%	0%	0%	83%	17%	59%	20%	20%						
	PEAK HR FACTOR		0.643			0.417			0.500			0.776		0.846					
	APP/DEPART	18	/	14	5	/	36	6	/	26	59	/	12	0					
PM	4:00 PM	0	3	6	6	3	0	0	2	2	7	2	1	32	0	0	0	0	0
	4:15 PM	0	3	9	1	0	0	0	2	1	6	3	3	28	0	0	0	0	0
	4:30 PM	1	3	4	3	1	0	0	1	0	7	0	2	22	0	0	0	0	0
	4:45 PM	0	5	7	6	5	0	0	3	0	5	3	2	36	0	0	0	0	0
	5:00 PM	1	2	5	2	2	0	0	2	1	4	1	2	22	0	0	0	0	0
	5:15 PM	0	0	5	5	0	0	0	2	0	3	0	1	16	0	0	0	0	0
	5:30 PM	0	2	8	2	1	0	0	1	0	1	2	1	18	0	0	0	0	0
	5:45 PM	0	1	2	4	0	1	0	1	0	5	0	3	17	0	0	0	0	0
	VOLUMES	2	19	46	29	12	1	0	14	4	38	11	15	191	0	0	0	0	0
	APPROACH %	3%	28%	69%	69%	29%	2%	0%	78%	22%	59%	17%	23%						
	APP/DEPART	67	/	34	42	/	54	18	/	89	64	/	14	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	14	26	16	9	0	0	8	3	25	8	8	118					
	APPROACH %	2%	34%	63%	64%	36%	0%	0%	73%	27%	61%	20%	20%						
	PEAK HR FACTOR		0.854			0.568			0.688			0.854		0.819					
	APP/DEPART	41	/	22	25	/	37	11	/	50	41	/	9	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Ivy

PROJECT #: SC3714
LOCATION #: 14
CONTROL: STOP ALL

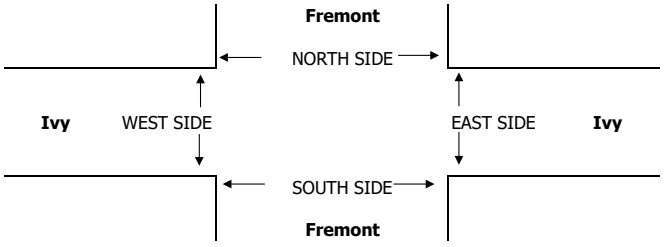
NOTES:

AM / PM / MD / OTHER / OTHER

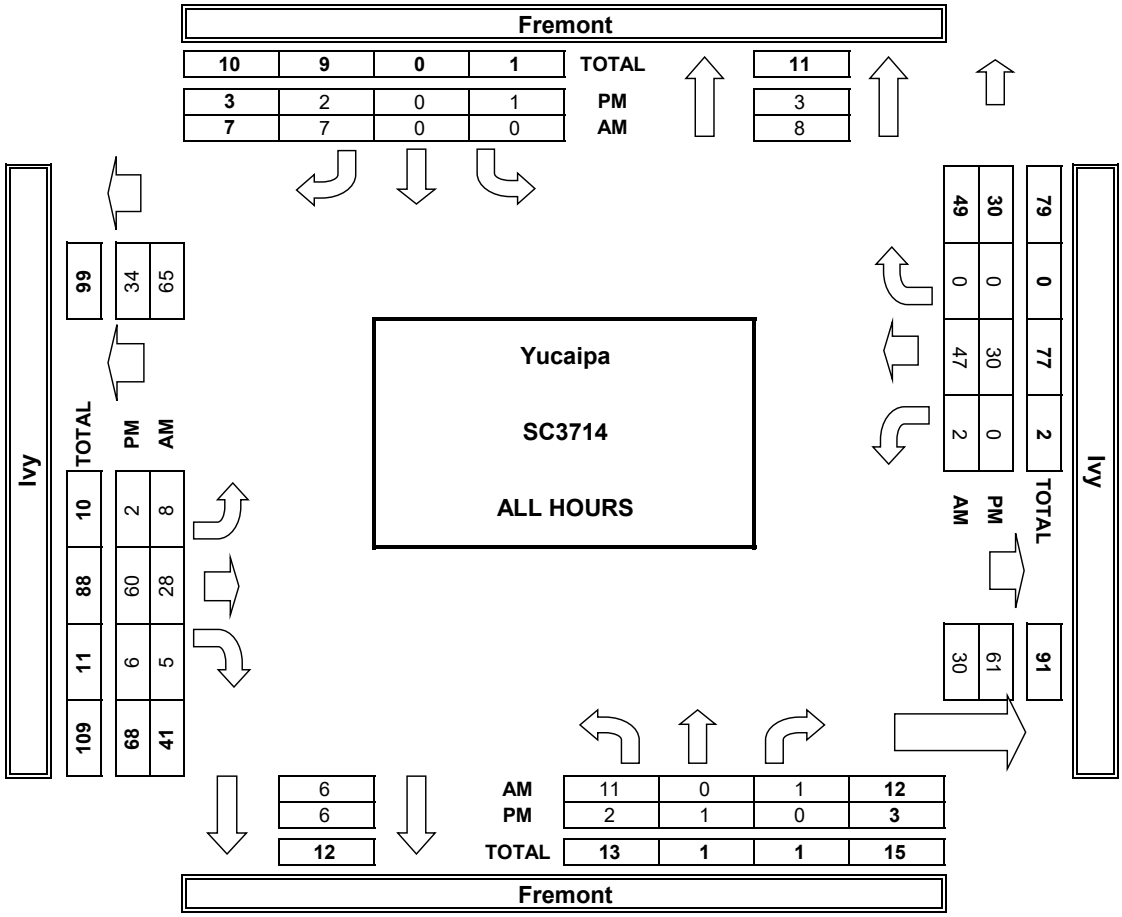
▲ N ◄ W E ► S ▼

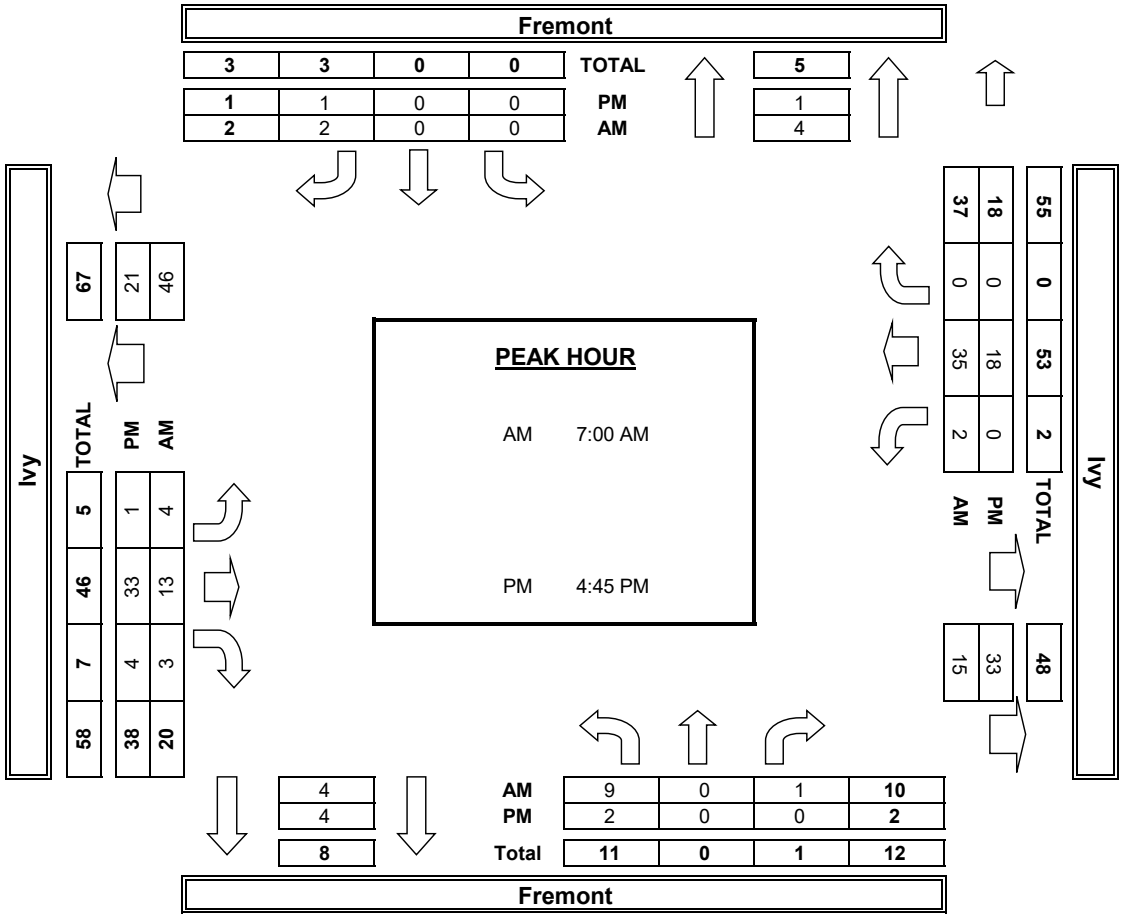
☑ Add U-Turns to Left Turns

		NORTHBOUND Fremont			SOUTHBOUND Fremont			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	0	1	0	0	0	2	2	0	2	9	0	20	0	0	0	1	1
	7:15 AM	1	0	0	0	0	2	2	2	2	0	10	0	19	0	0	0	0	0
	7:30 AM	3	0	0	0	0	0	0	5	0	0	7	0	15	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	4	1	0	9	0	15	0	0	0	0	0
	8:00 AM	1	0	0	0	0	1	2	8	0	0	2	0	14	0	0	0	0	0
	8:15 AM	1	0	0	0	0	2	1	3	0	0	2	0	9	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	3	1	0	3	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	0	1	1	0	5	0	9	0	0	0	0	0
	VOLUMES	11	0	1	0	0	7	8	28	5	2	47	0	109	0	0	0	1	1
	APPROACH %	92%	0%	8%	0%	0%	100%	20%	68%	12%	4%	96%	0%						
	APP/DEPART	12	/	8	7	/	6	41	/	30	49	/	65	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	9	0	1	0	0	2	4	13	3	2	35	0	69					
	APPROACH %	90%	0%	10%	0%	0%	100%	20%	65%	15%	5%	95%	0%						
	PEAK HR FACTOR		0.500			0.250			0.833			0.841		0.863					
	APP/DEPART	10	/	4	2	/	4	20	/	15	37	/	46	0					
PM	4:00 PM	0	0	0	0	0	0	0	9	0	0	4	0	13	0	0	0	0	0
	4:15 PM	0	1	0	1	0	1	1	7	1	0	5	0	17	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	6	1	0	2	0	9	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	5	1	0	4	0	10	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	8	0	0	3	0	12	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	11	0	0	7	0	19	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	1	9	3	0	4	0	18	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	5	0	0	1	0	6	0	0	0	0	0
	VOLUMES	2	1	0	1	0	2	2	60	6	0	30	0	104	0	0	0	0	0
	APPROACH %	67%	33%	0%	33%	0%	67%	3%	88%	9%	0%	100%	0%						
	APP/DEPART	3	/	3	3	/	6	68	/	61	30	/	34	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	2	0	0	0	0	1	1	33	4	0	18	0	59					
	APPROACH %	100%	0%	0%	0%	0%	100%	3%	87%	11%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.250			0.731			0.643		0.776					
	APP/DEPART	2	/	1	1	/	4	38	/	33	18	/	21	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

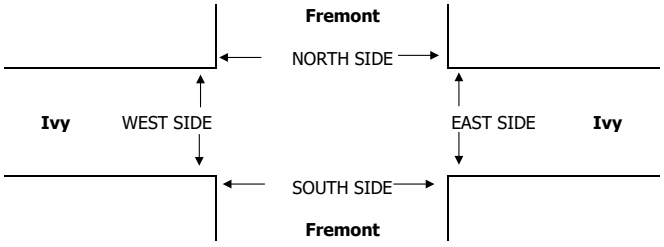
DATE:	LOCATION:	Yucaipa	PROJECT #:	SC3714
Tue, Nov 1, 22	NORTH & SOUTH:	Fremont	LOCATION #:	14
	EAST & WEST:	Ivy	CONTROL:	STOP ALL

NOTES:

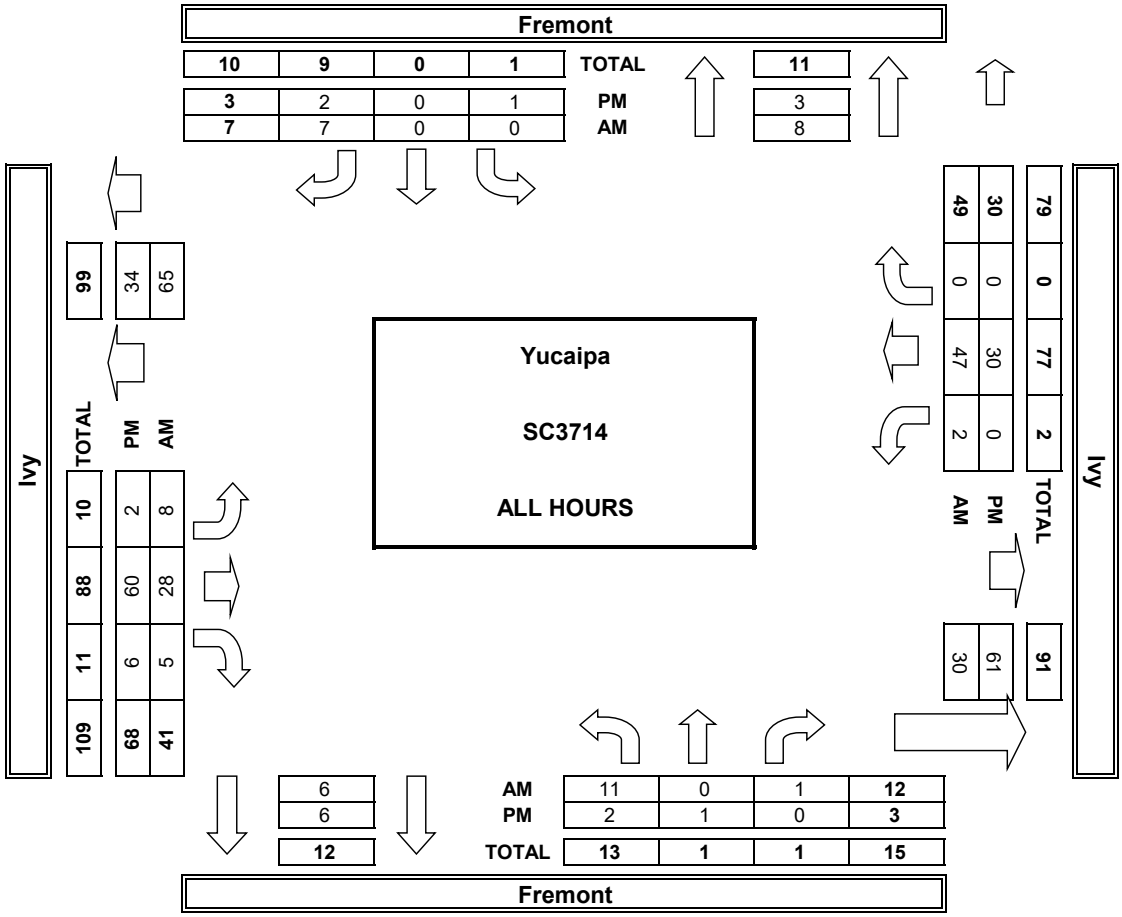
AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

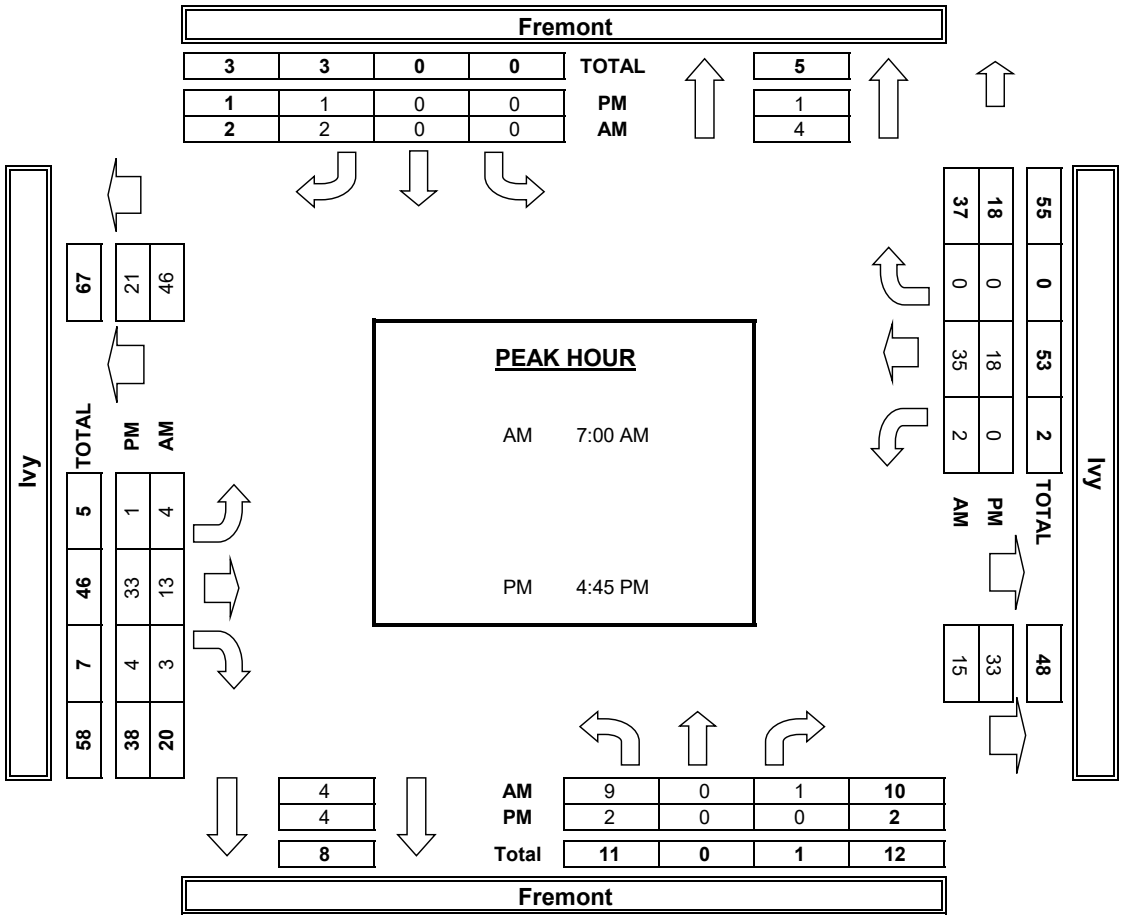
☑ Add U-Turns to Left Turns

		NORTHBOUND (Fremont)			SOUTHBOUND (Fremont)			EASTBOUND (Ivy)			WESTBOUND (Ivy)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	0	1	0	0	0	2	2	0	2	9	0	20	0	0	0	1	1
	7:15 AM	1	0	0	0	0	2	2	2	2	0	10	0	19	0	0	0	0	0
	7:30 AM	3	0	0	0	0	0	0	5	0	0	7	0	15	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	4	1	0	9	0	15	0	0	0	0	0
	8:00 AM	1	0	0	0	0	1	2	8	0	0	2	0	14	0	0	0	0	0
	8:15 AM	1	0	0	0	0	2	1	3	0	0	2	0	9	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	3	1	0	3	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	0	1	1	0	5	0	9	0	0	0	0	0
	VOLUMES	11	0	1	0	0	7	8	28	5	2	47	0	109	0	0	0	1	1
	APPROACH %	92%	0%	8%	0%	0%	100%	20%	68%	12%	4%	96%	0%						
	APP/DEPART	12	/	8	7	/	6	41	/	30	49	/	65	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	9	0	1	0	0	2	4	13	3	2	35	0	69					
	APPROACH %	90%	0%	10%	0%	0%	100%	20%	65%	15%	5%	95%	0%						
	PEAK HR FACTOR		0.500			0.250			0.833			0.841		0.863					
	APP/DEPART	10	/	4	2	/	4	20	/	15	37	/	46	0					
PM	4:00 PM	0	0	0	0	0	0	0	9	0	0	4	0	13	0	0	0	0	0
	4:15 PM	0	1	0	1	0	1	1	7	1	0	5	0	17	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	6	1	0	2	0	9	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	5	1	0	4	0	10	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	8	0	0	3	0	12	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	11	0	0	7	0	19	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	1	9	3	0	4	0	18	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	5	0	0	1	0	6	0	0	0	0	0
	VOLUMES	2	1	0	1	0	2	2	60	6	0	30	0	104	0	0	0	0	0
	APPROACH %	67%	33%	0%	33%	0%	67%	3%	88%	9%	0%	100%	0%						
	APP/DEPART	3	/	3	3	/	6	68	/	61	30	/	34	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	2	0	0	0	0	1	1	33	4	0	18	0	59					
	APPROACH %	100%	0%	0%	0%	0%	100%	3%	87%	11%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.250			0.731			0.643		0.776					
	APP/DEPART	2	/	1	1	/	4	38	/	33	18	/	21	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Jefferson
EAST & WEST: Ivy

PROJECT #: SC3714
LOCATION #: 15
CONTROL: NO CONTROL

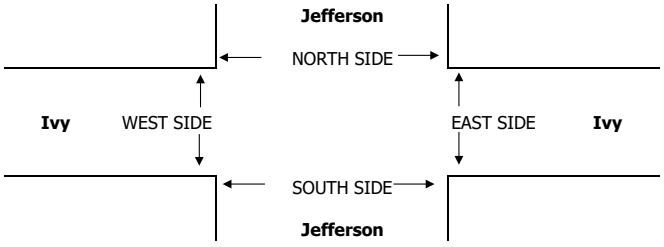
NOTES:

AM / PM / MD / OTHER / OTHER

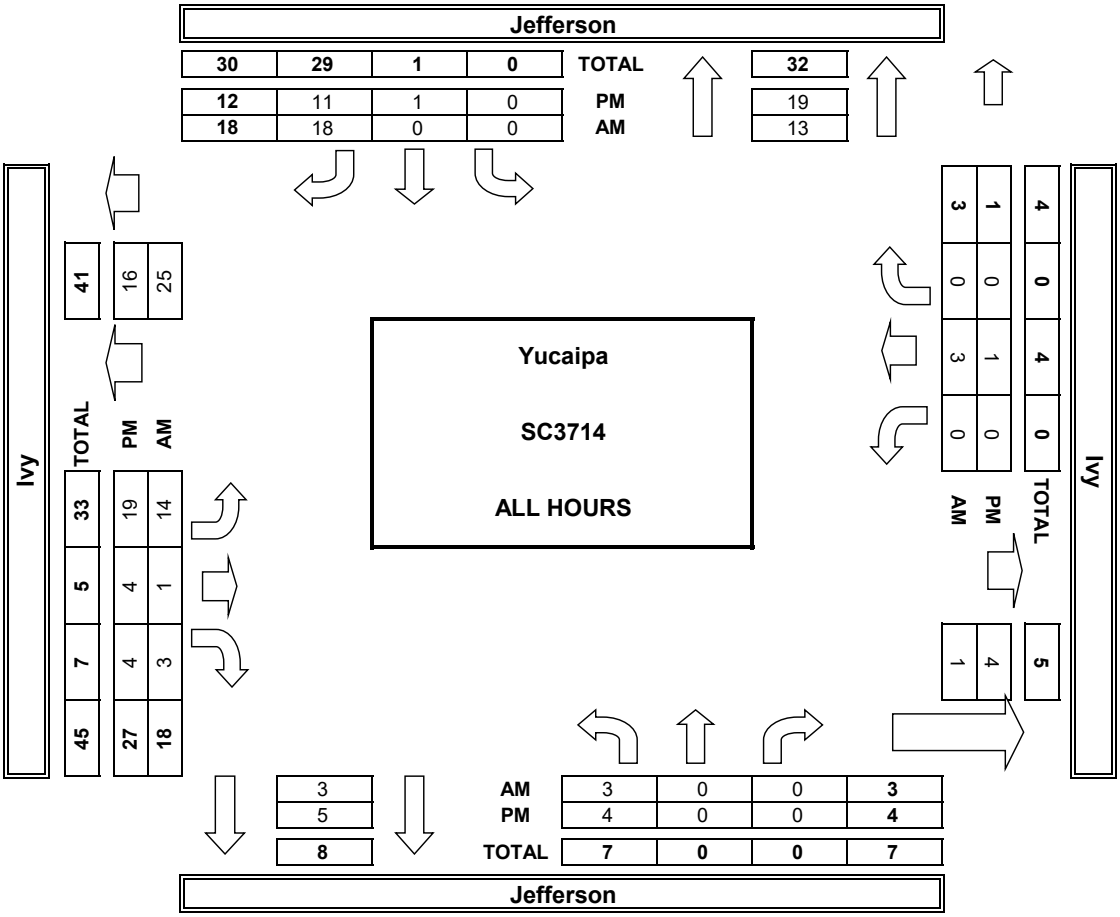
▲ N
◄ W
E ►
S ▼

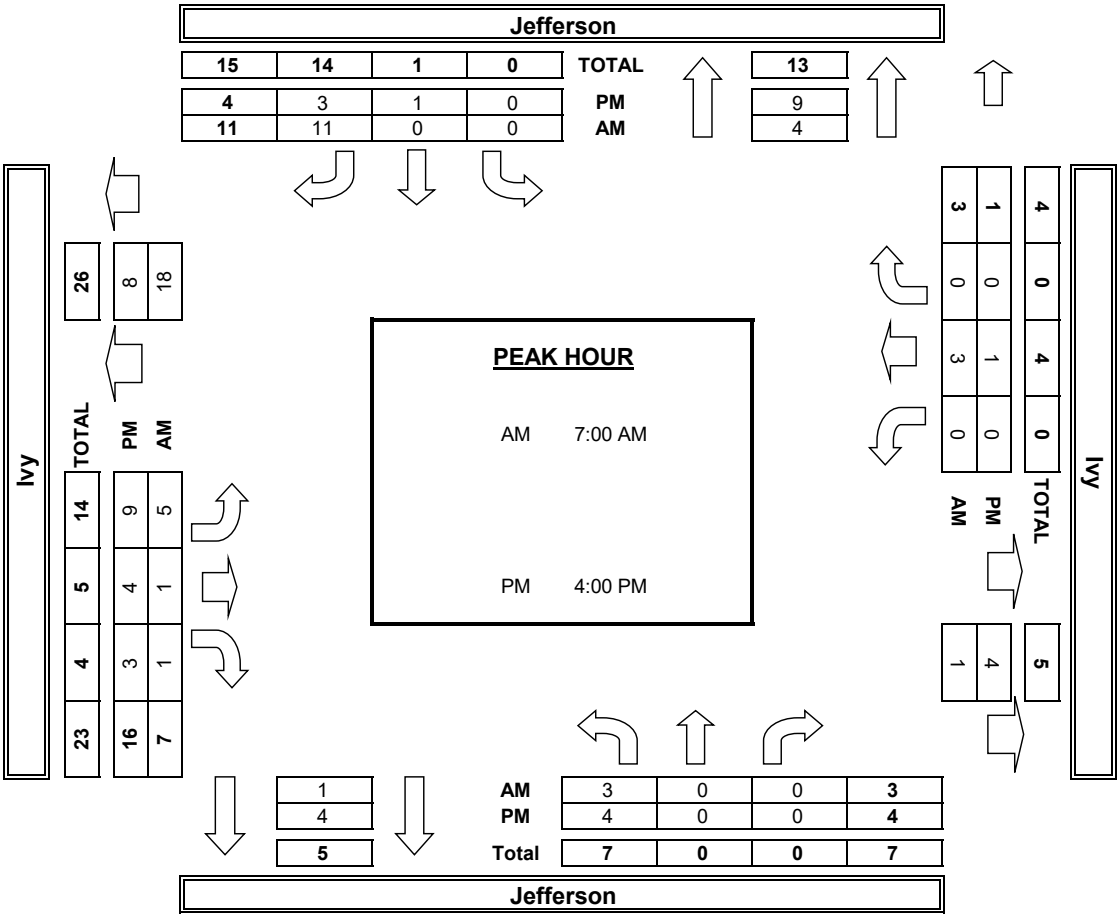
☑ Add U-Turns to Left Turns

		NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	4	1	0	1	0	0	0	6	0	0	1	0	1
	7:15 AM	1	0	0	0	0	2	1	1	0	0	2	0	7	0	0	0	0	0
	7:30 AM	1	0	0	0	0	2	1	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	1	0	0	0	0	3	2	0	0	0	1	0	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	2	0	1	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	2	0	1	0	0	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	3	3	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	3	0	0	0	0	18	14	1	3	0	3	0	42	0	0	1	0	1
	APPROACH %	100%	0%	0%	0%	0%	100%	78%	6%	17%	0%	100%	0%						
	APP/DEPART	3	/	13	18	/	3	18	/	1	3	/	25	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	0	0	0	11	5	1	1	0	3	0	24					
	APPROACH %	100%	0%	0%	0%	0%	100%	71%	14%	14%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.688			0.875			0.375		0.857					
	APP/DEPART	3	/	4	11	/	1	7	/	1	3	/	18	0					
PM	4:00 PM	2	0	0	0	0	1	4	1	2	0	0	0	10	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	3	0	1	0	1	0	6	0	0	0	0	0
	4:45 PM	1	0	0	0	1	2	1	1	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	5	0	0	0	0	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	4	2	0	0	0	0	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	3	2	0	1	0	0	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	4	0	0	0	1	11	19	4	4	0	1	0	44	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	8%	92%	70%	15%	15%	0%	100%	0%						
	APP/DEPART	4	/	19	12	/	5	27	/	4	1	/	16	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	0	0	0	1	3	9	4	3	0	1	0	25					
	APPROACH %	100%	0%	0%	0%	25%	75%	56%	25%	19%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.333			0.571			0.250		0.625					
	APP/DEPART	4	/	9	4	/	4	16	/	4	1	/	8	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Jefferson
EAST & WEST: Ivy

PROJECT #: SC3714
LOCATION #: 15
CONTROL: NO CONTROL

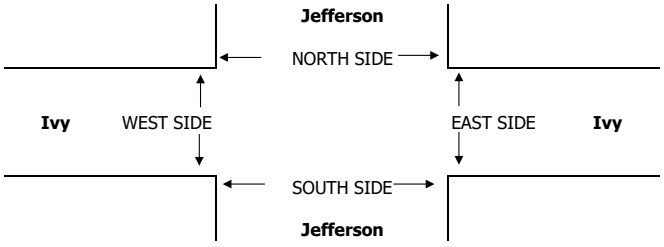
NOTES:

AM / PM / MD / OTHER / OTHER

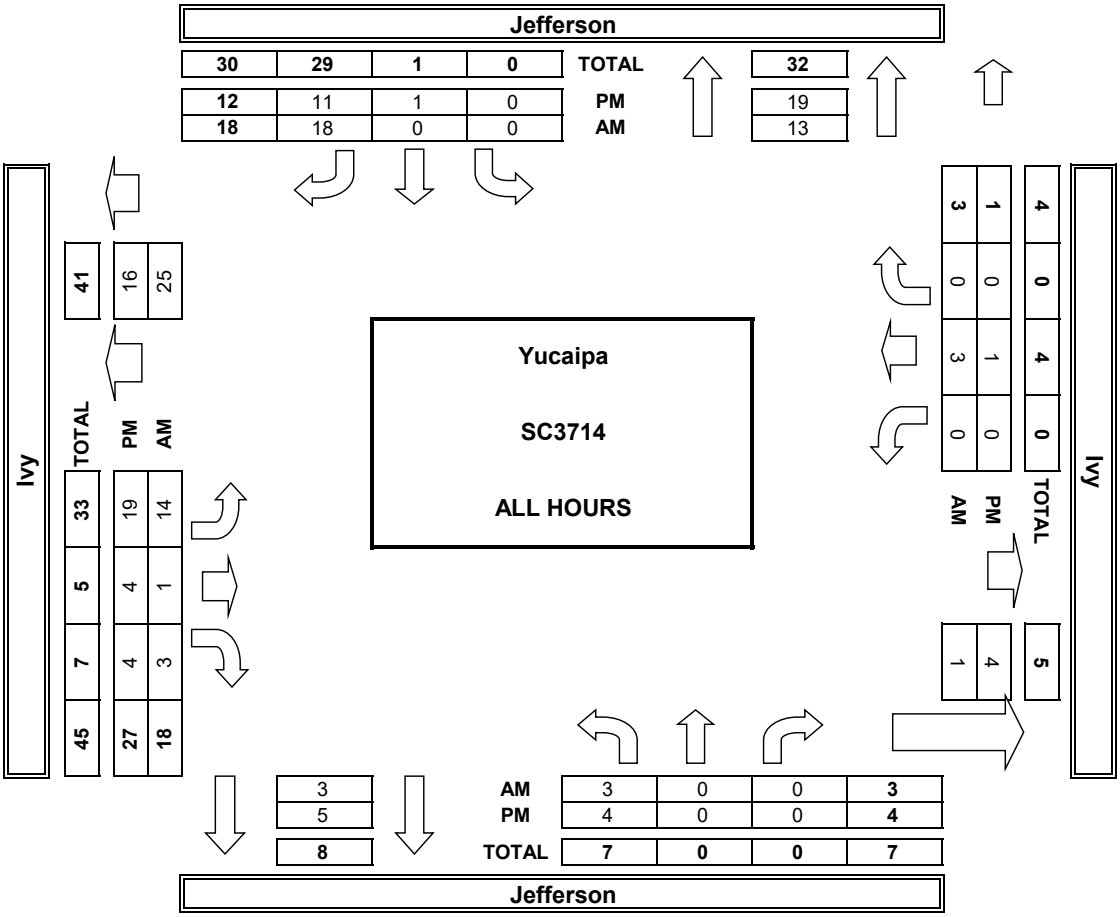
▲ N
◄ W
E ►
S ▼

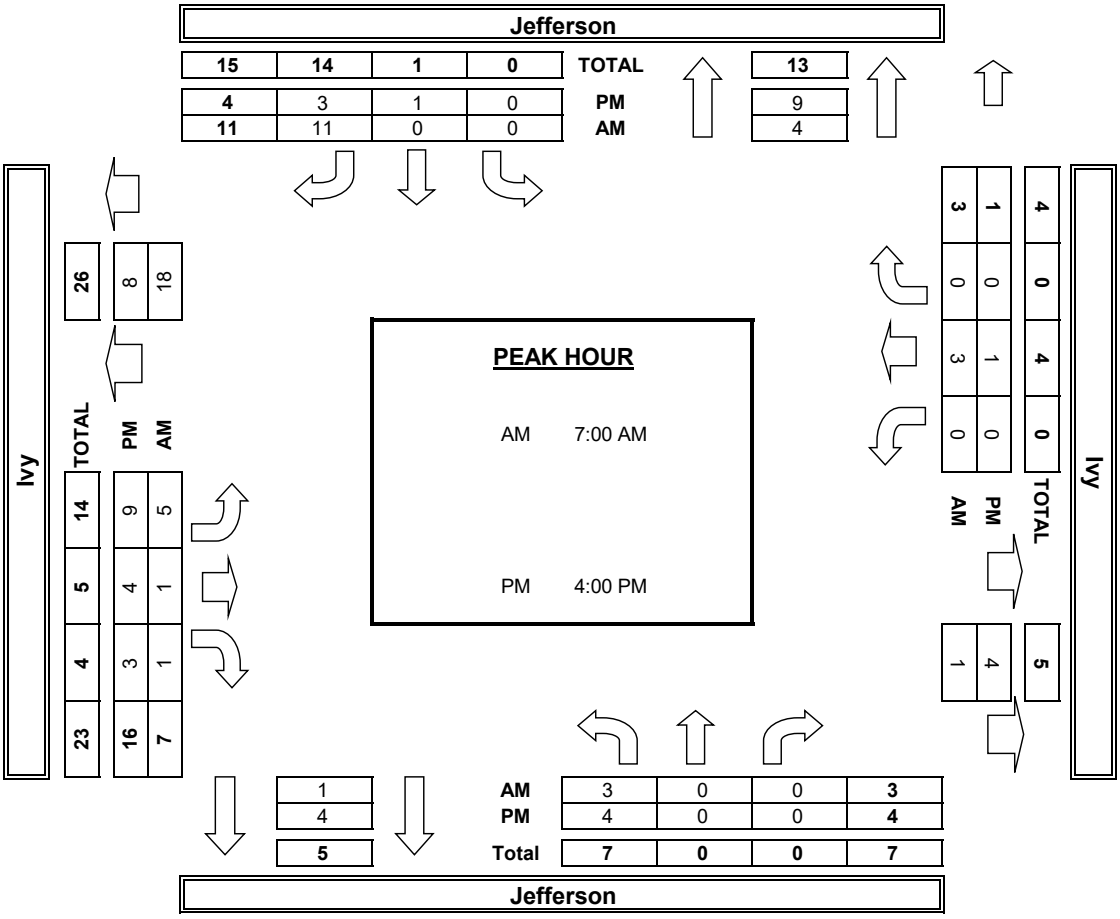
☑ Add U-Turns to Left Turns

		NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Ivy			WESTBOUND Ivy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	4	1	0	1	0	0	0	6	0	0	1	0	1
	7:15 AM	1	0	0	0	0	2	1	1	0	0	2	0	7	0	0	0	0	0
	7:30 AM	1	0	0	0	0	2	1	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	1	0	0	0	0	3	2	0	0	0	1	0	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	2	0	1	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	2	0	1	0	0	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	3	3	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	3	0	0	0	0	18	14	1	3	0	3	0	42	0	0	1	0	1
	APPROACH %	100%	0%	0%	0%	0%	100%	78%	6%	17%	0%	100%	0%						
	APP/DEPART	3	/	13	18	/	3	18	/	1	3	/	25	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	0	0	0	11	5	1	1	0	3	0	24					
	APPROACH %	100%	0%	0%	0%	0%	100%	71%	14%	14%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.688			0.875			0.375		0.857					
	APP/DEPART	3	/	4	11	/	1	7	/	1	3	/	18	0					
PM	4:00 PM	2	0	0	0	0	1	4	1	2	0	0	0	10	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	3	0	1	0	1	0	6	0	0	0	0	0
	4:45 PM	1	0	0	0	1	2	1	1	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	5	0	0	0	0	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	4	2	0	0	0	0	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	3	2	0	1	0	0	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	4	0	0	0	1	11	19	4	4	0	1	0	44	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	8%	92%	70%	15%	15%	0%	100%	0%						
	APP/DEPART	4	/	19	12	/	5	27	/	4	1	/	16	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	0	0	0	1	3	9	4	3	0	1	0	25					
	APPROACH %	100%	0%	0%	0%	25%	75%	56%	25%	19%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.333			0.571			0.250		0.625					
	APP/DEPART	4	/	9	4	/	4	16	/	4	1	/	8	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Carter

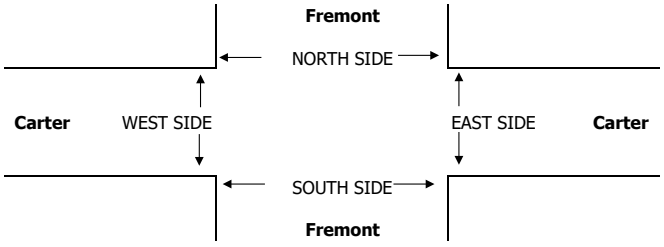
PROJECT #: SC3714
LOCATION #: 16
CONTROL: STOP ALL

NOTES:

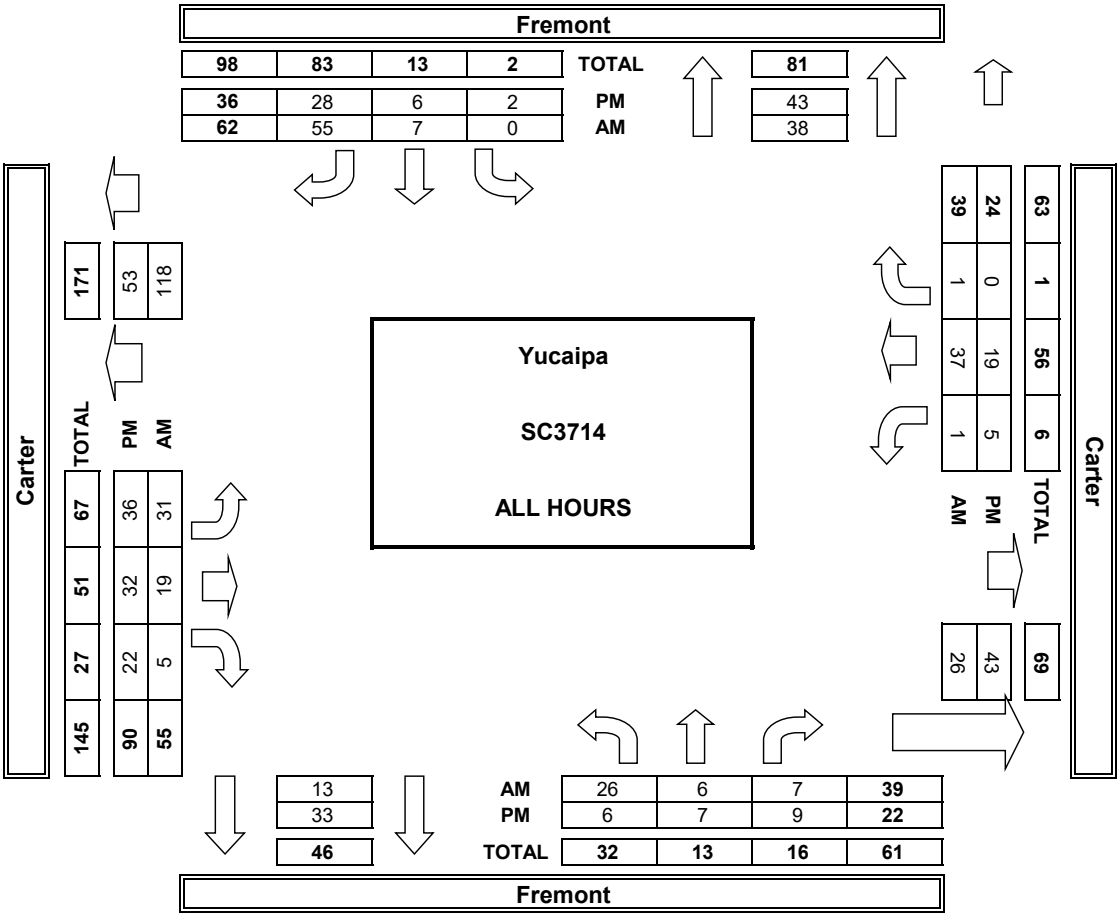
AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

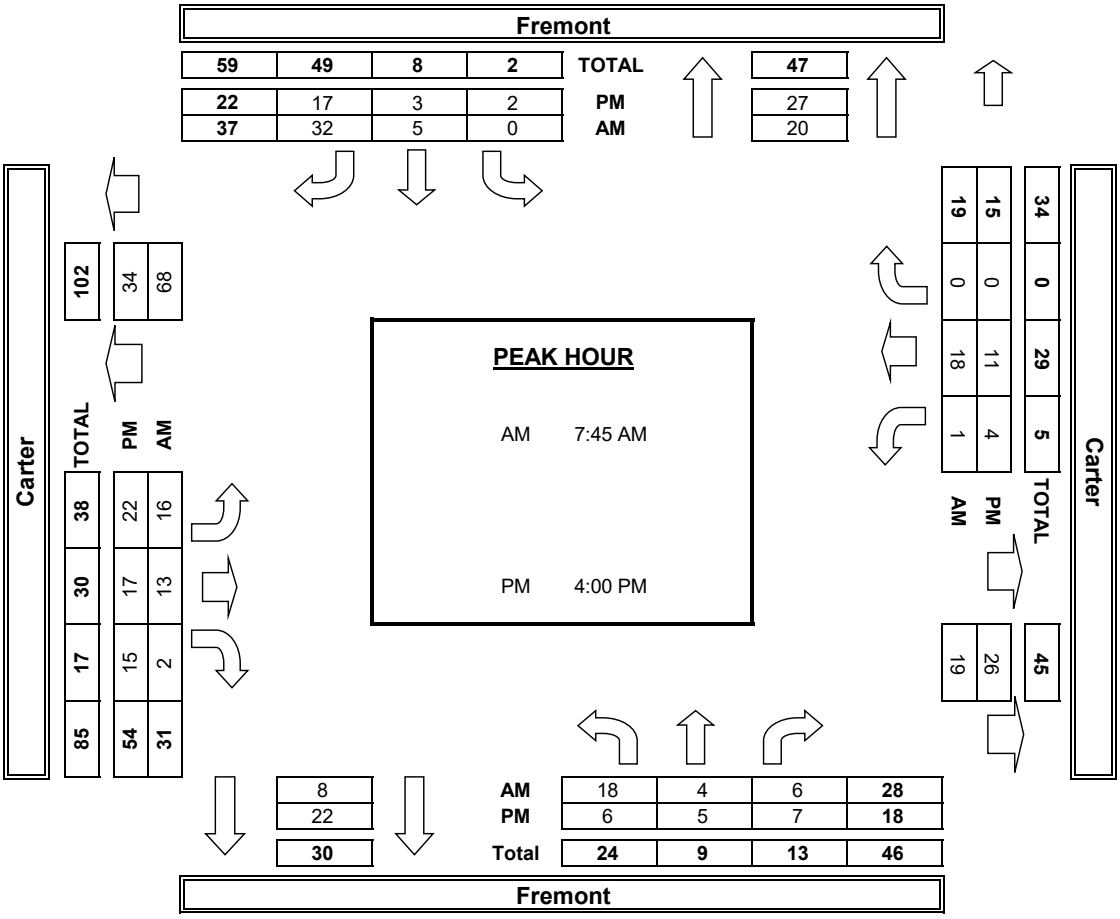
☑ Add U-Turns to Left Turns

		NORTHBOUND Fremont			SOUTHBOUND Fremont			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	1	0	0	0	10	4	0	2	0	2	0	22	0	0	0	0	0
	7:15 AM	4	0	0	0	2	6	3	0	0	0	7	0	22	0	0	0	0	0
	7:30 AM	1	0	1	0	0	4	2	2	1	0	8	0	19	0	0	0	0	0
	7:45 AM	3	2	1	0	2	4	4	5	1	1	6	0	29	0	0	0	0	0
	8:00 AM	5	0	3	0	0	9	6	4	0	0	1	0	28	0	0	0	0	0
	8:15 AM	7	1	1	0	0	8	2	3	0	0	4	0	26	0	0	0	0	0
	8:30 AM	3	1	1	0	3	11	4	1	1	0	7	0	32	0	0	0	0	0
	8:45 AM	0	1	0	0	0	3	6	4	0	0	2	1	17	0	0	0	0	0
	VOLUMES	26	6	7	0	7	55	31	19	5	1	37	1	195	0	0	0	0	0
	APPROACH %	67%	15%	18%	0%	11%	89%	56%	35%	9%	3%	95%	3%						
	APP/DEPART	39	/	38	62	/	13	55	/	26	39	/	118	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	18	4	6	0	5	32	16	13	2	1	18	0	115					
	APPROACH %	64%	14%	21%	0%	14%	86%	52%	42%	6%	5%	95%	0%						
	PEAK HR FACTOR		0.778			0.661			0.775			0.679		0.898					
	APP/DEPART	28	/	20	37	/	8	31	/	19	19	/	68	0					
PM	4:00 PM	1	3	1	2	1	2	3	3	3	0	4	0	23	0	0	0	0	0
	4:15 PM	1	1	0	0	0	5	5	2	4	1	2	0	21	0	0	0	0	0
	4:30 PM	3	0	3	0	2	4	6	5	3	1	3	0	30	0	0	0	0	0
	4:45 PM	1	1	3	0	0	6	8	7	5	2	2	0	35	0	0	0	0	0
	5:00 PM	0	1	1	0	0	3	5	6	2	1	1	0	20	0	0	0	0	0
	5:15 PM	0	0	0	0	3	4	4	4	1	0	3	0	19	0	0	0	0	0
	5:30 PM	0	1	1	0	0	3	3	2	3	0	2	0	15	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	2	3	1	0	2	0	9	0	0	0	0	0
	VOLUMES	6	7	9	2	6	28	36	32	22	5	19	0	172	0	0	0	0	0
	APPROACH %	27%	32%	41%	6%	17%	78%	40%	36%	24%	21%	79%	0%						
	APP/DEPART	22	/	43	36	/	33	90	/	43	24	/	53	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	6	5	7	2	3	17	22	17	15	4	11	0	109					
	APPROACH %	33%	28%	39%	9%	14%	77%	41%	31%	28%	27%	73%	0%						
	PEAK HR FACTOR		0.750			0.917			0.675			0.938		0.779					
	APP/DEPART	18	/	27	22	/	22	54	/	26	15	/	34	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Carter

PROJECT #: SC3714
LOCATION #: 16
CONTROL: STOP ALL

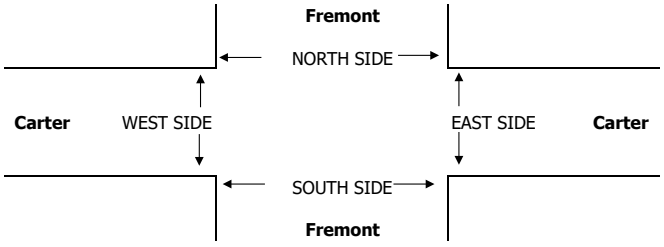
NOTES:

AM / PM / MD / OTHER / OTHER

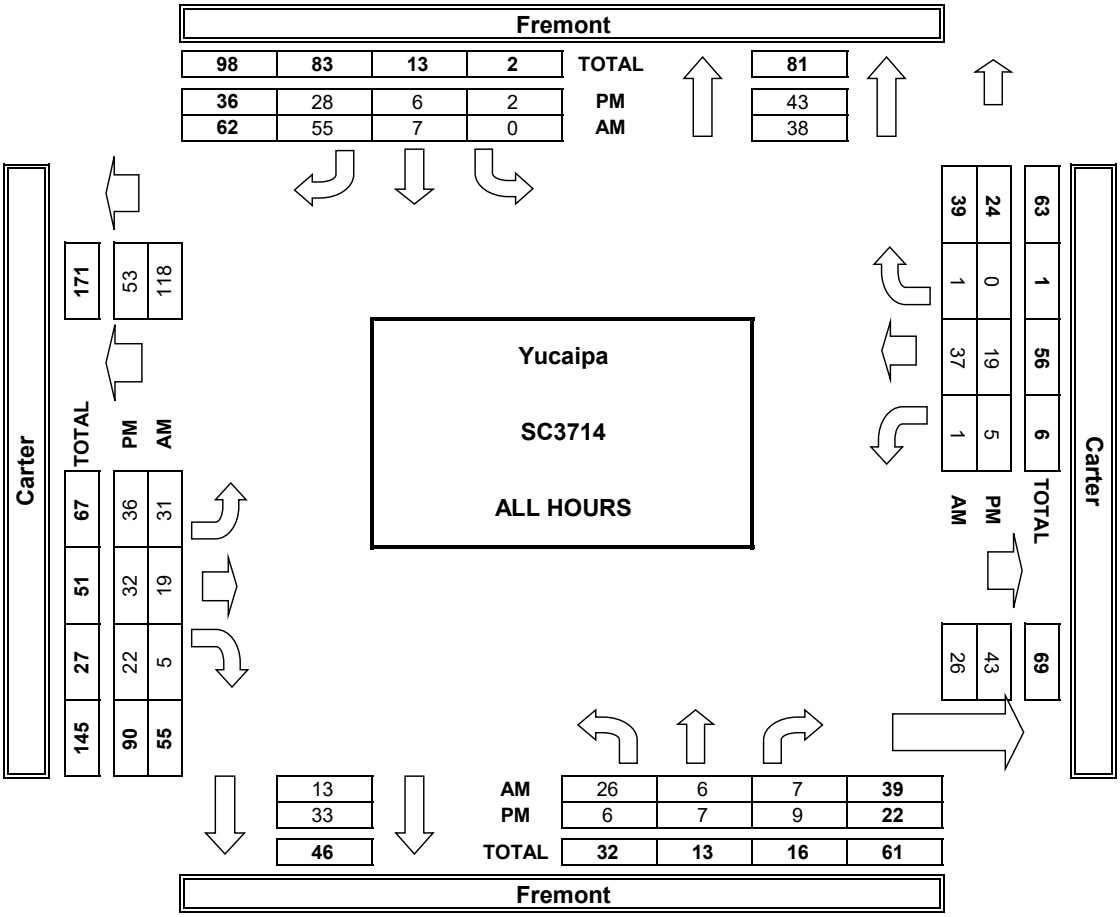
▲ N ◄ W E ► S ▼

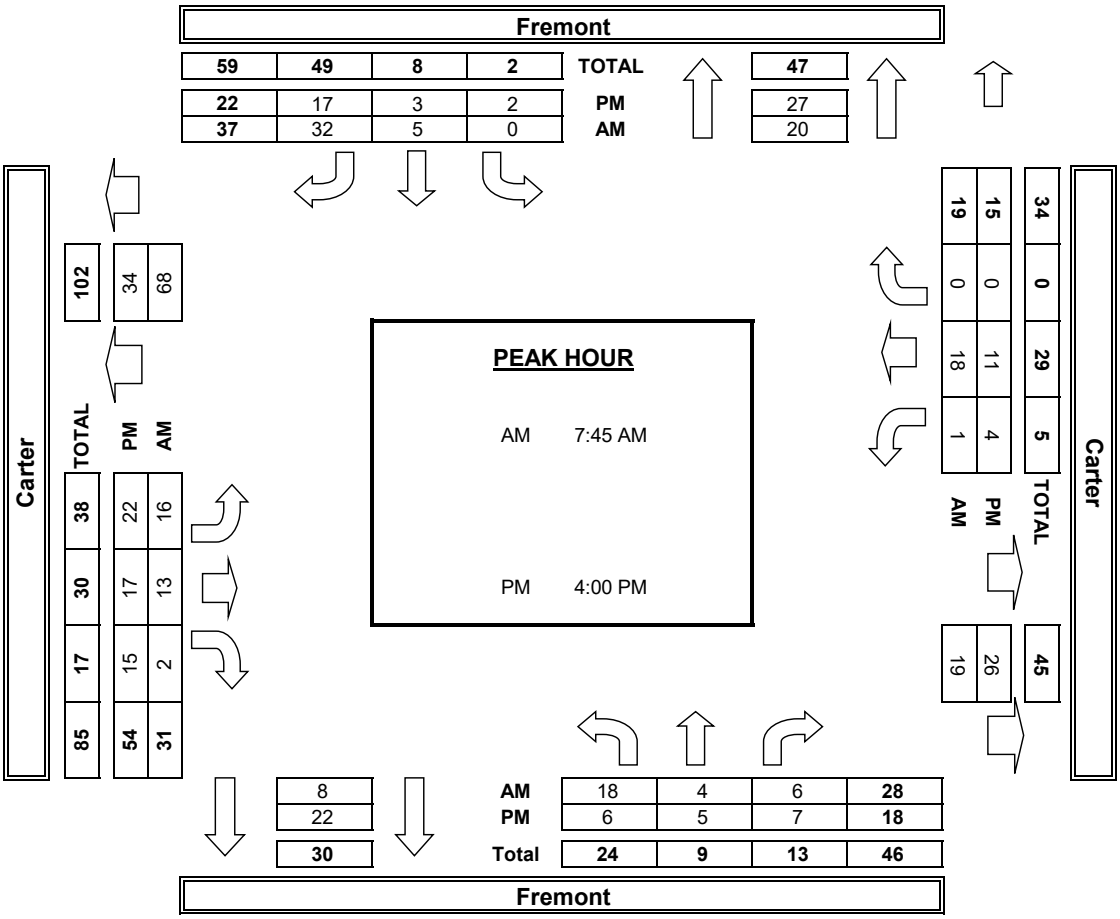
☑ Add U-Turns to Left Turns

		NORTHBOUND Fremont			SOUTHBOUND Fremont			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	1	0	0	0	10	4	0	2	0	2	0	22	0	0	0	0	0
	7:15 AM	4	0	0	0	2	6	3	0	0	0	7	0	22	0	0	0	0	0
	7:30 AM	1	0	1	0	0	4	2	2	1	0	8	0	19	0	0	0	0	0
	7:45 AM	3	2	1	0	2	4	4	5	1	1	6	0	29	0	0	0	0	0
	8:00 AM	5	0	3	0	0	9	6	4	0	0	1	0	28	0	0	0	0	0
	8:15 AM	7	1	1	0	0	8	2	3	0	0	4	0	26	0	0	0	0	0
	8:30 AM	3	1	1	0	3	11	4	1	1	0	7	0	32	0	0	0	0	0
	8:45 AM	0	1	0	0	0	3	6	4	0	0	2	1	17	0	0	0	0	0
	VOLUMES	26	6	7	0	7	55	31	19	5	1	37	1	195	0	0	0	0	0
	APPROACH %	67%	15%	18%	0%	11%	89%	56%	35%	9%	3%	95%	3%						
	APP/DEPART	39	/	38	62	/	13	55	/	26	39	/	118	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	18	4	6	0	5	32	16	13	2	1	18	0	115					
	APPROACH %	64%	14%	21%	0%	14%	86%	52%	42%	6%	5%	95%	0%						
	PEAK HR FACTOR		0.778			0.661			0.775			0.679		0.898					
	APP/DEPART	28	/	20	37	/	8	31	/	19	19	/	68	0					
PM	4:00 PM	1	3	1	2	1	2	3	3	3	0	4	0	23	0	0	0	0	0
	4:15 PM	1	1	0	0	0	5	5	2	4	1	2	0	21	0	0	0	0	0
	4:30 PM	3	0	3	0	2	4	6	5	3	1	3	0	30	0	0	0	0	0
	4:45 PM	1	1	3	0	0	6	8	7	5	2	2	0	35	0	0	0	0	0
	5:00 PM	0	1	1	0	0	3	5	6	2	1	1	0	20	0	0	0	0	0
	5:15 PM	0	0	0	0	3	4	4	4	1	0	3	0	19	0	0	0	0	0
	5:30 PM	0	1	1	0	0	3	3	2	3	0	2	0	15	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	2	3	1	0	2	0	9	0	0	0	0	0
	VOLUMES	6	7	9	2	6	28	36	32	22	5	19	0	172	0	0	0	0	0
	APPROACH %	27%	32%	41%	6%	17%	78%	40%	36%	24%	21%	79%	0%						
	APP/DEPART	22	/	43	36	/	33	90	/	43	24	/	53	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	6	5	7	2	3	17	22	17	15	4	11	0	109					
	APPROACH %	33%	28%	39%	9%	14%	77%	41%	31%	28%	27%	73%	0%						
	PEAK HR FACTOR		0.750			0.917			0.675			0.938		0.779					
	APP/DEPART	18	/	27	22	/	22	54	/	26	15	/	34	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Jefferson
EAST & WEST: Carter

PROJECT #: SC3714
LOCATION #: 17
CONTROL: NO CONTROL

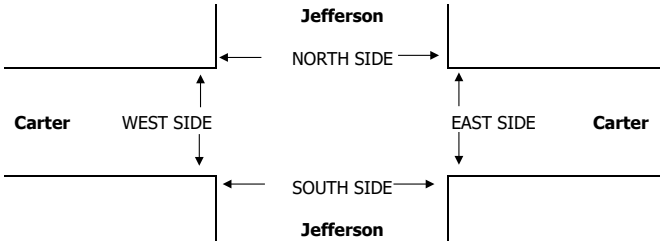
NOTES:

AM / PM / MD / OTHER / OTHER

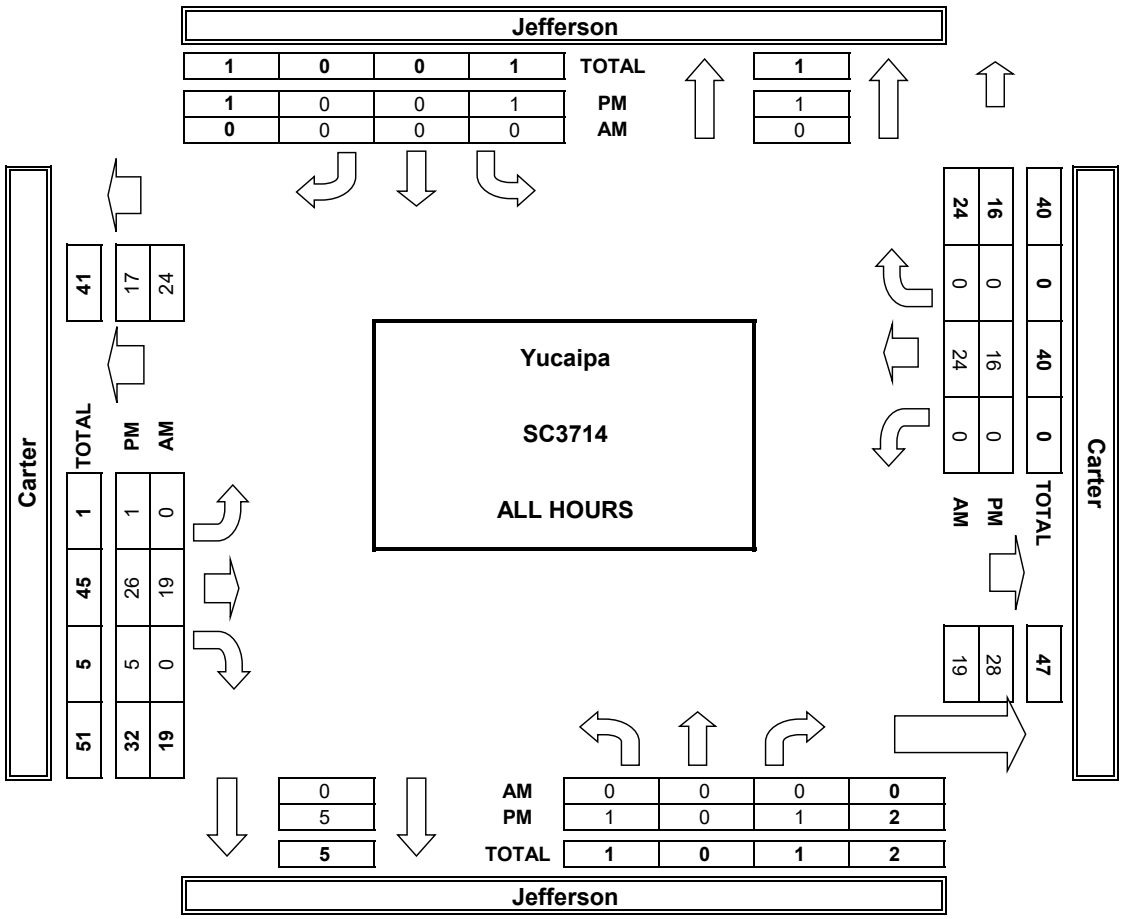
▲ N ◄ W E ► S ▼

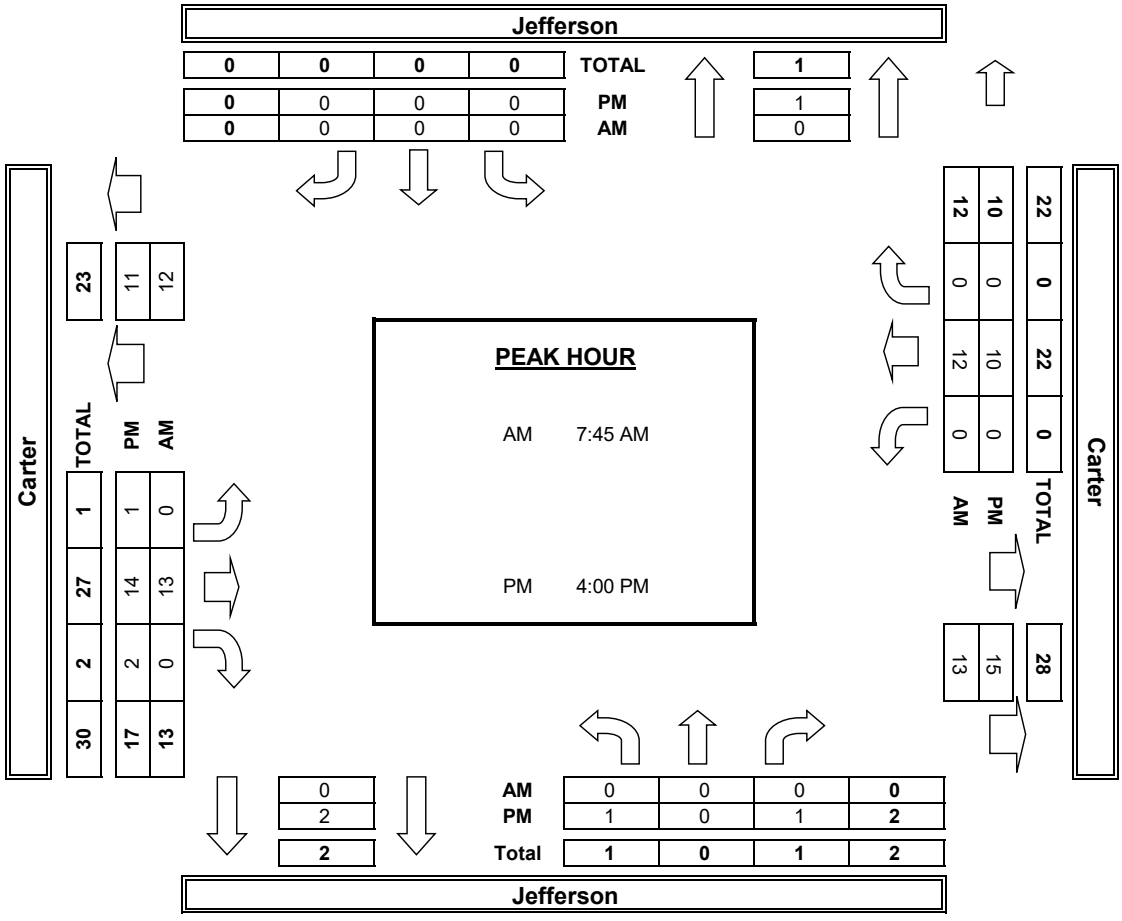
☑ Add U-Turns to Left Turns

		NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	19	0	0	24	0	43	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	19	/	19	24	/	24	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	13	0	0	12	0	25					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.813			0.600		0.781					
	APP/DEPART	0	/	0	0	/	0	13	/	13	12	/	12	0					
PM	4:00 PM	0	0	1	0	0	0	0	6	1	0	1	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	1	0	4	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	1	4	0	0	3	0	9	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	1	0	3	0	7	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	2	1	0	1	0	5	0	0	0	0	0
	VOLUMES	1	0	1	1	0	0	1	26	5	0	16	0	51	0	0	0	0	0
	APPROACH %	50%	0%	50%	100%	0%	0%	3%	81%	16%	0%	100%	0%						
	APP/DEPART	2	/	1	1	/	5	32	/	28	16	/	17	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	1	0	0	0	1	14	2	0	10	0	29					
	APPROACH %	50%	0%	50%	0%	0%	0%	6%	82%	12%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.607			0.625		0.806					
	APP/DEPART	2	/	1	0	/	2	17	/	15	10	/	11	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Jefferson
EAST & WEST: Carter

PROJECT #: SC3714
LOCATION #: 17
CONTROL: NO CONTROL

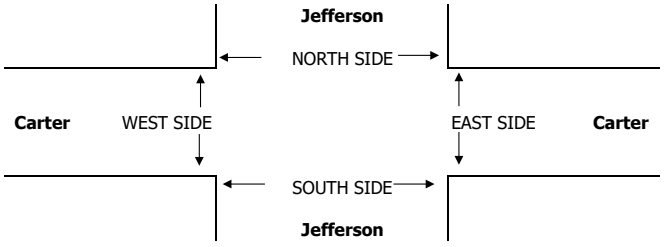
NOTES:

AM / PM / MD / OTHER / OTHER

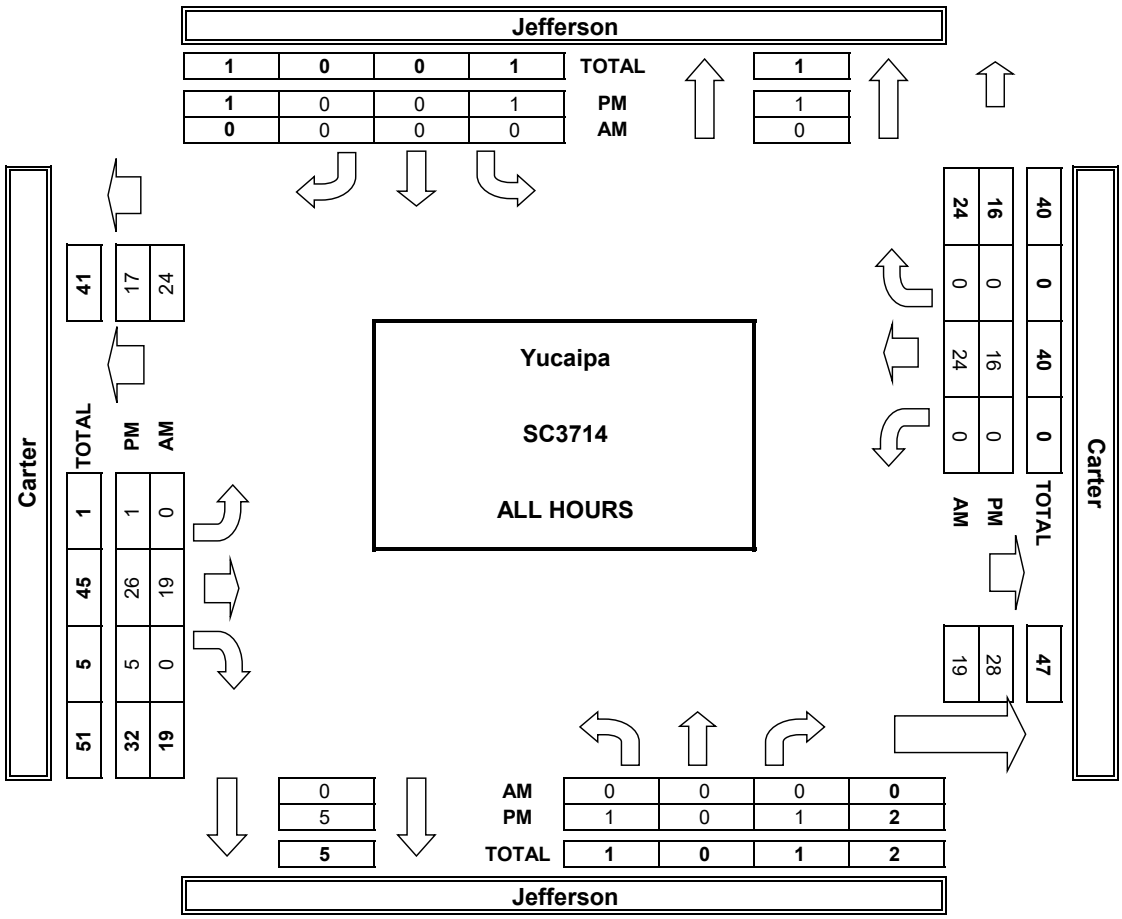
▲ N
◄ W
E ►
S ▼

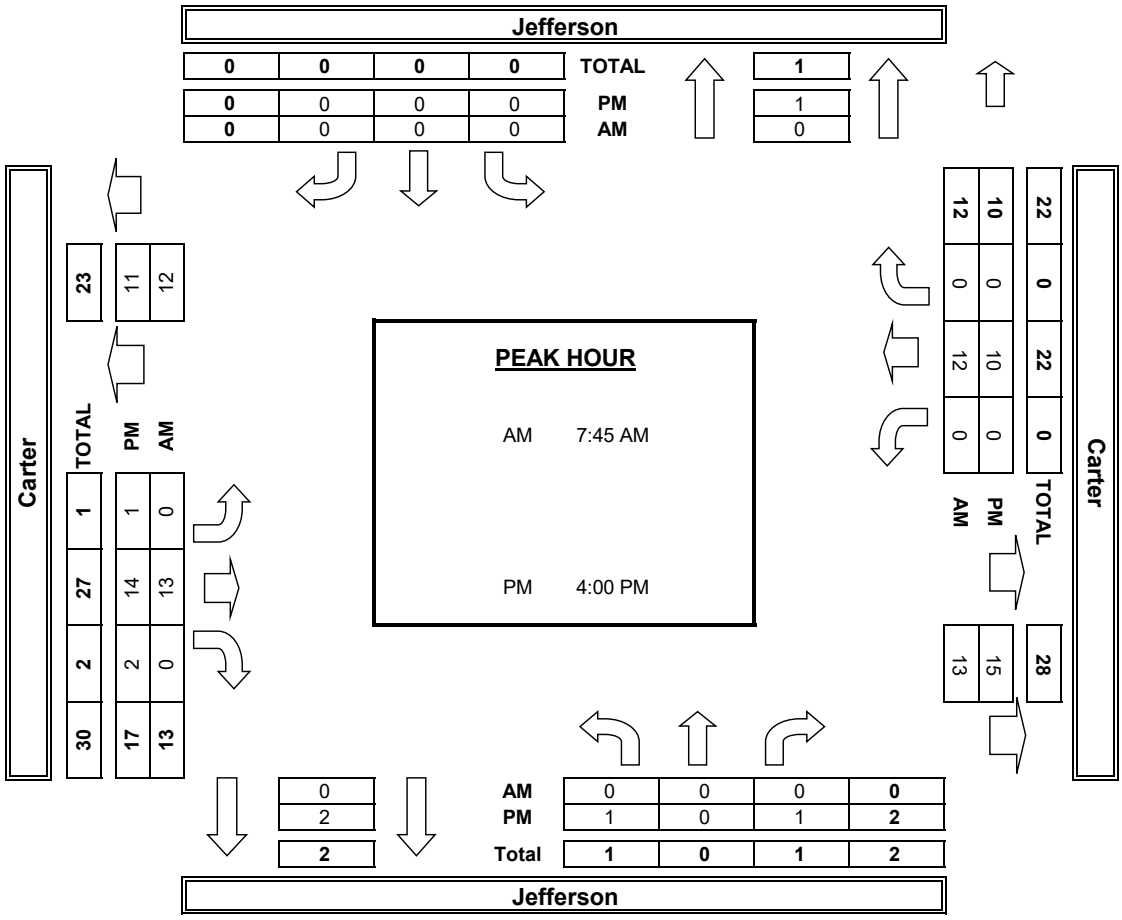
☑ Add U-Turns to Left Turns

		NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Carter			WESTBOUND Carter				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	19	0	0	24	0	43	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	19	/	19	24	/	24	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	13	0	0	12	0	25					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.813			0.600		0.781					
	APP/DEPART	0	/	0	0	/	0	13	/	13	12	/	12	0					
PM	4:00 PM	0	0	1	0	0	0	0	6	1	0	1	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	1	0	4	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	1	4	0	0	3	0	9	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	1	0	3	0	7	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	2	1	0	1	0	5	0	0	0	0	0
	VOLUMES	1	0	1	1	0	0	1	26	5	0	16	0	51	0	0	0	0	0
	APPROACH %	50%	0%	50%	100%	0%	0%	3%	81%	16%	0%	100%	0%						
	APP/DEPART	2	/	1	1	/	5	32	/	28	16	/	17	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	1	0	0	0	1	14	2	0	10	0	29					
	APPROACH %	50%	0%	50%	0%	0%	0%	6%	82%	12%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.607			0.625		0.806					
	APP/DEPART	2	/	1	0	/	2	17	/	15	10	/	11	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Fir

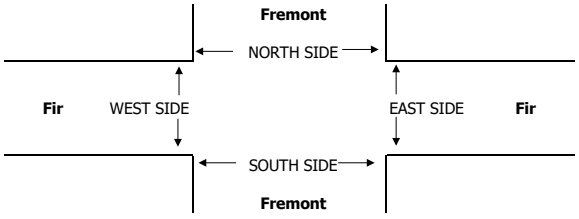
PROJECT #: SC3714
LOCATION #: 18
CONTROL: STOP E/W

NOTES:

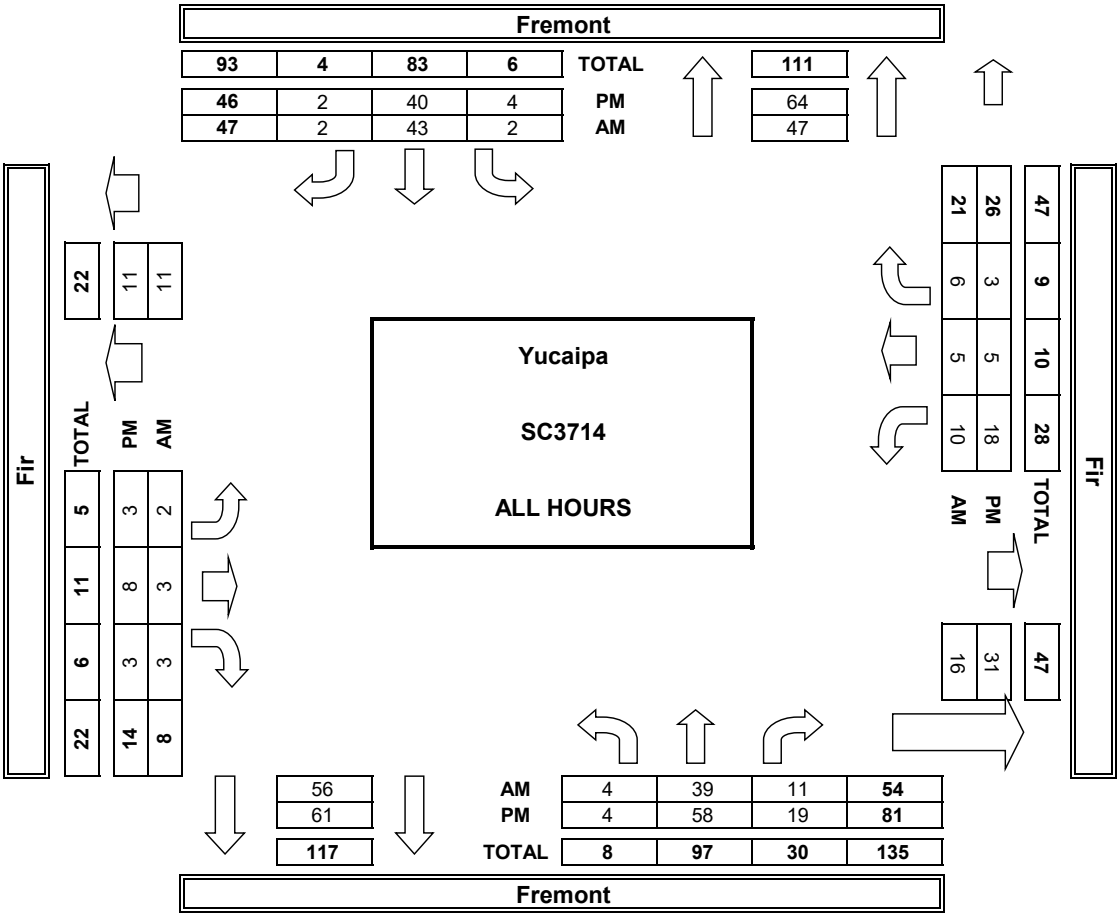
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

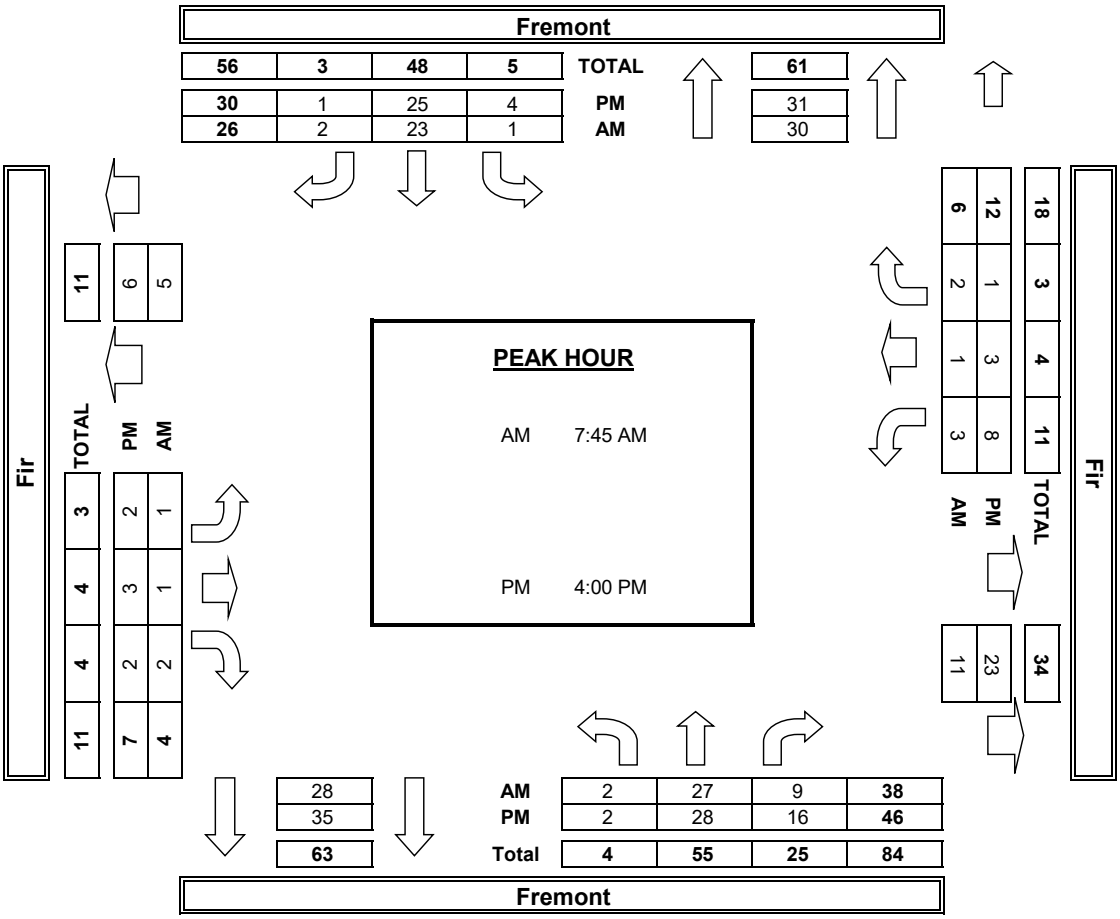
☑ Add U-Turns to Left Turns

		NORTHBOUND (Fremont)			SOUTHBOUND (Fremont)			EASTBOUND (Fir)			WESTBOUND (Fir)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	3	0	1	5	0	0	1	0	4	2	1	17	0	0	0	0	0
	7:15 AM	1	2	0	0	5	0	0	1	1	1	2	3	16	0	0	0	0	0
	7:30 AM	1	3	2	0	6	0	1	0	0	2	0	0	15	0	0	0	0	0
	7:45 AM	0	4	2	0	6	0	1	0	0	0	0	0	13	0	0	0	0	0
	8:00 AM	1	6	4	1	7	1	0	1	1	2	1	0	25	0	0	0	0	0
	8:15 AM	1	10	1	0	1	1	0	0	1	1	0	2	18	0	0	0	0	0
	8:30 AM	0	7	2	0	9	0	0	0	0	0	0	0	18	0	0	0	0	0
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	4	39	11	2	43	2	2	3	3	10	5	6	130	0	0	0	0	0
	APPROACH %	7%	72%	20%	4%	91%	4%	25%	38%	38%	48%	24%	29%						
	APP/DEPART	54	/	47	47	/	56	8	/	16	21	/	11	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	27	9	1	23	2	1	1	2	3	1	2	74					
	APPROACH %	5%	71%	24%	4%	88%	8%	25%	25%	50%	50%	17%	33%						
	PEAK HR FACTOR		0.792			0.722			0.500			0.500		0.740					
	APP/DEPART	38	/	30	26	/	28	4	/	11	6	/	5	0					
PM	4:00 PM	1	3	2	0	8	0	1	1	0	4	0	0	20	0	0	0	0	0
	4:15 PM	1	9	5	2	3	0	0	1	0	2	1	0	24	0	0	0	0	0
	4:30 PM	0	7	4	0	5	1	1	1	1	1	0	0	21	0	0	0	0	0
	4:45 PM	0	9	5	2	9	0	0	0	1	1	2	1	30	0	0	0	0	0
	5:00 PM	0	5	1	0	5	0	0	1	0	3	0	2	17	0	0	0	0	0
	5:15 PM	1	6	1	0	1	0	0	1	1	3	0	0	14	0	0	0	0	0
	5:30 PM	1	8	0	0	5	0	0	2	0	3	2	0	21	0	0	0	0	0
	5:45 PM	0	11	1	0	4	1	1	1	0	1	0	0	20	0	0	0	0	0
	VOLUMES	4	58	19	4	40	2	3	8	3	18	5	3	167	0	0	0	0	0
	APPROACH %	5%	72%	23%	9%	87%	4%	21%	57%	21%	69%	19%	12%						
	APP/DEPART	81	/	64	46	/	61	14	/	31	26	/	11	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	28	16	4	25	1	2	3	2	8	3	1	95					
	APPROACH %	4%	61%	35%	13%	83%	3%	29%	43%	29%	67%	25%	8%						
	PEAK HR FACTOR		0.767			0.682			0.583			0.750		0.792					
	APP/DEPART	46	/	31	30	/	35	7	/	23	12	/	6	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 1, 22

LOCATION: Yucaipa
NORTH & SOUTH: Fremont
EAST & WEST: Fir

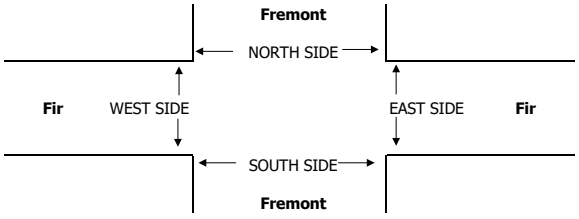
PROJECT #: SC3714
LOCATION #: 18
CONTROL: STOP E/W

NOTES:

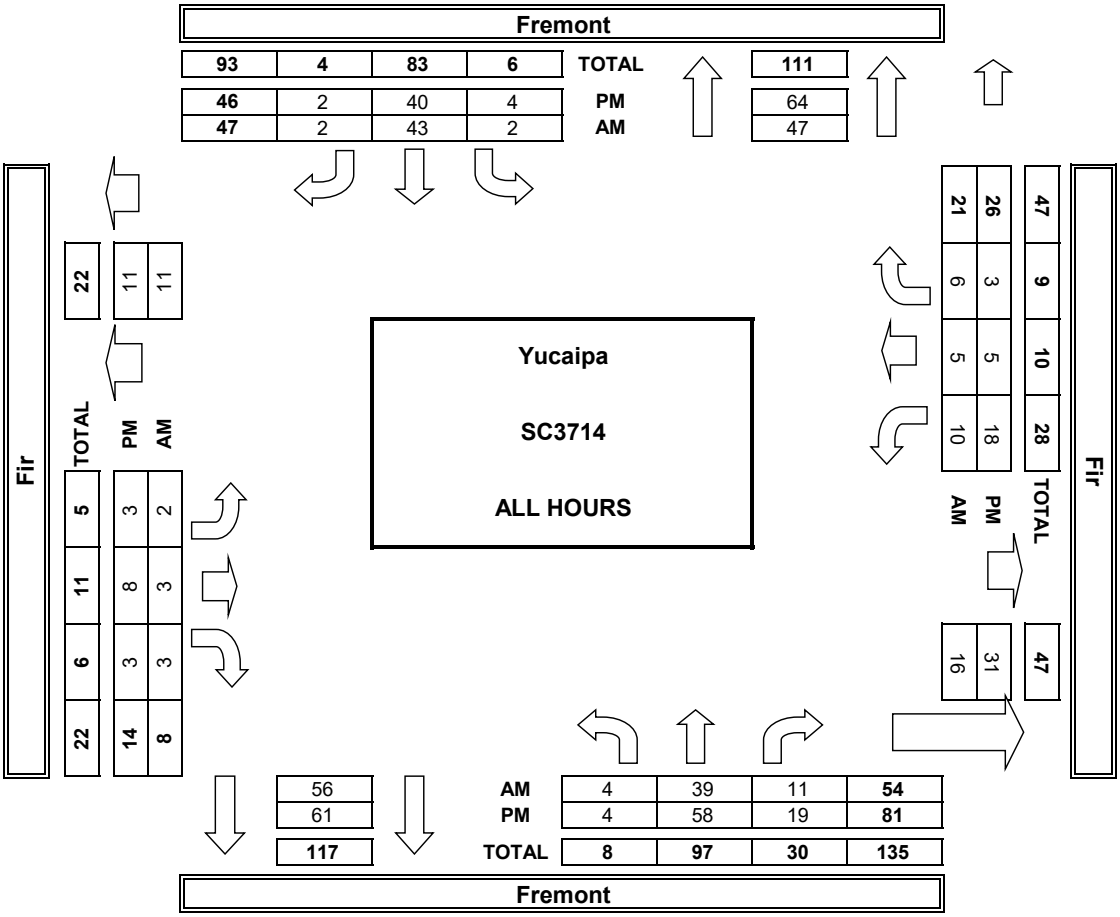
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

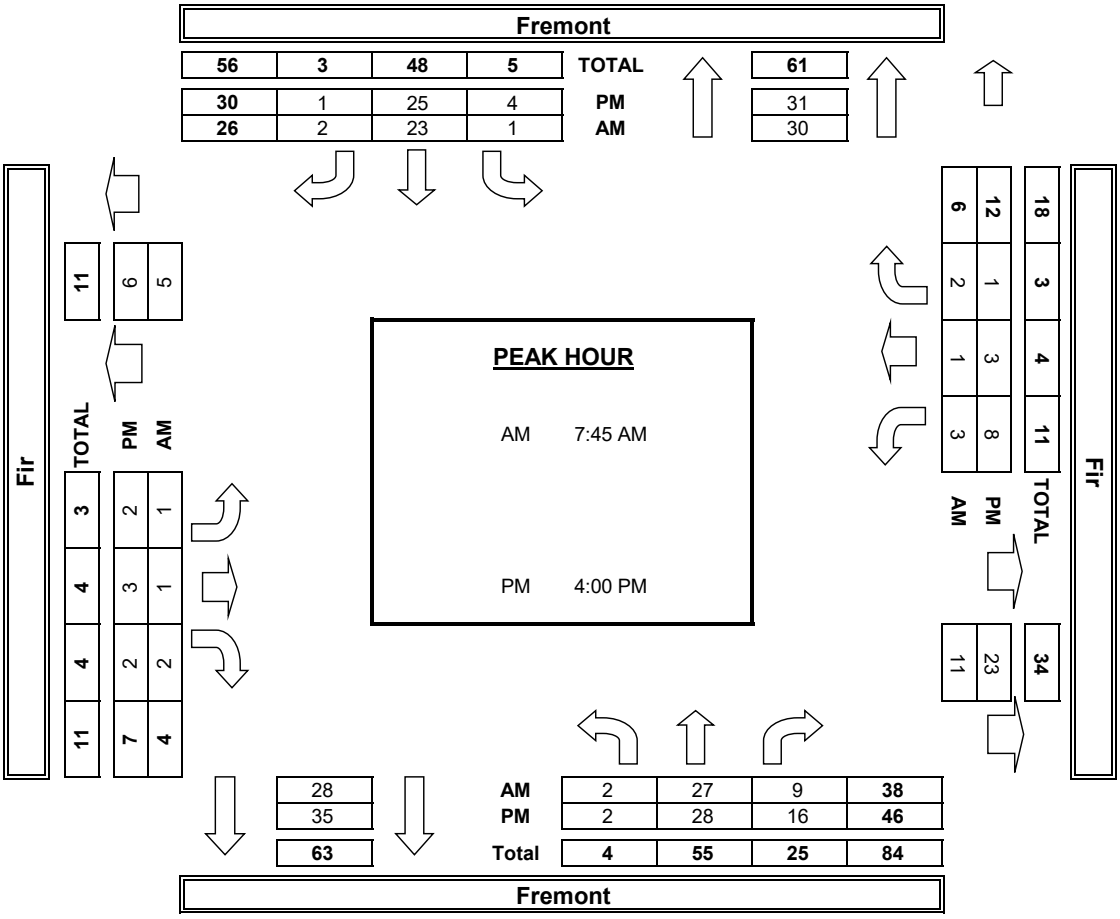
☑ Add U-Turns to Left Turns

		NORTHBOUND (Fremont)			SOUTHBOUND (Fremont)			EASTBOUND (Fir)			WESTBOUND (Fir)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	3	0	1	5	0	0	1	0	4	2	1	17	0	0	0	0	0
	7:15 AM	1	2	0	0	5	0	0	1	1	1	2	3	16	0	0	0	0	0
	7:30 AM	1	3	2	0	6	0	1	0	0	2	0	0	15	0	0	0	0	0
	7:45 AM	0	4	2	0	6	0	1	0	0	0	0	0	13	0	0	0	0	0
	8:00 AM	1	6	4	1	7	1	0	1	1	2	1	0	25	0	0	0	0	0
	8:15 AM	1	10	1	0	1	1	0	0	1	1	0	2	18	0	0	0	0	0
	8:30 AM	0	7	2	0	9	0	0	0	0	0	0	0	18	0	0	0	0	0
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	4	39	11	2	43	2	2	3	3	10	5	6	130	0	0	0	0	0
	APPROACH %	7%	72%	20%	4%	91%	4%	25%	38%	38%	48%	24%	29%						
	APP/DEPART	54	/	47	47	/	56	8	/	16	21	/	11	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	27	9	1	23	2	1	1	2	3	1	2	74					
	APPROACH %	5%	71%	24%	4%	88%	8%	25%	25%	50%	50%	17%	33%						
	PEAK HR FACTOR		0.792			0.722			0.500			0.500		0.740					
	APP/DEPART	38	/	30	26	/	28	4	/	11	6	/	5	0					
PM	4:00 PM	1	3	2	0	8	0	1	1	0	4	0	0	20	0	0	0	0	0
	4:15 PM	1	9	5	2	3	0	0	1	0	2	1	0	24	0	0	0	0	0
	4:30 PM	0	7	4	0	5	1	1	1	1	1	0	0	21	0	0	0	0	0
	4:45 PM	0	9	5	2	9	0	0	0	1	1	2	1	30	0	0	0	0	0
	5:00 PM	0	5	1	0	5	0	0	1	0	3	0	2	17	0	0	0	0	0
	5:15 PM	1	6	1	0	1	0	0	1	1	3	0	0	14	0	0	0	0	0
	5:30 PM	1	8	0	0	5	0	0	2	0	3	2	0	21	0	0	0	0	0
	5:45 PM	0	11	1	0	4	1	1	1	0	1	0	0	20	0	0	0	0	0
	VOLUMES	4	58	19	4	40	2	3	8	3	18	5	3	167	0	0	0	0	0
	APPROACH %	5%	72%	23%	9%	87%	4%	21%	57%	21%	69%	19%	12%						
	APP/DEPART	81	/	64	46	/	61	14	/	31	26	/	11	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	28	16	4	25	1	2	3	2	8	3	1	95					
	APPROACH %	4%	61%	35%	13%	83%	3%	29%	43%	29%	67%	25%	8%						
	PEAK HR FACTOR		0.767			0.682			0.583			0.750		0.792					
	APP/DEPART	46	/	31	30	/	35	7	/	23	12	/	6	0					



AimTD LLC
TURNING MOVEMENT COUNTS





A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS A Oak Glen between Sunnyside and Bryant

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0:30	0	6	5	0	1	0	0	0	0	0	0	0	0	12
0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	4	0	0	0	0	0	0	1	0	0	0	0	5
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00	0	1	3	0	0	1	0	0	0	0	0	0	0	5
5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
5:45	0	8	4	0	1	0	0	0	0	0	0	0	0	13
6:00	0	10	6	0	2	1	0	0	0	0	0	0	0	19
6:15	0	10	7	0	0	0	0	0	0	0	0	0	0	17
6:30	0	17	7	0	0	0	0	0	0	0	0	0	0	24
6:45	0	25	21	0	1	0	0	0	0	0	0	0	0	47
7:00	0	60	16	0	0	0	0	0	1	0	0	0	0	77
7:15	0	93	23	0	2	1	1	0	3	0	0	0	0	123
7:30	0	126	38	0	1	2	0	0	4	0	0	0	0	171
7:45	0	116	34	0	2	1	1	0	1	0	0	0	0	155
8:00	0	95	30	0	1	2	0	0	0	0	0	0	0	128
8:15	0	59	23	0	2	0	0	0	1	0	0	0	0	85
8:30	0	71	20	0	6	3	1	0	2	0	0	0	0	103
8:45	0	51	14	2	2	0	0	0	0	0	0	0	0	69
9:00	1	36	16	0	4	0	2	0	0	0	0	0	0	59
9:15	0	51	22	0	2	3	0	0	2	0	0	0	0	80
9:30	0	41	20	0	2	0	0	1	1	0	0	0	0	65
9:45	1	60	11	0	2	1	0	0	1	0	0	0	0	76
10:00	0	45	14	0	2	0	1	0	1	0	0	0	0	63
10:15	0	56	27	0	4	1	0	0	0	0	0	0	0	88
10:30	0	69	21	0	0	3	0	0	3	0	0	0	0	96
10:45	0	72	23	0	1	0	0	0	4	0	0	0	0	100
11:00	0	75	28	0	2	0	1	0	2	0	0	0	0	108
11:15	0	82	21	0	2	0	0	0	2	0	0	0	0	107
11:30	0	85	18	0	2	1	2	0	1	0	0	0	0	109
11:45	0	79	26	0	1	1	0	0	1	0	0	0	0	108
TOTAL	2	1,603	513	2	46	22	9	1	32	0	0	0	0	2,230

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	577

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	87	25	0	1	1	0	0	1	0	0	0	0	115
12:15	1	74	18	0	0	0	1	0	1	0	0	0	0	95
12:30	0	60	22	0	2	1	0	0	0	0	0	0	0	85
12:45	0	64	29	0	2	2	0	0	1	0	0	0	0	98
13:00	1	86	24	0	3	0	0	0	1	0	0	0	0	115
13:15	1	87	24	0	1	1	0	0	1	0	0	0	0	115
13:30	0	88	29	0	1	0	0	0	0	0	0	0	0	118
13:45	1	86	17	0	2	0	0	0	1	0	0	0	0	107
14:00	1	125	35	0	3	1	0	0	1	0	0	0	0	166
14:15	0	104	23	0	3	0	0	1	0	0	0	0	0	131
14:30	0	170	37	0	1	0	0	0	2	0	0	0	0	210
14:45	0	191	50	0	1	0	0	0	2	0	0	0	0	244
15:00	0	121	35	0	1	0	1	0	0	0	0	0	0	158
15:15	1	84	35	0	1	0	0	0	0	0	0	0	0	121
15:30	0	116	48	0	1	0	0	0	1	0	0	0	0	166
15:45	1	151	49	0	0	0	0	0	0	0	0	0	0	201
16:00	0	118	34	0	2	0	0	0	0	0	0	0	0	154
16:15	1	106	28	0	0	0	0	0	0	0	0	0	0	135
16:30	0	122	38	0	1	0	0	0	0	0	0	0	0	161
16:45	1	87	26	0	0	0	0	0	0	0	0	0	0	114
17:00	0	104	27	0	2	1	1	0	0	0	0	0	0	135
17:15	1	120	36	0	0	0	0	0	0	0	0	0	0	157
17:30	1	97	31	0	0	0	0	0	0	0	0	0	0	129
17:45	0	104	27	0	1	0	0	0	0	0	0	0	0	132
18:00	0	115	21	0	0	0	0	0	0	0	0	0	0	136
18:15	0	103	20	0	0	0	0	0	0	0	0	0	0	123
18:30	0	92	28	0	1	0	0	0	0	0	0	0	0	121
18:45	0	96	17	0	0	0	0	0	0	0	1	0	0	114
19:00	0	82	25	0	1	0	0	0	0	0	0	0	0	108
19:15	0	92	23	0	0	0	0	0	0	0	0	0	0	115
19:30	0	68	15	0	0	0	0	0	0	0	0	0	0	83
19:45	0	68	13	0	0	0	0	0	0	0	0	0	0	81
20:00	0	58	17	0	1	0	0	0	0	0	0	0	0	76
20:15	0	58	12	0	0	0	0	0	0	0	0	0	0	70
20:30	0	53	12	0	0	0	0	0	0	0	0	0	0	65
20:45	0	46	8	0	0	0	0	0	0	0	0	0	0	54
21:00	0	62	7	0	1	0	0	0	0	0	0	0	0	70
21:15	0	50	10	0	0	0	0	0	0	0	0	0	0	60
21:30	0	29	3	0	1	0	0	0	0	0	0	0	0	33
21:45	0	29	7	1	1	0	0	0	0	0	0	0	0	38
22:00	1	22	2	0	0	0	0	0	0	0	0	0	0	25
22:15	0	22	4	0	0	0	0	0	0	0	0	0	0	26
22:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
22:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
TOTAL	12	3,763	1,001	1	35	7	3	1	12	0	1	0	0	4,836

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	751

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	14	5,366	1,514	3	81	29	12	2	44	0	1	0	0	7,066
% OF TOTAL	0.2%	75.9%	21.4%	0.0%	1.1%	0.4%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	32	10,576	3,062	6	166	63	18	4	87	0	1	0	0	14,015
% OF TOTAL	0.2%	75.5%	21.8%	0.0%	1.2%	0.4%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS A Oak Glen between Sunnyside and Bryant

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
0:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	5	2	0	0	0	0	0	1	0	0	0	0	8
3:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:15	0	8	9	0	0	0	0	0	1	0	0	0	0	18
3:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
3:45	0	9	6	0	1	0	0	0	0	0	0	0	0	16
4:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
4:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
4:30	0	20	10	0	1	0	0	0	0	0	0	0	0	31
4:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
5:00	0	20	20	0	0	0	0	0	0	0	0	0	0	40
5:15	0	41	10	0	0	1	0	0	0	0	0	0	0	52
5:30	1	41	14	0	1	0	0	0	0	0	0	0	0	57
5:45	0	44	13	0	0	1	0	0	0	0	0	0	0	58
6:00	0	37	21	0	0	0	0	0	0	0	0	0	0	58
6:15	0	60	17	0	0	0	0	0	0	0	0	0	0	77
6:30	0	71	25	0	2	0	0	0	0	0	0	0	0	98
6:45	0	96	32	0	0	0	0	0	1	0	0	0	0	129
7:00	0	159	39	0	3	0	0	0	1	0	0	0	0	202
7:15	0	191	41	0	0	0	0	0	1	0	0	0	0	233
7:30	0	161	42	0	2	0	0	0	0	0	0	0	0	205
7:45	0	179	35	0	3	0	0	0	1	0	0	0	0	218
8:00	0	123	31	0	2	0	0	0	4	0	0	0	0	160
8:15	0	101	29	0	0	2	0	0	4	0	0	0	0	136
8:30	0	70	19	0	1	1	0	0	0	0	0	0	0	91
8:45	0	102	28	0	0	0	1	0	0	0	0	0	0	131
9:00	0	78	21	0	1	0	0	0	1	0	0	0	0	101
9:15	0	72	19	0	2	5	0	0	1	0	0	0	0	99
9:30	0	60	25	0	3	0	0	0	1	0	0	0	0	89
9:45	1	59	28	0	5	0	0	0	1	0	0	0	0	94
10:00	0	72	29	0	1	2	0	0	0	0	0	0	0	104
10:15	0	73	26	0	5	2	1	0	1	0	0	0	0	108
10:30	1	67	14	1	3	1	0	1	1	0	0	0	0	89
10:45	2	66	22	0	4	0	0	0	1	0	0	0	0	95
11:00	0	66	22	0	1	1	0	0	0	0	0	0	0	90
11:15	0	59	22	0	0	3	0	0	5	0	0	0	0	89
11:30	1	65	24	0	1	1	0	0	2	0	0	0	0	94
11:45	1	69	22	0	1	1	1	0	2	0	0	0	0	97
TOTAL	7	2,438	755	1	43	21	3	1	30	0	0	0	0	3,299

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	858

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	55	22	0	2	1	0	0	1	0	0	0	0	82
12:15	1	70	27	0	0	1	0	0	0	0	0	0	0	99
12:30	0	74	28	0	1	1	0	0	1	0	0	0	0	105
12:45	0	68	14	0	2	0	1	0	2	0	0	0	0	87
13:00	0	83	27	0	3	0	0	0	1	0	0	0	0	114
13:15	0	92	17	2	2	2	0	0	0	0	0	0	0	115
13:30	0	83	25	0	3	1	0	0	1	0	0	0	0	113
13:45	1	115	28	0	3	1	0	0	2	0	0	0	0	150
14:00	0	114	33	0	1	0	0	0	0	0	0	0	0	148
14:15	0	129	44	0	4	1	0	0	1	0	0	0	0	179
14:30	0	136	33	0	3	1	0	0	1	0	0	0	0	174
14:45	0	98	19	0	2	0	0	0	0	0	0	0	0	119
15:00	1	84	28	0	1	1	0	0	1	0	0	0	0	116
15:15	1	120	35	0	1	0	1	1	2	0	0	0	0	161
15:30	1	73	42	0	2	0	0	0	0	0	0	0	0	118
15:45	0	81	20	0	2	0	0	0	0	0	0	0	0	103
16:00	0	77	21	0	1	0	0	0	0	0	0	0	0	99
16:15	0	94	23	0	0	1	0	0	0	0	0	0	0	118
16:30	0	79	36	0	0	0	0	0	0	0	0	0	0	115
16:45	0	83	21	0	1	0	0	0	0	0	0	0	0	105
17:00	0	82	27	0	1	0	0	0	0	0	0	0	0	110
17:15	2	100	24	0	0	0	0	0	0	0	0	0	0	126
17:30	0	94	18	0	1	0	0	0	0	0	0	0	0	113
17:45	1	88	28	0	0	1	1	0	0	0	0	0	0	119
18:00	0	90	27	0	1	0	0	0	0	0	0	0	0	118
18:15	1	57	16	0	0	0	0	0	0	0	0	0	0	74
18:30	0	65	16	0	0	1	0	0	0	0	0	0	0	82
18:45	0	55	12	0	2	0	0	0	0	0	0	0	0	69
19:00	0	46	12	0	0	0	0	0	0	0	0	0	0	58
19:15	0	33	12	0	0	0	0	0	0	0	0	0	0	45
19:30	0	20	8	0	2	0	0	0	0	0	0	0	0	30
19:45	0	26	4	0	0	0	0	0	0	0	0	0	0	30
20:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
20:15	0	33	5	0	0	0	0	0	0	0	0	0	0	38
20:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17
20:45	0	31	9	0	0	0	0	0	0	0	0	0	0	40
21:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
21:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
21:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
21:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
22:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
22:30	1	11	1	0	0	0	0	0	0	0	0	0	0	13
22:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
TOTAL	11	2,772	793	2	42	13	3	1	13	0	0	0	0	3,650

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	651

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	18	5,210	1,548	3	85	34	6	2	43	0	0	0	0	6,949
% OF TOTAL	0.3%	75.0%	22.3%	0.0%	1.2%	0.5%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS B Oak Glen between Bryant and Fremont

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	1	0	0	0	0	1	0	0	0	0	0	0	0	2
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
5:45	0	4	6	0	0	0	0	0	0	0	0	0	0	10
6:00	0	4	7	0	1	0	0	0	0	0	0	0	0	12
6:15	0	6	10	0	0	0	0	0	0	0	0	0	0	16
6:30	0	3	6	0	0	0	0	0	1	1	0	0	0	11
6:45	0	11	10	0	0	1	0	0	0	0	0	0	0	22
7:00	0	24	8	0	0	2	0	0	0	0	0	0	0	34
7:15	1	21	12	0	0	2	0	0	2	0	0	0	0	38
7:30	0	27	21	0	0	1	0	0	3	0	0	0	0	52
7:45	0	34	14	0	2	1	1	0	1	0	0	0	0	53
8:00	0	16	15	0	0	2	0	0	0	0	0	0	0	33
8:15	0	29	5	0	0	0	0	0	0	0	0	0	0	34
8:30	0	28	9	0	3	0	1	0	0	0	0	0	0	41
8:45	0	19	5	2	2	1	0	0	0	0	0	0	0	29
9:00	0	19	14	0	1	0	2	0	0	0	0	0	0	36
9:15	1	21	11	0	0	1	0	0	0	0	0	0	0	34
9:30	0	19	13	0	2	0	0	1	0	0	0	0	0	35
9:45	0	31	7	0	4	0	0	0	0	0	0	0	0	42
10:00	0	24	4	0	1	0	1	0	0	0	0	0	0	30
10:15	0	29	13	0	5	0	0	0	0	0	0	0	0	47
10:30	1	37	15	0	1	1	0	0	2	0	0	0	0	57
10:45	2	30	15	0	1	0	0	0	3	0	0	0	0	51
11:00	0	35	16	0	0	1	1	0	1	0	0	0	0	54
11:15	0	29	14	0	2	1	0	0	1	0	0	0	0	47
11:30	0	47	13	0	1	1	2	0	0	0	0	0	0	64
11:45	0	42	14	0	2	1	0	0	0	0	0	0	0	59
TOTAL	6	620	286	2	29	18	8	1	16	1	0	0	0	987

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	224

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	44	20	0	0	1	0	0	0	0	0	0	0	65
12:15	0	37	11	0	0	0	1	0	0	0	0	0	0	49
12:30	1	34	8	0	2	0	0	0	0	0	0	0	0	45
12:45	0	28	15	0	1	2	0	0	0	0	0	0	0	46
13:00	0	47	14	0	1	1	0	0	0	0	0	0	0	63
13:15	0	33	12	0	0	2	0	0	0	0	0	0	0	47
13:30	0	51	19	0	1	0	0	0	0	0	0	0	0	71
13:45	1	38	13	0	1	0	0	0	0	0	0	0	0	53
14:00	2	29	12	0	1	0	0	0	1	0	0	0	0	45
14:15	1	32	11	0	1	0	0	0	0	0	0	0	0	45
14:30	0	60	15	0	0	0	0	0	2	0	0	0	0	77
14:45	0	44	22	0	0	1	0	0	2	0	0	0	0	69
15:00	0	43	12	0	0	0	1	0	0	0	0	0	0	56
15:15	0	47	13	0	0	0	0	0	0	0	0	0	0	60
15:30	0	44	31	0	0	0	0	0	1	0	0	0	0	76
15:45	1	59	16	0	0	0	0	0	0	0	0	0	0	76
16:00	1	48	14	0	1	0	0	0	0	0	0	0	0	64
16:15	2	47	15	0	0	0	0	0	0	0	0	0	0	64
16:30	1	52	17	0	0	0	0	0	0	0	0	0	0	70
16:45	0	50	14	0	0	0	0	0	0	0	0	0	0	64
17:00	0	49	14	0	1	0	1	0	0	0	0	0	0	65
17:15	1	44	14	0	0	1	0	0	0	0	0	0	0	60
17:30	0	30	18	0	0	0	0	0	0	0	0	0	0	48
17:45	0	54	18	0	1	0	1	0	0	0	0	0	0	74
18:00	0	42	11	0	0	0	0	0	0	0	0	0	0	53
18:15	0	35	12	0	0	0	0	0	0	0	0	0	0	47
18:30	1	33	7	0	0	0	0	0	0	0	0	0	0	41
18:45	0	35	2	0	0	0	0	0	0	0	0	0	0	37
19:00	0	29	11	0	0	0	0	0	0	0	0	0	0	40
19:15	0	38	9	0	0	0	0	0	0	0	0	0	0	47
19:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28
19:45	0	25	6	0	0	0	0	0	0	0	0	0	0	31
20:00	0	26	8	0	0	0	0	0	0	0	0	0	0	34
20:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
20:30	1	14	3	0	0	0	0	0	0	0	0	0	0	18
20:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:00	0	23	4	0	1	0	0	0	0	0	0	0	0	28
21:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
21:30	0	9	2	0	1	0	0	0	0	0	0	0	0	12
21:45	0	9	3	1	0	0	0	0	0	0	0	0	0	13
22:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	14	1,490	461	1	13	8	4	0	6	0	0	0	0	1,997

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	280

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	20	2,110	747	3	42	26	12	1	22	1	0	0	0	2,984
% OF TOTAL	0.7%	70.7%	25.0%	0.1%	1.4%	0.9%	0.4%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	39	4,228	1,465	6	85	57	17	1	39	1	0	0	0	5,938
% OF TOTAL	0.7%	71.2%	24.7%	0.1%	1.4%	1.0%	0.3%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS B Oak Glen between Bryant and Fremont

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
4:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
4:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:30	0	9	2	0	1	0	0	0	0	0	0	0	0	12
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
5:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
5:30	1	10	4	0	1	0	0	0	0	0	0	0	0	16
5:45	0	16	6	0	1	1	0	0	0	0	0	0	0	24
6:00	0	11	12	0	0	0	0	0	0	0	0	0	0	23
6:15	0	20	9	0	0	0	0	0	0	0	0	0	0	29
6:30	0	26	14	0	0	0	0	0	0	0	0	0	0	40
6:45	0	25	10	0	1	0	0	0	0	0	0	0	0	36
7:00	0	34	14	0	1	0	0	0	0	0	0	0	0	49
7:15	0	37	14	0	0	0	0	0	0	0	0	0	0	51
7:30	0	48	10	0	0	0	0	0	0	0	0	0	0	58
7:45	0	51	9	0	0	0	0	0	1	0	0	0	0	61
8:00	0	54	16	0	0	0	0	0	3	0	0	0	0	73
8:15	1	27	16	0	0	2	0	0	2	0	0	0	0	48
8:30	0	27	9	0	0	1	0	0	0	0	0	0	0	37
8:45	0	35	6	0	0	0	1	0	0	0	0	0	0	42
9:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21
9:15	0	31	10	0	2	1	0	0	0	0	0	0	0	44
9:30	0	22	12	0	1	0	0	0	0	0	0	0	0	35
9:45	0	23	10	0	1	0	0	0	1	0	0	0	0	35
10:00	0	25	9	0	0	1	0	0	0	0	0	0	0	35
10:15	0	31	15	0	4	2	1	0	0	0	0	0	0	53
10:30	1	35	8	1	3	0	0	0	0	0	0	0	0	48
10:45	0	24	12	0	1	1	0	0	0	0	0	0	0	38
11:00	0	30	13	0	1	0	0	0	0	0	0	0	0	44
11:15	3	33	17	0	0	3	0	0	4	0	0	0	0	60
11:30	0	33	12	0	1	0	0	0	1	0	0	0	0	47
11:45	0	45	9	0	0	1	1	0	1	0	0	0	0	57
TOTAL	6	829	307	1	21	13	3	0	13	0	0	0	0	1,193

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	243

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	25	12	0	1	0	0	0	0	0	0	0	0	38
12:15	2	45	12	0	1	0	0	0	0	0	0	0	0	60
12:30	0	26	11	0	1	1	0	0	0	0	0	0	0	39
12:45	0	43	13	0	4	1	1	0	0	0	0	0	0	62
13:00	0	24	20	0	2	0	0	0	0	0	0	0	0	46
13:15	0	44	11	2	0	1	0	0	0	0	0	0	0	58
13:30	0	32	9	0	1	1	0	0	0	0	0	0	0	43
13:45	1	44	15	0	1	1	0	0	0	0	0	0	0	62
14:00	1	45	15	0	0	0	0	0	0	0	0	0	0	61
14:15	0	51	15	0	3	1	0	0	0	0	0	0	0	70
14:30	1	41	14	0	1	2	0	0	1	0	0	0	0	60
14:45	0	36	5	0	1	0	0	0	0	0	0	0	0	42
15:00	0	43	18	0	1	0	0	0	1	0	0	0	0	63
15:15	1	53	25	0	0	5	0	0	2	0	0	0	0	86
15:30	0	49	28	0	1	0	0	0	0	0	0	0	0	78
15:45	1	29	16	0	0	1	0	0	0	0	0	0	0	47
16:00	1	48	21	0	1	0	0	0	0	0	0	0	0	71
16:15	0	40	9	0	0	0	0	0	0	0	0	0	0	49
16:30	1	34	17	0	1	0	0	0	0	0	0	0	0	53
16:45	0	43	13	0	1	0	0	0	0	0	0	0	0	57
17:00	1	52	10	0	0	0	0	0	0	0	0	0	0	63
17:15	2	47	13	0	0	0	0	0	0	0	0	0	0	62
17:30	0	51	10	0	0	1	0	0	0	0	0	0	0	62
17:45	0	43	5	0	0	0	1	0	0	0	0	0	0	49
18:00	0	36	7	0	1	0	0	0	0	0	0	0	0	44
18:15	0	34	12	0	0	0	0	0	0	0	0	0	0	46
18:30	0	26	4	0	0	1	0	0	0	0	0	0	0	31
18:45	0	25	4	0	0	0	0	0	0	0	0	0	0	29
19:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
19:15	0	22	7	0	0	2	0	0	0	0	0	0	0	31
19:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
19:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
20:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
20:30	0	15	4	0	0	0	0	0	0	0	0	0	0	19
20:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:30	1	7	1	0	0	0	0	0	0	0	0	0	0	9
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	13	1,289	411	2	22	18	2	0	4	0	0	0	0	1,761

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	282

TOTAL: AM+PM	19	2,118	718	3	43	31	5	0	17	0	0	0	0	2,954
% OF TOTAL	0.6%	71.7%	24.3%	0.1%	1.5%	1.0%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

CLASS 1	Class 1 — Motorcycles
CLASS 2	Passenger Cars
CLASS 3	2 Axles, 4-Tire Single Units
CLASS 4	Buses
CLASS 5	2 Axles, 6-Tire Single Units
CLASS 6	3 Axles, Single Unit
CLASS 7	4 or More Axles, Single Unit
CLASS 8	3 to 4 Axles, Single Trailer
CLASS 9	5 Axles, Single Trailer
CLASS 10	6 or More Axles, Single Trailer
CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 12	6 Axles, Multi-Trailers
CLASS 13	7 or More Axles, Multi-Trailers

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS C Oak Glen between Fremont and Pendleton

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:30	0	2	4	0	0	1	0	0	1	0	0	0	0	8
6:45	0	6	6	0	1	0	0	0	0	0	0	0	0	13
7:00	0	3	5	0	0	1	0	0	0	0	0	0	0	9
7:15	0	7	6	0	0	3	0	0	0	0	0	0	0	16
7:30	0	10	6	0	5	0	0	0	4	0	0	0	0	25
7:45	0	20	9	0	2	3	0	0	2	0	0	0	0	36
8:00	0	9	5	0	2	2	0	0	0	0	0	0	0	18
8:15	0	9	5	0	0	1	0	0	0	0	0	0	0	15
8:30	0	11	9	0	1	4	0	0	0	0	0	0	0	25
8:45	0	8	3	2	2	2	0	0	0	0	0	0	0	17
9:00	0	8	12	0	0	2	0	0	0	0	0	0	0	22
9:15	0	14	7	0	0	1	0	0	0	0	0	0	0	22
9:30	1	6	10	0	1	2	0	0	0	0	0	0	0	20
9:45	0	14	7	0	2	2	0	0	0	0	0	0	0	25
10:00	0	12	2	0	0	4	0	0	0	0	0	0	0	18
10:15	0	16	9	0	0	2	0	0	0	0	0	0	0	27
10:30	1	20	13	0	4	3	0	0	2	0	0	0	0	43
10:45	2	22	11	0	2	3	0	0	2	0	0	0	0	42
11:00	0	19	8	0	1	4	0	0	1	0	0	0	0	33
11:15	0	19	5	0	1	1	0	0	1	0	0	0	0	27
11:30	0	27	5	0	1	2	0	0	0	0	0	0	0	35
11:45	0	24	8	0	1	2	0	0	0	0	0	0	0	35
TOTAL	5	317	160	2	27	45	0	0	13	0	0	0	0	569

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	145

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	24	12	0	0	1	0	0	0	0	0	0	0	37
12:15	0	19	6	0	1	5	0	0	0	0	0	0	0	31
12:30	1	15	3	0	1	1	0	0	0	0	0	0	0	21
12:45	0	18	11	0	0	3	0	0	0	0	0	0	0	32
13:00	0	26	8	0	1	3	0	0	0	0	0	0	0	38
13:15	0	19	3	0	1	3	0	0	0	0	0	0	0	26
13:30	0	26	10	0	1	4	0	0	0	0	0	0	0	41
13:45	1	19	7	0	1	1	0	0	0	0	0	0	0	29
14:00	0	30	8	0	1	0	0	0	2	0	0	0	0	41
14:15	0	29	7	0	0	0	0	0	2	0	0	0	0	38
14:30	1	22	6	0	0	0	0	0	0	0	0	0	0	29
14:45	1	31	7	0	1	0	0	0	1	0	0	0	0	41
15:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
15:15	0	25	9	0	1	0	0	0	0	0	0	0	0	35
15:30	0	21	10	0	2	0	0	0	0	0	0	0	0	33
15:45	0	21	11	0	1	0	0	0	0	0	0	0	0	33
16:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37
16:15	0	12	11	0	3	0	0	0	0	0	0	0	0	26
16:30	0	25	8	0	0	0	0	0	0	0	0	0	0	33
16:45	0	23	8	0	0	0	0	0	0	0	0	0	0	31
17:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
17:15	1	25	4	0	0	0	0	0	0	0	0	0	0	30
17:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30
17:45	0	21	1	0	1	0	0	0	0	0	0	0	0	23
18:00	0	18	7	0	1	0	0	0	0	0	0	0	0	26
18:15	0	11	5	0	1	0	0	0	0	0	0	0	0	17
18:30	0	13	6	0	0	0	0	0	0	0	0	0	0	19
18:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
19:00	1	12	1	0	0	0	0	0	0	0	0	0	0	14
19:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:30	0	15	5	0	0	0	0	0	0	0	0	0	0	20
19:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
20:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18
20:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
20:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	1	9	2	0	0	0	0	0	0	0	0	0	0	12
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	7	795	222	0	19	21	0	0	5	0	0	0	0	1,069

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	149

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	12	1,112	382	2	46	66	0	0	18	0	0	0	0	1,638
% OF TOTAL	0.7%	67.9%	23.3%	0.1%	2.8%	4.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	26	2,157	770	5	94	137	0	0	34	0	0	0	0	3,223
% OF TOTAL	0.8%	66.9%	23.9%	0.2%	2.9%	4.3%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS C Oak Glen between Fremont and Pendleton

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:45	0	11	0	0	1	0	0	0	0	0	0	0	0	12
6:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
6:15	0	10	5	0	0	0	0	0	0	0	0	0	0	15
6:30	0	13	6	0	0	0	0	0	0	0	0	0	0	19
6:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20
7:00	0	18	12	0	0	0	0	0	0	0	0	0	0	30
7:15	0	14	6	0	0	0	0	0	0	0	0	0	0	20
7:30	0	22	5	0	1	0	0	0	0	0	0	0	0	28
7:45	0	20	6	0	1	2	0	0	2	0	0	0	0	31
8:00	0	23	8	0	0	0	0	0	3	0	0	0	0	34
8:15	1	13	10	0	0	3	0	0	1	0	0	0	0	28
8:30	0	13	6	0	2	2	0	0	0	0	0	0	0	23
8:45	0	19	7	0	1	3	0	0	0	0	0	0	0	30
9:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
9:15	0	15	10	0	0	1	0	0	0	0	0	0	0	26
9:30	0	11	5	0	0	1	0	0	0	0	0	0	0	17
9:45	0	12	8	0	1	4	0	0	0	0	0	0	0	25
10:00	0	13	4	0	1	4	0	0	0	0	0	0	0	22
10:15	0	17	8	0	3	4	0	0	0	0	0	0	0	32
10:30	1	17	11	1	1	2	0	0	0	0	0	0	0	33
10:45	0	13	9	0	1	3	0	0	0	0	0	0	0	26
11:00	0	16	9	0	0	5	0	0	2	0	0	0	0	32
11:15	3	13	3	0	1	2	0	0	2	0	0	0	0	24
11:30	0	25	2	0	4	0	0	0	1	0	0	0	0	32
11:45	0	23	6	0	0	3	0	0	1	0	0	0	0	33
TOTAL	5	424	163	1	20	39	0	0	12	0	0	0	0	664

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	123

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	3	15	6	0	1	1	0	0	0	0	0	0	0	26
12:15	1	14	8	0	1	2	0	0	0	0	0	0	0	26
12:30	0	16	6	0	2	4	0	0	0	0	0	0	0	28
12:45	0	20	6	0	2	4	0	0	0	0	0	0	0	32
13:00	0	18	12	2	1	1	0	0	0	0	0	0	0	34
13:15	0	24	8	0	0	4	0	0	0	0	0	0	0	36
13:30	0	16	2	0	0	2	0	0	0	0	0	0	0	20
13:45	1	33	10	0	1	3	0	0	0	0	0	0	0	48
14:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
14:15	1	25	11	0	1	0	0	0	1	0	0	0	0	39
14:30	0	24	9	0	0	0	0	0	1	0	0	0	0	34
14:45	1	16	5	0	1	1	0	0	1	0	0	0	0	25
15:00	0	29	10	0	2	0	0	0	1	0	0	0	0	42
15:15	0	31	15	0	2	5	0	0	0	0	0	0	0	53
15:30	0	24	14	0	1	3	0	0	0	0	0	0	0	42
15:45	0	27	4	0	3	0	0	0	0	0	0	0	0	34
16:00	0	21	13	0	1	0	0	0	0	0	0	0	0	35
16:15	0	15	7	0	2	0	0	0	0	0	0	0	0	24
16:30	0	12	13	0	2	1	0	0	0	0	0	0	0	28
16:45	0	25	9	0	0	0	0	0	0	0	0	0	0	34
17:00	0	23	7	0	1	1	0	0	0	0	0	0	0	32
17:15	0	15	6	0	1	0	0	0	0	0	0	0	0	22
17:30	1	15	10	0	0	0	0	0	0	0	0	0	0	26
17:45	1	17	4	0	0	0	0	0	0	0	0	0	0	22
18:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
18:15	0	17	6	0	1	0	0	0	0	0	0	0	0	24
18:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
18:45	0	3	3	0	2	0	0	0	0	0	0	0	0	8
19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
19:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
19:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	621	225	2	28	32	0	0	4	0	0	0	0	921

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	171

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	14	1,045	388	3	48	71	0	0	16	0	0	0	0	1,585
% OF TOTAL	0.9%	65.9%	24.5%	0.2%	3.0%	4.5%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS D Oak Glen between Pendleton and Casa Blanca

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:30	0	2	4	0	0	1	0	0	1	0	0	0	0	8
6:45	0	6	5	0	1	0	0	0	0	0	0	0	0	12
7:00	0	3	5	0	0	1	0	0	0	0	0	0	0	9
7:15	0	3	4	0	0	3	0	0	0	0	0	0	0	10
7:30	0	8	5	0	5	0	0	0	4	0	0	0	0	22
7:45	0	18	8	0	2	3	0	0	2	0	0	0	0	33
8:00	0	8	4	0	2	2	0	0	0	0	0	0	0	16
8:15	0	8	6	0	0	1	0	0	0	0	0	0	0	15
8:30	0	10	7	0	1	4	0	0	0	0	0	0	0	22
8:45	0	9	3	2	1	2	0	0	0	0	0	0	0	17
9:00	0	7	12	0	0	2	0	0	0	0	0	0	0	21
9:15	0	14	7	0	0	1	0	0	0	0	0	0	0	22
9:30	1	6	10	0	1	2	0	0	0	0	0	0	0	20
9:45	0	12	7	0	2	2	0	0	0	0	0	0	0	23
10:00	0	12	2	0	0	4	0	0	0	0	0	0	0	18
10:15	0	15	9	0	0	2	0	0	0	0	0	0	0	26
10:30	1	21	15	0	5	3	0	0	2	0	0	0	0	47
10:45	2	20	11	0	2	3	0	0	2	0	0	0	0	40
11:00	0	18	7	0	1	4	0	0	1	0	0	0	0	31
11:15	0	19	5	0	1	1	0	0	1	0	0	0	0	27
11:30	0	26	4	0	1	2	0	0	0	0	0	0	0	33
11:45	0	23	9	0	1	1	0	0	0	0	0	0	0	34
TOTAL	4	301	152	2	27	44	0	0	13	0	0	0	0	543

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	145

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	20	10	0	0	1	0	0	0	0	0	0	0	31
12:15	0	18	7	0	1	5	0	0	0	0	0	0	0	31
12:30	1	14	4	0	1	1	0	0	0	0	0	0	0	21
12:45	0	17	13	0	0	3	0	0	0	0	0	0	0	33
13:00	0	25	7	0	1	3	0	0	0	0	0	0	0	36
13:15	0	20	3	0	1	3	0	0	0	0	0	0	0	27
13:30	0	26	9	0	1	3	0	0	0	0	0	0	0	39
13:45	1	19	8	0	1	1	0	0	0	0	0	0	0	30
14:00	0	26	5	0	2	0	0	0	2	0	0	0	0	35
14:15	0	27	5	0	0	0	0	0	2	0	0	0	0	34
14:30	1	20	6	0	0	0	0	0	0	0	0	0	0	27
14:45	1	27	6	0	1	0	0	0	1	0	0	0	0	36
15:00	0	24	10	0	0	0	0	0	0	0	0	0	0	34
15:15	0	25	8	0	1	0	0	0	0	0	0	0	0	34
15:30	0	21	9	0	2	0	0	0	0	0	0	0	0	32
15:45	0	19	9	0	1	0	0	0	0	0	0	0	0	29
16:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
16:15	0	10	10	0	3	0	0	0	0	0	0	0	0	23
16:30	0	24	7	0	0	0	0	0	0	0	0	0	0	31
16:45	0	22	7	0	0	0	0	0	0	0	0	0	0	29
17:00	0	19	8	0	1	0	0	0	0	0	0	0	0	28
17:15	1	23	3	0	0	0	0	0	0	0	0	0	0	27
17:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26
17:45	0	19	1	0	1	0	0	0	0	0	0	0	0	21
18:00	0	17	5	0	1	0	0	0	0	0	0	0	0	23
18:15	0	10	5	0	1	0	0	0	0	0	0	0	0	16
18:30	0	13	6	0	0	0	0	0	0	0	0	0	0	19
18:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
19:30	0	13	5	0	0	0	0	0	0	0	0	0	0	18
19:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
20:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
20:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
20:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	6	724	205	0	20	20	0	0	5	0	0	0	0	980

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	138

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	1,025	357	2	47	64	0	0	18	0	0	0	0	1,523
% OF TOTAL	0.7%	67.3%	23.4%	0.1%	3.1%	4.2%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	24	1,973	711	5	94	134	0	0	34	0	0	0	0	2,975
% OF TOTAL	0.8%	66.3%	23.9%	0.2%	3.2%	4.5%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS D Oak Glen between Pendleton and Casa Blanca

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10
6:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
6:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
6:30	0	10	7	0	0	0	0	0	0	0	0	0	0	17
6:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
7:00	0	13	10	0	0	0	0	0	0	0	0	0	0	23
7:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
7:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20
7:45	0	17	4	0	1	2	0	0	2	0	0	0	0	26
8:00	0	21	7	0	0	0	0	0	3	0	0	0	0	31
8:15	1	13	9	0	0	3	0	0	1	0	0	0	0	27
8:30	0	12	6	0	2	2	0	0	0	0	0	0	0	22
8:45	0	20	5	0	1	3	0	0	0	0	0	0	0	29
9:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:15	0	13	11	0	1	1	0	0	0	0	0	0	0	26
9:30	0	11	5	0	0	1	0	0	0	0	0	0	0	17
9:45	0	10	8	0	1	4	0	0	0	0	0	0	0	23
10:00	0	12	4	0	1	4	0	0	0	0	0	0	0	21
10:15	0	13	9	0	3	4	0	0	0	0	0	0	0	29
10:30	1	16	9	1	1	2	0	0	0	0	0	0	0	30
10:45	0	13	10	0	1	3	0	0	0	0	0	0	0	27
11:00	0	14	9	0	0	5	0	0	2	0	0	0	0	30
11:15	3	14	2	0	1	2	0	0	2	0	0	0	0	24
11:30	0	23	2	0	4	0	0	0	1	0	0	0	0	30
11:45	0	22	5	0	0	3	0	0	1	0	0	0	0	31
TOTAL	5	376	146	1	20	39	0	0	12	0	0	0	0	599

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	116

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	3	14	7	0	1	1	0	0	0	0	0	0	0	26
12:15	1	14	8	0	1	2	0	0	0	0	0	0	0	26
12:30	0	16	7	0	1	3	0	0	0	0	0	0	0	27
12:45	0	18	6	0	2	4	0	0	0	0	0	0	0	30
13:00	0	19	11	2	1	1	0	0	0	0	0	0	0	34
13:15	0	19	6	0	0	4	0	0	0	0	0	0	0	29
13:30	0	15	2	0	0	2	0	0	0	0	0	0	0	19
13:45	1	32	9	0	1	3	0	0	0	0	0	0	0	46
14:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
14:15	1	23	11	0	1	0	0	0	1	0	0	0	0	37
14:30	0	23	9	0	0	0	0	0	1	0	0	0	0	33
14:45	1	14	5	0	1	1	0	0	1	0	0	0	0	23
15:00	0	25	10	0	2	0	0	0	1	0	0	0	0	38
15:15	0	29	13	0	2	5	0	0	0	0	0	0	0	49
15:30	0	19	10	0	1	3	0	0	0	0	0	0	0	33
15:45	0	26	5	0	3	0	0	0	0	0	0	0	0	34
16:00	0	19	13	0	1	0	0	0	0	0	0	0	0	33
16:15	0	14	6	0	2	0	0	0	0	0	0	0	0	22
16:30	0	11	11	0	2	1	0	0	0	0	0	0	0	25
16:45	0	25	10	0	0	0	0	0	0	0	0	0	0	35
17:00	0	21	6	0	1	1	0	0	0	0	0	0	0	29
17:15	0	13	6	0	1	0	0	0	0	0	0	0	0	20
17:30	1	14	9	0	0	0	0	0	0	0	0	0	0	24
17:45	1	15	4	0	0	0	0	0	0	0	0	0	0	20
18:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
18:15	0	16	5	0	1	0	0	0	0	0	0	0	0	22
18:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
18:45	0	3	3	0	2	0	0	0	0	0	0	0	0	8
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	572	208	2	27	31	0	0	4	0	0	0	0	853

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	154

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	14	948	354	3	47	70	0	0	16	0	0	0	0	1,452
% OF TOTAL	1.0%	65.3%	24.4%	0.2%	3.2%	4.8%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS E Oak Glen between Casa Blanca and Chagall

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:30	0	6	1	2	0	0	0	0	0	0	0	0	0	9
6:45	0	4	5	0	0	0	0	0	0	0	0	0	0	9
7:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
7:15	0	0	4	0	1	2	0	0	0	0	0	0	0	7
7:30	0	9	4	0	2	0	0	0	4	0	0	0	0	19
7:45	0	13	7	0	2	3	0	0	3	0	0	0	0	28
8:00	0	5	3	0	0	1	0	0	2	0	0	0	0	11
8:15	0	8	1	0	2	0	0	0	1	0	0	0	0	12
8:30	0	4	2	0	1	4	0	0	0	0	0	0	0	11
8:45	0	5	2	2	2	1	0	0	0	0	0	0	0	12
9:00	0	8	2	0	0	2	0	0	1	0	0	0	0	13
9:15	0	13	2	0	1	1	0	0	0	0	0	0	0	17
9:30	0	13	4	0	2	2	0	0	0	0	0	0	0	21
9:45	0	9	5	0	2	1	0	0	0	0	0	0	0	17
10:00	0	8	6	0	1	3	0	0	0	0	0	0	0	18
10:15	0	16	4	0	2	2	0	0	0	0	0	0	0	24
10:30	1	19	7	0	7	0	0	0	2	0	0	0	0	36
10:45	2	23	6	0	0	4	0	0	2	0	0	0	0	37
11:00	0	20	4	0	0	2	0	0	2	0	0	0	0	28
11:15	0	11	9	0	1	2	0	0	1	0	0	0	0	24
11:30	0	17	6	0	0	1	0	0	0	0	0	0	0	24
11:45	0	18	5	1	4	1	0	0	0	0	0	0	0	29
TOTAL	3	264	91	5	30	33	0	0	18	0	0	0	0	444

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	125

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
12:15	0	10	13	0	0	5	0	0	0	0	0	0	0	28
12:30	1	12	4	0	1	3	0	0	0	0	0	0	0	21
12:45	0	11	12	0	1	1	0	0	0	0	0	0	0	25
13:00	0	16	8	0	3	3	0	0	0	0	0	0	0	30
13:15	0	14	3	0	0	4	0	0	0	0	0	0	0	21
13:30	0	22	5	0	1	3	0	0	0	0	0	0	0	31
13:45	1	22	4	0	2	1	0	0	0	0	0	0	0	30
14:00	0	10	3	0	0	0	0	0	1	0	0	0	0	14
14:15	1	14	2	0	1	0	0	0	0	0	0	0	0	18
14:30	0	15	2	0	2	0	0	0	2	0	0	0	0	21
14:45	0	15	7	0	0	3	0	0	1	0	0	0	0	26
15:00	0	10	3	0	1	4	0	0	1	0	0	0	0	19
15:15	0	22	5	0	0	1	0	0	0	0	0	0	0	28
15:30	1	11	7	0	0	0	0	0	0	0	0	0	0	19
15:45	1	13	2	0	0	0	0	0	0	0	0	0	0	16
16:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
16:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
16:30	1	15	5	0	1	0	0	0	0	0	0	0	0	22
16:45	1	15	4	0	0	0	0	0	0	0	0	0	0	20
17:00	0	12	6	0	1	1	0	0	0	0	0	0	0	20
17:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20
17:30	0	13	3	0	0	1	0	0	1	0	0	0	0	18
17:45	0	9	2	0	0	1	0	0	0	0	0	0	0	12
18:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
18:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
18:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
18:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
20:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	7	457	140	0	17	31	0	0	7	0	0	0	0	659

PM PEAK HOUR	1:00 PM
PM PEAK VOLUME	112

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	721	231	5	47	64	0	0	25	0	0	0	0	1,103
% OF TOTAL	0.9%	65.4%	20.9%	0.5%	4.3%	5.8%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	22	1,421	481	8	87	130	0	0	41	0	0	0	0	2,190
% OF TOTAL	1.0%	64.9%	22.0%	0.4%	4.0%	5.9%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS E Oak Glen between Casa Blanca and Chagall

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
6:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
7:15	0	5	5	0	0	0	0	0	0	0	0	0	0	10
7:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10
7:45	0	7	0	0	0	4	0	0	2	0	0	0	0	13
8:00	0	19	2	0	0	1	0	0	2	0	0	0	0	24
8:15	1	9	3	0	0	4	0	0	0	0	0	0	0	17
8:30	0	7	1	0	4	1	0	0	0	0	0	0	0	13
8:45	0	12	5	0	1	3	0	0	0	0	0	0	0	21
9:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
9:15	0	9	4	0	2	1	0	0	0	0	0	0	0	16
9:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
9:45	0	8	5	0	2	4	0	0	0	0	0	0	0	19
10:00	0	6	4	0	1	4	0	0	0	0	0	0	0	15
10:15	0	8	3	0	0	4	0	0	0	0	0	0	0	15
10:30	0	13	9	1	0	3	0	0	0	0	0	0	0	26
10:45	0	13	2	0	3	1	0	0	0	0	0	0	0	19
11:00	0	15	2	0	0	5	0	0	1	0	0	0	0	23
11:15	2	10	5	0	0	1	0	0	2	0	0	0	0	20
11:30	0	13	3	0	2	0	0	0	1	0	0	0	0	19
11:45	0	18	2	0	2	1	0	0	1	0	0	0	0	24
TOTAL	3	277	66	1	18	37	0	0	9	0	0	0	0	411

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	88

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	12	6	0	3	1	0	0	0	0	0	0	0	23
12:15	1	8	7	0	0	1	0	0	0	0	0	0	0	17
12:30	0	11	7	0	3	2	0	0	0	0	0	0	0	23
12:45	0	15	5	0	2	2	0	0	0	0	0	0	0	24
13:00	0	14	7	2	2	2	0	0	0	0	0	0	0	27
13:15	0	7	4	0	0	1	0	0	1	0	0	0	0	13
13:30	0	11	0	0	2	0	0	0	0	0	0	0	0	13
13:45	1	35	5	0	1	4	0	0	0	0	0	0	0	46
14:00	1	21	6	0	0	1	0	0	1	0	0	0	0	30
14:15	0	30	5	0	2	1	0	0	0	0	0	0	0	38
14:30	1	14	6	0	0	4	0	0	0	0	0	0	0	25
14:45	0	10	6	0	1	1	0	0	1	0	0	0	0	19
15:00	1	15	4	0	1	1	0	0	0	0	0	0	0	22
15:15	1	34	4	0	1	5	0	0	2	0	0	0	0	47
15:30	0	18	16	0	0	1	0	0	0	0	0	0	0	35
15:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14
16:00	0	12	9	0	1	0	0	0	0	0	0	0	0	22
16:15	0	7	8	0	0	0	0	0	0	0	0	0	0	15
16:30	0	7	16	0	1	0	0	0	0	0	0	0	0	24
16:45	0	20	6	0	0	0	0	0	0	0	0	0	0	26
17:00	2	16	13	0	1	0	0	0	0	0	0	0	0	32
17:15	0	8	9	0	0	0	0	0	0	0	0	0	0	17
17:30	0	6	5	0	0	1	0	0	0	0	0	0	0	12
17:45	0	11	5	0	0	0	0	0	0	0	0	0	0	16
18:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
18:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
18:30	0	10	2	0	0	1	0	0	0	0	0	0	0	13
18:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	6	2	0	0	0	0	0	2	0	0	0	0	10
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	423	184	2	22	29	0	0	7	0	0	0	0	676

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	139

TOTAL: AM+PM	12	700	250	3	40	66	0	0	16	0	0	0	0	1,087
% OF TOTAL	1.1%	64.4%	23.0%	0.3%	3.7%	6.1%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS F Oak Glen east of Chagall

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:30	0	5	1	2	0	0	0	0	0	0	0	0	0	8
6:45	0	4	5	0	0	0	0	0	0	0	0	0	0	9
7:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
7:15	0	0	4	0	1	2	0	0	0	0	0	0	0	7
7:30	0	9	4	0	2	0	0	0	4	0	0	0	0	19
7:45	0	12	7	0	2	3	0	0	3	0	0	0	0	27
8:00	0	5	2	0	0	1	0	0	2	0	0	0	0	10
8:15	0	9	1	0	2	0	0	0	0	0	0	0	0	12
8:30	0	4	2	0	1	4	0	0	0	0	0	0	0	11
8:45	0	5	2	2	2	1	0	0	0	0	0	0	0	12
9:00	0	7	1	0	0	2	0	0	1	0	0	0	0	11
9:15	0	11	2	0	1	1	0	0	0	0	0	0	0	15
9:30	0	13	3	0	1	2	0	0	0	0	0	0	0	19
9:45	0	9	4	0	2	1	0	0	0	0	0	0	0	16
10:00	0	8	5	0	1	3	0	0	0	0	0	0	0	17
10:15	0	16	4	0	2	2	0	0	0	0	0	0	0	24
10:30	1	18	7	0	7	0	0	0	2	0	0	0	0	35
10:45	2	23	6	0	0	4	0	0	2	0	0	0	0	37
11:00	0	19	3	0	0	2	0	0	2	0	0	0	0	26
11:15	0	11	7	0	1	2	0	0	1	0	0	0	0	22
11:30	0	17	6	0	0	1	0	0	0	0	0	0	0	24
11:45	0	18	4	1	4	1	0	0	0	0	0	0	0	28
TOTAL	3	258	82	5	29	33	0	0	17	0	0	0	0	427

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	122

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
12:15	0	10	12	0	0	5	0	0	0	0	0	0	0	27
12:30	1	10	4	0	1	3	0	0	0	0	0	0	0	19
12:45	0	11	11	0	1	0	0	0	0	0	0	0	0	23
13:00	0	13	7	0	2	3	0	0	0	0	0	0	0	25
13:15	0	13	3	0	0	5	0	0	0	0	0	0	0	21
13:30	0	22	4	0	1	3	0	0	0	0	0	0	0	30
13:45	1	21	3	0	2	1	0	0	0	0	0	0	0	28
14:00	0	10	3	0	0	0	0	0	1	0	0	0	0	14
14:15	1	14	2	0	1	0	0	0	0	0	0	0	0	18
14:30	0	14	2	0	2	0	0	0	2	0	0	0	0	20
14:45	0	15	6	0	0	3	0	0	1	0	0	0	0	25
15:00	0	10	3	0	1	4	0	0	1	0	0	0	0	19
15:15	0	19	5	0	0	1	0	0	0	0	0	0	0	25
15:30	1	9	6	0	0	1	0	0	0	0	0	0	0	17
15:45	1	13	2	0	0	0	0	0	0	0	0	0	0	16
16:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
16:15	0	10	0	0	1	0	0	0	0	0	0	0	0	11
16:30	1	14	3	0	0	0	0	0	0	0	0	0	0	18
16:45	1	15	4	0	1	0	0	0	0	0	0	0	0	21
17:00	0	12	6	0	1	1	0	0	0	0	0	0	0	20
17:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
17:30	0	11	3	0	0	1	0	0	0	0	0	0	0	15
17:45	0	10	2	0	0	1	0	0	0	0	0	0	0	13
18:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
18:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
18:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
18:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	7	437	124	0	16	32	0	0	6	0	0	0	0	622

PM PEAK HOUR	1:00 PM
PM PEAK VOLUME	104

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	695	206	5	45	65	0	0	23	0	0	0	0	1,049
% OF TOTAL	1.0%	66.3%	19.6%	0.5%	4.3%	6.2%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	22	1,361	440	8	84	132	0	0	39	0	0	0	0	2,086
% OF TOTAL	1.1%	65.2%	21.1%	0.4%	4.0%	6.3%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS F Oak Glen east of Chagall

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
7:15	0	5	5	0	0	0	0	0	0	0	0	0	0	10
7:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
7:45	0	7	0	0	0	4	0	0	2	0	0	0	0	13
8:00	0	19	1	0	0	1	0	0	2	0	0	0	0	23
8:15	1	8	1	0	0	4	0	0	0	0	0	0	0	14
8:30	0	6	1	0	4	1	0	0	0	0	0	0	0	12
8:45	0	12	5	0	1	3	0	0	0	0	0	0	0	21
9:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
9:15	0	9	4	0	2	1	0	0	0	0	0	0	0	16
9:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:45	0	8	3	0	1	4	0	0	0	0	0	0	0	16
10:00	0	5	4	0	1	4	0	0	0	0	0	0	0	14
10:15	0	7	3	0	0	4	0	0	0	0	0	0	0	14
10:30	0	13	8	1	0	3	0	0	0	0	0	0	0	25
10:45	0	13	2	0	3	1	0	0	0	0	0	0	0	19
11:00	0	13	2	0	0	5	0	0	1	0	0	0	0	21
11:15	2	9	5	0	0	1	0	0	2	0	0	0	0	19
11:30	0	12	3	0	2	0	0	0	1	0	0	0	0	18
11:45	0	18	2	0	2	1	0	0	1	0	0	0	0	24
TOTAL	3	263	56	1	17	37	0	0	9	0	0	0	0	386

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	10	6	0	3	1	0	0	0	0	0	0	0	21
12:15	1	8	7	0	0	1	0	0	0	0	0	0	0	17
12:30	0	10	7	0	3	2	0	0	0	0	0	0	0	22
12:45	0	15	5	0	2	2	0	0	0	0	0	0	0	24
13:00	0	13	7	2	2	2	0	0	0	0	0	0	0	26
13:15	0	7	4	0	0	1	0	0	1	0	0	0	0	13
13:30	0	11	0	0	2	0	0	0	0	0	0	0	0	13
13:45	1	34	5	0	1	4	0	0	0	0	0	0	0	45
14:00	1	18	6	0	0	1	0	0	1	0	0	0	0	27
14:15	0	29	4	0	2	1	0	0	0	0	0	0	0	36
14:30	1	14	6	0	0	4	0	0	0	0	0	0	0	25
14:45	0	10	6	0	1	1	0	0	1	0	0	0	0	19
15:00	1	14	4	0	1	1	0	0	0	0	0	0	0	21
15:15	1	32	4	0	1	6	0	0	2	0	0	0	0	46
15:30	0	18	15	0	0	1	0	0	0	0	0	0	0	34
15:45	0	9	2	0	1	0	0	0	0	0	0	0	0	12
16:00	0	12	9	0	1	0	0	0	0	0	0	0	0	22
16:15	0	7	8	0	0	0	0	0	0	0	0	0	0	15
16:30	0	7	15	0	1	0	0	0	0	0	0	0	0	23
16:45	0	20	6	0	0	0	0	0	0	0	0	0	0	26
17:00	2	15	13	0	1	0	0	0	0	0	0	0	0	31
17:15	0	8	8	0	0	0	0	0	0	0	0	0	0	16
17:30	0	6	4	0	0	1	0	0	0	0	0	0	0	11
17:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
18:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
18:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
18:30	0	10	2	0	0	1	0	0	0	0	0	0	0	13
18:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	6	2	0	0	0	0	0	2	0	0	0	0	10
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	403	178	2	22	30	0	0	7	0	0	0	0	651

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	84

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	133

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	12	666	234	3	39	67	0	0	16	0	0	0	0	1,037
% OF TOTAL	1.2%	64.2%	22.6%	0.3%	3.8%	6.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS G Bryant between Oak Glen and Fir

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
0:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7
1:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
5:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
5:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
5:45	0	20	3	0	1	0	0	0	0	0	0	0	0	24
6:00	0	31	8	0	2	1	0	0	0	0	0	0	0	42
6:15	1	25	9	0	0	0	0	0	0	0	0	0	0	35
6:30	0	39	15	0	3	0	0	0	1	0	0	0	0	58
6:45	0	44	34	0	2	0	0	0	0	0	0	0	0	80
7:00	0	67	22	0	0	0	0	0	1	0	0	0	0	90
7:15	0	110	28	0	0	1	1	0	1	0	0	0	0	141
7:30	0	133	42	0	3	2	0	0	1	0	0	0	0	181
7:45	0	117	29	0	0	1	0	0	0	0	0	0	0	147
8:00	1	97	29	0	1	0	0	0	0	0	0	0	0	128
8:15	1	66	30	0	6	0	0	0	1	0	0	0	0	104
8:30	0	68	31	0	2	3	0	0	2	0	0	0	0	106
8:45	1	67	19	0	0	0	0	0	0	0	0	0	0	87
9:00	1	41	15	0	4	1	0	0	0	0	0	0	0	62
9:15	0	47	18	0	3	1	0	0	1	0	0	0	0	70
9:30	2	54	16	0	1	0	0	0	1	0	0	0	0	74
9:45	1	56	17	0	0	1	0	0	1	0	0	0	0	76
10:00	1	42	14	0	0	1	0	0	1	0	0	0	0	59
10:15	0	48	23	0	2	1	0	0	0	0	0	0	0	74
10:30	0	59	21	0	1	2	0	0	1	0	0	0	0	84
10:45	0	66	26	0	5	0	0	0	1	0	0	0	0	98
11:00	0	64	23	0	2	1	0	0	1	0	0	0	0	91
11:15	4	76	20	0	2	1	0	0	1	0	0	0	0	104
11:30	0	57	19	0	4	1	0	0	2	0	0	0	0	83
11:45	0	65	26	0	2	0	0	0	1	0	0	0	0	94
TOTAL	13	1,692	559	0	47	18	1	0	18	0	0	0	0	2,348

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	597

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	78	20	0	3	1	0	0	1	0	0	0	0	103
12:15	3	85	20	0	1	1	0	0	1	0	0	0	0	111
12:30	1	70	40	0	1	1	0	0	0	0	0	0	0	113
12:45	0	58	29	0	3	1	0	0	1	0	0	0	0	92
13:00	1	68	28	0	2	0	0	0	1	0	0	0	0	100
13:15	2	81	22	0	0	1	0	0	1	0	0	0	0	107
13:30	1	84	22	0	2	0	0	0	0	0	0	0	0	109
13:45	1	98	29	0	1	0	0	0	1	0	0	0	0	130
14:00	2	94	28	0	2	0	0	0	0	0	0	0	0	126
14:15	0	105	17	0	2	0	0	1	0	0	0	0	0	125
14:30	1	86	23	0	1	0	0	0	0	0	0	0	0	111
14:45	0	91	27	0	3	0	0	0	1	0	0	0	0	122
15:00	0	96	29	0	3	0	0	0	0	0	0	0	0	128
15:15	0	84	35	0	1	5	0	0	0	0	0	0	0	125
15:30	0	106	36	0	0	0	0	0	0	0	0	0	0	142
15:45	3	111	50	0	0	0	0	0	0	0	0	0	0	164
16:00	0	112	32	0	2	1	0	0	0	0	0	0	0	147
16:15	1	111	32	0	0	0	0	0	0	0	0	0	0	144
16:30	1	113	24	0	1	0	0	0	0	0	0	0	0	139
16:45	0	93	23	0	0	0	0	0	0	0	0	0	0	116
17:00	2	118	25	0	0	0	0	0	0	0	0	0	0	145
17:15	1	103	29	0	1	0	0	0	0	0	0	0	0	134
17:30	0	105	22	0	0	1	0	0	0	0	0	0	0	128
17:45	0	97	28	0	0	0	0	0	0	0	0	0	0	125
18:00	0	115	17	0	0	0	0	0	0	0	0	0	0	132
18:15	0	109	15	0	0	0	0	0	0	0	0	0	0	124
18:30	0	78	15	0	1	0	0	0	0	0	0	0	0	94
18:45	0	90	16	0	0	0	0	0	0	0	0	0	0	106
19:00	0	93	20	0	0	0	0	0	0	0	0	0	0	113
19:15	0	73	16	0	0	2	0	0	0	0	0	0	0	91
19:30	0	57	9	0	1	0	0	0	0	0	0	0	0	67
19:45	0	66	9	0	1	0	0	0	0	0	0	0	0	76
20:00	0	50	13	0	2	0	0	0	0	0	0	0	0	65
20:15	1	48	18	0	0	0	0	0	0	0	0	0	0	67
20:30	0	38	7	0	0	0	0	0	0	0	0	0	0	45
20:45	0	37	7	0	0	0	0	0	0	0	0	0	0	44
21:00	0	32	9	0	0	0	0	0	0	0	0	0	0	41
21:15	0	36	9	0	0	0	0	0	0	0	0	0	0	45
21:30	1	31	5	0	1	0	0	0	0	0	0	0	0	38
21:45	0	23	3	0	2	0	0	0	0	0	0	0	0	28
22:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
22:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	1	10	2	0	0	0	0	0	0	0	0	0	0	13
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
TOTAL	23	3,338	874	0	37	14	0	1	7	0	0	0	0	4,294

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	597

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	36	5,030	1,433	0	84	32	1	1	25	0	0	0	0	6,642
% OF TOTAL	0.5%	75.7%	21.6%	0.0%	1.3%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	78	10,340	3,171	0	180	63	3	3	51	1	0	0	0	13,890
% OF TOTAL	0.6%	74.4%	22.8%	0.0%	1.3%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS G Bryant between Oak Glen and Fir

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
1:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
1:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
1:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:15	0	8	7	0	0	0	0	0	0	0	0	0	0	15
3:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
4:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
4:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:30	0	8	5	0	0	0	0	0	0	0	0	0	0	13
4:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
5:00	0	11	14	0	0	0	0	0	0	0	0	0	0	25
5:15	0	24	7	0	0	0	0	0	0	0	0	0	0	31
5:30	0	27	8	0	0	0	0	0	0	0	0	0	0	35
5:45	0	23	12	0	0	0	0	0	0	0	0	0	0	35
6:00	0	41	11	0	2	0	0	0	0	0	0	0	0	54
6:15	0	46	13	0	0	0	0	0	0	0	0	0	0	59
6:30	0	60	21	0	2	0	0	0	1	1	0	0	0	85
6:45	0	60	21	0	1	1	0	0	1	0	0	0	0	84
7:00	0	89	31	0	0	2	0	0	1	0	0	0	0	123
7:15	1	137	33	0	1	2	0	0	1	0	0	0	0	175
7:30	1	134	47	0	4	1	0	0	0	0	0	0	0	187
7:45	1	144	29	0	2	1	0	0	0	0	0	0	0	177
8:00	0	87	21	0	2	0	0	1	1	0	0	0	0	112
8:15	0	69	19	0	3	1	0	0	2	0	0	0	0	94
8:30	1	61	20	0	2	1	0	0	0	0	0	0	0	85
8:45	0	69	27	0	2	0	0	0	0	0	0	0	0	98
9:00	0	68	27	0	1	0	0	0	1	0	0	0	0	97
9:15	0	61	34	0	3	4	0	0	1	0	0	0	0	103
9:30	0	59	27	0	0	0	0	0	1	0	0	0	0	87
9:45	1	78	30	0	2	0	0	0	0	0	0	0	0	111
10:00	0	65	24	0	1	2	0	0	0	0	0	0	0	92
10:15	0	59	17	0	2	0	0	0	1	0	0	0	0	79
10:30	1	71	35	0	2	1	0	0	1	0	0	0	0	111
10:45	5	78	22	0	3	1	0	0	2	0	0	0	0	111
11:00	1	67	24	0	2	2	0	0	0	0	0	0	0	96
11:15	0	65	26	0	2	0	0	0	1	0	0	0	0	94
11:30	1	70	29	0	3	1	0	0	1	0	0	0	0	105
11:45	1	65	24	0	2	0	0	0	1	0	0	0	0	93
TOTAL	15	2,024	696	0	44	20	0	1	17	1	0	0	0	2,818

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	662

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	71	39	0	0	1	0	0	1	0	0	0	0	113
12:15	0	63	32	0	2	1	0	0	0	0	0	0	0	98
12:30	1	85	35	0	2	0	0	0	1	0	0	0	0	124
12:45	0	75	23	0	4	1	0	0	2	0	0	0	0	105
13:00	2	94	28	0	1	1	0	0	1	0	0	0	0	127
13:15	0	89	30	0	1	2	0	0	0	0	0	0	0	122
13:30	0	75	32	0	1	0	0	0	1	0	0	0	0	109
13:45	2	76	16	0	0	0	0	0	2	0	0	0	0	96
14:00	1	90	32	0	0	0	0	0	0	0	0	0	0	123
14:15	2	73	36	0	2	0	0	0	1	0	0	0	0	114
14:30	0	144	27	0	4	0	0	0	0	0	0	0	0	175
14:45	0	104	26	0	3	0	0	0	0	0	0	0	0	133
15:00	1	108	46	0	2	1	0	0	0	0	0	0	0	158
15:15	0	105	45	0	5	0	1	1	0	0	0	0	0	157
15:30	0	82	54	0	4	0	0	0	0	0	0	0	0	140
15:45	1	96	45	0	2	0	0	0	0	0	0	0	0	144
16:00	2	94	35	0	0	1	0	0	0	0	0	0	0	132
16:15	1	111	41	0	2	1	0	0	0	0	0	0	0	156
16:30	0	107	32	0	0	0	0	0	0	0	0	0	0	139
16:45	0	125	39	0	2	1	0	0	0	0	0	0	0	167
17:00	2	136	42	0	1	0	0	0	0	0	0	0	0	181
17:15	0	119	35	0	2	0	0	0	0	0	0	0	0	156
17:30	2	136	41	0	1	0	0	0	0	0	0	0	0	180
17:45	1	114	40	0	0	1	1	0	0	0	0	0	0	157
18:00	2	111	37	0	0	0	0	0	0	0	0	0	0	150
18:15	2	96	28	0	1	0	0	0	0	0	0	0	0	127
18:30	0	99	24	0	0	0	0	0	0	0	0	0	0	123
18:45	1	80	14	0	1	0	0	0	0	0	0	0	0	96
19:00	1	79	15	0	1	0	0	0	0	0	0	0	0	96
19:15	0	50	12	0	0	0	0	0	0	0	0	0	0	62
19:30	0	52	6	0	4	0	0	0	0	0	0	0	0	62
19:45	0	45	7	0	0	0	0	0	0	0	0	0	0	52
20:00	1	28	7	0	0	0	0	0	0	0	0	0	0	36
20:15	0	33	6	0	0	0	0	0	0	0	0	0	0	39
20:30	1	30	1	0	0	0	0	0	0	0	0	0	0	32
20:45	0	41	10	0	0	0	0	0	0	0	0	0	0	51
21:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
21:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
21:30	0	30	2	0	0	0	0	0	0	0	0	0	0	32
21:45	0	22	4	0	0	0	0	0	0	0	0	0	0	26
22:00	0	13	2	0	3	0	0	0	0	0	0	0	0	18
22:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	27	3,286	1,042	0	52	11	2	1	9	0	0	0	0	4,430

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	684

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	42	5,310	1,738	0	96	31	2	2	26	1	0	0	0	7,248
% OF TOTAL	0.6%	73.3%	24.0%	0.0%	1.3%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS H Bryant between Fir and Carter

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
5:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
5:30	0	17	5	0	0	0	0	0	0	0	0	0	0	22
5:45	0	15	4	0	1	0	0	0	0	0	0	0	0	20
6:00	0	38	3	0	0	0	0	0	0	0	0	0	0	41
6:15	0	32	12	0	1	0	0	0	0	0	0	0	0	45
6:30	0	29	22	1	1	0	0	0	1	0	0	0	0	54
6:45	0	52	18	1	1	0	0	0	0	0	0	0	0	72
7:00	0	77	12	0	0	0	0	0	1	0	0	0	0	90
7:15	0	84	27	0	0	0	0	0	1	0	0	0	0	112
7:30	0	108	29	0	1	1	0	0	1	0	0	0	0	140
7:45	0	84	28	0	0	0	0	0	0	0	0	0	0	112
8:00	0	79	29	0	0	0	0	0	0	0	0	0	0	108
8:15	0	64	23	0	2	1	0	0	1	0	0	0	0	91
8:30	0	67	24	0	2	0	0	0	1	0	0	0	0	94
8:45	1	44	14	0	0	0	0	0	1	0	0	0	0	60
9:00	1	36	15	0	2	1	0	0	0	0	0	0	0	55
9:15	0	32	12	0	1	0	0	0	1	0	0	0	0	46
9:30	2	46	12	0	0	0	0	1	0	0	0	0	0	61
9:45	1	46	9	0	0	0	0	0	1	0	0	0	0	57
10:00	2	36	11	0	0	2	0	0	1	0	0	0	0	52
10:15	0	41	15	0	0	0	0	0	0	0	0	0	0	56
10:30	0	39	13	0	0	0	0	0	1	0	0	0	0	53
10:45	0	51	13	0	4	0	0	0	1	0	0	0	0	69
11:00	0	43	20	0	1	0	0	0	1	0	0	0	0	65
11:15	3	45	16	0	2	1	0	0	1	0	0	0	0	68
11:30	1	40	15	0	4	0	0	0	1	0	0	0	0	61
11:45	0	38	17	0	1	0	0	0	1	0	0	0	0	57
TOTAL	11	1,377	439	2	25	6	0	1	16	0	0	0	0	1,877

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	472

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	51	17	1	2	0	0	0	1	0	0	0	0	72
12:15	1	50	19	0	3	0	0	0	2	0	0	0	0	75
12:30	0	60	15	0	2	0	0	0	0	0	0	0	0	77
12:45	1	37	19	0	1	3	0	0	1	0	0	0	0	62
13:00	0	46	17	0	2	0	0	0	1	0	0	0	0	66
13:15	2	42	11	0	0	0	0	0	2	0	0	0	0	57
13:30	1	60	15	0	1	0	0	0	0	0	0	0	0	77
13:45	1	42	17	0	1	0	0	0	1	0	0	0	0	62
14:00	1	64	23	0	1	0	0	0	0	0	0	0	0	89
14:15	0	62	14	0	2	0	0	1	0	0	0	0	0	79
14:30	1	45	20	0	0	0	0	0	0	0	0	0	0	66
14:45	0	62	21	0	3	1	0	0	1	0	0	0	0	88
15:00	1	70	24	0	0	0	0	0	0	0	0	0	0	95
15:15	0	60	19	0	0	4	0	0	0	0	0	0	0	83
15:30	0	57	26	0	0	1	0	0	0	0	0	0	0	84
15:45	2	79	29	0	1	0	0	0	0	0	0	0	0	111
16:00	1	64	21	0	2	1	0	0	0	0	0	0	0	89
16:15	0	75	26	0	0	0	0	0	0	0	0	0	0	101
16:30	0	70	25	0	1	0	0	0	0	0	0	0	0	96
16:45	0	54	16	0	0	0	0	0	0	0	0	0	0	70
17:00	1	82	17	0	0	0	0	0	0	0	0	0	0	100
17:15	1	59	15	0	1	0	0	0	0	0	0	0	0	76
17:30	0	68	20	0	0	0	0	0	0	0	0	0	0	88
17:45	0	55	23	0	0	0	0	0	0	0	0	0	0	78
18:00	0	61	15	0	0	0	0	0	0	0	0	0	0	76
18:15	0	61	4	0	0	0	0	0	0	0	0	0	0	65
18:30	0	48	11	0	1	0	0	0	0	0	0	0	0	60
18:45	0	66	4	0	0	0	0	0	0	0	0	0	0	70
19:00	0	69	12	0	0	0	0	0	0	0	0	0	0	81
19:15	0	37	18	0	0	0	0	0	0	0	0	0	0	55
19:30	0	23	8	0	0	1	0	0	2	0	0	0	0	34
19:45	0	34	5	0	0	0	0	0	0	0	0	0	0	39
20:00	0	23	15	0	0	0	0	0	0	0	0	0	0	38
20:15	0	19	17	0	1	0	0	0	0	0	0	0	0	37
20:30	0	16	6	0	0	0	0	0	0	0	0	0	0	22
20:45	0	22	8	0	0	0	0	0	0	0	0	0	0	30
21:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
21:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
21:30	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:45	0	7	7	0	0	0	0	0	0	0	0	0	0	14
22:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
22:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
22:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
22:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL	14	1,988	640	1	25	11	0	1	11	0	0	0	0	2,691

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	397

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	25	3,365	1,079	3	50	17	0	2	27	0	0	0	0	4,568
% OF TOTAL	0.5%	73.7%	23.6%	0.1%	1.1%	0.4%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	53	7,192	2,292	6	101	33	3	4	54	0	0	0	0	9,738
% OF TOTAL	1.2%	157.4%	50.2%	0.1%	2.2%	0.7%	0.1%	0.1%	1.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS H Bryant between Fir and Carter

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
1:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
5:15	0	12	7	0	0	0	0	0	0	0	0	0	0	19
5:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
5:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
6:00	0	20	5	0	3	0	0	0	0	0	0	0	0	28
6:15	0	21	8	0	0	0	0	0	0	0	0	0	0	29
6:30	0	32	7	0	0	0	0	0	2	0	0	0	0	41
6:45	0	42	10	1	1	0	0	0	1	0	0	0	0	55
7:00	0	59	22	0	0	2	0	0	1	0	0	0	0	84
7:15	0	67	15	0	1	2	0	0	1	0	0	0	0	86
7:30	1	67	30	0	3	1	0	0	0	0	0	0	0	102
7:45	1	80	22	0	1	1	0	1	0	0	0	0	0	106
8:00	0	55	22	0	0	0	0	0	2	0	0	0	0	79
8:15	0	43	12	0	1	0	0	0	1	0	0	0	0	57
8:30	0	41	16	0	1	0	0	0	0	0	0	0	0	58
8:45	0	58	20	0	1	0	0	0	0	0	0	0	0	79
9:00	0	48	18	0	1	0	0	0	1	0	0	0	0	68
9:15	0	41	25	0	1	1	0	0	1	0	0	0	0	69
9:30	0	35	22	0	1	0	1	0	1	0	0	0	0	60
9:45	1	54	13	0	1	0	0	0	0	0	0	0	0	69
10:00	0	28	16	0	0	1	0	0	0	0	0	0	0	45
10:15	0	52	12	0	0	0	0	0	2	0	0	0	0	66
10:30	3	49	18	0	1	0	0	0	0	0	0	0	0	71
10:45	3	42	17	0	2	1	0	0	2	0	0	0	0	67
11:00	1	43	14	0	1	1	0	0	0	0	0	0	0	60
11:15	0	35	22	0	1	0	0	0	1	0	0	0	0	59
11:30	1	48	26	0	0	1	0	0	1	0	0	0	0	77
11:45	1	45	11	0	2	0	0	0	1	0	0	0	0	60
TOTAL	12	1,253	446	1	23	11	1	1	18	0	0	0	0	1,766

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	378

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	44	24	0	2	0	0	0	1	0	0	0	0	71
12:15	0	43	26	1	1	0	1	0	0	0	0	0	0	72
12:30	1	61	14	0	1	0	0	0	1	0	0	0	0	78
12:45	0	66	18	0	4	1	0	0	1	0	0	0	0	90
13:00	1	67	16	0	1	1	0	0	1	0	0	0	0	87
13:15	0	59	21	0	0	0	0	0	2	0	0	0	0	82
13:30	0	55	19	0	0	0	0	0	0	0	0	0	0	74
13:45	2	59	17	0	0	1	0	0	2	0	0	0	0	81
14:00	1	65	17	0	0	0	0	0	0	0	0	0	0	83
14:15	2	56	30	0	0	0	0	0	1	0	0	0	0	89
14:30	0	71	19	0	2	0	0	0	0	0	0	0	0	92
14:45	0	77	16	0	2	0	0	0	0	0	0	0	0	95
15:00	0	71	33	0	2	0	0	0	0	0	0	0	0	106
15:15	1	78	34	0	5	0	0	1	0	0	0	0	0	119
15:30	0	77	37	0	0	0	0	0	0	0	0	0	0	114
15:45	2	87	32	0	1	1	0	0	0	0	0	0	0	123
16:00	1	71	31	0	0	0	0	0	0	0	0	0	0	103
16:15	0	105	33	0	1	0	0	0	0	0	0	0	0	139
16:30	0	84	29	0	0	0	0	0	0	0	0	0	0	113
16:45	0	104	30	0	2	1	0	0	0	0	0	0	0	137
17:00	2	126	31	0	1	0	0	0	0	0	0	0	0	160
17:15	0	108	35	0	1	0	0	0	0	0	0	0	0	144
17:30	2	122	31	0	0	0	0	0	0	0	0	0	0	155
17:45	1	93	30	0	0	0	1	0	0	0	0	0	0	125
18:00	0	111	26	0	0	0	0	0	0	0	0	0	0	137
18:15	0	85	17	0	0	0	0	0	0	0	0	0	0	102
18:30	0	88	11	0	0	0	0	0	0	0	0	0	0	99
18:45	0	69	10	0	1	0	0	0	0	0	0	0	0	80
19:00	0	61	11	1	0	0	0	0	0	0	0	0	0	73
19:15	0	37	5	0	0	0	0	0	0	0	0	0	0	42
19:30	0	41	3	0	1	0	0	0	0	0	0	0	0	45
19:45	0	27	4	0	0	0	0	0	0	0	0	0	0	31
20:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
20:15	0	29	2	0	0	0	0	0	0	0	0	0	0	31
20:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
20:45	0	27	8	0	0	0	0	0	0	0	0	0	0	35
21:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
21:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18
21:30	0	19	4	0	0	0	0	0	0	0	0	0	0	23
21:45	0	9	11	0	0	0	0	0	0	0	0	0	0	20
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	16	2,574	767	2	28	5	2	1	9	0	0	0	0	3,404

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	596

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	28	3,827	1,213	3	51	16	3	2	27	0	0	0	0	5,170
% OF TOTAL	0.5%	74.0%	23.5%	0.1%	1.0%	0.3%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS J Carter between Bryant and Fremont

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
7:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
7:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
7:30	0	5	5	0	0	0	0	0	0	0	0	0	0	10
7:45	0	7	7	0	0	0	0	0	0	0	0	0	0	14
8:00	0	3	9	0	0	0	0	0	0	0	0	0	0	12
8:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
8:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
8:45	0	3	7	0	0	0	0	0	0	0	0	0	0	10
9:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
9:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
9:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
10:00	1	1	2	0	0	1	0	0	1	0	0	0	0	6
10:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
11:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
11:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	1	114	71	0	3	1	0	0	1	0	0	0	0	191

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	47

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	7	2	0	2	0	0	0	0	0	0	0	0	11
12:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
12:30	0	7	2	0	1	0	0	0	0	0	0	0	0	10
12:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
13:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
13:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
13:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12
13:45	0	6	4	0	1	0	0	0	0	0	0	0	0	11
14:00	0	9	10	0	1	0	0	0	0	0	0	0	0	20
14:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
14:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
14:45	0	14	5	0	1	0	0	0	0	0	0	0	0	20
15:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
15:30	0	9	5	0	0	0	0	0	0	0	0	0	0	14
15:45	0	14	7	0	0	0	0	0	0	0	0	0	0	21
16:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
16:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
16:30	0	13	2	0	1	0	0	0	0	0	0	0	0	16
16:45	0	6	5	0	0	0	0	0	0	0	0	0	0	11
17:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
17:15	0	11	4	0	1	0	0	0	0	0	0	0	0	16
17:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
17:45	0	11	10	0	0	0	0	0	0	0	0	0	0	21
18:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
18:15	0	13	3	0	1	0	0	0	0	0	0	0	0	17
18:30	0	10	6	0	0	0	0	0	0	0	0	0	0	16
18:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
19:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
19:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
19:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
19:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	341	120	0	10	0	0	0	0	0	0	0	0	471

PM PEAK HOUR	5:45 PM
PM PEAK VOLUME	68

TOTAL: AM+PM	1	455	191	0	13	1	0	0	1	0	0	0	0	662
% OF TOTAL	0.2%	68.7%	28.9%	0.0%	2.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	2	954	382	0	22	3	0	0	2	0	0	0	0	1,365
% OF TOTAL	0.3%	144.1%	57.7%	0.0%	3.3%	0.5%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS J Carter between Bryant and Fremont

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
5:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
6:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
6:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
7:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
7:15	1	18	5	0	0	0	0	0	0	0	0	0	0	24
7:30	0	13	8	0	0	0	0	0	0	0	0	0	0	21
7:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
8:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
8:15	0	14	7	0	0	0	0	0	0	0	0	0	0	21
8:30	0	11	11	0	0	0	0	0	0	0	0	0	0	22
8:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
9:00	0	7	8	0	0	0	0	0	0	0	0	0	0	15
9:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
9:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
10:45	0	4	1	0	1	1	0	0	1	0	0	0	0	8
11:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30	0	7	2	0	1	0	0	0	0	0	0	0	0	10
11:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	1	247	108	0	3	1	0	0	1	0	0	0	0	361

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	88

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
12:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
12:30	0	5	2	0	2	0	0	0	0	0	0	0	0	9
12:45	0	10	3	0	0	1	0	0	0	0	0	0	0	14
13:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
13:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
13:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
13:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
14:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
14:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
14:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
14:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
15:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
15:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:30	0	13	5	0	0	0	0	0	0	0	0	0	0	18
15:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
16:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
16:15	0	10	1	0	1	0	0	0	0	0	0	0	0	12
16:30	0	10	5	0	0	0	0	0	0	0	0	0	0	15
16:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
17:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
17:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
17:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:45	0	7	4	0	0	0	0	0	0	0	0	0	0	11
18:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
18:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
18:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
19:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
19:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	252	83	0	6	1	0	0	0	0	0	0	0	342

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	54

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	1	499	191	0	9	2	0	0	1	0	0	0	0	703
% OF TOTAL	0.1%	71.0%	27.2%	0.0%	1.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS K Carter between Jefferson and Sprig

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
7:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	26	12	0	0	1	0	0	0	0	0	0	0	39

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	14

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	57	24	0	1	1	0	0	0	0	0	0	0	83

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	17

TOTAL: AM+PM	0	83	36	0	1	2	0	0	0	0	0	0	0	122
% OF TOTAL	0.0%	68.0%	29.5%	0.0%	0.8%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	0	169	68	0	3	4	0	0	0	0	0	0	0	244
% OF TOTAL	0.0%	138.5%	55.7%	0.0%	2.5%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS K Carter between Jefferson and Sprig

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
8:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
8:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
9:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
9:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:15	0	2	1	0	0	1	0	0	0	0	0	0	0	4
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	44	17	0	0	1	0	0	0	0	0	0	0	62

AM PEAK HOUR	8:30 AM
AM PEAK VOLUME	14

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15	0	0	1	0	0	1	0	0	0	0	0	0	0	2
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	42	15	0	2	1	0	0	0	0	0	0	0	60

PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	11

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	86	32	0	2	2	0	0	0	0	0	0	0	122
% OF TOTAL	0.0%	70.5%	26.2%	0.0%	1.6%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS L Fir between Bryant and Fremont

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL	0	17	3	0	2	0	0	0	0	0	0	0	0	22

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	8

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
12:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
14:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	49	10	0	5	0	0	0	0	0	0	0	0	66

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	14

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	2	66	13	0	7	0	0	0	0	0	0	0	0	88
% OF TOTAL	2.3%	75.0%	14.8%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	3	132	28	0	13	0	0	0	0	0	0	0	0	176
% OF TOTAL	1.7%	75.0%	15.9%	0.0%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS L Fir between Bryant and Fremont

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
TOTAL	0	25	5	0	2	0	0	0	0	0	0	0	0	32

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
12:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
14:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
14:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	41	10	0	4	0	0	0	0	0	0	0	0	56

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	10

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	11

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	1	66	15	0	6	0	0	0	0	0	0	0	0	88
% OF TOTAL	1.1%	75.0%	17.0%	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS M Fir east of Freemont

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	28	9	0	3	0	0	0	0	0	0	0	0	40

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	12

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
12:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
13:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
13:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
13:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
15:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
15:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
16:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
16:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	104	25	0	4	0	0	0	0	0	0	0	0	134

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	24

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	1	132	34	0	7	0	0	0	0	0	0	0	0	174
% OF TOTAL	0.6%	75.9%	19.5%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	2	271	75	0	12	0	0	0	0	0	0	0	0	360
% OF TOTAL	0.6%	75.3%	20.8%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS M Fir east of Freemont

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
9:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
TOTAL	0	61	13	0	3	0	0	0	0	0	0	0	0	77

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
12:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	2	4	0	0	0	0	0	0	0	0	0	0	6
14:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
14:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
15:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
16:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
17:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
17:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	78	28	0	2	0	0	0	0	0	0	0	0	109

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	18
PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	19

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	1	139	41	0	5	0	0	0	0	0	0	0	0	186
% OF TOTAL	0.5%	74.7%	22.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS N Ivy between Juniper and Fremont

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
6:45	0	0	5	0	1	0	0	0	0	0	0	0	0	6
7:00	0	3	1	0	1	0	0	0	0	0	0	0	0	4
7:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
7:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
7:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
8:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
8:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:30	0	1	3	0	1	0	0	0	0	0	0	0	0	5
8:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
9:15	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:30	0	2	2	0	1	1	0	0	0	0	0	0	0	6
9:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
10:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
TOTAL	0	64	38	0	10	2	0	0	0	0	0	0	0	113

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	26

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	5	0	0	0	0	0	0	0	0	0	0	7
12:15	0	5	3	0	0	1	0	0	0	0	0	0	0	9
12:30	0	9	1	0	1	1	0	0	0	0	0	0	0	12
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
13:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
14:15	0	2	3	0	1	0	0	1	0	0	0	0	0	7
14:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:45	0	6	1	0	3	0	0	0	0	0	0	0	0	10
15:00	0	3	3	0	2	0	0	0	0	0	0	0	0	8
15:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
15:30	0	9	8	0	0	0	0	0	0	0	0	0	0	17
15:45	0	0	3	0	2	0	0	0	0	0	0	0	0	5
16:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
16:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
16:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
16:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
17:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:15	1	8	1	0	1	0	0	0	0	0	0	0	0	11
17:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
17:45	0	1	4	0	0	0	0	0	0	0	0	0	0	5
18:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
19:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	159	70	0	13	2	0	1	0	0	0	0	0	246

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	40

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	1	223	108	0	23	4	0	1	0	0	0	0	0	359
% OF TOTAL	0.3%	62.1%	30.1%	0.0%	6.4%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.3%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	1	453	219	0	49	8	0	2	0	0	0	0	0	732
% OF TOTAL	0.1%	61.9%	29.9%	0.0%	6.7%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS N Ivy between Juniper and Fremont

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
6:30	0	2	4	0	1	0	0	0	0	0	0	0	0	7
6:45	0	5	1	0	1	0	0	0	0	0	0	0	0	7
7:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
7:15	0	7	6	0	0	0	0	0	0	0	0	0	0	13
7:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
7:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
8:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
8:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
9:15	0	5	4	0	2	0	0	0	0	0	0	0	0	11
9:30	0	4	4	0	2	0	0	0	0	0	0	0	0	10
9:45	0	5	2	0	0	1	0	0	0	0	0	0	0	8
10:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
10:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
10:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:45	0	6	1	0	1	0	0	0	0	0	0	0	0	8
11:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
11:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
11:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	0	126	58	0	12	1	0	0	0	0	0	0	0	197

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	46

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
12:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
12:30	0	7	0	0	0	1	0	0	0	0	0	0	0	8
12:45	0	7	4	0	2	1	0	0	0	0	0	0	0	14
13:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
13:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
13:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	6	6	0	0	0	0	0	0	0	0	0	0	12
14:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8
14:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
15:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
15:15	0	3	3	0	1	0	0	1	0	0	0	0	0	8
15:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
15:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:15	0	2	4	0	0	0	0	0	0	0	0	0	0	6
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	1	1	0	2	0	0	0	0	0	0	0	0	4
17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
17:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
18:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	104	53	0	14	3	0	1	0	0	0	0	0	175

PM PEAK HOUR	12:15 PM
PM PEAK VOLUME	34

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	230	111	0	26	4	0	1	0	0	0	0	0	372
% OF TOTAL	0.0%	61.8%	29.8%	0.0%	7.0%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A42621

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022 **CITY#** Yucaipa

JOB #: SC3714 CLASS O Ivy between Fremont and Jefferson

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
6:45	0	0	4	0	1	0	0	0	0	0	0	0	0	5
7:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
7:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
8:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
8:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2
9:30	0	2	2	0	1	1	0	0	0	0	0	0	0	6
9:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
10:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
TOTAL	0	50	25	0	8	2	0	0	0	0	0	0	0	85

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	20

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
12:15	0	5	2	0	0	1	0	0	0	0	0	0	0	8
12:30	0	7	0	0	1	1	0	0	0	0	0	0	0	9
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
14:15	0	2	3	0	0	0	0	1	0	0	0	0	0	6
14:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
14:45	0	4	0	0	2	0	0	0	0	0	0	0	0	6
15:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
15:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
15:30	0	6	8	0	0	0	0	0	0	0	0	0	0	14
15:45	0	0	3	0	1	0	0	0	0	0	0	0	0	4
16:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
16:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
16:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
16:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:15	1	8	1	0	1	0	0	0	0	0	0	0	0	11
17:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
17:45	0	1	4	0	0	0	0	0	0	0	0	0	0	5
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	123	60	0	9	2	0	1	0	0	0	0	0	196

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	35

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	1	173	85	0	17	4	0	1	0	0	0	0	0	281
% OF TOTAL	0.4%	61.6%	30.2%	0.0%	6.0%	1.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	1	351	174	0	38	8	0	2	0	0	0	0	0	574
% OF TOTAL	0.2%	61.1%	30.3%	0.0%	6.6%	1.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY# Yucaipa
CLASS O Ivy between Fremont and Jefferson

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
6:30	0	2	4	0	1	0	0	0	0	0	0	0	0	7
6:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
7:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
7:15	0	5	5	0	0	0	0	0	0	0	0	0	0	10
7:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
8:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
9:15	0	4	3	0	2	0	0	0	0	0	0	0	0	9
9:30	0	3	4	0	2	0	0	0	0	0	0	0	0	9
9:45	0	4	2	0	0	1	0	0	0	0	0	0	0	7
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:45	0	6	1	0	1	0	0	0	0	0	0	0	0	8
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
11:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
TOTAL	0	103	48	0	9	1	0	0	0	0	0	0	0	161

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	37

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
12:30	0	3	0	0	0	1	0	0	0	0	0	0	0	4
12:45	0	6	3	0	2	1	0	0	0	0	0	0	0	12
13:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
13:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
13:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
13:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
14:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
15:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
15:15	0	2	3	0	1	0	0	1	0	0	0	0	0	7
15:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	1	1	0	2	0	0	0	0	0	0	0	0	4
17:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
17:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
17:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	75	41	0	12	3	0	1	0	0	0	0	0	132

PM PEAK HOUR	12:45 PM
PM PEAK VOLUME	25

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	178	89	0	21	4	0	1	0	0	0	0	0	293
% OF TOTAL	0.0%	60.8%	30.4%	0.0%	7.2%	1.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS P Ivy east of Jefferson

AM	EASTBOUND														PM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	4	1	0	1	0	0	0	0	0	0	0	0	6	TOTAL	0	11	4	0	1	1	0	0	0	0	0	0	0	17

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	3

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	5

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	15	5	0	2	1	0	0	0	0	0	0	0	23
% OF TOTAL	0.0%	65.2%	21.7%	0.0%	8.7%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	0	31	6	0	3	2	0	0	0	0	0	0	0	42
% OF TOTAL	0.0%	134.8%	26.1%	0.0%	13.0%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS P Ivy east of Jefferson

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	9	0	0	0	0	0	0	0	0	0	0	0	9

AM PEAK HOUR	6:30 AM
AM PEAK VOLUME	4

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	7	1	0	1	1	0	0	0	0	0	0	0	10

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	4

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	0	16	1	0	1	1	0	0	0	0	0	0	0	19
% OF TOTAL	0.0%	84.2%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS I Bryant between Grape and Ivy

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
5:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
5:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
5:45	0	20	0	0	1	0	0	0	0	0	0	0	0	21
6:00	0	34	5	0	0	0	0	0	0	0	0	0	0	39
6:15	0	39	5	0	2	0	0	0	0	0	0	0	0	46
6:30	0	51	2	0	2	0	0	0	1	0	0	0	0	56
6:45	0	52	7	1	2	0	0	0	0	0	0	0	0	62
7:00	0	68	15	0	0	0	0	0	1	0	0	0	0	84
7:15	0	97	25	0	0	0	0	1	1	0	0	0	0	124
7:30	0	103	17	0	7	1	0	0	1	0	0	0	0	129
7:45	0	74	20	0	1	0	0	0	0	0	0	0	0	95
8:00	0	71	24	0	0	0	0	0	0	0	0	0	0	95
8:15	0	64	20	0	1	1	0	0	1	0	0	0	0	87
8:30	0	61	14	1	1	0	0	0	1	0	0	0	0	78
8:45	0	37	10	0	1	0	0	0	1	0	0	0	0	49
9:00	2	27	15	0	2	1	0	0	0	0	0	0	0	47
9:15	0	27	14	0	2	0	0	0	1	0	0	0	0	44
9:30	2	42	5	0	0	0	0	0	1	0	0	0	0	50
9:45	1	37	10	0	0	0	0	0	1	0	0	0	0	49
10:00	0	26	10	0	0	1	0	0	0	0	0	0	0	37
10:15	0	31	9	0	1	0	0	0	0	0	0	0	0	41
10:30	0	33	9	0	3	0	0	0	1	0	0	0	0	46
10:45	0	37	11	0	4	0	0	0	1	0	0	0	0	53
11:00	0	31	11	0	2	0	0	0	1	0	0	0	0	45
11:15	2	40	14	0	2	1	0	0	0	0	0	0	0	59
11:30	1	35	10	0	1	0	0	0	2	0	0	0	0	49
11:45	0	30	8	0	3	0	0	0	0	0	0	0	0	41
TOTAL	8	1,293	290	2	39	5	0	1	15	0	0	0	0	1,653

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	443

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	41	9	1	1	0	0	0	1	0	0	0	0	53
12:15	1	36	14	0	3	2	0	0	1	0	0	0	0	57
12:30	0	44	9	0	3	1	0	0	0	0	0	0	0	57
12:45	1	31	10	0	5	1	0	0	0	0	0	0	0	48
13:00	0	30	19	0	2	0	0	0	1	0	0	0	0	52
13:15	0	31	11	0	1	0	0	0	2	0	0	0	0	45
13:30	1	31	15	0	1	0	0	0	0	0	0	0	0	48
13:45	2	40	10	0	1	0	0	0	1	0	0	0	0	54
14:00	1	35	15	0	2	0	0	0	0	0	0	0	0	53
14:15	0	46	15	0	0	0	0	1	0	0	0	0	0	62
14:30	1	35	14	0	1	0	0	0	0	0	0	0	0	51
14:45	0	39	19	0	0	1	0	0	1	0	0	0	0	60
15:00	1	55	15	0	3	0	0	0	0	0	0	0	0	74
15:15	0	36	18	0	4	4	0	0	0	0	0	0	0	62
15:30	0	34	22	0	3	1	0	0	0	0	0	0	0	60
15:45	1	51	19	0	3	0	0	0	0	0	0	0	0	74
16:00	1	49	17	0	4	0	0	0	0	0	0	0	0	71
16:15	0	56	19	0	1	0	0	0	0	0	0	0	0	76
16:30	0	55	18	0	1	0	0	0	0	0	0	0	0	74
16:45	0	41	11	0	2	0	0	0	0	0	0	0	0	54
17:00	2	64	16	0	1	0	0	0	0	0	0	0	0	83
17:15	1	39	10	0	0	0	0	0	0	0	0	0	0	50
17:30	0	50	11	0	1	0	0	0	0	0	0	0	0	62
17:45	0	45	11	0	1	0	0	0	0	0	0	0	0	57
18:00	0	38	7	0	0	0	0	0	0	0	0	0	0	45
18:15	0	42	7	0	0	0	0	0	0	0	0	0	0	49
18:30	0	36	5	0	1	0	0	0	0	0	0	0	0	42
18:45	0	50	1	0	0	0	0	0	0	0	0	0	0	51
19:00	0	41	2	0	0	0	0	0	0	0	0	0	0	43
19:15	0	35	3	0	0	0	0	0	0	0	0	0	0	38
19:30	0	33	2	0	0	0	0	0	0	0	0	0	0	35
19:45	0	29	1	0	1	0	0	0	0	0	0	0	0	31
20:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33
20:15	0	25	2	0	1	0	0	0	0	0	0	0	0	28
20:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29
20:45	0	27	3	1	0	0	0	0	0	0	0	0	0	31
21:00	0	25	2	0	1	0	0	0	0	0	0	0	0	28
21:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26
21:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29
21:45	0	24	0	1	0	0	0	0	0	0	0	0	0	25
22:00	0	20	0	0	1	0	0	0	0	0	0	0	0	21
22:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	10	1	0	1	0	0	0	0	0	0	0	0	12
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	13	1,634	387	3	50	10	0	1	7	0	0	0	0	2,105

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	295

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	21	2,927	677	5	89	15	0	2	22	0	0	0	0	3,758
% OF TOTAL	0.6%	77.9%	18.0%	0.1%	2.4%	0.4%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	44	6,192	1,640	9	210	29	3	4	49	0	0	0	0	8,180
% OF TOTAL	1.2%	164.8%	43.6%	0.2%	5.6%	0.8%	0.1%	0.1%	1.3%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 01, 2022
JOB #: SC3714

CITY: Yucaipa
LOCATION: CLASS I Bryant between Grape and Ivy

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:45	0	7	3	0	1	0	0	0	0	0	0	0	0	11
6:00	0	18	4	0	2	0	0	0	0	0	0	0	0	24
6:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
6:30	0	17	2	0	2	0	0	0	2	0	0	0	0	23
6:45	0	31	7	0	2	1	0	0	1	0	0	0	0	42
7:00	0	34	15	0	0	2	0	0	1	0	0	0	0	52
7:15	0	45	10	0	5	2	0	0	1	0	0	0	0	63
7:30	1	38	15	0	11	1	0	0	0	0	0	0	0	66
7:45	1	52	14	0	1	1	0	1	0	0	0	0	0	70
8:00	0	35	18	0	1	0	0	0	2	0	0	0	0	56
8:15	0	31	9	0	2	0	0	0	1	0	0	0	0	43
8:30	0	29	9	1	2	0	0	0	0	0	0	0	0	41
8:45	0	34	23	0	4	0	0	0	0	0	0	0	0	61
9:00	0	24	21	0	2	0	0	0	1	0	0	0	0	48
9:15	0	22	15	0	1	1	1	0	1	0	0	0	0	41
9:30	0	24	14	0	2	0	0	0	1	0	0	0	0	41
9:45	0	42	10	0	2	0	0	0	0	0	0	0	0	54
10:00	0	19	12	0	2	0	0	0	0	0	0	0	0	33
10:15	0	38	7	0	2	0	0	0	2	0	0	0	0	49
10:30	3	41	10	0	2	0	0	0	0	0	0	0	0	56
10:45	2	28	14	0	0	0	0	0	1	0	0	0	0	45
11:00	1	33	12	0	2	1	0	0	1	0	0	0	0	50
11:15	0	24	18	0	0	0	1	0	0	0	0	0	0	43
11:30	1	32	16	0	0	0	0	0	1	0	0	0	0	50
11:45	1	34	6	0	4	0	0	0	2	0	0	0	0	47
TOTAL	10	843	294	1	53	9	2	1	18	0	0	0	0	1,231

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	255

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	34	16	0	3	0	0	0	1	0	0	0	0	54
12:15	0	38	20	1	3	0	1	0	0	0	0	0	0	63
12:30	1	39	14	0	3	0	0	0	1	0	0	0	0	58
12:45	0	52	18	0	2	0	0	0	2	0	0	0	0	74
13:00	1	47	19	0	3	1	0	0	1	0	0	0	0	72
13:15	0	37	20	0	2	0	0	0	1	0	0	0	0	60
13:30	0	39	20	0	1	0	0	0	0	0	0	0	0	60
13:45	1	40	18	0	0	0	0	0	2	0	0	0	0	61
14:00	1	44	14	0	0	0	0	0	0	0	0	0	0	59
14:15	2	46	19	0	2	0	0	0	1	0	0	0	0	70
14:30	0	63	13	0	8	0	0	0	0	0	0	0	0	84
14:45	0	62	18	0	0	0	0	0	0	0	0	0	0	80
15:00	0	60	32	0	2	0	0	0	0	0	0	0	0	94
15:15	1	67	33	0	5	0	0	1	0	0	0	0	0	107
15:30	0	67	33	0	6	0	0	0	0	0	0	0	0	106
15:45	2	68	32	0	3	1	0	0	0	0	0	0	0	106
16:00	1	56	27	0	5	0	0	0	0	0	0	0	0	89
16:15	0	99	35	0	2	0	0	0	0	0	0	0	0	136
16:30	0	70	27	0	0	0	0	0	0	0	0	0	0	97
16:45	0	84	27	1	3	1	0	0	0	0	0	0	0	116
17:00	1	115	28	0	1	0	0	0	0	0	0	0	0	145
17:15	0	101	26	0	2	0	0	0	0	0	0	0	0	129
17:30	0	108	34	0	3	0	0	0	0	0	0	0	0	145
17:45	1	93	26	0	0	1	0	0	0	0	0	0	0	121
18:00	1	90	33	0	1	0	0	0	0	0	0	0	0	125
18:15	0	70	27	0	3	0	0	0	0	0	0	0	0	100
18:30	0	74	12	0	2	0	0	0	0	0	0	0	0	88
18:45	0	72	3	0	0	0	0	0	0	0	0	0	0	75
19:00	0	54	4	0	0	0	0	0	0	0	0	0	0	58
19:15	0	53	2	0	0	0	0	0	0	0	0	0	0	55
19:30	0	48	3	0	0	0	0	0	0	0	0	0	0	51
19:45	0	52	2	0	0	0	0	0	0	0	0	0	0	54
20:00	0	44	1	0	0	0	0	0	0	0	0	0	0	45
20:15	0	40	1	0	0	0	0	0	0	0	0	0	0	41
20:30	0	35	2	0	1	0	0	0	0	0	0	0	0	38
20:45	0	38	1	0	0	0	0	0	0	0	0	0	0	39
21:00	0	33	2	0	0	0	0	0	0	0	0	0	0	35
21:15	0	31	0	0	1	0	0	0	0	0	0	0	0	32
21:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31
21:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	20	1	0	0	1	0	0	0	0	0	0	0	22
22:15	0	19	1	0	1	0	0	0	0	0	0	0	0	21
22:30	0	18	0	1	0	0	0	0	0	0	0	0	0	19
22:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
23:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	13	2,422	669	3	68	5	1	1	9	0	0	0	0	3,191

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	540

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	23	3,265	963	4	121	14	3	2	27	0	0	0	0	4,422
% OF TOTAL	0.5%	73.8%	21.8%	0.1%	2.7%	0.3%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

Appendix B – Analysis Output Sheets (No Project)

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	494	24	192	834	15	49	277	140	41	386	471
Future Volume (veh/h)	185	494	24	192	834	15	49	277	140	41	386	471
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	201	537	26	209	907	16	53	301	152	45	420	512
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	1377	66	291	1425	25	136	654	323	136	1007	451
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3442	4971	239	3442	5146	91	1774	2299	1133	1774	3539	1583
Grp Volume(v), veh/h	201	365	198	209	597	326	53	230	223	45	420	512
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1847	1774	1770	1663	1774	1770	1583
Q Serve(g_s), s	3.7	5.7	5.7	3.8	10.1	10.1	1.8	6.9	7.2	1.6	6.3	18.5
Cycle Q Clear(g_c), s	3.7	5.7	5.7	3.8	10.1	10.1	1.8	6.9	7.2	1.6	6.3	18.5
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	291	939	504	291	939	511	136	504	473	136	1007	451
V/C Ratio(X)	0.69	0.39	0.39	0.72	0.64	0.64	0.39	0.46	0.47	0.33	0.42	1.14
Avail Cap(c_a), veh/h	291	939	504	291	939	511	136	504	473	136	1007	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	28.9	19.0	19.1	29.0	20.6	20.6	28.5	19.1	19.2	28.4	18.9	23.2
Incr Delay (d2), s/veh	12.6	1.2	2.3	14.1	3.3	6.0	8.1	3.0	3.3	6.4	1.3	85.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.8	3.2	2.4	5.1	5.9	1.2	3.8	3.7	1.0	3.2	18.7
LnGrp Delay(d),s/veh	41.5	20.3	21.3	43.1	23.9	26.6	36.7	22.1	22.6	34.8	20.1	108.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	C	F
Approach Vol, veh/h		764			1132			506			977	
Approach Delay, s/veh		26.1			28.2			23.8			67.1	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	10.0	22.5	9.5	23.0	10.0	22.5
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	18.5	5.5	18.0	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	3.6	9.2	5.8	7.7	3.8	20.5	5.7	12.1
Green Ext Time (p_c), s	0.0	1.7	0.0	2.4	0.0	0.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	515	164	156	787	244	160
Future Volume (veh/h)	515	164	156	787	244	160
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	560	178	170	855	265	174
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	794	252	281	1888	562	501
Arrive On Green	0.30	0.30	0.16	0.53	0.32	0.32
Sat Flow, veh/h	2739	838	1774	3632	1774	1583
Grp Volume(v), veh/h	374	364	170	855	265	174
Grp Sat Flow(s),veh/h/ln	1770	1715	1774	1770	1774	1583
Q Serve(g_s), s	11.3	11.3	5.4	8.9	7.2	5.1
Cycle Q Clear(g_c), s	11.3	11.3	5.4	8.9	7.2	5.1
Prop In Lane		0.49	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	531	514	281	1888	562	501
V/C Ratio(X)	0.70	0.71	0.61	0.45	0.47	0.35
Avail Cap(c_a), veh/h	531	514	281	1888	562	501
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.6	18.7	23.5	8.6	16.5	15.7
Incr Delay (d2), s/veh	7.6	8.0	9.3	0.8	2.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.5	3.3	4.5	4.0	2.4
LnGrp Delay(d),s/veh	26.3	26.6	32.8	9.4	19.3	17.6
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	738			1025	439	
Approach Delay, s/veh	26.5			13.3	18.6	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.5	14.0	22.5				36.5
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.0	9.5	18.0				32.0
Max Q Clear Time (g_c+I1), s		9.2	7.4	13.3				10.9
Green Ext Time (p_c), s		1.0	0.1	1.8				5.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	92	294	47	155	41	365	365	46	38	317	296
Future Volume (veh/h)	191	92	294	47	155	41	365	365	46	38	317	296
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	208	100	320	51	168	45	397	397	50	41	345	322
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	432	367	76	376	98	441	1612	721	67	433	388
Arrive On Green	0.14	0.23	0.23	0.04	0.14	0.14	0.25	0.46	0.46	0.04	0.24	0.24
Sat Flow, veh/h	1774	1863	1583	1774	2780	725	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	208	100	320	51	105	108	397	397	50	41	345	322
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1735	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	8.9	3.4	15.1	2.2	4.2	4.4	16.8	5.3	1.4	1.8	14.2	15.0
Cycle Q Clear(g_c), s	8.9	3.4	15.1	2.2	4.2	4.4	16.8	5.3	1.4	1.8	14.2	15.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	432	367	76	239	235	441	1612	721	67	433	388
V/C Ratio(X)	0.84	0.23	0.87	0.67	0.44	0.46	0.90	0.25	0.07	0.61	0.80	0.83
Avail Cap(c_a), veh/h	286	569	484	155	410	402	514	1612	721	144	433	388
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	32.5	24.2	28.7	36.6	30.9	30.9	28.2	13.0	11.9	36.8	27.5	27.8
Incr Delay (d2), s/veh	17.6	0.3	12.8	9.7	1.3	1.4	17.2	0.4	0.2	8.7	14.1	18.4
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	5.5	1.8	7.8	1.3	2.2	2.2	10.3	2.7	0.6	1.0	8.6	8.5
LnGrp Delay(d),s/veh	50.1	24.5	41.5	46.3	32.1	32.3	45.5	13.3	12.1	45.5	41.6	46.1
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	D	D
Approach Vol, veh/h		628			264			844			708	
Approach Delay, s/veh		41.6			34.9			28.4			43.9	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	39.8	7.8	22.5	23.8	23.5	15.3	15.0
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	6.3	35.2	6.8	23.7	22.5	19.0	12.5	18.0
Max Q Clear Time (g_c+I1), s	3.8	7.3	4.2	17.1	18.8	17.0	10.9	6.4
Green Ext Time (p_c), s	0.0	2.6	0.0	0.9	0.5	0.8	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	107	12	1	121	11	17	0	0	6	2	39
Future Vol, veh/h	39	107	12	1	121	11	17	0	0	6	2	39
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	116	13	1	132	12	18	0	0	7	2	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	129	0	0	369	353	123	347	353	138
Stage 1	-	-	-	-	-	-	207	207	-	140	140	-
Stage 2	-	-	-	-	-	-	162	146	-	207	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1438	-	-	1457	-	-	588	572	928	607	572	910
Stage 1	-	-	-	-	-	-	795	731	-	863	781	-
Stage 2	-	-	-	-	-	-	840	776	-	795	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1438	-	-	1457	-	-	546	555	928	593	555	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	555	-	593	555	-
Stage 1	-	-	-	-	-	-	772	710	-	838	780	-
Stage 2	-	-	-	-	-	-	798	775	-	772	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.1	11.8	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1438	-	-	1457	-	-	831
HCM Lane V/C Ratio	0.034	0.029	-	-	0.001	-	-	0.061
HCM Control Delay (s)	11.8	7.6	-	-	7.5	-	-	9.6
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	81	114	1	0	3
Future Vol, veh/h	4	81	114	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	4	88	124	1	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	221	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	767	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	765	926
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	926
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s)	7.5	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	10	1	103	18	2
Future Vol, veh/h	84	10	1	103	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	11	1	112	20	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	211	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1490	-	777	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	776	959
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	791	-	-	1490	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	18	0	64	41	2
Future Vol, veh/h	68	18	0	64	41	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	20	0	70	45	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	154	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1500	-	838	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	838	975
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1500	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	3	0	59	5	1
Future Vol, veh/h	67	3	0	59	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	3	0	64	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	139	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	854	986
Stage 1	-	-	0	-	948	-
Stage 2	-	-	0	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	854	986
Mov Cap-2 Maneuver	-	-	-	-	854	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	873	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	11	158	18	9	10	168	403	14	4	403	44
Future Volume (veh/h)	65	11	158	18	9	10	168	403	14	4	403	44
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	12	172	20	10	11	183	438	15	4	438	48
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	80	423	375	188	163	436	1397	48	453	1288	140
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	310	200	1058	639	471	407	906	3492	119	934	3219	351
Grp Volume(v), veh/h	255	0	0	41	0	0	183	222	231	4	240	246
Grp Sat Flow(s),veh/h/ln	1569	0	0	1517	0	0	906	1770	1842	934	1770	1801
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	7.9	3.9	3.9	0.1	4.2	4.3
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.6	0.0	0.0	12.2	3.9	3.9	4.0	4.2	4.3
Prop In Lane	0.28		0.67	0.49		0.27	1.00		0.06	1.00		0.20
Lane Grp Cap(c), veh/h	730	0	0	726	0	0	436	708	737	453	708	720
V/C Ratio(X)	0.35	0.00	0.00	0.06	0.00	0.00	0.42	0.31	0.31	0.01	0.34	0.34
Avail Cap(c_a), veh/h	730	0	0	726	0	0	436	708	737	453	708	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	8.3	0.0	0.0	13.6	9.3	9.3	10.6	9.4	9.4
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.0	0.0	2.9	1.2	1.1	0.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.3	0.0	0.0	2.3	2.1	2.2	0.0	2.3	2.4
LnGrp Delay(d),s/veh	10.9	0.0	0.0	8.4	0.0	0.0	16.6	10.4	10.4	10.7	10.7	10.7
LnGrp LOS	B			A			B	B	B	B	B	B
Approach Vol, veh/h		255			41			636			490	
Approach Delay, s/veh		10.9			8.4			12.2			10.7	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		14.2		6.9		6.3		2.6
Green Ext Time (p_c), s		1.2		1.1		2.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	9	57	0	26	11	430	33	10	307	0
Future Vol, veh/h	5	0	9	57	0	26	11	430	33	10	307	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	62	0	28	12	467	36	11	334	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	879	883	167	698	865	485	334	0	0	503	0	0
Stage 1	356	356	-	509	509	-	-	-	-	-	-	-
Stage 2	523	527	-	189	356	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	255	284	849	341	291	581	1224	-	-	1060	-	-
Stage 1	635	628	-	546	537	-	-	-	-	-	-	-
Stage 2	536	527	-	795	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	278	849	332	285	581	1224	-	-	1060	-	-
Mov Cap-2 Maneuver	239	278	-	332	285	-	-	-	-	-	-	-
Stage 1	629	622	-	541	532	-	-	-	-	-	-	-
Stage 2	505	522	-	778	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	17.3	0.2	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	444	383	1060	-	-
HCM Lane V/C Ratio	0.01	-	-	0.034	0.236	0.01	-	-
HCM Control Delay (s)	8	-	-	13.4	17.3	8.4	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	5	0	29	38	0	1	8	424	30	0	251	1
Future Vol, veh/h	5	0	29	38	0	1	8	424	30	0	251	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	32	41	0	1	9	461	33	0	273	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	770	786	274	786	770	478	274	0	0	494	0	0
Stage 1	274	274	-	496	496	-	-	-	-	-	-	-
Stage 2	496	512	-	290	274	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	318	324	765	310	331	587	1289	-	-	1070	-	-
Stage 1	732	683	-	556	545	-	-	-	-	-	-	-
Stage 2	556	536	-	718	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	322	765	296	329	587	1289	-	-	1070	-	-
Mov Cap-2 Maneuver	316	322	-	296	329	-	-	-	-	-	-	-
Stage 1	727	683	-	552	541	-	-	-	-	-	-	-
Stage 2	551	532	-	688	683	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	19	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1289	-	-	633	300	1070	-	-
HCM Lane V/C Ratio	0.007	-	-	0.058	0.141	-	-	-
HCM Control Delay (s)	7.8	-	-	11	19	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	8	5	0	11	2	441	0	6	242	5
Future Vol, veh/h	7	1	8	5	0	11	2	441	0	6	242	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	9	5	0	12	2	479	0	7	263	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	769	763	266	768	765	479	268	0	0	479	0	0
Stage 1	280	280	-	483	483	-	-	-	-	-	-	-
Stage 2	489	483	-	285	282	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	318	334	773	319	333	587	1296	-	-	1083	-	-
Stage 1	727	679	-	565	553	-	-	-	-	-	-	-
Stage 2	561	553	-	722	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	309	331	773	312	330	587	1296	-	-	1083	-	-
Mov Cap-2 Maneuver	309	331	-	312	330	-	-	-	-	-	-	-
Stage 1	726	674	-	564	552	-	-	-	-	-	-	-
Stage 2	548	552	-	707	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	13.1	0	0.2
HCM LOS	B	B		

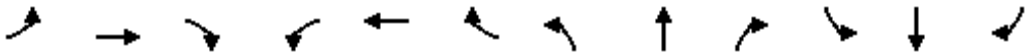
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	444	460	1083	-	-
HCM Lane V/C Ratio	0.002	-	-	0.039	0.038	0.006	-	-
HCM Control Delay (s)	7.8	0	-	13.4	13.1	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	1	35	12	12	0	2	16	5	0	0
Future Vol, veh/h	0	5	1	35	12	12	0	2	16	5	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	1	38	13	13	0	2	17	5	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	6.6	7.3
HCM LOS	A	A	A	A

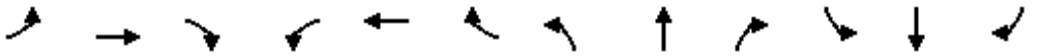
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	59%	100%
Vol Thru, %	11%	83%	20%	0%
Vol Right, %	89%	17%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	6	59	5
LT Vol	0	0	35	5
Through Vol	2	5	12	0
RT Vol	16	1	12	0
Lane Flow Rate	20	7	64	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.007	0.071	0.006
Departure Headway (Hd)	3.528	3.925	3.979	4.272
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1012	913	904	837
Service Time	1.558	1.943	1.985	2.303
HCM Lane V/C Ratio	0.02	0.008	0.071	0.006
HCM Control Delay	6.6	7	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.2	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	13	3	2	35	0	9	0	1	0	0	2
Future Volume (Veh/h)	4	13	3	2	35	0	9	0	1	0	0	2
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	14	3	2	38	0	10	0	1	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	38			17			68	66	16	66	67	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38			17			68	66	16	66	67	38
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1572			1600			921	822	1064	923	821	1034

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	21	40	11	2
Volume Left	4	2	10	0
Volume Right	3	0	1	2
cSH	1572	1600	932	1034
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.4	0.4	8.9	8.5
Lane LOS	A	A	A	A
Approach Delay (s)	1.4	0.4	8.9	8.5
Approach LOS			A	A

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	1	0	3	0	3	0	0	0	0	11
Future Volume (Veh/h)	5	1	1	0	3	0	3	0	0	0	0	11
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1	1	0	3	0	3	0	0	0	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3			2			26	14	2	14	15	3
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3			2			26	14	2	14	15	3
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1619			1620			970	877	1083	999	877	1081

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	3	3	12
Volume Left	5	0	3	0
Volume Right	1	0	0	12
cSH	1619	1620	970	1081
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	5.2	0.0	8.7	8.4
Lane LOS	A		A	A
Approach Delay (s)	5.2	0.0	8.7	8.4
Approach LOS			A	A

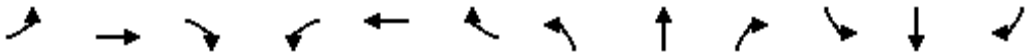
Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	14.6%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	13	2	1	18	0	18	4	6	0	5	32
Future Vol, veh/h	16	13	2	1	18	0	18	4	6	0	5	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	14	2	1	20	0	20	4	7	0	5	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.2	6.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	52%	5%	0%
Vol Thru, %	14%	42%	95%	14%
Vol Right, %	21%	6%	0%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	31	19	37
LT Vol	18	16	1	0
Through Vol	4	13	18	5
RT Vol	6	2	0	32
Lane Flow Rate	30	34	21	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.039	0.023	0.039
Departure Headway (Hd)	4.058	4.137	4.093	3.531
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	866	874	1010
Service Time	2.088	2.161	2.121	1.565
HCM Lane V/C Ratio	0.034	0.039	0.024	0.04
HCM Control Delay	7.2	7.3	7.2	6.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	13	0	0	12	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	13	0	0	12	0	0	0	0	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	0	0	13	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			14			27	27	14	27	27	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			14			27	27	14	27	27	13
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1606			1604			983	866	1066	983	866	1067

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	13	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1606	1604	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	2	3	1	2	2	27	9	1	23	2
Future Vol, veh/h	1	1	2	3	1	2	2	27	9	1	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	2	3	1	2	2	29	10	1	25	2

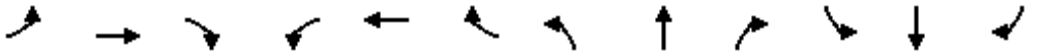
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	68	71	26	68	67	34	27	0	0	39	0	0
Stage 1	28	28	-	38	38	-	-	-	-	-	-	-
Stage 2	40	43	-	30	29	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	925	819	1050	925	824	1039	1587	-	-	1571	-	-
Stage 1	989	872	-	977	863	-	-	-	-	-	-	-
Stage 2	975	859	-	987	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	920	817	1050	920	822	1039	1587	-	-	1571	-	-
Mov Cap-2 Maneuver	920	817	-	920	822	-	-	-	-	-	-	-
Stage 1	988	871	-	976	862	-	-	-	-	-	-	-
Stage 2	971	858	-	983	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.9	0.4	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	949	937	1571	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.007	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.8	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

02-09-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	416	1033	54	284	586	23	61	274	196	82	217	207
Future Volume (veh/h)	416	1033	54	284	586	23	61	274	196	82	217	207
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	452	1123	59	309	637	25	66	298	213	89	236	225
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	516	1392	73	433	1291	50	127	528	367	127	935	418
Arrive On Green	0.15	0.28	0.28	0.13	0.26	0.26	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	3442	4947	260	3442	5022	196	1774	1997	1390	1774	3539	1583
Grp Volume(v), veh/h	452	769	413	309	429	233	66	263	248	89	236	225
Grp Sat Flow(s),veh/h/ln	1721	1695	1817	1721	1695	1828	1774	1770	1617	1774	1770	1583
Q Serve(g_s), s	9.0	14.8	14.8	6.0	7.5	7.6	2.5	9.0	9.3	3.4	3.7	8.5
Cycle Q Clear(g_c), s	9.0	14.8	14.8	6.0	7.5	7.6	2.5	9.0	9.3	3.4	3.7	8.5
Prop In Lane	1.00		0.14	1.00		0.11	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	516	954	511	433	872	470	127	468	427	127	935	418
V/C Ratio(X)	0.88	0.81	0.81	0.71	0.49	0.50	0.52	0.56	0.58	0.70	0.25	0.54
Avail Cap(c_a), veh/h	516	954	511	433	872	470	127	468	427	127	935	418
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	23.4	23.4	29.4	22.1	22.1	31.3	22.3	22.4	31.8	20.3	22.1
Incr Delay (d2), s/veh	18.5	7.3	12.8	9.7	2.0	3.7	14.5	4.8	5.6	27.8	0.6	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.8	9.2	3.5	3.8	4.3	1.7	5.0	4.8	2.7	1.9	4.3
LnGrp Delay(d),s/veh	47.6	30.6	36.2	39.1	24.1	25.8	45.8	27.1	28.0	59.5	20.9	27.0
LnGrp LOS	D	C	D	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		1634			971			577			550	
Approach Delay, s/veh		36.7			29.3			29.6			29.7	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	13.3	24.2	9.5	23.0	15.0	22.5
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	18.5	8.8	19.7	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	5.4	11.3	8.0	16.8	4.5	10.5	11.0	9.6
Green Ext Time (p_c), s	0.0	1.7	0.1	1.9	0.0	1.3	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	564	168	101	372	118	118
Future Volume (veh/h)	564	168	101	372	118	118
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	613	183	110	404	128	128
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	880	262	177	1802	581	518
Arrive On Green	0.33	0.33	0.10	0.51	0.33	0.33
Sat Flow, veh/h	2783	802	1774	3632	1774	1583
Grp Volume(v), veh/h	403	393	110	404	128	128
Grp Sat Flow(s),veh/h/ln	1770	1721	1774	1770	1774	1583
Q Serve(g_s), s	10.9	10.9	3.3	3.5	2.9	3.3
Cycle Q Clear(g_c), s	10.9	10.9	3.3	3.5	2.9	3.3
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	579	563	177	1802	581	518
V/C Ratio(X)	0.70	0.70	0.62	0.22	0.22	0.25
Avail Cap(c_a), veh/h	579	563	177	1802	581	518
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.1	16.1	23.7	7.5	13.4	13.5
Incr Delay (d2), s/veh	6.8	7.0	15.2	0.3	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.2	2.3	1.8	1.5	1.6
LnGrp Delay(d),s/veh	22.9	23.1	39.0	7.8	14.3	14.7
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	796			514	256	
Approach Delay, s/veh	23.0			14.4	14.5	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.5	10.0	22.5				32.5
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		5.3	5.3	12.9				5.5
Green Ext Time (p_c), s		0.6	0.0	2.0				2.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	146	191	61	116	59	153	257	48	53	422	199
Future Volume (veh/h)	216	146	191	61	116	59	153	257	48	53	422	199
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	235	159	208	66	126	64	166	279	52	58	459	216
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	381	323	99	231	111	208	1363	610	92	749	350
Arrive On Green	0.16	0.20	0.20	0.06	0.10	0.10	0.12	0.39	0.39	0.05	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	2319	1116	1774	3539	1583	1774	2344	1095
Grp Volume(v), veh/h	235	159	208	66	95	95	166	279	52	58	346	329
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1666	1774	1770	1583	1774	1770	1670
Q Serve(g_s), s	7.6	4.4	7.2	2.2	3.0	3.3	5.4	3.1	1.2	1.9	9.8	9.9
Cycle Q Clear(g_c), s	7.6	4.4	7.2	2.2	3.0	3.3	5.4	3.1	1.2	1.9	9.8	9.9
Prop In Lane	1.00		1.00	1.00		0.67	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	285	381	323	99	176	166	208	1363	610	92	566	534
V/C Ratio(X)	0.83	0.42	0.64	0.67	0.54	0.58	0.80	0.20	0.09	0.63	0.61	0.62
Avail Cap(c_a), veh/h	343	702	597	212	536	504	254	1363	610	200	566	534
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	24.1	20.6	21.7	27.5	25.5	25.6	25.5	12.2	11.6	27.6	17.1	17.1
Incr Delay (d2), s/veh	13.0	0.7	2.1	7.5	2.5	3.1	13.5	0.3	0.3	6.9	4.9	5.3
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	4.7	2.3	3.3	1.3	1.6	1.6	3.4	1.6	0.6	1.1	5.6	5.4
LnGrp Delay(d),s/veh	37.1	21.3	23.8	35.0	28.0	28.7	39.1	12.5	11.9	34.6	22.0	22.4
LnGrp LOS	D	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		602			256			497			733	
Approach Delay, s/veh		28.3			30.0			21.3			23.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	27.4	7.8	16.6	11.5	23.5	14.0	10.4
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	6.7	20.8	7.1	22.4	8.5	19.0	11.5	18.0
Max Q Clear Time (g_c+I1), s	11.9	5.1	4.2	9.2	7.4	11.9	9.6	5.3
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	2.2	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	142	9	0	126	1	9	0	0	2	0	42
Future Vol, veh/h	53	142	9	0	126	1	9	0	0	2	0	42
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	154	10	0	137	1	10	0	0	2	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	164	0	0	436	413	159	413	418	138
Stage 1	-	-	-	-	-	-	275	275	-	138	138	-
Stage 2	-	-	-	-	-	-	161	138	-	275	280	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1446	-	-	1414	-	-	531	529	886	549	526	910
Stage 1	-	-	-	-	-	-	731	683	-	865	782	-
Stage 2	-	-	-	-	-	-	841	782	-	731	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1414	-	-	489	508	886	532	505	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	508	-	532	505	-
Stage 1	-	-	-	-	-	-	702	656	-	830	782	-
Stage 2	-	-	-	-	-	-	799	782	-	702	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	12.5	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1446	-	-	1414	-	-	882
HCM Lane V/C Ratio	0.02	0.04	-	-	-	-	-	0.054
HCM Control Delay (s)	12.5	7.6	-	-	0	-	-	9.3
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	118	143	2	0	6
Future Vol, veh/h	1	118	143	2	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	1	128	155	2	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	286	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	704	890
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1423	-	-	-	703	890
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	890
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s)	7.5	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	13	4	111	10	3
Future Vol, veh/h	114	13	4	111	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	14	4	121	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	260	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1446	-	729	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	727	919
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	1446	-
HCM Lane V/C Ratio	0.018	-	-	0.003	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	30	1	89	27	2
Future Vol, veh/h	87	30	1	89	27	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	33	1	97	29	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	211	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	777	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	776	941
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	785	-	-	1458	-
HCM Lane V/C Ratio	0.04	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	5	0	96	3	1
Future Vol, veh/h	77	5	0	96	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	5	0	104	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	191	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	798	971
Stage 1	-	-	0	-	936	-
Stage 2	-	-	0	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	798	971
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	835	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	3	32	20	3	4	31	413	20	6	547	36
Future Volume (veh/h)	18	3	32	20	3	4	31	413	20	6	547	36
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	3	35	22	3	4	34	449	22	7	595	39
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	80	376	562	80	80	374	1374	67	444	1349	88
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	418	200	941	1052	199	200	790	3435	168	919	3373	221
Grp Volume(v), veh/h	58	0	0	29	0	0	34	231	240	7	312	322
Grp Sat Flow(s),veh/h/ln	1560	0	0	1451	0	0	790	1770	1833	919	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.1	4.1	0.2	5.8	5.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.4	0.0	0.0	7.3	4.1	4.1	4.3	5.8	5.8
Prop In Lane	0.34		0.60	0.76		0.14	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	731	0	0	721	0	0	374	708	733	444	708	730
V/C Ratio(X)	0.08	0.00	0.00	0.04	0.00	0.00	0.09	0.33	0.33	0.02	0.44	0.44
Avail Cap(c_a), veh/h	731	0	0	721	0	0	374	708	733	444	708	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.2	0.0	0.0	12.5	9.3	9.3	10.8	9.8	9.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.5	1.2	1.2	0.1	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.2	0.0	0.0	0.4	2.2	2.2	0.1	3.2	3.3
LnGrp Delay(d),s/veh	8.6	0.0	0.0	8.3	0.0	0.0	13.0	10.5	10.5	10.9	11.8	11.8
LnGrp LOS	A			A			B	B	B	B	B	B
Approach Vol, veh/h		58			29			505			641	
Approach Delay, s/veh		8.6			8.3			10.7			11.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		9.3		3.0		7.8		2.4
Green Ext Time (p_c), s		1.7		0.2		2.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	26	0	12	10	287	37	17	565	7
Future Vol, veh/h	5	0	5	26	0	12	10	287	37	17	565	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	28	0	13	11	312	40	18	614	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1015	1028	311	697	1012	332	622	0	0	352	0	0
Stage 1	654	654	-	354	354	-	-	-	-	-	-	-
Stage 2	361	374	-	343	658	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	204	233	686	341	238	709	957	-	-	1205	-	-
Stage 1	423	462	-	662	630	-	-	-	-	-	-	-
Stage 2	657	617	-	646	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	227	686	331	232	709	957	-	-	1205	-	-
Mov Cap-2 Maneuver	196	227	-	331	232	-	-	-	-	-	-	-
Stage 1	418	455	-	655	623	-	-	-	-	-	-	-
Stage 2	638	610	-	631	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	15.1	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	957	-	-	305	398	1205	-	-
HCM Lane V/C Ratio	0.011	-	-	0.036	0.104	0.015	-	-
HCM Control Delay (s)	8.8	-	-	17.2	15.1	8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	25	29	0	2	20	244	40	3	536	0
Future Vol, veh/h	0	0	25	29	0	2	20	244	40	3	536	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	32	0	2	22	265	43	3	583	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	921	941	583	934	920	287	583	0	0	308	0	0
Stage 1	589	589	-	331	331	-	-	-	-	-	-	-
Stage 2	332	352	-	603	589	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	263	512	246	271	752	991	-	-	1253	-	-
Stage 1	494	495	-	682	645	-	-	-	-	-	-	-
Stage 2	681	632	-	486	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	245	257	512	229	264	752	991	-	-	1253	-	-
Mov Cap-2 Maneuver	245	257	-	229	264	-	-	-	-	-	-	-
Stage 1	483	494	-	667	631	-	-	-	-	-	-	-
Stage 2	664	618	-	459	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	22.4	0.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	512	240	1253	-	-
HCM Lane V/C Ratio	0.022	-	-	0.053	0.14	0.003	-	-
HCM Control Delay (s)	8.7	-	-	12.4	22.4	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	5	5	0	3	7	237	8	8	529	11
Future Vol, veh/h	2	0	5	5	0	3	7	237	8	8	529	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	5	5	0	3	8	258	9	9	575	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	879	882	581	881	884	263	587	0	0	267	0	0
Stage 1	599	599	-	279	279	-	-	-	-	-	-	-
Stage 2	280	283	-	602	605	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	285	514	267	284	776	988	-	-	1297	-	-
Stage 1	488	490	-	728	680	-	-	-	-	-	-	-
Stage 2	727	677	-	486	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	279	514	260	278	776	988	-	-	1297	-	-
Mov Cap-2 Maneuver	263	279	-	260	278	-	-	-	-	-	-	-
Stage 1	483	485	-	721	673	-	-	-	-	-	-	-
Stage 2	717	670	-	476	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	15.7	0.2	0.1
HCM LOS	B	C		

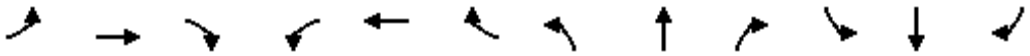
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	988	-	-	404	346	1297	-	-
HCM Lane V/C Ratio	0.008	-	-	0.019	0.025	0.007	-	-
HCM Control Delay (s)	8.7	0	-	14.1	15.7	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	3	25	8	8	1	14	26	16	9	0
Future Vol, veh/h	0	8	3	25	8	8	1	14	26	16	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	3	27	9	9	1	15	28	17	10	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	6.9	7.4
HCM LOS	A	A	A	A

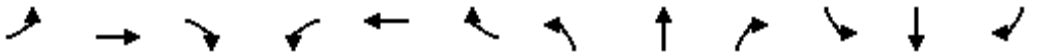
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	61%	64%
Vol Thru, %	34%	73%	20%	36%
Vol Right, %	63%	27%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	11	41	25
LT Vol	1	0	25	16
Through Vol	14	8	8	9
RT Vol	26	3	8	0
Lane Flow Rate	45	12	45	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.013	0.05	0.032
Departure Headway (Hd)	3.678	3.929	4.073	4.196
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	972	908	878	852
Service Time	1.708	1.965	2.102	2.225
HCM Lane V/C Ratio	0.046	0.013	0.051	0.032
HCM Control Delay	6.9	7	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.2	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	33	4	0	18	0	2	0	0	0	0	1
Future Volume (Veh/h)	1	33	4	0	18	0	2	0	0	0	0	1
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	36	4	0	20	0	2	0	0	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			40			61	60	38	60	62	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			40			61	60	38	60	62	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1596			1570			933	830	1034	935	828	1058

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	41	20	2	1
Volume Left	1	0	2	0
Volume Right	4	0	0	1
cSH	1596	1570	933	1058
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.2	0.0	8.9	8.4
Lane LOS	A		A	A
Approach Delay (s)	0.2	0.0	8.9	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	3	0	1	0	4	0	0	0	1	3
Future Volume (Veh/h)	9	4	3	0	1	0	4	0	0	0	1	3
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	4	3	0	1	0	4	0	0	0	1	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1			7			30	26	6	26	28	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			7			30	26	6	26	28	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1622			1614			970	861	1077	979	860	1084

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	1	4	4
Volume Left	10	0	4	0
Volume Right	3	0	0	3
cSH	1622	1614	970	1017
Volume to Capacity	0.01	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	4.3	0.0	8.7	8.6
Lane LOS	A		A	A
Approach Delay (s)	4.3	0.0	8.7	8.6
Approach LOS			A	A

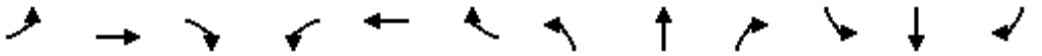
Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	17.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	17	15	4	11	0	6	5	7	2	3	17
Future Vol, veh/h	22	17	15	4	11	0	6	5	7	2	3	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	18	16	4	12	0	7	5	8	2	3	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.2	7	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	41%	27%	9%
Vol Thru, %	28%	31%	73%	14%
Vol Right, %	39%	28%	0%	77%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	54	15	22
LT Vol	6	22	4	2
Through Vol	5	17	11	3
RT Vol	7	15	0	17
Lane Flow Rate	20	59	16	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.064	0.019	0.024
Departure Headway (Hd)	3.914	3.935	4.106	3.632
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	912	872	982
Service Time	1.95	1.953	2.13	1.668
HCM Lane V/C Ratio	0.022	0.065	0.018	0.024
HCM Control Delay	7	7.2	7.2	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	14	2	0	10	0	1	0	1	0	0	0
Future Volume (Veh/h)	1	14	2	0	10	0	1	0	1	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	15	2	0	11	0	1	0	1	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	11			17			29	29	16	30	30	11
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	11			17			29	29	16	30	30	11
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1608			1600			980	863	1063	977	862	1070

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	11	2	0
Volume Left	1	0	1	0
Volume Right	2	0	1	0
cSH	1608	1600	1020	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.4	0.0	8.5	0.0
Lane LOS	A		A	A
Approach Delay (s)	0.4	0.0	8.5	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	8	3	1	2	28	16	4	25	1
Future Vol, veh/h	2	3	2	8	3	1	2	28	16	4	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	2	9	3	1	2	30	17	4	27	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	87	28	81	79	39	28	0	0	47	0	0
Stage 1	36	36	-	43	43	-	-	-	-	-	-	-
Stage 2	45	51	-	38	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	907	803	1047	907	811	1033	1585	-	-	1560	-	-
Stage 1	980	865	-	971	859	-	-	-	-	-	-	-
Stage 2	969	852	-	977	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	800	1047	900	808	1033	1585	-	-	1560	-	-
Mov Cap-2 Maneuver	901	800	-	900	808	-	-	-	-	-	-	-
Stage 1	979	862	-	970	858	-	-	-	-	-	-	-
Stage 2	963	851	-	968	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.1	0.3	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	888	884	1560	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.015	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	614	29	230	1021	18	59	332	168	50	462	564
Future Volume (veh/h)	222	614	29	230	1021	18	59	332	168	50	462	564
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	241	667	32	250	1110	20	64	361	183	54	502	613
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1377	66	302	1432	26	136	645	321	136	996	446
Arrive On Green	0.09	0.28	0.28	0.09	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3442	4973	238	3442	5144	93	1774	2289	1142	1774	3539	1583
Grp Volume(v), veh/h	241	454	245	250	731	399	64	278	266	54	502	613
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1846	1774	1770	1661	1774	1770	1583
Q Serve(g_s), s	4.5	7.3	7.3	4.6	12.9	12.9	2.2	8.7	8.9	1.9	7.7	18.3
Cycle Q Clear(g_c), s	4.5	7.3	7.3	4.6	12.9	12.9	2.2	8.7	8.9	1.9	7.7	18.3
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	297	939	504	302	944	514	136	498	468	136	996	446
V/C Ratio(X)	0.81	0.48	0.49	0.83	0.77	0.78	0.47	0.56	0.57	0.40	0.50	1.38
Avail Cap(c_a), veh/h	297	939	504	302	944	514	136	498	468	136	996	446
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	19.6	19.6	29.2	21.6	21.6	28.7	19.9	20.0	28.6	19.5	23.4
Incr Delay (d2), s/veh	21.1	1.8	3.3	22.3	6.2	10.9	11.1	4.5	5.0	8.4	1.8	182.5
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	3.0	3.6	4.1	3.1	6.8	8.1	1.5	4.9	4.7	1.2	4.0	30.5
LnGrp Delay(d),s/veh	50.3	21.4	23.0	51.5	27.8	32.5	39.9	24.3	24.9	36.9	21.4	205.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	F
Approach Vol, veh/h		940			1380			608			1169	
Approach Delay, s/veh		29.2			33.4			26.2			118.8	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.8	10.2	22.5	9.5	22.8	10.1	22.6
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	18.3	5.7	18.0	5.0	18.3	5.6	18.1
Max Q Clear Time (g_c+I1), s	3.9	10.9	6.6	9.3	4.2	20.3	6.5	14.9
Green Ext Time (p_c), s	0.0	1.8	0.0	2.7	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.8
HCM 2010 LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	639	197	187	964	292	192
Future Volume (veh/h)	639	197	187	964	292	192
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	695	214	203	1048	317	209
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	822	253	293	1941	535	478
Arrive On Green	0.31	0.31	0.16	0.55	0.30	0.30
Sat Flow, veh/h	2760	821	1774	3632	1774	1583
Grp Volume(v), veh/h	461	448	203	1048	317	209
Grp Sat Flow(s),veh/h/ln	1770	1718	1774	1770	1774	1583
Q Serve(g_s), s	14.6	14.6	6.5	11.4	9.1	6.4
Cycle Q Clear(g_c), s	14.6	14.6	6.5	11.4	9.1	6.4
Prop In Lane		0.48	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	546	530	293	1941	535	478
V/C Ratio(X)	0.85	0.85	0.69	0.54	0.59	0.44
Avail Cap(c_a), veh/h	546	530	293	1941	535	478
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.4	19.4	23.6	8.7	17.8	16.9
Incr Delay (d2), s/veh	14.8	15.2	12.7	1.1	4.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	9.1	4.2	5.8	5.1	3.2
LnGrp Delay(d),s/veh	34.3	34.7	36.4	9.8	22.6	19.8
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	909			1251	526	
Approach Delay, s/veh	34.5			14.1	21.5	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.6	14.4	23.0				37.4
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.1	9.9	18.5				32.9
Max Q Clear Time (g_c+I1), s		11.1	8.5	16.6				13.4
Green Ext Time (p_c), s		1.0	0.1	1.0				6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	110	375	110	186	52	460	463	108	99	408	354
Future Volume (veh/h)	231	110	375	110	186	52	460	463	108	99	408	354
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	251	120	408	120	202	57	500	503	117	108	443	385
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	385	327	146	369	102	567	1495	669	246	435	377
Arrive On Green	0.15	0.21	0.21	0.08	0.13	0.13	0.32	0.42	0.42	0.14	0.24	0.24
Sat Flow, veh/h	1774	1863	1583	1774	2744	755	1774	3539	1583	1774	1799	1558
Grp Volume(v), veh/h	251	120	408	120	128	131	500	503	117	108	436	392
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1729	1774	1770	1583	1774	1770	1588
Q Serve(g_s), s	16.7	6.6	24.8	8.0	8.1	8.5	32.0	11.5	5.5	6.7	29.0	29.0
Cycle Q Clear(g_c), s	16.7	6.6	24.8	8.0	8.1	8.5	32.0	11.5	5.5	6.7	29.0	29.0
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	273	385	327	146	238	233	567	1495	669	246	428	384
V/C Ratio(X)	0.92	0.31	1.25	0.82	0.54	0.56	0.88	0.34	0.17	0.44	1.02	1.02
Avail Cap(c_a), veh/h	273	385	327	173	265	259	567	1495	669	246	428	384
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	50.0	40.4	47.6	54.2	48.5	48.6	38.7	23.3	21.6	47.4	45.5	45.5
Incr Delay (d2), s/veh	33.5	0.5	134.1	23.3	1.9	2.2	15.0	0.6	0.6	1.2	48.4	51.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	3.4	23.0	4.9	4.1	4.2	18.1	5.7	2.5	3.4	19.9	18.2
LnGrp Delay(d),s/veh	83.5	40.8	181.7	77.5	50.4	50.8	53.7	23.9	22.2	48.6	93.9	97.2
LnGrp LOS	F	D	F	E	D	D	D	C	C	D	F	F
Approach Vol, veh/h		779			379			1120			936	
Approach Delay, s/veh		128.4			59.1			37.1			90.1	
Approach LOS		F			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	55.2	14.3	29.3	42.9	33.5	23.0	20.6
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	14.8	50.7	11.7	24.8	36.5	29.0	18.5	18.0
Max Q Clear Time (g_c+I1), s	10.7	13.5	10.0	26.8	34.0	31.0	18.7	10.5
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	0.5	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	77.2
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	181	15	2	198	14	21	0	0	8	3	47
Future Vol, veh/h	47	181	15	2	198	14	21	0	0	8	3	47
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	197	16	2	215	15	23	0	0	9	3	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	213	0	0	561	541	205	534	542	223
Stage 1	-	-	-	-	-	-	307	307	-	227	227	-
Stage 2	-	-	-	-	-	-	254	234	-	307	315	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1357	-	-	438	448	836	457	447	817
Stage 1	-	-	-	-	-	-	703	661	-	776	716	-
Stage 2	-	-	-	-	-	-	750	711	-	703	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1357	-	-	396	431	836	443	430	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	431	-	443	430	-
Stage 1	-	-	-	-	-	-	676	636	-	747	715	-
Stage 2	-	-	-	-	-	-	699	710	-	676	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	14.6	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	1338	-	-	1357	-	-	702
HCM Lane V/C Ratio	0.058	0.038	-	-	0.002	-	-	0.09
HCM Control Delay (s)	14.6	7.8	-	-	7.7	-	-	10.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	150	190	2	0	4
Future Vol, veh/h	5	150	190	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	5	163	207	2	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	381	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	621	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1362	-	-	-	619	832
Mov Cap-2 Maneuver	-	-	-	-	619	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1362	-	-	-	832
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.7	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	12	2	177	22	3
Future Vol, veh/h	154	12	2	177	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	13	2	192	24	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	370	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1396	-	630	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	629	869
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	1396	-
HCM Lane V/C Ratio	0.042	-	-	0.002	-
HCM Control Delay (s)	10.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	135	22	0	130	50	3
Future Vol, veh/h	135	22	0	130	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	24	0	141	54	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	300	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	691	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	691	886
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	700	-	-	1406	-
HCM Lane V/C Ratio	0.082	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	4	0	124	6	2
Future Vol, veh/h	134	4	0	124	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	4	0	135	7	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	283	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	707	899
Stage 1	-	-	0	-	880	-
Stage 2	-	-	0	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	707	899
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	747	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	14	189	22	11	12	201	484	17	5	485	53
Future Volume (veh/h)	78	14	189	22	11	12	201	484	17	5	485	53
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	15	205	24	12	13	218	526	18	5	527	58
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	55	315	265	133	112	502	1921	66	524	1769	194
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	328	184	1050	586	444	372	827	3492	119	859	3217	353
Grp Volume(v), veh/h	305	0	0	49	0	0	218	266	278	5	289	296
Grp Sat Flow(s),veh/h/ln	1563	0	0	1402	0	0	827	1770	1842	859	1770	1800
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	11.6	4.8	4.8	0.2	5.3	5.3
Cycle Q Clear(g_c), s	10.0	0.0	0.0	1.2	0.0	0.0	16.9	4.8	4.8	5.0	5.3	5.3
Prop In Lane	0.28		0.67	0.49		0.27	1.00		0.06	1.00		0.20
Lane Grp Cap(c), veh/h	546	0	0	510	0	0	502	973	1013	524	973	990
V/C Ratio(X)	0.56	0.00	0.00	0.10	0.00	0.00	0.43	0.27	0.27	0.01	0.30	0.30
Avail Cap(c_a), veh/h	546	0	0	510	0	0	502	973	1013	524	973	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	0.0	15.1	0.0	0.0	11.8	7.2	7.2	8.5	7.3	7.3
Incr Delay (d2), s/veh	4.1	0.0	0.0	0.4	0.0	0.0	2.7	0.7	0.7	0.0	0.8	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	4.9	0.0	0.0	0.6	0.0	0.0	3.0	2.5	2.6	0.0	2.8	2.8
LnGrp Delay(d),s/veh	22.2	0.0	0.0	15.5	0.0	0.0	14.5	7.8	7.8	8.5	8.0	8.0
LnGrp LOS	C			B			B	A	A	A	A	A
Approach Vol, veh/h		305			49			762			590	
Approach Delay, s/veh		22.2			15.5			9.8			8.0	
Approach LOS		C			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.5		22.5		37.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0
Max Q Clear Time (g_c+I1), s		18.9		12.0		7.3		3.2
Green Ext Time (p_c), s		3.6		0.9		3.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	11	69	0	32	14	517	40	12	371	0
Future Vol, veh/h	6	0	11	69	0	32	14	517	40	12	371	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	12	75	0	35	15	562	43	13	403	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1064	202	842	1043	584	403	0	0	605	0	0
Stage 1	429	429	-	614	614	-	-	-	-	-	-	-
Stage 2	631	635	-	228	429	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	190	222	806	270	229	511	1154	-	-	971	-	-
Stage 1	575	583	-	478	482	-	-	-	-	-	-	-
Stage 2	468	471	-	755	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	216	806	261	223	511	1154	-	-	971	-	-
Mov Cap-2 Maneuver	173	216	-	261	223	-	-	-	-	-	-	-
Stage 1	568	575	-	472	476	-	-	-	-	-	-	-
Stage 2	430	465	-	734	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	22.9	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	352	309	971	-	-
HCM Lane V/C Ratio	0.013	-	-	0.052	0.355	0.013	-	-
HCM Control Delay (s)	8.2	-	-	15.8	22.9	8.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.6	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	6	0	35	46	0	2	10	509	36	0	304	2
Future Vol, veh/h	6	0	35	46	0	2	10	509	36	0	304	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	38	50	0	2	11	553	39	0	330	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	927	945	331	945	927	573	332	0	0	592	0	0
Stage 1	331	331	-	595	595	-	-	-	-	-	-	-
Stage 2	596	614	-	350	332	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	249	262	711	242	268	519	1227	-	-	984	-	-
Stage 1	682	645	-	491	492	-	-	-	-	-	-	-
Stage 2	490	483	-	666	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	260	711	227	266	519	1227	-	-	984	-	-
Mov Cap-2 Maneuver	246	260	-	227	266	-	-	-	-	-	-	-
Stage 1	676	645	-	487	488	-	-	-	-	-	-	-
Stage 2	484	479	-	630	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	25	0.1	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	557	232	984	-	-
HCM Lane V/C Ratio	0.009	-	-	0.08	0.225	-	-	-
HCM Control Delay (s)	8	-	-	12	25	0	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	2	10	6	0	14	3	530	0	8	293	6
Future Vol, veh/h	9	2	10	6	0	14	3	530	0	8	293	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	11	7	0	15	3	576	0	9	318	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	922	322	928	925	576	325	0	0	576	0	0
Stage 1	340	340	-	582	582	-	-	-	-	-	-	-
Stage 2	590	582	-	346	343	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	270	719	248	269	517	1235	-	-	997	-	-
Stage 1	675	639	-	499	499	-	-	-	-	-	-	-
Stage 2	494	499	-	670	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	266	719	240	265	517	1235	-	-	997	-	-
Mov Cap-2 Maneuver	238	266	-	240	265	-	-	-	-	-	-	-
Stage 1	672	632	-	497	497	-	-	-	-	-	-	-
Stage 2	478	497	-	650	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	14.9	0	0.2
HCM LOS	C	B		

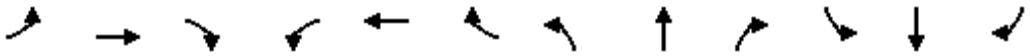
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1235	-	-	354	384	997	-	-
HCM Lane V/C Ratio	0.003	-	-	0.064	0.057	0.009	-	-
HCM Control Delay (s)	7.9	0	-	15.9	14.9	8.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	2	42	15	15	0	3	20	6	0	0
Future Vol, veh/h	0	6	2	42	15	15	0	3	20	6	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	2	46	16	16	0	3	22	7	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	6.7	7.4
HCM LOS	A	A	A	A

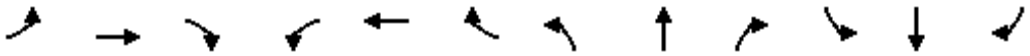
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	58%	100%
Vol Thru, %	13%	75%	21%	0%
Vol Right, %	87%	25%	21%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	8	72	6
LT Vol	0	0	42	6
Through Vol	3	6	15	0
RT Vol	20	2	15	0
Lane Flow Rate	25	9	78	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.009	0.087	0.008
Departure Headway (Hd)	3.569	3.898	3.987	4.306
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	999	918	902	829
Service Time	1.606	1.922	1.998	2.344
HCM Lane V/C Ratio	0.025	0.01	0.086	0.008
HCM Control Delay	6.7	7	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.3	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	16	4	3	42	0	11	0	2	0	0	3
Future Volume (Veh/h)	5	16	4	3	42	0	11	0	2	0	0	3
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	17	4	3	46	0	12	0	2	0	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	46			21			84	81	19	83	83	46
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			21			84	81	19	83	83	46
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1562			1595			897	805	1059	899	803	1023

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	49	14	3
Volume Left	5	3	12	0
Volume Right	4	0	2	3
cSH	1562	1595	917	1023
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.4	0.5	9.0	8.5
Lane LOS	A	A	A	A
Approach Delay (s)	1.4	0.5	9.0	8.5
Approach LOS			A	A

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	17.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	2	0	4	0	4	0	0	0	0	14
Future Volume (Veh/h)	6	2	2	0	4	0	4	0	0	0	0	14
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	2	0	4	0	4	0	0	0	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	4			4			36	21	3	21	22	4
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	4			4			36	21	3	21	22	4
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1618			1618			953	869	1081	989	868	1080

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	4	4	15
Volume Left	7	0	4	0
Volume Right	2	0	0	15
cSH	1618	1618	953	1080
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	4.6	0.0	8.8	8.4
Lane LOS	A		A	A
Approach Delay (s)	4.6	0.0	8.8	8.4
Approach LOS			A	A

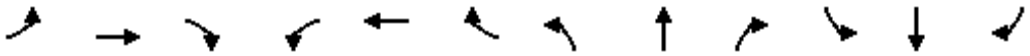
Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	15.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	16	3	2	22	0	22	5	8	0	6	39
Future Vol, veh/h	20	16	3	2	22	0	22	5	8	0	6	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	17	3	2	24	0	24	5	9	0	7	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.3	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	51%	8%	0%
Vol Thru, %	14%	41%	92%	13%
Vol Right, %	23%	8%	0%	87%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	39	24	45
LT Vol	22	20	2	0
Through Vol	5	16	22	6
RT Vol	8	3	0	39
Lane Flow Rate	38	42	26	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.049	0.03	0.048
Departure Headway (Hd)	4.079	4.16	4.134	3.562
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	859	863	1000
Service Time	2.118	2.194	2.171	1.604
HCM Lane V/C Ratio	0.043	0.049	0.03	0.049
HCM Control Delay	7.3	7.4	7.3	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	0	0	16	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16			17			33	33	17	33	33	16
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16			17			33	33	17	33	33	16
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1602			1600			974	860	1062	974	860	1063

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	16	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1602	1600	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	3	4	2	3	3	33	11	2	28	3
Future Vol, veh/h	2	2	3	4	2	3	3	33	11	2	28	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	3	4	2	3	3	36	12	2	30	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	87	90	32	86	85	42	33	0	0	48	0	0
Stage 1	36	36	-	48	48	-	-	-	-	-	-	-
Stage 2	51	54	-	38	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	899	800	1042	900	805	1029	1579	-	-	1559	-	-
Stage 1	980	865	-	965	855	-	-	-	-	-	-	-
Stage 2	962	850	-	977	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	892	798	1042	894	803	1029	1579	-	-	1559	-	-
Mov Cap-2 Maneuver	892	798	-	894	803	-	-	-	-	-	-	-
Stage 1	978	864	-	963	853	-	-	-	-	-	-	-
Stage 2	955	848	-	971	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9	0.5	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	918	911	1559	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.011	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	498	1257	65	340	722	28	73	328	235	99	260	248
Future Volume (veh/h)	498	1257	65	340	722	28	73	328	235	99	260	248
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	541	1366	71	370	785	30	79	357	255	108	283	270
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	1457	76	408	1293	49	127	514	361	127	915	409
Arrive On Green	0.16	0.29	0.29	0.12	0.26	0.26	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	3442	4950	257	3442	5027	192	1774	1988	1397	1774	3539	1583
Grp Volume(v), veh/h	541	936	501	370	529	286	79	317	295	108	283	270
Grp Sat Flow(s),veh/h/ln	1721	1695	1817	1721	1695	1829	1774	1770	1616	1774	1770	1583
Q Serve(g_s), s	10.9	18.8	18.8	7.4	9.6	9.6	3.0	11.3	11.6	4.2	4.5	10.7
Cycle Q Clear(g_c), s	10.9	18.8	18.8	7.4	9.6	9.6	3.0	11.3	11.6	4.2	4.5	10.7
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	536	998	535	408	872	470	127	458	418	127	915	409
V/C Ratio(X)	1.01	0.94	0.94	0.91	0.61	0.61	0.62	0.69	0.71	0.85	0.31	0.66
Avail Cap(c_a), veh/h	536	998	535	408	872	470	127	458	418	127	915	409
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	29.5	24.1	24.1	30.5	22.9	22.9	31.6	23.4	23.5	32.1	20.9	23.2
Incr Delay (d2), s/veh	41.3	16.9	26.2	26.3	3.1	5.8	20.9	8.4	9.6	47.7	0.9	8.1
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	8.2	11.1	13.2	5.0	4.9	5.6	2.2	6.6	6.3	3.7	2.3	5.6
LnGrp Delay(d),s/veh	70.8	41.0	50.3	56.8	26.0	28.7	52.5	31.8	33.2	79.8	21.8	31.3
LnGrp LOS	F	D	D	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		1978			1185			691			661	
Approach Delay, s/veh		51.5			36.3			34.8			35.2	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.6	12.8	25.1	9.5	22.6	15.4	22.5
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	18.1	8.3	20.6	5.0	18.1	10.9	18.0
Max Q Clear Time (g_c+I1), s	6.2	13.6	9.4	20.8	5.0	12.7	12.9	11.6
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	1.3	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	201	121	466	142	142
Future Volume (veh/h)	696	201	121	466	142	142
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	757	218	132	507	154	154
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	900	259	222	1882	565	504
Arrive On Green	0.33	0.33	0.13	0.53	0.32	0.32
Sat Flow, veh/h	2806	781	1774	3632	1774	1583
Grp Volume(v), veh/h	494	481	132	507	154	154
Grp Sat Flow(s),veh/h/ln	1770	1725	1774	1770	1774	1583
Q Serve(g_s), s	15.5	15.5	4.2	4.7	3.9	4.4
Cycle Q Clear(g_c), s	15.5	15.5	4.2	4.7	3.9	4.4
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	587	572	222	1882	565	504
V/C Ratio(X)	0.84	0.84	0.60	0.27	0.27	0.31
Avail Cap(c_a), veh/h	587	572	222	1882	565	504
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.6	18.6	24.8	7.7	15.3	15.4
Incr Delay (d2), s/veh	13.6	13.9	11.2	0.4	1.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	9.6	2.7	2.3	2.1	2.1
LnGrp Delay(d),s/veh	32.2	32.5	36.1	8.0	16.5	17.0
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	975			639	308	
Approach Delay, s/veh	32.4			13.8	16.7	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.6	12.0	24.4				36.4
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.1	7.5	19.9				31.9
Max Q Clear Time (g_c+I1), s		6.4	6.2	17.5				6.7
Green Ext Time (p_c), s		0.7	0.0	1.3				3.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	175	252	126	139	73	206	334	111	117	533	238
Future Volume (veh/h)	261	175	252	126	139	73	206	334	111	117	533	238
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	284	190	274	137	151	79	224	363	121	127	579	259
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	377	321	172	267	133	262	1410	631	161	812	363
Arrive On Green	0.18	0.20	0.20	0.10	0.12	0.12	0.15	0.40	0.40	0.09	0.34	0.34
Sat Flow, veh/h	1774	1863	1583	1774	2291	1140	1774	3539	1583	1774	2381	1064
Grp Volume(v), veh/h	284	190	274	137	115	115	224	363	121	127	430	408
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1662	1774	1770	1583	1774	1770	1675
Q Serve(g_s), s	13.2	7.7	14.2	6.4	5.2	5.6	10.5	5.8	4.2	6.0	18.0	18.0
Cycle Q Clear(g_c), s	13.2	7.7	14.2	6.4	5.2	5.6	10.5	5.8	4.2	6.0	18.0	18.0
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	324	377	321	172	206	194	262	1410	631	161	603	571
V/C Ratio(X)	0.88	0.50	0.85	0.80	0.56	0.59	0.85	0.26	0.19	0.79	0.71	0.71
Avail Cap(c_a), veh/h	407	488	415	317	375	352	323	1410	631	307	603	571
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	33.8	30.1	32.7	37.6	35.5	35.7	35.3	17.2	16.7	37.9	24.4	24.4
Incr Delay (d2), s/veh	16.0	1.0	12.9	8.1	2.3	2.9	16.5	0.4	0.7	8.4	7.0	7.4
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	7.9	4.1	7.3	3.5	2.7	2.7	6.3	2.9	2.0	3.3	9.9	9.5
LnGrp Delay(d),s/veh	49.8	31.2	45.6	45.7	37.8	38.6	51.9	17.6	17.3	46.3	31.4	31.9
LnGrp LOS	D	C	D	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		748			367			708			965	
Approach Delay, s/veh		43.5			41.0			28.4			33.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	38.4	12.8	21.7	17.1	33.5	20.1	14.4
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	14.7	29.8	15.2	22.3	15.5	29.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	9.0	7.8	8.4	16.2	12.5	20.0	15.2	7.6
Green Ext Time (p_c), s	0.1	2.5	0.2	1.0	0.2	3.2	0.3	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	230	11	0	211	2	11	0	0	3	0	51
Future Vol, veh/h	64	230	11	0	211	2	11	0	0	3	0	51
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	250	12	0	229	2	12	0	0	3	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	262	0	0	654	627	256	626	632	230
Stage 1	-	-	-	-	-	-	396	396	-	230	230	-
Stage 2	-	-	-	-	-	-	258	231	-	396	402	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1337	-	-	1302	-	-	380	400	783	397	398	809
Stage 1	-	-	-	-	-	-	629	604	-	773	714	-
Stage 2	-	-	-	-	-	-	747	713	-	629	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1337	-	-	1302	-	-	340	379	783	381	377	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	379	-	381	377	-
Stage 1	-	-	-	-	-	-	596	573	-	733	714	-
Stage 2	-	-	-	-	-	-	696	713	-	596	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	16	10.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	1337	-	-	1302	-	-	761
HCM Lane V/C Ratio	0.035	0.052	-	-	-	-	-	0.077
HCM Control Delay (s)	16	7.8	-	-	0	-	-	10.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	202	231	3	0	8
Future Vol, veh/h	2	202	231	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	2	220	251	3	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	477	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1311	-	-	-	547	786
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1311	-	-	-	546	786
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	786
HCM Lane V/C Ratio	0.002	-	-	-	0.011
HCM Control Delay (s)	7.8	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	16	5	133	12	4
Future Vol, veh/h	197	16	5	133	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	17	5	145	13	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	378	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1337	-	624	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	622	817
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	661	-	-	1337	-
HCM Lane V/C Ratio	0.026	-	-	0.004	-
HCM Control Delay (s)	10.6	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	36	2	107	33	3
Future Vol, veh/h	165	36	2	107	33	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	39	2	116	36	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	319	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1352	-	674	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	673	842
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1352	-
HCM Lane V/C Ratio	0.057	-	-	0.002	-
HCM Control Delay (s)	10.6	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	6	0	115	4	2
Future Vol, veh/h	153	6	0	115	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	7	0	125	4	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	295	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	696	874
Stage 1	-	-	0	-	860	-
Stage 2	-	-	0	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	696	874
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	747	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	4	39	24	4	5	38	495	24	8	657	44
Future Volume (veh/h)	22	4	39	24	4	5	38	495	24	8	657	44
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	4	42	26	4	5	41	538	26	9	714	48
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	69	315	462	73	70	387	1719	83	474	1683	113
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	418	206	936	1035	217	209	701	3437	166	843	3366	226
Grp Volume(v), veh/h	70	0	0	35	0	0	41	277	287	9	375	387
Grp Sat Flow(s),veh/h/ln	1560	0	0	1461	0	0	701	1770	1833	843	1770	1823
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	5.1	5.1	0.4	7.4	7.4
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.7	0.0	0.0	9.6	5.1	5.1	5.5	7.4	7.4
Prop In Lane	0.34		0.60	0.74		0.14	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	613	0	0	605	0	0	387	885	917	474	885	911
V/C Ratio(X)	0.11	0.00	0.00	0.06	0.00	0.00	0.11	0.31	0.31	0.02	0.42	0.42
Avail Cap(c_a), veh/h	613	0	0	605	0	0	387	885	917	474	885	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	12.3	0.0	0.0	11.8	8.1	8.2	9.8	8.7	8.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.6	0.9	0.9	0.1	1.5	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	0.8	0.0	0.0	0.4	0.0	0.0	0.5	2.7	2.8	0.1	3.9	4.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	12.5	0.0	0.0	12.3	9.1	9.0	9.8	10.2	10.2
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		70			35			605			771	
Approach Delay, s/veh		13.0			12.5			9.3			10.2	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		32.0		23.0		32.0		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		27.5		18.5		27.5		18.5
Max Q Clear Time (g_c+I1), s		11.6		3.6		9.4		2.7
Green Ext Time (p_c), s		2.9		0.2		4.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	32	0	15	12	345	45	21	678	9
Future Vol, veh/h	6	0	6	32	0	15	12	345	45	21	678	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	35	0	16	13	375	49	23	737	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1222	1238	374	841	1219	400	747	0	0	424	0	0
Stage 1	788	788	-	426	426	-	-	-	-	-	-	-
Stage 2	434	450	-	415	793	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	146	175	624	271	180	649	859	-	-	1133	-	-
Stage 1	351	401	-	606	585	-	-	-	-	-	-	-
Stage 2	600	571	-	586	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	169	624	261	174	649	859	-	-	1133	-	-
Mov Cap-2 Maneuver	139	169	-	261	174	-	-	-	-	-	-	-
Stage 1	346	393	-	597	576	-	-	-	-	-	-	-
Stage 2	576	562	-	568	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	18.2	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	227	323	1133	-	-
HCM Lane V/C Ratio	0.015	-	-	0.057	0.158	0.02	-	-
HCM Control Delay (s)	9.3	-	-	21.8	18.2	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	35	0	3	24	293	48	4	643	0
Future Vol, veh/h	0	0	30	35	0	3	24	293	48	4	643	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	38	0	3	26	318	52	4	699	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1105	1129	699	1120	1103	344	699	0	0	370	0	0
Stage 1	707	707	-	396	396	-	-	-	-	-	-	-
Stage 2	398	422	-	724	707	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	204	440	184	211	699	898	-	-	1189	-	-
Stage 1	426	438	-	629	604	-	-	-	-	-	-	-
Stage 2	628	588	-	417	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	197	440	166	204	699	898	-	-	1189	-	-
Mov Cap-2 Maneuver	183	197	-	166	204	-	-	-	-	-	-	-
Stage 1	414	437	-	611	586	-	-	-	-	-	-	-
Stage 2	607	571	-	385	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	31.4	0.6	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	440	177	1189	-	-
HCM Lane V/C Ratio	0.029	-	-	0.074	0.233	0.004	-	-
HCM Control Delay (s)	9.1	-	-	13.8	31.4	8	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.9	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	6	6	0	4	9	285	10	10	635	14
Future Vol, veh/h	3	0	6	6	0	4	9	285	10	10	635	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	7	7	0	4	10	310	11	11	690	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1058	1061	698	1059	1063	316	705	0	0	321	0	0
Stage 1	720	720	-	336	336	-	-	-	-	-	-	-
Stage 2	338	341	-	723	727	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	203	224	440	202	223	724	893	-	-	1239	-	-
Stage 1	419	432	-	678	642	-	-	-	-	-	-	-
Stage 2	676	639	-	417	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	218	440	195	217	724	893	-	-	1239	-	-
Mov Cap-2 Maneuver	197	218	-	195	217	-	-	-	-	-	-	-
Stage 1	413	426	-	669	633	-	-	-	-	-	-	-
Stage 2	663	630	-	405	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	18.6	0.3	0.1
HCM LOS	C	C		

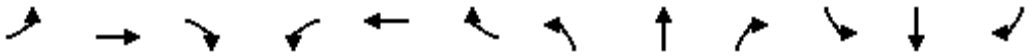
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	893	-	-	312	276	1239	-	-
HCM Lane V/C Ratio	0.011	-	-	0.031	0.039	0.009	-	-
HCM Control Delay (s)	9.1	0	-	16.9	18.6	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	4	30	10	10	2	17	32	20	11	0
Future Vol, veh/h	0	10	4	30	10	10	2	17	32	20	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	4	33	11	11	2	18	35	22	12	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.4	7	7.4
HCM LOS	A	A	A	A

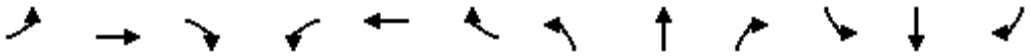
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	60%	65%
Vol Thru, %	33%	71%	20%	35%
Vol Right, %	63%	29%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	14	50	31
LT Vol	2	0	30	20
Through Vol	17	10	10	11
RT Vol	32	4	10	0
Lane Flow Rate	55	15	54	34
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.017	0.062	0.04
Departure Headway (Hd)	3.712	3.958	4.1	4.226
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	960	899	871	844
Service Time	1.754	2.005	2.138	2.267
HCM Lane V/C Ratio	0.057	0.017	0.062	0.04
HCM Control Delay	7	7.1	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	40	5	0	22	0	3	0	0	0	0	2
Future Volume (Veh/h)	2	40	5	0	22	0	3	0	0	0	0	2
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	43	5	0	24	0	3	0	0	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	24			48			76	74	46	74	76	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	24			48			76	74	46	74	76	24
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1591			1559			912	816	1024	916	813	1052

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	50	24	3	2
Volume Left	2	0	3	0
Volume Right	5	0	0	2
cSH	1591	1559	912	1052
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.3	0.0	9.0	8.4
Lane LOS	A		A	A
Approach Delay (s)	0.3	0.0	9.0	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	14.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	5	4	0	2	0	5	0	0	0	2	4
Future Volume (Veh/h)	11	5	4	0	2	0	5	0	0	0	2	4
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	5	4	0	2	0	5	0	0	0	2	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2			9			38	33	7	33	35	2
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			9			38	33	7	33	35	2
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	100
cM capacity (veh/h)	1620			1611			956	853	1075	969	851	1082

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	21	2	5	6
Volume Left	12	0	5	0
Volume Right	4	0	0	4
cSH	1620	1611	956	992
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	4.2	0.0	8.8	8.6
Lane LOS	A		A	A
Approach Delay (s)	4.2	0.0	8.8	8.6
Approach LOS			A	A

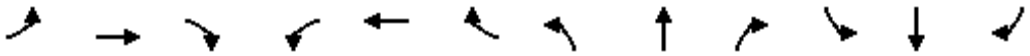
Intersection Summary				
Average Delay	5.4			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	21	18	5	14	0	8	6	9	3	4	21
Future Vol, veh/h	27	21	18	5	14	0	8	6	9	3	4	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	23	20	5	15	0	9	7	10	3	4	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.3	7.1	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	41%	26%	11%
Vol Thru, %	26%	32%	74%	14%
Vol Right, %	39%	27%	0%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	66	19	28
LT Vol	8	27	5	3
Through Vol	6	21	14	4
RT Vol	9	18	0	21
Lane Flow Rate	25	72	21	30
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.079	0.024	0.031
Departure Headway (Hd)	3.952	3.963	4.137	3.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	901	904	864	966
Service Time	1.996	1.986	2.168	1.729
HCM Lane V/C Ratio	0.028	0.08	0.024	0.031
HCM Control Delay	7.1	7.3	7.3	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	3	0	12	0	2	0	2	0	0	0
Future Volume (Veh/h)	2	17	3	0	12	0	2	0	2	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	18	3	0	13	0	2	0	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			21			36	36	20	38	38	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			21			36	36	20	38	38	13
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1606			1595			968	855	1058	963	853	1067

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	13	4	0
Volume Left	2	0	2	0
Volume Right	3	0	2	0
cSH	1606	1595	1011	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.6	0.0	8.6	0.0
Lane LOS	A		A	A
Approach Delay (s)	0.6	0.0	8.6	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	3	10	4	2	3	34	20	5	30	2
Future Vol, veh/h	3	4	3	10	4	2	3	34	20	5	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	3	11	4	2	3	37	22	5	33	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	101	109	34	102	99	48	35	0	0	59	0	0
Stage 1	44	44	-	54	54	-	-	-	-	-	-	-
Stage 2	57	65	-	48	45	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	880	781	1039	879	791	1021	1576	-	-	1545	-	-
Stage 1	970	858	-	958	850	-	-	-	-	-	-	-
Stage 2	955	841	-	965	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	777	1039	869	787	1021	1576	-	-	1545	-	-
Mov Cap-2 Maneuver	871	777	-	869	787	-	-	-	-	-	-	-
Stage 1	968	855	-	956	848	-	-	-	-	-	-	-
Stage 2	946	839	-	954	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.3	0.4	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	871	863	1545	-	-
HCM Lane V/C Ratio	0.002	-	-	0.012	0.02	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	747	35	271	1226	22	70	392	198	59	545	665
Future Volume (veh/h)	262	747	35	271	1226	22	70	392	198	59	545	665
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	285	812	38	295	1333	24	76	426	215	64	592	723
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1264	59	409	1421	26	113	718	359	157	1199	536
Arrive On Green	0.10	0.25	0.25	0.12	0.28	0.28	0.06	0.31	0.31	0.09	0.34	0.34
Sat Flow, veh/h	3442	4980	232	3442	5144	93	1774	2287	1143	1774	3539	1583
Grp Volume(v), veh/h	285	552	298	295	879	478	76	329	312	64	592	723
Grp Sat Flow(s),veh/h/ln	1721	1695	1822	1721	1695	1846	1774	1770	1661	1774	1770	1583
Q Serve(g_s), s	6.5	11.6	11.7	6.6	20.3	20.3	3.4	12.5	12.7	2.7	10.6	27.1
Cycle Q Clear(g_c), s	6.5	11.6	11.7	6.6	20.3	20.3	3.4	12.5	12.7	2.7	10.6	27.1
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	331	860	462	409	937	510	113	555	521	157	1199	536
V/C Ratio(X)	0.86	0.64	0.64	0.72	0.94	0.94	0.67	0.59	0.60	0.41	0.49	1.35
Avail Cap(c_a), veh/h	331	860	462	409	937	510	113	555	521	157	1199	536
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	35.6	26.6	26.6	34.0	28.3	28.3	36.6	23.1	23.2	34.5	21.0	26.4
Incr Delay (d2), s/veh	24.2	3.7	6.8	10.5	17.8	27.1	27.5	4.6	5.0	7.6	1.5	168.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.9	6.7	3.8	11.7	14.1	2.5	6.8	6.5	1.7	5.4	36.9
LnGrp Delay(d),s/veh	59.8	30.3	33.4	44.5	46.1	55.4	64.1	27.7	28.2	42.1	22.5	195.1
LnGrp LOS	E	C	C	D	D	E	E	C	C	D	C	F
Approach Vol, veh/h		1135			1652			717			1379	
Approach Delay, s/veh		38.5			48.5			31.8			113.9	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	29.6	14.0	24.8	9.6	31.6	12.2	26.6
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	7.1	25.1	9.5	20.3	5.1	27.1	7.7	22.1
Max Q Clear Time (g_c+I1), s	4.7	14.7	8.6	13.7	5.4	29.1	8.5	22.3
Green Ext Time (p_c), s	0.0	2.8	0.1	2.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.2
HCM 2010 LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	776	233	221	1159	344	227
Future Volume (veh/h)	776	233	221	1159	344	227
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	843	253	240	1260	374	247
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	859	258	269	1935	538	480
Arrive On Green	0.32	0.32	0.15	0.55	0.30	0.30
Sat Flow, veh/h	2778	805	1774	3632	1774	1583
Grp Volume(v), veh/h	555	541	240	1260	374	247
Grp Sat Flow(s),veh/h/ln	1770	1721	1774	1770	1774	1583
Q Serve(g_s), s	18.7	18.7	8.0	15.0	11.2	7.7
Cycle Q Clear(g_c), s	18.7	18.7	8.0	15.0	11.2	7.7
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	566	551	269	1935	538	480
V/C Ratio(X)	0.98	0.98	0.89	0.65	0.70	0.51
Avail Cap(c_a), veh/h	566	551	269	1935	538	480
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.2	20.2	25.0	9.6	18.4	17.3
Incr Delay (d2), s/veh	33.4	34.2	32.9	1.7	7.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	14.1	6.3	7.6	6.5	3.9
LnGrp Delay(d),s/veh	53.6	54.4	57.9	11.3	25.7	21.2
LnGrp LOS	D	D	E	B	C	C
Approach Vol, veh/h	1096			1500	621	
Approach Delay, s/veh	54.0			18.7	23.9	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.7	13.6	23.7				37.3
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.2	9.1	19.2				32.8
Max Q Clear Time (g_c+I1), s		13.2	10.0	20.7				17.0
Green Ext Time (p_c), s		1.0	0.0	0.0				7.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	130	465	183	220	64	565	572	181	170	509	417
Future Volume (veh/h)	275	130	465	183	220	64	565	572	181	170	509	417
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	299	141	505	199	239	70	614	622	197	185	553	453
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	326	277	214	300	86	540	1534	686	214	462	379
Arrive On Green	0.19	0.17	0.17	0.12	0.11	0.11	0.30	0.43	0.43	0.12	0.25	0.25
Sat Flow, veh/h	1774	1863	1583	1774	2717	778	1774	3539	1583	1774	1850	1515
Grp Volume(v), veh/h	299	141	505	199	154	155	614	622	197	185	529	477
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1725	1774	1770	1583	1774	1770	1595
Q Serve(g_s), s	19.8	8.1	21.0	13.3	10.2	10.6	36.5	14.5	9.7	12.3	30.0	30.0
Cycle Q Clear(g_c), s	19.8	8.1	21.0	13.3	10.2	10.6	36.5	14.5	9.7	12.3	30.0	30.0
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	329	326	277	214	195	191	540	1534	686	214	442	399
V/C Ratio(X)	0.91	0.43	1.82	0.93	0.79	0.81	1.14	0.41	0.29	0.86	1.20	1.20
Avail Cap(c_a), veh/h	329	326	277	214	265	259	540	1534	686	315	442	399
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	47.9	44.2	49.5	52.2	52.0	52.2	41.8	23.4	22.0	51.8	45.0	45.0
Incr Delay (d2), s/veh	27.9	0.9	384.0	42.0	10.4	13.3	82.7	0.8	1.1	15.0	108.3	110.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	4.3	38.7	9.0	5.5	5.8	30.2	7.3	4.4	6.9	27.9	25.4
LnGrp Delay(d),s/veh	75.8	45.1	433.5	94.2	62.4	65.5	124.4	24.2	23.1	66.8	153.3	155.2
LnGrp LOS	E	D	F	F	E	E	F	C	C	E	F	F
Approach Vol, veh/h		945			508			1433			1191	
Approach Delay, s/veh		262.4			75.8			67.0			140.6	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	56.5	19.0	25.5	41.0	34.5	26.7	17.8
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	21.3	45.2	14.5	21.0	36.5	30.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	14.3	16.5	15.3	23.0	38.5	32.0	21.8	12.6
Green Ext Time (p_c), s	0.3	4.8	0.0	0.0	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	134.9
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	267	18	3	287	17	25	0	0	10	4	56
Future Vol, veh/h	56	267	18	3	287	17	25	0	0	10	4	56
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	290	20	3	312	18	27	0	0	11	4	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	310	0	0	782	758	300	749	759	321
Stage 1	-	-	-	-	-	-	422	422	-	327	327	-
Stage 2	-	-	-	-	-	-	360	336	-	422	432	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1229	-	-	1250	-	-	312	336	740	328	336	720
Stage 1	-	-	-	-	-	-	609	588	-	686	648	-
Stage 2	-	-	-	-	-	-	658	642	-	609	582	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1250	-	-	271	319	740	315	319	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	319	-	315	319	-
Stage 1	-	-	-	-	-	-	579	559	-	652	647	-
Stage 2	-	-	-	-	-	-	597	641	-	579	553	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.8	12.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	1229	-	-	1250	-	-	573
HCM Lane V/C Ratio	0.1	0.05	-	-	0.003	-	-	0.133
HCM Control Delay (s)	19.8	8.1	-	-	7.9	-	-	12.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	230	277	3	0	5
Future Vol, veh/h	6	230	277	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	7	250	301	3	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	567	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	264	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1257	-	-	-	485	737
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1257	-	-	-	482	737
Mov Cap-2 Maneuver	-	-	-	-	482	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	737
HCM Lane V/C Ratio	0.005	-	-	-	0.007
HCM Control Delay (s)	7.9	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	15	3	262	26	4
Future Vol, veh/h	235	15	3	262	26	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	16	3	285	28	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	271	0	554	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1292	-	493	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1292	-	492	776
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	1292	-
HCM Lane V/C Ratio	0.063	-	-	0.003	-
HCM Control Delay (s)	12.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	26	0	207	59	4
Future Vol, veh/h	213	26	0	207	59	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	232	28	0	225	64	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	260	0	471	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	225	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1304	-	551	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1304	-	551	793
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	562	-	-	1304	-
HCM Lane V/C Ratio	0.122	-	-	-	-
HCM Control Delay (s)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	211	5	0	200	8	3
Future Vol, veh/h	211	5	0	200	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	5	0	217	9	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	449	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	568	807
Stage 1	-	-	0	-	807	-
Stage 2	-	-	0	-	819	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	568	807
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	618	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Control Delay (s)	10.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	17	223	26	13	15	237	573	21	6	575	63
Future Volume (veh/h)	92	17	223	26	13	15	237	573	21	6	575	63
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	18	242	28	14	16	258	623	23	7	625	68
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	50	314	248	125	108	450	1915	71	473	1771	192
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	342	168	1046	529	417	360	748	3481	128	781	3221	350
Grp Volume(v), veh/h	360	0	0	58	0	0	258	316	330	7	343	350
Grp Sat Flow(s),veh/h/ln	1556	0	0	1306	0	0	748	1770	1840	781	1770	1801
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	0.0	17.6	5.9	5.9	0.3	6.5	6.5
Cycle Q Clear(g_c), s	12.5	0.0	0.0	1.4	0.0	0.0	24.2	5.9	5.9	6.2	6.5	6.5
Prop In Lane	0.28		0.67	0.48		0.28	1.00		0.07	1.00		0.19
Lane Grp Cap(c), veh/h	544	0	0	481	0	0	450	973	1012	473	973	991
V/C Ratio(X)	0.66	0.00	0.00	0.12	0.00	0.00	0.57	0.33	0.33	0.01	0.35	0.35
Avail Cap(c_a), veh/h	544	0	0	481	0	0	450	973	1012	473	973	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	15.2	0.0	0.0	14.3	7.4	7.4	9.1	7.5	7.5
Incr Delay (d2), s/veh	6.2	0.0	0.0	0.5	0.0	0.0	5.2	0.9	0.9	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	0.8	0.0	0.0	4.2	3.1	3.2	0.1	3.4	3.5
LnGrp Delay(d),s/veh	25.2	0.0	0.0	15.7	0.0	0.0	19.5	8.3	8.3	9.2	8.5	8.5
LnGrp LOS	C			B			B	A	A	A	A	A
Approach Vol, veh/h		360			58			904			700	
Approach Delay, s/veh		25.2			15.7			11.5			8.5	
Approach LOS		C			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.5		22.5		37.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0
Max Q Clear Time (g_c+I1), s		26.2		14.5		8.5		3.4
Green Ext Time (p_c), s		2.9		0.7		3.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

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	8	0	13	82	0	38	17	611	48	15	441	0
Future Vol, veh/h	8	0	13	82	0	38	17	611	48	15	441	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	14	89	0	41	18	664	52	16	479	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1258	1263	240	998	1237	690	479	0	0	716	0	0
Stage 1	511	511	-	726	726	-	-	-	-	-	-	-
Stage 2	747	752	-	272	511	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	137	169	762	210	175	444	1082	-	-	883	-	-
Stage 1	514	536	-	415	429	-	-	-	-	-	-	-
Stage 2	404	417	-	711	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	163	762	201	169	444	1082	-	-	883	-	-
Mov Cap-2 Maneuver	121	163	-	201	169	-	-	-	-	-	-	-
Stage 1	505	526	-	408	422	-	-	-	-	-	-	-
Stage 2	360	410	-	685	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	35.8	0.2	0.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1082	-	-	252	243	883	-	-
HCM Lane V/C Ratio	0.017	-	-	0.091	0.537	0.018	-	-
HCM Control Delay (s)	8.4	-	-	20.7	35.8	9.2	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.9	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	42	55	0	3	12	602	43	0	362	3
Future Vol, veh/h	8	0	42	55	0	3	12	602	43	0	362	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	46	60	0	3	13	654	47	0	393	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1100	1122	395	1122	1100	678	396	0	0	701	0	0
Stage 1	395	395	-	704	704	-	-	-	-	-	-	-
Stage 2	705	727	-	418	396	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	190	206	654	183	212	452	1163	-	-	896	-	-
Stage 1	630	605	-	428	440	-	-	-	-	-	-	-
Stage 2	427	429	-	612	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	204	654	169	210	452	1163	-	-	896	-	-
Mov Cap-2 Maneuver	187	204	-	169	210	-	-	-	-	-	-	-
Stage 1	623	605	-	423	435	-	-	-	-	-	-	-
Stage 2	419	424	-	569	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	36.7	0.1	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	467	175	896	-	-
HCM Lane V/C Ratio	0.011	-	-	0.116	0.36	-	-	-
HCM Control Delay (s)	8.1	-	-	13.7	36.7	0	-	-
HCM Lane LOS	A	-	-	B	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	3	12	8	0	17	4	627	0	10	349	8
Future Vol, veh/h	11	3	12	8	0	17	4	627	0	10	349	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	3	13	9	0	18	4	682	0	11	379	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1105	1096	384	1104	1100	682	388	0	0	682	0	0
Stage 1	406	406	-	690	690	-	-	-	-	-	-	-
Stage 2	699	690	-	414	410	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	213	664	188	212	450	1170	-	-	911	-	-
Stage 1	622	598	-	435	446	-	-	-	-	-	-	-
Stage 2	430	446	-	616	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	209	664	179	208	450	1170	-	-	911	-	-
Mov Cap-2 Maneuver	177	209	-	179	208	-	-	-	-	-	-	-
Stage 1	618	589	-	432	443	-	-	-	-	-	-	-
Stage 2	410	443	-	592	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	18	0.1	0.2
HCM LOS	C	C		

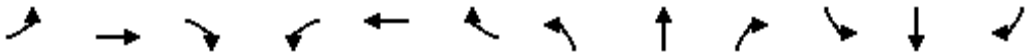
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	275	303	911	-	-
HCM Lane V/C Ratio	0.004	-	-	0.103	0.09	0.012	-	-
HCM Control Delay (s)	8.1	0	-	19.6	18	9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	3	50	18	18	0	4	24	8	0	0
Future Vol, veh/h	0	8	3	50	18	18	0	4	24	8	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	3	54	20	20	0	4	26	9	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.5	6.8	7.4
HCM LOS	A	A	A	A

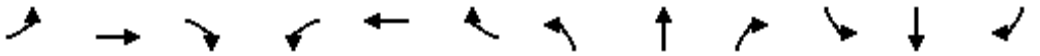
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	58%	100%
Vol Thru, %	14%	73%	21%	0%
Vol Right, %	86%	27%	21%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	11	86	8
LT Vol	0	0	50	8
Through Vol	4	8	18	0
RT Vol	24	3	18	0
Lane Flow Rate	30	12	93	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.013	0.104	0.01
Departure Headway (Hd)	3.609	3.909	4.002	4.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	985	914	897	820
Service Time	1.656	1.939	2.016	2.39
HCM Lane V/C Ratio	0.03	0.013	0.104	0.011
HCM Control Delay	6.8	7	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.3	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	19	5	4	50	0	13	0	3	0	0	4
Future Volume (Veh/h)	6	19	5	4	50	0	13	0	3	0	0	4
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	21	5	4	54	0	14	0	3	0	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	54			26			104	100	24	102	102	54
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			26			104	100	24	102	102	54
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	100	100	100	100
cM capacity (veh/h)	1551			1588			869	785	1053	871	783	1013

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	33	58	17	4
Volume Left	7	4	14	0
Volume Right	5	0	3	4
cSH	1551	1588	896	1013
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.6	0.5	9.1	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.6	0.5	9.1	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	17.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	3	3	0	5	0	5	0	0	0	0	17
Future Volume (Veh/h)	8	3	3	0	5	0	5	0	0	0	0	17
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	3	3	0	5	0	5	0	0	0	0	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	5			6			46	28	4	28	29	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			6			46	28	4	28	29	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	98
cM capacity (veh/h)	1616			1615			936	861	1079	978	859	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	15	5	5	18
Volume Left	9	0	5	0
Volume Right	3	0	0	18
cSH	1616	1615	936	1078
Volume to Capacity	0.01	0.00	0.01	0.02
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	4.4	0.0	8.9	8.4
Lane LOS	A		A	A
Approach Delay (s)	4.4	0.0	8.9	8.4
Approach LOS			A	A

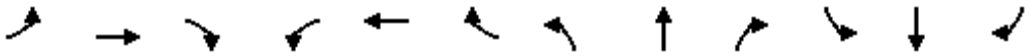
Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	18.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	19	4	3	26	0	26	6	10	0	8	46
Future Vol, veh/h	24	19	4	3	26	0	26	6	10	0	8	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	21	4	3	28	0	28	7	11	0	9	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.4	7.4	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	51%	10%	0%
Vol Thru, %	14%	40%	90%	15%
Vol Right, %	24%	9%	0%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	47	29	54
LT Vol	26	24	3	0
Through Vol	6	19	26	8
RT Vol	10	4	0	46
Lane Flow Rate	46	51	32	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.052	0.059	0.037	0.059
Departure Headway (Hd)	4.102	4.191	4.175	3.6
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	851	853	986
Service Time	2.153	2.233	2.222	1.654
HCM Lane V/C Ratio	0.053	0.06	0.038	0.06
HCM Control Delay	7.4	7.5	7.4	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	19	0	0	18	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	19	0	0	18	0	0	0	0	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	0	20	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			21			41	41	21	41	41	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			21			41	41	21	41	41	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1596			1595			963	851	1056	963	851	1058

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	21	20	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1596	1595	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	4	5	3	4	4	39	13	3	33	4
Future Vol, veh/h	3	3	4	5	3	4	4	39	13	3	33	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	4	5	3	4	4	42	14	3	36	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	105	108	38	105	103	49	40	0	0	56	0	0
Stage 1	44	44	-	57	57	-	-	-	-	-	-	-
Stage 2	61	64	-	48	46	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	782	1034	875	787	1020	1570	-	-	1549	-	-
Stage 1	970	858	-	955	847	-	-	-	-	-	-	-
Stage 2	950	842	-	965	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	865	778	1034	865	783	1020	1570	-	-	1549	-	-
Mov Cap-2 Maneuver	865	778	-	865	783	-	-	-	-	-	-	-
Stage 1	967	856	-	952	844	-	-	-	-	-	-	-
Stage 2	939	839	-	955	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.1	0.5	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	893	887	1549	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.015	0.002	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	587	1502	77	401	872	33	86	387	277	117	307	293
Future Volume (veh/h)	587	1502	77	401	872	33	86	387	277	117	307	293
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	638	1633	84	436	948	36	93	421	301	127	334	318
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	779	1635	84	469	1207	46	118	450	320	144	858	384
Arrive On Green	0.23	0.33	0.33	0.14	0.24	0.24	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	3442	4953	255	3442	5029	191	1774	1980	1404	1774	3539	1583
Grp Volume(v), veh/h	638	1117	600	436	639	345	93	376	346	127	334	318
Grp Sat Flow(s),veh/h/ln	1721	1695	1818	1721	1695	1829	1774	1770	1615	1774	1770	1583
Q Serve(g_s), s	14.1	26.4	26.4	10.0	14.1	14.1	4.1	16.7	16.9	5.7	6.3	15.2
Cycle Q Clear(g_c), s	14.1	26.4	26.4	10.0	14.1	14.1	4.1	16.7	16.9	5.7	6.3	15.2
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	779	1119	600	469	814	439	118	403	367	144	858	384
V/C Ratio(X)	0.82	1.00	1.00	0.93	0.79	0.79	0.79	0.93	0.94	0.88	0.39	0.83
Avail Cap(c_a), veh/h	779	1119	600	469	814	439	118	403	367	144	858	384
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	29.4	26.8	26.8	34.2	28.5	28.5	36.8	30.3	30.4	36.4	25.3	28.7
Incr Delay (d2), s/veh	9.4	26.6	36.6	27.3	7.5	13.3	40.6	30.9	34.4	48.5	1.3	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	16.4	19.3	6.5	7.4	8.7	3.3	11.6	11.0	4.7	3.2	8.5
LnGrp Delay(d),s/veh	38.8	53.4	63.4	61.5	36.0	41.8	77.4	61.2	64.7	84.9	26.7	47.0
LnGrp LOS	D	D	E	E	D	D	E	E	E	F	C	D
Approach Vol, veh/h		2355			1420			815			779	
Approach Delay, s/veh		52.0			45.2			64.6			44.5	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	22.7	15.4	30.9	9.8	23.9	22.6	23.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	18.2	10.9	26.4	5.3	19.4	18.1	19.2
Max Q Clear Time (g_c+I1), s	7.7	18.9	12.0	28.4	6.1	17.2	16.1	16.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.7	0.6	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	51.0
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	841	237	143	570	168	168
Future Volume (veh/h)	841	237	143	570	168	168
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	914	258	155	620	183	183
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	941	265	195	1876	568	507
Arrive On Green	0.34	0.34	0.11	0.53	0.32	0.32
Sat Flow, veh/h	2821	769	1774	3632	1774	1583
Grp Volume(v), veh/h	592	580	155	620	183	183
Grp Sat Flow(s),veh/h/ln	1770	1727	1774	1770	1774	1583
Q Serve(g_s), s	19.8	19.9	5.1	6.0	4.7	5.3
Cycle Q Clear(g_c), s	19.8	19.9	5.1	6.0	4.7	5.3
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	611	596	195	1876	568	507
V/C Ratio(X)	0.97	0.97	0.79	0.33	0.32	0.36
Avail Cap(c_a), veh/h	611	596	195	1876	568	507
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.3	19.4	26.0	8.0	15.5	15.7
Incr Delay (d2), s/veh	29.8	30.8	27.5	0.5	1.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	14.4	4.0	3.0	2.5	2.6
LnGrp Delay(d),s/veh	49.1	50.2	53.5	8.5	17.0	17.7
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	1172			775	366	
Approach Delay, s/veh	49.6			17.5	17.3	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.7	11.1	25.2				36.3
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.2	6.6	20.7				31.8
Max Q Clear Time (g_c+I1), s		7.3	7.1	21.9				8.0
Green Ext Time (p_c), s		0.9	0.0	0.0				3.9

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	207	320	202	164	88	266	420	184	191	656	281
Future Volume (veh/h)	310	207	320	202	164	88	266	420	184	191	656	281
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	337	225	348	220	178	96	289	457	200	208	713	305
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	311	264	248	233	120	403	1059	474	434	765	327
Arrive On Green	0.20	0.17	0.17	0.14	0.10	0.10	0.23	0.30	0.30	0.24	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	2261	1165	1774	3539	1583	1774	2416	1034
Grp Volume(v), veh/h	337	225	348	220	137	137	289	457	200	208	522	496
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1657	1774	1770	1583	1774	1770	1680
Q Serve(g_s), s	22.4	13.7	12.8	14.6	9.1	9.7	18.1	12.5	8.4	12.0	34.3	34.3
Cycle Q Clear(g_c), s	22.4	13.7	12.8	14.6	9.1	9.7	18.1	12.5	8.4	12.0	34.3	34.3
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	361	311	264	248	182	170	403	1059	474	434	560	532
V/C Ratio(X)	0.93	0.72	1.32	0.89	0.76	0.80	0.72	0.43	0.42	0.48	0.93	0.93
Avail Cap(c_a), veh/h	362	359	305	287	265	249	403	1059	474	434	560	532
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	47.0	47.4	20.3	50.7	52.4	52.6	42.8	33.8	16.2	38.8	39.7	39.7
Incr Delay (d2), s/veh	30.7	6.0	167.4	24.6	7.0	11.1	6.1	1.3	2.7	0.8	24.4	25.3
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	14.0	7.6	19.5	8.8	4.8	5.0	9.5	6.3	5.0	6.0	20.5	19.6
LnGrp Delay(d),s/veh	77.7	53.4	187.7	75.3	59.4	63.7	48.9	35.1	19.0	39.6	64.2	65.1
LnGrp LOS	E	D	F	E	E	E	D	D	B	D	E	E
Approach Vol, veh/h		910			494			946			1226	
Approach Delay, s/veh		113.8			67.6			35.9			60.4	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	40.4	21.3	24.5	31.7	42.5	28.9	16.8
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	23.6	35.9	19.4	23.1	21.5	38.0	24.5	18.0
Max Q Clear Time (g_c+I1), s	14.0	14.5	16.6	15.7	20.1	36.3	24.4	11.7
Green Ext Time (p_c), s	0.4	3.3	0.2	1.5	0.1	1.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	68.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	331	13	0	309	3	13	0	0	4	0	61
Future Vol, veh/h	76	331	13	0	309	3	13	0	0	4	0	61
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	360	14	0	336	3	14	0	0	4	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	374	0	0	904	872	367	871	878	338
Stage 1	-	-	-	-	-	-	533	533	-	338	338	-
Stage 2	-	-	-	-	-	-	371	339	-	533	540	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1184	-	-	258	289	678	271	287	704
Stage 1	-	-	-	-	-	-	531	525	-	676	641	-
Stage 2	-	-	-	-	-	-	649	640	-	531	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1184	-	-	222	269	678	257	267	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	269	-	257	267	-
Stage 1	-	-	-	-	-	-	495	489	-	630	641	-
Stage 2	-	-	-	-	-	-	588	640	-	495	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	22.3	11.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	1220	-	-	1184	-	-	636
HCM Lane V/C Ratio	0.064	0.068	-	-	-	-	-	0.111
HCM Control Delay (s)	22.3	8.2	-	-	0	-	-	11.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	298	333	4	0	10
Future Vol, veh/h	3	298	333	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	3	324	362	4	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	694	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	409	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	408	681
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	681
HCM Lane V/C Ratio	0.003	-	-	-	0.016
HCM Control Delay (s)	8	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	293	19	6	157	15	5
Future Vol, veh/h	293	19	6	157	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	21	7	171	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	339	0	514	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1220	-	521	712
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1220	-	518	712
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	556	-	-	1220	-
HCM Lane V/C Ratio	0.039	-	-	0.005	-
HCM Control Delay (s)	11.7	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	43	3	127	39	4
Future Vol, veh/h	255	43	3	127	39	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	277	47	3	138	42	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	324	0	445	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	144	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1236	-	571	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	569	739
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	1236	-
HCM Lane V/C Ratio	0.08	-	-	0.003	-
HCM Control Delay (s)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	8	0	136	5	3
Future Vol, veh/h	241	8	0	136	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	9	0	148	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	415	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	594	772
Stage 1	-	-	0	-	778	-
Stage 2	-	-	0	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	594	772
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	650	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	5	46	29	5	6	45	585	29	10	776	52
Future Volume (veh/h)	26	5	46	29	5	6	45	585	29	10	776	52
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	28	5	50	32	5	7	49	636	32	11	843	57
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	67	305	433	71	76	346	1800	91	439	1766	119
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	414	206	939	1014	217	233	616	3430	172	766	3365	227
Grp Volume(v), veh/h	83	0	0	44	0	0	49	328	340	11	443	457
Grp Sat Flow(s),veh/h/ln	1559	0	0	1464	0	0	616	1770	1832	766	1770	1823
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.3	6.5	6.5	0.5	9.5	9.5
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.0	0.0	0.0	12.8	6.5	6.5	7.0	9.5	9.5
Prop In Lane	0.34		0.60	0.73		0.16	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	587	0	0	579	0	0	346	929	962	439	929	957
V/C Ratio(X)	0.14	0.00	0.00	0.08	0.00	0.00	0.14	0.35	0.35	0.03	0.48	0.48
Avail Cap(c_a), veh/h	587	0	0	579	0	0	346	929	962	439	929	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	14.0	0.0	0.0	13.1	8.3	8.3	10.4	9.0	9.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.9	1.1	1.0	0.1	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.0	0.0	0.6	3.4	3.5	0.1	5.0	5.1
LnGrp Delay(d),s/veh	14.9	0.0	0.0	14.3	0.0	0.0	13.9	9.4	9.3	10.5	10.8	10.7
LnGrp LOS	B			B			B	A	A	B	B	B
Approach Vol, veh/h		83			44			717			911	
Approach Delay, s/veh		14.9			14.3			9.7			10.8	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.0		24.0		36.0		24.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		31.5		19.5		31.5		19.5
Max Q Clear Time (g_c+I1), s		14.8		4.1		11.5		3.0
Green Ext Time (p_c), s		3.7		0.3		5.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	8	38	0	18	15	408	54	25	801	11
Future Vol, veh/h	8	0	8	38	0	18	15	408	54	25	801	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	9	41	0	20	16	443	59	27	871	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1446	1465	442	995	1442	473	883	0	0	502	0	0
Stage 1	931	931	-	505	505	-	-	-	-	-	-	-
Stage 2	515	534	-	490	937	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	101	128	564	211	132	590	764	-	-	1060	-	-
Stage 1	288	345	-	549	539	-	-	-	-	-	-	-
Stage 2	542	524	-	529	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	122	564	200	126	590	764	-	-	1060	-	-
Mov Cap-2 Maneuver	94	122	-	200	126	-	-	-	-	-	-	-
Stage 1	282	336	-	537	528	-	-	-	-	-	-	-
Stage 2	513	513	-	508	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.1	23.6	0.3	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	764	-	-	161	254	1060	-	-
HCM Lane V/C Ratio	0.021	-	-	0.108	0.24	0.026	-	-
HCM Control Delay (s)	9.8	-	-	30.1	23.6	8.5	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	36	42	0	4	29	347	57	5	760	0
Future Vol, veh/h	0	0	36	42	0	4	29	347	57	5	760	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	39	46	0	4	32	377	62	5	826	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1339	826	1328	1308	408	826	0	0	439	0	0
Stage 1	836	836	-	472	472	-	-	-	-	-	-	-
Stage 2	474	503	-	856	836	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	153	372	132	159	643	805	-	-	1121	-	-
Stage 1	362	382	-	573	559	-	-	-	-	-	-	-
Stage 2	571	541	-	352	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	146	372	114	152	643	805	-	-	1121	-	-
Mov Cap-2 Maneuver	131	146	-	114	152	-	-	-	-	-	-	-
Stage 1	348	380	-	550	537	-	-	-	-	-	-	-
Stage 2	545	519	-	314	380	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	53	0.6	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	372	123	1121	-	-
HCM Lane V/C Ratio	0.039	-	-	0.105	0.407	0.005	-	-
HCM Control Delay (s)	9.7	-	-	15.8	53	8.2	-	-
HCM Lane LOS	A	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.7	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	8	8	0	5	11	337	12	12	750	17
Future Vol, veh/h	4	0	8	8	0	5	11	337	12	12	750	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	9	9	0	5	12	366	13	13	815	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1253	824	1252	1256	373	833	0	0	379	0	0
Stage 1	850	850	-	397	397	-	-	-	-	-	-	-
Stage 2	399	403	-	855	859	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	150	172	373	149	171	673	800	-	-	1179	-	-
Stage 1	355	377	-	629	603	-	-	-	-	-	-	-
Stage 2	627	600	-	353	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	165	373	141	164	673	800	-	-	1179	-	-
Mov Cap-2 Maneuver	144	165	-	141	164	-	-	-	-	-	-	-
Stage 1	348	369	-	617	592	-	-	-	-	-	-	-
Stage 2	610	589	-	338	365	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	24.1	0.3	0.1
HCM LOS	C	C		

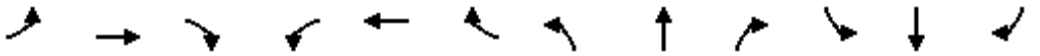
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	800	-	-	244	203	1179	-	-
HCM Lane V/C Ratio	0.015	-	-	0.053	0.07	0.011	-	-
HCM Control Delay (s)	9.6	0	-	20.6	24.1	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	12	5	36	12	12	3	21	38	24	13	0
Future Vol, veh/h	0	12	5	36	12	12	3	21	38	24	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	5	39	13	13	3	23	41	26	14	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.5	7.1	7.5
HCM LOS	A	A	A	A

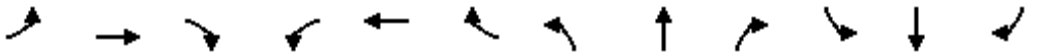
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	60%	65%
Vol Thru, %	34%	71%	20%	35%
Vol Right, %	61%	29%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	17	60	37
LT Vol	3	0	36	24
Through Vol	21	12	12	13
RT Vol	38	5	12	0
Lane Flow Rate	67	18	65	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.021	0.075	0.048
Departure Headway (Hd)	3.751	3.995	4.135	4.26
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	948	888	862	835
Service Time	1.804	2.053	2.182	2.312
HCM Lane V/C Ratio	0.071	0.02	0.075	0.048
HCM Control Delay	7.1	7.1	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	48	6	0	26	0	4	0	0	0	0	3
Future Volume (Veh/h)	3	48	6	0	26	0	4	0	0	0	0	3
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	52	7	0	28	0	4	0	0	0	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	28			59			92	90	56	90	93	28
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			59			92	90	56	90	93	28
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1585			1545			887	799	1011	894	796	1047

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	62	28	4	3
Volume Left	3	0	4	0
Volume Right	7	0	0	3
cSH	1585	1545	887	1047
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.4	0.0	9.1	8.4
Lane LOS	A		A	A
Approach Delay (s)	0.4	0.0	9.1	8.4
Approach LOS			A	A

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	15.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	6	5	0	3	0	6	0	0	0	3	5
Future Volume (Veh/h)	13	6	5	0	3	0	6	0	0	0	3	5
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	7	5	0	3	0	7	0	0	0	3	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3			12			47	40	10	40	43	3
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3			12			47	40	10	40	43	3
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	100
cM capacity (veh/h)	1619			1607			941	844	1072	957	842	1081

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	3	7	8
Volume Left	14	0	7	0
Volume Right	5	0	0	5
cSH	1619	1607	941	977
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	1	1
Control Delay (s)	3.9	0.0	8.9	8.7
Lane LOS	A		A	A
Approach Delay (s)	3.9	0.0	8.9	8.7
Approach LOS			A	A

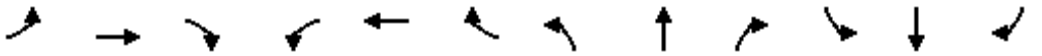
Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	25	22	6	17	0	10	8	11	4	5	25
Future Vol, veh/h	32	25	22	6	17	0	10	8	11	4	5	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	27	24	7	18	0	11	9	12	4	5	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.2	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	41%	26%	12%
Vol Thru, %	28%	32%	74%	15%
Vol Right, %	38%	28%	0%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	79	23	34
LT Vol	10	32	6	4
Through Vol	8	25	17	5
RT Vol	11	22	0	25
Lane Flow Rate	32	86	25	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.095	0.029	0.038
Departure Headway (Hd)	3.995	3.986	4.171	3.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	898	855	951
Service Time	2.05	2.015	2.211	1.788
HCM Lane V/C Ratio	0.036	0.096	0.029	0.039
HCM Control Delay	7.2	7.4	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	21	4	0	15	0	3	0	3	0	0	0
Future Volume (Veh/h)	3	21	4	0	15	0	3	0	3	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	23	4	0	16	0	3	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16			27			47	47	25	50	49	16
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16			27			47	47	25	50	49	16
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1602			1587			953	843	1051	946	841	1063

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	16	6	0
Volume Left	3	0	3	0
Volume Right	4	0	3	0
cSH	1602	1587	999	1700
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.7	0.0	8.6	0.0
Lane LOS	A		A	A
Approach Delay (s)	0.7	0.0	8.6	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	13.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	5	4	12	5	3	4	41	24	6	36	3
Future Vol, veh/h	4	5	4	12	5	3	4	41	24	6	36	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	4	13	5	3	4	45	26	7	39	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	125	134	41	125	122	58	42	0	0	71	0	0
Stage 1	55	55	-	66	66	-	-	-	-	-	-	-
Stage 2	70	79	-	59	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	757	1030	849	768	1008	1567	-	-	1529	-	-
Stage 1	957	849	-	945	840	-	-	-	-	-	-	-
Stage 2	940	829	-	953	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	836	751	1030	835	762	1008	1567	-	-	1529	-	-
Mov Cap-2 Maneuver	836	751	-	835	762	-	-	-	-	-	-	-
Stage 1	954	845	-	942	837	-	-	-	-	-	-	-
Stage 2	928	827	-	938	844	-	-	-	-	-	-	-

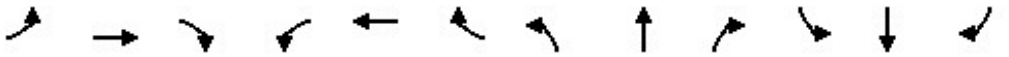
Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.4	0.4	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	848	837	1529	-	-
HCM Lane V/C Ratio	0.003	-	-	0.017	0.026	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.3	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Appendix C – Analysis Output Sheets (With Project)

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

03-07-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	494	24	192	834	15	49	336	140	41	555	640
Future Volume (veh/h)	244	494	24	192	834	15	49	336	140	41	555	640
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	265	537	26	209	907	16	53	365	152	45	603	696
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	1377	66	291	1425	25	136	697	286	136	1007	451
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3442	4971	239	3442	5146	91	1774	2450	1005	1774	3539	1583
Grp Volume(v), veh/h	265	365	198	209	597	326	53	262	255	45	603	696
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1847	1774	1770	1685	1774	1770	1583
Q Serve(g_s), s	5.0	5.7	5.7	3.8	10.1	10.1	1.8	8.1	8.3	1.6	9.5	18.5
Cycle Q Clear(g_c), s	5.0	5.7	5.7	3.8	10.1	10.1	1.8	8.1	8.3	1.6	9.5	18.5
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	291	939	504	291	939	511	136	504	480	136	1007	451
V/C Ratio(X)	0.91	0.39	0.39	0.72	0.64	0.64	0.39	0.52	0.53	0.33	0.60	1.54
Avail Cap(c_a), veh/h	291	939	504	291	939	511	136	504	480	136	1007	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	29.5	19.0	19.1	29.0	20.6	20.6	28.5	19.5	19.6	28.4	20.0	23.2
Incr Delay (d2), s/veh	34.0	1.2	2.3	14.1	3.3	6.0	8.1	3.8	4.2	6.4	2.6	255.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.8	3.2	2.4	5.1	5.9	1.2	4.5	4.4	1.0	5.0	40.1
LnGrp Delay(d),s/veh	63.5	20.3	21.3	43.1	23.9	26.6	36.7	23.3	23.8	34.8	22.7	279.1
LnGrp LOS	E	C	C	D	C	C	D	C	C	C	C	F
Approach Vol, veh/h		828			1132			570			1344	
Approach Delay, s/veh		34.4			28.2			24.8			155.9	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	10.0	22.5	9.5	23.0	10.0	22.5
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	18.5	5.5	18.0	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	3.6	10.3	5.8	7.7	3.8	20.5	7.0	12.1
Green Ext Time (p_c), s	0.0	1.9	0.0	2.4	0.0	0.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	633	164	184	1125	244	170
Future Volume (veh/h)	633	164	184	1125	244	170
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	688	178	200	1223	265	185
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	836	216	281	1888	562	501
Arrive On Green	0.30	0.30	0.16	0.53	0.32	0.32
Sat Flow, veh/h	2878	720	1774	3632	1774	1583
Grp Volume(v), veh/h	437	429	200	1223	265	185
Grp Sat Flow(s),veh/h/ln	1770	1736	1774	1770	1774	1583
Q Serve(g_s), s	13.8	13.8	6.4	14.8	7.2	5.4
Cycle Q Clear(g_c), s	13.8	13.8	6.4	14.8	7.2	5.4
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	531	521	281	1888	562	501
V/C Ratio(X)	0.82	0.82	0.71	0.65	0.47	0.37
Avail Cap(c_a), veh/h	531	521	281	1888	562	501
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.5	19.5	24.0	10.0	16.5	15.9
Incr Delay (d2), s/veh	13.5	13.8	14.3	1.7	2.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	8.5	4.2	7.6	4.0	2.7
LnGrp Delay(d),s/veh	33.0	33.3	38.2	11.7	19.3	17.9
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	866			1423	450	
Approach Delay, s/veh	33.2			15.4	18.7	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.5	14.0	22.5				36.5
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.0	9.5	18.0				32.0
Max Q Clear Time (g_c+I1), s		9.2	8.4	15.8				16.8
Green Ext Time (p_c), s		1.0	0.1	1.1				7.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	156	294	75	338	49	365	375	56	41	345	479
Future Volume (veh/h)	255	156	294	75	338	49	365	375	56	41	345	479
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	277	170	320	82	367	53	397	408	61	45	375	521
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	457	388	105	475	68	436	1549	693	69	408	365
Arrive On Green	0.15	0.25	0.25	0.06	0.15	0.15	0.25	0.44	0.44	0.04	0.23	0.23
Sat Flow, veh/h	1774	1863	1583	1774	3108	445	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	277	170	320	82	208	212	397	408	61	45	375	521
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1784	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	12.5	6.2	15.7	3.8	9.3	9.4	17.9	6.0	1.9	2.1	17.0	19.0
Cycle Q Clear(g_c), s	12.5	6.2	15.7	3.8	9.3	9.4	17.9	6.0	1.9	2.1	17.0	19.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	457	388	105	270	273	436	1549	693	69	408	365
V/C Ratio(X)	1.03	0.37	0.82	0.78	0.77	0.78	0.91	0.26	0.09	0.65	0.92	1.43
Avail Cap(c_a), veh/h	269	536	456	147	387	390	485	1549	693	136	408	365
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	34.9	25.8	29.4	38.2	33.5	33.5	30.2	14.7	13.5	39.0	30.9	31.7
Incr Delay (d2), s/veh	62.3	0.5	10.2	16.1	5.7	6.2	20.0	0.4	0.3	9.8	28.1	206.8
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	10.7	3.3	8.0	2.3	4.9	5.1	11.1	3.0	0.8	1.2	11.5	29.2
LnGrp Delay(d),s/veh	97.3	26.3	39.6	54.3	39.2	39.8	50.2	15.1	13.8	48.8	59.0	238.5
LnGrp LOS	F	C	D	D	D	D	D	B	B	D	E	F
Approach Vol, veh/h		767			502			866			941	
Approach Delay, s/veh		57.5			41.9			31.1			157.9	
Approach LOS		E			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	40.5	9.4	24.7	24.7	23.5	17.0	17.1
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	3.0	35.2	6.8	23.7	22.5	19.0	12.5	18.0
Max Q Clear Time (g_c+I1), s	4.1	8.0	5.8	17.7	19.9	21.0	14.5	11.4
Green Ext Time (p_c), s	0.0	2.7	0.0	1.1	0.3	0.0	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	184	12	1	340	11	17	0	0	6	2	39
Future Vol, veh/h	39	184	12	1	340	11	17	0	0	6	2	39
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	200	13	1	370	12	18	0	0	7	2	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	382	0	0	213	0	0	691	675	207	669	675	376
Stage 1	-	-	-	-	-	-	291	291	-	378	378	-
Stage 2	-	-	-	-	-	-	400	384	-	291	297	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1176	-	-	1357	-	-	359	376	833	371	376	670
Stage 1	-	-	-	-	-	-	717	672	-	644	615	-
Stage 2	-	-	-	-	-	-	626	611	-	717	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1176	-	-	1357	-	-	326	362	833	361	362	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	362	-	361	362	-
Stage 1	-	-	-	-	-	-	691	648	-	621	614	-
Stage 2	-	-	-	-	-	-	584	610	-	691	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0	16.7	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1176	-	-	1357	-	-	585
HCM Lane V/C Ratio	0.057	0.036	-	-	0.001	-	-	0.087
HCM Control Delay (s)	16.7	8.2	-	-	7.7	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	107	187	11	28	149
Future Vol, veh/h	55	107	187	11	28	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	60	116	203	12	30	162

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	215	0	-	0	445	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1355	-	-	-	571	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1355	-	-	-	546	831
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1355	-	-	-	768
HCM Lane V/C Ratio	0.044	-	-	-	0.251
HCM Control Delay (s)	7.8	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	10	1	113	18	2
Future Vol, veh/h	112	10	1	113	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	11	1	123	20	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	253	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1452	-	736	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1452	-	735	922
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	750	-	-	1452	-
HCM Lane V/C Ratio	0.029	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	18	0	94	41	2
Future Vol, veh/h	153	18	0	94	41	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	20	0	102	45	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	278	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1388	-	712	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	712	867
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	1388	-
HCM Lane V/C Ratio	0.065	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	3	0	89	5	1
Future Vol, veh/h	152	3	0	89	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	3	0	97	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	264	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	725	877
Stage 1	-	-	0	-	863	-
Stage 2	-	-	0	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	725	877
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	747	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	11	158	124	9	18	168	448	51	7	512	44
Future Volume (veh/h)	65	11	158	124	9	18	168	448	51	7	512	44
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	12	172	135	10	20	183	487	55	8	557	48
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	80	423	576	48	66	385	1283	144	411	1319	113
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	310	200	1056	1076	119	165	812	3208	361	860	3299	284
Grp Volume(v), veh/h	255	0	0	165	0	0	183	268	274	8	298	307
Grp Sat Flow(s),veh/h/ln	1566	0	0	1361	0	0	812	1770	1799	860	1770	1813
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	9.5	4.8	4.9	0.3	5.5	5.5
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.0	0.0	0.0	15.0	4.8	4.9	5.2	5.5	5.5
Prop In Lane	0.28		0.67	0.82		0.12	1.00		0.20	1.00		0.16
Lane Grp Cap(c), veh/h	729	0	0	690	0	0	385	708	720	411	708	725
V/C Ratio(X)	0.35	0.00	0.00	0.24	0.00	0.00	0.47	0.38	0.38	0.02	0.42	0.42
Avail Cap(c_a), veh/h	729	0	0	690	0	0	385	708	720	411	708	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	9.0	0.0	0.0	15.2	9.5	9.6	11.4	9.7	9.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	0.0	0.0	4.1	1.5	1.5	0.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	1.5	0.0	0.0	2.5	2.6	2.7	0.1	3.0	3.1
LnGrp Delay(d),s/veh	10.9	0.0	0.0	9.8	0.0	0.0	19.3	11.1	11.1	11.5	11.6	11.6
LnGrp LOS	B			A			B	B	B	B	B	B
Approach Vol, veh/h		255			165			725			613	
Approach Delay, s/veh		10.9			9.8			13.2			11.6	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		17.0		6.9		7.5		5.0
Green Ext Time (p_c), s		0.5		1.1		2.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	9	57	0	37	11	484	33	14	419	0
Future Vol, veh/h	5	0	9	57	0	37	11	484	33	14	419	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	62	0	40	12	526	36	15	455	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1073	1071	228	826	1053	544	455	0	0	562	0	0
Stage 1	485	485	-	568	568	-	-	-	-	-	-	-
Stage 2	588	586	-	258	485	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	186	220	775	277	226	538	1104	-	-	1007	-	-
Stage 1	533	551	-	507	505	-	-	-	-	-	-	-
Stage 2	494	496	-	725	551	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	214	775	268	220	538	1104	-	-	1007	-	-
Mov Cap-2 Maneuver	169	214	-	268	220	-	-	-	-	-	-	-
Stage 1	527	543	-	501	499	-	-	-	-	-	-	-
Stage 2	452	491	-	705	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	20.5	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	340	334	1007	-	-
HCM Lane V/C Ratio	0.011	-	-	0.045	0.306	0.015	-	-
HCM Control Delay (s)	8.3	-	-	16.1	20.5	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	29	38	0	1	8	489	30	0	367	1
Future Vol, veh/h	5	0	29	38	0	1	8	489	30	0	367	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	32	41	0	1	9	532	33	0	399	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	967	983	400	983	967	549	400	0	0	565	0	0
Stage 1	400	400	-	567	567	-	-	-	-	-	-	-
Stage 2	567	583	-	416	400	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	234	249	650	228	254	535	1159	-	-	1007	-	-
Stage 1	626	602	-	508	507	-	-	-	-	-	-	-
Stage 2	508	499	-	614	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	247	650	216	252	535	1159	-	-	1007	-	-
Mov Cap-2 Maneuver	232	247	-	216	252	-	-	-	-	-	-	-
Stage 1	621	602	-	504	503	-	-	-	-	-	-	-
Stage 2	503	495	-	584	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	25.3	0.1	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1159	-	-	514	219	1007	-	-
HCM Lane V/C Ratio	0.008	-	-	0.072	0.194	-	-	-
HCM Control Delay (s)	8.1	-	-	12.5	25.3	0	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	8	111	0	39	2	469	37	16	252	5
Future Vol, veh/h	7	1	8	111	0	39	2	469	37	16	252	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	9	121	0	42	2	510	40	17	274	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	865	277	850	847	530	279	0	0	550	0	0
Stage 1	311	311	-	534	534	-	-	-	-	-	-	-
Stage 2	555	554	-	316	313	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	292	762	280	299	549	1284	-	-	1020	-	-
Stage 1	699	658	-	530	524	-	-	-	-	-	-	-
Stage 2	516	514	-	695	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	286	762	271	292	549	1284	-	-	1020	-	-
Mov Cap-2 Maneuver	249	286	-	271	292	-	-	-	-	-	-	-
Stage 1	698	645	-	529	523	-	-	-	-	-	-	-
Stage 2	475	513	-	672	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	18.2	0	0.5
HCM LOS	B	C		

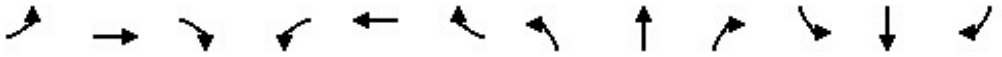
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	380	312	1020	-	-
HCM Lane V/C Ratio	0.002	-	-	0.046	0.523	0.017	-	-
HCM Control Delay (s)	7.8	0	-	14.9	28.5	8.6	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.8	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	52	1	35	146	12	0	2	16	5	0	0
Future Vol, veh/h	0	52	1	35	146	12	0	2	16	5	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	57	1	38	159	13	0	2	17	5	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8.3	7.1	7.8
HCM LOS	A	A	A	A

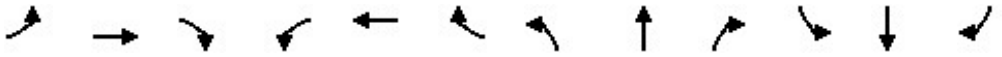
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	18%	100%
Vol Thru, %	11%	98%	76%	0%
Vol Right, %	89%	2%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	53	193	5
LT Vol	0	0	35	5
Through Vol	2	52	146	0
RT Vol	16	1	12	0
Lane Flow Rate	20	58	210	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.066	0.234	0.007
Departure Headway (Hd)	3.982	4.122	4.019	4.733
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	863	894	761
Service Time	1.982	2.177	2.046	2.734
HCM Lane V/C Ratio	0.022	0.067	0.235	0.007
HCM Control Delay	7.1	7.5	8.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.9	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	60	3	2	169	0	9	0	1	0	0	2
Future Volume (Veh/h)	4	60	3	2	169	0	9	0	1	0	0	2
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	65	3	2	184	0	10	0	1	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	184			68			264	262	66	264	264	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			68			264	262	66	264	264	184
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1391			1533			684	640	997	686	639	858

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	72	186	11	2
Volume Left	4	2	10	0
Volume Right	3	0	1	2
cSH	1391	1533	705	858
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.4	0.1	10.2	9.2
Lane LOS	A	A	B	A
Approach Delay (s)	0.4	0.1	10.2	9.2
Approach LOS			B	A

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	48	1	0	137	0	3	0	0	0	0	11
Future Volume (Veh/h)	5	48	1	0	137	0	3	0	0	0	0	11
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	52	1	0	149	0	3	0	0	0	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	149			53			224	212	52	212	212	149
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	149			53			224	212	52	212	212	149
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1432			1553			720	683	1015	744	683	898

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	58	149	3	12
Volume Left	5	0	3	0
Volume Right	1	0	0	12
cSH	1432	1553	720	898
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	0.7	0.0	10.0	9.1
Lane LOS	A		B	A
Approach Delay (s)	0.7	0.0	10.0	9.1
Approach LOS			B	A

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	13	6	1	18	0	29	4	6	0	5	32
Future Vol, veh/h	16	13	6	1	18	0	29	4	6	0	5	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	14	7	1	20	0	32	4	7	0	5	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.3	7.4	6.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	74%	46%	5%	0%
Vol Thru, %	10%	37%	95%	14%
Vol Right, %	15%	17%	0%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	35	19	37
LT Vol	29	16	1	0
Through Vol	4	13	18	5
RT Vol	6	6	0	32
Lane Flow Rate	42	38	21	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.043	0.024	0.04
Departure Headway (Hd)	4.123	4.082	4.118	3.548
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	875	867	1004
Service Time	2.156	2.117	2.155	1.587
HCM Lane V/C Ratio	0.048	0.043	0.024	0.04
HCM Control Delay	7.4	7.3	7.3	6.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	13	0	0	12	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	13	0	0	12	0	0	0	0	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	0	0	13	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			14			27	27	14	27	27	13
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			14			27	27	14	27	27	13
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1606			1604			983	866	1066	983	866	1067

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	13	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1606	1604	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	23	2	3	62	2	2	27	9	1	23	55
Future Vol, veh/h	19	23	2	3	62	2	2	27	9	1	23	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	25	2	3	67	2	2	29	10	1	25	60

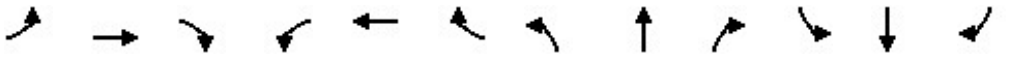
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	100	55	109	125	34	85	0	0	39	0	0
Stage 1	57	57	-	38	38	-	-	-	-	-	-	-
Stage 2	73	43	-	71	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	843	790	1012	870	765	1039	1512	-	-	1571	-	-
Stage 1	955	847	-	977	863	-	-	-	-	-	-	-
Stage 2	937	859	-	939	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	783	788	1012	846	763	1039	1512	-	-	1571	-	-
Mov Cap-2 Maneuver	783	788	-	846	763	-	-	-	-	-	-	-
Stage 1	954	846	-	976	862	-	-	-	-	-	-	-
Stage 2	861	858	-	908	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.1	0.4	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	794	773	1571	-	-
HCM Lane V/C Ratio	0.001	-	-	0.06	0.094	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	10.1	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

03-07-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	610	1033	54	284	586	23	61	468	196	82	331	321
Future Volume (veh/h)	610	1033	54	284	586	23	61	468	196	82	331	321
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	663	1123	59	309	637	25	66	509	213	89	360	349
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	516	1392	73	433	1291	50	127	644	268	127	935	418
Arrive On Green	0.15	0.28	0.28	0.13	0.26	0.26	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	3442	4947	260	3442	5022	196	1774	2438	1015	1774	3539	1583
Grp Volume(v), veh/h	663	769	413	309	429	233	66	369	353	89	360	349
Grp Sat Flow(s),veh/h/ln	1721	1695	1817	1721	1695	1828	1774	1770	1684	1774	1770	1583
Q Serve(g_s), s	10.5	14.8	14.8	6.0	7.5	7.6	2.5	13.6	13.7	3.4	5.8	14.6
Cycle Q Clear(g_c), s	10.5	14.8	14.8	6.0	7.5	7.6	2.5	13.6	13.7	3.4	5.8	14.6
Prop In Lane	1.00		0.14	1.00		0.11	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	516	954	511	433	872	470	127	468	445	127	935	418
V/C Ratio(X)	1.28	0.81	0.81	0.71	0.49	0.50	0.52	0.79	0.79	0.70	0.38	0.83
Avail Cap(c_a), veh/h	516	954	511	433	872	470	127	468	445	127	935	418
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	29.8	23.4	23.4	29.4	22.1	22.1	31.3	23.9	24.0	31.8	21.1	24.3
Incr Delay (d2), s/veh	142.1	7.3	12.8	9.7	2.0	3.7	14.5	12.7	13.6	27.8	1.2	17.5
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	15.1	7.8	9.2	3.5	3.8	4.3	1.7	8.2	8.0	2.7	3.0	8.4
LnGrp Delay(d),s/veh	171.9	30.6	36.2	39.1	24.1	25.8	45.8	36.6	37.6	59.5	22.3	41.8
LnGrp LOS	F	C	D	D	C	C	D	D	D	E	C	D
Approach Vol, veh/h		1845			971			788			798	
Approach Delay, s/veh		82.6			29.3			37.8			35.0	
Approach LOS		F			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	13.3	24.2	9.5	23.0	15.0	22.5
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	18.5	8.8	19.7	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	5.4	15.7	8.0	16.8	4.5	16.6	12.5	9.6
Green Ext Time (p_c), s	0.0	1.2	0.1	1.9	0.0	0.7	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	952	168	120	600	118	150
Future Volume (veh/h)	952	168	120	600	118	150
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1035	183	130	652	128	163
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	984	174	177	1802	581	518
Arrive On Green	0.33	0.33	0.10	0.51	0.33	0.33
Sat Flow, veh/h	3101	531	1774	3632	1774	1583
Grp Volume(v), veh/h	608	610	130	652	128	163
Grp Sat Flow(s),veh/h/ln	1770	1769	1774	1770	1774	1583
Q Serve(g_s), s	18.0	18.0	3.9	6.1	2.9	4.2
Cycle Q Clear(g_c), s	18.0	18.0	3.9	6.1	2.9	4.2
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	579	579	177	1802	581	518
V/C Ratio(X)	1.05	1.05	0.73	0.36	0.22	0.31
Avail Cap(c_a), veh/h	579	579	177	1802	581	518
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.5	18.5	24.0	8.1	13.4	13.9
Incr Delay (d2), s/veh	51.2	52.2	23.3	0.6	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	17.1	3.1	3.0	1.5	2.1
LnGrp Delay(d),s/veh	69.7	70.7	47.3	8.7	14.3	15.5
LnGrp LOS	F	F	D	A	B	B
Approach Vol, veh/h	1218			782	291	
Approach Delay, s/veh	70.2			15.1	14.9	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.5	10.0	22.5				32.5
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		6.2	5.9	20.0				8.1
Green Ext Time (p_c), s		0.7	0.0	0.0				3.9

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	356	191	80	240	65	153	289	80	63	441	323
Future Volume (veh/h)	426	356	191	80	240	65	153	289	80	63	441	323
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	463	387	208	87	261	71	166	314	87	68	479	351
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	472	401	112	387	103	206	1250	559	96	569	416
Arrive On Green	0.18	0.25	0.25	0.06	0.14	0.14	0.12	0.35	0.35	0.05	0.29	0.29
Sat Flow, veh/h	1774	1863	1583	1774	2765	737	1774	3539	1583	1774	1953	1427
Grp Volume(v), veh/h	463	387	208	87	165	167	166	314	87	68	434	396
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1733	1774	1770	1583	1774	1770	1611
Q Serve(g_s), s	11.5	12.8	7.4	3.2	5.8	6.0	5.9	4.1	2.5	2.5	15.0	15.1
Cycle Q Clear(g_c), s	11.5	12.8	7.4	3.2	5.8	6.0	5.9	4.1	2.5	2.5	15.0	15.1
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	313	472	401	112	248	243	206	1250	559	96	516	469
V/C Ratio(X)	1.48	0.82	0.52	0.78	0.67	0.69	0.81	0.25	0.16	0.71	0.84	0.84
Avail Cap(c_a), veh/h	313	640	544	193	488	478	231	1250	559	182	516	469
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	26.9	22.9	20.9	30.1	26.6	26.7	28.1	15.0	14.4	30.3	21.7	21.7
Incr Delay (d2), s/veh	232.4	6.1	1.0	11.0	3.1	3.4	16.9	0.5	0.6	9.1	15.3	16.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	7.4	3.3	1.9	3.0	3.1	3.9	2.1	1.2	1.5	9.5	8.9
LnGrp Delay(d),s/veh	259.3	29.1	22.0	41.1	29.7	30.1	45.0	15.4	15.0	39.4	37.0	38.5
LnGrp LOS	F	C	C	D	C	C	D	B	B	D	D	D
Approach Vol, veh/h		1058			419			567			898	
Approach Delay, s/veh		128.4			32.2			24.0			37.8	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	27.5	8.6	21.0	12.1	23.5	16.0	13.6
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	6.7	20.8	7.1	22.4	8.5	19.0	11.5	18.0
Max Q Clear Time (g_c+I1), s	4.5	6.1	5.2	14.8	7.9	17.1	13.5	8.0
Green Ext Time (p_c), s	0.0	1.8	0.0	1.8	0.0	0.9	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	394	9	0	274	1	9	0	0	2	0	42
Future Vol, veh/h	53	394	9	0	274	1	9	0	0	2	0	42
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	100	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	428	10	0	298	1	10	0	0	2	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	438	0	0	871	848	433	848	853	299
Stage 1	-	-	-	-	-	-	549	549	-	299	299	-
Stage 2	-	-	-	-	-	-	322	299	-	549	554	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1262	-	-	1122	-	-	271	298	623	281	296	741
Stage 1	-	-	-	-	-	-	520	516	-	710	666	-
Stage 2	-	-	-	-	-	-	690	666	-	520	514	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1262	-	-	1122	-	-	245	284	623	271	282	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	284	-	271	282	-
Stage 1	-	-	-	-	-	-	496	492	-	677	666	-
Stage 2	-	-	-	-	-	-	647	666	-	496	490	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	20.3	10.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	1262	-	-	1122	-	-	687
HCM Lane V/C Ratio	0.04	0.046	-	-	-	-	-	0.07
HCM Control Delay (s)	20.3	8	-	-	0	-	-	10.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	202	192	34	19	105
Future Vol, veh/h	169	202	192	34	19	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	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	184	220	209	37	21	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	246	0	-	0	816	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	588	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1320	-	-	-	347	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1320	-	-	-	299	811
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1320	-	-	-	642
HCM Lane V/C Ratio	0.139	-	-	-	0.21
HCM Control Delay (s)	8.2	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	13	4	143	10	3
Future Vol, veh/h	133	13	4	143	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	14	4	155	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	315	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	678	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	676	894
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	1420	-
HCM Lane V/C Ratio	0.02	-	-	0.003	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	30	1	186	27	2
Future Vol, veh/h	144	30	1	186	27	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	33	1	202	29	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	378	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1384	-	624	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1384	-	623	869
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	829	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	1384	-
HCM Lane V/C Ratio	0.05	-	-	0.001	-
HCM Control Delay (s)	11	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

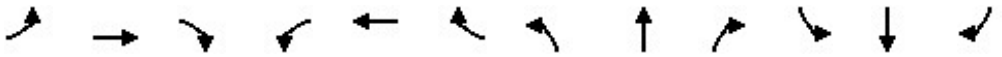
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	5	0	193	3	1
Future Vol, veh/h	134	5	0	193	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	5	0	210	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	359	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	0	-	640	898
Stage 1	-	-	0	-	879	-
Stage 2	-	-	0	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	640	898
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	825	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	690	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	3	32	91	3	10	31	540	141	16	628	36
Future Volume (veh/h)	18	3	32	91	3	10	31	540	141	16	628	36
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	3	35	99	3	11	34	587	153	17	683	39
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	80	376	636	25	55	341	1113	289	331	1362	78
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	417	200	939	1214	63	138	728	2782	723	716	3404	194
Grp Volume(v), veh/h	58	0	0	113	0	0	34	373	367	17	355	367
Grp Sat Flow(s),veh/h/ln	1557	0	0	1414	0	0	728	1770	1735	716	1770	1828
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	1.7	7.2	7.2	0.8	6.8	6.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.1	0.0	0.0	8.4	7.2	7.2	8.1	6.8	6.8
Prop In Lane	0.34		0.60	0.88		0.10	1.00		0.42	1.00		0.11
Lane Grp Cap(c), veh/h	730	0	0	716	0	0	341	708	694	331	708	731
V/C Ratio(X)	0.08	0.00	0.00	0.16	0.00	0.00	0.10	0.53	0.53	0.05	0.50	0.50
Avail Cap(c_a), veh/h	730	0	0	716	0	0	341	708	694	331	708	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.7	0.0	0.0	13.3	10.3	10.3	13.3	10.1	10.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.6	2.8	2.9	0.3	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.0	0.0	0.0	0.4	4.0	3.9	0.2	3.8	3.9
LnGrp Delay(d),s/veh	8.6	0.0	0.0	9.2	0.0	0.0	13.9	13.1	13.1	13.6	12.7	12.6
LnGrp LOS	A			A			B	B	B	B	B	B
Approach Vol, veh/h		58			113			774			739	
Approach Delay, s/veh		8.6			9.2			13.1			12.6	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		10.4		3.0		10.1		4.1
Green Ext Time (p_c), s		2.6		0.2		2.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	26	0	20	10	419	37	30	656	7
Future Vol, veh/h	5	0	5	26	0	20	10	419	37	30	656	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	92	-	-	65	-	45
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	28	0	22	11	455	40	33	713	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1291	1300	361	920	1284	475	721	0	0	495	0	0
Stage 1	783	783	-	497	497	-	-	-	-	-	-	-
Stage 2	508	517	-	423	787	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	130	161	636	238	164	589	879	-	-	1067	-	-
Stage 1	354	404	-	554	544	-	-	-	-	-	-	-
Stage 2	546	533	-	580	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	154	636	228	157	589	879	-	-	1067	-	-
Mov Cap-2 Maneuver	121	154	-	228	157	-	-	-	-	-	-	-
Stage 1	349	391	-	547	537	-	-	-	-	-	-	-
Stage 2	519	526	-	557	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.7	18.8	0.2	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	203	311	1067	-	-
HCM Lane V/C Ratio	0.012	-	-	0.054	0.161	0.031	-	-
HCM Control Delay (s)	9.1	-	-	23.7	18.8	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	25	29	0	2	20	384	40	3	640	0
Future Vol, veh/h	0	0	25	29	0	2	20	384	40	3	640	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	74	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	32	0	2	22	417	43	3	696	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1186	1206	696	1199	1185	439	696	0	0	460	0	0
Stage 1	702	702	-	483	483	-	-	-	-	-	-	-
Stage 2	484	504	-	716	702	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	166	184	442	162	189	618	900	-	-	1101	-	-
Stage 1	429	440	-	565	553	-	-	-	-	-	-	-
Stage 2	564	541	-	421	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	162	179	442	149	184	618	900	-	-	1101	-	-
Mov Cap-2 Maneuver	162	179	-	149	184	-	-	-	-	-	-	-
Stage 1	419	439	-	551	540	-	-	-	-	-	-	-
Stage 2	548	528	-	394	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	34.1	0.4	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	442	157	1101	-	-
HCM Lane V/C Ratio	0.024	-	-	0.061	0.215	0.003	-	-
HCM Control Delay (s)	9.1	-	-	13.7	34.1	8.3	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	5	76	0	22	7	256	129	41	562	11
Future Vol, veh/h	2	0	5	76	0	22	7	256	129	41	562	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	5	83	0	24	8	278	140	45	611	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1083	1141	617	1074	1077	348	623	0	0	418	0	0
Stage 1	707	707	-	364	364	-	-	-	-	-	-	-
Stage 2	376	434	-	710	713	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	195	201	490	198	219	695	958	-	-	1141	-	-
Stage 1	426	438	-	655	624	-	-	-	-	-	-	-
Stage 2	645	581	-	424	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	187	490	185	204	695	958	-	-	1141	-	-
Mov Cap-2 Maneuver	178	187	-	185	204	-	-	-	-	-	-	-
Stage 1	421	412	-	648	617	-	-	-	-	-	-	-
Stage 2	616	575	-	394	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	35.6	0.2	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	326	221	1141	-	-
HCM Lane V/C Ratio	0.008	-	-	0.023	0.482	0.039	-	-
HCM Control Delay (s)	8.8	0	-	16.3	35.6	8.3	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	162	3	25	98	8	1	14	26	16	9	0
Future Vol, veh/h	0	162	3	25	98	8	1	14	26	16	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	176	3	27	107	9	1	15	28	17	10	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.1	7.5	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	19%	64%
Vol Thru, %	34%	98%	75%	36%
Vol Right, %	63%	2%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	165	131	25
LT Vol	1	0	25	16
Through Vol	14	162	98	9
RT Vol	26	3	8	0
Lane Flow Rate	45	179	142	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.207	0.166	0.036
Departure Headway (Hd)	4.299	4.157	4.197	4.823
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	852	842	746
Service Time	2.3	2.241	2.289	2.825
HCM Lane V/C Ratio	0.054	0.21	0.169	0.036
HCM Control Delay	7.5	8.3	8.1	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.6	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	187	4	0	108	0	2	0	0	0	0	1
Future Volume (Veh/h)	1	187	4	0	108	0	2	0	0	0	0	1
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	203	4	0	117	0	2	0	0	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	117			207			325	324	205	324	326	117
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	117			207			325	324	205	324	326	117
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1471			1364			627	593	836	629	592	935

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	208	117	2	1
Volume Left	1	0	2	0
Volume Right	4	0	0	1
cSH	1471	1364	627	935
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	10.8	8.9
Lane LOS	A		B	A
Approach Delay (s)	0.0	0.0	10.8	8.9
Approach LOS			B	A

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	20.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	158	3	0	91	0	4	0	0	0	1	3
Future Volume (Veh/h)	9	158	3	0	91	0	4	0	0	0	1	3
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	172	3	0	99	0	4	0	0	0	1	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	99			175			296	292	174	292	294	99
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	99			175			296	292	174	292	294	99
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	100
cM capacity (veh/h)	1494			1401			650	614	870	656	613	957

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	185	99	4	4
Volume Left	10	0	4	0
Volume Right	3	0	0	3
cSH	1494	1401	650	839
Volume to Capacity	0.01	0.00	0.01	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	0.5	0.0	10.6	9.3
Lane LOS	A		B	A
Approach Delay (s)	0.5	0.0	10.6	9.3
Approach LOS			B	A

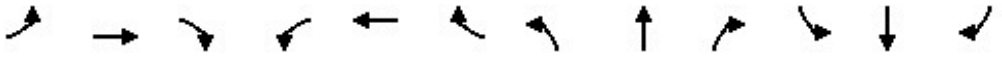
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	17	28	4	11	0	14	5	7	2	3	17
Future Vol, veh/h	22	17	28	4	11	0	14	5	7	2	3	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	18	30	4	12	0	15	5	8	2	3	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.2	7.2	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	33%	27%	9%
Vol Thru, %	19%	25%	73%	14%
Vol Right, %	27%	42%	0%	77%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	67	15	22
LT Vol	14	22	4	2
Through Vol	5	17	11	3
RT Vol	7	28	0	17
Lane Flow Rate	28	73	16	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.078	0.019	0.024
Departure Headway (Hd)	4.053	3.851	4.133	3.664
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	931	865	972
Service Time	2.09	1.874	2.164	1.705
HCM Lane V/C Ratio	0.032	0.078	0.018	0.025
HCM Control Delay	7.2	7.2	7.2	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	14	2	0	10	0	1	0	1	0	0	0
Future Volume (Veh/h)	1	14	2	0	10	0	1	0	1	0	0	0
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	15	2	0	11	0	1	0	1	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	11			17			29	29	16	30	30	11
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	11			17			29	29	16	30	30	11
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1608			1600			980	863	1063	977	862	1070

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	11	2	0
Volume Left	1	0	1	0
Volume Right	2	0	1	0
cSH	1608	1600	1020	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.4	0.0	8.5	0.0
Lane LOS	A		A	A
Approach Delay (s)	0.4	0.0	8.5	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	73	2	8	44	1	2	28	16	4	25	37
Future Vol, veh/h	62	73	2	8	44	1	2	28	16	4	25	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	79	2	9	48	1	2	30	17	4	27	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	122	106	47	139	118	39	67	0	0	47	0	0
Stage 1	55	55	-	43	43	-	-	-	-	-	-	-
Stage 2	67	51	-	96	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	853	784	1022	831	772	1033	1535	-	-	1560	-	-
Stage 1	957	849	-	971	859	-	-	-	-	-	-	-
Stage 2	943	852	-	911	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	809	781	1022	762	769	1033	1535	-	-	1560	-	-
Mov Cap-2 Maneuver	809	781	-	762	769	-	-	-	-	-	-	-
Stage 1	956	846	-	970	858	-	-	-	-	-	-	-
Stage 2	889	851	-	821	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	10	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	796	772	1560	-	-
HCM Lane V/C Ratio	0.001	-	-	0.187	0.075	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.6	10	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	614	29	230	1021	18	59	461	168	50	833	935
Future Volume (veh/h)	351	614	29	230	1021	18	59	461	168	50	833	935
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	382	667	32	250	1110	20	64	501	183	54	905	1016
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	859	41	519	1080	19	82	1161	422	69	1590	711
Arrive On Green	0.11	0.17	0.17	0.15	0.21	0.21	0.05	0.46	0.46	0.04	0.45	0.45
Sat Flow, veh/h	3442	4973	238	3442	5144	93	1774	2545	925	1774	3539	1583
Grp Volume(v), veh/h	382	454	245	250	731	399	64	348	336	54	905	1016
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1846	1774	1770	1700	1774	1770	1583
Q Serve(g_s), s	11.0	12.7	12.8	6.6	20.9	20.9	3.6	13.2	13.4	3.0	18.8	44.7
Cycle Q Clear(g_c), s	11.0	12.7	12.8	6.6	20.9	20.9	3.6	13.2	13.4	3.0	18.8	44.7
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	391	585	314	519	712	388	82	808	776	69	1590	711
V/C Ratio(X)	0.98	0.78	0.78	0.48	1.03	1.03	0.78	0.43	0.43	0.78	0.57	1.43
Avail Cap(c_a), veh/h	391	743	399	519	712	388	91	808	776	153	1590	711
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	44.0	39.3	39.4	38.7	39.3	39.3	46.9	18.3	18.3	47.4	20.3	27.4
Incr Delay (d2), s/veh	39.4	4.0	7.5	0.7	40.8	53.0	31.5	1.7	1.8	16.8	1.5	200.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	6.2	7.1	3.2	13.7	16.3	2.5	6.8	6.6	1.8	9.5	59.0
LnGrp Delay(d),s/veh	83.4	43.3	46.8	39.4	80.2	92.3	78.5	20.0	20.1	64.2	21.8	228.3
LnGrp LOS	F	D	D	D	F	F	E	B	C	E	C	F
Approach Vol, veh/h		1081			1380			748			1975	
Approach Delay, s/veh		58.3			76.3			25.0			129.2	
Approach LOS		E			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	49.9	19.5	21.7	9.1	49.2	15.8	25.4
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	8.6	41.2	10.4	21.8	5.1	44.7	11.3	20.9
Max Q Clear Time (g_c+I1), s	5.0	15.4	8.6	14.8	5.6	46.7	13.0	22.9
Green Ext Time (p_c), s	0.0	4.2	0.2	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.2
HCM 2010 LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	898	197	248	1707	292	214
Future Volume (veh/h)	898	197	248	1707	292	214
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	976	214	270	1855	317	233
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1066	233	313	2150	476	425
Arrive On Green	0.37	0.37	0.18	0.61	0.27	0.27
Sat Flow, veh/h	2982	632	1774	3632	1774	1583
Grp Volume(v), veh/h	597	593	270	1855	317	233
Grp Sat Flow(s),veh/h/ln	1770	1751	1774	1770	1774	1583
Q Serve(g_s), s	23.3	23.4	10.7	31.4	11.6	9.2
Cycle Q Clear(g_c), s	23.3	23.4	10.7	31.4	11.6	9.2
Prop In Lane		0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	653	646	313	2150	476	425
V/C Ratio(X)	0.91	0.92	0.86	0.86	0.67	0.55
Avail Cap(c_a), veh/h	670	663	354	2266	476	425
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	21.8	21.9	29.0	11.7	23.7	22.8
Incr Delay (d2), s/veh	17.0	17.5	17.6	3.6	7.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	14.3	6.8	16.0	6.6	4.6
LnGrp Delay(d),s/veh	38.8	39.3	46.6	15.3	30.8	27.8
LnGrp LOS	D	D	D	B	C	C
Approach Vol, veh/h	1190			2125	550	
Approach Delay, s/veh	39.1			19.3	29.6	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.0	17.3	31.3				48.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.5	14.5	27.5				46.5
Max Q Clear Time (g_c+I1), s		13.6	12.7	25.4				33.4
Green Ext Time (p_c), s		1.0	0.1	1.4				9.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	251	375	171	588	70	460	485	130	106	469	756
Future Volume (veh/h)	371	251	375	171	588	70	460	485	130	106	469	756
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	403	273	408	186	639	76	500	527	141	115	510	822
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	423	360	218	590	70	346	1376	616	144	487	435
Arrive On Green	0.17	0.23	0.23	0.12	0.19	0.19	0.19	0.39	0.39	0.08	0.28	0.28
Sat Flow, veh/h	1774	1863	1583	1774	3187	379	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	403	273	408	186	354	361	500	527	141	115	510	822
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1796	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	16.5	13.3	22.7	10.3	18.5	18.5	19.5	10.7	6.0	6.4	27.5	27.5
Cycle Q Clear(g_c), s	16.5	13.3	22.7	10.3	18.5	18.5	19.5	10.7	6.0	6.4	27.5	27.5
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	423	360	218	327	332	346	1376	616	144	487	435
V/C Ratio(X)	1.38	0.65	1.13	0.85	1.08	1.09	1.45	0.38	0.23	0.80	1.05	1.89
Avail Cap(c_a), veh/h	293	423	360	252	327	332	346	1376	616	231	487	435
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	41.7	35.0	38.6	43.0	40.8	40.8	40.3	21.9	20.5	45.1	36.3	36.3
Incr Delay (d2), s/veh	189.6	3.4	89.3	21.4	73.6	74.1	216.1	0.8	0.9	9.7	53.9	408.1
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	23.5	7.2	18.8	6.3	15.7	16.0	30.3	5.4	2.7	3.5	20.7	61.3
LnGrp Delay(d),s/veh	231.4	38.4	127.9	64.3	114.3	114.8	256.3	22.8	21.4	54.8	90.2	444.4
LnGrp LOS	F	D	F	E	F	F	F	C	C	D	F	F
Approach Vol, veh/h		1084			901			1168			1447	
Approach Delay, s/veh		143.8			104.2			122.6			288.6	
Approach LOS		F			F			F			F	

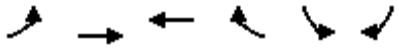
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	43.4	16.8	27.2	24.0	32.0	21.0	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.0	34.0	14.2	20.8	19.5	27.5	16.5	18.5
Max Q Clear Time (g_c+I1), s	8.4	12.7	12.3	24.7	21.5	29.5	18.5	20.5
Green Ext Time (p_c), s	0.1	3.6	0.1	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	80.1	
HCM 2010 LOS	F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	350	15	2	679	14	21	0	0	8	3	47
Future Volume (veh/h)	47	350	15	2	679	14	21	0	0	8	3	47
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	51	380	16	2	738	15	23	0	0	9	3	51
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	799	34	439	819	17	652	0	0	124	71	479
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.00	0.00	0.37	0.37	0.37
Sat Flow, veh/h	707	1775	75	984	1819	37	1374	0	0	113	191	1293
Grp Volume(v), veh/h	51	0	396	2	0	753	23	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	707	0	1850	984	0	1856	1374	0	0	1598	0	0
Q Serve(g_s), s	3.6	0.0	7.5	0.1	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.4	0.0	7.5	7.6	0.0	18.8	0.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.02	1.00		0.00	0.14		0.81
Lane Grp Cap(c), veh/h	197	0	832	439	0	835	652	0	0	673	0	0
V/C Ratio(X)	0.26	0.00	0.48	0.00	0.00	0.90	0.04	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	197	0	832	439	0	835	652	0	0	673	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)	0.83	0.00	0.83	0.68	0.00	0.68	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.1	0.0	9.6	12.3	0.0	12.7	10.1	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.0	9.3	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.8	0.0	0.0	11.6	0.2	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	23.6	0.0	10.0	12.3	0.0	22.1	10.2	0.0	0.0	10.6	0.0	0.0
LnGrp LOS	C		A	B		C	B			B		
Approach Vol, veh/h		447			755			23			63	
Approach Delay, s/veh		11.5			22.0			10.2			10.6	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.0		27.0		23.0		27.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		22.5		18.5		22.5
Max Q Clear Time (g_c+I1), s		2.4		24.4		3.3		20.8
Green Ext Time (p_c), s		0.0		0.0		0.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	207	350	24	62	325
Future Volume (veh/h)	118	207	350	24	62	325
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	128	225	380	26	67	353
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	324	602	558	38	127	671
Arrive On Green	0.11	0.11	0.65	0.65	0.50	0.50
Sat Flow, veh/h	975	1863	1724	118	256	1351
Grp Volume(v), veh/h	128	225	0	406	421	0
Grp Sat Flow(s),veh/h/ln	975	1863	0	1842	1611	0
Q Serve(g_s), s	6.4	5.6	0.0	7.0	8.9	0.0
Cycle Q Clear(g_c), s	13.4	5.6	0.0	7.0	8.9	0.0
Prop In Lane	1.00			0.06	0.16	0.84
Lane Grp Cap(c), veh/h	324	602	0	596	800	0
V/C Ratio(X)	0.40	0.37	0.00	0.68	0.53	0.00
Avail Cap(c_a), veh/h	408	764	0	755	800	0
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	0.90	1.00	0.00
Uniform Delay (d), s/veh	24.5	17.6	0.0	7.2	8.6	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.0	1.6	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.0	0.0	3.6	4.4	0.0
LnGrp Delay(d),s/veh	25.2	18.0	0.0	8.8	11.0	0.0
LnGrp LOS	C	B		A	B	
Approach Vol, veh/h		353	406		421	
Approach Delay, s/veh		20.6	8.8		11.0	
Approach LOS		C	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.7		29.3		20.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				20.5		20.5		20.5
Max Q Clear Time (g_c+I1), s				15.4		10.9		9.0
Green Ext Time (p_c), s				0.8		1.1		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	216	12	2	199	22	3
Future Volume (veh/h)	216	12	2	199	22	3
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	235	13	2	216	24	3
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	333	18	74	353	947	118
Arrive On Green	0.06	0.06	0.06	0.06	0.63	0.63
Sat Flow, veh/h	1749	97	5	1854	1504	188
Grp Volume(v), veh/h	0	248	218	0	28	0
Grp Sat Flow(s),veh/h/ln	0	1846	1859	0	1754	0
Q Serve(g_s), s	0.0	6.6	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s	0.0	6.6	5.7	0.0	0.3	0.0
Prop In Lane		0.05	0.01		0.86	0.11
Lane Grp Cap(c), veh/h	0	351	426	0	1105	0
V/C Ratio(X)	0.00	0.71	0.51	0.00	0.03	0.00
Avail Cap(c_a), veh/h	0	794	870	0	1105	0
HCM Platoon Ratio	0.33	0.33	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.96	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.1	21.6	0.0	3.5	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.1	0.0	0.2	0.0
LnGrp Delay(d),s/veh	0.0	24.5	22.6	0.0	3.5	0.0
LnGrp LOS		C	C		A	
Approach Vol, veh/h	248			218	28	
Approach Delay, s/veh	24.5			22.6	3.5	
Approach LOS	C			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		36.0		14.0				14.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		19.5		21.5				21.5
Max Q Clear Time (g_c+I1), s		2.3		8.6				7.7
Green Ext Time (p_c), s		0.0		0.9				0.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	321	22	0	196	50	3
Future Volume (veh/h)	321	22	0	196	50	3
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	349	24	0	213	54	3
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	442	30	0	477	926	51
Arrive On Green	0.26	0.26	0.00	0.26	0.56	0.56
Sat Flow, veh/h	1723	119	0	1863	1643	91
Grp Volume(v), veh/h	0	373	0	213	58	0
Grp Sat Flow(s),veh/h/ln	0	1842	0	1863	1764	0
Q Serve(g_s), s	0.0	9.4	0.0	4.8	0.7	0.0
Cycle Q Clear(g_c), s	0.0	9.4	0.0	4.8	0.7	0.0
Prop In Lane		0.06	0.00		0.93	0.05
Lane Grp Cap(c), veh/h	0	472	0	477	995	0
V/C Ratio(X)	0.00	0.79	0.00	0.45	0.06	0.00
Avail Cap(c_a), veh/h	0	792	0	801	995	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.3	0.0	15.6	4.9	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	0.0	2.5	0.4	0.0
LnGrp Delay(d),s/veh	0.0	19.8	0.0	16.3	5.0	0.0
LnGrp LOS		B		B	A	
Approach Vol, veh/h	373			213	58	
Approach Delay, s/veh	19.8			16.3	5.0	
Approach LOS	B			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		32.7		17.3				17.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		19.5		21.5				21.5
Max Q Clear Time (g_c+I1), s		2.7		11.4				6.8
Green Ext Time (p_c), s		0.1		1.4				0.8

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	320	4	0	190	6	2
Future Volume (veh/h)	320	4	0	190	6	2
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	348	4	0	207	7	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	578	7	0	586	298	85
Arrive On Green	0.31	0.31	0.00	0.31	0.24	0.24
Sat Flow, veh/h	1838	21	0	1863	1218	348
Grp Volume(v), veh/h	0	352	0	207	10	0
Grp Sat Flow(s),veh/h/ln	0	1859	0	1863	1740	0
Q Serve(g_s), s	0.0	3.3	0.0	1.8	0.1	0.0
Cycle Q Clear(g_c), s	0.0	3.3	0.0	1.8	0.1	0.0
Prop In Lane		0.01	0.00		0.70	0.20
Lane Grp Cap(c), veh/h	0	585	0	586	426	0
V/C Ratio(X)	0.00	0.60	0.00	0.35	0.02	0.00
Avail Cap(c_a), veh/h	0	1639	0	1642	1534	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	5.4	5.9	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	6.9	0.0	5.8	5.9	0.0
LnGrp LOS		A		A	A	
Approach Vol, veh/h	352			207	10	
Approach Delay, s/veh	6.9			5.8	5.9	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.5		10.9				10.9
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		18.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		2.1		5.3				3.8
Green Ext Time (p_c), s		0.0		1.4				0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	14	189	254	11	30	201	584	98	12	724	53
Future Volume (veh/h)	78	14	189	254	11	30	201	584	98	12	724	53
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	15	205	276	12	33	218	635	107	13	787	58
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	63	358	447	17	38	474	1541	259	414	1699	125
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.51	0.51	0.51	1.00	1.00	1.00
Sat Flow, veh/h	358	203	1150	1003	55	121	649	3032	510	715	3343	246
Grp Volume(v), veh/h	305	0	0	321	0	0	218	370	372	13	417	428
Grp Sat Flow(s),veh/h/ln	1711	0	0	1179	0	0	649	1770	1773	715	1770	1819
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	12.4	6.5	6.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	13.0	0.0	0.0	12.4	6.5	6.5	6.8	0.0	0.0
Prop In Lane	0.28		0.67	0.86		0.10	1.00		0.29	1.00		0.14
Lane Grp Cap(c), veh/h	625	0	0	502	0	0	474	899	901	414	899	925
V/C Ratio(X)	0.49	0.00	0.00	0.64	0.00	0.00	0.46	0.41	0.41	0.03	0.46	0.46
Avail Cap(c_a), veh/h	699	0	0	560	0	0	474	899	901	414	899	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	14.4	0.0	0.0	16.4	0.0	0.0	9.1	7.6	7.7	0.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.0	0.0	0.0	3.2	1.4	1.4	0.1	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.5	0.0	0.0	2.6	3.4	3.4	0.1	0.4	0.4
LnGrp Delay(d),s/veh	15.0	0.0	0.0	18.4	0.0	0.0	12.3	9.0	9.0	1.0	1.7	1.6
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		305			321			960			858	
Approach Delay, s/veh		15.0			18.4			9.8			1.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.9		20.1		29.9		20.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		14.4		9.4		8.8		15.0
Green Ext Time (p_c), s		3.8		1.2		4.1		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		8.7
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	11	69	0	56	14	635	40	21	616	0
Future Volume (veh/h)	6	0	11	69	0	56	14	635	40	21	616	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	0	12	75	0	61	15	690	43	23	670	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	32	127	202	10	81	624	1213	76	648	2474	0
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	1.00	1.00	1.00	0.70	0.70	0.00
Sat Flow, veh/h	352	263	1053	746	79	671	764	1736	108	721	3632	0
Grp Volume(v), veh/h	19	0	0	136	0	0	15	0	733	23	670	0
Grp Sat Flow(s),veh/h/ln	1668	0	0	1496	0	0	764	0	1844	721	1770	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	0.1	0.0	0.0	0.5	3.5	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	4.4	0.0	0.0	3.6	0.0	0.0	0.5	3.5	0.0
Prop In Lane	0.37		0.63	0.55		0.45	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	300	0	0	293	0	0	624	0	1289	648	2474	0
V/C Ratio(X)	0.06	0.00	0.00	0.46	0.00	0.00	0.02	0.00	0.57	0.04	0.27	0.00
Avail Cap(c_a), veh/h	658	0	0	648	0	0	624	0	1289	648	2474	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.90	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	21.2	0.0	0.0	0.2	0.0	0.0	2.3	2.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.1	0.0	0.0	0.1	0.0	1.6	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.6	0.1	1.8	0.0
LnGrp Delay(d),s/veh	19.6	0.0	0.0	22.3	0.0	0.0	0.2	0.0	1.6	2.4	3.1	0.0
LnGrp LOS	B			C			A		A	A	A	
Approach Vol, veh/h		19			136			748			693	
Approach Delay, s/veh		19.6			28.4			1.6			3.0	
Approach LOS		B			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.4		10.6		39.4		10.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		22.9		18.1		22.9		18.1
Max Q Clear Time (g_c+I1), s		5.6		2.5		5.5		6.4
Green Ext Time (p_c), s		4.3		0.0		4.5		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		4.2
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	35	46	0	2	10	652	36	0	558	2
Future Volume (veh/h)	6	0	35	46	0	2	10	652	36	0	558	2
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	0	38	50	0	2	11	709	39	0	607	2
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	5	100	249	0	4	747	1305	72	144	1384	5
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.75	0.75	0.75	0.00	1.00	1.00
Sat Flow, veh/h	179	70	1354	1454	0	58	809	1750	96	711	1856	6
Grp Volume(v), veh/h	45	0	0	52	0	0	11	0	748	0	0	609
Grp Sat Flow(s),veh/h/ln	1604	0	0	1512	0	0	809	0	1846	711	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	8.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	1.4	0.0	0.0	0.2	0.0	8.7	0.0	0.0	0.0
Prop In Lane	0.16		0.84	0.96		0.04	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	202	0	0	253	0	0	747	0	1377	144	0	1389
V/C Ratio(X)	0.22	0.00	0.00	0.21	0.00	0.00	0.01	0.00	0.54	0.00	0.00	0.44
Avail Cap(c_a), veh/h	646	0	0	645	0	0	747	0	1377	144	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.90
Uniform Delay (d), s/veh	22.0	0.0	0.0	22.1	0.0	0.0	1.6	0.0	2.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.4
LnGrp Delay(d),s/veh	22.6	0.0	0.0	22.5	0.0	0.0	1.7	0.0	4.3	0.0	0.0	0.9
LnGrp LOS	C			C			A		A			A
Approach Vol, veh/h		45			52			759			609	
Approach Delay, s/veh		22.6			22.5			4.2			0.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.8		8.2		41.8		8.2
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		10.7		3.3		2.0		3.4
Green Ext Time (p_c), s		4.4		0.1		4.2		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		4.1
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	10	239	0	75	3	591	82	30	315	6
Future Volume (veh/h)	9	2	10	239	0	75	3	591	82	30	315	6
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	2	11	260	0	82	3	642	89	33	342	7
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	78	218	433	1	97	73	867	120	115	893	17
Arrive On Green	0.28	0.28	0.28	0.28	0.00	0.28	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	574	279	782	1099	2	347	1	1600	221	68	1649	32
Grp Volume(v), veh/h	23	0	0	342	0	0	734	0	0	382	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1449	0	0	1823	0	0	1749	0	0
Q Serve(g_s), s	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Prop In Lane	0.43		0.48	0.76		0.24	0.00		0.12	0.09		0.02
Lane Grp Cap(c), veh/h	559	0	0	530	0	0	1060	0	0	1026	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.65	0.00	0.00	0.69	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	679	0	0	647	0	0	1060	0	0	1026	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	3.3	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	0.2	0.0	0.0	4.6	0.0	0.0	1.0	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	13.2	0.0	0.0	18.6	0.0	0.0	3.3	0.0	0.0	7.6	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		23			342			734			382	
Approach Delay, s/veh		13.2			18.6			3.3			7.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.6		18.4		31.6		18.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		2.0		2.5		7.9		13.1
Green Ext Time (p_c), s		5.5		0.0		2.2		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		8.1
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	110	2	42	308	15	0	3	20	6	0	0
Future Volume (veh/h)	0	110	2	42	308	15	0	3	20	6	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	120	2	46	335	16	0	3	22	7	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	506	8	115	441	20	0	105	770	883	0	0
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.28	0.00	0.54	0.54	0.54	0.00	0.00
Sat Flow, veh/h	0	1827	30	126	1592	72	0	193	1419	1362	0	0
Grp Volume(v), veh/h	0	0	122	397	0	0	0	0	25	7	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1857	1790	0	0	0	0	1612	1362	0	0
Q Serve(g_s), s	0.0	0.0	2.5	5.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.5	10.2	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.0
Prop In Lane	0.00		0.02	0.12		0.04	0.00		0.88	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	515	576	0	0	0	0	875	883	0	0
V/C Ratio(X)	0.00	0.00	0.24	0.69	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.00
Avail Cap(c_a), veh/h	0	0	799	845	0	0	0	0	875	883	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)	0.00	0.00	1.00	0.86	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	14.0	16.7	0.0	0.0	0.0	0.0	5.3	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.3	5.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	14.2	18.0	0.0	0.0	0.0	0.0	5.4	5.4	0.0	0.0
LnGrp LOS			B	B					A	A		
Approach Vol, veh/h		122			397			25			7	
Approach Delay, s/veh		14.2			18.0			5.4			5.4	
Approach LOS		B			B			A			A	

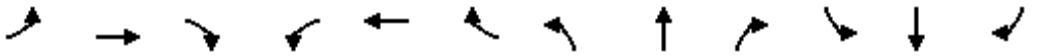
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.6		18.4		31.6		18.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		19.5		21.5		19.5		21.5
Max Q Clear Time (g_c+I1), s		2.4		4.5		2.5		12.2
Green Ext Time (p_c), s		0.1		0.5		0.0		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	119	4	3	336	0	11	0	2	0	0	3
Future Volume (veh/h)	5	119	4	3	336	0	11	0	2	0	0	3
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	5	129	4	3	365	0	12	0	2	0	0	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	575	17	176	608	0	596	25	50	0	0	380
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.00	0.24	0.00	0.24	0.00	0.00	0.24
Sat Flow, veh/h	25	1755	53	5	1855	0	1145	103	208	0	0	1583
Grp Volume(v), veh/h	138	0	0	368	0	0	14	0	0	0	0	3
Grp Sat Flow(s),veh/h/ln	1833	0	0	1860	0	0	1456	0	0	0	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	3.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.04		0.03	0.01		0.00	0.86		0.14	0.00		1.00
Lane Grp Cap(c), veh/h	780	0	0	784	0	0	671	0	0	0	0	380
V/C Ratio(X)	0.18	0.00	0.00	0.47	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1745	0	0	1779	0	0	1564	0	0	0	0	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	5.9	0.0	0.0	6.1	0.0	0.0	0.0	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	5.2	0.0	0.0	6.3	0.0	0.0	6.1	0.0	0.0	0.0	0.0	6.0
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		138			368			14			3	
Approach Delay, s/veh		5.2			6.3			6.1			6.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		11.3		9.5		11.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.1		3.1		2.0		5.4
Green Ext Time (p_c), s		0.0		0.6		0.0		1.8

Intersection Summary		
HCM 2010 Ctrl Delay		6.0
HCM 2010 LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	105	2	0	298	0	4	0	0	0	0	14
Future Volume (Veh/h)	6	105	2	0	298	0	4	0	0	0	0	14
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	114	2	0	324	0	4	0	0	0	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	324			116			468	453	115	453	454	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	324			116			468	453	115	453	454	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	98
cM capacity (veh/h)	1236			1473			493	500	937	515	499	717

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	123	324	4	15
Volume Left	7	0	4	0
Volume Right	2	0	0	15
cSH	1236	1473	493	717
Volume to Capacity	0.01	0.00	0.01	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s)	0.5	0.0	12.4	10.1
Lane LOS	A		B	B
Approach Delay (s)	0.5	0.0	12.4	10.1
Approach LOS			B	B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	16	12	2	22	0	46	5	8	0	6	39
Future Volume (veh/h)	20	16	12	2	22	0	46	5	8	0	6	39
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	17	13	2	24	0	50	5	9	0	7	42
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	48	37	264	155	0	734	87	66	0	75	450
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.32	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	677	523	400	141	1686	0	981	269	205	0	231	1387
Grp Volume(v), veh/h	52	0	0	26	0	0	64	0	0	0	0	49
Grp Sat Flow(s),veh/h/ln	1600	0	0	1827	0	0	1455	0	0	0	0	1618
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3
Prop In Lane	0.42		0.25	0.08		0.00	0.78		0.14	0.00		0.86
Lane Grp Cap(c), veh/h	480	0	0	420	0	0	888	0	0	0	0	525
V/C Ratio(X)	0.11	0.00	0.00	0.06	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h	2161	0	0	2369	0	0	2076	0	0	0	0	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	6.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0	3.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	6.6	0.0	0.0	6.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		52			26			64			49	
Approach Delay, s/veh		6.6			6.5			3.7			3.7	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		5.9		9.5		5.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.4		2.4		2.3		2.2
Green Ext Time (p_c), s		0.2		0.1		0.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		4.9
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Future Volume (veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	17	0	0	16	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	84	0	0	84	0	0	40	0	0	40	0
Arrive On Green	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	17	0	0	16	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	84	0	0	84	0	0	40	0	0	40	0
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	7117	0	0	7117	0	0	7117	0	0	7117	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)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		17			16			0			0	
Approach Delay, s/veh		3.4			3.3			0.0			0.0	
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		4.7		0.0		4.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		2.0		0.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		3.3
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	49	3	4	136	3	3	33	11	2	28	119
Future Volume (veh/h)	41	49	3	4	136	3	3	33	11	2	28	119
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	45	53	3	4	148	3	3	36	12	2	30	129
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	200	10	216	361	7	230	371	118	210	90	372
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	595	983	48	30	1779	36	47	1303	415	9	315	1305
Grp Volume(v), veh/h	101	0	0	155	0	0	51	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1626	0	0	1845	0	0	1765	0	0	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.45		0.03	0.03		0.02	0.06		0.24	0.01		0.80
Lane Grp Cap(c), veh/h	626	0	0	585	0	0	719	0	0	671	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.27	0.00	0.00	0.07	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1867	0	0	2095	0	0	2005	0	0	1874	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	0.0	6.1	0.0	0.0	4.6	0.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	6.0	0.0	0.0	6.3	0.0	0.0	4.7	0.0	0.0	5.2	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		101			155			51			161	
Approach Delay, s/veh		6.0			6.3			4.7			5.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		8.1		9.5		8.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.4		2.8		3.4		3.3
Green Ext Time (p_c), s		0.1		0.4		0.7		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		5.7
HCM 2010 LOS		A

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	614	29	230	1021	18	59	461	168	50	833	935
Future Volume (veh/h)	351	614	29	230	1021	18	59	461	168	50	833	935
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	382	667	32	250	1110	20	64	501	183	54	905	1016
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	859	41	519	1080	19	82	1161	422	69	1590	711
Arrive On Green	0.11	0.17	0.17	0.15	0.21	0.21	0.05	0.46	0.46	0.04	0.45	0.45
Sat Flow, veh/h	3442	4973	238	3442	5144	93	1774	2545	925	1774	3539	1583
Grp Volume(v), veh/h	382	454	245	250	731	399	64	348	336	54	905	1016
Grp Sat Flow(s),veh/h/ln	1721	1695	1821	1721	1695	1846	1774	1770	1700	1774	1770	1583
Q Serve(g_s), s	11.0	12.7	12.8	6.6	20.9	20.9	3.6	13.2	13.4	3.0	18.8	44.7
Cycle Q Clear(g_c), s	11.0	12.7	12.8	6.6	20.9	20.9	3.6	13.2	13.4	3.0	18.8	44.7
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	391	585	314	519	712	388	82	808	776	69	1590	711
V/C Ratio(X)	0.98	0.78	0.78	0.48	1.03	1.03	0.78	0.43	0.43	0.78	0.57	1.43
Avail Cap(c_a), veh/h	391	743	399	519	712	388	91	808	776	153	1590	711
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	44.0	39.3	39.4	38.7	39.3	39.3	46.9	18.3	18.3	47.4	20.3	27.4
Incr Delay (d2), s/veh	39.4	4.0	7.5	0.7	40.8	53.0	31.5	1.7	1.8	16.8	1.5	200.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	6.2	7.1	3.2	13.7	16.3	2.5	6.8	6.6	1.8	9.5	59.0
LnGrp Delay(d),s/veh	83.4	43.3	46.8	39.4	80.2	92.3	78.5	20.0	20.1	64.2	21.8	228.3
LnGrp LOS	F	D	D	D	F	F	E	B	C	E	C	F
Approach Vol, veh/h		1081			1380			748			1975	
Approach Delay, s/veh		58.3			76.3			25.0			129.2	
Approach LOS		E			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	49.9	19.5	21.7	9.1	49.2	15.8	25.4
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	8.6	41.2	10.4	21.8	5.1	44.7	11.3	20.9
Max Q Clear Time (g_c+I1), s	5.0	15.4	8.6	14.8	5.6	46.7	13.0	22.9
Green Ext Time (p_c), s	0.0	4.2	0.2	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.2
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	898	197	248	1707	292	214
Future Volume (veh/h)	898	197	248	1707	292	214
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	976	214	270	1855	317	233
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1066	233	313	2150	476	425
Arrive On Green	0.37	0.37	0.18	0.61	0.27	0.27
Sat Flow, veh/h	2982	632	1774	3632	1774	1583
Grp Volume(v), veh/h	597	593	270	1855	317	233
Grp Sat Flow(s),veh/h/ln	1770	1751	1774	1770	1774	1583
Q Serve(g_s), s	23.3	23.4	10.7	31.4	11.6	9.2
Cycle Q Clear(g_c), s	23.3	23.4	10.7	31.4	11.6	9.2
Prop In Lane		0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	653	646	313	2150	476	425
V/C Ratio(X)	0.91	0.92	0.86	0.86	0.67	0.55
Avail Cap(c_a), veh/h	670	663	354	2266	476	425
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	21.8	21.9	29.0	11.7	23.7	22.8
Incr Delay (d2), s/veh	17.0	17.5	17.6	3.6	7.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	14.3	6.8	16.0	6.6	4.5
LnGrp Delay(d),s/veh	38.8	39.3	46.6	15.3	30.8	27.8
LnGrp LOS	D	D	D	B	C	C
Approach Vol, veh/h	1190			2125	550	
Approach Delay, s/veh	39.1			19.3	29.6	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.0	17.3	31.3				48.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.5	14.5	27.5				46.5
Max Q Clear Time (g_c+I1), s		13.6	12.7	25.4				33.4
Green Ext Time (p_c), s		1.0	0.1	1.4				9.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	251	375	171	588	70	460	485	130	106	469	756
Future Volume (veh/h)	371	251	375	171	588	70	460	485	130	106	469	756
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	403	273	408	186	639	76	500	527	141	115	510	822
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	364	309	250	536	64	363	1485	664	143	523	468
Arrive On Green	0.17	0.20	0.20	0.14	0.17	0.17	0.20	0.42	0.42	0.08	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	3187	379	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	403	273	408	186	354	361	500	527	141	115	510	822
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1796	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	18.5	15.2	21.5	11.1	18.5	18.5	22.5	11.2	3.8	7.0	31.4	32.5
Cycle Q Clear(g_c), s	18.5	15.2	21.5	11.1	18.5	18.5	22.5	11.2	3.8	7.0	31.4	32.5
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	364	309	250	298	302	363	1485	664	143	523	468
V/C Ratio(X)	1.35	0.75	1.32	0.74	1.19	1.19	1.38	0.35	0.21	0.81	0.98	1.76
Avail Cap(c_a), veh/h	298	364	309	250	298	302	363	1485	664	237	523	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	45.7	41.7	44.2	45.3	45.7	45.8	43.7	21.8	7.7	49.7	38.4	38.8
Incr Delay (d2), s/veh	178.4	8.4	164.3	11.4	114.2	115.1	186.5	0.7	0.7	10.1	33.7	349.4
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	23.8	8.7	23.5	6.2	18.5	18.8	29.8	5.6	2.6	3.9	20.2	59.6
LnGrp Delay(d),s/veh	224.1	50.1	208.5	56.8	160.0	160.8	230.3	22.4	8.5	59.9	72.1	388.2
LnGrp LOS	F	D	F	E	F	F	F	C	A	E	E	F
Approach Vol, veh/h		1084			901			1168			1447	
Approach Delay, s/veh		174.4			139.0			109.7			250.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	50.7	20.0	26.0	27.0	37.0	23.0	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	14.7	40.3	15.5	21.5	22.5	32.5	18.5	18.5
Max Q Clear Time (g_c+I1), s	9.0	13.2	13.1	23.5	24.5	34.5	20.5	20.5
Green Ext Time (p_c), s	0.1	3.8	0.1	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	350	15	2	679	14	21	0	0	8	3	47
Future Volume (veh/h)	47	350	15	2	679	14	21	0	0	8	3	47
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	51	380	16	2	738	15	23	0	0	9	3	51
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	799	34	439	819	17	652	0	0	124	71	479
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.00	0.00	0.37	0.37	0.37
Sat Flow, veh/h	707	1775	75	984	1819	37	1374	0	0	113	191	1293
Grp Volume(v), veh/h	51	0	396	2	0	753	23	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	707	0	1850	984	0	1856	1374	0	0	1598	0	0
Q Serve(g_s), s	3.6	0.0	7.5	0.1	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.4	0.0	7.5	7.6	0.0	18.8	0.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.02	1.00		0.00	0.14		0.81
Lane Grp Cap(c), veh/h	197	0	832	439	0	835	652	0	0	673	0	0
V/C Ratio(X)	0.26	0.00	0.48	0.00	0.00	0.90	0.04	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	197	0	832	439	0	835	652	0	0	673	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)	0.76	0.00	0.76	0.69	0.00	0.69	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.1	0.0	9.6	12.3	0.0	12.7	10.1	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.0	0.0	9.4	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.8	0.0	0.0	11.6	0.2	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	23.6	0.0	9.9	12.3	0.0	22.2	10.2	0.0	0.0	10.6	0.0	0.0
LnGrp LOS	C		A	B		C	B			B		
Approach Vol, veh/h		447			755			23			63	
Approach Delay, s/veh		11.5			22.1			10.2			10.6	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.0		27.0		23.0		27.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		22.5		18.5		22.5
Max Q Clear Time (g_c+I1), s		2.4		24.4		3.3		20.8
Green Ext Time (p_c), s		0.0		0.0		0.2		0.8

Intersection Summary		
HCM 2010 Ctrl Delay		22.5
HCM 2010 LOS		C

HCM 2010 Research does not support Non-NEMA phasing.

HCM 2010 Research does not support Non-NEMA phasing.

HCM 2010 Research does not support Non-NEMA phasing.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	320	4	0	190	6	2
Future Volume (veh/h)	320	4	0	190	6	2
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	348	4	0	207	7	2
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	578	7	0	586	298	85
Arrive On Green	0.31	0.31	0.00	0.31	0.24	0.24
Sat Flow, veh/h	1838	21	0	1863	1218	348
Grp Volume(v), veh/h	0	352	0	207	10	0
Grp Sat Flow(s),veh/h/ln	0	1859	0	1863	1740	0
Q Serve(g_s), s	0.0	3.3	0.0	1.8	0.1	0.0
Cycle Q Clear(g_c), s	0.0	3.3	0.0	1.8	0.1	0.0
Prop In Lane		0.01	0.00		0.70	0.20
Lane Grp Cap(c), veh/h	0	585	0	586	426	0
V/C Ratio(X)	0.00	0.60	0.00	0.35	0.02	0.00
Avail Cap(c_a), veh/h	0	1639	0	1642	1534	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	5.4	5.9	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	6.9	0.0	5.8	5.9	0.0
LnGrp LOS		A		A	A	
Approach Vol, veh/h	352			207	10	
Approach Delay, s/veh	6.9			5.8	5.9	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.5		10.9				10.9
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		18.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		2.1		5.3				3.8
Green Ext Time (p_c), s		0.0		1.4				0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	14	189	254	11	30	201	584	98	12	724	53
Future Volume (veh/h)	78	14	189	254	11	30	201	584	98	12	724	53
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	15	205	276	12	33	218	635	107	13	787	58
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	63	358	447	17	38	474	1541	259	414	1699	125
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.51	0.51	0.51	1.00	1.00	1.00
Sat Flow, veh/h	358	203	1150	1003	55	121	649	3032	510	715	3343	246
Grp Volume(v), veh/h	305	0	0	321	0	0	218	370	372	13	417	428
Grp Sat Flow(s),veh/h/ln	1711	0	0	1179	0	0	649	1770	1773	715	1770	1819
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	12.4	6.5	6.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	13.0	0.0	0.0	12.4	6.5	6.5	6.8	0.0	0.0
Prop In Lane	0.28		0.67	0.86		0.10	1.00		0.29	1.00		0.14
Lane Grp Cap(c), veh/h	625	0	0	502	0	0	474	899	901	414	899	925
V/C Ratio(X)	0.49	0.00	0.00	0.64	0.00	0.00	0.46	0.41	0.41	0.03	0.46	0.46
Avail Cap(c_a), veh/h	699	0	0	560	0	0	474	899	901	414	899	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	14.4	0.0	0.0	16.4	0.0	0.0	9.1	7.6	7.7	0.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.0	0.0	0.0	3.2	1.4	1.4	0.1	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.5	0.0	0.0	2.6	3.4	3.4	0.1	0.4	0.4
LnGrp Delay(d),s/veh	15.0	0.0	0.0	18.4	0.0	0.0	12.3	9.0	9.0	1.0	1.7	1.6
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		305			321			960			858	
Approach Delay, s/veh		15.0			18.4			9.8			1.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.9		20.1		29.9		20.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		14.4		9.4		8.8		15.0
Green Ext Time (p_c), s		3.8		1.2		4.1		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		8.7
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	11	69	0	56	14	635	40	21	616	0
Future Volume (veh/h)	6	0	11	69	0	56	14	635	40	21	616	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	0	12	75	0	61	15	690	43	23	670	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	32	127	202	10	81	624	1213	76	605	2474	0
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.93	0.93	0.93	0.70	0.70	0.00
Sat Flow, veh/h	352	263	1053	746	79	671	764	1736	108	721	3632	0
Grp Volume(v), veh/h	19	0	0	136	0	0	15	0	733	23	670	0
Grp Sat Flow(s),veh/h/ln	1668	0	0	1496	0	0	764	0	1844	721	1770	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	0.2	0.0	3.0	0.6	3.5	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	4.4	0.0	0.0	3.7	0.0	3.0	3.6	3.5	0.0
Prop In Lane	0.37		0.63	0.55		0.45	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	300	0	0	293	0	0	624	0	1289	605	2474	0
V/C Ratio(X)	0.06	0.00	0.00	0.46	0.00	0.00	0.02	0.00	0.57	0.04	0.27	0.00
Avail Cap(c_a), veh/h	658	0	0	648	0	0	624	0	1289	605	2474	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.90	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	21.2	0.0	0.0	1.0	0.0	0.6	3.4	2.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.1	0.0	0.0	0.1	0.0	1.6	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	1.5	0.1	1.8	0.0
LnGrp Delay(d),s/veh	19.6	0.0	0.0	22.3	0.0	0.0	1.0	0.0	2.3	3.5	3.1	0.0
LnGrp LOS	B			C			A		A	A	A	
Approach Vol, veh/h		19			136			748			693	
Approach Delay, s/veh		19.6			27.6			2.3			3.1	
Approach LOS		B			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.4		10.6		39.4		10.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		22.9		18.1		22.9		18.1
Max Q Clear Time (g_c+I1), s		5.7		2.5		5.6		6.4
Green Ext Time (p_c), s		4.3		0.0		4.5		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		4.5
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	35	46	0	2	10	652	36	0	558	2
Future Volume (veh/h)	6	0	35	46	0	2	10	652	36	0	558	2
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	0	38	50	0	2	11	709	39	0	607	2
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	5	100	249	0	4	647	1305	72	144	1384	5
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.75	0.75	0.75	0.00	0.75	0.75
Sat Flow, veh/h	179	70	1354	1454	0	58	809	1750	96	711	1856	6
Grp Volume(v), veh/h	45	0	0	52	0	0	11	0	748	0	0	609
Grp Sat Flow(s),veh/h/ln	1604	0	0	1512	0	0	809	0	1846	711	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0	8.7	0.0	0.0	6.2
Cycle Q Clear(g_c), s	1.3	0.0	0.0	1.4	0.0	0.0	6.4	0.0	8.7	0.0	0.0	6.2
Prop In Lane	0.16		0.84	0.96		0.04	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	202	0	0	253	0	0	647	0	1377	144	0	1389
V/C Ratio(X)	0.22	0.00	0.00	0.21	0.00	0.00	0.02	0.00	0.54	0.00	0.00	0.44
Avail Cap(c_a), veh/h	646	0	0	645	0	0	647	0	1377	144	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.90
Uniform Delay (d), s/veh	22.0	0.0	0.0	22.1	0.0	0.0	3.6	0.0	2.7	0.0	0.0	2.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.0	0.0	0.1	0.0	4.7	0.0	0.0	3.4
LnGrp Delay(d),s/veh	22.6	0.0	0.0	22.5	0.0	0.0	3.7	0.0	4.3	0.0	0.0	3.3
LnGrp LOS	C			C			A		A			A
Approach Vol, veh/h		45			52			759			609	
Approach Delay, s/veh		22.6			22.5			4.2			3.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.8		8.2		41.8		8.2
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		10.7		3.3		8.2		3.4
Green Ext Time (p_c), s		4.4		0.1		3.6		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		5.1
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	10	239	0	75	3	591	82	30	315	6
Future Volume (veh/h)	9	2	10	239	0	75	3	591	82	30	315	6
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	2	11	260	0	82	3	642	89	33	342	7
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	78	218	433	1	97	73	867	120	115	893	17
Arrive On Green	0.28	0.28	0.28	0.28	0.00	0.28	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	574	279	782	1099	2	347	1	1600	221	68	1649	32
Grp Volume(v), veh/h	23	0	0	342	0	0	734	0	0	382	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1449	0	0	1823	0	0	1749	0	0
Q Serve(g_s), s	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	11.1	0.0	0.0	12.1	0.0	0.0	5.9	0.0	0.0
Prop In Lane	0.43		0.48	0.76		0.24	0.00		0.12	0.09		0.02
Lane Grp Cap(c), veh/h	559	0	0	530	0	0	1060	0	0	1026	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.65	0.00	0.00	0.69	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	679	0	0	647	0	0	1060	0	0	1026	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	17.0	0.0	0.0	4.9	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	3.3	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	0.2	0.0	0.0	4.6	0.0	0.0	6.5	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	13.2	0.0	0.0	18.6	0.0	0.0	8.2	0.0	0.0	7.6	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		23			342			734			382	
Approach Delay, s/veh		13.2			18.6			8.2			7.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.6		18.4		31.6		18.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		14.1		2.5		7.9		13.1
Green Ext Time (p_c), s		3.4		0.0		2.2		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		30.2
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	110	2	42	308	15	0	3	20	6	0	0
Future Volume (veh/h)	0	110	2	42	308	15	0	3	20	6	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	120	2	46	335	16	0	3	22	7	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	506	8	115	441	20	0	105	770	883	0	0
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.28	0.00	0.54	0.54	0.54	0.00	0.00
Sat Flow, veh/h	0	1827	30	126	1592	72	0	193	1419	1362	0	0
Grp Volume(v), veh/h	0	0	122	397	0	0	0	0	25	7	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1857	1790	0	0	0	0	1612	1362	0	0
Q Serve(g_s), s	0.0	0.0	2.5	5.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.5	10.2	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.0
Prop In Lane	0.00		0.02	0.12		0.04	0.00		0.88	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	515	576	0	0	0	0	875	883	0	0
V/C Ratio(X)	0.00	0.00	0.24	0.69	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.00
Avail Cap(c_a), veh/h	0	0	799	845	0	0	0	0	875	883	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)	0.00	0.00	1.00	0.86	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	14.0	16.7	0.0	0.0	0.0	0.0	5.3	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.3	5.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	14.2	18.0	0.0	0.0	0.0	0.0	5.4	5.4	0.0	0.0
LnGrp LOS			B	B					A	A		
Approach Vol, veh/h		122			397			25			7	
Approach Delay, s/veh		14.2			18.0			5.4			5.4	
Approach LOS		B			B			A			A	

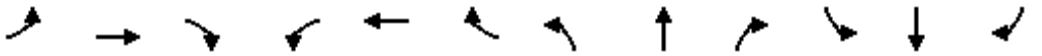
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.6		18.4		31.6		18.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		19.5		21.5		19.5		21.5
Max Q Clear Time (g_c+I1), s		2.4		4.5		2.5		12.2
Green Ext Time (p_c), s		0.1		0.5		0.0		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	119	4	3	336	0	11	0	2	0	0	3
Future Volume (veh/h)	5	119	4	3	336	0	11	0	2	0	0	3
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	5	129	4	3	365	0	12	0	2	0	0	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	575	17	176	608	0	596	25	50	0	0	380
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.00	0.24	0.00	0.24	0.00	0.00	0.24
Sat Flow, veh/h	25	1755	53	5	1855	0	1145	103	208	0	0	1583
Grp Volume(v), veh/h	138	0	0	368	0	0	14	0	0	0	0	3
Grp Sat Flow(s),veh/h/ln	1833	0	0	1860	0	0	1456	0	0	0	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	3.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.04		0.03	0.01		0.00	0.86		0.14	0.00		1.00
Lane Grp Cap(c), veh/h	780	0	0	784	0	0	671	0	0	0	0	380
V/C Ratio(X)	0.18	0.00	0.00	0.47	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1745	0	0	1779	0	0	1564	0	0	0	0	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	5.9	0.0	0.0	6.1	0.0	0.0	0.0	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	5.2	0.0	0.0	6.3	0.0	0.0	6.1	0.0	0.0	0.0	0.0	6.0
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		138			368			14			3	
Approach Delay, s/veh		5.2			6.3			6.1			6.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		11.3		9.5		11.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.1		3.1		2.0		5.4
Green Ext Time (p_c), s		0.0		0.6		0.0		1.8

Intersection Summary		
HCM 2010 Ctrl Delay		6.0
HCM 2010 LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	105	2	0	298	0	4	0	0	0	0	14
Future Volume (Veh/h)	6	105	2	0	298	0	4	0	0	0	0	14
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	114	2	0	324	0	4	0	0	0	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	324			116			468	453	115	453	454	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	324			116			468	453	115	453	454	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	98
cM capacity (veh/h)	1236			1473			493	500	937	515	499	717

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	123	324	4	15
Volume Left	7	0	4	0
Volume Right	2	0	0	15
cSH	1236	1473	493	717
Volume to Capacity	0.01	0.00	0.01	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s)	0.5	0.0	12.4	10.1
Lane LOS	A		B	B
Approach Delay (s)	0.5	0.0	12.4	10.1
Approach LOS			B	B

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	16	12	2	22	0	46	5	8	0	6	39
Future Volume (veh/h)	20	16	12	2	22	0	46	5	8	0	6	39
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	17	13	2	24	0	50	5	9	0	7	42
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	48	37	264	155	0	734	87	66	0	75	450
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.32	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	677	523	400	141	1686	0	981	269	205	0	231	1387
Grp Volume(v), veh/h	52	0	0	26	0	0	64	0	0	0	0	49
Grp Sat Flow(s),veh/h/ln	1600	0	0	1827	0	0	1455	0	0	0	0	1618
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3
Prop In Lane	0.42		0.25	0.08		0.00	0.78		0.14	0.00		0.86
Lane Grp Cap(c), veh/h	480	0	0	420	0	0	888	0	0	0	0	525
V/C Ratio(X)	0.11	0.00	0.00	0.06	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h	2161	0	0	2369	0	0	2076	0	0	0	0	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	6.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0	3.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	6.6	0.0	0.0	6.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		52			26			64			49	
Approach Delay, s/veh		6.6			6.5			3.7			3.7	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		5.9		9.5		5.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.4		2.4		2.3		2.2
Green Ext Time (p_c), s		0.2		0.1		0.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		4.9
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Future Volume (veh/h)	0	16	0	0	15	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	17	0	0	16	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	84	0	0	84	0	0	40	0	0	40	0
Arrive On Green	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	17	0	0	16	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	84	0	0	84	0	0	40	0	0	40	0
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	7117	0	0	7117	0	0	7117	0	0	7117	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)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		17			16			0			0	
Approach Delay, s/veh		3.4			3.3			0.0			0.0	
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		4.7		0.0		4.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		2.0		0.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		3.3
HCM 2010 LOS		A

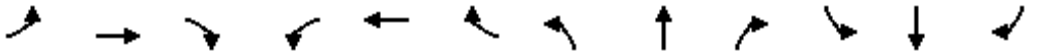
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	49	3	4	136	3	3	33	11	2	28	119
Future Volume (veh/h)	41	49	3	4	136	3	3	33	11	2	28	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	45	53	3	4	148	3	3	36	12	2	30	129
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	200	10	216	361	7	230	371	118	210	90	372
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	595	983	48	30	1779	36	47	1303	415	9	315	1305
Grp Volume(v), veh/h	101	0	0	155	0	0	51	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1626	0	0	1845	0	0	1765	0	0	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.45		0.03	0.03		0.02	0.06		0.24	0.01		0.80
Lane Grp Cap(c), veh/h	626	0	0	585	0	0	719	0	0	671	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.27	0.00	0.00	0.07	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1867	0	0	2095	0	0	2005	0	0	1874	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	0.0	6.1	0.0	0.0	4.6	0.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	6.0	0.0	0.0	6.3	0.0	0.0	4.7	0.0	0.0	5.2	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		101			155			51			161	
Approach Delay, s/veh		6.0			6.3			4.7			5.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		8.1		9.5		8.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.4		2.8		3.4		3.3
Green Ext Time (p_c), s		0.1		0.4		0.7		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		5.7
HCM 2010 LOS		A

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	747	35	271	1226	22	70	603	198	59	1151	1271
Future Volume (veh/h)	473	747	35	271	1226	22	70	603	198	59	1151	1271
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	514	812	38	295	1333	24	76	655	215	64	1251	1382
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	937	44	438	1049	19	75	1310	430	82	1783	798
Arrive On Green	0.11	0.19	0.19	0.13	0.20	0.20	0.04	0.50	0.50	0.05	0.50	0.50
Sat Flow, veh/h	3442	4980	232	3442	5144	93	1774	2621	860	1774	3539	1583
Grp Volume(v), veh/h	514	552	298	295	879	478	76	442	428	64	1251	1382
Grp Sat Flow(s),veh/h/ln	1721	1695	1822	1721	1695	1846	1774	1770	1711	1774	1770	1583
Q Serve(g_s), s	14.5	20.5	20.6	10.6	26.5	26.5	5.5	21.7	21.7	4.6	35.3	65.5
Cycle Q Clear(g_c), s	14.5	20.5	20.6	10.6	26.5	26.5	5.5	21.7	21.7	4.6	35.3	65.5
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	384	638	343	438	691	376	75	885	855	82	1783	798
V/C Ratio(X)	1.34	0.87	0.87	0.67	1.27	1.27	1.01	0.50	0.50	0.78	0.70	1.73
Avail Cap(c_a), veh/h	384	691	371	438	691	376	75	885	855	141	1783	798
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	57.8	51.2	51.2	54.1	51.7	51.8	62.3	21.7	21.7	61.3	24.7	32.3
Incr Delay (d2), s/veh	169.2	10.6	18.3	4.0	133.2	141.4	107.4	2.0	2.1	14.7	2.3	334.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	10.5	12.2	5.3	25.2	28.3	4.9	11.1	10.7	2.6	17.8	102.7
LnGrp Delay(d),s/veh	227.0	61.8	69.6	58.2	185.0	193.2	169.7	23.7	23.8	76.0	27.1	367.1
LnGrp LOS	F	E	E	E	F	F	F	C	C	E	C	F
Approach Vol, veh/h		1364			1652			946			2697	
Approach Delay, s/veh		125.7			164.7			35.5			202.5	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	69.5	21.0	29.0	10.0	70.0	19.0	31.0
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	10.3	60.7	14.5	26.5	5.5	65.5	14.5	26.5
Max Q Clear Time (g_c+I1), s	6.6	23.7	12.6	22.6	7.5	67.5	16.5	28.5
Green Ext Time (p_c), s	0.0	6.1	0.2	1.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.2
HCM 2010 LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1199	233	321	2372	344	263
Future Volume (veh/h)	1199	233	321	2372	344	263
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1303	253	349	2578	374	286
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1385	266	387	2541	386	345
Arrive On Green	0.47	0.47	0.22	0.72	0.22	0.22
Sat Flow, veh/h	3056	569	1774	3632	1774	1583
Grp Volume(v), veh/h	772	784	349	2578	374	286
Grp Sat Flow(s),veh/h/ln	1770	1762	1774	1770	1774	1583
Q Serve(g_s), s	57.7	59.8	26.8	100.5	29.3	24.1
Cycle Q Clear(g_c), s	57.7	59.8	26.8	100.5	29.3	24.1
Prop In Lane		0.32	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	827	824	387	2541	386	345
V/C Ratio(X)	0.93	0.95	0.90	1.01	0.97	0.83
Avail Cap(c_a), veh/h	843	840	387	2541	386	345
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	35.2	35.8	53.2	19.7	54.3	52.3
Incr Delay (d2), s/veh	16.9	20.1	23.4	21.6	38.3	20.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.0	33.6	15.7	56.0	18.5	12.5
LnGrp Delay(d),s/veh	52.2	55.9	76.7	41.3	92.6	72.3
LnGrp LOS	D	E	E	F	F	E
Approach Vol, veh/h	1556			2927	660	
Approach Delay, s/veh	54.0			45.6	83.8	
Approach LOS	D			D	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		35.0	35.1	69.9				105.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		30.5	29.3	66.7				100.5
Max Q Clear Time (g_c+I1), s		31.3	28.8	61.8				102.5
Green Ext Time (p_c), s		0.0	0.1	3.7				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	360	465	283	876	93	565	608	217	181	609	1074
Future Volume (veh/h)	504	360	465	283	876	93	565	608	217	181	609	1074
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	548	391	505	308	952	101	614	661	236	197	662	1167
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	389	330	304	657	70	349	1328	594	221	537	480
Arrive On Green	0.18	0.21	0.21	0.06	0.07	0.07	0.20	0.38	0.38	0.12	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	3229	343	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	548	391	505	308	522	531	614	661	236	197	662	1167
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1802	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	26.5	31.3	21.1	25.7	30.5	30.5	29.5	21.5	16.4	16.4	45.5	45.5
Cycle Q Clear(g_c), s	26.5	31.3	21.1	25.7	30.5	30.5	29.5	21.5	16.4	16.4	45.5	45.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	389	330	304	360	366	349	1328	594	221	537	480
V/C Ratio(X)	1.75	1.01	1.53	1.01	1.45	1.45	1.76	0.50	0.40	0.89	1.23	2.43
Avail Cap(c_a), veh/h	313	389	330	304	360	366	349	1328	594	317	537	480
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	59.3	27.1	70.8	70.0	70.0	60.3	36.0	34.4	64.6	52.3	52.3
Incr Delay (d2), s/veh	349.7	47.1	252.7	39.7	210.0	210.1	353.5	1.3	2.0	19.3	120.4	649.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.4	21.2	33.9	16.0	36.0	36.6	48.7	10.8	7.5	9.2	40.2	106.6
LnGrp Delay(d),s/veh	411.5	106.5	279.8	110.5	280.0	280.0	413.7	37.3	36.4	83.9	172.7	702.0
LnGrp LOS	F	F	F	F	F	F	F	D	D	F	F	F
Approach Vol, veh/h		1444			1361			1511			2026	
Approach Delay, s/veh		282.8			241.7			190.1			468.9	
Approach LOS		F			F			F			F	

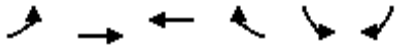
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	60.8	30.2	35.8	34.0	50.0	31.0	35.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.8	48.2	25.7	31.3	29.5	45.5	26.5	30.5
Max Q Clear Time (g_c+I1), s	19.4	23.5	27.7	33.3	31.5	47.5	28.5	32.5
Green Ext Time (p_c), s	0.3	5.1	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	95.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	543	18	3	1073	17	25	0	0	10	4	56
Future Volume (veh/h)	56	543	18	3	1073	17	25	0	0	10	4	56
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	61	590	20	3	1166	18	27	0	0	11	4	61
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1276	43	587	1304	20	355	0	0	62	36	290
Arrive On Green	0.95	0.95	0.95	0.71	0.71	0.71	0.23	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	471	1791	61	808	1830	28	1349	0	0	154	160	1274
Grp Volume(v), veh/h	61	0	610	3	0	1184	27	0	0	76	0	0
Grp Sat Flow(s),veh/h/ln	471	0	1852	808	0	1858	1349	0	0	1588	0	0
Q Serve(g_s), s	17.8	0.0	4.6	0.2	0.0	75.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	97.6	0.0	4.6	7.0	0.0	75.8	2.2	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	1.00		0.00	0.14		0.80
Lane Grp Cap(c), veh/h	133	0	1320	587	0	1324	355	0	0	389	0	0
V/C Ratio(X)	0.46	0.00	0.46	0.01	0.00	0.89	0.08	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	176	0	1488	660	0	1492	355	0	0	389	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.00	0.56	0.63	0.00	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.3	0.0	1.2	8.4	0.0	17.1	45.6	0.0	0.0	46.9	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.0	0.0	4.5	0.4	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	2.4	0.0	2.2	0.0	0.0	40.1	0.9	0.0	0.0	2.7	0.0	0.0
LnGrp Delay(d),s/veh	41.7	0.0	1.4	8.4	0.0	21.6	46.0	0.0	0.0	48.1	0.0	0.0
LnGrp LOS	D		A	A		C	D			D		
Approach Vol, veh/h		671			1187			27			76	
Approach Delay, s/veh		5.1			21.5			46.0			48.1	
Approach LOS		A			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.1		109.9		40.1		109.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		20.5		120.5		20.5		120.5
Max Q Clear Time (g_c+I1), s		4.2		99.6		7.7		77.8
Green Ext Time (p_c), s		0.1		4.4		0.2		13.2

Intersection Summary		
HCM 2010 Ctrl Delay		17.3
HCM 2010 LOS		B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	323	539	39	102	530
Future Volume (veh/h)	191	323	539	39	102	530
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	208	351	586	42	111	576
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	316	917	846	61	101	523
Arrive On Green	0.98	0.98	0.65	0.65	0.39	0.39
Sat Flow, veh/h	795	1863	1718	123	260	1349
Grp Volume(v), veh/h	208	351	0	628	688	0
Grp Sat Flow(s),veh/h/ln	795	1863	0	1841	1612	0
Q Serve(g_s), s	18.4	0.4	0.0	16.2	29.1	0.0
Cycle Q Clear(g_c), s	34.6	0.4	0.0	16.2	29.1	0.0
Prop In Lane	1.00			0.07	0.16	0.84
Lane Grp Cap(c), veh/h	316	917	0	906	625	0
V/C Ratio(X)	0.66	0.38	0.00	0.69	1.10	0.00
Avail Cap(c_a), veh/h	322	931	0	921	625	0
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	0.81	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.3	0.0	9.4	23.0	0.0
Incr Delay (d2), s/veh	4.4	0.2	0.0	1.8	66.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.2	0.0	8.4	24.4	0.0
LnGrp Delay(d),s/veh	12.5	0.5	0.0	11.2	89.7	0.0
LnGrp LOS	B	A		B	F	
Approach Vol, veh/h		559	628		688	
Approach Delay, s/veh		5.0	11.2		89.7	
Approach LOS		A	B		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				41.4		33.6		41.4
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				37.5		28.5		37.5
Max Q Clear Time (g_c+I1), s				36.6		31.1		18.2
Green Ext Time (p_c), s				0.3		0.0		4.2

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	336	15	3	298	26	4
Future Volume (veh/h)	336	15	3	298	26	4
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	365	16	3	324	28	4
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	421	18	49	430	954	136
Arrive On Green	0.48	0.48	0.48	0.48	0.64	0.64
Sat Flow, veh/h	1771	78	4	1810	1486	212
Grp Volume(v), veh/h	0	381	327	0	33	0
Grp Sat Flow(s),veh/h/ln	0	1849	1814	0	1751	0
Q Serve(g_s), s	0.0	13.8	0.2	0.0	0.5	0.0
Cycle Q Clear(g_c), s	0.0	13.8	14.0	0.0	0.5	0.0
Prop In Lane		0.04	0.01		0.85	0.12
Lane Grp Cap(c), veh/h	0	440	480	0	1124	0
V/C Ratio(X)	0.00	0.87	0.68	0.00	0.03	0.00
Avail Cap(c_a), veh/h	0	1072	1112	0	1124	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.93	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.6	17.8	0.0	4.9	0.0
Incr Delay (d2), s/veh	0.0	3.5	1.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	5.6	0.0	0.3	0.0
LnGrp Delay(d),s/veh	0.0	22.1	19.4	0.0	4.9	0.0
LnGrp LOS		C	B		A	
Approach Vol, veh/h	381			327	33	
Approach Delay, s/veh	22.1			19.4	4.9	
Approach LOS	C			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		52.7		22.3				22.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		22.5		43.5				43.5
Max Q Clear Time (g_c+I1), s		2.5		15.8				16.0
Green Ext Time (p_c), s		0.0		2.1				1.7

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	517	26	0	314	59	4
Future Volume (veh/h)	517	26	0	314	59	4
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	562	28	0	341	64	4
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	647	32	0	685	838	52
Arrive On Green	0.37	0.37	0.00	0.37	0.51	0.51
Sat Flow, veh/h	1760	88	0	1863	1635	102
Grp Volume(v), veh/h	0	590	0	341	69	0
Grp Sat Flow(s),veh/h/ln	0	1847	0	1863	1763	0
Q Serve(g_s), s	0.0	22.3	0.0	10.6	1.5	0.0
Cycle Q Clear(g_c), s	0.0	22.3	0.0	10.6	1.5	0.0
Prop In Lane		0.05	0.00		0.93	0.06
Lane Grp Cap(c), veh/h	0	679	0	685	903	0
V/C Ratio(X)	0.00	0.87	0.00	0.50	0.08	0.00
Avail Cap(c_a), veh/h	0	1096	0	1105	903	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.0	0.0	18.3	9.3	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	0.0	5.5	0.8	0.0
LnGrp Delay(d),s/veh	0.0	25.0	0.0	18.9	9.4	0.0
LnGrp LOS		C		B	A	
Approach Vol, veh/h	590			341	69	
Approach Delay, s/veh	25.0			18.9	9.4	
Approach LOS	C			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		42.9		32.1				32.1
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		21.5		44.5				44.5
Max Q Clear Time (g_c+I1), s		3.5		24.3				12.6
Green Ext Time (p_c), s		0.1		3.3				1.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	515	5	0	307	8	3
Future Volume (veh/h)	515	5	0	307	8	3
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	560	5	0	334	9	3
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	805	7	0	813	241	80
Arrive On Green	0.44	0.44	0.00	0.44	0.20	0.20
Sat Flow, veh/h	1843	16	0	1863	1199	400
Grp Volume(v), veh/h	0	565	0	334	13	0
Grp Sat Flow(s),veh/h/ln	0	1860	0	1863	1732	0
Q Serve(g_s), s	0.0	6.1	0.0	3.1	0.2	0.0
Cycle Q Clear(g_c), s	0.0	6.1	0.0	3.1	0.2	0.0
Prop In Lane		0.01	0.00		0.69	0.23
Lane Grp Cap(c), veh/h	0	812	0	813	349	0
V/C Ratio(X)	0.00	0.70	0.00	0.41	0.04	0.00
Avail Cap(c_a), veh/h	0	1684	0	1687	1290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.7	0.0	4.8	8.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	1.6	0.1	0.0
LnGrp Delay(d),s/veh	0.0	6.8	0.0	5.1	8.0	0.0
LnGrp LOS		A		A	A	
Approach Vol, veh/h	565			334	13	
Approach Delay, s/veh	6.8			5.1	8.0	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.5		15.3				15.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		18.5		22.5				22.5
Max Q Clear Time (g_c+I1), s		2.2		8.1				5.1
Green Ext Time (p_c), s		0.0		2.8				1.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	17	223	405	13	44	237	736	153	18	965	63
Future Volume (veh/h)	92	17	223	405	13	44	237	736	153	18	965	63
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	18	242	440	14	48	258	800	166	20	1049	68
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	83	473	554	13	44	225	1168	242	261	1350	87
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	368	209	1183	1010	32	110	502	2920	606	579	3375	219
Grp Volume(v), veh/h	360	0	0	502	0	0	258	485	481	20	550	567
Grp Sat Flow(s),veh/h/ln	1760	0	0	1153	0	0	502	1770	1756	579	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	5.8	10.2	10.2	1.3	12.2	12.2
Cycle Q Clear(g_c), s	7.2	0.0	0.0	18.0	0.0	0.0	18.0	10.2	10.2	11.5	12.2	12.2
Prop In Lane	0.28		0.67	0.88		0.10	1.00		0.35	1.00		0.12
Lane Grp Cap(c), veh/h	806	0	0	611	0	0	225	708	702	261	708	730
V/C Ratio(X)	0.45	0.00	0.00	0.82	0.00	0.00	1.15	0.69	0.69	0.08	0.78	0.78
Avail Cap(c_a), veh/h	806	0	0	611	0	0	225	708	702	261	708	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	14.3	0.0	0.0	21.7	11.2	11.2	15.9	11.8	11.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	8.8	0.0	0.0	105.3	5.3	5.4	0.6	8.2	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	7.6	0.0	0.0	9.3	5.9	5.9	0.3	7.4	7.6
LnGrp Delay(d),s/veh	10.7	0.0	0.0	23.1	0.0	0.0	127.0	16.5	16.5	16.5	19.9	19.7
LnGrp LOS	B			C			F	B	B	B	B	B
Approach Vol, veh/h		360			502			1224			1137	
Approach Delay, s/veh		10.7			23.1			39.8			19.8	
Approach LOS		B			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		22.5		22.5		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		20.0		9.2		14.2		20.0
Green Ext Time (p_c), s		0.0		1.5		2.2		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		26.9
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	13	82	0	78	17	804	48	29	841	0
Future Volume (veh/h)	8	0	13	82	0	78	17	804	48	29	841	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	0	14	89	0	85	18	874	52	32	914	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	14	116	133	4	97	500	1408	84	419	2863	0
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.81	0.81	0.81	0.81	0.81	0.00
Sat Flow, veh/h	467	103	887	737	34	736	608	1741	104	602	3632	0
Grp Volume(v), veh/h	23	0	0	174	0	0	18	0	926	32	914	0
Grp Sat Flow(s),veh/h/ln	1457	0	0	1507	0	0	608	0	1844	602	1770	0
Q Serve(g_s), s	0.0	0.0	0.0	15.1	0.0	0.0	1.2	0.0	28.9	3.2	10.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	17.0	0.0	0.0	11.2	0.0	28.9	32.1	10.0	0.0
Prop In Lane	0.39		0.61	0.51		0.49	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	224	0	0	234	0	0	500	0	1492	419	2863	0
V/C Ratio(X)	0.10	0.00	0.00	0.74	0.00	0.00	0.04	0.00	0.62	0.08	0.32	0.00
Avail Cap(c_a), veh/h	350	0	0	361	0	0	500	0	1492	419	2863	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	0.00	1.00	0.00	0.00	0.67	0.00	0.67	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	63.8	0.0	0.0	5.1	0.0	5.5	11.7	3.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.6	0.0	0.0	0.1	0.0	1.3	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	7.4	0.0	0.0	0.2	0.0	15.0	0.6	4.9	0.0
LnGrp Delay(d),s/veh	57.6	0.0	0.0	68.5	0.0	0.0	5.2	0.0	6.8	12.0	4.0	0.0
LnGrp LOS	E			E			A		A	B	A	
Approach Vol, veh/h		23			174			944			946	
Approach Delay, s/veh		37.6			42.2			6.8			4.3	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		125.8		24.2		125.8		24.2
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		108.5		32.5		108.5		32.5
Max Q Clear Time (g_c+I1), s		30.9		3.8		34.1		19.0
Green Ext Time (p_c), s		8.3		0.1		9.0		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		11.3
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	42	55	0	3	12	836	43	0	776	3
Future Volume (veh/h)	8	0	42	55	0	3	12	836	43	0	776	3
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	0	46	60	0	3	13	909	47	0	843	3
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	6	81	124	0	4	557	1550	80	48	1637	6
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.88	0.88	0.88	0.00	0.88	0.88
Sat Flow, veh/h	171	105	1410	1351	0	68	648	1756	91	585	1855	7
Grp Volume(v), veh/h	55	0	0	63	0	0	13	0	956	0	0	846
Grp Sat Flow(s),veh/h/ln	1686	0	0	1419	0	0	648	0	1847	585	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.7	0.0	18.9	0.0	0.0	14.7
Cycle Q Clear(g_c), s	4.8	0.0	0.0	6.5	0.0	0.0	15.3	0.0	18.9	0.0	0.0	14.7
Prop In Lane	0.16		0.84	0.95		0.05	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	124	0	0	128	0	0	557	0	1630	48	0	1643
V/C Ratio(X)	0.44	0.00	0.00	0.49	0.00	0.00	0.02	0.00	0.59	0.00	0.00	0.51
Avail Cap(c_a), veh/h	248	0	0	236	0	0	557	0	1630	48	0	1643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.79
Uniform Delay (d), s/veh	69.0	0.0	0.0	69.7	0.0	0.0	3.5	0.0	2.1	0.0	0.0	1.9
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.9	0.0	0.0	0.1	0.0	1.6	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.7	0.0	0.0	0.1	0.0	10.0	0.0	0.0	7.7
LnGrp Delay(d),s/veh	71.4	0.0	0.0	72.6	0.0	0.0	3.6	0.0	3.7	0.0	0.0	2.8
LnGrp LOS	E			E			A		A			A
Approach Vol, veh/h		55			63			969			846	
Approach Delay, s/veh		63.2			64.2			3.7			2.8	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		136.9		13.1		136.9		13.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		120.5		20.5		120.5		20.5
Max Q Clear Time (g_c+I1), s		20.9		6.8		16.7		8.5
Green Ext Time (p_c), s		11.1		0.2		8.4		0.2

Intersection Summary		
HCM 2010 Ctrl Delay		7.5
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	12	387	0	117	4	727	134	46	385	8
Future Volume (veh/h)	11	3	12	387	0	117	4	727	134	46	385	8
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	3	13	421	0	127	4	790	146	50	418	9
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	88	286	483	0	124	41	807	148	84	652	13
Arrive On Green	0.37	0.37	0.37	0.37	0.00	0.37	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	651	236	769	1108	0	334	2	1528	281	76	1236	25
Grp Volume(v), veh/h	28	0	0	548	0	0	940	0	0	477	0	0
Grp Sat Flow(s),veh/h/ln	1655	0	0	1442	0	0	1811	0	0	1338	0	0
Q Serve(g_s), s	0.0	0.0	0.0	32.6	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	33.5	0.0	0.0	45.8	0.0	0.0	14.7	0.0	0.0
Prop In Lane	0.43		0.46	0.77		0.23	0.00		0.16	0.10		0.02
Lane Grp Cap(c), veh/h	673	0	0	607	0	0	996	0	0	750	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.90	0.00	0.00	0.94	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	673	0	0	607	0	0	996	0	0	750	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	28.5	0.0	0.0	20.8	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	16.8	0.0	0.0	16.6	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	0.4	0.0	0.0	16.4	0.0	0.0	27.3	0.0	0.0	7.8	0.0	0.0
LnGrp Delay(d),s/veh	18.1	0.0	0.0	45.2	0.0	0.0	37.5	0.0	0.0	15.3	0.0	0.0
LnGrp LOS	B			D			D			B		
Approach Vol, veh/h		28			548			940			477	
Approach Delay, s/veh		18.1			45.2			37.5			15.3	
Approach LOS		B			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		38.0		52.0		38.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		47.5		33.5		47.5		33.5
Max Q Clear Time (g_c+I1), s		47.8		2.9		16.7		35.5
Green Ext Time (p_c), s		0.0		0.1		3.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		34.0
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	177	3	50	497	18	0	4	24	8	0	0
Future Volume (veh/h)	0	177	3	50	497	18	0	4	24	8	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	192	3	54	540	20	0	4	26	9	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	880	14	185	800	28	0	40	259	500	0	0
Arrive On Green	0.00	0.48	0.48	0.48	0.48	0.48	0.00	0.19	0.19	0.19	0.00	0.00
Sat Flow, veh/h	0	1829	29	84	1662	59	0	215	1400	1260	0	0
Grp Volume(v), veh/h	0	0	195	614	0	0	0	0	30	9	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1858	1804	0	0	0	0	1616	1260	0	0
Q Serve(g_s), s	0.0	0.0	1.6	1.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.6	7.0	0.0	0.0	0.0	0.0	0.4	0.6	0.0	0.0
Prop In Lane	0.00		0.02	0.09		0.03	0.00		0.87	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	894	1013	0	0	0	0	299	500	0	0
V/C Ratio(X)	0.00	0.00	0.22	0.61	0.00	0.00	0.00	0.00	0.10	0.02	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1824	1896	0	0	0	0	1167	1238	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)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.1	5.4	0.0	0.0	0.0	0.0	9.1	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	3.6	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	4.2	6.0	0.0	0.0	0.0	0.0	9.3	9.4	0.0	0.0
LnGrp LOS			A	A					A	A		
Approach Vol, veh/h		195			614			30			9	
Approach Delay, s/veh		4.2			6.0			9.3			9.4	
Approach LOS		A			A			A			A	

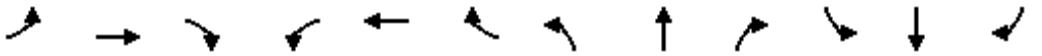
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		17.5		9.5		17.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		19.5		26.5		19.5		26.5
Max Q Clear Time (g_c+I1), s		2.4		3.6		2.6		9.0
Green Ext Time (p_c), s		0.1		1.0		0.0		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	188	5	4	530	0	13	0	3	0	0	4
Future Volume (veh/h)	6	188	5	4	530	0	13	0	3	0	0	4
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	204	5	4	576	0	14	0	3	0	0	4
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	805	19	143	842	0	467	25	51	0	0	309
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.20	0.00	0.20	0.00	0.00	0.20
Sat Flow, veh/h	17	1775	42	3	1857	0	1082	126	259	0	0	1583
Grp Volume(v), veh/h	216	0	0	580	0	0	17	0	0	0	0	4
Grp Sat Flow(s),veh/h/ln	1834	0	0	1861	0	0	1466	0	0	0	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.8	0.0	0.0	6.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.03		0.02	0.01		0.00	0.82		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	977	0	0	985	0	0	543	0	0	0	0	309
V/C Ratio(X)	0.22	0.00	0.00	0.59	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1735	0	0	1774	0	0	1299	0	0	0	0	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.6	0.0	0.0	8.4	0.0	0.0	0.0	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	4.4	0.0	0.0	6.1	0.0	0.0	8.4	0.0	0.0	0.0	0.0	8.3
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		216			580			17			4	
Approach Delay, s/veh		4.4			6.1			8.4			8.3	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		16.1		9.5		16.1
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		22.5		18.5		22.5
Max Q Clear Time (g_c+I1), s		2.2		3.8		2.1		8.3
Green Ext Time (p_c), s		0.0		1.1		0.0		3.3

Intersection Summary		
HCM 2010 Ctrl Delay		5.7
HCM 2010 LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	171	3	0	485	0	5	0	0	0	0	17
Future Volume (Veh/h)	8	171	3	0	485	0	5	0	0	0	0	17
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	186	3	0	527	0	5	0	0	0	0	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527			189			750	732	188	732	734	527
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527			189			750	732	188	732	734	527
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	100	100	100	100	97
cM capacity (veh/h)	1040			1385			315	345	855	334	344	551

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	198	527	5	18
Volume Left	9	0	5	0
Volume Right	3	0	0	18
cSH	1040	1385	315	551
Volume to Capacity	0.01	0.00	0.02	0.03
Queue Length 95th (ft)	1	0	1	3
Control Delay (s)	0.5	0.0	16.6	11.8
Lane LOS	A		C	B
Approach Delay (s)	0.5	0.0	16.6	11.8
Approach LOS			C	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	19	19	3	26	0	66	6	10	0	8	46
Future Volume (veh/h)	24	19	19	3	26	0	66	6	10	0	8	46
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	26	21	21	3	28	0	72	7	11	0	9	50
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	55	55	270	183	0	731	81	56	0	78	436
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.00	0.32	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	612	495	495	176	1641	0	1007	255	176	0	247	1373
Grp Volume(v), veh/h	68	0	0	31	0	0	90	0	0	0	0	59
Grp Sat Flow(s),veh/h/ln	1601	0	0	1817	0	0	1437	0	0	0	0	1620
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.4
Prop In Lane	0.38		0.31	0.10		0.00	0.80		0.12	0.00		0.85
Lane Grp Cap(c), veh/h	494	0	0	453	0	0	867	0	0	0	0	514
V/C Ratio(X)	0.14	0.00	0.00	0.07	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h	2108	0	0	2307	0	0	2018	0	0	0	0	1851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	6.3	0.0	0.0	3.9	0.0	0.0	0.0	0.0	3.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.2
LnGrp Delay(d),s/veh	6.6	0.0	0.0	6.4	0.0	0.0	3.9	0.0	0.0	0.0	0.0	3.9
LnGrp LOS	A			A			A					A
Approach Vol, veh/h		68			31			90			59	
Approach Delay, s/veh		6.6			6.4			3.9			3.9	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		6.3		9.5		6.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.6		2.6		2.4		2.2
Green Ext Time (p_c), s		0.3		0.2		0.2		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		5.0
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	19	0	0	18	0	0	0	0	0	0	0
Future Volume (veh/h)	0	19	0	0	18	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	21	0	0	20	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	103	0	0	103	0	0	39	0	0	39	0
Arrive On Green	0.00	0.06	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	21	0	0	20	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	103	0	0	103	0	0	39	0	0	39	0
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	7038	0	0	7038	0	0	7038	0	0	7038	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)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		21			20			0			0	
Approach Delay, s/veh		3.1			3.1			0.0			0.0	
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		4.8		0.0		4.8
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		2.1		0.0		2.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		3.1
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	80	4	5	222	4	4	39	13	3	33	193
Future Volume (veh/h)	66	80	4	5	222	4	4	39	13	3	33	193
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	72	87	4	5	241	4	4	42	14	3	36	210
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	261	10	191	451	7	209	381	120	187	72	400
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	544	1043	40	18	1802	30	48	1300	410	8	246	1365
Grp Volume(v), veh/h	163	0	0	250	0	0	60	0	0	249	0	0
Grp Sat Flow(s),veh/h/ln	1627	0	0	1850	0	0	1759	0	0	1619	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	2.3	0.0	0.0	0.5	0.0	0.0	2.5	0.0	0.0
Prop In Lane	0.44		0.02	0.02		0.02	0.07		0.23	0.01		0.84
Lane Grp Cap(c), veh/h	670	0	0	649	0	0	710	0	0	659	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.39	0.00	0.00	0.08	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1629	0	0	1872	0	0	1778	0	0	1663	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	0.0	6.4	0.0	0.0	5.1	0.0	0.0	5.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	6.3	0.0	0.0	6.8	0.0	0.0	5.1	0.0	0.0	6.2	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		163			250			60			249	
Approach Delay, s/veh		6.3			6.8			5.1			6.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		10.3		9.4		10.3		9.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.5		3.4		4.5		4.3
Green Ext Time (p_c), s		0.2		0.8		1.2		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		6.3
HCM 2010 LOS		A

HCM 2010 Signalized Intersection Summary
1: Oak Glen Rd & Yucaipa Blvd

08-17-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	798	1502	77	401	872	33	86	599	277	117	913	899
Future Volume (veh/h)	798	1502	77	401	872	33	86	599	277	117	913	899
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	867	1633	84	436	948	36	93	651	301	127	992	977
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	823	1531	79	441	997	38	102	740	342	150	1210	541
Arrive On Green	0.24	0.31	0.31	0.13	0.20	0.20	0.06	0.31	0.31	0.08	0.34	0.34
Sat Flow, veh/h	3442	4953	255	3442	5029	191	1774	2353	1088	1774	3539	1583
Grp Volume(v), veh/h	867	1117	600	436	639	345	93	490	462	127	992	977
Grp Sat Flow(s),veh/h/ln	1721	1695	1818	1721	1695	1829	1774	1770	1671	1774	1770	1583
Q Serve(g_s), s	26.3	34.0	34.0	13.9	20.5	20.5	5.7	28.8	28.8	7.8	28.2	37.6
Cycle Q Clear(g_c), s	26.3	34.0	34.0	13.9	20.5	20.5	5.7	28.8	28.8	7.8	28.2	37.6
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	823	1048	562	441	672	362	102	557	526	150	1210	541
V/C Ratio(X)	1.05	1.07	1.07	0.99	0.95	0.95	0.92	0.88	0.88	0.85	0.82	1.81
Avail Cap(c_a), veh/h	823	1048	562	441	672	362	102	557	526	150	1210	541
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	41.8	38.0	38.0	47.9	43.6	43.6	51.6	35.7	35.7	49.6	33.1	36.2
Incr Delay (d2), s/veh	46.5	47.3	57.1	39.7	23.3	35.0	62.7	17.8	18.6	33.8	6.3	369.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	22.7	25.9	9.0	11.8	13.9	4.6	16.8	15.9	5.2	14.8	72.0
LnGrp Delay(d),s/veh	88.3	85.3	95.1	87.5	66.8	78.6	114.3	53.5	54.4	83.5	39.4	405.9
LnGrp LOS	F	F	F	F	E	E	F	D	D	F	D	F
Approach Vol, veh/h		2584			1420			1045			2096	
Approach Delay, s/veh		88.6			76.0			59.3			212.9	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	39.1	18.6	38.5	10.8	42.1	30.8	26.3
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	9.3	34.6	14.1	34.0	6.3	37.6	26.3	21.8
Max Q Clear Time (g_c+I1), s	9.8	30.8	15.9	36.0	7.7	39.6	28.3	22.5
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1264	237	244	1782	168	204
Future Volume (veh/h)	1264	237	244	1782	168	204
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1374	258	265	1937	183	222
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1412	261	296	2442	373	332
Arrive On Green	0.47	0.47	0.17	0.69	0.21	0.21
Sat Flow, veh/h	3076	552	1774	3632	1774	1583
Grp Volume(v), veh/h	807	825	265	1937	183	222
Grp Sat Flow(s),veh/h/ln	1770	1765	1774	1770	1774	1583
Q Serve(g_s), s	39.7	41.6	13.2	33.7	8.2	11.6
Cycle Q Clear(g_c), s	39.7	41.6	13.2	33.7	8.2	11.6
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	838	836	296	2442	373	332
V/C Ratio(X)	0.96	0.99	0.90	0.79	0.49	0.67
Avail Cap(c_a), veh/h	838	836	296	2442	373	332
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.9	23.4	36.7	9.6	31.3	32.7
Incr Delay (d2), s/veh	22.6	27.9	27.7	1.9	4.6	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.5	26.6	8.7	16.8	4.5	6.0
LnGrp Delay(d),s/veh	45.5	51.3	64.4	11.4	35.9	42.8
LnGrp LOS	D	D	E	B	D	D
Approach Vol, veh/h	1632			2202	405	
Approach Delay, s/veh	48.4			17.8	39.7	
Approach LOS	D			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.4	19.5	47.1				66.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.9	15.0	42.6				62.1
Max Q Clear Time (g_c+I1), s		13.6	15.2	43.6				35.7
Green Ext Time (p_c), s		0.6	0.0	0.0				17.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	437	320	303	821	118	266	456	220	201	757	937
Future Volume (veh/h)	539	437	320	303	821	118	266	456	220	201	757	937
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	586	475	348	329	892	128	289	496	239	218	823	1018
Adj No. of Lanes	1	1	1	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	457	388	310	653	94	195	1144	512	243	619	554
Arrive On Green	0.21	0.25	0.25	0.17	0.21	0.21	0.11	0.32	0.32	0.14	0.35	0.35
Sat Flow, veh/h	1774	1863	1583	1774	3108	446	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	586	475	348	329	508	512	289	496	239	218	823	1018
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1784	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	31.5	36.8	24.7	26.2	31.5	31.5	16.5	16.5	11.8	18.1	52.5	52.5
Cycle Q Clear(g_c), s	31.5	36.8	24.7	26.2	31.5	31.5	16.5	16.5	11.8	18.1	52.5	52.5
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	457	388	310	372	375	195	1144	512	243	619	554
V/C Ratio(X)	1.57	1.04	0.90	1.06	1.37	1.37	1.48	0.43	0.47	0.90	1.33	1.84
Avail Cap(c_a), veh/h	373	457	388	310	372	375	195	1144	512	345	619	554
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	59.3	56.6	32.9	61.9	59.3	59.3	66.7	39.9	17.3	63.7	48.7	48.8
Incr Delay (d2), s/veh	270.5	52.7	22.5	68.4	181.4	181.4	241.8	1.2	3.0	19.4	158.9	383.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.4	25.6	13.3	18.7	34.1	34.4	21.2	8.3	7.1	10.2	53.0	82.0
LnGrp Delay(d),s/veh	329.7	109.3	55.4	130.3	240.7	240.6	308.6	41.1	20.3	83.2	207.6	432.4
LnGrp LOS	F	F	E	F	F	F	F	D	C	F	F	F
Approach Vol, veh/h		1409			1349			1024			2059	
Approach Delay, s/veh		187.7			213.7			111.8			305.6	
Approach LOS		F			F			F			F	

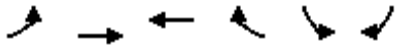
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	53.0	30.7	41.3	21.0	57.0	36.0	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.3	39.8	26.2	36.8	16.5	52.5	31.5	31.5
Max Q Clear Time (g_c+I1), s	20.1	18.5	28.2	38.8	18.5	54.5	33.5	33.5
Green Ext Time (p_c), s	0.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	608	13	0	1095	3	13	0	0	4	0	61
Future Volume (veh/h)	76	608	13	0	1095	3	13	0	0	4	0	61
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	83	661	14	0	1190	3	14	0	0	4	0	66
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1262	27	80	1290	3	370	0	0	48	13	308
Arrive On Green	0.69	0.69	0.69	0.00	0.69	0.69	0.21	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	467	1817	38	761	1857	5	1409	0	0	26	65	1499
Grp Volume(v), veh/h	83	0	675	0	0	1193	14	0	0	70	0	0
Grp Sat Flow(s),veh/h/ln	467	0	1856	761	0	1862	1409	0	0	1590	0	0
Q Serve(g_s), s	13.5	0.0	15.7	0.0	0.0	49.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	62.5	0.0	15.7	0.0	0.0	49.0	0.6	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	1.00		0.00	0.06		0.94
Lane Grp Cap(c), veh/h	150	0	1289	80	0	1293	370	0	0	369	0	0
V/C Ratio(X)	0.55	0.00	0.52	0.00	0.00	0.92	0.04	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	150	0	1289	80	0	1293	370	0	0	369	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)	0.48	0.00	0.48	0.00	0.00	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.3	0.0	6.6	0.0	0.0	11.7	28.6	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.2	0.0	0.0	7.4	0.2	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	2.1	0.0	7.9	0.0	0.0	27.2	0.3	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	41.5	0.0	6.8	0.0	0.0	19.1	28.8	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	D		A			B	C			C		
Approach Vol, veh/h		758			1193			14			70	
Approach Delay, s/veh		10.6			19.1			28.8			30.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5
Max Q Clear Time (g_c+I1), s		2.6		64.5		5.3		51.0
Green Ext Time (p_c), s		0.0		0.0		0.2		6.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	390	595	40	102	534
Future Volume (veh/h)	186	390	595	40	102	534
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	202	424	647	43	111	580
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	191	795	737	49	122	639
Arrive On Green	0.85	0.85	0.85	0.85	0.47	0.47
Sat Flow, veh/h	750	1863	1728	115	258	1351
Grp Volume(v), veh/h	202	424	0	690	692	0
Grp Sat Flow(s),veh/h/ln	750	1863	0	1842	1611	0
Q Serve(g_s), s	13.3	5.5	0.0	19.7	35.7	0.0
Cycle Q Clear(g_c), s	38.4	5.5	0.0	19.7	35.7	0.0
Prop In Lane	1.00			0.06	0.16	0.84
Lane Grp Cap(c), veh/h	191	795	0	786	763	0
V/C Ratio(X)	1.06	0.53	0.00	0.88	0.91	0.00
Avail Cap(c_a), veh/h	267	983	0	972	763	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.00	0.96	1.00	0.00
Uniform Delay (d), s/veh	21.9	4.2	0.0	5.2	21.9	0.0
Incr Delay (d2), s/veh	64.9	0.5	0.0	7.6	16.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	2.7	0.0	10.4	19.3	0.0
LnGrp Delay(d),s/veh	86.8	4.7	0.0	12.8	38.4	0.0
LnGrp LOS	F	A		B	D	
Approach Vol, veh/h		626	690		692	
Approach Delay, s/veh		31.2	12.8		37.8	
Approach LOS		C	B		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				45.0		45.0		45.0
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				47.5		33.5		47.5
Max Q Clear Time (g_c+I1), s				40.4		37.7		21.7
Green Ext Time (p_c), s				2.2		0.0		5.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	394	19	6	193	15	5
Future Volume (veh/h)	394	19	6	193	15	5
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	428	21	7	210	16	5
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	514	25	87	495	639	200
Arrive On Green	0.39	0.39	0.58	0.58	0.51	0.51
Sat Flow, veh/h	1761	86	14	1696	1258	393
Grp Volume(v), veh/h	0	449	217	0	22	0
Grp Sat Flow(s),veh/h/ln	0	1847	1710	0	1730	0
Q Serve(g_s), s	0.0	9.9	0.3	0.0	0.3	0.0
Cycle Q Clear(g_c), s	0.0	9.9	10.2	0.0	0.3	0.0
Prop In Lane		0.05	0.03		0.73	0.23
Lane Grp Cap(c), veh/h	0	539	582	0	879	0
V/C Ratio(X)	0.00	0.83	0.37	0.00	0.03	0.00
Avail Cap(c_a), veh/h	0	739	777	0	879	0
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.61	0.98	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.8	7.2	0.0	5.5	0.0
Incr Delay (d2), s/veh	0.0	3.7	0.4	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	1.4	0.0	0.1	0.0
LnGrp Delay(d),s/veh	0.0	16.5	7.6	0.0	5.6	0.0
LnGrp LOS		B	A		A	
Approach Vol, veh/h	449			217	22	
Approach Delay, s/veh	16.5			7.6	5.6	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		27.4		17.6				17.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		18.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		2.3		11.9				12.2
Green Ext Time (p_c), s		0.0		1.3				0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	559	43	3	234	39	4
Future Volume (veh/h)	559	43	3	234	39	4
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900
Adj Flow Rate, veh/h	608	47	3	254	42	4
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	684	53	42	713	785	75
Arrive On Green	0.40	0.40	0.40	0.40	0.50	0.50
Sat Flow, veh/h	1707	132	4	1781	1571	150
Grp Volume(v), veh/h	0	655	257	0	47	0
Grp Sat Flow(s),veh/h/ln	0	1839	1785	0	1758	0
Q Serve(g_s), s	0.0	29.8	0.2	0.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	29.8	30.1	0.0	1.2	0.0
Prop In Lane		0.07	0.01		0.89	0.09
Lane Grp Cap(c), veh/h	0	736	755	0	878	0
V/C Ratio(X)	0.00	0.89	0.34	0.00	0.05	0.00
Avail Cap(c_a), veh/h	0	1237	1253	0	878	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.1	18.8	0.0	11.6	0.0
Incr Delay (d2), s/veh	0.0	3.2	0.3	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.7	4.5	0.0	0.6	0.0
LnGrp Delay(d),s/veh	0.0	28.3	19.0	0.0	11.7	0.0
LnGrp LOS		C	B		B	
Approach Vol, veh/h	655			257	47	
Approach Delay, s/veh	28.3			19.0	11.7	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		49.5		40.5				40.5
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		3.2		31.8				32.1
Green Ext Time (p_c), s		0.1		4.2				1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	545	8	0	244	5	3
Future Volume (veh/h)	545	8	0	244	5	3
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	592	9	0	265	5	3
Adj No. of Lanes	1	0	0	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	825	13	0	840	187	112
Arrive On Green	0.45	0.45	0.00	0.45	0.20	0.20
Sat Flow, veh/h	1830	28	0	1863	952	571
Grp Volume(v), veh/h	0	601	0	265	9	0
Grp Sat Flow(s),veh/h/ln	0	1858	0	1863	1714	0
Q Serve(g_s), s	0.0	6.7	0.0	2.3	0.1	0.0
Cycle Q Clear(g_c), s	0.0	6.7	0.0	2.3	0.1	0.0
Prop In Lane		0.01	0.00		0.56	0.33
Lane Grp Cap(c), veh/h	0	838	0	840	336	0
V/C Ratio(X)	0.00	0.72	0.00	0.32	0.03	0.00
Avail Cap(c_a), veh/h	0	1566	0	1570	1311	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.7	0.0	4.5	8.3	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	1.2	0.1	0.0
LnGrp Delay(d),s/veh	0.0	6.8	0.0	4.7	8.3	0.0
LnGrp LOS		A		A	A	
Approach Vol, veh/h	601			265	9	
Approach Delay, s/veh	6.8			4.7	8.3	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.5		16.0				16.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		19.5		21.5				21.5
Max Q Clear Time (g_c+I1), s		2.1		8.7				4.3
Green Ext Time (p_c), s		0.0		2.8				1.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	5	46	409	5	36	45	748	162	20	1165	52
Future Volume (veh/h)	26	5	46	409	5	36	45	748	162	20	1165	52
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	28	5	50	445	5	39	49	813	176	22	1266	57
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	65	399	557	5	42	296	1513	328	271	1803	81
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	526	171	1057	1274	14	112	413	2895	627	567	3450	155
Grp Volume(v), veh/h	83	0	0	489	0	0	49	497	492	22	649	674
Grp Sat Flow(s),veh/h/ln	1755	0	0	1399	0	0	413	1770	1752	567	1770	1835
Q Serve(g_s), s	0.0	0.0	0.0	27.0	0.0	0.0	5.8	16.8	16.8	1.3	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	29.9	0.0	0.0	5.8	16.8	16.8	18.1	0.0	0.0
Prop In Lane	0.34		0.60	0.91		0.08	1.00		0.36	1.00		0.08
Lane Grp Cap(c), veh/h	715	0	0	604	0	0	296	925	916	271	925	959
V/C Ratio(X)	0.12	0.00	0.00	0.81	0.00	0.00	0.17	0.54	0.54	0.08	0.70	0.70
Avail Cap(c_a), veh/h	809	0	0	688	0	0	296	925	916	271	925	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.91	0.00	0.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	18.4	0.0	0.0	26.4	0.0	0.0	11.6	14.3	14.3	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	5.9	0.0	0.0	1.2	2.2	2.3	0.5	4.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	12.5	0.0	0.0	0.8	8.7	8.6	0.3	1.0	1.0
LnGrp Delay(d),s/veh	18.4	0.0	0.0	32.3	0.0	0.0	12.8	16.5	16.5	3.8	4.0	3.9
LnGrp LOS	B			C			B	B	B	A	A	A
Approach Vol, veh/h		83			489			1038			1345	
Approach Delay, s/veh		18.4			32.3			16.3			3.9	
Approach LOS		B			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.5		38.5		51.5		38.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		41.5		39.5		41.5		39.5
Max Q Clear Time (g_c+I1), s		18.8		4.9		20.1		31.9
Green Ext Time (p_c), s		6.8		0.5		8.6		2.0

Intersection Summary		
HCM 2010 Ctrl Delay		13.4
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	8	38	0	58	15	601	54	40	1201	11
Future Volume (veh/h)	8	0	8	38	0	58	15	601	54	40	1201	11
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	0	9	41	0	63	16	653	59	43	1305	12
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	18	74	99	10	81	373	1368	124	677	2919	27
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	1.00	1.00	1.00	0.81	0.81	0.81
Sat Flow, veh/h	637	203	840	496	109	930	415	1684	152	735	3593	33
Grp Volume(v), veh/h	18	0	0	104	0	0	16	0	712	43	643	674
Grp Sat Flow(s),veh/h/ln	1680	0	0	1535	0	0	415	0	1836	735	1770	1857
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	0.0	0.5	0.0	0.0	1.0	9.6	9.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	5.9	0.0	0.0	10.1	0.0	0.0	1.0	9.6	9.6
Prop In Lane	0.50		0.50	0.39		0.61	1.00		0.08	1.00		0.02
Lane Grp Cap(c), veh/h	207	0	0	190	0	0	373	0	1491	677	1438	1509
V/C Ratio(X)	0.09	0.00	0.00	0.55	0.00	0.00	0.04	0.00	0.48	0.06	0.45	0.45
Avail Cap(c_a), veh/h	410	0	0	401	0	0	373	0	1491	677	1438	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.79	0.00	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	40.1	0.0	0.0	0.7	0.0	0.0	1.7	2.5	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.4	0.0	0.0	0.2	0.0	0.9	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0	0.1	0.0	0.4	0.2	4.9	5.1
LnGrp Delay(d),s/veh	38.0	0.0	0.0	42.5	0.0	0.0	0.8	0.0	0.9	1.9	3.5	3.4
LnGrp LOS	D			D			A		A	A	A	A
Approach Vol, veh/h		18			104			728			1360	
Approach Delay, s/veh		32.0			34.1			0.9			3.4	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		77.6		12.4		77.6		12.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		60.5		20.5		60.5		20.5
Max Q Clear Time (g_c+I1), s		12.1		2.9		11.6		7.9
Green Ext Time (p_c), s		5.4		0.0		13.6		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		4.7
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	36	42	0	4	29	580	57	5	1175	0
Future Volume (veh/h)	0	0	36	42	0	4	29	580	57	5	1175	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	39	46	0	4	32	630	62	5	1277	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	113	138	3	6	438	1383	136	623	1543	0
Arrive On Green	0.00	0.00	0.07	0.07	0.00	0.07	0.83	0.83	0.83	1.00	1.00	0.00
Sat Flow, veh/h	0	0	1583	851	46	78	431	1669	164	749	1863	0
Grp Volume(v), veh/h	0	0	39	50	0	0	32	0	692	5	1277	0
Grp Sat Flow(s),veh/h/ln	0	0	1583	975	0	0	431	0	1834	749	1863	0
Q Serve(g_s), s	0.0	0.0	2.1	3.0	0.0	0.0	1.2	0.0	9.3	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.1	5.1	0.0	0.0	1.2	0.0	9.3	9.4	0.0	0.0
Prop In Lane	0.00		1.00	0.92		0.08	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	113	146	0	0	438	0	1519	623	1543	0
V/C Ratio(X)	0.00	0.00	0.35	0.34	0.00	0.00	0.07	0.00	0.46	0.01	0.83	0.00
Avail Cap(c_a), veh/h	0	0	317	324	0	0	438	0	1519	623	1543	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.13	0.13	0.00
Uniform Delay (d), s/veh	0.0	0.0	39.8	42.0	0.0	0.0	1.4	0.0	2.1	0.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.8	1.4	0.0	0.0	0.3	0.0	1.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	1.3	0.0	0.0	0.2	0.0	5.0	0.0	0.3	0.0
LnGrp Delay(d),s/veh	0.0	0.0	41.6	43.3	0.0	0.0	1.8	0.0	3.1	0.6	0.7	0.0
LnGrp LOS			D	D			A		A	A	A	
Approach Vol, veh/h		39			50			724			1282	
Approach Delay, s/veh		41.6			65.7			3.0			0.7	
Approach LOS		D			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		79.1		10.9		79.1		10.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		63.0		18.0		63.0		18.0
Max Q Clear Time (g_c+I1), s		11.3		4.1		11.4		7.1
Green Ext Time (p_c), s		6.7		0.1		20.9		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		3.3
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	387	0	106	11	437	145	48	786	17
Future Volume (veh/h)	4	0	8	387	0	106	11	437	145	48	786	17
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	4	0	9	421	0	115	12	475	158	52	854	18
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	25	428	480	0	112	47	716	235	78	898	19
Arrive On Green	0.36	0.00	0.36	0.36	0.00	0.36	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	456	71	1184	1132	0	309	12	1330	435	66	1667	34
Grp Volume(v), veh/h	13	0	0	536	0	0	645	0	0	924	0	0
Grp Sat Flow(s),veh/h/ln	1710	0	0	1441	0	0	1777	0	0	1767	0	0
Q Serve(g_s), s	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	29.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	32.5	0.0	0.0	0.0	0.0	0.0	45.3	0.0	0.0
Prop In Lane	0.31		0.69	0.79		0.21	0.02		0.24	0.06		0.02
Lane Grp Cap(c), veh/h	670	0	0	592	0	0	998	0	0	995	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.91	0.00	0.00	0.65	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	670	0	0	592	0	0	998	0	0	995	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.91	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	17.6	0.0	0.0	2.9	0.0	0.0	15.8	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	0.0	16.1	0.0	0.0	0.8	0.0	0.0	26.2	0.0	0.0
LnGrp Delay(d),s/veh	18.5	0.0	0.0	46.8	0.0	0.0	2.9	0.0	0.0	35.5	0.0	0.0
LnGrp LOS	B			D			A			D		
Approach Vol, veh/h		13			536			645			924	
Approach Delay, s/veh		18.5			46.8			2.9			35.5	
Approach LOS		B			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		48.5		32.5		48.5		32.5
Max Q Clear Time (g_c+I1), s		2.0		2.5		47.3		34.5
Green Ext Time (p_c), s		5.6		0.0		0.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		28.3
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	181	5	36	492	12	3	21	38	24	13	0
Future Volume (veh/h)	0	181	5	36	492	12	3	21	38	24	13	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	197	5	39	535	13	3	23	41	26	14	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	671	17	70	629	15	58	327	541	565	291	0
Arrive On Green	0.00	0.37	0.37	0.37	0.37	0.37	0.53	0.53	0.53	0.53	0.53	0.00
Sat Flow, veh/h	0	1809	46	75	1697	40	30	619	1023	943	550	0
Grp Volume(v), veh/h	0	0	202	587	0	0	67	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1855	1812	0	0	1672	0	0	1493	0	0
Q Serve(g_s), s	0.0	0.0	6.9	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.9	27.0	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.00		0.02	0.07		0.02	0.04		0.61	0.65		0.00
Lane Grp Cap(c), veh/h	0	0	688	714	0	0	927	0	0	856	0	0
V/C Ratio(X)	0.00	0.00	0.29	0.82	0.00	0.00	0.07	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1185	1193	0	0	927	0	0	856	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)	0.00	0.00	1.00	0.75	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	20.0	26.2	0.0	0.0	10.4	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.8	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	13.9	0.0	0.0	0.9	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	20.2	28.0	0.0	0.0	10.5	0.0	0.0	10.3	0.0	0.0
LnGrp LOS			C	C			B			B		
Approach Vol, veh/h		202			587			67			40	
Approach Delay, s/veh		20.2			28.0			10.5			10.3	
Approach LOS		C			C			B			B	

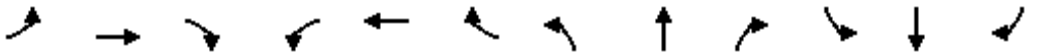
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.1		37.9		52.1		37.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.5		57.5		23.5		57.5
Max Q Clear Time (g_c+I1), s		3.8		8.9		2.9		29.0
Green Ext Time (p_c), s		0.3		1.3		0.1		4.4

Intersection Summary		
HCM 2010 Ctrl Delay		24.2
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	216	6	0	506	0	4	0	0	0	0	3
Future Volume (veh/h)	3	216	6	0	506	0	4	0	0	0	0	3
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	235	7	0	550	0	4	0	0	0	0	3
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	786	23	0	818	0	568	0	0	0	0	317
Arrive On Green	0.44	0.44	0.44	0.00	0.44	0.00	0.20	0.00	0.00	0.00	0.00	0.20
Sat Flow, veh/h	6	1788	53	0	1863	0	1397	0	0	0	0	1583
Grp Volume(v), veh/h	245	0	0	0	550	0	4	0	0	0	0	3
Grp Sat Flow(s),veh/h/ln	1847	0	0	0	1863	0	1397	0	0	0	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	5.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.01		0.03	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	957	0	0	0	818	0	568	0	0	0	0	317
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.67	0.00	0.01	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1801	0	0	0	1679	0	1329	0	0	0	0	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	4.5	0.0	0.0	0.0	5.6	0.0	8.0	0.0	0.0	0.0	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	4.7	0.0	0.0	0.0	6.5	0.0	8.0	0.0	0.0	0.0	0.0	8.0
LnGrp LOS	A				A		A					A
Approach Vol, veh/h		245			550			4			3	
Approach Delay, s/veh		4.7			6.5			8.0			8.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		15.5		9.5		15.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.5		22.5		18.5		22.5
Max Q Clear Time (g_c+I1), s		2.1		4.1		2.0		7.9
Green Ext Time (p_c), s		0.0		1.3		0.0		3.1

Intersection Summary		
HCM 2010 Ctrl Delay		6.0
HCM 2010 LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	175	5	0	481	0	6	0	0	0	3	5
Future Volume (Veh/h)	13	175	5	0	481	0	6	0	0	0	3	5
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	190	5	0	523	0	7	0	0	0	3	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	523			195			750	744	192	744	746	523
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	523			195			750	744	192	744	746	523
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	100	100	100	99	99
cM capacity (veh/h)	1043			1378			319	338	849	327	337	554

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	209	523	7	8
Volume Left	14	0	7	0
Volume Right	5	0	0	5
cSH	1043	1378	319	446
Volume to Capacity	0.01	0.00	0.02	0.02
Queue Length 95th (ft)	1	0	2	1
Control Delay (s)	0.7	0.0	16.5	13.2
Lane LOS	A		C	B
Approach Delay (s)	0.7	0.0	16.5	13.2
Approach LOS			C	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	25	36	6	17	0	49	8	11	4	5	25
Future Volume (veh/h)	32	25	36	6	17	0	49	8	11	4	5	25
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	27	39	7	18	0	53	9	12	4	5	27
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	57	82	350	168	0	655	117	75	273	100	376
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	552	426	615	488	1256	0	881	380	244	82	323	1215
Grp Volume(v), veh/h	101	0	0	25	0	0	74	0	0	36	0	0
Grp Sat Flow(s),veh/h/ln	1593	0	0	1745	0	0	1504	0	0	1620	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.35		0.39	0.28		0.00	0.72		0.16	0.11		0.75
Lane Grp Cap(c), veh/h	513	0	0	518	0	0	848	0	0	749	0	0
V/C Ratio(X)	0.20	0.00	0.00	0.05	0.00	0.00	0.09	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	2052	0	0	2160	0	0	2014	0	0	2029	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	6.1	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	6.6	0.0	0.0	6.2	0.0	0.0	4.1	0.0	0.0	4.0	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		101			25			74			36	
Approach Delay, s/veh		6.6			6.2			4.1			4.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		6.7		9.5		6.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.5		2.9		2.2		2.2
Green Ext Time (p_c), s		0.3		0.4		0.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		5.4
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	21	4	0	15	0	3	0	3	0	0	0
Future Volume (veh/h)	3	21	4	0	15	0	3	0	3	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	23	4	0	16	0	3	0	3	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	68	12	0	108	0	531	95	263	0	627	0
Arrive On Green	0.06	0.06	0.06	0.00	0.06	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Sat Flow, veh/h	151	1161	202	0	1863	0	499	282	781	0	1863	0
Grp Volume(v), veh/h	30	0	0	0	16	0	6	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1515	0	0	0	1863	0	1563	0	0	0	1863	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.10		0.13	0.00		0.00	0.50		0.50	0.00		0.00
Lane Grp Cap(c), veh/h	355	0	0	0	108	0	889	0	0	0	627	0
V/C Ratio(X)	0.08	0.00	0.00	0.00	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	2385	0	0	0	2256	0	2191	0	0	0	2256	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	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	0.0	6.6	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	6.9	0.0	0.0	0.0	7.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A				A		A					
Approach Vol, veh/h		30			16			6			0	
Approach Delay, s/veh		6.9			7.3			3.3			0.0	
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.5		5.4		9.5		5.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.0		2.4		0.0		2.1
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		6.6
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	83	4	12	224	3	4	41	24	6	36	192
Future Volume (veh/h)	67	83	4	12	224	3	4	41	24	6	36	192
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	73	90	4	13	243	3	4	45	26	7	39	209
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	272	10	201	453	5	200	322	177	190	80	391
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	531	1061	39	49	1767	21	38	1094	601	20	273	1328
Grp Volume(v), veh/h	167	0	0	259	0	0	75	0	0	255	0	0
Grp Sat Flow(s),veh/h/ln	1630	0	0	1837	0	0	1732	0	0	1620	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	2.4	0.0	0.0	0.6	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.44		0.02	0.05		0.01	0.05		0.35	0.03		0.82
Lane Grp Cap(c), veh/h	676	0	0	660	0	0	699	0	0	662	0	0
V/C Ratio(X)	0.25	0.00	0.00	0.39	0.00	0.00	0.11	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	1605	0	0	1828	0	0	1726	0	0	1636	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	0.0	6.4	0.0	0.0	5.2	0.0	0.0	5.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	1.3	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	6.3	0.0	0.0	6.8	0.0	0.0	5.3	0.0	0.0	6.3	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		167			259			75			255	
Approach Delay, s/veh		6.3			6.8			5.3			6.3	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		10.4		9.6		10.4		9.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.6		3.5		4.6		4.4
Green Ext Time (p_c), s		0.3		0.8		1.3		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A