URBAN | CROSSROADS

MAJESTIC THOUSAND PALMS (GPA220004, CZ2200013, PPT220022, CEQ220033)

TRAFFIC ANALYSIS

PREPARED BY: Charlene So, PE | cso@urbanxroads.com
Connor Paquin, PE | cpaquin@urbanxroads.com
Jared Brawner | jbrawner@urbanxroads.com
Aric Evatt | aevatt@urbanxroads.com

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
CVAG	Coachella Valley Association of Governments
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
EAPC	Existing plus Ambient Growth plus Project plus Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Majestic Thousand Palms
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Transportation Analysis Model
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Majestic Thousand Palms (Project), which is located on the northeast corner of Rio Del Sol Road and 30th Avenue in the County of Riverside, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary, identify improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the County of Riverside's Traffic Impact Analysis Guidelines and consultation with County staff during the traffic study scoping process. (1) The County approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

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

- Project to install traffic signals at the intersections Rio Del Sol Road & Driveway 1 (#1), Rio Del Sol Road & Driveway 2 (#2), and Rio Del Sol Road & 30th Avenue.
- Project to construct Rio Del Sol Road at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) from 30th Avenue to the Project's northern boundary consistent with the County's standards.
- Project to construct 30th Avenue at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) from Rio Del Sol Road to the Project's eastern boundary consistent with the County's standards. Project to construct an additional 12-feet of pavement on the south side of 30th Avenue in order to facilitate site access.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

1.2 PROJECT OVERVIEW

The Project consists of the development of 1,238,992 square foot warehouse building, as shown on Exhibit 1-2. For the purposes of this assessment, the proposed Project has been evaluated with up to 247,798 square feet of high-cube cold storage warehouse use and 991,194 square feet of high-cube fulfillment center warehouse use. Access to the Project site will be accommodated via Rio Del Sol Road via two driveways (both proposed to have full access). The Project is anticipated to be developed within a single phase with an Opening Year of 2025. Regional access to the Project site is available from the I-10 Freeway via Bob Hope Drive and Ramon Road interchanges. Exhibit 1-3 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

EXHIBIT 1-1: LOCATION MAP

EXHIBIT 1-2: PRELIMINARY SITE PLAN

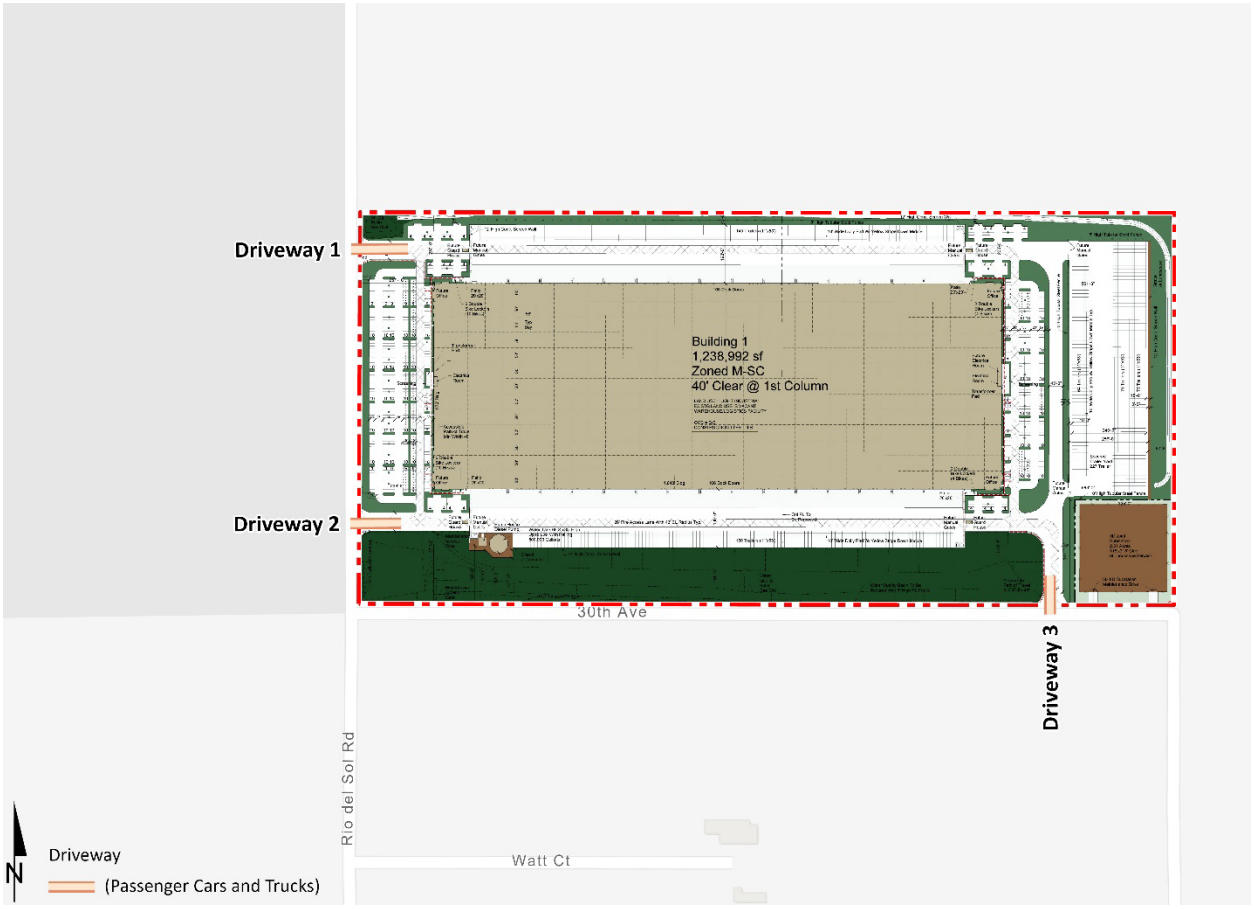
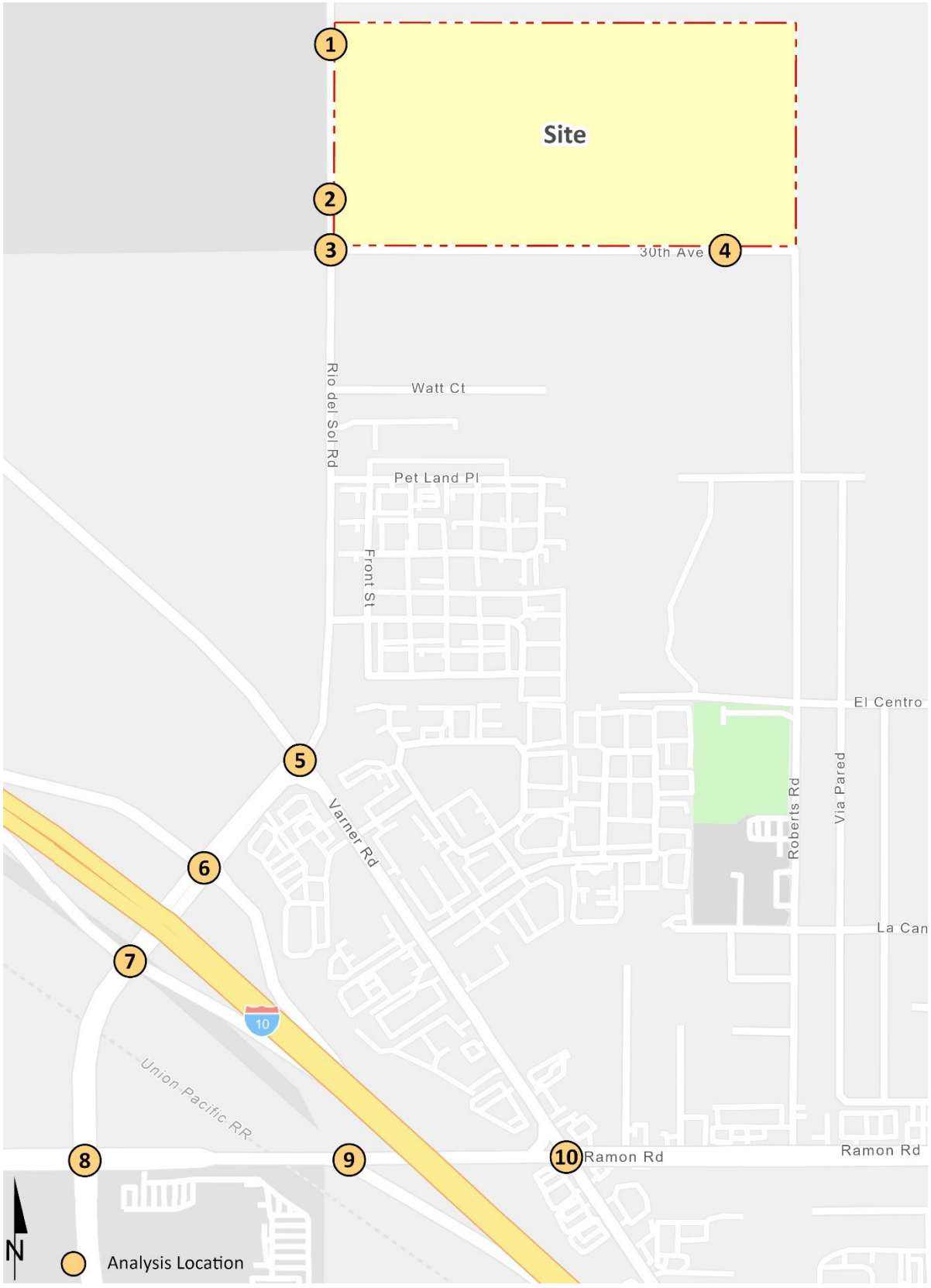


EXHIBIT 1-3: STUDY AREA



In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. (2) (3) The proposed Project is anticipated to generate 2,640 two-way trip-ends per day in actual vehicles, with 149 actual AM peak hour trips and 193 actual PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

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

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2025) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2025) Conditions
- Horizon Year (2045) Without Project conditions
- Horizon Year (2045) With Project conditions

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EAP (2025) CONDITIONS

The EAP (2025) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 6.12% (2 percent per year, compounded over 3 years) is included for EAP (2025) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with Riverside County traffic study guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.3 EAPC (2025) CONDITIONS

The EAPC (2025) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 6.12% (2 percent per year, compounded over 3 years) is included for EAPC (2025) traffic conditions.

Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2025 Opening Year time frame assumed for the Project. The

resulting traffic growth utilized in this traffic study (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2025 conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the County of Riverside refined version of the Riverside County Transportation Analysis Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis has been utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the County of Riverside (lead agency) General Plan. (4) Each of these regional transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TA satisfies the County of Riverside's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the County is included in Appendix 1.1 of this TA.

The 10 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with County of Riverside staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's traffic study guidelines. (1) The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection
1	Rio Del Sol Rd. & Driveway 1
2	Rio Del Sol Rd. & Driveway 2
3	Rio Del Sol Rd. & 30th Av.
4	Driveway 3 & 30th Av.
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.
6	Bob Hope Dr. & I-10 WB Ramps
7	Bob Hope Dr. & I-10 EB Ramps
8	Bob Hope Dr. & Ramon Rd.
9	I-10 EB Ramps & Ramon Rd.
10	Varner Rd. & Ramon Rd.

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. (5) There are no study area intersections identified as a Riverside County CMP intersection.

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *EAP (2025) Traffic Conditions*, Section 6 *EAPC (2025) Conditions*, and Section 7 *Horizon Year (2045) Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

1.5.1 EXISTING (2022) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions.

1.5.2 EAP (2025) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions.

1.5.3 EAPC (2025) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions.

1.5.4 HORIZON YEAR (2045) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions.

TABLE 1-2: SUMMARY OF LOS

#	Intersection	Existing AM	Existing PM	EAP (2025) AM	EAP (2025) PM	EAPC (2025) AM	EAPC (2025) PM	2045 Without Project AM	2045 Without Project PM	2045 With Project AM	2045 With Project PM
1	Rio Del Sol Rd. & Driveway 1	N/A	N/A	●	●	●	●	N/A	N/A	●	●
2	Rio Del Sol Rd. & Driveway 2	N/A	N/A	●	●	●	●	N/A	N/A	●	●
3	Rio Del Sol Rd. & 30th Av.	N/A	N/A	●	●	●	●	N/A	N/A	●	●
4	Driveway 3 & 30th Av.	N/A	N/A	●	●	●	●	N/A	N/A	●	●
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	●	●	●	●	●	●	●	●	●	●
6	Bob Hope Dr. & I-10 WB Ramps	●	●	●	●	●	●	●	●	●	●
7	Bob Hope Dr. & I-10 EB Ramps	●	●	●	●	●	●	●	●	●	●
8	Bob Hope Dr. & Ramon Rd.	●	●	●	●	●	●	●	●	●	●
9	I-10 EB Ramps & Ramon Rd.	●	●	●	●	●	●	●	●	●	●
10	Varner Rd. & Ramon Rd.	●	●	●	●	●	●	●	●	●	●

● = A - D ● = E ● = F

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2.

Recommendation 1 **–** Rio Del Sol Road & Driveway 1 (#1) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal.
- Project to construct a southbound left turn lane with a minimum of 100-feet of storage.
- Project to construct a westbound shared left-right turn lane (Project Driveway)

Recommendation 2 **–** Rio Del Sol Road & Driveway 2 (#2) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal.
- Project to construct a southbound left turn lane with a minimum of 100-feet of storage.
- Project to construct a westbound shared left-right turn lane (Project Driveway)

Recommendation 3 **–** Rio Del Sol Road & 30th Avenue (#3) – The following improvements are necessary to accommodate site access:

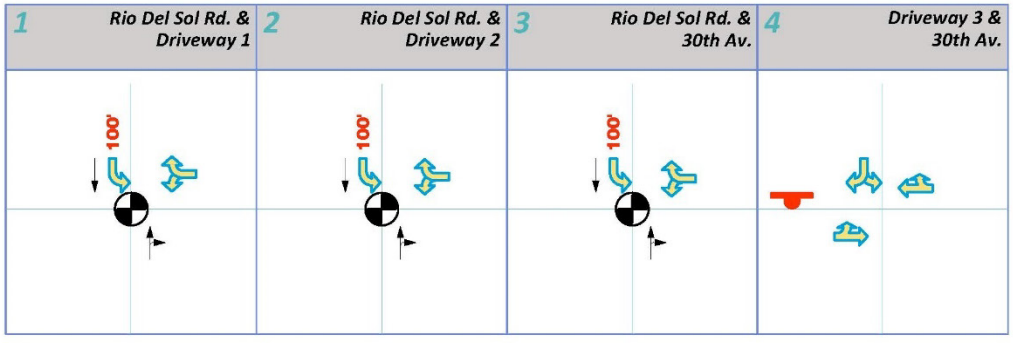
- Project to install a traffic signal.
- Project to construct a southbound left turn lane with a minimum of 100-feet of storage.
- Project to construct a westbound shared left-right turn lane (Project Driveway)

Recommendation 4 **–** Driveway 3 & 30th Avenue (#4) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the southbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct an eastbound shared left-through lane.
- Project to construct a westbound shared through-right turn lane.

Recommendation 5 – Rio Del Sol Road is a north-south oriented roadway located on the Project's western boundary. Project to construct Rio Del Sol Road at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) from 30th Avenue to the Project's northern boundary consistent with the County's standards.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS



= New Traffic Signal
= Stop Sign Improvement
= Existing Lane
= Lane Improvement
100' = Recommended Turn Pocket Length

Recommendation 6 – 30th Avenue is an east-west oriented roadway located on the Project's southern boundary. Project to construct 30th Avenue at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) from Rio Del Sol Road to the Project's eastern boundary consistent with the County's standards. Project to construct an additional 12-feet of pavement on the south side of 30th Avenue in order to facilitate site access.

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

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

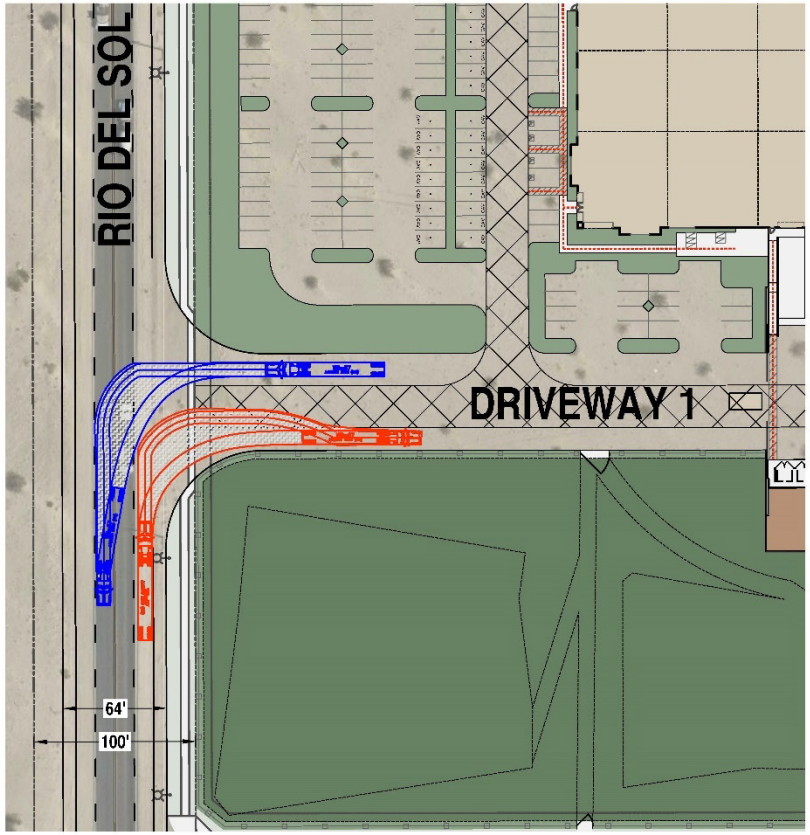
1.6.2 ROADWAY SEGMENT CAPACITY ANALYSIS

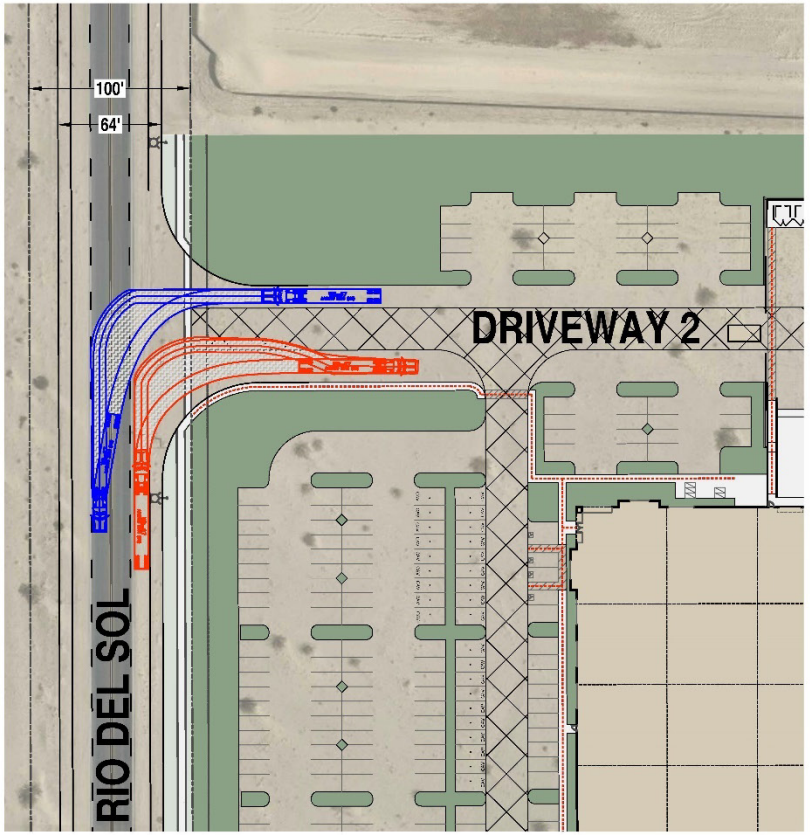
Per the request of the County of Riverside, a roadway segment capacity analysis for the roadway segment of Rio Del Sol Road, between the Project's north access driveway and Varner Road for Horizon Year (2045) With Project traffic conditions. According to the County's General Plan, Rio Del Sol Road is classified as a Secondary Highway with an LOS E capacity of 25,900 vehicles per day for a 4-lane facility. Based on a review of the Horizon Year (2045) With Project traffic volumes, there is an anticipated traffic volume of 12,866 vehicles per day on this roadway segment. As such, it is recommended Rio Del Sol Road be widened to 4 lanes, north of Varner Road, in order to process the Horizon Year (2045) With Project traffic volumes, consistent with the County's General Plan.

1.7 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-4). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. As shown on Exhibit 1-5, the Driveway 1 and Driveway 2 on Rio Del Sol Road are anticipated to accommodate the wide turning radius of heavy trucks as designed.

EXHIBIT 1-5: TRUCK ACCESS





2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with County of Riverside's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

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

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (6) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside and City of Cathedral City require signalized intersection operations analysis based on the methodology described in the HCM. (6) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

Consistent with the Riverside County CMP, a saturation flow rate of 1900 vehicles per hour green per lane (vphgpl) has been utilized for all intersections for all scenarios.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak

hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (6)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside and City of Cathedral City require the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (6) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (7)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (7) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used

as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
1	Rio Del Sol Rd. & Driveway 1
2	Rio Del Sol Rd. & Driveway 2
3	Rio Del Sol Rd. & 30th Av.
4	Driveway 3 & 30th Av.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2025) Traffic Conditions*, Section 6 *EAPC (2025) Conditions*, and Section 7 *Horizon Year (2045) Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 Freeway at the Bob Hope Drive interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-10 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 COUNTY OF RIVERSIDE

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

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

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

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within the Western Coachella Valley Area Plan. (1)

2.5.2 CITY OF CATHEDRAL CITY

The City of Cathedral City does not have their own traffic study guidelines. As such, the County of Riverside traffic study guidelines and minimum acceptable LOS threshold has been utilized for the purposes of this traffic study. As such, intersections wholly or partially within the jurisdiction of the City of Cathedral City utilize LOS D as the minimum acceptable LOS.

2.5.3 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. (8) If an existing State highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the County of Riverside, LOS threshold of LOS D will be used as the target LOS.

2.6 DEFICIENCY CRITERIA

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

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

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the County TUMF and/or Development Impact Fee (DIF) programs will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project Traffic / (2045 Total Traffic – Existing (2022) Traffic)

3 AREA CONDITIONS

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

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 10 existing and future intersections as shown previously on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

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

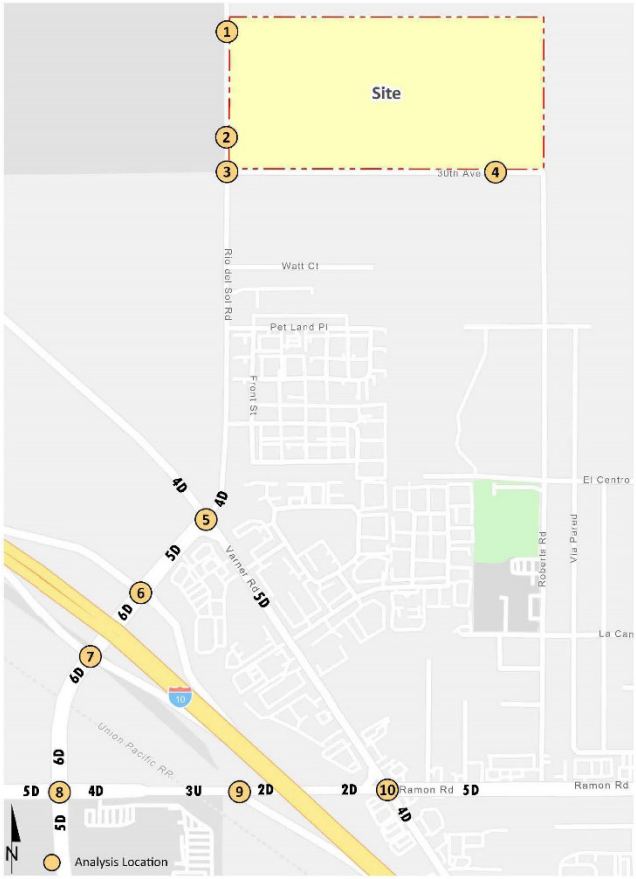
Major Highways can accommodate four travel lanes. These facilities serve property zoned for major industrial and commercial uses, or to serve through traffic. The following roadways are classified as a Major Highway within the study area:

- Varner Road
- Ramon Road

Secondary Highways can accommodate four travel laves. These facilities provide access to throughout the County by connecting Collectors with Major and Arterial Highways. The following roadways are classified as a collector within the study area:

- Rio Del Sol Road
- 30th Avenue

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



1 Rio Del Sol Rd. & Driveway 1	2 Rio Del Sol Rd. & Driveway 2	3 Rio Del Sol Rd. & 30th Av.	4 Driveway 3 & 30th Av.	5 Bob Hope Dr./ Rio Del Sol Rd. & Varner Rd.
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Free
6 Bob Hope Dr. & I-10 WB Ramps	**7 Bob Hope Dr. & I-10 EB Ramps**	**8 Bob Hope Dr. & Ramon Rd.**	**9 I-10 EB Ramps & Ramon Rd.**	**10 Varner Rd. & Ramon Rd.**
Free		Free		Free

4 = Number of Lanes
D = Divided
U = Undivided
= Traffic Signal
Free = Free Right Turn

EXHIBIT 3-2: WESTERN COACHELLA VALLEY AREA PLAN CIRCULATION ELEMENT

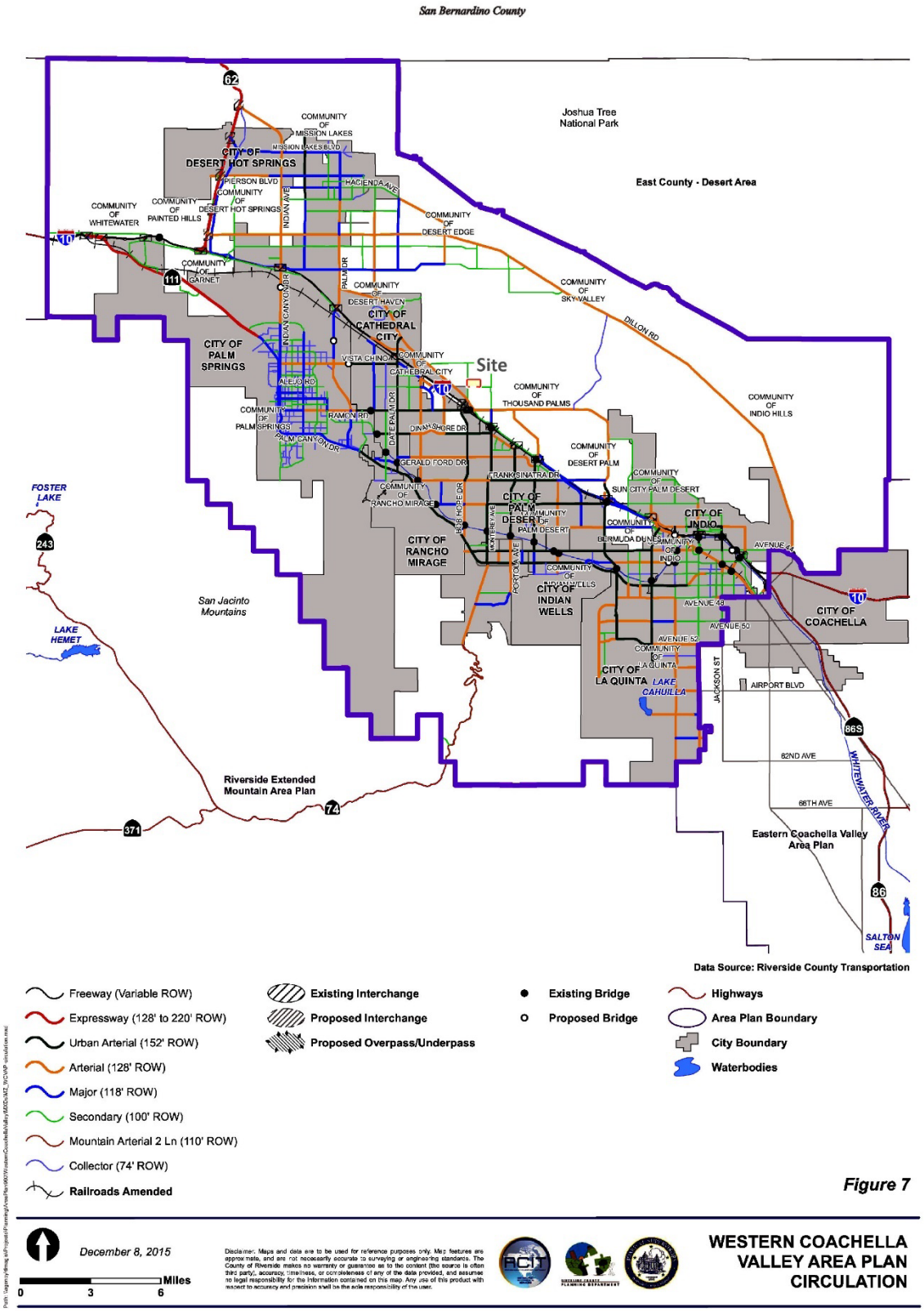
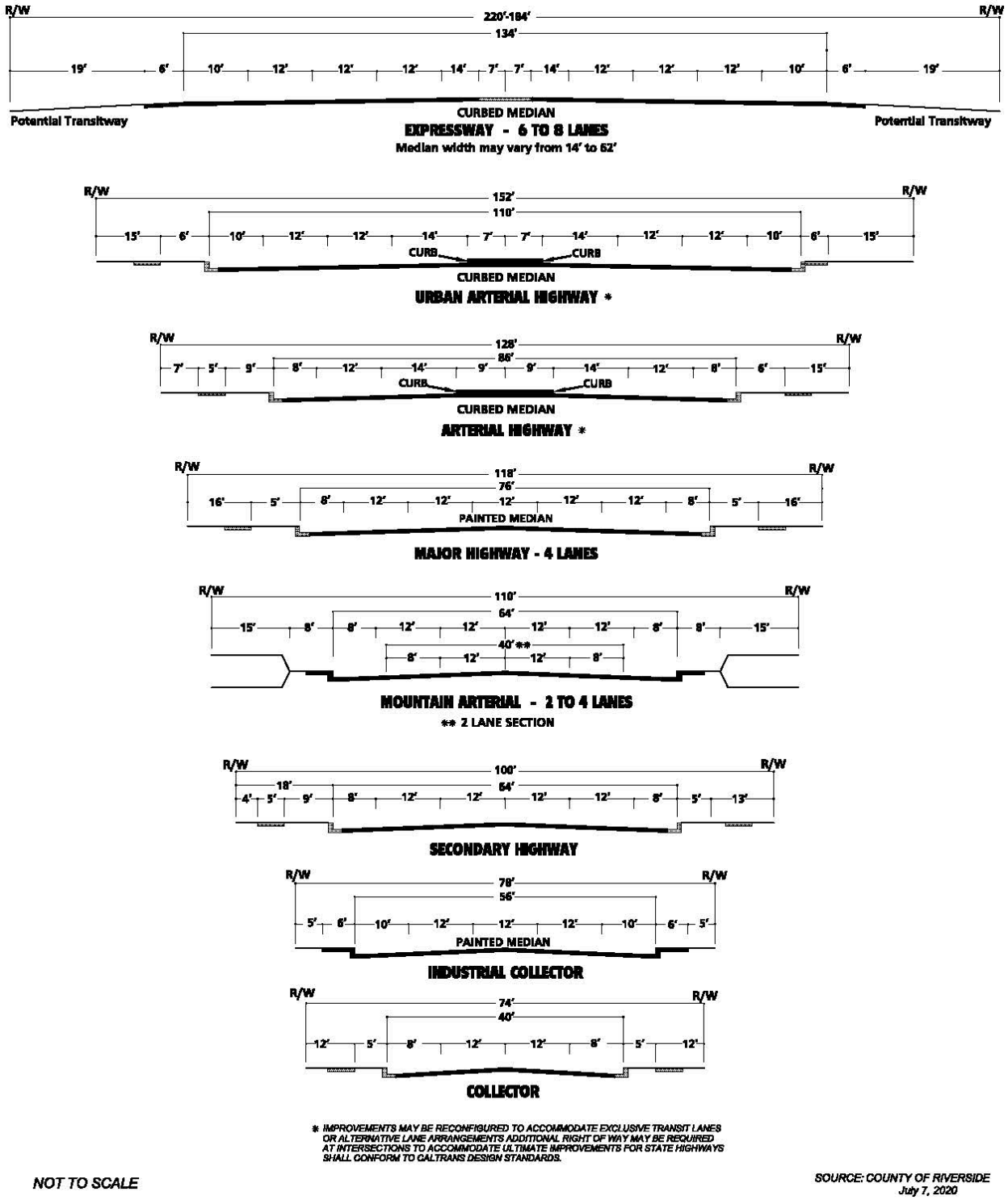


EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



3.3 CITY OF CATHEDRAL CITY GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-4 shows the City of Cathedral City General Plan Circulation Element while Exhibit 3-5 shows the City of Cathedral City General Plan roadway cross-sections.

3.4 BICYCLE & PEDESTRIAN FACILITIES

In an effort to promote alternative modes of transportation, the County of Riverside also includes a trails and bikeway system. The Western Coachella Valley Area Plan trails and bikeway system, shown on Exhibit 3-6, shows the proposed trails connected with major features within the County. There is a proposed Class II bike path along portions of Varner Road in the vicinity of the Project site.

Existing pedestrian facilities within the study area are shown on Exhibit 3-7. As shown on Exhibit 3-7, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in April 2022 indicate light pedestrian and bicycle activity within the study area.

3.5 TRANSIT SERVICE

The study area within the County of Riverside is currently served by Sunline Transit Agency, a public transit agency serving various jurisdictions within Riverside County. Based on a review of the existing transit routes within the vicinity of the proposed Project, Sunline Route 4 runs along Ramon Road. Transit service is reviewed and updated by Sunline Transit Agency periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with Sunline Transit Agency to potentially provide bus service to the site. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-8.

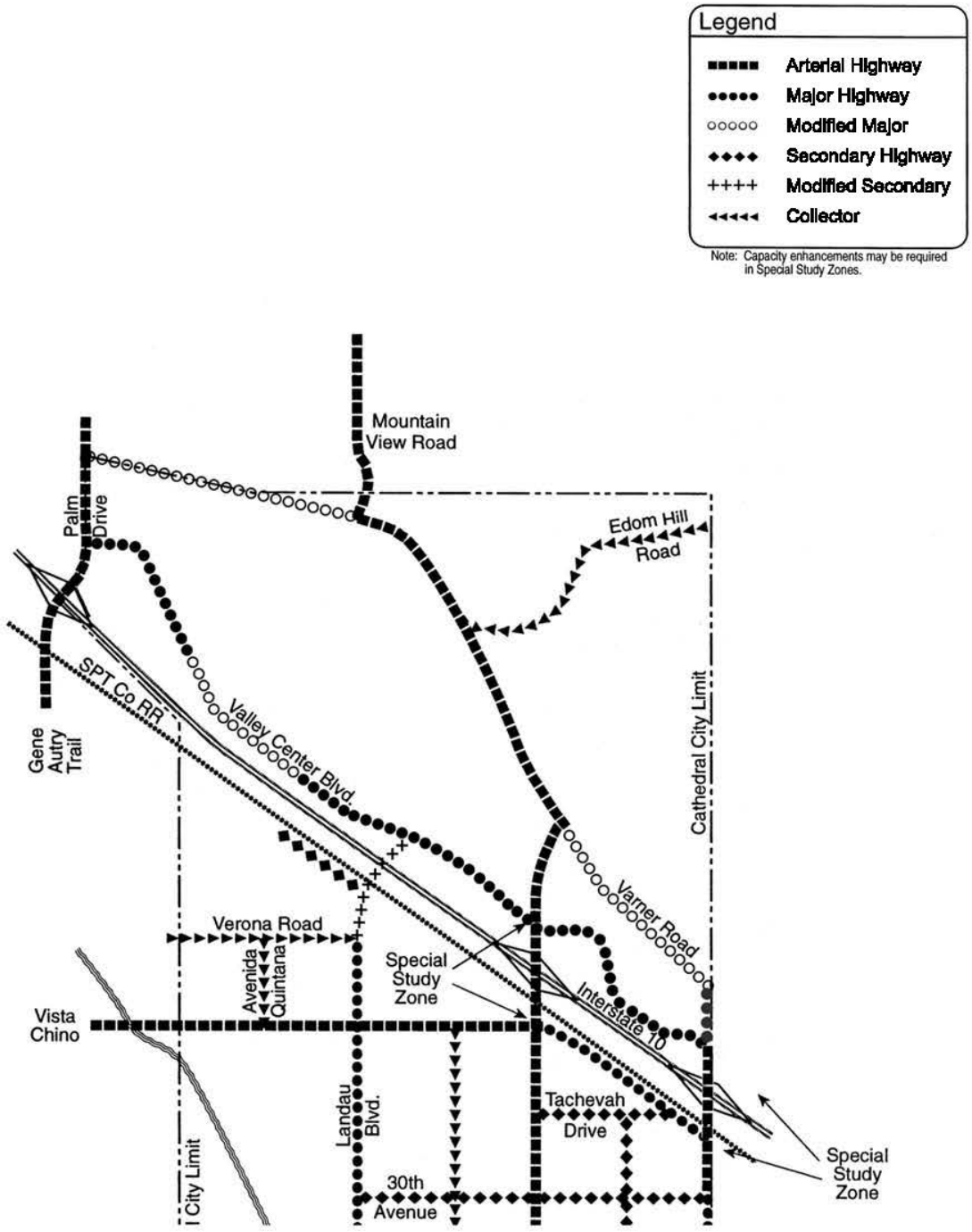
3.6 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2022. The following peak hours were selected for analysis:

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

The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

EXHIBIT 3-4: CITY OF CATHEDRAL CITY CIRCULATION ELEMENT



Amended: June 24, 2009

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

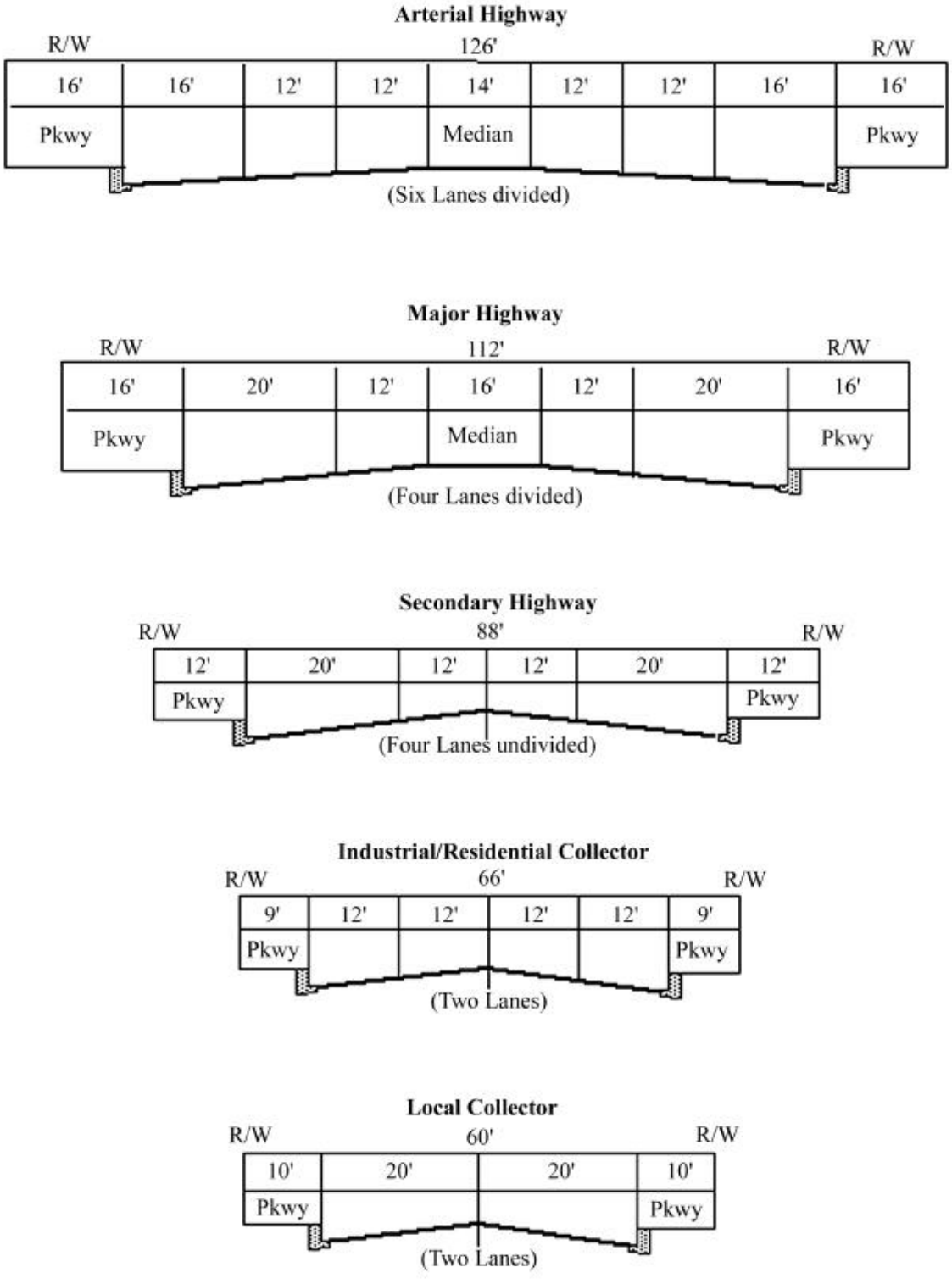


EXHIBIT 3-6: WESTERN COACHELLA VALLEY AREA PLAN BICYCLE FACILITIES

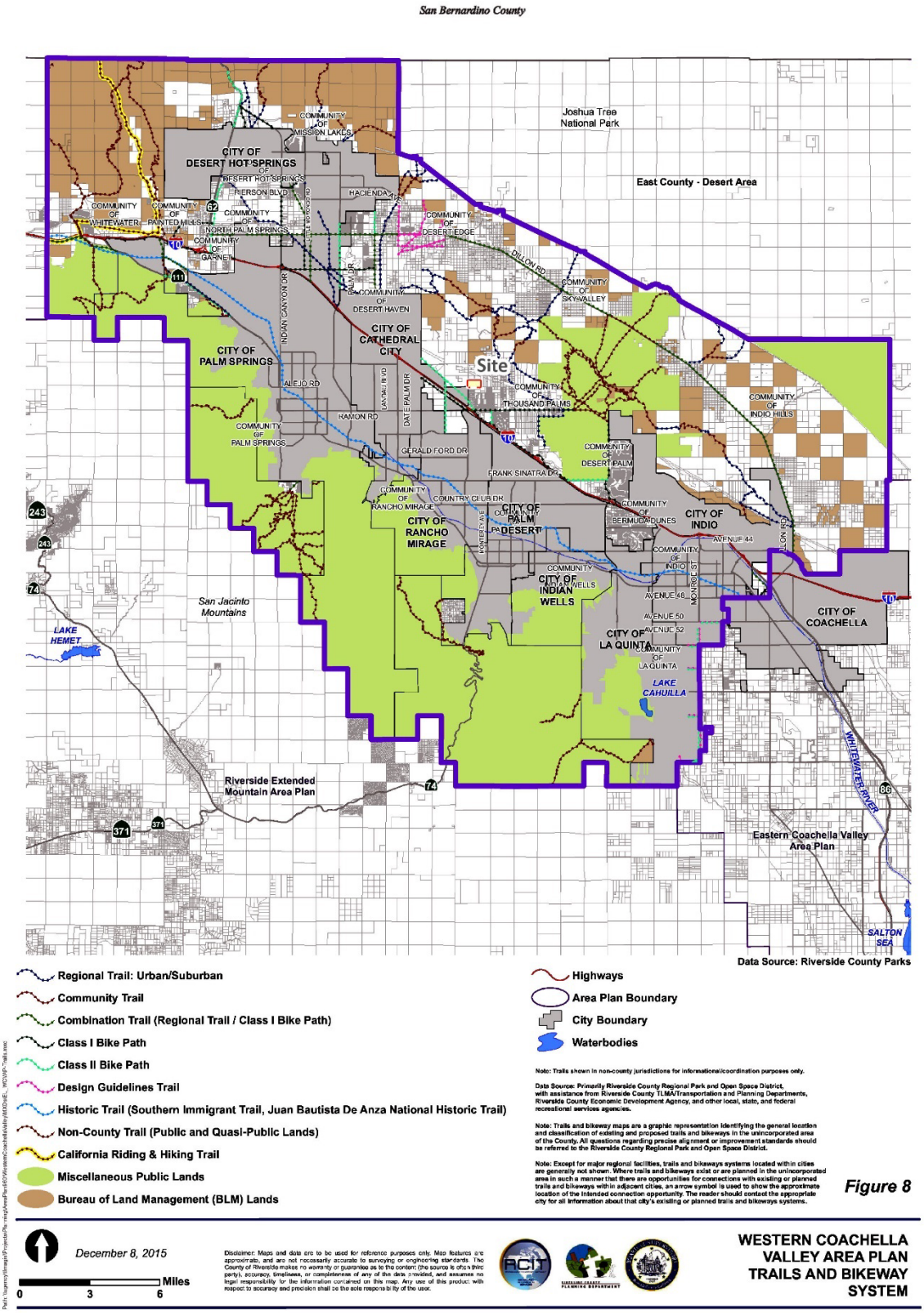


Figure 8

EXHIBIT 3-7: EXISTING PEDESTRIAN FACILITIES

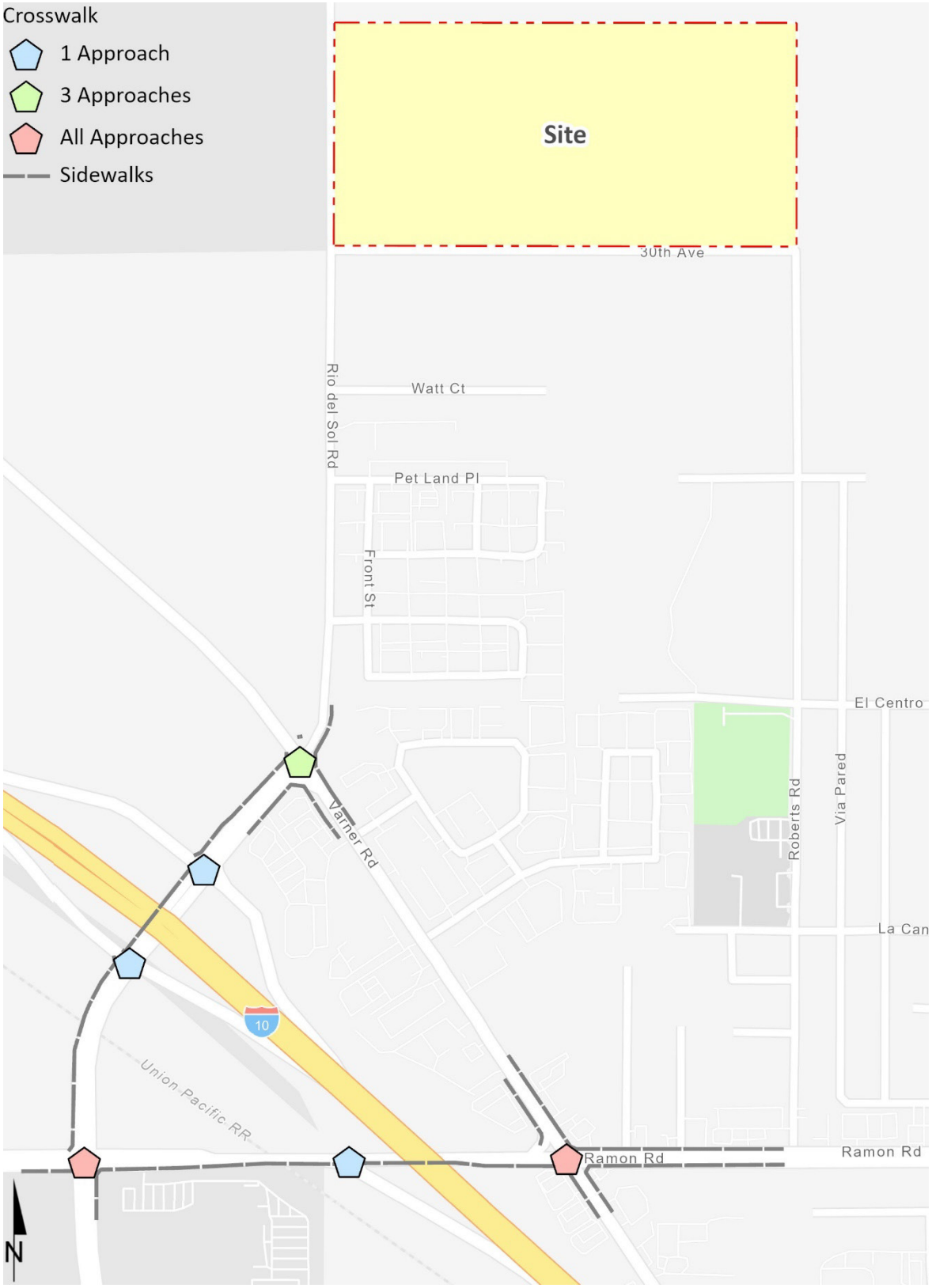
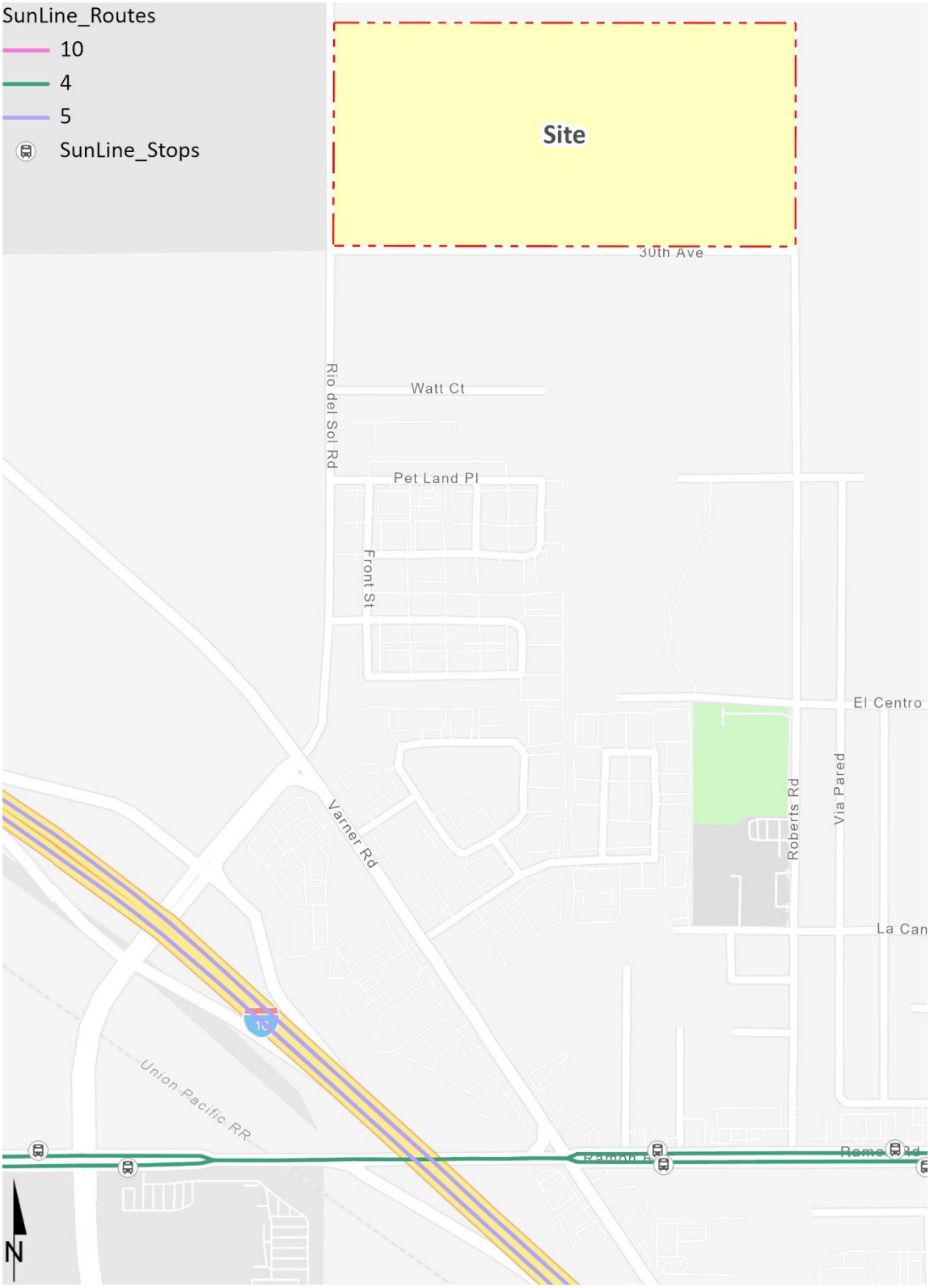


EXHIBIT 3-8: EXISTING TRANSIT ROUTES



Existing weekday ADT volumes are shown on Exhibit 3-9. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 15.50 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 6.45 percent. As such, the above equation utilizing a factor of 15.50 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 6.45 percent (i.e., 1/0.0645 = 15.50) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday and weekend peak hour intersection volumes, in actual vehicles, are also shown on Exhibit 3-9.

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

3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

All existing study area intersections are currently signalized. As such, traffic signal warrant analysis has not been performed for Existing (2022) traffic conditions.

EXHIBIT 3-9: EXISTING (2022) TRAFFIC VOLUMES (ACTUAL VEHICLES)

1 Rio Del Sol Rd. & Driveway 1	2 Rio Del Sol Rd. & Driveway 2	3 Rio Del Sol Rd. & 30th Av.	4 Driveway 3 & 30th Av.
2,050 / 51(92) ↓ / 69(39) → / 2,050	2,050 / 51(92) ↓ / 69(39) → / 2,050	2,200 / 51(92) ↓ / 69(39) → / 2,200	

5 Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	6 Bob Hope Dr. & I-10 WB Ramps	7 Bob Hope Dr. & I-10 EB Ramps	8 Bob Hope Dr. & Ramon Rd.
6,200 / 14,850	14,850 / 10,200	24,450 / 3,050	25,500 / 23,100
11(24) ↲ 89(160) ↓ 72(86) ↳	202(245) ↲ 295(232) ↓	845(627) ↓ 85(128) ↳	638(408) ↲ 795(460) ↓ 67(49) ↳
↰ 71(35)	↱ 229(131)		↰ 3(19)
← 69(209)	← 3(5)		← 459(351)
↰ 288(304)	↰ 635(523)		↰ 118(77)
17(6) → ↰ ↑ ↱	↰ ↑	256(159) → ↑ ↱	123(82) → ↰ ↑ ↱
186(114) →		3(2) →	846(768) →
86(30) ↴ 43(94) 190(88) 266(209)	150(471) 392(351)	655(290) ↴ 286(663) 46(66)	221(192) ↴ 139(311) 206(628) 133(227)
7,400 / 13,700	11,200 / 24,450	7,000 / 25,500	32,750 / 29,350

9 I-10 EB Ramps & Ramon Rd.	10 Varner Rd. & Ramon Rd.
14,950	14,850 / 15,850
← 580(447)	36(132) ↲ 163(223) ↓ 65(177) ↳
↰ 92(99)	↰ 74(168)
	← 448(298)
	↰ 31(42)
	24(36) → ↰ ↑ ↱
753(420) →	518(301) →
536(559) ↴	211(83) ↴ 188(116) 188(116) 132(37)
22,100 / 10,200	14,950 / 11,200

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Rio Del Sol Rd. & Driveway 1		Future Intersection			
2	Rio Del Sol Rd. & Driveway 2		Future Intersection			
3	Rio Del Sol Rd. & 30th Av.		Future Intersection			
4	Driveway 3 & 30th Av.		Future Intersection			
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	TS	21.6	21.3	C	C
6	Bob Hope Dr. & I-10 WB Ramps	TS	14.4	15.1	B	B
7	Bob Hope Dr. & I-10 EB Ramps	TS	13.7	12.3	B	B
8	Bob Hope Dr. & Ramon Rd.	TS	36.7	27.9	D	C
9	I-10 EB Ramps & Ramon Rd.	TS	6.6	6.7	A	A
10	Varner Rd. & Ramon Rd.	TS	26.9	24.0	C	C

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

2 TS = Traffic Signal

3.9 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-10 Freeway at the Bob Hope Drive interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.3.

TABLE 3-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
Bob Hope Dr. & I-10 WB Ramps (#6)	WBL	1,470	227	212	Yes	Yes
	WBL/T	1,990	230	208	Yes	Yes
	WBR	465	47	37	Yes	Yes
Bob Hope Dr. & I-10 EB Ramps (#7)	EBL	1,640	186	117	Yes	Yes
	EBL/T/R	525	249	62	Yes	Yes
	EBR	215	223 [2]	55	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.
[2] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

3.10 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under Existing (2022) traffic conditions.

3.10.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 3-1, all study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions. As such, no improvements have been identified.

3.10.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Existing (2022) traffic conditions. As such, no improvements have been identified.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary site plan for the proposed Project is shown previously on Exhibit 1-2. The Project consists of the development of 1,238,992 square foot warehouse building. For the purposes of this assessment, the proposed Project has been evaluated with up to 247,798 square feet of high-cube cold storage warehouse use and 991,194 square feet of high-cube fulfillment center warehouse use.

The Project is anticipated to be developed in one phase with an opening year of 2025. Access to the Project site will be accommodated via Rio Del Sol Road via two driveways (both proposed to have full access). Regional access to the Project site is available from the I-10 Freeway via Bob Hope Drive and Ramon Road interchanges.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) and High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. (2) (3) The following trip generation rates and vehicle mixes were utilized for calculating the trip generation for the proposed Project:

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 247,798 square feet (20% of the overall building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 991,194 square feet (80% of the overall building square footage). The ITE Trip Generation Manual (11th Edition, 2021) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). However, the ITE Trip Generation Handbook recommends the use of local data sources where available if data in the ITE Trip Generation Manual has limited surveyed sites. As such, the best available source for high-cube fulfilment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the TUMF update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study

does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual (11th Edition, 2021) for Land Use Code 154 have been utilized.

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County's Guidelines.

The Project trip generation rates are provided in Table 4-1. Trip generation summary for the Project in actual vehicles is shown in Table 4-2. As shown in Table 4-2, the Project is anticipated to generate a total of 2,640 two-way trips per day with 149 AM peak hour trips and 193 PM peak hour trips (actual vehicles). The trip generation summary for the Project in PCE is also shown in Table 4-2. For the purposes of the peak hour intersection operations analyses, the PCE trip generation has been utilized.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. The Project trip distribution patterns are shown on Exhibits 4-1 for trucks and Exhibit 4-2 for passenger cars.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.407
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Passenger Car Equivalent (PCE) Trip Generation Rates[5]									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

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

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

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

Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

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

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

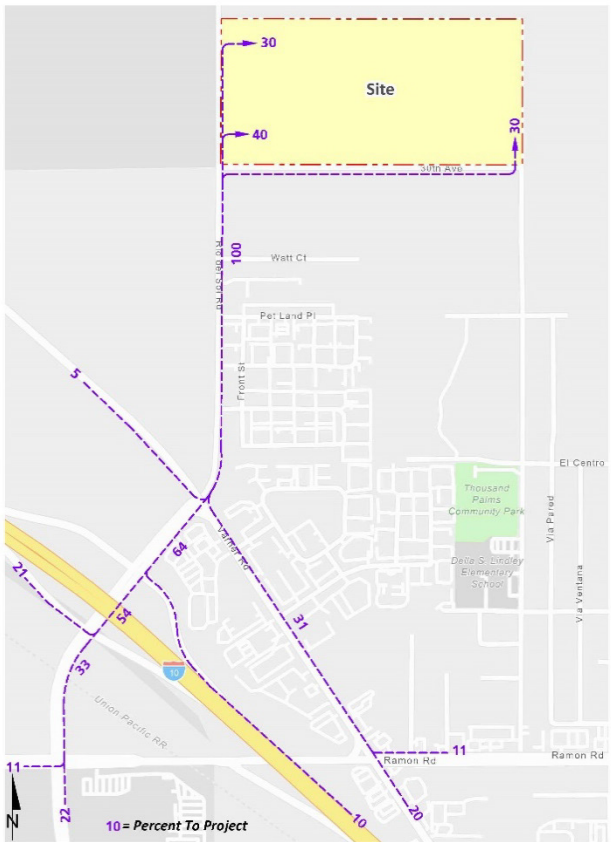
Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
High-Cube Cold Storage	247.798	TSF							
Passenger Cars:			19	1	20	5	18	23	340
2-axle Trucks:			1	2	3	1	1	2	64
3-axle Trucks:			0	1	1	0	0	0	20
4+-axle Trucks:			1	3	4	2	2	4	102
Total Truck Trips (Actual Vehicles):			2	6	8	3	3	6	186
High-Cube Cold Storage Trips (Actual Vehicles)[2]			21	7	28	8	21	29	526
High-Cube Fulfillment	991.194	TSF							
Passenger Cars:			79	23	102	40	103	143	1,736
2-4axle Trucks:			4	4	8	5	6	11	162
5+-axle Trucks:			5	6	11	5	5	10	216
Total Truck Trips (Actual Vehicles):			9	10	19	10	11	21	378
High-Cube Fulfillment Trips (Actual Vehicles)[2]			88	33	121	50	114	164	2,114
Total Passenger Cars			98	24	122	45	121	166	2,076
Total Trucks (Actual Vehicles)			11	16	27	13	14	27	564
Total Project Trips (Actual Vehicles)[2]			**109**	**40**	**149**	**58**	**135**	**193**	**2,640**
Passenger Car Equivalent (PCE):									
High-Cube Cold Storage	247.798	TSF							
Passenger Cars:			19	1	20	5	18	23	340
2-axle Trucks:			1	3	4	2	2	4	98
3-axle Trucks:			0	1	1	1	1	2	42
4+-axle Trucks:			4	8	12	6	6	12	304
Total Truck Trips (PCE):			5	12	17	9	9	18	444
Total Trips (PCE)[2]			24	13	37	14	27	41	784
High-Cube Fulfillment	991.194	TSF							
Passenger Cars:			79	23	102	40	103	143	1,736
2-4axle Trucks:			8	8	16	10	12	22	322
5+-axle Trucks:			16	17	33	14	16	30	646
Total Truck Trips (PCE):			24	25	49	24	28	52	968
Total Trips (PCE)[2]			103	48	151	64	131	195	2,704
Total Passenger Cars			98	24	122	45	121	166	2,076
Total Trucks (PCE)			29	37	66	33	37	70	1,412
Total Project Trips (PCE)[2]			**127**	**61**	**188**	**78**	**158**	**236**	**3,488**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION

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



4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, are shown on Exhibit 4-3.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2025 traffic conditions. The total ambient growth is 6.12% for 2025 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. 2025 traffic volumes are provided in Section 5 and Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

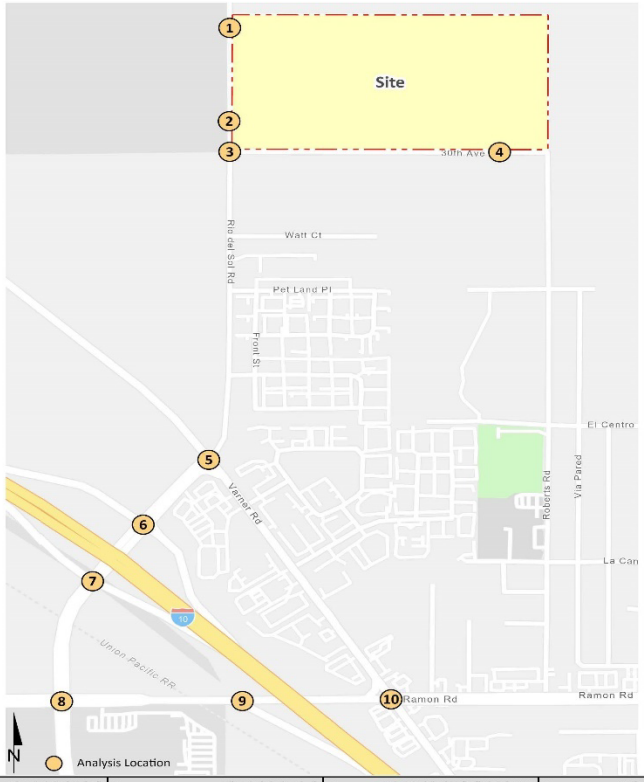
4.6 CUMULATIVE DEVELOPMENT TRAFFIC

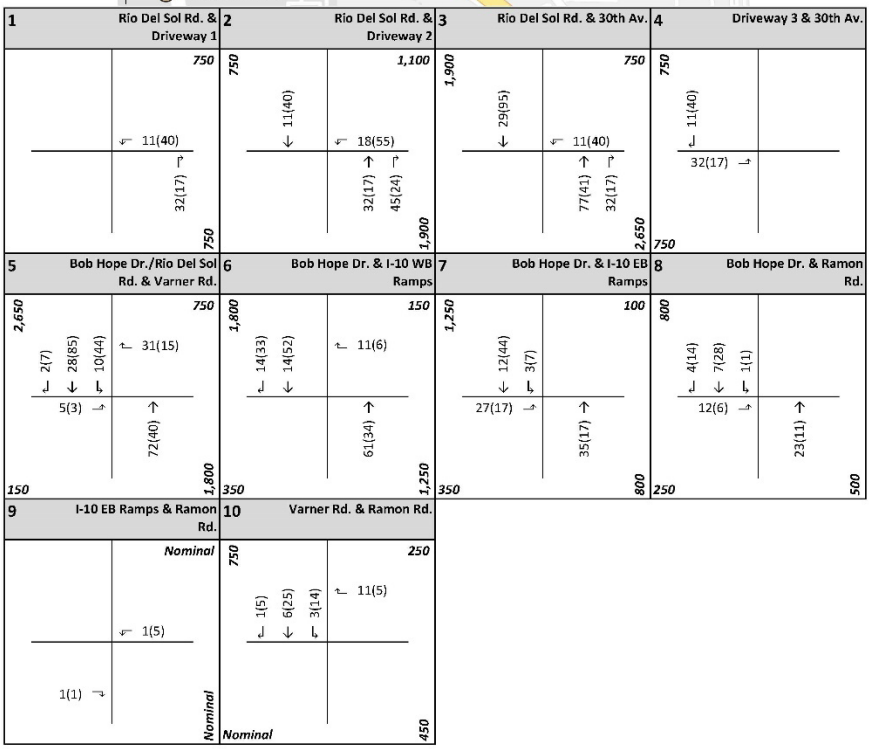
A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are listed in Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Without Project forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. The Cumulative Only ADT and peak hour intersection turning movement volumes. In actual vehicles, are shown on Exhibit 4-5.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2025) and EAPC (2025) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2025 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2025 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project.

EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)





##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

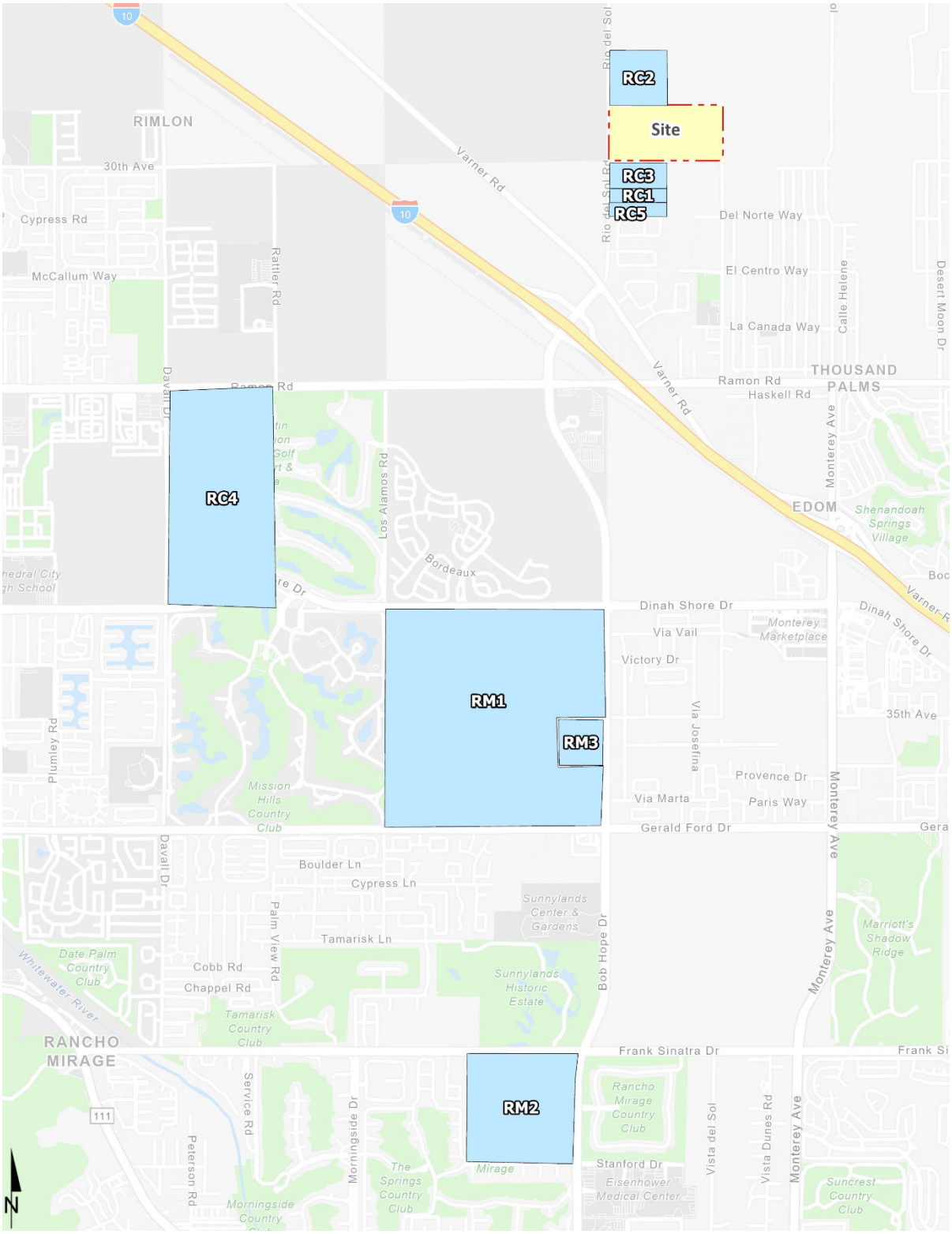


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)

1 Rio Del Sol Rd. & Driveway 1	2 Rio Del Sol Rd. & Driveway 2	3 Rio Del Sol Rd. & 30th Av.	4 Driveway 3 & 30th Av.
250 ← 5(30) / → 35(5) 250	250 ← 5(30) / → 35(5) 250	250 ← 5(30) / → 35(5) 250	

5 Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	6 Bob Hope Dr. & I-10 WB Ramps	7 Bob Hope Dr. & I-10 EB Ramps	8 Bob Hope Dr. & Ramon Rd.
3,100 ↰ 3(7) ← 44(103) ↱ 25(57) / ↱ 4(6) → 1,000 ↱ 37(41) / → 80(84) 1,950 / 150	1,950 ↰ 17(44) ← 28(59) / ↰ 118(128) ↑ 64(71) 150 ↱ 16(14) 1,400 / 350	← 23(46) ↱ 4(13) / → 36(29) ↲ 55(135) → 146(170)	↰ 7(15) ← 70(165) ↱ 1(1) / ↱ 9(14) → 18(42) ↲ 22(25) ↑ 137(156)

9 I-10 EB Ramps & Ramon Rd.	10 Varner Rd. & Ramon Rd.
Nominal ↰ 3(5) / ↱ 1(1) Nominal	1,000 ↰ 3(5) ← 15(36) ↱ 7(15) / Nominal 300 ↱ 9(14) 650

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name	Address/Location	Land Use[1]	Quantity	Units[2]
RM1	Section 31 Specific Plan	Bordered by Gerald Ford Drive, Monterey Avenue, Frank Sinatra Drive, and Bob Hope Drive	Multifamily (Low Rise) Housing	832	DU
			Single Family Residential	1,100	DU
			Hotel	400	Rooms
			Commercial	175.000	TSF
RM2	Desert Island Hotel and Specific Plan Amendment	SWC of Frank Sinatra Drive and Bob Hope Drive	Hotel	53	Rooms
RM3	Rancho Monterey Specific Plan	NWC of Monterey Av. & Dick Kelly Dr. (35th)	Multifamily (Low Rise) Housing	400	DU
			Commercial Retail	150.000	TSF
			Hotel	150	Rooms
RC1	CUP190058	East of Rio Del Sol, Between 30th & Del Norte	Cannabis Facility	13.060	TSF
RC2	CUP220004	SEC of Rio Del Sol & Vista Chino	Industrial	54.413	TSF
RC3	PPT220021	SEC of Rio Del Sol & 30th Av.	RV Storage	632	RVs
RC4	SP00391	East of Los Alamos, South of Del Webb Way, North of Bordeaux	Residential	1,200	DU
RC5	PPT200001	East of Rio Del Sol, Between 30th & Del Norte	Industrial	22.000	TSF

[1] TSF = Thousand Square Feet; DU = Dwelling Units

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

- EAP (2025)
  - Existing 2022 counts
  - Ambient growth traffic (6.12%)
  - Project traffic

- EAPC (2025)
  - Existing 2022 counts
  - Ambient growth traffic (6.12%)
  - Cumulative Development traffic
  - Project traffic

4.8 HORIZON YEAR TRAFFIC FORECASTS

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions. The base model year for the RIVCOM regional model is Year 2018 and the future year model is Year 2045.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or EAPC traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to EAPC volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAPC and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new

intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the EAPC forecasts would not be used to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

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

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5 EAP (2025) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2025) conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2025) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2025) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2025) GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 6.12% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes, in actual vehicles, which can be expected for EAP (2025) traffic conditions are shown on Exhibits 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2025) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for EAP (2025) traffic conditions, which indicates the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions. The intersection operations analysis worksheets for EAP (2025) traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2025) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under EAP (2025) traffic conditions (see Appendix 5.2).

EXHIBIT 5-1: EAP (2025) TRAFFIC VOLUMES (ACTUAL VEHICLES)

1 Rio Del Sol Rd. & Driveway 1

2,150 | 54(98) ↓ | 750 | 11(40) ↰ | 73(41) ↑ | 32(17) ↱ | 2,900

2 Rio Del Sol Rd. & Driveway 2

2,900 | 65(138) ↓ | 1,100 | 18(55) ↰ | 105(58) ↑ | 45(24) ↱ | 4,050

3 Rio Del Sol Rd. & 30th Av.

4,200 | 83(193) ↓ | 750 | 11(40) ↰ | 150(82) ↑ | 32(17) ↱ | 4,950

4 Driveway 3 & 30th Av.

750 | 11(40) ↲ | 32(17) → | 750

5 Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.

9,200 | 14(32) ↲ | 122(255) ↓ | 86(135) ↳ | 16,450 | 106(52) ↰ | 73(222) ← | 306(323) ↰ | 23(9) → | 197(121) → | 91(32) ↴ | 46(100) ↰ | 274(133) ↑ | 282(222) ↱ | 8,000 | 16,350

6 Bob Hope Dr. & I-10 WB Ramps

17,550 | 228(293) ↲ | 327(298) ↓ | 11,000 | 254(145) ↰ | 3(5) ← | 674(555) ↰ | 159(500) ↰ | 477(406) ↑ | 12,250 | 27,200

7 Bob Hope Dr. & I-10 EB Ramps

27,200 | 909(709) ↓ | 93(143) ↳ | 3,300 | 299(186) ↴ | 3(2) → | 695(308) ↴ | 339(721) ↑ | 49(70) ↱ | 7,800 | 27,900

8 Bob Hope Dr. & Ramon Rd.

27,900 | 681(447) ↲ | 851(516) ↓ | 72(53) ↳ | 24,550 | 3(20) ↰ | 487(372) ← | 125(82) ↰ | 143(93) ↴ | 898(815) → | 235(204) ↴ | 148(330) ↰ | 242(677) ↑ | 141(241) ↱ | 35,000 | 31,700

9 I-10 EB Ramps & Ramon Rd.

15,950 | 616(474) ← | 99(110) ↰ | 799(446) → | 570(594) ↴ | 23,450 | 10,900

10 Varner Rd. & Ramon Rd.

16,500 | 39(145) ↲ | 179(262) ↓ | 72(202) ↳ | 17,050 | 90(183) ↰ | 475(316) ← | 33(45) ↰ | 25(38) ↴ | 550(319) → | 224(88) ↴ | 200(123) ↰ | 200(123) ↑ | 140(39) ↱ | 15,950 | 12,350

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2025) CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2022) Delay[1] (secs.) AM	PM	Level of Service AM	PM	EAP (2025) Delay[1] (secs.) AM	PM	Level of Service AM	PM
1	Rio Del Sol Rd. & Driveway 1	**TS**	Future Intersection				3.5	3.3	A	A
2	Rio Del Sol Rd. & Driveway 2	**TS**	Future Intersection				3.5	3.5	A	A
3	Rio Del Sol Rd. & 30th Av.	**TS**	Future Intersection				2.4	2.1	A	A
4	Driveway 3 & 30th Av.	**CSS**	Future Intersection				8.4	8.5	A	A
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	TS	21.6	21.3	C	C	22.2	22.2	C	C
6	Bob Hope Dr. & I-10 WB Ramps	TS	14.4	15.1	B	B	15.1	17.0	B	B
7	Bob Hope Dr. & I-10 EB Ramps	TS	13.7	12.3	B	B	14.5	12.5	B	B
8	Bob Hope Dr. & Ramon Rd.	TS	36.7	27.9	D	C	39.5	30.6	D	C
9	I-10 EB Ramps & Ramon Rd.	TS	6.6	6.7	A	A	7.3	6.9	A	A
10	Varner Rd. & Ramon Rd.	TS	26.9	24.0	C	C	31.6	25.9	C	C

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

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

5.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAP (2025) are presented in Table 5-2. As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for EAP (2025) traffic conditions queuing analysis are provided in Appendix 5.3.

TABLE 5-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAP (2025) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2022) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable?[1] AM	PM	EAP (2025) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable?[1] AM	PM
Bob Hope Dr. & I-10 WB Ramps (#6)	WBL	1,470	227	212	Yes	Yes	245	224	Yes	Yes
	WBL/T	1,990	230	208	Yes	Yes	248	220	Yes	Yes
	WBR	465	47	37	Yes	Yes	95	38	Yes	Yes
Bob Hope Dr. & I-10 EB Ramps (#7)	EBL	1,640	186	117	Yes	Yes	252	136	Yes	Yes
	EBL/T/R	525	249	62	Yes	Yes	308	90	Yes	Yes
	EBR	215	223	55	No	Yes	280[2]	82	Yes	Yes

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

[2] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

5.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under EAP (2025) traffic conditions.

5.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 5-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under EAP (2025) traffic conditions. As such, no improvements have been identified.

5.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAP (2025) traffic conditions. As such, no improvements have been identified.

6 EAPC (2025) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2025) traffic conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2025) Projects conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2025) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2025) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

6.2 EAPC (2025) TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 6.12%, the addition of traffic generated by cumulative development projects, and the addition of Project traffic. The weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, which can be expected for EAPC (2025) traffic conditions are shown on Exhibit 6-1.

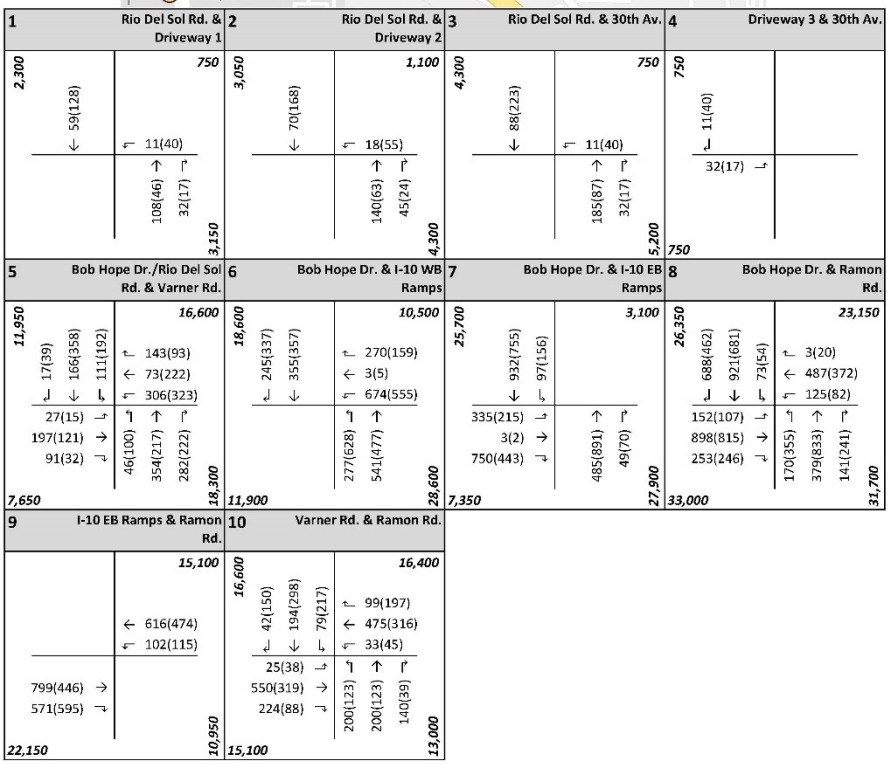
6.3 INTERSECTION OPERATIONS ANALYSIS

EAPC (2025) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for EAPC (2025) traffic conditions, which indicates the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions. The intersection operations analysis worksheets for EAPC (2025) traffic conditions are included in Appendix 6.1 of this TA.

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2025) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under EAPC (2025) traffic conditions (see Appendix 6.2).

EXHIBIT 6-1: EAPC (2025) TRAFFIC VOLUMES (ACTUAL VEHICLES)



##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2025) CONDITIONS

#	Intersection	Traffic Control[2]	EAPC (2025) Delay[1] (secs.) AM	PM	Level of Service AM	PM
1	Rio Del Sol Rd. & Driveway 1	**TS**	3.8	3.6	A	A
2	Rio Del Sol Rd. & Driveway 2	**TS**	3.8	3.7	A	A
3	Rio Del Sol Rd. & 30th Av.	**TS**	2.5	2.2	A	A
4	Driveway 3 & 30th Av.	**CSS**	8.4	8.5	A	A
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	TS	23.0	23.4	C	C
6	Bob Hope Dr. & I-10 WB Ramps	TS	15.7	21.5	B	C
7	Bob Hope Dr. & I-10 EB Ramps	TS	15.6	13.5	B	B
8	Bob Hope Dr. & Ramon Rd.	TS	39.7	33.3	D	C
9	I-10 EB Ramps & Ramon Rd.	TS	7.3	7.0	A	A
10	Varner Rd. & Ramon Rd.	TS	33.0	27.4	C	C

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

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

6.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAPC (2025) are presented in Table 5-2. As shown in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for EAPC (2025) traffic conditions queuing analysis are provided in Appendix 6.3.

TABLE 6-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAPC (2025) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	EAPC (2025) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-215 SB Ramps & Scott Rd. (#1)	WBL	1,470	260	224	Yes	Yes
	WBL/T	1,990	263	220	Yes	Yes
	WBR	465	133	59	Yes	Yes
I-215 NB Ramps & Scott Rd. (#2)	EBL	1,640	288	202	Yes	Yes
	EBL/T/R	525	352	154	Yes	Yes
	EBR	215	316 [2]	141	Yes	Yes

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

2 Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10

6.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under EAPC (2025) traffic conditions.

6.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 6-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under EAPC (2025) traffic conditions. As such, no improvements have been identified.

6.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAPC (2025) traffic conditions. As such, no improvements have been identified.

7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Horizon Year (2045) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year (2045) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.

7.2 HORIZON YEAR (2045) TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the RIVCOM, plus the traffic generated by the proposed Project for With Project conditions only. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) Without and With Project traffic conditions are shown on Exhibits 7-1 and 7-2, respectively.

7.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year (2045) conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 7-1 for Horizon Year (2045) conditions which indicates the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under Horizon Year (2045) Without Project traffic conditions. The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours with the addition of Project traffic. The intersection operations analysis worksheets for Horizon Year (2045) Without and With Project traffic conditions are included in Appendices 7.1 and 7.2, respectively.

7.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

All existing study area intersections are currently signalized under Horizon Year (2045) Without Project traffic conditions. As such, traffic signal warrant analysis has not been performed for Horizon Year (2045) Without Project traffic conditions. The traffic signal warrant analysis for Horizon Year (2045) With Project traffic conditions are based on the planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under Horizon Year (2045) With Project conditions (see Appendix 7.3).

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)

1 Rio Del Sol Rd. & Driveway 1

2,500
← 65(140)
↰ 12(44)
↑ 119(51)
↱ 35(19)
2,650

2 Rio Del Sol Rd. & Driveway 2

2,500
← 77(184)
↰ 20(61)
↑ 154(70)
↱ 50(26)
2,650

3 Rio Del Sol Rd. & 30th Av.

2,700
← 97(245)
↰ 12(44)
↑ 204(96)
↱ 35(19)
2,850

4 Driveway 3 & 30th Av.

↲ 12(44)
35(19) ↳

5 Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.

10,250
↲ 18(43)
↓ 183(394)
↳ 123(211)
↰ 158(102)
← 93(298)
↰ 433(403)
17,450
33(17) ↳
338(145) →
159(38) ↲
↰ 51(138)
↑ 389(239)
↱ 363(322)
8,300
18,150

6 Bob Hope Dr. & I-10 WB Ramps

18,500
↲ 337(371)
↓ 439(393)
↰ 297(175)
← 4(7)
↰ 811(611)
13,000
↰ 305(691)
↑ 595(525)
14,400
31,000

7 Bob Hope Dr. & I-10 EB Ramps

31,000
↓ 1201(831)
↳ 107(171)
3,350
393(281) ↳
4(2) →
825(487) ↲
↑ 533(980)
↱ 54(77)
8,950
29,900

8 Bob Hope Dr. & Ramon Rd.

29,900
↲ 834(508)
↓ 1031(749)
↳ 101(64)
48,100
↰ 4(30)
← 635(484)
↰ 176(116)
167(118) ↳
1053(1006) →
278(270) ↲
↰ 191(391)
↑ 416(917)
↱ 216(273)
41,250
37,550

9 I-10 EB Ramps & Ramon Rd.

31,000
← 806(630)
↰ 118(156)
879(510) →
809(764) ↲
46,000
21,300

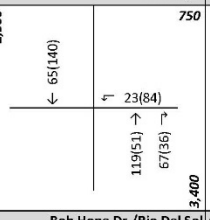
10 Varner Rd. & Ramon Rd.

27,400
↲ 57(195)
↓ 276(327)
↳ 87(239)
27,500
↰ 108(217)
← 564(370)
↰ 42(49)
28(42) ↳
605(373) →
272(98) ↲
↰ 289(218)
↑ 289(218)
↱ 222(63)
31,000
31,600

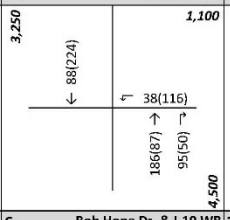
##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)

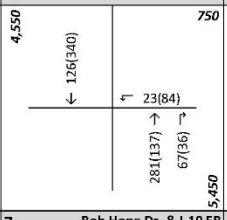
1 Rio Del Sol Rd. & Driveway 1



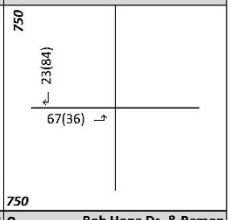
2 Rio Del Sol Rd. & Driveway 2



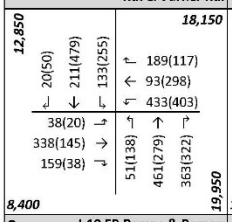
3 Rio Del Sol Rd. & 30th Av.



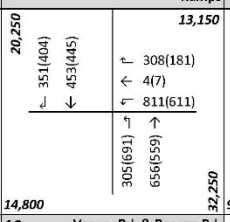
4 Driveway 3 & 30th Av.



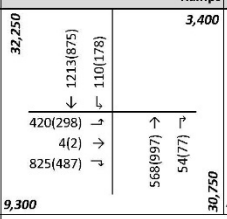
5 Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.



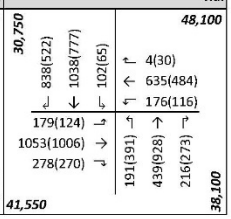
6 Bob Hope Dr. & I-10 WB Ramps



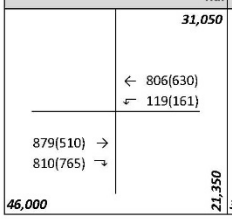
7 Bob Hope Dr. & I-10 EB Ramps



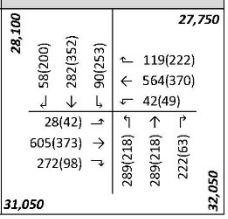
8 Bob Hope Dr. & Ramon Rd.



9 I-10 EB Ramps & Ramon Rd.



10 Varner Rd. & Ramon Rd.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

#	Intersection	Traffic Control[2]	HY (2045) NP Delay[1] (secs.) AM	HY (2045) NP Delay[1] (secs.) PM	HY (2045) NP Level of Service AM	HY (2045) NP Level of Service PM	HY (2045) WP Delay[1] (secs.) AM	HY (2045) WP Delay[1] (secs.) PM	HY (2045) WP Level of Service AM	HY (2045) WP Level of Service PM
1	Rio Del Sol Rd. & Driveway 1	**TS**	Future Intersection				4.2	3.9	A	A
2	Rio Del Sol Rd. & Driveway 2	**TS**	Future Intersection				4.7	4.4	A	A
3	Rio Del Sol Rd. & 30th Av.	**TS**	Future Intersection				3.2	2.6	A	A
4	Driveway 3 & 30th Av.	**CSS**	Future Intersection				8.4	8.7	A	A
5	Bob Hope Dr./Rio Del Sol Rd. & Varner Rd.	TS	26.6	24.7	C	C	27.9	26.4	C	C
6	Bob Hope Dr. & I-10 WB Ramps	TS	17.5	32.7	B	C	17.8	39.0	B	D
7	Bob Hope Dr. & I-10 EB Ramps	TS	18.9	14.3	B	B	19.4	14.5	B	B
8	Bob Hope Dr. & Ramon Rd.	TS	53.3	46.2	D	D	53.9	47.2	D	D
9	I-10 EB Ramps & Ramon Rd.	TS	10.5	8.7	B	A	10.6	8.8	B	A
10	Varner Rd. & Ramon Rd.	TS	53.1	37.6	D	D	54.5	40.6	D	D

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

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

7.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2045) Conditions are presented in Table 7-2. As shown in Table 7-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for Horizon Year (2045) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 7.4 and 7.5, respectively.

TABLE 7-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	HY (2045) NP 95th Percentile Queue (Feet) AM Peak	HY (2045) NP 95th Percentile Queue (Feet) PM Peak	HY (2045) NP Acceptable?[1] AM	HY (2045) NP Acceptable?[1] PM	HY (2045) WP 95th Percentile Queue (Feet) AM Peak	HY (2045) WP 95th Percentile Queue (Feet) PM Peak	HY (2045) WP Acceptable?[1] AM	HY (2045) WP Acceptable?[1] PM
Bob Hope Dr. & I-10 WB Ramps (#6)	WBL	1,470	310	247	Yes	Yes	309	248	Yes	Yes
	WBL/T	1,990	313	243	Yes	Yes	313	244	Yes	Yes
	WBR	465	171	86	Yes	Yes	199	104	Yes	Yes
Bob Hope Dr. & I-10 EB Ramps (#7)	EBL	1,640	358	236	Yes	Yes	400	252	Yes	Yes
	EBL/T/R	525	473	201	Yes	Yes	480	217	Yes	Yes
	EBR	215	406[2]	184	Yes	Yes	406[2]	196	Yes	Yes

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

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

7.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2045) traffic conditions.

7.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 7-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under Horizon Year (2045) traffic conditions. As such, no improvements have been identified.

7.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 7-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2045) traffic conditions. As such, no improvements have been identified.

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8 LOCAL AND REGIONAL FUNDING MECHANISMS

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

8.1 COUNTY OF RIVERSIDE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Western Coachella Valley Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. (9) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

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

8.2 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the CVAG based upon a regional Nexus Study most recently updated in 2018 to address major changes in right of way acquisition and improvement cost factors. (4) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in the Coachella Valley area within Riverside County.

8.3 MEASURE A

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

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9 REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines.* County of Riverside : s.n., December 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **WSP.** *TUMF High-Cube Warehouse Trip Generation Study.* County of Riverside : s.n., January 29, 2019.
4. **Coachella Valley Association of Governments.** *Transportation Uniform Mitigation Fee (TUMF) 2018 Fee Schedule Update.* March 2018.
5. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** *Riverside County Long Range Transportation Study.* County of Riverside : VRPA Technologies, Inc., December 2019.
6. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
7. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
8. —. *Guide for the Preparation of Traffic Impact Studies.* December 2002.
9. **Willdan Financial Services.** *County of Riverside Development Impact Fee Study Update.* County of Riverside : s.n., 2013.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No.	PPT 220022, CEQ 220033
Related Cases-	
SP No.	
EIR No.	
GPA No.	GPA 220004
CZ No.	CZ 2200013
Project Name:	Majestic Thousand Palms
Project Address:	Northeast corner of Rio Del Sol Road and 30th Avenue
Project Description:	1,464,112 square foot warehouse - assuming 292,822 SF of high-cube cold storage and 1,171,290 SF of high-cube fulfillment warehouse

	Consultant	Developer
Name:	Urban Crossroads Inc. - Charlene So	Majestic Realty Co - Taylor Talt
Address:	1133 Camelback St. #8329	3191 Crossroads, Pkwy. No. 6th Floor
	Newport Beach, CA 92658	City of Industry, CA 91746
Telephone:	(949) 861-0177	(562) 692-9581
Email:	cso@urbanxroads.com	

A. Trip Generation Source: WSP, January 2019

Current GP Land Use	Light Industrial/MDR	Proposed Land Use	Light Industrial	
Current Zoning	M-SC/R-A	Proposed Zoning	M-SC	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**127**	**61**	**188**	(PCE)
PM Trips				**78**	**158**	**236**	(PCE)

Internal Trip Allowance ☐ Yes ■ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ■ No (0 % Trip Discount)

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

B. Trip Geographic Distribution:

N **varies** % S **varies** % E **varies** % W **varies** %

C. Background Traffic

Project Build-out Year: 2025 Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A

Other area Projects to be analyzed: To be provided by the County, also from other surrounding agencies
Model/Forecast Methodology: RIVCOM

URBAN CROSSROADS

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

1. Rio Del Sol Rd. & Driveway 1
2. Rio Del Sol Rd. & Driveway 2
3. Rio Del Sol Rd. & 30th Av.
4. Driveway 3 & 30th Av.
5. Rio Del Sol Rd. & Varner Rd.
6. Bob Hope Dr. & I-10 WB Ramps
7. Bob Hope Dr. & I-10 EB Ramps
8. Bob Hope Dr. & Ramon Rd.
9. I-10 EB Ramps & Ramon Rd.
10. Varner Rd. & Ramon Rd.
11.
12.
13.
14.
15.
16.
17.
18.
19.
20.

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

1. Rio Del Sol between project north access and Varner Rd
2.

F. Other Jurisdictional Impacts

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

If so, name of City jurisdiction: City of Rancho Mirage, City of Cathedral City, Caltrans (I-10/Bob Hope Dr. Interchange)

G. Site Plan (please attach reduced copy)

H. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

VMT to be addressed in a separate document. A separate Safety Analysis will also be conducted per Caltrans requirements.

I. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts: Traffic counts already conducted and attached.

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

Recommended by:

Charlene So — 4/27/2022

Consultant's Representative — Date

Approved Scoping Agreement:

Eva Covarrubias — 10/06/2022

Riverside County Transportation Department — Date

Scoping Agreement Revised on 9/26/2022

URBAN CROSSROADS

September 26, 2022

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

MAJESTIC THOUSAND PALMS (GPA220004, CZ2200013, PPT220022, CEQ220033) TRAFFIC ANALYSIS SCOPING AGREEMENT

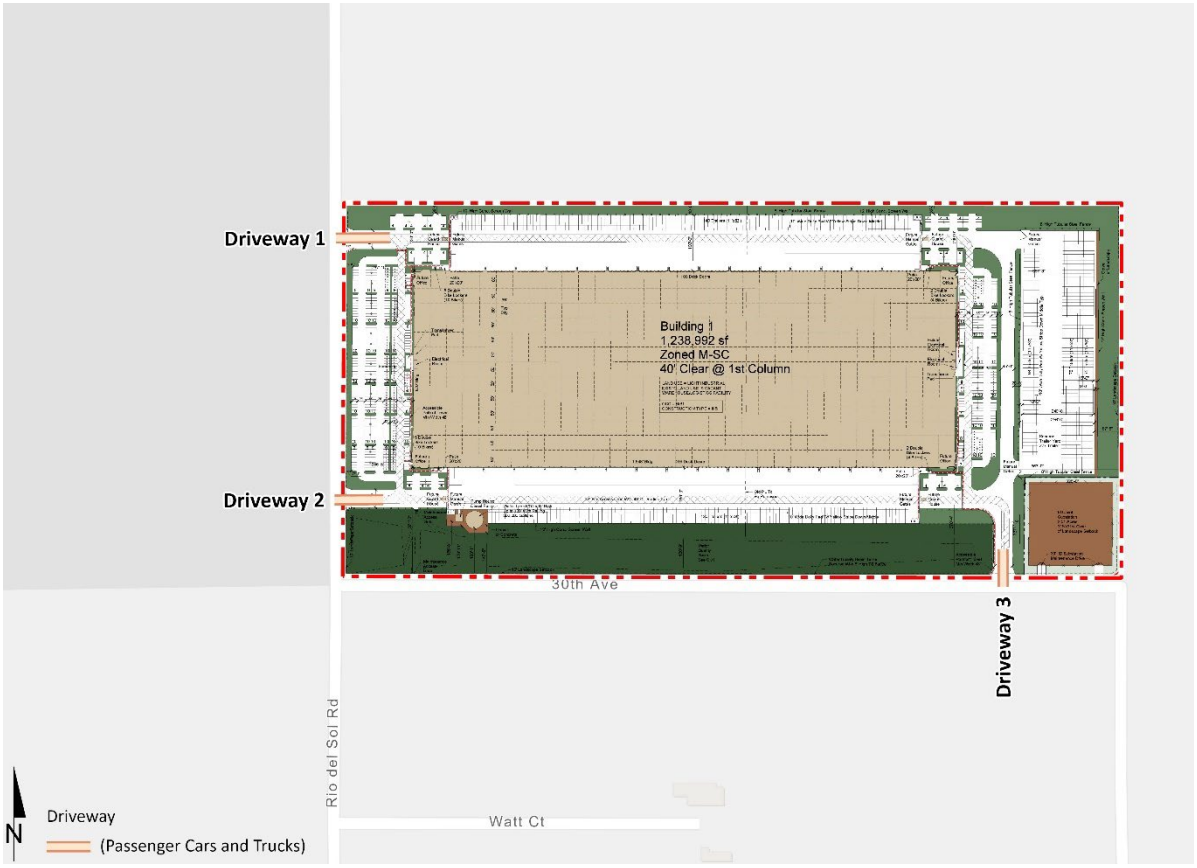
Mr. Kevin Tsang,

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Majestic Thousand Palms development (**Project**), which is located on the northeast corner of Rio Del Sol Road and 30th Avenue in unincorporated County of Riverside. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROJECT DESCRIPTION

The Project is anticipated to have an Opening Year of 2025. The Project consists of the development of 1,238,992 square foot warehouse building. For the purposes of this assessment, we will evaluate up to 247,798 square feet of high-cube cold storage warehouse use and 991,194 square feet of high-cube fulfillment center warehouse use. A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the Project site will be accommodated via Rio Del Sol Road via two driveways (both proposed to have full access).

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. The following trip generation rates and vehicle mixes were utilized for calculating the trip generation for the proposed Project:

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 247,798 square feet (20% of the overall building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 991,194 square feet (80% of the overall building square footage). The ITE Trip Generation Manual (11th Edition, 2021) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Handbook recommends the use of local data sources where available. As such, the best available source for high-cube fulfilment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual (11th Edition, 2021) for Land Use Code 154 have been utilized.

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines. Trip generation rates are summarized on Table 1 for actual vehicles and PCE.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.407
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Passenger Car Equivalent (PCE) Trip Generation Rates[5]									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

[4] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

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

Per the County's Guidelines, any operations analysis is to utilize the PCE trip generation. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE are shown on Table 2. The proposed Project is anticipated to generate 2,640 two-way trip-ends per day with 149 AM peak hour trips and 193 PM peak hour trips (see Table 2, in actual vehicles). PCE based trip generation for the Project is also summarized on Table 2. These PCE trips will be utilized for the peak hour intersection operations analyses.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
High-Cube Cold Storage	247.798	TSF							
Passenger Cars:			19	1	20	5	18	23	340
2-axle Trucks:			1	2	3	1	1	2	64
3-axle Trucks:			0	1	1	0	0	0	20
4+-axle Trucks:			1	3	4	2	2	4	102
Total Truck Trips (Actual Vehicles):			2	6	8	3	3	6	186
High-Cube Cold Storage Trips (Actual Vehicles)[2]			21	7	28	8	21	29	526
High-Cube Fulfillment	991.194	TSF							
Passenger Cars:			79	23	102	40	103	143	1,736
2-4axle Trucks:			4	4	8	5	6	11	162
5+-axle Trucks:			5	6	11	5	5	10	216
Total Truck Trips (Actual Vehicles):			9	10	19	10	11	21	378
High-Cube Fulfillment Trips (Actual Vehicles)[2]			88	33	121	50	114	164	2,114
Total Passenger Cars			98	24	122	45	121	166	2,076
Total Trucks (Actual Vehicles)			11	16	27	13	14	27	564
Total Project Trips (Actual Vehicles)[2]			**109**	**40**	**149**	**58**	**135**	**193**	**2,640**
Passenger Car Equivalent (PCE):									
High-Cube Cold Storage	247.798	TSF							
Passenger Cars:			19	1	20	5	18	23	340
2-axle Trucks:			1	3	4	2	2	4	98
3-axle Trucks:			0	1	1	1	1	2	42
4+-axle Trucks:			4	8	12	6	6	12	304
Total Truck Trips (PCE):			5	12	17	9	9	18	444
Total Trips (PCE)[2]			24	13	37	14	27	41	784
High-Cube Fulfillment	991.194	TSF							
Passenger Cars:			79	23	102	40	103	143	1,736
2-4axle Trucks:			8	8	16	10	12	22	322
5+-axle Trucks:			16	17	33	14	16	30	646
Total Truck Trips (PCE):			24	25	49	24	28	52	968
Total Trips (PCE)[2]			103	48	151	64	131	195	2,704
Total Passenger Cars			98	24	122	45	121	166	2,076
Total Trucks (PCE)			29	37	66	33	37	70	1,412
Total Project Trips (PCE)[2]			**127**	**61**	**188**	**78**	**158**	**236**	**3,488**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Project passenger car and truck distribution patterns are based on existing travel patterns determined from existing traffic counts at the study area intersections. Exhibits 2 and 3 show the Project truck and passenger car trip distribution patterns, respectively.

EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION

EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

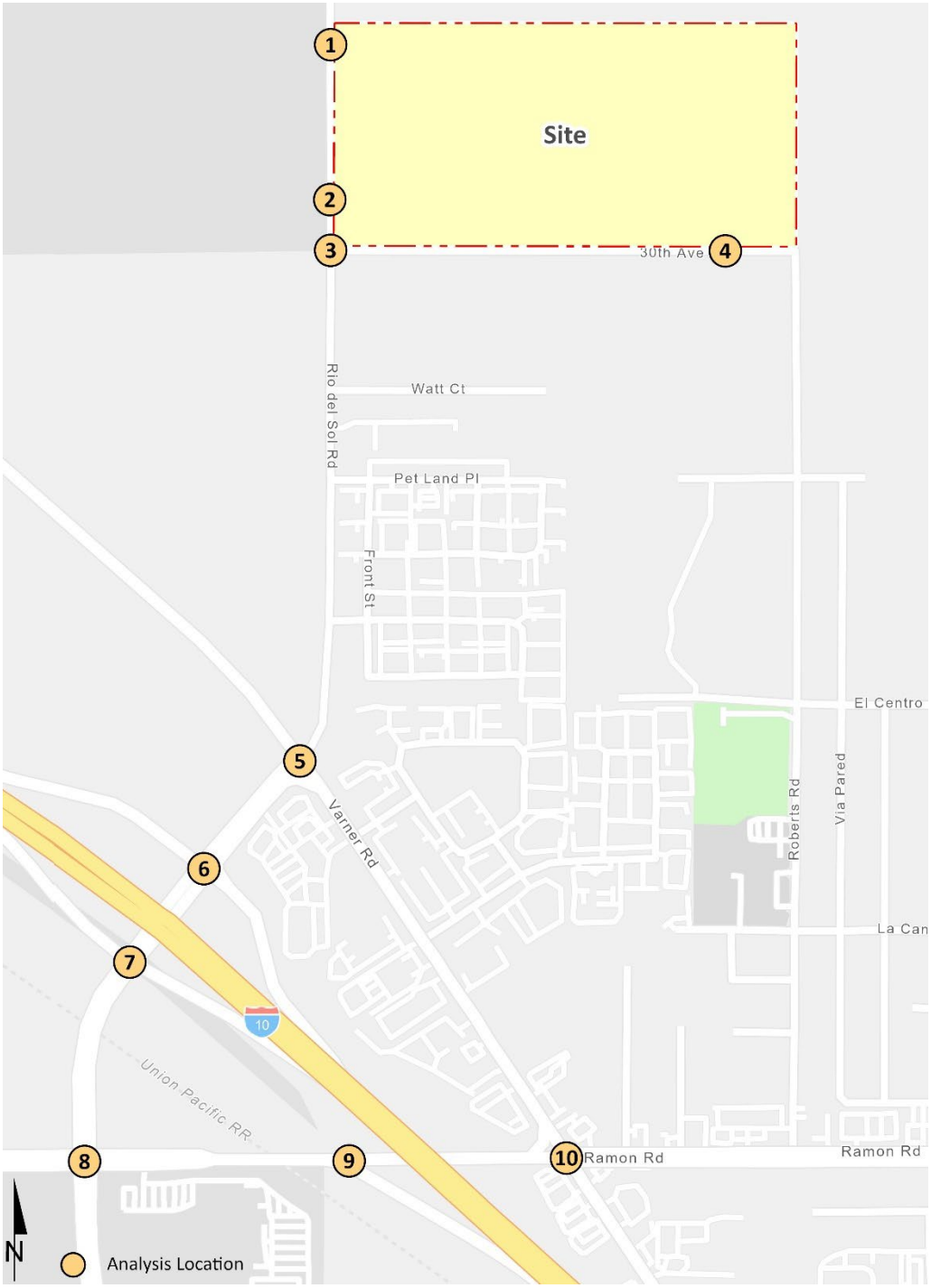
ANALYSIS SCENARIOS

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

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2025) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2025) Conditions
- Horizon Year (2045) Without and With Project conditions (using RIVCOM)

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 4.

EXHIBIT 4: STUDY AREA



CUMULATIVE PROJECTS

It is requested that the County of Riverside provide current cumulative projects within the study area for inclusion in the Traffic Analysis. Nearby agencies of Cathedral City, Palm Desert, Palm Springs, and Rancho Mirage will also be contacted to obtain the latest cumulative projects for their respective agencies.

TRAFFIC COUNTS

Traffic counts were conducted for the study area intersections for the purposes of determining the Project trip distribution patterns. Traffic counts are included in Attachment A.

SPECIAL ISSUES

The following special issues will also be addressed:

- VMT analysis will be evaluated in a separate document. Similarly, a Safety Analysis will also be conducted per Caltrans' requirements and documented a separate document.
- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections.
- Provide a queuing analysis for the Project driveways on Rio Del Sol Road.
- Conduct a queuing analysis of the off-ramps at Caltrans facilities to ensure there is no spillback onto the I-10 Freeway mainline.
- Prepare truck turns at the Project driveways on Rio Del Sol Road.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A

EXISTING TRAFFIC COUNTS

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

County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	16	24	4	3	44	64	12	17	4	93	7	47	81	51	135	2	52	13	3	67	61	339	400
07:15 AM	23	18	3	3	44	77	18	15	9	110	13	43	59	49	115	4	36	20	11	60	72	329	401
07:30 AM	11	22	2	1	35	84	23	18	7	125	10	59	71	42	140	3	56	25	4	84	54	384	438
07:45 AM	22	25	2	2	49	63	16	21	13	100	13	41	55	43	109	8	42	28	6	78	64	336	400
Total	72	89	11	9	172	288	69	71	33	428	43	190	266	185	499	17	186	86	24	289	251	1388	1639
08:00 AM	12	28	1	1	41	76	17	20	10	113	9	32	66	46	107	3	33	11	2	47	59	308	367
08:15 AM	12	17	3	1	32	51	16	14	6	81	21	27	44	27	92	4	36	15	4	55	38	260	298
08:30 AM	11	26	1	1	38	57	18	13	2	88	9	28	57	37	94	3	37	20	5	60	45	280	325
08:45 AM	12	25	3	3	40	73	18	13	4	104	10	39	44	32	93	5	30	19	7	54	46	291	337
Total	47	96	8	6	151	257	69	60	22	386	49	126	211	142	386	15	136	65	18	216	188	1139	1327
Grand Total	119	185	19	15	323	545	138	131	55	814	92	316	477	327	885	32	322	151	42	505	439	2527	2966
Apprch %	36.8	57.3	5.9			67	17	16.1			10.4	35.7	53.9			6.3	63.8	29.9					
Total %	4.7	7.3	0.8		12.8	21.6	5.5	5.2		32.2	3.6	12.5	18.9		35	1.3	12.7	6		20	14.8	85.2	
Passenger Vehicles	84	101	10		204	420	114	99		672	89	255	377		982	24	292	143		496	0	0	2354
% Passenger Vehicles	70.6	54.6	52.6	60	60.4	77.1	82.6	75.6	70.9	77.3	96.7	80.7	79	79.8	81	75	90.7	94.7	88.1	90.7	0	0	79.4
Large 2 Axle Vehicles	34	50	6		94	58	22	27		120	2	23	37		84	7	28	7		47	0	0	345
% Large 2 Axle Vehicles	28.6	27	31.6	26.7	27.8	10.6	15.9	20.6	23.6	13.8	2.2	7.3	7.8	6.7	6.9	21.9	8.7	4.6	11.9	8.6	0	0	11.6
3 Axle Vehicles	1	20	2		24	18	1	3		24	1	21	8		34	0	2	1		3	0	0	85
% 3 Axle Vehicles	0.8	10.8	10.5	6.7	7.1	3.3	0.7	2.3	3.6	2.8	1.1	6.6	1.7	1.2	2.8	0	0.6	0.7	0	0.5	0	0	2.9
4+ Axle Trucks	0	14	1		16	49	1	2		53	0	17	55		112	1	0	0		1	0	0	182
% 4+ Axle Trucks	0	7.6	5.3	6.7	4.7	9	0.7	1.5	1.8	6.1	0	5.4	11.5	12.2	9.2	3.1	0	0	0	0.2	0	0	6.1

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	16	24	**4**	44	64	12	17	93	7	47	**81**	135	2	52	13	67	339
07:15 AM	**23**	18	3	44	77	18	15	110	**13**	43	59	115	4	36	20	60	329
07:30 AM	11	22	2	35	**84**	**23**	18	**125**	10	**59**	71	**140**	3	**56**	25	**84**	**384**
07:45 AM	22	**25**	2	**49**	63	16	**21**	100	13	41	55	109	**8**	42	**28**	78	336
Total Volume	72	89	11	172	288	69	71	428	43	190	266	499	17	186	86	289	1388
% App. Total	41.9	51.7	6.4		67.3	16.1	16.6		8.6	38.1	53.3		5.9	64.4	29.8		
PHF	.783	.890	.688	.878	.857	.750	.845	.856	.827	.805	.821	.891	.531	.830	.768	.860	.904

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

County of Riverside
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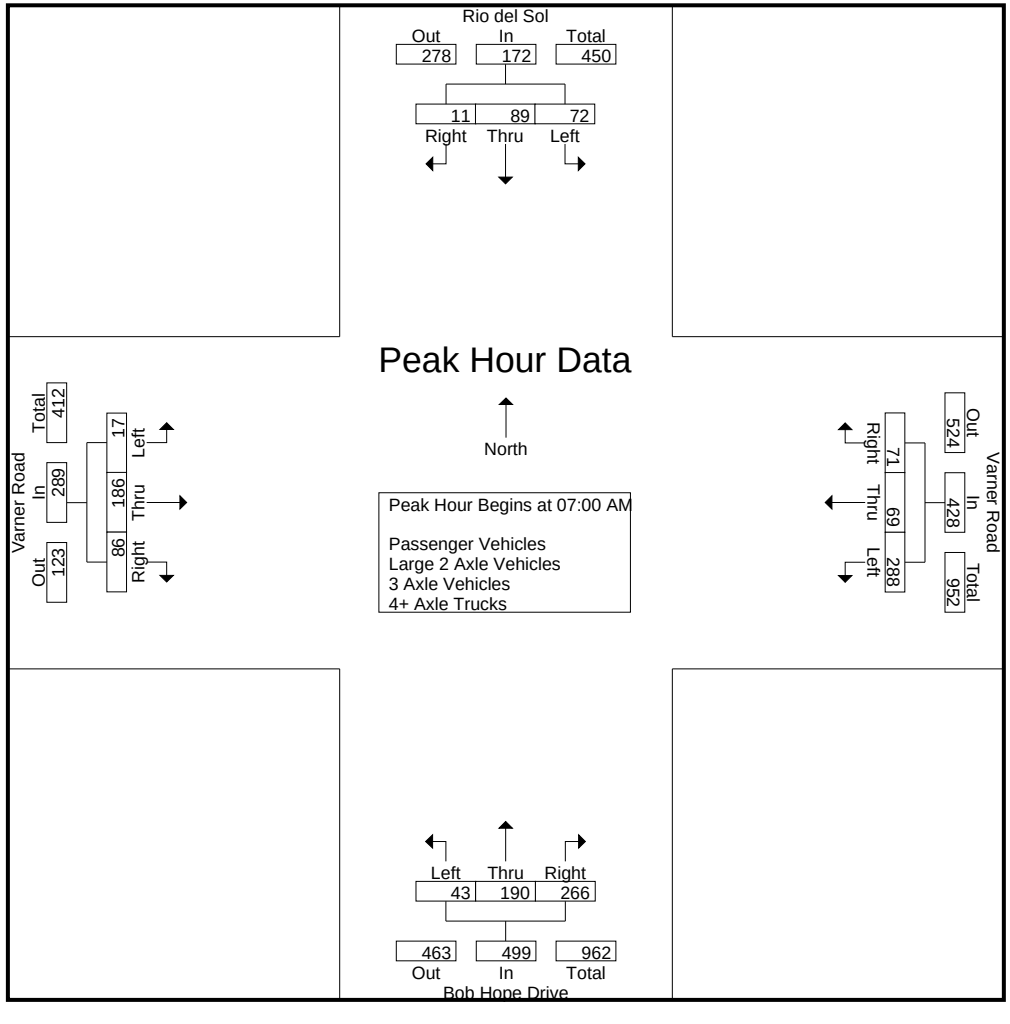
File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	16	24	**4**	44	77	18	15	110	7	47	**81**	135	2	52	13	67	
+15 mins.	**23**	18	3	44	**84**	**23**	18	**125**	**13**	43	59	115	4	36	20	60	
+30 mins.	11	22	2	35	63	16	**21**	100	10	**59**	71	**140**	3	**56**	25	**84**	
+45 mins.	22	**25**	2	**49**	76	17	20	113	13	41	55	109	**8**	42	**28**	78	
Total Volume	72	89	11	172	300	74	74	448	43	190	266	499	17	186	86	289	
% App. Total	41.9	51.7	6.4		67	16.5	16.5		8.6	38.1	53.3		5.9	64.4	29.8		
PHF	.783	.890	.688	.878	.893	.804	.881	.896	.827	.805	.821	.891	.531	.830	.768	.860	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	10	10	3	3	23	51	9	11	3	71	7	38	66	40	111	1	45	13	3	59	49	264	313
07:15 AM	15	7	1	1	23	61	15	14	8	90	13	39	50	42	102	2	32	19	10	53	61	268	329
07:30 AM	6	8	0	0	14	65	18	17	6	100	10	47	55	33	112	3	52	22	3	77	42	303	345
07:45 AM	18	14	1	1	33	42	15	16	8	73	12	36	45	36	93	5	37	27	5	69	50	268	318
Total	49	39	5	5	93	219	57	58	25	334	42	160	216	151	418	11	166	81	21	258	202	1103	1305
08:00 AM	8	18	1	1	27	56	14	14	7	84	9	23	55	41	87	3	31	10	1	44	50	242	292
08:15 AM	9	13	1	0	23	42	12	9	2	63	20	19	38	22	77	2	33	14	3	49	27	212	239
08:30 AM	9	15	1	1	25	46	15	9	1	70	8	21	38	25	67	3	34	20	5	57	32	219	251
08:45 AM	9	16	2	2	27	57	16	9	4	82	10	32	30	22	72	5	28	18	7	51	35	232	267
Total	35	62	5	4	102	201	57	41	14	299	47	95	161	110	303	13	126	62	16	201	144	905	1049
Grand Total	84	101	10	9	195	420	114	99	39	633	89	255	377	261	721	24	292	143	37	459	346	2008	2354
Apprch %	43.1	51.8	5.1			66.4	18	15.6			12.3	35.4	52.3			5.2	63.6	31.2					
Total %	4.2	5	0.5		9.7	20.9	5.7	4.9		31.5	4.4	12.7	18.8		35.9	1.2	14.5	7.1		22.9	14.7	85.3	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	10	**3**	23	51	9	11	71	7	38	**66**	111	1	45	13	59	264
07:15 AM	15	7	1	23	61	15	14	90	**13**	39	50	102	2	32	19	53	268
07:30 AM	6	8	0	14	**65**	**18**	**17**	**100**	10	**47**	55	**112**	3	**52**	22	**77**	**303**
07:45 AM	**18**	**14**	1	**33**	42	15	16	73	12	36	45	93	**5**	37	**27**	69	268
Total Volume	49	39	5	93	219	57	58	334	42	160	216	418	11	166	81	258	1103
% App. Total	52.7	41.9	5.4		65.6	17.1	17.4		10	38.3	51.7		4.3	64.3	31.4		
PHF	.681	.696	.417	.705	.842	.792	.853	.835	.808	.851	.818	.933	.550	.798	.750	.838	.910

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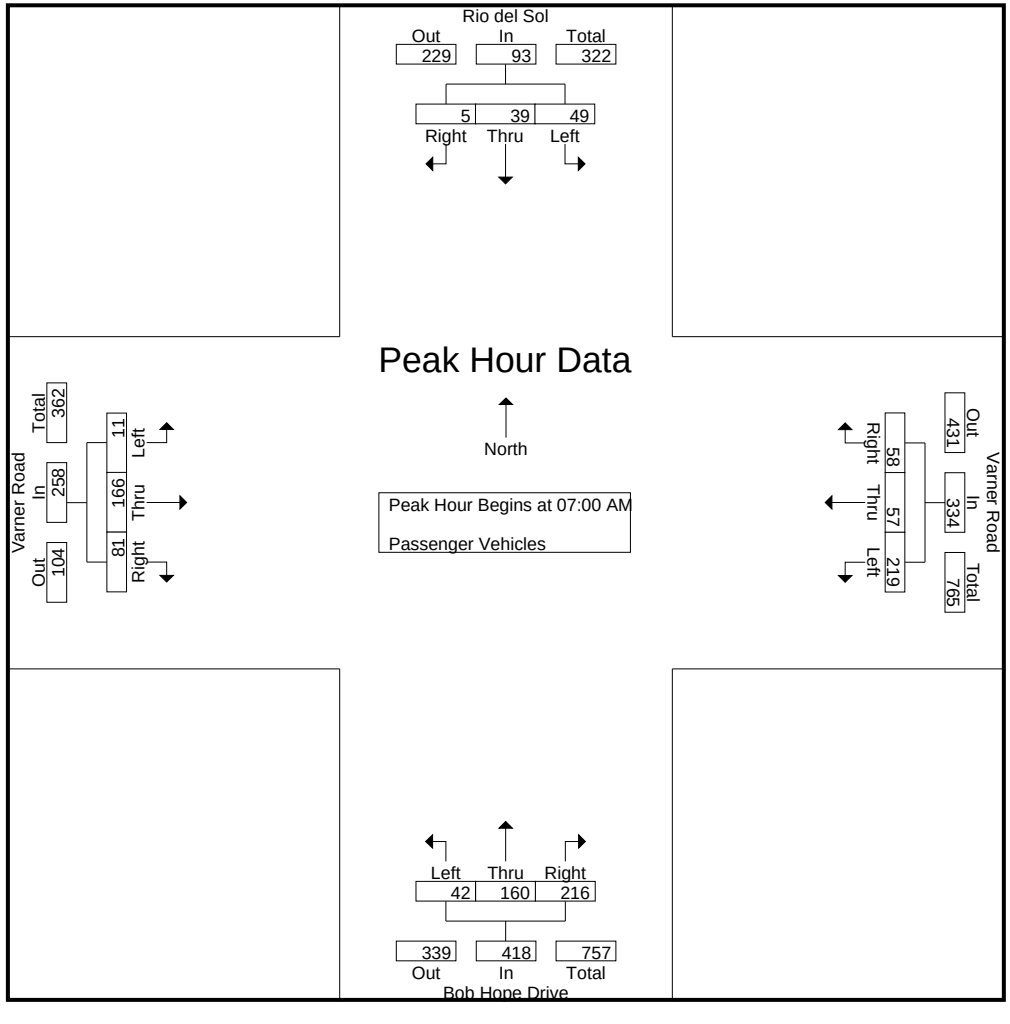

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	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	10	10	**3**	23	51	9	11	71	7	38	**66**	111	1	45	13	59	
+15 mins.	15	7	1	23	61	15	14	90	**13**	39	50	102	2	32	19	53	
+30 mins.	6	8	0	14	**65**	**18**	**17**	**100**	10	**47**	55	**112**	3	**52**	22	**77**	
+45 mins.	**18**	**14**	1	**33**	42	15	16	73	12	36	45	93	**5**	37	**27**	69	
Total Volume	49	39	5	93	219	57	58	334	42	160	216	418	11	166	81	258	
% App. Total	52.7	41.9	5.4		65.6	17.1	17.4		10	38.3	51.7		4.3	64.3	31.4		
PHF	.681	.696	.417	.705	.842	.792	.853	.835	.808	.851	.818	.933	.550	.798	.750	.838	

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Groups Printed- Large 2 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	9	1	0	16	9	3	6	1	18	0	5	7	5	12	1	7	0	0	8	6	54	60
07:15 AM	8	7	1	1	16	6	3	1	1	10	0	0	3	1	3	2	3	1	1	6	4	35	39
07:30 AM	5	7	2	1	14	12	4	1	1	17	0	5	6	3	11	0	4	2	1	6	6	48	54
07:45 AM	4	6	1	1	11	8	1	5	5	14	1	3	2	2	6	3	5	1	1	9	9	40	49
Total	23	29	5	3	57	35	11	13	8	59	1	13	18	11	32	6	19	4	3	29	25	177	202
08:00 AM	4	6	0	0	10	9	3	4	1	16	0	2	5	2	7	0	2	1	1	3	4	36	40
08:15 AM	3	4	0	0	7	6	3	4	3	13	1	2	2	1	5	1	3	1	1	5	5	30	35
08:30 AM	1	7	0	0	8	3	3	3	1	9	0	3	5	3	8	0	2	0	0	2	4	27	31
08:45 AM	3	4	1	1	8	5	2	3	0	10	0	3	7	5	10	0	2	1	0	3	6	31	37
Total	11	21	1	1	33	23	11	14	5	48	1	10	19	11	30	1	9	3	2	13	19	124	143
Grand Total	34	50	6	4	90	58	22	27	13	107	2	23	37	22	62	7	28	7	5	42	44	301	345
Apprch %	37.8	55.6	6.7			54.2	20.6	25.2			3.2	37.1	59.7			16.7	66.7	16.7					
Total %	11.3	16.6	2		29.9	19.3	7.3	9		35.5	0.7	7.6	12.3		20.6	2.3	9.3	2.3		14	12.8	87.2	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	**9**	1	**16**	9	3	**6**	**18**	0	**5**	**7**	**12**	1	**7**	0	8	**54**
07:15 AM	**8**	7	1	16	6	3	1	10	0	0	3	3	2	3	1	6	35
07:30 AM	5	7	**2**	14	**12**	**4**	1	17	0	5	6	11	0	4	**2**	6	48
07:45 AM	4	6	1	11	8	1	5	14	**1**	3	2	6	**3**	5	1	**9**	40
Total Volume	23	29	5	57	35	11	13	59	1	13	18	32	6	19	4	29	177
% App. Total	40.4	50.9	8.8		59.3	18.6	22		3.1	40.6	56.2		20.7	65.5	13.8		
PHF	.719	.806	.625	.891	.729	.688	.542	.819	.250	.650	.643	.667	.500	.679	.500	.806	.819

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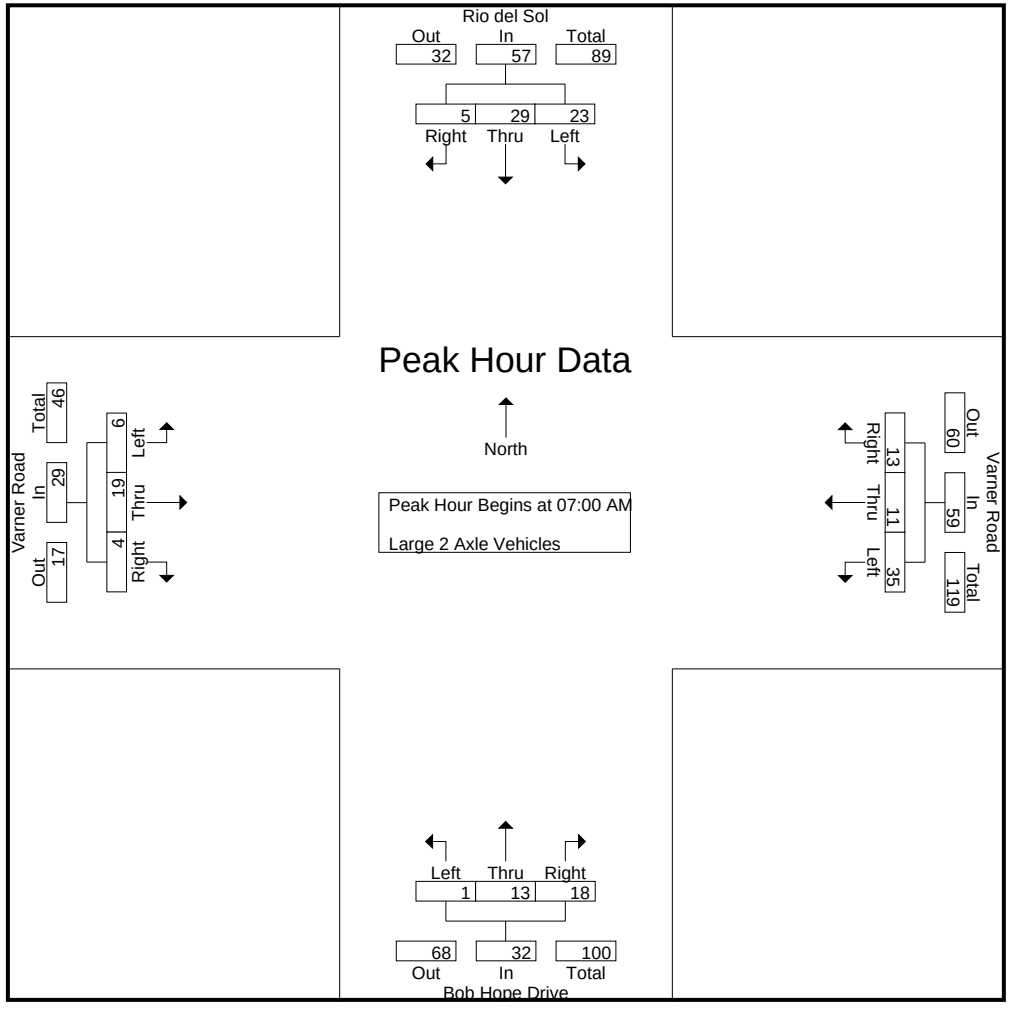
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	**9**	1	**16**	9	3	**6**	**18**	0	**5**	**7**	**12**	1	**7**	0	8	
+15 mins.	**8**	7	1	16	6	3	1	10	0	0	3	3	2	3	1	6	
+30 mins.	5	7	**2**	14	**12**	**4**	1	17	0	5	6	11	0	4	**2**	6	
+45 mins.	4	6	1	11	8	1	5	14	**1**	3	2	6	**3**	5	1	**9**	
Total Volume	23	29	5	57	35	11	13	59	1	13	18	32	6	19	4	29	
% App. Total	40.4	50.9	8.8		59.3	18.6	22		3.1	40.6	56.2		20.7	65.5	13.8		
PHF	.719	.806	.625	.891	.729	.688	.542	.819	.250	.650	.643	.667	.500	.679	.500	.806	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	0	0	4	1	0	0	0	1	0	2	1	1	3	0	0	0	0	0	1	8	9
07:15 AM	0	3	0	0	3	5	0	0	0	5	0	3	0	0	3	0	1	0	0	1	0	12	12
07:30 AM	0	1	0	0	1	2	1	0	0	3	0	2	0	0	2	0	0	1	0	1	0	7	7
07:45 AM	0	3	0	0	3	2	0	0	0	2	0	2	2	1	4	0	0	0	0	0	1	9	10
Total	0	11	0	0	11	10	1	0	0	11	0	9	3	2	12	0	1	1	0	2	2	36	38
08:00 AM	0	2	0	0	2	3	0	2	2	5	0	4	0	0	4	0	0	0	0	0	2	11	13
08:15 AM	0	0	2	1	2	2	0	0	0	2	0	4	1	1	5	0	0	0	0	0	2	9	11
08:30 AM	1	3	0	0	4	1	0	0	0	1	1	2	1	0	4	0	1	0	0	1	0	10	10
08:45 AM	0	4	0	0	4	2	0	1	0	3	0	2	3	1	5	0	0	0	0	0	1	12	13
Total	1	9	2	1	12	8	0	3	2	11	1	12	5	2	18	0	1	0	0	1	5	42	47
Grand Total	1	20	2	1	23	18	1	3	2	22	1	21	8	4	30	0	2	1	0	3	7	78	85
Apprch %	4.3	87	8.7			81.8	4.5	13.6			3.3	70	26.7			0	66.7	33.3					
Total %	1.3	25.6	2.6		29.5	23.1	1.3	3.8		28.2	1.3	26.9	10.3		38.5	0	2.6	1.3		3.8	8.2	91.8	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	1	0	0	1	0	2	1	3	0	0	0	0	8
07:15 AM	0	3	0	3	**5**	0	0	**5**	0	**3**	0	3	0	**1**	0	**1**	**12**
07:30 AM	0	1	0	1	2	**1**	0	3	0	2	0	2	0	0	**1**	1	7
07:45 AM	0	3	0	3	2	0	0	2	0	2	**2**	**4**	0	0	0	0	9
Total Volume	0	11	0	11	10	1	0	11	0	9	3	12	0	1	1	2	36
% App. Total	0	100	0		90.9	9.1	0		0	75	25		0	50	50		
PHF	.000	.688	.000	.688	.500	.250	.000	.550	.000	.750	.375	.750	.000	.250	.250	.500	.750

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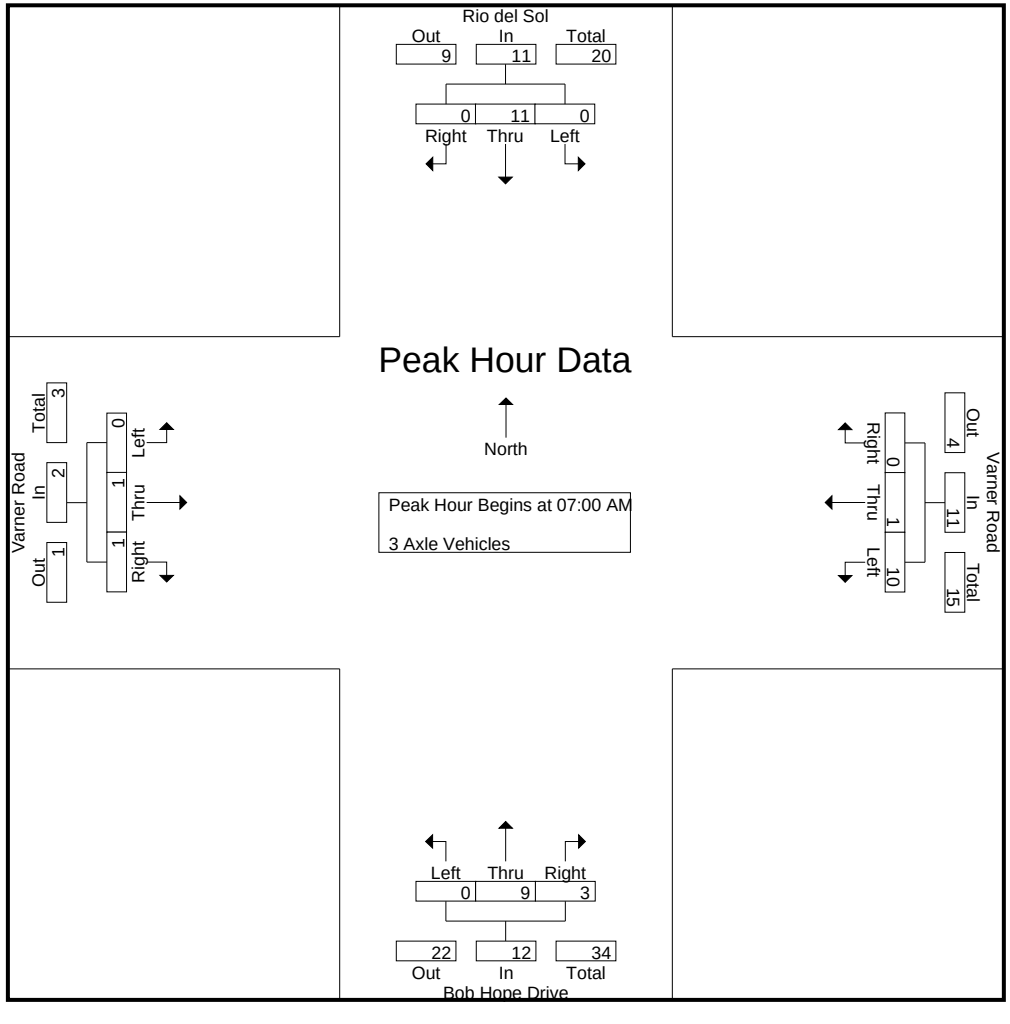
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**4**	0	**4**	1	0	0	1	0	2	1	3	0	0	0	0	
+15 mins.	0	3	0	3	**5**	0	0	**5**	0	**3**	0	3	0	**1**	0	**1**	
+30 mins.	0	1	0	1	2	**1**	0	3	0	2	0	2	0	0	**1**	1	
+45 mins.	0	3	0	3	2	0	0	2	0	2	**2**	**4**	0	0	0	0	
Total Volume	0	11	0	11	10	1	0	11	0	9	3	12	0	1	1	2	
% App. Total	0	100	0		90.9	9.1	0		0	75	25		0	50	50		
PHF	.000	.688	.000	.688	.500	.250	.000	.550	.000	.750	.375	.750	.000	.250	.250	.500	

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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	3	0	0	0	3	0	2	7	5	9	0	0	0	0	0	5	13	18
07:15 AM	0	1	1	1	2	5	0	0	0	5	0	1	6	6	7	0	0	0	0	0	7	14	21
07:30 AM	0	6	0	0	6	5	0	0	0	5	0	5	10	6	15	0	0	0	0	0	6	26	32
07:45 AM	0	2	0	0	2	11	0	0	0	11	0	0	6	4	6	0	0	0	0	0	4	19	23
Total	0	10	1	1	11	24	0	0	0	24	0	8	29	21	37	0	0	0	0	0	22	72	94
08:00 AM	0	2	0	0	2	8	0	0	0	8	0	3	6	3	9	0	0	0	0	0	3	19	22
08:15 AM	0	0	0	0	0	1	1	1	1	3	0	2	3	3	5	1	0	0	0	1	4	9	13
08:30 AM	0	1	0	0	1	7	0	1	0	8	0	2	13	9	15	0	0	0	0	0	9	24	33
08:45 AM	0	1	0	0	1	9	0	0	0	9	0	2	4	4	6	0	0	0	0	0	4	16	20
Total	0	4	0	0	4	25	1	2	1	28	0	9	26	19	35	1	0	0	0	1	20	68	88
Grand Total	0	14	1	1	15	49	1	2	1	52	0	17	55	40	72	1	0	0	0	1	42	140	182
Apprch %	0	93.3	6.7			94.2	1.9	3.8			0	23.6	76.4			100	0	0					
Total %	0	10	0.7		10.7	35	0.7	1.4		37.1	0	12.1	39.3		51.4	0.7	0	0		0.7	23.1	76.9	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	3	0	0	3	0	2	7	9	0	0	0	0	13
07:15 AM	0	1	**1**	2	5	0	0	5	0	1	6	7	0	0	0	0	14
07:30 AM	0	**6**	0	**6**	5	0	0	5	0	**5**	**10**	**15**	0	0	0	0	**26**
07:45 AM	0	2	0	2	**11**	0	0	**11**	0	0	6	6	0	0	0	0	19
Total Volume	0	10	1	11	24	0	0	24	0	8	29	37	0	0	0	0	72
% App. Total	0	90.9	9.1		100	0	0		0	21.6	78.4		0	0	0		
PHF	.000	.417	.250	.458	.545	.000	.000	.545	.000	.400	.725	.617	.000	.000	.000	.000	.692

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County of Riverside
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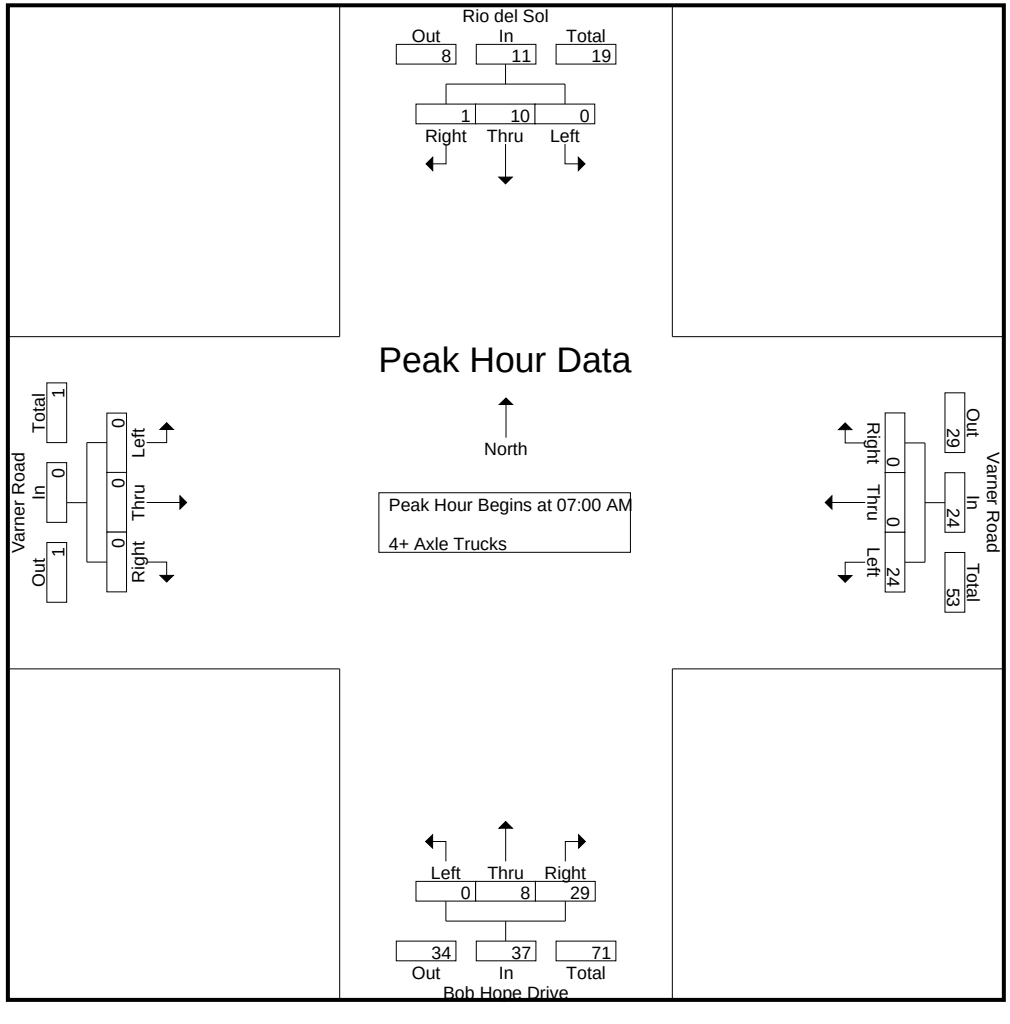
File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	3	0	0	3	0	2	7	9	0	0	0	0	
+15 mins.	0	1	**1**	2	5	0	0	5	0	1	6	7	0	0	0	0	
+30 mins.	0	**6**	0	**6**	5	0	0	5	0	**5**	**10**	**15**	0	0	0	0	
+45 mins.	0	2	0	2	**11**	0	0	**11**	0	0	6	6	0	0	0	0	
Total Volume	0	10	1	11	24	0	0	24	0	8	29	37	0	0	0	0	
% App. Total	0	90.9	9.1		100	0	0		0	21.6	78.4		0	0	0		
PHF	.000	.417	.250	.458	.545	.000	.000	.545	.000	.400	.725	.617	.000	.000	.000	.000	

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File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	28	52	6	5	86	116	42	10	2	168	25	28	58	44	111	4	40	11	2	55	53	420	473
04:15 PM	21	36	6	4	63	65	60	7	3	132	21	27	51	32	99	1	29	5	2	35	41	329	370
04:30 PM	22	48	7	3	77	63	52	9	2	124	25	19	41	32	85	1	21	8	3	30	40	316	356
04:45 PM	15	24	5	4	44	60	55	9	3	124	23	14	59	44	96	0	24	6	0	30	51	294	345
Total	86	160	24	16	270	304	209	35	10	548	94	88	209	152	391	6	114	30	7	150	185	1359	1544
05:00 PM	19	35	6	5	60	88	48	10	3	146	20	10	41	28	71	1	15	7	1	23	37	300	337
05:15 PM	8	32	2	2	42	65	62	4	2	131	26	14	56	37	96	1	20	6	1	27	42	296	338
05:30 PM	7	17	1	0	25	56	47	4	1	107	28	10	52	40	90	1	22	3	1	26	42	248	290
05:45 PM	6	23	3	2	32	54	31	6	1	91	19	15	54	28	88	2	20	7	4	29	35	240	275
Total	40	107	12	9	159	263	188	24	7	475	93	49	203	133	345	5	77	23	7	105	156	1084	1240
Grand Total	126	267	36	25	429	567	397	59	17	1023	187	137	412	285	736	11	191	53	14	255	341	2443	2784
Apprch %	29.4	62.2	8.4			55.4	38.8	5.8			25.4	18.6	56			4.3	74.9	20.8					
Total %	5.2	10.9	1.5		17.6	23.2	16.3	2.4		41.9	7.7	5.6	16.9		30.1	0.5	7.8	2.2		10.4	12.2	87.8	
Passenger Vehicles	115	252	33		423	503	373	51		943	180	108	301		799	7	174	52		247	0	0	2412
% Passenger Vehicles	91.3	94.4	91.7	92	93.2	88.7	94	86.4	94.1	90.7	96.3	78.8	73.1	73.7	78.3	63.6	91.1	98.1	100	91.8	0	0	86.6
Large 2 Axle Vehicles	10	14	2		27	21	19	8		49	4	23	33		79	4	15	1		20	0	0	175
% Large 2 Axle Vehicles	7.9	5.2	5.6	4	5.9	3.7	4.8	13.6	5.9	4.7	2.1	16.8	8	6.7	7.7	36.4	7.9	1.9	0	7.4	0	0	6.3
3 Axle Vehicles	0	1	1		3	6	5	0		11	3	6	3		14	0	2	0		2	0	0	30
% 3 Axle Vehicles	0	0.4	2.8	4	0.7	1.1	1.3	0	0	1.1	1.6	4.4	0.7	0.7	1.4	0	1	0	0	0.7	0	0	1.1
4+ Axle Trucks	1	0	0		1	37	0	0		37	0	0	75		129	0	0	0		0	0	0	167
% 4+ Axle Trucks	0.8	0	0	0	0.2	6.5	0	0	0	3.6	0	0	18.2	18.9	12.6	0	0	0	0	0	0	0	6

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**28**	**52**	6	**86**	**116**	42	**10**	**168**	**25**	**28**	58	**111**	**4**	**40**	**11**	**55**	**420**
04:15 PM	21	36	6	63	65	**60**	7	132	21	27	51	99	1	29	5	35	329
04:30 PM	22	48	**7**	77	63	52	9	124	25	19	41	85	1	21	8	30	316
04:45 PM	15	24	5	44	60	55	9	124	23	14	**59**	96	0	24	6	30	294
Total Volume	86	160	24	270	304	209	35	548	94	88	209	391	6	114	30	150	1359
% App. Total	31.9	59.3	8.9		55.5	38.1	6.4		24	22.5	53.5		4	76	20		
PHF	.768	.769	.857	.785	.655	.871	.875	.815	.940	.786	.886	.881	.375	.713	.682	.682	.809

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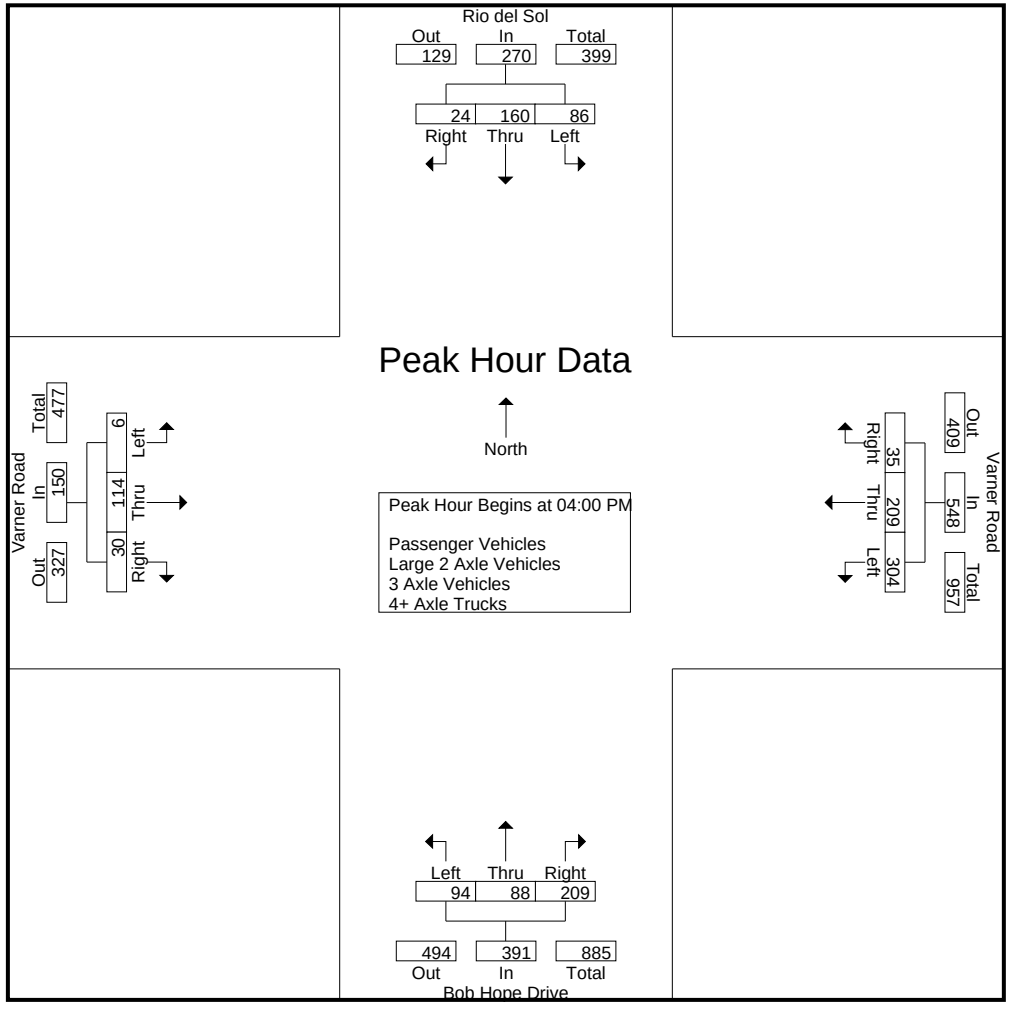

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	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**28**	**52**	6	**86**	**116**	42	**10**	**168**	**25**	**28**	58	**111**	**4**	**40**	**11**	**55**	
+15 mins.	21	36	6	63	65	**60**	7	132	21	27	51	99	1	29	5	35	
+30 mins.	22	48	**7**	77	63	52	9	124	25	19	41	85	1	21	8	30	
+45 mins.	15	24	5	44	60	55	9	124	23	14	**59**	96	0	24	6	30	
Total Volume	86	160	24	270	304	209	35	548	94	88	209	391	6	114	30	150	
% App. Total	31.9	59.3	8.9		55.5	38.1	6.4		24	22.5	53.5		4	76	20		
PHF	.768	.769	.857	.785	.655	.871	.875	.815	.940	.786	.886	.881	.375	.713	.682	.682	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	24	49	5	4	78	110	38	8	2	156	24	17	41	32	82	3	35	11	2	49	40	365	405
04:15 PM	18	32	6	4	56	53	53	5	2	111	21	21	37	23	79	0	25	5	2	30	31	276	307
04:30 PM	21	44	6	3	71	51	51	9	2	111	25	14	29	25	68	0	17	8	3	25	33	275	308
04:45 PM	14	23	5	4	42	50	51	7	3	108	21	12	44	34	77	0	22	6	0	28	41	255	296
Total	77	148	22	15	247	264	193	29	9	486	91	64	151	114	306	3	99	30	7	132	145	1171	1316
05:00 PM	19	34	5	4	58	79	45	9	3	133	19	10	32	21	61	0	14	7	1	21	29	273	302
05:15 PM	7	30	2	2	39	57	60	3	2	120	25	11	44	30	80	1	20	6	1	27	35	266	301
05:30 PM	7	17	1	0	25	51	46	4	1	101	26	8	38	28	72	1	21	2	1	24	30	222	252
05:45 PM	5	23	3	2	31	52	29	6	1	87	19	15	36	17	70	2	20	7	4	29	24	217	241
Total	38	104	11	8	153	239	180	22	7	441	89	44	150	96	283	4	75	22	7	101	118	978	1096
Grand Total	115	252	33	23	400	503	373	51	16	927	180	108	301	210	589	7	174	52	14	233	263	2149	2412
Apprch %	28.8	63	8.2			54.3	40.2	5.5			30.6	18.3	51.1			3	74.7	22.3					
Total %	5.4	11.7	1.5		18.6	23.4	17.4	2.4		43.1	8.4	5	14		27.4	0.3	8.1	2.4		10.8	10.9	89.1	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**24**	**49**	5	**78**	**110**	38	8	**156**	24	17	41	**82**	**3**	**35**	**11**	**49**	**365**
04:15 PM	18	32	**6**	56	53	**53**	5	111	21	**21**	37	79	0	25	5	30	276
04:30 PM	21	44	6	71	51	51	**9**	111	**25**	14	29	68	0	17	8	25	275
04:45 PM	14	23	5	42	50	51	7	108	21	12	**44**	77	0	22	6	28	255
Total Volume	77	148	22	247	264	193	29	486	91	64	151	306	3	99	30	132	1171
% App. Total	31.2	59.9	8.9		54.3	39.7	6		29.7	20.9	49.3		2.3	75	22.7		
PHF	.802	.755	.917	.792	.600	.910	.806	.779	.910	.762	.858	.933	.250	.707	.682	.673	.802

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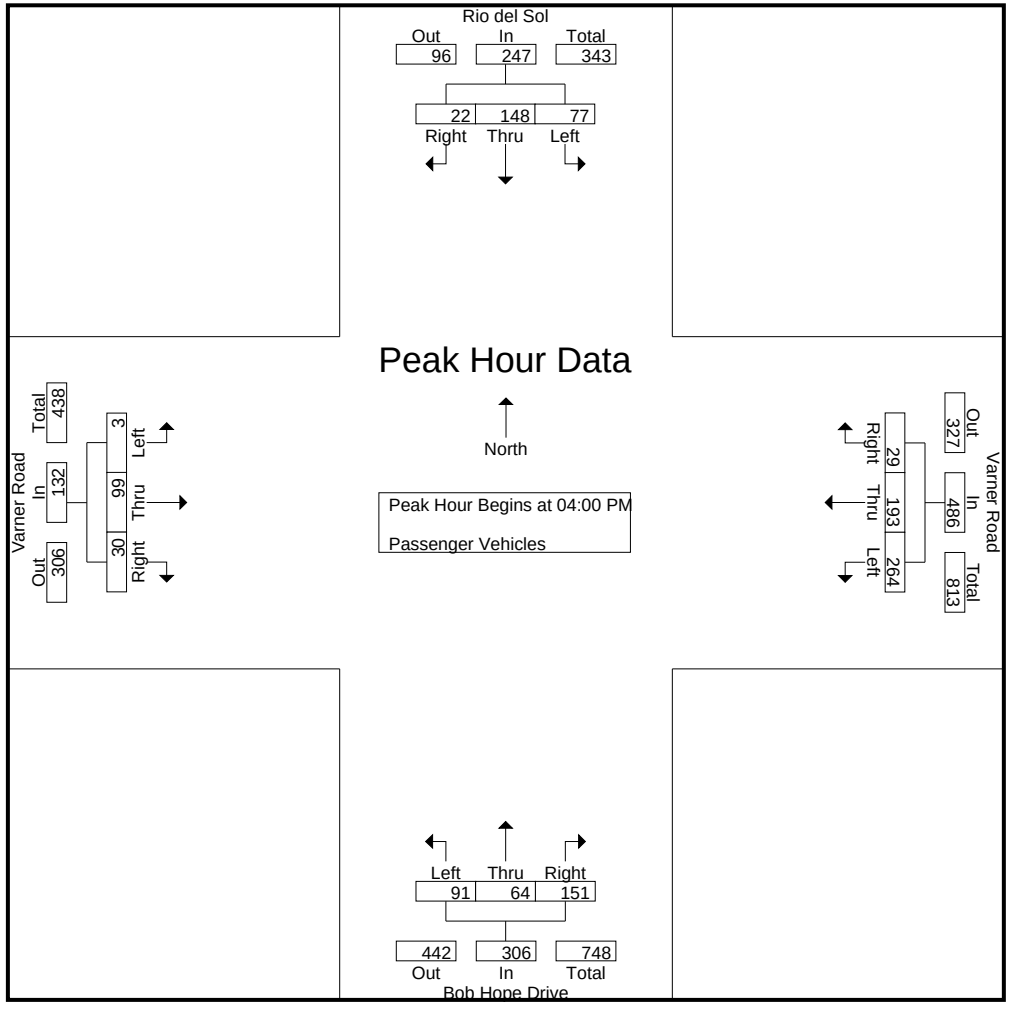
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**24**	**49**	5	**78**	**110**	38	8	**156**	24	17	41	**82**	**3**	**35**	**11**	**49**	
+15 mins.	18	32	**6**	56	53	**53**	5	111	21	**21**	37	79	0	25	5	30	
+30 mins.	21	44	6	71	51	51	**9**	111	**25**	14	29	68	0	17	8	25	
+45 mins.	14	23	5	42	50	51	7	108	21	12	**44**	77	0	22	6	28	
Total Volume	77	148	22	247	264	193	29	486	91	64	151	306	3	99	30	132	
% App. Total	31.2	59.9	8.9		54.3	39.7	6		29.7	20.9	49.3		2.3	75	22.7		
PHF	.802	.755	.917	.792	.600	.910	.806	.779	.910	.762	.858	.933	.250	.707	.682	.673	

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File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	3	0	0	6	2	4	2	0	8	1	11	3	1	15	1	4	0	0	5	1	34	35
04:15 PM	3	4	0	0	7	3	5	2	1	10	0	5	4	4	9	1	4	0	0	5	5	31	36
04:30 PM	1	4	1	0	6	4	1	0	0	5	0	2	4	2	6	1	3	0	0	4	2	21	23
04:45 PM	1	1	0	0	2	3	3	2	0	8	1	1	8	5	10	0	2	0	0	2	5	22	27
Total	8	12	1	0	21	12	13	6	1	31	2	19	19	12	40	3	13	0	0	16	13	108	121
05:00 PM	0	1	1	1	2	6	2	1	0	9	0	0	2	2	2	1	1	0	0	2	3	15	18
05:15 PM	1	1	0	0	2	1	1	1	0	3	1	2	4	1	7	0	0	0	0	0	1	12	13
05:30 PM	0	0	0	0	0	2	1	0	0	3	1	2	4	3	7	0	1	1	0	2	3	12	15
05:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	4	1	4	0	0	0	0	0	1	7	8
Total	2	2	1	1	5	9	6	2	0	17	2	4	14	7	20	1	2	1	0	4	8	46	54
Grand Total	10	14	2	1	26	21	19	8	1	48	4	23	33	19	60	4	15	1	0	20	21	154	175
Apprch %	38.5	53.8	7.7			43.8	39.6	16.7			6.7	38.3	55			20	75	5					
Total %	6.5	9.1	1.3		16.9	13.6	12.3	5.2		31.2	2.6	14.9	21.4		39	2.6	9.7	0.6		13	12	88	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	3	0	6	2	4	**2**	8	**1**	**11**	3	**15**	**1**	**4**	0	**5**	**34**
04:15 PM	3	**4**	0	**7**	3	**5**	2	**10**	0	5	4	9	1	4	0	5	31
04:30 PM	1	4	**1**	6	**4**	1	0	5	0	2	4	6	1	3	0	4	21
04:45 PM	1	1	0	2	3	3	2	8	1	1	**8**	10	0	2	0	2	22
Total Volume	8	12	1	21	12	13	6	31	2	19	19	40	3	13	0	16	108
% App. Total	38.1	57.1	4.8		38.7	41.9	19.4		5	47.5	47.5		18.8	81.2	0		
PHF	.667	.750	.250	.750	.750	.650	.750	.775	.500	.432	.594	.667	.750	.813	.000	.800	.794

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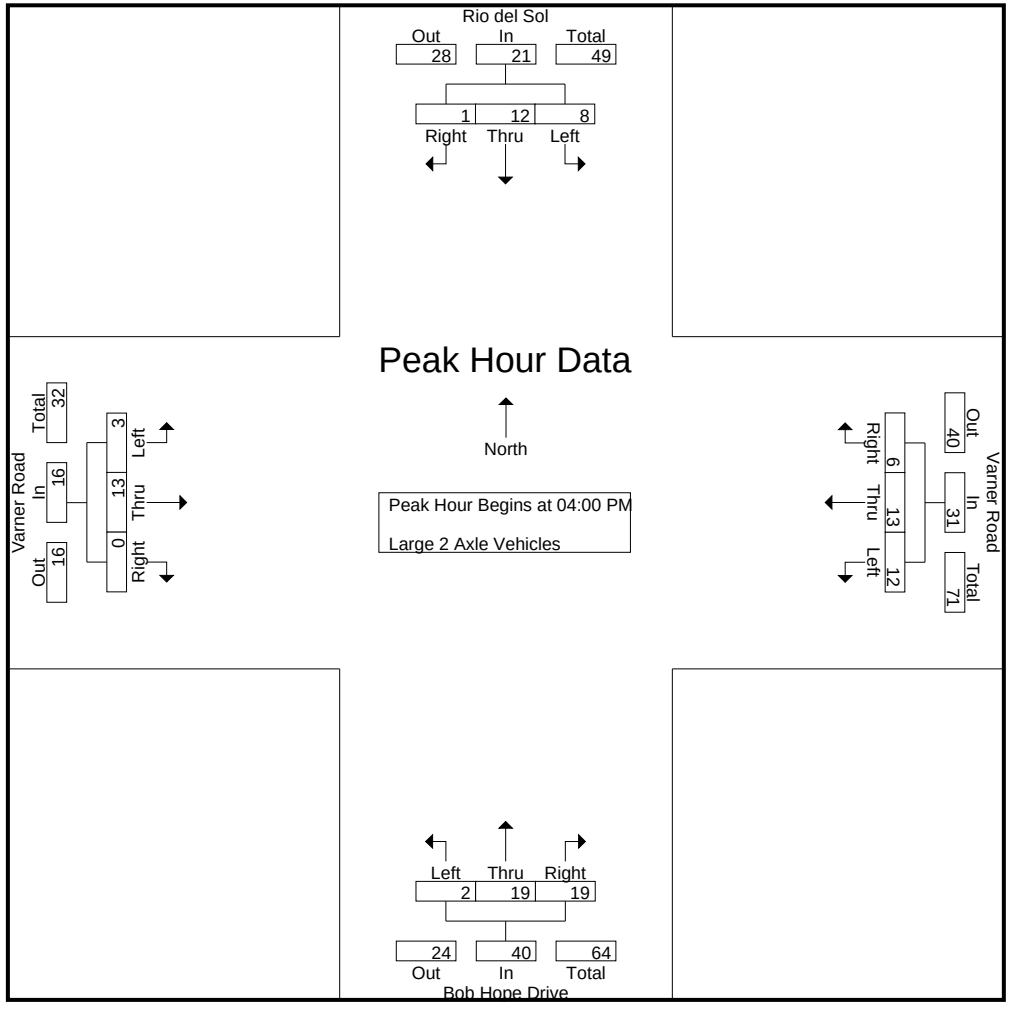
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**3**	3	0	6	2	4	**2**	8	**1**	**11**	3	**15**	**1**	**4**	0	**5**	
+15 mins.	3	**4**	0	**7**	3	**5**	2	**10**	0	5	4	9	1	4	0	5	
+30 mins.	1	4	**1**	6	**4**	1	0	5	0	2	4	6	1	3	0	4	
+45 mins.	1	1	0	2	3	3	2	8	1	1	**8**	10	0	2	0	2	
Total Volume	8	12	1	21	12	13	6	31	2	19	19	40	3	13	0	16	
% App. Total	38.1	57.1	4.8		38.7	41.9	19.4		5	47.5	47.5		18.8	81.2	0		
PHF	.667	.750	.250	.750	.750	.650	.750	.775	.500	.432	.594	.667	.750	.813	.000	.800	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	3
04:15 PM	0	0	0	0	0	2	2	0	0	4	0	1	1	1	2	0	0	0	0	0	1	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	1	4	0	1	0	0	1	1	5	6
04:45 PM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	4	4
Total	0	0	1	1	1	3	3	0	0	6	1	5	2	2	8	0	2	0	0	2	3	17	20
05:00 PM	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	3	2	0	0	5	2	1	1	0	4	0	0	0	0	0	0	10	10
Grand Total	0	1	1	1	2	6	5	0	0	11	3	6	3	2	12	0	2	0	0	2	3	27	30
Apprch %	0	50	50			54.5	45.5	0			25	50	25			0	100	0					
Total %	0	3.7	3.7		7.4	22.2	18.5	0		40.7	11.1	22.2	11.1		44.4	0	7.4	0		7.4	10	90	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
04:15 PM	0	0	0	0	**2**	**2**	0	**4**	0	1	**1**	2	0	0	0	0	**6**
04:30 PM	0	0	0	0	0	0	0	0	0	**3**	1	**4**	0	1	0	1	5
04:45 PM	0	0	0	0	1	1	0	2	**1**	1	0	2	0	0	0	0	4
Total Volume	0	0	1	1	3	3	0	6	1	5	2	8	0	2	0	2	17
% App. Total	0	0	100		50	50	0		12.5	62.5	25		0	100	0		
PHF	.000	.000	.250	.250	.375	.375	.000	.375	.250	.417	.500	.500	.000	.500	.000	.500	.708

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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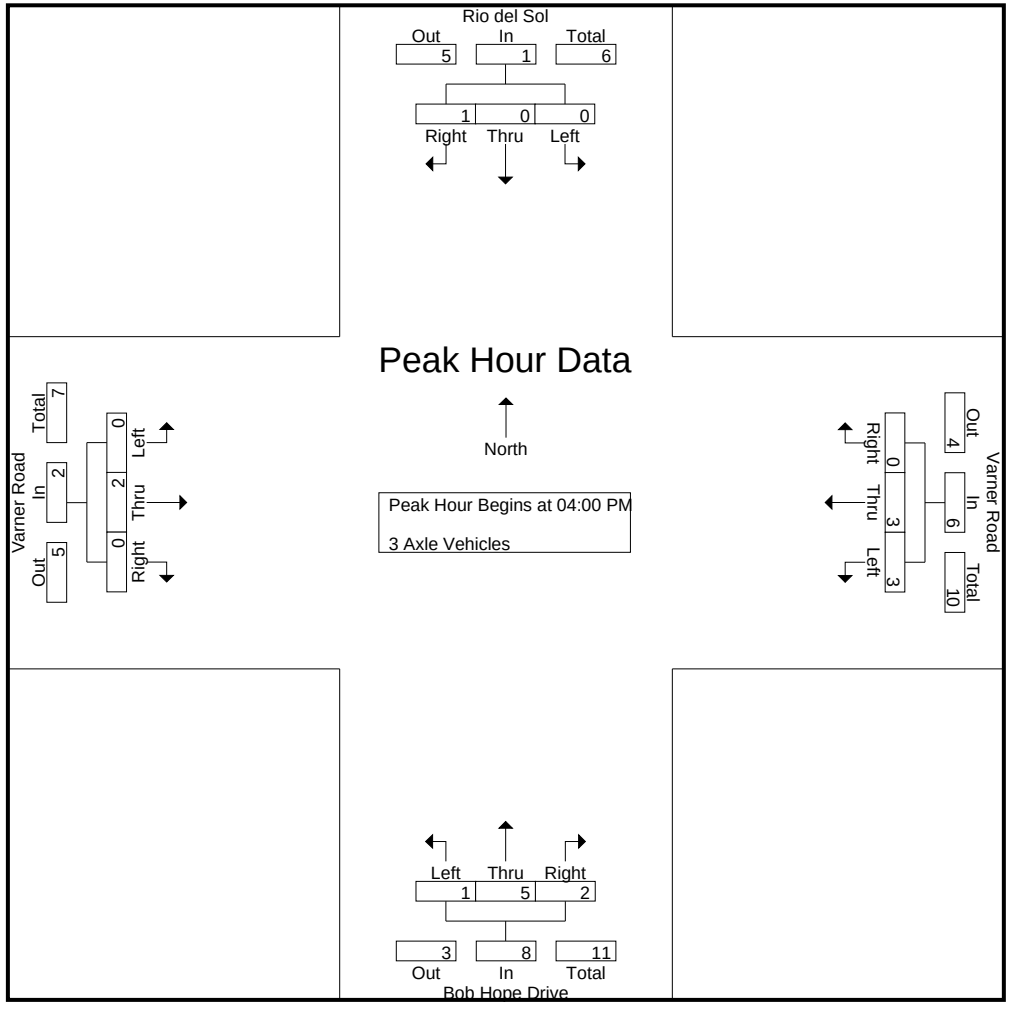
File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	**2**	**2**	0	**4**	0	1	**1**	2	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	**3**	1	**4**	0	1	0	1	
+45 mins.	0	0	0	0	1	1	0	2	**1**	1	0	2	0	0	0	0	
Total Volume	0	0	1	1	3	3	0	6	1	5	2	8	0	2	0	2	
% App. Total	0	0	100		50	50	0		12.5	62.5	25		0	100	0		
PHF	.000	.000	.250	.250	.375	.375	.000	.375	.250	.417	.500	.500	.000	.500	.000	.500	

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Page No : 1

Groups Printed- 4+ Axle Trucks

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	4	0	0	0	4	0	0	14	11	14	0	0	0	0	0	11	19	30
04:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	9	4	9	0	0	0	0	0	4	16	20
04:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	7	4	7	0	0	0	0	0	4	15	19
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	7	5	7	0	0	0	0	0	5	13	18
Total	1	0	0	0	1	25	0	0	0	25	0	0	37	24	37	0	0	0	0	0	24	63	87
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	6	5	6	0	0	0	0	0	5	8	13
05:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	8	6	8	0	0	0	0	0	6	15	21
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	10	9	10	0	0	0	0	0	9	11	20
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	14	10	14	0	0	0	0	0	10	16	26
Total	0	0	0	0	0	12	0	0	0	12	0	0	38	30	38	0	0	0	0	0	30	50	80
Grand Total	1	0	0	0	1	37	0	0	0	37	0	0	75	54	75	0	0	0	0	0	54	113	167
Apprch %	100	0	0			100	0	0			0	0	100			0	0	0					
Total %	0.9	0	0		0.9	32.7	0	0		32.7	0	0	66.4		66.4	0	0	0		0	32.3	67.7	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	4	0	0	4	0	0	**14**	**14**	0	0	0	0	**19**
04:15 PM	0	0	0	0	7	0	0	7	0	0	9	9	0	0	0	0	16
04:30 PM	0	0	0	0	**8**	0	0	**8**	0	0	7	7	0	0	0	0	15
04:45 PM	0	0	0	0	6	0	0	6	0	0	7	7	0	0	0	0	13
Total Volume	1	0	0	1	25	0	0	25	0	0	37	37	0	0	0	0	63
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.781	.000	.000	.781	.000	.000	.661	.661	.000	.000	.000	.000	.829

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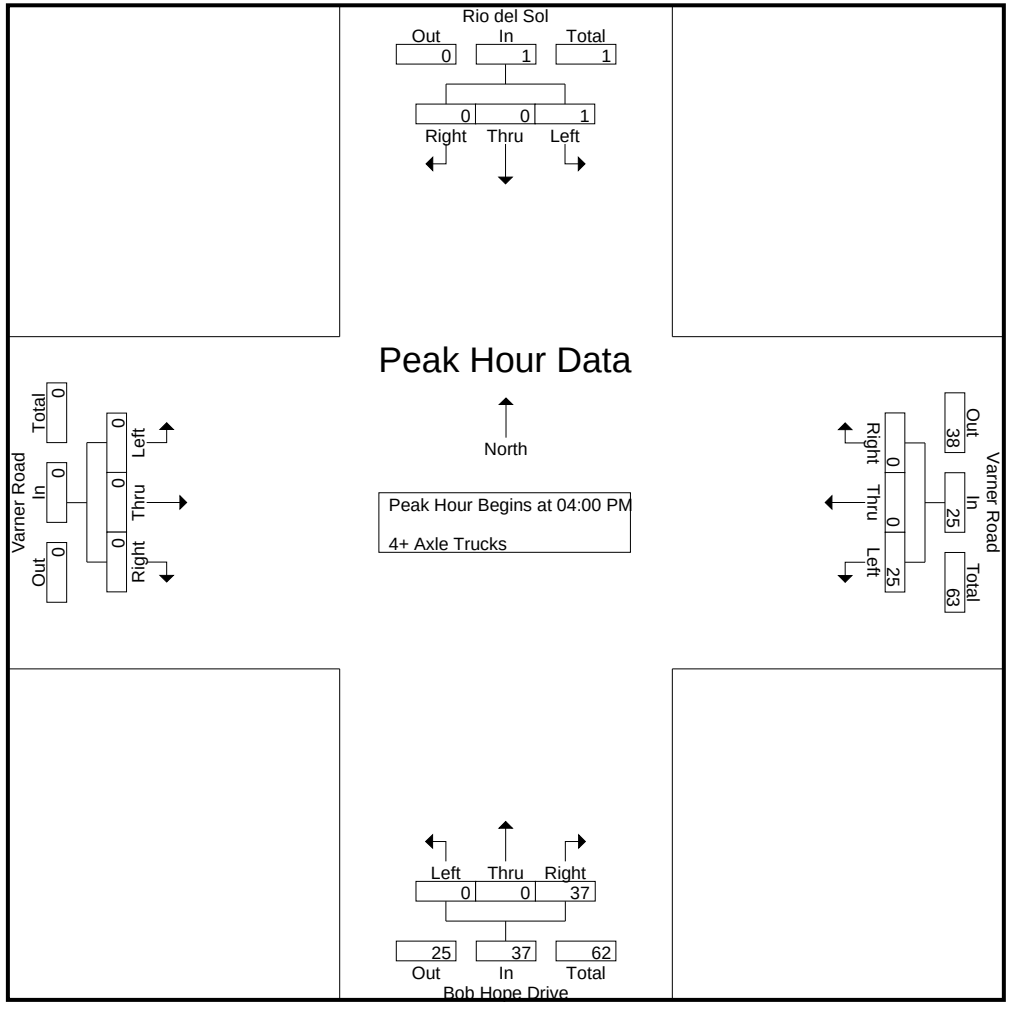

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Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**1**	0	0	**1**	4	0	0	4	0	0	**14**	**14**	0	0	0	0	
+15 mins.	0	0	0	0	7	0	0	7	0	0	9	9	0	0	0	0	
+30 mins.	0	0	0	0	**8**	0	0	**8**	0	0	7	7	0	0	0	0	
+45 mins.	0	0	0	0	6	0	0	6	0	0	7	7	0	0	0	0	
Total Volume	1	0	0	1	25	0	0	25	0	0	37	37	0	0	0	0	
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.781	.000	.000	.781	.000	.000	.661	.661	.000	.000	.000	.000	

Location: County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Rio del Sol	East Leg Varner Road	South Leg Bob Hope Drive	West Leg Varner Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Rio del Sol	East Leg Varner Road	South Leg Bob Hope Drive	West Leg Varner Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

Location: County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Rio del Sol			Westbound Varner Road			Northbound Bob Hope Drive			Eastbound Varner Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Rio del Sol			Westbound Varner Road			Northbound Bob Hope Drive			Eastbound Varner Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	50	30	10	80	143	2	69	47	214	34	85	0	0	119	0	0	0	0	0	57	413	470
07:15 AM	0	64	55	23	119	167	2	83	41	252	31	82	0	0	113	0	0	0	0	0	64	484	548
07:30 AM	0	68	51	24	119	164	1	62	33	227	40	89	0	0	129	0	0	0	0	0	57	475	532
07:45 AM	0	91	47	20	138	154	0	57	26	211	41	105	0	0	146	0	0	0	0	0	46	495	541
Total	0	273	183	77	456	628	5	271	147	904	146	361	0	0	507	0	0	0	0	0	224	1867	2091
08:00 AM	0	63	49	21	112	132	0	27	15	159	35	108	0	0	143	0	0	0	0	0	36	414	450
08:15 AM	0	44	41	26	85	139	1	53	23	193	41	73	0	0	114	0	0	0	0	0	49	392	441
08:30 AM	0	73	36	16	109	144	1	39	20	184	41	81	0	0	122	0	0	0	0	0	36	415	451
08:45 AM	0	53	49	25	102	127	1	40	22	168	57	72	0	0	129	0	0	0	0	0	47	399	446
Total	0	233	175	88	408	542	3	159	80	704	174	334	0	0	508	0	0	0	0	0	168	1620	1788
Grand Total	0	506	358	165	864	1170	8	430	227	1608	320	695	0	0	1015	0	0	0	0	0	392	3487	3879
Apprch %	0	58.6	41.4			72.8	0.5	26.7			31.5	68.5	0			0	0	0					
Total %	0	14.5	10.3		24.8	33.6	0.2	12.3		46.1	9.2	19.9	0		29.1	0	0	0		0	10.1	89.9	
Passenger Vehicles	0	432	252		798	1134	6	364		1692	308	607	0		915	0	0	0		0	0	0	3405
% Passenger Vehicles	0	85.4	70.4	69.1	77.6	96.9	75	84.7	82.8	92.2	96.2	87.3	0	0	90.1	0	0	0	0	0	0	0	87.8
Large 2 Axle Vehicles	0	43	38		103	22	1	12		41	5	31	0		36	0	0	0		0	0	0	180
% Large 2 Axle Vehicles	0	8.5	10.6	13.3	10	1.9	12.5	2.8	2.6	2.2	1.6	4.5	0	0	3.5	0	0	0	0	0	0	0	4.6
3 Axle Vehicles	0	14	23		48	4	0	9		17	0	24	0		24	0	0	0		0	0	0	89
% 3 Axle Vehicles	0	2.8	6.4	6.7	4.7	0.3	0	2.1	1.8	0.9	0	3.5	0	0	2.4	0	0	0	0	0	0	0	2.3
4+ Axle Trucks	0	17	45		80	10	1	45		85	7	33	0		40	0	0	0		0	0	0	205
% 4+ Axle Trucks	0	3.4	12.6	10.9	7.8	0.9	12.5	10.5	12.8	4.6	2.2	4.7	0	0	3.9	0	0	0	0	0	0	0	5.3

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	64	**55**	119	**167**	**2**	**83**	**252**	31	82	0	113	0	0	0	0	484
07:30 AM	0	68	51	119	164	1	62	227	40	89	0	129	0	0	0	0	475
07:45 AM	0	**91**	47	**138**	154	0	57	211	**41**	105	0	**146**	0	0	0	0	**495**
08:00 AM	0	63	49	112	132	0	27	159	35	**108**	0	143	0	0	0	0	414
Total Volume	0	286	202	488	617	3	229	849	147	384	0	531	0	0	0	0	1868
% App. Total	0	58.6	41.4		72.7	0.4	27		27.7	72.3	0		0	0	0		
PHF	.000	.786	.918	.884	.924	.375	.690	.842	.896	.889	.000	.909	.000	.000	.000	.000	.943

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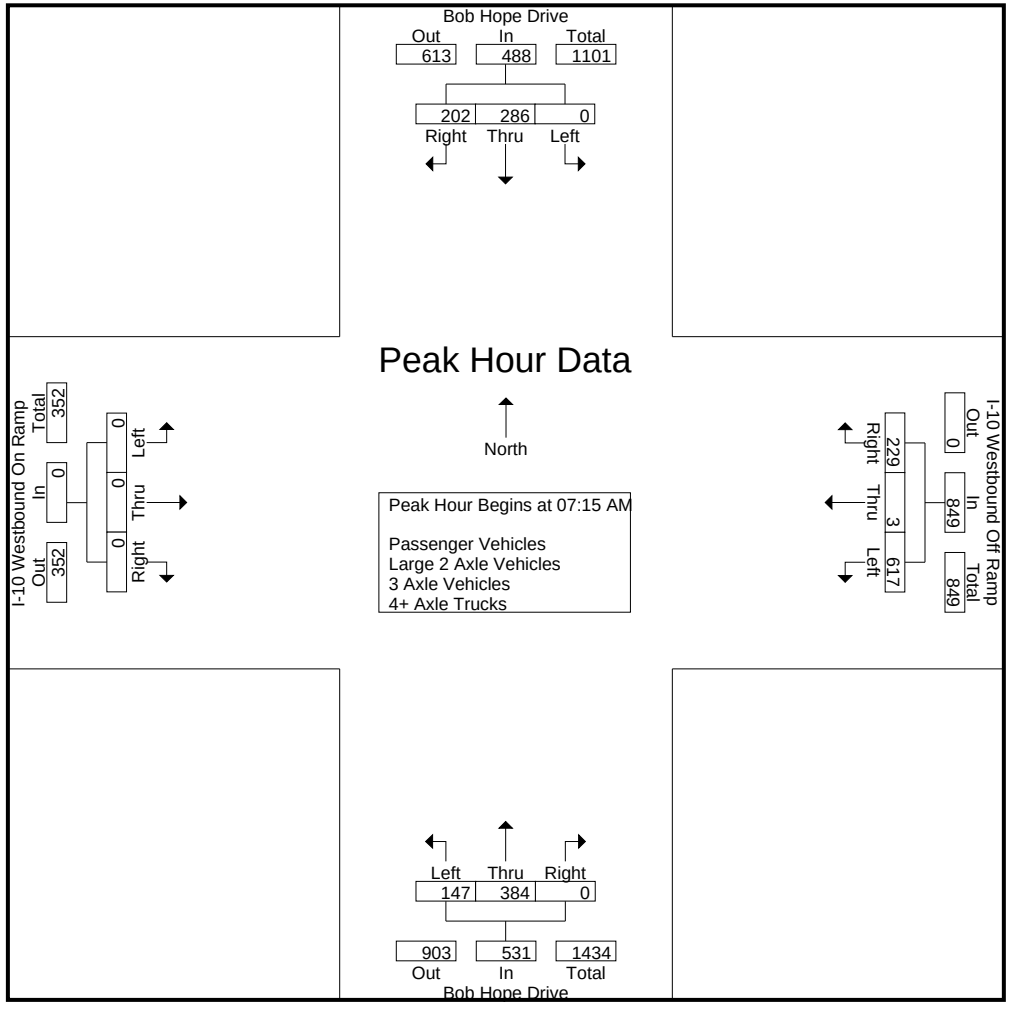
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	64	**55**	119	143	**2**	69	214	40	89	0	129	0	0	0	0	
+15 mins.	0	68	51	119	**167**	2	**83**	**252**	**41**	105	0	**146**	0	0	0	0	
+30 mins.	0	**91**	47	**138**	164	1	62	227	35	**108**	0	143	0	0	0	0	
+45 mins.	0	63	49	112	154	0	57	211	41	73	0	114	0	0	0	0	
Total Volume	0	286	202	488	628	5	271	904	157	375	0	532	0	0	0	0	
% App. Total	0	58.6	41.4		69.5	0.6	30		29.5	70.5	0		0	0	0		
PHF	.000	.786	.918	.884	.940	.625	.816	.897	.957	.868	.000	.911	.000	.000	.000	.000	

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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	38	22	6	60	134	2	62	43	198	33	74	0	0	107	0	0	0	0	0	49	365	414
07:15 AM	0	55	40	16	95	164	2	75	36	241	29	76	0	0	105	0	0	0	0	0	52	441	493
07:30 AM	0	55	38	19	93	158	0	51	26	209	36	73	0	0	109	0	0	0	0	0	45	411	456
07:45 AM	0	72	29	11	101	154	0	49	19	203	40	97	0	0	137	0	0	0	0	0	30	441	471
Total	0	220	129	52	349	610	4	237	124	851	138	320	0	0	458	0	0	0	0	0	176	1658	1834
08:00 AM	0	57	33	15	90	126	0	23	13	149	35	95	0	0	130	0	0	0	0	0	28	369	397
08:15 AM	0	43	28	17	71	137	1	44	20	182	40	64	0	0	104	0	0	0	0	0	37	357	394
08:30 AM	0	64	28	12	92	138	1	24	11	163	40	68	0	0	108	0	0	0	0	0	23	363	386
08:45 AM	0	48	34	18	82	123	0	36	20	159	55	60	0	0	115	0	0	0	0	0	38	356	394
Total	0	212	123	62	335	524	2	127	64	653	170	287	0	0	457	0	0	0	0	0	126	1445	1571
Grand Total	0	432	252	114	684	1134	6	364	188	1504	308	607	0	0	915	0	0	0	0	0	302	3103	3405
Apprch %	0	63.2	36.8			75.4	0.4	24.2			33.7	66.3	0			0	0	0					
Total %	0	13.9	8.1		22	36.5	0.2	11.7		48.5	9.9	19.6	0		29.5	0	0	0		0	8.9	91.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	55	**40**	95	**164**	**2**	**75**	**241**	29	76	0	105	0	0	0	0	**441**
07:30 AM	0	55	38	93	158	0	51	209	36	73	0	109	0	0	0	0	411
07:45 AM	0	**72**	29	**101**	154	0	49	203	**40**	**97**	0	**137**	0	0	0	0	441
08:00 AM	0	57	33	90	126	0	23	149	35	95	0	130	0	0	0	0	369
Total Volume	0	239	140	379	602	2	198	802	140	341	0	481	0	0	0	0	1662
% App. Total	0	63.1	36.9		75.1	0.2	24.7		29.1	70.9	0		0	0	0		
PHF	.000	.830	.875	.938	.918	.250	.660	.832	.875	.879	.000	.878	.000	.000	.000	.000	.942

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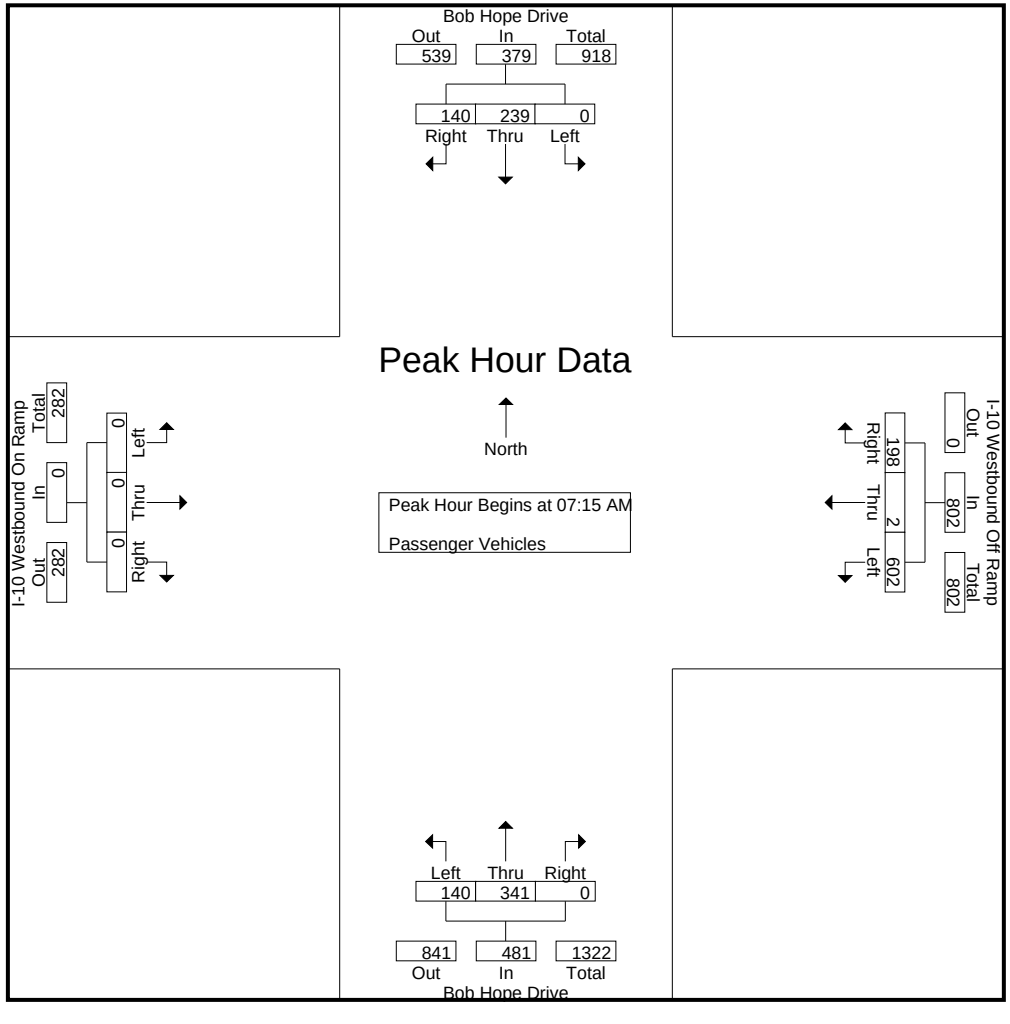
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	55	**40**	95	**164**	**2**	**75**	**241**	29	76	0	105	0	0	0	0	
+15 mins.	0	55	38	93	158	0	51	209	36	73	0	109	0	0	0	0	
+30 mins.	0	**72**	29	**101**	154	0	49	203	**40**	**97**	0	**137**	0	0	0	0	
+45 mins.	0	57	33	90	126	0	23	149	35	95	0	130	0	0	0	0	
Total Volume	0	239	140	379	602	2	198	802	140	341	0	481	0	0	0	0	
% App. Total	0	63.1	36.9		75.1	0.2	24.7		29.1	70.9	0		0	0	0		
PHF	.000	.830	.875	.938	.918	.250	.660	.832	.875	.879	.000	.878	.000	.000	.000	.000	

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County of Riverside
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	9	3	2	12	6	0	1	1	7	1	5	0	0	6	0	0	0	0	0	3	25	28
07:15 AM	0	5	7	3	12	2	0	3	1	5	0	1	0	0	1	0	0	0	0	0	4	18	22
07:30 AM	0	10	4	3	14	5	1	1	1	7	3	8	0	0	11	0	0	0	0	0	4	32	36
07:45 AM	0	9	7	5	16	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5	18	23
Total	0	33	21	13	54	13	1	6	3	20	4	15	0	0	19	0	0	0	0	0	16	93	109
08:00 AM	0	3	6	3	9	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	3	16	19
08:15 AM	0	1	7	4	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	4	13	17
08:30 AM	0	4	1	0	5	2	0	4	3	6	0	4	0	0	4	0	0	0	0	0	3	15	18
08:45 AM	0	2	3	2	5	3	0	1	0	4	1	5	0	0	6	0	0	0	0	0	2	15	17
Total	0	10	17	9	27	9	0	6	3	15	1	16	0	0	17	0	0	0	0	0	12	59	71
Grand Total	0	43	38	22	81	22	1	12	6	35	5	31	0	0	36	0	0	0	0	0	28	152	180
Apprch %	0	53.1	46.9			62.9	2.9	34.3			13.9	86.1	0			0	0	0					
Total %	0	28.3	25		53.3	14.5	0.7	7.9		23	3.3	20.4	0		23.7	0	0	0		0	15.6	84.4	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	**7**	12	2	0	**3**	5	0	1	0	1	0	0	0	0	18
07:30 AM	0	**10**	4	14	**5**	**1**	1	**7**	**3**	**8**	0	**11**	0	0	0	0	**32**
07:45 AM	0	9	7	**16**	0	0	1	1	0	1	0	1	0	0	0	0	18
08:00 AM	0	3	6	9	3	0	1	4	0	3	0	3	0	0	0	0	16
Total Volume	0	27	24	51	10	1	6	17	3	13	0	16	0	0	0	0	84
% App. Total	0	52.9	47.1		58.8	5.9	35.3		18.8	81.2	0		0	0	0		
PHF	.000	.675	.857	.797	.500	.250	.500	.607	.250	.406	.000	.364	.000	.000	.000	.000	.656

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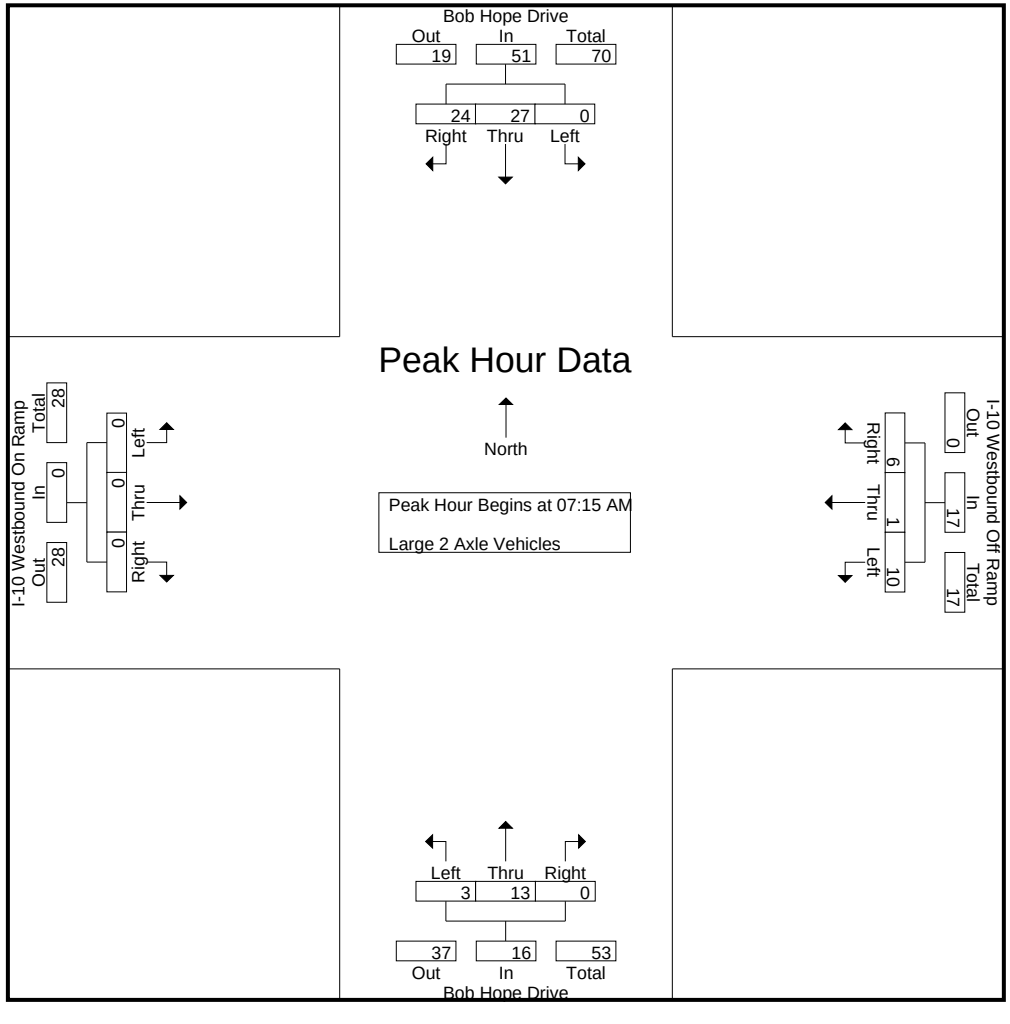
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	5	**7**	12	2	0	**3**	5	0	1	0	1	0	0	0	0	
+15 mins.	0	**10**	4	14	**5**	**1**	1	**7**	**3**	**8**	0	**11**	0	0	0	0	
+30 mins.	0	9	7	**16**	0	0	1	1	0	1	0	1	0	0	0	0	
+45 mins.	0	3	6	9	3	0	1	4	0	3	0	3	0	0	0	0	
Total Volume	0	27	24	51	10	1	6	17	3	13	0	16	0	0	0	0	
% App. Total	0	52.9	47.1		58.8	5.9	35.3		18.8	81.2	0		0	0	0		
PHF	.000	.675	.857	.797	.500	.250	.500	.607	.250	.406	.000	.364	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	4	1	0	2	1	3	0	1	0	0	1	0	0	0	0	0	2	8	10
07:15 AM	0	3	4	1	7	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	1	11	12
07:30 AM	0	0	2	1	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	5	6
07:45 AM	0	2	3	1	5	0	0	3	3	3	0	4	0	0	4	0	0	0	0	0	4	12	16
Total	0	7	11	4	18	2	0	7	4	9	0	9	0	0	9	0	0	0	0	0	8	36	44
08:00 AM	0	3	3	1	6	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	11	12
08:15 AM	0	0	3	2	3	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	2	8	10
08:30 AM	0	2	2	1	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	9	10
08:45 AM	0	2	4	3	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	10	13
Total	0	7	12	7	19	2	0	2	0	4	0	15	0	0	15	0	0	0	0	0	7	38	45
Grand Total	0	14	23	11	37	4	0	9	4	13	0	24	0	0	24	0	0	0	0	0	15	74	89
Apprch %	0	37.8	62.2			30.8	0	69.2			0	100	0			0	0	0					
Total %	0	18.9	31.1		50	5.4	0	12.2		17.6	0	32.4	0		32.4	0	0	0		0	16.9	83.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	**4**	**7**	**1**	0	1	2	0	2	0	2	0	0	0	0	11
07:30 AM	0	0	2	2	0	0	1	1	0	2	0	2	0	0	0	0	5
07:45 AM	0	2	3	5	0	0	**3**	**3**	0	**4**	0	**4**	0	0	0	0	**12**
08:00 AM	0	3	3	6	1	0	0	1	0	4	0	4	0	0	0	0	11
Total Volume	0	8	12	20	2	0	5	7	0	12	0	12	0	0	0	0	39
% App. Total	0	40	60		28.6	0	71.4		0	100	0		0	0	0		
PHF	.000	.667	.750	.714	.500	.000	.417	.583	.000	.750	.000	.750	.000	.000	.000	.000	.813

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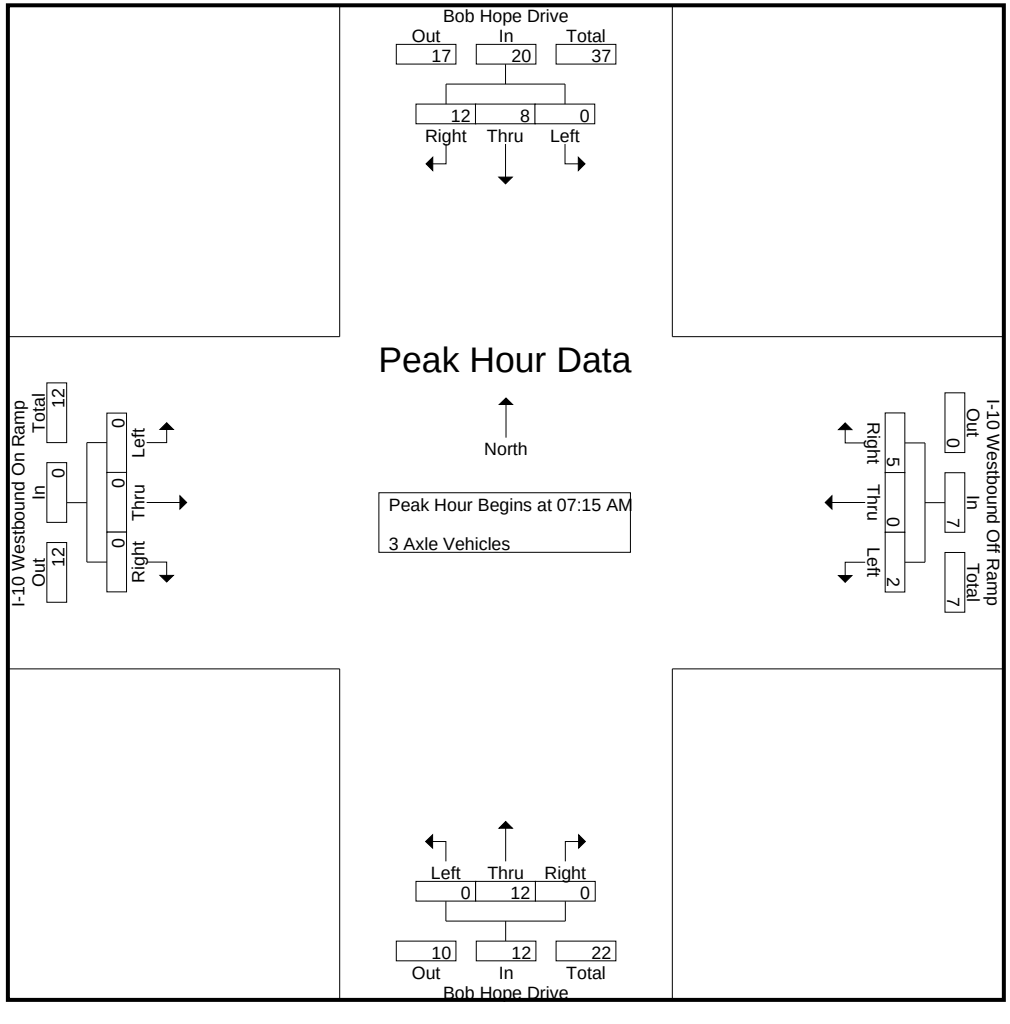
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**3**	**4**	**7**	**1**	0	1	2	0	2	0	2	0	0	0	0	
+15 mins.	0	0	2	2	0	0	1	1	0	2	0	2	0	0	0	0	
+30 mins.	0	2	3	5	0	0	**3**	**3**	0	**4**	0	**4**	0	0	0	0	
+45 mins.	0	3	3	6	1	0	0	1	0	4	0	4	0	0	0	0	
Total Volume	0	8	12	20	2	0	5	7	0	12	0	12	0	0	0	0	
% App. Total	0	40	60		28.6	0	71.4		0	100	0		0	0	0		
PHF	.000	.667	.750	.714	.500	.000	.417	.583	.000	.750	.000	.750	.000	.000	.000	.000	

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Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	3	1	4	2	0	4	2	6	0	5	0	0	5	0	0	0	0	0	3	15	18
07:15 AM	0	1	4	3	5	0	0	4	4	4	2	3	0	0	5	0	0	0	0	0	7	14	21
07:30 AM	0	3	7	1	10	1	0	9	6	10	1	6	0	0	7	0	0	0	0	0	7	27	34
07:45 AM	0	8	8	3	16	0	0	4	4	4	1	3	0	0	4	0	0	0	0	0	7	24	31
Total	0	13	22	8	35	3	0	21	16	24	4	17	0	0	21	0	0	0	0	0	24	80	104
08:00 AM	0	0	7	2	7	2	0	3	2	5	0	6	0	0	6	0	0	0	0	0	4	18	22
08:15 AM	0	0	3	3	3	1	0	7	3	8	1	2	0	0	3	0	0	0	0	0	6	14	20
08:30 AM	0	3	5	3	8	3	0	11	6	14	1	5	0	0	6	0	0	0	0	0	9	28	37
08:45 AM	0	1	8	2	9	1	1	3	2	5	1	3	0	0	4	0	0	0	0	0	4	18	22
Total	0	4	23	10	27	7	1	24	13	32	3	16	0	0	19	0	0	0	0	0	23	78	101
Grand Total	0	17	45	18	62	10	1	45	29	56	7	33	0	0	40	0	0	0	0	0	47	158	205
Apprch %	0	27.4	72.6			17.9	1.8	80.4			17.5	82.5	0			0	0	0					
Total %	0	10.8	28.5		39.2	6.3	0.6	28.5		35.4	4.4	20.9	0		25.3	0	0	0		0	22.9	77.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	4	5	0	0	4	4	**2**	3	0	5	0	0	0	0	14
07:30 AM	0	3	7	10	1	0	**9**	**10**	1	**6**	0	**7**	0	0	0	0	**27**
07:45 AM	0	**8**	**8**	**16**	0	0	4	4	1	3	0	4	0	0	0	0	24
08:00 AM	0	0	7	7	**2**	0	3	5	0	6	0	6	0	0	0	0	18
Total Volume	0	12	26	38	3	0	20	23	4	18	0	22	0	0	0	0	83
% App. Total	0	31.6	68.4		13	0	87		18.2	81.8	0		0	0	0		
PHF	.000	.375	.813	.594	.375	.000	.556	.575	.500	.750	.000	.786	.000	.000	.000	.000	.769

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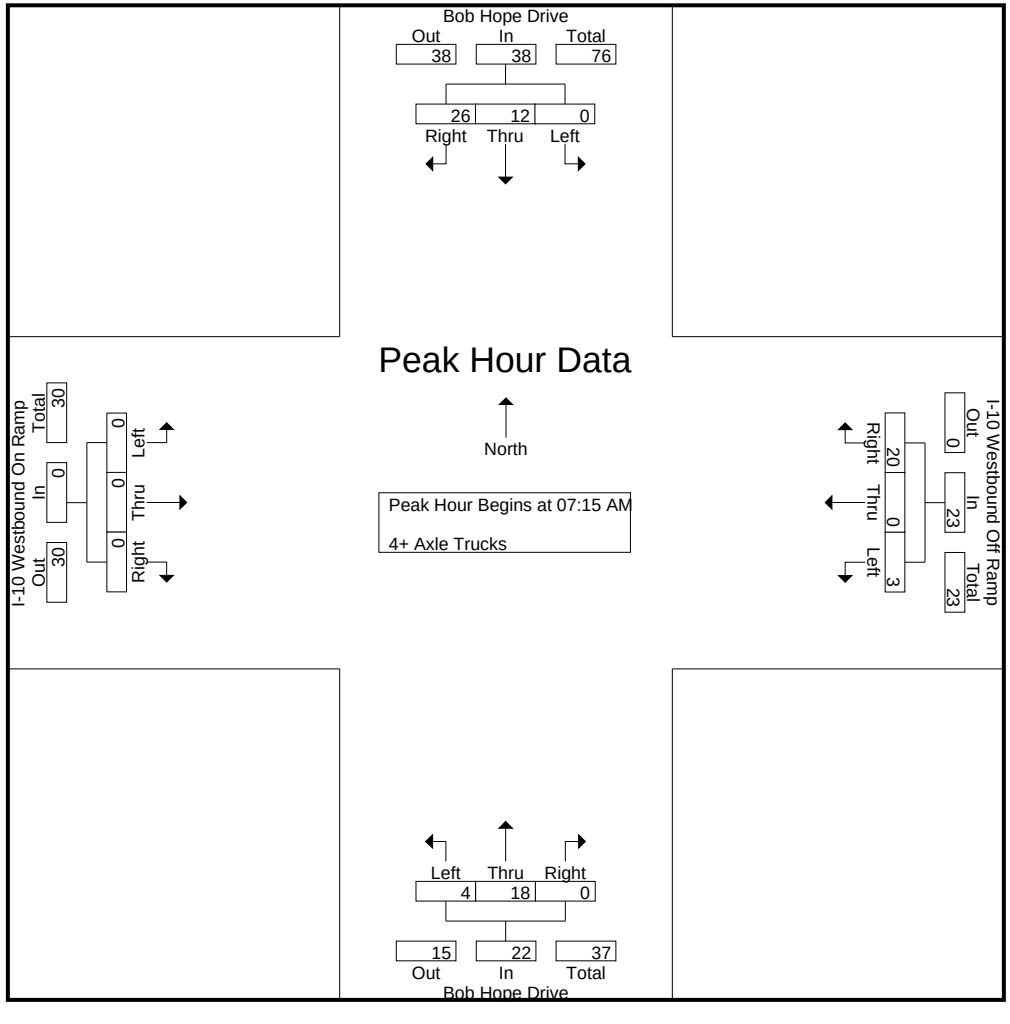
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	1	4	5	0	0	4	4	**2**	3	0	5	0	0	0	0	
+15 mins.	0	3	7	10	1	0	**9**	**10**	1	**6**	0	**7**	0	0	0	0	
+30 mins.	0	**8**	**8**	**16**	0	0	4	4	1	3	0	4	0	0	0	0	
+45 mins.	0	0	7	7	**2**	0	3	5	0	6	0	6	0	0	0	0	
Total Volume	0	12	26	38	3	0	20	23	4	18	0	22	0	0	0	0	
% App. Total	0	31.6	68.4		13	0	87		18.2	81.8	0		0	0	0		
PHF	.000	.375	.813	.594	.375	.000	.556	.575	.500	.750	.000	.786	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
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File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	86	84	42	170	140	1	41	27	182	115	93	0	0	208	0	0	0	0	0	69	560	629
04:15 PM	0	43	54	22	97	129	2	34	18	165	112	84	0	0	196	0	0	0	0	0	40	458	498
04:30 PM	0	73	53	23	126	116	1	30	19	147	120	80	0	0	200	0	0	0	0	0	42	473	515
04:45 PM	0	26	54	33	80	130	1	26	15	157	118	90	0	0	208	0	0	0	0	0	48	445	493
Total	0	228	245	120	473	515	5	131	79	651	465	347	0	0	812	0	0	0	0	0	199	1936	2135
05:00 PM	0	54	72	35	126	127	2	23	11	152	123	59	0	0	182	0	0	0	0	0	46	460	506
05:15 PM	0	46	55	27	101	159	1	18	7	178	124	101	0	0	225	0	0	0	0	0	34	504	538
05:30 PM	0	30	44	22	74	113	0	31	19	144	107	82	0	0	189	0	0	0	0	0	41	407	448
05:45 PM	0	42	34	17	76	122	0	25	13	147	75	77	0	0	152	0	0	0	0	0	30	375	405
Total	0	172	205	101	377	521	3	97	50	621	429	319	0	0	748	0	0	0	0	0	151	1746	1897
Grand Total	0	400	450	221	850	1036	8	228	129	1272	894	666	0	0	1560	0	0	0	0	0	350	3682	4032
Apprch %	0	47.1	52.9			81.4	0.6	17.9			57.3	42.7	0			0	0	0					
Total %	0	10.9	12.2		23.1	28.1	0.2	6.2		34.5	24.3	18.1	0		42.4	0	0	0		0	8.7	91.3	
Passenger Vehicles	0	380	400		979	1014	7	171		1283	869	582	0		1451	0	0	0		0	0	0	3713
% Passenger Vehicles	0	95	88.9	90	91.4	97.9	87.5	75	70.5	91.6	97.2	87.4	0	0	93	0	0	0	0	0	0	0	92.1
Large 2 Axle Vehicles	0	10	18		37	16	0	15		42	20	31	0		51	0	0	0		0	0	0	130
% Large 2 Axle Vehicles	0	2.5	4	4.1	3.5	1.5	0	6.6	8.5	3	2.2	4.7	0	0	3.3	0	0	0	0	0	0	0	3.2
3 Axle Vehicles	0	2	5		8	1	0	2		4	2	10	0		12	0	0	0		0	0	0	24
% 3 Axle Vehicles	0	0.5	1.1	0.5	0.7	0.1	0	0.9	0.8	0.3	0.2	1.5	0	0	0.8	0	0	0	0	0	0	0	0.6
4+ Axle Trucks	0	8	27		47	5	1	40		72	3	43	0		46	0	0	0		0	0	0	165
% 4+ Axle Trucks	0	2	6	5.4	4.4	0.5	12.5	17.5	20.2	5.1	0.3	6.5	0	0	2.9	0	0	0	0	0	0	0	4.1

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**86**	**84**	**170**	**140**	1	**41**	**182**	115	**93**	0	**208**	0	0	0	0	**560**
04:15 PM	0	43	54	97	129	**2**	34	165	112	84	0	196	0	0	0	0	458
04:30 PM	0	73	53	126	116	1	30	147	**120**	80	0	200	0	0	0	0	473
04:45 PM	0	26	54	80	130	1	26	157	118	90	0	208	0	0	0	0	445
Total Volume	0	228	245	473	515	5	131	651	465	347	0	812	0	0	0	0	1936
% App. Total	0	48.2	51.8		79.1	0.8	20.1		57.3	42.7	0		0	0	0		
PHF	.000	.663	.729	.696	.920	.625	.799	.894	.969	.933	.000	.976	.000	.000	.000	.000	.864

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County of Riverside
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File Name : 05_CRV_Bob_10W PM
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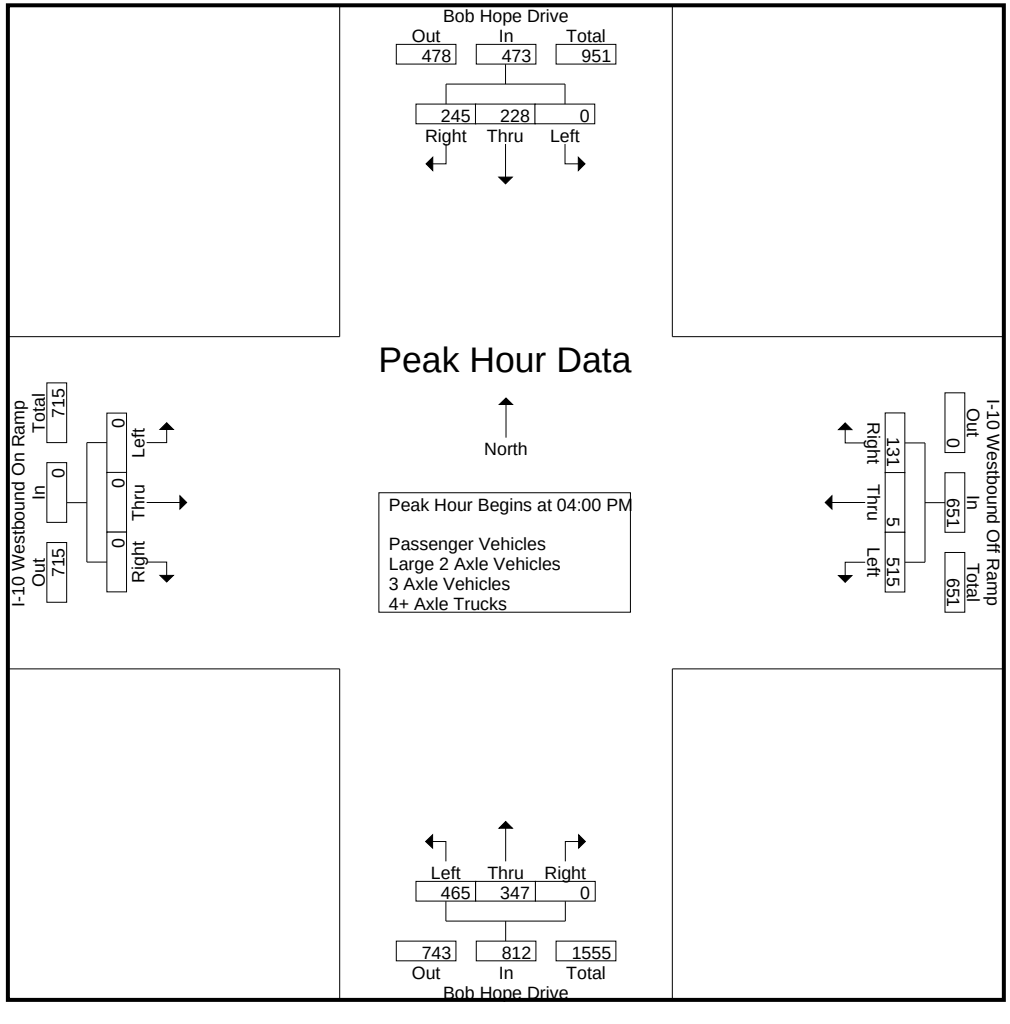

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	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:30 PM				04:00 PM				
+0 mins.	0	**86**	**84**	**170**	**140**	1	**41**	**182**	120	80	0	200	0	0	0	0	
+15 mins.	0	43	54	97	129	**2**	34	165	118	90	0	208	0	0	0	0	
+30 mins.	0	73	53	126	116	1	30	147	123	59	0	182	0	0	0	0	
+45 mins.	0	26	54	80	130	1	26	157	**124**	**101**	0	**225**	0	0	0	0	
Total Volume	0	228	245	473	515	5	131	651	485	330	0	815	0	0	0	0	
% App. Total	0	48.2	51.8		79.1	0.8	20.1		59.5	40.5	0		0	0	0		
PHF	.000	.663	.729	.696	.920	.625	.799	.894	.978	.817	.000	.906	.000	.000	.000	.000	

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File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
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Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	82	79	38	161	135	0	30	17	165	112	77	0	0	189	0	0	0	0	0	55	515	570
04:15 PM	0	40	48	22	88	128	2	27	13	157	106	78	0	0	184	0	0	0	0	0	35	429	464
04:30 PM	0	67	43	19	110	114	1	24	16	139	115	66	0	0	181	0	0	0	0	0	35	430	465
04:45 PM	0	25	45	27	70	127	1	23	12	151	116	75	0	0	191	0	0	0	0	0	39	412	451
Total	0	214	215	106	429	504	4	104	58	612	449	296	0	0	745	0	0	0	0	0	164	1786	1950
05:00 PM	0	53	65	32	118	125	2	18	8	145	121	54	0	0	175	0	0	0	0	0	40	438	478
05:15 PM	0	44	48	25	92	153	1	13	3	167	122	86	0	0	208	0	0	0	0	0	28	467	495
05:30 PM	0	27	40	20	67	112	0	23	14	135	103	76	0	0	179	0	0	0	0	0	34	381	415
05:45 PM	0	42	32	16	74	120	0	13	8	133	74	70	0	0	144	0	0	0	0	0	24	351	375
Total	0	166	185	93	351	510	3	67	33	580	420	286	0	0	706	0	0	0	0	0	126	1637	1763
Grand Total	0	380	400	199	780	1014	7	171	91	1192	869	582	0	0	1451	0	0	0	0	0	290	3423	3713
Apprch %	0	48.7	51.3			85.1	0.6	14.3			59.9	40.1	0			0	0	0					
Total %	0	11.1	11.7		22.8	29.6	0.2	5		34.8	25.4	17	0		42.4	0	0	0		0	7.8	92.2	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**82**	**79**	**161**	**135**	0	**30**	**165**	112	77	0	189	0	0	0	0	**515**
04:15 PM	0	40	48	88	128	**2**	27	157	106	**78**	0	184	0	0	0	0	429
04:30 PM	0	67	43	110	114	1	24	139	115	66	0	181	0	0	0	0	430
04:45 PM	0	25	45	70	127	1	23	151	**116**	75	0	**191**	0	0	0	0	412
Total Volume	0	214	215	429	504	4	104	612	449	296	0	745	0	0	0	0	1786
% App. Total	0	49.9	50.1		82.4	0.7	17		60.3	39.7	0		0	0	0		
PHF	.000	.652	.680	.666	.933	.500	.867	.927	.968	.949	.000	.975	.000	.000	.000	.000	.867

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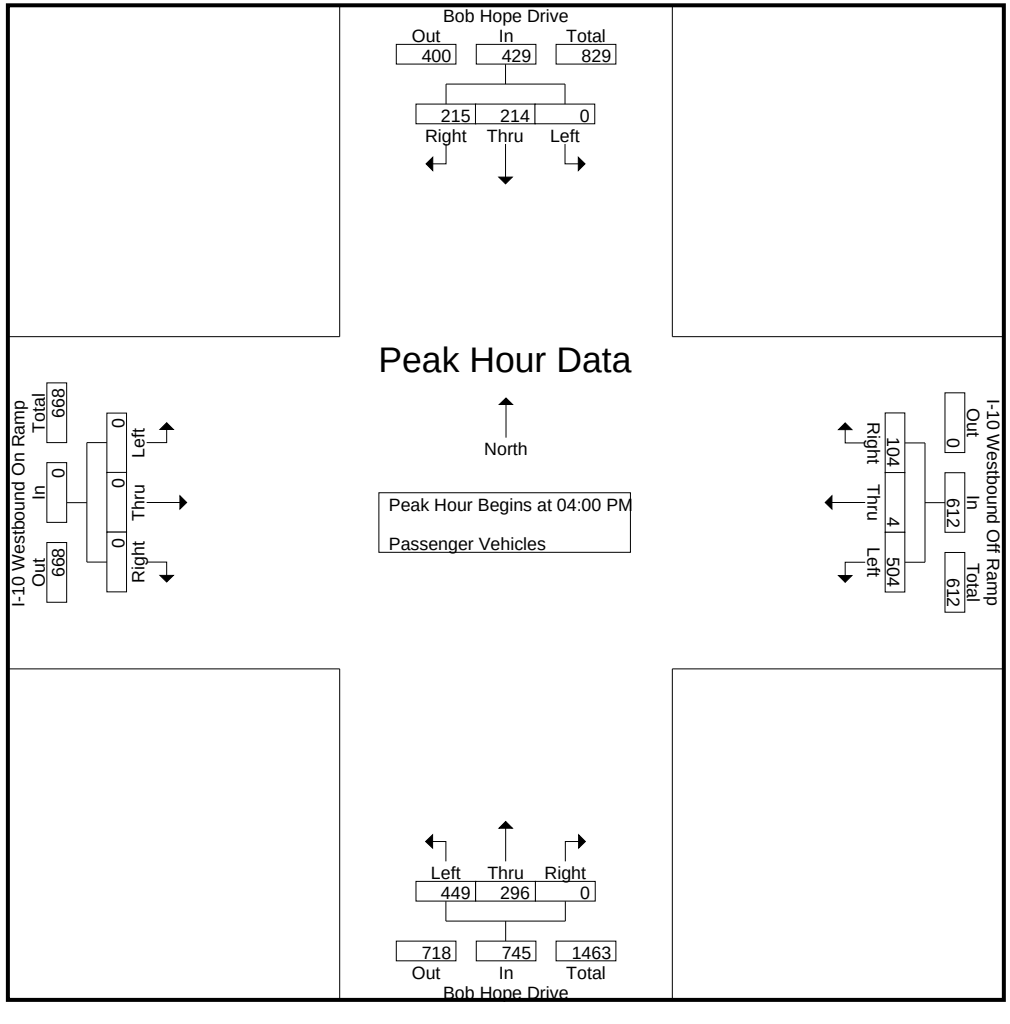
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**82**	**79**	**161**	**135**	0	**30**	**165**	112	77	0	189	0	0	0	0	
+15 mins.	0	40	48	88	128	**2**	27	157	106	**78**	0	184	0	0	0	0	
+30 mins.	0	67	43	110	114	1	24	139	115	66	0	181	0	0	0	0	
+45 mins.	0	25	45	70	127	1	23	151	**116**	75	0	**191**	0	0	0	0	
Total Volume	0	214	215	429	504	4	104	612	449	296	0	745	0	0	0	0	
% App. Total	0	49.9	50.1		82.4	0.7	17		60.3	39.7	0		0	0	0		
PHF	.000	.652	.680	.666	.933	.500	.867	.927	.968	.949	.000	.975	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	1	5	3	0	4	4	7	3	9	0	0	12	0	0	0	0	0	5	24	29
04:15 PM	0	2	0	0	2	1	0	2	1	3	3	1	0	0	4	0	0	0	0	0	1	9	10
04:30 PM	0	1	6	2	7	1	0	3	2	4	5	4	0	0	9	0	0	0	0	0	4	20	24
04:45 PM	0	0	3	1	3	3	0	0	0	3	2	9	0	0	11	0	0	0	0	0	1	17	18
Total	0	7	10	4	17	8	0	9	7	17	13	23	0	0	36	0	0	0	0	0	11	70	81
05:00 PM	0	1	4	3	5	2	0	1	1	3	2	1	0	0	3	0	0	0	0	0	4	11	15
05:15 PM	0	0	2	1	2	5	0	0	0	5	1	6	0	0	7	0	0	0	0	0	1	14	15
05:30 PM	0	2	2	1	4	0	0	1	1	1	3	1	0	0	4	0	0	0	0	0	2	9	11
05:45 PM	0	0	0	0	0	1	0	4	2	5	1	0	0	0	1	0	0	0	0	0	2	6	8
Total	0	3	8	5	11	8	0	6	4	14	7	8	0	0	15	0	0	0	0	0	9	40	49
Grand Total	0	10	18	9	28	16	0	15	11	31	20	31	0	0	51	0	0	0	0	0	20	110	130
Apprch %	0	35.7	64.3			51.6	0	48.4			39.2	60.8	0			0	0	0					
Total %	0	9.1	16.4		25.5	14.5	0	13.6		28.2	18.2	28.2	0		46.4	0	0	0		0	15.4	84.6	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	1	5	**3**	0	**4**	**7**	3	**9**	0	**12**	0	0	0	0	**24**
04:15 PM	0	2	0	2	1	0	2	3	3	1	0	4	0	0	0	0	9
04:30 PM	0	1	**6**	**7**	1	0	3	4	**5**	4	0	9	0	0	0	0	20
04:45 PM	0	0	3	3	3	0	0	3	2	9	0	11	0	0	0	0	17
Total Volume	0	7	10	17	8	0	9	17	13	23	0	36	0	0	0	0	70
% App. Total	0	41.2	58.8		47.1	0	52.9		36.1	63.9	0		0	0	0		
PHF	.000	.438	.417	.607	.667	.000	.563	.607	.650	.639	.000	.750	.000	.000	.000	.000	.729

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PO Box 1178
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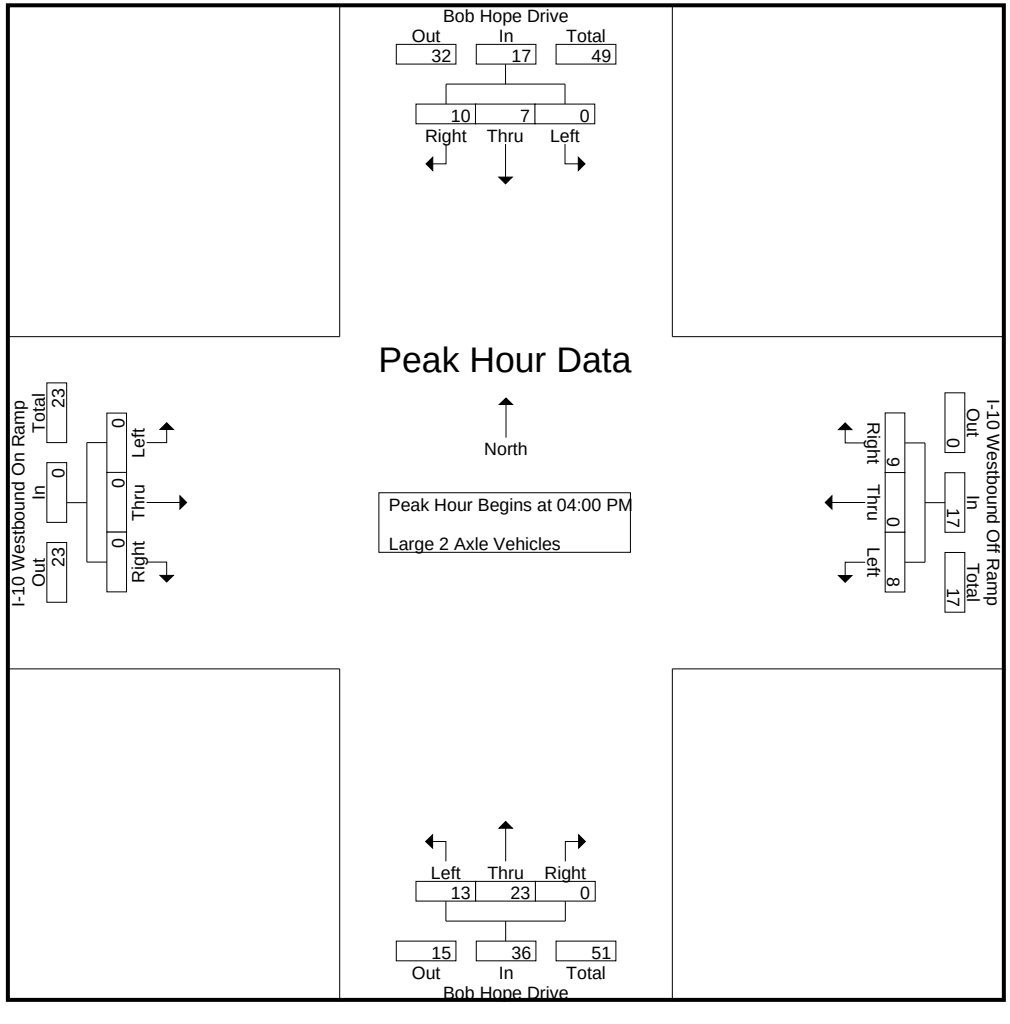
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**4**	1	5	**3**	0	**4**	**7**	3	**9**	0	**12**	0	0	0	0	
+15 mins.	0	2	0	2	1	0	2	3	3	1	0	4	0	0	0	0	
+30 mins.	0	1	**6**	**7**	1	0	3	4	**5**	4	0	9	0	0	0	0	
+45 mins.	0	0	3	3	3	0	0	3	2	9	0	11	0	0	0	0	
Total Volume	0	7	10	17	8	0	9	17	13	23	0	36	0	0	0	0	
% App. Total	0	41.2	58.8		47.1	0	52.9		36.1	63.9	0		0	0	0		
PHF	.000	.438	.417	.607	.667	.000	.563	.607	.650	.639	.000	.750	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	1	0	2	0	0	1	1	1	1	1	0	0	2	0	0	0	0	0	1	5	6
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	5	5
04:45 PM	0	0	1	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	4
Total	0	1	3	1	4	1	0	2	1	3	1	6	0	0	7	0	0	0	0	0	2	14	16
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8	8
Grand Total	0	2	5	1	7	1	0	2	1	3	2	10	0	0	12	0	0	0	0	0	2	22	24
Apprch %	0	28.6	71.4			33.3	0	66.7			16.7	83.3	0			0	0	0					
Total %	0	9.1	22.7		31.8	4.5	0	9.1		13.6	9.1	45.5	0		54.5	0	0	0		0	8.3	91.7	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	**1**	1	**2**	0	0	**1**	1	**1**	1	0	2	0	0	0	0	**5**
04:30 PM	0	0	0	0	**1**	0	1	**2**	0	**3**	0	**3**	0	0	0	0	5
04:45 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	1	3	4	1	0	2	3	1	6	0	7	0	0	0	0	14
% App. Total	0	25	75		33.3	0	66.7		14.3	85.7	0		0	0	0		
PHF	.000	.250	.750	.500	.250	.000	.500	.375	.250	.500	.000	.583	.000	.000	.000	.000	.700

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PO Box 1178
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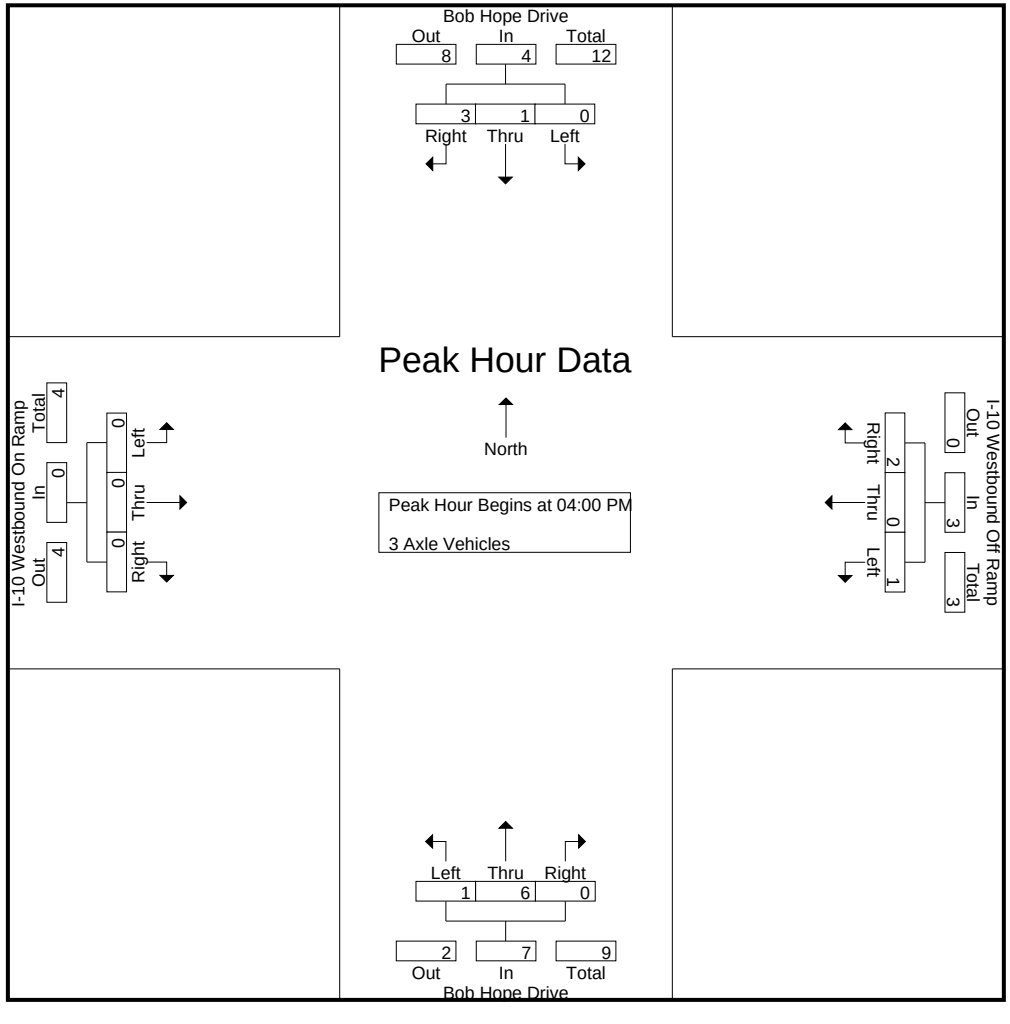
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	1	**2**	0	0	**1**	1	**1**	1	0	2	0	0	0	0	
+30 mins.	0	0	0	0	**1**	0	1	**2**	0	**3**	0	**3**	0	0	0	0	
+45 mins.	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	0	1	3	4	1	0	2	3	1	6	0	7	0	0	0	0	
% App. Total	0	25	75		33.3	0	66.7		14.3	85.7	0		0	0	0		
PHF	.000	.250	.750	.500	.250	.000	.500	.375	.250	.500	.000	.583	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	3	3	2	1	7	6	10	0	7	0	0	7	0	0	0	0	0	9	20	29
04:15 PM	0	0	5	0	5	0	0	4	3	4	2	4	0	0	6	0	0	0	0	0	3	15	18
04:30 PM	0	5	4	2	9	0	0	2	1	2	0	7	0	0	7	0	0	0	0	0	3	18	21
04:45 PM	0	1	5	4	6	0	0	3	3	3	0	4	0	0	4	0	0	0	0	0	7	13	20
Total	0	6	17	9	23	2	1	16	13	19	2	22	0	0	24	0	0	0	0	0	22	66	88
05:00 PM	0	0	2	0	2	0	0	4	2	4	0	3	0	0	3	0	0	0	0	0	2	9	11
05:15 PM	0	2	4	1	6	1	0	5	4	6	1	7	0	0	8	0	0	0	0	0	5	20	25
05:30 PM	0	0	2	1	2	1	0	7	4	8	0	4	0	0	4	0	0	0	0	0	5	14	19
05:45 PM	0	0	2	1	2	1	0	8	3	9	0	7	0	0	7	0	0	0	0	0	4	18	22
Total	0	2	10	3	12	3	0	24	13	27	1	21	0	0	22	0	0	0	0	0	16	61	77
Grand Total	0	8	27	12	35	5	1	40	26	46	3	43	0	0	46	0	0	0	0	0	38	127	165
Apprch %	0	22.9	77.1			10.9	2.2	87			6.5	93.5	0			0	0	0					
Total %	0	6.3	21.3		27.6	3.9	0.8	31.5		36.2	2.4	33.9	0		36.2	0	0	0		0	23	77	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	3	3	**2**	**1**	**7**	**10**	0	**7**	0	**7**	0	0	0	0	**20**
04:15 PM	0	0	**5**	5	0	0	4	4	**2**	4	0	6	0	0	0	0	15
04:30 PM	0	**5**	4	**9**	0	0	2	2	0	7	0	7	0	0	0	0	18
04:45 PM	0	1	5	6	0	0	3	3	0	4	0	4	0	0	0	0	13
Total Volume	0	6	17	23	2	1	16	19	2	22	0	24	0	0	0	0	66
% App. Total	0	26.1	73.9		10.5	5.3	84.2		8.3	91.7	0		0	0	0		
PHF	.000	.300	.850	.639	.250	.250	.571	.475	.250	.786	.000	.857	.000	.000	.000	.000	.825

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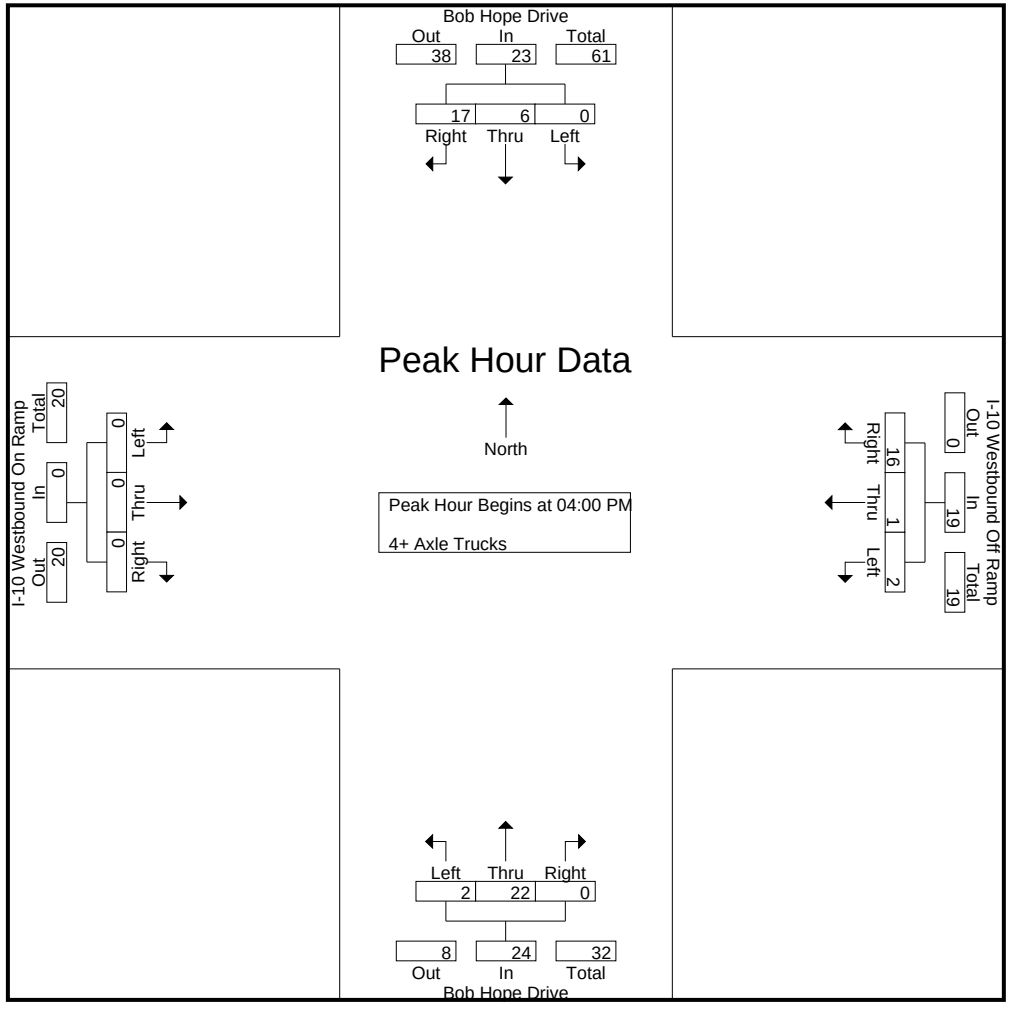
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	3	3	**2**	**1**	**7**	**10**	0	**7**	0	**7**	0	0	0	0	
+15 mins.	0	0	**5**	5	0	0	4	4	**2**	4	0	6	0	0	0	0	
+30 mins.	0	**5**	4	**9**	0	0	2	2	0	7	0	7	0	0	0	0	
+45 mins.	0	1	5	6	0	0	3	3	0	4	0	4	0	0	0	0	
Total Volume	0	6	17	23	2	1	16	19	2	22	0	24	0	0	0	0	
% App. Total	0	26.1	73.9		10.5	5.3	84.2		8.3	91.7	0		0	0	0		
PHF	.000	.300	.850	.639	.250	.250	.571	.475	.250	.786	.000	.857	.000	.000	.000	.000	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 WB Ramps

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg I-10 WB Ramps	South Leg Bob Hope Drive	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Bob Hope Drive	East Leg I-10 WB Ramps	South Leg Bob Hope Drive	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 WB Ramps

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound I-10 WB Ramps			Northbound Bob Hope Drive			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Bob Hope Drive			Westbound I-10 WB Ramps			Northbound Bob Hope Drive			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	15	187	0	0	202	0	0	0	0	0	0	73	11	4	84	52	2	103	34	157	38	443	481
07:15 AM	16	218	0	0	234	0	0	0	0	0	0	62	11	0	73	60	1	132	34	193	34	500	534
07:30 AM	17	220	0	0	237	0	0	0	0	0	0	61	9	2	70	70	0	205	35	275	37	582	619
07:45 AM	25	228	0	0	253	0	0	1	1	1	0	79	10	5	89	62	1	191	36	254	42	597	639
Total	73	853	0	0	926	0	0	1	1	1	0	275	41	11	316	244	4	631	139	879	151	2122	2273
08:00 AM	27	179	0	0	206	0	0	0	0	0	0	83	16	7	99	64	1	127	31	192	38	497	535
08:15 AM	19	163	0	0	182	0	0	0	0	0	0	73	15	6	88	48	1	112	41	161	47	431	478
08:30 AM	17	198	0	0	215	0	0	0	0	0	0	63	7	2	70	49	0	117	36	166	38	451	489
08:45 AM	15	173	0	0	188	0	0	0	0	0	0	88	10	1	98	43	0	130	39	173	40	459	499
Total	78	713	0	0	791	0	0	0	0	0	0	307	48	16	355	204	2	486	147	692	163	1838	2001
Grand Total	151	1566	0	0	1717	0	0	1	1	1	0	582	89	27	671	448	6	1117	286	1571	314	3960	4274
Apprch %	8.8	91.2	0			0	0	100			0	86.7	13.3			28.5	0.4	71.1					
Total %	3.8	39.5	0		43.4	0	0	0		0	0	14.7	2.2		16.9	11.3	0.2	28.2		39.7	7.3	92.7	
Passenger Vehicles	114	1456	0		1570	0	0	0		0	0	547	85		658	374	5	1063		1717	0	0	3945
% Passenger Vehicles	75.5	93	0	0	91.4	0	0	0	0	0	0	94	95.5	96.3	94.3	83.5	83.3	95.2	96.2	92.5	0	0	92.3
Large 2 Axle Vehicles	19	84	0		103	0	0	0		0	0	17	2		19	29	0	42		81	0	0	203
% Large 2 Axle Vehicles	12.6	5.4	0	0	6	0	0	0	0	0	0	2.9	2.2	0	2.7	6.5	0	3.8	3.5	4.4	0	0	4.7
3 Axle Vehicles	2	16	0		18	0	0	1		2	0	10	0		10	14	0	3		17	0	0	47
% 3 Axle Vehicles	1.3	1	0	0	1	0	0	100	100	100	0	1.7	0	0	1.4	3.1	0	0.3	0	0.9	0	0	1.1
4+ Axle Trucks	16	10	0		26	0	0	0		0	0	8	2		11	31	1	9		42	0	0	79
% 4+ Axle Trucks	10.6	0.6	0	0	1.5	0	0	0	0	0	0	1.4	2.2	3.7	1.6	6.9	16.7	0.8	0.3	2.3	0	0	1.8

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	218	0	234	0	0	0	0	0	62	11	73	60	**1**	132	193	500
07:30 AM	17	220	0	237	0	0	0	0	0	61	9	70	**70**	0	**205**	**275**	582
07:45 AM	25	**228**	0	**253**	0	0	**1**	**1**	0	79	10	89	62	1	191	254	**597**
08:00 AM	**27**	179	0	206	0	0	0	0	0	**83**	**16**	**99**	64	1	127	192	497
Total Volume	85	845	0	930	0	0	1	1	0	285	46	331	256	3	655	914	2176
% App. Total	9.1	90.9	0		0	0	100		0	86.1	13.9		28	0.3	71.7		
PHF	.787	.927	.000	.919	.000	.000	.250	.250	.000	.858	.719	.836	.914	.750	.799	.831	.911

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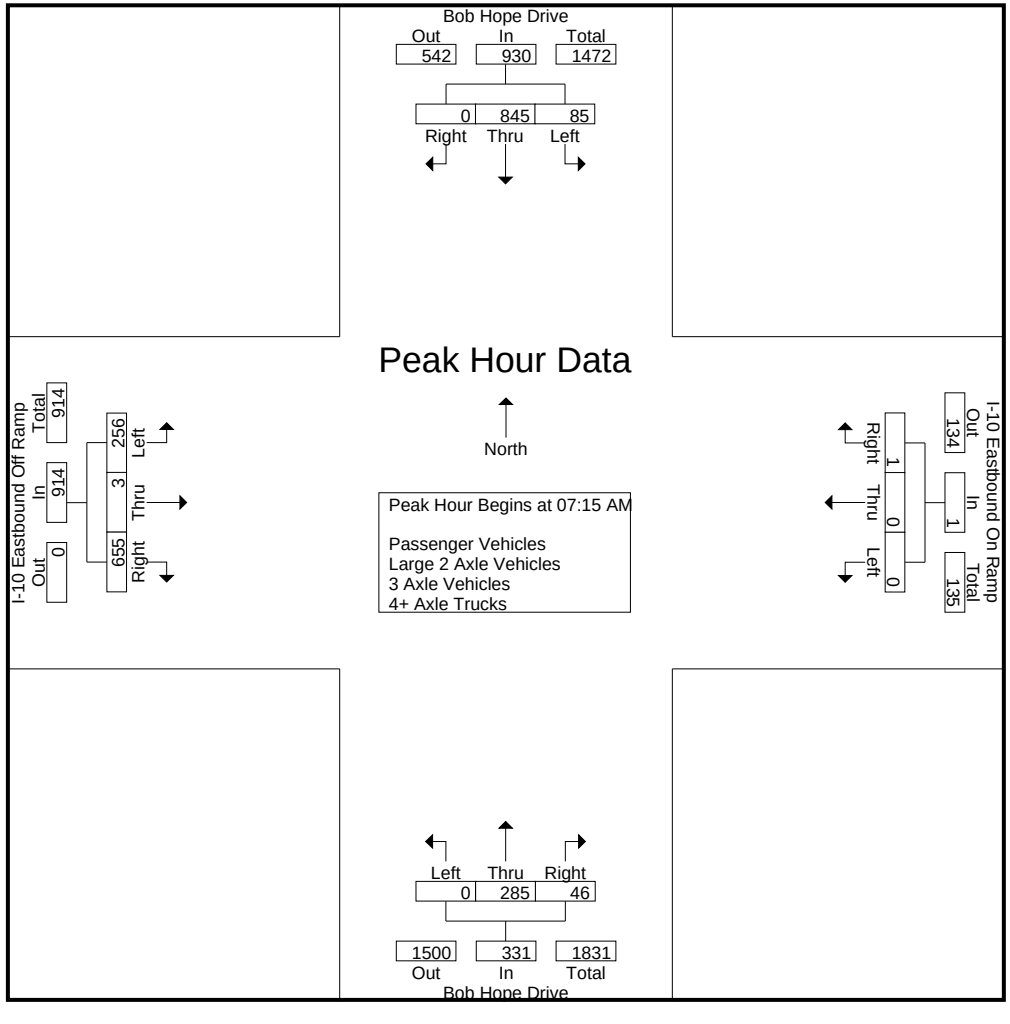
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:15 AM				
+0 mins.	16	218	0	234	0	0	0	0	0	83	**16**	**99**	60	**1**	132	193	
+15 mins.	17	220	0	237	0	0	0	0	0	73	15	88	**70**	0	**205**	**275**	
+30 mins.	25	**228**	0	**253**	0	0	0	0	0	63	7	70	62	1	191	254	
+45 mins.	**27**	179	0	206	0	0	**1**	**1**	0	**88**	10	98	64	1	127	192	
Total Volume	85	845	0	930	0	0	1	1	0	307	48	355	256	3	655	914	
% App. Total	9.1	90.9	0		0	0	100		0	86.5	13.5		28	0.3	71.7		
PHF	.787	.927	.000	.919	.000	.000	.250	.250	.000	.872	.750	.896	.914	.750	.799	.831	

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File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	167	0	0	175	0	0	0	0	0	0	69	11	4	80	42	2	99	33	143	37	398	435
07:15 AM	12	208	0	0	220	0	0	0	0	0	0	59	11	0	70	53	1	125	32	179	32	469	501
07:30 AM	11	200	0	0	211	0	0	0	0	0	0	56	9	2	65	56	0	197	32	253	34	529	563
07:45 AM	15	217	0	0	232	0	0	0	0	0	0	72	9	5	81	59	0	182	36	241	41	554	595
Total	46	792	0	0	838	0	0	0	0	0	0	256	40	11	296	210	3	603	133	816	144	1950	2094
08:00 AM	26	163	0	0	189	0	0	0	0	0	0	79	16	7	95	54	1	122	31	177	38	461	499
08:15 AM	17	156	0	0	173	0	0	0	0	0	0	69	14	5	83	41	1	104	38	146	43	402	445
08:30 AM	12	186	0	0	198	0	0	0	0	0	0	60	6	2	66	39	0	113	35	152	37	416	453
08:45 AM	13	159	0	0	172	0	0	0	0	0	0	83	9	1	92	30	0	121	38	151	39	415	454
Total	68	664	0	0	732	0	0	0	0	0	0	291	45	15	336	164	2	460	142	626	157	1694	1851
Grand Total	114	1456	0	0	1570	0	0	0	0	0	0	547	85	26	632	374	5	1063	275	1442	301	3644	3945
Apprch %	7.3	92.7	0			0	0	0			0	86.6	13.4			25.9	0.3	73.7					
Total %	3.1	40	0		43.1	0	0	0		0	0	15	2.3		17.3	10.3	0.1	29.2		39.6	7.6	92.4	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	208	0	220	0	0	0	0	0	59	11	70	53	**1**	125	179	469
07:30 AM	11	200	0	211	0	0	0	0	0	56	9	65	56	0	**197**	**253**	529
07:45 AM	15	**217**	0	**232**	0	0	0	0	0	72	9	81	**59**	0	182	241	**554**
08:00 AM	**26**	163	0	189	0	0	0	0	0	**79**	**16**	**95**	54	1	122	177	461
Total Volume	64	788	0	852	0	0	0	0	0	266	45	311	222	2	626	850	2013
% App. Total	7.5	92.5	0		0	0	0		0	85.5	14.5		26.1	0.2	73.6		
PHF	.615	.908	.000	.918	.000	.000	.000	.000	.000	.842	.703	.818	.941	.500	.794	.840	.908

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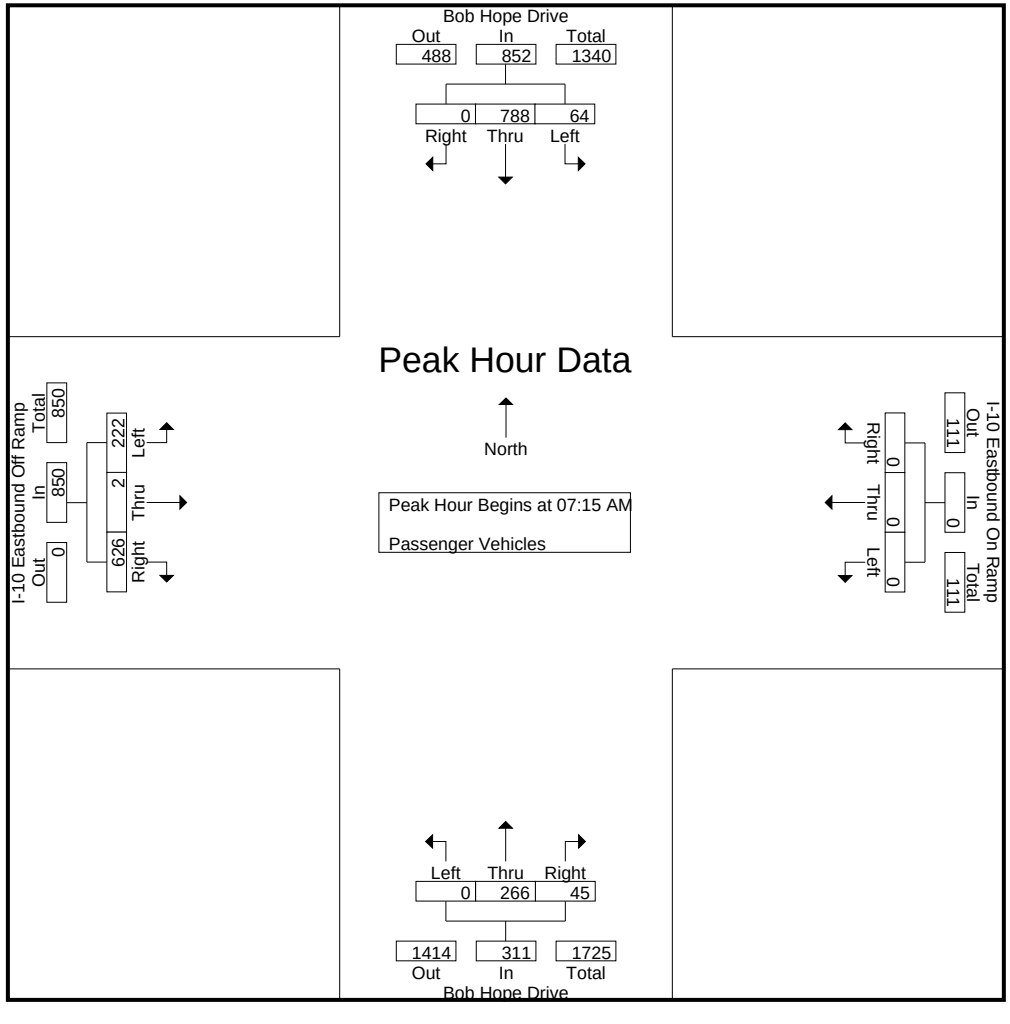
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	12	208	0	220	0	0	0	0	0	59	11	70	53	**1**	125	179	
+15 mins.	11	200	0	211	0	0	0	0	0	56	9	65	56	0	**197**	**253**	
+30 mins.	15	**217**	0	**232**	0	0	0	0	0	72	9	81	**59**	0	182	241	
+45 mins.	**26**	163	0	189	0	0	0	0	0	**79**	**16**	**95**	54	1	122	177	
Total Volume	64	788	0	852	0	0	0	0	0	266	45	311	222	2	626	850	
% App. Total	7.5	92.5	0		0	0	0		0	85.5	14.5		26.1	0.2	73.6		
PHF	.615	.908	.000	.918	.000	.000	.000	.000	.000	.842	.703	.818	.941	.500	.794	.840	

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Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	17	0	0	22	0	0	0	0	0	0	3	0	0	3	5	0	3	1	8	1	33	34
07:15 AM	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	3	0	6	2	9	2	19	21
07:30 AM	3	18	0	0	21	0	0	0	0	0	0	4	0	0	4	6	0	6	3	12	3	37	40
07:45 AM	3	8	0	0	11	0	0	0	0	0	0	3	1	0	4	0	0	9	0	9	0	24	24
Total	13	51	0	0	64	0	0	0	0	0	0	10	1	0	11	14	0	24	6	38	6	113	119
08:00 AM	1	10	0	0	11	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	0	17	17
08:15 AM	2	6	0	0	8	0	0	0	0	0	0	2	0	0	2	3	0	7	3	10	3	20	23
08:30 AM	2	6	0	0	8	0	0	0	0	0	0	1	1	0	2	2	0	1	1	3	1	13	14
08:45 AM	1	11	0	0	12	0	0	0	0	0	0	2	0	0	2	8	0	8	0	16	0	30	30
Total	6	33	0	0	39	0	0	0	0	0	0	7	1	0	8	15	0	18	4	33	4	80	84
Grand Total	19	84	0	0	103	0	0	0	0	0	0	17	2	0	19	29	0	42	10	71	10	193	203
Apprch %	18.4	81.6	0			0	0	0			0	89.5	10.5			40.8	0	59.2					
Total %	9.8	43.5	0		53.4	0	0	0		0	0	8.8	1		9.8	15	0	21.8		36.8	4.9	95.1	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	8	0	10	0	0	0	0	0	0	0	0	3	0	6	9	19
07:30 AM	**3**	**18**	0	**21**	0	0	0	0	0	**4**	0	**4**	**6**	0	6	**12**	**37**
07:45 AM	3	8	0	11	0	0	0	0	0	3	**1**	4	0	0	**9**	9	24
08:00 AM	1	10	0	11	0	0	0	0	0	2	0	2	2	0	2	4	17
Total Volume	9	44	0	53	0	0	0	0	0	9	1	10	11	0	23	34	97
% App. Total	17	83	0		0	0	0		0	90	10		32.4	0	67.6		
PHF	.750	.611	.000	.631	.000	.000	.000	.000	.000	.563	.250	.625	.458	.000	.639	.708	.655

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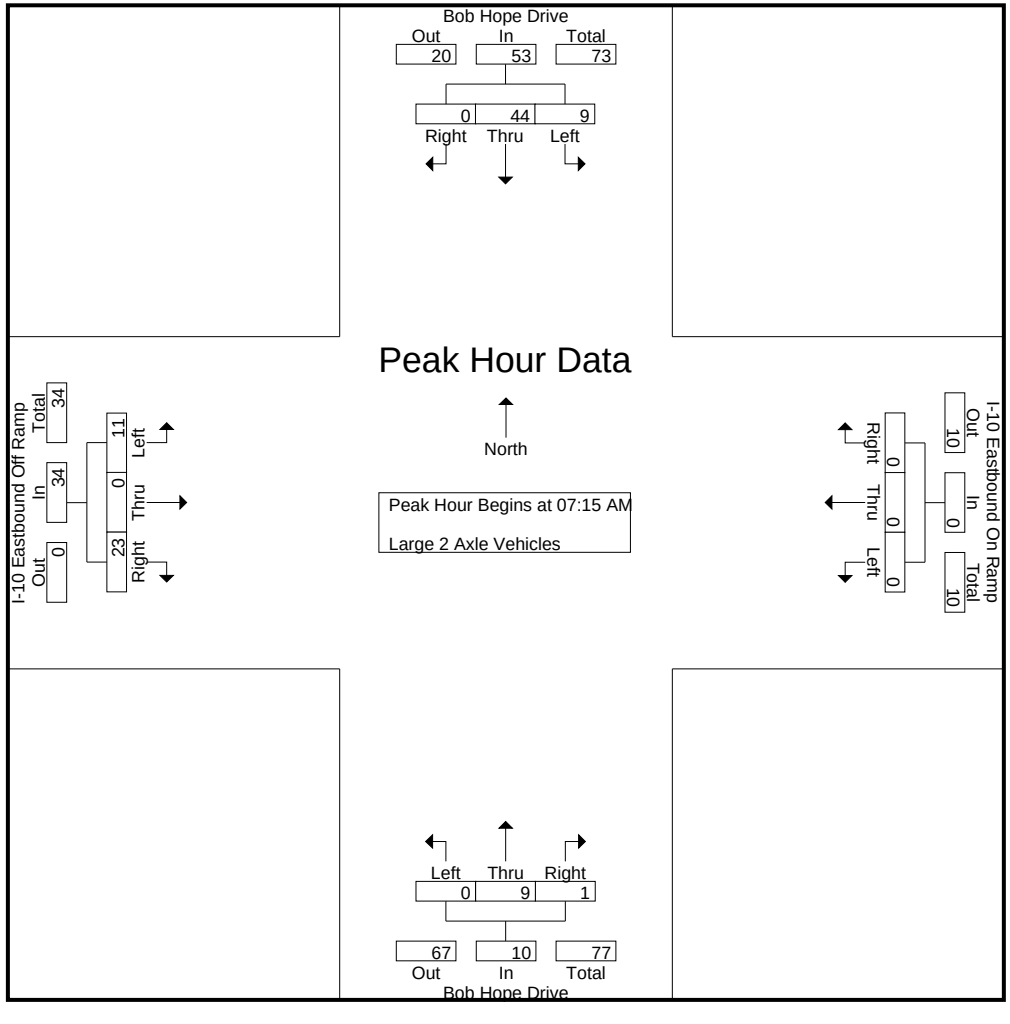
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	2	8	0	10	0	0	0	0	0	0	0	0	3	0	6	9	
+15 mins.	**3**	**18**	0	**21**	0	0	0	0	0	**4**	0	**4**	**6**	0	6	**12**	
+30 mins.	3	8	0	11	0	0	0	0	0	3	**1**	4	0	0	**9**	9	
+45 mins.	1	10	0	11	0	0	0	0	0	2	0	2	2	0	2	4	
Total Volume	9	44	0	53	0	0	0	0	0	9	1	10	11	0	23	34	
% App. Total	17	83	0		0	0	0		0	90	10		32.4	0	67.6		
PHF	.750	.611	.000	.631	.000	.000	.000	.000	.000	.563	.250	.625	.458	.000	.639	.708	

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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
07:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	6	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	3
07:45 AM	0	2	0	0	2	0	0	1	1	1	0	3	0	0	3	1	0	0	0	1	1	7	8
Total	2	7	0	0	9	0	0	1	1	1	0	4	0	0	4	5	0	1	0	6	1	20	21
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	0	10	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	3
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	7	7
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	6	6
Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	9	0	2	0	11	0	26	26
Grand Total	2	16	0	0	18	0	0	1	1	1	0	10	0	0	10	14	0	3	0	17	1	46	47
Apprch %	11.1	88.9	0			0	0	100			0	100	0			82.4	0	17.6					
Total %	4.3	34.8	0		39.1	0	0	2.2		2.2	0	21.7	0		21.7	30.4	0	6.5		37	2.1	97.9	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	2	0	3	0	0	0	0	0	1	0	1	1	0	1	2	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	2	3
07:45 AM	0	2	0	2	0	0	**1**	**1**	0	**3**	0	**3**	1	0	0	1	7
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	2	0	**2**	**4**	**10**
Total Volume	1	9	0	10	0	0	1	1	0	6	0	6	6	0	3	9	26
% App. Total	10	90	0		0	0	100		0	100	0		66.7	0	33.3		
PHF	.250	.563	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.750	.000	.375	.563	.650

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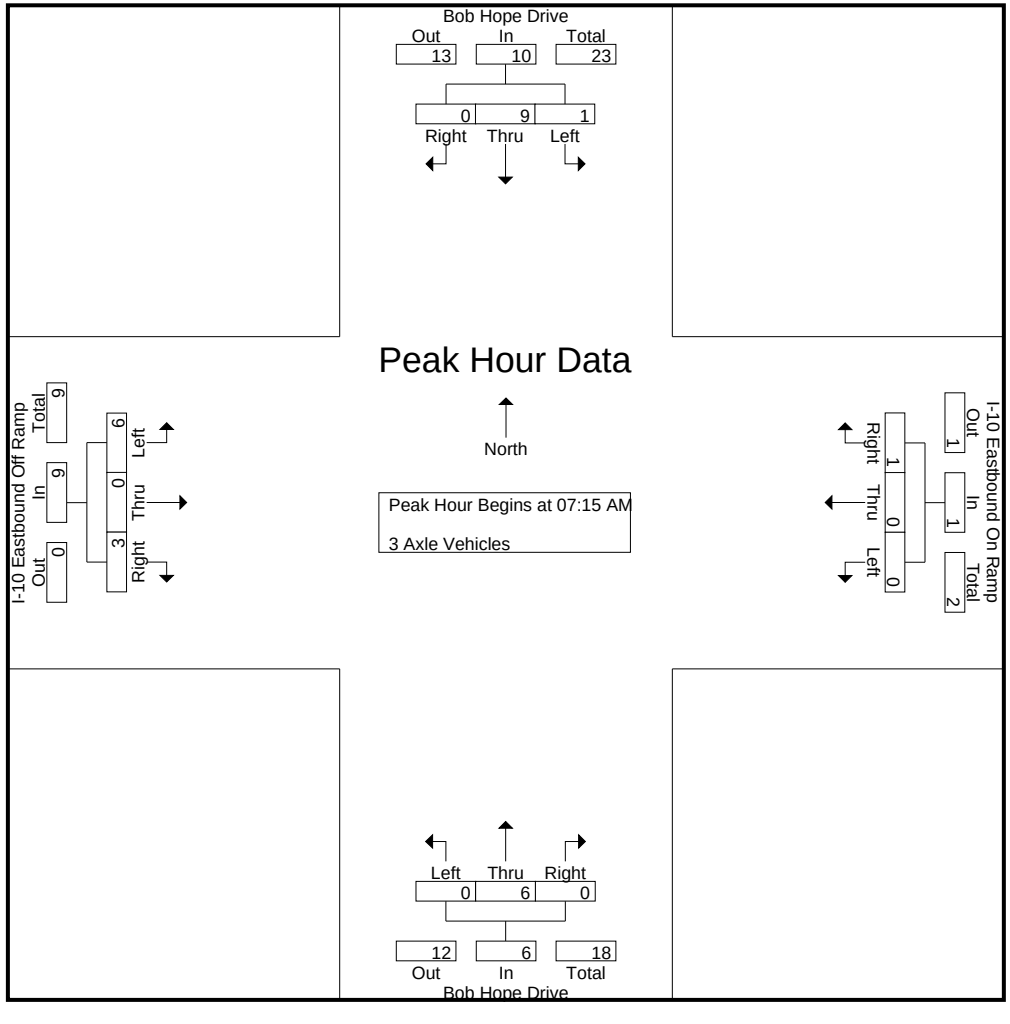
File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 06_CRV_Bob_10E AM
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	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	2	0	3	0	0	0	0	0	1	0	1	1	0	1	2	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	2	
+30 mins.	0	2	0	2	0	0	**1**	**1**	0	**3**	0	**3**	1	0	0	1	
+45 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	2	0	**2**	**4**	
Total Volume	1	9	0	10	0	0	1	1	0	6	0	6	6	0	3	9	
% App. Total	10	90	0		0	0	100		0	100	0		66.7	0	33.3		
PHF	.250	.563	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.750	.000	.375	.563	

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Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	0	8	8
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	6	6
07:30 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	6	0	2	0	8	0	13	13
07:45 AM	7	1	0	0	8	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	12	12
Total	12	3	0	0	15	0	0	0	0	0	0	5	0	0	5	15	1	3	0	19	0	39	39
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	9	9
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	2	0	1	0	3	1	6	7
08:30 AM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	5	0	3	0	8	0	15	15
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	3	0	1	1	4	1	8	9
Total	4	7	0	0	11	0	0	0	0	0	0	3	2	1	5	16	0	6	1	22	2	38	40
Grand Total	16	10	0	0	26	0	0	0	0	0	0	8	2	1	10	31	1	9	1	41	2	77	79
Apprch %	61.5	38.5	0			0	0	0			0	80	20			75.6	2.4	22					
Total %	20.8	13	0		33.8	0	0	0		0	0	10.4	2.6		13	40.3	1.3	11.7		53.2	2.5	97.5	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	**2**	0	**2**	3	0	0	3	6
07:30 AM	3	1	0	4	0	0	0	0	0	1	0	1	**6**	0	**2**	**8**	**13**
07:45 AM	**7**	1	0	**8**	0	0	0	0	0	1	0	1	2	**1**	0	3	12
08:00 AM	0	**2**	0	2	0	0	0	0	0	0	0	0	6	0	1	7	9
Total Volume	11	4	0	15	0	0	0	0	0	4	0	4	17	1	3	21	40
% App. Total	73.3	26.7	0		0	0	0		0	100	0		81	4.8	14.3		
PHF	.393	.500	.000	.469	.000	.000	.000	.000	.000	.500	.000	.500	.708	.250	.375	.656	.769

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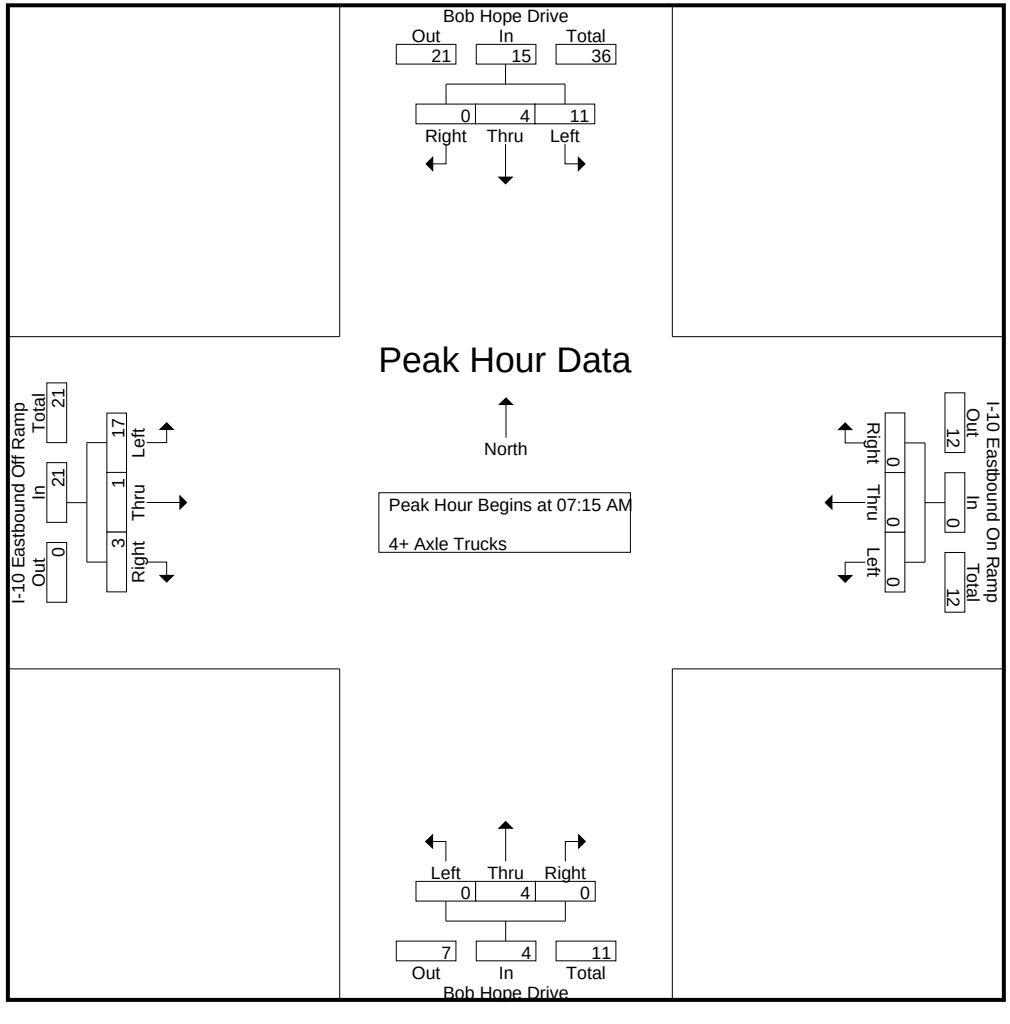
Page No : 2



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	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	0	1	0	0	0	0	0	**2**	0	**2**	3	0	0	3	
+15 mins.	3	1	0	4	0	0	0	0	0	1	0	1	**6**	0	**2**	**8**	
+30 mins.	**7**	1	0	**8**	0	0	0	0	0	1	0	1	2	**1**	0	3	
+45 mins.	0	**2**	0	2	0	0	0	0	0	0	0	0	6	0	1	7	
Total Volume	11	4	0	15	0	0	0	0	0	4	0	4	17	1	3	21	
% App. Total	73.3	26.7	0		0	0	0		0	100	0		81	4.8	14.3		
PHF	.393	.500	.000	.469	.000	.000	.000	.000	.000	.500	.000	.500	.708	.250	.375	.656	

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File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	43	175	0	0	218	0	0	0	0	0	0	168	16	1	184	46	0	80	40	126	41	528	569
04:15 PM	27	154	0	0	181	0	0	0	0	0	0	169	16	2	185	36	1	72	47	109	49	475	524
04:30 PM	33	157	0	0	190	0	0	0	0	0	0	161	21	1	182	35	1	70	43	106	44	478	522
04:45 PM	25	141	0	0	166	0	0	0	0	0	0	165	13	3	178	42	0	68	38	110	41	454	495
Total	128	627	0	0	755	0	0	0	0	0	0	663	66	7	729	159	2	290	168	451	175	1935	2110
05:00 PM	19	159	0	0	178	0	0	0	0	0	0	152	13	2	165	29	0	72	37	101	39	444	483
05:15 PM	18	193	0	0	211	0	0	0	0	0	0	165	19	2	184	56	1	74	29	131	31	526	557
05:30 PM	11	128	0	0	139	0	0	0	0	0	0	160	13	1	173	36	1	62	28	99	29	411	440
05:45 PM	22	146	0	0	168	0	0	0	0	0	0	112	5	1	117	46	0	67	31	113	32	398	430
Total	70	626	0	0	696	0	0	0	0	0	0	589	50	6	639	167	2	275	125	444	131	1779	1910
Grand Total	198	1253	0	0	1451	0	0	0	0	0	0	1252	116	13	1368	326	4	565	293	895	306	3714	4020
Apprch %	13.6	86.4	0			0	0	0			0	91.5	8.5			36.4	0.4	63.1					
Total %	5.3	33.7	0		39.1	0	0	0		0	0	33.7	3.1		36.8	8.8	0.1	15.2		24.1	7.6	92.4	
Passenger Vehicles	183	1217	0		1400	0	0	0		0	0	1207	113		1331	256	3	558		1109	0	0	3840
% Passenger Vehicles	92.4	97.1	0	0	96.5	0	0	0	0	0	0	96.4	97.4	84.6	96.4	78.5	75	98.8	99.7	93.4	0	0	95.5
Large 2 Axle Vehicles	7	29	0		36	0	0	0		0	0	35	1		36	25	0	4		30	0	0	102
% Large 2 Axle Vehicles	3.5	2.3	0	0	2.5	0	0	0	0	0	0	2.8	0.9	0	2.6	7.7	0	0.7	0.3	2.5	0	0	2.5
3 Axle Vehicles	1	2	0		3	0	0	0		0	0	8	0		8	4	0	1		5	0	0	16
% 3 Axle Vehicles	0.5	0.2	0	0	0.2	0	0	0	0	0	0	0.6	0	0	0.6	1.2	0	0.2	0	0.4	0	0	0.4
4+ Axle Trucks	7	5	0		12	0	0	0		0	0	2	2		6	41	1	2		44	0	0	62
% 4+ Axle Trucks	3.5	0.4	0	0	0.8	0	0	0	0	0	0	0.2	1.7	15.4	0.4	12.6	25	0.4	0	3.7	0	0	1.5

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**43**	**175**	0	**218**	0	0	0	0	0	168	16	184	**46**	0	**80**	**126**	**528**
04:15 PM	27	154	0	181	0	0	0	0	0	**169**	16	**185**	36	**1**	72	109	475
04:30 PM	33	157	0	190	0	0	0	0	0	161	**21**	182	35	1	70	106	478
04:45 PM	25	141	0	166	0	0	0	0	0	165	13	178	42	0	68	110	454
Total Volume	128	627	0	755	0	0	0	0	0	663	66	729	159	2	290	451	1935
% App. Total	17	83	0		0	0	0		0	90.9	9.1		35.3	0.4	64.3		
PHF	.744	.896	.000	.866	.000	.000	.000	.000	.000	.981	.786	.985	.864	.500	.906	.895	.916

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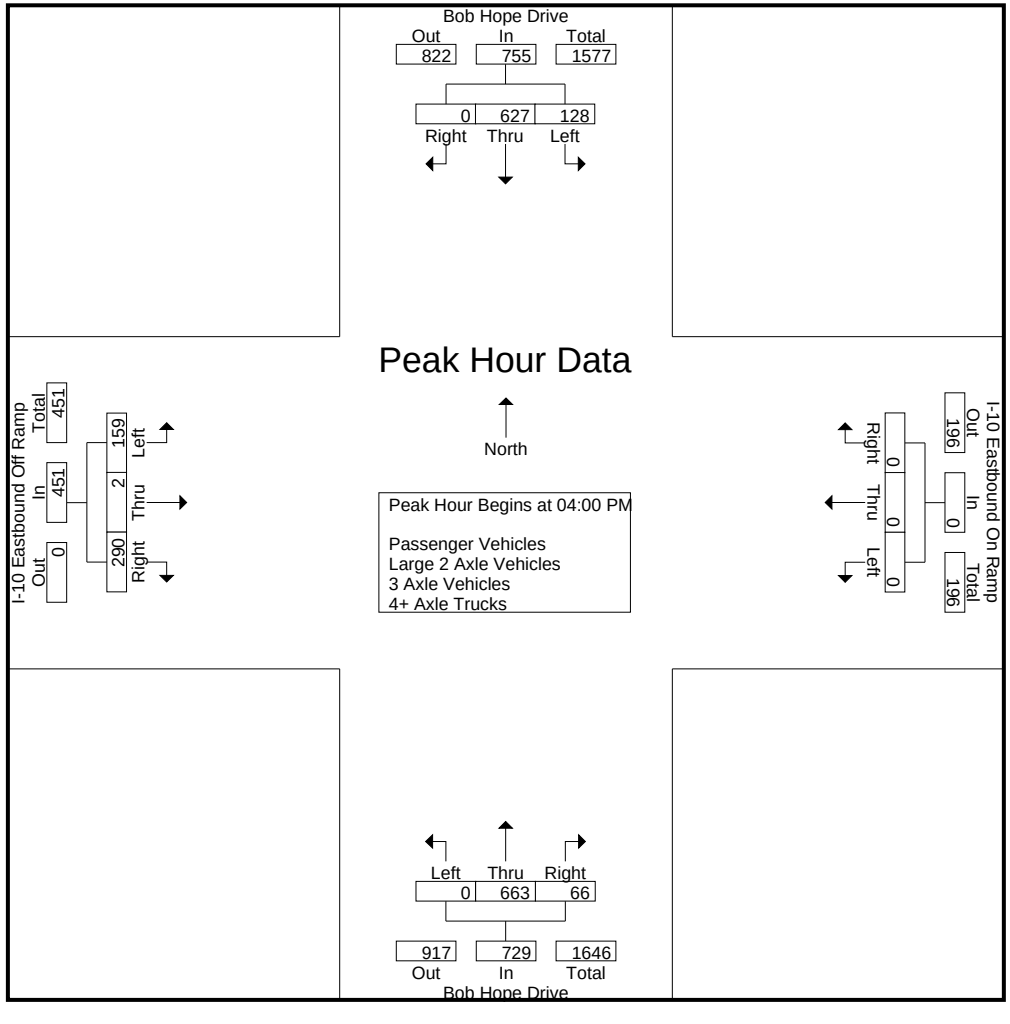

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**43**	**175**	0	**218**	0	0	0	0	0	168	16	184	**46**	0	**80**	**126**	
+15 mins.	27	154	0	181	0	0	0	0	0	**169**	16	**185**	36	**1**	72	109	
+30 mins.	33	157	0	190	0	0	0	0	0	161	**21**	182	35	1	70	106	
+45 mins.	25	141	0	166	0	0	0	0	0	165	13	178	42	0	68	110	
Total Volume	128	627	0	755	0	0	0	0	0	663	66	729	159	2	290	451	
% App. Total	17	83	0		0	0	0		0	90.9	9.1		35.3	0.4	64.3		
PHF	.744	.896	.000	.866	.000	.000	.000	.000	.000	.981	.786	.985	.864	.500	.906	.895	

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Groups Printed- Passenger Vehicles

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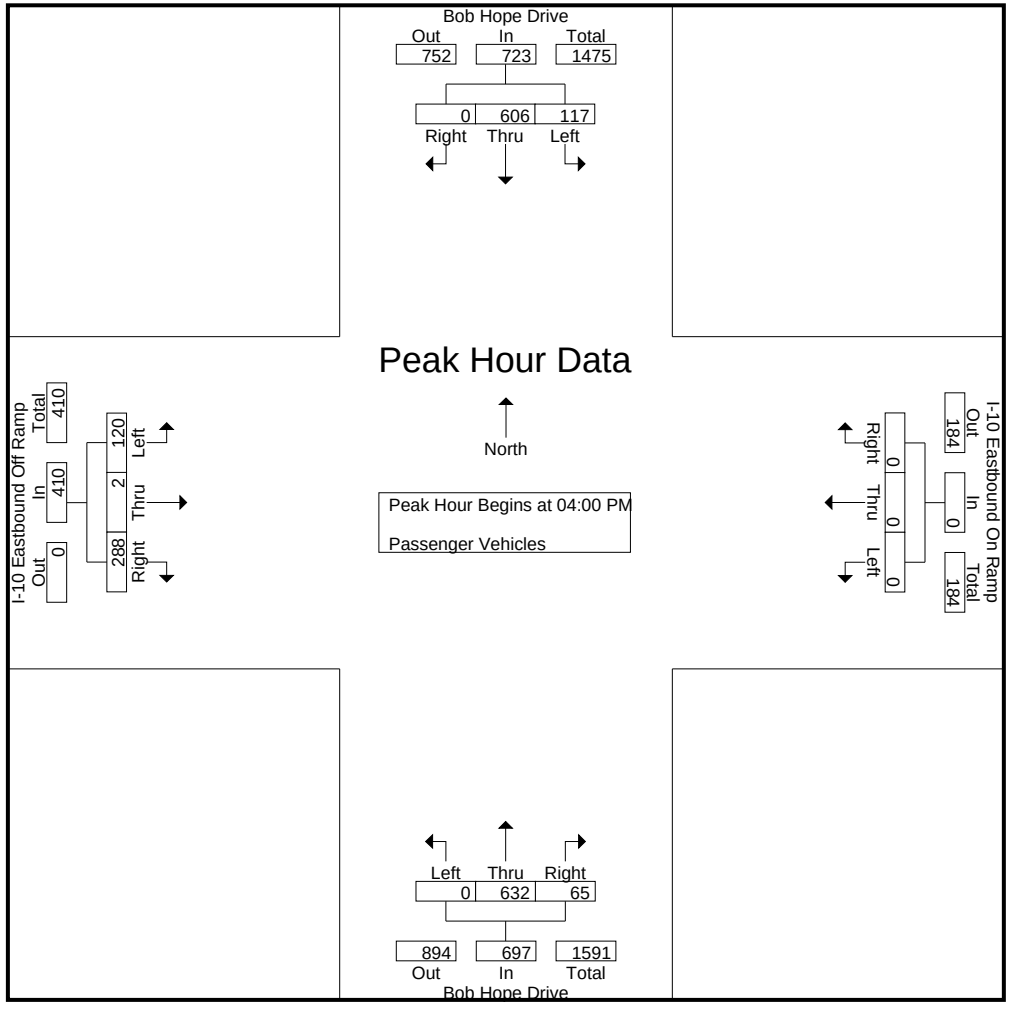
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	42	167	0	0	209	0	0	0	0	0	0	156	15	0	171	36	0	80	40	116	40	496	536
04:15 PM	25	150	0	0	175	0	0	0	0	0	0	161	16	2	177	27	1	71	46	99	48	451	499
04:30 PM	27	152	0	0	179	0	0	0	0	0	0	156	21	1	177	25	1	70	43	96	44	452	496
04:45 PM	23	137	0	0	160	0	0	0	0	0	0	159	13	3	172	32	0	67	38	99	41	431	472
Total	117	606	0	0	723	0	0	0	0	0	0	632	65	6	697	120	2	288	167	410	173	1830	2003
05:00 PM	19	155	0	0	174	0	0	0	0	0	0	148	11	1	159	25	0	70	37	95	38	428	466
05:15 PM	15	187	0	0	202	0	0	0	0	0	0	162	19	2	181	42	0	74	29	116	31	499	530
05:30 PM	10	126	0	0	136	0	0	0	0	0	0	154	13	1	167	30	1	59	28	90	29	393	422
05:45 PM	22	143	0	0	165	0	0	0	0	0	0	111	5	1	116	39	0	67	31	106	32	387	419
Total	66	611	0	0	677	0	0	0	0	0	0	575	48	5	623	136	1	270	125	407	130	1707	1837
Grand Total	183	1217	0	0	1400	0	0	0	0	0	0	1207	113	11	1320	256	3	558	292	817	303	3537	3840
Apprch %	13.1	86.9	0			0	0	0			0	91.4	8.6			31.3	0.4	68.3					
Total %	5.2	34.4	0		39.6	0	0	0		0	0	34.1	3.2		37.3	7.2	0.1	15.8		23.1	7.9	92.1	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**42**	**167**	0	**209**	0	0	0	0	0	156	15	171	**36**	0	**80**	**116**	**496**
04:15 PM	25	150	0	175	0	0	0	0	0	**161**	16	**177**	27	**1**	71	99	451
04:30 PM	27	152	0	179	0	0	0	0	0	156	**21**	177	25	1	70	96	452
04:45 PM	23	137	0	160	0	0	0	0	0	159	13	172	32	0	67	99	431
Total Volume	117	606	0	723	0	0	0	0	0	632	65	697	120	2	288	410	1830
% App. Total	16.2	83.8	0		0	0	0		0	90.7	9.3		29.3	0.5	70.2		
PHF	.696	.907	.000	.865	.000	.000	.000	.000	.000	.981	.774	.984	.833	.500	.900	.884	.922

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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**42**	**167**	0	**209**	0	0	0	0	0	156	15	171	**36**	0	**80**	**116**	
+15 mins.	25	150	0	175	0	0	0	0	0	**161**	16	**177**	27	**1**	71	99	
+30 mins.	27	152	0	179	0	0	0	0	0	156	**21**	177	25	1	70	96	
+45 mins.	23	137	0	160	0	0	0	0	0	159	13	172	32	0	67	99	
Total Volume	117	606	0	723	0	0	0	0	0	632	65	697	120	2	288	410	
% App. Total	16.2	83.8	0		0	0	0		0	90.7	9.3		29.3	0.5	70.2		
PHF	.696	.907	.000	.865	.000	.000	.000	.000	.000	.981	.774	.984	.833	.500	.900	.884	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	3	0	0	0	3	0	23	23
04:15 PM	2	3	0	0	5	0	0	0	0	0	0	6	0	0	6	2	0	1	1	3	1	14	15
04:30 PM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	13	13
04:45 PM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	6	0	1	0	7	0	16	16
Total	6	17	0	0	23	0	0	0	0	0	0	26	0	0	26	15	0	2	1	17	1	66	67
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	8	8
05:15 PM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	7	0	0	0	7	0	15	15
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	0	2	0	4	0	9	9
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	1	12	0	0	13	0	0	0	0	0	0	9	1	0	10	10	0	2	0	12	0	35	35
Grand Total	7	29	0	0	36	0	0	0	0	0	0	35	1	0	36	25	0	4	1	29	1	101	102
Apprch %	19.4	80.6	0			0	0	0			0	97.2	2.8			86.2	0	13.8					
Total %	6.9	28.7	0		35.6	0	0	0		0	0	34.7	1		35.6	24.8	0	4		28.7	1	99	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	**7**	0	**8**	0	0	0	0	0	**12**	0	**12**	3	0	0	3	**23**
04:15 PM	**2**	3	0	5	0	0	0	0	0	6	0	6	2	0	**1**	3	14
04:30 PM	2	3	0	5	0	0	0	0	0	4	0	4	4	0	0	4	13
04:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	**6**	0	1	**7**	16
Total Volume	6	17	0	23	0	0	0	0	0	26	0	26	15	0	2	17	66
% App. Total	26.1	73.9	0		0	0	0		0	100	0		88.2	0	11.8		
PHF	.750	.607	.000	.719	.000	.000	.000	.000	.000	.542	.000	.542	.625	.000	.500	.607	.717

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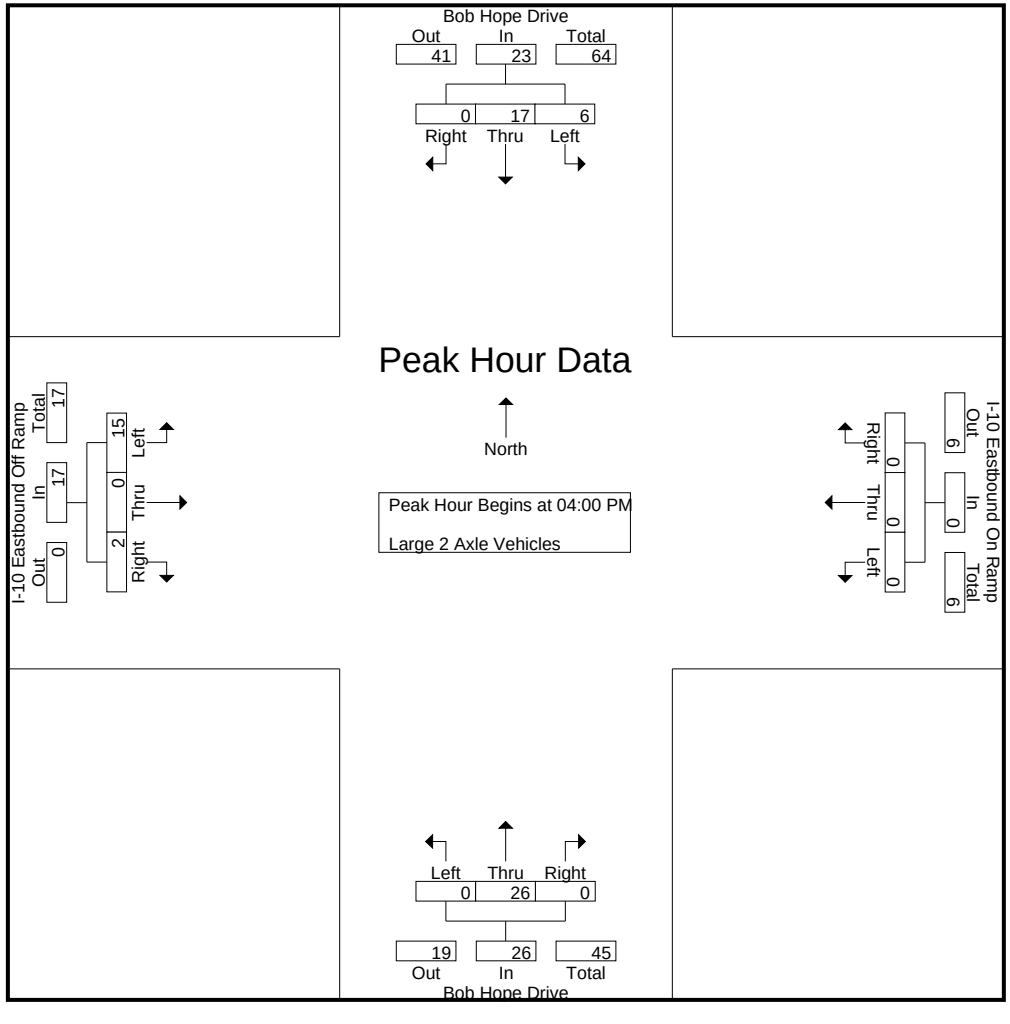
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	1	**7**	0	**8**	0	0	0	0	0	**12**	0	**12**	3	0	0	3	
+15 mins.	**2**	3	0	5	0	0	0	0	0	6	0	6	2	0	**1**	3	
+30 mins.	2	3	0	5	0	0	0	0	0	4	0	4	4	0	0	4	
+45 mins.	1	4	0	5	0	0	0	0	0	4	0	4	**6**	0	1	**7**	
Total Volume	6	17	0	23	0	0	0	0	0	26	0	26	15	0	2	17	
% App. Total	26.1	73.9	0		0	0	0		0	100	0		88.2	0	11.8		
PHF	.750	.607	.000	.719	.000	.000	.000	.000	.000	.542	.000	.542	.625	.000	.500	.607	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	7	7
Grand Total	1	2	0	0	3	0	0	0	0	0	0	8	0	0	8	4	0	1	0	5	0	16	16
Apprch %	33.3	66.7	0			0	0	0			0	100	0			80	0	20					
Total %	6.2	12.5	0		18.8	0	0	0		0	0	50	0		50	25	0	6.2		31.2	0	100	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	**2**	0	0	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	0	3	9
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	.563

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PO Box 1178
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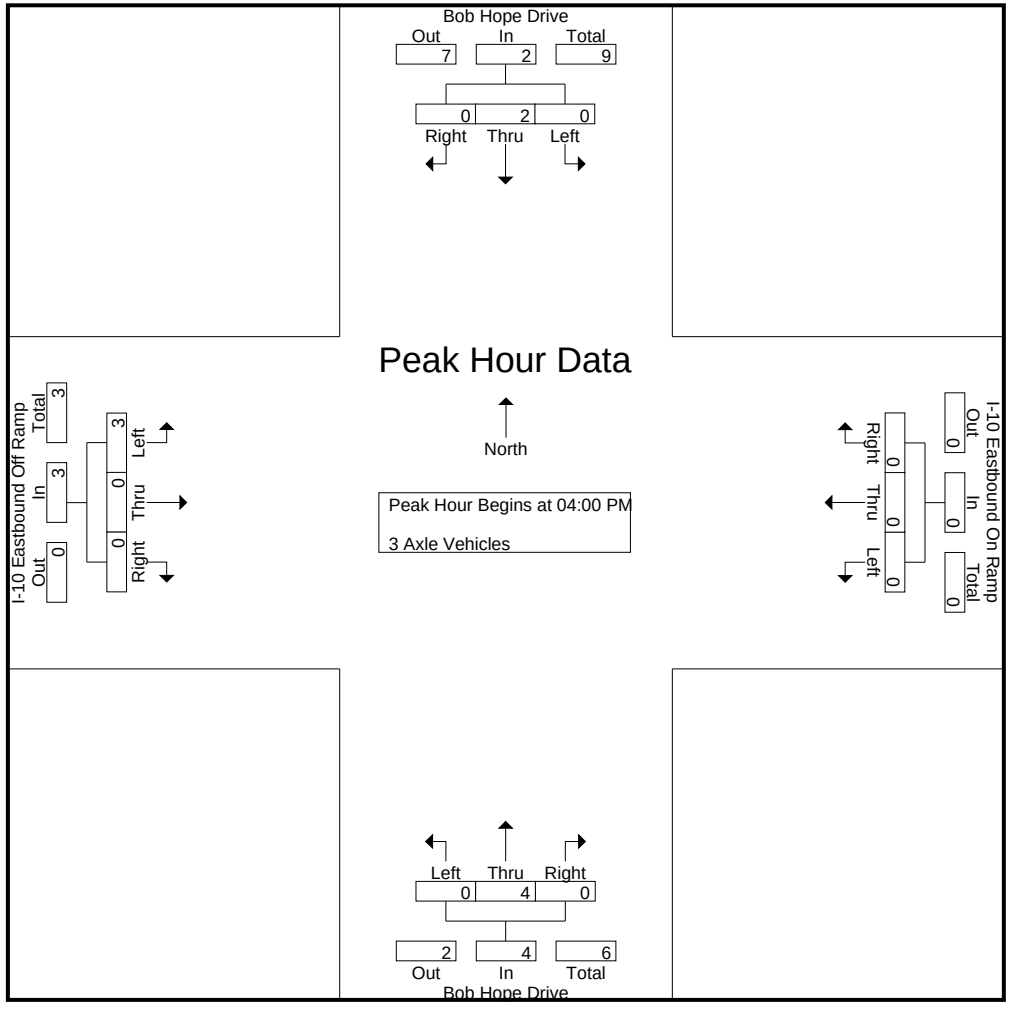
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**2**	0	0	**2**	
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	0	3	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	7	0	0	0	7	1	9	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	0	7	7
04:30 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	9	9
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	5
Total	5	2	0	0	7	0	0	0	0	0	0	1	1	1	2	21	0	0	0	21	1	30	31
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	3	0	2	0	5	1	7	8
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	0	10	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	8	8
Total	2	3	0	0	5	0	0	0	0	0	0	1	1	1	2	20	1	2	0	23	1	30	31
Grand Total	7	5	0	0	12	0	0	0	0	0	0	2	2	2	4	41	1	2	0	44	2	60	62
Apprch %	58.3	41.7	0			0	0	0			0	50	50			93.2	2.3	4.5					
Total %	11.7	8.3	0		20	0	0	0		0	0	3.3	3.3		6.7	68.3	1.7	3.3		73.3	3.2	96.8	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	**7**	0	0	**7**	**9**
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	6	0	0	6	7
04:30 PM	**4**	1	0	**5**	0	0	0	0	0	0	0	0	4	0	0	4	9
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total Volume	5	2	0	7	0	0	0	0	0	1	1	2	21	0	0	21	30
% App. Total	71.4	28.6	0		0	0	0		0	50	50		100	0	0		
PHF	.313	.500	.000	.350	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	.833

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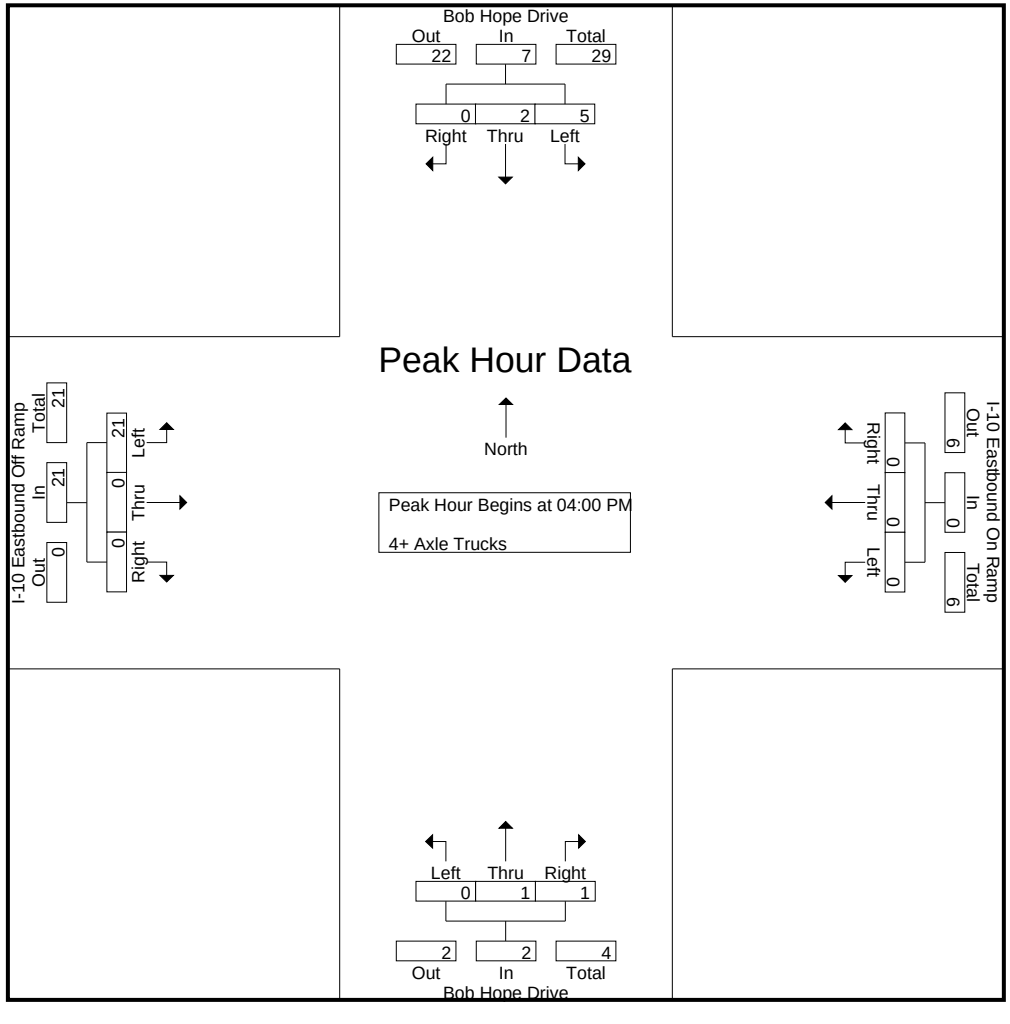
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	**7**	0	0	**7**	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	6	0	0	6	
+30 mins.	**4**	1	0	**5**	0	0	0	0	0	0	0	0	4	0	0	4	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	
Total Volume	5	2	0	7	0	0	0	0	0	1	1	2	21	0	0	21	
% App. Total	71.4	28.6	0		0	0	0		0	50	50		100	0	0		
PHF	.313	.500	.000	.350	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 EB Ramps

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg I-10 EB Ramps	South Leg Bob Hope Drive	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Bob Hope Drive	East Leg I-10 EB Ramps	South Leg Bob Hope Drive	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	1	3

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 EB Ramps

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound I-10 EB Ramps			Northbound Bob Hope Drive			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Bob Hope Drive			Westbound I-10 EB Ramps			Northbound Bob Hope Drive			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	139	119	49	269	26	88	1	0	115	24	53	17	11	94	27	165	21	15	213	75	691	766
07:15 AM	9	150	170	49	329	20	104	2	0	126	29	39	21	12	89	27	174	39	28	240	89	784	873
07:30 AM	21	221	155	40	397	25	117	1	1	143	35	60	38	22	133	21	219	52	26	292	89	965	1054
07:45 AM	16	223	161	64	400	39	120	0	0	159	42	52	34	21	128	35	219	68	48	322	133	1009	1142
Total	57	733	605	202	1395	110	429	4	1	543	130	204	110	66	444	110	777	180	117	1067	386	3449	3835
08:00 AM	17	156	116	40	289	28	93	0	0	121	33	55	40	22	128	40	234	62	37	336	99	874	973
08:15 AM	10	135	115	40	260	21	74	3	2	98	32	64	32	18	128	18	149	53	36	220	96	706	802
08:30 AM	19	174	102	48	295	28	71	0	0	99	25	65	26	17	116	12	154	45	35	211	100	721	821
08:45 AM	13	176	94	48	283	18	64	0	0	82	34	73	28	10	135	22	122	56	43	200	101	700	801
Total	59	641	427	176	1127	95	302	3	2	400	124	257	126	67	507	92	659	216	151	967	396	3001	3397
Grand Total	116	1374	1032	378	2522	205	731	7	3	943	254	461	236	133	951	202	1436	396	268	2034	782	6450	7232
Apprch %	4.6	54.5	40.9			21.7	77.5	0.7			26.7	48.5	24.8			9.9	70.6	19.5					
Total %	1.8	21.3	16		39.1	3.2	11.3	0.1		14.6	3.9	7.1	3.7		14.7	3.1	22.3	6.1		31.5	10.8	89.2	
Passenger Vehicles	115	1324	972		2763	183	683	7		876	239	440	223		1026	184	1394	379		2213	0	0	6878
% Passenger Vehicles	99.1	96.4	94.2	93.1	95.3	89.3	93.4	100	100	92.6	94.1	95.4	94.5	93.2	94.6	91.1	97.1	95.7	95.5	96.1	0	0	95.1
Large 2 Axle Vehicles	1	39	31		83	16	45	0		61	12	12	8		39	7	33	16		67	0	0	250
% Large 2 Axle Vehicles	0.9	2.8	3	3.2	2.9	7.8	6.2	0	0	6.4	4.7	2.6	3.4	5.3	3.6	3.5	2.3	4	4.1	2.9	0	0	3.5
3 Axle Vehicles	0	3	18		29	5	3	0		8	1	1	4		7	9	2	1		13	0	0	57
% 3 Axle Vehicles	0	0.2	1.7	2.1	1	2.4	0.4	0	0	0.8	0.4	0.2	1.7	0.8	0.6	4.5	0.1	0.3	0.4	0.6	0	0	0.8
4+ Axle Trucks	0	8	11		25	1	0	0		1	2	8	1		12	2	7	0		9	0	0	47
% 4+ Axle Trucks	0	0.6	1.1	1.6	0.9	0.5	0	0	0	0.1	0.8	1.7	0.4	0.8	1.1	1	0.5	0	0	0.4	0	0	0.6

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	150	**170**	329	20	104	**2**	126	29	39	21	89	27	174	39	240	784
07:30 AM	**21**	221	155	397	25	117	1	143	35	**60**	38	**133**	21	219	52	292	965
07:45 AM	16	**223**	161	**400**	**39**	**120**	0	**159**	**42**	52	34	128	35	219	**68**	322	**1009**
08:00 AM	17	156	116	289	28	93	0	121	33	55	**40**	128	**40**	**234**	62	**336**	874
Total Volume	63	750	602	1415	112	434	3	549	139	206	133	478	123	846	221	1190	3632
% App. Total	4.5	53	42.5		20.4	79.1	0.5		29.1	43.1	27.8		10.3	71.1	18.6		
PHF	.750	.841	.885	.884	.718	.904	.375	.863	.827	.858	.831	.898	.769	.904	.813	.885	.900

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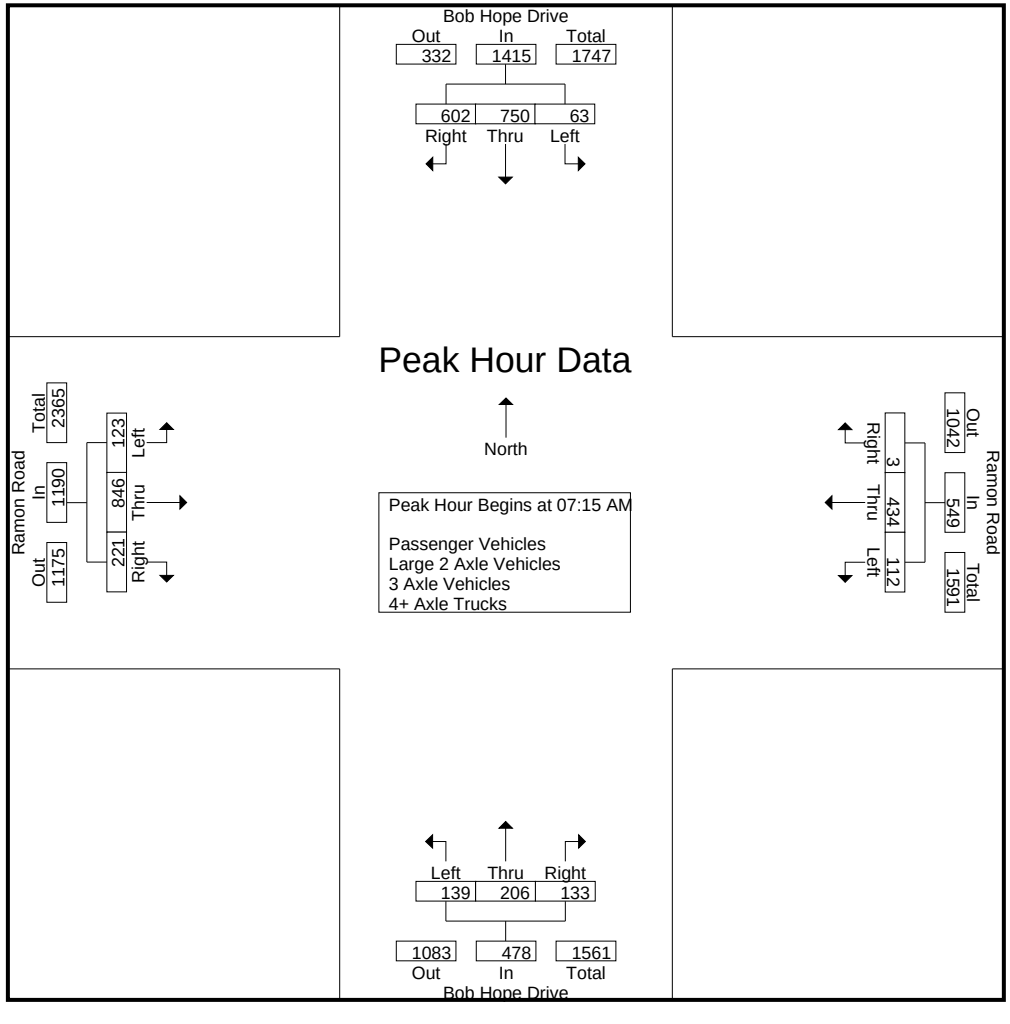
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
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File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:30 AM				07:15 AM				
+0 mins.	9	150	**170**	329	20	104	**2**	126	35	60	38	**133**	27	174	39	240	
+15 mins.	**21**	221	155	397	25	117	1	143	**42**	52	34	128	21	219	52	292	
+30 mins.	16	**223**	161	**400**	**39**	**120**	0	**159**	33	55	**40**	128	35	219	**68**	322	
+45 mins.	17	156	116	289	28	93	0	121	32	**64**	32	128	**40**	**234**	62	**336**	
Total Volume	63	750	602	1415	112	434	3	549	142	231	144	517	123	846	221	1190	
% App. Total	4.5	53	42.5		20.4	79.1	0.5		27.5	44.7	27.9		10.3	71.1	18.6		
PHF	.750	.841	.885	.884	.718	.904	.375	.863	.845	.902	.900	.972	.769	.904	.813	.885	

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Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	135	105	40	251	19	78	1	0	98	22	50	16	10	88	25	157	19	14	201	64	638	702
07:15 AM	9	141	165	48	315	17	94	2	0	113	28	38	19	11	85	25	169	37	26	231	85	744	829
07:30 AM	21	212	146	38	379	20	111	1	1	132	33	56	36	20	125	20	214	52	26	286	85	922	1007
07:45 AM	16	215	153	56	384	37	115	0	0	152	40	49	33	20	122	32	212	64	45	308	121	966	1087
Total	57	703	569	182	1329	93	398	4	1	495	123	193	104	61	420	102	752	172	111	1026	355	3270	3625
08:00 AM	16	153	106	39	275	26	89	0	0	115	31	54	40	22	125	36	231	61	36	328	97	843	940
08:15 AM	10	130	111	40	251	21	69	3	2	93	30	61	30	18	121	16	142	50	34	208	94	673	767
08:30 AM	19	168	98	46	285	27	67	0	0	94	25	61	22	14	108	11	150	44	34	205	94	692	786
08:45 AM	13	170	88	45	271	16	60	0	0	76	30	71	27	9	128	19	119	52	41	190	95	665	760
Total	58	621	403	170	1082	90	285	3	2	378	116	247	119	63	482	82	642	207	145	931	380	2873	3253
Grand Total	115	1324	972	352	2411	183	683	7	3	873	239	440	223	124	902	184	1394	379	256	1957	735	6143	6878
Apprch %	4.8	54.9	40.3			21	78.2	0.8			26.5	48.8	24.7			9.4	71.2	19.4					
Total %	1.9	21.6	15.8		39.2	3	11.1	0.1		14.2	3.9	7.2	3.6		14.7	3	22.7	6.2		31.9	10.7	89.3	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	141	**165**	315	17	94	**2**	113	28	38	19	85	25	169	37	231	744
07:30 AM	**21**	212	146	379	20	111	1	132	33	**56**	36	**125**	20	214	52	286	922
07:45 AM	16	**215**	153	**384**	**37**	**115**	0	**152**	**40**	49	33	122	32	212	**64**	308	**966**
08:00 AM	16	153	106	275	26	89	0	115	31	54	**40**	125	**36**	**231**	61	**328**	843
Total Volume	62	721	570	1353	100	409	3	512	132	197	128	457	113	826	214	1153	3475
% App. Total	4.6	53.3	42.1		19.5	79.9	0.6		28.9	43.1	28		9.8	71.6	18.6		
PHF	.738	.838	.864	.881	.676	.889	.375	.842	.825	.879	.800	.914	.785	.894	.836	.879	.899

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County of Riverside
N/S: Bob Hope Drive
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Weather: Clear

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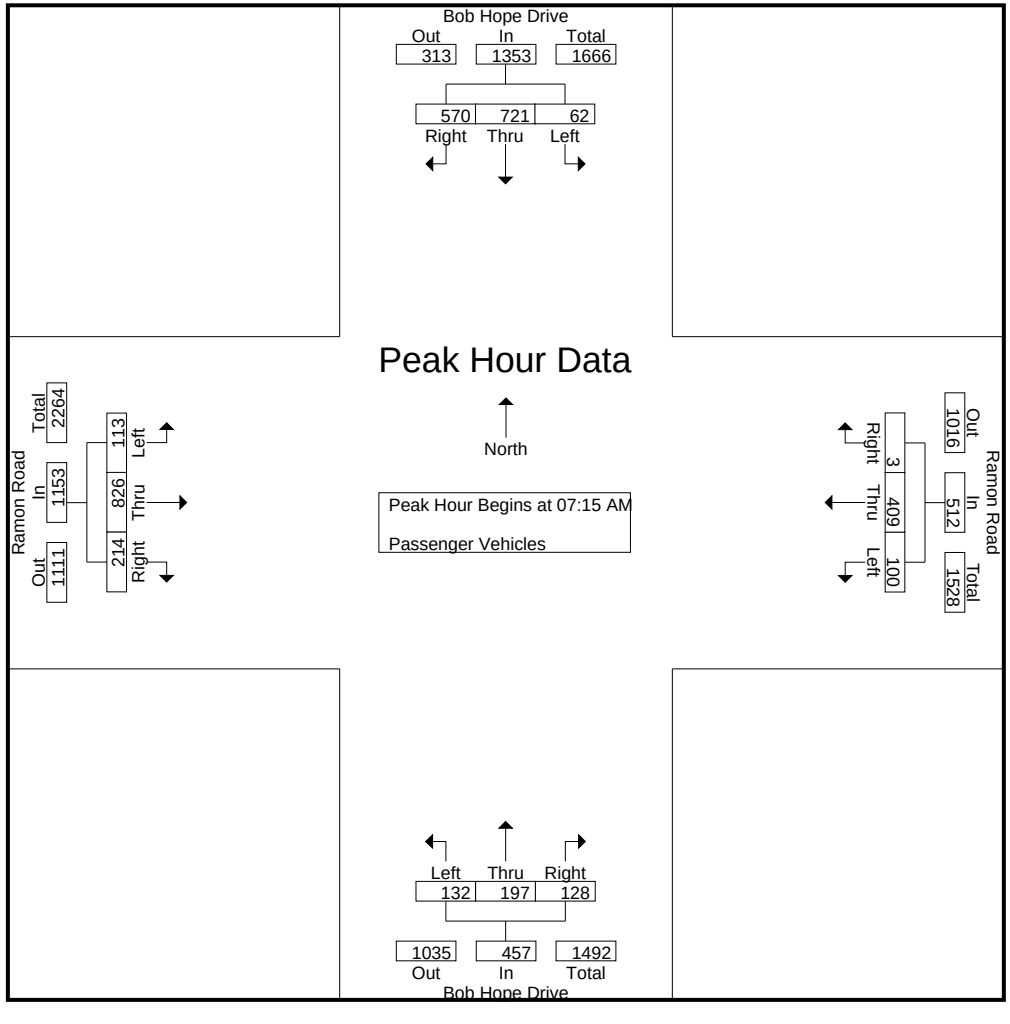
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	9	141	**165**	315	17	94	**2**	113	28	38	19	85	25	169	37	231	
+15 mins.	**21**	212	146	379	20	111	1	132	33	**56**	36	**125**	20	214	52	286	
+30 mins.	16	**215**	153	**384**	**37**	**115**	0	**152**	**40**	49	33	122	32	212	**64**	308	
+45 mins.	16	153	106	275	26	89	0	115	31	54	**40**	125	**36**	**231**	61	**328**	
Total Volume	62	721	570	1353	100	409	3	512	132	197	128	457	113	826	214	1153	
% App. Total	4.6	53.3	42.1		19.5	79.9	0.6		28.9	43.1	28		9.8	71.6	18.6		
PHF	.738	.838	.864	.881	.676	.889	.375	.842	.825	.879	.800	.914	.785	.894	.836	.879	

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	9	5	13	6	10	0	0	16	1	2	1	1	4	1	6	2	1	9	7	42	49
07:15 AM	0	8	3	0	11	2	10	0	0	12	1	0	1	1	2	1	5	2	2	8	3	33	36
07:30 AM	0	7	5	0	12	4	6	0	0	10	1	3	1	1	5	1	4	0	0	5	1	32	33
07:45 AM	0	7	6	6	13	0	5	0	0	5	1	2	1	1	4	0	7	4	3	11	10	33	43
Total	0	26	23	11	49	12	31	0	0	43	4	7	4	4	15	3	22	8	6	33	21	140	161
08:00 AM	1	2	3	0	6	2	2	0	0	4	2	1	0	0	3	2	2	0	0	4	0	17	17
08:15 AM	0	4	2	0	6	0	5	0	0	5	2	2	1	0	5	0	4	3	2	7	2	23	25
08:30 AM	0	3	0	0	3	1	4	0	0	5	0	2	3	3	5	1	3	1	1	5	4	18	22
08:45 AM	0	4	3	1	7	1	3	0	0	4	4	0	0	0	4	1	2	4	2	7	3	22	25
Total	1	13	8	1	22	4	14	0	0	18	8	5	4	3	17	4	11	8	5	23	9	80	89
Grand Total	1	39	31	12	71	16	45	0	0	61	12	12	8	7	32	7	33	16	11	56	30	220	250
Apprch %	1.4	54.9	43.7			26.2	73.8	0			37.5	37.5	25			12.5	58.9	28.6					
Total %	0.5	17.7	14.1		32.3	7.3	20.5	0		27.7	5.5	5.5	3.6		14.5	3.2	15	7.3		25.5	12	88	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**8**	3	11	2	**10**	0	**12**	1	0	**1**	2	1	5	2	8	**33**
07:30 AM	0	7	5	12	**4**	6	0	10	1	**3**	1	**5**	1	4	0	5	32
07:45 AM	0	7	**6**	**13**	0	5	0	5	1	2	1	4	0	**7**	**4**	**11**	33
08:00 AM	**1**	2	3	6	2	2	0	4	**2**	1	0	3	**2**	2	0	4	17
Total Volume	1	24	17	42	8	23	0	31	5	6	3	14	4	18	6	28	115
% App. Total	2.4	57.1	40.5		25.8	74.2	0		35.7	42.9	21.4		14.3	64.3	21.4		
PHF	.250	.750	.708	.808	.500	.575	.000	.646	.625	.500	.750	.700	.500	.643	.375	.636	.871

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County of Riverside
N/S: Bob Hope Drive
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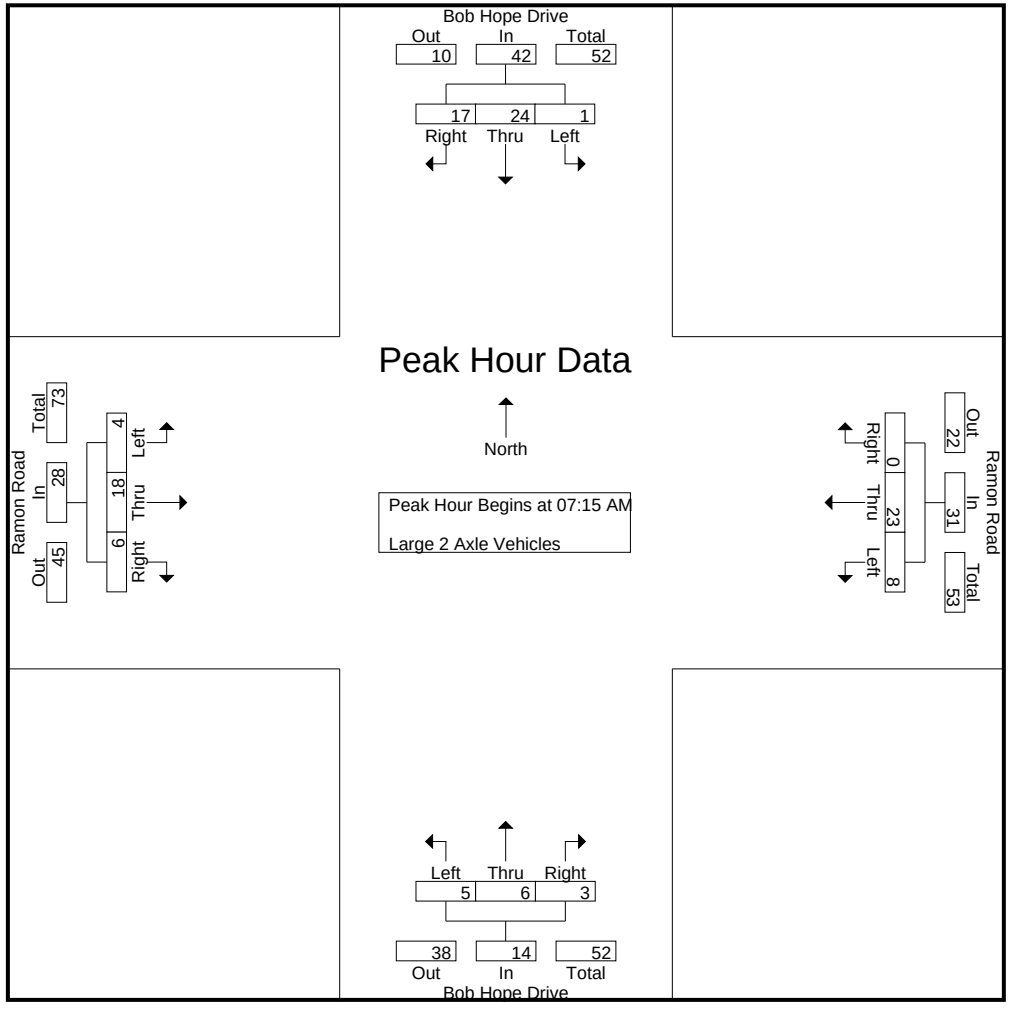
File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
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E/W: Ramon Road
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Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**8**	3	11	2	**10**	0	**12**	1	0	**1**	2	1	5	2	8	
+15 mins.	0	7	5	12	**4**	6	0	10	1	**3**	1	**5**	1	4	0	5	
+30 mins.	0	7	**6**	**13**	0	5	0	5	1	2	1	4	0	**7**	**4**	**11**	
+45 mins.	**1**	2	3	6	2	2	0	4	**2**	1	0	3	**2**	2	0	4	
Total Volume	1	24	17	42	8	23	0	31	5	6	3	14	4	18	6	28	
% App. Total	2.4	57.1	40.5		25.8	74.2	0		35.7	42.9	21.4		14.3	64.3	21.4		
PHF	.250	.750	.708	.808	.500	.575	.000	.646	.625	.500	.750	.700	.500	.643	.375	.636	

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County of Riverside
N/S: Bob Hope Drive
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Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
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Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	5
07:15 AM	0	1	2	1	3	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	1	6	7
07:30 AM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
07:45 AM	0	1	1	1	2	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	1	8	9
Total	0	2	8	5	10	4	0	0	0	4	1	0	1	0	2	4	0	0	0	4	5	20	25
08:00 AM	0	0	6	1	6	0	2	0	0	2	0	0	0	0	0	2	1	1	1	4	2	12	14
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	3	3
08:30 AM	0	0	2	1	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	4	5
08:45 AM	0	1	2	1	3	1	1	0	0	2	0	0	1	1	1	2	0	0	0	2	2	8	10
Total	0	1	10	3	11	1	3	0	0	4	0	1	3	1	4	5	2	1	1	8	5	27	32
Grand Total	0	3	18	8	21	5	3	0	0	8	1	1	4	1	6	9	2	1	1	12	10	47	57
Apprch %	0	14.3	85.7			62.5	37.5	0			16.7	16.7	66.7			75	16.7	8.3					
Total %	0	6.4	38.3		44.7	10.6	6.4	0		17	2.1	2.1	8.5		12.8	19.1	4.3	2.1		25.5	17.5	82.5	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	2	3	1	0	0	1	0	0	**1**	**1**	1	0	0	1	6
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	1	2	**2**	0	0	**2**	**1**	0	0	1	**3**	0	0	3	8
08:00 AM	0	0	**6**	**6**	0	**2**	0	2	0	0	0	0	2	**1**	**1**	**4**	**12**
Total Volume	0	2	12	14	3	2	0	5	1	0	1	2	6	1	1	8	29
% App. Total	0	14.3	85.7		60	40	0		50	0	50		75	12.5	12.5		
PHF	.000	.500	.500	.583	.375	.250	.000	.625	.250	.000	.250	.500	.500	.250	.250	.500	.604

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Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
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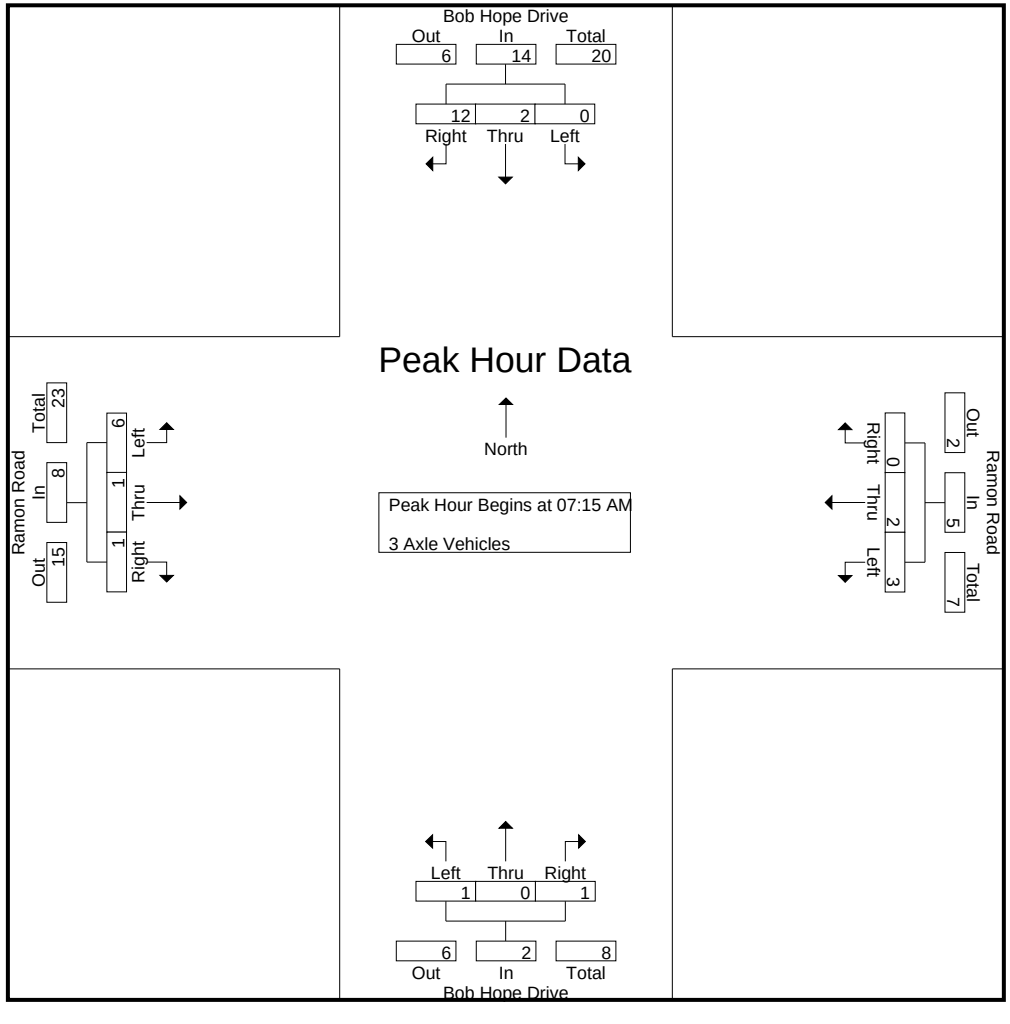

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File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**1**	2	3	1	0	0	1	0	0	**1**	**1**	1	0	0	1	
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	1	2	**2**	0	0	**2**	**1**	0	0	1	**3**	0	0	3	
+45 mins.	0	0	**6**	**6**	0	**2**	0	2	0	0	0	0	2	**1**	**1**	**4**	
Total Volume	0	2	12	14	3	2	0	5	1	0	1	2	6	1	1	8	
% App. Total	0	14.3	85.7		60	40	0		50	0	50		75	12.5	12.5		
PHF	.000	.500	.500	.583	.375	.250	.000	.625	.250	.000	.250	.500	.500	.250	.250	.500	

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Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	2	3	0	0	0	0	0	1	1	0	0	2	1	2	0	0	3	2	8	10
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	2	1	1	3	1	0	0	0	1	1	1	1	1	3	0	1	0	0	1	2	8	10
07:45 AM	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	3
Total	0	2	5	4	7	1	0	0	0	1	2	4	1	1	7	1	3	0	0	4	5	19	24
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	7	7
08:30 AM	0	3	2	1	5	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	7	8
08:45 AM	0	1	1	1	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	5	6
Total	0	6	6	2	12	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	2	21	23
Grand Total	0	8	11	6	19	1	0	0	0	1	2	8	1	1	11	2	7	0	0	9	7	40	47
Apprch %	0	42.1	57.9			100	0	0			18.2	72.7	9.1			22.2	77.8	0					
Total %	0	20	27.5		47.5	2.5	0	0		2.5	5	20	2.5		27.5	5	17.5	0		22.5	14.9	85.1	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
07:30 AM	0	**2**	**1**	**3**	**1**	0	0	**1**	**1**	1	**1**	**3**	0	**1**	0	**1**	**8**
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	3	6	1	0	0	1	1	3	1	5	0	1	0	1	13
% App. Total	0	50	50		100	0	0		20	60	20		0	100	0		
PHF	.000	.375	.750	.500	.250	.000	.000	.250	.250	.750	.250	.417	.000	.250	.000	.250	.406

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Site Code : 05122287
Start Date : 4/7/2022
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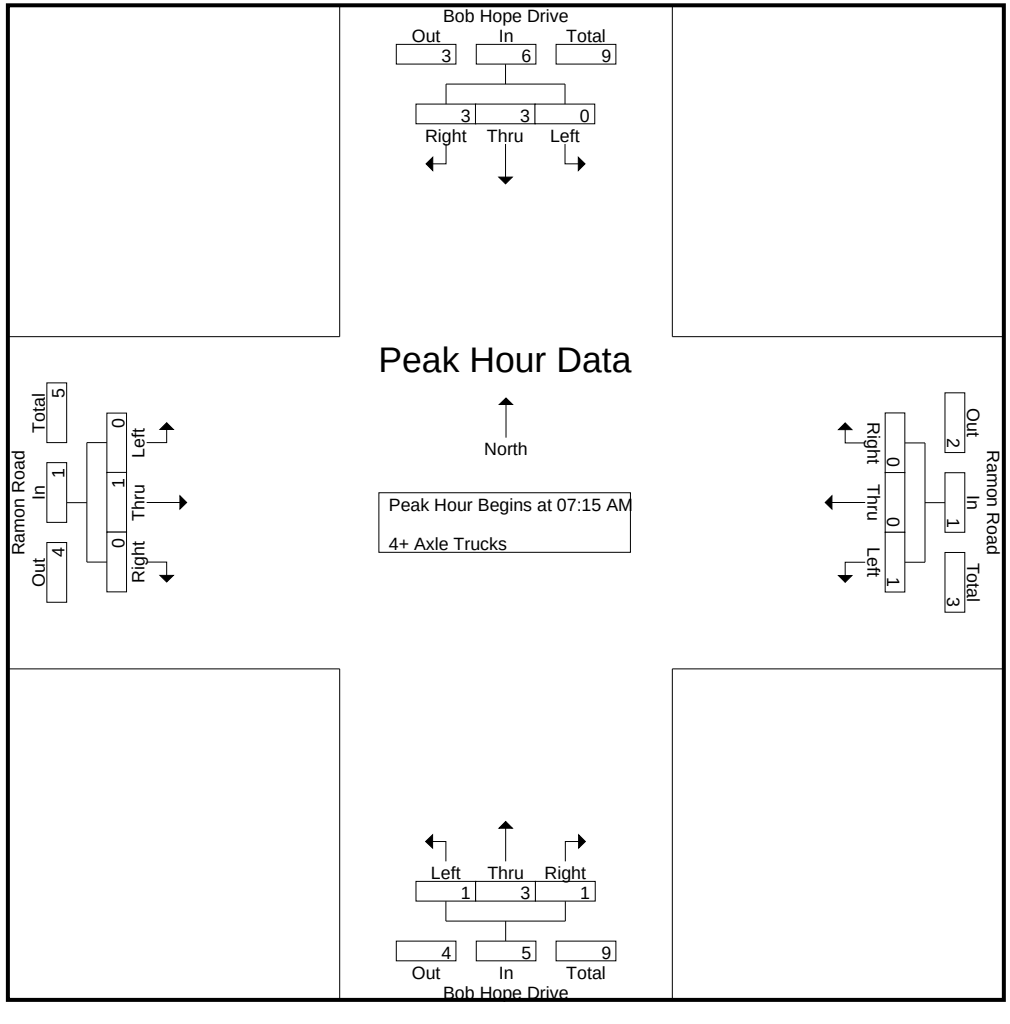

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Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
+15 mins.	0	**2**	**1**	**3**	**1**	0	0	**1**	**1**	1	**1**	**3**	0	**1**	0	**1**	
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	3	3	6	1	0	0	1	1	3	1	5	0	1	0	1	
% App. Total	0	50	50		100	0	0		20	60	20		0	100	0		
PHF	.000	.375	.750	.500	.250	.000	.000	.250	.250	.750	.250	.417	.000	.250	.000	.250	

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Site Code : 05122287
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	110	110	47	236	21	93	2	2	116	57	165	47	18	269	26	164	48	17	238	84	859	943
04:15 PM	11	103	103	45	217	23	96	4	3	123	67	155	63	30	285	22	207	45	28	274	106	899	1005
04:30 PM	11	112	93	30	216	20	73	5	1	98	83	161	50	35	294	18	194	42	26	254	92	862	954
04:45 PM	13	94	84	46	191	20	77	3	2	100	85	152	57	29	294	21	178	57	36	256	113	841	954
Total	51	419	390	168	860	84	339	14	8	437	292	633	217	112	1142	87	743	192	107	1022	395	3461	3856
05:00 PM	10	111	92	29	213	14	97	7	7	118	76	146	57	27	279	19	189	48	22	256	85	866	951
05:15 PM	9	132	110	52	251	25	66	1	1	92	75	183	55	25	313	19	174	41	30	234	108	890	998
05:30 PM	10	89	77	41	176	16	82	2	1	100	90	146	37	20	273	18	216	38	21	272	83	821	904
05:45 PM	16	95	82	25	193	14	85	2	2	101	76	110	38	19	224	13	178	35	25	226	71	744	815
Total	45	427	361	147	833	69	330	12	11	411	317	585	187	91	1089	69	757	162	98	988	347	3321	3668
Grand Total	96	846	751	315	1693	153	669	26	19	848	609	1218	404	203	2231	156	1500	354	205	2010	742	6782	7524
Apprch %	5.7	50	44.4			18	78.9	3.1			27.3	54.6	18.1			7.8	74.6	17.6					
Total %	1.4	12.5	11.1		25	2.3	9.9	0.4		12.5	9	18	6		32.9	2.3	22.1	5.2		29.6	9.9	90.1	
Passenger Vehicles	93	828	739		1968	147	642	24		831	604	1188	392		2383	142	1464	354		2165	0	0	7347
% Passenger Vehicles	96.9	97.9	98.4	97.8	98	96.1	96	92.3	94.7	95.8	99.2	97.5	97	98	97.9	91	97.6	100	100	97.7	0	0	97.6
Large 2 Axle Vehicles	3	10	10		29	6	24	2		33	4	24	9		41	9	30	0		39	0	0	142
% Large 2 Axle Vehicles	3.1	1.2	1.3	1.9	1.4	3.9	3.6	7.7	5.3	3.8	0.7	2	2.2	2	1.7	5.8	2	0	0	1.8	0	0	1.9
3 Axle Vehicles	0	3	1		4	0	2	0		2	0	3	2		5	4	6	0		10	0	0	21
% 3 Axle Vehicles	0	0.4	0.1	0	0.2	0	0.3	0	0	0.2	0	0.2	0.5	0	0.2	2.6	0.4	0	0	0.5	0	0	0.3
4+ Axle Trucks	0	5	1		7	0	1	0		1	1	3	1		5	1	0	0		1	0	0	14
% 4+ Axle Trucks	0	0.6	0.1	0.3	0.3	0	0.1	0	0	0.1	0.2	0.2	0.2	0	0.2	0.6	0	0	0	0	0	0	0.2

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	103	**103**	**217**	**23**	96	4	**123**	67	155	**63**	285	**22**	**207**	45	**274**	**899**
04:30 PM	11	**112**	93	216	20	73	5	98	83	**161**	50	**294**	18	194	42	254	862
04:45 PM	**13**	94	84	191	20	77	3	100	**85**	152	57	294	21	178	**57**	256	841
05:00 PM	10	111	92	213	14	**97**	**7**	118	76	146	57	279	19	189	48	256	866
Total Volume	45	420	372	837	77	343	19	439	311	614	227	1152	80	768	192	1040	3468
% App. Total	5.4	50.2	44.4		17.5	78.1	4.3		27	53.3	19.7		7.7	73.8	18.5		
PHF	.865	.938	.903	.964	.837	.884	.679	.892	.915	.953	.901	.980	.909	.928	.842	.949	.964

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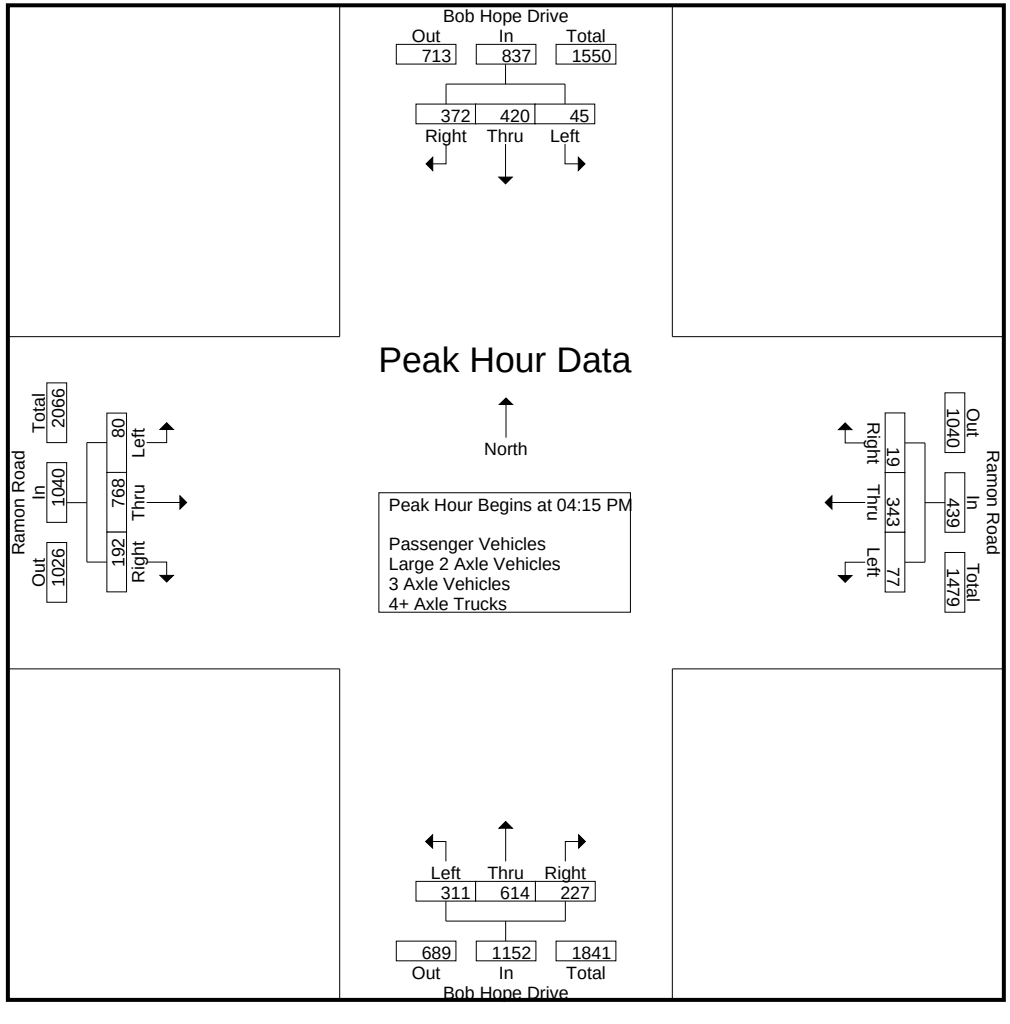

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	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:30 PM				04:15 PM				
+0 mins.	11	112	93	216	**23**	96	4	**123**	83	161	50	294	**22**	**207**	45	**274**	
+15 mins.	**13**	94	84	191	20	73	5	98	**85**	152	**57**	294	18	194	42	254	
+30 mins.	10	111	92	213	20	77	3	100	76	146	57	279	21	178	**57**	256	
+45 mins.	9	**132**	**110**	**251**	14	**97**	**7**	118	75	**183**	55	**313**	19	189	48	256	
Total Volume	43	449	379	871	77	343	19	439	319	642	219	1180	80	768	192	1040	
% App. Total	4.9	51.5	43.5		17.5	78.1	4.3		27	54.4	18.6		7.7	73.8	18.5		
PHF	.827	.850	.861	.868	.837	.884	.679	.892	.938	.877	.961	.942	.909	.928	.842	.949	

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Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	104	109	46	229	21	86	2	2	109	57	159	45	18	261	20	160	48	17	228	83	827	910
04:15 PM	10	101	102	44	213	22	95	4	3	121	67	151	61	29	279	20	200	45	28	265	104	878	982
04:30 PM	11	109	92	30	212	18	69	4	1	91	80	156	49	35	285	17	187	42	26	246	92	834	926
04:45 PM	13	94	83	45	190	19	73	3	2	95	85	147	53	26	285	20	175	57	36	252	109	822	931
Total	50	408	386	165	844	80	323	13	8	416	289	613	208	108	1110	77	722	192	107	991	388	3361	3749
05:00 PM	10	107	90	29	207	13	94	6	6	113	75	142	56	27	273	18	181	48	22	247	84	840	924
05:15 PM	9	131	107	49	247	24	64	1	1	89	74	181	53	25	308	17	172	41	30	230	105	874	979
05:30 PM	8	87	76	41	171	16	79	2	1	97	90	143	37	20	270	17	213	38	21	268	83	806	889
05:45 PM	16	95	80	24	191	14	82	2	2	98	76	109	38	19	223	13	176	35	25	224	70	736	806
Total	43	420	353	143	816	67	319	11	10	397	315	575	184	91	1074	65	742	162	98	969	342	3256	3598
Grand Total	93	828	739	308	1660	147	642	24	18	813	604	1188	392	199	2184	142	1464	354	205	1960	730	6617	7347
Apprch %	5.6	49.9	44.5			18.1	79	3			27.7	54.4	17.9			7.2	74.7	18.1					
Total %	1.4	12.5	11.2		25.1	2.2	9.7	0.4		12.3	9.1	18	5.9		33	2.1	22.1	5.3		29.6	9.9	90.1	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	101	**102**	**213**	**22**	**95**	4	**121**	67	151	**61**	279	**20**	**200**	45	**265**	**878**
04:30 PM	11	**109**	92	212	18	69	4	91	80	**156**	49	**285**	17	187	42	246	834
04:45 PM	**13**	94	83	190	19	73	3	95	**85**	147	53	285	20	175	**57**	252	822
05:00 PM	10	107	90	207	13	94	**6**	113	75	142	56	273	18	181	48	247	840
Total Volume	44	411	367	822	72	331	17	420	307	596	219	1122	75	743	192	1010	3374
% App. Total	5.4	50	44.6		17.1	78.8	4		27.4	53.1	19.5		7.4	73.6	19		
PHF	.846	.943	.900	.965	.818	.871	.708	.868	.903	.955	.898	.984	.938	.929	.842	.953	.961

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PO Box 1178
Corona, CA 92878
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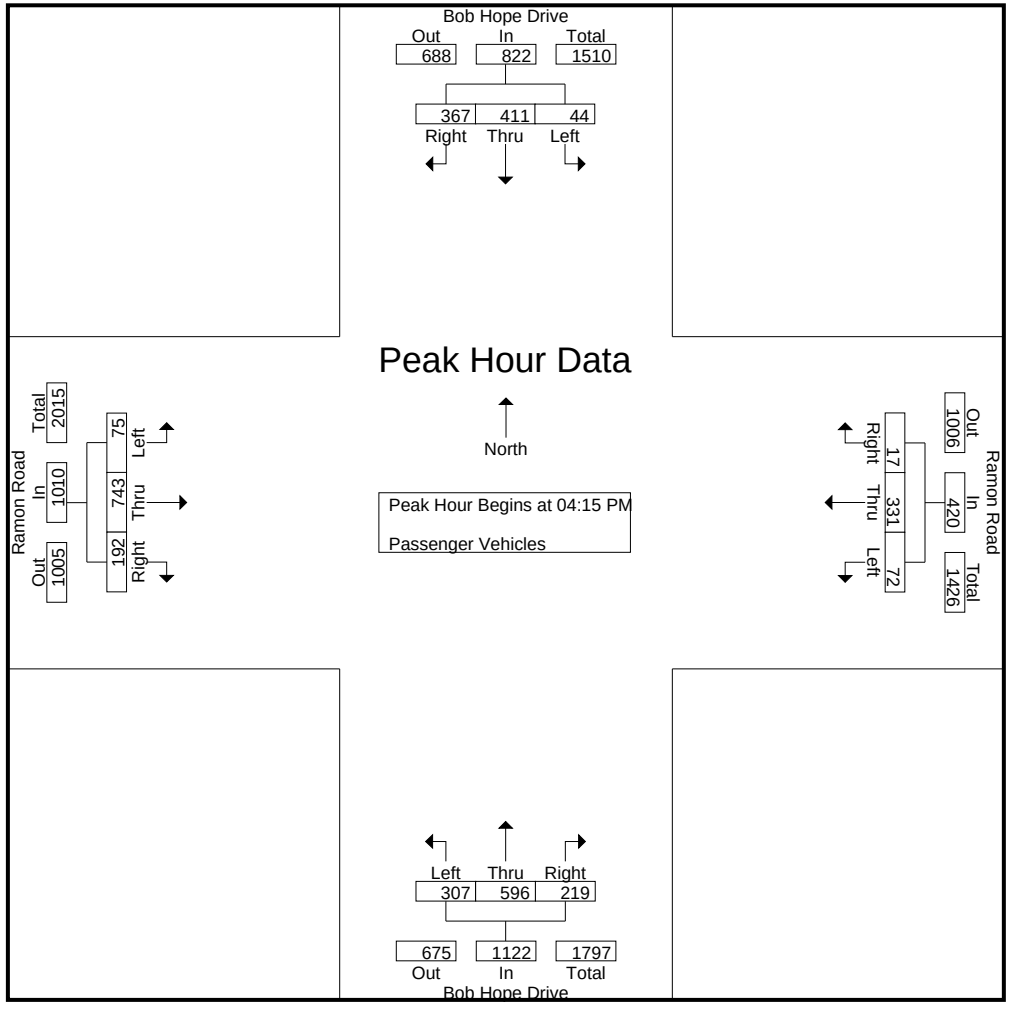
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	10	101	**102**	**213**	**22**	**95**	4	**121**	67	151	**61**	279	**20**	**200**	45	**265**	
+15 mins.	11	**109**	92	212	18	69	4	91	80	**156**	49	**285**	17	187	42	246	
+30 mins.	**13**	94	83	190	19	73	3	95	**85**	147	53	285	20	175	**57**	252	
+45 mins.	10	107	90	207	13	94	**6**	113	75	142	56	273	18	181	48	247	
Total Volume	44	411	367	822	72	331	17	420	307	596	219	1122	75	743	192	1010	
% App. Total	5.4	50	44.6		17.1	78.8	4		27.4	53.1	19.5		7.4	73.6	19		
PHF	.846	.943	.900	.965	.818	.871	.708	.868	.903	.955	.898	.984	.938	.929	.842	.953	

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	1	5	0	5	0	0	5	0	6	2	0	8	5	4	0	0	9	1	27	28
04:15 PM	1	2	1	1	4	1	1	0	0	2	0	2	1	1	3	2	6	0	0	8	2	17	19
04:30 PM	0	1	1	0	2	2	4	1	0	7	3	5	1	0	9	0	6	0	0	6	0	24	24
04:45 PM	0	0	1	1	1	1	4	0	0	5	0	4	4	3	8	0	1	0	0	1	4	15	19
Total	1	7	4	3	12	4	14	1	0	19	3	17	8	4	28	7	17	0	0	24	7	83	90
05:00 PM	0	2	2	0	4	1	2	1	1	4	1	1	1	0	3	1	7	0	0	8	1	19	20
05:15 PM	0	0	3	3	3	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	3	10	13
05:30 PM	2	1	0	0	3	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	12	12
05:45 PM	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	7	7
Total	2	3	6	3	11	2	10	1	1	13	1	7	1	0	9	2	13	0	0	15	4	48	52
Grand Total	3	10	10	6	23	6	24	2	1	32	4	24	9	4	37	9	30	0	0	39	11	131	142
Apprch %	13	43.5	43.5			18.8	75	6.2			10.8	64.9	24.3			23.1	76.9	0					
Total %	2.3	7.6	7.6		17.6	4.6	18.3	1.5		24.4	3.1	18.3	6.9		28.2	6.9	22.9	0		29.8	7.7	92.3	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**2**	1	**4**	1	1	0	2	0	2	1	3	**2**	6	0	**8**	17
04:30 PM	0	1	1	2	**2**	**4**	**1**	**7**	**3**	**5**	1	**9**	0	6	0	6	**24**
04:45 PM	0	0	1	1	1	4	0	5	0	4	**4**	8	0	1	0	1	15
05:00 PM	0	2	**2**	4	1	2	1	4	1	1	1	3	1	**7**	0	8	19
Total Volume	1	5	5	11	5	11	2	18	4	12	7	23	3	20	0	23	75
% App. Total	9.1	45.5	45.5		27.8	61.1	11.1		17.4	52.2	30.4		13	87	0		
PHF	.250	.625	.625	.688	.625	.688	.500	.643	.333	.600	.438	.639	.375	.714	.000	.719	.781

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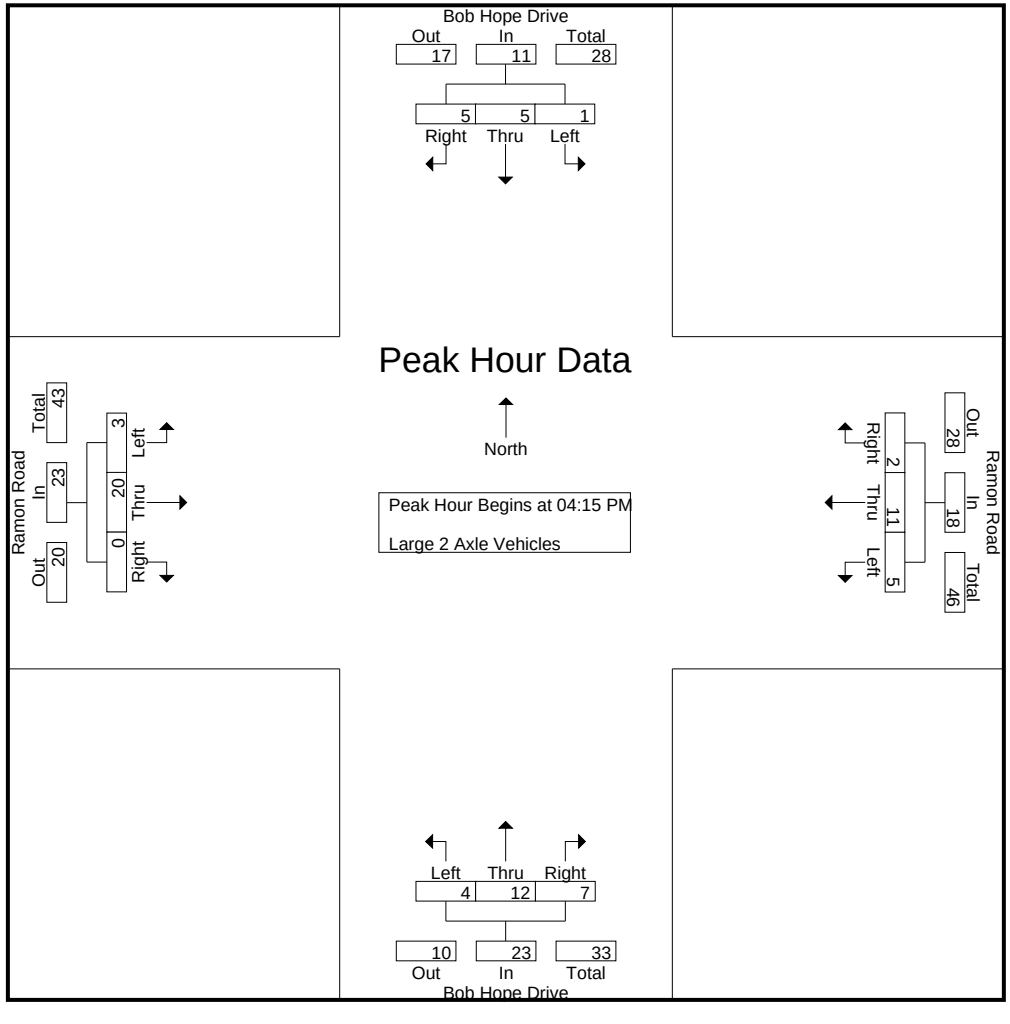
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**1**	**2**	1	**4**	1	1	0	2	0	2	1	3	**2**	6	0	**8**	
+15 mins.	0	1	1	2	**2**	**4**	**1**	**7**	**3**	**5**	1	**9**	0	6	0	6	
+30 mins.	0	0	1	1	1	4	0	5	0	4	**4**	8	0	1	0	1	
+45 mins.	0	2	**2**	4	1	2	1	4	1	1	1	3	1	**7**	0	8	
Total Volume	1	5	5	11	5	11	2	18	4	12	7	23	3	20	0	23	
% App. Total	9.1	45.5	45.5		27.8	61.1	11.1		17.4	52.2	30.4		13	87	0		
PHF	.250	.625	.625	.688	.625	.688	.500	.643	.333	.600	.438	.639	.375	.714	.000	.719	

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	3	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	4	4
Total	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	12	12
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	3	3
05:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	2	2	0	0	4	0	9	9
Grand Total	0	3	1	0	4	0	2	0	0	2	0	3	2	0	5	4	6	0	0	10	0	21	21
Apprch %	0	75	25			0	100	0			0	60	40			40	60	0					
Total %	0	14.3	4.8		19	0	9.5	0		9.5	0	14.3	9.5		23.8	19	28.6	0		47.6	0	100	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	0	1	3
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	1	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	**2**	0	**3**	**4**
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	1	0	1	3
Total Volume	0	1	0	1	0	1	0	1	0	3	1	4	2	5	0	7	13
% App. Total	0	100	0		0	100	0		0	75	25		28.6	71.4	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.250	.500	.500	.625	.000	.583	.813

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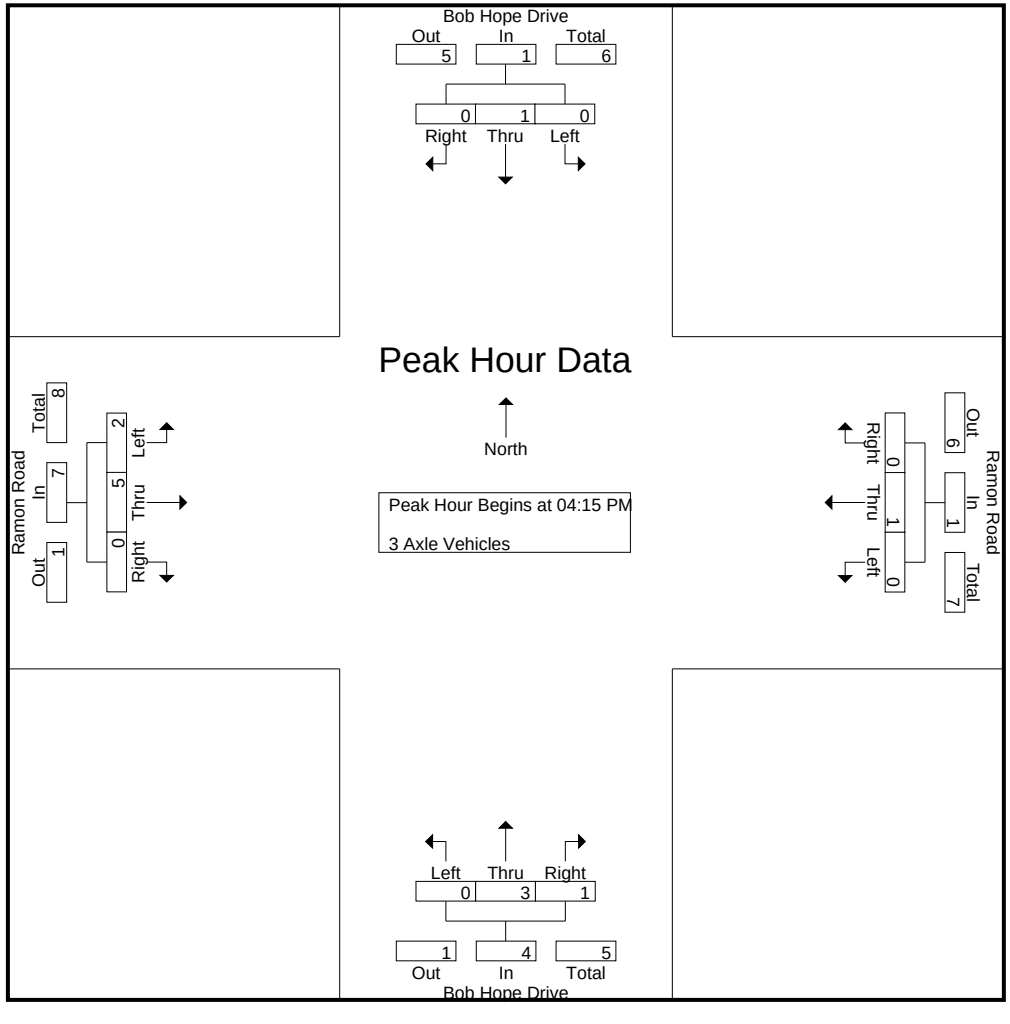
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	0	1	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	**2**	0	**3**	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	1	0	1	
Total Volume	0	1	0	1	0	1	0	1	0	3	1	4	2	5	0	7	
% App. Total	0	100	0		0	100	0		0	75	25		28.6	71.4	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.250	.500	.500	.625	.000	.583	

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File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	5	5
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	1	1	4	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	8	9
Grand Total	0	5	1	1	6	0	1	0	0	1	1	3	1	0	5	1	0	0	0	1	1	13	14
Apprch %	0	83.3	16.7			0	100	0			20	60	20			100	0	0					
Total %	0	38.5	7.7		46.2	0	7.7	0		7.7	7.7	23.1	7.7		38.5	7.7	0	0		7.7	7.1	92.9	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.375

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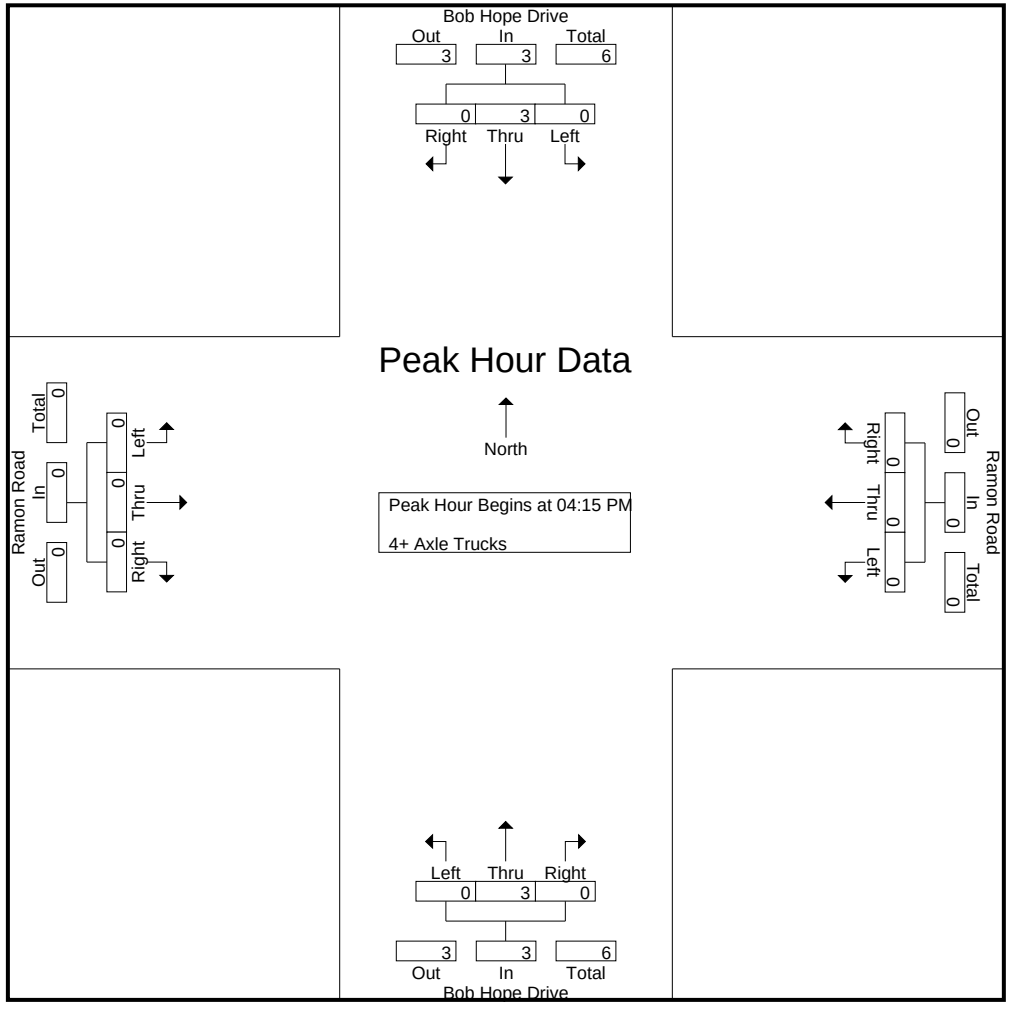
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg Ramon Road	South Leg Bob Hope Drive	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	2	0	0	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	2	0	1	0	3
TOTAL VOLUMES:	4	2	1	0	7

	North Leg Bob Hope Drive	East Leg Ramon Road	South Leg Bob Hope Drive	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Location: County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound Ramon Road			Northbound Bob Hope Drive			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	0	0	0	0	0	3

	Southbound Bob Hope Drive			Westbound Ramon Road			Northbound Bob Hope Drive			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	1	0	0	0	3

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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	19	24	4	4	47	12	51	14	3	77	33	47	28	0	108	5	111	60	23	176	30	408	438
07:15 AM	18	46	7	2	71	7	66	12	4	85	39	58	25	0	122	3	121	45	19	169	25	447	472
07:30 AM	13	41	10	7	64	5	85	20	4	110	25	65	41	0	131	7	151	59	27	217	38	522	560
07:45 AM	14	40	7	4	61	10	90	24	6	124	38	60	34	0	132	9	148	50	25	207	35	524	559
Total	64	151	28	17	243	34	292	70	17	396	135	230	128	0	493	24	531	214	94	769	128	1901	2029
08:00 AM	20	36	3	2	59	9	95	18	9	122	39	47	32	0	118	5	98	57	22	160	33	459	492
08:15 AM	26	33	5	3	64	6	60	8	4	74	49	38	17	0	104	7	77	51	28	135	35	377	412
08:30 AM	23	38	3	3	64	10	43	12	4	65	36	45	30	0	111	5	90	44	17	139	24	379	403
08:45 AM	10	47	1	1	58	10	34	14	8	58	29	58	27	1	114	3	64	48	24	115	34	345	379
Total	79	154	12	9	245	35	232	52	25	319	153	188	106	1	447	20	329	200	91	549	126	1560	1686
Grand Total	143	305	40	26	488	69	524	122	42	715	288	418	234	1	940	44	860	414	185	1318	254	3461	3715
Apprch %	29.3	62.5	8.2			9.7	73.3	17.1			30.6	44.5	24.9			3.3	65.3	31.4					
Total %	4.1	8.8	1.2		14.1	2	15.1	3.5		20.7	8.3	12.1	6.8		27.2	1.3	24.8	12		38.1	6.8	93.2	
Passenger Vehicles	124	240	33		416	65	506	109		717	262	351	178		792	41	796	384		1397	0	0	3322
% Passenger Vehicles	86.7	78.7	82.5	73.1	80.9	94.2	96.6	89.3	88.1	94.7	91	84	76.1	100	84.2	93.2	92.6	92.8	95.1	92.9	0	0	89.4
Large 2 Axle Vehicles	13	32	3		51	3	13	5		23	22	44	24		90	3	44	23		77	0	0	241
% Large 2 Axle Vehicles	9.1	10.5	7.5	11.5	9.9	4.3	2.5	4.1	4.8	3	7.6	10.5	10.3	0	9.6	6.8	5.1	5.6	3.8	5.1	0	0	6.5
3 Axle Vehicles	4	18	2		26	0	2	2		4	0	9	5		14	0	3	0		3	0	0	47
% 3 Axle Vehicles	2.8	5.9	5	7.7	5.1	0	0.4	1.6	0	0.5	0	2.2	2.1	0	1.5	0	0.3	0	0	0.2	0	0	1.3
4+ Axle Trucks	2	15	2		21	1	3	6		13	4	14	27		45	0	17	7		26	0	0	105
% 4+ Axle Trucks	1.4	4.9	5	7.7	4.1	1.4	0.6	4.9	7.1	1.7	1.4	3.3	11.5	0	4.8	0	2	1.7	1.1	1.7	0	0	2.8

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	**46**	7	**71**	7	66	12	85	**39**	58	25	122	3	121	45	169	447
07:30 AM	13	41	**10**	64	5	85	20	110	25	**65**	**41**	131	7	**151**	**59**	**217**	522
07:45 AM	14	40	7	61	**10**	90	**24**	**124**	38	60	34	**132**	**9**	148	50	207	**524**
08:00 AM	**20**	36	3	59	9	**95**	18	122	39	47	32	118	5	98	57	160	459
Total Volume	65	163	27	255	31	336	74	441	141	230	132	503	24	518	211	753	1952
% App. Total	25.5	63.9	10.6		7	76.2	16.8		28	45.7	26.2		3.2	68.8	28		
PHF	.813	.886	.675	.898	.775	.884	.771	.889	.904	.885	.805	.953	.667	.858	.894	.868	.931

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County of Riverside
N/S: Varner Road
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Weather: Clear

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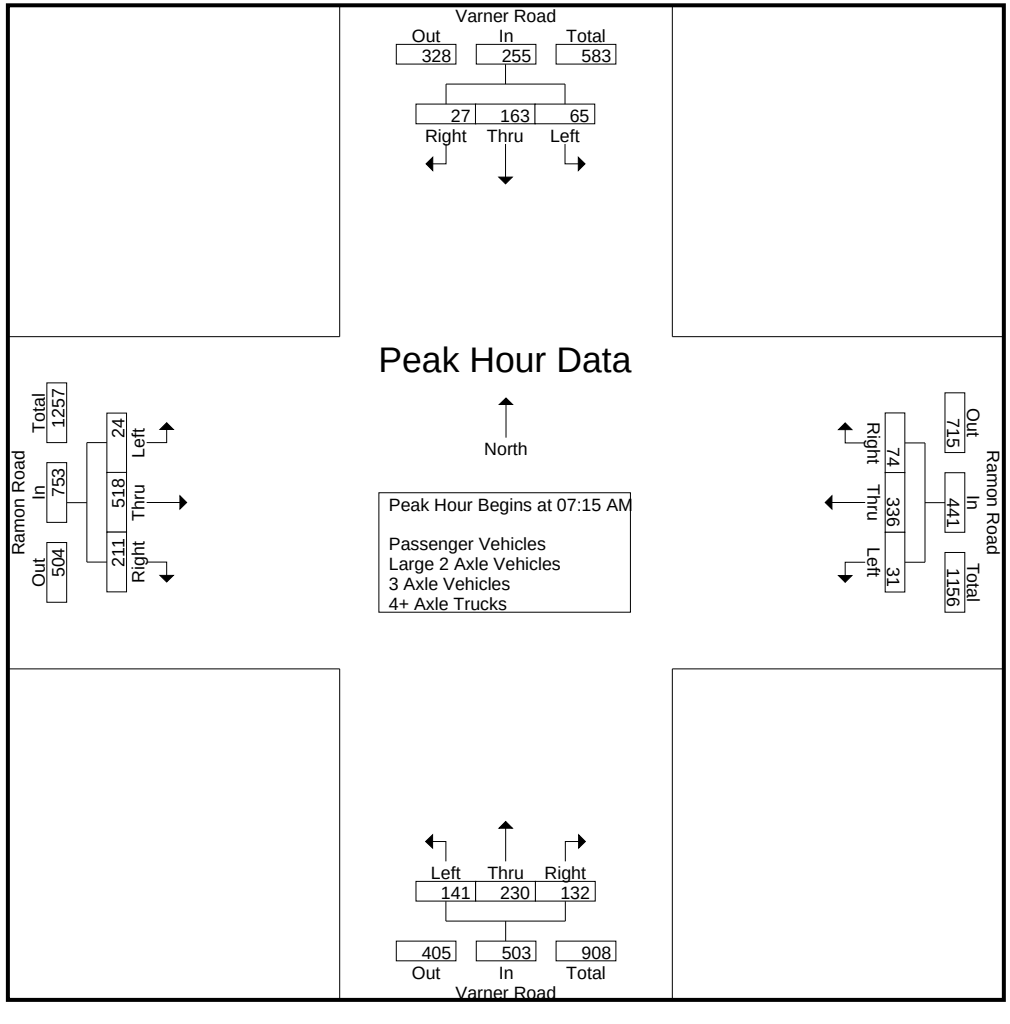
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:00 AM				
+0 mins.	18	**46**	7	**71**	7	66	12	85	**39**	58	25	122	5	111	**60**	176	
+15 mins.	13	41	**10**	64	5	85	20	110	25	**65**	**41**	131	3	121	45	169	
+30 mins.	14	40	7	61	**10**	90	**24**	**124**	38	60	34	**132**	7	**151**	59	**217**	
+45 mins.	**20**	36	3	59	9	**95**	18	122	39	47	32	118	**9**	148	50	207	
Total Volume	65	163	27	255	31	336	74	441	141	230	132	503	24	531	214	769	
% App. Total	25.5	63.9	10.6		7	76.2	16.8		28	45.7	26.2		3.1	69.1	27.8		
PHF	.813	.886	.675	.898	.775	.884	.771	.889	.904	.885	.805	.953	.667	.879	.892	.886	

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Groups Printed- Passenger Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	15	17	2	2	34	12	49	14	3	75	30	34	24	0	88	3	93	51	20	147	25	344	369
07:15 AM	15	36	6	1	57	7	61	9	3	77	35	43	17	0	95	2	110	41	19	153	23	382	405
07:30 AM	12	32	8	5	52	4	83	18	3	105	20	62	25	0	107	7	140	54	26	201	34	465	499
07:45 AM	11	32	6	3	49	10	88	21	4	119	37	50	26	0	113	9	143	49	25	201	32	482	514
Total	53	117	22	11	192	33	281	62	13	376	122	189	92	0	403	21	486	195	90	702	114	1673	1787
08:00 AM	19	29	3	2	51	9	95	17	9	121	36	41	25	0	102	5	91	53	20	149	31	423	454
08:15 AM	22	25	5	3	52	6	57	6	4	69	45	31	14	0	90	7	74	49	28	130	35	341	376
08:30 AM	23	33	2	2	58	8	40	11	3	59	36	39	26	0	101	5	84	41	16	130	21	348	369
08:45 AM	7	36	1	1	44	9	33	13	8	55	23	51	21	1	95	3	61	46	22	110	32	304	336
Total	71	123	11	8	205	32	225	47	24	304	140	162	86	1	388	20	310	189	86	519	119	1416	1535
Grand Total	124	240	33	19	397	65	506	109	37	680	262	351	178	1	791	41	796	384	176	1221	233	3089	3322
Apprch %	31.2	60.5	8.3			9.6	74.4	16			33.1	44.4	22.5			3.4	65.2	31.4					
Total %	4	7.8	1.1		12.9	2.1	16.4	3.5		22	8.5	11.4	5.8		25.6	1.3	25.8	12.4		39.5	7	93	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	**36**	6	**57**	7	61	9	77	35	43	17	95	2	110	41	153	382
07:30 AM	12	32	**8**	52	4	83	18	105	20	**62**	25	107	7	140	**54**	**201**	465
07:45 AM	11	32	6	49	**10**	88	**21**	119	**37**	50	**26**	**113**	**9**	**143**	49	201	**482**
08:00 AM	**19**	29	3	51	9	**95**	17	**121**	36	41	25	102	5	91	53	149	423
Total Volume	57	129	23	209	30	327	65	422	128	196	93	417	23	484	197	704	1752
% App. Total	27.3	61.7	11		7.1	77.5	15.4		30.7	47	22.3		3.3	68.8	28		
PHF	.750	.896	.719	.917	.750	.861	.774	.872	.865	.790	.894	.923	.639	.846	.912	.876	.909

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County of Riverside
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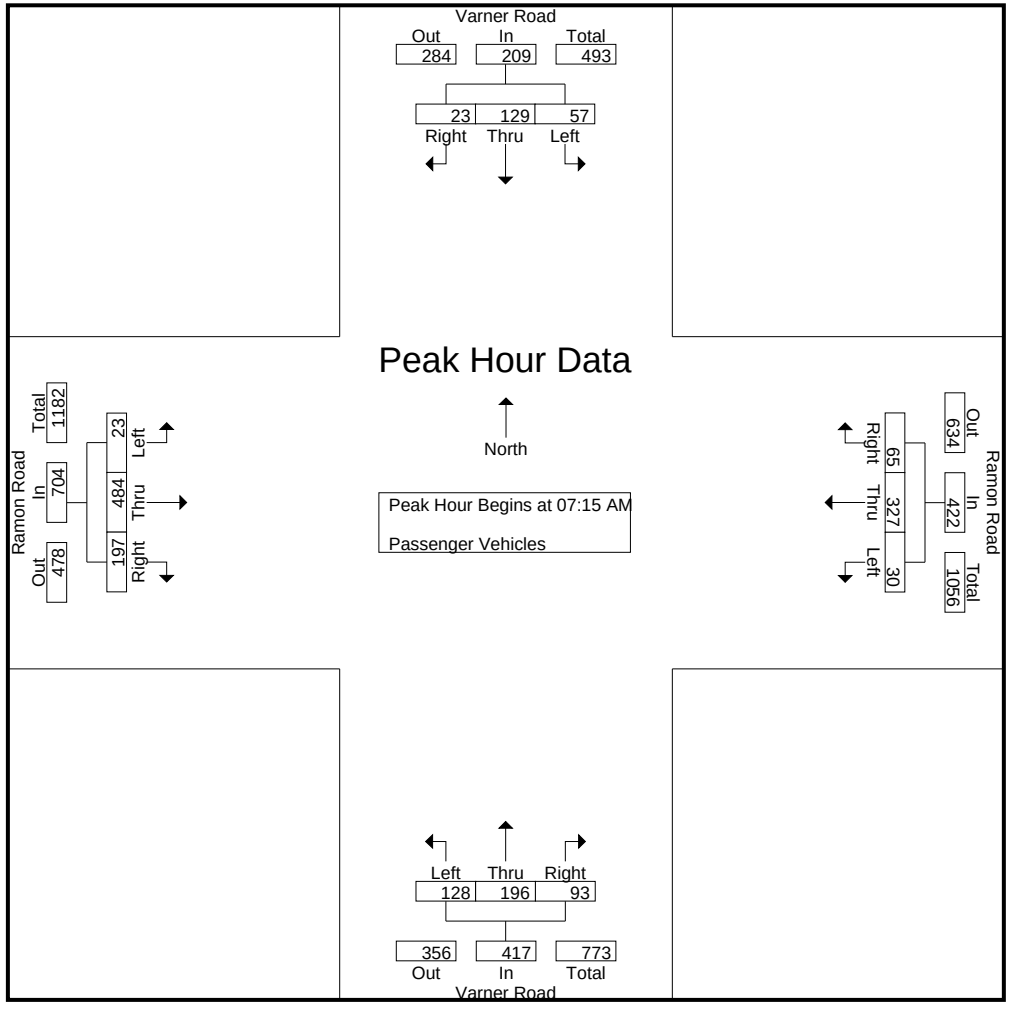
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	15	**36**	6	**57**	7	61	9	77	35	43	17	95	2	110	41	153	
+15 mins.	12	32	**8**	52	4	83	18	105	20	**62**	25	107	7	140	**54**	**201**	
+30 mins.	11	32	6	49	**10**	88	**21**	119	**37**	50	**26**	**113**	**9**	**143**	49	201	
+45 mins.	**19**	29	3	51	9	**95**	17	**121**	36	41	25	102	5	91	53	149	
Total Volume	57	129	23	209	30	327	65	422	128	196	93	417	23	484	197	704	
% App. Total	27.3	61.7	11		7.1	77.5	15.4		30.7	47	22.3		3.3	68.8	28		
PHF	.750	.896	.719	.917	.750	.861	.774	.872	.865	.790	.894	.923	.639	.846	.912	.876	

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Groups Printed- Large 2 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	5	1	1	9	0	1	0	0	1	3	8	4	0	15	2	11	7	2	20	3	45	48
07:15 AM	2	6	0	0	8	0	3	0	0	3	3	10	4	0	17	1	3	3	0	7	0	35	35
07:30 AM	1	3	0	0	4	1	2	1	0	4	2	2	6	0	10	0	8	4	0	12	0	30	30
07:45 AM	2	4	1	1	7	0	2	1	1	3	1	8	3	0	12	0	5	1	0	6	2	28	30
Total	8	18	2	2	28	1	8	2	1	11	9	28	17	0	54	3	27	15	2	45	5	138	143
08:00 AM	0	3	0	0	3	0	0	1	0	1	3	2	0	0	5	0	7	4	2	11	2	20	22
08:15 AM	3	3	0	0	6	0	3	1	0	4	4	5	2	0	11	0	2	0	0	2	0	23	23
08:30 AM	0	2	1	1	3	1	2	1	1	4	0	4	2	0	6	0	6	2	1	8	3	21	24
08:45 AM	2	6	0	0	8	1	0	0	0	1	6	5	3	0	14	0	2	2	2	4	2	27	29
Total	5	14	1	1	20	2	5	3	1	10	13	16	7	0	36	0	17	8	5	25	7	91	98
Grand Total	13	32	3	3	48	3	13	5	2	21	22	44	24	0	90	3	44	23	7	70	12	229	241
Apprch %	27.1	66.7	6.2			14.3	61.9	23.8			24.4	48.9	26.7			4.3	62.9	32.9					
Total %	5.7	14	1.3		21	1.3	5.7	2.2		9.2	9.6	19.2	10.5		39.3	1.3	19.2	10		30.6	5	95	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	**6**	0	**8**	0	**3**	0	3	**3**	**10**	4	**17**	**1**	3	3	7	**35**
07:30 AM	1	3	0	4	**1**	2	**1**	**4**	2	2	**6**	10	0	**8**	**4**	**12**	30
07:45 AM	2	4	**1**	7	0	2	1	3	1	8	3	12	0	5	1	6	28
08:00 AM	0	3	0	3	0	0	1	1	3	2	0	5	0	7	4	11	20
Total Volume	5	16	1	22	1	7	3	11	9	22	13	44	1	23	12	36	113
% App. Total	22.7	72.7	4.5		9.1	63.6	27.3		20.5	50	29.5		2.8	63.9	33.3		
PHF	.625	.667	.250	.688	.250	.583	.750	.688	.750	.550	.542	.647	.250	.719	.750	.750	.807

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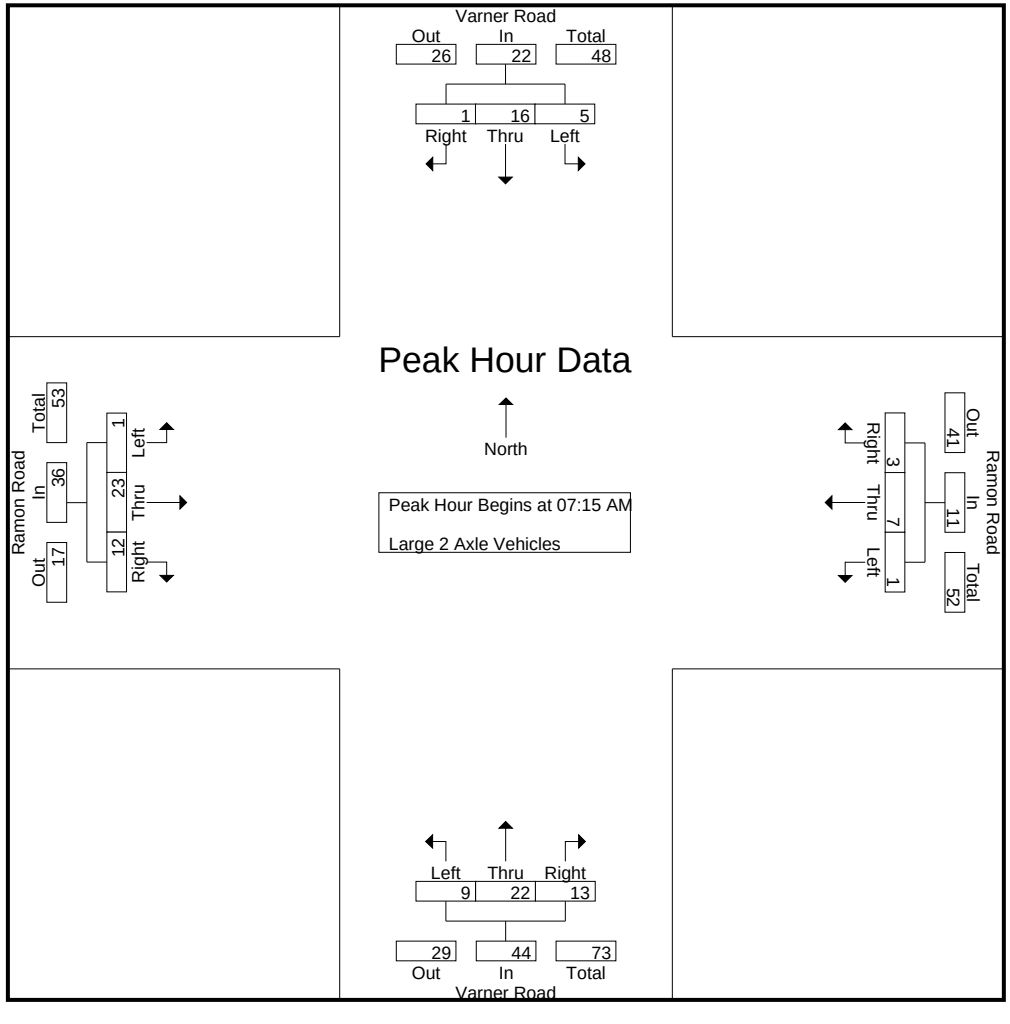

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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**2**	**6**	0	**8**	0	**3**	0	3	**3**	**10**	4	**17**	**1**	3	3	7	
+15 mins.	1	3	0	4	**1**	2	**1**	**4**	2	2	**6**	10	0	**8**	**4**	**12**	
+30 mins.	2	4	**1**	7	0	2	1	3	1	8	3	12	0	5	1	6	
+45 mins.	0	3	0	3	0	0	1	1	3	2	0	5	0	7	4	11	
Total Volume	5	16	1	22	1	7	3	11	9	22	13	44	1	23	12	36	
% App. Total	22.7	72.7	4.5		9.1	63.6	27.3		20.5	50	29.5		2.8	63.9	33.3		
PHF	.625	.667	.250	.688	.250	.583	.750	.688	.750	.550	.542	.647	.250	.719	.750	.750	

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County of Riverside
N/S: Varner Road
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Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
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Groups Printed- 3 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
07:15 AM	1	3	1	1	5	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	8	9
07:30 AM	0	2	1	1	3	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	6	7
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
Total	2	9	2	2	13	0	1	0	0	1	0	4	2	0	6	0	2	0	0	2	2	22	24
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	5
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	5
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
08:45 AM	1	4	0	0	5	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	0	9	9
Total	2	9	0	0	11	0	1	2	0	3	0	5	3	0	8	0	1	0	0	1	0	23	23
Grand Total	4	18	2	2	24	0	2	2	0	4	0	9	5	0	14	0	3	0	0	3	2	45	47
Apprch %	16.7	75	8.3			0	50	50			0	64.3	35.7			0	100	0					
Total %	8.9	40	4.4		53.3	0	4.4	4.4		8.9	0	20	11.1		31.1	0	6.7	0		6.7	4.3	95.7	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**3**	**1**	**5**	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**8**
07:30 AM	0	2	1	3	0	0	0	0	0	0	**2**	2	0	**1**	0	**1**	6
07:45 AM	1	3	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:00 AM	1	2	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5
Total Volume	3	10	2	15	0	1	0	1	0	3	4	7	0	1	0	1	24
% App. Total	20	66.7	13.3		0	100	0		0	42.9	57.1		0	100	0		
PHF	.750	.833	.500	.750	.000	.250	.000	.250	.000	.375	.500	.875	.000	.250	.000	.250	.750

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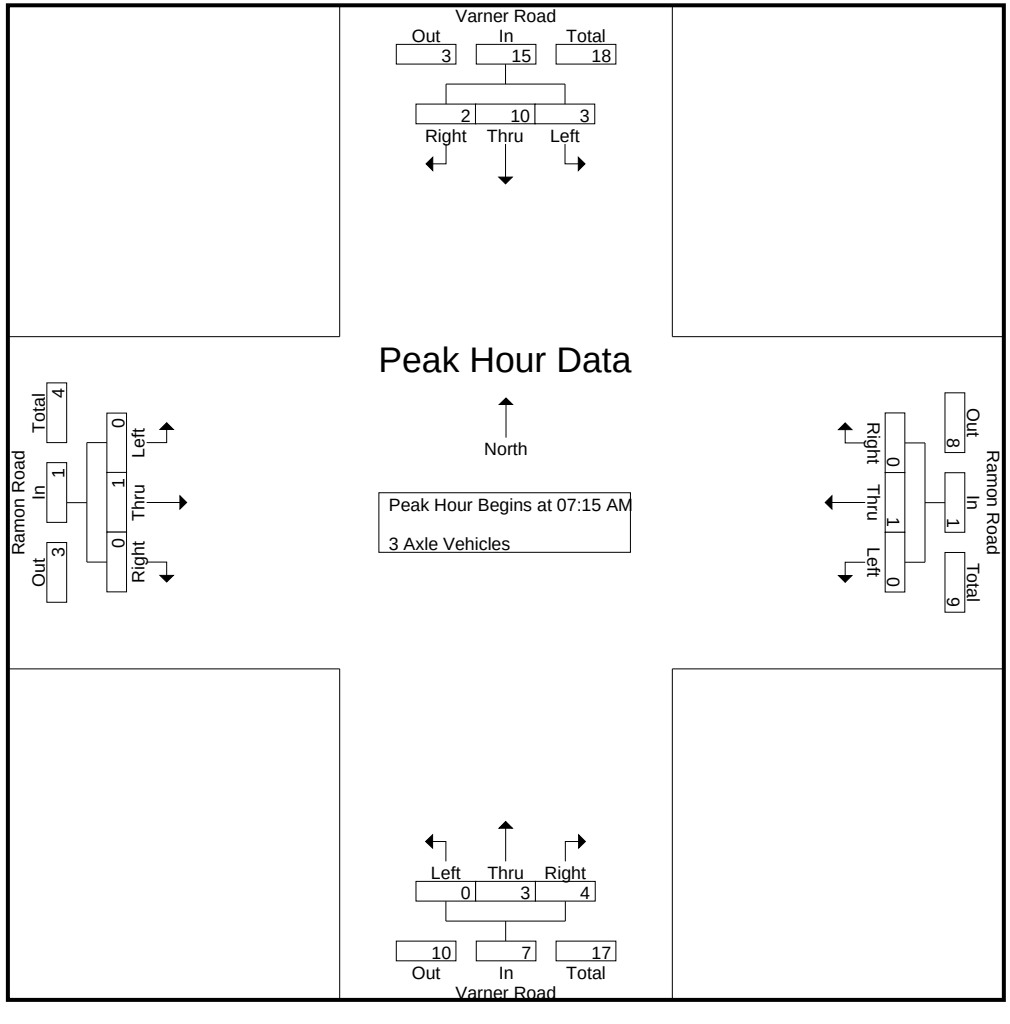

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Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	**3**	**1**	**5**	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	
+15 mins.	0	2	1	3	0	0	0	0	0	0	**2**	2	0	**1**	0	**1**	
+30 mins.	1	3	0	4	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	1	2	0	3	0	0	0	0	0	0	2	2	0	0	0	0	
Total Volume	3	10	2	15	0	1	0	1	0	3	4	7	0	1	0	1	
% App. Total	20	66.7	13.3		0	100	0		0	42.9	57.1		0	100	0		
PHF	.750	.833	.500	.750	.000	.250	.000	.250	.000	.375	.500	.875	.000	.250	.000	.250	

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Site Code : 05122287
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Groups Printed- 4+ Axle Trucks

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	1	1	3	0	1	0	0	1	0	4	0	0	4	0	6	2	1	8	2	16	18
07:15 AM	0	1	0	0	1	0	1	3	1	4	1	3	4	0	8	0	8	1	0	9	1	22	23
07:30 AM	0	4	1	1	5	0	0	1	1	1	3	1	8	0	12	0	2	1	1	3	3	21	24
07:45 AM	0	1	0	0	1	0	0	2	1	2	0	1	5	0	6	0	0	0	0	0	1	9	10
Total	1	7	2	2	10	0	2	6	3	8	4	9	17	0	30	0	16	4	2	20	7	68	75
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	5	0	9	0	0	0	0	0	0	11	11
08:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	0	8	8
08:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	0	6	6
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	5	5
Total	1	8	0	0	9	1	1	0	0	2	0	5	10	0	15	0	1	3	0	4	0	30	30
Grand Total	2	15	2	2	19	1	3	6	3	10	4	14	27	0	45	0	17	7	2	24	7	98	105
Apprch %	10.5	78.9	10.5			10	30	60			8.9	31.1	60			0	70.8	29.2					
Total %	2	15.3	2		19.4	1	3.1	6.1		10.2	4.1	14.3	27.6		45.9	0	17.3	7.1		24.5	6.7	93.3	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	**1**	**3**	**4**	1	3	4	8	0	**8**	**1**	**9**	**22**
07:30 AM	0	**4**	**1**	**5**	0	0	1	1	**3**	1	**8**	**12**	0	2	1	3	21
07:45 AM	0	1	0	1	0	0	2	2	0	1	5	6	0	0	0	0	9
08:00 AM	0	2	0	2	0	0	0	0	0	**4**	5	9	0	0	0	0	11
Total Volume	0	8	1	9	0	1	6	7	4	9	22	35	0	10	2	12	63
% App. Total	0	88.9	11.1		0	14.3	85.7		11.4	25.7	62.9		0	83.3	16.7		
PHF	.000	.500	.250	.450	.000	.250	.500	.438	.333	.563	.688	.729	.000	.313	.500	.333	.716

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Site Code : 05122287
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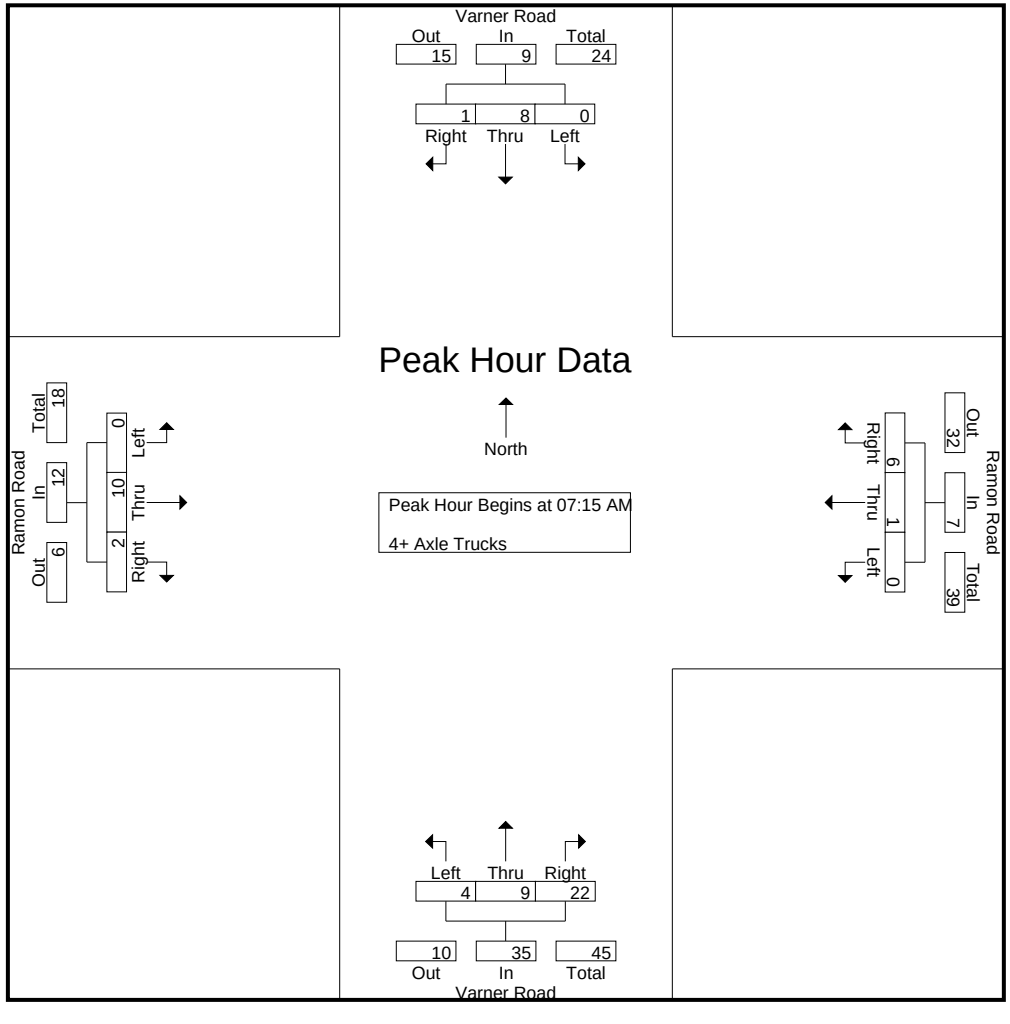

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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	1	0	1	0	**1**	**3**	**4**	1	3	4	8	0	**8**	**1**	**9**	
+15 mins.	0	**4**	**1**	**5**	0	0	1	1	**3**	1	**8**	**12**	0	2	1	3	
+30 mins.	0	1	0	1	0	0	2	2	0	1	5	6	0	0	0	0	
+45 mins.	0	2	0	2	0	0	0	0	0	**4**	5	9	0	0	0	0	
Total Volume	0	8	1	9	0	1	6	7	4	9	22	35	0	10	2	12	
% App. Total	0	88.9	11.1		0	14.3	85.7		11.4	25.7	62.9		0	83.3	16.7		
PHF	.000	.500	.250	.450	.000	.250	.500	.438	.333	.563	.688	.729	.000	.313	.500	.333	

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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	55	61	35	0	151	7	73	45	28	125	23	51	15	7	89	10	80	24	9	114	44	479	523
04:15 PM	48	70	35	0	153	8	84	40	26	132	31	57	7	6	95	12	91	24	8	127	40	507	547
04:30 PM	30	46	35	0	111	12	56	37	22	105	28	48	8	4	84	5	60	16	7	81	33	381	414
04:45 PM	44	46	18	0	108	15	65	46	15	126	26	67	7	4	100	9	70	19	9	98	28	432	460
Total	177	223	123	0	523	42	278	168	91	488	108	223	37	21	368	36	301	83	33	420	145	1799	1944
05:00 PM	39	36	36	0	111	7	65	46	21	118	42	47	13	7	102	2	100	15	1	117	29	448	477
05:15 PM	50	44	24	0	118	10	49	37	22	96	33	66	9	3	108	11	67	19	7	97	32	419	451
05:30 PM	40	31	15	1	86	4	60	29	16	93	24	42	19	16	85	7	85	29	6	121	39	385	424
05:45 PM	43	36	24	0	103	3	62	30	18	95	29	52	7	3	88	5	62	11	5	78	26	364	390
Total	172	147	99	1	418	24	236	142	77	402	128	207	48	29	383	25	314	74	19	413	126	1616	1742
Grand Total	349	370	222	1	941	66	514	310	168	890	236	430	85	50	751	61	615	157	52	833	271	3415	3686
Apprch %	37.1	39.3	23.6			7.4	57.8	34.8			31.4	57.3	11.3			7.3	73.8	18.8					
Total %	10.2	10.8	6.5		27.6	1.9	15.1	9.1		26.1	6.9	12.6	2.5		22	1.8	18	4.6		24.4	7.4	92.6	
Passenger Vehicles	323	351	187		862	62	485	285		990	225	404	83		762	58	590	153		853	0	0	3467
% Passenger Vehicles	92.6	94.9	84.2	100	91.5	93.9	94.4	91.9	94	93.6	95.3	94	97.6	100	95.1	95.1	95.9	97.5	100	96.4	0	0	94.1
Large 2 Axle Vehicles	17	11	5		33	4	22	14		46	3	15	0		18	2	15	3		20	0	0	117
% Large 2 Axle Vehicles	4.9	3	2.3	0	3.5	6.1	4.3	4.5	3.6	4.3	1.3	3.5	0	0	2.2	3.3	2.4	1.9	0	2.3	0	0	3.2
3 Axle Vehicles	0	2	0		2	0	0	4		8	2	1	0		3	1	0	0		1	0	0	14
% 3 Axle Vehicles	0	0.5	0	0	0.2	0	0	1.3	2.4	0.8	0.8	0.2	0	0	0.4	1.6	0	0	0	0.1	0	0	0.4
4+ Axle Trucks	9	6	30		45	0	7	7		14	6	10	2		18	0	10	1		11	0	0	88
% 4+ Axle Trucks	2.6	1.6	13.5	0	4.8	0	1.4	2.3	0	1.3	2.5	2.3	2.4	0	2.2	0	1.6	0.6	0	1.2	0	0	2.4

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**55**	61	**35**	151	7	73	45	125	23	51	**15**	89	10	80	**24**	114	479
04:15 PM	48	**70**	35	**153**	8	**84**	40	**132**	**31**	57	7	95	**12**	**91**	24	**127**	**507**
04:30 PM	30	46	35	111	12	56	37	105	28	48	8	84	5	60	16	81	381
04:45 PM	44	46	18	108	**15**	65	**46**	126	26	**67**	7	**100**	9	70	19	98	432
Total Volume	177	223	123	523	42	278	168	488	108	223	37	368	36	301	83	420	1799
% App. Total	33.8	42.6	23.5		8.6	57	34.4		29.3	60.6	10.1		8.6	71.7	19.8		
PHF	.805	.796	.879	.855	.700	.827	.913	.924	.871	.832	.617	.920	.750	.827	.865	.827	.887

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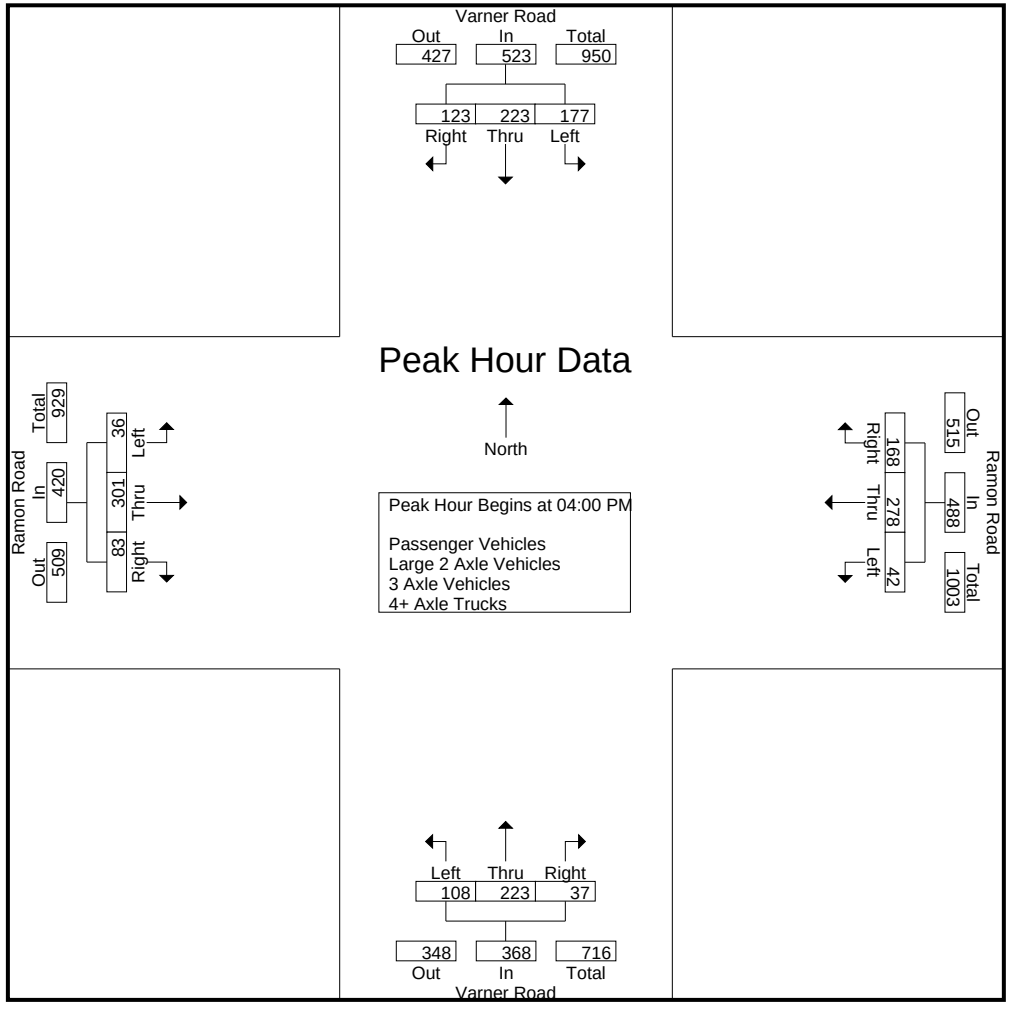

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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:45 PM				04:45 PM				
+0 mins.	**55**	61	**35**	151	7	73	45	125	26	**67**	7	100	9	70	19	98	
+15 mins.	48	**70**	35	**153**	8	**84**	40	**132**	**42**	47	13	102	2	**100**	15	117	
+30 mins.	30	46	35	111	12	56	37	105	33	66	9	**108**	**11**	67	19	97	
+45 mins.	44	46	18	108	**15**	65	**46**	126	24	42	**19**	85	7	85	**29**	**121**	
Total Volume	177	223	123	523	42	278	168	488	125	222	48	395	29	322	82	433	
% App. Total	33.8	42.6	23.5		8.6	57	34.4		31.6	56.2	12.2		6.7	74.4	18.9		
PHF	.805	.796	.879	.855	.700	.827	.913	.924	.744	.828	.632	.914	.659	.805	.707	.895	

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Groups Printed- Passenger Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	50	56	34	0	140	7	68	44	27	119	21	47	15	7	83	10	76	24	9	110	43	452	495
04:15 PM	46	67	25	0	138	8	80	37	24	125	30	53	7	6	90	12	85	23	8	120	38	473	511
04:30 PM	24	44	27	0	95	10	48	32	19	90	27	48	8	4	83	5	58	15	7	78	30	346	376
04:45 PM	41	44	16	0	101	14	62	42	14	118	26	61	6	4	93	6	67	19	9	92	27	404	431
Total	161	211	102	0	474	39	258	155	84	452	104	209	36	21	349	33	286	81	33	400	138	1675	1813
05:00 PM	37	35	31	0	103	7	61	40	20	108	40	42	12	7	94	2	94	13	1	109	28	414	442
05:15 PM	48	42	22	0	112	9	48	35	21	92	33	65	9	3	107	11	66	19	7	96	31	407	438
05:30 PM	36	28	14	1	78	4	58	28	16	90	20	41	19	16	80	7	82	29	6	118	39	366	405
05:45 PM	41	35	18	0	94	3	60	27	17	90	28	47	7	3	82	5	62	11	5	78	25	344	369
Total	162	140	85	1	387	23	227	130	74	380	121	195	47	29	363	25	304	72	19	401	123	1531	1654
Grand Total	323	351	187	1	861	62	485	285	158	832	225	404	83	50	712	58	590	153	52	801	261	3206	3467
Apprch %	37.5	40.8	21.7			7.5	58.3	34.3			31.6	56.7	11.7			7.2	73.7	19.1					
Total %	10.1	10.9	5.8		26.9	1.9	15.1	8.9		26	7	12.6	2.6		22.2	1.8	18.4	4.8		25	7.5	92.5	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**50**	56	**34**	**140**	7	68	**44**	119	21	47	**15**	83	10	76	**24**	110	452
04:15 PM	46	**67**	25	138	8	**80**	37	**125**	**30**	53	7	90	**12**	**85**	23	**120**	**473**
04:30 PM	24	44	27	95	10	48	32	90	27	48	8	83	5	58	15	78	346
04:45 PM	41	44	16	101	**14**	62	42	118	26	**61**	6	**93**	6	67	19	92	404
Total Volume	161	211	102	474	39	258	155	452	104	209	36	349	33	286	81	400	1675
% App. Total	34	44.5	21.5		8.6	57.1	34.3		29.8	59.9	10.3		8.2	71.5	20.2		
PHF	.805	.787	.750	.846	.696	.806	.881	.904	.867	.857	.600	.938	.688	.841	.844	.833	.885

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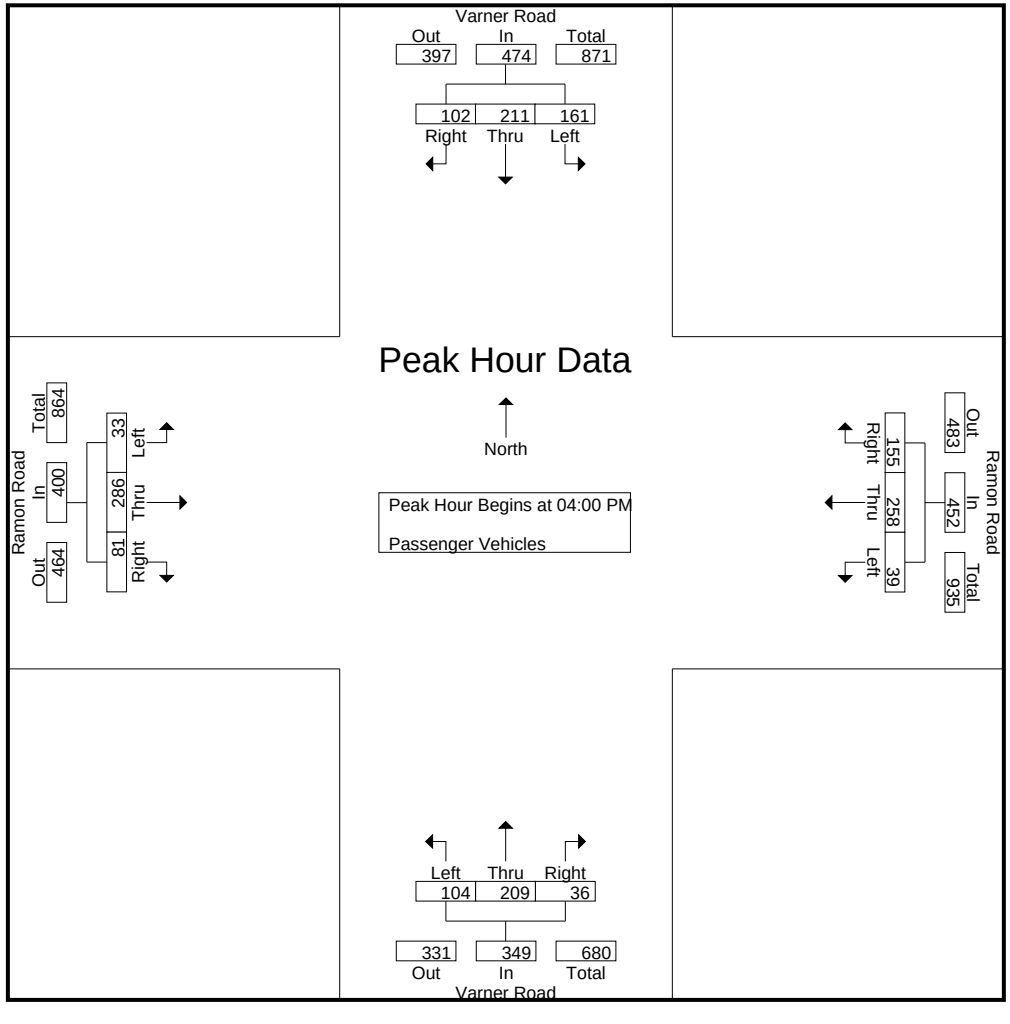
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**50**	56	**34**	**140**	7	68	**44**	119	21	47	**15**	83	10	76	**24**	110	
+15 mins.	46	**67**	25	138	8	**80**	37	**125**	**30**	53	7	90	**12**	**85**	23	**120**	
+30 mins.	24	44	27	95	10	48	32	90	27	48	8	83	5	58	15	78	
+45 mins.	41	44	16	101	**14**	62	42	118	26	**61**	6	**93**	6	67	19	92	
Total Volume	161	211	102	474	39	258	155	452	104	209	36	349	33	286	81	400	
% App. Total	34	44.5	21.5		8.6	57.1	34.3		29.8	59.9	10.3		8.2	71.5	20.2		
PHF	.805	.787	.750	.846	.696	.806	.881	.904	.867	.857	.600	.938	.688	.841	.844	.833	

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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	4	0	0	7	0	4	1	1	5	0	1	0	0	1	0	2	0	0	2	1	15	16
04:15 PM	2	1	0	0	3	0	3	2	1	5	1	3	0	0	4	0	5	1	0	6	1	18	19
04:30 PM	4	1	1	0	6	2	7	5	3	14	1	0	0	0	1	0	2	1	0	3	3	24	27
04:45 PM	3	2	1	0	6	1	2	2	0	5	0	5	0	0	5	2	1	0	0	3	0	19	19
Total	12	8	2	0	22	3	16	10	5	29	2	9	0	0	11	2	10	2	0	14	5	76	81
05:00 PM	1	0	2	0	3	0	3	2	0	5	0	2	0	0	2	0	1	1	0	2	0	12	12
05:15 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	5
05:30 PM	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	0	10	10
05:45 PM	1	1	1	0	3	0	0	2	1	2	0	3	0	0	3	0	0	0	0	0	1	8	9
Total	5	3	3	0	11	1	6	4	1	11	1	6	0	0	7	0	5	1	0	6	1	35	36
Grand Total	17	11	5	0	33	4	22	14	6	40	3	15	0	0	18	2	15	3	0	20	6	111	117
Apprch %	51.5	33.3	15.2			10	55	35			16.7	83.3	0			10	75	15					
Total %	15.3	9.9	4.5		29.7	3.6	19.8	12.6		36	2.7	13.5	0		16.2	1.8	13.5	2.7		18	5.1	94.9	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**4**	0	**7**	0	4	1	5	0	1	0	1	0	2	0	2	15
04:15 PM	2	1	0	3	0	3	2	5	**1**	3	0	4	0	**5**	**1**	**6**	18
04:30 PM	**4**	1	**1**	6	**2**	**7**	**5**	**14**	1	0	0	1	0	2	1	3	**24**
04:45 PM	3	2	1	6	1	2	2	5	0	**5**	0	**5**	**2**	1	0	3	19
Total Volume	12	8	2	22	3	16	10	29	2	9	0	11	2	10	2	14	76
% App. Total	54.5	36.4	9.1		10.3	55.2	34.5		18.2	81.8	0		14.3	71.4	14.3		
PHF	.750	.500	.500	.786	.375	.571	.500	.518	.500	.450	.000	.550	.250	.500	.500	.583	.792

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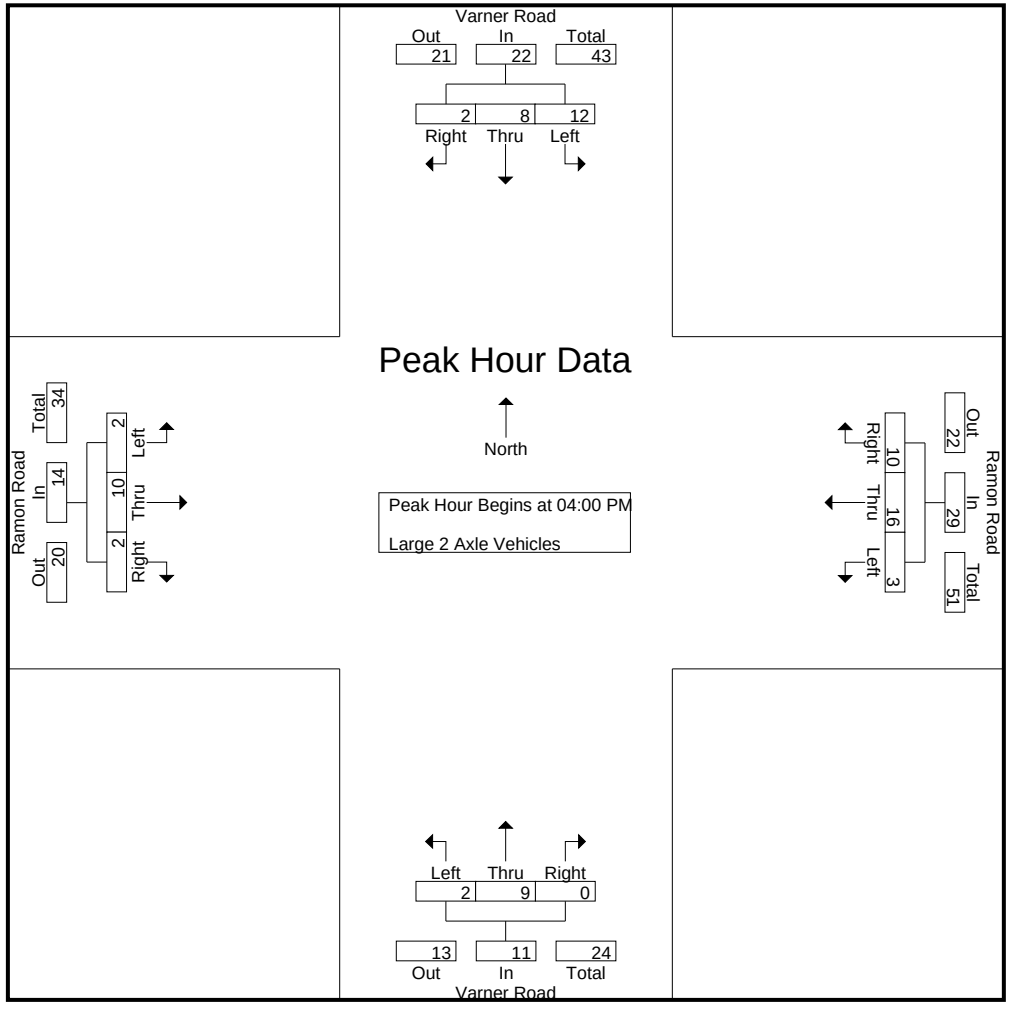
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
E/W: Ramon Road
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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	3	**4**	0	**7**	0	4	1	5	0	1	0	1	0	2	0	2	
+15 mins.	2	1	0	3	0	3	2	5	**1**	3	0	4	0	**5**	**1**	**6**	
+30 mins.	**4**	1	**1**	6	**2**	**7**	**5**	**14**	1	0	0	1	0	2	1	3	
+45 mins.	3	2	1	6	1	2	2	5	0	**5**	0	**5**	**2**	1	0	3	
Total Volume	12	8	2	22	3	16	10	29	2	9	0	11	2	10	2	14	
% App. Total	54.5	36.4	9.1		10.3	55.2	34.5		18.2	81.8	0		14.3	71.4	14.3		
PHF	.750	.500	.500	.786	.375	.571	.500	.518	.500	.450	.000	.550	.250	.500	.500	.583	

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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	3	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	1	2	3
Total	0	2	0	0	2	0	0	2	2	2	1	1	0	0	2	1	0	0	0	1	2	7	9
05:00 PM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	1	2	3
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2	1	0	0	0	1	0	0	0	0	0	2	3	5
Grand Total	0	2	0	0	2	0	0	4	4	4	2	1	0	0	3	1	0	0	0	1	4	10	14
Apprch %	0	100	0			0	0	100			66.7	33.3	0			100	0	0					
Total %	0	20	0		20	0	0	40		40	20	10	0		30	10	0	0		10	28.6	71.4	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	**3**
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	2	0	2	0	0	2	2	1	1	0	2	1	0	0	1	7
% App. Total	0	100	0		0	0	100		50	50	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.250	.250	.000	.500	.250	.000	.000	.250	.583

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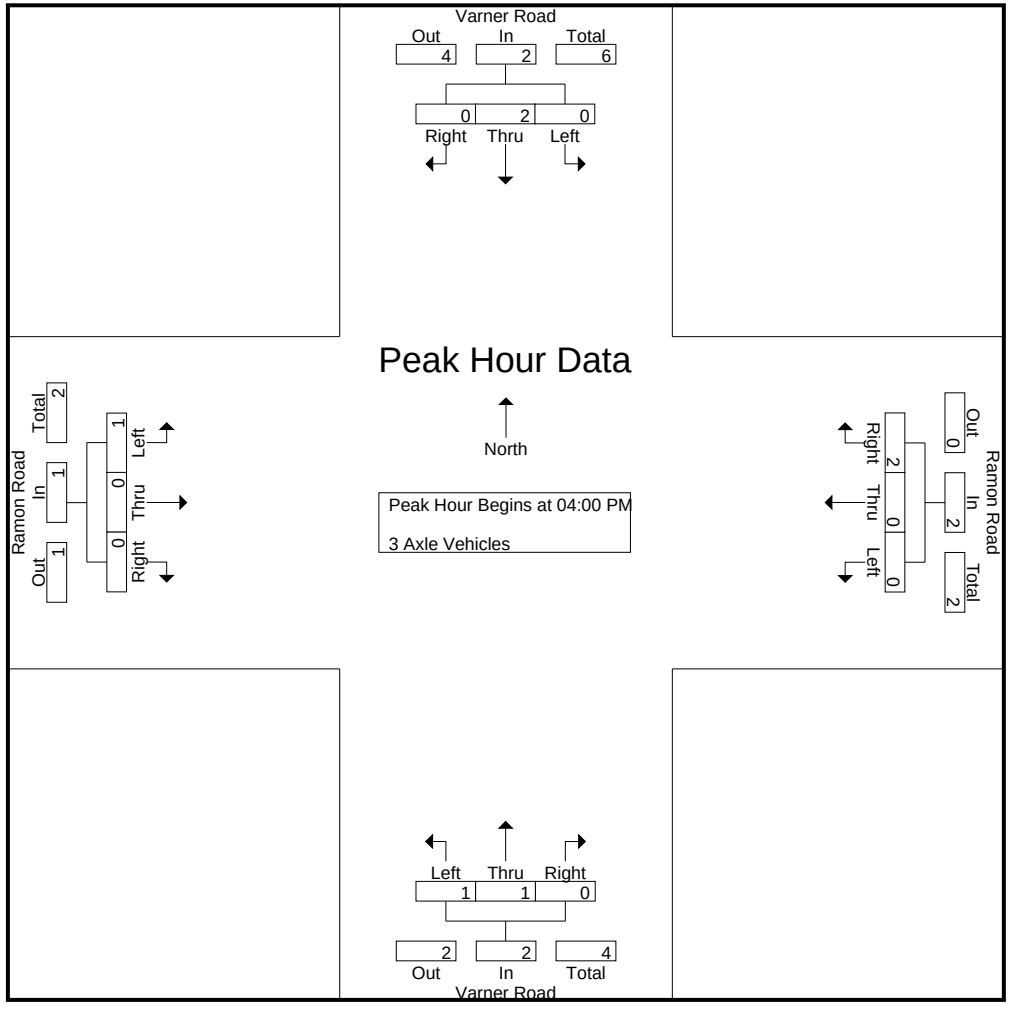
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	
Total Volume	0	2	0	2	0	0	2	2	1	1	0	2	1	0	0	1	
% App. Total	0	100	0		0	0	100		50	50	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.250	.250	.000	.500	.250	.000	.000	.250	

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County of Riverside
N/S: Varner Road
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Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	1	1	0	4	0	1	0	0	1	1	3	0	0	4	0	2	0	0	2	0	11	11
04:15 PM	0	1	10	0	11	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	13	13
04:30 PM	2	0	7	0	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	10
04:45 PM	0	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	2	0	0	2	0	7	7
Total	4	2	19	0	25	0	4	1	0	5	1	4	1	0	6	0	5	0	0	5	0	41	41
05:00 PM	1	1	3	0	5	0	1	3	0	4	1	3	1	0	5	0	5	1	0	6	0	20	20
05:15 PM	0	2	2	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
05:30 PM	3	1	1	0	5	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	9	9
05:45 PM	1	0	5	0	6	0	2	1	0	3	1	2	0	0	3	0	0	0	0	0	0	12	12
Total	5	4	11	0	20	0	3	6	0	9	5	6	1	0	12	0	5	1	0	6	0	47	47
Grand Total	9	6	30	0	45	0	7	7	0	14	6	10	2	0	18	0	10	1	0	11	0	88	88
Apprch %	20	13.3	66.7			0	50	50			33.3	55.6	11.1			0	90.9	9.1					
Total %	10.2	6.8	34.1		51.1	0	8	8		15.9	6.8	11.4	2.3		20.5	0	11.4	1.1		12.5	0	100	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	**1**	1	4	0	**1**	0	1	**1**	**3**	0	**4**	0	**2**	0	**2**	11
04:15 PM	0	1	**10**	**11**	0	1	0	1	0	0	0	0	0	1	0	1	**13**
04:30 PM	2	0	7	9	0	1	0	1	0	0	0	0	0	0	0	0	10
04:45 PM	0	0	1	1	0	1	**1**	**2**	0	1	**1**	2	0	2	0	2	7
Total Volume	4	2	19	25	0	4	1	5	1	4	1	6	0	5	0	5	41
% App. Total	16	8	76		0	80	20		16.7	66.7	16.7		0	100	0		
PHF	.500	.500	.475	.568	.000	1.00	.250	.625	.250	.333	.250	.375	.000	.625	.000	.625	.788

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County of Riverside
N/S: Varner Road
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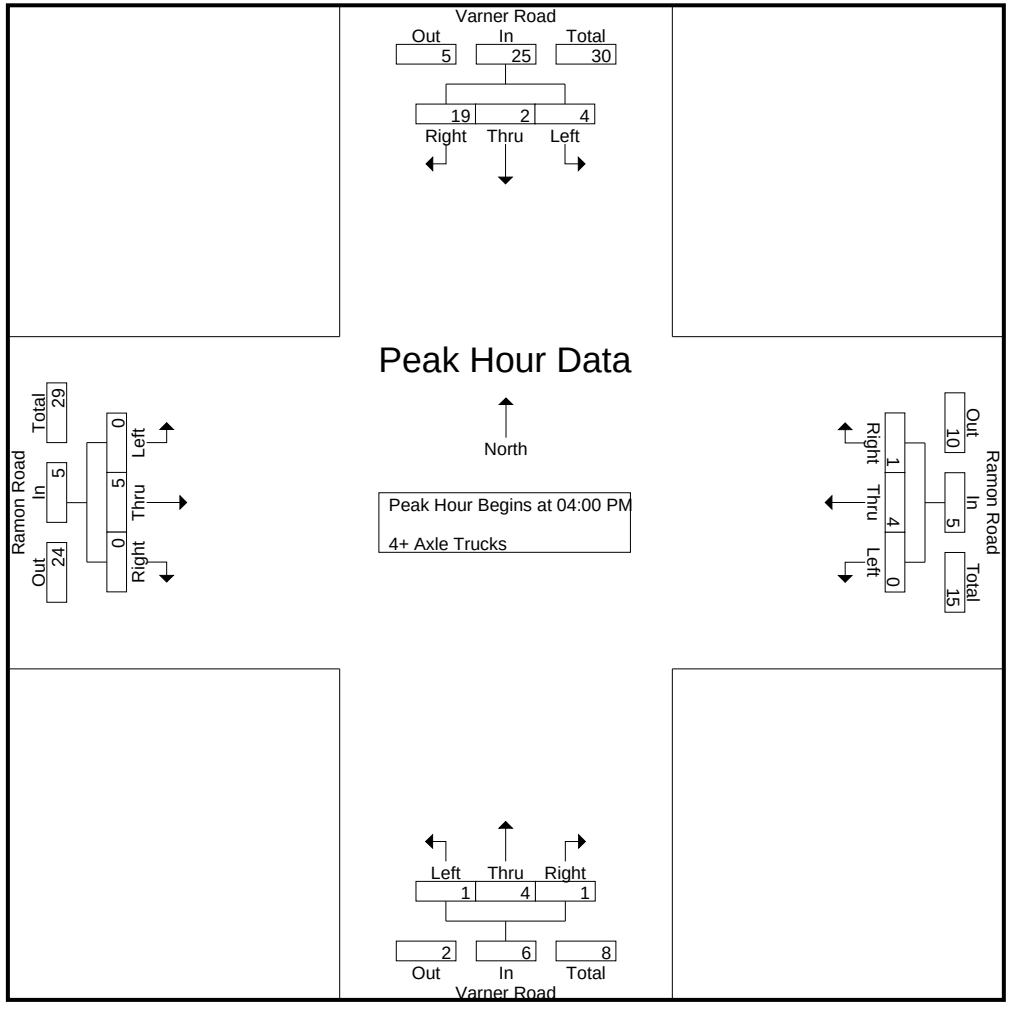
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**2**	**1**	1	4	0	**1**	0	1	**1**	**3**	0	**4**	0	**2**	0	**2**	
+15 mins.	0	1	**10**	**11**	0	1	0	1	0	0	0	0	0	1	0	1	
+30 mins.	2	0	7	9	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	1	1	0	1	**1**	**2**	0	1	**1**	2	0	2	0	2	
Total Volume	4	2	19	25	0	4	1	5	1	4	1	6	0	5	0	5	
% App. Total	16	8	76		0	80	20		16.7	66.7	16.7		0	100	0		
PHF	.500	.500	.475	.568	.000	1.000	.250	.625	.250	.333	.250	.375	.000	.625	.000	.625	

Location: County of Riverside
N/S: Varner Road
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Varner Road	East Leg Ramon Road	South Leg Varner Road	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	0	0	4

	North Leg Varner Road	East Leg Ramon Road	South Leg Varner Road	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	3	4
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	0	0	9	10

Location: County of Riverside
N/S: Varner Road
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Varner Road			Westbound Ramon Road			Northbound Varner Road			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	0	0	0	0	0	0	1	3

	Southbound Varner Road			Westbound Ramon Road			Northbound Varner Road			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	0	2	0	1	0	0	1	0	5

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 1: Rio Del Sol & Driveway 1

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	53	88	59
Average Queue (ft)	20	20	11
95th Queue (ft)	49	62	38
Link Distance (ft)	763	713	1572
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Rio Del Sol & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	60	140	68
Average Queue (ft)	31	44	17
95th Queue (ft)	54	100	49
Link Distance (ft)	642	204	713
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Rio Del Sol & 30th Street

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	66	104	81
Average Queue (ft)	25	37	24
95th Queue (ft)	58	89	66
Link Distance (ft)	2113	1056	204
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 4: 30th Street & Driveway 3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	45
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	566
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Rio Del Sol & Driveway 1

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	74	61	83
Average Queue (ft)	38	18	26
95th Queue (ft)	66	51	65
Link Distance (ft)	763	713	1572
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 2: Rio Del Sol & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	89	95	95
Average Queue (ft)	45	34	41
95th Queue (ft)	73	73	78
Link Distance (ft)	642	204	713
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 3: Rio Del Sol & 30th Street

Movement	WB	NB	SB
Directions Served	LR	TR	T
Maximum Queue (ft)	113	74	136
Average Queue (ft)	54	27	58
95th Queue (ft)	99	66	114
Link Distance (ft)	2113	1056	204
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			1
Queuing Penalty (veh)			0

Intersection: 4: 30th Street & Driveway 3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	32
95th Queue (ft)	47
Link Distance (ft)	566
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX 3.1: TRAFFIC COUNTS – APRIL 2022

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

County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	16	24	4	3	44	64	12	17	4	93	7	47	81	51	135	2	52	13	3	67	61	339	400
07:15 AM	23	18	3	3	44	77	18	15	9	110	13	43	59	49	115	4	36	20	11	60	72	329	401
07:30 AM	11	22	2	1	35	84	23	18	7	125	10	59	71	42	140	3	56	25	4	84	54	384	438
07:45 AM	22	25	2	2	49	63	16	21	13	100	13	41	55	43	109	8	42	28	6	78	64	336	400
Total	72	89	11	9	172	288	69	71	33	428	43	190	266	185	499	17	186	86	24	289	251	1388	1639
08:00 AM	12	28	1	1	41	76	17	20	10	113	9	32	66	46	107	3	33	11	2	47	59	308	367
08:15 AM	12	17	3	1	32	51	16	14	6	81	21	27	44	27	92	4	36	15	4	55	38	260	298
08:30 AM	11	26	1	1	38	57	18	13	2	88	9	28	57	37	94	3	37	20	5	60	45	280	325
08:45 AM	12	25	3	3	40	73	18	13	4	104	10	39	44	32	93	5	30	19	7	54	46	291	337
Total	47	96	8	6	151	257	69	60	22	386	49	126	211	142	386	15	136	65	18	216	188	1139	1327
Grand Total	119	185	19	15	323	545	138	131	55	814	92	316	477	327	885	32	322	151	42	505	439	2527	2966
Apprch %	36.8	57.3	5.9			67	17	16.1			10.4	35.7	53.9			6.3	63.8	29.9					
Total %	4.7	7.3	0.8		12.8	21.6	5.5	5.2		32.2	3.6	12.5	18.9		35	1.3	12.7	6		20	14.8	85.2	
Passenger Vehicles	84	101	10		204	420	114	99		672	89	255	377		982	24	292	143		496	0	0	2354
% Passenger Vehicles	70.6	54.6	52.6	60	60.4	77.1	82.6	75.6	70.9	77.3	96.7	80.7	79	79.8	81	75	90.7	94.7	88.1	90.7	0	0	79.4
Large 2 Axle Vehicles	34	50	6		94	58	22	27		120	2	23	37		84	7	28	7		47	0	0	345
% Large 2 Axle Vehicles	28.6	27	31.6	26.7	27.8	10.6	15.9	20.6	23.6	13.8	2.2	7.3	7.8	6.7	6.9	21.9	8.7	4.6	11.9	8.6	0	0	11.6
3 Axle Vehicles	1	20	2		24	18	1	3		24	1	21	8		34	0	2	1		3	0	0	85
% 3 Axle Vehicles	0.8	10.8	10.5	6.7	7.1	3.3	0.7	2.3	3.6	2.8	1.1	6.6	1.7	1.2	2.8	0	0.6	0.7	0	0.5	0	0	2.9
4+ Axle Trucks	0	14	1		16	49	1	2		53	0	17	55		112	1	0	0		1	0	0	182
% 4+ Axle Trucks	0	7.6	5.3	6.7	4.7	9	0.7	1.5	1.8	6.1	0	5.4	11.5	12.2	9.2	3.1	0	0	0	0.2	0	0	6.1

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	16	24	**4**	44	64	12	17	93	7	47	**81**	135	2	52	13	67	339
07:15 AM	**23**	18	3	44	77	18	15	110	**13**	43	59	115	4	36	20	60	329
07:30 AM	11	22	2	35	**84**	**23**	18	**125**	10	**59**	71	**140**	3	**56**	25	**84**	**384**
07:45 AM	22	**25**	2	**49**	63	16	**21**	100	13	41	55	109	**8**	42	**28**	78	336
Total Volume	72	89	11	172	288	69	71	428	43	190	266	499	17	186	86	289	1388
% App. Total	41.9	51.7	6.4		67.3	16.1	16.6		8.6	38.1	53.3		5.9	64.4	29.8		
PHF	.783	.890	.688	.878	.857	.750	.845	.856	.827	.805	.821	.891	.531	.830	.768	.860	.904

Counts Unlimited, Inc.
PO Box 1178
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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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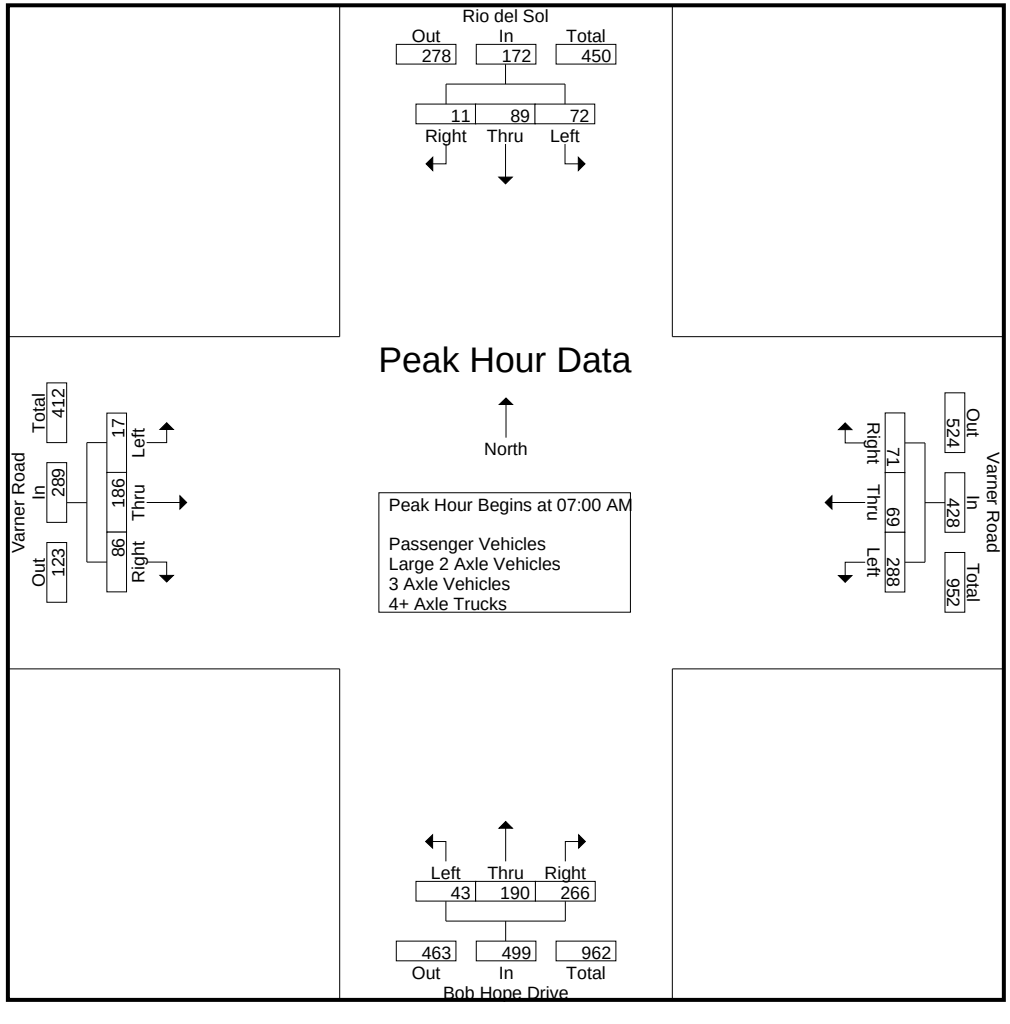
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	16	24	**4**	44	77	18	15	110	7	47	**81**	135	2	52	13	67	
+15 mins.	**23**	18	3	44	**84**	**23**	18	**125**	**13**	43	59	115	4	36	20	60	
+30 mins.	11	22	2	35	63	16	**21**	100	10	**59**	71	**140**	3	**56**	25	**84**	
+45 mins.	22	**25**	2	**49**	76	17	20	113	13	41	55	109	**8**	42	**28**	78	
Total Volume	72	89	11	172	300	74	74	448	43	190	266	499	17	186	86	289	
% App. Total	41.9	51.7	6.4		67	16.5	16.5		8.6	38.1	53.3		5.9	64.4	29.8		
PHF	.783	.890	.688	.878	.893	.804	.881	.896	.827	.805	.821	.891	.531	.830	.768	.860	

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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	10	10	3	3	23	51	9	11	3	71	7	38	66	40	111	1	45	13	3	59	49	264	313
07:15 AM	15	7	1	1	23	61	15	14	8	90	13	39	50	42	102	2	32	19	10	53	61	268	329
07:30 AM	6	8	0	0	14	65	18	17	6	100	10	47	55	33	112	3	52	22	3	77	42	303	345
07:45 AM	18	14	1	1	33	42	15	16	8	73	12	36	45	36	93	5	37	27	5	69	50	268	318
Total	49	39	5	5	93	219	57	58	25	334	42	160	216	151	418	11	166	81	21	258	202	1103	1305
08:00 AM	8	18	1	1	27	56	14	14	7	84	9	23	55	41	87	3	31	10	1	44	50	242	292
08:15 AM	9	13	1	0	23	42	12	9	2	63	20	19	38	22	77	2	33	14	3	49	27	212	239
08:30 AM	9	15	1	1	25	46	15	9	1	70	8	21	38	25	67	3	34	20	5	57	32	219	251
08:45 AM	9	16	2	2	27	57	16	9	4	82	10	32	30	22	72	5	28	18	7	51	35	232	267
Total	35	62	5	4	102	201	57	41	14	299	47	95	161	110	303	13	126	62	16	201	144	905	1049
Grand Total	84	101	10	9	195	420	114	99	39	633	89	255	377	261	721	24	292	143	37	459	346	2008	2354
Apprch %	43.1	51.8	5.1			66.4	18	15.6			12.3	35.4	52.3			5.2	63.6	31.2					
Total %	4.2	5	0.5		9.7	20.9	5.7	4.9		31.5	4.4	12.7	18.8		35.9	1.2	14.5	7.1		22.9	14.7	85.3	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	10	**3**	23	51	9	11	71	7	38	**66**	111	1	45	13	59	264
07:15 AM	15	7	1	23	61	15	14	90	**13**	39	50	102	2	32	19	53	268
07:30 AM	6	8	0	14	**65**	**18**	**17**	**100**	10	**47**	55	**112**	3	**52**	22	**77**	**303**
07:45 AM	**18**	**14**	1	**33**	42	15	16	73	12	36	45	93	**5**	37	**27**	69	268
Total Volume	49	39	5	93	219	57	58	334	42	160	216	418	11	166	81	258	1103
% App. Total	52.7	41.9	5.4		65.6	17.1	17.4		10	38.3	51.7		4.3	64.3	31.4		
PHF	.681	.696	.417	.705	.842	.792	.853	.835	.808	.851	.818	.933	.550	.798	.750	.838	.910

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County of Riverside
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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
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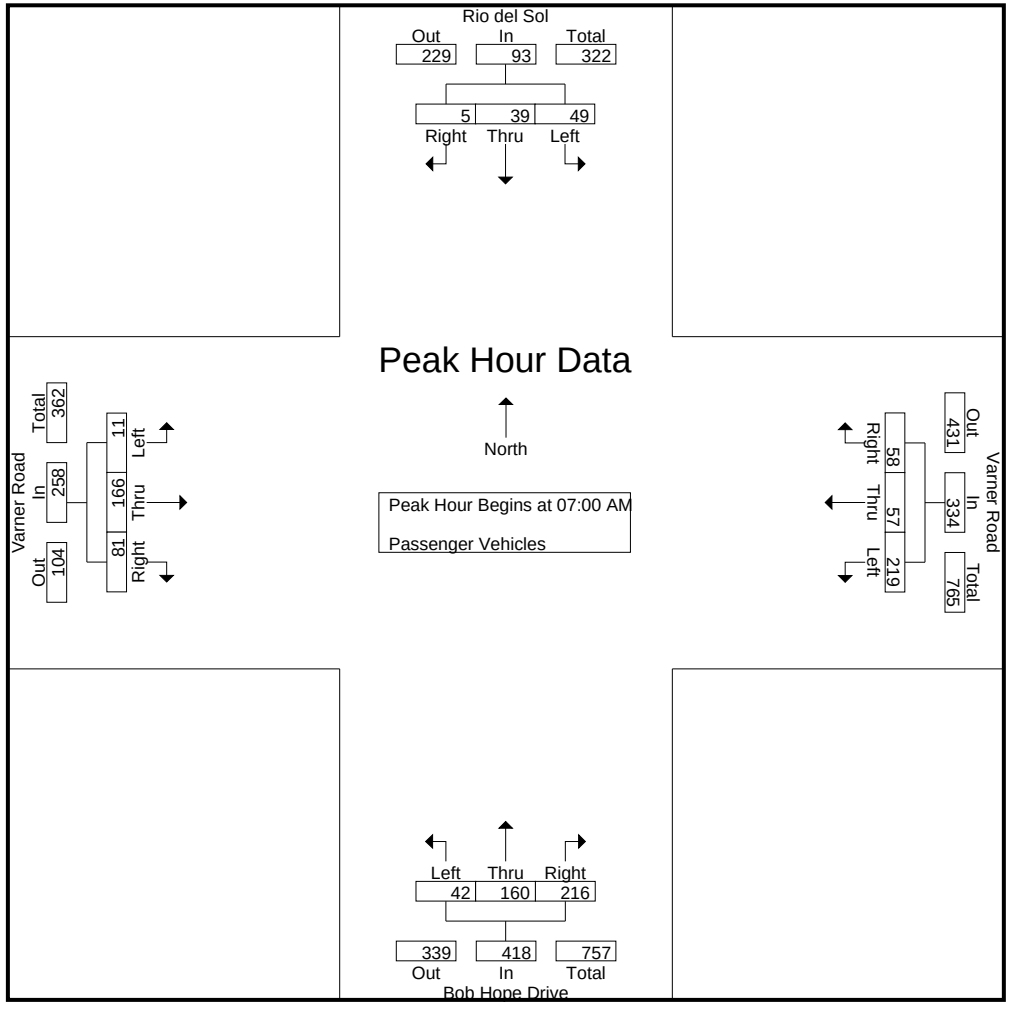

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	10	10	**3**	23	51	9	11	71	7	38	**66**	111	1	45	13	59	
+15 mins.	15	7	1	23	61	15	14	90	**13**	39	50	102	2	32	19	53	
+30 mins.	6	8	0	14	**65**	**18**	**17**	**100**	10	**47**	55	**112**	3	**52**	22	**77**	
+45 mins.	**18**	**14**	1	**33**	42	15	16	73	12	36	45	93	**5**	37	**27**	69	
Total Volume	49	39	5	93	219	57	58	334	42	160	216	418	11	166	81	258	
% App. Total	52.7	41.9	5.4		65.6	17.1	17.4		10	38.3	51.7		4.3	64.3	31.4		
PHF	.681	.696	.417	.705	.842	.792	.853	.835	.808	.851	.818	.933	.550	.798	.750	.838	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

Groups Printed- Large 2 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	9	1	0	16	9	3	6	1	18	0	5	7	5	12	1	7	0	0	8	6	54	60
07:15 AM	8	7	1	1	16	6	3	1	1	10	0	0	3	1	3	2	3	1	1	6	4	35	39
07:30 AM	5	7	2	1	14	12	4	1	1	17	0	5	6	3	11	0	4	2	1	6	6	48	54
07:45 AM	4	6	1	1	11	8	1	5	5	14	1	3	2	2	6	3	5	1	1	9	9	40	49
Total	23	29	5	3	57	35	11	13	8	59	1	13	18	11	32	6	19	4	3	29	25	177	202
08:00 AM	4	6	0	0	10	9	3	4	1	16	0	2	5	2	7	0	2	1	1	3	4	36	40
08:15 AM	3	4	0	0	7	6	3	4	3	13	1	2	2	1	5	1	3	1	1	5	5	30	35
08:30 AM	1	7	0	0	8	3	3	3	1	9	0	3	5	3	8	0	2	0	0	2	4	27	31
08:45 AM	3	4	1	1	8	5	2	3	0	10	0	3	7	5	10	0	2	1	0	3	6	31	37
Total	11	21	1	1	33	23	11	14	5	48	1	10	19	11	30	1	9	3	2	13	19	124	143
Grand Total	34	50	6	4	90	58	22	27	13	107	2	23	37	22	62	7	28	7	5	42	44	301	345
Apprch %	37.8	55.6	6.7			54.2	20.6	25.2			3.2	37.1	59.7			16.7	66.7	16.7					
Total %	11.3	16.6	2		29.9	19.3	7.3	9		35.5	0.7	7.6	12.3		20.6	2.3	9.3	2.3		14	12.8	87.2	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	**9**	1	**16**	9	3	**6**	**18**	0	**5**	**7**	**12**	1	**7**	0	8	**54**
07:15 AM	**8**	7	1	16	6	3	1	10	0	0	3	3	2	3	1	6	35
07:30 AM	5	7	**2**	14	**12**	**4**	1	17	0	5	6	11	0	4	**2**	6	48
07:45 AM	4	6	1	11	8	1	5	14	**1**	3	2	6	**3**	5	1	**9**	40
Total Volume	23	29	5	57	35	11	13	59	1	13	18	32	6	19	4	29	177
% App. Total	40.4	50.9	8.8		59.3	18.6	22		3.1	40.6	56.2		20.7	65.5	13.8		
PHF	.719	.806	.625	.891	.729	.688	.542	.819	.250	.650	.643	.667	.500	.679	.500	.806	.819

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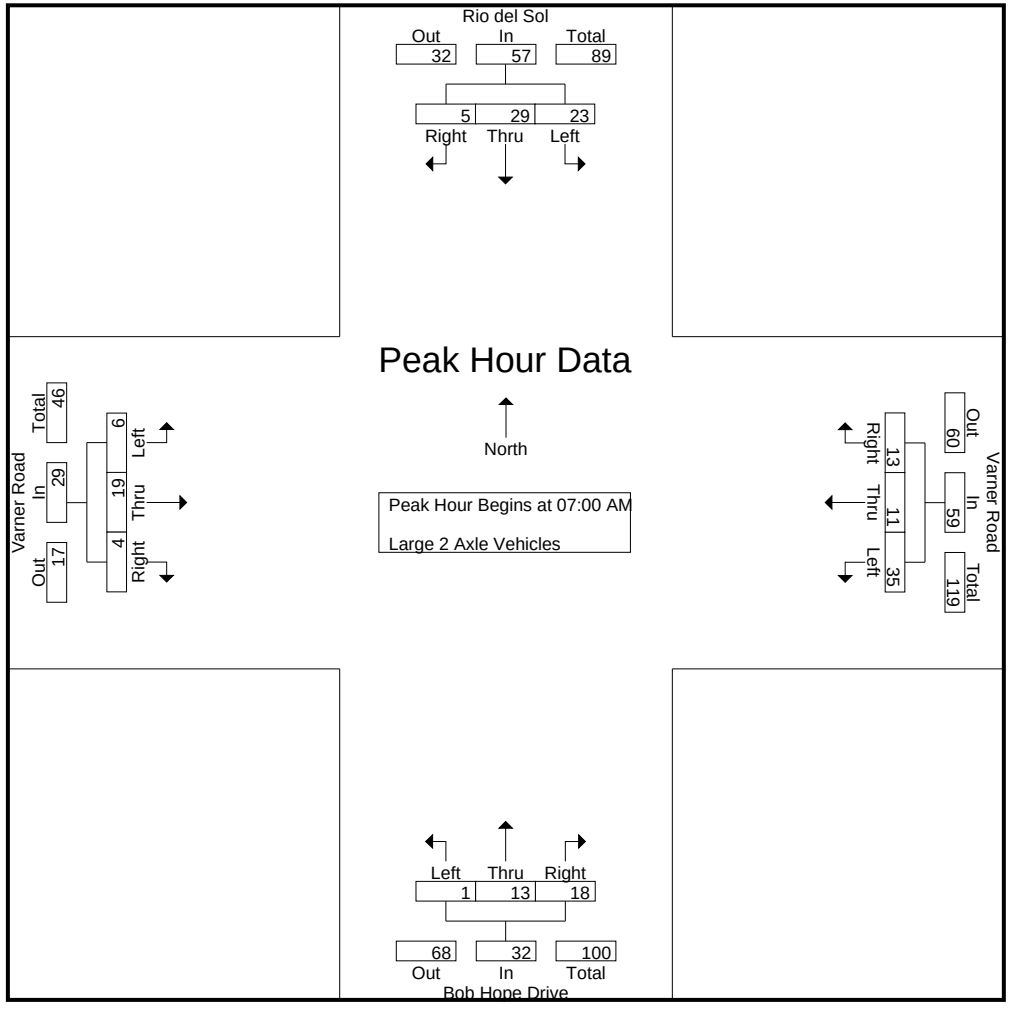
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	**9**	1	**16**	9	3	**6**	**18**	0	**5**	**7**	**12**	1	**7**	0	8	
+15 mins.	**8**	7	1	16	6	3	1	10	0	0	3	3	2	3	1	6	
+30 mins.	5	7	**2**	14	**12**	**4**	1	17	0	5	6	11	0	4	**2**	6	
+45 mins.	4	6	1	11	8	1	5	14	**1**	3	2	6	**3**	5	1	**9**	
Total Volume	23	29	5	57	35	11	13	59	1	13	18	32	6	19	4	29	
% App. Total	40.4	50.9	8.8		59.3	18.6	22		3.1	40.6	56.2		20.7	65.5	13.8		
PHF	.719	.806	.625	.891	.729	.688	.542	.819	.250	.650	.643	.667	.500	.679	.500	.806	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	0	0	4	1	0	0	0	1	0	2	1	1	3	0	0	0	0	0	1	8	9
07:15 AM	0	3	0	0	3	5	0	0	0	5	0	3	0	0	3	0	1	0	0	1	0	12	12
07:30 AM	0	1	0	0	1	2	1	0	0	3	0	2	0	0	2	0	0	1	0	1	0	7	7
07:45 AM	0	3	0	0	3	2	0	0	0	2	0	2	2	1	4	0	0	0	0	0	1	9	10
Total	0	11	0	0	11	10	1	0	0	11	0	9	3	2	12	0	1	1	0	2	2	36	38
08:00 AM	0	2	0	0	2	3	0	2	2	5	0	4	0	0	4	0	0	0	0	0	2	11	13
08:15 AM	0	0	2	1	2	2	0	0	0	2	0	4	1	1	5	0	0	0	0	0	2	9	11
08:30 AM	1	3	0	0	4	1	0	0	0	1	1	2	1	0	4	0	1	0	0	1	0	10	10
08:45 AM	0	4	0	0	4	2	0	1	0	3	0	2	3	1	5	0	0	0	0	0	1	12	13
Total	1	9	2	1	12	8	0	3	2	11	1	12	5	2	18	0	1	0	0	1	5	42	47
Grand Total	1	20	2	1	23	18	1	3	2	22	1	21	8	4	30	0	2	1	0	3	7	78	85
Apprch %	4.3	87	8.7			81.8	4.5	13.6			3.3	70	26.7			0	66.7	33.3					
Total %	1.3	25.6	2.6		29.5	23.1	1.3	3.8		28.2	1.3	26.9	10.3		38.5	0	2.6	1.3		3.8	8.2	91.8	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	1	0	0	1	0	2	1	3	0	0	0	0	8
07:15 AM	0	3	0	3	**5**	0	0	**5**	0	**3**	0	3	0	**1**	0	**1**	**12**
07:30 AM	0	1	0	1	2	**1**	0	3	0	2	0	2	0	0	**1**	1	7
07:45 AM	0	3	0	3	2	0	0	2	0	2	**2**	**4**	0	0	0	0	9
Total Volume	0	11	0	11	10	1	0	11	0	9	3	12	0	1	1	2	36
% App. Total	0	100	0		90.9	9.1	0		0	75	25		0	50	50		
PHF	.000	.688	.000	.688	.500	.250	.000	.550	.000	.750	.375	.750	.000	.250	.250	.500	.750

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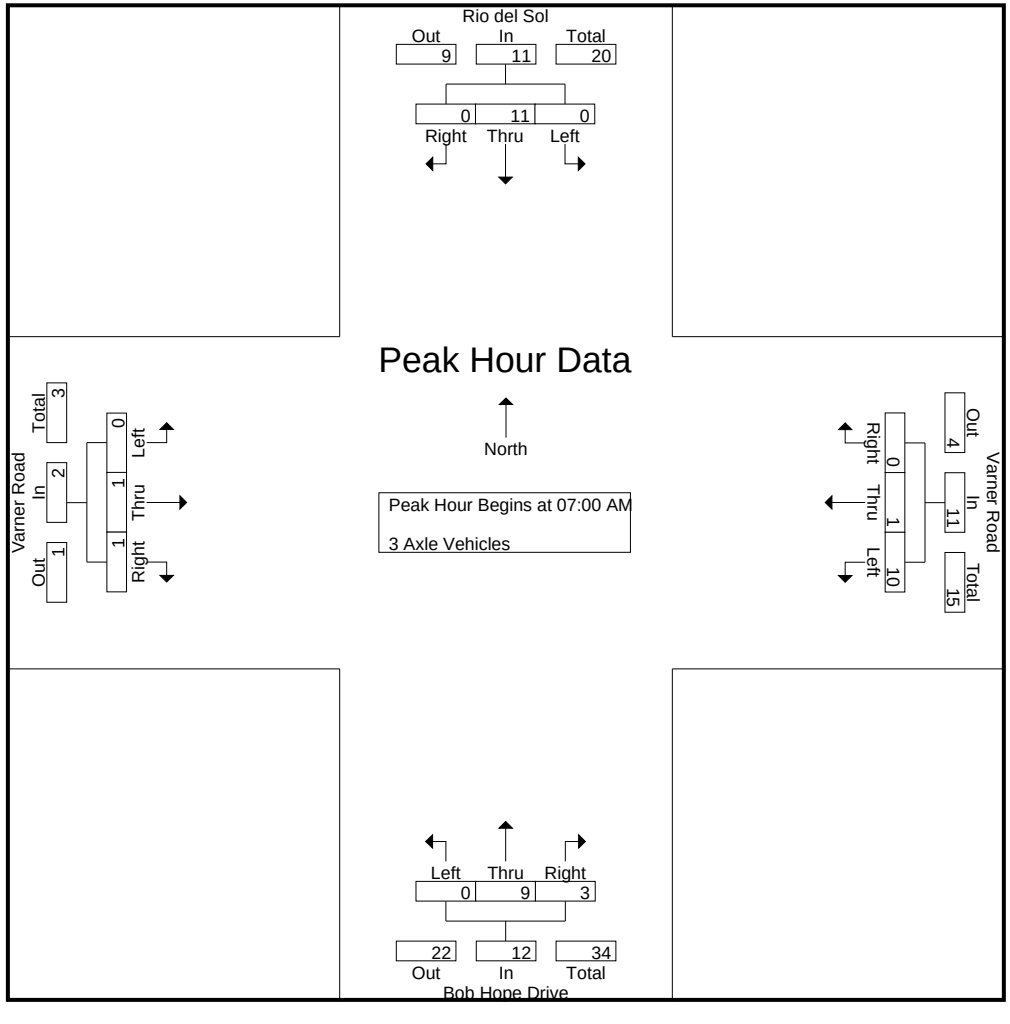
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 04_CRV_Bob_Varn AM
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Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**4**	0	**4**	1	0	0	1	0	2	1	3	0	0	0	0	
+15 mins.	0	3	0	3	**5**	0	0	**5**	0	**3**	0	3	0	**1**	0	**1**	
+30 mins.	0	1	0	1	2	**1**	0	3	0	2	0	2	0	0	**1**	1	
+45 mins.	0	3	0	3	2	0	0	2	0	2	**2**	**4**	0	0	0	0	
Total Volume	0	11	0	11	10	1	0	11	0	9	3	12	0	1	1	2	
% App. Total	0	100	0		90.9	9.1	0		0	75	25		0	50	50		
PHF	.000	.688	.000	.688	.500	.250	.000	.550	.000	.750	.375	.750	.000	.250	.250	.500	

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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	3	0	0	0	3	0	2	7	5	9	0	0	0	0	0	5	13	18
07:15 AM	0	1	1	1	2	5	0	0	0	5	0	1	6	6	7	0	0	0	0	0	7	14	21
07:30 AM	0	6	0	0	6	5	0	0	0	5	0	5	10	6	15	0	0	0	0	0	6	26	32
07:45 AM	0	2	0	0	2	11	0	0	0	11	0	0	6	4	6	0	0	0	0	0	4	19	23
Total	0	10	1	1	11	24	0	0	0	24	0	8	29	21	37	0	0	0	0	0	22	72	94
08:00 AM	0	2	0	0	2	8	0	0	0	8	0	3	6	3	9	0	0	0	0	0	3	19	22
08:15 AM	0	0	0	0	0	1	1	1	1	3	0	2	3	3	5	1	0	0	0	1	4	9	13
08:30 AM	0	1	0	0	1	7	0	1	0	8	0	2	13	9	15	0	0	0	0	0	9	24	33
08:45 AM	0	1	0	0	1	9	0	0	0	9	0	2	4	4	6	0	0	0	0	0	4	16	20
Total	0	4	0	0	4	25	1	2	1	28	0	9	26	19	35	1	0	0	0	1	20	68	88
Grand Total	0	14	1	1	15	49	1	2	1	52	0	17	55	40	72	1	0	0	0	1	42	140	182
Apprch %	0	93.3	6.7			94.2	1.9	3.8			0	23.6	76.4			100	0	0					
Total %	0	10	0.7		10.7	35	0.7	1.4		37.1	0	12.1	39.3		51.4	0.7	0	0		0.7	23.1	76.9	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	3	0	0	3	0	2	7	9	0	0	0	0	13
07:15 AM	0	1	**1**	2	5	0	0	5	0	1	6	7	0	0	0	0	14
07:30 AM	0	**6**	0	**6**	5	0	0	5	0	**5**	**10**	**15**	0	0	0	0	**26**
07:45 AM	0	2	0	2	**11**	0	0	**11**	0	0	6	6	0	0	0	0	19
Total Volume	0	10	1	11	24	0	0	24	0	8	29	37	0	0	0	0	72
% App. Total	0	90.9	9.1		100	0	0		0	21.6	78.4		0	0	0		
PHF	.000	.417	.250	.458	.545	.000	.000	.545	.000	.400	.725	.617	.000	.000	.000	.000	.692

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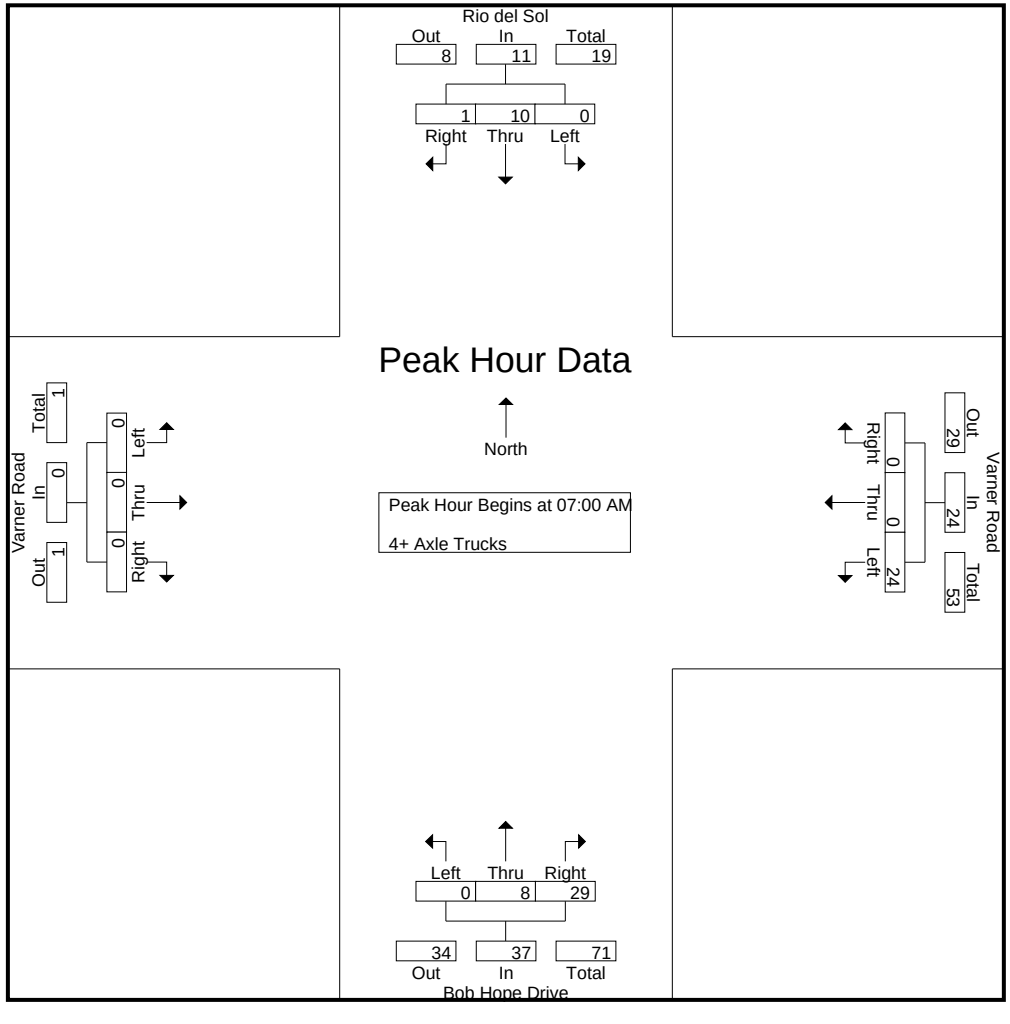
File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn AM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	3	0	0	3	0	2	7	9	0	0	0	0	
+15 mins.	0	1	**1**	2	5	0	0	5	0	1	6	7	0	0	0	0	
+30 mins.	0	**6**	0	**6**	5	0	0	5	0	**5**	**10**	**15**	0	0	0	0	
+45 mins.	0	2	0	2	**11**	0	0	**11**	0	0	6	6	0	0	0	0	
Total Volume	0	10	1	11	24	0	0	24	0	8	29	37	0	0	0	0	
% App. Total	0	90.9	9.1		100	0	0		0	21.6	78.4		0	0	0		
PHF	.000	.417	.250	.458	.545	.000	.000	.545	.000	.400	.725	.617	.000	.000	.000	.000	

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File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	28	52	6	5	86	116	42	10	2	168	25	28	58	44	111	4	40	11	2	55	53	420	473
04:15 PM	21	36	6	4	63	65	60	7	3	132	21	27	51	32	99	1	29	5	2	35	41	329	370
04:30 PM	22	48	7	3	77	63	52	9	2	124	25	19	41	32	85	1	21	8	3	30	40	316	356
04:45 PM	15	24	5	4	44	60	55	9	3	124	23	14	59	44	96	0	24	6	0	30	51	294	345
Total	86	160	24	16	270	304	209	35	10	548	94	88	209	152	391	6	114	30	7	150	185	1359	1544
05:00 PM	19	35	6	5	60	88	48	10	3	146	20	10	41	28	71	1	15	7	1	23	37	300	337
05:15 PM	8	32	2	2	42	65	62	4	2	131	26	14	56	37	96	1	20	6	1	27	42	296	338
05:30 PM	7	17	1	0	25	56	47	4	1	107	28	10	52	40	90	1	22	3	1	26	42	248	290
05:45 PM	6	23	3	2	32	54	31	6	1	91	19	15	54	28	88	2	20	7	4	29	35	240	275
Total	40	107	12	9	159	263	188	24	7	475	93	49	203	133	345	5	77	23	7	105	156	1084	1240
Grand Total	126	267	36	25	429	567	397	59	17	1023	187	137	412	285	736	11	191	53	14	255	341	2443	2784
Apprch %	29.4	62.2	8.4			55.4	38.8	5.8			25.4	18.6	56			4.3	74.9	20.8					
Total %	5.2	10.9	1.5		17.6	23.2	16.3	2.4		41.9	7.7	5.6	16.9		30.1	0.5	7.8	2.2		10.4	12.2	87.8	
Passenger Vehicles	115	252	33		423	503	373	51		943	180	108	301		799	7	174	52		247	0	0	2412
% Passenger Vehicles	91.3	94.4	91.7	92	93.2	88.7	94	86.4	94.1	90.7	96.3	78.8	73.1	73.7	78.3	63.6	91.1	98.1	100	91.8	0	0	86.6
Large 2 Axle Vehicles	10	14	2		27	21	19	8		49	4	23	33		79	4	15	1		20	0	0	175
% Large 2 Axle Vehicles	7.9	5.2	5.6	4	5.9	3.7	4.8	13.6	5.9	4.7	2.1	16.8	8	6.7	7.7	36.4	7.9	1.9	0	7.4	0	0	6.3
3 Axle Vehicles	0	1	1		3	6	5	0		11	3	6	3		14	0	2	0		2	0	0	30
% 3 Axle Vehicles	0	0.4	2.8	4	0.7	1.1	1.3	0	0	1.1	1.6	4.4	0.7	0.7	1.4	0	1	0	0	0.7	0	0	1.1
4+ Axle Trucks	1	0	0		1	37	0	0		37	0	0	75		129	0	0	0		0	0	0	167
% 4+ Axle Trucks	0.8	0	0	0	0.2	6.5	0	0	0	3.6	0	0	18.2	18.9	12.6	0	0	0	0	0	0	0	6

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**28**	**52**	6	**86**	**116**	42	**10**	**168**	**25**	**28**	58	**111**	**4**	**40**	**11**	**55**	**420**
04:15 PM	21	36	6	63	65	**60**	7	132	21	27	51	99	1	29	5	35	329
04:30 PM	22	48	**7**	77	63	52	9	124	25	19	41	85	1	21	8	30	316
04:45 PM	15	24	5	44	60	55	9	124	23	14	**59**	96	0	24	6	30	294
Total Volume	86	160	24	270	304	209	35	548	94	88	209	391	6	114	30	150	1359
% App. Total	31.9	59.3	8.9		55.5	38.1	6.4		24	22.5	53.5		4	76	20		
PHF	.768	.769	.857	.785	.655	.871	.875	.815	.940	.786	.886	.881	.375	.713	.682	.682	.809

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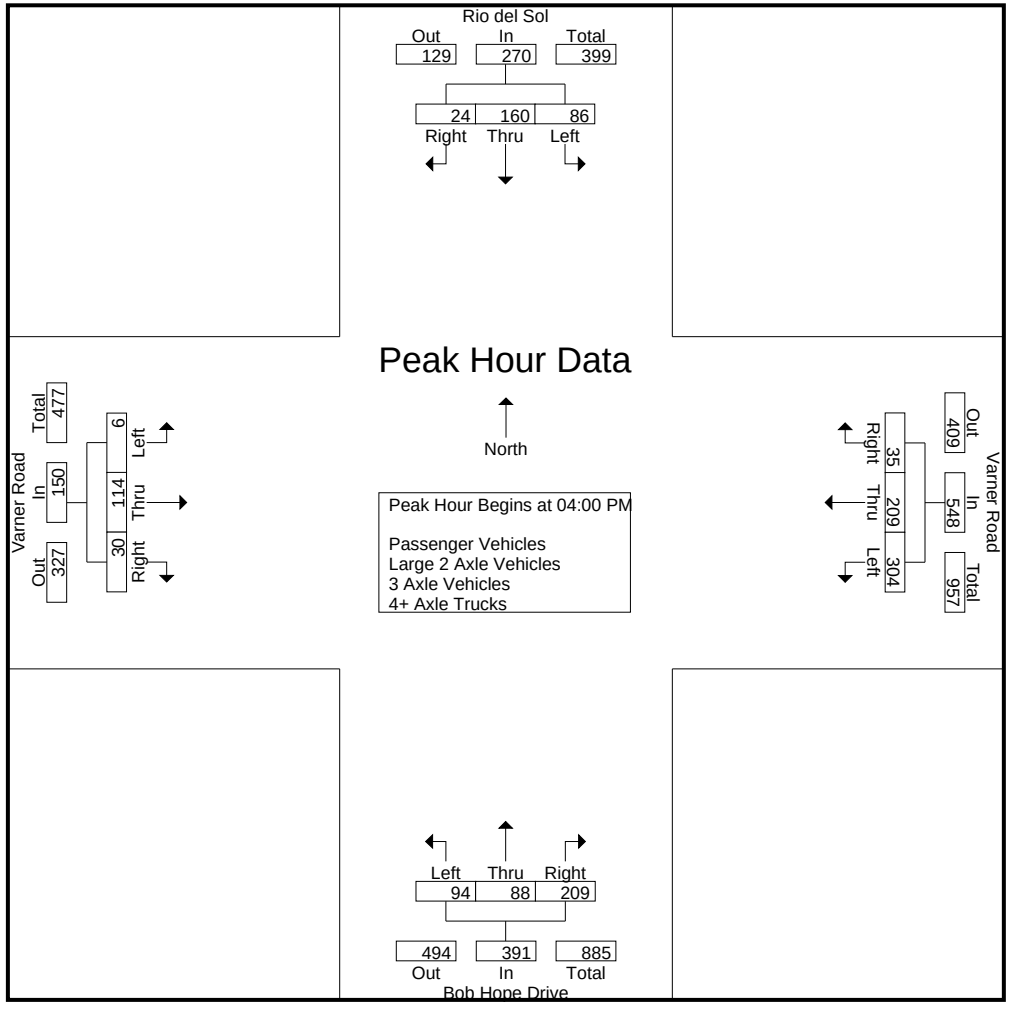

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	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**28**	**52**	6	**86**	**116**	42	**10**	**168**	**25**	**28**	58	**111**	**4**	**40**	**11**	**55**	
+15 mins.	21	36	6	63	65	**60**	7	132	21	27	51	99	1	29	5	35	
+30 mins.	22	48	**7**	77	63	52	9	124	25	19	41	85	1	21	8	30	
+45 mins.	15	24	5	44	60	55	9	124	23	14	**59**	96	0	24	6	30	
Total Volume	86	160	24	270	304	209	35	548	94	88	209	391	6	114	30	150	
% App. Total	31.9	59.3	8.9		55.5	38.1	6.4		24	22.5	53.5		4	76	20		
PHF	.768	.769	.857	.785	.655	.871	.875	.815	.940	.786	.886	.881	.375	.713	.682	.682	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	24	49	5	4	78	110	38	8	2	156	24	17	41	32	82	3	35	11	2	49	40	365	405
04:15 PM	18	32	6	4	56	53	53	5	2	111	21	21	37	23	79	0	25	5	2	30	31	276	307
04:30 PM	21	44	6	3	71	51	51	9	2	111	25	14	29	25	68	0	17	8	3	25	33	275	308
04:45 PM	14	23	5	4	42	50	51	7	3	108	21	12	44	34	77	0	22	6	0	28	41	255	296
Total	77	148	22	15	247	264	193	29	9	486	91	64	151	114	306	3	99	30	7	132	145	1171	1316
05:00 PM	19	34	5	4	58	79	45	9	3	133	19	10	32	21	61	0	14	7	1	21	29	273	302
05:15 PM	7	30	2	2	39	57	60	3	2	120	25	11	44	30	80	1	20	6	1	27	35	266	301
05:30 PM	7	17	1	0	25	51	46	4	1	101	26	8	38	28	72	1	21	2	1	24	30	222	252
05:45 PM	5	23	3	2	31	52	29	6	1	87	19	15	36	17	70	2	20	7	4	29	24	217	241
Total	38	104	11	8	153	239	180	22	7	441	89	44	150	96	283	4	75	22	7	101	118	978	1096
Grand Total	115	252	33	23	400	503	373	51	16	927	180	108	301	210	589	7	174	52	14	233	263	2149	2412
Apprch %	28.8	63	8.2			54.3	40.2	5.5			30.6	18.3	51.1			3	74.7	22.3					
Total %	5.4	11.7	1.5		18.6	23.4	17.4	2.4		43.1	8.4	5	14		27.4	0.3	8.1	2.4		10.8	10.9	89.1	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**24**	**49**	5	**78**	**110**	38	8	**156**	24	17	41	**82**	**3**	**35**	**11**	**49**	**365**
04:15 PM	18	32	**6**	56	53	**53**	5	111	21	**21**	37	79	0	25	5	30	276
04:30 PM	21	44	6	71	51	51	**9**	111	**25**	14	29	68	0	17	8	25	275
04:45 PM	14	23	5	42	50	51	7	108	21	12	**44**	77	0	22	6	28	255
Total Volume	77	148	22	247	264	193	29	486	91	64	151	306	3	99	30	132	1171
% App. Total	31.2	59.9	8.9		54.3	39.7	6		29.7	20.9	49.3		2.3	75	22.7		
PHF	.802	.755	.917	.792	.600	.910	.806	.779	.910	.762	.858	.933	.250	.707	.682	.673	.802

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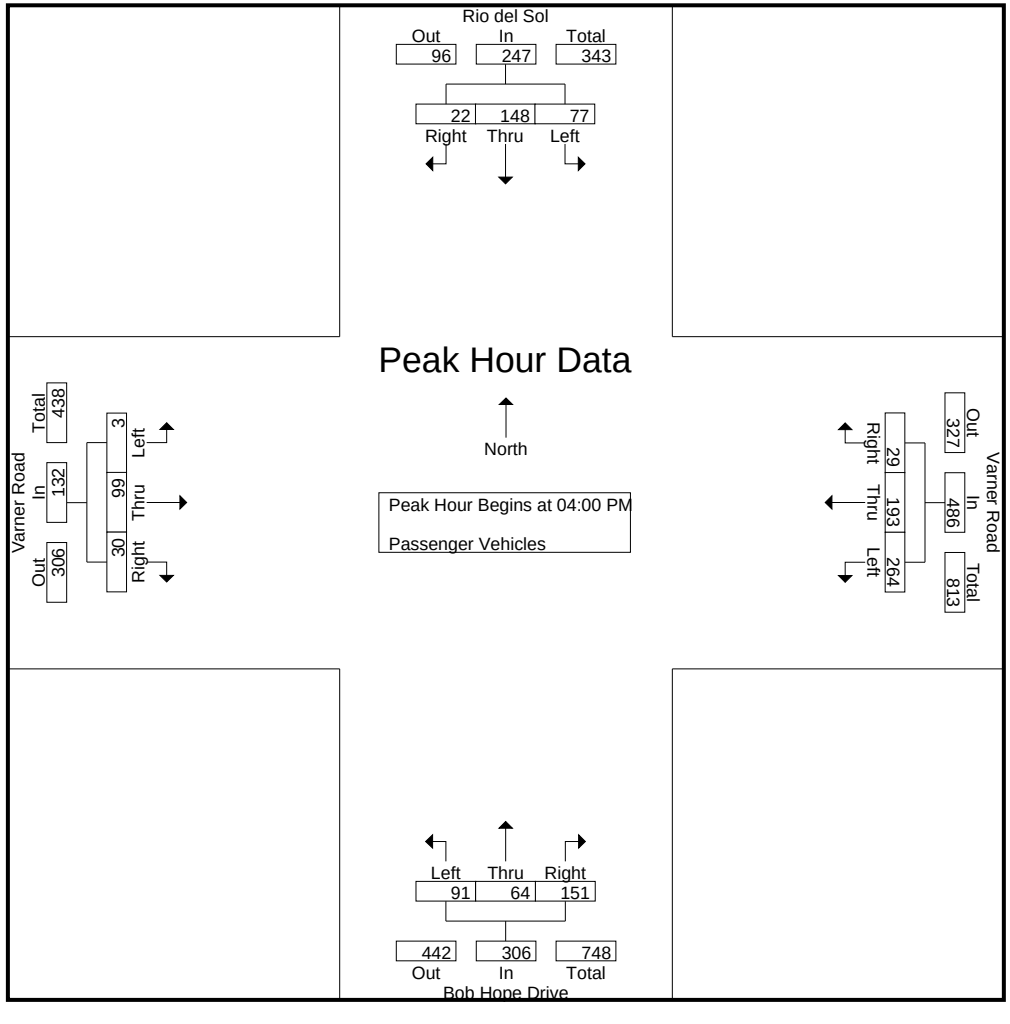
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**24**	**49**	5	**78**	**110**	38	8	**156**	24	17	41	**82**	**3**	**35**	**11**	**49**	
+15 mins.	18	32	**6**	56	53	**53**	5	111	21	**21**	37	79	0	25	5	30	
+30 mins.	21	44	6	71	51	51	**9**	111	**25**	14	29	68	0	17	8	25	
+45 mins.	14	23	5	42	50	51	7	108	21	12	**44**	77	0	22	6	28	
Total Volume	77	148	22	247	264	193	29	486	91	64	151	306	3	99	30	132	
% App. Total	31.2	59.9	8.9		54.3	39.7	6		29.7	20.9	49.3		2.3	75	22.7		
PHF	.802	.755	.917	.792	.600	.910	.806	.779	.910	.762	.858	.933	.250	.707	.682	.673	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	3	0	0	6	2	4	2	0	8	1	11	3	1	15	1	4	0	0	5	1	34	35
04:15 PM	3	4	0	0	7	3	5	2	1	10	0	5	4	4	9	1	4	0	0	5	5	31	36
04:30 PM	1	4	1	0	6	4	1	0	0	5	0	2	4	2	6	1	3	0	0	4	2	21	23
04:45 PM	1	1	0	0	2	3	3	2	0	8	1	1	8	5	10	0	2	0	0	2	5	22	27
Total	8	12	1	0	21	12	13	6	1	31	2	19	19	12	40	3	13	0	0	16	13	108	121
05:00 PM	0	1	1	1	2	6	2	1	0	9	0	0	2	2	2	1	1	0	0	2	3	15	18
05:15 PM	1	1	0	0	2	1	1	1	0	3	1	2	4	1	7	0	0	0	0	0	1	12	13
05:30 PM	0	0	0	0	0	2	1	0	0	3	1	2	4	3	7	0	1	1	0	2	3	12	15
05:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	4	1	4	0	0	0	0	0	1	7	8
Total	2	2	1	1	5	9	6	2	0	17	2	4	14	7	20	1	2	1	0	4	8	46	54
Grand Total	10	14	2	1	26	21	19	8	1	48	4	23	33	19	60	4	15	1	0	20	21	154	175
Apprch %	38.5	53.8	7.7			43.8	39.6	16.7			6.7	38.3	55			20	75	5					
Total %	6.5	9.1	1.3		16.9	13.6	12.3	5.2		31.2	2.6	14.9	21.4		39	2.6	9.7	0.6		13	12	88	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	3	0	6	2	4	**2**	8	**1**	**11**	3	**15**	**1**	**4**	0	**5**	**34**
04:15 PM	3	**4**	0	**7**	3	**5**	2	**10**	0	5	4	9	1	4	0	5	31
04:30 PM	1	4	**1**	6	**4**	1	0	5	0	2	4	6	1	3	0	4	21
04:45 PM	1	1	0	2	3	3	2	8	1	1	**8**	10	0	2	0	2	22
Total Volume	8	12	1	21	12	13	6	31	2	19	19	40	3	13	0	16	108
% App. Total	38.1	57.1	4.8		38.7	41.9	19.4		5	47.5	47.5		18.8	81.2	0		
PHF	.667	.750	.250	.750	.750	.650	.750	.775	.500	.432	.594	.667	.750	.813	.000	.800	.794

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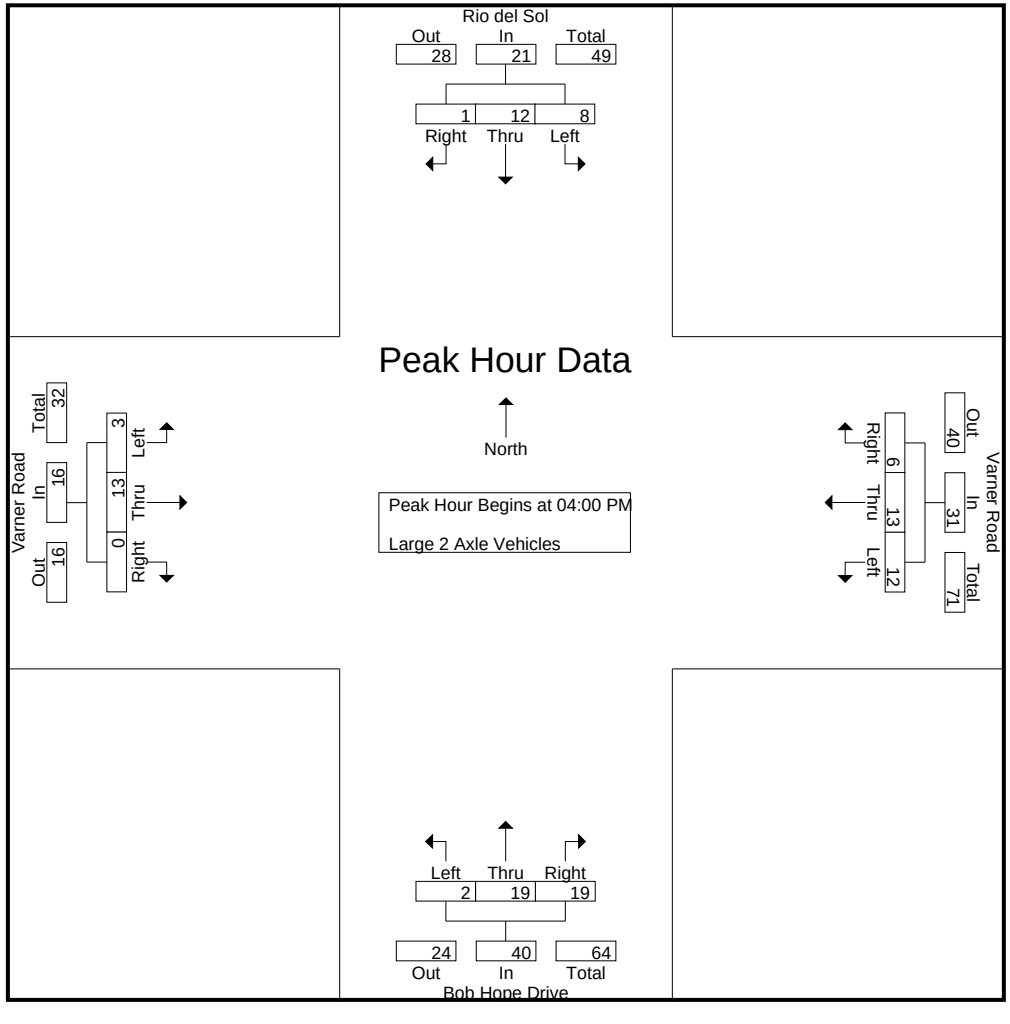
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**3**	3	0	6	2	4	**2**	8	**1**	**11**	3	**15**	**1**	**4**	0	**5**	
+15 mins.	3	**4**	0	**7**	3	**5**	2	**10**	0	5	4	9	1	4	0	5	
+30 mins.	1	4	**1**	6	**4**	1	0	5	0	2	4	6	1	3	0	4	
+45 mins.	1	1	0	2	3	3	2	8	1	1	**8**	10	0	2	0	2	
Total Volume	8	12	1	21	12	13	6	31	2	19	19	40	3	13	0	16	
% App. Total	38.1	57.1	4.8		38.7	41.9	19.4		5	47.5	47.5		18.8	81.2	0		
PHF	.667	.750	.250	.750	.750	.650	.750	.775	.500	.432	.594	.667	.750	.813	.000	.800	

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	3
04:15 PM	0	0	0	0	0	2	2	0	0	4	0	1	1	1	2	0	0	0	0	0	1	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	1	4	0	1	0	0	1	1	5	6
04:45 PM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	4	4
Total	0	0	1	1	1	3	3	0	0	6	1	5	2	2	8	0	2	0	0	2	3	17	20
05:00 PM	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	3	2	0	0	5	2	1	1	0	4	0	0	0	0	0	0	10	10
Grand Total	0	1	1	1	2	6	5	0	0	11	3	6	3	2	12	0	2	0	0	2	3	27	30
Apprch %	0	50	50			54.5	45.5	0			25	50	25			0	100	0					
Total %	0	3.7	3.7		7.4	22.2	18.5	0		40.7	11.1	22.2	11.1		44.4	0	7.4	0		7.4	10	90	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
04:15 PM	0	0	0	0	**2**	**2**	0	**4**	0	1	**1**	2	0	0	0	0	**6**
04:30 PM	0	0	0	0	0	0	0	0	0	**3**	1	**4**	0	1	0	1	5
04:45 PM	0	0	0	0	1	1	0	2	**1**	1	0	2	0	0	0	0	4
Total Volume	0	0	1	1	3	3	0	6	1	5	2	8	0	2	0	2	17
% App. Total	0	0	100		50	50	0		12.5	62.5	25		0	100	0		
PHF	.000	.000	.250	.250	.375	.375	.000	.375	.250	.417	.500	.500	.000	.500	.000	.500	.708

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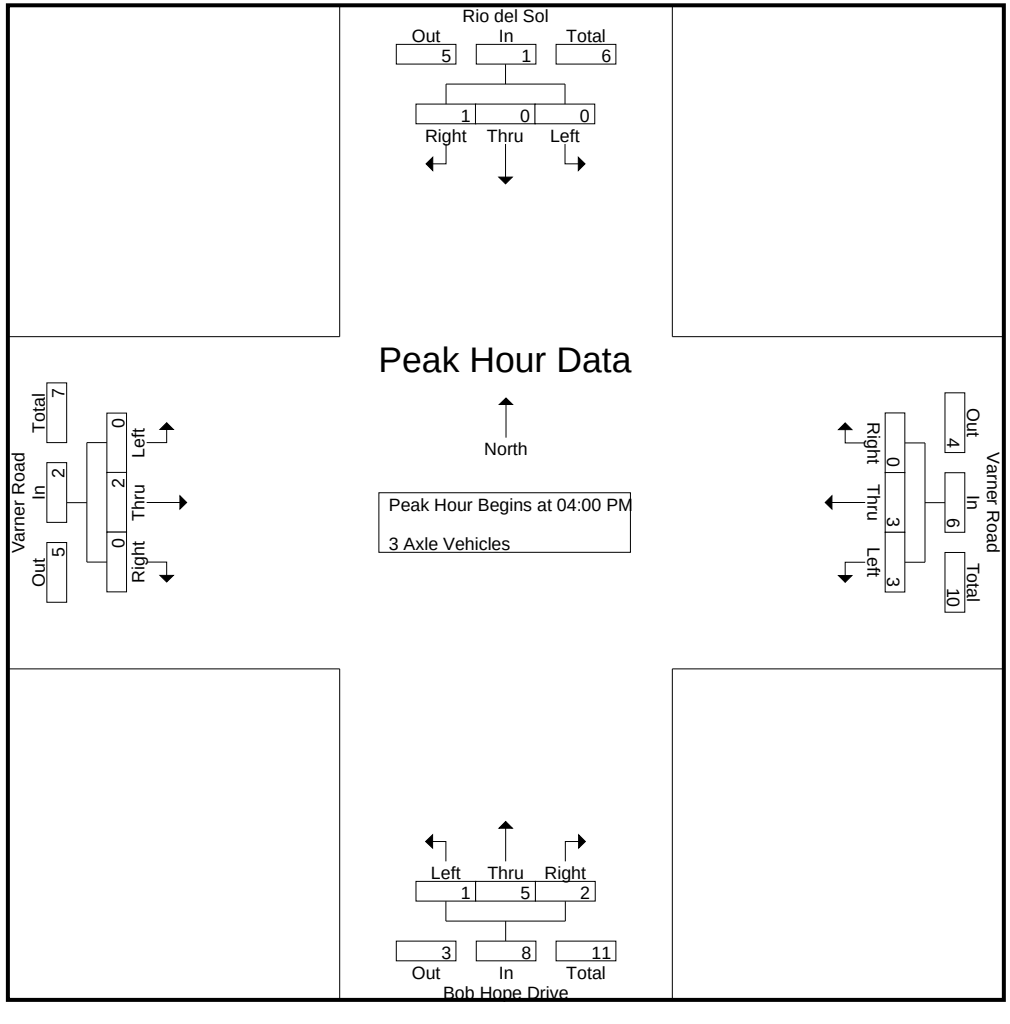
County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	**2**	**2**	0	**4**	0	1	**1**	2	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	**3**	1	**4**	0	1	0	1	
+45 mins.	0	0	0	0	1	1	0	2	**1**	1	0	2	0	0	0	0	
Total Volume	0	0	1	1	3	3	0	6	1	5	2	8	0	2	0	2	
% App. Total	0	0	100		50	50	0		12.5	62.5	25		0	100	0		
PHF	.000	.000	.250	.250	.375	.375	.000	.375	.250	.417	.500	.500	.000	.500	.000	.500	

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E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rio del Sol Southbound					Varner Road Westbound					Bob Hope Drive Northbound					Varner Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	4	0	0	0	4	0	0	14	11	14	0	0	0	0	0	11	19	30
04:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	9	4	9	0	0	0	0	0	4	16	20
04:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	7	4	7	0	0	0	0	0	4	15	19
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	7	5	7	0	0	0	0	0	5	13	18
Total	1	0	0	0	1	25	0	0	0	25	0	0	37	24	37	0	0	0	0	0	24	63	87
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	6	5	6	0	0	0	0	0	5	8	13
05:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	8	6	8	0	0	0	0	0	6	15	21
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	10	9	10	0	0	0	0	0	9	11	20
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	14	10	14	0	0	0	0	0	10	16	26
Total	0	0	0	0	0	12	0	0	0	12	0	0	38	30	38	0	0	0	0	0	30	50	80
Grand Total	1	0	0	0	1	37	0	0	0	37	0	0	75	54	75	0	0	0	0	0	54	113	167
Apprch %	100	0	0			100	0	0			0	0	100			0	0	0					
Total %	0.9	0	0		0.9	32.7	0	0		32.7	0	0	66.4		66.4	0	0	0		0	32.3	67.7	

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	4	0	0	4	0	0	**14**	**14**	0	0	0	0	**19**
04:15 PM	0	0	0	0	7	0	0	7	0	0	9	9	0	0	0	0	16
04:30 PM	0	0	0	0	**8**	0	0	**8**	0	0	7	7	0	0	0	0	15
04:45 PM	0	0	0	0	6	0	0	6	0	0	7	7	0	0	0	0	13
Total Volume	1	0	0	1	25	0	0	25	0	0	37	37	0	0	0	0	63
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.781	.000	.000	.781	.000	.000	.661	.661	.000	.000	.000	.000	.829

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County of Riverside
N/S: Rio del Sol/Bob Hope Drive
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File Name : 04_CRV_Bob_Varn PM
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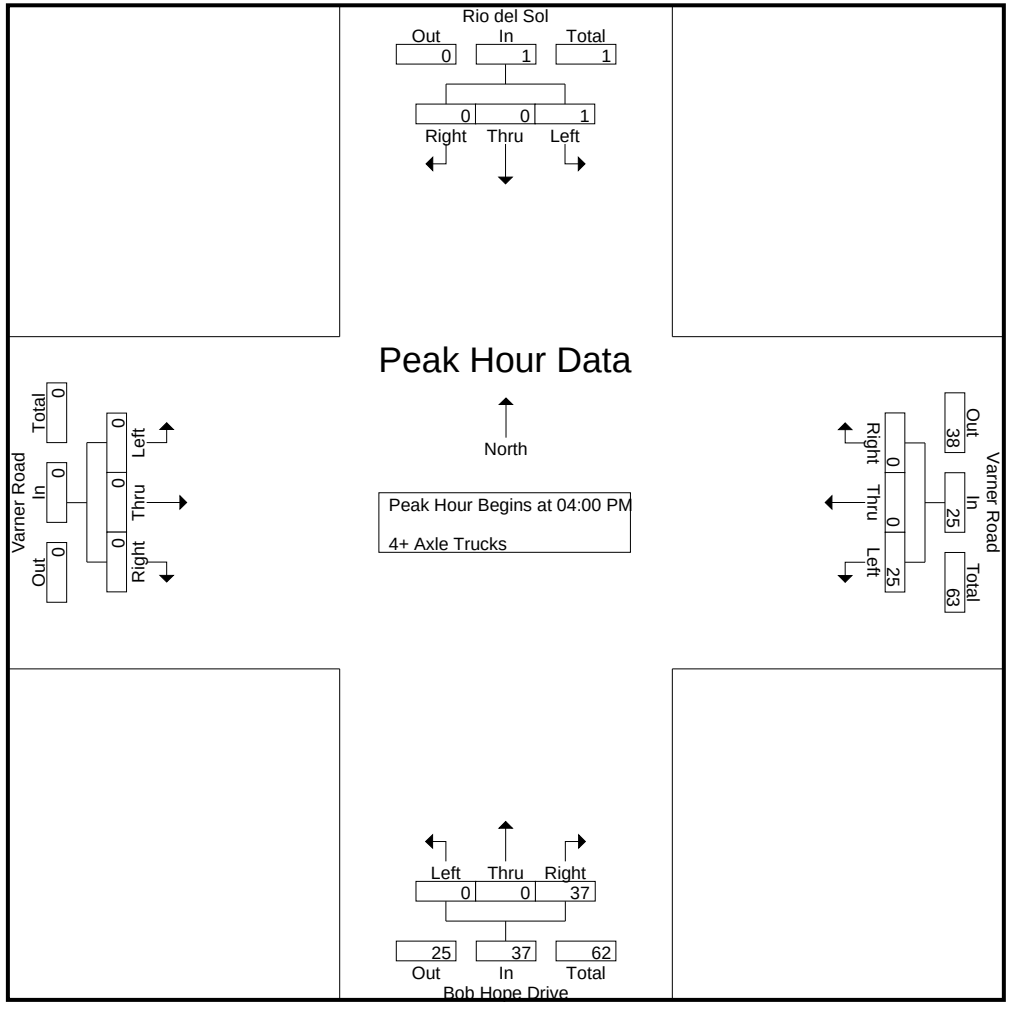
Start Date : 4/7/2022
Page No : 2



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

County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road
Weather: Clear

File Name : 04_CRV_Bob_Varn PM
Site Code : 05122287
Start Date : 4/7/2022

	Rio del Sol Southbound				Varner Road Westbound				Bob Hope Drive Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**1**	0	0	**1**	4	0	0	4	0	0	**14**	**14**	0	0	0	0	
+15 mins.	0	0	0	0	7	0	0	7	0	0	9	9	0	0	0	0	
+30 mins.	0	0	0	0	**8**	0	0	**8**	0	0	7	7	0	0	0	0	
+45 mins.	0	0	0	0	6	0	0	6	0	0	7	7	0	0	0	0	
Total Volume	1	0	0	1	25	0	0	25	0	0	37	37	0	0	0	0	
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.781	.000	.000	.781	.000	.000	.661	.661	.000	.000	.000	.000	

Location: County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Rio del Sol	East Leg Varner Road	South Leg Bob Hope Drive	West Leg Varner Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Rio del Sol	East Leg Varner Road	South Leg Bob Hope Drive	West Leg Varner Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

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Location: County of Riverside
N/S: Rio del Sol/Bob Hope Drive
E/W: Varner Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Rio del Sol			Westbound Varner Road			Northbound Bob Hope Drive			Eastbound Varner Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Rio del Sol			Westbound Varner Road			Northbound Bob Hope Drive			Eastbound Varner Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	50	30	10	80	143	2	69	47	214	34	85	0	0	119	0	0	0	0	0	57	413	470
07:15 AM	0	64	55	23	119	167	2	83	41	252	31	82	0	0	113	0	0	0	0	0	64	484	548
07:30 AM	0	68	51	24	119	164	1	62	33	227	40	89	0	0	129	0	0	0	0	0	57	475	532
07:45 AM	0	91	47	20	138	154	0	57	26	211	41	105	0	0	146	0	0	0	0	0	46	495	541
Total	0	273	183	77	456	628	5	271	147	904	146	361	0	0	507	0	0	0	0	0	224	1867	2091
08:00 AM	0	63	49	21	112	132	0	27	15	159	35	108	0	0	143	0	0	0	0	0	36	414	450
08:15 AM	0	44	41	26	85	139	1	53	23	193	41	73	0	0	114	0	0	0	0	0	49	392	441
08:30 AM	0	73	36	16	109	144	1	39	20	184	41	81	0	0	122	0	0	0	0	0	36	415	451
08:45 AM	0	53	49	25	102	127	1	40	22	168	57	72	0	0	129	0	0	0	0	0	47	399	446
Total	0	233	175	88	408	542	3	159	80	704	174	334	0	0	508	0	0	0	0	0	168	1620	1788
Grand Total	0	506	358	165	864	1170	8	430	227	1608	320	695	0	0	1015	0	0	0	0	0	392	3487	3879
Apprch %	0	58.6	41.4			72.8	0.5	26.7			31.5	68.5	0			0	0	0					
Total %	0	14.5	10.3		24.8	33.6	0.2	12.3		46.1	9.2	19.9	0		29.1	0	0	0		0	10.1	89.9	
Passenger Vehicles	0	432	252		798	1134	6	364		1692	308	607	0		915	0	0	0		0	0	0	3405
% Passenger Vehicles	0	85.4	70.4	69.1	77.6	96.9	75	84.7	82.8	92.2	96.2	87.3	0	0	90.1	0	0	0	0	0	0	0	87.8
Large 2 Axle Vehicles	0	43	38		103	22	1	12		41	5	31	0		36	0	0	0		0	0	0	180
% Large 2 Axle Vehicles	0	8.5	10.6	13.3	10	1.9	12.5	2.8	2.6	2.2	1.6	4.5	0	0	3.5	0	0	0	0	0	0	0	4.6
3 Axle Vehicles	0	14	23		48	4	0	9		17	0	24	0		24	0	0	0		0	0	0	89
% 3 Axle Vehicles	0	2.8	6.4	6.7	4.7	0.3	0	2.1	1.8	0.9	0	3.5	0	0	2.4	0	0	0	0	0	0	0	2.3
4+ Axle Trucks	0	17	45		80	10	1	45		85	7	33	0		40	0	0	0		0	0	0	205
% 4+ Axle Trucks	0	3.4	12.6	10.9	7.8	0.9	12.5	10.5	12.8	4.6	2.2	4.7	0	0	3.9	0	0	0	0	0	0	0	5.3

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	64	**55**	119	**167**	**2**	**83**	**252**	31	82	0	113	0	0	0	0	484
07:30 AM	0	68	51	119	164	1	62	227	40	89	0	129	0	0	0	0	475
07:45 AM	0	**91**	47	**138**	154	0	57	211	**41**	105	0	**146**	0	0	0	0	**495**
08:00 AM	0	63	49	112	132	0	27	159	35	**108**	0	143	0	0	0	0	414
Total Volume	0	286	202	488	617	3	229	849	147	384	0	531	0	0	0	0	1868
% App. Total	0	58.6	41.4		72.7	0.4	27		27.7	72.3	0		0	0	0		
PHF	.000	.786	.918	.884	.924	.375	.690	.842	.896	.889	.000	.909	.000	.000	.000	.000	.943

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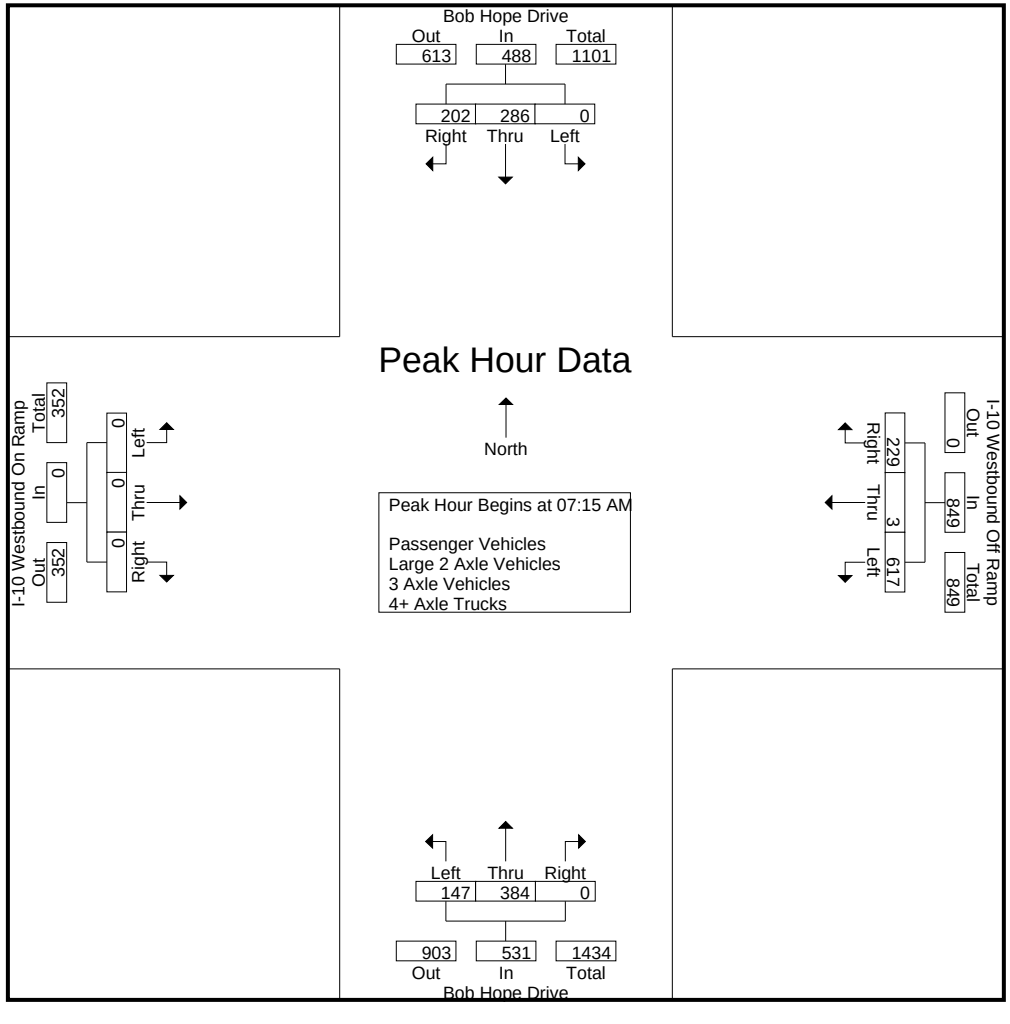
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	64	**55**	119	143	**2**	69	214	40	89	0	129	0	0	0	0	
+15 mins.	0	68	51	119	**167**	2	**83**	**252**	**41**	105	0	**146**	0	0	0	0	
+30 mins.	0	**91**	47	**138**	164	1	62	227	35	**108**	0	143	0	0	0	0	
+45 mins.	0	63	49	112	154	0	57	211	41	73	0	114	0	0	0	0	
Total Volume	0	286	202	488	628	5	271	904	157	375	0	532	0	0	0	0	
% App. Total	0	58.6	41.4		69.5	0.6	30		29.5	70.5	0		0	0	0		
PHF	.000	.786	.918	.884	.940	.625	.816	.897	.957	.868	.000	.911	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	38	22	6	60	134	2	62	43	198	33	74	0	0	107	0	0	0	0	0	49	365	414
07:15 AM	0	55	40	16	95	164	2	75	36	241	29	76	0	0	105	0	0	0	0	0	52	441	493
07:30 AM	0	55	38	19	93	158	0	51	26	209	36	73	0	0	109	0	0	0	0	0	45	411	456
07:45 AM	0	72	29	11	101	154	0	49	19	203	40	97	0	0	137	0	0	0	0	0	30	441	471
Total	0	220	129	52	349	610	4	237	124	851	138	320	0	0	458	0	0	0	0	0	176	1658	1834
08:00 AM	0	57	33	15	90	126	0	23	13	149	35	95	0	0	130	0	0	0	0	0	28	369	397
08:15 AM	0	43	28	17	71	137	1	44	20	182	40	64	0	0	104	0	0	0	0	0	37	357	394
08:30 AM	0	64	28	12	92	138	1	24	11	163	40	68	0	0	108	0	0	0	0	0	23	363	386
08:45 AM	0	48	34	18	82	123	0	36	20	159	55	60	0	0	115	0	0	0	0	0	38	356	394
Total	0	212	123	62	335	524	2	127	64	653	170	287	0	0	457	0	0	0	0	0	126	1445	1571
Grand Total	0	432	252	114	684	1134	6	364	188	1504	308	607	0	0	915	0	0	0	0	0	302	3103	3405
Apprch %	0	63.2	36.8			75.4	0.4	24.2			33.7	66.3	0			0	0	0					
Total %	0	13.9	8.1		22	36.5	0.2	11.7		48.5	9.9	19.6	0		29.5	0	0	0		0	8.9	91.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	55	**40**	95	**164**	**2**	**75**	**241**	29	76	0	105	0	0	0	0	**441**
07:30 AM	0	55	38	93	158	0	51	209	36	73	0	109	0	0	0	0	411
07:45 AM	0	**72**	29	**101**	154	0	49	203	**40**	**97**	0	**137**	0	0	0	0	441
08:00 AM	0	57	33	90	126	0	23	149	35	95	0	130	0	0	0	0	369
Total Volume	0	239	140	379	602	2	198	802	140	341	0	481	0	0	0	0	1662
% App. Total	0	63.1	36.9		75.1	0.2	24.7		29.1	70.9	0		0	0	0		
PHF	.000	.830	.875	.938	.918	.250	.660	.832	.875	.879	.000	.878	.000	.000	.000	.000	.942

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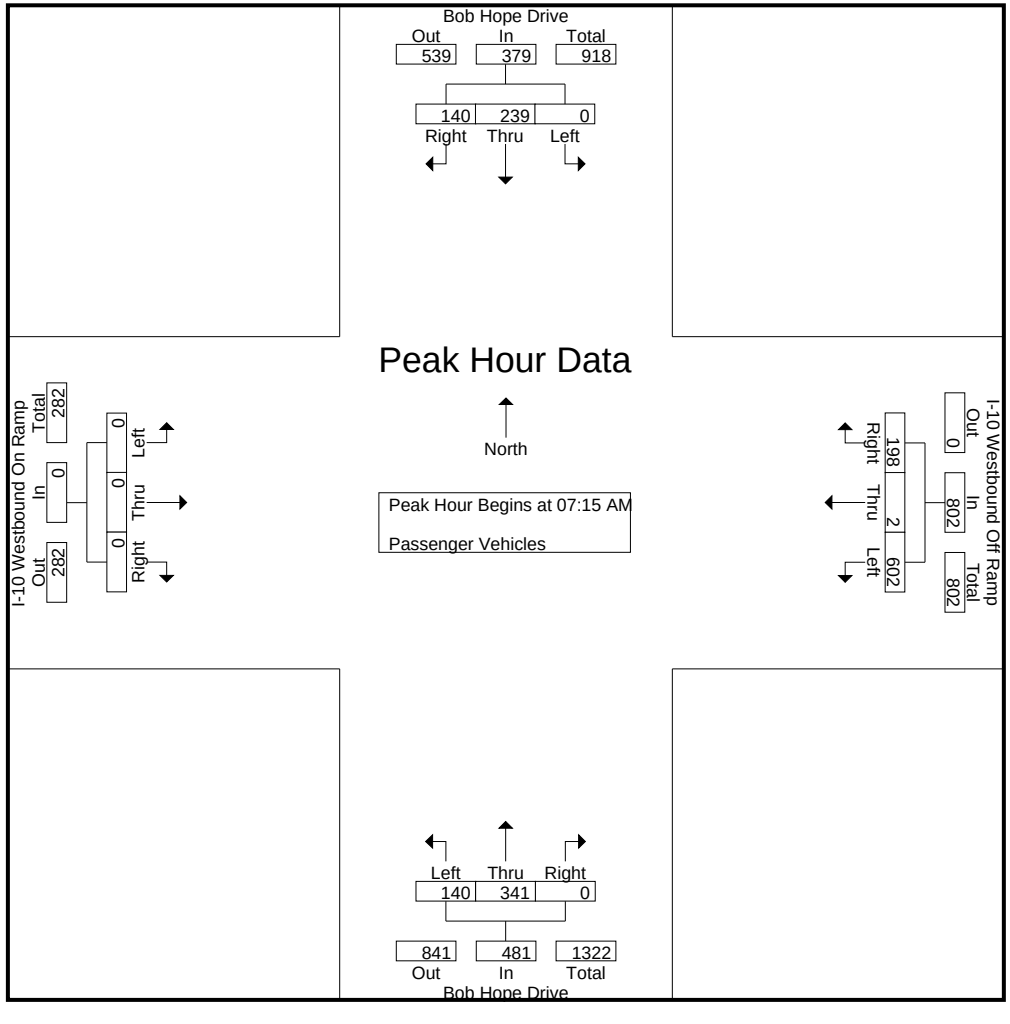
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	55	**40**	95	**164**	**2**	**75**	**241**	29	76	0	105	0	0	0	0	
+15 mins.	0	55	38	93	158	0	51	209	36	73	0	109	0	0	0	0	
+30 mins.	0	**72**	29	**101**	154	0	49	203	**40**	**97**	0	**137**	0	0	0	0	
+45 mins.	0	57	33	90	126	0	23	149	35	95	0	130	0	0	0	0	
Total Volume	0	239	140	379	602	2	198	802	140	341	0	481	0	0	0	0	
% App. Total	0	63.1	36.9		75.1	0.2	24.7		29.1	70.9	0		0	0	0		
PHF	.000	.830	.875	.938	.918	.250	.660	.832	.875	.879	.000	.878	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	9	3	2	12	6	0	1	1	7	1	5	0	0	6	0	0	0	0	0	3	25	28
07:15 AM	0	5	7	3	12	2	0	3	1	5	0	1	0	0	1	0	0	0	0	0	4	18	22
07:30 AM	0	10	4	3	14	5	1	1	1	7	3	8	0	0	11	0	0	0	0	0	4	32	36
07:45 AM	0	9	7	5	16	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5	18	23
Total	0	33	21	13	54	13	1	6	3	20	4	15	0	0	19	0	0	0	0	0	16	93	109
08:00 AM	0	3	6	3	9	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	3	16	19
08:15 AM	0	1	7	4	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	4	13	17
08:30 AM	0	4	1	0	5	2	0	4	3	6	0	4	0	0	4	0	0	0	0	0	3	15	18
08:45 AM	0	2	3	2	5	3	0	1	0	4	1	5	0	0	6	0	0	0	0	0	2	15	17
Total	0	10	17	9	27	9	0	6	3	15	1	16	0	0	17	0	0	0	0	0	12	59	71
Grand Total	0	43	38	22	81	22	1	12	6	35	5	31	0	0	36	0	0	0	0	0	28	152	180
Apprch %	0	53.1	46.9			62.9	2.9	34.3			13.9	86.1	0			0	0	0					
Total %	0	28.3	25		53.3	14.5	0.7	7.9		23	3.3	20.4	0		23.7	0	0	0		0	15.6	84.4	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	**7**	12	2	0	**3**	5	0	1	0	1	0	0	0	0	18
07:30 AM	0	**10**	4	14	**5**	**1**	1	**7**	**3**	**8**	0	**11**	0	0	0	0	**32**
07:45 AM	0	9	7	**16**	0	0	1	1	0	1	0	1	0	0	0	0	18
08:00 AM	0	3	6	9	3	0	1	4	0	3	0	3	0	0	0	0	16
Total Volume	0	27	24	51	10	1	6	17	3	13	0	16	0	0	0	0	84
% App. Total	0	52.9	47.1		58.8	5.9	35.3		18.8	81.2	0		0	0	0		
PHF	.000	.675	.857	.797	.500	.250	.500	.607	.250	.406	.000	.364	.000	.000	.000	.000	.656

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PO Box 1178
Corona, CA 92878
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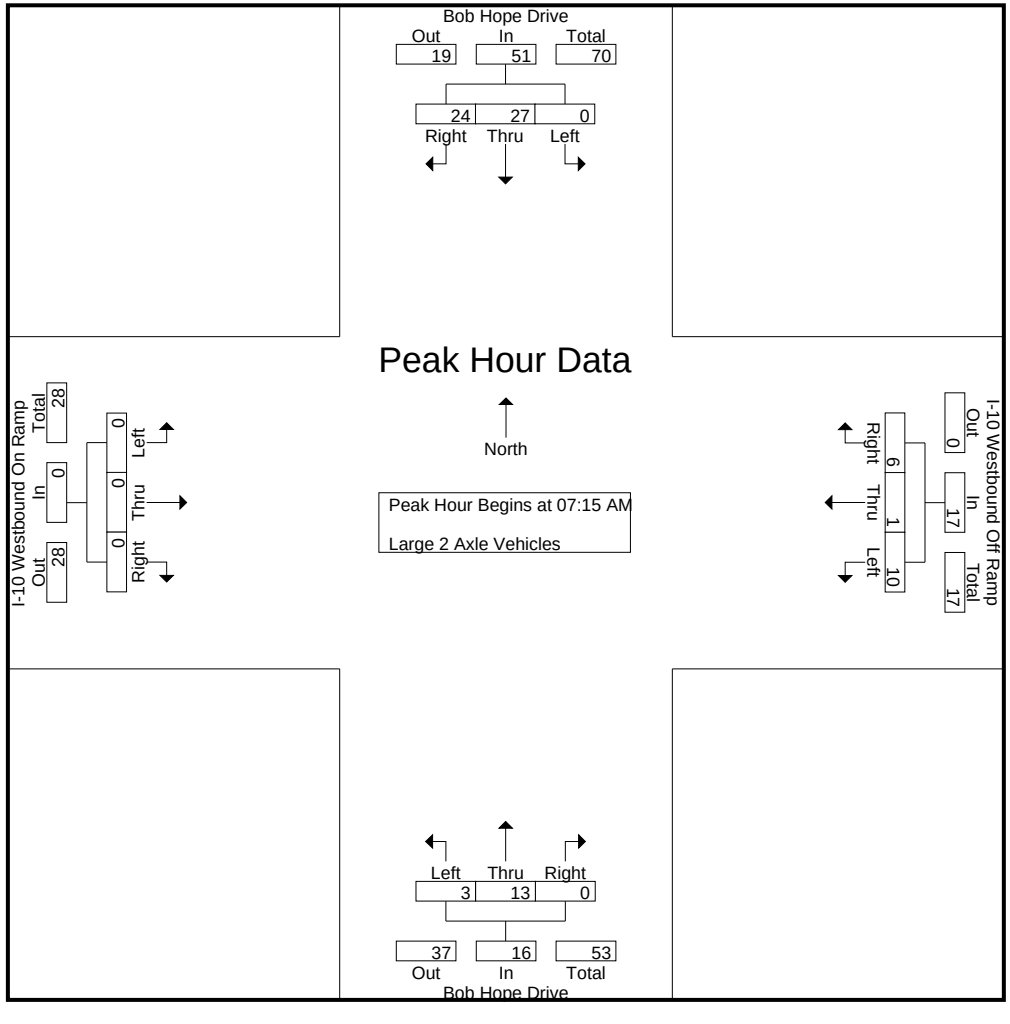
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	5	**7**	12	2	0	**3**	5	0	1	0	1	0	0	0	0	
+15 mins.	0	**10**	4	14	**5**	**1**	1	**7**	**3**	**8**	0	**11**	0	0	0	0	
+30 mins.	0	9	7	**16**	0	0	1	1	0	1	0	1	0	0	0	0	
+45 mins.	0	3	6	9	3	0	1	4	0	3	0	3	0	0	0	0	
Total Volume	0	27	24	51	10	1	6	17	3	13	0	16	0	0	0	0	
% App. Total	0	52.9	47.1		58.8	5.9	35.3		18.8	81.2	0		0	0	0		
PHF	.000	.675	.857	.797	.500	.250	.500	.607	.250	.406	.000	.364	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	4	1	0	2	1	3	0	1	0	0	1	0	0	0	0	0	2	8	10
07:15 AM	0	3	4	1	7	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	1	11	12
07:30 AM	0	0	2	1	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	5	6
07:45 AM	0	2	3	1	5	0	0	3	3	3	0	4	0	0	4	0	0	0	0	0	4	12	16
Total	0	7	11	4	18	2	0	7	4	9	0	9	0	0	9	0	0	0	0	0	8	36	44
08:00 AM	0	3	3	1	6	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	11	12
08:15 AM	0	0	3	2	3	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	2	8	10
08:30 AM	0	2	2	1	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	9	10
08:45 AM	0	2	4	3	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	10	13
Total	0	7	12	7	19	2	0	2	0	4	0	15	0	0	15	0	0	0	0	0	7	38	45
Grand Total	0	14	23	11	37	4	0	9	4	13	0	24	0	0	24	0	0	0	0	0	15	74	89
Apprch %	0	37.8	62.2			30.8	0	69.2			0	100	0			0	0	0					
Total %	0	18.9	31.1		50	5.4	0	12.2		17.6	0	32.4	0		32.4	0	0	0		0	16.9	83.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	**4**	**7**	**1**	0	1	2	0	2	0	2	0	0	0	0	11
07:30 AM	0	0	2	2	0	0	1	1	0	2	0	2	0	0	0	0	5
07:45 AM	0	2	3	5	0	0	**3**	**3**	0	**4**	0	**4**	0	0	0	0	**12**
08:00 AM	0	3	3	6	1	0	0	1	0	4	0	4	0	0	0	0	11
Total Volume	0	8	12	20	2	0	5	7	0	12	0	12	0	0	0	0	39
% App. Total	0	40	60		28.6	0	71.4		0	100	0		0	0	0		
PHF	.000	.667	.750	.714	.500	.000	.417	.583	.000	.750	.000	.750	.000	.000	.000	.000	.813

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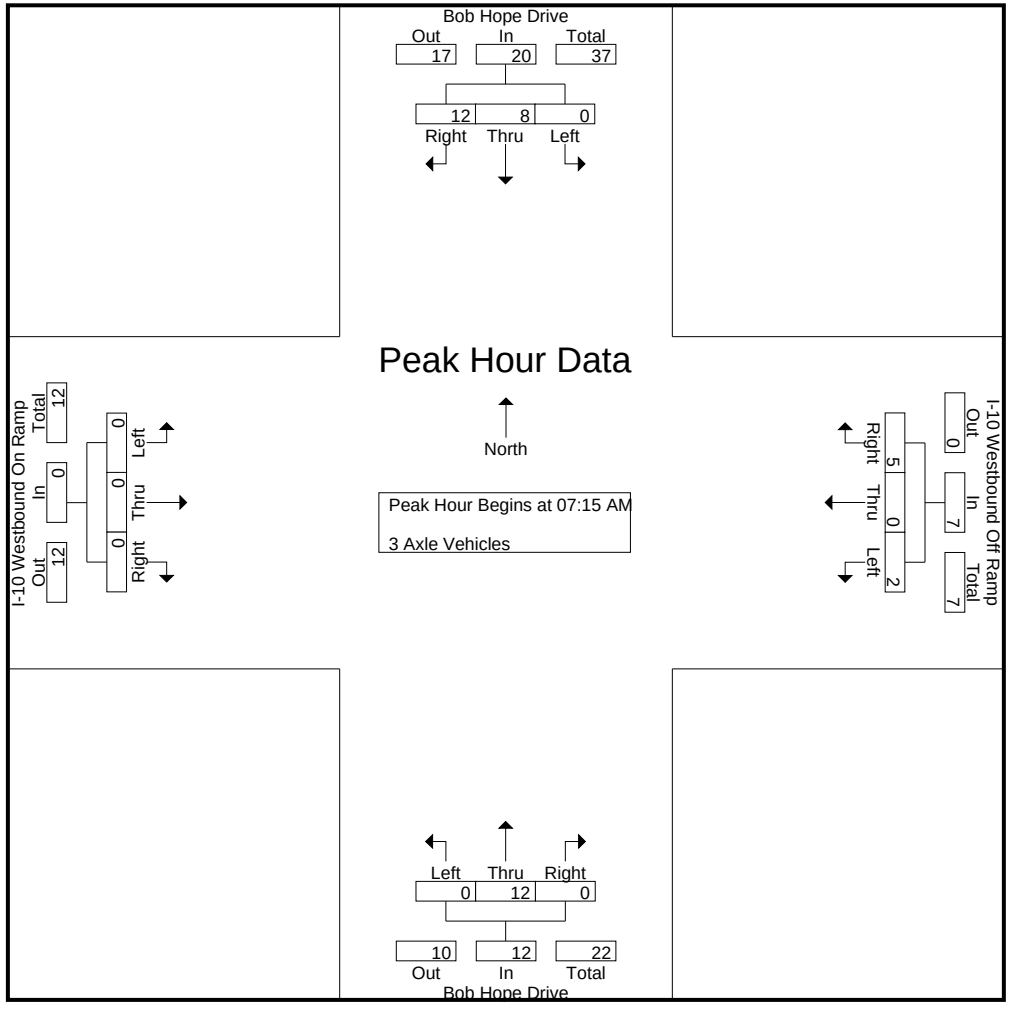
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**3**	**4**	**7**	**1**	0	1	2	0	2	0	2	0	0	0	0	
+15 mins.	0	0	2	2	0	0	1	1	0	2	0	2	0	0	0	0	
+30 mins.	0	2	3	5	0	0	**3**	**3**	0	**4**	0	**4**	0	0	0	0	
+45 mins.	0	3	3	6	1	0	0	1	0	4	0	4	0	0	0	0	
Total Volume	0	8	12	20	2	0	5	7	0	12	0	12	0	0	0	0	
% App. Total	0	40	60		28.6	0	71.4		0	100	0		0	0	0		
PHF	.000	.667	.750	.714	.500	.000	.417	.583	.000	.750	.000	.750	.000	.000	.000	.000	

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Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	3	1	4	2	0	4	2	6	0	5	0	0	5	0	0	0	0	0	3	15	18
07:15 AM	0	1	4	3	5	0	0	4	4	4	2	3	0	0	5	0	0	0	0	0	7	14	21
07:30 AM	0	3	7	1	10	1	0	9	6	10	1	6	0	0	7	0	0	0	0	0	7	27	34
07:45 AM	0	8	8	3	16	0	0	4	4	4	1	3	0	0	4	0	0	0	0	0	7	24	31
Total	0	13	22	8	35	3	0	21	16	24	4	17	0	0	21	0	0	0	0	0	24	80	104
08:00 AM	0	0	7	2	7	2	0	3	2	5	0	6	0	0	6	0	0	0	0	0	4	18	22
08:15 AM	0	0	3	3	3	1	0	7	3	8	1	2	0	0	3	0	0	0	0	0	6	14	20
08:30 AM	0	3	5	3	8	3	0	11	6	14	1	5	0	0	6	0	0	0	0	0	9	28	37
08:45 AM	0	1	8	2	9	1	1	3	2	5	1	3	0	0	4	0	0	0	0	0	4	18	22
Total	0	4	23	10	27	7	1	24	13	32	3	16	0	0	19	0	0	0	0	0	23	78	101
Grand Total	0	17	45	18	62	10	1	45	29	56	7	33	0	0	40	0	0	0	0	0	47	158	205
Apprch %	0	27.4	72.6			17.9	1.8	80.4			17.5	82.5	0			0	0	0					
Total %	0	10.8	28.5		39.2	6.3	0.6	28.5		35.4	4.4	20.9	0		25.3	0	0	0		0	22.9	77.1	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	4	5	0	0	4	4	**2**	3	0	5	0	0	0	0	14
07:30 AM	0	3	7	10	1	0	**9**	**10**	1	**6**	0	**7**	0	0	0	0	**27**
07:45 AM	0	**8**	**8**	**16**	0	0	4	4	1	3	0	4	0	0	0	0	24
08:00 AM	0	0	7	7	**2**	0	3	5	0	6	0	6	0	0	0	0	18
Total Volume	0	12	26	38	3	0	20	23	4	18	0	22	0	0	0	0	83
% App. Total	0	31.6	68.4		13	0	87		18.2	81.8	0		0	0	0		
PHF	.000	.375	.813	.594	.375	.000	.556	.575	.500	.750	.000	.786	.000	.000	.000	.000	.769

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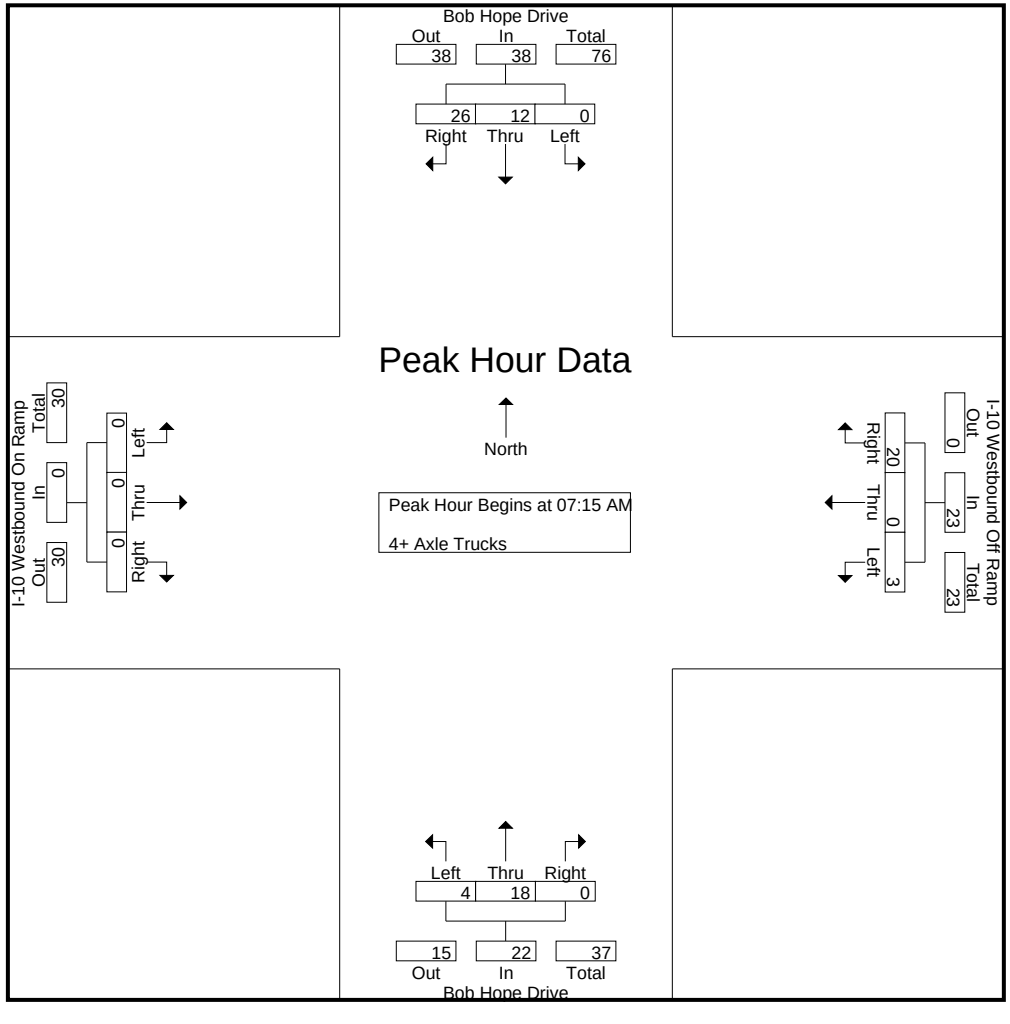
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	1	4	5	0	0	4	4	**2**	3	0	5	0	0	0	0	
+15 mins.	0	3	7	10	1	0	**9**	**10**	1	**6**	0	**7**	0	0	0	0	
+30 mins.	0	**8**	**8**	**16**	0	0	4	4	1	3	0	4	0	0	0	0	
+45 mins.	0	0	7	7	**2**	0	3	5	0	6	0	6	0	0	0	0	
Total Volume	0	12	26	38	3	0	20	23	4	18	0	22	0	0	0	0	
% App. Total	0	31.6	68.4		13	0	87		18.2	81.8	0		0	0	0		
PHF	.000	.375	.813	.594	.375	.000	.556	.575	.500	.750	.000	.786	.000	.000	.000	.000	

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File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	86	84	42	170	140	1	41	27	182	115	93	0	0	208	0	0	0	0	0	69	560	629
04:15 PM	0	43	54	22	97	129	2	34	18	165	112	84	0	0	196	0	0	0	0	0	40	458	498
04:30 PM	0	73	53	23	126	116	1	30	19	147	120	80	0	0	200	0	0	0	0	0	42	473	515
04:45 PM	0	26	54	33	80	130	1	26	15	157	118	90	0	0	208	0	0	0	0	0	48	445	493
Total	0	228	245	120	473	515	5	131	79	651	465	347	0	0	812	0	0	0	0	0	199	1936	2135
05:00 PM	0	54	72	35	126	127	2	23	11	152	123	59	0	0	182	0	0	0	0	0	46	460	506
05:15 PM	0	46	55	27	101	159	1	18	7	178	124	101	0	0	225	0	0	0	0	0	34	504	538
05:30 PM	0	30	44	22	74	113	0	31	19	144	107	82	0	0	189	0	0	0	0	0	41	407	448
05:45 PM	0	42	34	17	76	122	0	25	13	147	75	77	0	0	152	0	0	0	0	0	30	375	405
Total	0	172	205	101	377	521	3	97	50	621	429	319	0	0	748	0	0	0	0	0	151	1746	1897
Grand Total	0	400	450	221	850	1036	8	228	129	1272	894	666	0	0	1560	0	0	0	0	0	350	3682	4032
Apprch %	0	47.1	52.9			81.4	0.6	17.9			57.3	42.7	0			0	0	0					
Total %	0	10.9	12.2		23.1	28.1	0.2	6.2		34.5	24.3	18.1	0		42.4	0	0	0		0	8.7	91.3	
Passenger Vehicles	0	380	400		979	1014	7	171		1283	869	582	0		1451	0	0	0		0	0	0	3713
% Passenger Vehicles	0	95	88.9	90	91.4	97.9	87.5	75	70.5	91.6	97.2	87.4	0	0	93	0	0	0	0	0	0	0	92.1
Large 2 Axle Vehicles	0	10	18		37	16	0	15		42	20	31	0		51	0	0	0		0	0	0	130
% Large 2 Axle Vehicles	0	2.5	4	4.1	3.5	1.5	0	6.6	8.5	3	2.2	4.7	0	0	3.3	0	0	0	0	0	0	0	3.2
3 Axle Vehicles	0	2	5		8	1	0	2		4	2	10	0		12	0	0	0		0	0	0	24
% 3 Axle Vehicles	0	0.5	1.1	0.5	0.7	0.1	0	0.9	0.8	0.3	0.2	1.5	0	0	0.8	0	0	0	0	0	0	0	0.6
4+ Axle Trucks	0	8	27		47	5	1	40		72	3	43	0		46	0	0	0		0	0	0	165
% 4+ Axle Trucks	0	2	6	5.4	4.4	0.5	12.5	17.5	20.2	5.1	0.3	6.5	0	0	2.9	0	0	0	0	0	0	0	4.1

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**86**	**84**	**170**	**140**	1	**41**	**182**	115	**93**	0	**208**	0	0	0	0	**560**
04:15 PM	0	43	54	97	129	**2**	34	165	112	84	0	196	0	0	0	0	458
04:30 PM	0	73	53	126	116	1	30	147	**120**	80	0	200	0	0	0	0	473
04:45 PM	0	26	54	80	130	1	26	157	118	90	0	208	0	0	0	0	445
Total Volume	0	228	245	473	515	5	131	651	465	347	0	812	0	0	0	0	1936
% App. Total	0	48.2	51.8		79.1	0.8	20.1		57.3	42.7	0		0	0	0		
PHF	.000	.663	.729	.696	.920	.625	.799	.894	.969	.933	.000	.976	.000	.000	.000	.000	.864

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County of Riverside
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File Name : 05_CRV_Bob_10W PM
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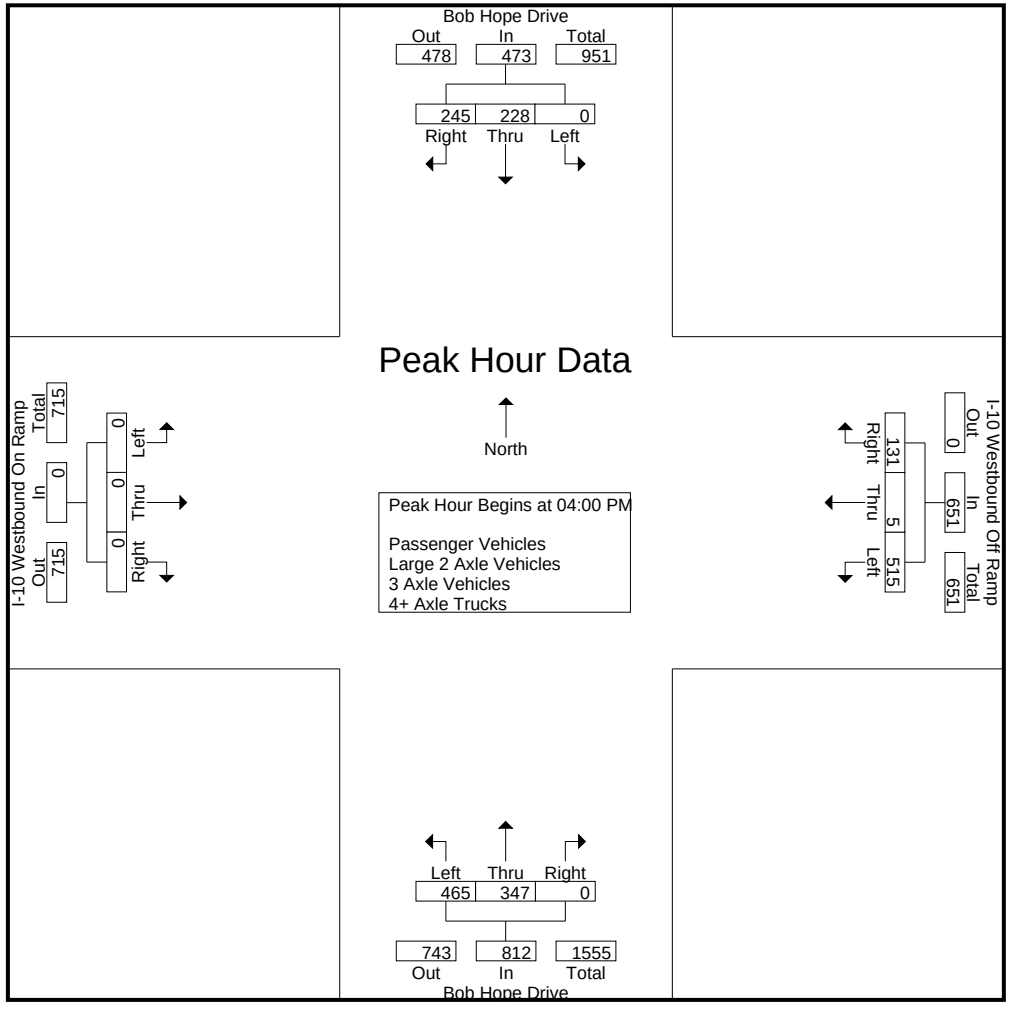

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	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:30 PM				04:00 PM				
+0 mins.	0	**86**	**84**	**170**	**140**	1	**41**	**182**	120	80	0	200	0	0	0	0	
+15 mins.	0	43	54	97	129	**2**	34	165	118	90	0	208	0	0	0	0	
+30 mins.	0	73	53	126	116	1	30	147	123	59	0	182	0	0	0	0	
+45 mins.	0	26	54	80	130	1	26	157	**124**	**101**	0	**225**	0	0	0	0	
Total Volume	0	228	245	473	515	5	131	651	485	330	0	815	0	0	0	0	
% App. Total	0	48.2	51.8		79.1	0.8	20.1		59.5	40.5	0		0	0	0		
PHF	.000	.663	.729	.696	.920	.625	.799	.894	.978	.817	.000	.906	.000	.000	.000	.000	

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File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
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Page No : 1

Groups Printed- Passenger Vehicles

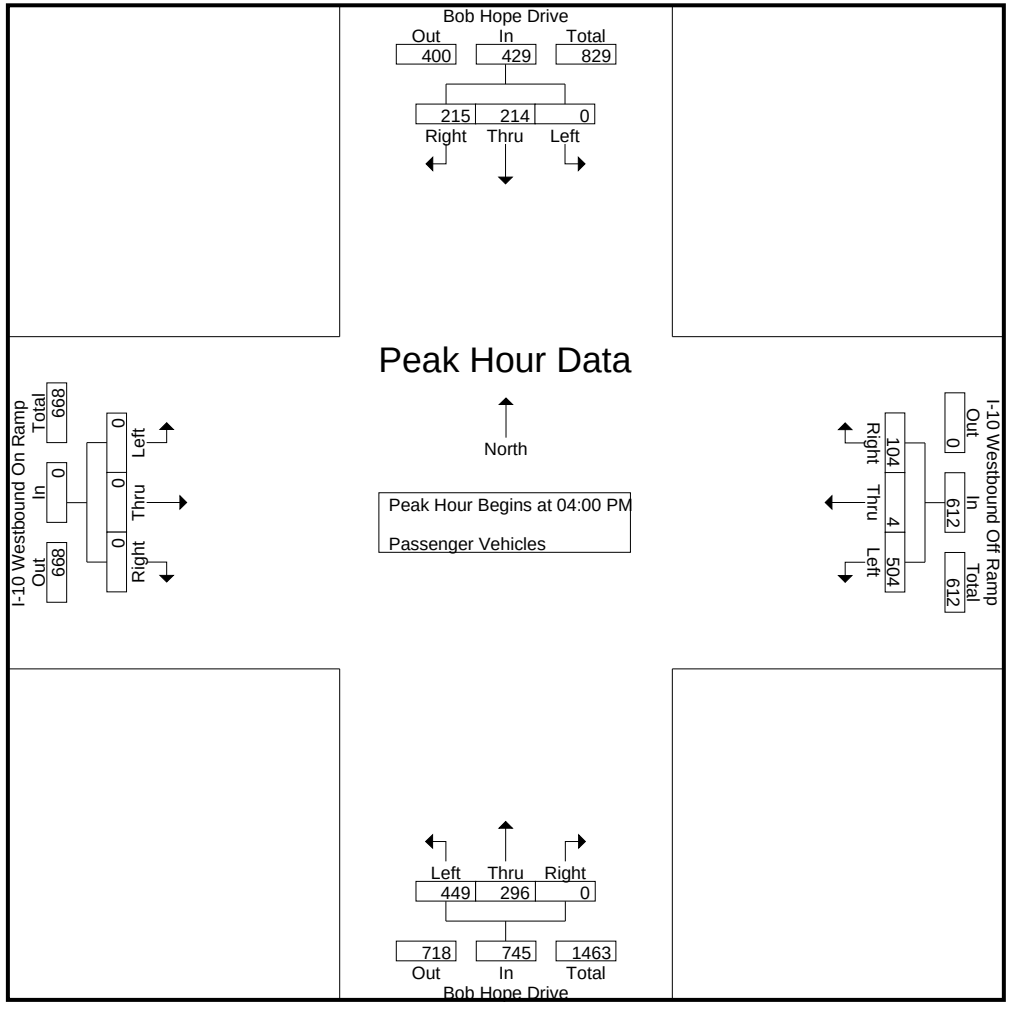
	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	82	79	38	161	135	0	30	17	165	112	77	0	0	189	0	0	0	0	0	55	515	570
04:15 PM	0	40	48	22	88	128	2	27	13	157	106	78	0	0	184	0	0	0	0	0	35	429	464
04:30 PM	0	67	43	19	110	114	1	24	16	139	115	66	0	0	181	0	0	0	0	0	35	430	465
04:45 PM	0	25	45	27	70	127	1	23	12	151	116	75	0	0	191	0	0	0	0	0	39	412	451
Total	0	214	215	106	429	504	4	104	58	612	449	296	0	0	745	0	0	0	0	0	164	1786	1950
05:00 PM	0	53	65	32	118	125	2	18	8	145	121	54	0	0	175	0	0	0	0	0	40	438	478
05:15 PM	0	44	48	25	92	153	1	13	3	167	122	86	0	0	208	0	0	0	0	0	28	467	495
05:30 PM	0	27	40	20	67	112	0	23	14	135	103	76	0	0	179	0	0	0	0	0	34	381	415
05:45 PM	0	42	32	16	74	120	0	13	8	133	74	70	0	0	144	0	0	0	0	0	24	351	375
Total	0	166	185	93	351	510	3	67	33	580	420	286	0	0	706	0	0	0	0	0	126	1637	1763
Grand Total	0	380	400	199	780	1014	7	171	91	1192	869	582	0	0	1451	0	0	0	0	0	290	3423	3713
Apprch %	0	48.7	51.3			85.1	0.6	14.3			59.9	40.1	0			0	0	0					
Total %	0	11.1	11.7		22.8	29.6	0.2	5		34.8	25.4	17	0		42.4	0	0	0		0	7.8	92.2	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**82**	**79**	**161**	**135**	0	**30**	**165**	112	77	0	189	0	0	0	0	**515**
04:15 PM	0	40	48	88	128	**2**	27	157	106	**78**	0	184	0	0	0	0	429
04:30 PM	0	67	43	110	114	1	24	139	115	66	0	181	0	0	0	0	430
04:45 PM	0	25	45	70	127	1	23	151	**116**	75	0	**191**	0	0	0	0	412
Total Volume	0	214	215	429	504	4	104	612	449	296	0	745	0	0	0	0	1786
% App. Total	0	49.9	50.1		82.4	0.7	17		60.3	39.7	0		0	0	0		
PHF	.000	.652	.680	.666	.933	.500	.867	.927	.968	.949	.000	.975	.000	.000	.000	.000	.867

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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**82**	**79**	**161**	**135**	0	**30**	**165**	112	77	0	189	0	0	0	0	
+15 mins.	0	40	48	88	128	**2**	27	157	106	**78**	0	184	0	0	0	0	
+30 mins.	0	67	43	110	114	1	24	139	115	66	0	181	0	0	0	0	
+45 mins.	0	25	45	70	127	1	23	151	**116**	75	0	**191**	0	0	0	0	
Total Volume	0	214	215	429	504	4	104	612	449	296	0	745	0	0	0	0	
% App. Total	0	49.9	50.1		82.4	0.7	17		60.3	39.7	0		0	0	0		
PHF	.000	.652	.680	.666	.933	.500	.867	.927	.968	.949	.000	.975	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	1	5	3	0	4	4	7	3	9	0	0	12	0	0	0	0	0	5	24	29
04:15 PM	0	2	0	0	2	1	0	2	1	3	3	1	0	0	4	0	0	0	0	0	1	9	10
04:30 PM	0	1	6	2	7	1	0	3	2	4	5	4	0	0	9	0	0	0	0	0	4	20	24
04:45 PM	0	0	3	1	3	3	0	0	0	3	2	9	0	0	11	0	0	0	0	0	1	17	18
Total	0	7	10	4	17	8	0	9	7	17	13	23	0	0	36	0	0	0	0	0	11	70	81
05:00 PM	0	1	4	3	5	2	0	1	1	3	2	1	0	0	3	0	0	0	0	0	4	11	15
05:15 PM	0	0	2	1	2	5	0	0	0	5	1	6	0	0	7	0	0	0	0	0	1	14	15
05:30 PM	0	2	2	1	4	0	0	1	1	1	3	1	0	0	4	0	0	0	0	0	2	9	11
05:45 PM	0	0	0	0	0	1	0	4	2	5	1	0	0	0	1	0	0	0	0	0	2	6	8
Total	0	3	8	5	11	8	0	6	4	14	7	8	0	0	15	0	0	0	0	0	9	40	49
Grand Total	0	10	18	9	28	16	0	15	11	31	20	31	0	0	51	0	0	0	0	0	20	110	130
Apprch %	0	35.7	64.3			51.6	0	48.4			39.2	60.8	0			0	0	0					
Total %	0	9.1	16.4		25.5	14.5	0	13.6		28.2	18.2	28.2	0		46.4	0	0	0		0	15.4	84.6	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	1	5	**3**	0	**4**	**7**	3	**9**	0	**12**	0	0	0	0	**24**
04:15 PM	0	2	0	2	1	0	2	3	3	1	0	4	0	0	0	0	9
04:30 PM	0	1	**6**	**7**	1	0	3	4	**5**	4	0	9	0	0	0	0	20
04:45 PM	0	0	3	3	3	0	0	3	2	9	0	11	0	0	0	0	17
Total Volume	0	7	10	17	8	0	9	17	13	23	0	36	0	0	0	0	70
% App. Total	0	41.2	58.8		47.1	0	52.9		36.1	63.9	0		0	0	0		
PHF	.000	.438	.417	.607	.667	.000	.563	.607	.650	.639	.000	.750	.000	.000	.000	.000	.729

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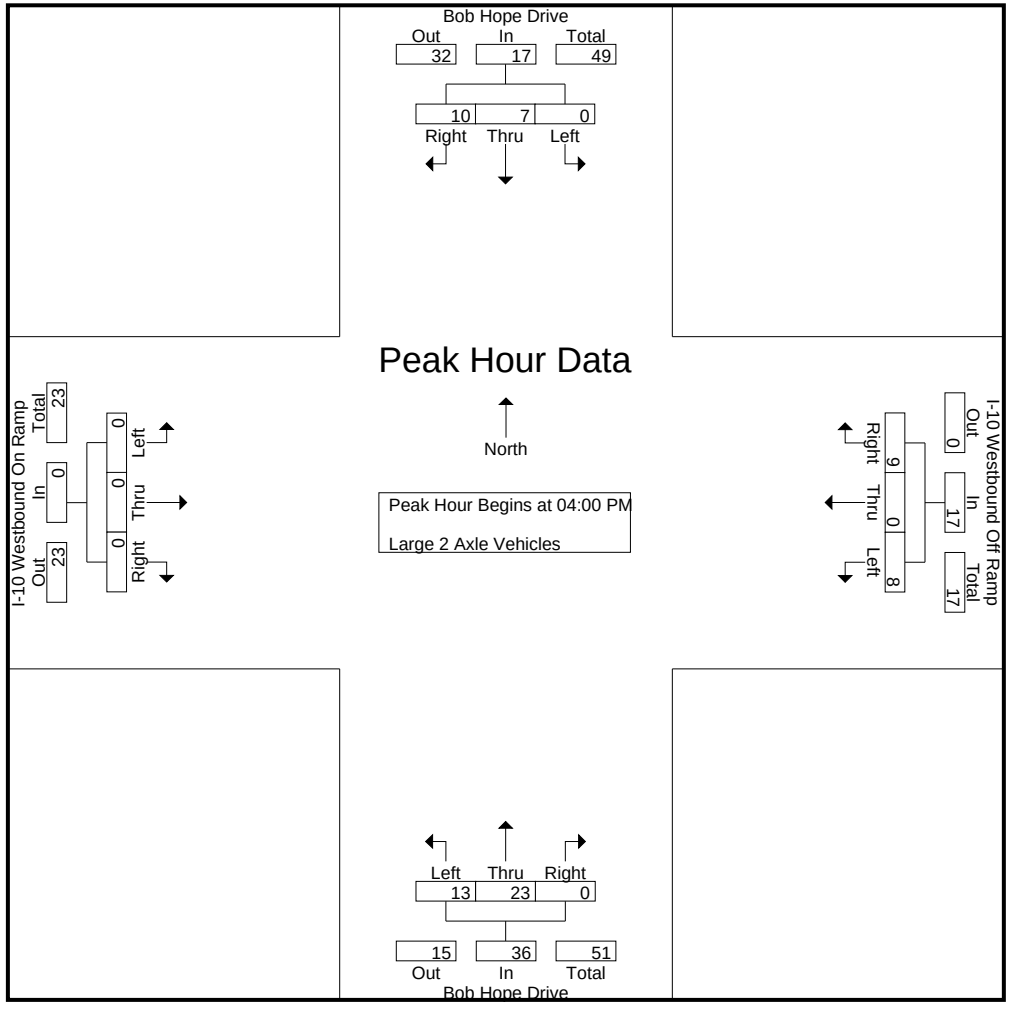
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**4**	1	5	**3**	0	**4**	**7**	3	**9**	0	**12**	0	0	0	0	
+15 mins.	0	2	0	2	1	0	2	3	3	1	0	4	0	0	0	0	
+30 mins.	0	1	**6**	**7**	1	0	3	4	**5**	4	0	9	0	0	0	0	
+45 mins.	0	0	3	3	3	0	0	3	2	9	0	11	0	0	0	0	
Total Volume	0	7	10	17	8	0	9	17	13	23	0	36	0	0	0	0	
% App. Total	0	41.2	58.8		47.1	0	52.9		36.1	63.9	0		0	0	0		
PHF	.000	.438	.417	.607	.667	.000	.563	.607	.650	.639	.000	.750	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	1	0	2	0	0	1	1	1	1	1	0	0	2	0	0	0	0	0	1	5	6
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	5	5
04:45 PM	0	0	1	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	4
Total	0	1	3	1	4	1	0	2	1	3	1	6	0	0	7	0	0	0	0	0	2	14	16
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8	8
Grand Total	0	2	5	1	7	1	0	2	1	3	2	10	0	0	12	0	0	0	0	0	2	22	24
Apprch %	0	28.6	71.4			33.3	0	66.7			16.7	83.3	0			0	0	0					
Total %	0	9.1	22.7		31.8	4.5	0	9.1		13.6	9.1	45.5	0		54.5	0	0	0		0	8.3	91.7	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	**1**	1	**2**	0	0	**1**	1	**1**	1	0	2	0	0	0	0	**5**
04:30 PM	0	0	0	0	**1**	0	1	**2**	0	**3**	0	**3**	0	0	0	0	5
04:45 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	1	3	4	1	0	2	3	1	6	0	7	0	0	0	0	14
% App. Total	0	25	75		33.3	0	66.7		14.3	85.7	0		0	0	0		
PHF	.000	.250	.750	.500	.250	.000	.500	.375	.250	.500	.000	.583	.000	.000	.000	.000	.700

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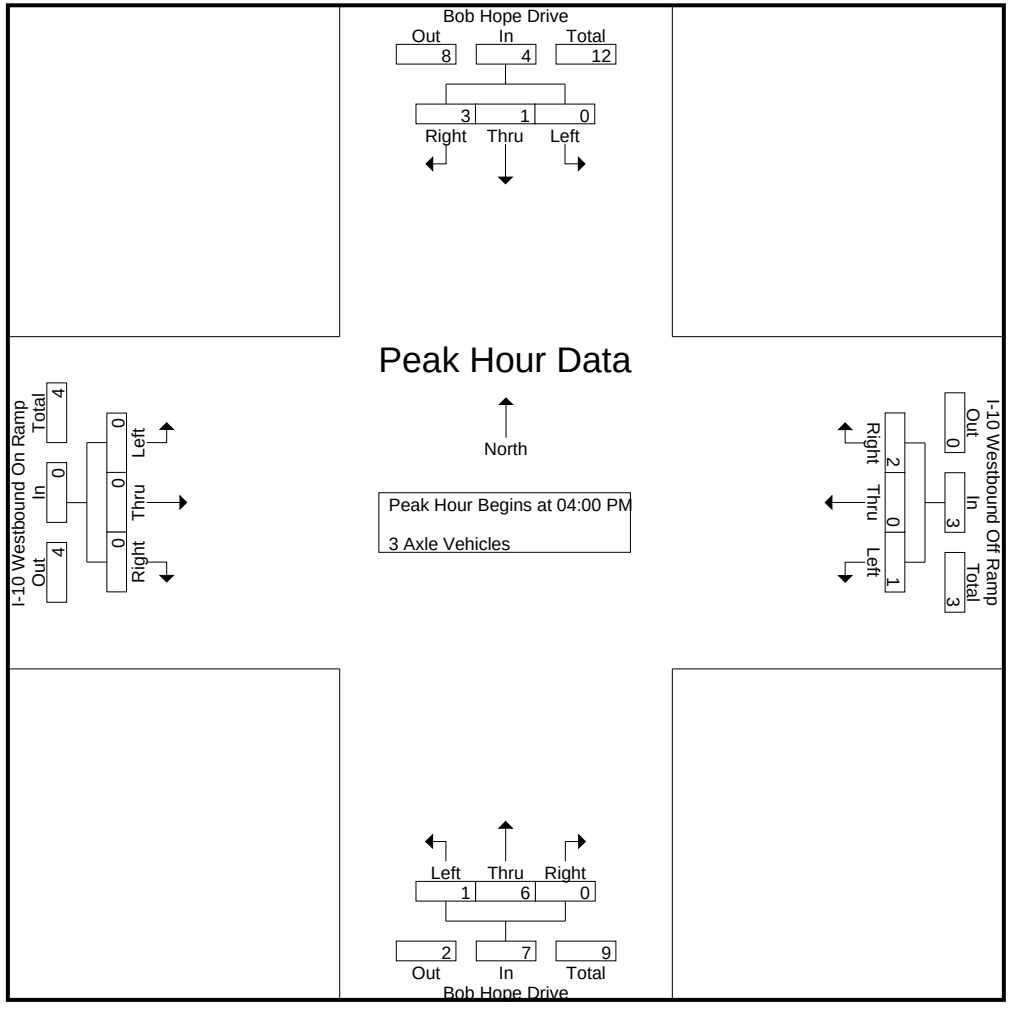
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	1	**2**	0	0	**1**	1	**1**	1	0	2	0	0	0	0	
+30 mins.	0	0	0	0	**1**	0	1	**2**	0	**3**	0	**3**	0	0	0	0	
+45 mins.	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	0	1	3	4	1	0	2	3	1	6	0	7	0	0	0	0	
% App. Total	0	25	75		33.3	0	66.7		14.3	85.7	0		0	0	0		
PHF	.000	.250	.750	.500	.250	.000	.500	.375	.250	.500	.000	.583	.000	.000	.000	.000	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Westbound Off Ramp Westbound					Bob Hope Drive Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	3	3	2	1	7	6	10	0	7	0	0	7	0	0	0	0	0	9	20	29
04:15 PM	0	0	5	0	5	0	0	4	3	4	2	4	0	0	6	0	0	0	0	0	3	15	18
04:30 PM	0	5	4	2	9	0	0	2	1	2	0	7	0	0	7	0	0	0	0	0	3	18	21
04:45 PM	0	1	5	4	6	0	0	3	3	3	0	4	0	0	4	0	0	0	0	0	7	13	20
Total	0	6	17	9	23	2	1	16	13	19	2	22	0	0	24	0	0	0	0	0	22	66	88
05:00 PM	0	0	2	0	2	0	0	4	2	4	0	3	0	0	3	0	0	0	0	0	2	9	11
05:15 PM	0	2	4	1	6	1	0	5	4	6	1	7	0	0	8	0	0	0	0	0	5	20	25
05:30 PM	0	0	2	1	2	1	0	7	4	8	0	4	0	0	4	0	0	0	0	0	5	14	19
05:45 PM	0	0	2	1	2	1	0	8	3	9	0	7	0	0	7	0	0	0	0	0	4	18	22
Total	0	2	10	3	12	3	0	24	13	27	1	21	0	0	22	0	0	0	0	0	16	61	77
Grand Total	0	8	27	12	35	5	1	40	26	46	3	43	0	0	46	0	0	0	0	0	38	127	165
Apprch %	0	22.9	77.1			10.9	2.2	87			6.5	93.5	0			0	0	0					
Total %	0	6.3	21.3		27.6	3.9	0.8	31.5		36.2	2.4	33.9	0		36.2	0	0	0		0	23	77	

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	3	3	**2**	**1**	**7**	**10**	0	**7**	0	**7**	0	0	0	0	**20**
04:15 PM	0	0	**5**	5	0	0	4	4	**2**	4	0	6	0	0	0	0	15
04:30 PM	0	**5**	4	**9**	0	0	2	2	0	7	0	7	0	0	0	0	18
04:45 PM	0	1	5	6	0	0	3	3	0	4	0	4	0	0	0	0	13
Total Volume	0	6	17	23	2	1	16	19	2	22	0	24	0	0	0	0	66
% App. Total	0	26.1	73.9		10.5	5.3	84.2		8.3	91.7	0		0	0	0		
PHF	.000	.300	.850	.639	.250	.250	.571	.475	.250	.786	.000	.857	.000	.000	.000	.000	.825

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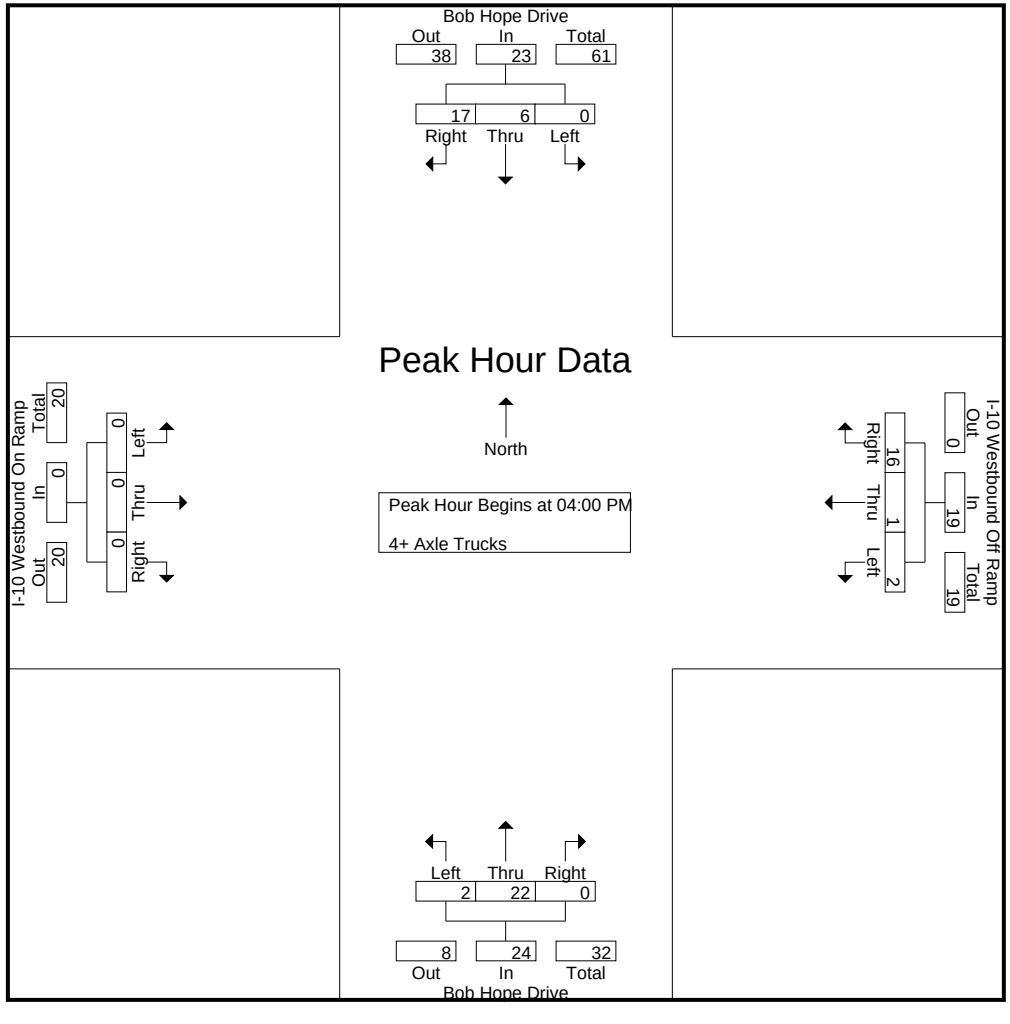
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_CRV_Bob_10W PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Westbound Off Ramp Westbound				Bob Hope Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	3	3	**2**	**1**	**7**	**10**	0	**7**	0	**7**	0	0	0	0	
+15 mins.	0	0	**5**	5	0	0	4	4	**2**	4	0	6	0	0	0	0	
+30 mins.	0	**5**	4	**9**	0	0	2	2	0	7	0	7	0	0	0	0	
+45 mins.	0	1	5	6	0	0	3	3	0	4	0	4	0	0	0	0	
Total Volume	0	6	17	23	2	1	16	19	2	22	0	24	0	0	0	0	
% App. Total	0	26.1	73.9		10.5	5.3	84.2		8.3	91.7	0		0	0	0		
PHF	.000	.300	.850	.639	.250	.250	.571	.475	.250	.786	.000	.857	.000	.000	.000	.000	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 WB Ramps

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg I-10 WB Ramps	South Leg Bob Hope Drive	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Bob Hope Drive	East Leg I-10 WB Ramps	South Leg Bob Hope Drive	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 WB Ramps

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound I-10 WB Ramps			Northbound Bob Hope Drive			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Bob Hope Drive			Westbound I-10 WB Ramps			Northbound Bob Hope Drive			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	15	187	0	0	202	0	0	0	0	0	0	73	11	4	84	52	2	103	34	157	38	443	481
07:15 AM	16	218	0	0	234	0	0	0	0	0	0	62	11	0	73	60	1	132	34	193	34	500	534
07:30 AM	17	220	0	0	237	0	0	0	0	0	0	61	9	2	70	70	0	205	35	275	37	582	619
07:45 AM	25	228	0	0	253	0	0	1	1	1	0	79	10	5	89	62	1	191	36	254	42	597	639
Total	73	853	0	0	926	0	0	1	1	1	0	275	41	11	316	244	4	631	139	879	151	2122	2273
08:00 AM	27	179	0	0	206	0	0	0	0	0	0	83	16	7	99	64	1	127	31	192	38	497	535
08:15 AM	19	163	0	0	182	0	0	0	0	0	0	73	15	6	88	48	1	112	41	161	47	431	478
08:30 AM	17	198	0	0	215	0	0	0	0	0	0	63	7	2	70	49	0	117	36	166	38	451	489
08:45 AM	15	173	0	0	188	0	0	0	0	0	0	88	10	1	98	43	0	130	39	173	40	459	499
Total	78	713	0	0	791	0	0	0	0	0	0	307	48	16	355	204	2	486	147	692	163	1838	2001
Grand Total	151	1566	0	0	1717	0	0	1	1	1	0	582	89	27	671	448	6	1117	286	1571	314	3960	4274
Apprch %	8.8	91.2	0			0	0	100			0	86.7	13.3			28.5	0.4	71.1					
Total %	3.8	39.5	0		43.4	0	0	0		0	0	14.7	2.2		16.9	11.3	0.2	28.2		39.7	7.3	92.7	
Passenger Vehicles	114	1456	0		1570	0	0	0		0	0	547	85		658	374	5	1063		1717	0	0	3945
% Passenger Vehicles	75.5	93	0	0	91.4	0	0	0	0	0	0	94	95.5	96.3	94.3	83.5	83.3	95.2	96.2	92.5	0	0	92.3
Large 2 Axle Vehicles	19	84	0		103	0	0	0		0	0	17	2		19	29	0	42		81	0	0	203
% Large 2 Axle Vehicles	12.6	5.4	0	0	6	0	0	0	0	0	0	2.9	2.2	0	2.7	6.5	0	3.8	3.5	4.4	0	0	4.7
3 Axle Vehicles	2	16	0		18	0	0	1		2	0	10	0		10	14	0	3		17	0	0	47
% 3 Axle Vehicles	1.3	1	0	0	1	0	0	100	100	100	0	1.7	0	0	1.4	3.1	0	0.3	0	0.9	0	0	1.1
4+ Axle Trucks	16	10	0		26	0	0	0		0	0	8	2		11	31	1	9		42	0	0	79
% 4+ Axle Trucks	10.6	0.6	0	0	1.5	0	0	0	0	0	0	1.4	2.2	3.7	1.6	6.9	16.7	0.8	0.3	2.3	0	0	1.8

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	218	0	234	0	0	0	0	0	62	11	73	60	**1**	132	193	500
07:30 AM	17	220	0	237	0	0	0	0	0	61	9	70	**70**	0	**205**	**275**	582
07:45 AM	25	**228**	0	**253**	0	0	**1**	**1**	0	79	10	89	62	1	191	254	**597**
08:00 AM	**27**	179	0	206	0	0	0	0	0	**83**	**16**	**99**	64	1	127	192	497
Total Volume	85	845	0	930	0	0	1	1	0	285	46	331	256	3	655	914	2176
% App. Total	9.1	90.9	0		0	0	100		0	86.1	13.9		28	0.3	71.7		
PHF	.787	.927	.000	.919	.000	.000	.250	.250	.000	.858	.719	.836	.914	.750	.799	.831	.911

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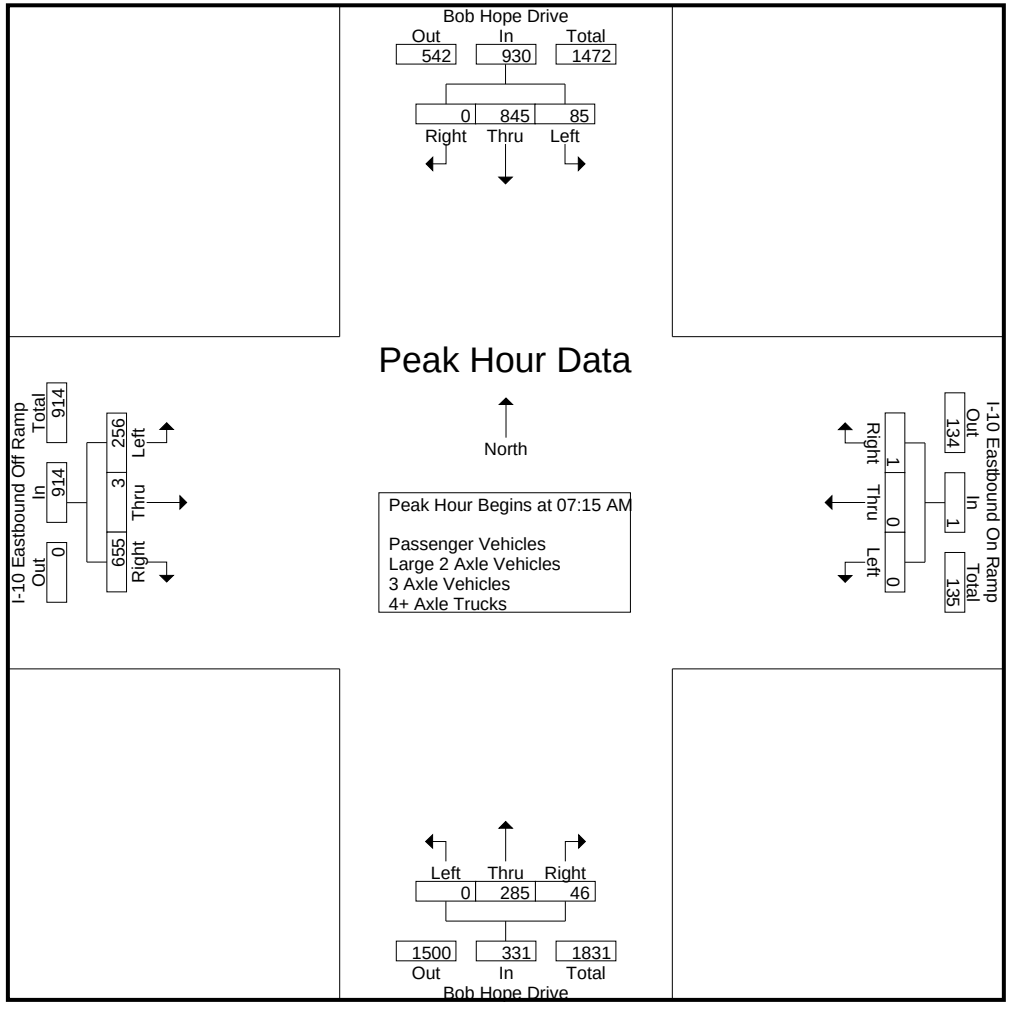
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:15 AM				
+0 mins.	16	218	0	234	0	0	0	0	0	83	**16**	**99**	60	**1**	132	193	
+15 mins.	17	220	0	237	0	0	0	0	0	73	15	88	**70**	0	**205**	**275**	
+30 mins.	25	**228**	0	**253**	0	0	0	0	0	63	7	70	62	1	191	254	
+45 mins.	**27**	179	0	206	0	0	**1**	**1**	0	**88**	10	98	64	1	127	192	
Total Volume	85	845	0	930	0	0	1	1	0	307	48	355	256	3	655	914	
% App. Total	9.1	90.9	0		0	0	100		0	86.5	13.5		28	0.3	71.7		
PHF	.787	.927	.000	.919	.000	.000	.250	.250	.000	.872	.750	.896	.914	.750	.799	.831	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	167	0	0	175	0	0	0	0	0	0	69	11	4	80	42	2	99	33	143	37	398	435
07:15 AM	12	208	0	0	220	0	0	0	0	0	0	59	11	0	70	53	1	125	32	179	32	469	501
07:30 AM	11	200	0	0	211	0	0	0	0	0	0	56	9	2	65	56	0	197	32	253	34	529	563
07:45 AM	15	217	0	0	232	0	0	0	0	0	0	72	9	5	81	59	0	182	36	241	41	554	595
Total	46	792	0	0	838	0	0	0	0	0	0	256	40	11	296	210	3	603	133	816	144	1950	2094
08:00 AM	26	163	0	0	189	0	0	0	0	0	0	79	16	7	95	54	1	122	31	177	38	461	499
08:15 AM	17	156	0	0	173	0	0	0	0	0	0	69	14	5	83	41	1	104	38	146	43	402	445
08:30 AM	12	186	0	0	198	0	0	0	0	0	0	60	6	2	66	39	0	113	35	152	37	416	453
08:45 AM	13	159	0	0	172	0	0	0	0	0	0	83	9	1	92	30	0	121	38	151	39	415	454
Total	68	664	0	0	732	0	0	0	0	0	0	291	45	15	336	164	2	460	142	626	157	1694	1851
Grand Total	114	1456	0	0	1570	0	0	0	0	0	0	547	85	26	632	374	5	1063	275	1442	301	3644	3945
Apprch %	7.3	92.7	0			0	0	0			0	86.6	13.4			25.9	0.3	73.7					
Total %	3.1	40	0		43.1	0	0	0		0	0	15	2.3		17.3	10.3	0.1	29.2		39.6	7.6	92.4	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	208	0	220	0	0	0	0	0	59	11	70	53	**1**	125	179	469
07:30 AM	11	200	0	211	0	0	0	0	0	56	9	65	56	0	**197**	**253**	529
07:45 AM	15	**217**	0	**232**	0	0	0	0	0	72	9	81	**59**	0	182	241	**554**
08:00 AM	**26**	163	0	189	0	0	0	0	0	**79**	**16**	**95**	54	1	122	177	461
Total Volume	64	788	0	852	0	0	0	0	0	266	45	311	222	2	626	850	2013
% App. Total	7.5	92.5	0		0	0	0		0	85.5	14.5		26.1	0.2	73.6		
PHF	.615	.908	.000	.918	.000	.000	.000	.000	.000	.842	.703	.818	.941	.500	.794	.840	.908

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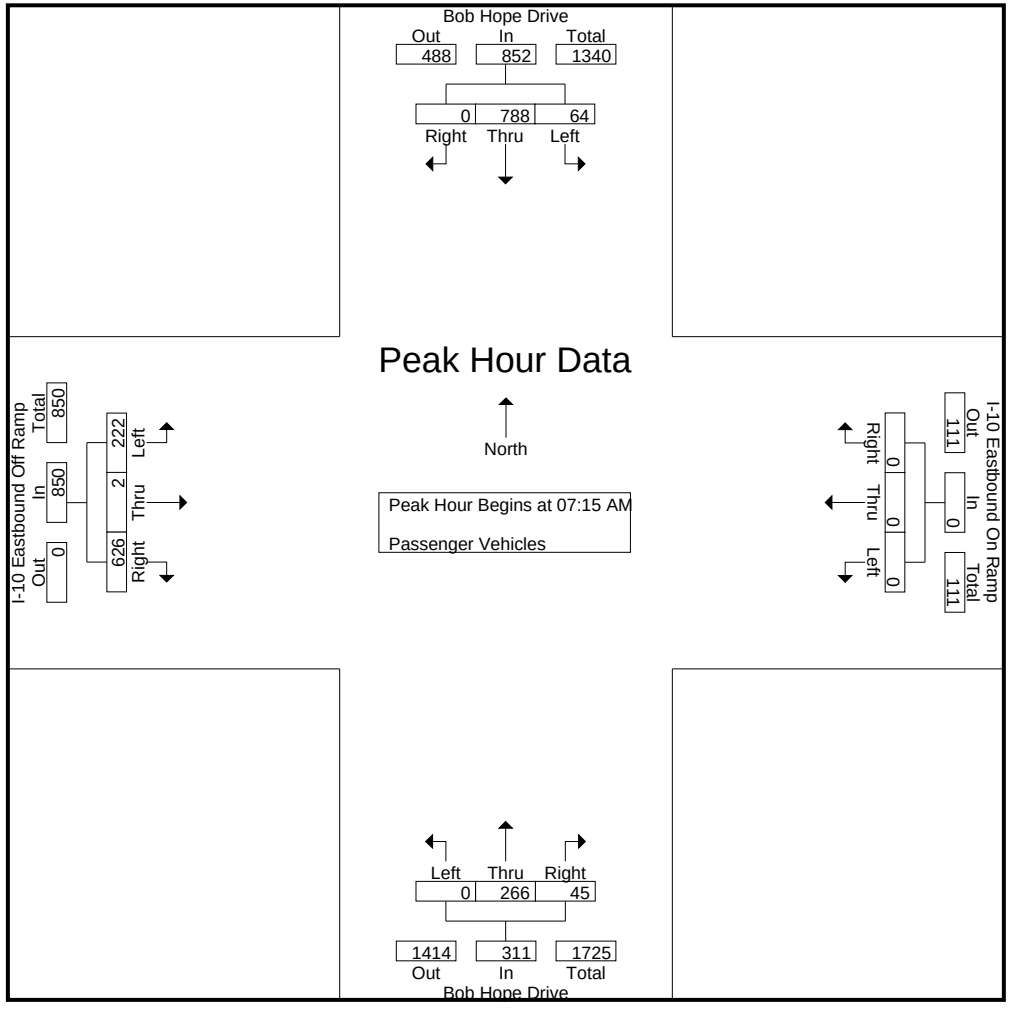
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
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File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	12	208	0	220	0	0	0	0	0	59	11	70	53	**1**	125	179	
+15 mins.	11	200	0	211	0	0	0	0	0	56	9	65	56	0	**197**	**253**	
+30 mins.	15	**217**	0	**232**	0	0	0	0	0	72	9	81	**59**	0	182	241	
+45 mins.	**26**	163	0	189	0	0	0	0	0	**79**	**16**	**95**	54	1	122	177	
Total Volume	64	788	0	852	0	0	0	0	0	266	45	311	222	2	626	850	
% App. Total	7.5	92.5	0		0	0	0		0	85.5	14.5		26.1	0.2	73.6		
PHF	.615	.908	.000	.918	.000	.000	.000	.000	.000	.842	.703	.818	.941	.500	.794	.840	

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File Name : 06_CRV_Bob_10E AM
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	17	0	0	22	0	0	0	0	0	0	3	0	0	3	5	0	3	1	8	1	33	34
07:15 AM	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	3	0	6	2	9	2	19	21
07:30 AM	3	18	0	0	21	0	0	0	0	0	0	4	0	0	4	6	0	6	3	12	3	37	40
07:45 AM	3	8	0	0	11	0	0	0	0	0	0	3	1	0	4	0	0	9	0	9	0	24	24
Total	13	51	0	0	64	0	0	0	0	0	0	10	1	0	11	14	0	24	6	38	6	113	119
08:00 AM	1	10	0	0	11	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	0	17	17
08:15 AM	2	6	0	0	8	0	0	0	0	0	0	2	0	0	2	3	0	7	3	10	3	20	23
08:30 AM	2	6	0	0	8	0	0	0	0	0	0	1	1	0	2	2	0	1	1	3	1	13	14
08:45 AM	1	11	0	0	12	0	0	0	0	0	0	2	0	0	2	8	0	8	0	16	0	30	30
Total	6	33	0	0	39	0	0	0	0	0	0	7	1	0	8	15	0	18	4	33	4	80	84
Grand Total	19	84	0	0	103	0	0	0	0	0	0	17	2	0	19	29	0	42	10	71	10	193	203
Apprch %	18.4	81.6	0			0	0	0			0	89.5	10.5			40.8	0	59.2					
Total %	9.8	43.5	0		53.4	0	0	0		0	0	8.8	1		9.8	15	0	21.8		36.8	4.9	95.1	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	8	0	10	0	0	0	0	0	0	0	0	3	0	6	9	19
07:30 AM	**3**	**18**	0	**21**	0	0	0	0	0	**4**	0	**4**	**6**	0	6	**12**	**37**
07:45 AM	3	8	0	11	0	0	0	0	0	3	**1**	4	0	0	**9**	9	24
08:00 AM	1	10	0	11	0	0	0	0	0	2	0	2	2	0	2	4	17
Total Volume	9	44	0	53	0	0	0	0	0	9	1	10	11	0	23	34	97
% App. Total	17	83	0		0	0	0		0	90	10		32.4	0	67.6		
PHF	.750	.611	.000	.631	.000	.000	.000	.000	.000	.563	.250	.625	.458	.000	.639	.708	.655

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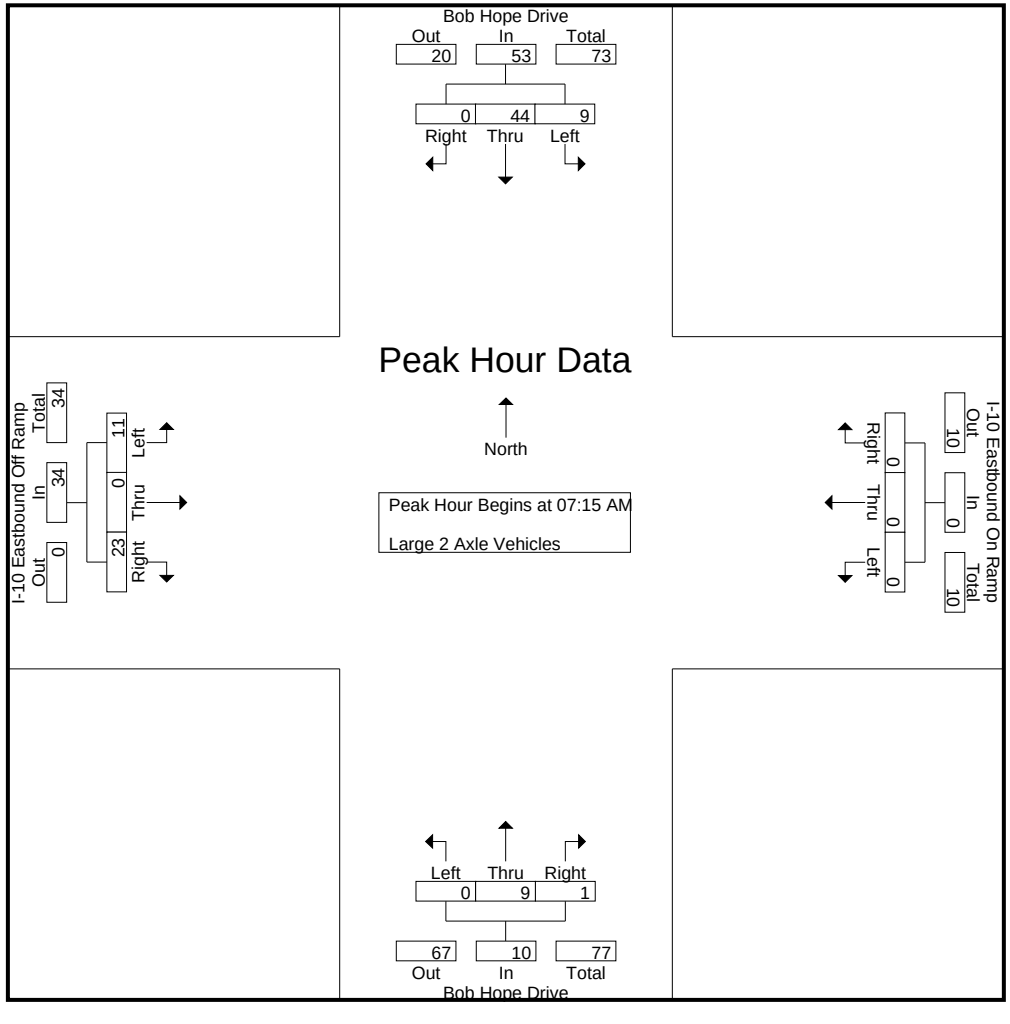
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	2	8	0	10	0	0	0	0	0	0	0	0	3	0	6	9	
+15 mins.	**3**	**18**	0	**21**	0	0	0	0	0	**4**	0	**4**	**6**	0	6	**12**	
+30 mins.	3	8	0	11	0	0	0	0	0	3	**1**	4	0	0	**9**	9	
+45 mins.	1	10	0	11	0	0	0	0	0	2	0	2	2	0	2	4	
Total Volume	9	44	0	53	0	0	0	0	0	9	1	10	11	0	23	34	
% App. Total	17	83	0		0	0	0		0	90	10		32.4	0	67.6		
PHF	.750	.611	.000	.631	.000	.000	.000	.000	.000	.563	.250	.625	.458	.000	.639	.708	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
07:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	6	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	3
07:45 AM	0	2	0	0	2	0	0	1	1	1	0	3	0	0	3	1	0	0	0	1	1	7	8
Total	2	7	0	0	9	0	0	1	1	1	0	4	0	0	4	5	0	1	0	6	1	20	21
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	0	10	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	3
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	7	7
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	6	6
Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	9	0	2	0	11	0	26	26
Grand Total	2	16	0	0	18	0	0	1	1	1	0	10	0	0	10	14	0	3	0	17	1	46	47
Apprch %	11.1	88.9	0			0	0	100			0	100	0			82.4	0	17.6					
Total %	4.3	34.8	0		39.1	0	0	2.2		2.2	0	21.7	0		21.7	30.4	0	6.5		37	2.1	97.9	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	2	0	3	0	0	0	0	0	1	0	1	1	0	1	2	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	2	3
07:45 AM	0	2	0	2	0	0	**1**	**1**	0	**3**	0	**3**	1	0	0	1	7
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	2	0	**2**	**4**	**10**
Total Volume	1	9	0	10	0	0	1	1	0	6	0	6	6	0	3	9	26
% App. Total	10	90	0		0	0	100		0	100	0		66.7	0	33.3		
PHF	.250	.563	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.750	.000	.375	.563	.650

Counts Unlimited, Inc.
PO Box 1178
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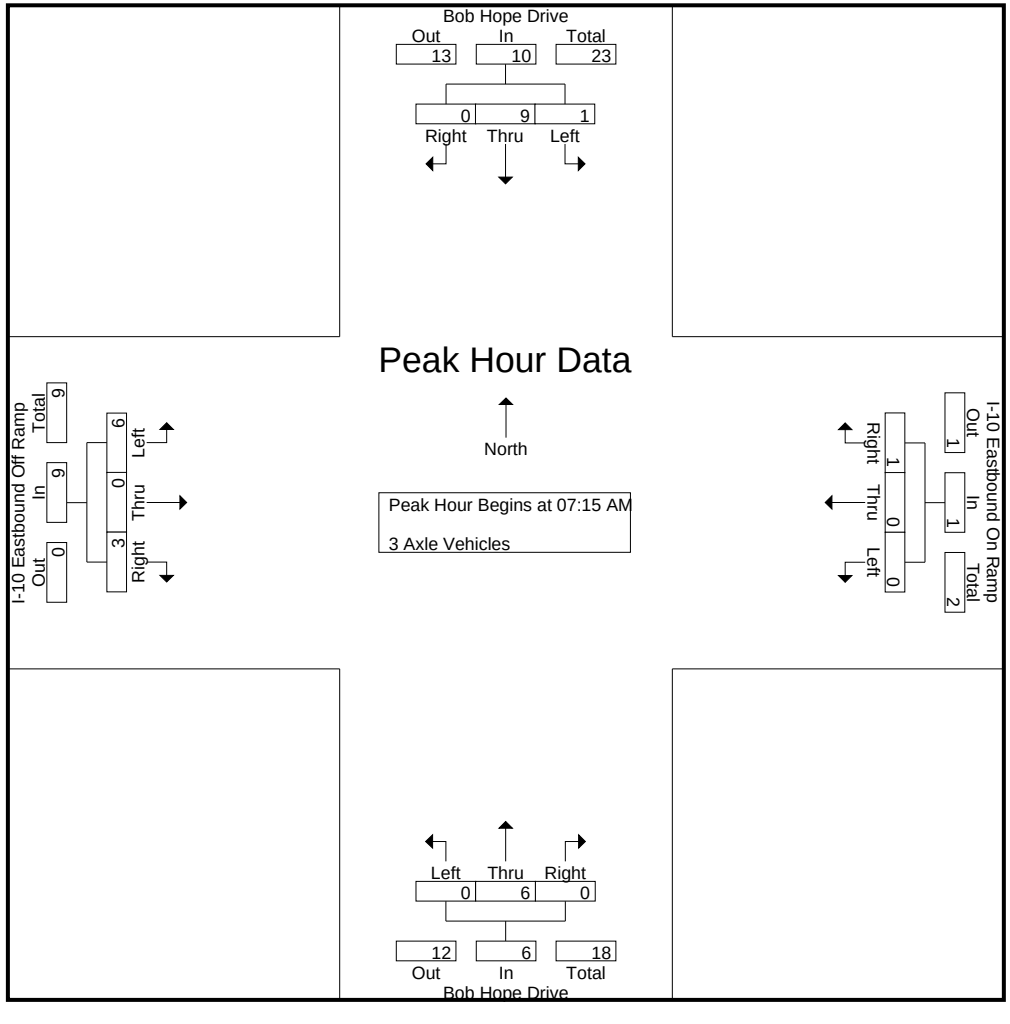
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	2	0	3	0	0	0	0	0	1	0	1	1	0	1	2	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	2	
+30 mins.	0	2	0	2	0	0	**1**	**1**	0	**3**	0	**3**	1	0	0	1	
+45 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	2	0	**2**	**4**	
Total Volume	1	9	0	10	0	0	1	1	0	6	0	6	6	0	3	9	
% App. Total	10	90	0		0	0	100		0	100	0		66.7	0	33.3		
PHF	.250	.563	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.750	.000	.375	.563	

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County of Riverside
N/S: Bob Hope Drive
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Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	0	8	8
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	6	6
07:30 AM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	6	0	2	0	8	0	13	13
07:45 AM	7	1	0	0	8	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	12	12
Total	12	3	0	0	15	0	0	0	0	0	0	5	0	0	5	15	1	3	0	19	0	39	39
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	9	9
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	2	0	1	0	3	1	6	7
08:30 AM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	5	0	3	0	8	0	15	15
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	3	0	1	1	4	1	8	9
Total	4	7	0	0	11	0	0	0	0	0	0	3	2	1	5	16	0	6	1	22	2	38	40
Grand Total	16	10	0	0	26	0	0	0	0	0	0	8	2	1	10	31	1	9	1	41	2	77	79
Apprch %	61.5	38.5	0			0	0	0			0	80	20			75.6	2.4	22					
Total %	20.8	13	0		33.8	0	0	0		0	0	10.4	2.6		13	40.3	1.3	11.7		53.2	2.5	97.5	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	**2**	0	**2**	3	0	0	3	6
07:30 AM	3	1	0	4	0	0	0	0	0	1	0	1	**6**	0	**2**	**8**	**13**
07:45 AM	**7**	1	0	**8**	0	0	0	0	0	1	0	1	2	**1**	0	3	12
08:00 AM	0	**2**	0	2	0	0	0	0	0	0	0	0	6	0	1	7	9
Total Volume	11	4	0	15	0	0	0	0	0	4	0	4	17	1	3	21	40
% App. Total	73.3	26.7	0		0	0	0		0	100	0		81	4.8	14.3		
PHF	.393	.500	.000	.469	.000	.000	.000	.000	.000	.500	.000	.500	.708	.250	.375	.656	.769

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PO Box 1178
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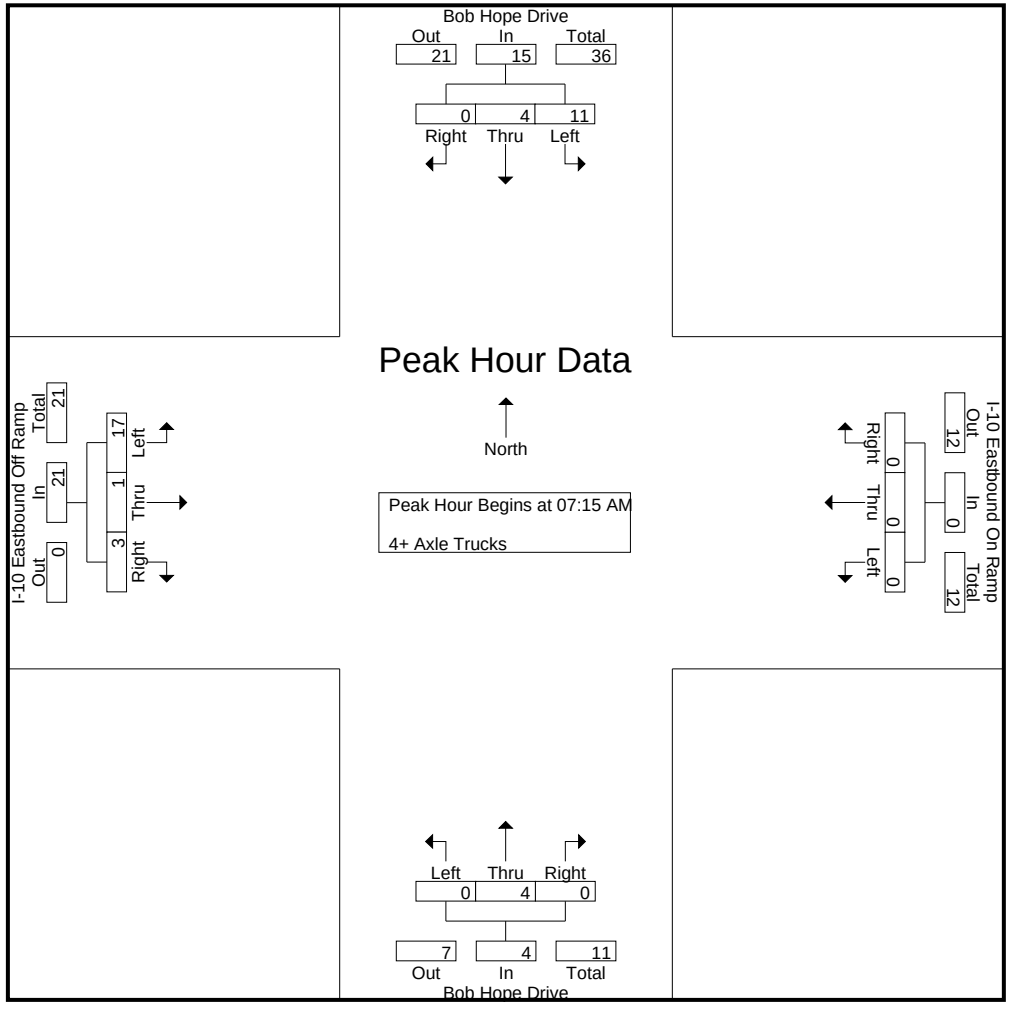
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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File Name : 06_CRV_Bob_10E AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	0	1	0	0	0	0	0	**2**	0	**2**	3	0	0	3	
+15 mins.	3	1	0	4	0	0	0	0	0	1	0	1	**6**	0	**2**	**8**	
+30 mins.	**7**	1	0	**8**	0	0	0	0	0	1	0	1	2	**1**	0	3	
+45 mins.	0	**2**	0	2	0	0	0	0	0	0	0	0	6	0	1	7	
Total Volume	11	4	0	15	0	0	0	0	0	4	0	4	17	1	3	21	
% App. Total	73.3	26.7	0		0	0	0		0	100	0		81	4.8	14.3		
PHF	.393	.500	.000	.469	.000	.000	.000	.000	.000	.500	.000	.500	.708	.250	.375	.656	

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County of Riverside
N/S: Bob Hope Drive
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File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	43	175	0	0	218	0	0	0	0	0	0	168	16	1	184	46	0	80	40	126	41	528	569
04:15 PM	27	154	0	0	181	0	0	0	0	0	0	169	16	2	185	36	1	72	47	109	49	475	524
04:30 PM	33	157	0	0	190	0	0	0	0	0	0	161	21	1	182	35	1	70	43	106	44	478	522
04:45 PM	25	141	0	0	166	0	0	0	0	0	0	165	13	3	178	42	0	68	38	110	41	454	495
Total	128	627	0	0	755	0	0	0	0	0	0	663	66	7	729	159	2	290	168	451	175	1935	2110
05:00 PM	19	159	0	0	178	0	0	0	0	0	0	152	13	2	165	29	0	72	37	101	39	444	483
05:15 PM	18	193	0	0	211	0	0	0	0	0	0	165	19	2	184	56	1	74	29	131	31	526	557
05:30 PM	11	128	0	0	139	0	0	0	0	0	0	160	13	1	173	36	1	62	28	99	29	411	440
05:45 PM	22	146	0	0	168	0	0	0	0	0	0	112	5	1	117	46	0	67	31	113	32	398	430
Total	70	626	0	0	696	0	0	0	0	0	0	589	50	6	639	167	2	275	125	444	131	1779	1910
Grand Total	198	1253	0	0	1451	0	0	0	0	0	0	1252	116	13	1368	326	4	565	293	895	306	3714	4020
Apprch %	13.6	86.4	0			0	0	0			0	91.5	8.5			36.4	0.4	63.1					
Total %	5.3	33.7	0		39.1	0	0	0		0	0	33.7	3.1		36.8	8.8	0.1	15.2		24.1	7.6	92.4	
Passenger Vehicles	183	1217	0		1400	0	0	0		0	0	1207	113		1331	256	3	558		1109	0	0	3840
% Passenger Vehicles	92.4	97.1	0	0	96.5	0	0	0	0	0	0	96.4	97.4	84.6	96.4	78.5	75	98.8	99.7	93.4	0	0	95.5
Large 2 Axle Vehicles	7	29	0		36	0	0	0		0	0	35	1		36	25	0	4		30	0	0	102
% Large 2 Axle Vehicles	3.5	2.3	0	0	2.5	0	0	0	0	0	0	2.8	0.9	0	2.6	7.7	0	0.7	0.3	2.5	0	0	2.5
3 Axle Vehicles	1	2	0		3	0	0	0		0	0	8	0		8	4	0	1		5	0	0	16
% 3 Axle Vehicles	0.5	0.2	0	0	0.2	0	0	0	0	0	0	0.6	0	0	0.6	1.2	0	0.2	0	0.4	0	0	0.4
4+ Axle Trucks	7	5	0		12	0	0	0		0	0	2	2		6	41	1	2		44	0	0	62
% 4+ Axle Trucks	3.5	0.4	0	0	0.8	0	0	0	0	0	0	0.2	1.7	15.4	0.4	12.6	25	0.4	0	3.7	0	0	1.5

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**43**	**175**	0	**218**	0	0	0	0	0	168	16	184	**46**	0	**80**	**126**	**528**
04:15 PM	27	154	0	181	0	0	0	0	0	**169**	16	**185**	36	**1**	72	109	475
04:30 PM	33	157	0	190	0	0	0	0	0	161	**21**	182	35	1	70	106	478
04:45 PM	25	141	0	166	0	0	0	0	0	165	13	178	42	0	68	110	454
Total Volume	128	627	0	755	0	0	0	0	0	663	66	729	159	2	290	451	1935
% App. Total	17	83	0		0	0	0		0	90.9	9.1		35.3	0.4	64.3		
PHF	.744	.896	.000	.866	.000	.000	.000	.000	.000	.981	.786	.985	.864	.500	.906	.895	.916

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File Name : 06_CRV_Bob_10E PM
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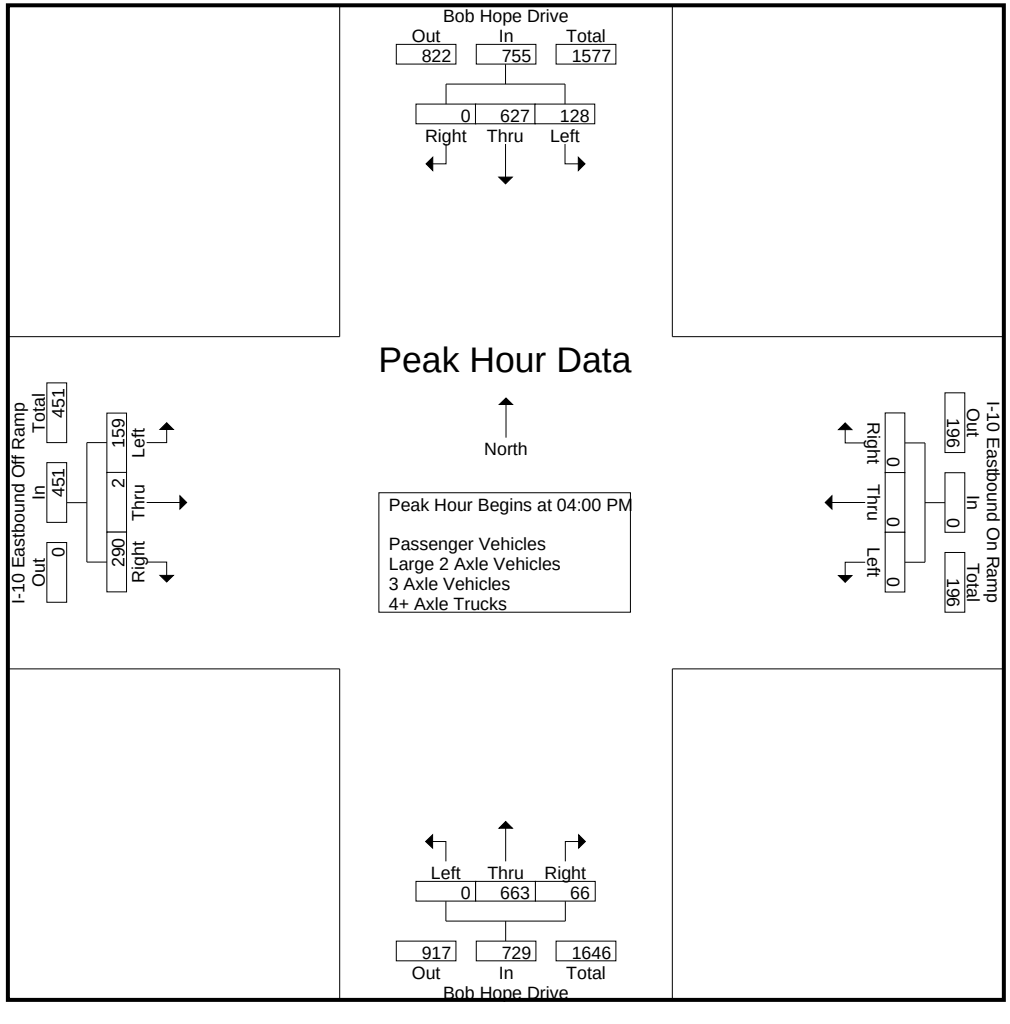

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Site Code : 05122287
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	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**43**	**175**	0	**218**	0	0	0	0	0	168	16	184	**46**	0	**80**	**126**	
+15 mins.	27	154	0	181	0	0	0	0	0	**169**	16	**185**	36	**1**	72	109	
+30 mins.	33	157	0	190	0	0	0	0	0	161	**21**	182	35	1	70	106	
+45 mins.	25	141	0	166	0	0	0	0	0	165	13	178	42	0	68	110	
Total Volume	128	627	0	755	0	0	0	0	0	663	66	729	159	2	290	451	
% App. Total	17	83	0		0	0	0		0	90.9	9.1		35.3	0.4	64.3		
PHF	.744	.896	.000	.866	.000	.000	.000	.000	.000	.981	.786	.985	.864	.500	.906	.895	

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File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
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Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	42	167	0	0	209	0	0	0	0	0	0	156	15	0	171	36	0	80	40	116	40	496	536
04:15 PM	25	150	0	0	175	0	0	0	0	0	0	161	16	2	177	27	1	71	46	99	48	451	499
04:30 PM	27	152	0	0	179	0	0	0	0	0	0	156	21	1	177	25	1	70	43	96	44	452	496
04:45 PM	23	137	0	0	160	0	0	0	0	0	0	159	13	3	172	32	0	67	38	99	41	431	472
Total	117	606	0	0	723	0	0	0	0	0	0	632	65	6	697	120	2	288	167	410	173	1830	2003
05:00 PM	19	155	0	0	174	0	0	0	0	0	0	148	11	1	159	25	0	70	37	95	38	428	466
05:15 PM	15	187	0	0	202	0	0	0	0	0	0	162	19	2	181	42	0	74	29	116	31	499	530
05:30 PM	10	126	0	0	136	0	0	0	0	0	0	154	13	1	167	30	1	59	28	90	29	393	422
05:45 PM	22	143	0	0	165	0	0	0	0	0	0	111	5	1	116	39	0	67	31	106	32	387	419
Total	66	611	0	0	677	0	0	0	0	0	0	575	48	5	623	136	1	270	125	407	130	1707	1837
Grand Total	183	1217	0	0	1400	0	0	0	0	0	0	1207	113	11	1320	256	3	558	292	817	303	3537	3840
Apprch %	13.1	86.9	0			0	0	0			0	91.4	8.6			31.3	0.4	68.3					
Total %	5.2	34.4	0		39.6	0	0	0		0	0	34.1	3.2		37.3	7.2	0.1	15.8		23.1	7.9	92.1	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**42**	**167**	0	**209**	0	0	0	0	0	156	15	171	**36**	0	**80**	**116**	**496**
04:15 PM	25	150	0	175	0	0	0	0	0	**161**	16	**177**	27	**1**	71	99	451
04:30 PM	27	152	0	179	0	0	0	0	0	156	**21**	177	25	1	70	96	452
04:45 PM	23	137	0	160	0	0	0	0	0	159	13	172	32	0	67	99	431
Total Volume	117	606	0	723	0	0	0	0	0	632	65	697	120	2	288	410	1830
% App. Total	16.2	83.8	0		0	0	0		0	90.7	9.3		29.3	0.5	70.2		
PHF	.696	.907	.000	.865	.000	.000	.000	.000	.000	.981	.774	.984	.833	.500	.900	.884	.922

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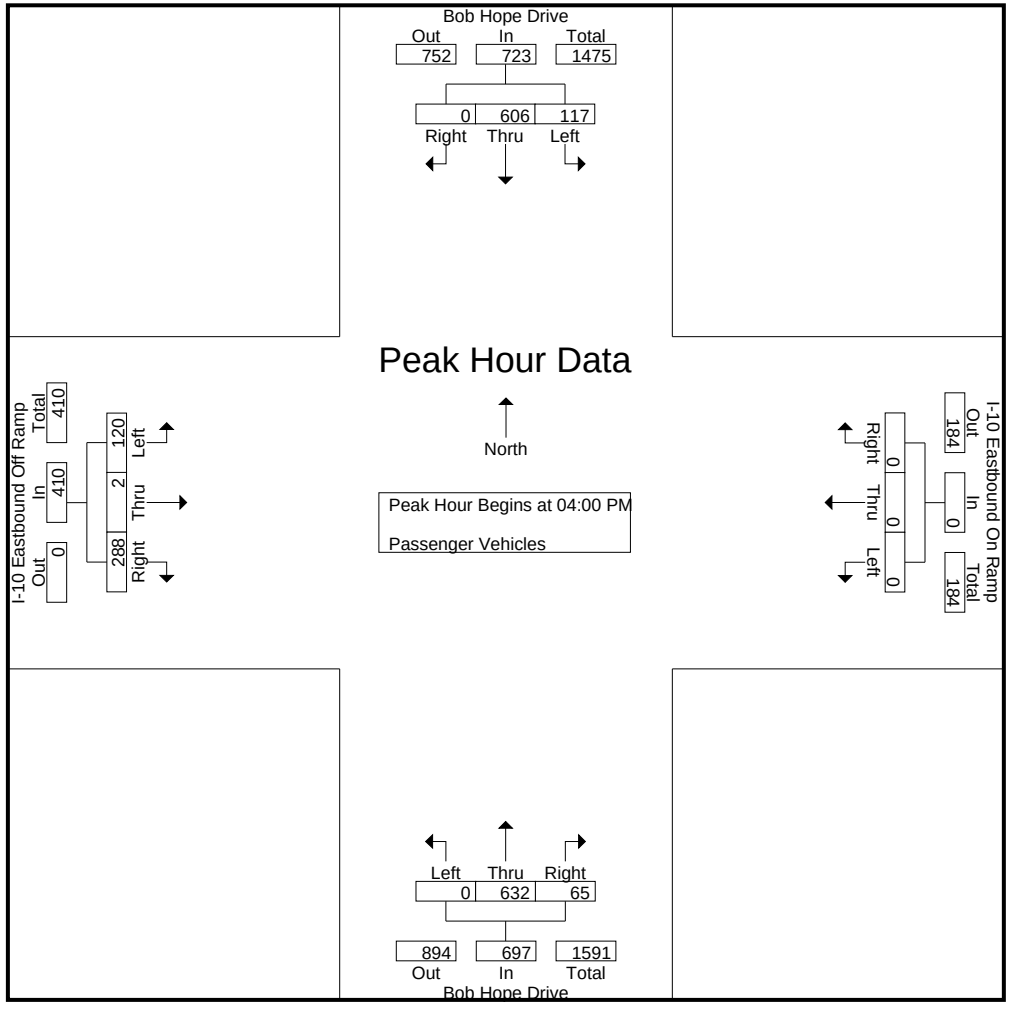
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**42**	**167**	0	**209**	0	0	0	0	0	156	15	171	**36**	0	**80**	**116**	
+15 mins.	25	150	0	175	0	0	0	0	0	**161**	16	**177**	27	**1**	71	99	
+30 mins.	27	152	0	179	0	0	0	0	0	156	**21**	177	25	1	70	96	
+45 mins.	23	137	0	160	0	0	0	0	0	159	13	172	32	0	67	99	
Total Volume	117	606	0	723	0	0	0	0	0	632	65	697	120	2	288	410	
% App. Total	16.2	83.8	0		0	0	0		0	90.7	9.3		29.3	0.5	70.2		
PHF	.696	.907	.000	.865	.000	.000	.000	.000	.000	.981	.774	.984	.833	.500	.900	.884	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	3	0	0	0	3	0	23	23
04:15 PM	2	3	0	0	5	0	0	0	0	0	0	6	0	0	6	2	0	1	1	3	1	14	15
04:30 PM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	13	13
04:45 PM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	6	0	1	0	7	0	16	16
Total	6	17	0	0	23	0	0	0	0	0	0	26	0	0	26	15	0	2	1	17	1	66	67
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	8	8
05:15 PM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	7	0	0	0	7	0	15	15
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	0	2	0	4	0	9	9
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	1	12	0	0	13	0	0	0	0	0	0	9	1	0	10	10	0	2	0	12	0	35	35
Grand Total	7	29	0	0	36	0	0	0	0	0	0	35	1	0	36	25	0	4	1	29	1	101	102
Apprch %	19.4	80.6	0			0	0	0			0	97.2	2.8			86.2	0	13.8					
Total %	6.9	28.7	0		35.6	0	0	0		0	0	34.7	1		35.6	24.8	0	4		28.7	1	99	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	**7**	0	**8**	0	0	0	0	0	**12**	0	**12**	3	0	0	3	**23**
04:15 PM	**2**	3	0	5	0	0	0	0	0	6	0	6	2	0	**1**	3	14
04:30 PM	2	3	0	5	0	0	0	0	0	4	0	4	4	0	0	4	13
04:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	**6**	0	1	**7**	16
Total Volume	6	17	0	23	0	0	0	0	0	26	0	26	15	0	2	17	66
% App. Total	26.1	73.9	0		0	0	0		0	100	0		88.2	0	11.8		
PHF	.750	.607	.000	.719	.000	.000	.000	.000	.000	.542	.000	.542	.625	.000	.500	.607	.717

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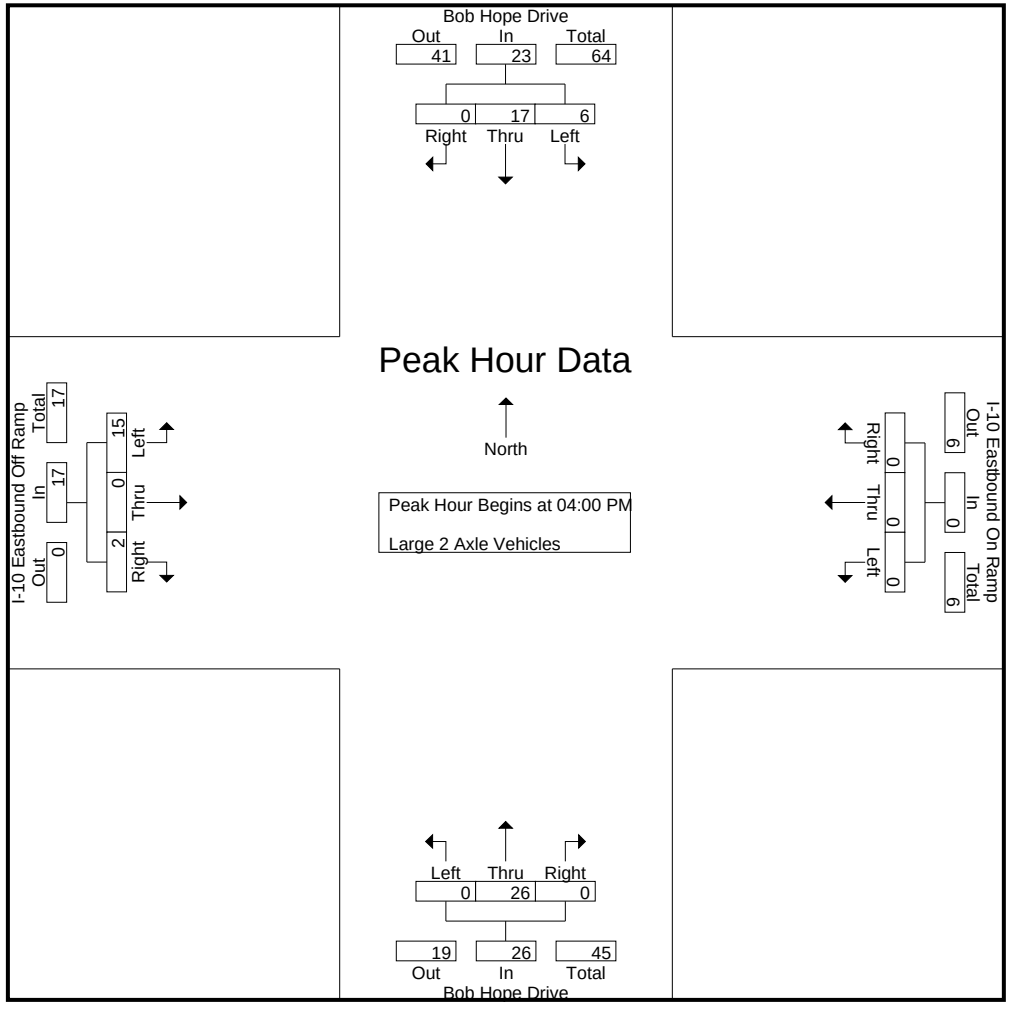
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	1	**7**	0	**8**	0	0	0	0	0	**12**	0	**12**	3	0	0	3	
+15 mins.	**2**	3	0	5	0	0	0	0	0	6	0	6	2	0	**1**	3	
+30 mins.	2	3	0	5	0	0	0	0	0	4	0	4	4	0	0	4	
+45 mins.	1	4	0	5	0	0	0	0	0	4	0	4	**6**	0	1	**7**	
Total Volume	6	17	0	23	0	0	0	0	0	26	0	26	15	0	2	17	
% App. Total	26.1	73.9	0		0	0	0		0	100	0		88.2	0	11.8		
PHF	.750	.607	.000	.719	.000	.000	.000	.000	.000	.542	.000	.542	.625	.000	.500	.607	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	7	7
Grand Total	1	2	0	0	3	0	0	0	0	0	0	8	0	0	8	4	0	1	0	5	0	16	16
Apprch %	33.3	66.7	0			0	0	0			0	100	0			80	0	20					
Total %	6.2	12.5	0		18.8	0	0	0		0	0	50	0		50	25	0	6.2		31.2	0	100	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	**2**	0	0	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	0	3	9
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	.563

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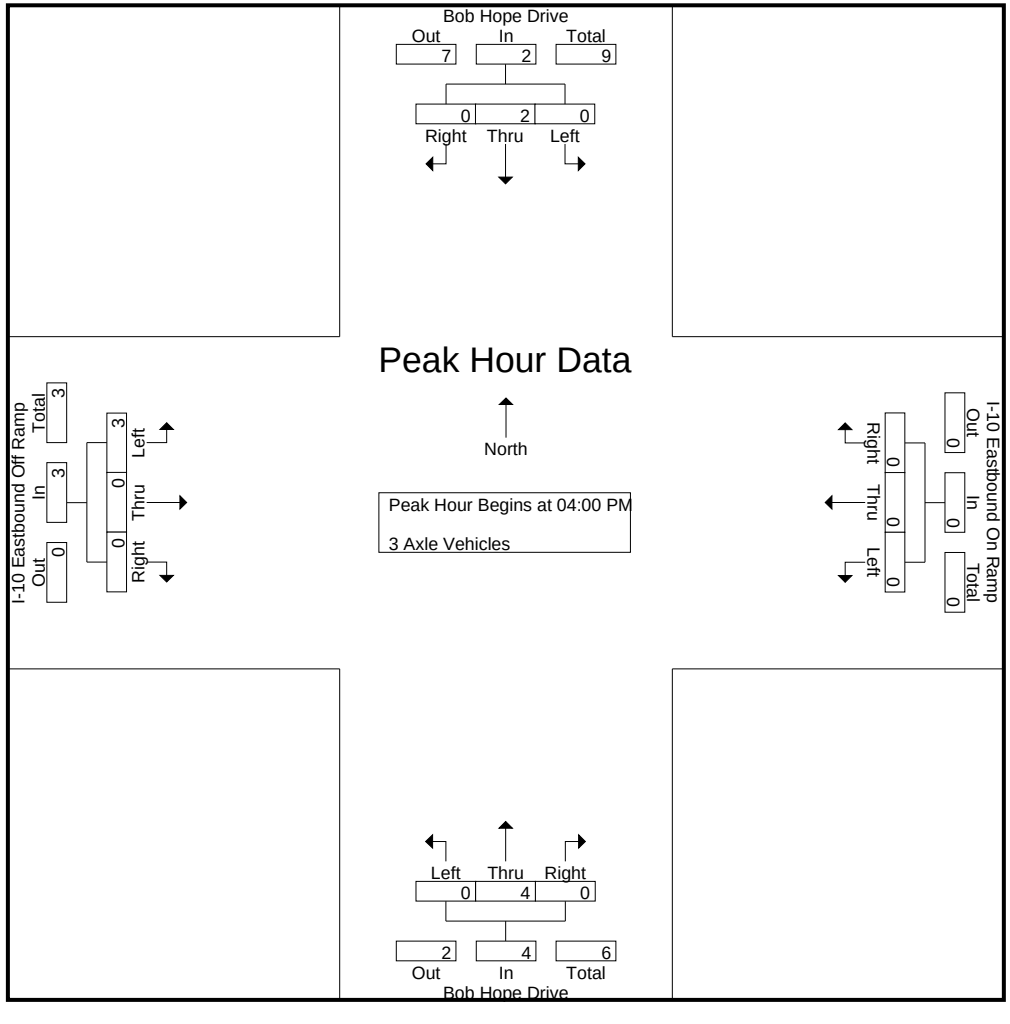
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**2**	0	0	**2**	
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	0	3	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	

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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					I-10 Eastbound On Ramp Westbound					Bob Hope Drive Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	7	0	0	0	7	1	9	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	0	7	7
04:30 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	9	9
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	5
Total	5	2	0	0	7	0	0	0	0	0	0	1	1	1	2	21	0	0	0	21	1	30	31
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	3	0	2	0	5	1	7	8
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	0	10	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	8	8
Total	2	3	0	0	5	0	0	0	0	0	0	1	1	1	2	20	1	2	0	23	1	30	31
Grand Total	7	5	0	0	12	0	0	0	0	0	0	2	2	2	4	41	1	2	0	44	2	60	62
Apprch %	58.3	41.7	0			0	0	0			0	50	50			93.2	2.3	4.5					
Total %	11.7	8.3	0		20	0	0	0		0	0	3.3	3.3		6.7	68.3	1.7	3.3		73.3	3.2	96.8	

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	**7**	0	0	**7**	**9**
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	6	0	0	6	7
04:30 PM	**4**	1	0	**5**	0	0	0	0	0	0	0	0	4	0	0	4	9
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total Volume	5	2	0	7	0	0	0	0	0	1	1	2	21	0	0	21	30
% App. Total	71.4	28.6	0		0	0	0		0	50	50		100	0	0		
PHF	.313	.500	.000	.350	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	.833

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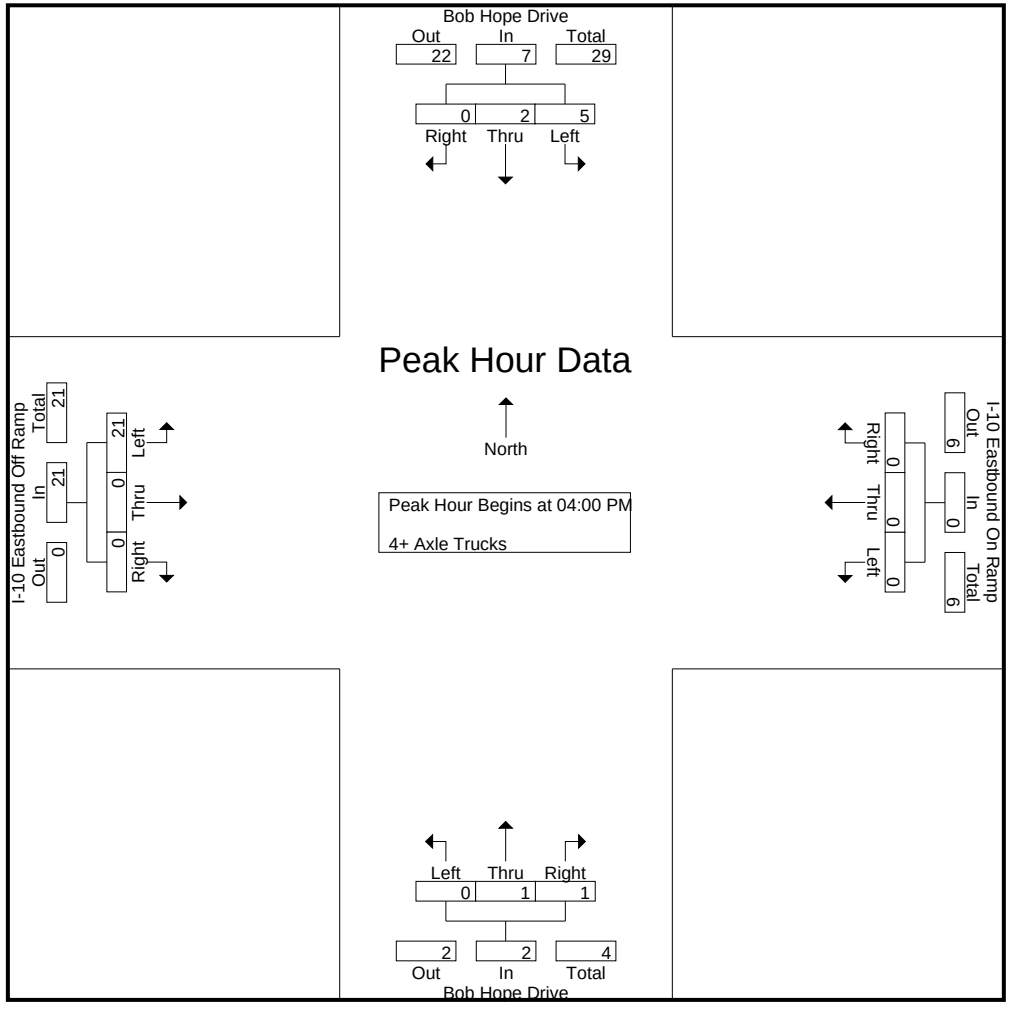
County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_CRV_Bob_10E PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				I-10 Eastbound On Ramp Westbound				Bob Hope Drive Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	**7**	0	0	**7**	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	6	0	0	6	
+30 mins.	**4**	1	0	**5**	0	0	0	0	0	0	0	0	4	0	0	4	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	
Total Volume	5	2	0	7	0	0	0	0	0	1	1	2	21	0	0	21	
% App. Total	71.4	28.6	0		0	0	0		0	50	50		100	0	0		
PHF	.313	.500	.000	.350	.000	.000	.000	.000	.000	.250	.250	.500	.750	.000	.000	.750	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 EB Ramps

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg I-10 EB Ramps	South Leg Bob Hope Drive	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Bob Hope Drive	East Leg I-10 EB Ramps	South Leg Bob Hope Drive	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	1	3

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Location: County of Riverside
N/S: Bob Hope Drive
E/W: I-10 EB Ramps

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound I-10 EB Ramps			Northbound Bob Hope Drive			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Bob Hope Drive			Westbound I-10 EB Ramps			Northbound Bob Hope Drive			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	139	119	49	269	26	88	1	0	115	24	53	17	11	94	27	165	21	15	213	75	691	766
07:15 AM	9	150	170	49	329	20	104	2	0	126	29	39	21	12	89	27	174	39	28	240	89	784	873
07:30 AM	21	221	155	40	397	25	117	1	1	143	35	60	38	22	133	21	219	52	26	292	89	965	1054
07:45 AM	16	223	161	64	400	39	120	0	0	159	42	52	34	21	128	35	219	68	48	322	133	1009	1142
Total	57	733	605	202	1395	110	429	4	1	543	130	204	110	66	444	110	777	180	117	1067	386	3449	3835
08:00 AM	17	156	116	40	289	28	93	0	0	121	33	55	40	22	128	40	234	62	37	336	99	874	973
08:15 AM	10	135	115	40	260	21	74	3	2	98	32	64	32	18	128	18	149	53	36	220	96	706	802
08:30 AM	19	174	102	48	295	28	71	0	0	99	25	65	26	17	116	12	154	45	35	211	100	721	821
08:45 AM	13	176	94	48	283	18	64	0	0	82	34	73	28	10	135	22	122	56	43	200	101	700	801
Total	59	641	427	176	1127	95	302	3	2	400	124	257	126	67	507	92	659	216	151	967	396	3001	3397
Grand Total	116	1374	1032	378	2522	205	731	7	3	943	254	461	236	133	951	202	1436	396	268	2034	782	6450	7232
Apprch %	4.6	54.5	40.9			21.7	77.5	0.7			26.7	48.5	24.8			9.9	70.6	19.5					
Total %	1.8	21.3	16		39.1	3.2	11.3	0.1		14.6	3.9	7.1	3.7		14.7	3.1	22.3	6.1		31.5	10.8	89.2	
Passenger Vehicles	115	1324	972		2763	183	683	7		876	239	440	223		1026	184	1394	379		2213	0	0	6878
% Passenger Vehicles	99.1	96.4	94.2	93.1	95.3	89.3	93.4	100	100	92.6	94.1	95.4	94.5	93.2	94.6	91.1	97.1	95.7	95.5	96.1	0	0	95.1
Large 2 Axle Vehicles	1	39	31		83	16	45	0		61	12	12	8		39	7	33	16		67	0	0	250
% Large 2 Axle Vehicles	0.9	2.8	3	3.2	2.9	7.8	6.2	0	0	6.4	4.7	2.6	3.4	5.3	3.6	3.5	2.3	4	4.1	2.9	0	0	3.5
3 Axle Vehicles	0	3	18		29	5	3	0		8	1	1	4		7	9	2	1		13	0	0	57
% 3 Axle Vehicles	0	0.2	1.7	2.1	1	2.4	0.4	0	0	0.8	0.4	0.2	1.7	0.8	0.6	4.5	0.1	0.3	0.4	0.6	0	0	0.8
4+ Axle Trucks	0	8	11		25	1	0	0		1	2	8	1		12	2	7	0		9	0	0	47
% 4+ Axle Trucks	0	0.6	1.1	1.6	0.9	0.5	0	0	0	0.1	0.8	1.7	0.4	0.8	1.1	1	0.5	0	0	0.4	0	0	0.6

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	150	**170**	329	20	104	**2**	126	29	39	21	89	27	174	39	240	784
07:30 AM	**21**	221	155	397	25	117	1	143	35	**60**	38	**133**	21	219	52	292	965
07:45 AM	16	**223**	161	**400**	**39**	**120**	0	**159**	**42**	52	34	128	35	219	**68**	322	**1009**
08:00 AM	17	156	116	289	28	93	0	121	33	55	**40**	128	**40**	**234**	62	**336**	874
Total Volume	63	750	602	1415	112	434	3	549	139	206	133	478	123	846	221	1190	3632
% App. Total	4.5	53	42.5		20.4	79.1	0.5		29.1	43.1	27.8		10.3	71.1	18.6		
PHF	.750	.841	.885	.884	.718	.904	.375	.863	.827	.858	.831	.898	.769	.904	.813	.885	.900

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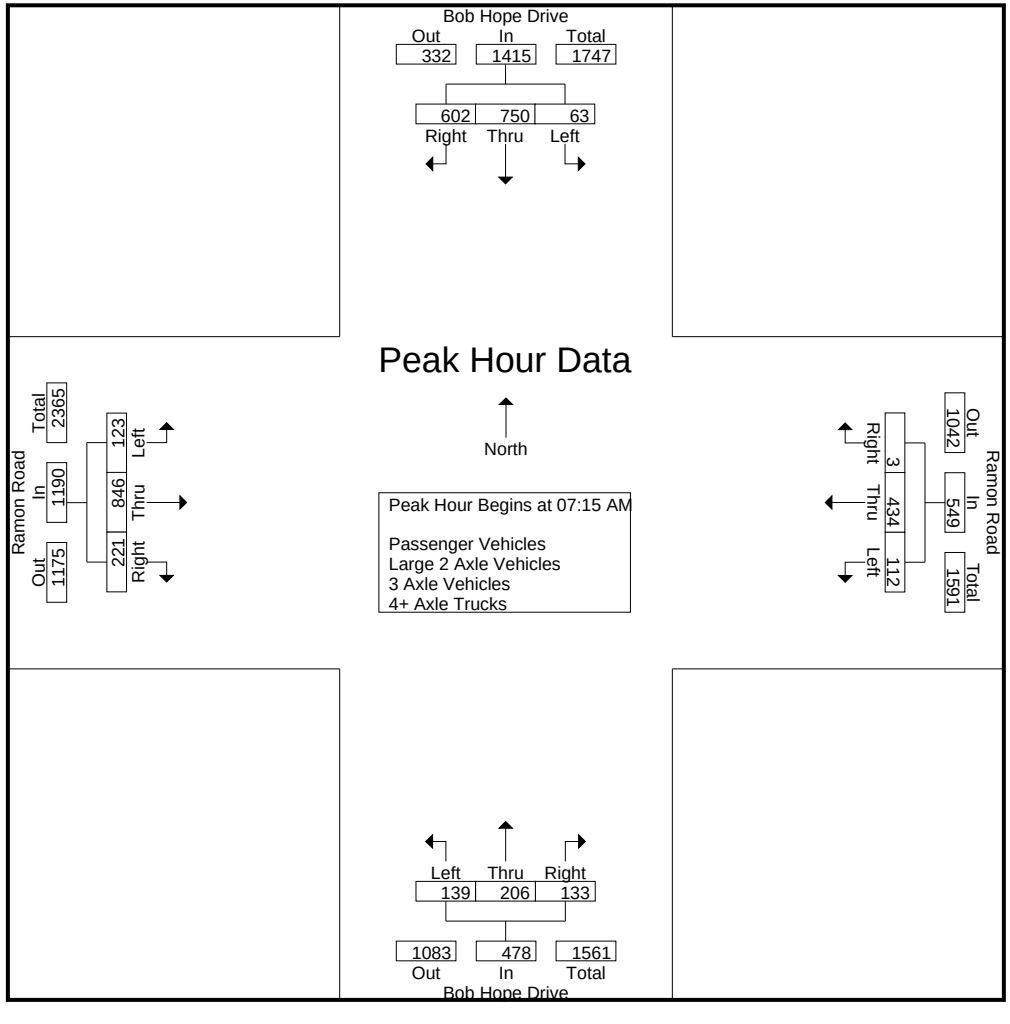
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:30 AM				07:15 AM				
+0 mins.	9	150	**170**	329	20	104	**2**	126	35	60	38	**133**	27	174	39	240	
+15 mins.	**21**	221	155	397	25	117	1	143	**42**	52	34	128	21	219	52	292	
+30 mins.	16	**223**	161	**400**	**39**	**120**	0	**159**	33	55	**40**	128	35	219	**68**	322	
+45 mins.	17	156	116	289	28	93	0	121	32	**64**	32	128	**40**	**234**	62	**336**	
Total Volume	63	750	602	1415	112	434	3	549	142	231	144	517	123	846	221	1190	
% App. Total	4.5	53	42.5		20.4	79.1	0.5		27.5	44.7	27.9		10.3	71.1	18.6		
PHF	.750	.841	.885	.884	.718	.904	.375	.863	.845	.902	.900	.972	.769	.904	.813	.885	

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Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	135	105	40	251	19	78	1	0	98	22	50	16	10	88	25	157	19	14	201	64	638	702
07:15 AM	9	141	165	48	315	17	94	2	0	113	28	38	19	11	85	25	169	37	26	231	85	744	829
07:30 AM	21	212	146	38	379	20	111	1	1	132	33	56	36	20	125	20	214	52	26	286	85	922	1007
07:45 AM	16	215	153	56	384	37	115	0	0	152	40	49	33	20	122	32	212	64	45	308	121	966	1087
Total	57	703	569	182	1329	93	398	4	1	495	123	193	104	61	420	102	752	172	111	1026	355	3270	3625
08:00 AM	16	153	106	39	275	26	89	0	0	115	31	54	40	22	125	36	231	61	36	328	97	843	940
08:15 AM	10	130	111	40	251	21	69	3	2	93	30	61	30	18	121	16	142	50	34	208	94	673	767
08:30 AM	19	168	98	46	285	27	67	0	0	94	25	61	22	14	108	11	150	44	34	205	94	692	786
08:45 AM	13	170	88	45	271	16	60	0	0	76	30	71	27	9	128	19	119	52	41	190	95	665	760
Total	58	621	403	170	1082	90	285	3	2	378	116	247	119	63	482	82	642	207	145	931	380	2873	3253
Grand Total	115	1324	972	352	2411	183	683	7	3	873	239	440	223	124	902	184	1394	379	256	1957	735	6143	6878
Apprch %	4.8	54.9	40.3			21	78.2	0.8			26.5	48.8	24.7			9.4	71.2	19.4					
Total %	1.9	21.6	15.8		39.2	3	11.1	0.1		14.2	3.9	7.2	3.6		14.7	3	22.7	6.2		31.9	10.7	89.3	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	141	**165**	315	17	94	**2**	113	28	38	19	85	25	169	37	231	744
07:30 AM	**21**	212	146	379	20	111	1	132	33	**56**	36	**125**	20	214	52	286	922
07:45 AM	16	**215**	153	**384**	**37**	**115**	0	**152**	**40**	49	33	122	32	212	**64**	308	**966**
08:00 AM	16	153	106	275	26	89	0	115	31	54	**40**	125	**36**	**231**	61	**328**	843
Total Volume	62	721	570	1353	100	409	3	512	132	197	128	457	113	826	214	1153	3475
% App. Total	4.6	53.3	42.1		19.5	79.9	0.6		28.9	43.1	28		9.8	71.6	18.6		
PHF	.738	.838	.864	.881	.676	.889	.375	.842	.825	.879	.800	.914	.785	.894	.836	.879	.899

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
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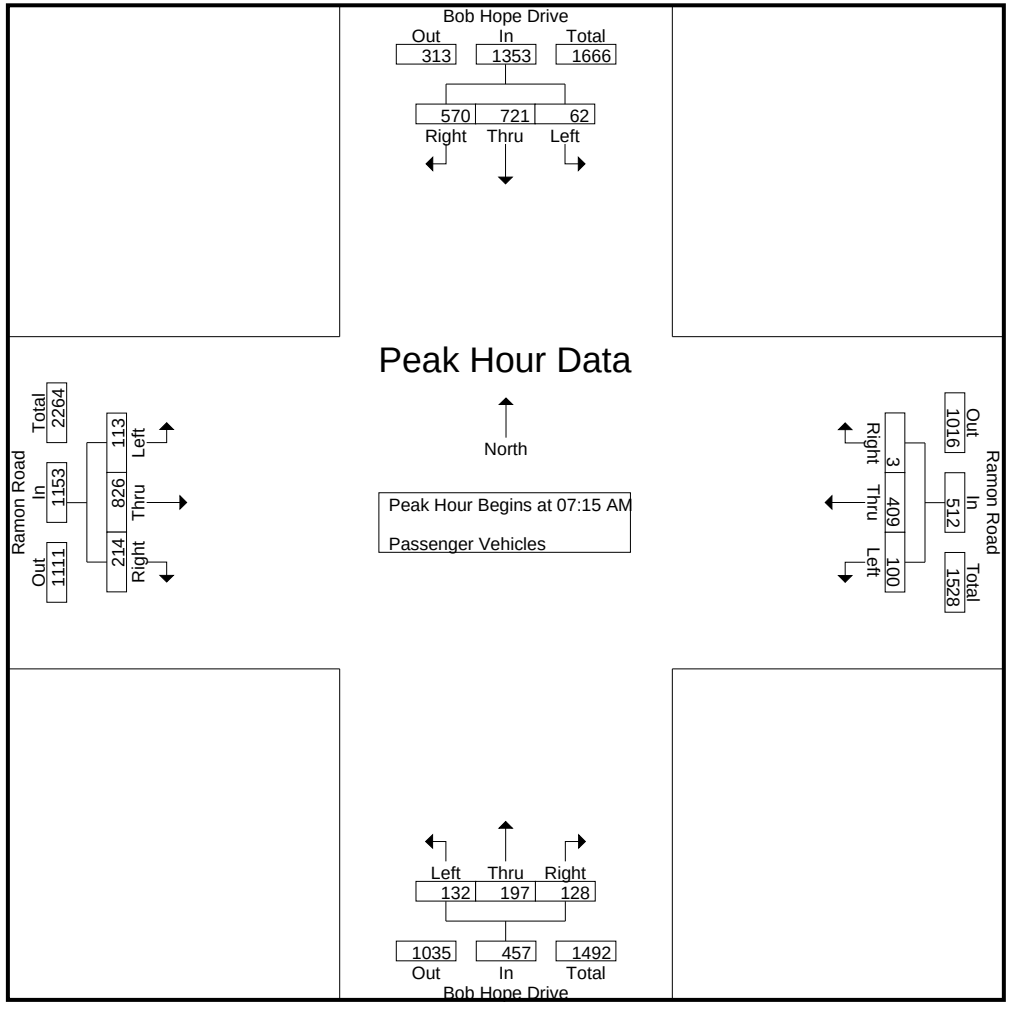

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County of Riverside
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	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	9	141	**165**	315	17	94	**2**	113	28	38	19	85	25	169	37	231	
+15 mins.	**21**	212	146	379	20	111	1	132	33	**56**	36	**125**	20	214	52	286	
+30 mins.	16	**215**	153	**384**	**37**	**115**	0	**152**	**40**	49	33	122	32	212	**64**	308	
+45 mins.	16	153	106	275	26	89	0	115	31	54	**40**	125	**36**	**231**	61	**328**	
Total Volume	62	721	570	1353	100	409	3	512	132	197	128	457	113	826	214	1153	
% App. Total	4.6	53.3	42.1		19.5	79.9	0.6		28.9	43.1	28		9.8	71.6	18.6		
PHF	.738	.838	.864	.881	.676	.889	.375	.842	.825	.879	.800	.914	.785	.894	.836	.879	

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Site Code : 05122287
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Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	9	5	13	6	10	0	0	16	1	2	1	1	4	1	6	2	1	9	7	42	49
07:15 AM	0	8	3	0	11	2	10	0	0	12	1	0	1	1	2	1	5	2	2	8	3	33	36
07:30 AM	0	7	5	0	12	4	6	0	0	10	1	3	1	1	5	1	4	0	0	5	1	32	33
07:45 AM	0	7	6	6	13	0	5	0	0	5	1	2	1	1	4	0	7	4	3	11	10	33	43
Total	0	26	23	11	49	12	31	0	0	43	4	7	4	4	15	3	22	8	6	33	21	140	161
08:00 AM	1	2	3	0	6	2	2	0	0	4	2	1	0	0	3	2	2	0	0	4	0	17	17
08:15 AM	0	4	2	0	6	0	5	0	0	5	2	2	1	0	5	0	4	3	2	7	2	23	25
08:30 AM	0	3	0	0	3	1	4	0	0	5	0	2	3	3	5	1	3	1	1	5	4	18	22
08:45 AM	0	4	3	1	7	1	3	0	0	4	4	0	0	0	4	1	2	4	2	7	3	22	25
Total	1	13	8	1	22	4	14	0	0	18	8	5	4	3	17	4	11	8	5	23	9	80	89
Grand Total	1	39	31	12	71	16	45	0	0	61	12	12	8	7	32	7	33	16	11	56	30	220	250
Apprch %	1.4	54.9	43.7			26.2	73.8	0			37.5	37.5	25			12.5	58.9	28.6					
Total %	0.5	17.7	14.1		32.3	7.3	20.5	0		27.7	5.5	5.5	3.6		14.5	3.2	15	7.3		25.5	12	88	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**8**	3	11	2	**10**	0	**12**	1	0	**1**	2	1	5	2	8	**33**
07:30 AM	0	7	5	12	**4**	6	0	10	1	**3**	1	**5**	1	4	0	5	32
07:45 AM	0	7	**6**	**13**	0	5	0	5	1	2	1	4	0	**7**	**4**	**11**	33
08:00 AM	**1**	2	3	6	2	2	0	4	**2**	1	0	3	**2**	2	0	4	17
Total Volume	1	24	17	42	8	23	0	31	5	6	3	14	4	18	6	28	115
% App. Total	2.4	57.1	40.5		25.8	74.2	0		35.7	42.9	21.4		14.3	64.3	21.4		
PHF	.250	.750	.708	.808	.500	.575	.000	.646	.625	.500	.750	.700	.500	.643	.375	.636	.871

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County of Riverside
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Start Date : 4/7/2022
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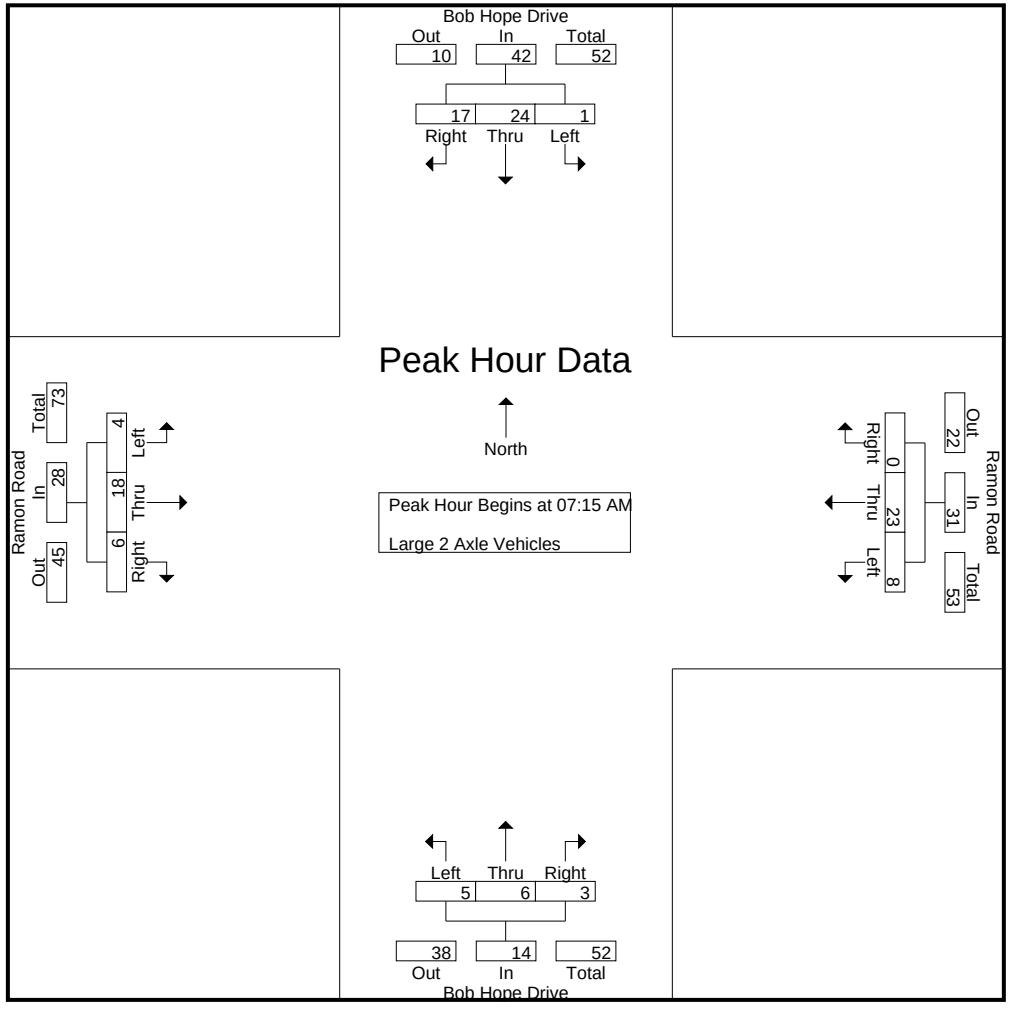

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(951)268-6268

County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
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	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**8**	3	11	2	**10**	0	**12**	1	0	**1**	2	1	5	2	8	
+15 mins.	0	7	5	12	**4**	6	0	10	1	**3**	1	**5**	1	4	0	5	
+30 mins.	0	7	**6**	**13**	0	5	0	5	1	2	1	4	0	**7**	**4**	**11**	
+45 mins.	**1**	2	3	6	2	2	0	4	**2**	1	0	3	**2**	2	0	4	
Total Volume	1	24	17	42	8	23	0	31	5	6	3	14	4	18	6	28	
% App. Total	2.4	57.1	40.5		25.8	74.2	0		35.7	42.9	21.4		14.3	64.3	21.4		
PHF	.250	.750	.708	.808	.500	.575	.000	.646	.625	.500	.750	.700	.500	.643	.375	.636	

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County of Riverside
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File Name : 07_CRV_Bob_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	5
07:15 AM	0	1	2	1	3	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	1	6	7
07:30 AM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
07:45 AM	0	1	1	1	2	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	1	8	9
Total	0	2	8	5	10	4	0	0	0	4	1	0	1	0	2	4	0	0	0	4	5	20	25
08:00 AM	0	0	6	1	6	0	2	0	0	2	0	0	0	0	0	2	1	1	1	4	2	12	14
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	3	3
08:30 AM	0	0	2	1	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	4	5
08:45 AM	0	1	2	1	3	1	1	0	0	2	0	0	1	1	1	2	0	0	0	2	2	8	10
Total	0	1	10	3	11	1	3	0	0	4	0	1	3	1	4	5	2	1	1	8	5	27	32
Grand Total	0	3	18	8	21	5	3	0	0	8	1	1	4	1	6	9	2	1	1	12	10	47	57
Apprch %	0	14.3	85.7			62.5	37.5	0			16.7	16.7	66.7			75	16.7	8.3					
Total %	0	6.4	38.3		44.7	10.6	6.4	0		17	2.1	2.1	8.5		12.8	19.1	4.3	2.1		25.5	17.5	82.5	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	2	3	1	0	0	1	0	0	**1**	**1**	1	0	0	1	6
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	1	2	**2**	0	0	**2**	**1**	0	0	1	**3**	0	0	3	8
08:00 AM	0	0	**6**	**6**	0	**2**	0	2	0	0	0	0	2	**1**	**1**	**4**	**12**
Total Volume	0	2	12	14	3	2	0	5	1	0	1	2	6	1	1	8	29
% App. Total	0	14.3	85.7		60	40	0		50	0	50		75	12.5	12.5		
PHF	.000	.500	.500	.583	.375	.250	.000	.625	.250	.000	.250	.500	.500	.250	.250	.500	.604

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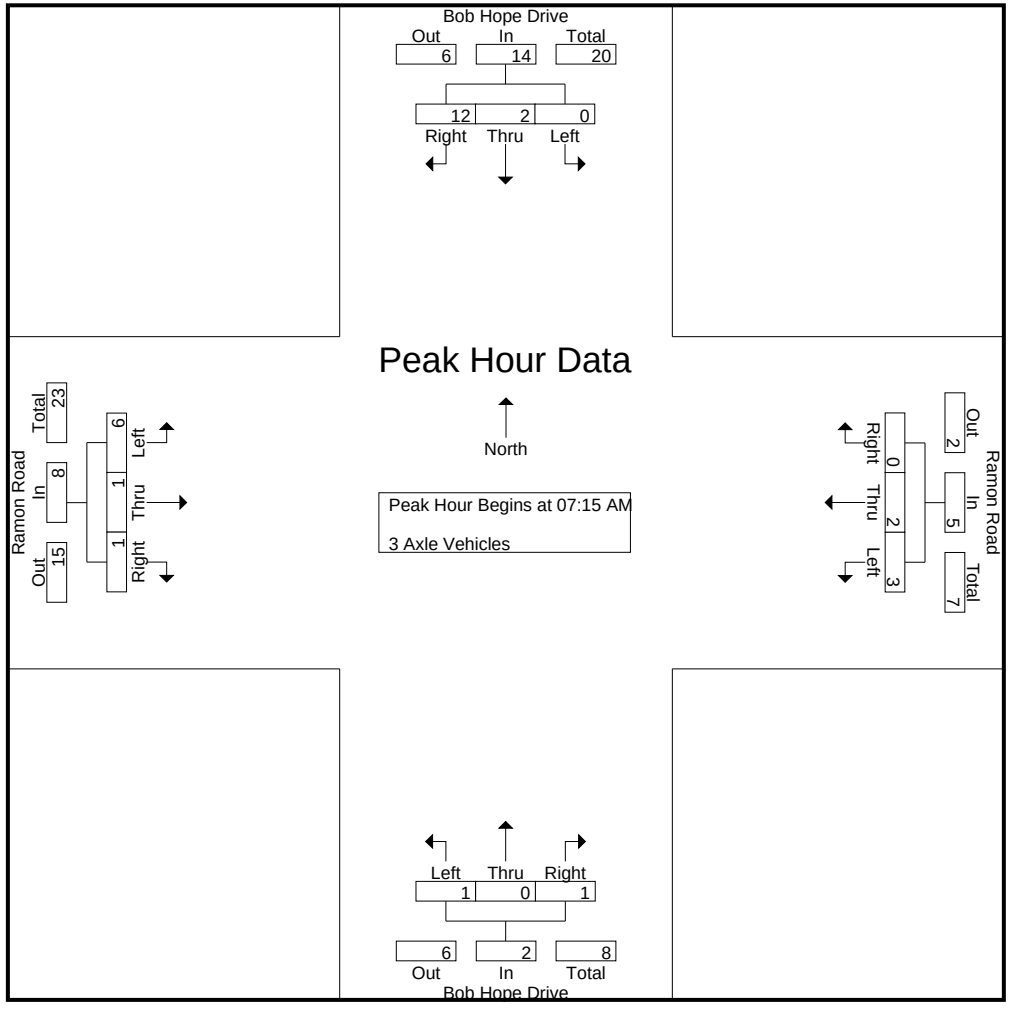

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	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	**1**	2	3	1	0	0	1	0	0	**1**	**1**	1	0	0	1	
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	1	2	**2**	0	0	**2**	**1**	0	0	1	**3**	0	0	3	
+45 mins.	0	0	**6**	**6**	0	**2**	0	2	0	0	0	0	2	**1**	**1**	**4**	
Total Volume	0	2	12	14	3	2	0	5	1	0	1	2	6	1	1	8	
% App. Total	0	14.3	85.7		60	40	0		50	0	50		75	12.5	12.5		
PHF	.000	.500	.500	.583	.375	.250	.000	.625	.250	.000	.250	.500	.500	.250	.250	.500	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	2	3	0	0	0	0	0	1	1	0	0	2	1	2	0	0	3	2	8	10
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	2	1	1	3	1	0	0	0	1	1	1	1	1	3	0	1	0	0	1	2	8	10
07:45 AM	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	3
Total	0	2	5	4	7	1	0	0	0	1	2	4	1	1	7	1	3	0	0	4	5	19	24
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	7	7
08:30 AM	0	3	2	1	5	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	7	8
08:45 AM	0	1	1	1	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	5	6
Total	0	6	6	2	12	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	2	21	23
Grand Total	0	8	11	6	19	1	0	0	0	1	2	8	1	1	11	2	7	0	0	9	7	40	47
Apprch %	0	42.1	57.9			100	0	0			18.2	72.7	9.1			22.2	77.8	0					
Total %	0	20	27.5		47.5	2.5	0	0		2.5	5	20	2.5		27.5	5	17.5	0		22.5	14.9	85.1	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
07:30 AM	0	**2**	**1**	**3**	**1**	0	0	**1**	**1**	1	**1**	**3**	0	**1**	0	**1**	**8**
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	3	6	1	0	0	1	1	3	1	5	0	1	0	1	13
% App. Total	0	50	50		100	0	0		20	60	20		0	100	0		
PHF	.000	.375	.750	.500	.250	.000	.000	.250	.250	.750	.250	.417	.000	.250	.000	.250	.406

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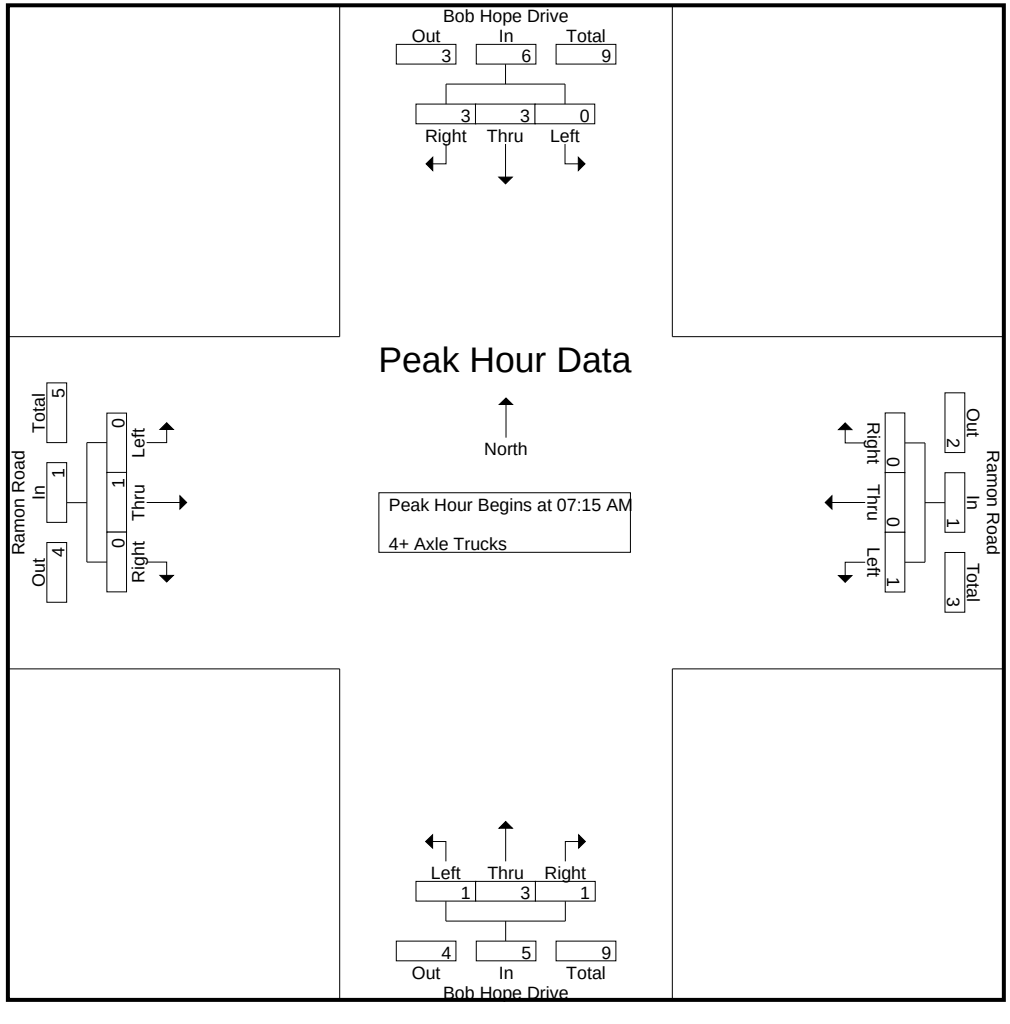

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Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
+15 mins.	0	**2**	**1**	**3**	**1**	0	0	**1**	**1**	1	**1**	**3**	0	**1**	0	**1**	
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	3	3	6	1	0	0	1	1	3	1	5	0	1	0	1	
% App. Total	0	50	50		100	0	0		20	60	20		0	100	0		
PHF	.000	.375	.750	.500	.250	.000	.000	.250	.250	.750	.250	.417	.000	.250	.000	.250	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	110	110	47	236	21	93	2	2	116	57	165	47	18	269	26	164	48	17	238	84	859	943
04:15 PM	11	103	103	45	217	23	96	4	3	123	67	155	63	30	285	22	207	45	28	274	106	899	1005
04:30 PM	11	112	93	30	216	20	73	5	1	98	83	161	50	35	294	18	194	42	26	254	92	862	954
04:45 PM	13	94	84	46	191	20	77	3	2	100	85	152	57	29	294	21	178	57	36	256	113	841	954
Total	51	419	390	168	860	84	339	14	8	437	292	633	217	112	1142	87	743	192	107	1022	395	3461	3856
05:00 PM	10	111	92	29	213	14	97	7	7	118	76	146	57	27	279	19	189	48	22	256	85	866	951
05:15 PM	9	132	110	52	251	25	66	1	1	92	75	183	55	25	313	19	174	41	30	234	108	890	998
05:30 PM	10	89	77	41	176	16	82	2	1	100	90	146	37	20	273	18	216	38	21	272	83	821	904
05:45 PM	16	95	82	25	193	14	85	2	2	101	76	110	38	19	224	13	178	35	25	226	71	744	815
Total	45	427	361	147	833	69	330	12	11	411	317	585	187	91	1089	69	757	162	98	988	347	3321	3668
Grand Total	96	846	751	315	1693	153	669	26	19	848	609	1218	404	203	2231	156	1500	354	205	2010	742	6782	7524
Apprch %	5.7	50	44.4			18	78.9	3.1			27.3	54.6	18.1			7.8	74.6	17.6					
Total %	1.4	12.5	11.1		25	2.3	9.9	0.4		12.5	9	18	6		32.9	2.3	22.1	5.2		29.6	9.9	90.1	
Passenger Vehicles	93	828	739		1968	147	642	24		831	604	1188	392		2383	142	1464	354		2165	0	0	7347
% Passenger Vehicles	96.9	97.9	98.4	97.8	98	96.1	96	92.3	94.7	95.8	99.2	97.5	97	98	97.9	91	97.6	100	100	97.7	0	0	97.6
Large 2 Axle Vehicles	3	10	10		29	6	24	2		33	4	24	9		41	9	30	0		39	0	0	142
% Large 2 Axle Vehicles	3.1	1.2	1.3	1.9	1.4	3.9	3.6	7.7	5.3	3.8	0.7	2	2.2	2	1.7	5.8	2	0	0	1.8	0	0	1.9
3 Axle Vehicles	0	3	1		4	0	2	0		2	0	3	2		5	4	6	0		10	0	0	21
% 3 Axle Vehicles	0	0.4	0.1	0	0.2	0	0.3	0	0	0.2	0	0.2	0.5	0	0.2	2.6	0.4	0	0	0.5	0	0	0.3
4+ Axle Trucks	0	5	1		7	0	1	0		1	1	3	1		5	1	0	0		1	0	0	14
% 4+ Axle Trucks	0	0.6	0.1	0.3	0.3	0	0.1	0	0	0.1	0.2	0.2	0.2	0	0.2	0.6	0	0	0	0	0	0	0.2

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	103	**103**	**217**	**23**	96	4	**123**	67	155	**63**	285	**22**	**207**	45	**274**	**899**
04:30 PM	11	**112**	93	216	20	73	5	98	83	**161**	50	**294**	18	194	42	254	862
04:45 PM	**13**	94	84	191	20	77	3	100	**85**	152	57	294	21	178	**57**	256	841
05:00 PM	10	111	92	213	14	**97**	**7**	118	76	146	57	279	19	189	48	256	866
Total Volume	45	420	372	837	77	343	19	439	311	614	227	1152	80	768	192	1040	3468
% App. Total	5.4	50.2	44.4		17.5	78.1	4.3		27	53.3	19.7		7.7	73.8	18.5		
PHF	.865	.938	.903	.964	.837	.884	.679	.892	.915	.953	.901	.980	.909	.928	.842	.949	.964

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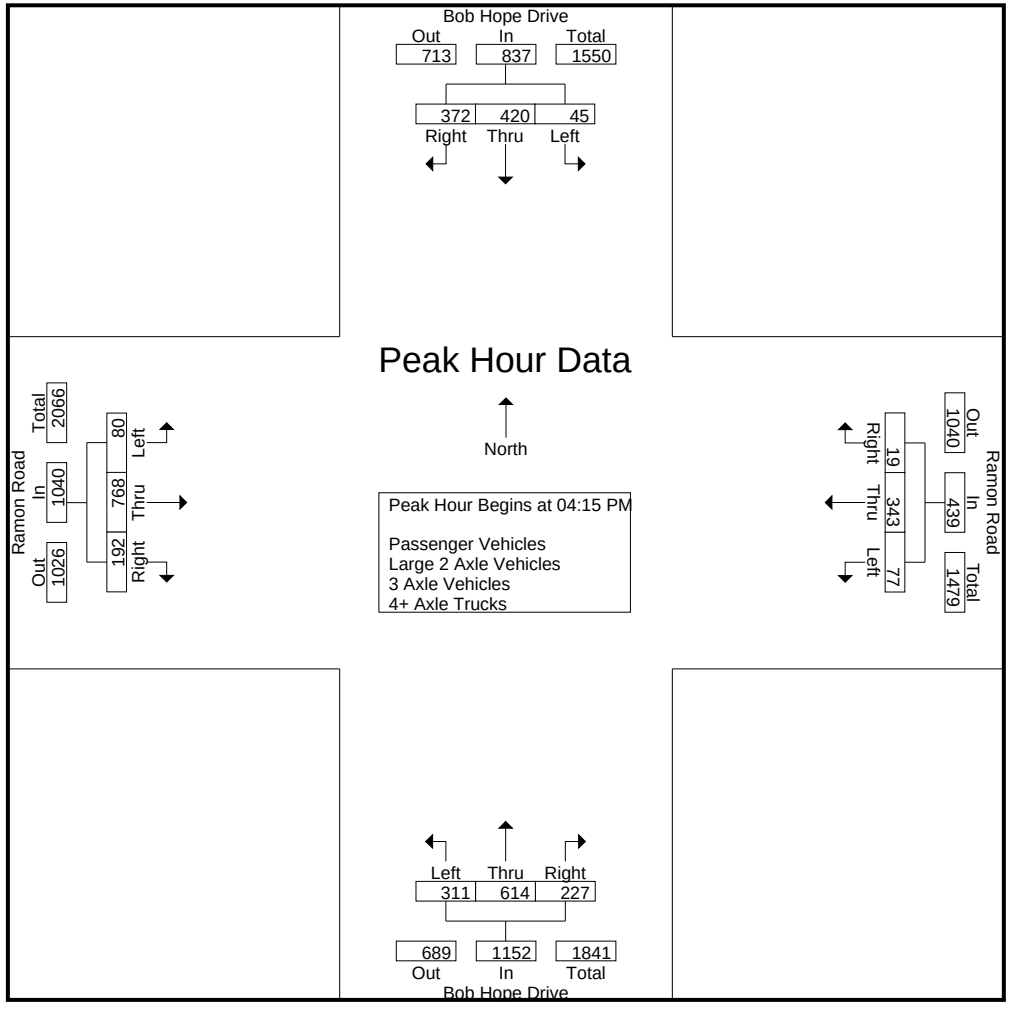

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	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:30 PM				04:15 PM				
+0 mins.	11	112	93	216	**23**	96	4	**123**	83	161	50	294	**22**	**207**	45	**274**	
+15 mins.	**13**	94	84	191	20	73	5	98	**85**	152	**57**	294	18	194	42	254	
+30 mins.	10	111	92	213	20	77	3	100	76	146	57	279	21	178	**57**	256	
+45 mins.	9	**132**	**110**	**251**	14	**97**	**7**	118	75	**183**	55	**313**	19	189	48	256	
Total Volume	43	449	379	871	77	343	19	439	319	642	219	1180	80	768	192	1040	
% App. Total	4.9	51.5	43.5		17.5	78.1	4.3		27	54.4	18.6		7.7	73.8	18.5		
PHF	.827	.850	.861	.868	.837	.884	.679	.892	.938	.877	.961	.942	.909	.928	.842	.949	

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Groups Printed- Passenger Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	104	109	46	229	21	86	2	2	109	57	159	45	18	261	20	160	48	17	228	83	827	910
04:15 PM	10	101	102	44	213	22	95	4	3	121	67	151	61	29	279	20	200	45	28	265	104	878	982
04:30 PM	11	109	92	30	212	18	69	4	1	91	80	156	49	35	285	17	187	42	26	246	92	834	926
04:45 PM	13	94	83	45	190	19	73	3	2	95	85	147	53	26	285	20	175	57	36	252	109	822	931
Total	50	408	386	165	844	80	323	13	8	416	289	613	208	108	1110	77	722	192	107	991	388	3361	3749
05:00 PM	10	107	90	29	207	13	94	6	6	113	75	142	56	27	273	18	181	48	22	247	84	840	924
05:15 PM	9	131	107	49	247	24	64	1	1	89	74	181	53	25	308	17	172	41	30	230	105	874	979
05:30 PM	8	87	76	41	171	16	79	2	1	97	90	143	37	20	270	17	213	38	21	268	83	806	889
05:45 PM	16	95	80	24	191	14	82	2	2	98	76	109	38	19	223	13	176	35	25	224	70	736	806
Total	43	420	353	143	816	67	319	11	10	397	315	575	184	91	1074	65	742	162	98	969	342	3256	3598
Grand Total	93	828	739	308	1660	147	642	24	18	813	604	1188	392	199	2184	142	1464	354	205	1960	730	6617	7347
Apprch %	5.6	49.9	44.5			18.1	79	3			27.7	54.4	17.9			7.2	74.7	18.1					
Total %	1.4	12.5	11.2		25.1	2.2	9.7	0.4		12.3	9.1	18	5.9		33	2.1	22.1	5.3		29.6	9.9	90.1	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	101	**102**	**213**	**22**	**95**	4	**121**	67	151	**61**	279	**20**	**200**	45	**265**	**878**
04:30 PM	11	**109**	92	212	18	69	4	91	80	**156**	49	**285**	17	187	42	246	834
04:45 PM	**13**	94	83	190	19	73	3	95	**85**	147	53	285	20	175	**57**	252	822
05:00 PM	10	107	90	207	13	94	**6**	113	75	142	56	273	18	181	48	247	840
Total Volume	44	411	367	822	72	331	17	420	307	596	219	1122	75	743	192	1010	3374
% App. Total	5.4	50	44.6		17.1	78.8	4		27.4	53.1	19.5		7.4	73.6	19		
PHF	.846	.943	.900	.965	.818	.871	.708	.868	.903	.955	.898	.984	.938	.929	.842	.953	.961

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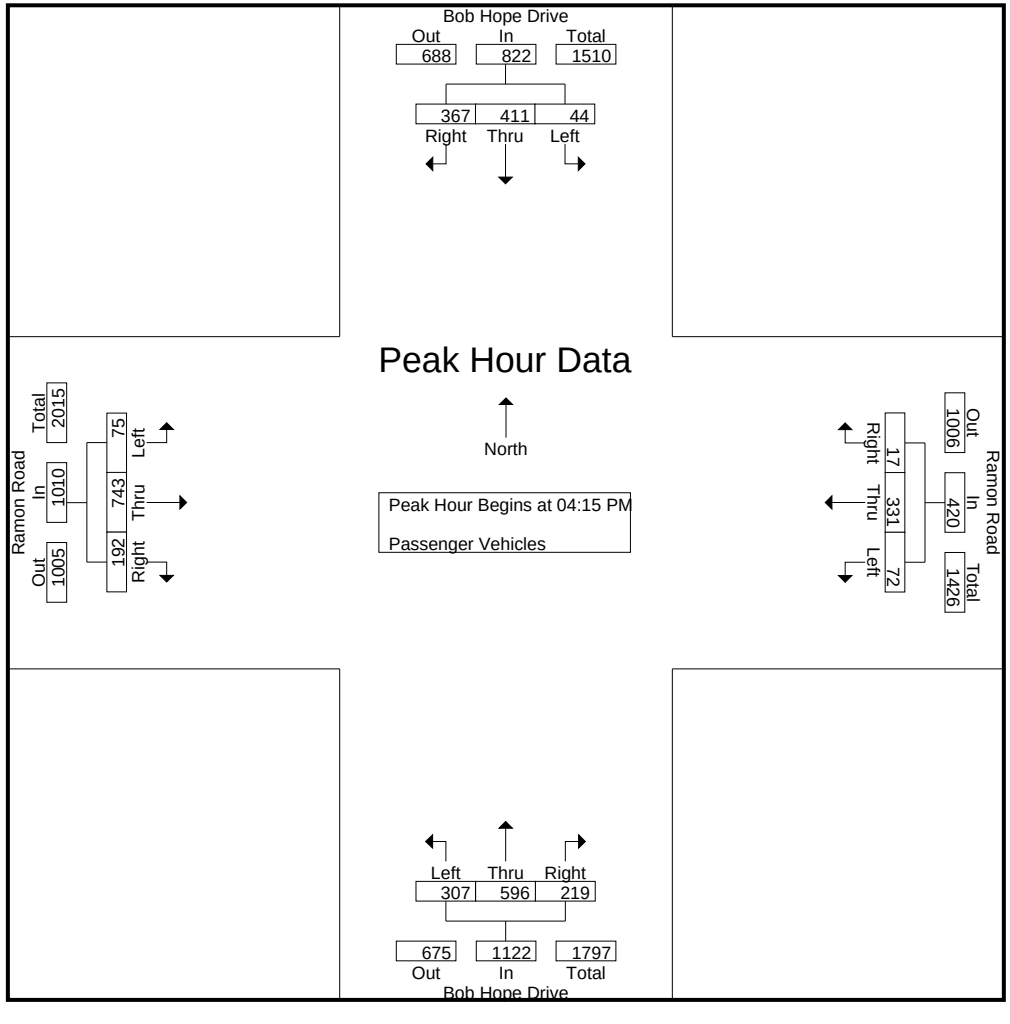
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
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File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	10	101	**102**	**213**	**22**	**95**	4	**121**	67	151	**61**	279	**20**	**200**	45	**265**	
+15 mins.	11	**109**	92	212	18	69	4	91	80	**156**	49	**285**	17	187	42	246	
+30 mins.	**13**	94	83	190	19	73	3	95	**85**	147	53	285	20	175	**57**	252	
+45 mins.	10	107	90	207	13	94	**6**	113	75	142	56	273	18	181	48	247	
Total Volume	44	411	367	822	72	331	17	420	307	596	219	1122	75	743	192	1010	
% App. Total	5.4	50	44.6		17.1	78.8	4		27.4	53.1	19.5		7.4	73.6	19		
PHF	.846	.943	.900	.965	.818	.871	.708	.868	.903	.955	.898	.984	.938	.929	.842	.953	

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	1	5	0	5	0	0	5	0	6	2	0	8	5	4	0	0	9	1	27	28
04:15 PM	1	2	1	1	4	1	1	0	0	2	0	2	1	1	3	2	6	0	0	8	2	17	19
04:30 PM	0	1	1	0	2	2	4	1	0	7	3	5	1	0	9	0	6	0	0	6	0	24	24
04:45 PM	0	0	1	1	1	1	4	0	0	5	0	4	4	3	8	0	1	0	0	1	4	15	19
Total	1	7	4	3	12	4	14	1	0	19	3	17	8	4	28	7	17	0	0	24	7	83	90
05:00 PM	0	2	2	0	4	1	2	1	1	4	1	1	1	0	3	1	7	0	0	8	1	19	20
05:15 PM	0	0	3	3	3	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	3	10	13
05:30 PM	2	1	0	0	3	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	12	12
05:45 PM	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	7	7
Total	2	3	6	3	11	2	10	1	1	13	1	7	1	0	9	2	13	0	0	15	4	48	52
Grand Total	3	10	10	6	23	6	24	2	1	32	4	24	9	4	37	9	30	0	0	39	11	131	142
Apprch %	13	43.5	43.5			18.8	75	6.2			10.8	64.9	24.3			23.1	76.9	0					
Total %	2.3	7.6	7.6		17.6	4.6	18.3	1.5		24.4	3.1	18.3	6.9		28.2	6.9	22.9	0		29.8	7.7	92.3	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**2**	1	**4**	1	1	0	2	0	2	1	3	**2**	6	0	**8**	17
04:30 PM	0	1	1	2	**2**	**4**	**1**	**7**	**3**	**5**	1	**9**	0	6	0	6	**24**
04:45 PM	0	0	1	1	1	4	0	5	0	4	**4**	8	0	1	0	1	15
05:00 PM	0	2	**2**	4	1	2	1	4	1	1	1	3	1	**7**	0	8	19
Total Volume	1	5	5	11	5	11	2	18	4	12	7	23	3	20	0	23	75
% App. Total	9.1	45.5	45.5		27.8	61.1	11.1		17.4	52.2	30.4		13	87	0		
PHF	.250	.625	.625	.688	.625	.688	.500	.643	.333	.600	.438	.639	.375	.714	.000	.719	.781

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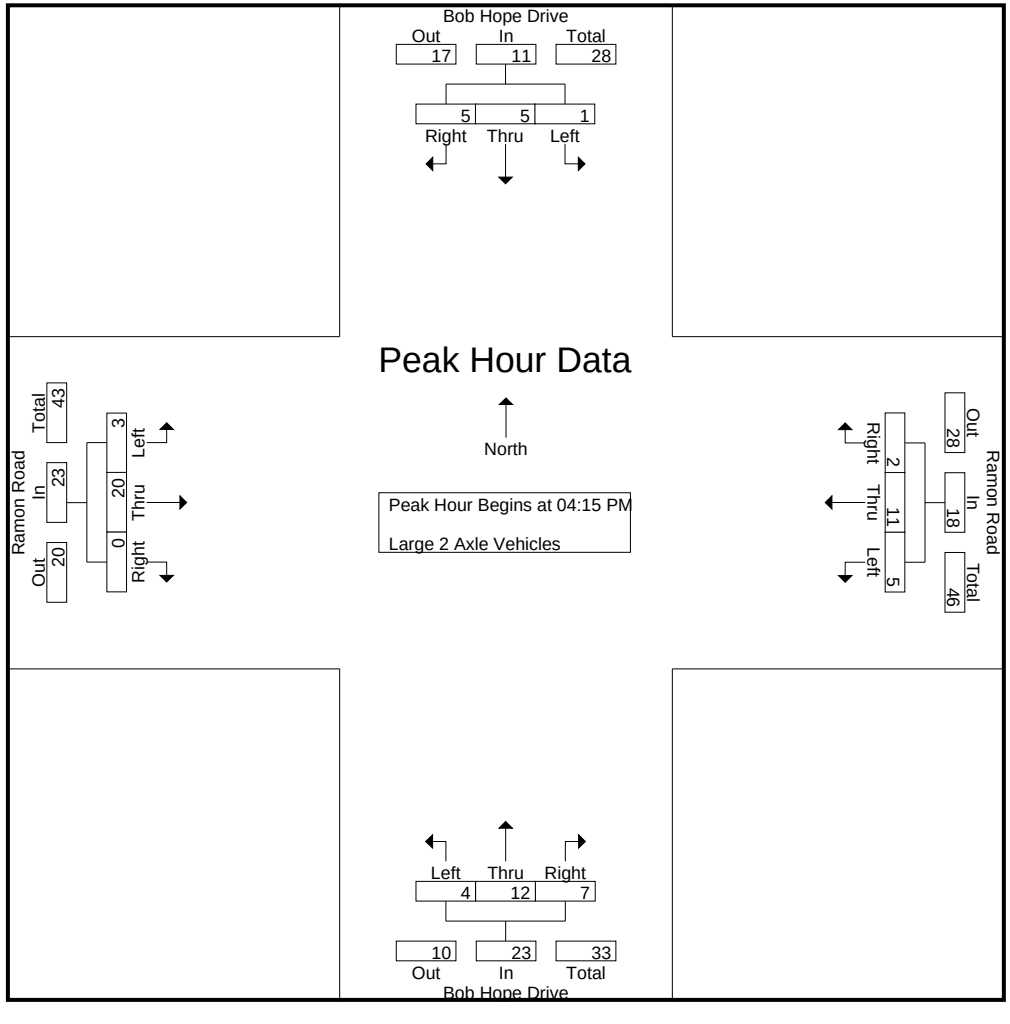
County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**1**	**2**	1	**4**	1	1	0	2	0	2	1	3	**2**	6	0	**8**	
+15 mins.	0	1	1	2	**2**	**4**	**1**	**7**	**3**	**5**	1	**9**	0	6	0	6	
+30 mins.	0	0	1	1	1	4	0	5	0	4	**4**	8	0	1	0	1	
+45 mins.	0	2	**2**	4	1	2	1	4	1	1	1	3	1	**7**	0	8	
Total Volume	1	5	5	11	5	11	2	18	4	12	7	23	3	20	0	23	
% App. Total	9.1	45.5	45.5		27.8	61.1	11.1		17.4	52.2	30.4		13	87	0		
PHF	.250	.625	.625	.688	.625	.688	.500	.643	.333	.600	.438	.639	.375	.714	.000	.719	

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County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	3	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	4	4
Total	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	2	4	0	0	6	0	12	12
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	3	3
05:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	2	2	0	0	4	0	9	9
Grand Total	0	3	1	0	4	0	2	0	0	2	0	3	2	0	5	4	6	0	0	10	0	21	21
Apprch %	0	75	25			0	100	0			0	60	40			40	60	0					
Total %	0	14.3	4.8		19	0	9.5	0		9.5	0	14.3	9.5		23.8	19	28.6	0		47.6	0	100	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	0	1	3
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	1	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	**2**	0	**3**	**4**
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	1	0	1	3
Total Volume	0	1	0	1	0	1	0	1	0	3	1	4	2	5	0	7	13
% App. Total	0	100	0		0	100	0		0	75	25		28.6	71.4	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.250	.500	.500	.625	.000	.583	.813

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County of Riverside
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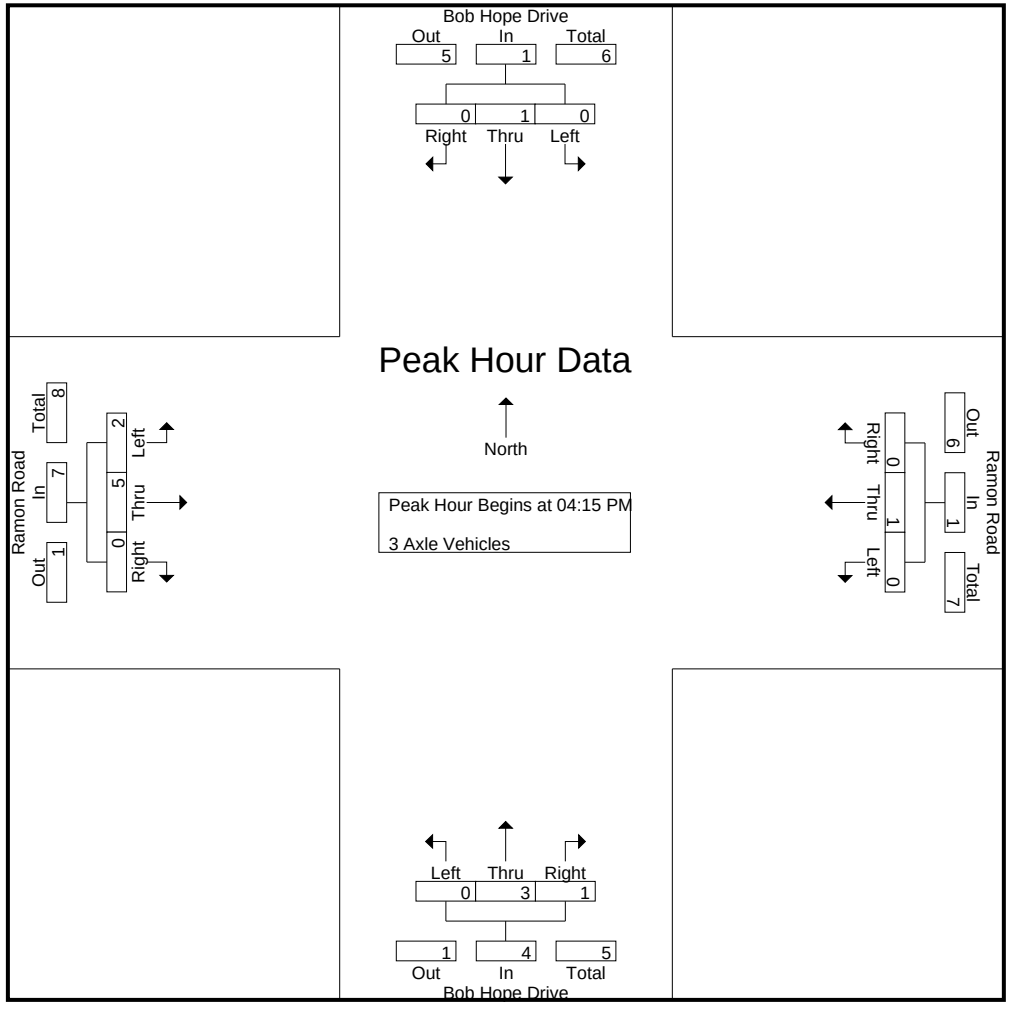
Weather: Clear

File Name : 07_CRV_Bob_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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N/S: Bob Hope Drive
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Site Code : 05122287
Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	0	1	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	**2**	0	**3**	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	1	0	1	
Total Volume	0	1	0	1	0	1	0	1	0	3	1	4	2	5	0	7	
% App. Total	0	100	0		0	100	0		0	75	25		28.6	71.4	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.250	.500	.500	.625	.000	.583	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bob Hope Drive Southbound					Ramon Road Westbound					Bob Hope Drive Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	5	5
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	1	1	4	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	8	9
Grand Total	0	5	1	1	6	0	1	0	0	1	1	3	1	0	5	1	0	0	0	1	1	13	14
Apprch %	0	83.3	16.7			0	100	0			20	60	20			100	0	0					
Total %	0	38.5	7.7		46.2	0	7.7	0		7.7	7.7	23.1	7.7		38.5	7.7	0	0		7.7	7.1	92.9	

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.375

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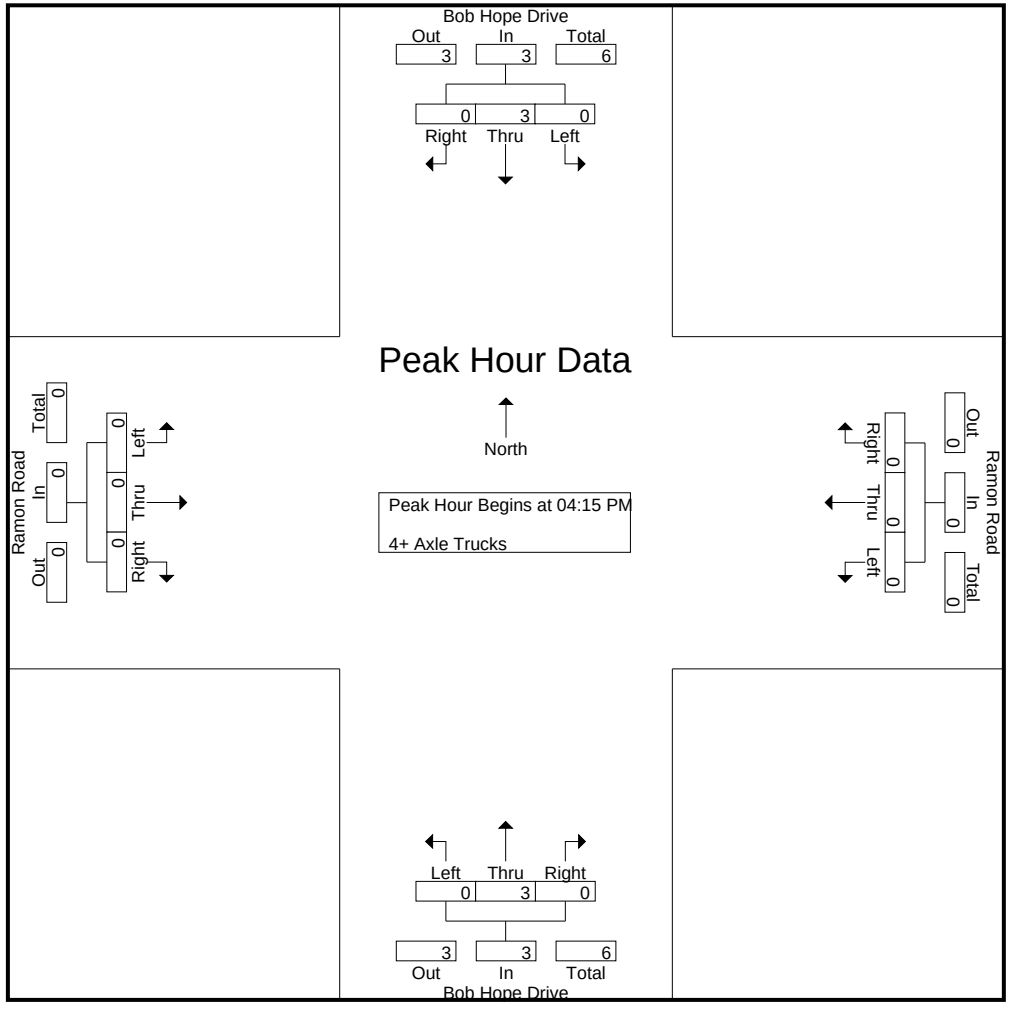

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Start Date : 4/7/2022

	Bob Hope Drive Southbound				Ramon Road Westbound				Bob Hope Drive Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	

Location: County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Bob Hope Drive	East Leg Ramon Road	South Leg Bob Hope Drive	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	2	0	0	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	2	0	1	0	3
TOTAL VOLUMES:	4	2	1	0	7

	North Leg Bob Hope Drive	East Leg Ramon Road	South Leg Bob Hope Drive	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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Location: County of Riverside
N/S: Bob Hope Drive
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Bob Hope Drive			Westbound Ramon Road			Northbound Bob Hope Drive			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	0	0	0	0	0	3

	Southbound Bob Hope Drive			Westbound Ramon Road			Northbound Bob Hope Drive			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	1	0	0	0	3

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022

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

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	20	125	0	145	0	0	0	0	50	111	4	161	4	306	310
07:15 AM	9	133	0	142	0	0	0	0	56	127	1	183	1	325	326
07:30 AM	25	168	0	193	0	0	0	0	97	145	12	242	12	435	447
07:45 AM	24	178	0	202	0	0	0	0	90	135	8	225	8	427	435
Total	78	604	0	682	0	0	0	0	293	518	25	811	25	1493	1518
08:00 AM	34	101	0	135	0	0	0	0	117	129	5	246	5	381	386
08:15 AM	20	118	0	138	0	0	0	0	69	114	2	183	2	321	323
08:30 AM	25	96	0	121	0	0	0	0	63	133	11	196	11	317	328
08:45 AM	18	96	0	114	0	0	0	0	51	95	5	146	5	260	265
Total	97	411	0	508	0	0	0	0	300	471	23	771	23	1279	1302
Grand Total	175	1015	0	1190	0	0	0	0	593	989	48	1582	48	2772	2820
Apprch %	14.7	85.3			0	0			37.5	62.5					
Total %	6.3	36.6		42.9	0	0		0	21.4	35.7		57.1	1.7	98.3	
Passenger Vehicles	139	916		1055	0	0		0	551	936		1533	0	0	2588
% Passenger Vehicles	79.4	90.2	0	88.7	0	0	0	0	92.9	94.6	95.8	94	0	0	91.8
Large 2 Axle Vehicles	24	85		109	0	0		0	34	37		72	0	0	181
% Large 2 Axle Vehicles	13.7	8.4	0	9.2	0	0	0	0	5.7	3.7	2.1	4.4	0	0	6.4
3 Axle Vehicles	2	9		11	0	0		0	6	8		14	0	0	25
% 3 Axle Vehicles	1.1	0.9	0	0.9	0	0	0	0	1	0.8	0	0.9	0	0	0.9
4+ Axle Trucks	10	5		15	0	0		0	2	8		11	0	0	26
% 4+ Axle Trucks	5.7	0.5	0	1.3	0	0	0	0	0.3	0.8	2.1	0.7	0	0	0.9

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	9	133	142	0	0	0	56	127	183	325
07:30 AM	25	168	193	0	0	0	97	**145**	242	**435**
07:45 AM	24	**178**	**202**	0	0	0	90	135	225	427
08:00 AM	**34**	101	135	0	0	0	**117**	129	**246**	381
Total Volume	92	580	672	0	0	0	360	536	896	1568
% App. Total	13.7	86.3		0	0		40.2	59.8		
PHF	.676	.815	.832	.000	.000	.000	.769	.924	.911	.901

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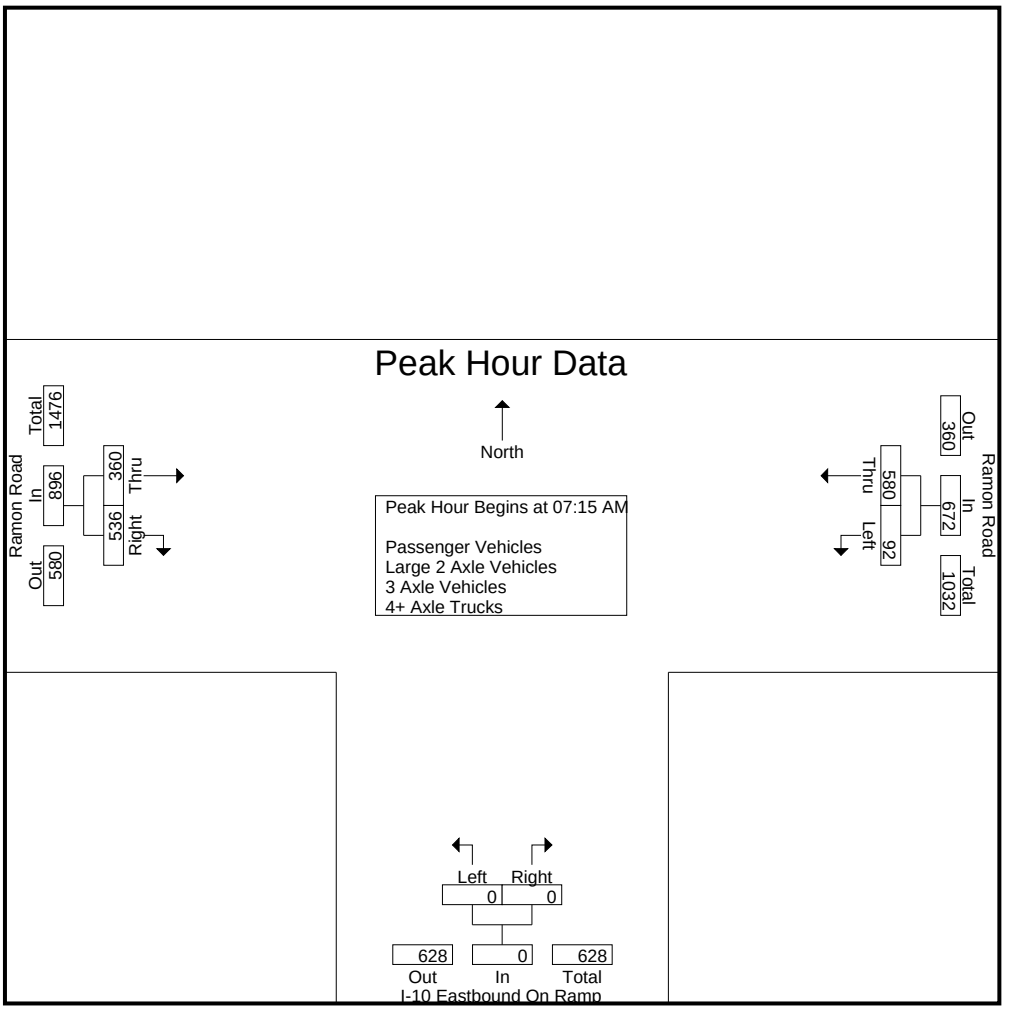
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022



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

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	20	125	145	0	0	0	56	127	183
+15 mins.	9	133	142	0	0	0	97	**145**	242
+30 mins.	**25**	168	193	0	0	0	90	135	225
+45 mins.	24	**178**	**202**	0	0	0	**117**	129	**246**
Total Volume	78	604	682	0	0	0	360	536	896
% App. Total	11.4	88.6		0	0		40.2	59.8	
PHF	.780	.848	.844	.000	.000	.000	.769	.924	.911

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- Passenger Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	104	0	118	0	0	0	0	44	105	3	149	3	267	270
07:15 AM	8	115	0	123	0	0	0	0	52	123	1	175	1	298	299
07:30 AM	19	148	0	167	0	0	0	0	89	141	12	230	12	397	409
07:45 AM	20	165	0	185	0	0	0	0	86	129	8	215	8	400	408
Total	61	532	0	593	0	0	0	0	271	498	24	769	24	1362	1386
08:00 AM	28	90	0	118	0	0	0	0	108	120	5	228	5	346	351
08:15 AM	13	111	0	124	0	0	0	0	63	102	1	165	1	289	290
08:30 AM	23	93	0	116	0	0	0	0	61	128	11	189	11	305	316
08:45 AM	14	90	0	104	0	0	0	0	48	88	5	136	5	240	245
Total	78	384	0	462	0	0	0	0	280	438	22	718	22	1180	1202
Grand Total	139	916	0	1055	0	0	0	0	551	936	46	1487	46	2542	2588
Apprch %	13.2	86.8			0	0			37.1	62.9					
Total %	5.5	36		41.5	0	0		0	21.7	36.8		58.5	1.8	98.2	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	8	115	123	0	0	0	52	123	175	298
07:30 AM	19	148	167	0	0	0	89	**141**	**230**	397
07:45 AM	20	**165**	**185**	0	0	0	86	129	215	**400**
08:00 AM	**28**	90	118	0	0	0	**108**	120	228	346
Total Volume	75	518	593	0	0	0	335	513	848	1441
% App. Total	12.6	87.4		0	0		39.5	60.5		
PHF	.670	.785	.801	.000	.000	.000	.775	.910	.922	.901

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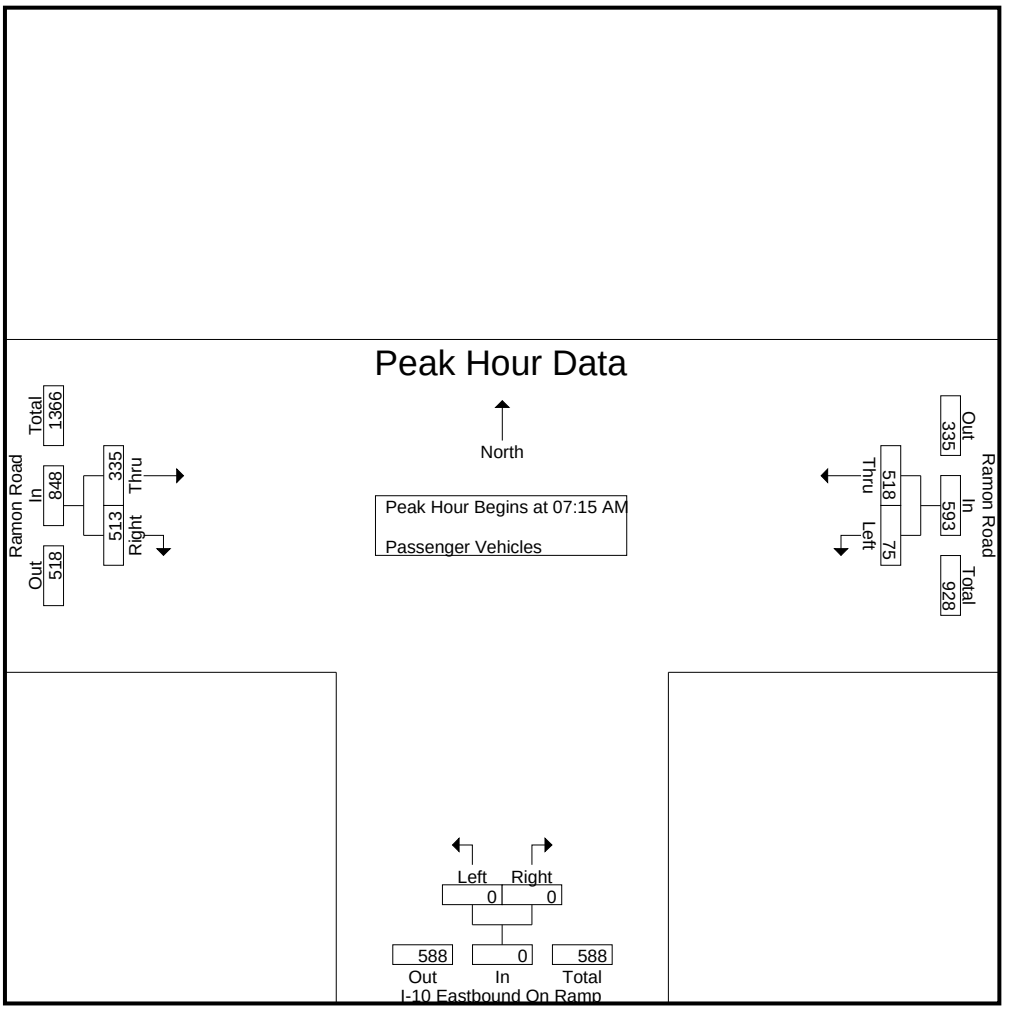
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	8	115	123	0	0	0	52	123	175
+15 mins.	19	148	167	0	0	0	89	**141**	**230**
+30 mins.	20	**165**	**185**	0	0	0	86	129	215
+45 mins.	**28**	90	118	0	0	0	**108**	120	228
Total Volume	75	518	593	0	0	0	335	513	848
% App. Total	12.6	87.4		0	0		39.5	60.5	
PHF	.670	.785	.801	.000	.000	.000	.775	.910	.922

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- Large 2 Axle Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	18	0	24	0	0	0	0	5	5	0	10	0	34	34
07:15 AM	0	15	0	15	0	0	0	0	4	4	0	8	0	23	23
07:30 AM	5	18	0	23	0	0	0	0	6	1	0	7	0	30	30
07:45 AM	2	13	0	15	0	0	0	0	3	3	0	6	0	21	21
Total	13	64	0	77	0	0	0	0	18	13	0	31	0	108	108
08:00 AM	5	8	0	13	0	0	0	0	8	6	0	14	0	27	27
08:15 AM	5	6	0	11	0	0	0	0	5	9	1	14	1	25	26
08:30 AM	0	2	0	2	0	0	0	0	1	3	0	4	0	6	6
08:45 AM	1	5	0	6	0	0	0	0	2	6	0	8	0	14	14
Total	11	21	0	32	0	0	0	0	16	24	1	40	1	72	73
Grand Total	24	85	0	109	0	0	0	0	34	37	1	71	1	180	181
Apprch %	22	78			0	0			47.9	52.1					
Total %	13.3	47.2		60.6	0	0		0	18.9	20.6		39.4	0.6	99.4	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	15	15	0	0	0	4	4	8	23
07:30 AM	**5**	**18**	**23**	0	0	0	6	1	7	**30**
07:45 AM	2	13	15	0	0	0	3	3	6	21
08:00 AM	5	8	13	0	0	0	**8**	**6**	**14**	27
Total Volume	12	54	66	0	0	0	21	14	35	101
% App. Total	18.2	81.8		0	0		60	40		
PHF	.600	.750	.717	.000	.000	.000	.656	.583	.625	.842

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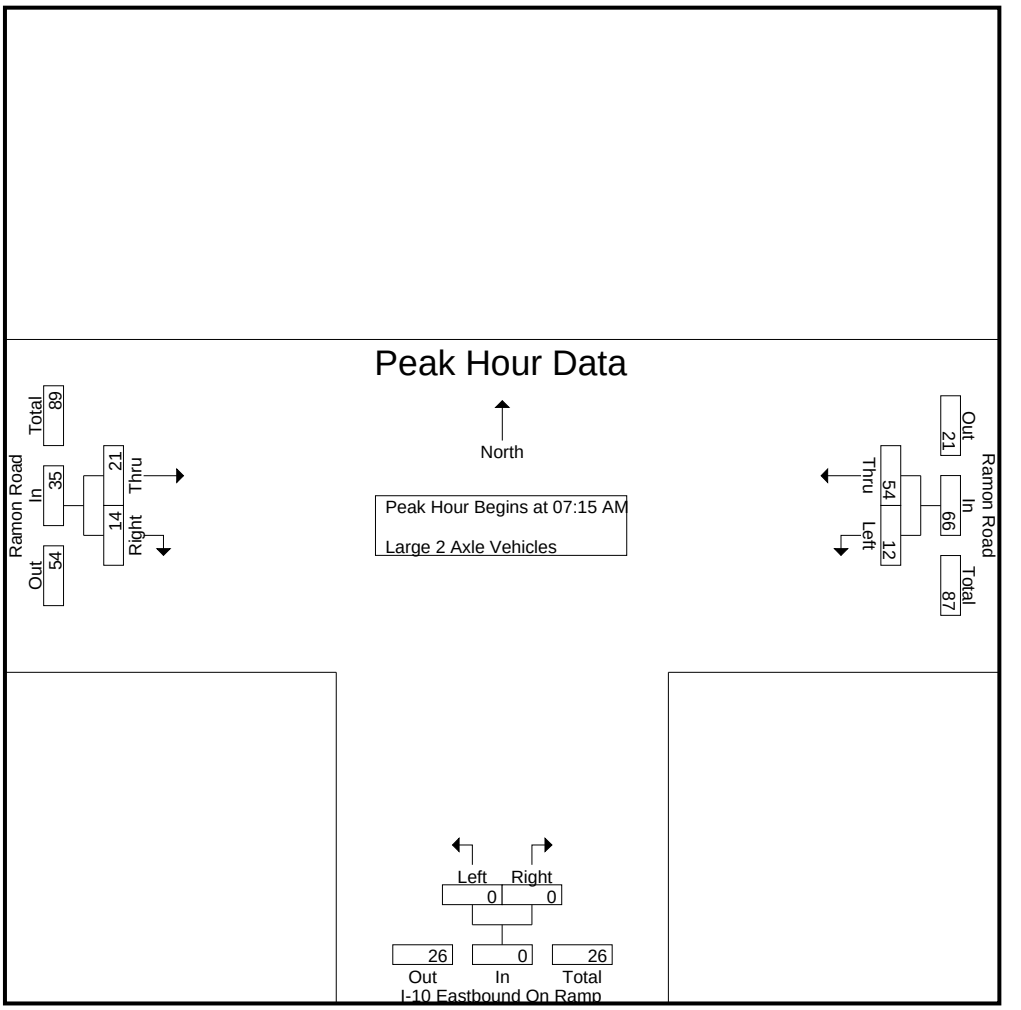
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	15	15	0	0	0	4	4	8
+15 mins.	**5**	**18**	**23**	0	0	0	6	1	7
+30 mins.	2	13	15	0	0	0	3	3	6
+45 mins.	5	8	13	0	0	0	**8**	**6**	**14**
Total Volume	12	54	66	0	0	0	21	14	35
% App. Total	18.2	81.8		0	0		60	40	
PHF	.600	.750	.717	.000	.000	.000	.656	.583	.625

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- 3 Axle Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2
07:30 AM	1	1	0	2	0	0	0	0	1	1	0	2	0	4	4
07:45 AM	1	0	0	1	0	0	0	0	1	2	0	3	0	4	4
Total	2	4	0	6	0	0	0	0	3	3	0	6	0	12	12
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	3	3
08:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	3	3
Total	0	5	0	5	0	0	0	0	3	5	0	8	0	13	13
Grand Total	2	9	0	11	0	0	0	0	6	8	0	14	0	25	25
Apprch %	18.2	81.8			0	0			42.9	57.1					
Total %	8	36		44	0	0		0	24	32		56	0	100	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	**1**	1	2	0	0	0	**1**	1	2	4
07:45 AM	1	0	1	0	0	0	1	**2**	**3**	4
08:00 AM	0	**3**	**3**	0	0	0	0	2	2	**5**
Total Volume	2	6	8	0	0	0	2	5	7	15
% App. Total	25	75		0	0		28.6	71.4		
PHF	.500	.500	.667	.000	.000	.000	.500	.625	.583	.750

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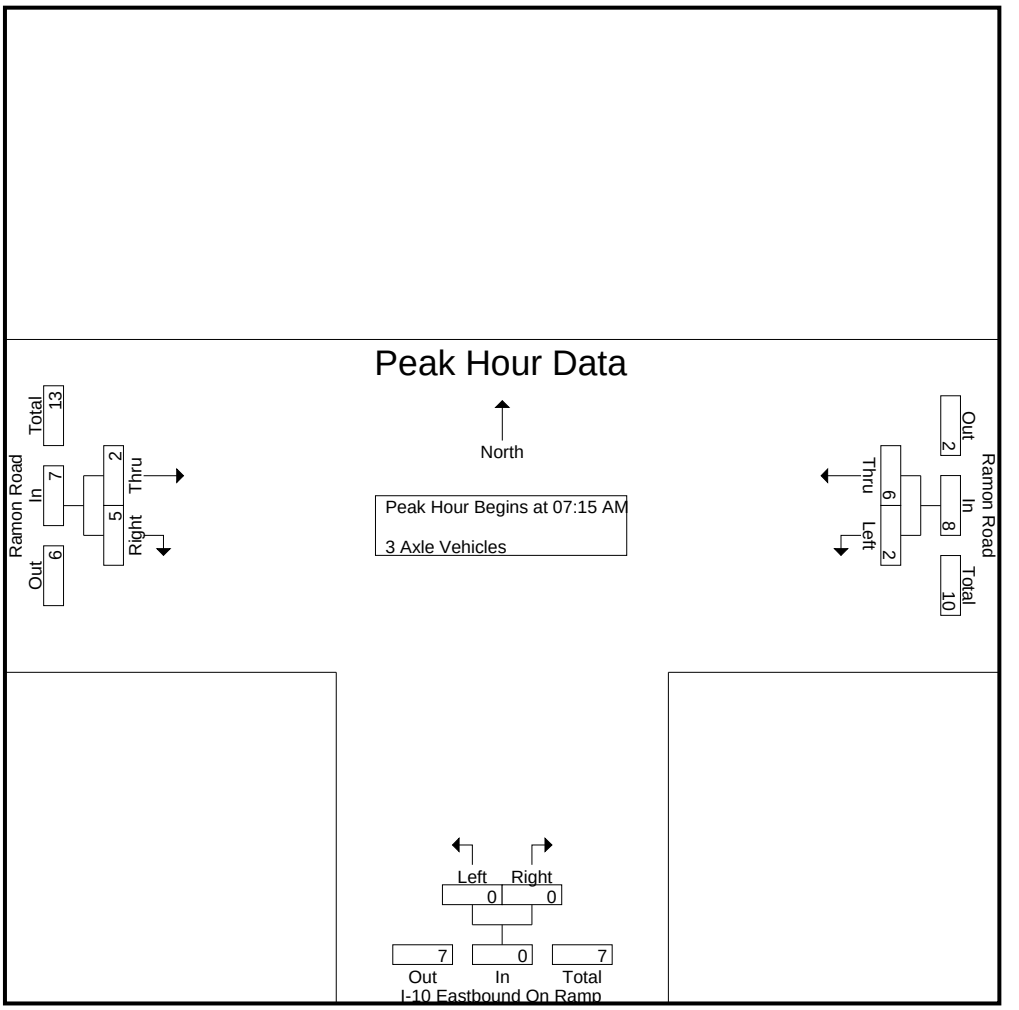
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	0	0	0
+15 mins.	**1**	1	2	0	0	0	**1**	1	2
+30 mins.	1	0	1	0	0	0	1	**2**	**3**
+45 mins.	0	**3**	**3**	0	0	0	0	2	2
Total Volume	2	6	8	0	0	0	2	5	7
% App. Total	25	75		0	0		28.6	71.4	
PHF	.500	.500	.667	.000	.000	.000	.500	.625	.583

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- 4+ Axle Trucks

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	1	1	1	3	4
07:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	2	2
07:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	0	4	4
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	2	2
Total	2	4	0	6	0	0	0	0	1	4	1	5	1	11	12
08:00 AM	1	0	0	1	0	0	0	0	1	1	0	2	0	3	3
08:15 AM	2	1	0	3	0	0	0	0	0	2	0	2	0	5	5
08:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	3	3
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3
Total	8	1	0	9	0	0	0	0	1	4	0	5	0	14	14
Grand Total	10	5	0	15	0	0	0	0	2	8	1	10	1	25	26
Apprch %	66.7	33.3			0	0			20	80					
Total %	40	20		60	0	0		0	8	32		40	3.8	96.2	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	**1**	**2**	0	0	0	0	0	0	2
07:30 AM	0	1	1	0	0	0	**1**	**2**	**3**	**4**
07:45 AM	1	0	1	0	0	0	0	1	1	2
08:00 AM	1	0	1	0	0	0	1	1	2	3
Total Volume	3	2	5	0	0	0	2	4	6	11
% App. Total	60	40		0	0		33.3	66.7		
PHF	.750	.500	.625	.000	.000	.000	.500	.500	.500	.688

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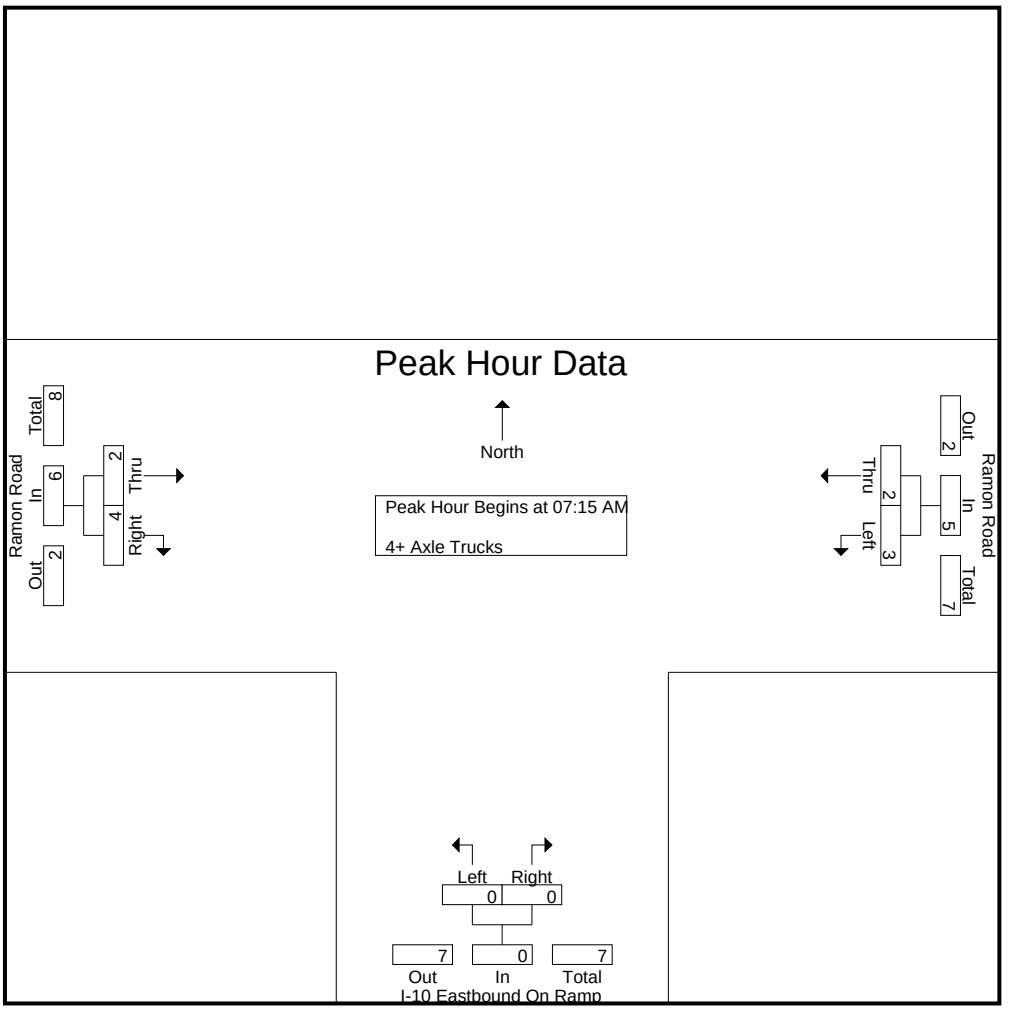
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon AM
Site Code : 05122468
Start Date : 5/17/2022



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	**1**	**2**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	**2**	**3**
+30 mins.	1	0	1	0	0	0	0	1	1
+45 mins.	1	0	1	0	0	0	1	1	2
Total Volume	3	2	5	0	0	0	2	4	6
% App. Total	60	40		0	0		33.3	66.7	
PHF	.750	.500	.625	.000	.000	.000	.500	.500	.500

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022

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

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	42	94	0	136	0	0	0	0	121	178	7	299	7	435	442
04:15 PM	20	92	0	112	0	0	0	0	77	111	7	188	7	300	307
04:30 PM	26	87	0	113	0	0	0	0	88	120	12	208	12	321	333
04:45 PM	27	83	0	110	0	0	0	0	113	126	9	239	9	349	358
Total	115	356	0	471	0	0	0	0	399	535	35	934	35	1405	1440
05:00 PM	23	100	0	123	0	0	0	0	105	143	7	248	7	371	378
05:15 PM	23	108	0	131	0	0	0	0	106	170	6	276	6	407	413
05:30 PM	16	62	0	78	0	0	0	0	88	127	16	215	16	293	309
05:45 PM	19	78	0	97	0	0	0	0	70	98	7	168	7	265	272
Total	81	348	0	429	0	0	0	0	369	538	36	907	36	1336	1372
Grand Total	196	704	0	900	0	0	0	0	768	1073	71	1841	71	2741	2812
Apprch %	21.8	78.2			0	0			41.7	58.3					
Total %	7.2	25.7		32.8	0	0		0	28	39.1		67.2	2.5	97.5	
Passenger Vehicles	152	687		839	0	0		0	735	1058		1863	0	0	2702
% Passenger Vehicles	77.6	97.6	0	93.2	0	0	0	0	95.7	98.6	98.6	97.4	0	0	96.1
Large 2 Axle Vehicles	9	17		26	0	0		0	29	9		38	0	0	64
% Large 2 Axle Vehicles	4.6	2.4	0	2.9	0	0	0	0	3.8	0.8	0	2	0	0	2.3
3 Axle Vehicles	2	0		2	0	0		0	2	4		6	0	0	8
% 3 Axle Vehicles	1	0	0	0.2	0	0	0	0	0.3	0.4	0	0.3	0	0	0.3
4+ Axle Trucks	33	0		33	0	0		0	2	2		5	0	0	38
% 4+ Axle Trucks	16.8	0	0	3.7	0	0	0	0	0.3	0.2	1.4	0.3	0	0	1.4

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	26	87	113	0	0	0	88	120	208	321
04:45 PM	**27**	83	110	0	0	0	**113**	126	239	349
05:00 PM	23	100	123	0	0	0	105	143	248	371
05:15 PM	23	**108**	**131**	0	0	0	106	**170**	**276**	**407**
Total Volume	99	378	477	0	0	0	412	559	971	1448
% App. Total	20.8	79.2		0	0		42.4	57.6		
PHF	.917	.875	.910	.000	.000	.000	.912	.822	.880	.889

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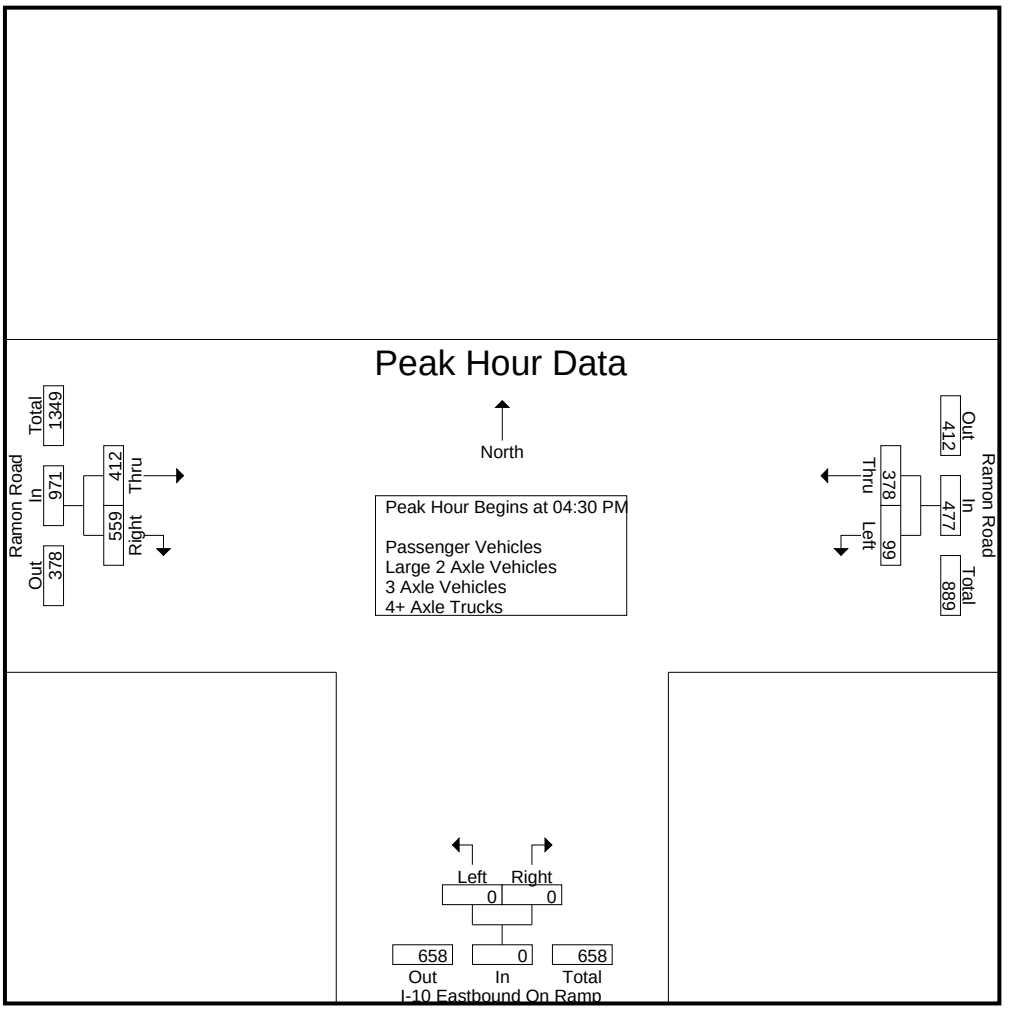
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022



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

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	26	87	113	0	0	0	**113**	126	239
+15 mins.	**27**	83	110	0	0	0	105	143	248
+30 mins.	23	100	123	0	0	0	106	**170**	**276**
+45 mins.	23	**108**	**131**	0	0	0	88	127	215
Total Volume	99	378	477	0	0	0	412	566	978
% App. Total	20.8	79.2		0	0		42.1	57.9	
PHF	.917	.875	.910	.000	.000	.000	.912	.832	.886

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- Passenger Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	34	92	0	126	0	0	0	0	114	175	7	289	7	415	422
04:15 PM	16	89	0	105	0	0	0	0	75	110	7	185	7	290	297
04:30 PM	20	84	0	104	0	0	0	0	87	118	12	205	12	309	321
04:45 PM	22	80	0	102	0	0	0	0	109	124	9	233	9	335	344
Total	92	345	0	437	0	0	0	0	385	527	35	912	35	1349	1384
05:00 PM	21	99	0	120	0	0	0	0	95	142	7	237	7	357	364
05:15 PM	17	107	0	124	0	0	0	0	102	165	5	267	5	391	396
05:30 PM	11	61	0	72	0	0	0	0	86	126	16	212	16	284	300
05:45 PM	11	75	0	86	0	0	0	0	67	98	7	165	7	251	258
Total	60	342	0	402	0	0	0	0	350	531	35	881	35	1283	1318
Grand Total	152	687	0	839	0	0	0	0	735	1058	70	1793	70	2632	2702
Apprch %	18.1	81.9			0	0			41	59					
Total %	5.8	26.1		31.9	0	0		0	27.9	40.2		68.1	2.6	97.4	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	20	84	104	0	0	0	87	118	205	309
04:45 PM	**22**	80	102	0	0	0	**109**	124	233	335
05:00 PM	21	99	120	0	0	0	95	142	237	357
05:15 PM	17	**107**	**124**	0	0	0	102	**165**	**267**	**391**
Total Volume	80	370	450	0	0	0	393	549	942	1392
% App. Total	17.8	82.2		0	0		41.7	58.3		
PHF	.909	.864	.907	.000	.000	.000	.901	.832	.882	.890

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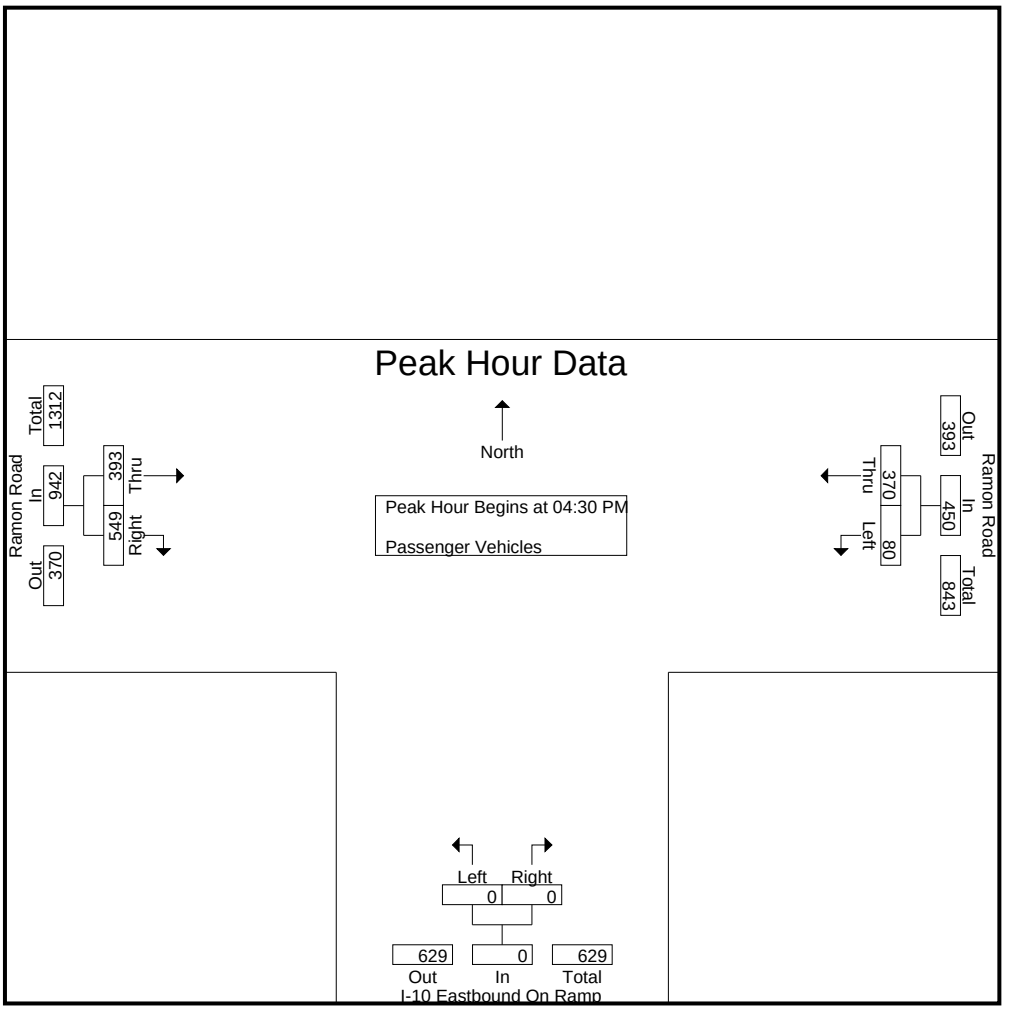
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	20	84	104	0	0	0	87	118	205
+15 mins.	**22**	80	102	0	0	0	**109**	124	233
+30 mins.	21	99	120	0	0	0	95	142	237
+45 mins.	17	**107**	**124**	0	0	0	102	**165**	**267**
Total Volume	80	370	450	0	0	0	393	549	942
% App. Total	17.8	82.2		0	0		41.7	58.3	
PHF	.909	.864	.907	.000	.000	.000	.901	.832	.882

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- Large 2 Axle Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	2	0	4	0	0	0	0	6	3	0	9	0	13	13
04:15 PM	1	3	0	4	0	0	0	0	2	1	0	3	0	7	7
04:30 PM	1	3	0	4	0	0	0	0	1	1	0	2	0	6	6
04:45 PM	0	3	0	3	0	0	0	0	4	1	0	5	0	8	8
Total	4	11	0	15	0	0	0	0	13	6	0	19	0	34	34
05:00 PM	1	1	0	2	0	0	0	0	10	0	0	10	0	12	12
05:15 PM	1	1	0	2	0	0	0	0	2	3	0	5	0	7	7
05:30 PM	1	1	0	2	0	0	0	0	2	0	0	2	0	4	4
05:45 PM	2	3	0	5	0	0	0	0	2	0	0	2	0	7	7
Total	5	6	0	11	0	0	0	0	16	3	0	19	0	30	30
Grand Total	9	17	0	26	0	0	0	0	29	9	0	38	0	64	64
Apprch %	34.6	65.4			0	0			76.3	23.7					
Total %	14.1	26.6		40.6	0	0		0	45.3	14.1		59.4	0	100	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	**3**	**4**	0	0	0	1	1	2	6
04:45 PM	0	3	3	0	0	0	4	1	5	8
05:00 PM	1	1	2	0	0	0	**10**	0	**10**	**12**
05:15 PM	1	1	2	0	0	0	2	**3**	5	7
Total Volume	3	8	11	0	0	0	17	5	22	33
% App. Total	27.3	72.7		0	0		77.3	22.7		
PHF	.750	.667	.688	.000	.000	.000	.425	.417	.550	.688

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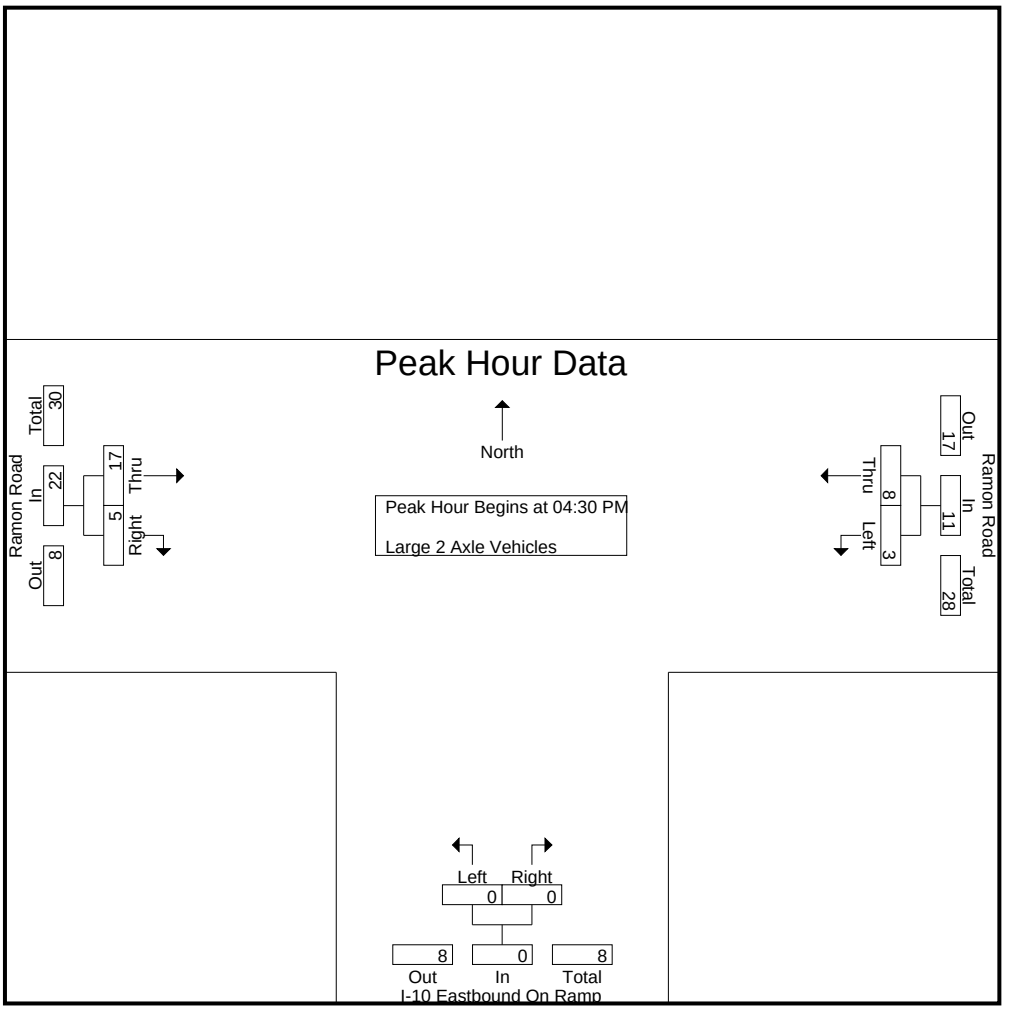
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	**3**	**4**	0	0	0	1	1	2
+15 mins.	0	3	3	0	0	0	4	1	5
+30 mins.	1	1	2	0	0	0	**10**	0	**10**
+45 mins.	1	1	2	0	0	0	2	**3**	5
Total Volume	3	8	11	0	0	0	17	5	22
% App. Total	27.3	72.7		0	0		77.3	22.7	
PHF	.750	.667	.688	.000	.000	.000	.425	.417	.550

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- 3 Axle Vehicles

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	2	0	0	2	0	0	0	0	1	2	0	3	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	2	0	3	0	3	3
Grand Total	2	0	0	2	0	0	0	0	2	4	0	6	0	8	8
Apprch %	100	0			0	0			33.3	66.7					
Total %	25	0		25	0	0		0	25	50		75	0	100	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	0	0	0	0	**1**	1	**2**
04:45 PM	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	**1**	1	**2**	2
Total Volume	1	0	1	0	0	0	1	3	4	5
% App. Total	100	0		0	0		25	75		
PHF	.250	.000	.250	.000	.000	.000	.250	.750	.500	.625

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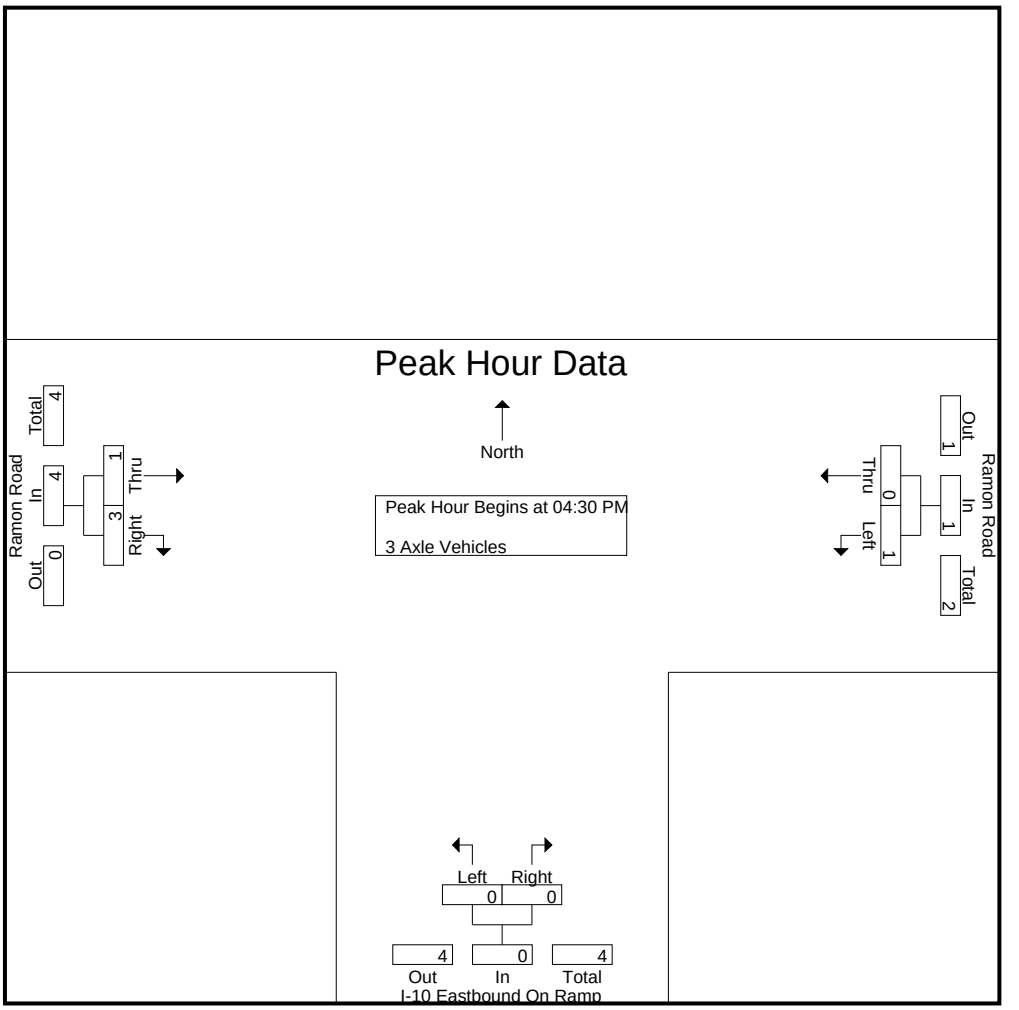
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022



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

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

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County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022

Groups Printed- 4+ Axle Trucks

	Ramon Road Westbound				I-10 Eastbound On Ramp Northbound				Ramon Road Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	5	5
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4	4
04:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	5	5
Total	17	0	0	17	0	0	0	0	0	0	0	0	0	17	17
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	2	2
05:15 PM	5	0	0	5	0	0	0	0	1	1	1	2	1	7	8
05:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4	4
05:45 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	7	7
Total	16	0	0	16	0	0	0	0	2	2	1	4	1	20	21
Grand Total	33	0	0	33	0	0	0	0	2	2	1	4	1	37	38
Apprch %	100	0			0	0			50	50					
Total %	89.2	0		89.2	0	0		0	5.4	5.4		10.8	2.6	97.4	

	Ramon Road Westbound			I-10 Eastbound On Ramp Northbound			Ramon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	4	0	4	0	0	0	0	0	0	4
04:45 PM	**5**	0	**5**	0	0	0	0	0	0	5
05:00 PM	1	0	1	0	0	0	0	**1**	1	2
05:15 PM	5	0	5	0	0	0	**1**	1	**2**	**7**
Total Volume	15	0	15	0	0	0	1	2	3	18
% App. Total	100	0		0	0		33.3	66.7		
PHF	.750	.000	.750	.000	.000	.000	.250	.500	.375	.643

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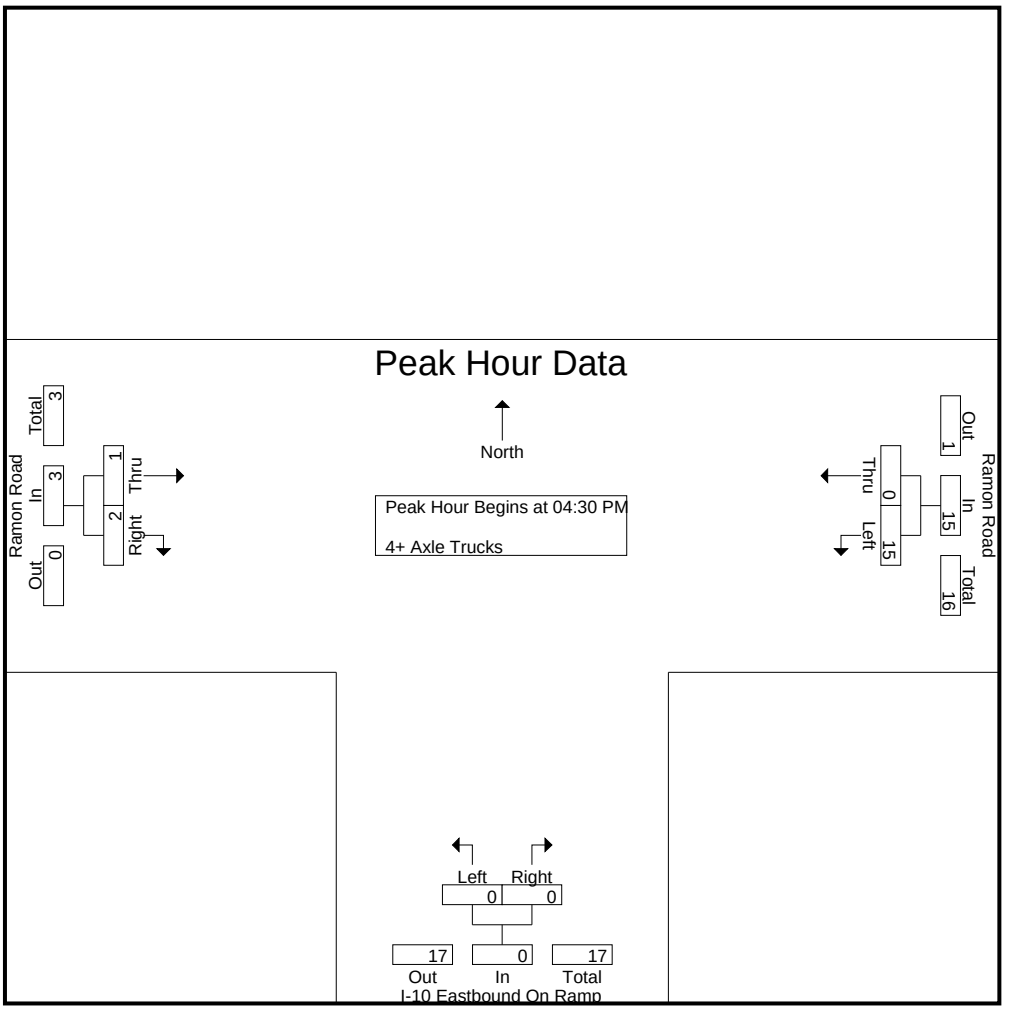
County of Riverside
N/S: I-10 Eastbound On Ramp
E/W: Ramon Road
Weather: Clear

File Name : CRV_10E_Ramon PM
Site Code : 05122468
Start Date : 5/17/2022



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	4	0	4	0	0	0	0	0	0
+15 mins.	**5**	0	**5**	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	0	**1**	1
+45 mins.	5	0	5	0	0	0	**1**	1	**2**
Total Volume	15	0	15	0	0	0	1	2	3
% App. Total	100	0		0	0		33.3	66.7	
PHF	.750	.000	.750	.000	.000	.000	.250	.500	.375

Location: County of Riverside
N/S: I-10 EB On Ramp
E/W: Ramon Road

Date: 5/17/2022
Day: Tuesday

PEDESTRIANS

	North Leg I-10 EB On Ramp	East Leg Ramon Road	South Leg I-10 EB On Ramp	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	1	0	1	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	3	0	4

	North Leg I-10 EB On Ramp	East Leg Ramon Road	South Leg I-10 EB On Ramp	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

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Location: County of Riverside
N/S: I-10 EB On Ramp
E/W: Ramon Road

Date: 5/17/2022
Day: Tuesday

BICYCLES

	Southbound I-10 EB On Ramp			Westbound Ramon Road			Northbound I-10 EB On Ramp			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-10 EB On Ramp			Westbound Ramon Road			Northbound I-10 EB On Ramp			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	3	0	3

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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	19	24	4	4	47	12	51	14	3	77	33	47	28	0	108	5	111	60	23	176	30	408	438
07:15 AM	18	46	7	2	71	7	66	12	4	85	39	58	25	0	122	3	121	45	19	169	25	447	472
07:30 AM	13	41	10	7	64	5	85	20	4	110	25	65	41	0	131	7	151	59	27	217	38	522	560
07:45 AM	14	40	7	4	61	10	90	24	6	124	38	60	34	0	132	9	148	50	25	207	35	524	559
Total	64	151	28	17	243	34	292	70	17	396	135	230	128	0	493	24	531	214	94	769	128	1901	2029
08:00 AM	20	36	3	2	59	9	95	18	9	122	39	47	32	0	118	5	98	57	22	160	33	459	492
08:15 AM	26	33	5	3	64	6	60	8	4	74	49	38	17	0	104	7	77	51	28	135	35	377	412
08:30 AM	23	38	3	3	64	10	43	12	4	65	36	45	30	0	111	5	90	44	17	139	24	379	403
08:45 AM	10	47	1	1	58	10	34	14	8	58	29	58	27	1	114	3	64	48	24	115	34	345	379
Total	79	154	12	9	245	35	232	52	25	319	153	188	106	1	447	20	329	200	91	549	126	1560	1686
Grand Total	143	305	40	26	488	69	524	122	42	715	288	418	234	1	940	44	860	414	185	1318	254	3461	3715
Apprch %	29.3	62.5	8.2			9.7	73.3	17.1			30.6	44.5	24.9			3.3	65.3	31.4					
Total %	4.1	8.8	1.2		14.1	2	15.1	3.5		20.7	8.3	12.1	6.8		27.2	1.3	24.8	12		38.1	6.8	93.2	
Passenger Vehicles	124	240	33		416	65	506	109		717	262	351	178		792	41	796	384		1397	0	0	3322
% Passenger Vehicles	86.7	78.7	82.5	73.1	80.9	94.2	96.6	89.3	88.1	94.7	91	84	76.1	100	84.2	93.2	92.6	92.8	95.1	92.9	0	0	89.4
Large 2 Axle Vehicles	13	32	3		51	3	13	5		23	22	44	24		90	3	44	23		77	0	0	241
% Large 2 Axle Vehicles	9.1	10.5	7.5	11.5	9.9	4.3	2.5	4.1	4.8	3	7.6	10.5	10.3	0	9.6	6.8	5.1	5.6	3.8	5.1	0	0	6.5
3 Axle Vehicles	4	18	2		26	0	2	2		4	0	9	5		14	0	3	0		3	0	0	47
% 3 Axle Vehicles	2.8	5.9	5	7.7	5.1	0	0.4	1.6	0	0.5	0	2.2	2.1	0	1.5	0	0.3	0	0	0.2	0	0	1.3
4+ Axle Trucks	2	15	2		21	1	3	6		13	4	14	27		45	0	17	7		26	0	0	105
% 4+ Axle Trucks	1.4	4.9	5	7.7	4.1	1.4	0.6	4.9	7.1	1.7	1.4	3.3	11.5	0	4.8	0	2	1.7	1.1	1.7	0	0	2.8

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	**46**	7	**71**	7	66	12	85	**39**	58	25	122	3	121	45	169	447
07:30 AM	13	41	**10**	64	5	85	20	110	25	**65**	**41**	131	7	**151**	**59**	**217**	522
07:45 AM	14	40	7	61	**10**	90	**24**	**124**	38	60	34	**132**	**9**	148	50	207	**524**
08:00 AM	**20**	36	3	59	9	**95**	18	122	39	47	32	118	5	98	57	160	459
Total Volume	65	163	27	255	31	336	74	441	141	230	132	503	24	518	211	753	1952
% App. Total	25.5	63.9	10.6		7	76.2	16.8		28	45.7	26.2		3.2	68.8	28		
PHF	.813	.886	.675	.898	.775	.884	.771	.889	.904	.885	.805	.953	.667	.858	.894	.868	.931

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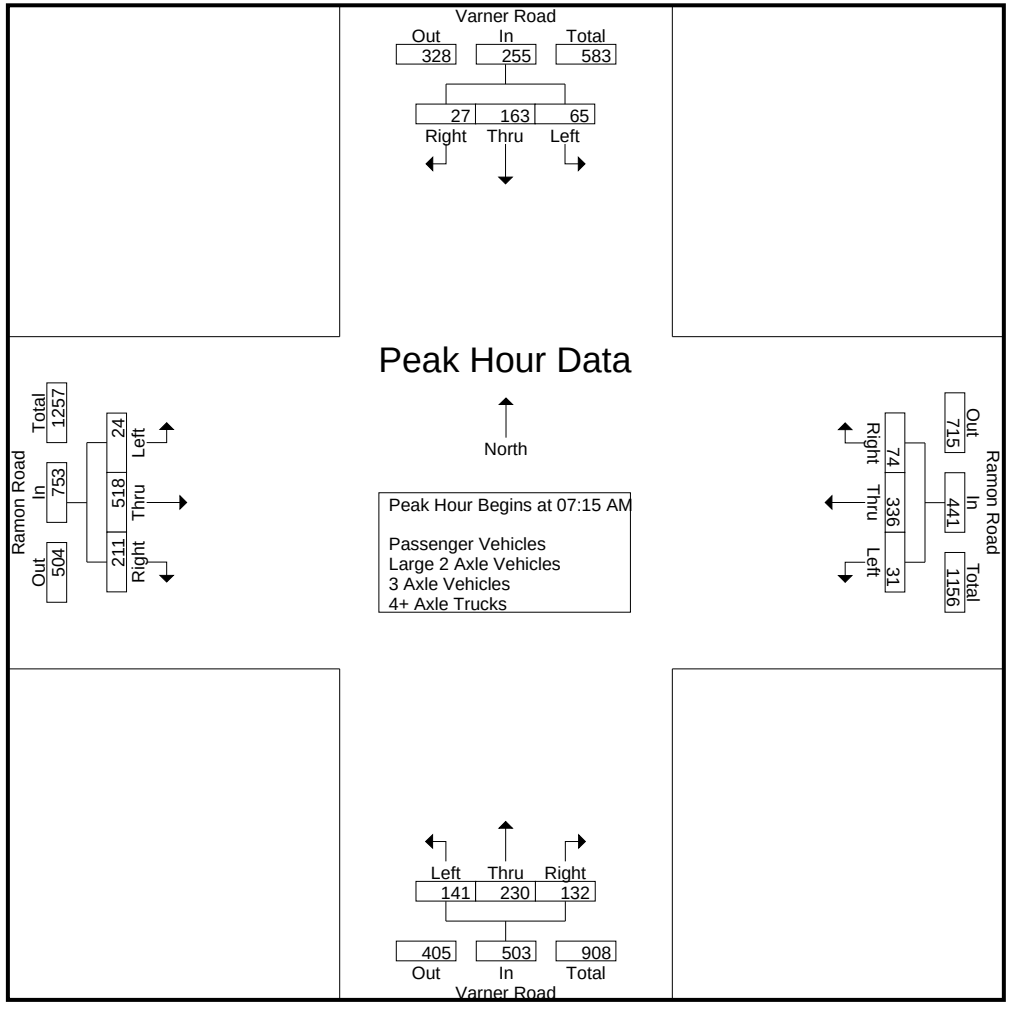
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
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Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:00 AM				
+0 mins.	18	**46**	7	**71**	7	66	12	85	**39**	58	25	122	5	111	**60**	176	
+15 mins.	13	41	**10**	64	5	85	20	110	25	**65**	**41**	131	3	121	45	169	
+30 mins.	14	40	7	61	**10**	90	**24**	**124**	38	60	34	**132**	7	**151**	59	**217**	
+45 mins.	**20**	36	3	59	9	**95**	18	122	39	47	32	118	**9**	148	50	207	
Total Volume	65	163	27	255	31	336	74	441	141	230	132	503	24	531	214	769	
% App. Total	25.5	63.9	10.6		7	76.2	16.8		28	45.7	26.2		3.1	69.1	27.8		
PHF	.813	.886	.675	.898	.775	.884	.771	.889	.904	.885	.805	.953	.667	.879	.892	.886	

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County of Riverside
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File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	15	17	2	2	34	12	49	14	3	75	30	34	24	0	88	3	93	51	20	147	25	344	369
07:15 AM	15	36	6	1	57	7	61	9	3	77	35	43	17	0	95	2	110	41	19	153	23	382	405
07:30 AM	12	32	8	5	52	4	83	18	3	105	20	62	25	0	107	7	140	54	26	201	34	465	499
07:45 AM	11	32	6	3	49	10	88	21	4	119	37	50	26	0	113	9	143	49	25	201	32	482	514
Total	53	117	22	11	192	33	281	62	13	376	122	189	92	0	403	21	486	195	90	702	114	1673	1787
08:00 AM	19	29	3	2	51	9	95	17	9	121	36	41	25	0	102	5	91	53	20	149	31	423	454
08:15 AM	22	25	5	3	52	6	57	6	4	69	45	31	14	0	90	7	74	49	28	130	35	341	376
08:30 AM	23	33	2	2	58	8	40	11	3	59	36	39	26	0	101	5	84	41	16	130	21	348	369
08:45 AM	7	36	1	1	44	9	33	13	8	55	23	51	21	1	95	3	61	46	22	110	32	304	336
Total	71	123	11	8	205	32	225	47	24	304	140	162	86	1	388	20	310	189	86	519	119	1416	1535
Grand Total	124	240	33	19	397	65	506	109	37	680	262	351	178	1	791	41	796	384	176	1221	233	3089	3322
Apprch %	31.2	60.5	8.3			9.6	74.4	16			33.1	44.4	22.5			3.4	65.2	31.4					
Total %	4	7.8	1.1		12.9	2.1	16.4	3.5		22	8.5	11.4	5.8		25.6	1.3	25.8	12.4		39.5	7	93	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	**36**	6	**57**	7	61	9	77	35	43	17	95	2	110	41	153	382
07:30 AM	12	32	**8**	52	4	83	18	105	20	**62**	25	107	7	140	**54**	**201**	465
07:45 AM	11	32	6	49	**10**	88	**21**	119	**37**	50	**26**	**113**	**9**	**143**	49	201	**482**
08:00 AM	**19**	29	3	51	9	**95**	17	**121**	36	41	25	102	5	91	53	149	423
Total Volume	57	129	23	209	30	327	65	422	128	196	93	417	23	484	197	704	1752
% App. Total	27.3	61.7	11		7.1	77.5	15.4		30.7	47	22.3		3.3	68.8	28		
PHF	.750	.896	.719	.917	.750	.861	.774	.872	.865	.790	.894	.923	.639	.846	.912	.876	.909

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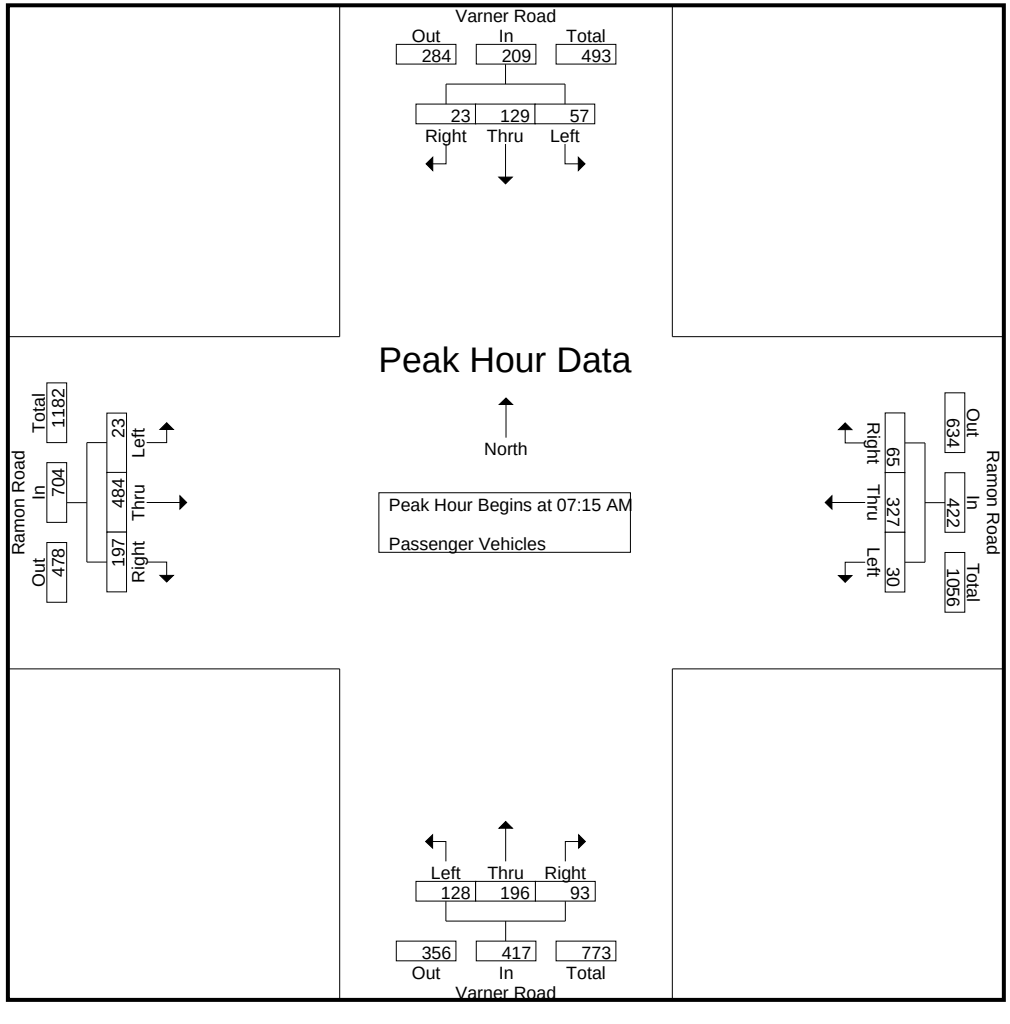
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	15	**36**	6	**57**	7	61	9	77	35	43	17	95	2	110	41	153	
+15 mins.	12	32	**8**	52	4	83	18	105	20	**62**	25	107	7	140	**54**	**201**	
+30 mins.	11	32	6	49	**10**	88	**21**	119	**37**	50	**26**	**113**	**9**	**143**	49	201	
+45 mins.	**19**	29	3	51	9	**95**	17	**121**	36	41	25	102	5	91	53	149	
Total Volume	57	129	23	209	30	327	65	422	128	196	93	417	23	484	197	704	
% App. Total	27.3	61.7	11		7.1	77.5	15.4		30.7	47	22.3		3.3	68.8	28		
PHF	.750	.896	.719	.917	.750	.861	.774	.872	.865	.790	.894	.923	.639	.846	.912	.876	

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	5	1	1	9	0	1	0	0	1	3	8	4	0	15	2	11	7	2	20	3	45	48
07:15 AM	2	6	0	0	8	0	3	0	0	3	3	10	4	0	17	1	3	3	0	7	0	35	35
07:30 AM	1	3	0	0	4	1	2	1	0	4	2	2	6	0	10	0	8	4	0	12	0	30	30
07:45 AM	2	4	1	1	7	0	2	1	1	3	1	8	3	0	12	0	5	1	0	6	2	28	30
Total	8	18	2	2	28	1	8	2	1	11	9	28	17	0	54	3	27	15	2	45	5	138	143
08:00 AM	0	3	0	0	3	0	0	1	0	1	3	2	0	0	5	0	7	4	2	11	2	20	22
08:15 AM	3	3	0	0	6	0	3	1	0	4	4	5	2	0	11	0	2	0	0	2	0	23	23
08:30 AM	0	2	1	1	3	1	2	1	1	4	0	4	2	0	6	0	6	2	1	8	3	21	24
08:45 AM	2	6	0	0	8	1	0	0	0	1	6	5	3	0	14	0	2	2	2	4	2	27	29
Total	5	14	1	1	20	2	5	3	1	10	13	16	7	0	36	0	17	8	5	25	7	91	98
Grand Total	13	32	3	3	48	3	13	5	2	21	22	44	24	0	90	3	44	23	7	70	12	229	241
Apprch %	27.1	66.7	6.2			14.3	61.9	23.8			24.4	48.9	26.7			4.3	62.9	32.9					
Total %	5.7	14	1.3		21	1.3	5.7	2.2		9.2	9.6	19.2	10.5		39.3	1.3	19.2	10		30.6	5	95	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	**6**	0	**8**	0	**3**	0	3	**3**	**10**	4	**17**	**1**	3	3	7	**35**
07:30 AM	1	3	0	4	**1**	2	**1**	**4**	2	2	**6**	10	0	**8**	**4**	**12**	30
07:45 AM	2	4	**1**	7	0	2	1	3	1	8	3	12	0	5	1	6	28
08:00 AM	0	3	0	3	0	0	1	1	3	2	0	5	0	7	4	11	20
Total Volume	5	16	1	22	1	7	3	11	9	22	13	44	1	23	12	36	113
% App. Total	22.7	72.7	4.5		9.1	63.6	27.3		20.5	50	29.5		2.8	63.9	33.3		
PHF	.625	.667	.250	.688	.250	.583	.750	.688	.750	.550	.542	.647	.250	.719	.750	.750	.807

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County of Riverside
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File Name : 08_CRV_Varn_Ramon AM
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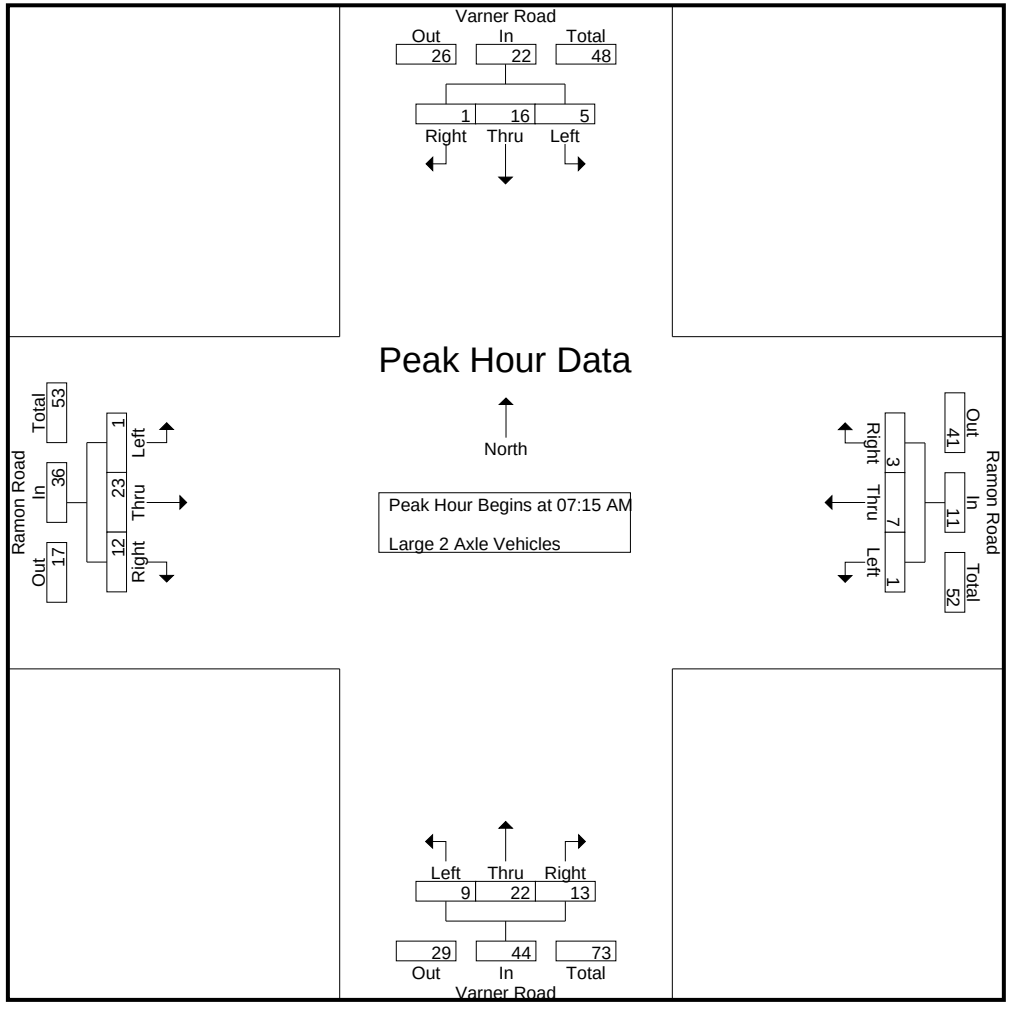
Start Date : 4/7/2022
Page No : 2



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Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**2**	**6**	0	**8**	0	**3**	0	3	**3**	**10**	4	**17**	**1**	3	3	7	
+15 mins.	1	3	0	4	**1**	2	**1**	**4**	2	2	**6**	10	0	**8**	**4**	**12**	
+30 mins.	2	4	**1**	7	0	2	1	3	1	8	3	12	0	5	1	6	
+45 mins.	0	3	0	3	0	0	1	1	3	2	0	5	0	7	4	11	
Total Volume	5	16	1	22	1	7	3	11	9	22	13	44	1	23	12	36	
% App. Total	22.7	72.7	4.5		9.1	63.6	27.3		20.5	50	29.5		2.8	63.9	33.3		
PHF	.625	.667	.250	.688	.250	.583	.750	.688	.750	.550	.542	.647	.250	.719	.750	.750	

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County of Riverside
N/S: Varner Road
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Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
07:15 AM	1	3	1	1	5	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	8	9
07:30 AM	0	2	1	1	3	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	6	7
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
Total	2	9	2	2	13	0	1	0	0	1	0	4	2	0	6	0	2	0	0	2	2	22	24
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	5
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	5
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
08:45 AM	1	4	0	0	5	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	0	9	9
Total	2	9	0	0	11	0	1	2	0	3	0	5	3	0	8	0	1	0	0	1	0	23	23
Grand Total	4	18	2	2	24	0	2	2	0	4	0	9	5	0	14	0	3	0	0	3	2	45	47
Apprch %	16.7	75	8.3			0	50	50			0	64.3	35.7			0	100	0					
Total %	8.9	40	4.4		53.3	0	4.4	4.4		8.9	0	20	11.1		31.1	0	6.7	0		6.7	4.3	95.7	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**3**	**1**	**5**	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**8**
07:30 AM	0	2	1	3	0	0	0	0	0	0	**2**	2	0	**1**	0	**1**	6
07:45 AM	1	3	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:00 AM	1	2	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5
Total Volume	3	10	2	15	0	1	0	1	0	3	4	7	0	1	0	1	24
% App. Total	20	66.7	13.3		0	100	0		0	42.9	57.1		0	100	0		
PHF	.750	.833	.500	.750	.000	.250	.000	.250	.000	.375	.500	.875	.000	.250	.000	.250	.750

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County of Riverside
N/S: Varner Road
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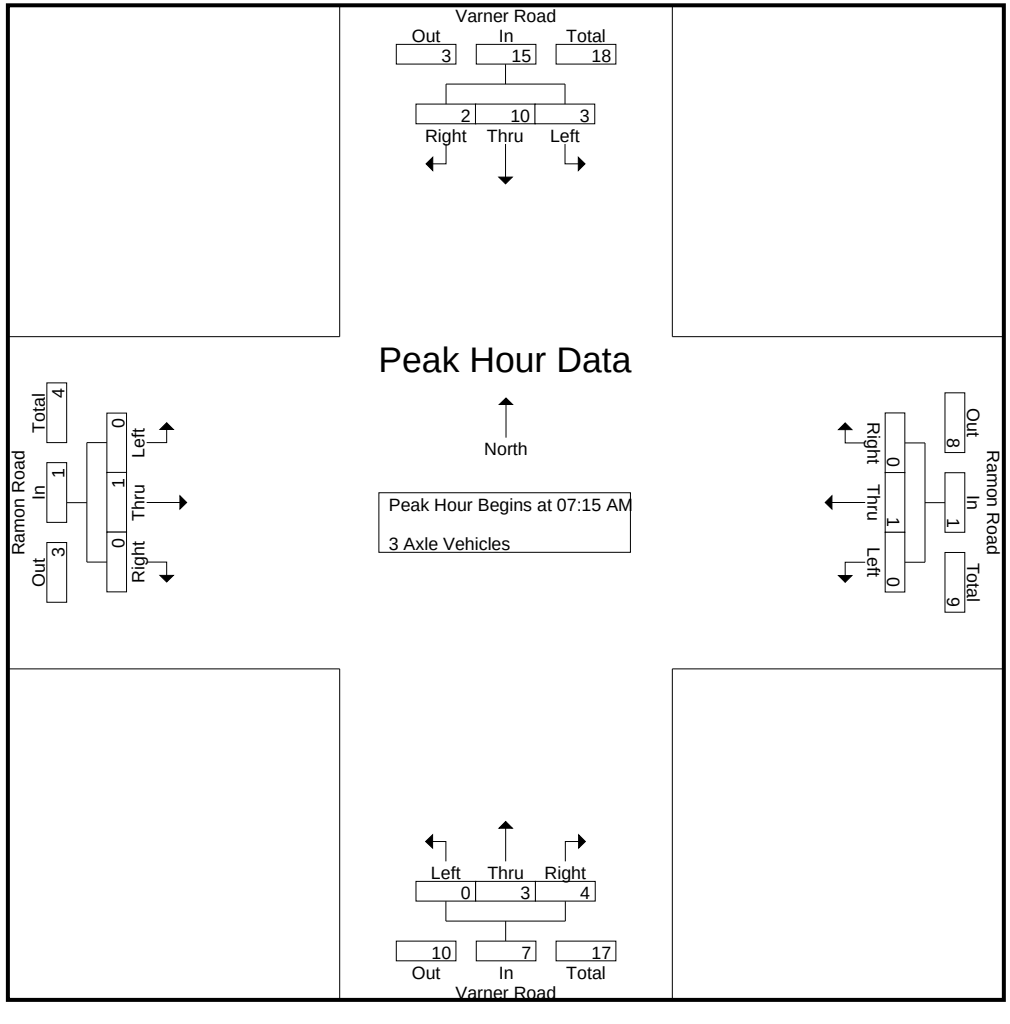
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	**3**	**1**	**5**	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	
+15 mins.	0	2	1	3	0	0	0	0	0	0	**2**	2	0	**1**	0	**1**	
+30 mins.	1	3	0	4	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	1	2	0	3	0	0	0	0	0	0	2	2	0	0	0	0	
Total Volume	3	10	2	15	0	1	0	1	0	3	4	7	0	1	0	1	
% App. Total	20	66.7	13.3		0	100	0		0	42.9	57.1		0	100	0		
PHF	.750	.833	.500	.750	.000	.250	.000	.250	.000	.375	.500	.875	.000	.250	.000	.250	

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County of Riverside
N/S: Varner Road
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Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022

Groups Printed- 4+ Axle Trucks

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	1	1	3	0	1	0	0	1	0	4	0	0	4	0	6	2	1	8	2	16	18
07:15 AM	0	1	0	0	1	0	1	3	1	4	1	3	4	0	8	0	8	1	0	9	1	22	23
07:30 AM	0	4	1	1	5	0	0	1	1	1	3	1	8	0	12	0	2	1	1	3	3	21	24
07:45 AM	0	1	0	0	1	0	0	2	1	2	0	1	5	0	6	0	0	0	0	0	1	9	10
Total	1	7	2	2	10	0	2	6	3	8	4	9	17	0	30	0	16	4	2	20	7	68	75
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	5	0	9	0	0	0	0	0	0	11	11
08:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	0	8	8
08:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	0	6	6
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	5	5
Total	1	8	0	0	9	1	1	0	0	2	0	5	10	0	15	0	1	3	0	4	0	30	30
Grand Total	2	15	2	2	19	1	3	6	3	10	4	14	27	0	45	0	17	7	2	24	7	98	105
Apprch %	10.5	78.9	10.5			10	30	60			8.9	31.1	60			0	70.8	29.2					
Total %	2	15.3	2		19.4	1	3.1	6.1		10.2	4.1	14.3	27.6		45.9	0	17.3	7.1		24.5	6.7	93.3	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	**1**	**3**	**4**	1	3	4	8	0	**8**	**1**	**9**	**22**
07:30 AM	0	**4**	**1**	**5**	0	0	1	1	**3**	1	**8**	**12**	0	2	1	3	21
07:45 AM	0	1	0	1	0	0	2	2	0	1	5	6	0	0	0	0	9
08:00 AM	0	2	0	2	0	0	0	0	0	**4**	5	9	0	0	0	0	11
Total Volume	0	8	1	9	0	1	6	7	4	9	22	35	0	10	2	12	63
% App. Total	0	88.9	11.1		0	14.3	85.7		11.4	25.7	62.9		0	83.3	16.7		
PHF	.000	.500	.250	.450	.000	.250	.500	.438	.333	.563	.688	.729	.000	.313	.500	.333	.716

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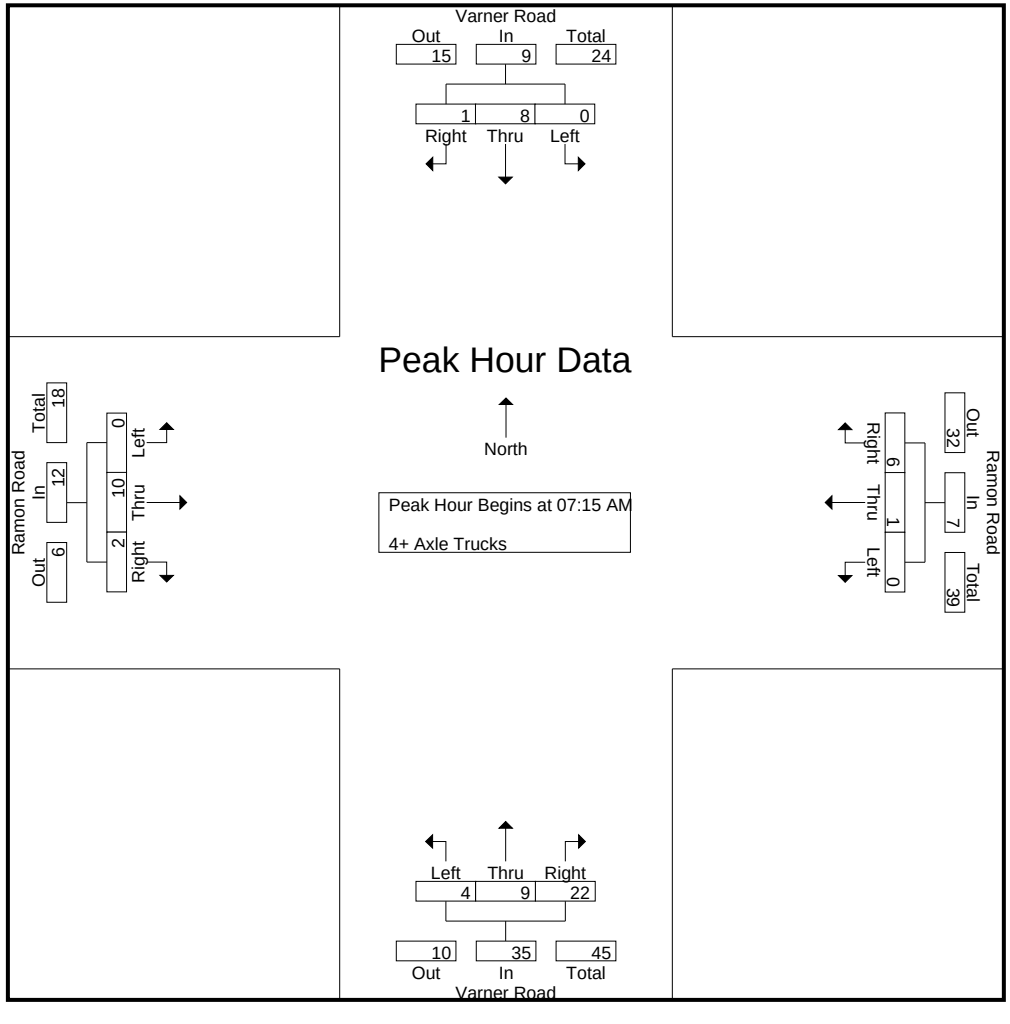
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
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File Name : 08_CRV_Varn_Ramon AM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	1	0	1	0	**1**	**3**	**4**	1	3	4	8	0	**8**	**1**	**9**	
+15 mins.	0	**4**	**1**	**5**	0	0	1	1	**3**	1	**8**	**12**	0	2	1	3	
+30 mins.	0	1	0	1	0	0	2	2	0	1	5	6	0	0	0	0	
+45 mins.	0	2	0	2	0	0	0	0	0	**4**	5	9	0	0	0	0	
Total Volume	0	8	1	9	0	1	6	7	4	9	22	35	0	10	2	12	
% App. Total	0	88.9	11.1		0	14.3	85.7		11.4	25.7	62.9		0	83.3	16.7		
PHF	.000	.500	.250	.450	.000	.250	.500	.438	.333	.563	.688	.729	.000	.313	.500	.333	

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County of Riverside
N/S: Varner Road
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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

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

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	55	61	35	0	151	7	73	45	28	125	23	51	15	7	89	10	80	24	9	114	44	479	523
04:15 PM	48	70	35	0	153	8	84	40	26	132	31	57	7	6	95	12	91	24	8	127	40	507	547
04:30 PM	30	46	35	0	111	12	56	37	22	105	28	48	8	4	84	5	60	16	7	81	33	381	414
04:45 PM	44	46	18	0	108	15	65	46	15	126	26	67	7	4	100	9	70	19	9	98	28	432	460
Total	177	223	123	0	523	42	278	168	91	488	108	223	37	21	368	36	301	83	33	420	145	1799	1944
05:00 PM	39	36	36	0	111	7	65	46	21	118	42	47	13	7	102	2	100	15	1	117	29	448	477
05:15 PM	50	44	24	0	118	10	49	37	22	96	33	66	9	3	108	11	67	19	7	97	32	419	451
05:30 PM	40	31	15	1	86	4	60	29	16	93	24	42	19	16	85	7	85	29	6	121	39	385	424
05:45 PM	43	36	24	0	103	3	62	30	18	95	29	52	7	3	88	5	62	11	5	78	26	364	390
Total	172	147	99	1	418	24	236	142	77	402	128	207	48	29	383	25	314	74	19	413	126	1616	1742
Grand Total	349	370	222	1	941	66	514	310	168	890	236	430	85	50	751	61	615	157	52	833	271	3415	3686
Apprch %	37.1	39.3	23.6			7.4	57.8	34.8			31.4	57.3	11.3			7.3	73.8	18.8					
Total %	10.2	10.8	6.5		27.6	1.9	15.1	9.1		26.1	6.9	12.6	2.5		22	1.8	18	4.6		24.4	7.4	92.6	
Passenger Vehicles	323	351	187		862	62	485	285		990	225	404	83		762	58	590	153		853	0	0	3467
% Passenger Vehicles	92.6	94.9	84.2	100	91.5	93.9	94.4	91.9	94	93.6	95.3	94	97.6	100	95.1	95.1	95.9	97.5	100	96.4	0	0	94.1
Large 2 Axle Vehicles	17	11	5		33	4	22	14		46	3	15	0		18	2	15	3		20	0	0	117
% Large 2 Axle Vehicles	4.9	3	2.3	0	3.5	6.1	4.3	4.5	3.6	4.3	1.3	3.5	0	0	2.2	3.3	2.4	1.9	0	2.3	0	0	3.2
3 Axle Vehicles	0	2	0		2	0	0	4		8	2	1	0		3	1	0	0		1	0	0	14
% 3 Axle Vehicles	0	0.5	0	0	0.2	0	0	1.3	2.4	0.8	0.8	0.2	0	0	0.4	1.6	0	0	0	0.1	0	0	0.4
4+ Axle Trucks	9	6	30		45	0	7	7		14	6	10	2		18	0	10	1		11	0	0	88
% 4+ Axle Trucks	2.6	1.6	13.5	0	4.8	0	1.4	2.3	0	1.3	2.5	2.3	2.4	0	2.2	0	1.6	0.6	0	1.2	0	0	2.4

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**55**	61	**35**	151	7	73	45	125	23	51	**15**	89	10	80	**24**	114	479
04:15 PM	48	**70**	35	**153**	8	**84**	40	**132**	**31**	57	7	95	**12**	**91**	24	**127**	**507**
04:30 PM	30	46	35	111	12	56	37	105	28	48	8	84	5	60	16	81	381
04:45 PM	44	46	18	108	**15**	65	**46**	126	26	**67**	7	**100**	9	70	19	98	432
Total Volume	177	223	123	523	42	278	168	488	108	223	37	368	36	301	83	420	1799
% App. Total	33.8	42.6	23.5		8.6	57	34.4		29.3	60.6	10.1		8.6	71.7	19.8		
PHF	.805	.796	.879	.855	.700	.827	.913	.924	.871	.832	.617	.920	.750	.827	.865	.827	.887

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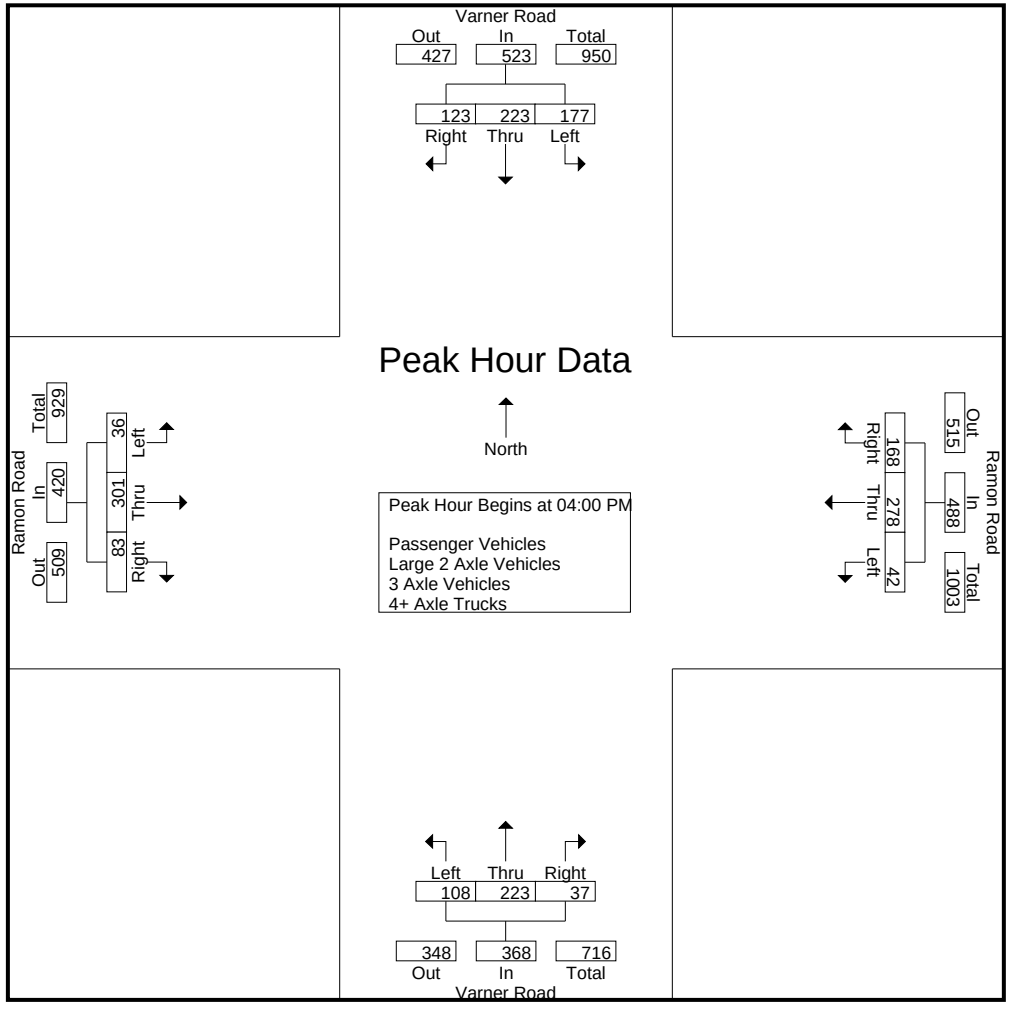

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Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:45 PM				04:45 PM				
+0 mins.	**55**	61	**35**	151	7	73	45	125	26	**67**	7	100	9	70	19	98	
+15 mins.	48	**70**	35	**153**	8	**84**	40	**132**	**42**	47	13	102	2	**100**	15	117	
+30 mins.	30	46	35	111	12	56	37	105	33	66	9	**108**	**11**	67	19	97	
+45 mins.	44	46	18	108	**15**	65	**46**	126	24	42	**19**	85	7	85	**29**	**121**	
Total Volume	177	223	123	523	42	278	168	488	125	222	48	395	29	322	82	433	
% App. Total	33.8	42.6	23.5		8.6	57	34.4		31.6	56.2	12.2		6.7	74.4	18.9		
PHF	.805	.796	.879	.855	.700	.827	.913	.924	.744	.828	.632	.914	.659	.805	.707	.895	

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Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	50	56	34	0	140	7	68	44	27	119	21	47	15	7	83	10	76	24	9	110	43	452	495
04:15 PM	46	67	25	0	138	8	80	37	24	125	30	53	7	6	90	12	85	23	8	120	38	473	511
04:30 PM	24	44	27	0	95	10	48	32	19	90	27	48	8	4	83	5	58	15	7	78	30	346	376
04:45 PM	41	44	16	0	101	14	62	42	14	118	26	61	6	4	93	6	67	19	9	92	27	404	431
Total	161	211	102	0	474	39	258	155	84	452	104	209	36	21	349	33	286	81	33	400	138	1675	1813
05:00 PM	37	35	31	0	103	7	61	40	20	108	40	42	12	7	94	2	94	13	1	109	28	414	442
05:15 PM	48	42	22	0	112	9	48	35	21	92	33	65	9	3	107	11	66	19	7	96	31	407	438
05:30 PM	36	28	14	1	78	4	58	28	16	90	20	41	19	16	80	7	82	29	6	118	39	366	405
05:45 PM	41	35	18	0	94	3	60	27	17	90	28	47	7	3	82	5	62	11	5	78	25	344	369
Total	162	140	85	1	387	23	227	130	74	380	121	195	47	29	363	25	304	72	19	401	123	1531	1654
Grand Total	323	351	187	1	861	62	485	285	158	832	225	404	83	50	712	58	590	153	52	801	261	3206	3467
Apprch %	37.5	40.8	21.7			7.5	58.3	34.3			31.6	56.7	11.7			7.2	73.7	19.1					
Total %	10.1	10.9	5.8		26.9	1.9	15.1	8.9		26	7	12.6	2.6		22.2	1.8	18.4	4.8		25	7.5	92.5	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**50**	56	**34**	**140**	7	68	**44**	119	21	47	**15**	83	10	76	**24**	110	452
04:15 PM	46	**67**	25	138	8	**80**	37	**125**	**30**	53	7	90	**12**	**85**	23	**120**	**473**
04:30 PM	24	44	27	95	10	48	32	90	27	48	8	83	5	58	15	78	346
04:45 PM	41	44	16	101	**14**	62	42	118	26	**61**	6	**93**	6	67	19	92	404
Total Volume	161	211	102	474	39	258	155	452	104	209	36	349	33	286	81	400	1675
% App. Total	34	44.5	21.5		8.6	57.1	34.3		29.8	59.9	10.3		8.2	71.5	20.2		
PHF	.805	.787	.750	.846	.696	.806	.881	.904	.867	.857	.600	.938	.688	.841	.844	.833	.885

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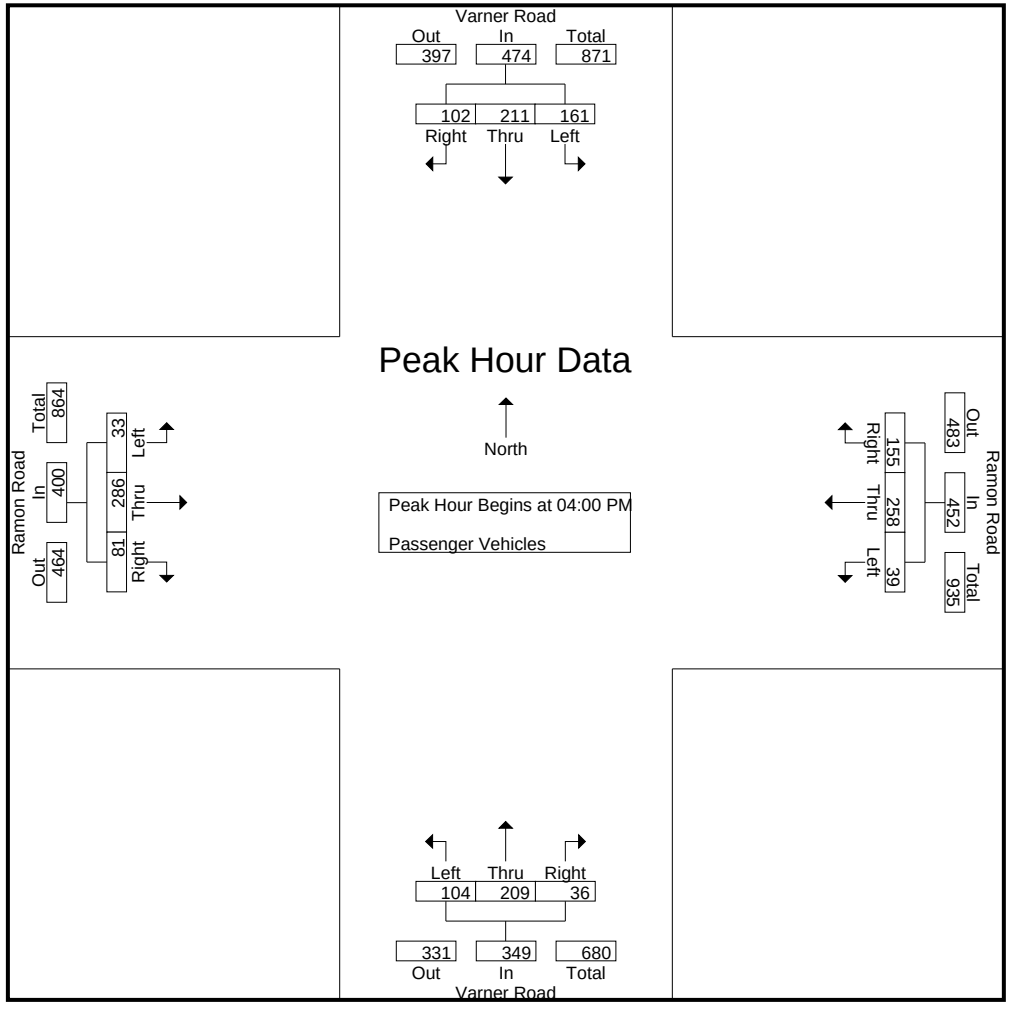
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**50**	56	**34**	**140**	7	68	**44**	119	21	47	**15**	83	10	76	**24**	110	
+15 mins.	46	**67**	25	138	8	**80**	37	**125**	**30**	53	7	90	**12**	**85**	23	**120**	
+30 mins.	24	44	27	95	10	48	32	90	27	48	8	83	5	58	15	78	
+45 mins.	41	44	16	101	**14**	62	42	118	26	**61**	6	**93**	6	67	19	92	
Total Volume	161	211	102	474	39	258	155	452	104	209	36	349	33	286	81	400	
% App. Total	34	44.5	21.5		8.6	57.1	34.3		29.8	59.9	10.3		8.2	71.5	20.2		
PHF	.805	.787	.750	.846	.696	.806	.881	.904	.867	.857	.600	.938	.688	.841	.844	.833	

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County of Riverside
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Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	4	0	0	7	0	4	1	1	5	0	1	0	0	1	0	2	0	0	2	1	15	16
04:15 PM	2	1	0	0	3	0	3	2	1	5	1	3	0	0	4	0	5	1	0	6	1	18	19
04:30 PM	4	1	1	0	6	2	7	5	3	14	1	0	0	0	1	0	2	1	0	3	3	24	27
04:45 PM	3	2	1	0	6	1	2	2	0	5	0	5	0	0	5	2	1	0	0	3	0	19	19
Total	12	8	2	0	22	3	16	10	5	29	2	9	0	0	11	2	10	2	0	14	5	76	81
05:00 PM	1	0	2	0	3	0	3	2	0	5	0	2	0	0	2	0	1	1	0	2	0	12	12
05:15 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	5
05:30 PM	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	0	10	10
05:45 PM	1	1	1	0	3	0	0	2	1	2	0	3	0	0	3	0	0	0	0	0	1	8	9
Total	5	3	3	0	11	1	6	4	1	11	1	6	0	0	7	0	5	1	0	6	1	35	36
Grand Total	17	11	5	0	33	4	22	14	6	40	3	15	0	0	18	2	15	3	0	20	6	111	117
Apprch %	51.5	33.3	15.2			10	55	35			16.7	83.3	0			10	75	15					
Total %	15.3	9.9	4.5		29.7	3.6	19.8	12.6		36	2.7	13.5	0		16.2	1.8	13.5	2.7		18	5.1	94.9	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**4**	0	**7**	0	4	1	5	0	1	0	1	0	2	0	2	15
04:15 PM	2	1	0	3	0	3	2	5	**1**	3	0	4	0	**5**	**1**	**6**	18
04:30 PM	**4**	1	**1**	6	**2**	**7**	**5**	**14**	1	0	0	1	0	2	1	3	**24**
04:45 PM	3	2	1	6	1	2	2	5	0	**5**	0	**5**	**2**	1	0	3	19
Total Volume	12	8	2	22	3	16	10	29	2	9	0	11	2	10	2	14	76
% App. Total	54.5	36.4	9.1		10.3	55.2	34.5		18.2	81.8	0		14.3	71.4	14.3		
PHF	.750	.500	.500	.786	.375	.571	.500	.518	.500	.450	.000	.550	.250	.500	.500	.583	.792

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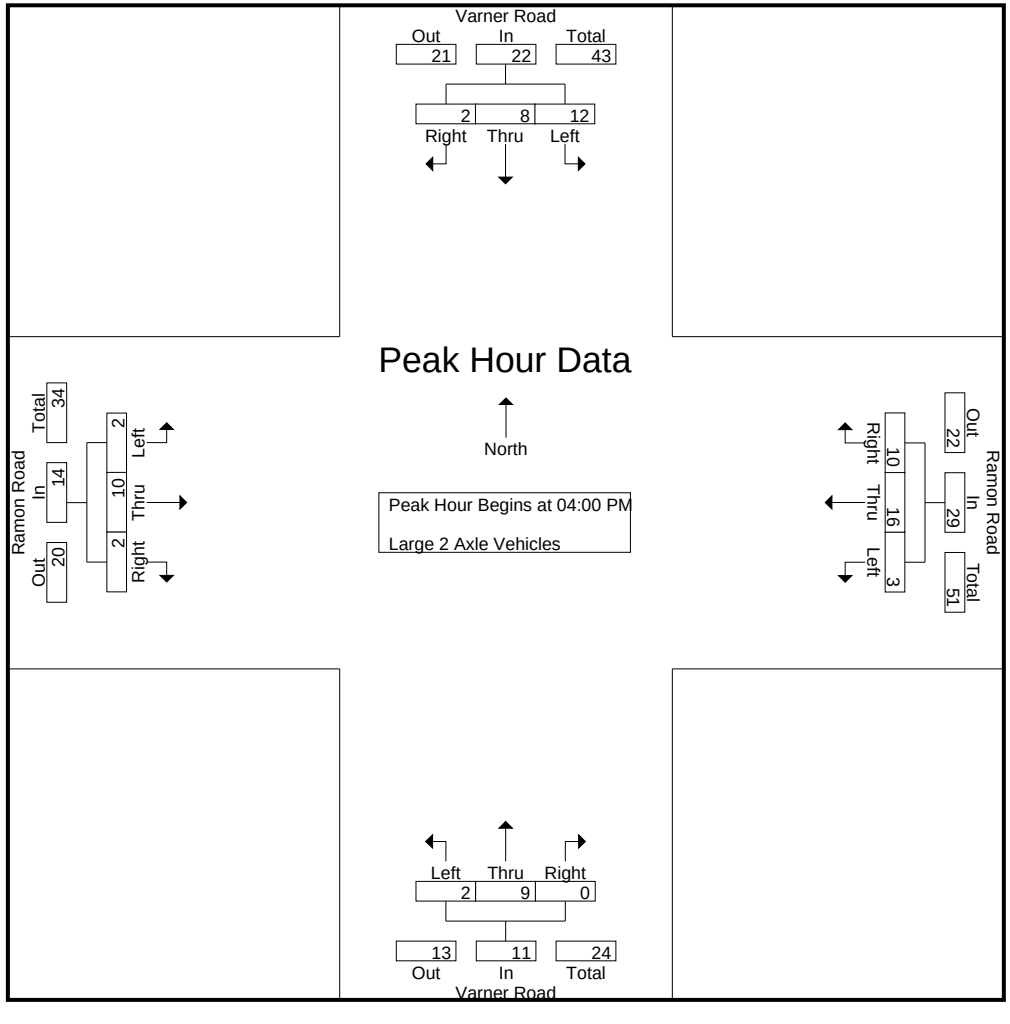
County of Riverside
N/S: Varner Road
E/W: Ramon Road
Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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Site Code : 05122287
Start Date : 4/7/2022
Page No : 3

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	3	**4**	0	**7**	0	4	1	5	0	1	0	1	0	2	0	2	
+15 mins.	2	1	0	3	0	3	2	5	**1**	3	0	4	0	**5**	**1**	**6**	
+30 mins.	**4**	1	**1**	6	**2**	**7**	**5**	**14**	1	0	0	1	0	2	1	3	
+45 mins.	3	2	1	6	1	2	2	5	0	**5**	0	**5**	**2**	1	0	3	
Total Volume	12	8	2	22	3	16	10	29	2	9	0	11	2	10	2	14	
% App. Total	54.5	36.4	9.1		10.3	55.2	34.5		18.2	81.8	0		14.3	71.4	14.3		
PHF	.750	.500	.500	.786	.375	.571	.500	.518	.500	.450	.000	.550	.250	.500	.500	.583	

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County of Riverside
N/S: Varner Road
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Weather: Clear

File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	3	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	1	2	3
Total	0	2	0	0	2	0	0	2	2	2	1	1	0	0	2	1	0	0	0	1	2	7	9
05:00 PM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	1	2	3
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2	1	0	0	0	1	0	0	0	0	0	2	3	5
Grand Total	0	2	0	0	2	0	0	4	4	4	2	1	0	0	3	1	0	0	0	1	4	10	14
Apprch %	0	100	0			0	0	100			66.7	33.3	0			100	0	0					
Total %	0	20	0		20	0	0	40		40	20	10	0		30	10	0	0		10	28.6	71.4	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	**3**
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	2	0	2	0	0	2	2	1	1	0	2	1	0	0	1	7
% App. Total	0	100	0		0	0	100		50	50	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.250	.250	.000	.500	.250	.000	.000	.250	.583

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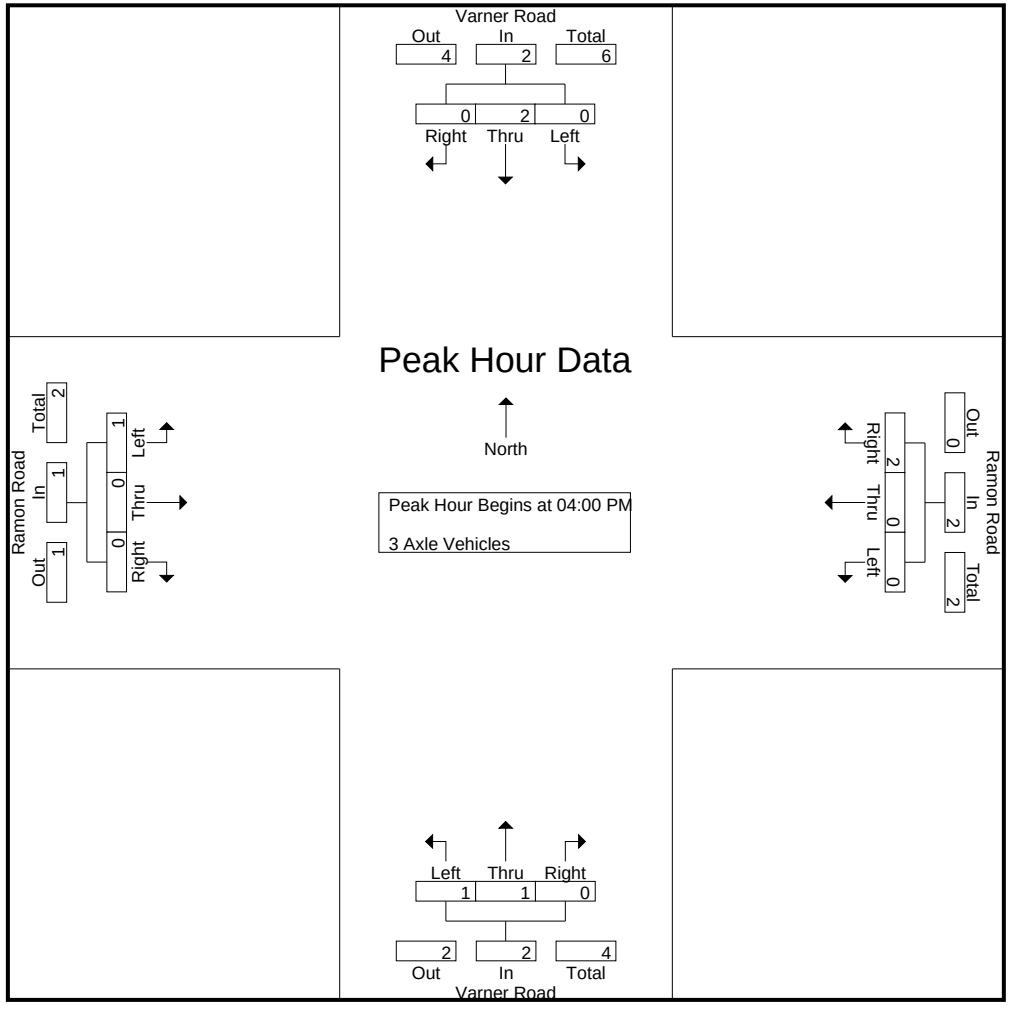
File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022
Page No : 2



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County of Riverside
N/S: Varner Road
E/W: Ramon Road
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File Name : 08_CRV_Varn_Ramon PM
Site Code : 05122287
Start Date : 4/7/2022

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	
Total Volume	0	2	0	2	0	0	2	2	1	1	0	2	1	0	0	1	
% App. Total	0	100	0		0	0	100		50	50	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.250	.250	.000	.500	.250	.000	.000	.250	

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Groups Printed- 4+ Axle Trucks

	Varner Road Southbound					Ramon Road Westbound					Varner Road Northbound					Ramon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	1	1	0	4	0	1	0	0	1	1	3	0	0	4	0	2	0	0	2	0	11	11
04:15 PM	0	1	10	0	11	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	13	13
04:30 PM	2	0	7	0	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	10
04:45 PM	0	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	2	0	0	2	0	7	7
Total	4	2	19	0	25	0	4	1	0	5	1	4	1	0	6	0	5	0	0	5	0	41	41
05:00 PM	1	1	3	0	5	0	1	3	0	4	1	3	1	0	5	0	5	1	0	6	0	20	20
05:15 PM	0	2	2	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
05:30 PM	3	1	1	0	5	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	9	9
05:45 PM	1	0	5	0	6	0	2	1	0	3	1	2	0	0	3	0	0	0	0	0	0	12	12
Total	5	4	11	0	20	0	3	6	0	9	5	6	1	0	12	0	5	1	0	6	0	47	47
Grand Total	9	6	30	0	45	0	7	7	0	14	6	10	2	0	18	0	10	1	0	11	0	88	88
Apprch %	20	13.3	66.7			0	50	50			33.3	55.6	11.1			0	90.9	9.1					
Total %	10.2	6.8	34.1		51.1	0	8	8		15.9	6.8	11.4	2.3		20.5	0	11.4	1.1		12.5	0	100	

	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	**1**	1	4	0	**1**	0	1	**1**	**3**	0	**4**	0	**2**	0	**2**	11
04:15 PM	0	1	**10**	**11**	0	1	0	1	0	0	0	0	0	1	0	1	**13**
04:30 PM	2	0	7	9	0	1	0	1	0	0	0	0	0	0	0	0	10
04:45 PM	0	0	1	1	0	1	**1**	**2**	0	1	**1**	2	0	2	0	2	7
Total Volume	4	2	19	25	0	4	1	5	1	4	1	6	0	5	0	5	41
% App. Total	16	8	76		0	80	20		16.7	66.7	16.7		0	100	0		
PHF	.500	.500	.475	.568	.000	1.00	.250	.625	.250	.333	.250	.375	.000	.625	.000	.625	.788

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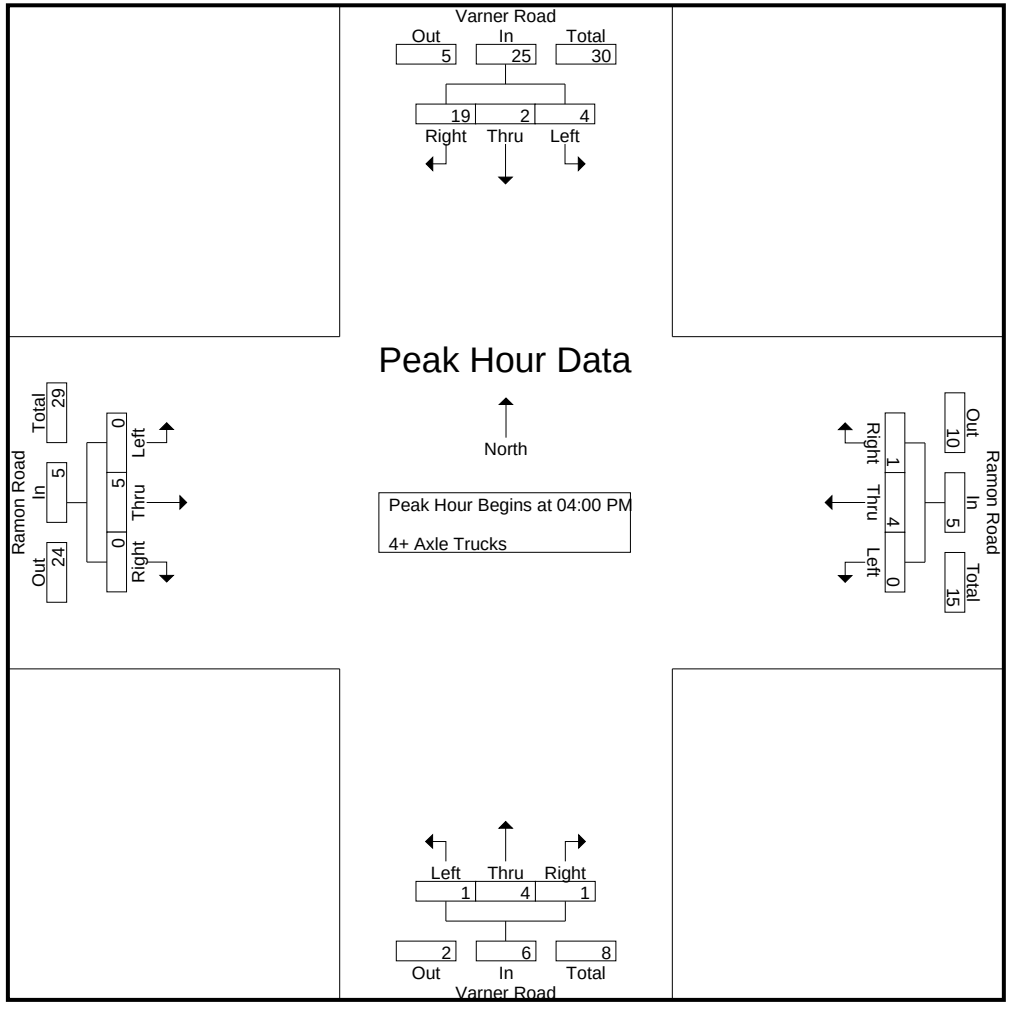

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	Varner Road Southbound				Ramon Road Westbound				Varner Road Northbound				Ramon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**2**	**1**	1	4	0	**1**	0	1	**1**	**3**	0	**4**	0	**2**	0	**2**	
+15 mins.	0	1	**10**	**11**	0	1	0	1	0	0	0	0	0	1	0	1	
+30 mins.	2	0	7	9	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	1	1	0	1	**1**	**2**	0	1	**1**	2	0	2	0	2	
Total Volume	4	2	19	25	0	4	1	5	1	4	1	6	0	5	0	5	
% App. Total	16	8	76		0	80	20		16.7	66.7	16.7		0	100	0		
PHF	.500	.500	.475	.568	.000	1.000	.250	.625	.250	.333	.250	.375	.000	.625	.000	.625	

Location: County of Riverside
N/S: Varner Road
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

PEDESTRIANS

	North Leg Varner Road	East Leg Ramon Road	South Leg Varner Road	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	0	0	4

	North Leg Varner Road	East Leg Ramon Road	South Leg Varner Road	West Leg Ramon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	3	4
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	0	0	9	10

Location: County of Riverside
N/S: Varner Road
E/W: Ramon Road

Date: 4/7/2022
Day: Thursday

BICYCLES

	Southbound Varner Road			Westbound Ramon Road			Northbound Varner Road			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	0	0	0	0	0	0	1	3

	Southbound Varner Road			Westbound Ramon Road			Northbound Varner Road			Eastbound Ramon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	0	2	0	1	0	0	1	0	5

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email: counts@countsunlimited.com

County of Riverside
Bob Hope Drive
Just S/ Varner Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-22287

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/29/22	0	45	6	**4**	2	0	0	0	20	0	6	0	0	83
01:00	**1**	23	6	1	0	0	0	0	20	0	1	0	0	52
02:00	0	23	3	0	1	4	0	0	14	0	1	0	0	46
03:00	0	17	3	1	2	10	0	0	25	**1**	0	0	**1**	60
04:00	0	44	16	0	1	7	0	0	17	1	1	**2**	0	89
05:00	0	121	71	2	2	7	0	0	22	0	3	0	0	228
06:00	0	225	**173**	0	6	11	0	0	35	0	1	0	0	451
07:00	1	**276**	155	1	9	12	0	**5**	29	0	**9**	0	0	**497**
08:00	0	239	99	2	15	14	**3**	2	46	0	4	0	0	424
09:00	1	191	103	2	**26**	15	2	5	33	0	1	0	0	379
10:00	0	190	102	1	25	**22**	0	3	32	0	3	0	0	378
11:00	0	165	98	4	20	12	3	4	**50**	0	3	0	0	359
12 PM	0	233	90	1	26	**12**	1	2	40	0	1	0	0	406
13:00	0	263	103	6	22	10	**3**	9	34	**1**	0	0	0	451
14:00	**1**	319	128	5	**40**	8	0	**17**	**47**	0	2	0	**1**	568
15:00	1	**376**	**138**	**12**	37	6	2	10	34	0	3	0	0	**619**
16:00	1	235	93	8	22	2	0	6	21	0	3	0	0	391
17:00	1	207	49	6	9	5	1	2	16	0	1	0	0	297
18:00	0	167	53	7	1	1	1	0	24	1	0	0	1	256
19:00	1	150	30	4	7	2	0	0	32	0	1	0	0	227
20:00	0	137	35	6	2	0	0	0	30	0	0	0	1	211
21:00	1	127	21	1	1	0	0	0	32	1	1	0	0	185
22:00	1	109	21	3	1	0	0	0	25	0	0	0	0	160
23:00	0	131	16	7	2	0	0	0	31	0	**4**	0	0	191
Total	10	4013	1612	84	279	160	16	65	709	5	49	2	4	7008
Percent	0.1%	57.3%	23.0%	1.2%	4.0%	2.3%	0.2%	0.9%	10.1%	0.1%	0.7%	0.0%	0.1%	
AM Peak	01:00	07:00	06:00	00:00	09:00	10:00	08:00	07:00	11:00	03:00	07:00	04:00	03:00	07:00
Vol.	1	276	173	4	26	22	3	5	50	1	9	2	1	497
PM Peak	14:00	15:00	15:00	15:00	14:00	12:00	13:00	14:00	14:00	13:00	23:00		14:00	15:00
Vol.	1	376	138	12	40	12	3	17	47	1	4		1	619
Grand Total	10	4013	1612	84	279	160	16	65	709	5	49	2	4	7008
Percent	0.1%	57.3%	23.0%	1.2%	4.0%	2.3%	0.2%	0.9%	10.1%	0.1%	0.7%	0.0%	0.1%	

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County of Riverside
Bob Hope Drive
Just S/ Varner Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-22287

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/29/22	0	32	3	1	0	0	0	0	12	0	2	0	0	50
01:00	0	20	7	0	0	0	0	7	11	**1**	1	1	0	48
02:00	0	25	7	0	1	1	0	9	14	0	1	0	0	58
03:00	0	19	5	0	1	1	0	5	20	0	0	0	0	51
04:00	0	38	12	3	2	0	0	9	13	0	**5**	**2**	0	84
05:00	0	62	25	1	8	4	0	9	23	0	2	0	0	134
06:00	0	157	76	7	21	5	**1**	16	23	0	3	0	0	309
07:00	0	229	**113**	4	**25**	8	1	**25**	26	0	2	0	0	**433**
08:00	0	**248**	99	2	23	7	0	17	32	0	0	0	0	428
09:00	0	237	94	5	23	5	1	13	**33**	0	1	1	0	413
10:00	**1**	227	86	**9**	17	**11**	1	16	21	0	2	0	0	391
11:00	0	230	100	3	14	7	1	9	24	0	2	0	0	390
12 PM	1	227	91	5	**22**	**9**	0	9	**21**	0	0	**1**	0	386
13:00	**2**	280	103	3	20	7	2	**10**	19	0	**1**	0	0	447
14:00	2	309	96	**8**	17	6	**3**	6	15	**2**	0	0	0	464
15:00	0	345	**130**	3	13	5	2	7	14	0	1	0	0	520
16:00	1	**375**	106	1	17	4	0	8	11	0	1	0	0	**524**
17:00	1	302	86	2	3	1	0	3	19	0	0	0	0	417
18:00	0	175	44	4	6	2	0	0	15	0	1	0	0	247
19:00	2	159	31	8	1	1	0	1	9	0	0	0	0	212
20:00	0	129	27	2	2	1	0	0	13	0	1	0	0	175
21:00	1	120	33	1	2	1	0	0	13	0	0	0	0	171
22:00	2	154	21	4	0	0	0	0	7	0	1	0	0	189
23:00	0	135	13	2	2	0	0	0	16	0	0	0	0	168
Total	13	4234	1408	78	240	86	12	179	424	3	27	5	0	6709
Percent	0.2%	63.1%	21.0%	1.2%	3.6%	1.3%	0.2%	2.7%	6.3%	0.0%	0.4%	0.1%	0.0%	
AM Peak	10:00	08:00	07:00	10:00	07:00	10:00	06:00	07:00	09:00	01:00	04:00	04:00		07:00
Vol.	1	248	113	9	25	11	1	25	33	1	5	2		433
PM Peak	13:00	16:00	15:00	14:00	12:00	12:00	14:00	13:00	12:00	14:00	13:00	12:00		16:00
Vol.	2	375	130	8	22	9	3	10	21	2	1	1		524
Grand Total	13	4234	1408	78	240	86	12	179	424	3	27	5	0	6709
Percent	0.2%	63.1%	21.0%	1.2%	3.6%	1.3%	0.2%	2.7%	6.3%	0.0%	0.4%	0.1%	0.0%	

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County of Riverside
Bob Hope Drive
Just S/ Varner Road
24 Hour Directional Classification Count
Northbound, Southbound

CRV002
Site Code: 051-22287

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/29/22	0	77	9	5	2	0	0	0	32	0	8	0	0	133
01:00	**1**	43	13	1	0	0	0	7	31	**1**	2	1	0	100
02:00	0	48	10	0	2	5	0	9	28	0	2	0	0	104
03:00	0	36	8	1	3	11	0	5	45	1	0	0	**1**	111
04:00	0	82	28	3	3	7	0	9	30	1	6	**4**	0	173
05:00	0	183	96	3	10	11	0	9	45	0	5	0	0	362
06:00	0	382	249	7	27	16	1	16	58	0	4	0	0	760
07:00	1	**505**	**268**	5	34	20	1	**30**	55	0	**11**	0	0	**930**
08:00	0	487	198	4	38	21	3	19	**78**	0	4	0	0	852
09:00	1	428	197	7	**49**	20	3	18	66	0	2	1	0	792
10:00	1	417	188	**10**	42	**33**	1	19	53	0	5	0	0	769
11:00	0	395	198	7	34	19	**4**	13	74	0	5	0	0	749
12 PM	1	460	181	6	48	**21**	1	11	61	0	1	**1**	0	792
13:00	2	543	206	9	42	17	**5**	19	53	1	1	0	0	898
14:00	**3**	628	224	13	**57**	14	3	**23**	**62**	**2**	2	0	**1**	1032
15:00	1	**721**	**268**	**15**	50	11	4	17	48	0	**4**	0	0	**1139**
16:00	2	610	199	9	39	6	0	14	32	0	4	0	0	915
17:00	2	509	135	8	12	6	1	5	35	0	1	0	0	714
18:00	0	342	97	11	7	3	1	0	39	1	1	0	1	503
19:00	3	309	61	12	8	3	0	1	41	0	1	0	0	439
20:00	0	266	62	8	4	1	0	0	43	0	1	0	1	386
21:00	2	247	54	2	3	1	0	0	45	1	1	0	0	356
22:00	3	263	42	7	1	0	0	0	32	0	1	0	0	349
23:00	0	266	29	9	4	0	0	0	47	0	4	0	0	359
Total	23	8247	3020	162	519	246	28	244	1133	8	76	7	4	13717
Percent	0.2%	60.1%	22.0%	1.2%	3.8%	1.8%	0.2%	1.8%	8.3%	0.1%	0.6%	0.1%	0.0%	
AM Peak	01:00	07:00	07:00	10:00	09:00	10:00	11:00	07:00	08:00	01:00	07:00	04:00	03:00	07:00
Vol.	1	505	268	10	49	33	4	30	78	1	11	4	1	930
PM Peak	14:00	15:00	15:00	15:00	14:00	12:00	13:00	14:00	14:00	14:00	15:00	12:00	14:00	15:00
Vol.	3	721	268	15	57	21	5	23	62	2	4	1	1	1139
Grand Total	23	8247	3020	162	519	246	28	244	1133	8	76	7	4	13717
Percent	0.2%	60.1%	22.0%	1.2%	3.8%	1.8%	0.2%	1.8%	8.3%	0.1%	0.6%	0.1%	0.0%	

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County of Riverside
Rio Del Sol
Just N/ Watt Court
24 Hour Directional Classification Count

CRV001
Site Code: 051-22287

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	42	0	0	0	1	0	0	0	0	0	0	0	43
06:00	0	**133**	2	0	0	3	0	0	0	0	5	0	0	**143**
07:00	0	69	4	0	1	8	0	**3**	**3**	0	4	0	0	92
08:00	0	52	2	0	**3**	12	2	0	1	0	9	0	0	81
09:00	0	60	**7**	0	1	9	**4**	0	0	0	4	0	0	85
10:00	0	55	5	0	0	**13**	1	0	2	0	**10**	0	0	86
11:00	0	61	7	0	0	11	0	0	1	0	10	0	0	90
12 PM	0	61	6	0	0	**10**	**1**	**1**	**4**	0	**5**	0	0	88
13:00	0	47	6	0	0	10	0	1	1	0	3	0	0	68
14:00	0	66	8	0	**1**	3	0	1	2	0	5	0	0	86
15:00	0	**77**	9	**1**	0	10	0	0	1	0	4	0	0	**102**
16:00	**1**	39	**13**	0	0	4	0	1	0	0	0	0	0	58
17:00	0	22	1	0	0	0	0	1	0	0	0	0	0	24
18:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	829	74	1	7	94	8	8	15	0	59	0	0	1096
Percent	0.1%	75.6%	6.8%	0.1%	0.6%	8.6%	0.7%	0.7%	1.4%	0.0%	5.4%	0.0%	0.0%	
AM Peak		06:00	09:00		08:00	10:00	09:00	07:00	07:00		10:00			06:00
Vol.		133	7		3	13	4	3	3		10			143
PM Peak	16:00	15:00	16:00	15:00	14:00	12:00	12:00	12:00	12:00		12:00			15:00
Vol.	1	77	13	1	1	10	1	1	4		5			102
Grand Total	1	829	74	1	7	94	8	8	15	0	59	0	0	1096
Percent	0.1%	75.6%	6.8%	0.1%	0.6%	8.6%	0.7%	0.7%	1.4%	0.0%	5.4%	0.0%	0.0%	

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24 Hour Directional Classification Count

CRV001
Site Code: 051-22287

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/22	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	**3**	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	**1**	3
05:00	0	9	1	0	0	1	0	1	0	0	1	0	0	13
06:00	0	43	15	0	**1**	0	**7**	1	0	0	3	0	0	70
07:00	0	51	**20**	0	1	3	5	1	0	**1**	9	0	0	91
08:00	0	42	11	0	0	5	6	0	0	0	6	0	0	70
09:00	0	38	12	0	0	5	5	0	0	0	**14**	0	0	74
10:00	0	45	11	0	0	**10**	5	2	0	0	7	0	0	80
11:00	0	**59**	20	0	0	4	2	0	**2**	0	7	0	0	**94**
12 PM	0	60	11	0	0	**6**	**8**	0	**1**	0	**7**	**2**	0	95
13:00	0	51	7	0	0	4	4	0	0	0	3	0	0	69
14:00	0	60	10	**1**	**1**	3	1	0	0	0	2	0	0	78
15:00	0	**126**	8	1	1	0	0	0	0	0	2	0	0	**138**
16:00	**1**	92	**13**	0	0	0	0	**1**	0	0	0	0	0	107
17:00	0	49	2	0	1	0	0	0	0	0	0	0	0	52
18:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
19:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	778	141	2	5	41	43	9	3	1	61	2	1	1088
Percent	0.1%	71.5%	13.0%	0.2%	0.5%	3.8%	4.0%	0.8%	0.3%	0.1%	5.6%	0.2%	0.1%	
AM Peak		11:00	07:00		06:00	10:00	06:00	01:00	11:00	07:00	09:00		04:00	11:00
Vol.		59	20		1	10	7	3	2	1	14		1	94
PM Peak	16:00	15:00	16:00	14:00	14:00	12:00	12:00	16:00	12:00		12:00	12:00		15:00
Vol.	1	126	13	1	1	6	8	1	1		7	2		138
Grand Total	1	778	141	2	5	41	43	9	3	1	61	2	1	1088
Percent	0.1%	71.5%	13.0%	0.2%	0.5%	3.8%	4.0%	0.8%	0.3%	0.1%	5.6%	0.2%	0.1%	

Counts Unlimited, Inc.

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

County of Riverside
Rio Del Sol
Just N/ Watt Court
24 Hour Directional Classification Count
Northbound, Southbound

CRV001
Site Code: 051-22287

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/22	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	3	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	12	1	0	0	0	0	0	0	0	0	0	**1**	14
05:00	0	51	1	0	0	2	0	1	0	0	1	0	0	56
06:00	0	**176**	17	0	1	3	7	1	0	0	8	0	0	**213**
07:00	0	120	24	0	2	11	5	**4**	**3**	**1**	13	0	0	183
08:00	0	94	13	0	**3**	17	8	0	1	0	15	0	0	151
09:00	0	98	19	0	1	14	**9**	0	0	0	**18**	0	0	159
10:00	0	100	16	0	0	**23**	6	2	2	0	17	0	0	166
11:00	0	120	**27**	0	0	15	2	0	3	0	17	0	0	184
12 PM	0	121	17	0	0	**16**	**9**	1	**5**	0	**12**	**2**	0	183
13:00	0	98	13	0	0	14	4	1	1	0	6	0	0	137
14:00	0	126	18	1	**2**	6	1	1	2	0	7	0	0	164
15:00	0	**203**	17	**2**	1	10	0	0	1	0	6	0	0	**240**
16:00	**2**	131	**26**	0	0	4	0	**2**	0	0	0	0	0	165
17:00	0	71	3	0	1	0	0	1	0	0	0	0	0	76
18:00	0	28	1	0	1	0	0	0	0	0	0	0	0	30
19:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	1607	215	3	12	135	51	17	18	1	120	2	1	2184
Percent	0.1%	73.6%	9.8%	0.1%	0.5%	6.2%	2.3%	0.8%	0.8%	0.0%	5.5%	0.1%	0.0%	
AM Peak		06:00	11:00		08:00	10:00	09:00	07:00	07:00	07:00	09:00		04:00	06:00
Vol.		176	27		3	23	9	4	3	1	18		1	213
PM Peak	16:00	15:00	16:00	15:00	14:00	12:00	12:00	16:00	12:00		12:00	12:00		15:00
Vol.	2	203	26	2	2	16	9	2	5		12	2		240
Grand Total	2	1607	215	3	12	135	51	17	18	1	120	2	1	2184
Percent	0.1%	73.6%	9.8%	0.1%	0.5%	6.2%	2.3%	0.8%	0.8%	0.0%	5.5%	0.1%	0.0%	

APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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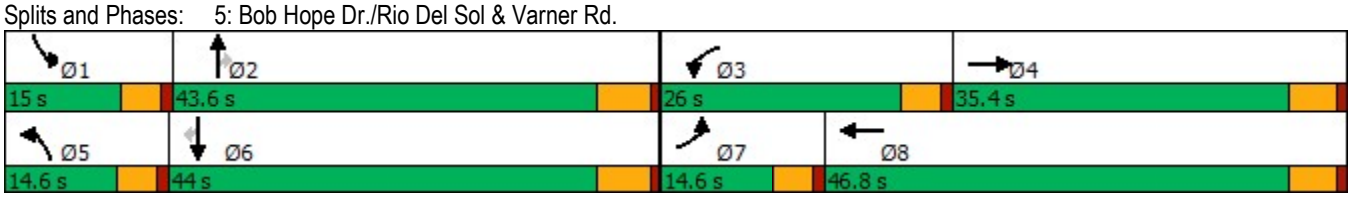
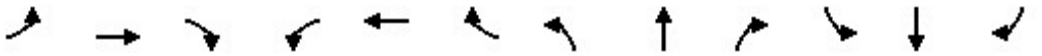
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	20	197	364	76	44	222	336	84	135	16
Future Volume (vph)	20	197	364	76	44	222	336	84	135	16
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.9	14.0	13.7	31.0	10.9	14.6	14.6	10.9	18.0	18.0
Actuated g/C Ratio	0.15	0.20	0.19	0.44	0.15	0.21	0.21	0.15	0.25	0.25
v/c Ratio	0.04	0.44	0.60	0.11	0.09	0.33	0.59	0.17	0.16	0.03
Control Delay	36.0	24.2	33.4	9.2	34.9	27.1	7.6	34.7	24.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	24.2	33.4	9.2	34.9	27.1	7.6	34.7	24.6	0.1
LOS	D	C	C	A	C	C	A	C	C	A
Approach Delay		25.0		26.2		16.8			26.5	
Approach LOS		C		C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	197	89	364	76	78	44	222	336	84	135	16
Future Volume (veh/h)	20	197	89	364	76	78	44	222	336	84	135	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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	219	72	404	84	50	49	247	0	93	150	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	462	148	603	653	359	330	621		469	764	341
Arrive On Green	0.05	0.17	0.17	0.17	0.29	0.29	0.09	0.17	0.00	0.13	0.21	0.21
Sat Flow, veh/h	3510	2690	860	3510	2235	1230	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	22	145	146	404	67	67	49	247	0	93	150	18
Grp Sat Flow(s),veh/h/ln	1755	1805	1745	1755	1805	1660	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.3	4.2	4.4	6.3	1.6	1.7	0.7	3.5	0.0	1.4	2.0	0.5
Cycle Q Clear(g_c), s	0.3	4.2	4.4	6.3	1.6	1.7	0.7	3.5	0.0	1.4	2.0	0.5
Prop In Lane	1.00		0.49	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	310	300	603	527	485	330	621		469	764	341
V/C Ratio(X)	0.12	0.47	0.49	0.67	0.13	0.14	0.15	0.40		0.20	0.20	0.05
Avail Cap(c_a), veh/h	604	931	900	1292	1285	1182	604	2347		628	2371	1058
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	21.7	21.8	22.5	15.1	15.2	24.2	21.4	0.0	22.4	18.9	18.3
Incr Delay (d2), s/veh	0.1	1.1	1.2	0.5	0.1	0.1	0.1	0.4	0.0	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.7	2.3	0.6	0.6	0.3	1.3	0.0	0.5	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	22.8	23.0	23.0	15.2	15.3	24.3	21.8	0.0	22.5	19.0	18.3
LnGrp LOS	C	C	C	C	B	B	C	C		C	B	B
Approach Vol, veh/h		313			538			296	A		261	
Approach Delay, s/veh		23.1			21.1			22.2			20.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	15.8	14.6	15.4	10.1	18.1	7.6	22.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	3.4	5.5	8.3	6.4	2.7	4.0	2.3	3.7
Green Ext Time (p_c), s	0.1	1.5	0.6	1.5	0.0	0.9	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

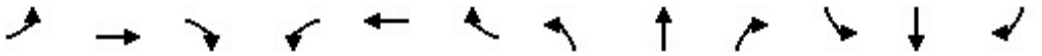
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	650	4	277	160	448	349	278
Future Volume (vph)	650	4	277	160	448	349	278
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	19.8	19.8	19.8	10.6	28.2	12.7	12.7
Actuated g/C Ratio	0.33	0.33	0.33	0.18	0.47	0.21	0.21
v/c Ratio	0.61	0.62	0.40	0.28	0.28	0.34	0.52
Control Delay	22.1	22.3	4.0	26.3	11.3	21.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	22.3	4.0	26.3	11.3	21.8	6.9
LOS	C	C	A	C	B	C	A
Approach Delay		16.8			15.3	15.2	
Approach LOS		B			B	B	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 60.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	650	4	277	160	448	0	0	349	278
Future Volume (veh/h)	0	0	0	650	4	277	160	448	0	0	349	278
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				694	0	0	170	477	0	0	371	202
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				942	0		659	1792	0	0	1089	334
Arrive On Green				0.26	0.00	0.00	0.19	0.50	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				694	0	0	170	477	0	0	371	202
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				8.4	0.0	0.0	2.0	3.7	0.0	0.0	2.9	5.5
Cycle Q Clear(g_c), s				8.4	0.0	0.0	2.0	3.7	0.0	0.0	2.9	5.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				942	0		659	1792	0	0	1089	334
V/C Ratio(X)				0.74	0.00		0.26	0.27	0.00	0.00	0.34	0.61
Avail Cap(c_a), veh/h				3813	0		1127	4410	0	0	4159	1274
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				16.1	0.0	0.0	16.5	7.0	0.0	0.0	16.0	17.0
Incr Delay (d2), s/veh				0.9	0.0	0.0	0.1	0.1	0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln				3.1	0.0	0.0	0.6	0.9	0.0	0.0	0.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				17.0	0.0	0.0	16.6	7.0	0.0	0.0	16.2	18.4
LnGrp LOS				B	A		B	A	A	A	B	B
Approach Vol, veh/h					694	A		647			573	
Approach Delay, s/veh					17.0			9.5			16.9	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	29.4		13.6	15.8		18.2						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	5.7		4.0	7.5		10.4						
Green Ext Time (p_c), s	2.5		0.2	2.4		2.0						

Intersection Summary		
HCM 6th Ctrl Delay	14.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

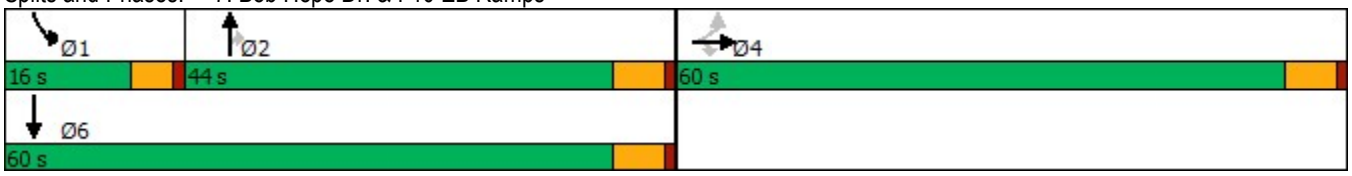
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

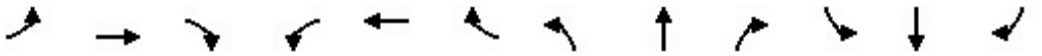
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	304	5	676	305	47	113	886
Future Volume (vph)	304	5	676	305	47	113	886
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	24.2	24.2	24.2	14.9	14.9	10.9	26.1
Actuated g/C Ratio	0.38	0.38	0.38	0.24	0.24	0.17	0.41
v/c Ratio	0.46	0.65	0.61	0.29	0.12	0.20	0.65
Control Delay	17.4	19.3	17.7	23.5	4.8	29.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	19.3	17.7	23.5	4.8	29.8	18.2
LOS	B	B	B	C	A	C	B
Approach Delay		18.2		21.2			19.5
Approach LOS		B		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	5	676	0	0	0	0	305	47	113	886	0
Future Volume (veh/h)	304	5	676	0	0	0	0	305	47	113	886	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	224	0	714				0	335	37	124	974	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	545	0	969				0	1156	327	582	1674	0
Arrive On Green	0.30	0.00	0.30				0.00	0.20	0.20	0.17	0.46	0.00
Sat Flow, veh/h	1810	0	3220				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	224	0	714				0	335	37	124	974	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	4.9	0.0	9.8				0.0	2.5	0.9	1.5	9.8	0.0
Cycle Q Clear(g_c), s	4.9	0.0	9.8				0.0	2.5	0.9	1.5	9.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0	969				0	1156	327	582	1674	0
V/C Ratio(X)	0.41	0.00	0.74				0.00	0.29	0.11	0.21	0.58	0.00
Avail Cap(c_a), veh/h	1989	0	3540				0	4416	1247	805	3968	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	15.5				0.0	16.6	16.0	17.8	9.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.8				0.0	0.1	0.1	0.1	0.2	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
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.2				0.0	0.9	0.3	0.5	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	16.3				0.0	16.7	16.1	17.9	9.9	0.0
LnGrp LOS	B	A	B				A	B	B	B	A	A
Approach Vol, veh/h		938						372			1098	
Approach Delay, s/veh		15.8						16.7			10.8	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	15.8		20.6		28.7
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	3.5	4.5		11.8		11.8
Green Ext Time (p_c), s	0.1	1.8		3.0		6.0

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

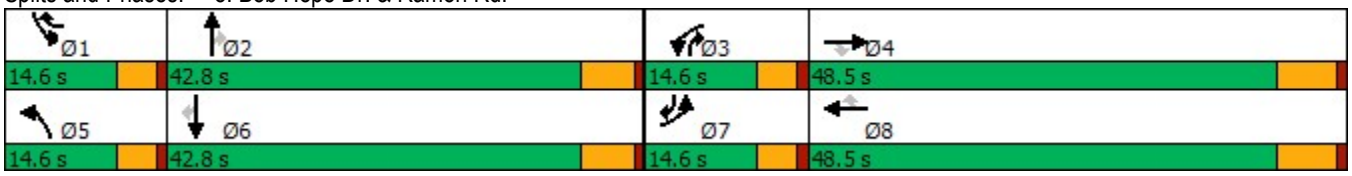
User approved volume balancing among the lanes for turning movement.

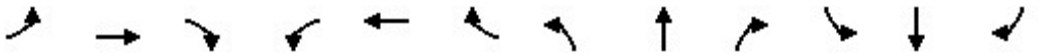
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	858	225	133	481	3	145	217	138	68	824	670
Future Volume (vph)	131	858	225	133	481	3	145	217	138	68	824	670
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.2	33.8	33.8	10.2	33.8	45.8	10.2	29.4	45.5	10.2	25.9	37.2
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.33	0.45	0.10	0.29	0.45	0.10	0.25	0.37
v/c Ratio	0.42	0.80	0.37	0.42	0.45	0.00	0.46	0.16	0.20	0.22	0.70	1.11
Control Delay	50.3	37.0	6.8	50.4	28.3	0.0	51.0	29.3	10.2	48.3	37.7	94.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	37.0	6.8	50.4	28.3	0.0	51.0	29.3	10.2	48.3	37.7	94.1
LOS	D	D	A	D	C	A	D	C	B	D	D	F
Approach Delay		32.8			33.0			30.3			62.3	
Approach LOS		C			C			C			E	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 101.8	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	858	225	133	481	3	145	217	138	68	824	670
Future Volume (veh/h)	131	858	225	133	481	3	145	217	138	68	824	670
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	953	0	148	534	2	161	241	67	76	916	530
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	1108		310	1108	618	311	1723	677	284	1683	658
Arrive On Green	0.09	0.31	0.00	0.09	0.31	0.31	0.09	0.33	0.33	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	146	953	0	148	534	2	161	241	67	76	916	530
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	4.4	27.9	0.0	4.5	13.5	0.1	4.9	3.6	2.8	2.3	16.2	32.9
Cycle Q Clear(g_c), s	4.4	27.9	0.0	4.5	13.5	0.1	4.9	3.6	2.8	2.3	16.2	32.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	1108		310	1108	618	311	1723	677	284	1683	658
V/C Ratio(X)	0.47	0.86		0.48	0.48	0.00	0.52	0.14	0.10	0.27	0.54	0.81
Avail Cap(c_a), veh/h	313	1352		313	1352	725	313	1723	677	313	1711	666
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	36.6	0.0	48.7	31.6	21.0	48.8	26.2	19.6	48.4	31.1	29.0
Incr Delay (d2), s/veh	0.4	5.0	0.0	0.4	0.3	0.0	0.7	0.0	0.1	0.2	0.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.1	0.0	1.9	5.6	0.0	2.1	1.5	1.0	1.0	6.5	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	41.6	0.0	49.1	31.9	21.0	49.5	26.3	19.7	48.6	31.4	36.1
LnGrp LOS	D	D		D	C	C	D	C	B	D	C	D
Approach Vol, veh/h		1099	A		684			469			1522	
Approach Delay, s/veh		42.6			35.6			33.3			33.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	43.1	14.5	40.9	14.5	42.2	14.5	40.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	4.3	5.6	6.5	29.9	6.9	34.9	6.4	15.5
Green Ext Time (p_c), s	0.0	1.7	0.1	4.6	0.1	1.5	0.1	3.1

Intersection Summary			
HCM 6th Ctrl Delay		36.7	
HCM 6th LOS		D	

Notes

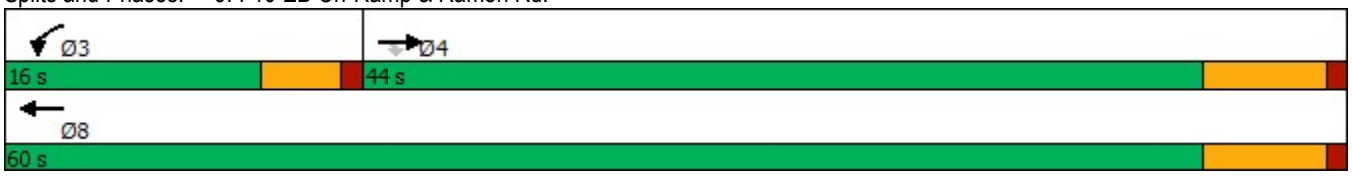
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	797	556	108	617
Future Volume (vph)	797	556	108	617
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	32.4	32.4	12.4	47.4
Actuated g/C Ratio	0.68	0.68	0.26	1.00
v/c Ratio	0.68	0.49	0.26	0.36
Control Delay	10.8	2.8	22.0	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.8	2.8	22.0	0.5
LOS	B	A	C	A
Approach Delay	7.5			3.7
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 47.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	797	556	108	617	0	0
Future Volume (veh/h)	797	556	108	617	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	886	589	120	686		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1108	939	311	1628		
Arrive On Green	0.58	0.58	0.17	0.86		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	886	589	120	686		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	16.5	10.9	2.7	3.7		
Cycle Q Clear(g_c), s	16.5	10.9	2.7	3.7		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1108	939	311	1628		
V/C Ratio(X)	0.80	0.63	0.39	0.42		
Avail Cap(c_a), veh/h	1572	1332	455	2243		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	7.4	6.2	16.6	0.7		
Incr Delay (d2), s/veh	2.0	0.7	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.7	1.3	0.8	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	6.9	16.9	0.9		
LnGrp LOS	A	A	B	A		
Approach Vol, veh/h	1475			806		
Approach Delay, s/veh	8.4			3.3		
Approach LOS	A			A		

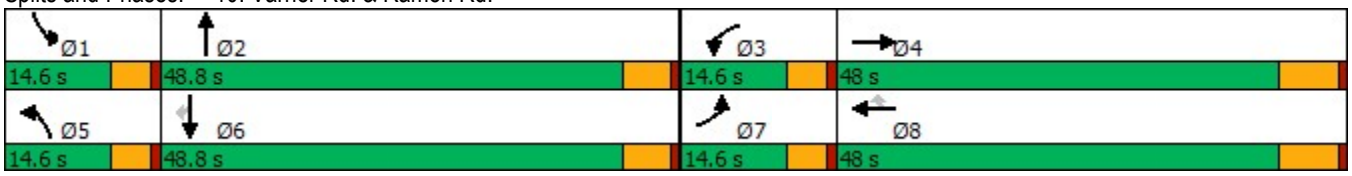
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			12.4	32.9		45.3
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			4.7	18.5		5.7
Green Ext Time (p_c), s			0.1	7.9		4.5

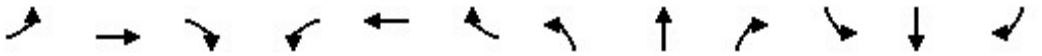
Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	552	32	467	88	214	262	71	197	45
Future Volume (vph)	25	552	32	467	88	214	262	71	197	45
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.1	26.3	11.1	29.2	29.2	11.1	22.2	11.1	17.6	17.6
Actuated g/C Ratio	0.14	0.33	0.14	0.36	0.36	0.14	0.28	0.14	0.22	0.22
v/c Ratio	0.11	0.72	0.14	0.73	0.15	0.93	0.46	0.31	0.27	0.11
Control Delay	43.9	27.7	43.8	31.7	5.7	83.9	20.7	45.1	28.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	27.7	43.8	31.7	5.7	83.9	20.7	45.1	28.9	0.5
LOS	D	C	D	C	A	F	C	D	C	A
Approach Delay		28.2		28.4			41.1		28.5	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 80.7	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	552	221	32	467	88	214	262	187	71	197	45
Future Volume (veh/h)	25	552	221	32	467	88	214	262	187	71	197	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	594	138	34	502	70	230	282	185	76	212	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	891	207	126	603	511	268	421	268	203	591	
Arrive On Green	0.06	0.31	0.31	0.07	0.32	0.32	0.15	0.20	0.20	0.11	0.16	0.00
Sat Flow, veh/h	1810	2909	674	1810	1900	1610	1810	2116	1347	1810	3610	1610
Grp Volume(v), veh/h	27	368	364	34	502	70	230	239	228	76	212	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1779	1810	1900	1610	1810	1805	1658	1810	1805	1610
Q Serve(g_s), s	1.0	12.0	12.1	1.2	16.6	2.1	8.4	8.3	8.6	2.6	3.5	0.0
Cycle Q Clear(g_c), s	1.0	12.0	12.1	1.2	16.6	2.1	8.4	8.3	8.6	2.6	3.5	0.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	106	553	545	126	603	511	268	360	330	203	591	
V/C Ratio(X)	0.25	0.67	0.67	0.27	0.83	0.14	0.86	0.67	0.69	0.37	0.36	
Avail Cap(c_a), veh/h	268	1108	1092	268	1167	989	268	1159	1064	268	2318	
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	0.00
Uniform Delay (d), s/veh	30.4	20.4	20.4	29.8	21.4	16.5	28.1	25.0	25.1	27.8	25.1	0.0
Incr Delay (d2), s/veh	0.5	1.4	1.4	0.4	3.1	0.1	22.4	2.1	2.6	0.4	0.4	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	4.4	4.3	0.5	6.5	0.7	5.0	3.4	3.3	1.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	21.8	21.9	30.2	24.5	16.6	50.5	27.1	27.7	28.2	25.5	0.0
LnGrp LOS	C	C	C	C	C	B	D	C	C	C	C	
Approach Vol, veh/h		759			606			697			288	A
Approach Delay, s/veh		22.2			23.9			35.0			26.2	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	18.9	9.3	27.2	14.6	16.5	8.6	27.9
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	4.6	10.6	3.2	14.1	10.4	5.5	3.0	18.6
Green Ext Time (p_c), s	0.0	2.8	0.0	4.1	0.0	1.3	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

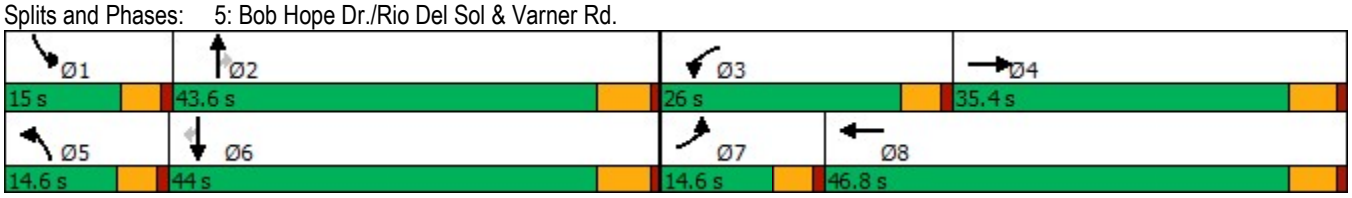
Notes

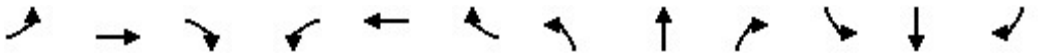
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	123	363	219	96	103	295	92	166	26
Future Volume (vph)	8	123	363	219	96	103	295	92	166	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.0	13.4	13.9	30.6	11.0	13.9	13.9	11.0	13.9	13.9
Actuated g/C Ratio	0.16	0.19	0.20	0.44	0.16	0.20	0.20	0.16	0.20	0.20
v/c Ratio	0.02	0.27	0.64	0.20	0.22	0.18	0.59	0.21	0.29	0.07
Control Delay	36.1	24.5	33.5	15.0	34.2	26.4	7.8	34.0	26.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	24.5	33.5	15.0	34.2	26.4	7.8	34.0	26.8	0.3
LOS	D	C	C	B	C	C	A	C	C	A
Approach Delay		25.1		25.8		16.9			26.7	
Approach LOS		C		C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	123	30	363	219	38	96	103	295	92	166	26
Future Volume (veh/h)	8	123	30	363	219	38	96	103	295	92	166	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	152	28	448	270	35	119	127	0	114	205	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	518	93	595	1007	129	511	620		503	612	273
Arrive On Green	0.03	0.17	0.17	0.17	0.31	0.31	0.15	0.17	0.00	0.14	0.17	0.17
Sat Flow, veh/h	3510	3055	551	3510	3213	412	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	10	89	91	448	150	155	119	127	0	114	205	12
Grp Sat Flow(s),veh/h/ln	1755	1805	1801	1755	1805	1820	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.2	2.5	2.6	7.2	3.7	3.8	1.8	1.8	0.0	1.7	2.9	0.4
Cycle Q Clear(g_c), s	0.2	2.5	2.6	7.2	3.7	3.8	1.8	1.8	0.0	1.7	2.9	0.4
Prop In Lane	1.00		0.31	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	306	305	595	566	570	511	620		503	612	273
V/C Ratio(X)	0.11	0.29	0.30	0.75	0.27	0.27	0.23	0.20		0.23	0.33	0.04
Avail Cap(c_a), veh/h	595	918	916	1274	1267	1278	595	2314		619	2339	1043
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	21.4	21.4	23.3	15.2	15.2	22.3	21.0	0.0	22.4	21.6	20.5
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.7	0.2	0.3	0.1	0.2	0.0	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	2.7	1.3	1.4	0.6	0.7	0.0	0.6	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	21.9	22.0	24.0	15.4	15.4	22.4	21.1	0.0	22.4	21.9	20.5
LnGrp LOS	C	C	C	C	B	B	C	C		C	C	C
Approach Vol, veh/h		190			753			246	A		331	
Approach Delay, s/veh		22.3			20.6			21.7			22.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	15.9	14.6	15.4	13.2	15.8	6.1	23.9
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	3.7	3.8	9.2	4.6	3.8	4.9	2.2	5.8
Green Ext Time (p_c), s	0.1	0.7	0.7	0.9	0.1	1.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

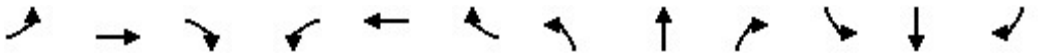
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	534	7	170	484	417	253	287
Future Volume (vph)	534	7	170	484	417	253	287
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	17.9	17.9	17.9	15.8	33.0	12.4	12.4
Actuated g/C Ratio	0.28	0.28	0.28	0.25	0.52	0.20	0.20
v/c Ratio	0.65	0.64	0.33	0.64	0.26	0.29	0.57
Control Delay	26.6	26.2	4.7	28.1	9.5	22.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	26.2	4.7	28.1	9.5	22.9	7.5
LOS	C	C	A	C	A	C	A
Approach Delay		21.2			19.5	14.7	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	534	7	170	484	417	0	0	253	287
Future Volume (veh/h)	0	0	0	534	7	170	484	417	0	0	253	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				627	0	0	563	485	0	0	294	194
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				866	0		735	1869	0	0	1087	333
Arrive On Green				0.24	0.00	0.00	0.21	0.52	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				627	0	0	563	485	0	0	294	194
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				7.6	0.0	0.0	7.2	3.6	0.0	0.0	2.3	5.2
Cycle Q Clear(g_c), s				7.6	0.0	0.0	7.2	3.6	0.0	0.0	2.3	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				866	0		735	1869	0	0	1087	333
V/C Ratio(X)				0.72	0.00		0.77	0.26	0.00	0.00	0.27	0.58
Avail Cap(c_a), veh/h				3808	0		1126	4404	0	0	4153	1272
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				16.7	0.0	0.0	17.8	6.4	0.0	0.0	15.8	17.0
Incr Delay (d2), s/veh				0.9	0.0	0.0	0.6	0.1	0.0	0.0	0.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	0.0	2.4	0.8	0.0	0.0	0.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				17.6	0.0	0.0	18.4	6.5	0.0	0.0	15.9	18.2
LnGrp LOS				B	A		B	A	A	A	B	B
Approach Vol, veh/h					627	A		1048			488	
Approach Delay, s/veh					17.6			12.9			16.8	
Approach LOS					B			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		30.5			14.7	15.8		17.2				
Change Period (Y+Rc), s		5.8			* 4.7	5.8		5.8				
Max Green Setting (Gmax), s		58.2			* 15	38.2		50.2				
Max Q Clear Time (g_c+I1), s		5.6			9.2	7.2		9.6				
Green Ext Time (p_c), s		2.5			0.7	1.9		1.8				

Intersection Summary		
HCM 6th Ctrl Delay	15.1	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

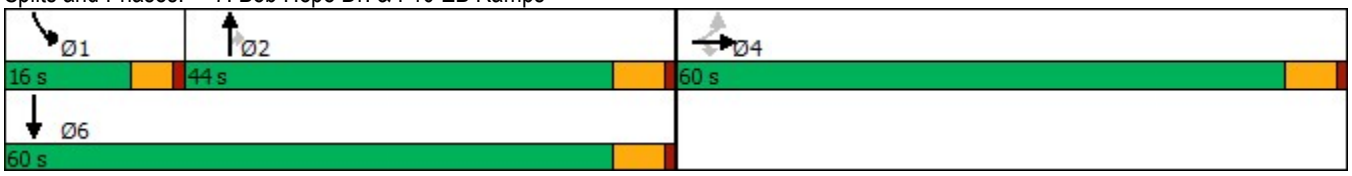
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

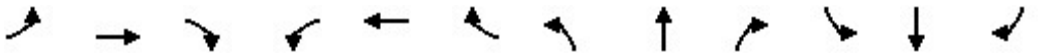
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	216	2	291	685	68	143	644
Future Volume (vph)	216	2	291	685	68	143	644
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	12.8	12.8	12.8	14.4	14.4	10.2	29.3
Actuated g/C Ratio	0.24	0.24	0.24	0.27	0.27	0.19	0.54
v/c Ratio	0.47	0.39	0.38	0.58	0.16	0.24	0.36
Control Delay	22.3	9.1	8.4	19.2	5.9	21.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	9.1	8.4	19.2	5.9	21.8	7.9
LOS	C	A	A	B	A	C	A
Approach Delay		13.4		18.1			10.4
Approach LOS		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	2	291	0	0	0	0	685	68	143	644	0
Future Volume (veh/h)	216	2	291	0	0	0	0	685	68	143	644	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	277	0	90				0	745	66	155	700	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	773	0	344				0	1417	400	654	1936	0
Arrive On Green	0.21	0.00	0.21				0.00	0.25	0.25	0.19	0.54	0.00
Sat Flow, veh/h	3619	0	1610				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	277	0	90				0	745	66	155	700	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	3.0	0.0	2.2				0.0	5.2	1.5	1.7	5.2	0.0
Cycle Q Clear(g_c), s	3.0	0.0	2.2				0.0	5.2	1.5	1.7	5.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	773	0	344				0	1417	400	654	1936	0
V/C Ratio(X)	0.36	0.00	0.26				0.00	0.53	0.16	0.24	0.36	0.00
Avail Cap(c_a), veh/h	4229	0	1881				0	4694	1326	855	4218	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.5	0.0	15.2				0.0	15.1	13.7	16.1	6.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3				0.0	0.2	0.1	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.7				0.0	1.8	0.4	0.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	15.5				0.0	15.3	13.8	16.1	6.3	0.0
LnGrp LOS	B	A	B				A	B	B	B	A	A
Approach Vol, veh/h		367						811			855	
Approach Delay, s/veh		15.7						15.2			8.1	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	17.3		15.7		30.7
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	3.7	7.2		5.0		7.2
Green Ext Time (p_c), s	0.1	4.3		1.0		3.9

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

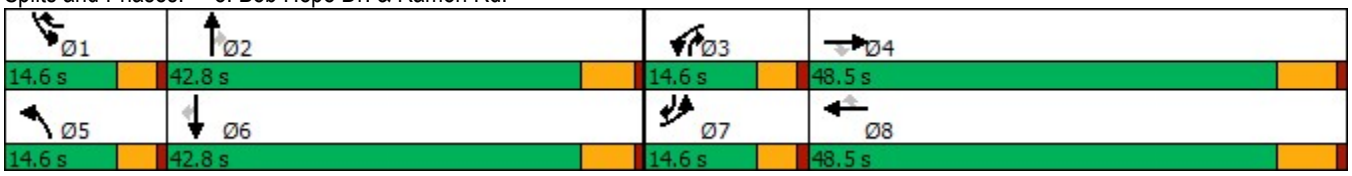
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	783	192	80	358	21	313	646	232	50	473	413
Future Volume (vph)	87	783	192	80	358	21	313	646	232	50	473	413
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.3	27.5	27.5	10.3	27.5	39.8	10.3	23.0	39.3	10.3	19.2	30.8
Actuated g/C Ratio	0.11	0.31	0.31	0.11	0.31	0.44	0.11	0.26	0.44	0.11	0.21	0.34
v/c Ratio	0.23	0.74	0.32	0.21	0.34	0.03	0.81	0.51	0.31	0.13	0.44	0.62
Control Delay	42.9	32.7	5.2	42.9	25.3	0.1	57.9	31.4	10.2	42.5	31.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	32.7	5.2	42.9	25.3	0.1	57.9	31.4	10.2	42.5	31.7	14.4
LOS	D	C	A	D	C	A	E	C	B	D	C	B
Approach Delay		28.6			27.2			34.2			24.7	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 89.6	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	783	192	80	358	21	313	646	232	50	473	413
Future Volume (veh/h)	87	783	192	80	358	21	313	646	232	50	473	413
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	816	0	83	373	8	326	673	116	52	493	274
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	1057		366	1045	597	432	1314	576	298	1117	515
Arrive On Green	0.11	0.29	0.00	0.10	0.29	0.29	0.12	0.25	0.25	0.09	0.22	0.22
Sat Flow, veh/h	3510	3610	1610	3510	3610	1588	3510	5187	1610	3510	5187	1589
Grp Volume(v), veh/h	91	816	0	83	373	8	326	673	116	52	493	274
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1588	1755	1729	1610	1755	1729	1589
Q Serve(g_s), s	1.9	16.8	0.0	1.8	6.6	0.3	7.3	9.0	4.1	1.1	6.7	11.5
Cycle Q Clear(g_c), s	1.9	16.8	0.0	1.8	6.6	0.3	7.3	9.0	4.1	1.1	6.7	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1057		366	1045	597	432	1314	576	298	1117	515
V/C Ratio(X)	0.24	0.77		0.23	0.36	0.01	0.75	0.51	0.20	0.17	0.44	0.53
Avail Cap(c_a), veh/h	432	1866		432	1866	958	432	2363	901	432	2363	897
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	26.3	0.0	33.4	22.9	16.0	34.4	26.0	18.1	34.5	27.6	22.5
Incr Delay (d2), s/veh	0.1	1.2	0.0	0.1	0.2	0.0	6.6	0.3	0.2	0.1	0.3	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	0.8	6.5	0.0	0.7	2.5	0.1	3.3	3.5	1.3	0.5	2.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	27.5	0.0	33.5	23.1	16.0	41.1	26.3	18.2	34.6	27.9	23.4
LnGrp LOS	C	C		C	C	B	D	C	B	C	C	C
Approach Vol, veh/h		907	A		464			1115			819	
Approach Delay, s/veh		28.1			24.8			29.8			26.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	26.4	13.1	30.3	14.6	23.3	13.3	30.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	3.1	11.0	3.8	18.8	9.3	13.5	3.9	8.6
Green Ext Time (p_c), s	0.0	4.8	0.0	5.0	0.1	4.0	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	440	569	150	458
Future Volume (vph)	440	569	150	458
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	22.0	22.0	12.0	37.4
Actuated g/C Ratio	0.59	0.59	0.32	1.00
v/c Ratio	0.44	0.59	0.29	0.27
Control Delay	8.3	5.9	16.6	0.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.3	5.9	16.6	0.4
LOS	A	A	B	A
Approach Delay	6.9			4.4
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 37.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	440	569	150	458	0	0
Future Volume (veh/h)	440	569	150	458	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	494	601	169	515		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	932	790	395	1576		
Arrive On Green	0.49	0.49	0.22	0.83		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	494	601	169	515		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	6.8	11.6	3.1	2.4		
Cycle Q Clear(g_c), s	6.8	11.6	3.1	2.4		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	932	790	395	1576		
V/C Ratio(X)	0.53	0.76	0.43	0.33		
Avail Cap(c_a), veh/h	1869	1584	541	2666		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.7	7.9	12.8	0.8		
Incr Delay (d2), s/veh	0.5	1.5	0.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	1.7	0.8	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	9.4	13.1	0.9		
LnGrp LOS	A	A	B	A		
Approach Vol, veh/h	1095			684		
Approach Delay, s/veh	8.4			3.9		
Approach LOS	A			A		

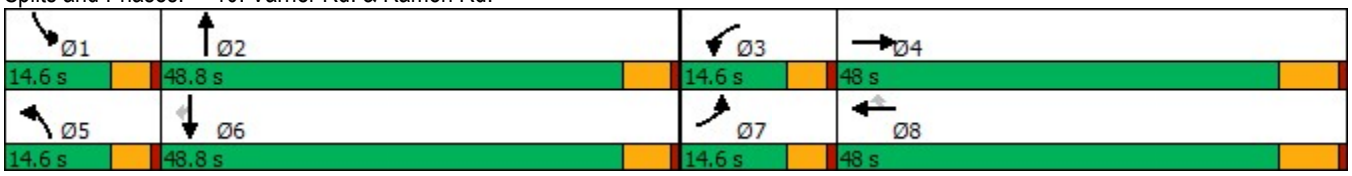
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			12.9	25.2		38.1
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			5.1	13.6		4.4
Green Ext Time (p_c), s			0.1	5.1		3.0

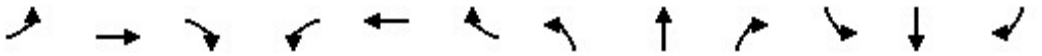
Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	38	318	44	315	177	121	237	191	233	171
Future Volume (vph)	38	318	44	315	177	121	237	191	233	171
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.1	20.4	11.1	20.4	20.4	11.1	15.9	11.1	15.9	15.9
Actuated g/C Ratio	0.15	0.28	0.15	0.28	0.28	0.15	0.22	0.15	0.22	0.22
v/c Ratio	0.16	0.45	0.18	0.67	0.34	0.50	0.40	0.79	0.34	0.38
Control Delay	38.9	23.5	39.1	32.5	5.9	44.0	26.1	58.2	26.9	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	23.5	39.1	32.5	5.9	44.0	26.1	58.2	26.9	6.8
LOS	D	C	D	C	A	D	C	E	C	A
Approach Delay		24.8		24.2			31.6		31.2	
Approach LOS		C		C			C		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 73.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	318	84	44	315	177	121	237	39	191	233	171
Future Volume (veh/h)	38	318	84	44	315	177	121	237	39	191	233	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	357	57	49	354	97	136	266	20	215	262	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	730	116	168	459	389	268	562	42	290	640	
Arrive On Green	0.08	0.23	0.23	0.09	0.24	0.24	0.15	0.16	0.16	0.16	0.18	0.00
Sat Flow, veh/h	1810	3122	494	1810	1900	1610	1810	3405	254	1810	3610	1610
Grp Volume(v), veh/h	43	205	209	49	354	97	136	140	146	215	262	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1900	1610	1810	1805	1854	1810	1805	1610
Q Serve(g_s), s	1.4	6.0	6.1	1.5	10.5	2.9	4.2	4.3	4.3	6.9	3.9	0.0
Cycle Q Clear(g_c), s	1.4	6.0	6.1	1.5	10.5	2.9	4.2	4.3	4.3	6.9	3.9	0.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	154	422	423	168	459	389	268	298	306	290	640	
V/C Ratio(X)	0.28	0.49	0.49	0.29	0.77	0.25	0.51	0.47	0.48	0.74	0.41	
Avail Cap(c_a), veh/h	298	1236	1240	298	1301	1102	298	1292	1327	298	2584	
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	0.00
Uniform Delay (d), s/veh	26.0	20.1	20.1	25.6	21.4	18.6	23.8	22.9	22.9	24.2	22.1	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.4	2.8	0.3	0.6	1.2	1.2	8.0	0.4	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	0.5	2.2	2.2	0.6	4.2	0.9	1.7	1.7	1.8	3.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	20.9	21.0	26.0	24.2	18.9	24.3	24.1	24.1	32.3	22.5	0.0
LnGrp LOS	C	C	C	C	C	B	C	C	C	C	C	
Approach Vol, veh/h		457			500			422			477	A
Approach Delay, s/veh		21.5			23.4			24.2			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	15.4	10.2	20.7	13.6	16.1	9.8	21.1
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	8.9	6.3	3.5	8.1	6.2	5.9	3.4	12.5
Green Ext Time (p_c), s	0.0	1.6	0.0	2.1	0.1	1.7	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 3.3: EXISTING (2022) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	345	350	295	170	477	371	296
v/c Ratio	0.61	0.62	0.40	0.28	0.28	0.34	0.52
Control Delay	22.1	22.3	4.0	26.3	11.3	21.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	22.3	4.0	26.3	11.3	21.8	6.9
Queue Length 50th (ft)	95	97	0	24	48	39	0
Queue Length 95th (ft)	227	230	47	73	111	80	57
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1475	1479	1430	928	3347	3432	1155
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.24	0.21	0.18	0.14	0.11	0.26

Intersection Summary

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	301	395	386	340	47	124	974
v/c Ratio	0.46	0.65	0.61	0.29	0.12	0.20	0.65
Control Delay	17.4	19.3	17.7	23.5	4.8	29.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	19.3	17.7	23.5	4.8	29.8	18.2
Queue Length 50th (ft)	81	101	90	42	0	20	140
Queue Length 95th (ft)	186	249	223	87	19	62	297
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1460	1276	1316	3226	939	685	3074
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.31	0.29	0.11	0.05	0.18	0.32

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	317	312	198	563	485	294	334
v/c Ratio	0.65	0.64	0.33	0.64	0.26	0.29	0.57
Control Delay	26.6	26.2	4.7	28.1	9.5	22.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	26.2	4.7	28.1	9.5	22.9	7.5
Queue Length 50th (ft)	101	98	0	90	46	34	0
Queue Length 95th (ft)	212	208	37	#227	97	63	51
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1409	1415	1362	877	3322	3244	1122
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.15	0.64	0.15	0.09	0.30

Intersection Summary

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	183	180	752	67	155	700
v/c Ratio	0.47	0.39	0.38	0.58	0.16	0.24	0.36
Control Delay	22.3	9.1	8.4	19.2	5.9	21.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	9.1	8.4	19.2	5.9	21.8	7.9
Queue Length 50th (ft)	53	13	9	77	0	21	56
Queue Length 95th (ft)	117	62	55	127	27	52	109
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1641	1459	1474	3524	1018	745	3454
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.12	0.21	0.07	0.21	0.20

Intersection Summary

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: Rio Del Sol Rd. & Varner Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	44	51	8	17%	96	138	42	44%
	Through	222	227	6	2%	103	119	17	16%
	Right	336	363	27	8%	295	322	28	9%
	NB Total	601	641	40	7%	493	579	86	17%
SOUTH BOUND	Left	84	87	4	4%	92	92	0	0%
	Through	135	146	12	9%	166	179	13	8%
	Right	16	17	2	10%	26	34	9	33%
	SB Total	234	250	17	7%	284	305	22	8%
EAST BOUND	Left	20	33	13	65%	8	9	2	20%
	Through	197	338	142	72%	123	145	23	18%
	Right	89	159	70	79%	30	38	8	27%
	EB Total	306	530	225	73%	160	192	32	20%
WEST BOUND	Left	364	433	70	19%	363	403	40	11%
	Through	76	93	18	23%	219	298	80	36%
	Right	78	84	7	8%	38	42	4	11%
	WB Total	517	610	94	18%	620	743	124	20%
TOTAL ENTERING VOLUME		1,657	2,031	374.5	23%	1,556	1,819	263	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	250	305			
North Leg	Outbound	344	170			
North Leg	**TOTAL**	**594**	**475**	**117%**	**94%**	**506**
South Leg	Inbound	641	579			
South Leg	Outbound	738	620			
South Leg	**TOTAL**	**1,379**	**1,199**	**14%**	**12%**	**9,867**
East Leg	Inbound	610	743			
East Leg	Outbound	788	559			
East Leg	**TOTAL**	**1,398**	**1,302**	**15%**	**14%**	**9,298**
West Leg	Inbound	530	192			
West Leg	Outbound	161	470			
West Leg	**TOTAL**	**691**	**662**	**20%**	**20%**	**3,376**
OVERALL TOTAL		***4,062***	***3,638***	**18%**	***16%***	***23,047***

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: Bob Hope Dr. & I-10 WB Ramps
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	160	229	69	43%	484	553	70	14%
	Through	448	507	59	13%	417	497	80	19%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	608	736	128	21%	901	1,050	150	17%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	349	439	91	26%	253	290	38	15%
	Right	278	337	59	21%	287	310	23	8%
	SB Total	627	776	150	24%	540	600	61	11%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	650	811	161	25%	534	560	26	5%
	Through	4	4	1	14%	7	7	0	0%
	Right	277	263	-14	-5%	170	173	4	2%
	WB Total	931	1,078	148	16%	711	740	30	4%
TOTAL ENTERING VOLUME		2,165	2,590	425	20%	2,151	2,390	240	11%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	776	600			
North Leg	Outbound	770	670			
North Leg	**TOTAL**	**1,546**	**1,270**	**8%**	**7%**	**18,455**
South Leg	Inbound	736	1,050			
South Leg	Outbound	1,250	850			
South Leg	**TOTAL**	**1,986**	**1,900**	**6%**	**6%**	**30,982**
East Leg	Inbound	1,078	740			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**1,078**	**740**	**8%**	**6%**	**12,997**
West Leg	Inbound	0	0			
West Leg	Outbound	570	870			
West Leg	**TOTAL**	**570**	**870**	**4%**	**6%**	**14,419**
OVERALL TOTAL		***5,180***	***4,780***	***7%***	***6%***	***76,853***

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: Bob Hope Dr. & I-10 EB Ramps
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	305	337	33	11%	685	769	84	12%
	Right	47	21	-26	-55%	68	56	-12	-18%
	NB Total	351	358	7	2%	753	825	72	10%
SOUTH BOUND	Left	113	76	-37	-32%	143	132	-11	-8%
	Through	886	1,201	315	36%	644	721	78	12%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	999	1,277	279	28%	787	853	67	8%
EAST BOUND	Left	304	393	90	29%	216	281	66	30%
	Through	5	3	-2	-40%	2	2	0	0%
	Right	676	729	54	8%	291	339	48	16%
	EB Total	984	1,125	141	14%	509	622	114	22%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		2,334	2,760	426.5	18%	2,048	2,300	252	12%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,277	853			
North Leg	Outbound	730	1,050			
North Leg	**TOTAL**	**2,007**	**1,903**	**6%**	**6%**	**30,982**
South Leg	Inbound	358	825			
South Leg	Outbound	1,930	1,060			
South Leg	**TOTAL**	**2,288**	**1,885**	**8%**	**6%**	**29,923**
East Leg	Inbound	0	0			
East Leg	Outbound	100	190			
East Leg	**TOTAL**	**100**	**190**	**6%**	**11%**	**1,782**
West Leg	Inbound	1,125	622			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**1,125**	**622**	**13%**	**7%**	**8,929**
OVERALL TOTAL		***5,520***	***4,600***	***8%***	***6%***	***71,616***

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: Rio Del Sol Rd. & Ramon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	145	191	47	32%	313	311	-2	-1%
	Through	217	236	19	9%	646	696	50	8%
	Right	138	216	79	57%	232	273	42	18%
	NB Total	499	643	144	29%	1,191	1,280	90	8%
SOUTH BOUND	Left	68	101	33	49%	50	64	15	29%
	Through	824	1,031	207	25%	473	549	77	16%
	Right	670	834	165	25%	413	447	35	8%
	SB Total	1,562	1,966	405	26%	935	1,060	126	13%
EAST BOUND	Left	131	111	-20	-15%	87	102	16	18%
	Through	858	1,053	195	23%	783	1,006	223	28%
	Right	225	233	8	4%	192	223	31	16%
	EB Total	1,214	1,397	183	15%	1,062	1,331	270	25%
WEST BOUND	Left	133	176	43	32%	80	116	37	46%
	Through	481	635	154	32%	358	484	127	35%
	Right	3	3	0	0%	21	30	10	46%
	WB Total	617	814	197	32%	458	630	173	38%
TOTAL ENTERING VOLUME		3,892	4,820	928.5	24%	3,644	4,301	657	18%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,966	1,060			
North Leg	Outbound	350	828			
North Leg	**TOTAL**	**2,316**	**1,888**	**8%**	**6%**	**29,923**
South Leg	Inbound	643	1,280			
South Leg	Outbound	1,440	888			
South Leg	**TOTAL**	**2,083**	**2,168**	**6%**	**6%**	**37,566**
East Leg	Inbound	814	630			
East Leg	Outbound	1,370	1,343			
East Leg	**TOTAL**	**2,184**	**1,973**	**5%**	**4%**	**48,088**
West Leg	Inbound	1,397	1,331			
West Leg	Outbound	1,660	1,242			
West Leg	**TOTAL**	**3,057**	**2,573**	**7%**	**6%**	**41,264**
OVERALL TOTAL		***9,640***	***8,602***	**6%**	***5%***	***156,841***

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: I-10 EB On-Ramp & Ramon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	797	837	40	5%	440	510	71	16%
	Right	556	809	253	46%	569	764	196	34%
	EB Total	1,353	1,646	293	22%	1,008	1,274	266	26%
WEST BOUND	Left	108	118	10	9%	150	156	7	4%
	Through	617	806	189	31%	458	630	173	38%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	725	924	199	27%	607	786	179	29%
TOTAL ENTERING VOLUME		2,078	2,570	492	24%	1,615	2,060	445	28%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	0	0			
South Leg	Outbound	927	920			
South Leg	**TOTAL**	**927**	**920**	**4%**	**4%**	**21,298**
East Leg	Inbound	924	786			
East Leg	Outbound	837	510			
East Leg	**TOTAL**	**1,761**	**1,296**	**6%**	**4%**	**30,993**
West Leg	Inbound	1,646	1,274			
West Leg	Outbound	806	630			
West Leg	**TOTAL**	**2,452**	**1,904**	**5%**	**4%**	**45,991**
OVERALL TOTAL		***5,140***	***4,120***	**5%**	***4%***	***98,282***

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Project:	Majestic Thousand Palms	Job #:	14174
Scenario:	Horizon Year (2045)	Analyst:	JB
		Date:	12/13/22

LOCATION: I-10 EB On-Ramp & Ramon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	214	289	76	35%	121	218	97	80%
	Through	262	291	29	11%	237	338	102	43%
	Right	187	222	36	19%	39	63	24	62%
	NB Total	662	802	140	21%	397	619	223	56%
SOUTH BOUND	Left	71	79	9	12%	191	197	6	3%
	Through	197	276	79	40%	233	238	5	2%
	Right	45	57	12	27%	171	195	24	14%
	SB Total	313	412	100	32%	595	630	35	6%
EAST BOUND	Left	25	22	-3	-10%	38	39	1	3%
	Through	552	539	-13	-2%	318	373	56	17%
	Right	221	272	51	23%	84	98	14	17%
	EB Total	797	833	36	5%	440	510	71	16%
WEST BOUND	Left	32	42	11	33%	44	46	3	6%
	Through	467	564	98	21%	315	370	55	17%
	Right	88	87	-1	-1%	177	165	-12	-7%
	WB Total	586	693	108	18%	536	581	46	8%
TOTAL ENTERING VOLUME		2,357	2,740	383	16%	1,967	2,340	374	19%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	412	630			
North Leg	Outbound	400	542			
North Leg	**TOTAL**	**812**	**1,172**	**3%**	**4%**	**27,392**
South Leg	Inbound	802	619			
South Leg	Outbound	590	382			
South Leg	**TOTAL**	**1,392**	**1,001**	**4%**	**3%**	**31,604**
East Leg	Inbound	693	581			
East Leg	Outbound	840	633			
East Leg	**TOTAL**	**1,533**	**1,214**	**6%**	**4%**	**27,524**
West Leg	Inbound	833	510			
West Leg	Outbound	910	783			
West Leg	**TOTAL**	**1,743**	**1,293**	**6%**	**4%**	**30,993**
OVERALL TOTAL		***5,480***	***4,680***	**5%**	***4%***	***117,513***

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APPENDIX 5.1: EAP (2025) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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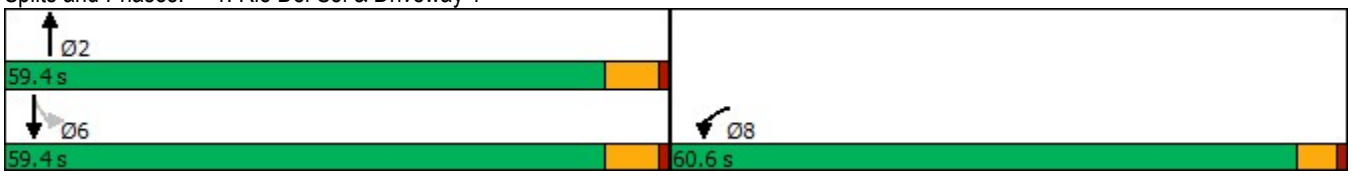
Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	16	84	79
Future Volume (vph)	16	84	79
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.7	33.5	33.5
Actuated g/C Ratio	0.32	0.91	0.91
v/c Ratio	0.03	0.08	0.05
Control Delay	11.6	2.7	3.0
Queue Delay	0.0	0.0	0.0
Total Delay	11.6	2.7	3.0
LOS	B	A	A
Approach Delay	11.6	2.7	3.0
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 36.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.08	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 25.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	0	84	37	0	79
Future Volume (veh/h)	16	0	84	37	0	79
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	3	91	40	0	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	500	220	288	760
Arrive On Green	0.18	0.18	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1927782077488896		1251	550	1279	1900
Grp Volume(v), veh/h	86	3	0	131	0	86
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1801	1279	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	0.7
Prop In Lane	1.00	1.00		0.31	1.00	
Lane Grp Cap(c), veh/h	3554437039829760		0	720	288	760
V/C Ratio(X)	0.00	0.00	0.00	0.18	0.00	0.11
Avail Cap(c_a), veh/h	4316222980365824		0	3860	2517	4072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.9	0.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1
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	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.0	0.0	4.8
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	89		131			86
Approach Delay, s/veh	0.0		5.0			4.8
Approach LOS	A		A			A

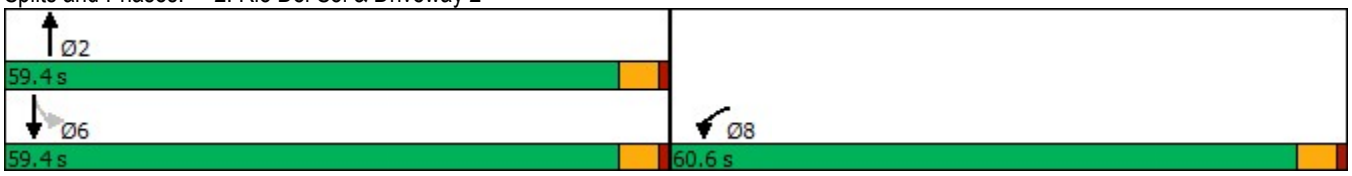
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	15.8				15.8	9.2
Change Period (Y+Rc), s	5.8				5.8	4.6
Max Green Setting (Gmax), s	53.6				53.6	56.0
Max Q Clear Time (g_c+I1), s	3.2				2.7	2.0
Green Ext Time (p_c), s	0.7				0.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	28	121	95
Future Volume (vph)	28	121	95
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.9	31.8	31.8
Actuated g/C Ratio	0.31	0.82	0.82
v/c Ratio	0.05	0.13	0.07
Control Delay	13.4	3.8	4.2
Queue Delay	0.0	0.0	0.0
Total Delay	13.4	3.8	4.2
LOS	B	A	A
Approach Delay	13.4	3.8	4.2
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 4.8	Intersection LOS: A
Intersection Capacity Utilization 25.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	0	121	54	0	95
Future Volume (veh/h)	28	0	121	54	0	95
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	3	132	59	0	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	512	229	296	781
Arrive On Green	0.21	0.21	0.41	0.41	0.00	0.41
Sat Flow, veh/h	1927782072354006226432		1244	556	1211	1900
Grp Volume(v), veh/h	103	3	0	191	0	103
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1800	1211	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	0.8
Prop In Lane	1.00	1.00		0.31	1.00	
Lane Grp Cap(c), veh/h	4053664398986493952		0	740	296	781
V/C Ratio(X)	0.00	0.00	0.00	0.26	0.00	0.13
Avail Cap(c_a), veh/h	44403790942078557577984		0	4057	2528	4283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.7	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1
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	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	4.9	0.0	4.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	106		191			103
Approach Delay, s/veh	0.0		4.9			4.5
Approach LOS	A		A			A

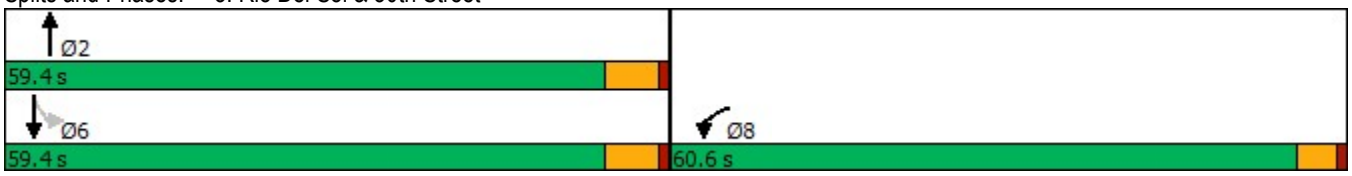
Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	14.6	14.6	9.7
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	54.8	54.8	56.0
Max Q Clear Time (g_c+I1), s	3.7	2.8	2.0
Green Ext Time (p_c), s	1.1	0.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	16	174	124
Future Volume (vph)	16	174	124
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	11.5	73.3	73.3
Actuated g/C Ratio	0.14	0.90	0.90
v/c Ratio	0.07	0.15	0.09
Control Delay	33.6	2.4	2.4
Queue Delay	0.0	0.0	0.0
Total Delay	33.6	2.4	2.5
LOS	C	A	A
Approach Delay	33.6	2.4	2.5
Approach LOS	C	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 29.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	0	174	37	0	124
Future Volume (veh/h)	16	0	174	37	0	124
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	135	3	189	40	0	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	999	211	98	1249
Arrive On Green	0.13	0.13	0.73	0.73	0.00	0.73
Sat Flow, veh/h	173500386150689 1487232		1368	290	1053	1710
Grp Volume(v), veh/h	135	3	0	229	0	135
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1658	1053	1710
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	1.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.2	0.0	1.7
Prop In Lane	1.00	1.00		0.17	1.00	
Lane Grp Cap(c), veh/h	22219718625673333504		0	1211	98	1249
V/C Ratio(X)	0.00	0.00	0.00	0.19	0.00	0.11
Avail Cap(c_a), veh/h	132370595184703028387072		0	1211	98	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.1	0.0	2.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.2
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	0.0	0.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	3.4	0.0	3.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	138		229			135
Approach Delay, s/veh	0.0		3.4			3.1
Approach LOS	A		A			A

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	59.4	59.4	14.0
Change Period (Y+Rc), s	5.8	5.8	4.6
Max Green Setting (Gmax), s	53.6	53.6	56.0
Max Q Clear Time (g_c+I1), s	5.2	3.7	2.0
Green Ext Time (p_c), s	1.3	0.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	2.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	0	0	16
Future Vol, veh/h	37	0	0	0	0	16
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, %	0	0	0	0	0	0
Mvmt Flow	40	0	0	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	81	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	926	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	904	1090
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	948	-

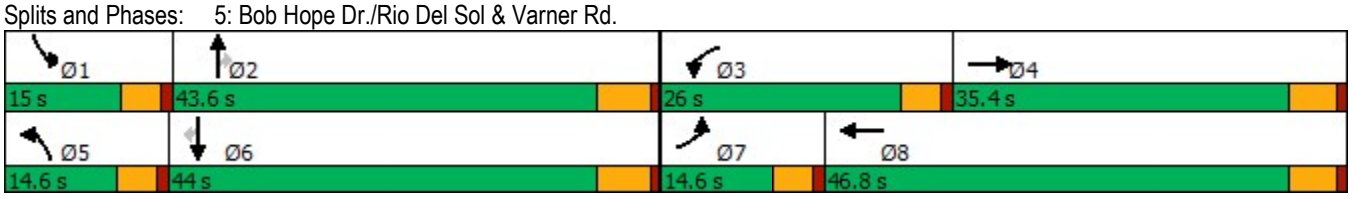
Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

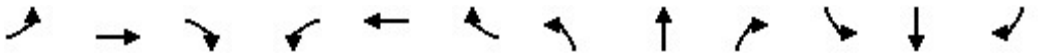
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.025	-	-	-	0.016
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	209	386	80	46	323	357	101	189	19
Future Volume (vph)	27	209	386	80	46	323	357	101	189	19
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.9	14.5	14.5	29.3	10.9	16.8	16.8	11.0	20.2	20.2
Actuated g/C Ratio	0.15	0.20	0.20	0.39	0.15	0.23	0.23	0.15	0.27	0.27
v/c Ratio	0.06	0.47	0.63	0.16	0.10	0.44	0.59	0.22	0.21	0.04
Control Delay	37.3	26.1	35.2	9.7	36.7	28.1	7.2	36.7	24.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	26.1	35.2	9.7	36.7	28.1	7.2	36.7	24.5	0.2
LOS	D	C	D	A	D	C	A	D	C	A
Approach Delay		27.0		26.7		18.4			27.0	
Approach LOS		C		C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 74.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	209	94	386	80	114	46	323	357	101	189	19
Future Volume (veh/h)	27	209	94	386	80	114	46	323	357	101	189	19
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	232	77	429	89	90	51	359	0	112	210	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	456	147	597	495	436	338	614		501	783	349
Arrive On Green	0.07	0.17	0.17	0.17	0.27	0.27	0.10	0.17	0.00	0.14	0.22	0.22
Sat Flow, veh/h	3510	2682	867	3510	1805	1590	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	30	154	155	429	89	90	51	359	0	112	210	21
Grp Sat Flow(s),veh/h/ln	1755	1805	1744	1755	1805	1590	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.5	4.6	4.8	6.8	2.2	2.6	0.8	5.4	0.0	1.7	2.8	0.6
Cycle Q Clear(g_c), s	0.5	4.6	4.8	6.8	2.2	2.6	0.8	5.4	0.0	1.7	2.8	0.6
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	307	297	597	495	436	338	614		501	783	349
V/C Ratio(X)	0.13	0.50	0.52	0.72	0.18	0.21	0.15	0.58		0.22	0.27	0.06
Avail Cap(c_a), veh/h	597	921	890	1278	1271	1119	597	2321		621	2346	1046
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	22.1	22.2	23.1	16.3	16.4	24.4	22.5	0.0	22.3	19.1	18.3
Incr Delay (d2), s/veh	0.1	1.3	1.4	0.6	0.2	0.2	0.1	0.9	0.0	0.1	0.2	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	1.8	1.8	2.5	0.8	0.8	0.3	2.1	0.0	0.6	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	23.4	23.6	23.7	16.5	16.6	24.4	23.4	0.0	22.4	19.3	18.3
LnGrp LOS	C	C	C	C	B	B	C	C		C	B	B
Approach Vol, veh/h		339			608			410	A		343	
Approach Delay, s/veh		23.7			21.6			23.5			20.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	15.8	14.6	15.4	10.3	18.5	8.5	21.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	3.7	7.4	8.8	6.8	2.8	4.8	2.5	4.6
Green Ext Time (p_c), s	0.1	2.2	0.7	1.6	0.0	1.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

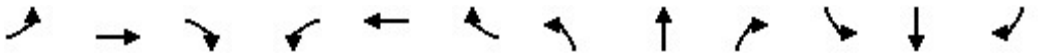
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	690	4	308	170	550	391	320
Future Volume (vph)	690	4	308	170	550	391	320
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	22.0	22.0	22.0	10.7	29.0	13.3	13.3
Actuated g/C Ratio	0.35	0.35	0.35	0.17	0.46	0.21	0.21
v/c Ratio	0.62	0.62	0.46	0.30	0.35	0.38	0.56
Control Delay	22.0	22.1	7.6	28.2	12.9	23.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	22.1	7.6	28.2	12.9	23.3	7.2
LOS	C	C	A	C	B	C	A
Approach Delay		17.6			16.5	16.1	
Approach LOS		B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	690	4	308	170	550	0	0	391	320
Future Volume (veh/h)	0	0	0	690	4	308	170	550	0	0	391	320
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				737	0	0	181	585	0	0	416	246
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				972	0		633	1823	0	0	1209	370
Arrive On Green				0.27	0.00	0.00	0.18	0.50	0.00	0.00	0.23	0.23
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				737	0	0	181	585	0	0	416	246
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				9.6	0.0	0.0	2.3	4.9	0.0	0.0	3.4	7.2
Cycle Q Clear(g_c), s				9.6	0.0	0.0	2.3	4.9	0.0	0.0	3.4	7.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				972	0		633	1823	0	0	1209	370
V/C Ratio(X)				0.76	0.00		0.29	0.32	0.00	0.00	0.34	0.66
Avail Cap(c_a), veh/h				3545	0		1048	4099	0	0	3866	1185
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.2	0.0	0.0	18.2	7.5	0.0	0.0	16.4	17.8
Incr Delay (d2), s/veh				0.9	0.0	0.0	0.1	0.1	0.0	0.0	0.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	0.0	0.8	1.2	0.0	0.0	1.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.1	0.0	0.0	18.2	7.6	0.0	0.0	16.5	19.4
LnGrp LOS				B	A		B	A	A	A	B	B
Approach Vol, veh/h					737	A		766			662	
Approach Delay, s/veh					18.1			10.1			17.6	
Approach LOS					B			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	31.7		13.9	17.7		19.6						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	6.9		4.3	9.2		11.6						
Green Ext Time (p_c), s	3.2		0.2	2.7		2.2						

Intersection Summary		
HCM 6th Ctrl Delay	15.1	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

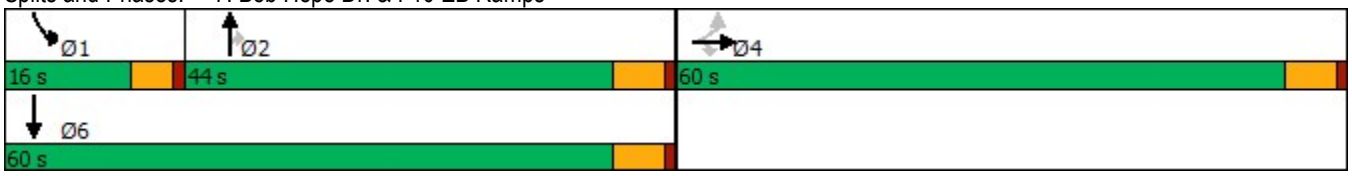
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

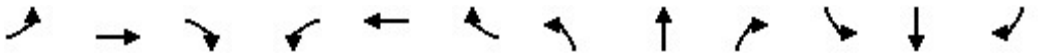
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	359	5	717	361	49	124	956
Future Volume (vph)	359	5	717	361	49	124	956
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	28.2	28.2	28.2	15.5	15.5	10.9	31.4
Actuated g/C Ratio	0.39	0.39	0.39	0.21	0.21	0.15	0.44
v/c Ratio	0.53	0.68	0.65	0.38	0.14	0.26	0.67
Control Delay	20.0	22.2	20.1	26.2	5.2	34.5	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	22.2	20.1	26.2	5.2	34.5	20.2
LOS	B	C	C	C	A	C	C
Approach Delay		20.8		23.9			21.8
Approach LOS		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	5	717	0	0	0	0	361	49	124	956	0
Future Volume (veh/h)	359	5	717	0	0	0	0	361	49	124	956	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	265	0	781				0	397	39	136	1051	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	583	0	1038				0	1108	313	585	1632	0
Arrive On Green	0.32	0.00	0.32				0.00	0.19	0.19	0.17	0.45	0.00
Sat Flow, veh/h	1810	0	3220				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	265	0	781				0	397	39	136	1051	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	6.0	0.0	11.2				0.0	3.1	1.0	1.7	11.6	0.0
Cycle Q Clear(g_c), s	6.0	0.0	11.2				0.0	3.1	1.0	1.7	11.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	583	0	1038				0	1108	313	585	1632	0
V/C Ratio(X)	0.45	0.00	0.75				0.00	0.36	0.12	0.23	0.64	0.00
Avail Cap(c_a), veh/h	1906	0	3392				0	4231	1195	771	3802	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	15.6				0.0	18.0	17.1	18.6	10.9	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.8				0.0	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.6				0.0	1.1	0.3	0.6	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	16.4				0.0	18.1	17.2	18.7	11.2	0.0
LnGrp LOS	B	A	B				A	B	B	B	B	A
Approach Vol, veh/h		1046						436			1187	
Approach Delay, s/veh		15.9						18.0			12.1	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	15.8		22.4		29.1
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	3.7	5.1		13.2		13.6
Green Ext Time (p_c), s	0.1	2.1		3.4		6.6

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

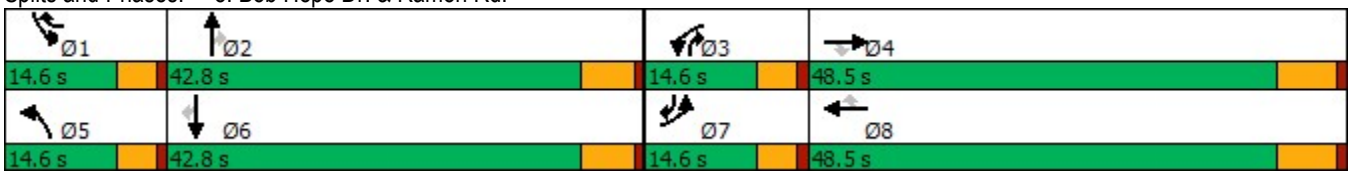
User approved volume balancing among the lanes for turning movement.

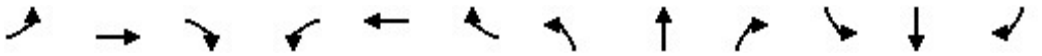
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	911	239	141	510	3	153	255	146	73	884	716
Future Volume (vph)	152	911	239	141	510	3	153	255	146	73	884	716
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.1	35.7	35.7	10.1	35.7	47.8	10.1	31.5	47.5	10.1	28.0	39.4
Actuated g/C Ratio	0.10	0.34	0.34	0.10	0.34	0.45	0.10	0.30	0.45	0.10	0.26	0.37
v/c Ratio	0.50	0.83	0.39	0.47	0.47	0.00	0.51	0.18	0.21	0.24	0.72	1.19
Control Delay	53.8	39.4	8.1	53.1	29.2	0.0	53.9	29.8	11.9	50.1	38.7	126.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	39.4	8.1	53.1	29.2	0.0	53.9	29.8	11.9	50.1	38.7	126.4
LOS	D	D	A	D	C	A	D	C	B	D	D	F
Approach Delay		35.3			34.3			31.7			76.8	
Approach LOS		D			C			C			E	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 105.8	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 51.3	Intersection LOS: D
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	911	239	141	510	3	153	255	146	73	884	716
Future Volume (veh/h)	152	911	239	141	510	3	153	255	146	73	884	716
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	1012	0	157	567	2	170	283	76	81	982	582
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	304	1151		303	1151	636	304	1699	666	282	1667	650
Arrive On Green	0.09	0.32	0.00	0.09	0.32	0.32	0.09	0.33	0.33	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	169	1012	0	157	567	2	170	283	76	81	982	582
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	5.3	30.5	0.0	4.9	14.6	0.1	5.4	4.5	3.3	2.5	18.2	37.0
Cycle Q Clear(g_c), s	5.3	30.5	0.0	4.9	14.6	0.1	5.4	4.5	3.3	2.5	18.2	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	1151		303	1151	636	304	1699	666	282	1667	650
V/C Ratio(X)	0.56	0.88		0.52	0.49	0.00	0.56	0.17	0.11	0.29	0.59	0.89
Avail Cap(c_a), veh/h	305	1317		305	1317	709	305	1699	666	305	1667	650
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	37.1	0.0	50.3	31.7	20.8	50.5	27.5	20.7	49.8	32.7	31.8
Incr Delay (d2), s/veh	1.3	6.5	0.0	0.7	0.3	0.0	1.4	0.0	0.1	0.2	0.5	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	13.5	0.0	2.1	6.0	0.0	2.4	1.8	1.2	1.1	7.4	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	43.6	0.0	51.0	32.0	20.8	51.9	27.6	20.8	50.0	33.2	46.8
LnGrp LOS	D	D		D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1181	A		726			529			1645	
Approach Delay, s/veh		44.7			36.1			34.4			38.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	43.5	14.5	43.2	14.6	42.8	14.6	43.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	4.5	6.5	6.9	32.5	7.4	39.0	7.3	16.6
Green Ext Time (p_c), s	0.0	2.0	0.1	4.2	0.1	0.0	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

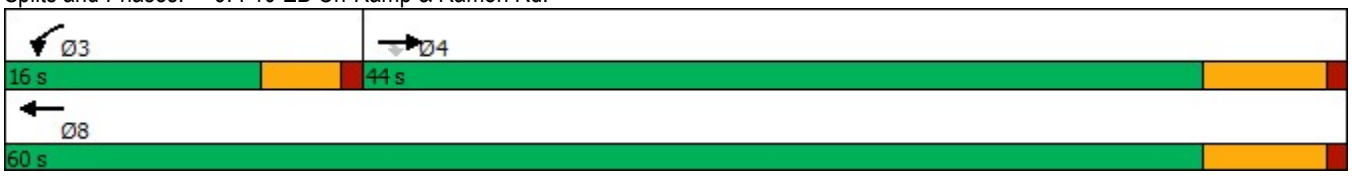
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	846	591	117	655
Future Volume (vph)	846	591	117	655
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	34.4	34.4	12.0	49.4
Actuated g/C Ratio	0.70	0.70	0.24	1.00
v/c Ratio	0.71	0.52	0.30	0.38
Control Delay	11.8	3.5	23.2	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.8	3.5	23.2	0.6
LOS	B	A	C	A
Approach Delay	8.4			4.0
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 49.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	591	117	655	0	0
Future Volume (veh/h)	846	591	117	655	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	940	628	130	728		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1139	966	309	1645		
Arrive On Green	0.60	0.60	0.17	0.87		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	940	628	130	728		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	19.0	12.4	3.1	4.0		
Cycle Q Clear(g_c), s	19.0	12.4	3.1	4.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1139	966	309	1645		
V/C Ratio(X)	0.82	0.65	0.42	0.44		
Avail Cap(c_a), veh/h	1474	1249	427	2102		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	7.7	6.4	17.9	0.7		
Incr Delay (d2), s/veh	3.1	0.8	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.5	1.6	1.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	7.1	18.3	0.9		
LnGrp LOS	B	A	B	A		
Approach Vol, veh/h	1568			858		
Approach Delay, s/veh	9.3			3.5		
Approach LOS	A			A		

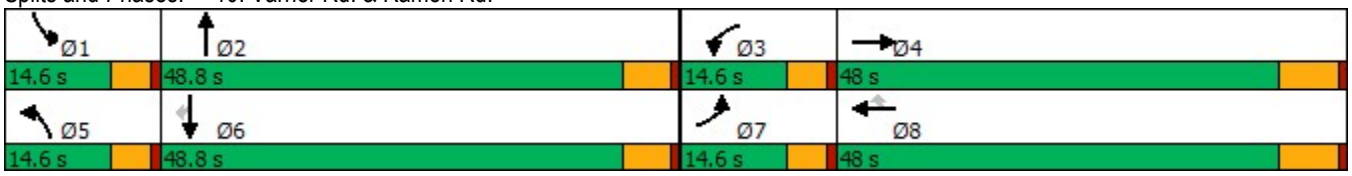
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			12.9	35.5		48.4
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			5.1	21.0		6.0
Green Ext Time (p_c), s			0.1	8.0		4.9

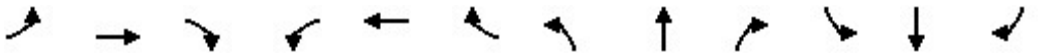
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	26	585	33	495	104	227	299	78	216	50
Future Volume (vph)	26	585	33	495	104	227	299	78	216	50
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.0	29.7	11.0	29.7	29.7	11.0	24.1	11.0	19.4	19.4
Actuated g/C Ratio	0.13	0.35	0.13	0.35	0.35	0.13	0.28	0.13	0.23	0.23
v/c Ratio	0.12	0.72	0.15	0.81	0.18	1.05	0.51	0.36	0.28	0.12
Control Delay	46.0	28.1	46.0	38.4	7.6	116.0	23.9	48.6	29.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	28.1	46.0	38.4	7.6	116.0	23.9	48.6	29.9	0.5
LOS	D	C	D	D	A	F	C	D	C	A
Approach Delay		28.6		33.7			52.8		29.9	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 85.5	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	585	235	33	495	104	227	299	198	78	216	50
Future Volume (veh/h)	26	585	235	33	495	104	227	299	198	78	216	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	629	153	35	532	87	244	322	197	84	232	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	920	223	126	626	531	247	460	275	202	675	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.14	0.21	0.21	0.11	0.19	0.00
Sat Flow, veh/h	1810	2880	699	1810	1900	1610	1810	2172	1299	1810	3610	1610
Grp Volume(v), veh/h	28	394	388	35	532	87	244	266	253	84	232	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1774	1810	1900	1610	1810	1805	1666	1810	1805	1610
Q Serve(g_s), s	1.1	13.9	14.0	1.3	19.1	2.8	9.9	10.0	10.3	3.2	4.1	0.0
Cycle Q Clear(g_c), s	1.1	13.9	14.0	1.3	19.1	2.8	9.9	10.0	10.3	3.2	4.1	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	107	577	567	126	626	531	247	382	353	202	675	
V/C Ratio(X)	0.26	0.68	0.68	0.28	0.85	0.16	0.99	0.70	0.72	0.42	0.34	
Avail Cap(c_a), veh/h	247	1022	1004	247	1075	911	247	1068	986	247	2137	
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	0.00
Uniform Delay (d), s/veh	33.0	21.7	21.7	32.4	22.9	17.4	31.6	26.7	26.9	30.3	25.9	0.0
Incr Delay (d2), s/veh	0.5	1.4	1.5	0.4	3.3	0.1	53.9	2.3	2.7	0.5	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	0.4	5.2	5.1	0.5	7.7	0.9	7.7	4.2	4.1	1.3	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	23.2	23.2	32.8	26.2	17.6	85.5	29.0	29.6	30.8	26.2	0.0
LnGrp LOS	C	C	C	C	C	B	F	C	C	C	C	
Approach Vol, veh/h		810			654			763			316	A
Approach Delay, s/veh		23.5			25.4			47.3			27.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	20.9	9.7	29.9	14.6	19.1	8.9	30.7
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	5.2	12.3	3.3	16.0	11.9	6.1	3.1	21.1
Green Ext Time (p_c), s	0.0	3.2	0.0	4.3	0.0	1.4	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

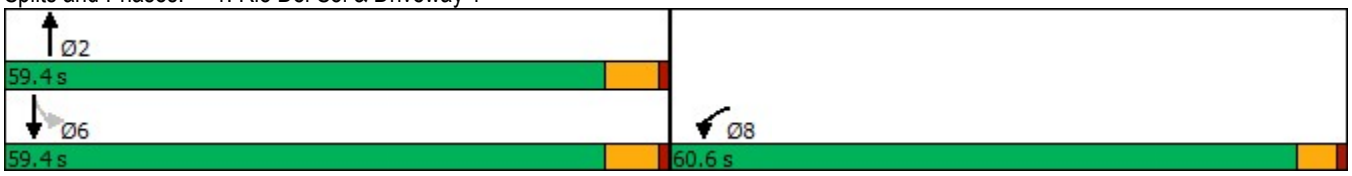
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	46	53	105
Future Volume (vph)	46	53	105
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.8	31.4	31.4
Actuated g/C Ratio	0.30	0.81	0.81
v/c Ratio	0.09	0.06	0.07
Control Delay	12.8	4.1	4.8
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	4.1	4.8
LOS	B	A	A
Approach Delay	12.8	4.1	4.8
Approach LOS	B	A	A

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 38.8		
Natural Cycle: 50		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.09		
Intersection Signal Delay: 6.2	Intersection LOS: A	
Intersection Capacity Utilization 25.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	0	53	22	0	105
Future Volume (veh/h)	46	0	53	22	0	105
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	3	58	24	0	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	489	202	276	727
Arrive On Green	0.22	0.22	0.38	0.38	0.00	0.38
Sat Flow, veh/h	192778207123538	3862272	1277	528	1337	1900
Grp Volume(v), veh/h	114	3	0	82	0	114
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1805	1337	1900
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	1.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.0	1.0
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	4222403214566	04459008	0	691	276	727
V/C Ratio(X)	0.00	0.00	0.00	0.12	0.00	0.16
Avail Cap(c_a), veh/h	41328595439752	3667584	0	3704	2507	3899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.2	0.0	5.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1
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	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.3	0.0	5.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	117		82			114
Approach Delay, s/veh	0.0		5.3			5.4
Approach LOS	A		A			A

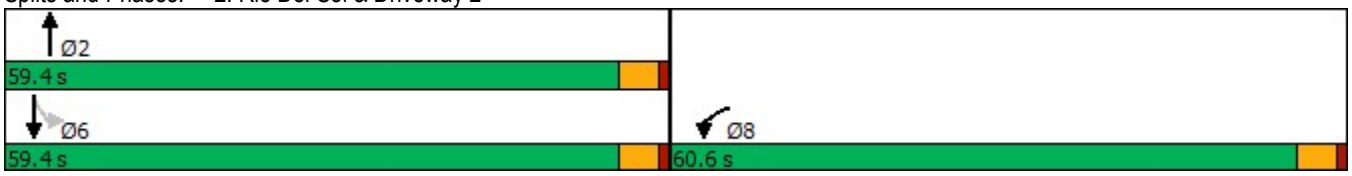
Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	15.8	15.8	10.3
Change Period (Y+Rc), s	5.8	5.8	4.6
Max Green Setting (Gmax), s	53.6	53.6	56.0
Max Q Clear Time (g_c+I1), s	2.8	3.0	2.0
Green Ext Time (p_c), s	0.4	0.6	0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.3
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	67	75	151
Future Volume (vph)	67	75	151
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.7	27.0	27.0
Actuated g/C Ratio	0.31	0.70	0.70
v/c Ratio	0.13	0.09	0.12
Control Delay	11.7	5.2	6.1
Queue Delay	0.0	0.0	0.0
Total Delay	11.7	5.2	6.1
LOS	B	A	A
Approach Delay	11.7	5.2	6.1
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.13	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 24.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	67	0	75	34	0	151
Future Volume (veh/h)	67	0	75	34	0	151
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	3	82	37	0	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	473	213	274	724
Arrive On Green	0.27	0.27	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1927782072820	12616192	1240	559	1293	1900
Grp Volume(v), veh/h	164	3	0	119	0	164
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1799	1293	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	1.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	1.5
Prop In Lane	1.00	1.00		0.31	1.00	
Lane Grp Cap(c), veh/h	5171819314270	2163968	0	686	274	724
V/C Ratio(X)	0.00	0.00	0.00	0.17	0.00	0.23
Avail Cap(c_a), veh/h	411425046392870	5483264	0	3758	2482	3968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.4	0.0	5.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.2
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	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.5	0.0	5.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	167		119			164
Approach Delay, s/veh	0.0		5.5			5.7
Approach LOS	A		A			A

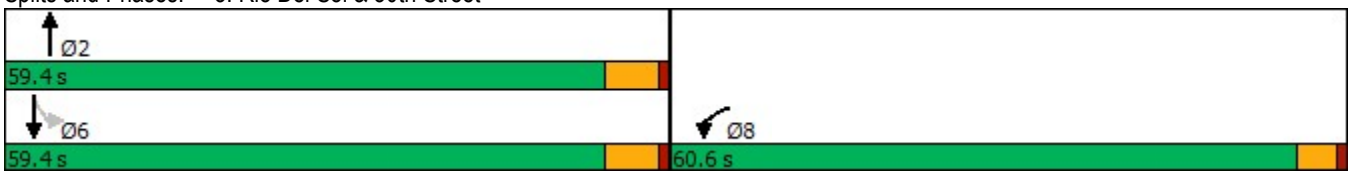
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		14.6			14.6	11.6
Change Period (Y+Rc), s		4.6			4.6	4.6
Max Green Setting (Gmax), s		54.8			54.8	56.0
Max Q Clear Time (g_c+I1), s		3.2			3.5	2.0
Green Ext Time (p_c), s		0.6			0.9	0.6

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	46	109	217
Future Volume (vph)	46	109	217
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	11.5	71.5	71.5
Actuated g/C Ratio	0.14	0.85	0.85
v/c Ratio	0.23	0.10	0.16
Control Delay	36.7	2.9	3.1
Queue Delay	0.0	0.0	0.5
Total Delay	36.7	2.9	3.6
LOS	D	A	A
Approach Delay	36.7	2.9	3.6
Approach LOS	D	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 29.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	0	109	22	0	217
Future Volume (veh/h)	46	0	109	22	0	217
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	236	3	118	24	0	236
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	1000	203	97	1240
Arrive On Green	0.13	0.13	0.73	0.73	0.00	0.73
Sat Flow, veh/h	1735003866	65028	1565184	1379	280	1140	1710
Grp Volume(v), veh/h	236	3	0	142	0	236
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1660	1140	1710
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	3.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.9	0.0	3.3
Prop In Lane	1.00	1.00		0.17	1.00	
Lane Grp Cap(c), veh/h	2329603117	7298	4857472	0	1203	97	1240
V/C Ratio(X)	0.00	0.00	0.00	0.12	0.00	0.19
Avail Cap(c_a), veh/h	1314288174	39557	0890752	0	1203	97	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.1	0.0	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3
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	0.0	0.0	0.4	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	3.3	0.0	3.6
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	239		142			236
Approach Delay, s/veh	0.0		3.3			3.6
Approach LOS	A		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		59.4			59.4	14.5
Change Period (Y+Rc), s		5.8			5.8	4.6
Max Green Setting (Gmax), s		53.6			53.6	56.0
Max Q Clear Time (g_c+I1), s		3.9			5.3	2.0
Green Ext Time (p_c), s		0.8			1.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	2.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	0	0	0	0	46
Future Vol, veh/h	22	0	0	0	0	46
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, %	0	0	0	0	0	0
Mvmt Flow	24	0	0	0	0	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	49	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	965	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	951	1090
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-

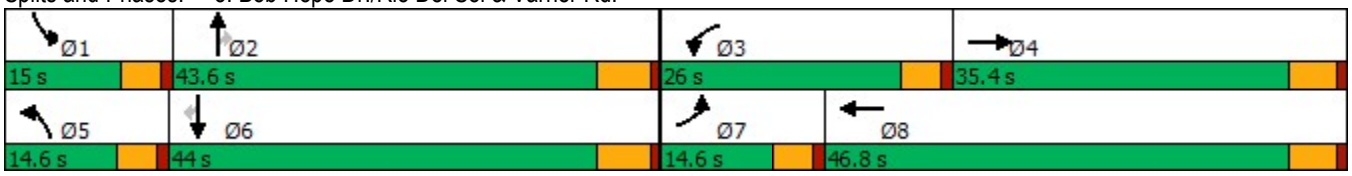
Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.5
HCM LOS			A

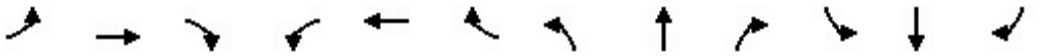
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.015	-	-	-	0.046
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	12	130	385	232	102	167	313	144	280	35
Future Volume (vph)	12	130	385	232	102	167	313	144	280	35
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.6	13.2	14.5	30.7	10.6	15.2	15.2	10.6	15.2	15.2
Actuated g/C Ratio	0.14	0.18	0.19	0.41	0.14	0.20	0.20	0.14	0.20	0.20
v/c Ratio	0.03	0.31	0.70	0.25	0.26	0.28	0.61	0.36	0.47	0.10
Control Delay	36.9	26.0	36.4	15.7	35.5	26.9	7.7	35.9	28.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	26.0	36.4	15.7	35.5	26.9	7.7	35.9	28.9	0.4
LOS	D	C	D	B	D	C	A	D	C	A
Approach Delay		26.8		27.5		18.1			29.0	
Approach LOS		C		C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	130	32	385	232	56	102	167	313	144	280	35
Future Volume (veh/h)	12	130	32	385	232	56	102	167	313	144	280	35
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	160	31	475	286	57	126	206	0	178	346	23
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	501	95	613	910	179	511	597		552	639	285
Arrive On Green	0.04	0.17	0.17	0.17	0.30	0.30	0.15	0.17	0.00	0.16	0.18	0.18
Sat Flow, veh/h	3510	3027	574	3510	3001	589	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	15	94	97	475	170	173	126	206	0	178	346	23
Grp Sat Flow(s),veh/h/ln	1755	1805	1797	1755	1805	1785	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.2	2.8	2.9	7.8	4.4	4.5	1.9	3.1	0.0	2.7	5.3	0.7
Cycle Q Clear(g_c), s	0.2	2.8	2.9	7.8	4.4	4.5	1.9	3.1	0.0	2.7	5.3	0.7
Prop In Lane	1.00		0.32	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	299	297	613	547	541	511	597		552	639	285
V/C Ratio(X)	0.12	0.31	0.33	0.78	0.31	0.32	0.25	0.34		0.32	0.54	0.08
Avail Cap(c_a), veh/h	581	896	892	1243	1236	1223	581	2258		604	2282	1018
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	22.2	22.2	23.8	16.2	16.3	22.9	22.3	0.0	22.6	22.6	20.8
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.8	0.3	0.3	0.1	0.3	0.0	0.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.1	3.0	1.6	1.6	0.7	1.2	0.0	1.0	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	22.8	22.9	24.6	16.5	16.6	23.0	22.7	0.0	22.7	23.4	20.9
LnGrp LOS	C	C	C	C	B	B	C	C		C	C	C
Approach Vol, veh/h		206			818			332	A		547	
Approach Delay, s/veh		23.2			21.2			22.8			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	15.8	15.1	15.4	13.4	16.5	6.8	23.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	4.7	5.1	9.8	4.9	3.9	7.3	2.2	6.5
Green Ext Time (p_c), s	0.1	1.2	0.7	0.9	0.1	2.2	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

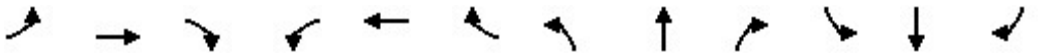
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	567	7	189	513	492	327	351
Future Volume (vph)	567	7	189	513	492	327	351
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	20.1	20.1	20.1	15.8	33.7	13.1	13.1
Actuated g/C Ratio	0.31	0.31	0.31	0.24	0.51	0.20	0.20
v/c Ratio	0.64	0.63	0.34	0.71	0.31	0.37	0.63
Control Delay	26.1	25.7	4.4	31.7	10.7	24.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	25.7	4.4	31.7	10.7	24.4	7.9
LOS	C	C	A	C	B	C	A
Approach Delay		20.6			21.4	15.8	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	567	7	189	513	492	0	0	327	351
Future Volume (veh/h)	0	0	0	567	7	189	513	492	0	0	327	351
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				665	0	0	597	572	0	0	380	268
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				883	0		739	1945	0	0	1246	382
Arrive On Green				0.24	0.00	0.00	0.21	0.54	0.00	0.00	0.24	0.24
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				665	0	0	597	572	0	0	380	268
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				9.1	0.0	0.0	8.6	4.6	0.0	0.0	3.2	8.2
Cycle Q Clear(g_c), s				9.1	0.0	0.0	8.6	4.6	0.0	0.0	3.2	8.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				883	0		739	1945	0	0	1246	382
V/C Ratio(X)				0.75	0.00		0.81	0.29	0.00	0.00	0.31	0.70
Avail Cap(c_a), veh/h				3403	0		1006	3935	0	0	3711	1137
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.7	0.0	0.0	20.0	6.7	0.0	0.0	16.6	18.5
Incr Delay (d2), s/veh				1.0	0.0	0.0	2.5	0.1	0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln				3.5	0.0	0.0	3.2	1.1	0.0	0.0	1.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.7	0.0	0.0	22.5	6.8	0.0	0.0	16.7	20.3
LnGrp LOS				B	A		C	A	A	A	B	C
Approach Vol, veh/h					665	A		1169			648	
Approach Delay, s/veh					19.7			14.8			18.2	
Approach LOS					B			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	34.6		15.9	18.6		18.8						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	6.6		10.6	10.2		11.1						
Green Ext Time (p_c), s	3.1		0.6	2.6		1.9						

Intersection Summary		
HCM 6th Ctrl Delay	17.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

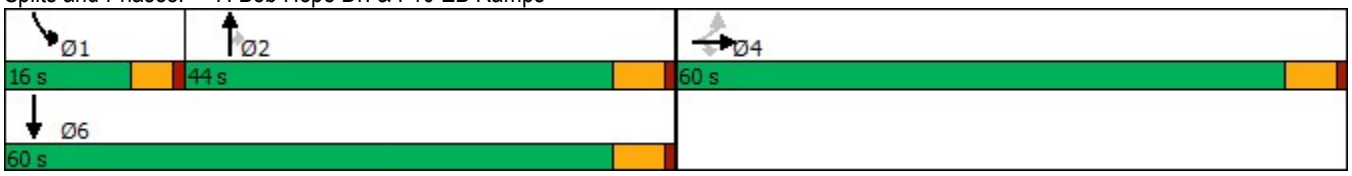
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

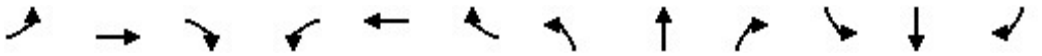
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	257	2	309	748	72	161	732
Future Volume (vph)	257	2	309	748	72	161	732
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	14.2	14.2	14.2	16.0	16.0	10.3	31.1
Actuated g/C Ratio	0.25	0.25	0.25	0.28	0.28	0.18	0.54
v/c Ratio	0.50	0.44	0.43	0.60	0.16	0.28	0.41
Control Delay	23.4	12.9	12.5	20.1	6.1	24.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	12.9	12.5	20.1	6.1	24.0	8.8
LOS	C	B	B	C	A	C	A
Approach Delay		16.4		19.0			11.6
Approach LOS		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.1	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	2	309	0	0	0	0	748	72	161	732	0
Future Volume (veh/h)	257	2	309	0	0	0	0	748	72	161	732	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	328	0	103				0	813	70	175	796	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	753	0	335				0	1501	424	661	1985	0
Arrive On Green	0.21	0.00	0.21				0.00	0.26	0.26	0.19	0.55	0.00
Sat Flow, veh/h	3619	0	1610				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	328	0	103				0	813	70	175	796	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	3.8	0.0	2.6				0.0	5.9	1.6	2.0	6.1	0.0
Cycle Q Clear(g_c), s	3.8	0.0	2.6				0.0	5.9	1.6	2.0	6.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	753	0	335				0	1501	424	661	1985	0
V/C Ratio(X)	0.44	0.00	0.31				0.00	0.54	0.17	0.26	0.40	0.00
Avail Cap(c_a), veh/h	4094	0	1822				0	4545	1284	828	4084	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	0.0	16.1				0.0	15.2	13.6	16.6	6.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.4				0.0	0.2	0.1	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.9				0.0	2.0	0.5	0.7	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	16.4				0.0	15.4	13.7	16.7	6.3	0.0
LnGrp LOS	B	A	B				A	B	B	B	A	A
Approach Vol, veh/h		431						883			971	
Approach Delay, s/veh		16.7						15.3			8.2	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	18.4		15.8		32.1
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	4.0	7.9		5.8		8.1
Green Ext Time (p_c), s	0.2	4.7		1.2		4.6

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

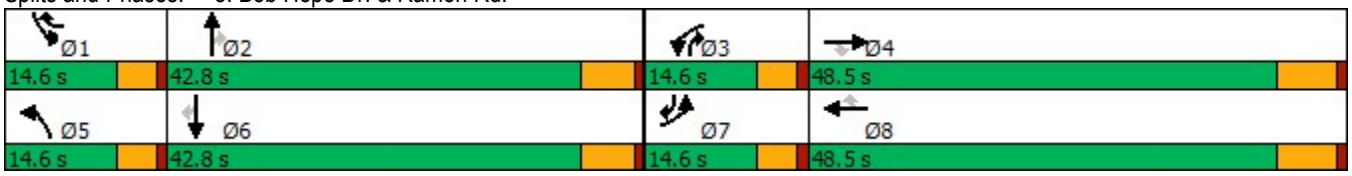
User approved volume balancing among the lanes for turning movement.

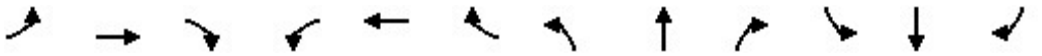
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	831	204	84	379	22	332	700	246	55	532	454
Future Volume (vph)	100	831	204	84	379	22	332	700	246	55	532	454
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.3	29.2	29.2	10.3	29.2	41.4	10.3	24.3	40.6	10.3	20.6	32.1
Actuated g/C Ratio	0.11	0.32	0.32	0.11	0.32	0.45	0.11	0.26	0.44	0.11	0.22	0.35
v/c Ratio	0.27	0.76	0.33	0.23	0.35	0.03	0.89	0.53	0.33	0.15	0.48	0.69
Control Delay	44.6	33.8	5.0	44.4	25.7	0.1	68.6	32.3	12.0	44.0	32.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	33.8	5.0	44.4	25.7	0.1	68.6	32.3	12.0	44.0	32.7	18.5
LOS	D	C	A	D	C	A	E	C	B	D	C	B
Approach Delay		29.6			27.8			37.9			27.1	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 92.5	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	831	204	84	379	22	332	700	246	55	532	454
Future Volume (veh/h)	100	831	204	84	379	22	332	700	246	55	532	454
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	866	0	88	395	9	346	729	130	57	554	317
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1091		353	1075	611	400	1381	591	300	1234	547
Arrive On Green	0.10	0.30	0.00	0.10	0.30	0.30	0.11	0.27	0.27	0.09	0.24	0.24
Sat Flow, veh/h	3510	3610	1610	3510	3610	1588	3510	5187	1610	3510	5187	1589
Grp Volume(v), veh/h	104	866	0	88	395	9	346	729	130	57	554	317
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1588	1755	1729	1610	1755	1729	1589
Q Serve(g_s), s	2.4	19.3	0.0	2.0	7.6	0.3	8.5	10.5	4.9	1.3	8.0	14.4
Cycle Q Clear(g_c), s	2.4	19.3	0.0	2.0	7.6	0.3	8.5	10.5	4.9	1.3	8.0	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1091		353	1075	611	400	1381	591	300	1234	547
V/C Ratio(X)	0.28	0.79		0.25	0.37	0.01	0.86	0.53	0.22	0.19	0.45	0.58
Avail Cap(c_a), veh/h	400	1729		400	1729	899	400	2189	842	400	2189	840
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	28.1	0.0	36.4	24.3	16.8	38.2	27.5	19.1	37.3	28.5	23.6
Incr Delay (d2), s/veh	0.2	1.4	0.0	0.1	0.2	0.0	16.8	0.3	0.2	0.1	0.3	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	1.0	7.6	0.0	0.8	2.9	0.1	4.4	4.1	1.6	0.5	3.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	29.4	0.0	36.5	24.5	16.8	55.0	27.8	19.3	37.4	28.8	24.6
LnGrp LOS	D	C		D	C	B	D	C	B	D	C	C
Approach Vol, veh/h		970	A		492			1205			928	
Approach Delay, s/veh		30.2			26.5			34.7			27.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	29.1	13.4	33.0	14.6	26.7	13.8	32.6
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	3.3	12.5	4.0	21.3	10.5	16.4	4.4	9.6
Green Ext Time (p_c), s	0.0	5.2	0.0	5.2	0.0	4.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

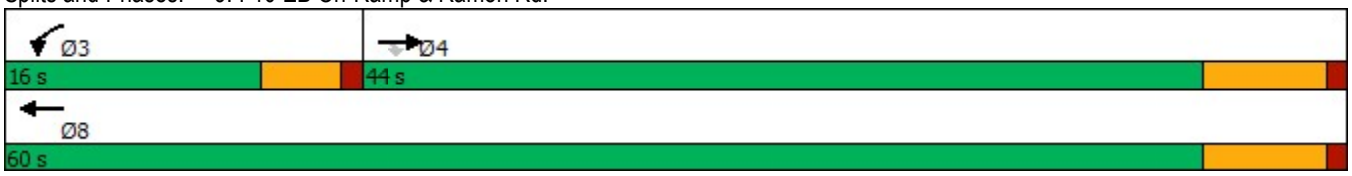
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	466	605	165	486
Future Volume (vph)	466	605	165	486
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	24.6	24.6	12.4	40.1
Actuated g/C Ratio	0.61	0.61	0.31	1.00
v/c Ratio	0.45	0.61	0.33	0.29
Control Delay	7.9	6.7	18.8	0.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	6.7	18.8	0.4
LOS	A	A	B	A
Approach Delay	7.2			5.1
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 40.1	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	466	605	165	486	0	0
Future Volume (veh/h)	466	605	165	486	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	524	642	185	546		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	969	821	391	1595		
Arrive On Green	0.51	0.51	0.22	0.84		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	524	642	185	546		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	7.6	13.2	3.6	2.6		
Cycle Q Clear(g_c), s	7.6	13.2	3.6	2.6		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	969	821	391	1595		
V/C Ratio(X)	0.54	0.78	0.47	0.34		
Avail Cap(c_a), veh/h	1759	1490	509	2509		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.7	8.1	13.9	0.7		
Incr Delay (d2), s/veh	0.5	1.7	0.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	2.0	1.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	9.8	14.2	0.9		
LnGrp LOS	A	A	B	A		
Approach Vol, veh/h	1166			731		
Approach Delay, s/veh	8.6			4.2		
Approach LOS	A			A		

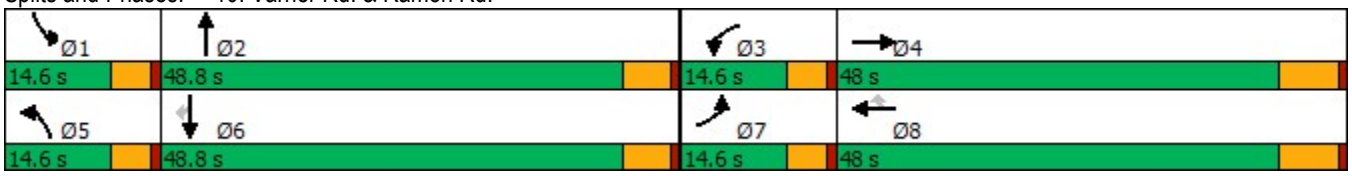
Timer - Assigned Phs		3	4		8
Phs Duration (G+Y+Rc), s		13.4	27.2		40.5
Change Period (Y+Rc), s		4.6	6.5		6.5
Max Green Setting (Gmax), s		11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s		5.6	15.2		4.6
Green Ext Time (p_c), s		0.1	5.5		3.2

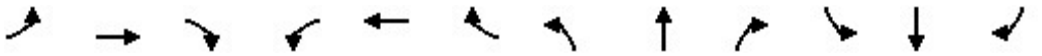
Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	40	337	46	334	194	128	262	217	273	187
Future Volume (vph)	40	337	46	334	194	128	262	217	273	187
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.1	21.6	11.1	21.6	21.6	11.1	16.6	11.1	16.6	16.6
Actuated g/C Ratio	0.15	0.29	0.15	0.29	0.29	0.15	0.22	0.15	0.22	0.22
v/c Ratio	0.17	0.47	0.20	0.69	0.35	0.54	0.43	0.92	0.39	0.40
Control Delay	40.1	23.7	40.3	33.0	5.6	46.2	27.1	77.2	27.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	23.7	40.3	33.0	5.6	46.2	27.1	77.2	27.8	6.7
LOS	D	C	D	C	A	D	C	E	C	A
Approach Delay		25.1		24.3			32.8		37.8	
Approach LOS		C		C			C		D	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 75.1	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	337	89	46	334	194	128	262	41	217	273	187
Future Volume (veh/h)	40	337	89	46	334	194	128	262	41	217	273	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	379	63	52	375	116	144	294	22	244	307	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	758	125	172	480	407	267	547	41	291	628	
Arrive On Green	0.09	0.24	0.24	0.10	0.25	0.25	0.15	0.16	0.16	0.16	0.17	0.00
Sat Flow, veh/h	1810	3102	511	1810	1900	1610	1810	3406	253	1810	3610	1610
Grp Volume(v), veh/h	45	219	223	52	375	116	144	155	161	244	307	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1808	1810	1900	1610	1810	1805	1854	1810	1805	1610
Q Serve(g_s), s	1.4	6.5	6.6	1.7	11.4	3.6	4.6	4.9	5.0	8.1	4.8	0.0
Cycle Q Clear(g_c), s	1.4	6.5	6.6	1.7	11.4	3.6	4.6	4.9	5.0	8.1	4.8	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	157	441	442	172	480	407	267	290	298	291	628	
V/C Ratio(X)	0.29	0.50	0.50	0.30	0.78	0.29	0.54	0.53	0.54	0.84	0.49	
Avail Cap(c_a), veh/h	291	1204	1206	291	1267	1074	291	1259	1293	291	2518	
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	0.00
Uniform Delay (d), s/veh	26.6	20.2	20.3	26.2	21.6	18.7	24.6	24.0	24.0	25.3	23.2	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.4	2.8	0.4	0.6	1.5	1.5	18.2	0.6	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	2.4	2.4	0.6	4.5	1.2	1.8	2.0	2.1	4.6	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	21.1	21.2	26.6	24.4	19.1	25.2	25.5	25.5	43.6	23.8	0.0
LnGrp LOS	C	C	C	C	C	B	C	C	C	D	C	
Approach Vol, veh/h		487			543			460			551	A
Approach Delay, s/veh		21.7			23.5			25.4			32.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	15.4	10.5	21.7	13.8	16.2	10.0	22.2
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	10.1	7.0	3.7	8.6	6.6	6.8	3.4	13.4
Green Ext Time (p_c), s	0.0	1.8	0.0	2.3	0.1	2.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 5.2: EAP (2025) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,537** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX / XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **2,537** / *1* **382**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **2,537** / *1* **382**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 23% B: 30%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,475** vpd Minor Street Future ADT = **556** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX / XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **3,475** / *1* **556**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **3,475** / *1* **556**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 33% B: 41%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2025)
				CALC JB	DATE 12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE 12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)	45 mph
Minor Street: 30th Avenue				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,576** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX / XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **4,576** / 1 **382**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **4,576** / 1 **382**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 23% B: 45%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2025)
				CALC JB	DATE 12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE 12/15/22
Major Street: 30th Avenue				Critical Approach Speed (Major)	30 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **382** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX				
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **382** / *1* **382**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **382** / *1* **382**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 5% B: 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

APPENDIX 5.3: EAP (2025) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	371	328	181	585	416	340
v/c Ratio	0.62	0.62	0.46	0.30	0.35	0.38	0.56
Control Delay	22.0	22.1	7.6	28.2	12.9	23.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	22.1	7.6	28.2	12.9	23.3	7.2
Queue Length 50th (ft)	107	108	24	28	66	46	0
Queue Length 95th (ft)	245	248	95	80	150	96	63
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1415	1420	1372	889	3273	3287	1135
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.24	0.20	0.18	0.13	0.30

Intersection Summary

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	355	415	418	402	49	136	1051
v/c Ratio	0.53	0.68	0.65	0.38	0.14	0.26	0.67
Control Delay	20.0	22.2	20.1	26.2	5.2	34.5	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	22.2	20.1	26.2	5.2	34.5	20.2
Queue Length 50th (ft)	108	125	112	55	0	25	177
Queue Length 95th (ft)	252	308	280	114	20	75	371
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1354	1187	1226	2773	816	587	2852
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.35	0.34	0.14	0.06	0.23	0.37

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	336	331	220	597	572	380	408
v/c Ratio	0.64	0.63	0.34	0.71	0.31	0.37	0.63
Control Delay	26.1	25.7	4.4	31.7	10.7	24.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	25.7	4.4	31.7	10.7	24.4	7.9
Queue Length 50th (ft)	110	108	0	104	62	46	0
Queue Length 95th (ft)	224	220	38	#259	123	82	55
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1348	1352	1316	839	3222	3104	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.24	0.17	0.71	0.18	0.12	0.37

Intersection Summary

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	215	204	198	821	70	175	796
v/c Ratio	0.50	0.44	0.43	0.60	0.16	0.28	0.41
Control Delay	23.4	12.9	12.5	20.1	6.1	24.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	12.9	12.5	20.1	6.1	24.0	8.8
Queue Length 50th (ft)	65	28	26	89	0	26	71
Queue Length 95th (ft)	136	90	82	151	29	62	141
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1586	1424	1427	3341	969	706	3340
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.14	0.14	0.25	0.07	0.25	0.24

Intersection Summary

APPENDIX 6.1: EAPC (2025) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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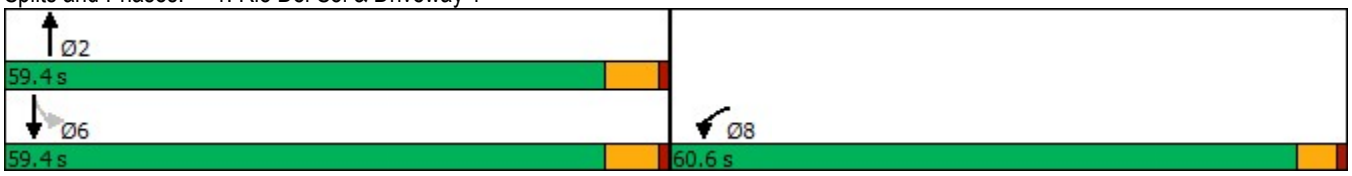
Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	16	119	84
Future Volume (vph)	16	119	84
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.7	33.5	33.5
Actuated g/C Ratio	0.32	0.91	0.91
v/c Ratio	0.03	0.10	0.05
Control Delay	11.6	2.8	3.0
Queue Delay	0.0	0.0	0.0
Total Delay	11.6	2.8	3.0
LOS	B	A	A
Approach Delay	11.6	2.8	3.0
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 36.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.10	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 25.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	0	119	37	0	84
Future Volume (veh/h)	16	0	119	37	0	84
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	3	129	40	0	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	551	171	285	753
Arrive On Green	0.19	0.19	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1927782072838	3862272	1391	431	1236	1900
Grp Volume(v), veh/h	91	3	0	169	0	91
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1822	1236	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	0.8
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	3687089135466	43072	0	722	285	753
V/C Ratio(X)	0.00	0.00	0.00	0.23	0.00	0.12
Avail Cap(c_a), veh/h	427980855470156	4900352	0	3872	2421	4037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.1	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1
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	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.2	0.0	4.9
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	94		169			91
Approach Delay, s/veh	0.0		5.2			4.9
Approach LOS	A		A			A

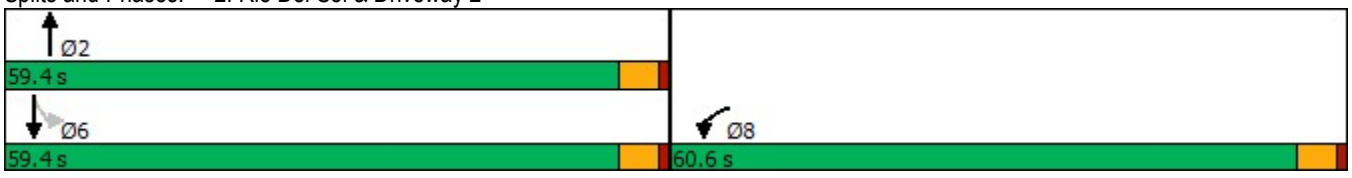
Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		15.8				15.8	9.4
Change Period (Y+Rc), s		5.8				5.8	4.6
Max Green Setting (Gmax), s		53.6				53.6	56.0
Max Q Clear Time (g_c+I1), s		3.6				2.8	2.0
Green Ext Time (p_c), s		0.9				0.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	28	156	100
Future Volume (vph)	28	156	100
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.9	31.8	31.8
Actuated g/C Ratio	0.31	0.82	0.82
v/c Ratio	0.05	0.15	0.07
Control Delay	13.4	4.0	4.2
Queue Delay	0.0	0.0	0.0
Total Delay	13.4	4.0	4.2
LOS	B	A	A
Approach Delay	13.4	4.0	4.2
Approach LOS	B	A	A

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 38.6		
Natural Cycle: 50		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.15		
Intersection Signal Delay: 4.8	Intersection LOS: A	
Intersection Capacity Utilization 27.5%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	0	156	54	0	100
Future Volume (veh/h)	28	0	156	54	0	100
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	3	170	59	0	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	549	191	293	774
Arrive On Green	0.22	0.22	0.41	0.41	0.00	0.41
Sat Flow, veh/h	1927782072352012616192		1348	468	1170	1900
Grp Volume(v), veh/h	109	3	0	229	0	109
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1816	1170	1900
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.1	0.0	0.9
Prop In Lane	1.00	1.00		0.26	1.00	
Lane Grp Cap(c), veh/h	4194585149984199744		0	740	293	774
V/C Ratio(X)	0.00	0.00	0.00	0.31	0.00	0.14
Avail Cap(c_a), veh/h	4399277014524019126528		0	4055	2429	4243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.9	0.0	4.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1
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	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.2	0.0	4.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	112		229			109
Approach Delay, s/veh	0.0		5.2			4.7
Approach LOS	A		A			A

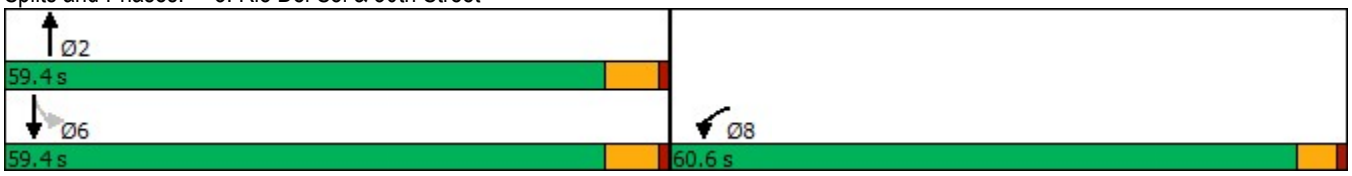
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		14.6			14.6	9.9
Change Period (Y+Rc), s		4.6			4.6	4.6
Max Green Setting (Gmax), s		54.8			54.8	56.0
Max Q Clear Time (g_c+I1), s		4.1			2.9	2.0
Green Ext Time (p_c), s		1.3			0.6	0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	16	209	129
Future Volume (vph)	16	209	129
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	11.5	73.3	73.3
Actuated g/C Ratio	0.14	0.90	0.90
v/c Ratio	0.07	0.18	0.09
Control Delay	33.6	2.5	2.4
Queue Delay	0.0	0.0	0.0
Total Delay	33.6	2.5	2.4
LOS	C	A	A
Approach Delay	33.6	2.5	2.4
Approach LOS	C	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.18	
Intersection Signal Delay: 3.7	Intersection LOS: A
Intersection Capacity Utilization 31.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	0	209	37	0	129
Future Volume (veh/h)	16	0	209	37	0	129
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	140	3	227	40	0	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	1033	182	98	1248
Arrive On Green	0.13	0.13	0.73	0.73	0.00	0.73
Sat Flow, veh/h	1735	1565	1416	249	1017	1710
Grp Volume(v), veh/h	140	3	0	267	0	140
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1665	1017	1710
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	1.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.8	0.0	1.8
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	2234	2076	0	1215	98	1248
V/C Ratio(X)	0.00	0.00	0.00	0.22	0.00	0.11
Avail Cap(c_a), veh/h	1322	1584	0	1215	98	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.2	0.0	2.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.2
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	0.0	0.0	0.8	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	3.6	0.0	3.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	143		267			140
Approach Delay, s/veh	0.0		3.6			3.1
Approach LOS	A		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		59.4			59.4	14.1
Change Period (Y+Rc), s		5.8			5.8	4.6
Max Green Setting (Gmax), s		53.6			53.6	56.0
Max Q Clear Time (g_c+I1), s		5.8			3.8	2.0
Green Ext Time (p_c), s		1.5			0.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	2.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	0	0	16
Future Vol, veh/h	37	0	0	0	0	16
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, %	0	0	0	0	0	0
Mvmt Flow	40	0	0	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	81	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	926	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	904	1090
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

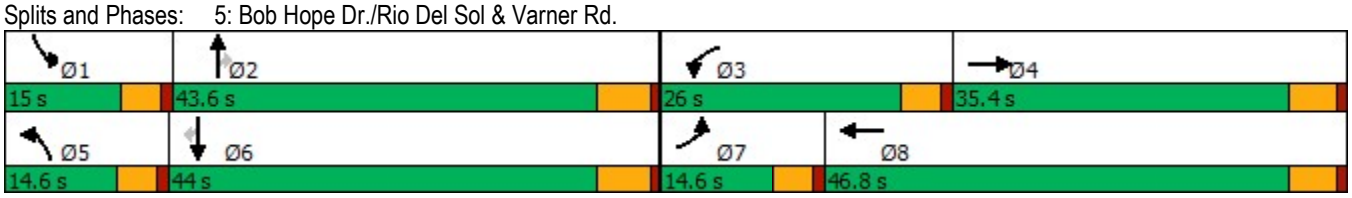
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.025	-	-	-	0.016
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

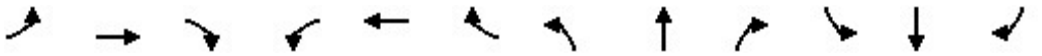
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	209	386	80	46	403	357	126	233	22
Future Volume (vph)	31	209	386	80	46	403	357	126	233	22
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	14.4	14.5	28.8	10.5	18.5	18.5	10.6	25.8	25.8
Actuated g/C Ratio	0.13	0.18	0.18	0.36	0.13	0.23	0.23	0.13	0.32	0.32
v/c Ratio	0.07	0.50	0.67	0.20	0.11	0.53	0.58	0.30	0.22	0.04
Control Delay	38.2	27.6	37.9	8.6	37.9	29.7	6.9	38.1	23.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	27.6	37.9	8.6	37.9	29.7	6.9	38.1	23.8	0.1
LOS	D	C	D	A	D	C	A	D	C	A
Approach Delay		28.6		26.9		20.1			27.2	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 79.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 24.6 — Intersection LOS: C
Intersection Capacity Utilization 56.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	209	94	386	80	151	46	403	357	126	233	22
Future Volume (veh/h)	31	209	94	386	80	151	46	403	357	126	233	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	232	77	429	89	131	51	448	0	140	259	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	438	142	573	460	405	332	695		520	888	396
Arrive On Green	0.07	0.16	0.16	0.16	0.25	0.25	0.09	0.19	0.00	0.15	0.25	0.25
Sat Flow, veh/h	3510	2682	867	3510	1805	1589	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	34	154	155	429	89	131	51	448	0	140	259	24
Grp Sat Flow(s),veh/h/ln	1755	1805	1744	1755	1805	1589	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.6	4.8	5.0	7.1	2.4	4.1	0.8	7.0	0.0	2.2	3.6	0.7
Cycle Q Clear(g_c), s	0.6	4.8	5.0	7.1	2.4	4.1	0.8	7.0	0.0	2.2	3.6	0.7
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	295	285	573	460	405	332	695		520	888	396
V/C Ratio(X)	0.14	0.52	0.54	0.75	0.19	0.32	0.15	0.64		0.27	0.29	0.06
Avail Cap(c_a), veh/h	573	884	854	1226	1220	1074	573	2228		596	2251	1004
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	23.4	23.5	24.4	17.9	18.5	25.5	22.8	0.0	23.1	18.8	17.7
Incr Delay (d2), s/veh	0.1	1.4	1.6	0.7	0.2	0.5	0.1	1.0	0.0	0.1	0.2	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	2.0	2.0	2.7	0.9	1.4	0.3	2.7	0.0	0.8	1.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	24.9	25.2	25.2	18.1	19.0	25.6	23.8	0.0	23.2	18.9	17.7
LnGrp LOS	C	C	C	C	B	B	C	C		C	B	B
Approach Vol, veh/h		343			649			499	A		423	
Approach Delay, s/veh		25.2			23.0			24.0			20.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	17.6	14.6	15.4	10.4	20.9	9.0	21.0
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	4.2	9.0	9.1	7.0	2.8	5.6	2.6	6.1
Green Ext Time (p_c), s	0.1	2.8	0.7	1.6	0.0	1.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

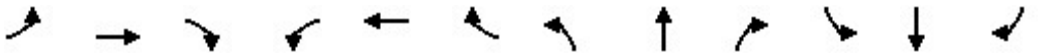
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	690	4	324	288	614	419	337
Future Volume (vph)	690	4	324	288	614	419	337
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	22.8	22.8	22.8	11.8	30.5	13.8	13.8
Actuated g/C Ratio	0.35	0.35	0.35	0.18	0.46	0.21	0.21
v/c Ratio	0.61	0.62	0.50	0.49	0.39	0.41	0.58
Control Delay	22.9	23.1	10.6	29.9	13.3	24.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	23.1	10.6	29.9	13.3	24.7	7.5
LOS	C	C	B	C	B	C	A
Approach Delay		19.0			18.6	17.0	
Approach LOS		B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	690	4	324	288	614	0	0	419	337
Future Volume (veh/h)	0	0	0	690	4	324	288	614	0	0	419	337
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				737	0	0	306	653	0	0	446	265
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				963	0		650	1866	0	0	1266	388
Arrive On Green				0.27	0.00	0.00	0.19	0.52	0.00	0.00	0.24	0.24
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				737	0	0	306	653	0	0	446	265
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				10.0	0.0	0.0	4.2	5.7	0.0	0.0	3.8	8.1
Cycle Q Clear(g_c), s				10.0	0.0	0.0	4.2	5.7	0.0	0.0	3.8	8.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				963	0		650	1866	0	0	1266	388
V/C Ratio(X)				0.77	0.00		0.47	0.35	0.00	0.00	0.35	0.68
Avail Cap(c_a), veh/h				3398	0		1005	3930	0	0	3706	1136
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.1	0.0	0.0	19.4	7.6	0.0	0.0	16.7	18.3
Incr Delay (d2), s/veh				1.0	0.0	0.0	0.2	0.1	0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln				3.8	0.0	0.0	1.4	1.5	0.0	0.0	1.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.1	0.0	0.0	19.6	7.7	0.0	0.0	16.8	19.9
LnGrp LOS				B	A		B	A	A	A	B	B
Approach Vol, veh/h					737	A		959			711	
Approach Delay, s/veh					19.1			11.5			18.0	
Approach LOS					B			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	33.4		14.6	18.8		20.0						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	7.7		6.2	10.1		12.0						
Green Ext Time (p_c), s	3.6		0.4	3.0		2.2						

Intersection Summary		
HCM 6th Ctrl Delay	15.7	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

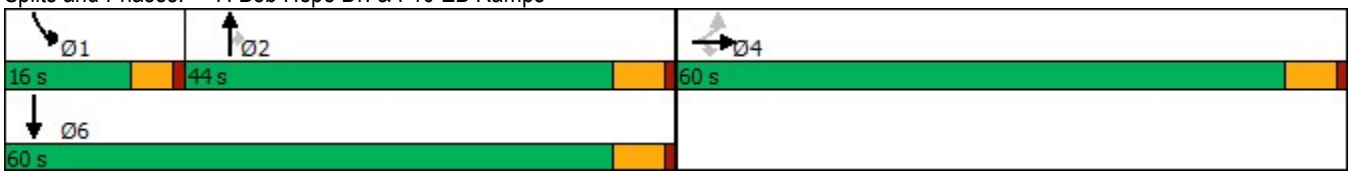
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

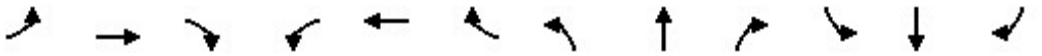
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	395	5	772	507	49	128	979
Future Volume (vph)	395	5	772	507	49	128	979
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	31.6	31.6	31.6	17.3	17.3	10.9	33.4
Actuated g/C Ratio	0.41	0.41	0.41	0.22	0.22	0.14	0.43
v/c Ratio	0.56	0.71	0.68	0.51	0.13	0.28	0.69
Control Delay	21.0	23.9	21.3	28.9	5.2	38.0	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	23.9	21.3	28.9	5.2	38.0	22.4
LOS	C	C	C	C	A	D	C
Approach Delay		22.1		27.0			24.2
Approach LOS		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	5	772	0	0	0	0	507	49	128	979	0
Future Volume (veh/h)	395	5	772	0	0	0	0	507	49	128	979	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	291	0	855				0	557	39	141	1076	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	626	0	1113				0	1063	300	575	1581	0
Arrive On Green	0.35	0.00	0.35				0.00	0.19	0.19	0.16	0.44	0.00
Sat Flow, veh/h	1810	0	3220				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	291	0	855				0	557	39	141	1076	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	6.7	0.0	12.7				0.0	4.7	1.1	1.9	12.8	0.0
Cycle Q Clear(g_c), s	6.7	0.0	12.7				0.0	4.7	1.1	1.9	12.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	626	0	1113				0	1063	300	575	1581	0
V/C Ratio(X)	0.47	0.00	0.77				0.00	0.52	0.13	0.25	0.68	0.00
Avail Cap(c_a), veh/h	1830	0	3256				0	4062	1147	740	3650	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.7	0.0	15.6				0.0	19.7	18.2	19.5	12.1	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.9				0.0	0.3	0.1	0.1	0.4	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
%ile BackOfQ(50%),veh/ln	2.4	0.0	4.1				0.0	1.8	0.4	0.7	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	16.5				0.0	20.0	18.3	19.6	12.5	0.0
LnGrp LOS	B	A	B				A	B	B	B	B	A
Approach Vol, veh/h		1146						596			1217	
Approach Delay, s/veh		15.9						19.8			13.3	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.5	15.8		24.3		29.3
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	3.9	6.7		14.7		14.8
Green Ext Time (p_c), s	0.1	3.1		3.9		6.8

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

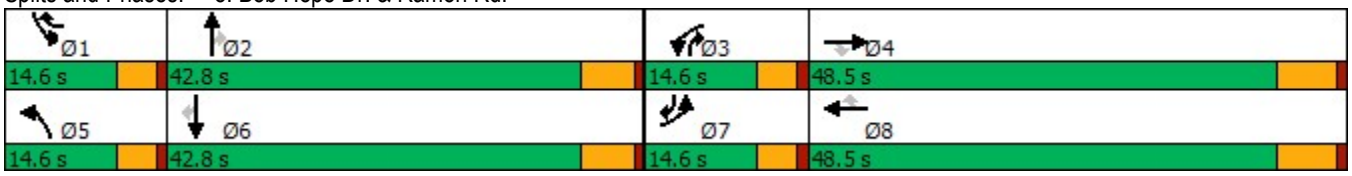
User approved volume balancing among the lanes for turning movement.

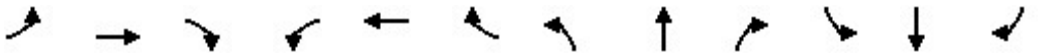
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	911	257	141	510	3	175	392	146	74	954	723
Future Volume (vph)	161	911	257	141	510	3	175	392	146	74	954	723
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.1	36.6	36.6	10.1	36.6	48.6	10.1	33.3	49.3	10.1	29.8	41.1
Actuated g/C Ratio	0.09	0.34	0.34	0.09	0.34	0.45	0.09	0.31	0.45	0.09	0.27	0.38
v/c Ratio	0.55	0.83	0.42	0.48	0.47	0.00	0.59	0.27	0.21	0.25	0.74	1.19
Control Delay	56.2	40.2	9.8	54.5	29.9	0.0	57.6	30.6	12.0	51.2	39.6	124.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	40.2	9.8	54.5	29.9	0.0	57.6	30.6	12.0	51.2	39.6	124.7
LOS	E	D	A	D	C	A	E	C	B	D	D	F
Approach Delay		36.3			35.1			33.4			75.3	
Approach LOS		D			D			C			E	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 108.4	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 51.0	Intersection LOS: D
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	911	257	141	510	3	175	392	146	74	954	723
Future Volume (veh/h)	161	911	257	141	510	3	175	392	146	74	954	723
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1012	0	157	567	2	194	436	76	82	1060	589
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	304	1151		303	1150	636	304	1699	666	283	1667	650
Arrive On Green	0.09	0.32	0.00	0.09	0.32	0.32	0.09	0.33	0.33	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	179	1012	0	157	567	2	194	436	76	82	1060	589
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	5.7	30.5	0.0	4.9	14.6	0.1	6.2	7.1	3.3	2.5	20.1	37.0
Cycle Q Clear(g_c), s	5.7	30.5	0.0	4.9	14.6	0.1	6.2	7.1	3.3	2.5	20.1	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	1151		303	1150	636	304	1699	666	283	1667	650
V/C Ratio(X)	0.59	0.88		0.52	0.49	0.00	0.64	0.26	0.11	0.29	0.64	0.91
Avail Cap(c_a), veh/h	305	1317		305	1317	709	305	1699	666	305	1667	650
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	37.1	0.0	50.3	31.7	20.8	50.8	28.4	20.8	49.8	33.3	32.1
Incr Delay (d2), s/veh	2.0	6.5	0.0	0.7	0.3	0.0	3.4	0.1	0.1	0.2	0.8	16.4
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	2.5	13.5	0.0	2.1	6.0	0.0	2.8	2.9	1.2	1.1	8.2	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	43.6	0.0	51.0	32.0	20.8	54.2	28.5	20.8	50.0	34.1	48.4
LnGrp LOS	D	D		D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1191	A		726			706			1731	
Approach Delay, s/veh		44.9			36.1			34.7			39.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	43.5	14.5	43.2	14.6	42.8	14.6	43.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	4.5	9.1	6.9	32.5	8.2	39.0	7.7	16.6
Green Ext Time (p_c), s	0.0	3.0	0.1	4.2	0.1	0.0	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

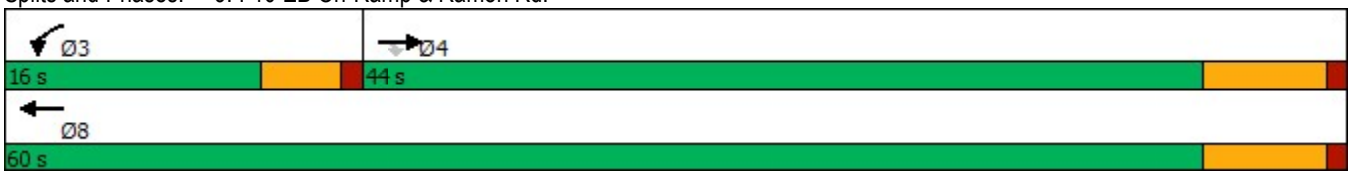
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	846	592	120	655
Future Volume (vph)	846	592	120	655
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	34.3	34.3	12.0	49.4
Actuated g/C Ratio	0.69	0.69	0.24	1.00
v/c Ratio	0.71	0.52	0.30	0.38
Control Delay	11.8	3.6	23.3	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.8	3.6	23.3	0.6
LOS	B	A	C	A
Approach Delay	8.4			4.1
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 49.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	592	120	655	0	0
Future Volume (veh/h)	846	592	120	655	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	940	629	133	728		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1139	965	311	1645		
Arrive On Green	0.60	0.60	0.17	0.87		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	940	629	133	728		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	19.0	12.5	3.2	4.0		
Cycle Q Clear(g_c), s	19.0	12.5	3.2	4.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1139	965	311	1645		
V/C Ratio(X)	0.83	0.65	0.43	0.44		
Avail Cap(c_a), veh/h	1469	1245	425	2096		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	7.7	6.4	17.9	0.7		
Incr Delay (d2), s/veh	3.1	0.8	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	1.7	1.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	7.2	18.3	0.9		
LnGrp LOS	B	A	B	A		
Approach Vol, veh/h	1569			861		
Approach Delay, s/veh	9.4			3.6		
Approach LOS	A			A		

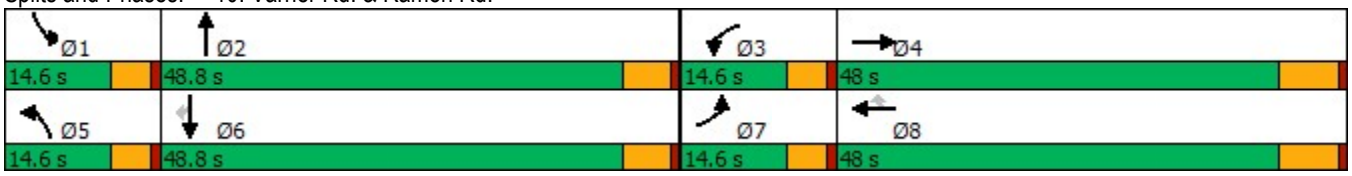
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			12.9	35.6		48.5
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			5.2	21.0		6.0
Green Ext Time (p_c), s			0.1	8.0		4.9

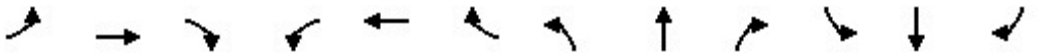
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	26	585	33	495	113	227	327	85	231	53
Future Volume (vph)	26	585	33	495	113	227	327	85	231	53
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.0	30.1	11.0	30.1	30.1	11.0	25.1	11.0	20.4	20.4
Actuated g/C Ratio	0.13	0.35	0.13	0.35	0.35	0.13	0.29	0.13	0.23	0.23
v/c Ratio	0.12	0.72	0.15	0.81	0.19	1.07	0.53	0.40	0.29	0.12
Control Delay	46.7	28.5	46.8	38.8	7.7	122.3	25.9	50.2	29.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	28.5	46.8	38.8	7.7	122.3	25.9	50.2	29.9	0.5
LOS	D	C	D	D	A	F	C	D	C	A
Approach Delay		29.0		33.7			55.0		30.3	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 86.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	585	235	33	495	113	227	327	198	85	231	53
Future Volume (veh/h)	26	585	235	33	495	113	227	327	198	85	231	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	629	153	35	532	97	244	352	197	91	248	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	917	223	125	624	529	240	493	271	204	721	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.13	0.22	0.22	0.11	0.20	0.00
Sat Flow, veh/h	1810	2880	699	1810	1900	1610	1810	2247	1235	1810	3610	1610
Grp Volume(v), veh/h	28	394	388	35	532	97	244	281	268	91	248	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1774	1810	1900	1610	1810	1805	1678	1810	1805	1610
Q Serve(g_s), s	1.1	14.3	14.4	1.4	19.7	3.2	10.0	10.9	11.2	3.5	4.4	0.0
Cycle Q Clear(g_c), s	1.1	14.3	14.4	1.4	19.7	3.2	10.0	10.9	11.2	3.5	4.4	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	107	575	565	125	624	529	240	396	368	204	721	
V/C Ratio(X)	0.26	0.69	0.69	0.28	0.85	0.18	1.02	0.71	0.73	0.45	0.34	
Avail Cap(c_a), veh/h	240	995	978	240	1047	887	240	1040	967	240	2081	
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	0.00
Uniform Delay (d), s/veh	33.9	22.4	22.4	33.3	23.6	18.1	32.7	27.2	27.3	31.2	25.9	0.0
Incr Delay (d2), s/veh	0.5	1.5	1.5	0.5	3.6	0.2	62.1	2.4	2.7	0.6	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	0.5	5.4	5.3	0.6	8.0	1.1	8.2	4.6	4.4	1.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	23.8	23.9	33.7	27.2	18.2	94.7	29.5	30.0	31.8	26.2	0.0
LnGrp LOS	C	C	C	C	C	B	F	C	C	C	C	
Approach Vol, veh/h		810			664			793			339	A
Approach Delay, s/veh		24.2			26.2			49.8			27.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	21.9	9.8	30.5	14.6	20.4	9.0	31.2
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	5.5	13.2	3.4	16.4	12.0	6.4	3.1	21.7
Green Ext Time (p_c), s	0.0	3.4	0.0	4.3	0.0	1.6	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

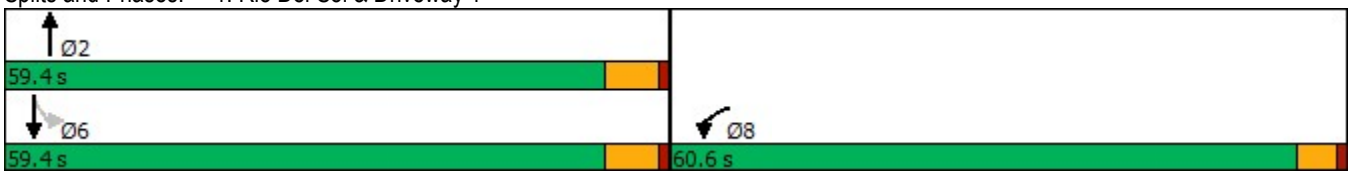
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	46	58	135
Future Volume (vph)	46	58	135
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.8	31.4	31.4
Actuated g/C Ratio	0.30	0.81	0.81
v/c Ratio	0.09	0.06	0.10
Control Delay	12.8	4.2	4.8
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	4.2	4.8
LOS	B	A	A
Approach Delay	12.8	4.2	4.8
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.10	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 25.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	0	58	22	0	135
Future Volume (veh/h)	46	0	58	22	0	135
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	3	63	24	0	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	482	184	265	699
Arrive On Green	0.25	0.25	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1927782072853077488896		1311	499	1331	1900
Grp Volume(v), veh/h	147	3	0	87	0	147
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1810	1331	1900
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	1.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	1.4
Prop In Lane	1.00	1.00		0.28	1.00	
Lane Grp Cap(c), veh/h	480742277462228660224		0	666	265	699
V/C Ratio(X)	0.00	0.00	0.00	0.13	0.00	0.21
Avail Cap(c_a), veh/h	3972266198919277133056		0	3570	2400	3747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.7	0.0	5.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1
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	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.8	0.0	6.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	150		87			147
Approach Delay, s/veh	0.0		5.8			6.0
Approach LOS	A		A			A

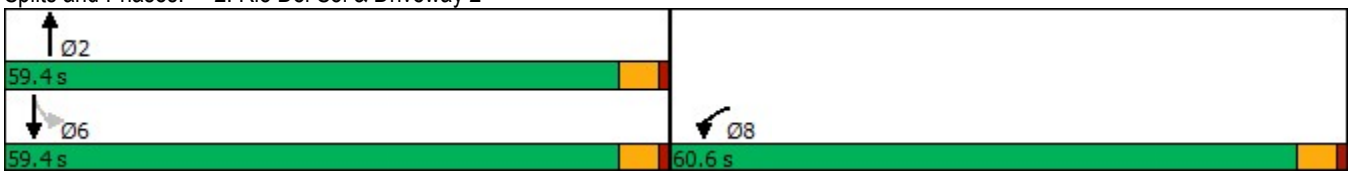
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		15.8				15.8		11.4
Change Period (Y+Rc), s		5.8				5.8		4.6
Max Green Setting (Gmax), s		53.6				53.6		56.0
Max Q Clear Time (g_c+I1), s		2.9				3.4		2.0
Green Ext Time (p_c), s		0.4				0.8		0.6

Intersection Summary	
HCM 6th Ctrl Delay	3.6
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	67	80	181
Future Volume (vph)	67	80	181
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.7	27.0	27.0
Actuated g/C Ratio	0.31	0.70	0.70
v/c Ratio	0.13	0.10	0.15
Control Delay	11.7	5.3	6.1
Queue Delay	0.0	0.0	0.0
Total Delay	11.7	5.3	6.1
LOS	B	A	A
Approach Delay	11.7	5.3	6.1
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 25.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	67	0	80	34	0	181
Future Volume (veh/h)	67	0	80	34	0	181
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	3	87	37	0	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	469	200	267	705
Arrive On Green	0.29	0.29	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1927782071235406226432		1265	538	1287	1900
Grp Volume(v), veh/h	197	3	0	124	0	197
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1803	1287	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	2.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	2.0
Prop In Lane	1.00	1.00		0.30	1.00	
Lane Grp Cap(c), veh/h	555097980532887063296		0	669	267	705
V/C Ratio(X)	0.00	0.00	0.00	0.19	0.00	0.28
Avail Cap(c_a), veh/h	400366213825055916032		0	3665	2405	3861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.7	0.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.2
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	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.9	0.0	6.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	200		124			197
Approach Delay, s/veh	0.0		5.9			6.2
Approach LOS	A		A			A

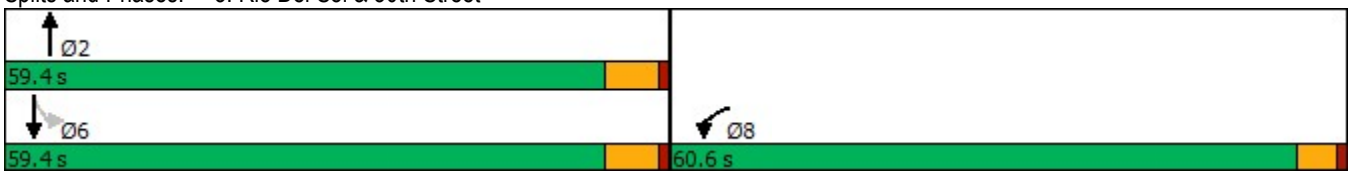
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.6				14.6		12.4
Change Period (Y+Rc), s		4.6				4.6		4.6
Max Green Setting (Gmax), s		54.8				54.8		56.0
Max Q Clear Time (g_c+I1), s		3.3				4.0		2.0
Green Ext Time (p_c), s		0.7				1.1		0.8

Intersection Summary		
HCM 6th Ctrl Delay		3.7
HCM 6th LOS		A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	46	114	247
Future Volume (vph)	46	114	247
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	11.5	71.5	71.5
Actuated g/C Ratio	0.14	0.85	0.85
v/c Ratio	0.23	0.10	0.18
Control Delay	36.7	2.9	3.2
Queue Delay	0.0	0.0	0.5
Total Delay	36.7	2.9	3.8
LOS	D	A	A
Approach Delay	36.7	2.9	3.8
Approach LOS	D	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 7.0	Intersection LOS: A
Intersection Capacity Utilization 31.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	0	114	22	0	247
Future Volume (veh/h)	46	0	114	22	0	247
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	268	3	124	24	0	268
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	1009	195	97	1239
Arrive On Green	0.13	0.13	0.72	0.72	0.00	0.72
Sat Flow, veh/h	1735003866	1487232	1392	269	1133	1710
Grp Volume(v), veh/h	268	3	0	148	0	268
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1662	1133	1710
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	3.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.0	0.0	3.8
Prop In Lane	1.00	1.00		0.16	1.00	
Lane Grp Cap(c), veh/h	2336850902	2478364672	0	1204	97	1239
V/C Ratio(X)	0.00	0.00	0.00	0.12	0.00	0.22
Avail Cap(c_a), veh/h	1313653915	1477120	0	1204	97	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.1	0.0	3.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.4
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	0.0	0.0	0.4	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	3.3	0.0	3.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	271		148			268
Approach Delay, s/veh	0.0		3.3			3.7
Approach LOS	A		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		59.4				59.4	14.6
Change Period (Y+Rc), s		5.8				5.8	4.6
Max Green Setting (Gmax), s		53.6				53.6	56.0
Max Q Clear Time (g_c+I1), s		4.0				5.8	2.0
Green Ext Time (p_c), s		0.8				1.5	1.1

Intersection Summary	
HCM 6th Ctrl Delay	2.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	0	0	0	0	46
Future Vol, veh/h	22	0	0	0	0	46
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, %	0	0	0	0	0	0
Mvmt Flow	24	0	0	0	0	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	49	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	965	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	951	1090
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-

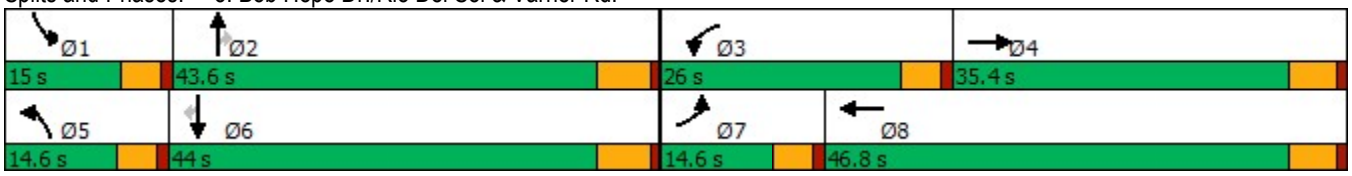
Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.5
HCM LOS			A

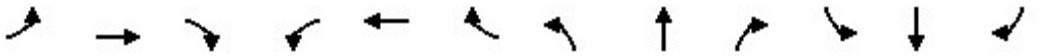
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.015	-	-	-	0.046
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	18	130	385	232	102	251	313	201	383	42
Future Volume (vph)	18	130	385	232	102	251	313	201	383	42
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	13.3	14.9	28.0	10.5	17.4	17.4	10.7	17.6	17.6
Actuated g/C Ratio	0.14	0.17	0.19	0.36	0.14	0.22	0.22	0.14	0.23	0.23
v/c Ratio	0.05	0.32	0.71	0.32	0.27	0.38	0.58	0.51	0.58	0.11
Control Delay	37.5	27.2	37.7	18.2	36.9	27.6	7.1	39.2	30.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	27.2	37.7	18.2	36.9	27.6	7.1	39.2	30.2	0.5
LOS	D	C	D	B	D	C	A	D	C	A
Approach Delay		28.2		28.7		19.4			31.1	
Approach LOS		C		C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	130	32	385	232	97	102	251	313	201	383	42
Future Volume (veh/h)	18	130	32	385	232	97	102	251	313	201	383	42
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	160	31	475	286	108	126	310	0	248	473	32
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	482	92	607	724	267	497	669		552	726	324
Arrive On Green	0.05	0.16	0.16	0.17	0.28	0.28	0.14	0.19	0.00	0.16	0.20	0.20
Sat Flow, veh/h	3510	3027	574	3510	2572	948	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	22	94	97	475	199	195	126	310	0	248	473	32
Grp Sat Flow(s),veh/h/ln	1755	1805	1797	1755	1805	1715	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.4	2.9	3.0	8.1	5.6	5.8	2.0	4.8	0.0	4.0	7.6	1.0
Cycle Q Clear(g_c), s	0.4	2.9	3.0	8.1	5.6	5.8	2.0	4.8	0.0	4.0	7.6	1.0
Prop In Lane	1.00		0.32	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	288	286	607	508	483	497	669		552	726	324
V/C Ratio(X)	0.12	0.33	0.34	0.78	0.39	0.40	0.25	0.46		0.45	0.65	0.10
Avail Cap(c_a), veh/h	559	863	859	1197	1191	1131	559	2174		582	2197	980
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	23.4	23.4	24.8	18.2	18.3	24.0	22.8	0.0	24.0	23.1	20.4
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.8	0.5	0.5	0.1	0.5	0.0	0.2	1.0	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	0.1	1.2	1.2	3.1	2.1	2.1	0.8	1.9	0.0	1.5	2.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	24.0	24.1	25.7	18.7	18.8	24.1	23.3	0.0	24.2	24.0	20.6
LnGrp LOS	C	C	C	C	B	B	C	C		C	C	C
Approach Vol, veh/h		213			869			436	A		753	
Approach Delay, s/veh		24.6			22.5			23.5			23.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	17.4	15.5	15.4	13.5	18.4	7.8	23.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	6.0	6.8	10.1	5.0	4.0	9.6	2.4	7.8
Green Ext Time (p_c), s	0.2	1.9	0.7	0.9	0.1	3.1	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

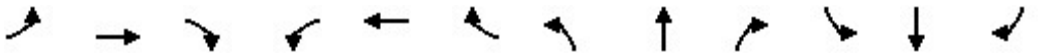
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	567	7	203	641	563	386	395
Future Volume (vph)	567	7	203	641	563	386	395
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	20.3	20.3	20.3	15.8	34.4	13.8	13.8
Actuated g/C Ratio	0.30	0.30	0.30	0.24	0.52	0.21	0.21
v/c Ratio	0.64	0.63	0.38	0.90	0.35	0.42	0.66
Control Delay	26.4	26.1	7.1	43.9	11.1	24.7	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	26.1	7.1	43.9	11.1	24.7	7.9
LOS	C	C	A	D	B	C	A
Approach Delay		21.2			28.5	16.2	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	567	7	203	641	563	0	0	386	395
Future Volume (veh/h)	0	0	0	567	7	203	641	563	0	0	386	395
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				665	0	0	745	655	0	0	449	319
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				851	0		838	2092	0	0	1378	422
Arrive On Green				0.24	0.00	0.00	0.24	0.58	0.00	0.00	0.27	0.27
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1590
Grp Volume(v), veh/h				665	0	0	745	655	0	0	449	319
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1590
Q Serve(g_s), s				10.8	0.0	0.0	12.8	5.8	0.0	0.0	4.4	11.5
Cycle Q Clear(g_c), s				10.8	0.0	0.0	12.8	5.8	0.0	0.0	4.4	11.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				851	0		838	2092	0	0	1378	422
V/C Ratio(X)				0.78	0.00		0.89	0.31	0.00	0.00	0.33	0.76
Avail Cap(c_a), veh/h				2902	0		858	3357	0	0	3166	970
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.4	0.0	0.0	23.0	6.8	0.0	0.0	18.5	21.1
Incr Delay (d2), s/veh				1.2	0.0	0.0	10.7	0.1	0.0	0.0	0.1	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.4	0.0	0.0	5.8	1.5	0.0	0.0	1.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.6	0.0	0.0	33.7	6.8	0.0	0.0	18.6	23.2
LnGrp LOS				C	A		C	A	A	A	B	C
Approach Vol, veh/h					665	A		1400			768	
Approach Delay, s/veh					23.6			21.1			20.5	
Approach LOS					C			C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		42.1			19.6	22.4		20.5				
Change Period (Y+Rc), s		5.8			* 4.7	5.8		5.8				
Max Green Setting (Gmax), s		58.2			* 15	38.2		50.2				
Max Q Clear Time (g_c+I1), s		7.8			14.8	13.5		12.8				
Green Ext Time (p_c), s		3.6			0.1	3.1		1.9				

Intersection Summary		
HCM 6th Ctrl Delay	21.5	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

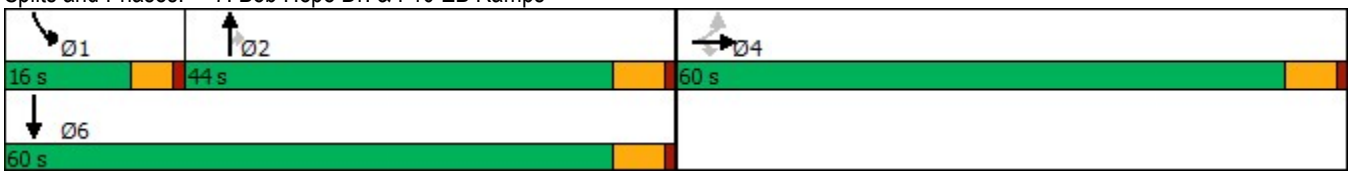
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

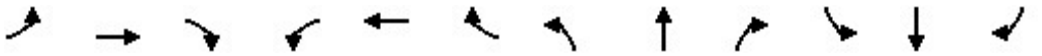
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	286	2	444	918	72	174	778
Future Volume (vph)	286	2	444	918	72	174	778
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	18.5	18.5	18.5	20.8	20.8	10.6	36.2
Actuated g/C Ratio	0.28	0.28	0.28	0.31	0.31	0.16	0.54
v/c Ratio	0.58	0.55	0.52	0.66	0.15	0.34	0.43
Control Delay	26.6	18.1	17.3	22.7	6.2	30.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	18.1	17.3	22.7	6.2	30.5	10.8
LOS	C	B	B	C	A	C	B
Approach Delay		20.8		21.6			14.4
Approach LOS		C		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	2	444	0	0	0	0	918	72	174	778	0
Future Volume (veh/h)	286	2	444	0	0	0	0	918	72	174	778	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	405	0	201				0	998	70	189	846	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	707	0	315				0	1733	490	639	2087	0
Arrive On Green	0.20	0.00	0.20				0.00	0.30	0.30	0.18	0.58	0.00
Sat Flow, veh/h	3619	0	1610				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	405	0	201				0	998	70	189	846	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	5.2	0.0	5.9				0.0	7.6	1.6	2.4	6.6	0.0
Cycle Q Clear(g_c), s	5.2	0.0	5.9				0.0	7.6	1.6	2.4	6.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	707	0	315				0	1733	490	639	2087	0
V/C Ratio(X)	0.57	0.00	0.64				0.00	0.58	0.14	0.30	0.41	0.00
Avail Cap(c_a), veh/h	3833	0	1705				0	4254	1202	775	3823	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.7	0.0	18.9				0.0	15.0	13.0	18.1	6.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.6				0.0	0.2	0.1	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.1				0.0	2.6	0.5	0.8	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	20.5				0.0	15.2	13.1	18.2	6.0	0.0
LnGrp LOS	B	A	C				A	B	B	B	A	A
Approach Vol, veh/h		606						1068			1035	
Approach Delay, s/veh		19.6						15.1			8.3	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	21.4		15.8		35.4
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	4.4	9.6		7.9		8.6
Green Ext Time (p_c), s	0.2	6.0		1.7		5.0

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

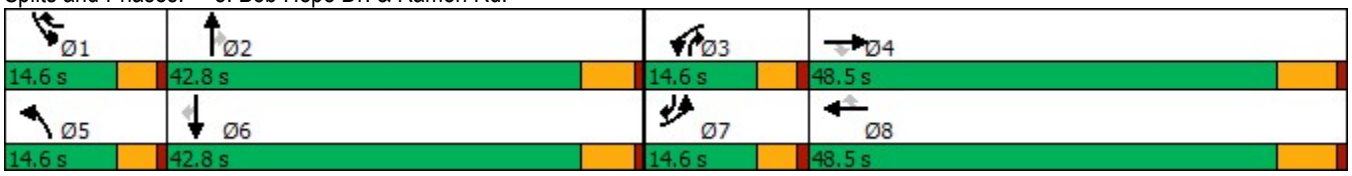
User approved volume balancing among the lanes for turning movement.

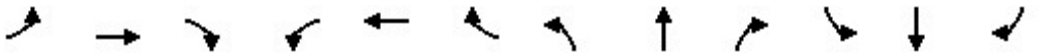
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	831	246	84	379	22	357	856	246	56	697	469
Future Volume (vph)	114	831	246	84	379	22	357	856	246	56	697	469
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.3	30.2	30.2	10.3	30.2	42.4	10.3	27.7	43.9	10.3	23.9	35.4
Actuated g/C Ratio	0.11	0.31	0.31	0.11	0.31	0.44	0.11	0.29	0.45	0.11	0.25	0.37
v/c Ratio	0.32	0.77	0.38	0.24	0.35	0.03	1.00	0.60	0.32	0.16	0.57	0.69
Control Delay	47.0	35.5	5.0	46.5	27.0	0.1	93.5	33.3	11.9	46.0	33.8	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	35.5	5.0	46.5	27.0	0.1	93.5	33.3	11.9	46.0	33.8	18.7
LOS	D	D	A	D	C	A	F	C	B	D	C	B
Approach Delay		30.3			29.1			44.4			28.5	
Approach LOS		C			C			D			C	

Intersection Summary		
Cycle Length: 120.5		
Actuated Cycle Length: 96.7		
Natural Cycle: 125		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 34.4	Intersection LOS: C	
Intersection Capacity Utilization 74.1%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	831	246	84	379	22	357	856	246	56	697	469
Future Volume (veh/h)	114	831	246	84	379	22	357	856	246	56	697	469
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	866	0	88	395	9	372	892	130	58	726	333
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	368	1082		345	1058	602	387	1453	609	297	1320	573
Arrive On Green	0.10	0.30	0.00	0.10	0.29	0.29	0.11	0.28	0.28	0.08	0.25	0.25
Sat Flow, veh/h	3510	3610	1610	3510	3610	1588	3510	5187	1610	3510	5187	1589
Grp Volume(v), veh/h	119	866	0	88	395	9	372	892	130	58	726	333
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1588	1755	1729	1610	1755	1729	1589
Q Serve(g_s), s	2.8	20.0	0.0	2.1	7.9	0.3	9.6	13.6	4.9	1.4	11.0	15.4
Cycle Q Clear(g_c), s	2.8	20.0	0.0	2.1	7.9	0.3	9.6	13.6	4.9	1.4	11.0	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	1082		345	1058	602	387	1453	609	297	1320	573
V/C Ratio(X)	0.32	0.80		0.26	0.37	0.01	0.96	0.61	0.21	0.20	0.55	0.58
Avail Cap(c_a), veh/h	387	1673		387	1673	872	387	2117	816	387	2117	818
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	29.2	0.0	37.8	25.4	17.6	40.1	28.4	19.0	38.6	29.3	23.5
Incr Delay (d2), s/veh	0.2	1.6	0.0	0.1	0.2	0.0	35.2	0.4	0.2	0.1	0.4	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	1.2	8.0	0.0	0.9	3.1	0.1	5.8	5.3	1.7	0.6	4.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	30.8	0.0	37.9	25.6	17.7	75.3	28.8	19.2	38.7	29.6	24.5
LnGrp LOS	D	C		D	C	B	E	C	B	D	C	C
Approach Vol, veh/h		985	A		492			1394			1117	
Approach Delay, s/veh		31.7			27.7			40.3			28.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	31.2	13.5	33.7	14.6	28.9	14.1	33.1
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	3.4	15.6	4.1	22.0	11.6	17.4	4.8	9.9
Green Ext Time (p_c), s	0.0	6.2	0.0	5.1	0.0	5.7	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

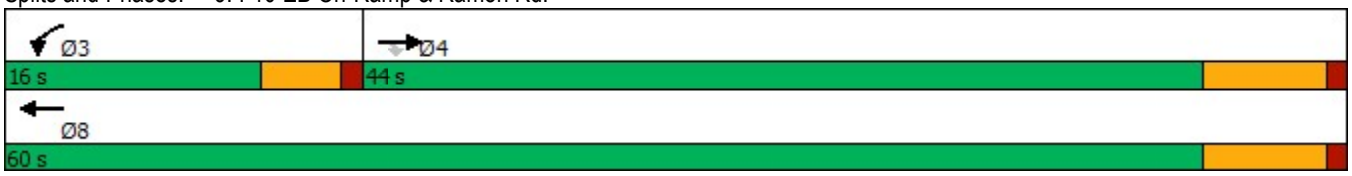
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	466	606	170	486
Future Volume (vph)	466	606	170	486
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	24.9	24.9	12.3	40.5
Actuated g/C Ratio	0.61	0.61	0.30	1.00
v/c Ratio	0.45	0.62	0.35	0.29
Control Delay	7.9	6.9	19.1	0.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	6.9	19.1	0.4
LOS	A	A	B	A
Approach Delay	7.3			5.2
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 40.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	466	606	170	486	0	0
Future Volume (veh/h)	466	606	170	486	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	524	643	191	546		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	969	821	393	1597		
Arrive On Green	0.51	0.51	0.22	0.84		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	524	643	191	546		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	7.6	13.3	3.8	2.6		
Cycle Q Clear(g_c), s	7.6	13.3	3.8	2.6		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	969	821	393	1597		
V/C Ratio(X)	0.54	0.78	0.49	0.34		
Avail Cap(c_a), veh/h	1751	1484	507	2497		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.7	8.1	13.9	0.7		
Incr Delay (d2), s/veh	0.5	1.7	0.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	2.0	1.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	9.8	14.3	0.9		
LnGrp LOS	A	A	B	A		
Approach Vol, veh/h	1167			737		
Approach Delay, s/veh	8.7			4.3		
Approach LOS	A			A		

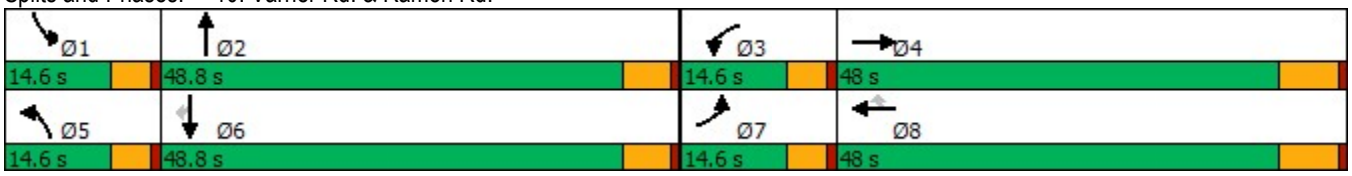
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			13.4	27.3		40.7
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			5.8	15.3		4.6
Green Ext Time (p_c), s			0.1	5.5		3.2

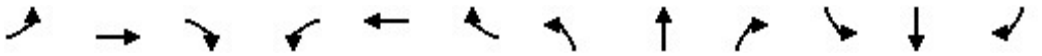
Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	40	337	46	334	208	128	289	232	309	192
Future Volume (vph)	40	337	46	334	208	128	289	232	309	192
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	11.1	21.8	11.1	21.8	21.8	11.1	17.2	11.1	17.2	17.2
Actuated g/C Ratio	0.15	0.29	0.15	0.29	0.29	0.15	0.23	0.15	0.23	0.23
v/c Ratio	0.17	0.47	0.20	0.69	0.37	0.55	0.46	0.99	0.42	0.41
Control Delay	40.5	23.9	40.8	33.3	5.6	47.0	27.5	94.6	28.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	23.9	40.8	33.3	5.6	47.0	27.5	94.6	28.1	6.6
LOS	D	C	D	C	A	D	C	F	C	A
Approach Delay		25.4		24.1			33.0		43.5	
Approach LOS		C		C			C		D	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 75.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	337	89	46	334	208	128	289	41	232	309	192
Future Volume (veh/h)	40	337	89	46	334	208	128	289	41	232	309	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	379	63	52	375	132	144	325	22	261	347	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	760	125	172	481	408	266	551	37	290	627	
Arrive On Green	0.09	0.25	0.25	0.10	0.25	0.25	0.15	0.16	0.16	0.16	0.17	0.00
Sat Flow, veh/h	1810	3102	511	1810	1900	1610	1810	3432	231	1810	3610	1610
Grp Volume(v), veh/h	45	219	223	52	375	132	144	170	177	261	347	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1808	1810	1900	1610	1810	1805	1858	1810	1805	1610
Q Serve(g_s), s	1.5	6.5	6.6	1.7	11.4	4.2	4.6	5.4	5.5	8.8	5.5	0.0
Cycle Q Clear(g_c), s	1.5	6.5	6.6	1.7	11.4	4.2	4.6	5.4	5.5	8.8	5.5	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	157	442	443	172	481	408	266	290	298	290	627	
V/C Ratio(X)	0.29	0.50	0.50	0.30	0.78	0.32	0.54	0.59	0.59	0.90	0.55	
Avail Cap(c_a), veh/h	290	1202	1204	290	1266	1073	290	1257	1295	290	2515	
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	0.00
Uniform Delay (d), s/veh	26.6	20.2	20.3	26.3	21.6	18.9	24.6	24.2	24.3	25.7	23.5	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.4	2.8	0.5	0.6	1.9	1.9	27.8	0.8	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	2.4	2.4	0.6	4.5	1.3	1.8	2.3	2.3	5.6	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	21.1	21.1	26.6	24.4	19.4	25.2	26.1	26.1	53.4	24.3	0.0
LnGrp LOS	C	C	C	C	C	B	C	C	C	D	C	
Approach Vol, veh/h		487			559			491			608	A
Approach Delay, s/veh		21.6			23.4			25.9			36.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	15.4	10.5	21.8	13.8	16.2	10.0	22.3
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	10.8	7.5	3.7	8.6	6.6	7.5	3.5	13.4
Green Ext Time (p_c), s	0.0	2.0	0.0	2.3	0.1	2.2	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 6.2: EAPC (2025) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,727** vpd

Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		Urban	Rural	Urban	Rural
1 **2,727**	1 **382**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,727**	1 **382**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B		
23%	32%	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **3,665** vpd

Minor Street Future ADT = **556** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		Urban	Rural	Urban	Rural
1 **3,665**	*1* **556**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **3,665**	*1* **556**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
33%	44%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2025)
				CALC JB	DATE 12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE 12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)	45 mph
Minor Street: 30th Avenue				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,761** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street: *1* **4,761** / Minor Street: *1* **382**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street: *1* **4,761** / Minor Street: *1* **382**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 23% B: 45%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: 30th Avenue				Critical Approach Speed (Major)		30 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes 1 lane

Major Street Future ADT = 382 vpd Minor Street Future ADT = 382 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX				
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **382** / 1 **382**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **382** / 1 **382**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 5% B: 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

APPENDIX 6.3: EAPC (2025) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	367	371	345	306	653	446	359
v/c Ratio	0.61	0.62	0.50	0.49	0.39	0.41	0.58
Control Delay	22.9	23.1	10.6	29.9	13.3	24.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	23.1	10.6	29.9	13.3	24.7	7.5
Queue Length 50th (ft)	110	112	40	53	80	52	0
Queue Length 95th (ft)	260	263	133	129	170	109	67
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1371	1375	1328	861	3183	3183	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.26	0.36	0.21	0.14	0.32

Intersection Summary

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	391	447	449	562	49	141	1076
v/c Ratio	0.56	0.71	0.68	0.51	0.13	0.28	0.69
Control Delay	21.0	23.9	21.3	28.9	5.2	38.0	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	23.9	21.3	28.9	5.2	38.0	22.4
Queue Length 50th (ft)	131	152	135	86	0	29	203
Queue Length 95th (ft)	288	352	316	167	22	82	414
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1278	1122	1161	2603	770	550	2692
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.40	0.39	0.22	0.06	0.26	0.40

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	336	331	236	745	655	449	459
v/c Ratio	0.64	0.63	0.38	0.90	0.35	0.42	0.66
Control Delay	26.4	26.1	7.1	43.9	11.1	24.7	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	26.1	7.1	43.9	11.1	24.7	7.9
Queue Length 50th (ft)	116	114	14	144	74	56	0
Queue Length 95th (ft)	224	220	59	#352	142	96	57
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1329	1333	1293	827	3182	3059	1128
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.25	0.18	0.90	0.21	0.15	0.41

Intersection Summary

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	277	263	256	1006	70	189	846
v/c Ratio	0.58	0.55	0.52	0.66	0.15	0.34	0.43
Control Delay	26.6	18.1	17.3	22.7	6.2	30.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	18.1	17.3	22.7	6.2	30.5	10.8
Queue Length 50th (ft)	98	60	55	131	0	35	96
Queue Length 95th (ft)	202	154	141	223	31	83	191
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1415	1251	1282	2903	851	614	2979
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.21	0.20	0.35	0.08	0.31	0.28

Intersection Summary

APPENDIX 7.1: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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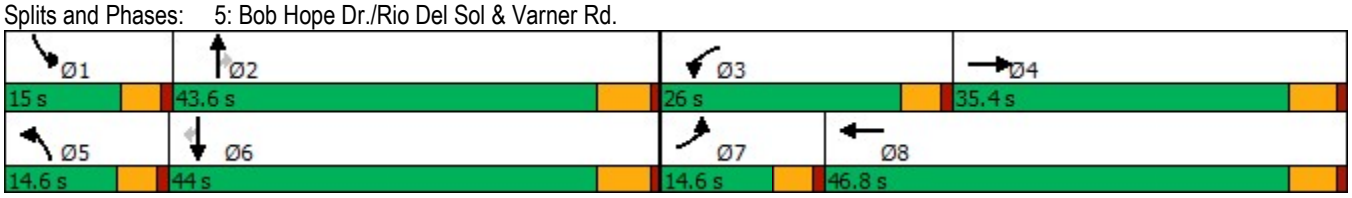
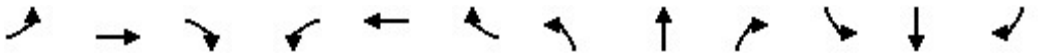
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	34	338	433	93	51	443	392	138	256	25
Future Volume (vph)	34	338	433	93	51	443	392	138	256	25
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	19.4	16.5	32.7	10.4	20.9	20.9	10.4	24.8	24.8
Actuated g/C Ratio	0.12	0.22	0.19	0.37	0.12	0.24	0.24	0.12	0.28	0.28
v/c Ratio	0.09	0.69	0.74	0.22	0.14	0.58	0.62	0.37	0.28	0.05
Control Delay	42.1	33.7	43.0	9.1	42.2	33.4	8.0	43.3	28.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	33.7	43.0	9.1	42.2	33.4	8.0	43.3	28.5	0.2
LOS	D	C	D	A	D	C	A	D	C	A
Approach Delay		34.3		30.3		22.6			31.6	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	338	159	433	93	166	51	443	392	138	256	25
Future Volume (veh/h)	34	338	159	433	93	166	51	443	392	138	256	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	376	150	481	103	147	57	492	0	153	284	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	528	207	597	549	484	335	715		472	857	382
Arrive On Green	0.07	0.21	0.21	0.17	0.30	0.30	0.10	0.20	0.00	0.13	0.24	0.24
Sat Flow, veh/h	3510	2531	995	3510	1805	1590	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	38	267	259	481	103	147	57	492	0	153	284	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1721	1755	1805	1590	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.7	9.7	9.9	9.3	3.0	5.0	1.1	8.9	0.0	2.8	4.6	1.0
Cycle Q Clear(g_c), s	0.7	9.7	9.9	9.3	3.0	5.0	1.1	8.9	0.0	2.8	4.6	1.0
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	376	359	597	549	484	335	715		472	857	382
V/C Ratio(X)	0.15	0.71	0.72	0.81	0.19	0.30	0.17	0.69		0.32	0.33	0.07
Avail Cap(c_a), veh/h	497	766	731	1063	1058	932	497	1931		517	1952	871
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	26.0	26.1	28.2	18.1	18.8	29.4	26.3	0.0	27.7	22.3	20.9
Incr Delay (d2), s/veh	0.1	2.5	2.8	1.0	0.2	0.4	0.1	1.2	0.0	0.1	0.2	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	4.1	4.0	3.7	1.1	1.7	0.4	3.6	0.0	1.1	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	28.4	28.8	29.2	18.3	19.2	29.5	27.5	0.0	27.8	22.5	21.0
LnGrp LOS	C	C	C	C	B	B	C	C		C	C	C
Approach Vol, veh/h		564			731			549	A		465	
Approach Delay, s/veh		28.8			25.6			27.7			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	19.8	16.6	20.1	11.3	22.6	9.9	26.9
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	4.8	10.9	11.3	11.9	3.1	6.6	2.7	7.0
Green Ext Time (p_c), s	0.1	3.1	0.7	2.8	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

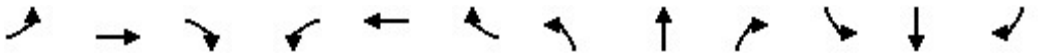
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	811	4	356	317	676	461	371
Future Volume (vph)	811	4	356	317	676	461	371
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	28.2	28.2	28.2	12.6	32.5	14.9	14.9
Actuated g/C Ratio	0.39	0.39	0.39	0.17	0.45	0.20	0.20
v/c Ratio	0.65	0.66	0.53	0.56	0.45	0.46	0.62
Control Delay	23.6	23.8	12.7	34.6	16.4	28.5	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	23.8	12.7	34.6	16.4	28.5	8.2
LOS	C	C	B	C	B	C	A
Approach Delay		20.3			22.2	19.4	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	811	4	356	317	676	0	0	461	371
Future Volume (veh/h)	0	0	0	811	4	356	317	676	0	0	461	371
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				866	0	0	337	719	0	0	490	301
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1081	0		586	1830	0	0	1355	415
Arrive On Green				0.30	0.00	0.00	0.17	0.51	0.00	0.00	0.26	0.26
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1589
Grp Volume(v), veh/h				866	0	0	337	719	0	0	490	301
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1589
Q Serve(g_s), s				13.2	0.0	0.0	5.3	7.3	0.0	0.0	4.6	10.3
Cycle Q Clear(g_c), s				13.2	0.0	0.0	5.3	7.3	0.0	0.0	4.6	10.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1081	0		586	1830	0	0	1355	415
V/C Ratio(X)				0.80	0.00		0.58	0.39	0.00	0.00	0.36	0.72
Avail Cap(c_a), veh/h				3045	0		900	3521	0	0	3321	1018
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.3	0.0	0.0	22.9	9.1	0.0	0.0	18.0	20.1
Incr Delay (d2), s/veh				1.1	0.0	0.0	0.3	0.1	0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln				5.1	0.0	0.0	1.9	2.1	0.0	0.0	1.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.4	0.0	0.0	23.2	9.2	0.0	0.0	18.1	21.9
LnGrp LOS				C	A		C	A	A	A	B	C
Approach Vol, veh/h					866	A		1056			791	
Approach Delay, s/veh					20.4			13.7			19.5	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	36.1		14.7	21.4		23.6						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	9.3		7.3	12.3		15.2						
Green Ext Time (p_c), s	4.0		0.4	3.3		2.7						

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

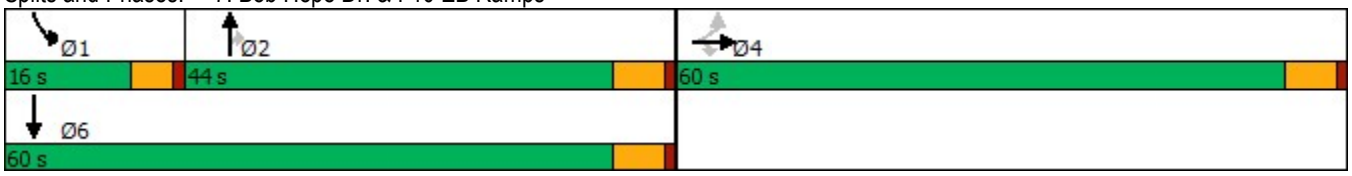
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

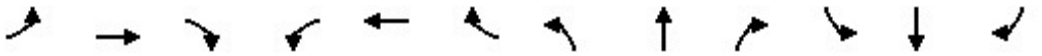
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	435	6	849	558	54	141	1201
Future Volume (vph)	435	6	849	558	54	141	1201
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	40.5	40.5	40.5	26.0	26.0	11.1	42.2
Actuated g/C Ratio	0.43	0.43	0.43	0.27	0.27	0.12	0.44
v/c Ratio	0.59	0.76	0.71	0.46	0.12	0.38	0.83
Control Delay	25.6	32.2	26.7	30.0	5.2	48.3	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	32.2	26.7	30.0	5.2	48.3	29.6
LOS	C	C	C	C	A	D	C
Approach Delay		28.3		28.1			31.6
Approach LOS		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	6	849	0	0	0	0	558	54	141	1201	0
Future Volume (veh/h)	435	6	849	0	0	0	0	558	54	141	1201	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	321	0	956				0	613	44	155	1320	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	657	0	1170				0	1475	417	488	1685	0
Arrive On Green	0.36	0.00	0.36				0.00	0.26	0.26	0.14	0.47	0.00
Sat Flow, veh/h	1810	0	3220				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	321	0	956				0	613	44	155	1320	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	9.4	0.0	18.3				0.0	6.1	1.4	2.7	21.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	18.3				0.0	6.1	1.4	2.7	21.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	657	0	1170				0	1475	417	488	1685	0
V/C Ratio(X)	0.49	0.00	0.82				0.00	0.42	0.11	0.32	0.78	0.00
Avail Cap(c_a), veh/h	1438	0	2560				0	3193	902	582	2870	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	19.7				0.0	21.0	19.3	26.4	15.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.1				0.0	0.1	0.1	0.1	0.6	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
%ile BackOfQ(50%),veh/ln	3.7	0.0	6.4				0.0	2.4	0.5	1.0	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	20.7				0.0	21.1	19.3	26.6	15.9	0.0
LnGrp LOS	B	A	C				A	C	B	C	B	A
Approach Vol, veh/h		1277						657			1475	
Approach Delay, s/veh		19.9						21.0			17.0	
Approach LOS		B						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.2	23.4		30.6		37.6
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	4.7	8.1		20.3		23.0
Green Ext Time (p_c), s	0.1	3.4		4.4		8.9

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

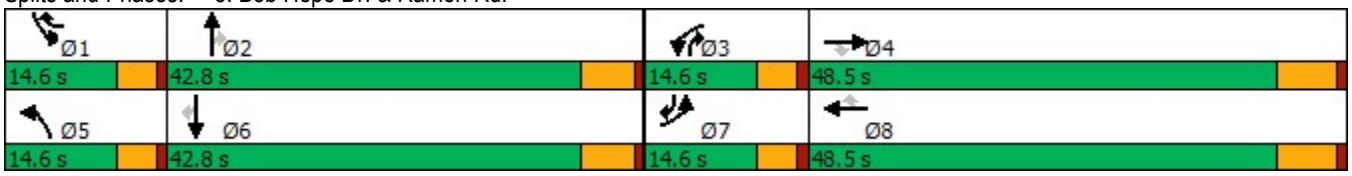
User approved volume balancing among the lanes for turning movement.

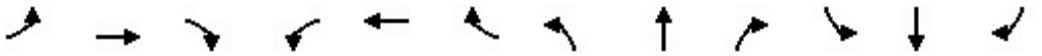
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	1053	282	176	635	4	193	432	216	101	1050	834
Future Volume (vph)	177	1053	282	176	635	4	193	432	216	101	1050	834
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.0	40.7	40.7	10.0	40.7	52.7	10.0	33.2	49.1	10.0	33.2	44.5
Actuated g/C Ratio	0.09	0.35	0.35	0.09	0.35	0.46	0.09	0.29	0.42	0.09	0.29	0.38
v/c Ratio	0.65	0.92	0.45	0.64	0.56	0.01	0.70	0.32	0.33	0.37	0.78	1.40
Control Delay	62.8	48.8	12.4	62.7	32.5	0.0	65.7	33.0	16.5	55.0	42.2	217.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	48.8	12.4	62.7	32.5	0.0	65.7	33.0	16.5	55.0	42.2	217.9
LOS	E	D	B	E	C	A	E	C	B	D	D	F
Approach Delay		43.7			38.9			36.2			116.7	
Approach LOS		D			D			D			F	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 115.6	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 69.8	Intersection LOS: E
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1053	282	176	635	4	193	432	216	101	1050	834
Future Volume (veh/h)	177	1053	282	176	635	4	193	432	216	101	1050	834
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	1170	0	196	706	3	214	480	154	112	1167	713
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1242		293	1242	678	293	1614	635	286	1604	626
Arrive On Green	0.08	0.34	0.00	0.08	0.34	0.34	0.08	0.31	0.31	0.08	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	197	1170	0	196	706	3	214	480	154	112	1167	713
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	6.5	37.6	0.0	6.5	19.1	0.1	7.1	8.4	7.7	3.6	24.0	37.0
Cycle Q Clear(g_c), s	6.5	37.6	0.0	6.5	19.1	0.1	7.1	8.4	7.7	3.6	24.0	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1242		293	1242	678	293	1614	635	286	1604	626
V/C Ratio(X)	0.67	0.94		0.67	0.57	0.00	0.73	0.30	0.24	0.39	0.73	1.14
Avail Cap(c_a), veh/h	293	1267		293	1267	689	293	1614	635	293	1604	626
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	38.1	0.0	53.2	32.0	19.8	53.5	31.3	24.2	52.1	36.8	36.4
Incr Delay (d2), s/veh	4.8	13.6	0.0	4.7	0.6	0.0	7.8	0.1	0.2	0.3	1.7	80.8
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	3.0	17.7	0.0	2.9	7.9	0.0	3.4	3.4	2.8	1.6	10.0	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	51.7	0.0	57.9	32.6	19.8	61.3	31.4	24.4	52.5	38.5	117.2
LnGrp LOS	E	D		E	C	B	E	C	C	D	D	F
Approach Vol, veh/h		1367	A		905			848			1992	
Approach Delay, s/veh		52.6			38.0			37.7			67.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	43.0	14.6	47.7	14.6	42.8	14.6	47.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	5.6	10.4	8.5	39.6	9.1	39.0	8.5	21.1
Green Ext Time (p_c), s	0.1	3.6	0.1	1.5	0.0	0.0	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

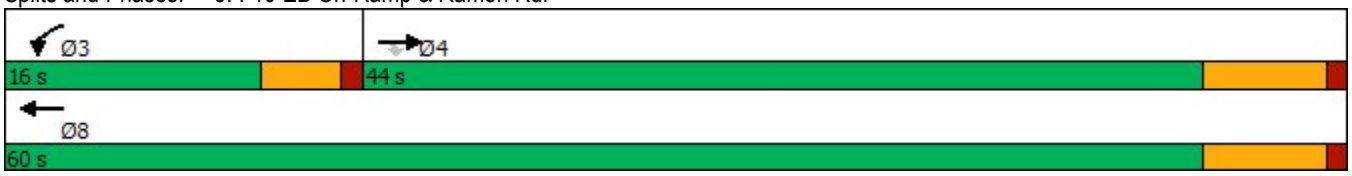
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	930	809	132	806
Future Volume (vph)	930	809	132	806
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	37.1	37.1	11.6	52.4
Actuated g/C Ratio	0.71	0.71	0.22	1.00
v/c Ratio	0.77	0.71	0.37	0.47
Control Delay	14.2	8.2	25.0	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.2	8.2	25.0	0.8
LOS	B	A	C	A
Approach Delay	11.4			4.2
Approach LOS	B			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 52.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	930	809	132	806	0	0
Future Volume (veh/h)	930	809	132	806	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	1033	870	147	896		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1192	1010	300	1670		
Arrive On Green	0.63	0.63	0.17	0.88		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	1033	870	147	896		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	23.8	23.5	4.0	5.8		
Cycle Q Clear(g_c), s	23.8	23.5	4.0	5.8		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1192	1010	300	1670		
V/C Ratio(X)	0.87	0.86	0.49	0.54		
Avail Cap(c_a), veh/h	1328	1126	385	1895		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.2	8.1	20.3	0.7		
Incr Delay (d2), s/veh	5.8	6.4	0.5	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.4	4.7	1.4	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.5	20.8	1.0		
LnGrp LOS	B	B	C	A		
Approach Vol, veh/h	1903			1043		
Approach Delay, s/veh	14.2			3.8		
Approach LOS	B			A		

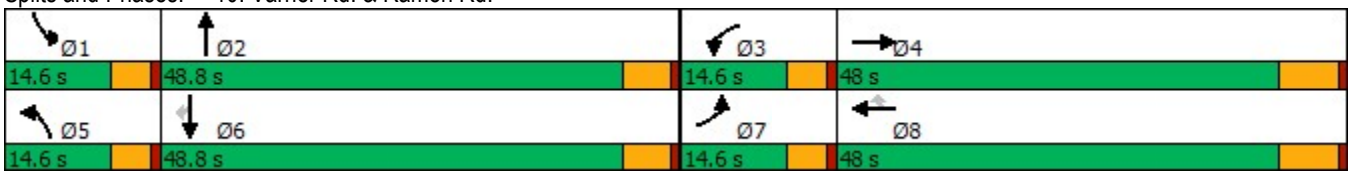
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			13.5	40.2		53.6
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			6.0	25.8		7.8
Green Ext Time (p_c), s			0.1	7.8		7.0

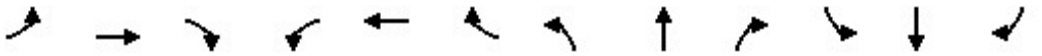
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	29	644	42	564	124	289	360	93	276	58
Future Volume (vph)	29	644	42	564	124	289	360	93	276	58
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	10.5	37.4	10.5	37.4	37.4	10.5	21.9	10.5	21.9	21.9
Actuated g/C Ratio	0.11	0.39	0.11	0.39	0.39	0.11	0.23	0.11	0.23	0.23
v/c Ratio	0.15	0.67	0.23	0.81	0.19	1.55	0.67	0.50	0.34	0.14
Control Delay	48.8	26.8	49.6	38.1	8.7	304.5	30.1	56.0	32.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	26.8	49.6	38.1	8.7	304.5	30.1	56.0	32.4	1.3
LOS	D	C	D	D	A	F	C	E	C	A
Approach Delay		27.4		33.7			121.2		33.3	
Approach LOS		C		C			F		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 94.8	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 57.3	Intersection LOS: E
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	644	272	42	564	124	289	360	222	93	276	58
Future Volume (veh/h)	29	644	272	42	564	124	289	360	222	93	276	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	692	147	45	606	79	311	387	174	100	297	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1049	223	141	687	582	219	531	235	197	762	
Arrive On Green	0.06	0.35	0.35	0.08	0.36	0.36	0.12	0.21	0.21	0.11	0.20	0.00
Sat Flow, veh/h	1810	3039	645	1810	1900	1610	1810	2495	1106	1810	3800	1610
Grp Volume(v), veh/h	31	432	407	45	606	79	311	293	268	100	297	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1784	1810	1900	1610	1810	1900	1701	1810	1900	1610
Q Serve(g_s), s	1.4	15.9	16.0	1.9	24.7	2.7	10.0	11.9	12.2	4.3	5.6	0.0
Cycle Q Clear(g_c), s	1.4	15.9	16.0	1.9	24.7	2.7	10.0	11.9	12.2	4.3	5.6	0.0
Prop In Lane	1.00		0.36	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	111	656	616	141	687	582	219	404	362	197	762	
V/C Ratio(X)	0.28	0.66	0.66	0.32	0.88	0.14	1.42	0.73	0.74	0.51	0.39	
Avail Cap(c_a), veh/h	219	954	896	219	954	809	219	998	893	219	1996	
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	0.00
Uniform Delay (d), s/veh	37.0	22.9	22.9	36.0	24.7	17.7	36.3	30.3	30.4	34.7	28.7	0.0
Incr Delay (d2), s/veh	0.5	1.1	1.2	0.5	7.4	0.1	213.8	2.5	3.0	0.8	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	0.6	6.4	6.0	0.8	10.9	0.9	17.2	5.4	5.0	1.9	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	24.1	24.2	36.5	32.1	17.8	250.1	32.8	33.4	35.5	29.0	0.0
LnGrp LOS	D	C	C	D	C	B	F	C	C	D	C	
Approach Vol, veh/h		870			730			872			397	A
Approach Delay, s/veh		24.6			30.8			110.5			30.6	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	23.0	11.0	35.0	14.6	22.0	9.7	36.4
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	6.3	14.2	3.9	18.0	12.0	7.6	3.4	26.7
Green Ext Time (p_c), s	0.0	3.4	0.0	4.6	0.0	1.9	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

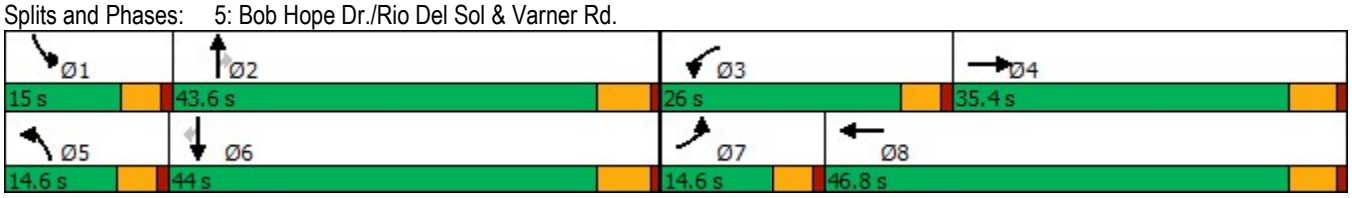
Notes

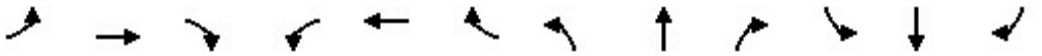
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	20	145	424	298	138	276	344	221	421	46
Future Volume (vph)	20	145	424	298	138	276	344	221	421	46
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	13.5	16.6	29.9	10.4	18.6	18.6	10.8	18.9	18.9
Actuated g/C Ratio	0.13	0.17	0.21	0.37	0.13	0.23	0.23	0.13	0.23	0.23
v/c Ratio	0.06	0.37	0.73	0.38	0.38	0.41	0.61	0.59	0.61	0.12
Control Delay	38.7	29.1	38.5	19.9	39.2	28.5	7.1	42.2	31.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	29.1	38.5	19.9	39.2	28.5	7.1	42.2	31.5	0.5
LOS	D	C	D	B	D	C	A	D	C	A
Approach Delay		30.0		29.4		20.7			32.8	
Approach LOS		C		C		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	145	38	424	298	107	138	276	344	221	421	46
Future Volume (veh/h)	20	145	38	424	298	107	138	276	344	221	421	46
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	179	38	523	368	120	170	341	0	273	520	37
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	448	93	648	749	241	506	750		525	771	344
Arrive On Green	0.06	0.15	0.15	0.18	0.28	0.28	0.14	0.21	0.00	0.15	0.21	0.21
Sat Flow, veh/h	3510	2976	618	3510	2677	860	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	25	107	110	523	246	242	170	341	0	273	520	37
Grp Sat Flow(s),veh/h/ln	1755	1805	1789	1755	1805	1732	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.4	3.6	3.7	9.5	7.6	7.8	2.9	5.5	0.0	4.8	8.8	1.2
Cycle Q Clear(g_c), s	0.4	3.6	3.7	9.5	7.6	7.8	2.9	5.5	0.0	4.8	8.8	1.2
Prop In Lane	1.00		0.35	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	272	269	648	505	484	506	750		525	771	344
V/C Ratio(X)	0.13	0.39	0.41	0.81	0.49	0.50	0.34	0.45		0.52	0.67	0.11
Avail Cap(c_a), veh/h	529	815	808	1131	1125	1080	529	2055		550	2077	926
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	25.5	25.5	25.9	20.0	20.0	25.6	23.0	0.0	26.0	24.0	21.0
Incr Delay (d2), s/veh	0.1	0.9	1.0	0.9	0.7	0.8	0.1	0.4	0.0	0.3	1.0	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	1.5	1.5	3.7	2.9	2.9	1.1	2.1	0.0	1.8	3.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	26.4	26.5	26.9	20.7	20.8	25.7	23.4	0.0	26.3	25.0	21.2
LnGrp LOS	C	C	C	C	C	C	C	C		C	C	C
Approach Vol, veh/h		242			1011			511	A		830	
Approach Delay, s/veh		26.8			23.9			24.2			25.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	19.6	16.9	15.4	14.2	20.0	8.3	24.0
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	6.8	7.5	11.5	5.7	4.9	10.8	2.4	9.8
Green Ext Time (p_c), s	0.2	2.1	0.8	1.1	0.1	3.4	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

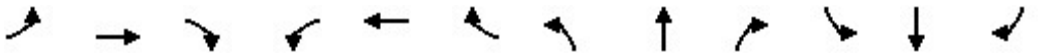
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	623	8	223	705	619	425	434
Future Volume (vph)	623	8	223	705	619	425	434
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	22.5	22.5	22.5	15.8	35.4	14.8	14.8
Actuated g/C Ratio	0.32	0.32	0.32	0.23	0.51	0.21	0.21
v/c Ratio	0.67	0.66	0.41	1.04	0.39	0.45	0.69
Control Delay	27.1	26.6	9.8	73.4	12.5	26.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	26.6	9.8	73.4	12.5	26.1	8.2
LOS	C	C	A	E	B	C	A
Approach Delay		22.4			44.9	17.0	
Approach LOS		C			D	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	623	8	223	705	619	0	0	425	434
Future Volume (veh/h)	0	0	0	623	8	223	705	619	0	0	425	434
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				730	0	0	820	720	0	0	494	365
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				905	0		781	2098	0	0	1506	462
Arrive On Green				0.25	0.00	0.00	0.22	0.58	0.00	0.00	0.29	0.29
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1590
Grp Volume(v), veh/h				730	0	0	820	720	0	0	494	365
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1590
Q Serve(g_s), s				13.0	0.0	0.0	15.3	7.2	0.0	0.0	5.1	14.5
Cycle Q Clear(g_c), s				13.0	0.0	0.0	15.3	7.2	0.0	0.0	5.1	14.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				905	0		781	2098	0	0	1506	462
V/C Ratio(X)				0.81	0.00		1.05	0.34	0.00	0.00	0.33	0.79
Avail Cap(c_a), veh/h				2643	0		781	3056	0	0	2882	883
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.2	0.0	0.0	26.7	7.5	0.0	0.0	19.1	22.5
Incr Delay (d2), s/veh				1.3	0.0	0.0	45.9	0.1	0.0	0.0	0.1	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.4	0.0	0.0	10.7	2.0	0.0	0.0	1.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.5	0.0	0.0	72.7	7.6	0.0	0.0	19.2	24.8
LnGrp LOS				C	A		F	A	A	A	B	C
Approach Vol, veh/h					730	A		1540			859	
Approach Delay, s/veh					25.5			42.2			21.6	
Approach LOS					C			D			C	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	45.8		20.0	25.8		23.0				
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8				
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2				
Max Q Clear Time (g_c+I1), s	9.2		17.3	16.5		15.0				
Green Ext Time (p_c), s	4.0		0.0	3.4		2.2				

Intersection Summary		
HCM 6th Ctrl Delay	32.7	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

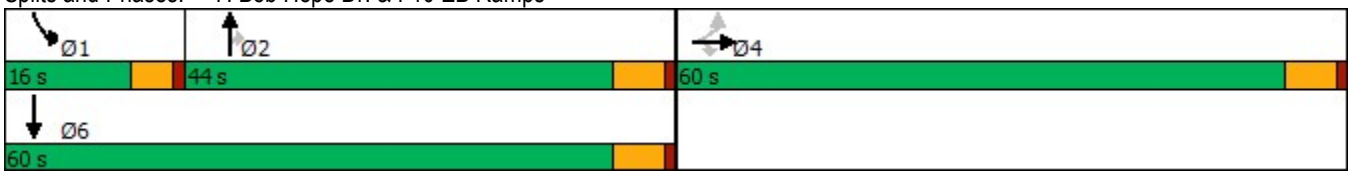
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

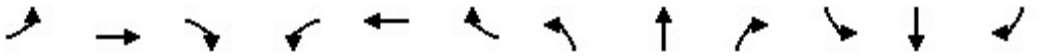
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	314	2	488	1010	79	191	856
Future Volume (vph)	314	2	488	1010	79	191	856
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	21.2	21.2	21.2	24.1	24.1	10.7	39.7
Actuated g/C Ratio	0.29	0.29	0.29	0.33	0.33	0.15	0.54
v/c Ratio	0.61	0.60	0.57	0.69	0.15	0.40	0.47
Control Delay	28.5	22.5	21.5	24.1	6.5	34.6	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	22.5	21.5	24.1	6.5	34.6	12.0
LOS	C	C	C	C	A	C	B
Approach Delay		24.3		23.0			16.2
Approach LOS		C		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	314	2	488	0	0	0	0	1010	79	191	856	0
Future Volume (veh/h)	314	2	488	0	0	0	0	1010	79	191	856	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	451	0	231				0	1098	78	208	930	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	740	0	329				0	1833	518	616	2105	0
Arrive On Green	0.20	0.00	0.20				0.00	0.32	0.32	0.18	0.58	0.00
Sat Flow, veh/h	3619	0	1610				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	451	0	231				0	1098	78	208	930	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	6.2	0.0	7.3				0.0	8.8	1.9	2.8	7.9	0.0
Cycle Q Clear(g_c), s	6.2	0.0	7.3				0.0	8.8	1.9	2.8	7.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	740	0	329				0	1833	518	616	2105	0
V/C Ratio(X)	0.61	0.00	0.70				0.00	0.60	0.15	0.34	0.44	0.00
Avail Cap(c_a), veh/h	3594	0	1599				0	3989	1127	727	3585	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	20.2				0.0	15.6	13.2	19.7	6.4	0.0
Incr Delay (d2), s/veh	0.6	0.0	2.0				0.0	0.2	0.1	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.7				0.0	3.1	0.6	1.0	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	22.2				0.0	15.8	13.3	19.8	6.5	0.0
LnGrp LOS	C	A	C				A	B	B	B	A	A
Approach Vol, veh/h		682						1176			1138	
Approach Delay, s/veh		21.0						15.6			8.9	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	23.4		17.0		37.6
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	4.8	10.8		9.3		9.9
Green Ext Time (p_c), s	0.2	6.7		1.9		5.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

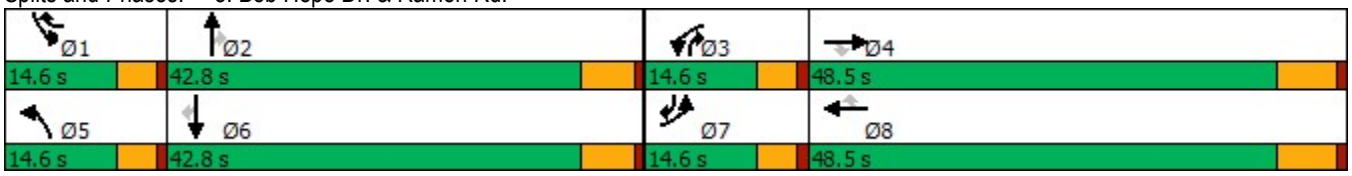
User approved volume balancing among the lanes for turning movement.

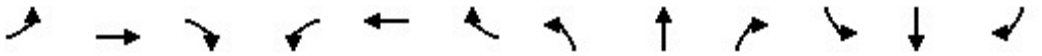
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1006	270	116	484	30	393	941	273	64	767	516
Future Volume (vph)	125	1006	270	116	484	30	393	941	273	64	767	516
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.2	36.7	36.7	10.2	36.7	48.8	10.2	30.9	46.9	10.2	27.2	38.6
Actuated g/C Ratio	0.10	0.35	0.35	0.10	0.35	0.46	0.10	0.29	0.44	0.10	0.26	0.36
v/c Ratio	0.39	0.84	0.39	0.36	0.40	0.04	1.22	0.65	0.37	0.20	0.60	0.81
Control Delay	52.1	39.6	7.2	51.7	28.0	0.4	165.2	36.6	16.5	50.3	36.7	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	39.6	7.2	51.7	28.0	0.4	165.2	36.6	16.5	50.3	36.7	30.9
LOS	D	D	A	D	C	A	F	D	B	D	D	C
Approach Delay		34.5			31.0			64.6			35.2	
Approach LOS		C			C			E			D	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 106.1	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1006	270	116	484	30	393	941	273	64	767	516
Future Volume (veh/h)	125	1006	270	116	484	30	393	941	273	64	767	516
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	1048	0	121	504	17	409	980	158	67	799	382
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	1215		324	1213	665	333	1480	608	286	1410	582
Arrive On Green	0.09	0.34	0.00	0.09	0.34	0.34	0.09	0.29	0.29	0.08	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	130	1048	0	121	504	17	409	980	158	67	799	382
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	3.7	28.6	0.0	3.4	11.3	0.7	10.0	17.5	7.1	1.9	14.0	21.2
Cycle Q Clear(g_c), s	3.7	28.6	0.0	3.4	11.3	0.7	10.0	17.5	7.1	1.9	14.0	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1215		324	1213	665	333	1480	608	286	1410	582
V/C Ratio(X)	0.40	0.86		0.37	0.42	0.03	1.23	0.66	0.26	0.23	0.57	0.66
Avail Cap(c_a), veh/h	333	1440		333	1440	765	333	1823	714	333	1823	708
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	32.6	0.0	44.9	27.0	18.0	47.6	33.2	22.6	45.3	33.0	28.0
Incr Delay (d2), s/veh	0.3	4.9	0.0	0.3	0.2	0.0	125.7	0.7	0.2	0.2	0.4	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	1.5	12.2	0.0	1.4	4.6	0.2	10.0	7.1	2.5	0.8	5.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	37.6	0.0	45.2	27.2	18.1	173.3	33.8	22.8	45.4	33.3	29.6
LnGrp LOS	D	D		D	C	B	F	C	C	D	C	C
Approach Vol, veh/h		1178	A		642			1547			1248	
Approach Delay, s/veh		38.4			30.4			69.6			32.8	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	35.8	14.3	41.9	14.6	34.4	14.4	41.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	3.9	19.5	5.4	30.6	12.0	23.2	5.7	13.3
Green Ext Time (p_c), s	0.0	6.4	0.1	4.9	0.0	5.5	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

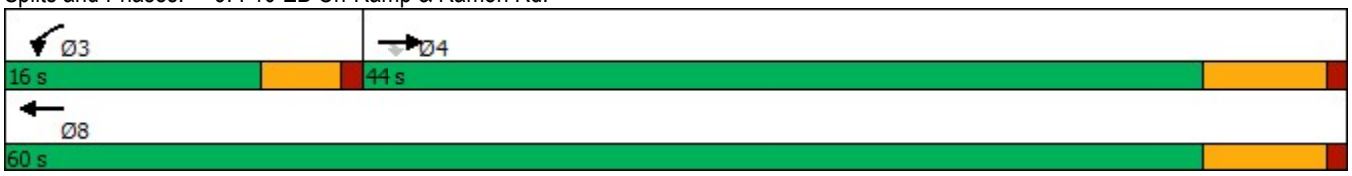
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	513	764	187	630
Future Volume (vph)	513	764	187	630
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	32.3	32.3	12.2	47.9
Actuated g/C Ratio	0.67	0.67	0.25	1.00
v/c Ratio	0.45	0.73	0.46	0.37
Control Delay	7.2	10.4	24.6	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.2	10.4	24.6	0.6
LOS	A	B	C	A
Approach Delay	9.1			6.1
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 47.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	513	764	187	630	0	0
Future Volume (veh/h)	513	764	187	630	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	576	820	210	708		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1114	944	344	1652		
Arrive On Green	0.59	0.59	0.19	0.87		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	576	820	210	708		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	8.9	21.3	5.3	3.9		
Cycle Q Clear(g_c), s	8.9	21.3	5.3	3.9		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1114	944	344	1652		
V/C Ratio(X)	0.52	0.87	0.61	0.43		
Avail Cap(c_a), veh/h	1433	1215	415	2045		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.1	8.7	18.4	0.7		
Incr Delay (d2), s/veh	0.4	5.6	0.7	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	4.3	1.8	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	14.3	19.2	0.9		
LnGrp LOS	A	B	B	A		
Approach Vol, veh/h	1396			918		
Approach Delay, s/veh	11.1			5.0		
Approach LOS	B			A		

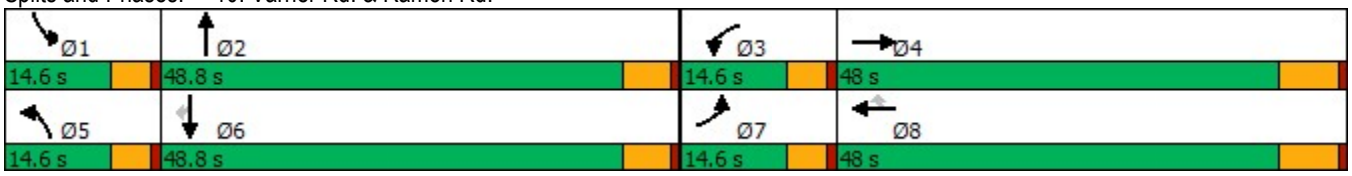
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			14.0	35.7		49.7
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			7.3	23.3		5.9
Green Ext Time (p_c), s			0.1	5.8		4.7

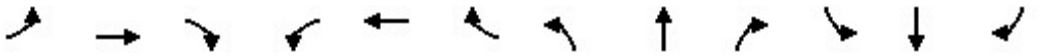
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	44	373	51	370	229	218	338	255	340	212
Future Volume (vph)	44	373	51	370	229	218	338	255	340	212
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	10.9	22.9	10.9	26.4	26.4	10.9	18.5	10.9	18.5	18.5
Actuated g/C Ratio	0.13	0.28	0.13	0.32	0.32	0.13	0.23	0.13	0.23	0.23
v/c Ratio	0.20	0.53	0.24	0.68	0.37	1.01	0.55	1.19	0.47	0.43
Control Delay	43.4	26.2	43.7	32.5	5.1	103.9	30.4	155.1	30.3	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	26.2	43.7	32.5	5.1	103.9	30.4	155.1	30.3	6.6
LOS	D	C	D	C	A	F	C	F	C	A
Approach Delay		27.7		23.7			56.2		63.6	
Approach LOS		C		C			E		E	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 81.5	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	373	98	51	370	229	218	338	63	255	340	212
Future Volume (veh/h)	44	373	98	51	370	229	218	338	63	255	340	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	419	73	57	416	155	245	380	47	287	382	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	814	141	176	519	439	268	572	70	268	638	
Arrive On Green	0.09	0.26	0.26	0.10	0.27	0.27	0.15	0.18	0.18	0.15	0.18	0.00
Sat Flow, veh/h	1810	3077	532	1810	1900	1610	1810	3236	398	1810	3610	1610
Grp Volume(v), veh/h	49	245	247	57	416	155	245	211	216	287	382	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1804	1810	1900	1610	1810	1805	1828	1810	1805	1610
Q Serve(g_s), s	1.7	7.8	7.9	2.0	13.7	5.2	9.0	7.3	7.4	10.0	6.6	0.0
Cycle Q Clear(g_c), s	1.7	7.8	7.9	2.0	13.7	5.2	9.0	7.3	7.4	10.0	6.6	0.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	161	478	478	176	519	439	268	319	323	268	638	
V/C Ratio(X)	0.30	0.51	0.52	0.32	0.80	0.35	0.91	0.66	0.67	1.07	0.60	
Avail Cap(c_a), veh/h	268	1111	1111	268	1170	991	268	1162	1177	268	2324	
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	0.00
Uniform Delay (d), s/veh	28.7	21.1	21.1	28.4	22.8	19.7	28.3	25.9	25.9	28.7	25.6	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.4	2.9	0.5	32.3	2.3	2.4	74.5	0.9	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	2.9	2.9	0.8	5.5	1.7	6.0	3.1	3.2	9.5	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	21.9	22.0	28.8	25.8	20.2	60.6	28.2	28.3	103.2	26.5	0.0
LnGrp LOS	C	C	C	C	C	C	E	C	C	F	C	
Approach Vol, veh/h		541			628			672			669	A
Approach Delay, s/veh		22.6			24.7			40.0			59.4	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	17.3	11.2	24.3	14.6	17.3	10.6	24.9
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	12.0	9.4	4.0	9.9	11.0	8.6	3.7	15.7
Green Ext Time (p_c), s	0.0	2.5	0.0	2.6	0.0	2.5	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.2: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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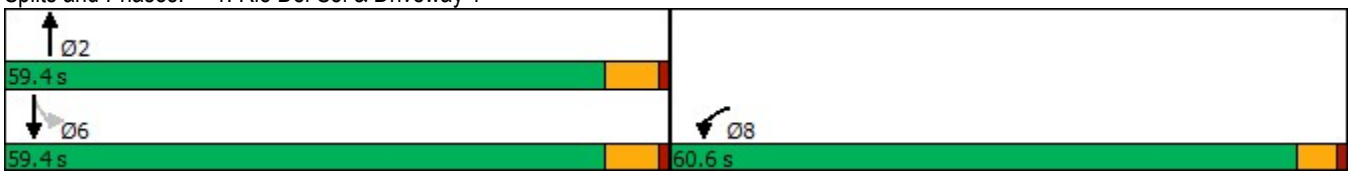
Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	34	131	92
Future Volume (vph)	34	131	92
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.8	32.5	32.5
Actuated g/C Ratio	0.30	0.82	0.82
v/c Ratio	0.07	0.15	0.06
Control Delay	13.9	4.1	4.5
Queue Delay	0.0	0.0	0.0
Total Delay	13.9	4.1	4.5
LOS	B	A	A
Approach Delay	13.9	4.1	4.5
Approach LOS	B	A	A

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 39.8		
Natural Cycle: 50		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.15		
Intersection Signal Delay: 5.2		Intersection LOS: A
Intersection Capacity Utilization 28.7%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	0	131	78	0	92
Future Volume (veh/h)	34	0	131	78	0	92
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	3	142	85	0	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	435	260	281	742
Arrive On Green	0.20	0.20	0.39	0.39	0.00	0.39
Sat Flow, veh/h	1927782078220	0	713728	1113	667	1172	1900
Grp Volume(v), veh/h	100	3	0	227	0	100
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1780	1172	1900
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.3	0.0	0.9
Prop In Lane	1.00	1.00		0.37	1.00	
Lane Grp Cap(c), veh/h	3910709736652	0766464	0	696	281	742
V/C Ratio(X)	0.00	0.00	0.00	0.33	0.00	0.13
Avail Cap(c_a), veh/h	42184225539825	8667520	0	3728	2278	3979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.4	0.0	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.1
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	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	5.7	0.0	5.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	103		227			100
Approach Delay, s/veh	0.0		5.7			5.1
Approach LOS	A		A			A

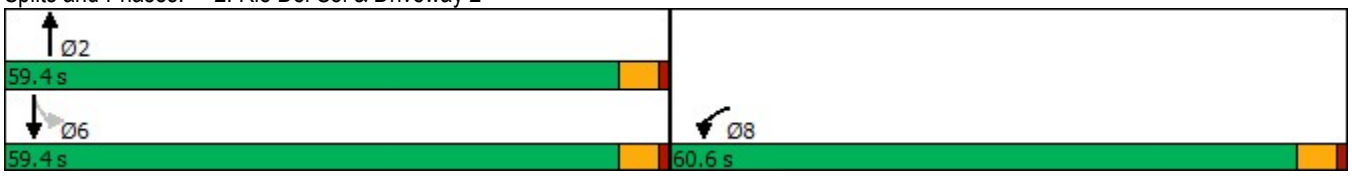
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		15.8			15.8	9.8
Change Period (Y+Rc), s		5.8			5.8	4.6
Max Green Setting (Gmax), s		53.6			53.6	56.0
Max Q Clear Time (g_c+I1), s		4.3			2.9	2.0
Green Ext Time (p_c), s		1.3			0.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	59	209	126
Future Volume (vph)	59	209	126
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.7	28.5	28.5
Actuated g/C Ratio	0.30	0.72	0.72
v/c Ratio	0.12	0.27	0.10
Control Delay	12.7	5.9	5.7
Queue Delay	0.0	0.0	0.0
Total Delay	12.7	5.9	5.7
LOS	B	A	A
Approach Delay	12.7	5.9	5.7
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 33.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	0	209	113	0	126
Future Volume (veh/h)	59	0	209	113	0	126
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	3	227	123	0	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	455	246	282	745
Arrive On Green	0.25	0.25	0.39	0.39	0.00	0.39
Sat Flow, veh/h	1927782078202946	7648	1159	628	1047	1900
Grp Volume(v), veh/h	137	3	0	350	0	137
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1787	1047	1900
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	1.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.8	0.0	1.2
Prop In Lane	1.00	1.00		0.35	1.00	
Lane Grp Cap(c), veh/h	47563810	1788032	0	701	282	745
V/C Ratio(X)	0.00	0.00	0.00	0.50	0.00	0.18
Avail Cap(c_a), veh/h	42354199	6525952	0	3842	2123	4085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.9	0.0	5.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.1
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	0.0	0.0	0.4	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	6.4	0.0	5.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	140		350			137
Approach Delay, s/veh	0.0		6.4			5.2
Approach LOS	A		A			A

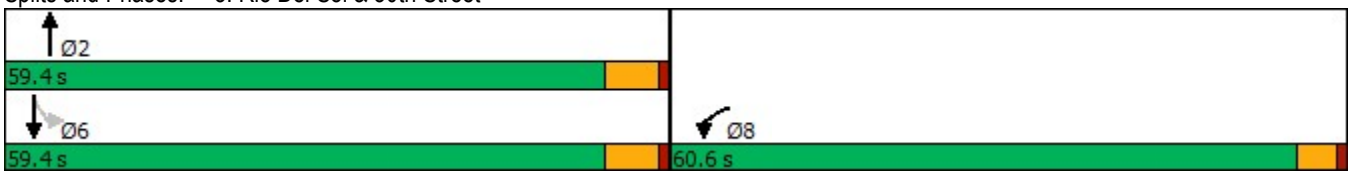
Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	14.6			14.6	10.9
Change Period (Y+Rc), s	4.6			4.6	4.6
Max Green Setting (Gmax), s	54.8			54.8	56.0
Max Q Clear Time (g_c+I1), s	5.8			3.2	2.0
Green Ext Time (p_c), s	2.1			0.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	34	320	187
Future Volume (vph)	34	320	187
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	11.5	72.1	72.1
Actuated g/C Ratio	0.14	0.85	0.85
v/c Ratio	0.17	0.31	0.14
Control Delay	36.2	3.7	3.0
Queue Delay	0.0	0.0	0.4
Total Delay	36.2	3.7	3.5
LOS	D	A	A
Approach Delay	36.2	3.7	3.5
Approach LOS	D	A	A

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 84.8		
Natural Cycle: 50		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.31		
Intersection Signal Delay: 5.4		Intersection LOS: A
Intersection Capacity Utilization 41.0%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	0	320	78	0	187
Future Volume (veh/h)	34	0	320	78	0	187
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	203	3	348	85	0	203
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	963	235	97	1241
Arrive On Green	0.13	0.13	0.73	0.73	0.00	0.73
Sat Flow, veh/h	1735003866	1585	2386304	1327	324	873	1710
Grp Volume(v), veh/h	203	3	0	433	0	203
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1652	873	1710
Q Serve(g_s), s	0.0	0.0	0.0	7.2	0.0	2.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.2	0.0	2.7
Prop In Lane	1.00	1.00		0.20	1.00	
Lane Grp Cap(c), veh/h	2314916492	1586	1890048	0	1199	97	1241
V/C Ratio(X)	0.00	0.00	0.00	0.36	0.00	0.16
Avail Cap(c_a), veh/h	1315573202	2424	1690624	0	1199	97	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.8	0.0	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.3
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	0.0	0.0	1.5	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	4.6	0.0	3.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	206		433			203
Approach Delay, s/veh	0.0		4.6			3.4
Approach LOS	A		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		59.4			59.4	14.5
Change Period (Y+Rc), s		5.8			5.8	4.6
Max Green Setting (Gmax), s		53.6			53.6	56.0
Max Q Clear Time (g_c+I1), s		9.2			4.7	2.0
Green Ext Time (p_c), s		2.7			1.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	0	0	0	0	34
Future Vol, veh/h	78	0	0	0	0	34
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, %	0	0	0	0	0	0
Mvmt Flow	85	0	0	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	171	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	824	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	781	1090
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	865	-

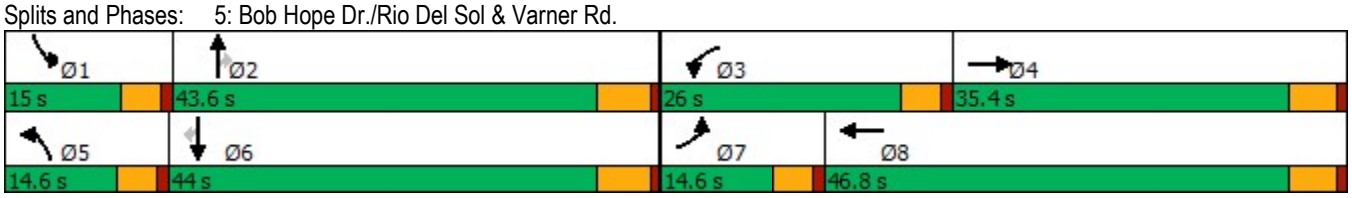
Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

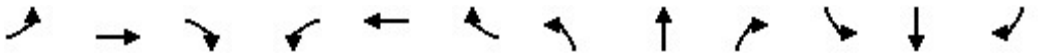
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.052	-	-	-	0.034
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	40	338	433	93	51	531	392	150	302	28
Future Volume (vph)	40	338	433	93	51	531	392	150	302	28
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.3	19.8	16.9	33.6	10.3	23.3	23.3	10.5	27.3	27.3
Actuated g/C Ratio	0.11	0.22	0.18	0.37	0.11	0.25	0.25	0.11	0.30	0.30
v/c Ratio	0.11	0.70	0.75	0.25	0.14	0.64	0.60	0.42	0.31	0.05
Control Delay	43.6	35.2	44.8	8.6	43.7	34.7	7.8	45.4	28.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	35.2	44.8	8.6	43.7	34.7	7.8	45.4	28.5	0.2
LOS	D	D	D	A	D	C	A	D	C	A
Approach Delay		35.8		30.2		24.3			32.1	
Approach LOS		D		C		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	338	159	433	93	198	51	531	392	150	302	28
Future Volume (veh/h)	40	338	159	433	93	198	51	531	392	150	302	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	376	150	481	103	183	57	590	0	167	336	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	518	204	590	528	465	325	819		453	950	424
Arrive On Green	0.08	0.20	0.20	0.17	0.29	0.29	0.09	0.23	0.00	0.13	0.26	0.26
Sat Flow, veh/h	3510	2531	995	3510	1805	1590	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	44	267	259	481	103	183	57	590	0	167	336	31
Grp Sat Flow(s),veh/h/ln	1755	1805	1721	1755	1805	1590	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.9	10.4	10.6	9.9	3.2	6.9	1.1	11.3	0.0	3.3	5.7	1.1
Cycle Q Clear(g_c), s	0.9	10.4	10.6	9.9	3.2	6.9	1.1	11.3	0.0	3.3	5.7	1.1
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	369	352	590	528	465	325	819		453	950	424
V/C Ratio(X)	0.16	0.72	0.74	0.82	0.19	0.39	0.18	0.72		0.37	0.35	0.07
Avail Cap(c_a), veh/h	467	721	687	1000	995	876	467	1816		486	1836	819
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	27.9	28.0	30.1	19.9	21.2	31.4	26.8	0.0	29.9	22.5	20.8
Incr Delay (d2), s/veh	0.1	2.7	3.0	1.1	0.2	0.5	0.1	1.2	0.0	0.2	0.2	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	0.4	4.4	4.3	4.0	1.3	2.4	0.4	4.6	0.0	1.3	2.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	30.6	31.0	31.2	20.1	21.8	31.5	28.1	0.0	30.1	22.7	20.9
LnGrp LOS	C	C	C	C	C	C	C	C		C	C	C
Approach Vol, veh/h		570			767			647	A		534	
Approach Delay, s/veh		30.9			27.5			28.4			24.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	22.8	17.2	20.8	11.6	25.6	10.6	27.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	5.3	13.3	11.9	12.6	3.1	7.7	2.9	8.9
Green Ext Time (p_c), s	0.1	3.7	0.7	2.8	0.0	2.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

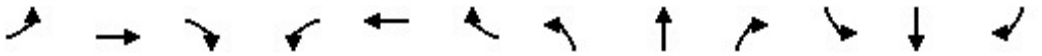
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	811	4	370	317	751	482	396
Future Volume (vph)	811	4	370	317	751	482	396
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	28.6	28.6	28.6	12.6	32.9	15.3	15.3
Actuated g/C Ratio	0.39	0.39	0.39	0.17	0.45	0.21	0.21
v/c Ratio	0.65	0.66	0.56	0.56	0.50	0.48	0.63
Control Delay	23.8	23.9	15.2	35.2	17.1	28.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	23.9	15.2	35.2	17.1	28.7	8.2
LOS	C	C	B	D	B	C	A
Approach Delay		21.1			22.5	19.5	
Approach LOS		C			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	811	4	370	317	751	0	0	482	396
Future Volume (veh/h)	0	0	0	811	4	370	317	751	0	0	482	396
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				866	0	0	337	799	0	0	513	327
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1074	0		568	1858	0	0	1434	439
Arrive On Green				0.30	0.00	0.00	0.16	0.51	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1590
Grp Volume(v), veh/h				866	0	0	337	799	0	0	513	327
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1590
Q Serve(g_s), s				13.6	0.0	0.0	5.5	8.5	0.0	0.0	4.9	11.5
Cycle Q Clear(g_c), s				13.6	0.0	0.0	5.5	8.5	0.0	0.0	4.9	11.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1074	0		568	1858	0	0	1434	439
V/C Ratio(X)				0.81	0.00		0.59	0.43	0.00	0.00	0.36	0.74
Avail Cap(c_a), veh/h				2951	0		873	3413	0	0	3219	986
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				20.0	0.0	0.0	23.9	9.3	0.0	0.0	17.9	20.3
Incr Delay (d2), s/veh				1.1	0.0	0.0	0.4	0.1	0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln				5.4	0.0	0.0	2.0	2.4	0.0	0.0	1.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.1	0.0	0.0	24.3	9.4	0.0	0.0	18.0	22.2
LnGrp LOS				C	A		C	A	A	A	B	C
Approach Vol, veh/h					866	A		1136			840	
Approach Delay, s/veh					21.1			13.8			19.6	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	37.5		14.7	22.8		24.1						
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8						
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2						
Max Q Clear Time (g_c+I1), s	10.5		7.5	13.5		15.6						
Green Ext Time (p_c), s	4.6		0.4	3.5		2.7						

Intersection Summary		
HCM 6th Ctrl Delay	17.8	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

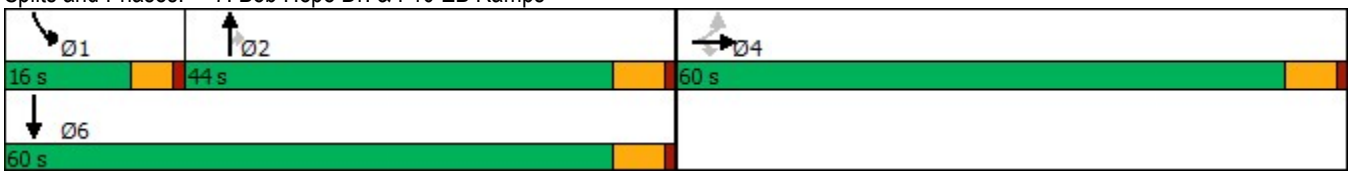
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

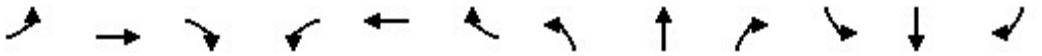
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	472	6	849	596	54	146	1217
Future Volume (vph)	472	6	849	596	54	146	1217
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	41.1	41.1	41.1	26.6	26.6	11.1	42.8
Actuated g/C Ratio	0.43	0.43	0.43	0.28	0.28	0.12	0.44
v/c Ratio	0.64	0.77	0.71	0.49	0.12	0.40	0.83
Control Delay	27.2	32.7	26.7	30.6	5.2	48.9	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	32.7	26.7	30.6	5.2	48.9	30.3
LOS	C	C	C	C	A	D	C
Approach Delay		28.9		28.7			32.3
Approach LOS		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 30.2	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	6	849	0	0	0	0	596	54	146	1217	0
Future Volume (veh/h)	472	6	849	0	0	0	0	596	54	146	1217	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	348	0	971				0	655	44	160	1337	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	664	0	1182				0	1514	428	477	1690	0
Arrive On Green	0.37	0.00	0.37				0.00	0.27	0.27	0.14	0.47	0.00
Sat Flow, veh/h	1810	0	3220				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	348	0	971				0	655	44	160	1337	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	10.6	0.0	19.2				0.0	6.7	1.5	2.9	22.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	19.2				0.0	6.7	1.5	2.9	22.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	664	0	1182				0	1514	428	477	1690	0
V/C Ratio(X)	0.52	0.00	0.82				0.00	0.43	0.10	0.34	0.79	0.00
Avail Cap(c_a), veh/h	1393	0	2479				0	3093	874	563	2779	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	0.0	20.2				0.0	21.4	19.5	27.5	15.8	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.1				0.0	0.1	0.1	0.2	0.6	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
%ile BackOfQ(50%),veh/ln	4.2	0.0	6.8				0.0	2.7	0.5	1.1	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	21.3				0.0	21.6	19.6	27.7	16.4	0.0
LnGrp LOS	B	A	C				A	C	B	C	B	A
Approach Vol, veh/h		1319						699			1497	
Approach Delay, s/veh		20.4						21.5			17.7	
Approach LOS		C						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	24.5		31.6		38.8
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	4.9	8.7		21.2		24.0
Green Ext Time (p_c), s	0.1	3.6		4.6		8.9

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

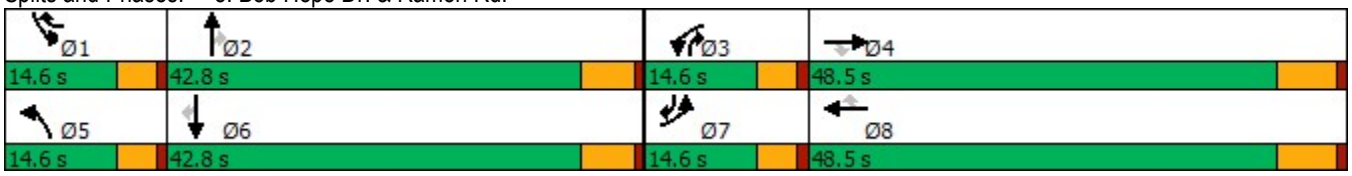
User approved volume balancing among the lanes for turning movement.

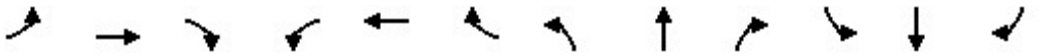
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1053	282	176	635	4	193	457	216	102	1060	840
Future Volume (vph)	190	1053	282	176	635	4	193	457	216	102	1060	840
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.0	40.7	40.7	10.0	40.7	52.6	10.0	33.4	49.2	10.0	33.4	44.6
Actuated g/C Ratio	0.09	0.35	0.35	0.09	0.35	0.45	0.09	0.29	0.43	0.09	0.29	0.39
v/c Ratio	0.70	0.92	0.45	0.65	0.56	0.01	0.71	0.34	0.33	0.37	0.79	1.41
Control Delay	65.3	49.0	12.5	62.8	32.6	0.0	65.8	33.2	16.5	55.1	42.3	220.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	49.0	12.5	62.8	32.6	0.0	65.8	33.2	16.5	55.1	42.3	220.7
LOS	E	D	B	E	C	A	E	C	B	E	D	F
Approach Delay		44.3			39.0			36.3			117.8	
Approach LOS		D			D			D			F	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 115.7	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 70.4	Intersection LOS: E
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1053	282	176	635	4	193	457	216	102	1060	840
Future Volume (veh/h)	190	1053	282	176	635	4	193	457	216	102	1060	840
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1170	0	196	706	3	214	508	154	113	1178	719
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1242		293	1242	678	293	1614	635	287	1604	626
Arrive On Green	0.08	0.34	0.00	0.08	0.34	0.34	0.08	0.31	0.31	0.08	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	211	1170	0	196	706	3	214	508	154	113	1178	719
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	7.0	37.6	0.0	6.5	19.1	0.1	7.1	8.9	7.7	3.7	24.3	37.0
Cycle Q Clear(g_c), s	7.0	37.6	0.0	6.5	19.1	0.1	7.1	8.9	7.7	3.7	24.3	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1242		293	1242	678	293	1614	635	287	1604	626
V/C Ratio(X)	0.72	0.94		0.67	0.57	0.00	0.73	0.31	0.24	0.39	0.73	1.15
Avail Cap(c_a), veh/h	293	1267		293	1267	689	293	1614	635	293	1604	626
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	38.1	0.0	53.2	32.0	19.8	53.5	31.5	24.2	52.1	36.9	36.4
Incr Delay (d2), s/veh	7.2	13.6	0.0	4.7	0.6	0.0	7.8	0.1	0.2	0.3	1.8	84.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	17.7	0.0	2.9	7.9	0.0	3.4	3.6	2.8	1.6	10.1	31.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	51.7	0.0	57.9	32.6	19.8	61.3	31.6	24.4	52.5	38.7	120.8
LnGrp LOS	E	D		E	C	B	E	C	C	D	D	F
Approach Vol, veh/h		1381	A		905			876			2010	
Approach Delay, s/veh		53.0			38.0			37.6			68.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	43.0	14.6	47.7	14.6	42.8	14.6	47.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	5.7	10.9	8.5	39.6	9.1	39.0	9.0	21.1
Green Ext Time (p_c), s	0.1	3.7	0.1	1.5	0.0	0.0	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

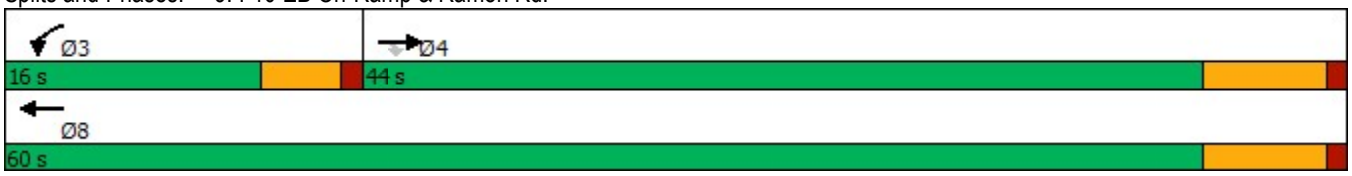
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	930	810	134	806
Future Volume (vph)	930	810	134	806
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	37.1	37.1	11.6	52.4
Actuated g/C Ratio	0.71	0.71	0.22	1.00
v/c Ratio	0.77	0.72	0.37	0.47
Control Delay	14.2	8.4	25.0	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.2	8.4	25.0	0.8
LOS	B	A	C	A
Approach Delay	11.5			4.3
Approach LOS	B			A

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 52.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	930	810	134	806	0	0
Future Volume (veh/h)	930	810	134	806	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	1033	871	149	896		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1192	1010	300	1670		
Arrive On Green	0.63	0.63	0.17	0.88		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	1033	871	149	896		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	23.8	23.6	4.0	5.8		
Cycle Q Clear(g_c), s	23.8	23.6	4.0	5.8		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1192	1010	300	1670		
V/C Ratio(X)	0.87	0.86	0.50	0.54		
Avail Cap(c_a), veh/h	1327	1124	384	1893		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.2	8.1	20.3	0.7		
Incr Delay (d2), s/veh	5.8	6.5	0.5	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.5	4.8	1.4	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.7	20.8	1.0		
LnGrp LOS	B	B	C	A		
Approach Vol, veh/h	1904			1045		
Approach Delay, s/veh	14.3			3.8		
Approach LOS	B			A		

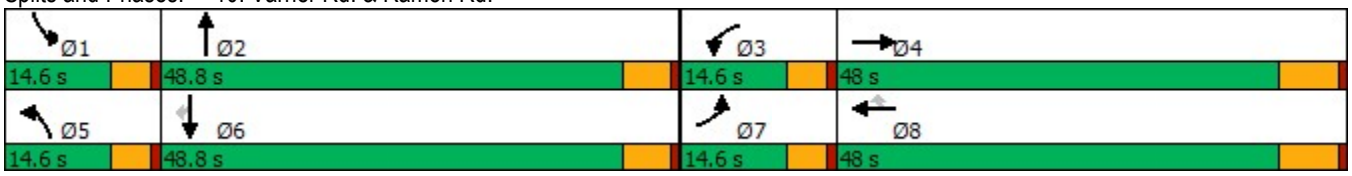
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			13.5	40.2		53.7
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			6.0	25.8		7.8
Green Ext Time (p_c), s			0.1	7.8		7.0

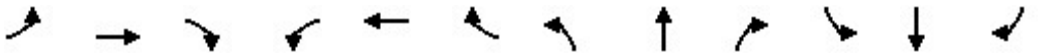
Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	29	644	42	564	135	289	381	96	283	60
Future Volume (vph)	29	644	42	564	135	289	381	96	283	60
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	10.5	37.5	10.5	37.5	37.5	10.5	23.0	10.5	23.0	23.0
Actuated g/C Ratio	0.11	0.39	0.11	0.39	0.39	0.11	0.24	0.11	0.24	0.24
v/c Ratio	0.16	0.68	0.23	0.82	0.21	1.57	0.68	0.52	0.33	0.14
Control Delay	49.3	27.3	50.2	39.1	8.7	312.8	31.2	57.4	32.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	27.3	50.2	39.1	8.7	312.8	31.2	57.4	32.1	1.6
LOS	D	C	D	D	A	F	C	E	C	A
Approach Delay		28.0		34.2			122.4		33.4	
Approach LOS		C		C			F		C	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 95.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.57	
Intersection Signal Delay: 58.3	Intersection LOS: E
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	644	272	42	564	135	289	381	222	96	283	60
Future Volume (veh/h)	29	644	272	42	564	135	289	381	222	96	283	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	692	147	45	606	75	311	410	174	103	304	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1047	222	140	685	580	215	556	233	196	790	
Arrive On Green	0.06	0.34	0.34	0.08	0.36	0.36	0.12	0.22	0.22	0.11	0.21	0.00
Sat Flow, veh/h	1810	3039	645	1810	1900	1610	1810	2542	1066	1810	3800	1610
Grp Volume(v), veh/h	31	432	407	45	606	75	311	305	279	103	304	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1784	1810	1900	1610	1810	1900	1708	1810	1900	1610
Q Serve(g_s), s	1.4	16.2	16.3	2.0	25.2	2.6	10.0	12.6	12.8	4.5	5.8	0.0
Cycle Q Clear(g_c), s	1.4	16.2	16.3	2.0	25.2	2.6	10.0	12.6	12.8	4.5	5.8	0.0
Prop In Lane	1.00		0.36	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	111	654	614	140	685	580	215	416	374	196	790	
V/C Ratio(X)	0.28	0.66	0.66	0.32	0.88	0.13	1.44	0.73	0.75	0.53	0.38	
Avail Cap(c_a), veh/h	215	939	881	215	939	795	215	982	883	215	1963	
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	0.00
Uniform Delay (d), s/veh	37.7	23.4	23.4	36.7	25.2	18.0	37.0	30.5	30.6	35.4	28.6	0.0
Incr Delay (d2), s/veh	0.5	1.1	1.2	0.5	7.8	0.1	223.9	2.5	3.0	0.8	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	0.6	6.5	6.1	0.8	11.2	0.9	17.6	5.7	5.3	2.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	24.5	24.6	37.2	33.0	18.1	260.9	33.1	33.6	36.2	28.9	0.0
LnGrp LOS	D	C	C	D	C	B	F	C	C	D	C	
Approach Vol, veh/h		870			726			895			407	A
Approach Delay, s/veh		25.0			31.7			112.4			30.8	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	23.8	11.1	35.4	14.6	22.9	9.7	36.8
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	6.5	14.8	4.0	18.3	12.0	7.8	3.4	27.2
Green Ext Time (p_c), s	0.0	3.6	0.0	4.6	0.0	1.9	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

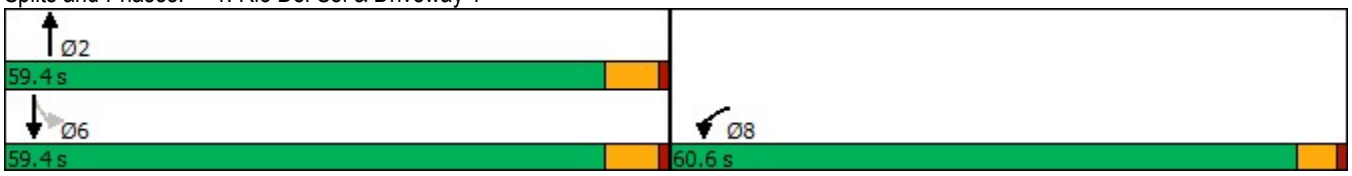
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	97	63	148
Future Volume (vph)	97	63	148
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.6	22.0	22.0
Actuated g/C Ratio	0.30	0.56	0.56
v/c Ratio	0.20	0.12	0.15
Control Delay	11.2	5.9	8.0
Queue Delay	0.0	0.0	0.0
Total Delay	11.2	5.9	8.0
LOS	B	A	A
Approach Delay	11.2	5.9	8.0
Approach LOS	B	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.1	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 25.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Rio Del Sol & Driveway 1



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	0	63	46	0	148
Future Volume (veh/h)	97	0	63	46	0	148
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	3	68	50	0	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	369	272	261	690
Arrive On Green	0.26	0.26	0.36	0.36	0.00	0.36
Sat Flow, veh/h	1927782078328	3308544	1017	748	1294	1900
Grp Volume(v), veh/h	161	3	0	118	0	161
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1765	1294	1900
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	1.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	1.6
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	5002780014660	1817088	0	641	261	690
V/C Ratio(X)	0.00	0.00	0.00	0.18	0.00	0.23
Avail Cap(c_a), veh/h	391863863240894265856		0	3435	2309	3697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	6.0	0.0	6.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.2
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	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	6.1	0.0	6.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	164		118			161
Approach Delay, s/veh	0.0		6.1			6.3
Approach LOS	A		A			A

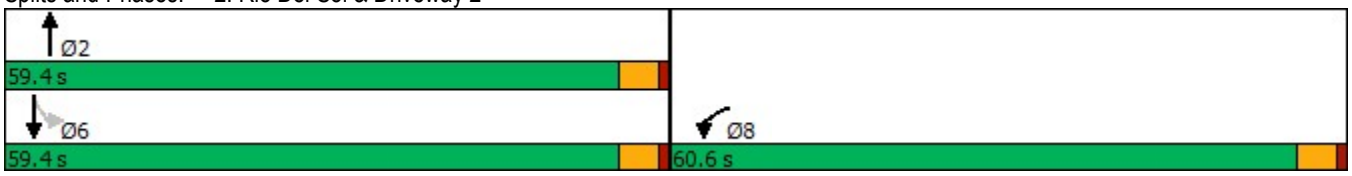
Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	15.8			15.8	11.7
Change Period (Y+Rc), s	5.8			5.8	4.6
Max Green Setting (Gmax), s	53.6			53.6	56.0
Max Q Clear Time (g_c+I1), s	3.3			3.6	2.0
Green Ext Time (p_c), s	0.6			0.8	0.6

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	141	109	245
Future Volume (vph)	141	109	245
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Min	Min
Act Effct Green (s)	11.5	17.5	17.5
Actuated g/C Ratio	0.34	0.51	0.51
v/c Ratio	0.25	0.21	0.27
Control Delay	9.6	7.1	8.6
Queue Delay	0.0	0.0	0.0
Total Delay	9.6	7.1	8.6
LOS	A	A	A
Approach Delay	9.6	7.1	8.6
Approach LOS	A	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 34	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 28.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Rio Del Sol & Driveway 2



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	0	109	71	0	245
Future Volume (veh/h)	141	0	109	71	0	245
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	266	3	118	77	0	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	384	251	257	679
Arrive On Green	0.31	0.31	0.36	0.36	0.00	0.36
Sat Flow, veh/h	1927782072837201	2062464	1073	700	1207	1900
Grp Volume(v), veh/h	266	3	0	195	0	266
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1774	1207	1900
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	2.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.2	0.0	2.9
Prop In Lane	1.00	1.00		0.39	1.00	
Lane Grp Cap(c), veh/h	6040969545869	6794112	0	634	257	679
V/C Ratio(X)	0.00	0.00	0.00	0.31	0.00	0.39
Avail Cap(c_a), veh/h	386074830475842	7834624	0	3476	2191	3724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	6.5	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.4
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	0.0	0.0	0.4	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	6.8	0.0	7.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	269		195			266
Approach Delay, s/veh	0.0		6.8			7.1
Approach LOS	A		A			A

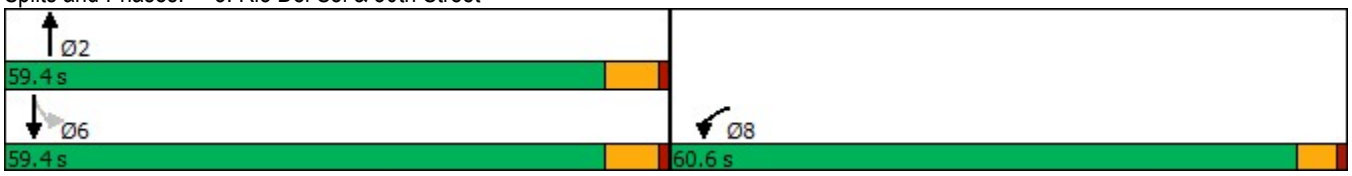
Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	14.6	14.6	13.4
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	54.8	54.8	56.0
Max Q Clear Time (g_c+I1), s	4.2	4.9	2.0
Green Ext Time (p_c), s	1.1	1.5	1.0

Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Lane Group	WBL	NBT	SBT
Lane Configurations			
Traffic Volume (vph)	97	181	383
Future Volume (vph)	97	181	383
Turn Type	Prot	NA	NA
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	22.6	23.8	23.8
Total Split (s)	60.6	59.4	59.4
Total Split (%)	50.5%	49.5%	49.5%
Yellow Time (s)	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	Max	Max
Act Effct Green (s)	12.2	65.1	65.1
Actuated g/C Ratio	0.15	0.78	0.78
v/c Ratio	0.44	0.19	0.31
Control Delay	38.3	4.0	4.9
Queue Delay	0.0	0.0	1.3
Total Delay	38.3	4.0	6.1
LOS	D	A	A
Approach Delay	38.3	4.0	6.1
Approach LOS	D	A	A

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 83.2		
Natural Cycle: 50		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.44		
Intersection Signal Delay: 9.8	Intersection LOS: A	
Intersection Capacity Utilization 39.4%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 3: Rio Del Sol & 30th Street



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	0	181	46	0	383
Future Volume (veh/h)	97	0	181	46	0	383
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	416	3	197	50	0	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	9999	9999	953	242	97	1239
Arrive On Green	0.14	0.14	0.72	0.72	0.00	0.72
Sat Flow, veh/h	17350038658083 4414336		1316	334	1036	1710
Grp Volume(v), veh/h	416	3	0	247	0	416
Grp Sat Flow(s),veh/h/ln	1629	1449	0	1650	1036	1710
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	6.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.6	0.0	6.6
Prop In Lane	1.00	1.00		0.20	1.00	
Lane Grp Cap(c), veh/h	23442310759573221376		0	1195	97	1239
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.34
Avail Cap(c_a), veh/h	131300812495691035648		0	1195	97	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.3	0.0	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.7
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	0.0	0.0	0.7	0.0	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	3.7	0.0	4.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	419		247			416
Approach Delay, s/veh	0.0		3.7			4.4
Approach LOS	A		A			A

Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		59.4				59.4		14.6
Change Period (Y+Rc), s		5.8				5.8		4.6
Max Green Setting (Gmax), s		53.6				53.6		56.0
Max Q Clear Time (g_c+I1), s		5.6				8.6		2.0
Green Ext Time (p_c), s		1.4				2.5		1.7

Intersection Summary	
HCM 6th Ctrl Delay	2.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	0	0	97
Future Vol, veh/h	46	0	0	0	0	97
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, %	0	0	0	0	0	0
Mvmt Flow	50	0	0	0	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	101	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	902	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	874	1090
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	929	-

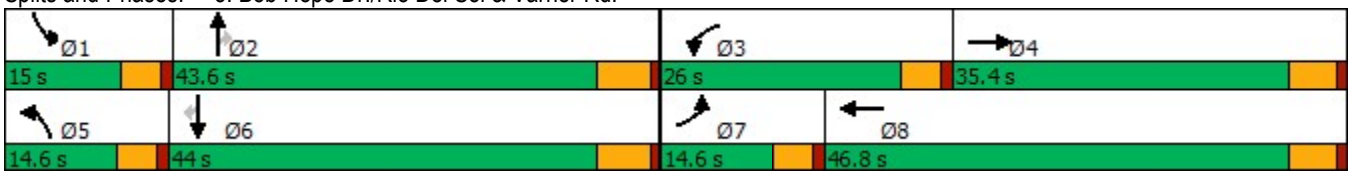
Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.7
HCM LOS			A

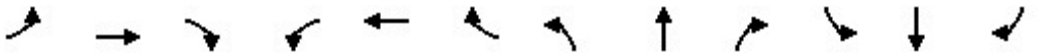
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.031	-	-	-	0.097
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	24	145	424	298	138	334	344	267	525	54
Future Volume (vph)	24	145	424	298	138	334	344	267	525	54
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	15.4	14.6	46.8	14.6	39.8	39.8	14.6	39.8	39.8
Total Split (s)	14.6	35.4	26.0	46.8	14.6	43.6	43.6	15.0	44.0	44.0
Total Split (%)	12.2%	29.5%	21.7%	39.0%	12.2%	36.3%	36.3%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	13.7	17.1	30.6	10.4	21.6	21.6	10.8	22.0	22.0
Actuated g/C Ratio	0.12	0.16	0.20	0.36	0.12	0.26	0.26	0.13	0.26	0.26
v/c Ratio	0.07	0.38	0.74	0.41	0.40	0.45	0.58	0.74	0.69	0.13
Control Delay	40.0	30.6	40.1	20.7	41.2	28.7	6.6	49.4	32.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	30.6	40.1	20.7	41.2	28.7	6.6	49.4	32.9	0.5
LOS	D	C	D	C	D	C	A	D	C	A
Approach Delay		31.7		30.5		21.5			36.0	
Approach LOS		C		C		C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Bob Hope Dr./Rio Del Sol & Varner Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	145	38	424	298	123	138	334	344	267	525	54
Future Volume (veh/h)	24	145	38	424	298	123	138	334	344	267	525	54
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	179	38	523	368	140	170	412	0	330	648	47
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	420	87	640	667	250	478	894		495	911	406
Arrive On Green	0.06	0.14	0.14	0.18	0.26	0.26	0.14	0.25	0.00	0.14	0.25	0.25
Sat Flow, veh/h	3510	2976	618	3510	2560	958	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	30	107	110	523	258	250	170	412	0	330	648	47
Grp Sat Flow(s),veh/h/ln	1755	1805	1789	1755	1805	1713	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.6	3.8	4.0	10.1	8.7	9.0	3.1	6.9	0.0	6.3	11.6	1.6
Cycle Q Clear(g_c), s	0.6	3.8	4.0	10.1	8.7	9.0	3.1	6.9	0.0	6.3	11.6	1.6
Prop In Lane	1.00		0.35	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	255	253	640	470	446	478	894		495	911	406
V/C Ratio(X)	0.14	0.42	0.44	0.82	0.55	0.56	0.36	0.46		0.67	0.71	0.12
Avail Cap(c_a), veh/h	496	765	758	1061	1055	1001	496	1927		516	1947	869
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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	27.8	27.8	27.8	22.6	22.7	27.8	22.6	0.0	28.8	24.1	20.4
Incr Delay (d2), s/veh	0.1	1.1	1.2	1.0	1.0	1.1	0.2	0.4	0.0	2.4	1.0	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	1.6	1.7	4.0	3.5	3.4	1.2	2.7	0.0	2.6	4.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	28.9	29.0	28.8	23.6	23.8	27.9	23.0	0.0	31.3	25.2	20.5
LnGrp LOS	C	C	C	C	C	C	C	C		C	C	C
Approach Vol, veh/h		247			1031			582	A		1025	
Approach Delay, s/veh		29.2			26.3			24.4			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	23.3	17.5	15.4	14.2	23.7	9.1	23.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	10.4	37.8	21.4	30.0	10.0	38.2	10.0	41.4
Max Q Clear Time (g_c+I1), s	8.3	8.9	12.1	6.0	5.1	13.6	2.6	11.0
Green Ext Time (p_c), s	0.2	2.5	0.8	1.1	0.1	4.3	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

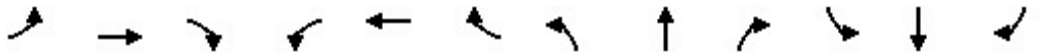
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	623	8	232	705	668	484	480
Future Volume (vph)	623	8	232	705	668	484	480
Turn Type	Perm	NA	Perm	Prot	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	14.7	15.8	29.8	29.8
Total Split (s)	56.0	56.0	56.0	20.0	64.0	44.0	44.0
Total Split (%)	46.7%	46.7%	46.7%	16.7%	53.3%	36.7%	36.7%
Yellow Time (s)	4.8	4.8	4.8	3.7	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	4.7	5.8	5.8	5.8
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	23.4	23.4	23.4	15.8	36.7	16.0	16.0
Actuated g/C Ratio	0.32	0.32	0.32	0.22	0.51	0.22	0.22
v/c Ratio	0.66	0.65	0.44	1.07	0.42	0.49	0.71
Control Delay	27.3	26.9	12.1	83.8	13.1	26.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	26.9	12.1	83.8	13.1	26.7	8.3
LOS	C	C	B	F	B	C	A
Approach Delay		23.1			49.4	17.5	
Approach LOS		C			D	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Bob Hope Dr. & I-10 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	623	8	232	705	668	0	0	484	480
Future Volume (veh/h)	0	0	0	623	8	232	705	668	0	0	484	480
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				730	0	0	820	777	0	0	563	418
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				894	0		733	2147	0	0	1669	511
Arrive On Green				0.25	0.00	0.00	0.21	0.59	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	5358	1590
Grp Volume(v), veh/h				730	0	0	820	777	0	0	563	418
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1729	1590
Q Serve(g_s), s				13.9	0.0	0.0	15.3	8.1	0.0	0.0	6.1	17.7
Cycle Q Clear(g_c), s				13.9	0.0	0.0	15.3	8.1	0.0	0.0	6.1	17.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				894	0		733	2147	0	0	1669	511
V/C Ratio(X)				0.82	0.00		1.12	0.36	0.00	0.00	0.34	0.82
Avail Cap(c_a), veh/h				2480	0		733	2868	0	0	2705	829
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.0	0.0	0.0	29.0	7.7	0.0	0.0	18.9	22.9
Incr Delay (d2), s/veh				1.4	0.0	0.0	70.8	0.1	0.0	0.0	0.1	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	0.0	0.0	13.0	2.3	0.0	0.0	2.2	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.4	0.0	0.0	99.8	7.7	0.0	0.0	19.0	25.4
LnGrp LOS				C	A		F	A	A	A	B	C
Approach Vol, veh/h					730	A		1597			981	
Approach Delay, s/veh					27.4			55.0			21.7	
Approach LOS					C			D			C	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	49.4		20.0	29.4		23.9				
Change Period (Y+Rc), s	5.8		* 4.7	5.8		5.8				
Max Green Setting (Gmax), s	58.2		* 15	38.2		50.2				
Max Q Clear Time (g_c+I1), s	10.1		17.3	19.7		15.9				
Green Ext Time (p_c), s	4.4		0.0	3.8		2.2				

Intersection Summary		
HCM 6th Ctrl Delay	39.0	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

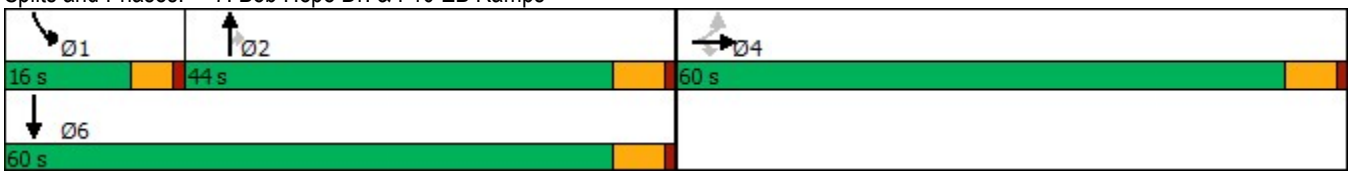
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

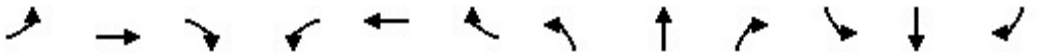
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	342	2	488	1031	79	200	905
Future Volume (vph)	342	2	488	1031	79	200	905
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.8	15.8	15.8	15.8	15.8	14.7	30.8
Total Split (s)	60.0	60.0	60.0	44.0	44.0	16.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	36.7%	36.7%	13.3%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.7	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	22.3	22.3	22.3	24.8	24.8	10.8	40.5
Actuated g/C Ratio	0.30	0.30	0.30	0.33	0.33	0.14	0.54
v/c Ratio	0.62	0.61	0.58	0.70	0.15	0.43	0.50
Control Delay	29.0	24.1	22.2	24.8	6.8	35.7	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	24.1	22.2	24.8	6.8	35.7	12.7
LOS	C	C	C	C	A	D	B
Approach Delay		25.2		23.6			16.9
Approach LOS		C		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 74.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Bob Hope Dr. & I-10 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	2	488	0	0	0	0	1031	79	200	905	0
Future Volume (veh/h)	342	2	488	0	0	0	0	1031	79	200	905	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	481	0	232				0	1121	78	217	984	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	744	0	331				0	1855	524	612	2111	0
Arrive On Green	0.21	0.00	0.21				0.00	0.33	0.33	0.17	0.58	0.00
Sat Flow, veh/h	3619	0	1610				0	5700	1610	3510	3705	0
Grp Volume(v), veh/h	481	0	232				0	1121	78	217	984	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	1755	1805	0
Q Serve(g_s), s	6.7	0.0	7.4				0.0	9.1	1.9	3.0	8.6	0.0
Cycle Q Clear(g_c), s	6.7	0.0	7.4				0.0	9.1	1.9	3.0	8.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	744	0	331				0	1855	524	612	2111	0
V/C Ratio(X)	0.65	0.00	0.70				0.00	0.60	0.15	0.35	0.47	0.00
Avail Cap(c_a), veh/h	3545	0	1577				0	3935	1112	717	3536	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	20.4				0.0	15.7	13.2	20.1	6.6	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.0				0.0	0.2	0.1	0.1	0.1	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
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.7				0.0	3.2	0.6	1.1	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	22.4				0.0	15.9	13.3	20.2	6.7	0.0
LnGrp LOS	C	A	C				A	B	B	C	A	A
Approach Vol, veh/h		713						1199			1201	
Approach Delay, s/veh		21.3						15.7			9.1	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	23.8		17.2		38.2
Change Period (Y+Rc), s	* 4.7	5.8		5.8		5.8
Max Green Setting (Gmax), s	* 11	38.2		54.2		54.2
Max Q Clear Time (g_c+I1), s	5.0	11.1		9.4		10.6
Green Ext Time (p_c), s	0.2	6.9		2.0		6.1

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

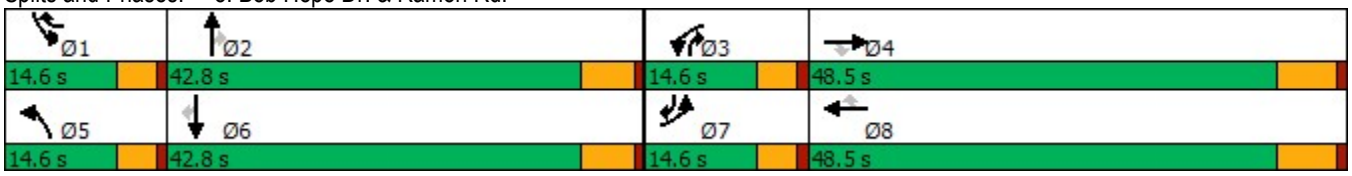
User approved volume balancing among the lanes for turning movement.

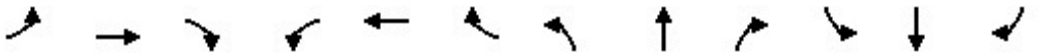
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	1006	270	116	484	30	393	955	273	66	798	532
Future Volume (vph)	133	1006	270	116	484	30	393	955	273	66	798	532
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (s)	14.6	48.5	48.5	14.6	48.5	14.6	14.6	42.8	14.6	14.6	42.8	14.6
Total Split (%)	12.1%	40.2%	40.2%	12.1%	40.2%	12.1%	12.1%	35.5%	12.1%	12.1%	35.5%	12.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	4.8	3.6	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	5.8	4.6	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.2	36.8	36.8	10.2	36.8	48.9	10.2	31.2	47.3	10.2	27.5	38.9
Actuated g/C Ratio	0.10	0.35	0.35	0.10	0.35	0.46	0.10	0.29	0.44	0.10	0.26	0.37
v/c Ratio	0.42	0.84	0.39	0.36	0.40	0.04	1.23	0.65	0.37	0.21	0.62	0.83
Control Delay	52.7	39.8	7.4	51.9	28.1	0.4	167.5	36.7	16.7	50.5	37.1	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	39.8	7.4	51.9	28.1	0.4	167.5	36.7	16.7	50.5	37.1	32.7
LOS	D	D	A	D	C	A	F	D	B	D	D	C
Approach Delay		34.8			31.2			65.0			36.0	
Approach LOS		C			C			E			D	

Intersection Summary	
Cycle Length: 120.5	
Actuated Cycle Length: 106.5	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Bob Hope Dr. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1006	270	116	484	30	393	955	273	66	798	532
Future Volume (veh/h)	133	1006	270	116	484	30	393	955	273	66	798	532
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	1048	0	121	504	17	409	995	158	69	831	398
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1210		319	1206	662	328	1511	616	286	1449	592
Arrive On Green	0.09	0.34	0.00	0.09	0.33	0.33	0.09	0.29	0.29	0.08	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	3610	1589	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	139	1048	0	121	504	17	409	995	158	69	831	398
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	4.0	29.1	0.0	3.5	11.6	0.7	10.0	18.0	7.2	2.0	14.7	22.4
Cycle Q Clear(g_c), s	4.0	29.1	0.0	3.5	11.6	0.7	10.0	18.0	7.2	2.0	14.7	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1210		319	1206	662	328	1511	616	286	1449	592
V/C Ratio(X)	0.43	0.87		0.38	0.42	0.03	1.25	0.66	0.26	0.24	0.57	0.67
Avail Cap(c_a), veh/h	328	1418		328	1418	755	328	1795	704	328	1795	698
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	33.3	0.0	45.7	27.6	18.5	48.4	33.2	22.6	46.0	33.1	28.2
Incr Delay (d2), s/veh	0.3	5.2	0.0	0.3	0.2	0.0	133.4	0.7	0.2	0.2	0.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.5	0.0	1.5	4.7	0.2	10.3	7.3	2.5	0.8	5.9	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	38.5	0.0	46.0	27.8	18.5	181.9	33.9	22.8	46.2	33.4	30.2
LnGrp LOS	D	D		D	C	B	F	C	C	D	C	C
Approach Vol, veh/h		1187	A		642			1562			1298	
Approach Delay, s/veh		39.4			31.0			71.5			33.1	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	36.9	14.3	42.3	14.6	35.7	14.4	42.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.0	37.0	10.0	42.0	10.0	37.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	4.0	20.0	5.5	31.1	12.0	24.4	6.0	13.6
Green Ext Time (p_c), s	0.0	6.5	0.1	4.7	0.0	5.4	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

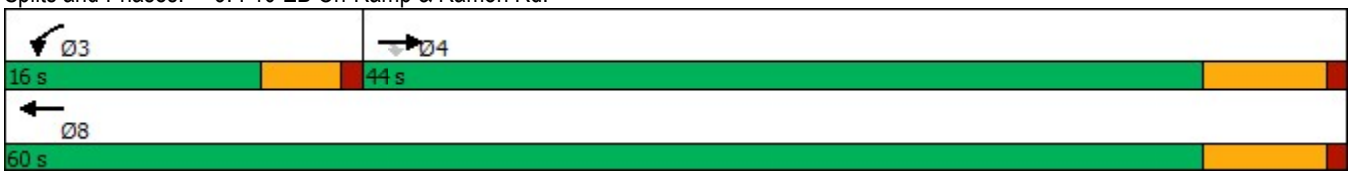
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT
Lane Configurations				
Traffic Volume (vph)	513	766	193	630
Future Volume (vph)	513	766	193	630
Turn Type	NA	Perm	Prot	NA
Protected Phases	4		3	8
Permitted Phases		4		
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	23.5	23.5	14.6	16.5
Total Split (s)	44.0	44.0	16.0	60.0
Total Split (%)	73.3%	73.3%	26.7%	100.0%
Yellow Time (s)	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	None	None	None	None
Act Effct Green (s)	32.7	32.7	12.2	48.4
Actuated g/C Ratio	0.68	0.68	0.25	1.00
v/c Ratio	0.45	0.74	0.48	0.37
Control Delay	7.2	10.8	25.3	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.2	10.8	25.3	0.6
LOS	A	B	C	A
Approach Delay	9.3			6.4
Approach LOS	A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: I-10 EB On-Ramp & Ramon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	513	766	193	630	0	0
Future Volume (veh/h)	513	766	193	630	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900		
Adj Flow Rate, veh/h	576	823	217	708		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	0	0		
Cap, veh/h	1116	946	344	1653		
Arrive On Green	0.59	0.59	0.19	0.87		
Sat Flow, veh/h	1900	1610	1810	1900		
Grp Volume(v), veh/h	576	823	217	708		
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	9.0	21.5	5.5	3.9		
Cycle Q Clear(g_c), s	9.0	21.5	5.5	3.9		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1116	946	344	1653		
V/C Ratio(X)	0.52	0.87	0.63	0.43		
Avail Cap(c_a), veh/h	1426	1209	413	2035		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.1	8.7	18.6	0.7		
Incr Delay (d2), s/veh	0.4	5.8	1.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	4.4	1.9	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	14.5	19.7	0.9		
LnGrp LOS	A	B	B	A		
Approach Vol, veh/h	1399			925		
Approach Delay, s/veh	11.2			5.3		
Approach LOS	B			A		

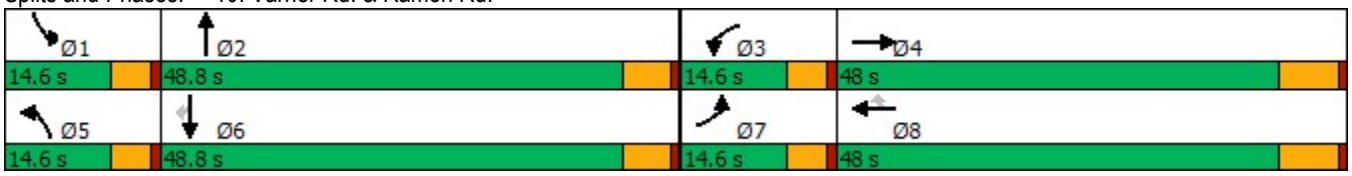
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			14.1	35.8		50.0
Change Period (Y+Rc), s			4.6	6.5		6.5
Max Green Setting (Gmax), s			11.4	37.5		53.5
Max Q Clear Time (g_c+I1), s			7.5	23.5		5.9
Green Ext Time (p_c), s			0.1	5.8		4.7

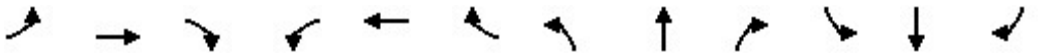
Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	44	373	51	370	235	218	349	269	366	218
Future Volume (vph)	44	373	51	370	235	218	349	269	366	218
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (s)	14.6	48.0	14.6	48.0	48.0	14.6	48.8	14.6	48.8	48.8
Total Split (%)	11.6%	38.1%	11.6%	38.1%	38.1%	11.6%	38.7%	11.6%	38.7%	38.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	6.5	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	10.9	23.0	10.9	26.5	26.5	10.9	18.9	10.9	18.9	18.9
Actuated g/C Ratio	0.13	0.28	0.13	0.32	0.32	0.13	0.23	0.13	0.23	0.23
v/c Ratio	0.20	0.53	0.24	0.68	0.38	1.02	0.56	1.26	0.49	0.44
Control Delay	43.7	26.4	44.0	32.7	5.1	105.4	30.6	179.9	30.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	26.4	44.0	32.7	5.1	105.4	30.6	179.9	30.7	6.6
LOS	D	C	D	C	A	F	C	F	C	A
Approach Delay		27.9		23.7			56.5		71.6	
Approach LOS		C		C			E		E	

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 82	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 47.7	Intersection LOS: D
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Varner Rd. & Ramon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	373	98	51	370	235	218	349	63	269	366	218
Future Volume (veh/h)	44	373	98	51	370	235	218	349	63	269	366	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	419	73	57	416	162	245	392	47	302	411	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	814	141	176	518	439	267	586	70	267	651	
Arrive On Green	0.09	0.26	0.26	0.10	0.27	0.27	0.15	0.18	0.18	0.15	0.18	0.00
Sat Flow, veh/h	1810	3077	532	1810	1900	1610	1810	3248	387	1810	3610	1610
Grp Volume(v), veh/h	49	245	247	57	416	162	245	217	222	302	411	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1804	1810	1900	1610	1810	1805	1830	1810	1805	1610
Q Serve(g_s), s	1.7	7.8	7.9	2.0	13.8	5.5	9.1	7.6	7.7	10.0	7.1	0.0
Cycle Q Clear(g_c), s	1.7	7.8	7.9	2.0	13.8	5.5	9.1	7.6	7.7	10.0	7.1	0.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	161	478	477	176	518	439	267	325	330	267	651	
V/C Ratio(X)	0.30	0.51	0.52	0.32	0.80	0.37	0.92	0.67	0.67	1.13	0.63	
Avail Cap(c_a), veh/h	267	1103	1103	267	1161	984	267	1154	1170	267	2308	
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	0.00
Uniform Delay (d), s/veh	29.0	21.2	21.3	28.6	23.0	20.0	28.5	25.9	26.0	28.9	25.7	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.9	0.4	3.0	0.5	33.9	2.3	2.4	95.8	1.0	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	2.9	2.9	0.8	5.6	1.8	6.1	3.2	3.3	11.1	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	22.1	22.1	29.0	25.9	20.5	62.4	28.3	28.4	124.7	26.8	0.0
LnGrp LOS	C	C	C	C	C	C	E	C	C	F	C	
Approach Vol, veh/h		541			635			684			713	A
Approach Delay, s/veh		22.8			24.8			40.5			68.3	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	17.6	11.2	24.5	14.6	17.6	10.6	25.0
Change Period (Y+Rc), s	4.6	5.4	4.6	6.5	4.6	5.4	4.6	6.5
Max Green Setting (Gmax), s	10.0	43.4	10.0	41.5	10.0	43.4	10.0	41.5
Max Q Clear Time (g_c+I1), s	12.0	9.7	4.0	9.9	11.1	9.1	3.7	15.8
Green Ext Time (p_c), s	0.0	2.5	0.0	2.6	0.0	2.7	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.3: HORIZON YEAR (2045) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,961** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **2,961** / *1* **382**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **2,961** / *1* **382**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 23% B 35%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: Rio Del Sol Road				Critical Approach Speed (Major)		45 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,899** vpd Minor Street Future ADT = **556** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,899** / *1* **556**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,899** / *1* **556**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 33% B: 46%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2025)
				CALC JB	DATE 12/15/22
				CHK JB	DATE 12/15/22

Jurisdiction: **City of Thousand Palms**
Major Street: **Rio Del Sol Road** — Critical Approach Speed (Major) 45 mph
Minor Street: **30th Avenue** — Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,011** vpd — Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		Urban	Rural	Urban	Rural
1 **5,011**	1 **382**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,011**	1 **382**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 23% B: 45%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2025)
				CALC JB	DATE	12/15/22
Jurisdiction: City of Thousand Palms				CHK JB	DATE	12/15/22
Major Street: 30th Avenue				Critical Approach Speed (Major)		30 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **382** vpd Minor Street Future ADT = **382** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **382**	*1* **382**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **382**	*1* **382**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 5% **B** 3%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

APPENDIX 7.4: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	431	436	379	337	719	490	395
v/c Ratio	0.65	0.66	0.53	0.56	0.45	0.46	0.62
Control Delay	23.6	23.8	12.7	34.6	16.4	28.5	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	23.8	12.7	34.6	16.4	28.5	8.2
Queue Length 50th (ft)	153	156	66	70	110	69	0
Queue Length 95th (ft)	310	313	171	155	223	133	77
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1248	1252	1218	777	2953	2873	1059
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.35	0.31	0.43	0.24	0.17	0.37

Intersection Summary

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	430	494	494	619	53	155	1320
v/c Ratio	0.59	0.76	0.71	0.46	0.12	0.38	0.83
Control Delay	25.6	32.2	26.7	30.0	5.2	48.3	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	32.2	26.7	30.0	5.2	48.3	29.6
Queue Length 50th (ft)	205	262	220	119	0	47	366
Queue Length 95th (ft)	358	473	406	182	24	94	549
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1050	921	965	2117	638	447	2210
Starvation Cap Reductn	0	0	0	0	0	0	47
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.54	0.51	0.29	0.08	0.35	0.61

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	369	364	259	820	720	494	505
v/c Ratio	0.67	0.66	0.41	1.04	0.39	0.45	0.69
Control Delay	27.1	26.6	9.8	73.4	12.5	26.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	26.6	9.8	73.4	12.5	26.1	8.2
Queue Length 50th (ft)	134	131	30	~178	89	65	0
Queue Length 95th (ft)	247	243	86	#419	171	110	60
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1269	1275	1235	790	3054	2922	1118
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.29	0.21	1.04	0.24	0.17	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	303	289	281	1107	77	208	930
v/c Ratio	0.61	0.60	0.57	0.69	0.15	0.40	0.47
Control Delay	28.5	22.5	21.5	24.1	6.5	34.6	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	22.5	21.5	24.1	6.5	34.6	12.0
Queue Length 50th (ft)	116	86	78	160	1	43	123
Queue Length 95th (ft)	236	201	184	262	36	98	230
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1321	1167	1197	2666	789	564	2780
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.25	0.23	0.42	0.10	0.37	0.33

Intersection Summary

APPENDIX 7.5: HORIZON YEAR (2045) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	431	436	394	337	799	513	421
v/c Ratio	0.65	0.66	0.56	0.56	0.50	0.48	0.63
Control Delay	23.8	23.9	15.2	35.2	17.1	28.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	23.9	15.2	35.2	17.1	28.7	8.2
Queue Length 50th (ft)	155	157	85	70	125	72	0
Queue Length 95th (ft)	309	313	199	157	256	141	80
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1236	1239	1198	769	2926	2844	1064
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.35	0.33	0.44	0.27	0.18	0.40

Intersection Summary

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	467	498	494	661	53	160	1337
v/c Ratio	0.64	0.77	0.71	0.49	0.12	0.40	0.83
Control Delay	27.2	32.7	26.7	30.6	5.2	48.9	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	32.7	26.7	30.6	5.2	48.9	30.3
Queue Length 50th (ft)	236	274	227	132	0	51	388
Queue Length 95th (ft)	400	480	406	196	24	97	560
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1035	908	953	2085	630	440	2178
Starvation Cap Reductn	0	0	0	0	0	0	46
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.55	0.52	0.32	0.08	0.36	0.63

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	369	364	270	820	777	563	558
v/c Ratio	0.66	0.65	0.44	1.07	0.42	0.49	0.71
Control Delay	27.3	26.9	12.1	83.8	13.1	26.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	26.9	12.1	83.8	13.1	26.7	8.3
Queue Length 50th (ft)	142	138	43	~209	104	78	0
Queue Length 95th (ft)	248	244	104	#434	194	128	62
Internal Link Dist (ft)		1632			586	793	
Turn Bay Length (ft)			430	220			205
Base Capacity (vph)	1234	1239	1199	768	2974	2841	1125
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.23	1.07	0.26	0.20	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	316	297	291	1130	77	217	984
v/c Ratio	0.62	0.61	0.58	0.70	0.15	0.43	0.50
Control Delay	29.0	24.1	22.2	24.8	6.8	35.7	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	24.1	22.2	24.8	6.8	35.7	12.7
Queue Length 50th (ft)	125	96	85	167	2	46	137
Queue Length 95th (ft)	252	217	196	272	37	104	253
Internal Link Dist (ft)		1779		1175			586
Turn Bay Length (ft)	480		135		200	240	
Base Capacity (vph)	1290	1147	1170	2596	769	548	2715
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.25	0.44	0.10	0.40	0.36

Intersection Summary