

**MISSION VILLAGE
SHOPPING CENTER
TRANSPORTATION IMPACT
ANALYSIS**

CITY OF JURUPA VALLEY

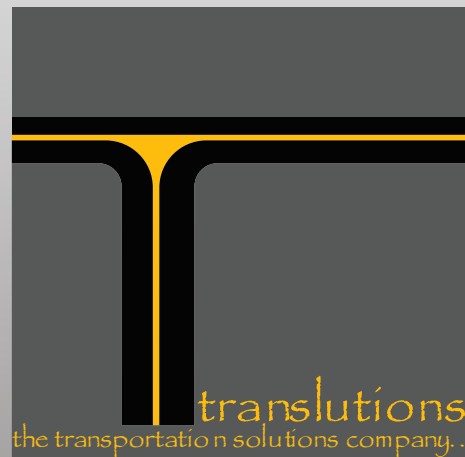
MAY 6, 2022

PREPARED FOR:

**Michael Baker International
3536 Concourse, Suite 100
Ontario, California 91764**

**Starpoint Properties
433 North Camden Drive,
Suite 1000
Beverly Hills, California 90210**

PREPARED BY:



translutions, inc.

**17632 Irvine Boulevard, Suite 200
Tustin, California 92780
(949) 656-3131**



TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY..... 1

 1.1 LOS Analysis Deficiencies and Proposed Improvements 1

 1.2 VMT Evaluation..... 1

2.0 INTRODUCTION 1

 2.1 Purpose of the Traffic Study and Study Objectives 1

 2.2 Project Location & Study Area 1

3.0 PROJECT DESCRIPTION 5

 3.1 Project Trip Generation 5

 3.2 Project Trip Distribution & Assignment..... 5

4.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS..... 5

 4.1 Intersection Levels of Service 5

 4.2 Levels of Service Thresholds 14

5.0 VOLUME DEVELOPMENT METHODOLOGY 15

 5.1 Existing Traffic (2021) Volumes 15

 5.2 Opening Year (2023) Traffic Volumes..... 15

6.0 EXISTING CONDITIONS 15

 6.1 Existing Roadway Conditions..... 15

 6.2 Existing Transit Service..... 16

 6.3 Existing Pedestrian & Bicycle Facilities..... 16

 6.4 Existing Intersection Levels of Service..... 17

7.0 OPENING YEAR (2023) CONDITIONS 17

 7.1 Opening Year Background Without Project Intersection Levels of Service 17

 7.2 Opening Year Background Plus Project Intersection Levels of Service 17

 7.3 Opening Year Background Plus Cumulative Projects Plus Project Intersection Levels of Service 31

8.0 QUEUEING ANALYSIS 31

9.0 CIRCULATION IMPROVEMENTS..... 31

10.0 DRIVE-THROUGH QUEUEING 31

11.0 VMT ANALYSIS..... 40

12.0 SUMMARY & CONCLUSIONS 40

APPENDICES

- Appendix A: Habit Grill Trip Generation Survey Data
- Appendix B: Traffic Counts
- Appendix C: Volume Development Worksheets
- Appendix D: Level of Service Worksheets
- Appendix E: Cumulative Projects Trip Generation
- Appendix F: Queueing Reports

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location..... 2
 Figure 2: Project Site Plan..... 3
 Figure 3: Study Area Intersections 4
 Figure 4: Project Trip Distribution (Passenger Vehicles) 10
 Figure 5: Project Pass-By Trip Distribution 11
 Figure 6: Total Project Trip Assignment (Weekday) 12
 Figure 7: Total Project Trip Assignment (Saturday)..... 13
 Figure 8: Pedestrian Circulation 18
 Figure 9: Existing Intersection Geometrics and Stop Control 19
 Figure 10: Existing Peak Hour Traffic Volumes (Weekday)..... 20
 Figure 11: Existing Peak Hour Traffic Volumes (Saturday) 21
 Figure 12: Opening Year (2023) Project Intersection Geometrics and Stop Control 24
 Figure 13: Opening Year Background Without Project Peak Hour Traffic Volumes (Weekday)..... 25
 Figure 14: Opening Year background Without Project Peak Hour Traffic Volumes (Saturday)..... 26
 Figure 15: Opening Year background Plus Project Peak Hour Traffic Volumes (Weekday) 29
 Figure 16: Opening Year background Plus Project Peak Hour Traffic Volumes (Saturday)..... 30
 Figure 17: Opening Year background Plus Cumulative Projects Plus Project Peak Hour Traffic Volumes (Weekday)..... 32
 Figure 18: Opening Year background Plus Cumulative Projects Plus Project Peak Hour Traffic Volumes (Saturday) 33
 Figure 19: Drive Through Stacking 37

TABLES

Table A: Project Trip Generation (Weekday)..... 6
 Table B: Project Trip Generation (Saturday) 8
 Table C: Intersection LOS Criteria..... 14
 Table D: Existing (Weekday) Intersection Levels of Service 22
 Table E: Existing (Saturday) Intersection Levels of Service 23
 Table F: Opening Year Background Without/ Plus Project (Weekday) Intersection Levels of Service 27
 Table G: Opening Year Background Without/ Plus Project (Saturday) Intersection Levels of Service 28
 Table H: Opening Year Background Plus Cumulative Projects Plus Project (Weekday) Intersection Level of Service..... 34
 Table I: Opening Year Background Plus Cumulative Projects Plus Project (Saturday) Intersection Level of Service 35
 Table J: Queuing Analysis 36
 Table K: Queuing Analysis for Car Wash (PM Peak Hour)..... 38
 Table L: Queuing Analysis for Car Wash (Weekend Peak Hour) 39

1.0 EXECUTIVE SUMMARY

The following Executive Summary includes a summary of the Level of Service and Vehicle Miles Traveled (VMT) screening analyses prepared for the proposed Mission Village Shopping Center project. A summary of the focused Traffic Analysis (TIA) including LOS deficiencies and proposed improvements at the study intersections is also included.

1.1 LOS Analysis Deficiencies and Proposed Improvements

All intersections operate at satisfactory Level of Service under all conditions therefore no improvements are recommended.

1.2 VMT Evaluation

The project will be a shopping center and consists of land uses which are all local serving in nature and each land use is less than 50,000 square feet. Based on City's guidelines, the project meets the requirements for VMT screening based on Project Type. The VMT impacts are presumed to be less than significant and is exempt from a VMT analysis.

2.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the focused Traffic Impact Analysis (TIA) prepared for the proposed Mission Valley Shopping Center project. The proposed project site is at the southeast corner of the intersection of Stobbs Way and Mission Boulevard in the City of Jurupa Valley. The proposed project includes 78,325 square feet of Shopping Center uses with a car wash.

2.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the *City of Jurupa Valley Traffic Impact Analysis Guidelines (November 2020)*. These guidelines use levels of service as the metric for roadway segment and intersection performance. These guidelines use Vehicle Miles Traveled as a metric for impacts under California Environmental Quality Act (CEQA) guidance on VMT analysis. The study area, analysis scenarios, and analysis methodologies are based on the guidelines and on discussion with City Staff.

2.2 Project Location & Study Area

As stated earlier, the project is located at the southeast corner of the intersection of Stobbs Way and Mission Boulevard in the City of Jurupa Valley. Figure 1 shows the regional location of the project. The project proposes 78,325 square feet of Shopping Center uses with a car wash.

The project opening year is 2023. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections for traffic operations:

1. Golden West Avenue/Mission Boulevard
2. Stobbs Way/Mission Boulevard
3. Opal Street/Mission Boulevard
4. Pacific Avenue/Mission Boulevard
5. Opal Street/Stobbs Way

Figure 3 illustrates the study intersections included in the TIA.

2.3 Analysis Scenarios

Based on the City guidelines, this report analyzes traffic conditions for the following scenarios:

1. Existing Conditions
2. Opening Year Background Conditions Without Project
3. Opening Year Background Conditions Plus Project
4. Opening Year Background Plus Project Plus Cumulative Project Conditions

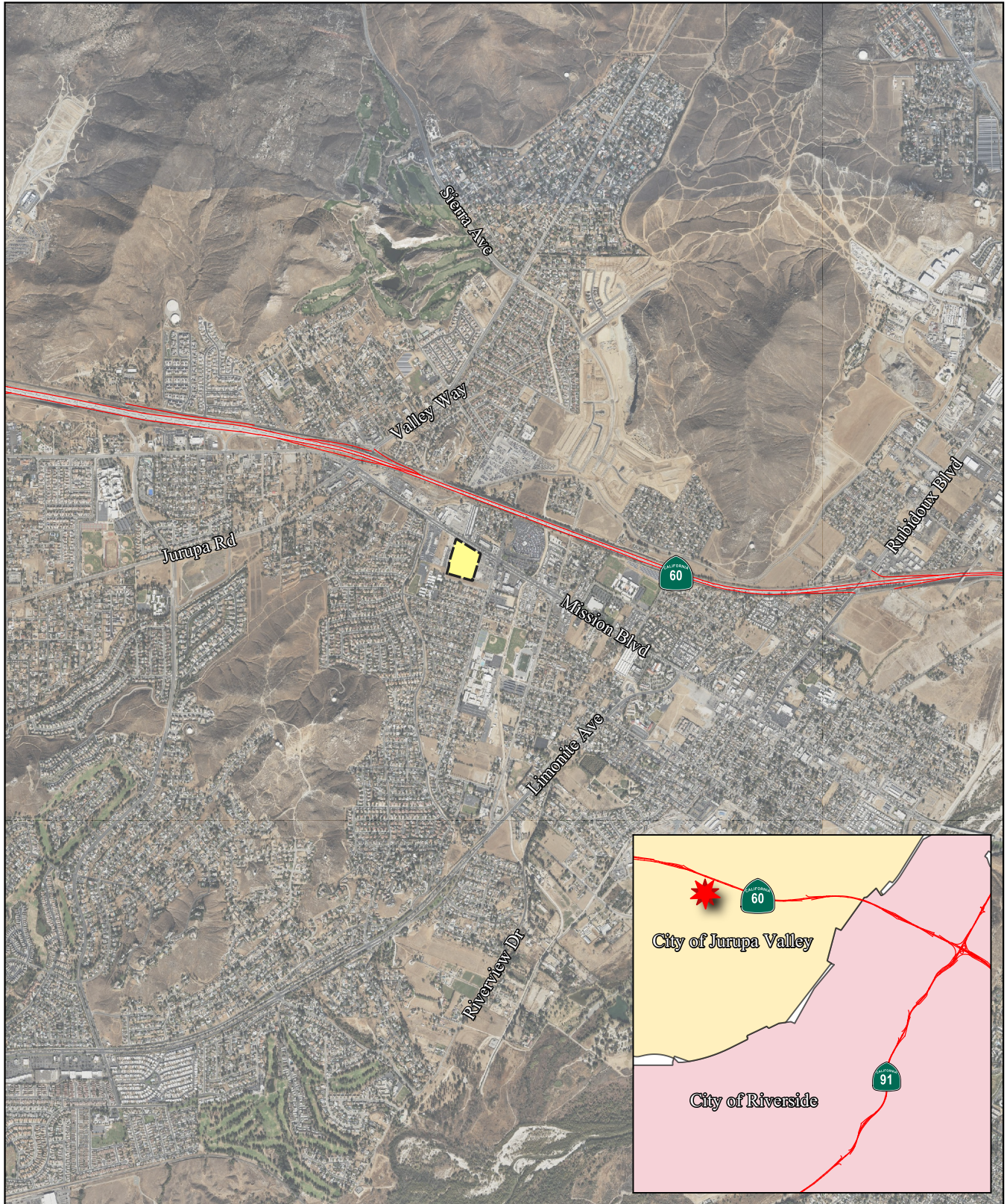


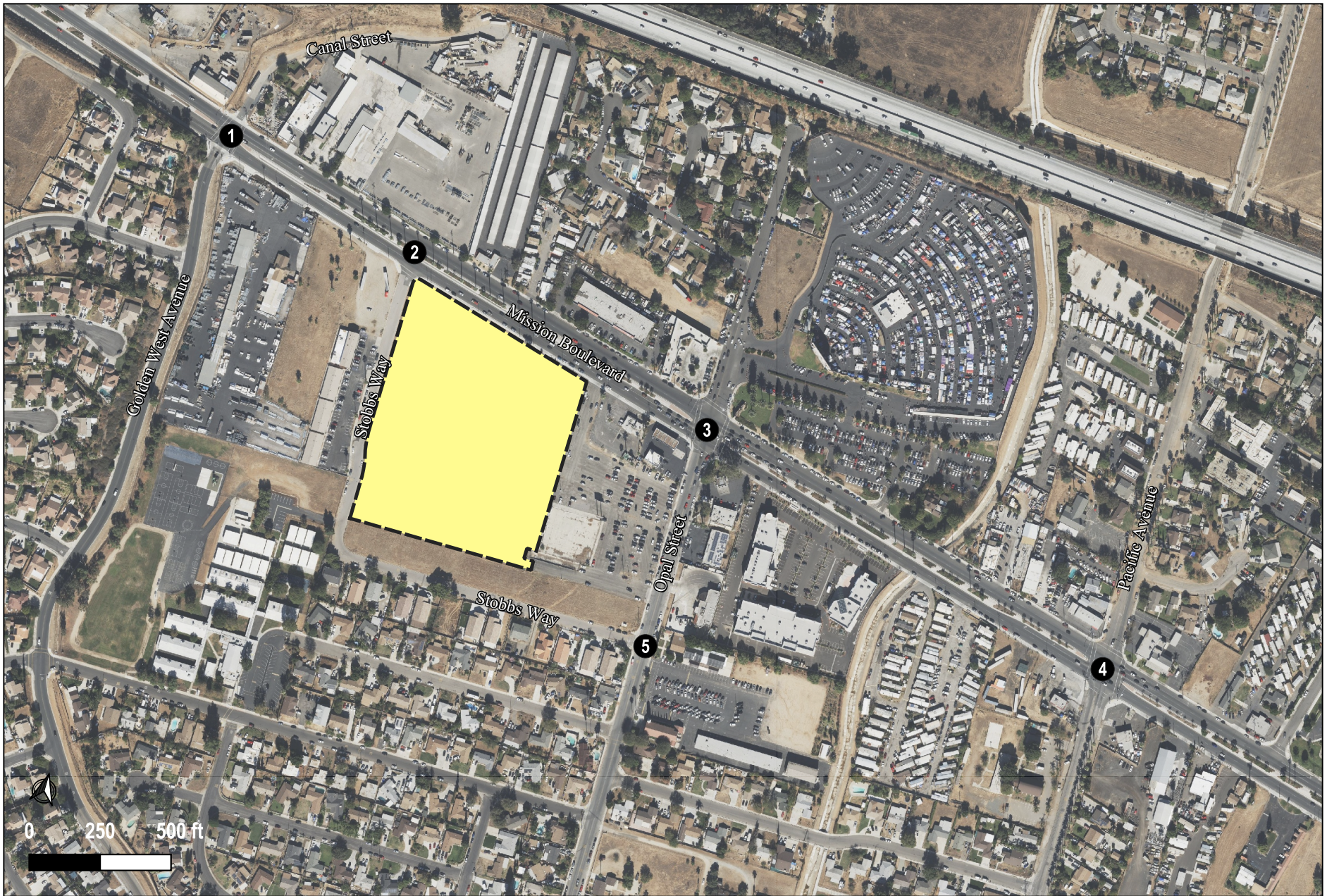
FIGURE 1

Legend

 Project Boundary

Mission Village Shopping Center
Regional Project Location





Legend

- Project Boundary
- Study Area Intersections



FIGURE 3

Mission Village Shopping Center
Study Area Intersections

Consistent with City guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

3.0 PROJECT DESCRIPTION

The project proposes the construction of 78,325 square feet of Shopping Center uses with a car wash. Access to the project will be provided via four driveways. The two northern driveways on Mission Boulevard will provide right-in/right-out access to the project. The western driveways on Stobbs Way will provide full-access ingress/egress to the project. In addition, the project proposes a median break on Mission Boulevard at Stobbs Way.

3.1 Project Trip Generation

Trip generation for the project is based on the rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition).

The project consists of land uses like retail, grocery, fitness center, restaurant, coffee shop and a carwash. Retail uses, except a fitness center, typically draw some of its trips from the adjacent street traffic. Such trips are not actually "new" trips from the project on the adjacent circulation system. These trips are referred to as "pass-by" trips. By definition, pass-by trips are trips that are on the roadway immediately adjacent to the retail center which make intermediate stops on the way from an origin to a primary trip destination without route diversion.

Table A shows the project trip generation for weekday. As shown in Table A, the total project is anticipated to generate 239 total trips during the a.m. peak hour, 428 total trips during the p.m. peak hour, and 4,659 total daily trips.

Table B shows the project trip generation for Saturday. As shown in Table B, the total project is anticipated to generate 534 total trips during the a.m. peak hour.

The City has recommended one of potential tenants to be Habit Grill. Appendix A shows the findings of a Trip Generation Survey for the Habit Grill in Moreno Valley. Based on the survey, peak hour and daily trips generated by habit grill are less than the trips forecast by the ITE Trip Generation for Fast Food Restaurant with Drive-Through Window. Therefore, trip rates used for this study are more conservative in comparison to the actual rates.

3.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed based on location of local and regional destinations and is discussion with City staff. The project trip generation was applied to the trip distribution patterns for the project to develop trip assignments for new project trips.

Figure 4 shows the trip distribution for passenger vehicles and Figure 5 shows the trip distribution for pass-by trips. Figure 6 shows the total trip assignment for weekday and Figure 7 shows the total trip assignment for Saturday.

4.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

4.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the

Table A - Project Trip Generation (Weekday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Retail								
Trip Generation Rates ¹	Per TSF	2.19	1.34	3.53	4.33	4.70	9.03	94.49
Trip Generation	34.600	76	46	122	150	163	313	3,269
Pass By Rate ^A				40%			40%	40%
Pass By Trips		(24)	(25)	(49)	(62)	(63)	(125)	(1,308)
Net After Pass-By		52	21	73	88	100	188	1,961
Grocery								
Trip Generation Rates ²	Per TSF	1.69	1.17	2.86	4.48	4.48	8.95	93.84
Trip Generation	18.000	30	21	51	81	81	162	1,689
Pass By Rate ^B				24%			24%	24%
Pass By Trips		(6)	(6)	(12)	(19)	(20)	(39)	(405)
Net After Pass-By		24	15	39	62	61	123	1,284
Fitness								
Trip Generation Rates ³	Per TSF	0.67	0.64	1.31	1.97	1.48	3.45	23.8
Trip Generation	18.000	12	12	24	35	28	63	428
Pass By Rate	None							
Pass By Trips		0	0	0	0	0	0	0
Net After Pass-By		12	12	24	35	28	63	428
QSR (Drive-Thru Restaurant)								
Trip Generation Rates ⁴	Per TSF	25.04	18.14	43.18	16.61	16.61	33.21	540.49
Trip Generation	2.900	73	52	125	48	49	97	1,567
Pass By Rate ^C				50%			55%	50%
Pass By Trips		(31)	(32)	(63)	(26)	(27)	(53)	(784)
Net After Pass-By		42	20	63	22	22	45	784
QSR (Food)								
Trip Generation Rates ⁵	Per TSF	43.80	42.08	85.88	19.50	19.50	38.99	533.57
Trip Generation	1.000	44	42	86	19	20	39	534
Pass By Rate ^D				50%			55%	50%
Pass By Trips		(21)	(22)	(43)	(10)	(11)	(21)	(267)
Net After Pass-By		23	20	44	9	9	19	268

Table A - Project Trip Generation (Weekday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Carwash								
Trip Generation Rates ⁶	Per TSF	5.42	3.18	8.60	6.66	6.94	13.60	156.2
Trip Generation	3.825	21	12	33	25	28	53	597
Pass By Rate ^E				24%			24%	24%
Pass By Trips		(4)	(4)	(8)	(6)	(7)	(13)	(143)
Net After Pass-By		17	8	25	19	21	40	454
Gross Trips		256	185	441	358	369	727	8,084
Total Pass By		-86	-89	-175	-123	-128	-251	-2,907
Internal Trips ^F	10%	-17	-10	-27	-24	-24	-48	-518
Total Trip Generation (Net New Trips)		153	86	239	211	217	428	4,659

¹ Trip generation based on rates for Land Use 821 - "Shopping Plaza" With No Supermarket from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

² Trip generation based on rates for Land Use 850 - "Supermarket" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

³ Trip generation based on rates for Land Use 492 - "Health/Fitness Club" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). Daily trip generation rate is assumed to be 10 times the average of AM and PM.

⁴ Trip generation based on rates for Land Use 934 - "Fast Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁵ Trip generation based on rates for Land Use 937 - "Coffee Donut Shop with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁶ Trip generation based on rates for Land Use 949 - "Car Wash and Detail Center" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

^A Daily Pass-by rates for Land Use 821 are based on ITE Trip Generation (11th Edition). Rates for a.m. and p.m. peak hour are assumed to be same as daily rate.

^B Daily Pass-by rates for Land Use 850 are based on ITE Trip Generation (11th Edition). Rates for a.m. and p.m. peak hour are assumed to be same as daily rate.

^C Pass-by rates for a.m. and p.m. peak hour for Land Use 934 are based on ITE Trip Generation (11th Edition). Daily rate for pass-by trips is assumed to be lesser of the peak hour rate.

^D For Land Use 937 pass-by rates for daily and a.m. and p.m. peak hours are assumed to be same as for Land Use 934.

^E For Land Use 949 pass-by rates for daily and a.m. and p.m. peak hours are assumed to be same as for Land Use 850.

^F Internal Trips calculated based on discussions with City Staff.

Table B - Project Trip Generation (Saturday)

Land Use	Units	Saturday Peak Hour		
		In	Out	Total
Retail				
Trip Generation Rates ¹	Per TSF	4.72	4.54	9.26
Trip Generation	34.600	163	157	320
Pass By Rate ^A				31%
Pass By Trips		(49)	(50)	(99)
Net After Pass-By		114	107	221
Grocery				
Trip Generation Rates ²	Per TSF	5.05	5.05	10.10
Trip Generation	18.000	91	91	182
Pass By Rate ^B				19%
Pass By Trips		(17)	(18)	(35)
Net After Pass-By		74	73	147
Fitness				
Trip Generation Rates ³	Per TSF	1.56	1.63	3.19
Trip Generation	18.000	28	29	57
Pass By Rate	None			
Pass By Trips		0	0	0
Net After Pass-By		28	29	57
QSR (Drive-Thru Restaurant)				
Trip Generation Rates ⁴	Per TSF	28.15	27.05	55.20
Trip Generation	2.900	82	78	160
Pass By Rate ^C				50%
Pass By Trips		(40)	(40)	(80)
Net After Pass-By		42	38	81
QSR (Food)				
Trip Generation Rates ⁵	Per TSF	43.96	43.96	87.91
Trip Generation	1.000	44	44	88
Pass By Rate ^D				50%
Pass By Trips		(22)	(22)	(44)
Net After Pass-By		22	22	45

Table B - Project Trip Generation (Saturday)

Land Use	Units	Saturday Peak Hour		
		In	Out	Total
Carwash				
Trip Generation Rates ⁶	Per TSF	7.63	7.63	15.25
Trip Generation	3.825	29	29	58
Pass By Rate ^E				24%
Pass By Trips		(7)	(7)	(14)
Net After Pass-By		22	22	44
Gross Trips		437	428	865
Total Pass By		-135	-137	-272
Internal Trips ^F	10%	-30	-29	-59
Total Trip Generation (Net New Trips)		272	262	534

¹ Trip generation based on rates for Land Use 821 - "Shopping Plaza" With No Supermarket from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

² Trip generation based on rates for Land Use 850 - "Supermarket" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

³ Trip generation based on rates for Land Use 492 - "Health/Fitness Club" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁴ Trip generation based on rates for Land Use 934 - "Fast Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁵ Trip generation based on rates for Land Use 937 - "Coffee Donut Shop with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁶ Trip generation rates for Saturday for Land Use 949 - "Car Wash and Detail Center" are not available. Trip generation based on rates for Land Use 947 - "Self-Service Carwash" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

A Pass-by rates for Land Use 821 are based on ITE Trip Generation (11th Edition).

B Pass-by rates for Land Use 850 are based on ITE Trip Generation (11th Edition).

C Pass-by rates for Saturday Analysis are same as Pass-By rates for weekday analysis.

D Pass-by rates for Saturday Analysis are same as Pass-By rates for weekday analysis.

E Pass-by rates for Saturday Analysis are same as Pass-By rates for weekday analysis.

F Internal Trips calculated based on discussions with City Staff.

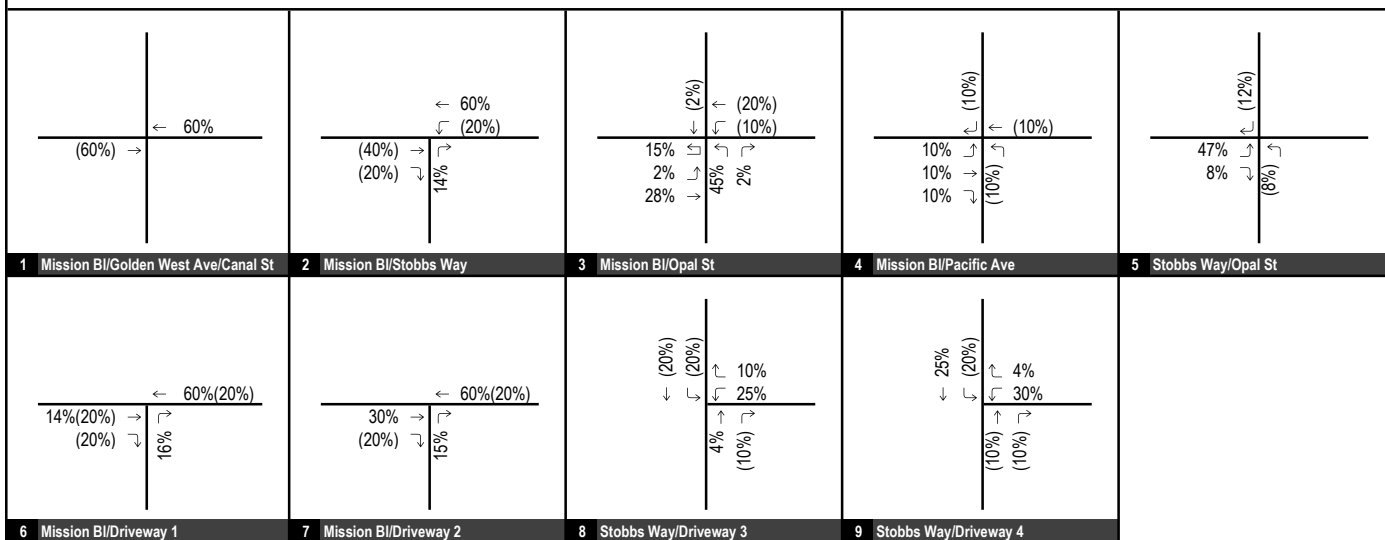
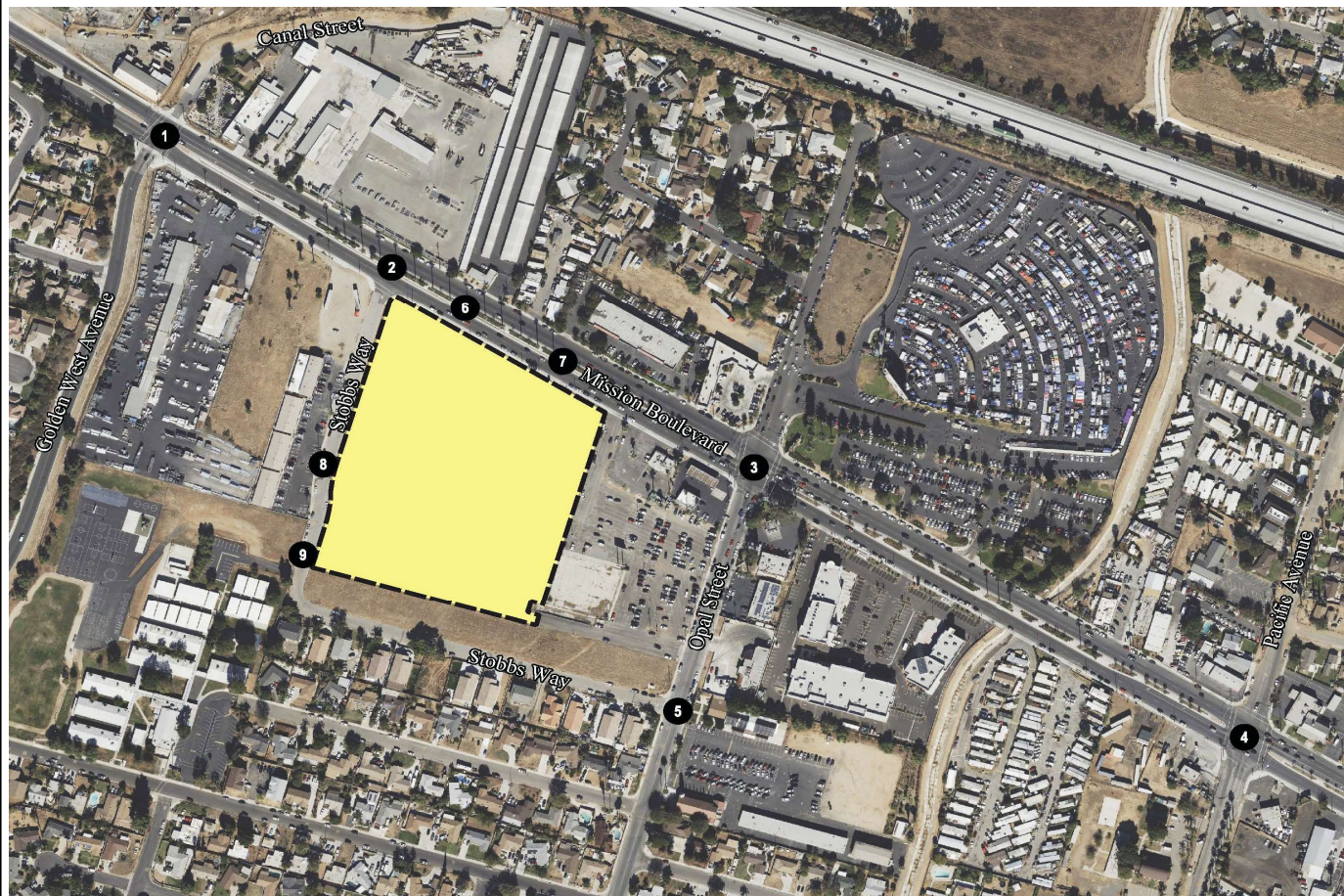
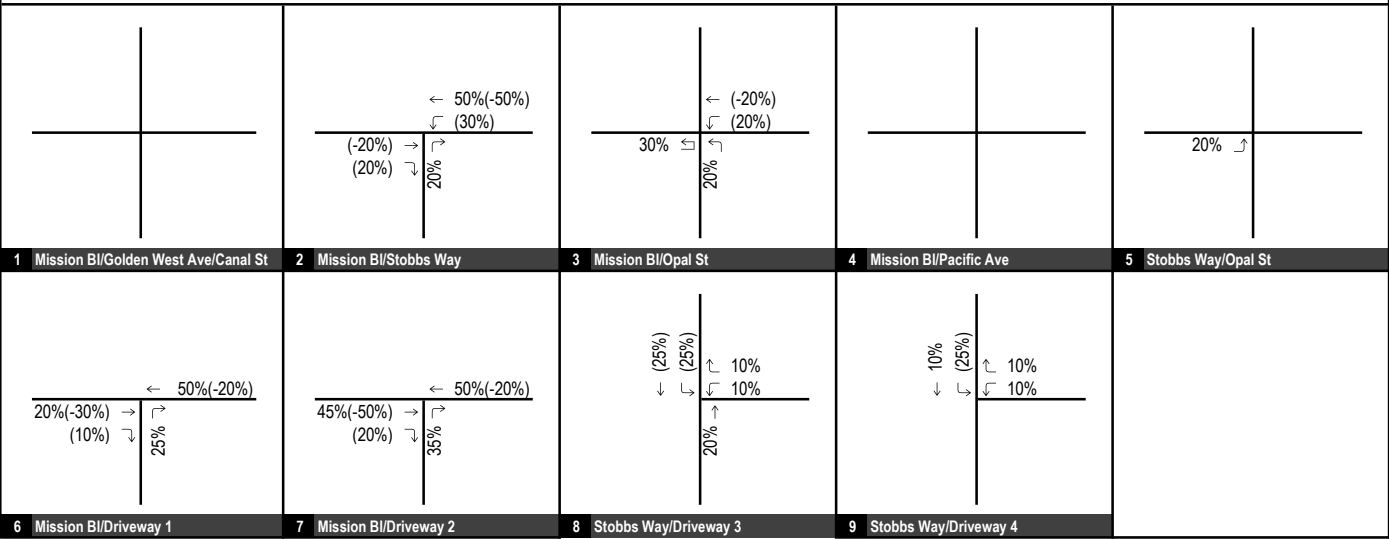
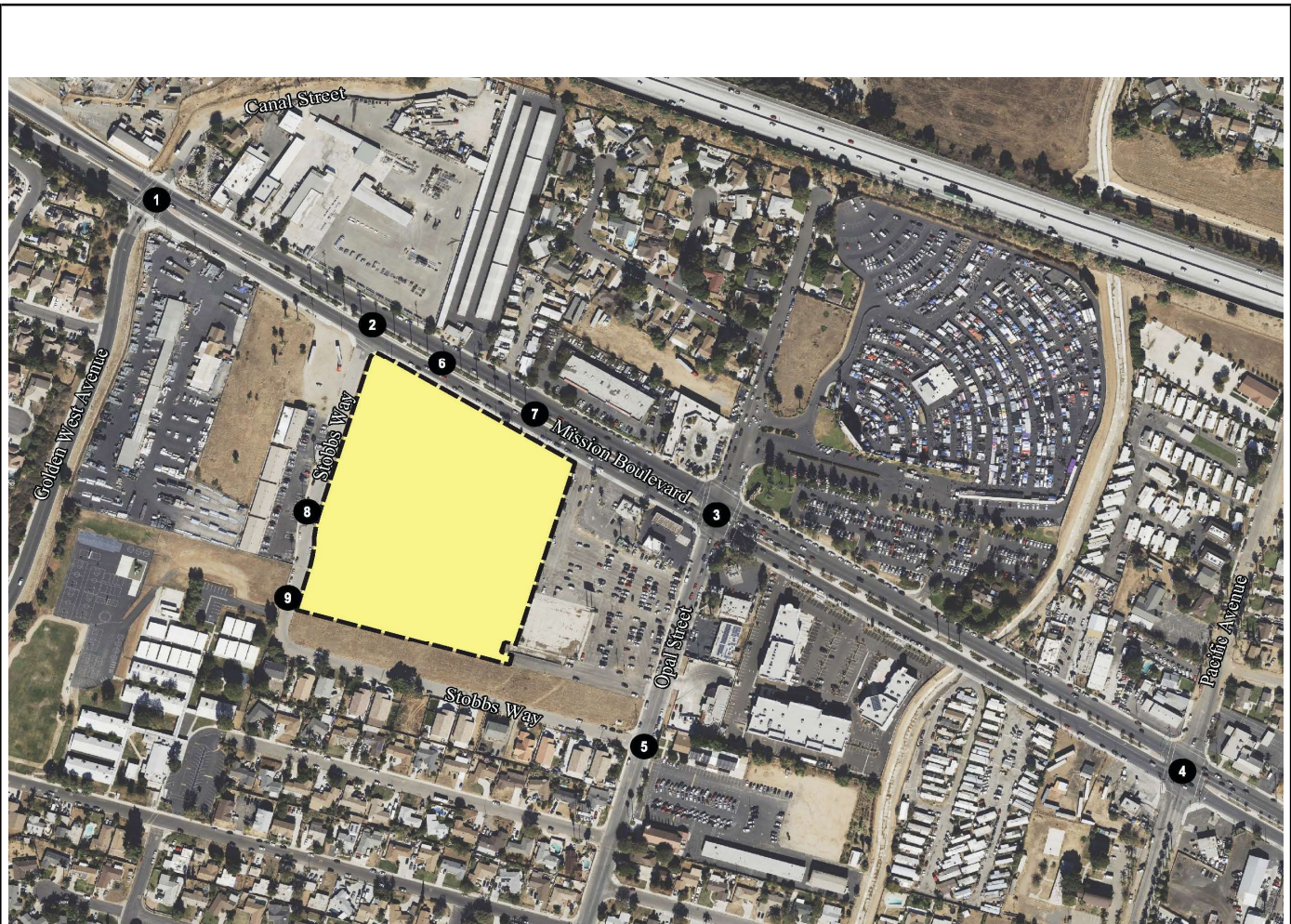


FIGURE 4
Mission Village Shopping Center
Project Trip Distribution

XX%(YY%) Outbound%(Inbound%) Trips

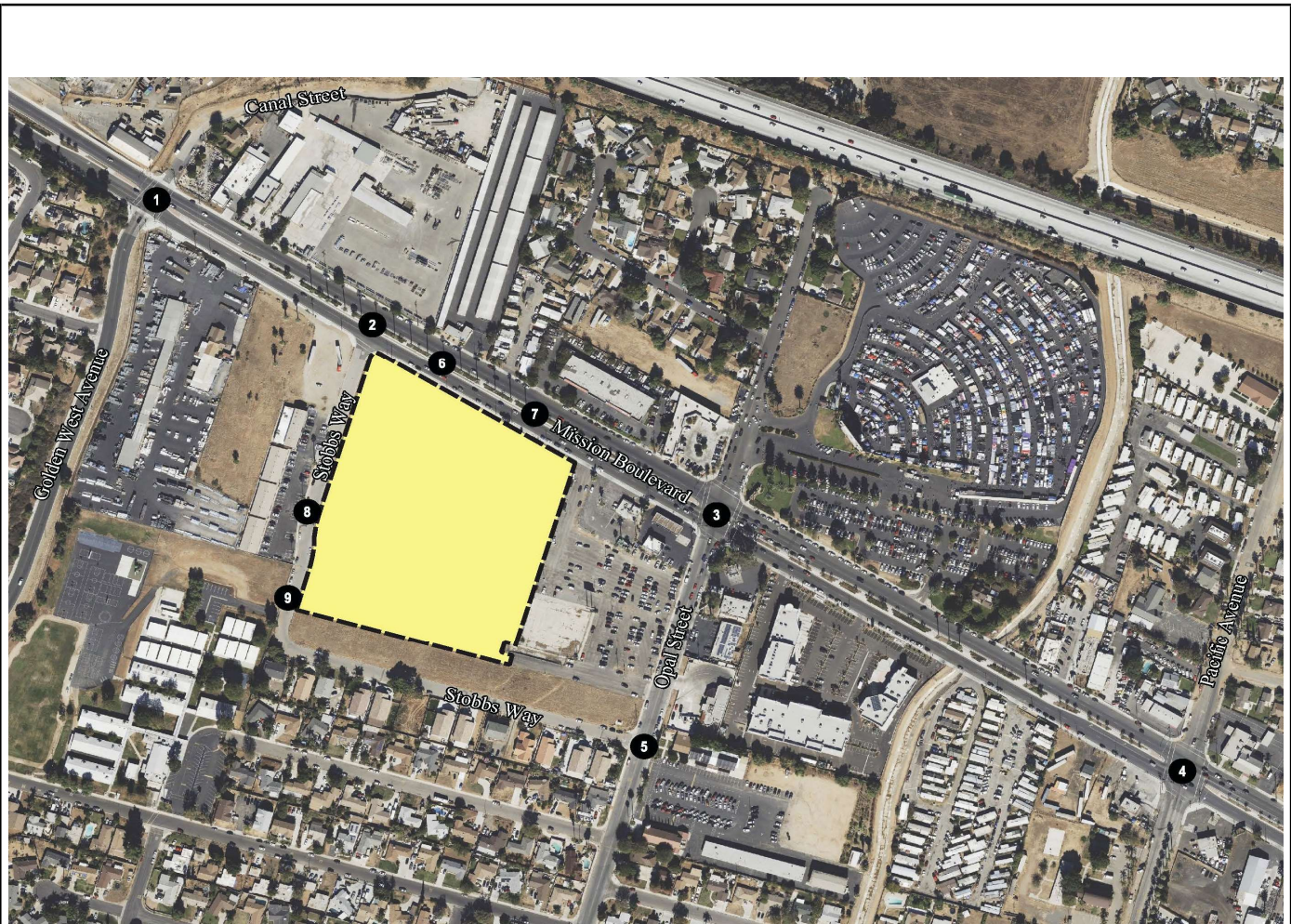




XX%(YY%) Outbound%(Inbound%) Trips



FIGURE 5
Mission Village Shopping Center
Project Pass-By Trip Distribution

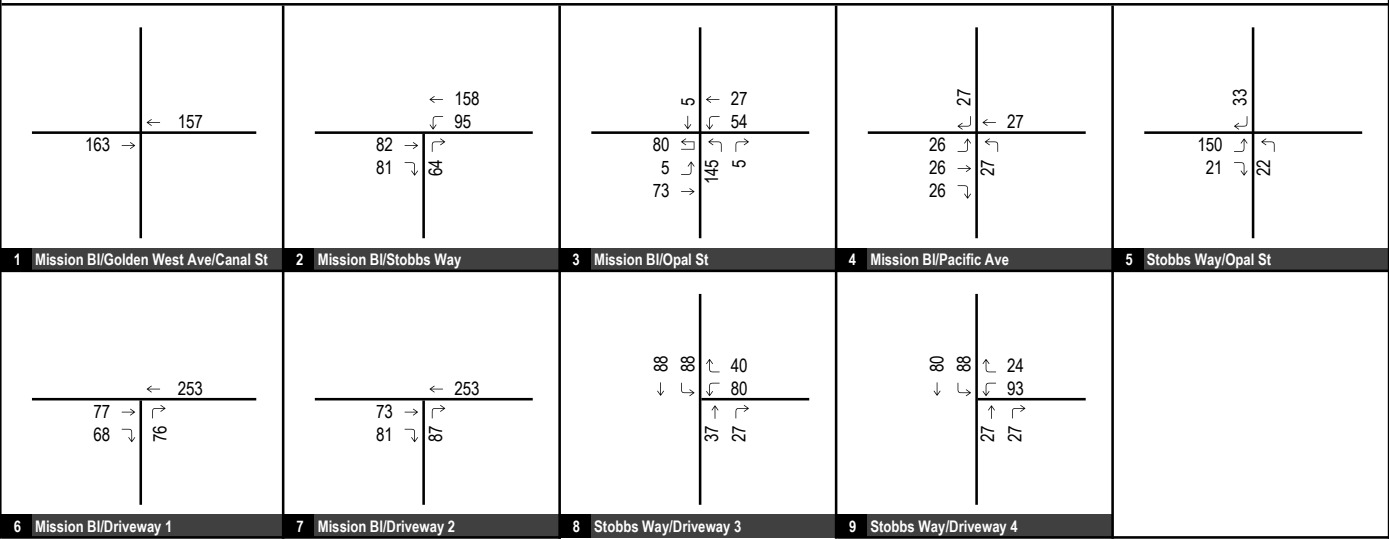
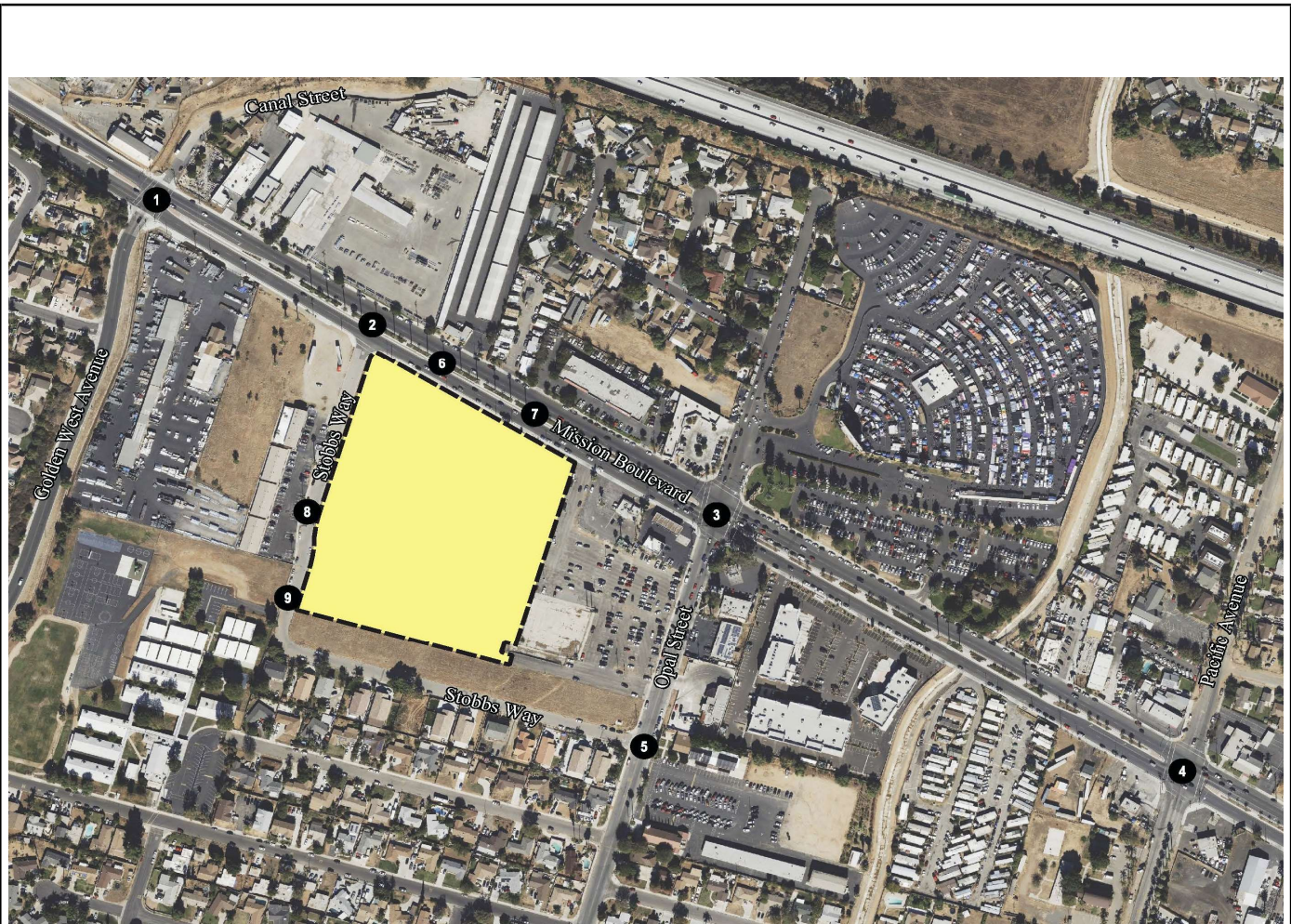


1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St
6 Mission Bl/Driveway 1	7 Mission Bl/Driveway 2	8 Stobbs Way/Driveway 3	9 Stobbs Way/Driveway 4	

XXYY AM/PM Peak Hour Trips

FIGURE 6
Mission Village Shopping Center
Total Project Trip Assignment (Weekday)





XX Saturday Peak Hour Trips

FIGURE 7
Mission Village Shopping Center
Total Project Trip Assignment (Saturday)



average delay experienced by vehicles traveling through an intersection, whereas for unsignalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table C presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

Table C: Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

4.2 Levels of Service Thresholds

The City has the following operating requirements for intersections:

Signalized Intersections.

- The City's General Plan defines the minimum acceptable intersection LOS as LOS D. Any signalized study intersection operating at an acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better.
- Any signalized study intersection that is operating at LOS E or F without project traffic where the project increases delay by 3.0 or more seconds shall identify improvements to offset the increase in delay.

Unsignalized Intersections.

- An operational improvement would be required if the study determines that either section a) or both sections b) and c) occur:
 - a) The addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to LOS E or F.

OR

 - b) The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F,

AND

 - c) The intersection meets the peak-hour traffic signal warrant after the addition of project traffic.
- If the conditions above are satisfied, improvements should be identified that achieve the following:

LOS D or better for case a) above or to pre-project LOS and delay for case b) above.

5.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with the City of Jurupa Valley guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

5.1 Existing Traffic (2021) Volumes

Turn movement counts for this study were collected by Counts Unlimited Inc. in November 2021 and included vehicle classification. The City had requested daily counts to be conducted for Mission Boulevard in the project vicinity both east and west of Opal Street, which were also conducted. Count sheets are contained in Appendix B. Consistent with the City guidelines, PCE volumes at the study intersections were calculated by using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix C.

5.2 Opening Year (2023) Traffic Volumes

Traffic volumes for Opening Year Background Without Project conditions were developed by applying an annual growth rate of 2 percent per year (2021 to 2023) to the existing traffic volumes at each study intersection. Traffic volumes for Opening Year Background With Project conditions were calculated by adding project trips to the volumes developed above. Traffic volumes for Opening Year background Plus Cumulative Projects Plus Project conditions were developed by adding trips generated by cumulative projects and this project to the Opening Year Background conditions. List of cumulative (other proposed projects) are included in Appendix E. Detailed volume development worksheets are included in Appendix C. It should be noted that cumulative project trips for Saturday a.m. peak hour has been as the same for the weekday peak hour. This presents a conservative estimate for non-retail uses since weekend trips are less than weekday trips.

6.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

6.1 Existing Roadway Conditions

Regional access to the project site is provided by State Route 60 to the north. Local access is provided by the following roadways:

- **Mission Boulevard** is oriented in east-west direction and borders the northern edge of the Project site. Mission Boulevard is classified as a Primary Corridor (four-lane arterial between Valley Way and Riverview Drive) in the City's General Plan. Mission Boulevard has a raised Median in the vicinity of the project area.
- **Golden West Avenue/ Canal Street** is oriented in the north-south direction. Both Golden West Avenue and Canal Street are classified as Local Corridor in the City's General Plan.
- **Stobbs Way** is oriented in the north-south as well as east-west direction and borders the western edge of the Project site. Stobbs Way is a two-lane roadway and it is classified as Local Corridor in the City's General Plan.
- **Opal Street** is oriented in the north-south direction. Opal Street is a two-lane roadway and it is classified as Local Corridor in the City's General Plan.
- **Pacific Avenue** is oriented in the north-south direction. Pacific Avenue is classified as a Secondary or Crosstown Corridor (two-lane road) in the City's General Plan.

6.2 Existing Transit Service

Public transportation services within the City of Jurupa Valley and near the proposed project include bus transit service (RTA) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Jurupa Valley is provided by Riverside Transit Agency (RTA), which is the Consolidated Transportation Service Agency for western Riverside County. The following transit route operate near the project:

- **Route 49** provides service near the project site. Near the study area, Route 49 travels along Mission Boulevard and operates at approximately 60-minute headways during the week. The nearest stop is located near the intersection of Mission Boulevard and Golden West Avenue and Mission Boulevard and Opal Street. Route 49 connects the project area to the City of Fontana towards the west and to the Riverside Downtown Metrolink Station towards the east. Figure 8 illustrates the bus stops in the vicinity of the project area.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. There are two Metrolink stations near the project site approximately 4.5 miles from the project area. Jurupa Valley/Pedley Road Station is served by the Riverside Line. Riverside Downtown Metrolink Station is served by three lines: Riverside Line, 91/Perris valley Line and Inland Empire Orange County line.

6.3 Existing Pedestrian & Bicycle Facilities

Under existing conditions, there are no striped bikeways on roadways in the project vicinity. Previously referenced Figure 8 shows the following items in the project vicinity within a 0.25 mile radius buffer:

- Existing sidewalks
- Project sidewalks
- Bike racks/ Bike locker
- Missing sidewalks
- Access point to pedestrian-oriented uses (schools, residential developments, transit stops, access to/from the project uses)

As seen on Figure 8 there are existing sidewalks on Mission Boulevard and Opal Street on both sides, partial sidewalks on Golden West Avenue and on the west side of Stobbs Way.

The City's Circulation Master Plan for Bicyclists and Pedestrians (CMPBP), June 2018, includes four types of Bikeway facilities:

- **Multi-Use Paths (Class I)** Multi-use paths are generally listed under bikeway facilities because they are a Caltrans-specified route type, but their use is not restricted to bicyclists and they are available to all non-motorized users. They are physically separated from and are often installed well away from vehicular roadways.
- **Bicycle Lanes (Class II)** Bicycle lanes are Caltrans-specified, one-way, on-street facilities placed between the outside vehicle travel lane and the roadway edge, or the parking lane where vehicle parking occurs. They are generally recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "shared" facility. Class II bicycle lanes are designated on Pacific Avenue South of Mission Boulevard per the CMPBP.
- **Bicycle Routes (Class III)** Bicycle routes are Caltrans-specified, on-street bicycle routes designated by directional signage, but may include shared lane markings ("Sharrows") and/or "Bikes May Use Full Lane ("BMUFL") signs. Mission Boulevard, Pacific Avenue north of Mission Boulevard, and Golden West Avenue are designated as Bike Route (Class III) per the CMPBP.

- **Separated Bikeways (Class IV)** Separated bikeways are the newest facility to receive official approval and Caltrans design guidance. These are exclusively bicycle facilities separated from vehicle lanes by vertical physical barriers.

6.4 Existing Intersection Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 9 shows the existing lane geometrics and stop controls at the study intersections. Existing traffic volumes (weekday) at study intersections are shown in Figure 10. Existing traffic volumes (Saturday) at study intersections are shown in Figure 11.

The existing (weekday) levels of service for the study area intersections are summarized in Table D. The existing (Saturday) levels of service for the study area intersections are summarized in Table E.

Detailed volume development worksheets are included in Appendix C and LOS worksheets are contained in Appendix D. As shown in Table D and Table E, all study area intersections are currently operating at satisfactory levels of service.

7.0 OPENING YEAR (2023) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2023. For year 2023 roadway conditions reflect the proposed median break in the existing median barrier at the intersection of Stobbs Way and Mission Boulevard. Figure 12 shows the opening year (2023) lane geometrics and stop controls at the study intersections. For year 2023 transit service and pedestrian and bike facilities are anticipated to remain the same as under existing conditions.

7.1 Opening Year Background Without Project Intersection Levels of Service

An intersection level of service analysis was conducted for opening year (2023) background without project conditions to determine circulation system performance. Opening year (2023) background without project (weekday) traffic volumes at study intersections are shown in Figure 13. Opening year (2023) background without project (Saturday) traffic volumes at study intersections are shown in Figure 14.

Opening year (2023) background without project (weekday) levels of service for the study area intersections are summarized in Table F. Opening year (2023) background without project (Saturday) levels of service for the study area intersections are summarized in Table G.

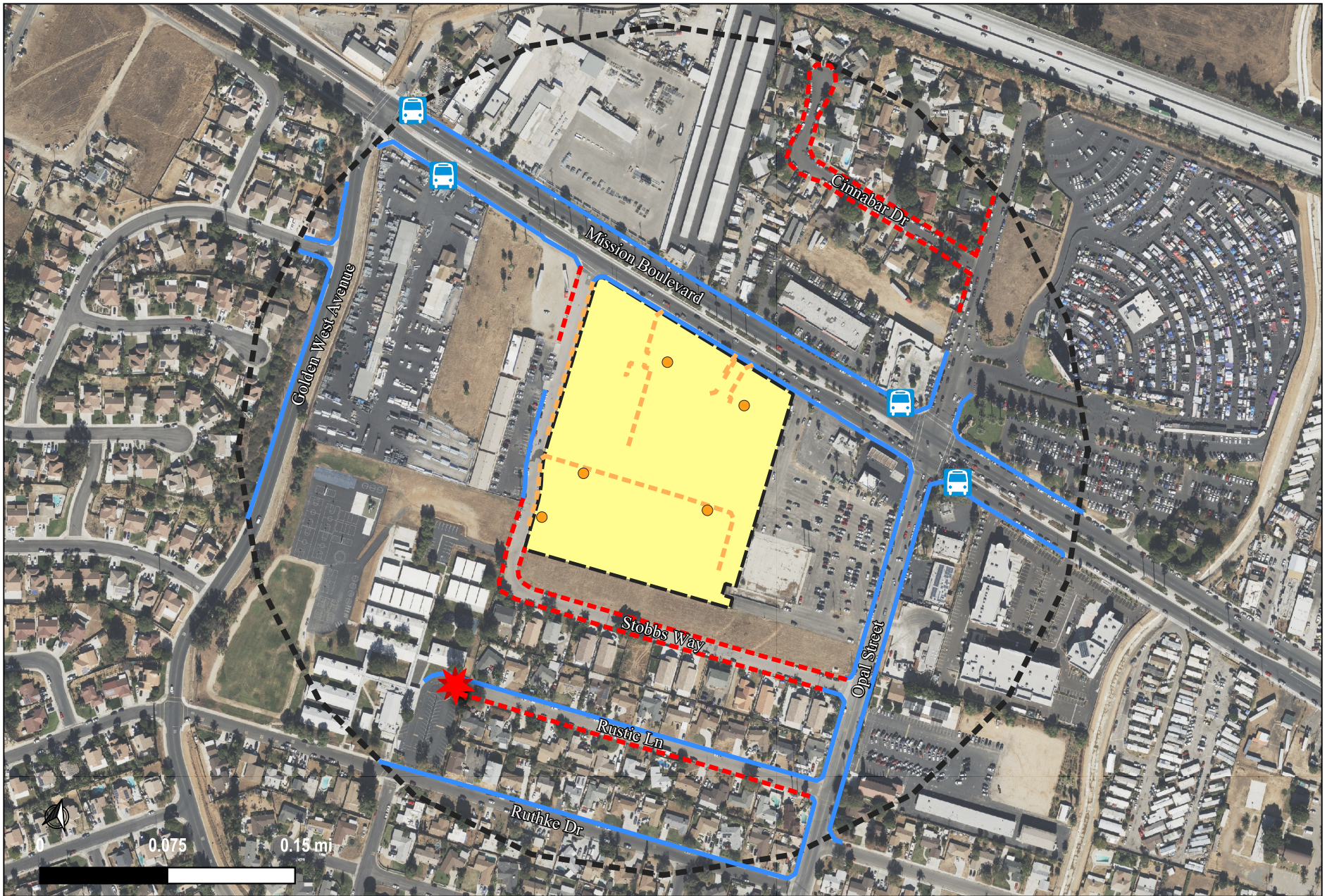
Detailed volume development worksheets are included in Appendix C and LOS worksheets are contained in Appendix D. As shown in Table F and Table G, all study area intersections are forecast to operate at satisfactory levels of service.

7.2 Opening Year Background Plus Project Intersection Levels of Service

An intersection level of service analysis was conducted for opening year (2023) background plus project conditions to determine circulation system performance. Opening year (2023) background plus project (weekday) traffic volumes at study intersections are shown in Figure 15. Opening year (2023) background plus project (Saturday) traffic volumes at study intersections are shown in Figure 16.

Opening year (2023) background plus project (weekday) levels of service for the study area intersections are summarized in Table F. Opening year (2023) background plus project (Saturday) levels of service for the study area intersections are summarized in Table G.

Detailed volume development worksheets are included in Appendix C and LOS worksheets are contained in Appendix D. As shown in Table F and Table G, all study area intersections are forecast to operate at satisfactory levels of service.



Legend
 Project Boundary 0.25 Mile Radius bus stops Existing Sidewalks Project Sidewalks Bike Rack/Locker Main Access Points (Parks, Schools) Missing Sidewalks

FIGURE 8

**Mission Village Shopping Center
Pedestrian Circulation**



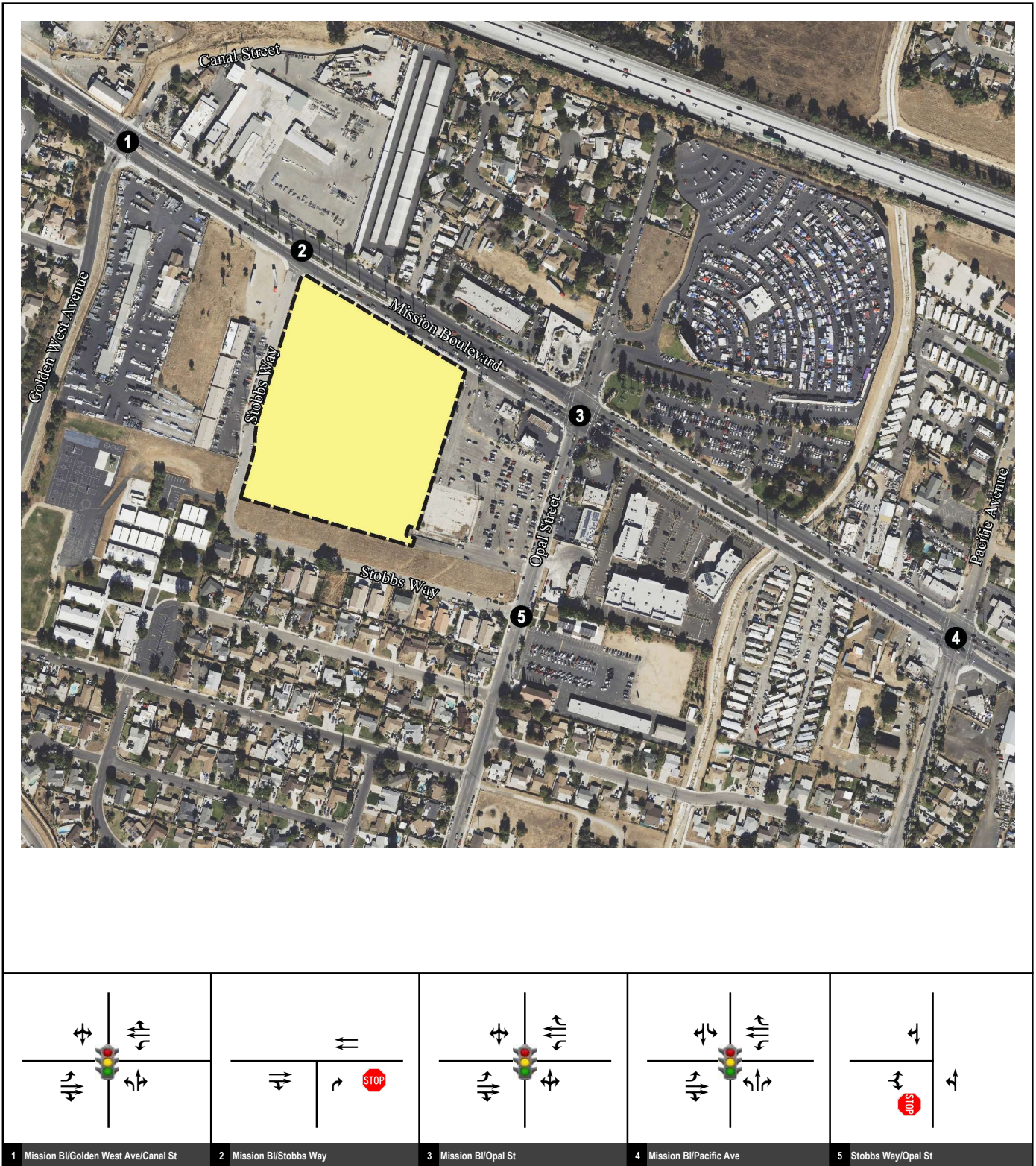


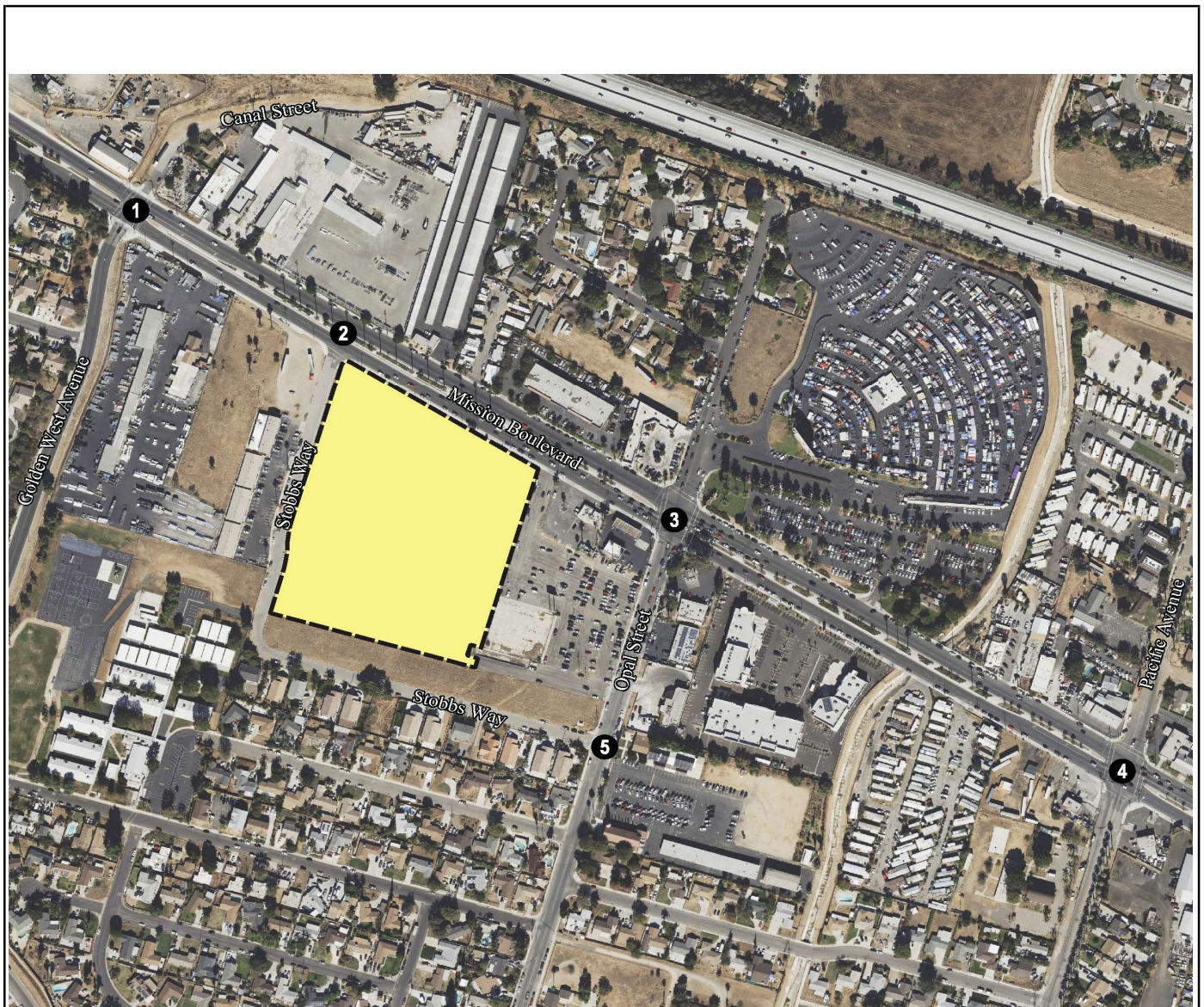
FIGURE 9

Legend



Mission Village Shopping Center
Existing Intersection Geometrics and Stop Control





<table border="1"> <tr><td>2/4</td><td>3</td></tr> <tr><td>3</td><td>656/573</td></tr> <tr><td>2/9</td><td>28/69</td></tr> <tr><td>813/1199</td><td>240/84</td></tr> <tr><td>65/205</td><td>56/33</td></tr> </table>	2/4	3	3	656/573	2/9	28/69	813/1199	240/84	65/205	56/33	<table border="1"> <tr><td>709/629</td></tr> <tr><td>870/1184</td></tr> <tr><td>19/19</td></tr> <tr><td>4/13</td></tr> </table>	709/629	870/1184	19/19	4/13	<table border="1"> <tr><td>97/13</td><td>64/11</td></tr> <tr><td>206</td><td>470/562</td></tr> <tr><td>83/11</td><td>175/140</td></tr> <tr><td>10</td><td>23/49</td></tr> <tr><td>9/16</td><td>6</td></tr> <tr><td>133/37</td><td>99/76</td></tr> <tr><td>588/1014</td><td>22/2</td></tr> <tr><td>91/105</td><td>144/100</td></tr> </table>	97/13	64/11	206	470/562	83/11	175/140	10	23/49	9/16	6	133/37	99/76	588/1014	22/2	91/105	144/100	<table border="1"> <tr><td>90/87</td><td>24/29</td></tr> <tr><td>74/41</td><td>709/555</td></tr> <tr><td>13/35</td><td>109/97</td></tr> <tr><td>46/97</td><td>154/95</td></tr> <tr><td>496/888</td><td>40/30</td></tr> <tr><td>57/142</td><td>104/70</td></tr> </table>	90/87	24/29	74/41	709/555	13/35	109/97	46/97	154/95	496/888	40/30	57/142	104/70	<table border="1"> <tr><td>129</td><td>286/271</td></tr> <tr><td>10/8</td><td>7/5</td></tr> <tr><td>9/9</td><td>301/188</td></tr> </table>	129	286/271	10/8	7/5	9/9	301/188
2/4	3																																																			
3	656/573																																																			
2/9	28/69																																																			
813/1199	240/84																																																			
65/205	56/33																																																			
709/629																																																				
870/1184																																																				
19/19																																																				
4/13																																																				
97/13	64/11																																																			
206	470/562																																																			
83/11	175/140																																																			
10	23/49																																																			
9/16	6																																																			
133/37	99/76																																																			
588/1014	22/2																																																			
91/105	144/100																																																			
90/87	24/29																																																			
74/41	709/555																																																			
13/35	109/97																																																			
46/97	154/95																																																			
496/888	40/30																																																			
57/142	104/70																																																			
129	286/271																																																			
10/8	7/5																																																			
9/9	301/188																																																			
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																																

XX/YY

AM/PM Peak Hour Volumes



FIGURE 10
Mission Village Shopping Center
Existing Traffic Volumes (Weekday)

Table D: Existing Levels of Service

Intersection	LOS Std.	Control	Without Project			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1 . Mission Boulevard/Golden West Avenue/Canal	D	Signal	31.6	C	21.8	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	9.9	A	11.1	B
3 . Mission Boulevard/Opal Street	D	Signal	26.7	C	30.5	C
4 . Mission Boulevard/Pacific Avenue	D	Signal	23.1	C	11.3	B
5 . Stobbs Way/Opal Street	D	TWSC	11.5	B	10.4	B

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

Table E: Existing Levels of Service (Saturday)

Intersection	LOS Std.	Control	Without Project	
			Delay	LOS
1 . Mission Boulevard/Golden West Avenue/Canal	D	Signal	33.5	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	9.6	A
3 . Mission Boulevard/Opal Street	D	Signal	32.5	C
4 . Mission Boulevard/Pacific Avenue	D	Signal	27.3	C
5 . Stobbs Way/Opal Street	D	TWSC	9.8	A

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

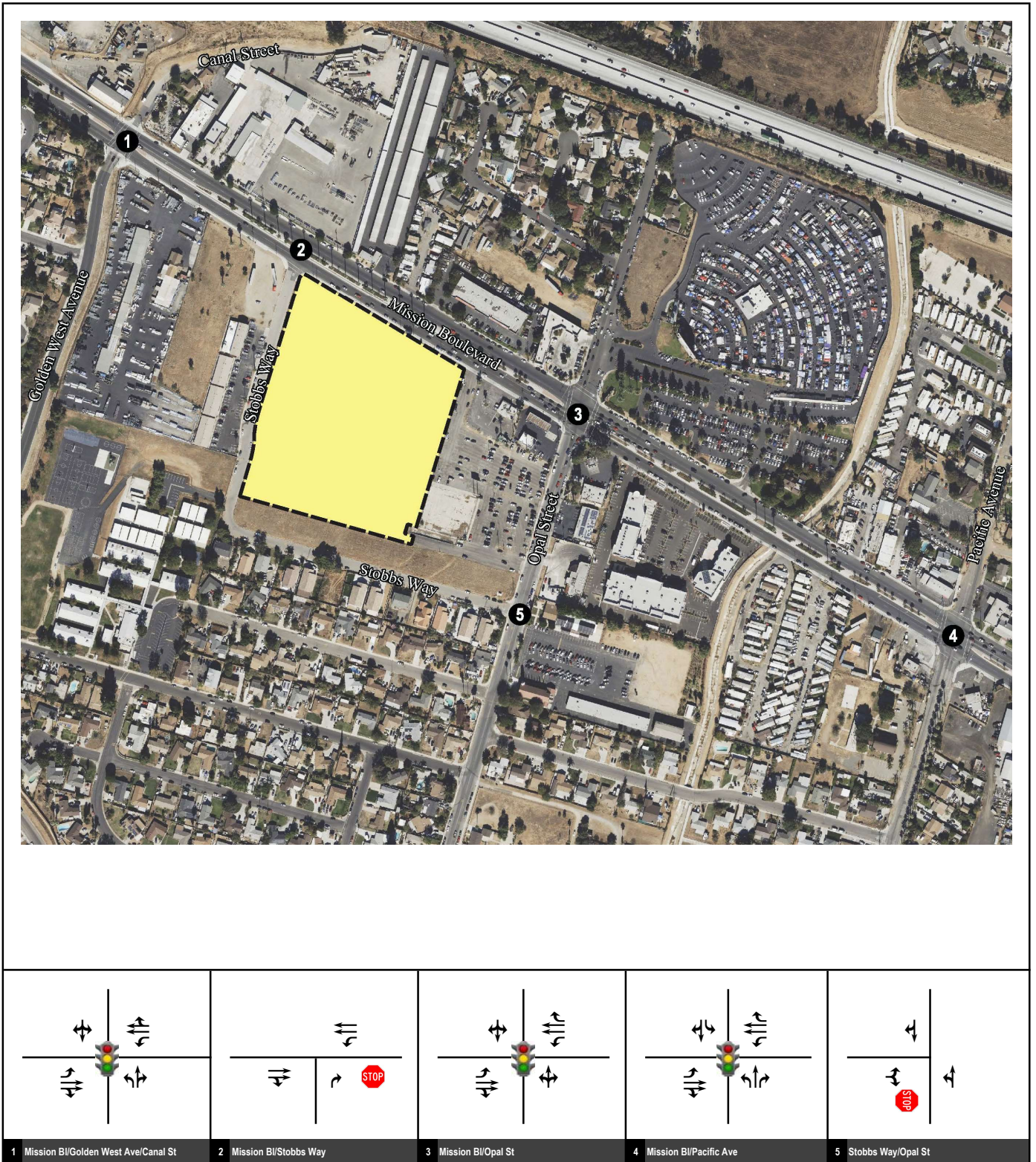


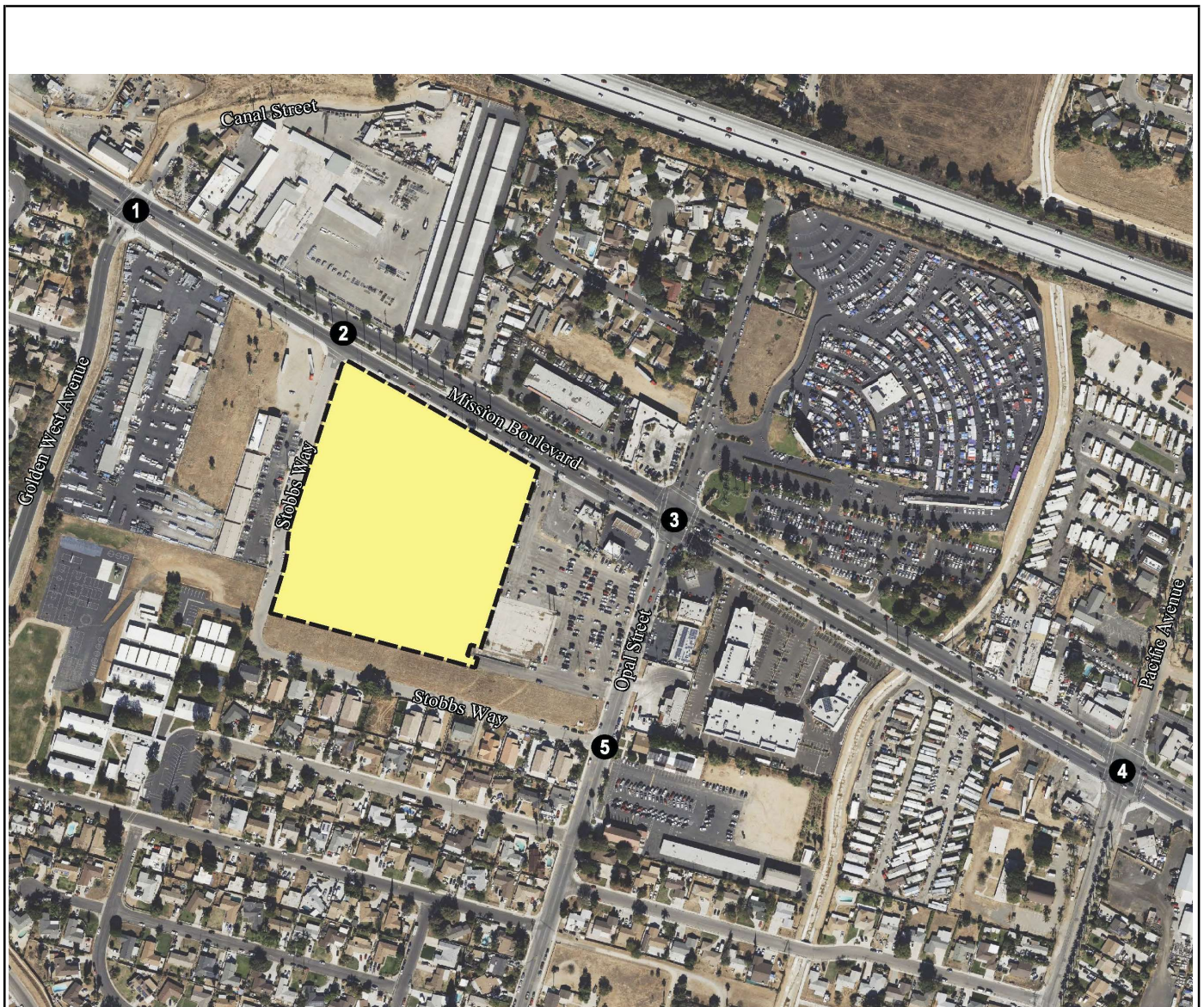
FIGURE 12

Legend



Mission Village Shopping Center
Opening Year Intersection Geometrics and Stop Control



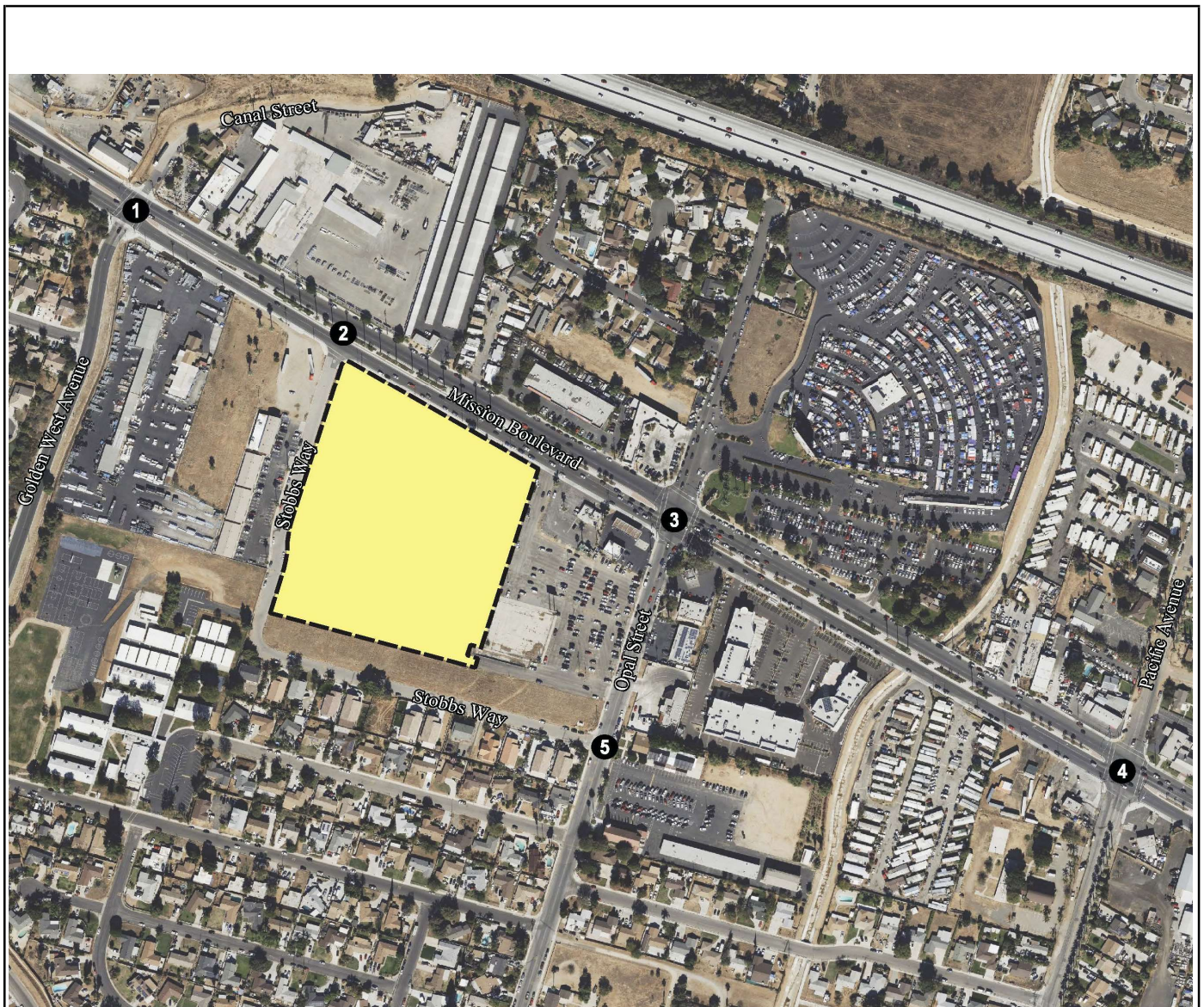


<table border="1"> <tr><td>2/4</td><td>3</td></tr> <tr><td>↑</td><td>↑</td></tr> <tr><td>3</td><td>682/596</td></tr> <tr><td>←</td><td>29/72</td></tr> <tr><td>2/9</td><td>↑</td></tr> <tr><td>846/1247</td><td>↓</td></tr> <tr><td>68/213</td><td>↓</td></tr> <tr><td>250/87</td><td>↑</td></tr> <tr><td>60/34</td><td>↑</td></tr> </table>	2/4	3	↑	↑	3	682/596	←	29/72	2/9	↑	846/1247	↓	68/213	↓	250/87	↑	60/34	↑	<table border="1"> <tr><td>737/654</td><td>↑</td></tr> <tr><td>905/1231</td><td>↓</td></tr> <tr><td>20/20</td><td>↓</td></tr> <tr><td>4/14</td><td>↓</td></tr> </table>	737/654	↑	905/1231	↓	20/20	↓	4/14	↓	<table border="1"> <tr><td>101/14</td><td>↑</td><td>67/11</td></tr> <tr><td>21/6</td><td>↑</td><td>489/584</td></tr> <tr><td>86/11</td><td>↑</td><td>182/146</td></tr> <tr><td>10</td><td>↑</td><td>24/51</td></tr> <tr><td>9/17</td><td>↑</td><td>6</td></tr> <tr><td>138/38</td><td>↑</td><td>103/79</td></tr> <tr><td>612/1055</td><td>↑</td><td>23/2</td></tr> <tr><td>95/109</td><td>↑</td><td>150/104</td></tr> </table>	101/14	↑	67/11	21/6	↑	489/584	86/11	↑	182/146	10	↑	24/51	9/17	↑	6	138/38	↑	103/79	612/1055	↑	23/2	95/109	↑	150/104	<table border="1"> <tr><td>94/90</td><td>↑</td><td>25/30</td></tr> <tr><td>77/43</td><td>↑</td><td>737/577</td></tr> <tr><td>14/36</td><td>↑</td><td>113/101</td></tr> <tr><td>48/101</td><td>↑</td><td>160/99</td></tr> <tr><td>516/924</td><td>↑</td><td>42/31</td></tr> <tr><td>59/148</td><td>↑</td><td>108/73</td></tr> </table>	94/90	↑	25/30	77/43	↑	737/577	14/36	↑	113/101	48/101	↑	160/99	516/924	↑	42/31	59/148	↑	108/73	<table border="1"> <tr><td>12/9</td><td>↑</td><td>297/282</td></tr> <tr><td>10/8</td><td>↑</td><td>7/5</td></tr> <tr><td>9/9</td><td>↑</td><td>313/196</td></tr> </table>	12/9	↑	297/282	10/8	↑	7/5	9/9	↑	313/196
2/4	3																																																																																
↑	↑																																																																																
3	682/596																																																																																
←	29/72																																																																																
2/9	↑																																																																																
846/1247	↓																																																																																
68/213	↓																																																																																
250/87	↑																																																																																
60/34	↑																																																																																
737/654	↑																																																																																
905/1231	↓																																																																																
20/20	↓																																																																																
4/14	↓																																																																																
101/14	↑	67/11																																																																															
21/6	↑	489/584																																																																															
86/11	↑	182/146																																																																															
10	↑	24/51																																																																															
9/17	↑	6																																																																															
138/38	↑	103/79																																																																															
612/1055	↑	23/2																																																																															
95/109	↑	150/104																																																																															
94/90	↑	25/30																																																																															
77/43	↑	737/577																																																																															
14/36	↑	113/101																																																																															
48/101	↑	160/99																																																																															
516/924	↑	42/31																																																																															
59/148	↑	108/73																																																																															
12/9	↑	297/282																																																																															
10/8	↑	7/5																																																																															
9/9	↑	313/196																																																																															
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																																																													

XX/YY AM/PM Peak Hour Volumes

FIGURE 13
Mission Village Shopping Center
Opening Year Without Project Traffic Volumes (Weekday)





<table border="1"> <tr><td>4</td><td>833</td></tr> <tr><td>26</td><td>33</td></tr> <tr><td>731</td><td>134</td></tr> <tr><td>159</td><td>31</td></tr> </table>	4	833	26	33	731	134	159	31	<table border="1"> <tr><td>911</td></tr> <tr><td>724</td></tr> <tr><td>16</td></tr> </table>	911	724	16	<table border="1"> <tr><td>58</td><td>677</td></tr> <tr><td>162</td><td>213</td></tr> <tr><td>97</td><td>27</td></tr> <tr><td>84</td><td>37</td></tr> <tr><td>64</td><td>48</td></tr> <tr><td>76</td><td>103</td></tr> <tr><td>577</td><td>18</td></tr> <tr><td>75</td><td>76</td></tr> </table>	58	677	162	213	97	27	84	37	64	48	76	103	577	18	75	76	<table border="1"> <tr><td>29</td><td>672</td></tr> <tr><td>36</td><td>52</td></tr> <tr><td>83</td><td>25</td></tr> <tr><td>25</td><td>19</td></tr> <tr><td>69</td><td>90</td></tr> <tr><td>723</td><td>100</td></tr> </table>	29	672	36	52	83	25	25	19	69	90	723	100	<table border="1"> <tr><td>197</td></tr> <tr><td>9</td></tr> <tr><td>15</td></tr> <tr><td>11</td></tr> <tr><td>6</td></tr> <tr><td>135</td></tr> </table>	197	9	15	11	6	135
4	833																																																
26	33																																																
731	134																																																
159	31																																																
911																																																	
724																																																	
16																																																	
58	677																																																
162	213																																																
97	27																																																
84	37																																																
64	48																																																
76	103																																																
577	18																																																
75	76																																																
29	672																																																
36	52																																																
83	25																																																
25	19																																																
69	90																																																
723	100																																																
197																																																	
9																																																	
15																																																	
11																																																	
6																																																	
135																																																	
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																													

XX Saturday Peak Hour Volumes

FIGURE 14
Mission Village Shopping Center
Opening Year Without Project Traffic Volumes (Saturday)



Table F: Opening Year Levels of Service

Intersection	LOS Std.	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Mission Boulevard/Golden West Avenue	D	Signal	23.4	C	22.3	C	31.3	C	22.1	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	9.9	A	11.1	B	10.4	B	12.3	B
3 . Mission Boulevard/Opal Street	D	Signal	39.1	D	31	C	29.3	C	38.6	D
4 . Mission Boulevard/Pacific Avenue	D	Signal	22.8	C	9.4	A	23	C	8.8	A
5 . Stobbs Way/Opal Street	D	TWSC	11.7	B	10.6	B	15.3	C	15.8	C

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

Table G: Opening Year Levels of Service (Saturday)

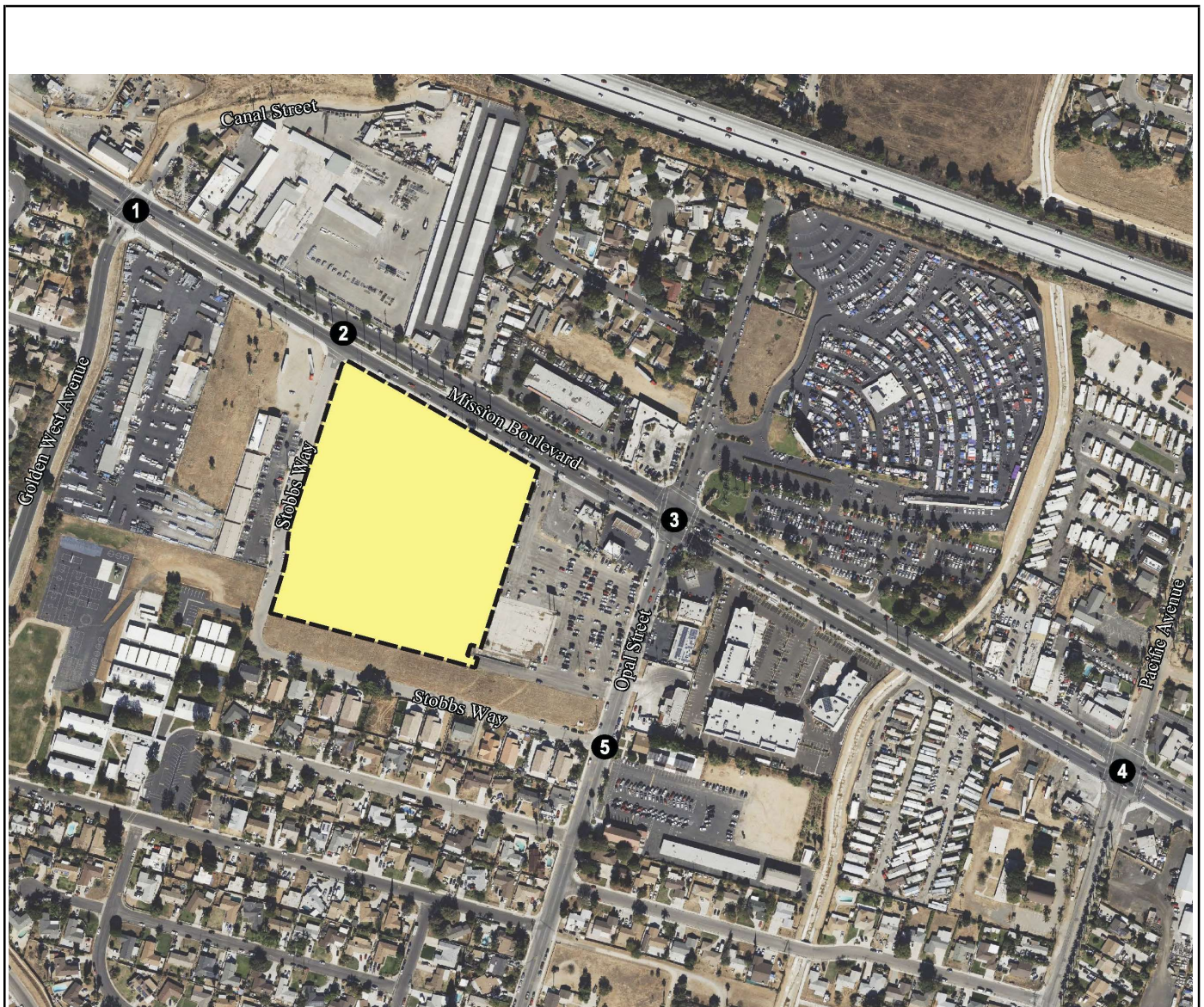
Intersection	LOS Std.	Control	Without Project		With Project	
			Delay	LOS	Delay	LOS
1 . Mission Boulevard/Golden West Avenue	D	Signal	33.5	C	32.6	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	9.6	A	10	A
3 . Mission Boulevard/Opal Street	D	Signal	33.1	C	34.4	C
4 . Mission Boulevard/Pacific Avenue	D	Signal	25	C	26.7	C
5 . Stobbs Way/Opal Street	D	TWSC	9.9	A	11.3	B

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service



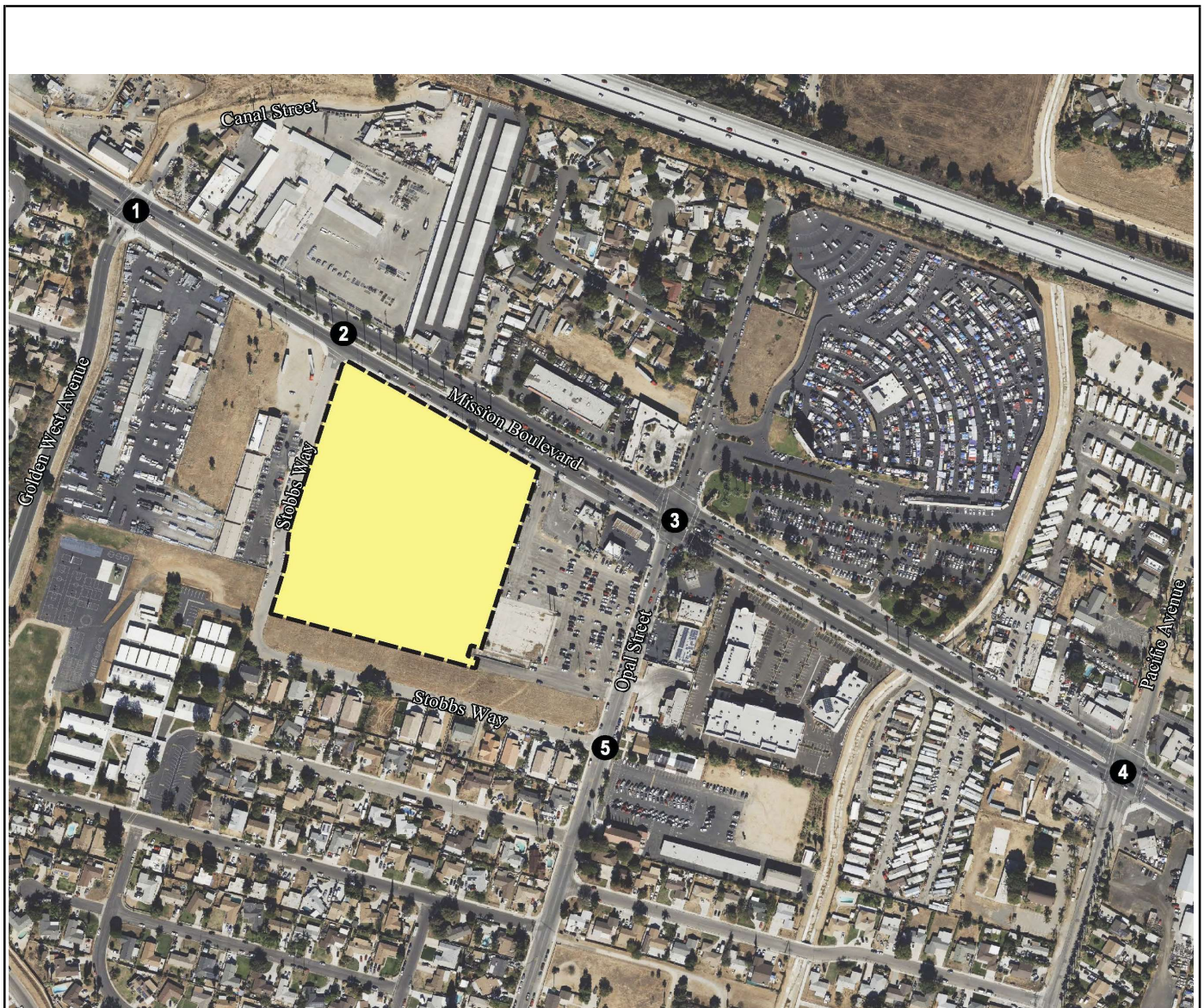
<table border="1"> <tr><td>2/4</td><td>3</td></tr> <tr><td>↑</td><td>↑</td></tr> <tr><td>3</td><td>734/726</td></tr> <tr><td>↓</td><td>29/72</td></tr> <tr><td>2/9</td><td>↑</td></tr> <tr><td>938/1374</td><td>↓</td></tr> <tr><td>68/213</td><td>↓</td></tr> <tr><td>250/87</td><td>60/34</td></tr> <tr><td>↓</td><td>↑</td></tr> </table>	2/4	3	↑	↑	3	734/726	↓	29/72	2/9	↑	938/1374	↓	68/213	↓	250/87	60/34	↓	↑	<table border="1"> <tr><td>791/786</td><td>↑</td></tr> <tr><td>57/79</td><td>↓</td></tr> <tr><td>949/1290</td><td>↓</td></tr> <tr><td>68/87</td><td>↓</td></tr> <tr><td>34/70</td><td>↓</td></tr> </table>	791/786	↑	57/79	↓	949/1290	↓	68/87	↓	34/70	↓	<table border="1"> <tr><td>101/14</td><td>↑</td><td>67/11</td></tr> <tr><td>24/10</td><td>↓</td><td>503/601</td></tr> <tr><td>86/11</td><td>↓</td><td>214/192</td></tr> <tr><td>10</td><td>↓</td><td>24/51</td></tr> <tr><td>49/88</td><td>↓</td><td>6</td></tr> <tr><td>140/42</td><td>↓</td><td>160/203</td></tr> <tr><td>636/1116</td><td>↓</td><td>23/2</td></tr> <tr><td>95/109</td><td>↓</td><td>152/108</td></tr> </table>	101/14	↑	67/11	24/10	↓	503/601	86/11	↓	214/192	10	↓	24/51	49/88	↓	6	140/42	↓	160/203	636/1116	↓	23/2	95/109	↓	152/108	<table border="1"> <tr><td>109/111</td><td>↑</td><td>25/30</td></tr> <tr><td>77/43</td><td>↓</td><td>752/598</td></tr> <tr><td>14/36</td><td>↓</td><td>113/101</td></tr> <tr><td>57/123</td><td>↓</td><td>↑</td></tr> <tr><td>525/946</td><td>↓</td><td>42/31</td></tr> <tr><td>68/170</td><td>↓</td><td>108/73</td></tr> <tr><td>175/120</td><td>↓</td><td>↑</td></tr> </table>	109/111	↑	25/30	77/43	↓	752/598	14/36	↓	113/101	57/123	↓	↑	525/946	↓	42/31	68/170	↓	108/73	175/120	↓	↑	<table border="1"> <tr><td>30/34</td><td>↑</td><td>297/282</td></tr> <tr><td>68/136</td><td>↓</td><td>↓</td></tr> <tr><td>16/26</td><td>↓</td><td>19/22</td></tr> <tr><td>↑</td><td>↓</td><td>313/196</td></tr> <tr><td>↓</td><td>↑</td><td>↑</td></tr> </table>	30/34	↑	297/282	68/136	↓	↓	16/26	↓	19/22	↑	↓	313/196	↓	↑	↑
2/4	3																																																																																											
↑	↑																																																																																											
3	734/726																																																																																											
↓	29/72																																																																																											
2/9	↑																																																																																											
938/1374	↓																																																																																											
68/213	↓																																																																																											
250/87	60/34																																																																																											
↓	↑																																																																																											
791/786	↑																																																																																											
57/79	↓																																																																																											
949/1290	↓																																																																																											
68/87	↓																																																																																											
34/70	↓																																																																																											
101/14	↑	67/11																																																																																										
24/10	↓	503/601																																																																																										
86/11	↓	214/192																																																																																										
10	↓	24/51																																																																																										
49/88	↓	6																																																																																										
140/42	↓	160/203																																																																																										
636/1116	↓	23/2																																																																																										
95/109	↓	152/108																																																																																										
109/111	↑	25/30																																																																																										
77/43	↓	752/598																																																																																										
14/36	↓	113/101																																																																																										
57/123	↓	↑																																																																																										
525/946	↓	42/31																																																																																										
68/170	↓	108/73																																																																																										
175/120	↓	↑																																																																																										
30/34	↑	297/282																																																																																										
68/136	↓	↓																																																																																										
16/26	↓	19/22																																																																																										
↑	↓	313/196																																																																																										
↓	↑	↑																																																																																										
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																																																																								

XX/YY

AM/PM Peak Hour Volumes

FIGURE 15
Mission Village Shopping Center
Opening Year Plus Project Traffic Volumes (Weekday)





<table border="1"> <tr><td>4</td><td>↑</td><td>885</td></tr> <tr><td>26</td><td>↔</td><td>33</td></tr> <tr><td>823</td><td>↓</td><td>134</td></tr> <tr><td>159</td><td>↔</td><td>31</td></tr> </table>	4	↑	885	26	↔	33	823	↓	134	159	↔	31	<table border="1"> <tr><td>965</td><td>↑</td></tr> <tr><td>57</td><td>↔</td></tr> <tr><td>768</td><td>↓</td></tr> <tr><td>64</td><td>↔</td></tr> </table>	965	↑	57	↔	768	↓	64	↔	<table border="1"> <tr><td>58</td><td>↑</td></tr> <tr><td>691</td><td>↔</td></tr> <tr><td>194</td><td>↓</td></tr> <tr><td>213</td><td>↔</td></tr> <tr><td>97</td><td>↔</td></tr> <tr><td>30</td><td>↔</td></tr> <tr><td>84</td><td>↔</td></tr> <tr><td>37</td><td>↔</td></tr> <tr><td>104</td><td>↔</td></tr> <tr><td>78</td><td>↔</td></tr> <tr><td>601</td><td>↔</td></tr> <tr><td>75</td><td>↔</td></tr> <tr><td>48</td><td>↔</td></tr> <tr><td>160</td><td>↔</td></tr> <tr><td>18</td><td>↔</td></tr> <tr><td>76</td><td>↔</td></tr> </table>	58	↑	691	↔	194	↓	213	↔	97	↔	30	↔	84	↔	37	↔	104	↔	78	↔	601	↔	75	↔	48	↔	160	↔	18	↔	76	↔	<table border="1"> <tr><td>29</td><td>↑</td></tr> <tr><td>687</td><td>↔</td></tr> <tr><td>36</td><td>↓</td></tr> <tr><td>78</td><td>↔</td></tr> <tr><td>732</td><td>↔</td></tr> <tr><td>109</td><td>↔</td></tr> <tr><td>105</td><td>↔</td></tr> <tr><td>19</td><td>↔</td></tr> <tr><td>52</td><td>↔</td></tr> <tr><td>98</td><td>↔</td></tr> <tr><td>25</td><td>↔</td></tr> <tr><td>25</td><td>↔</td></tr> </table>	29	↑	687	↔	36	↓	78	↔	732	↔	109	↔	105	↔	19	↔	52	↔	98	↔	25	↔	25	↔	<table border="1"> <tr><td>27</td><td>↑</td></tr> <tr><td>197</td><td>↔</td></tr> <tr><td>73</td><td>↔</td></tr> <tr><td>18</td><td>↔</td></tr> <tr><td>18</td><td>↔</td></tr> <tr><td>135</td><td>↔</td></tr> </table>	27	↑	197	↔	73	↔	18	↔	18	↔	135	↔
4	↑	885																																																																																										
26	↔	33																																																																																										
823	↓	134																																																																																										
159	↔	31																																																																																										
965	↑																																																																																											
57	↔																																																																																											
768	↓																																																																																											
64	↔																																																																																											
58	↑																																																																																											
691	↔																																																																																											
194	↓																																																																																											
213	↔																																																																																											
97	↔																																																																																											
30	↔																																																																																											
84	↔																																																																																											
37	↔																																																																																											
104	↔																																																																																											
78	↔																																																																																											
601	↔																																																																																											
75	↔																																																																																											
48	↔																																																																																											
160	↔																																																																																											
18	↔																																																																																											
76	↔																																																																																											
29	↑																																																																																											
687	↔																																																																																											
36	↓																																																																																											
78	↔																																																																																											
732	↔																																																																																											
109	↔																																																																																											
105	↔																																																																																											
19	↔																																																																																											
52	↔																																																																																											
98	↔																																																																																											
25	↔																																																																																											
25	↔																																																																																											
27	↑																																																																																											
197	↔																																																																																											
73	↔																																																																																											
18	↔																																																																																											
18	↔																																																																																											
135	↔																																																																																											
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																																																																								

XX Saturday Peak Hour Volume FIGURE 16
Mission Village Shopping Center
Opening Year Plus Project Traffic Volumes (Saturday)



7.3 Opening Year Background Plus Cumulative Projects Plus Project Intersection Levels of Service

An intersection level of service analysis was conducted for opening year background plus cumulative projects plus project to determine circulation system performance. List of cumulative projects is included in Appendix E.

Opening year background plus cumulative projects plus project (weekday) traffic volumes at study intersections are shown on Figure 17. Opening year background plus cumulative projects plus project (Saturday) traffic volumes at study intersections are shown on Figure 18.

The opening year background plus cumulative projects plus project (weekday) level of service for the study intersections are summarized in Table H. The opening year background plus cumulative projects plus project (Saturday) level of service for the study intersections are summarized in Table I.

Detailed volume development worksheets are included in Appendix C and LOS worksheets are contained in Appendix D. As shown in Table H and Table I, all study area intersections are forecast to operate at satisfactory levels of service.

8.0 QUEUEING ANALYSIS

The City requested an analysis of vehicle queuing at the intersection of Mission Boulevard/Opal Street. The results of the queueing analysis are shown on Table J. As seen on Table J, All queues are forecast to fit within the available storage space with the exception of the westbound left turn movement under opening year with project and cumulative with project conditions. Appendix F shows the queueing reports.

9.0 CIRCULATION IMPROVEMENTS

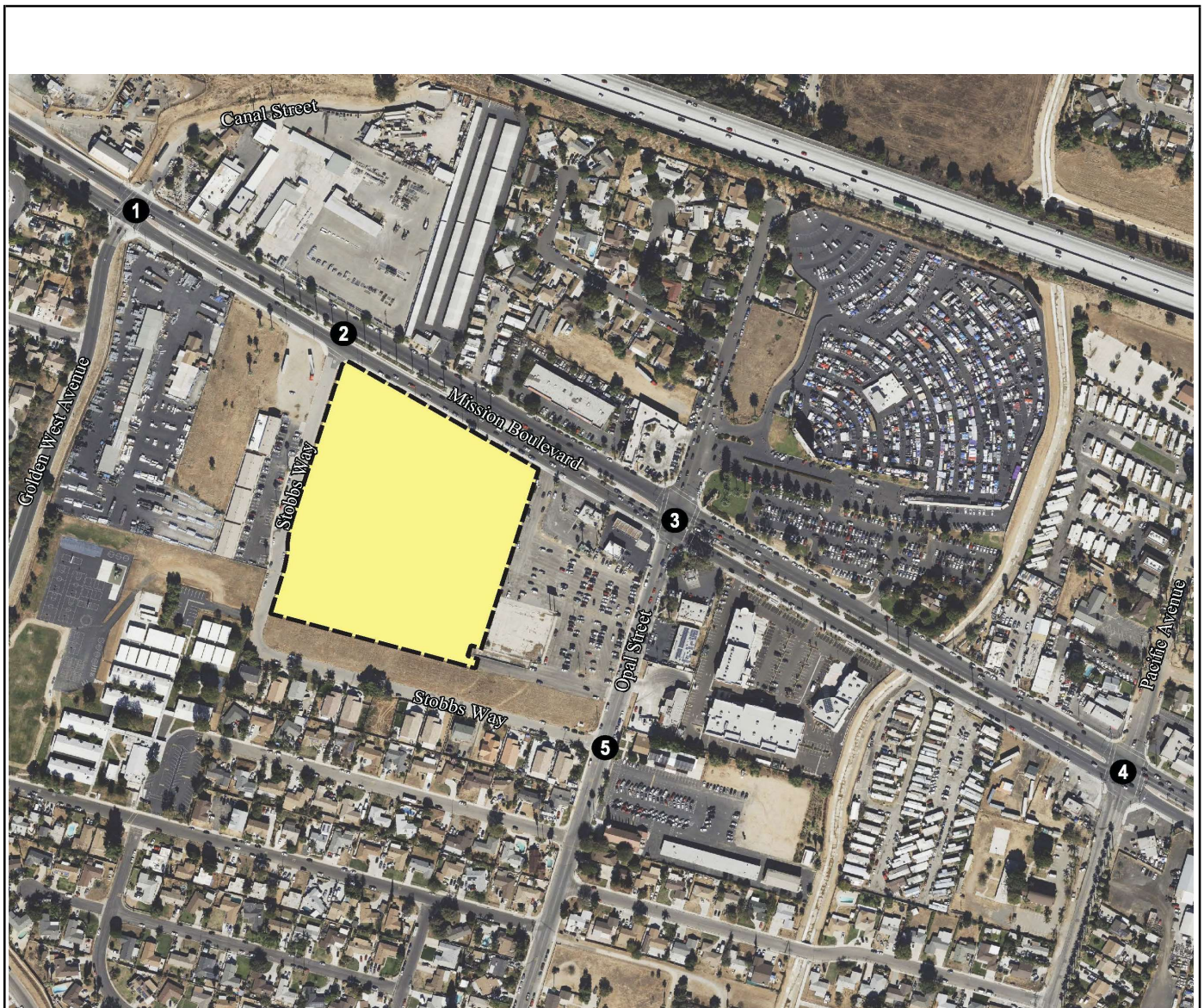
The City guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. As shown in the above analysis, all intersections operate at a satisfactory level of service. Therefore, no additional improvements are recommended.

While the City does not have mitigation requirements for queue spillover, the spillover for the westbound left turn lane can be reduced by changing the signal timing at the intersection.

10.0 DRIVE-THROUGH QUEUEING

The City requested that a queueing space for at least 12 vehicles be provided for the Coffee Shop. The plan provides stacking for 21 vehicles. Also, the Habit Grill provides a storage for 14 vehicles. Based on surveys conducted by Translutions for other fast-food franchises as well as data published by Spack Consulting, generally, the 95th percentile queue does not exceed 8 vehicles. Figure 19 illustrates the drive-thru stacking space for the coffee shop and fast food restaurant.

A queuing analysis for the car wash facility has been included in this report to determine if vehicles queues would extend beyond the storage length provided by the car wash out into the adjacent roadway. The service rate for the car wash is 35 vehicles per hour and is based on data from other car wash operators Translutions has worked with, though the rate could be increased to 60 vehicles per hour without loss of quality. The resulting queues have been forecast using *Queue Areas for Drive-thru Facilities* by ITE Technical Council Committee 5D-10 (1995). The forecast queue length was determined using the arrival rate/service rate and distributed using the Poisson distribution. Table K lists the queueing analysis for the car wash during the p.m. peak hour. The total inbound trips during the p.m. peak hour is 25 vehicles. The 95th percentile queue length is forecast to be approximately 8 vehicles during the p.m. peak hour. Table L lists the queueing analysis for the car wash during the Saturday peak hour. The total inbound trips during this period is 29 vehicles. The 95th percentile queue length is forecast to be approximately 9 vehicles. Based on the site plan, there is sufficient storage length to accommodate the maximum queue length without vehicles extending out into the adjacent roadway or the drive aisle.



<table border="1"> <tr><td>2/4</td><td>3</td></tr> <tr><td>3</td><td>790/766</td></tr> <tr><td>2/9</td><td>29/72</td></tr> <tr><td>960/1438</td><td>60/34</td></tr> <tr><td>69/216</td><td>253/89</td></tr> <tr><td></td><td>60/34</td></tr> </table>	2/4	3	3	790/766	2/9	29/72	960/1438	60/34	69/216	253/89		60/34	<table border="1"> <tr><td></td><td>847/826</td></tr> <tr><td></td><td>57/79</td></tr> <tr><td>972/1355</td><td>34/70</td></tr> <tr><td>68/87</td><td></td></tr> </table>		847/826		57/79	972/1355	34/70	68/87		<table border="1"> <tr><td>101/14</td><td>67/11</td></tr> <tr><td>24/10</td><td>558/641</td></tr> <tr><td>86/11</td><td>214/192</td></tr> <tr><td>10</td><td>24/51</td></tr> <tr><td>49/88</td><td>6</td></tr> <tr><td>140/42</td><td>16/204</td></tr> <tr><td>658/1180</td><td>23/2</td></tr> <tr><td>95/110</td><td>153/108</td></tr> </table>	101/14	67/11	24/10	558/641	86/11	214/192	10	24/51	49/88	6	140/42	16/204	658/1180	23/2	95/110	153/108	<table border="1"> <tr><td>149/137</td><td>60/90</td></tr> <tr><td>130/91</td><td>766/612</td></tr> <tr><td>67/84</td><td>116/105</td></tr> <tr><td>70/167</td><td></td></tr> <tr><td>535/964</td><td>176/121</td></tr> <tr><td>68/172</td><td>77/91</td></tr> <tr><td></td><td>111/76</td></tr> </table>	149/137	60/90	130/91	766/612	67/84	116/105	70/167		535/964	176/121	68/172	77/91		111/76	<table border="1"> <tr><td>30/34</td><td>297/284</td></tr> <tr><td>68/136</td><td></td></tr> <tr><td>16/26</td><td>19/22</td></tr> <tr><td></td><td>315/198</td></tr> </table>	30/34	297/284	68/136		16/26	19/22		315/198
2/4	3																																																													
3	790/766																																																													
2/9	29/72																																																													
960/1438	60/34																																																													
69/216	253/89																																																													
	60/34																																																													
	847/826																																																													
	57/79																																																													
972/1355	34/70																																																													
68/87																																																														
101/14	67/11																																																													
24/10	558/641																																																													
86/11	214/192																																																													
10	24/51																																																													
49/88	6																																																													
140/42	16/204																																																													
658/1180	23/2																																																													
95/110	153/108																																																													
149/137	60/90																																																													
130/91	766/612																																																													
67/84	116/105																																																													
70/167																																																														
535/964	176/121																																																													
68/172	77/91																																																													
	111/76																																																													
30/34	297/284																																																													
68/136																																																														
16/26	19/22																																																													
	315/198																																																													
1 Mission Bl/Golden West Ave/Canal St	2 Mission Bl/Stobbs Way	3 Mission Bl/Opal St	4 Mission Bl/Pacific Ave	5 Stobbs Way/Opal St																																																										

XXYY AM/PM Peak Hour Volumes

FIGURE 17
Mission Village Shopping Center
Opening Year Plus Cumulative Plus Project Traffic Volumes (Weekday)



Table H: Cumulative Levels of Service

Intersection	LOS Std.	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Mission Boulevard/Golden West Avenue	D	Signal	32.1	C	22	C	31.7	C	22.2	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	10.2	B	11.5	B	10.4	B	12.8	B
3 . Mission Boulevard/Opal Street	D	Signal	27.1	C	25.7	C	37.5	D	36.9	D
4 . Mission Boulevard/Pacific Avenue	D	Signal	23.1	C	10.3	B	23.6	C	11.5	B
5 . Stobbs Way/Opal Street	D	TWSC	11.8	B	10.6	B	15.4	C	15.9	C

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

Table I: Cumulative Levels of Service (Saturday)

Intersection	LOS Std.	Control	Without Project		With Project	
			Delay	LOS	Delay	LOS
1 . Mission Boulevard/Golden West Avenue	D	Signal	33.1	C	33	C
2 . Mission Boulevard/Stobbs Way	D	TWSC	9.6	A	10	A
3 . Mission Boulevard/Opal Street	D	Signal	32.5	C	32.7	C
4 . Mission Boulevard/Pacific Avenue	D	Signal	23.5	C	25.2	C
5 . Stobbs Way/Opal Street	D	TWSC	9.9	A	11.3	B

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

Table J: Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Existing Conditions			Opening Year Background			Opening Year With Project			Cumulative With Project		
			AM Peak Hour	PM Peak Hour	Saturday Hour	AM Peak Hour	PM Peak Hour	Saturday Hour	AM Peak Hour	PM Peak Hour	Saturday Hour	AM Peak Hour	PM Peak Hour	Saturday Hour
3 . Mission Boulevard/Opal Street	NBL		0	0	0	0	0	0	0	0	0	0	0	0
	NBT	815	180	130	182	186	136	192	261	296	278	261	308	289
	NBR		0	0	0	0	0	0	0	0	0	0	0	0
	SBL		0	0	0	0	0	0	0	0	0	0	0	0
	SBT	365	134	39	170	137	39	177	135	38	173	133	39	177
	SBR		0	0	0	0	0	0	0	0	0	0	0	0
	EBL	220	143	69	131	137	70	133	176	128	162	174	128	163
	EBT	880	256	370	245	273	392	272	298	507	302	324	538	305
	EBR	880	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	220	123	163	140	196	171	155	229	273	357	253	256	362
	WBT	1200	92	84	112	198	96	123	115	146	137	231	137	148
	WBR	225	9	0	3	20	0	4	13	0	7	13	0	5

Notes:

Bold = Exceeds storage length

¹Queues reported are 95th Percentile queue lengths per movement in feet.

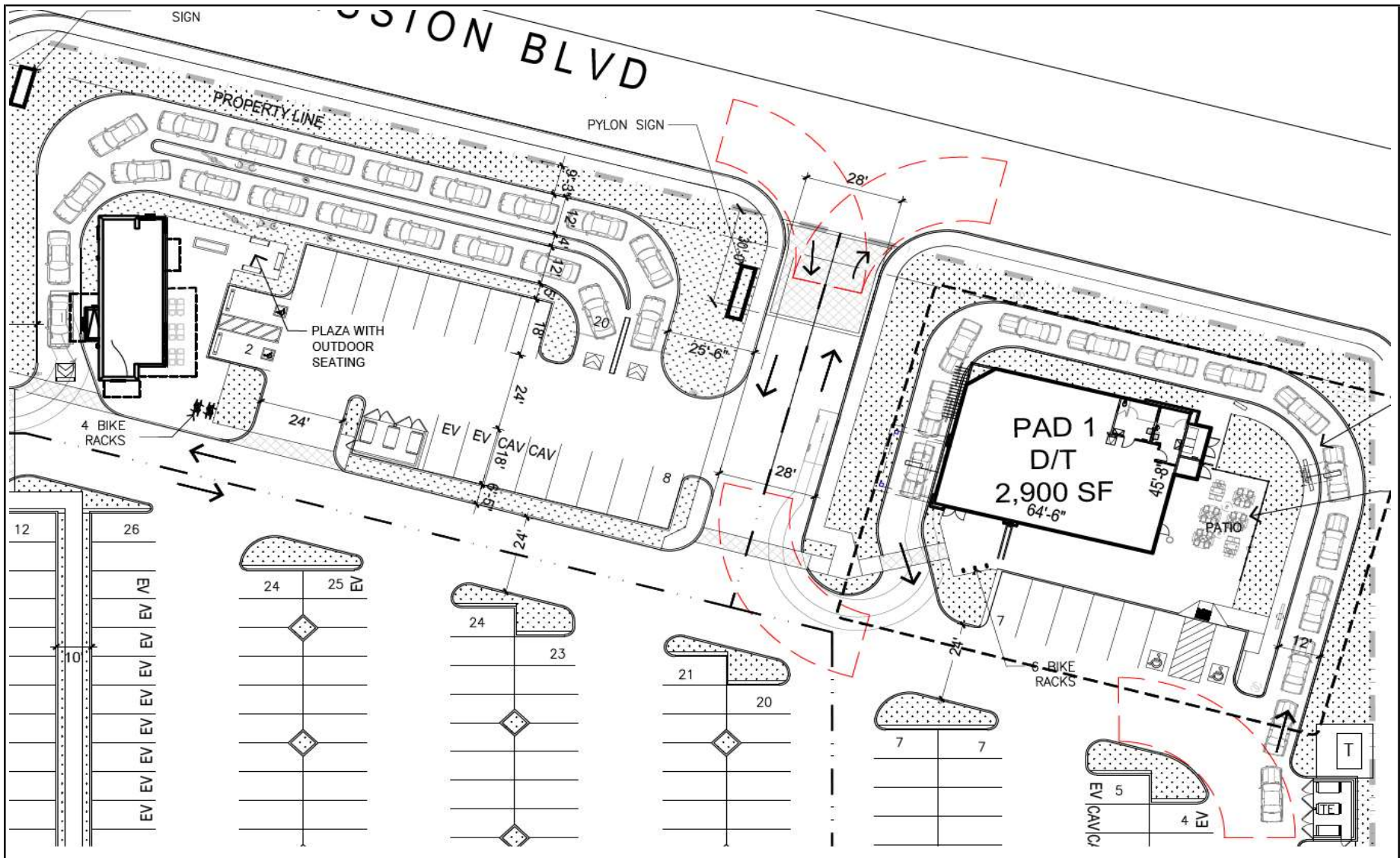


FIGURE 19

Mission Village Shopping Center
Drive Through Stacking



Table K: Queuing Analysis For Car Wash (PM Peak Hour)

Trip Generation (Inbound)	25 during p.m. peak hour
Turn Made into Property	25 right turns
Service Rate	35.00 /hour
Arrival Rate	25.00 /hour
Arrival Percent	100.0%
Capacity	35.00 /hour
p_total	0.7143

Number of Vehicles in Queue	Probability of Vehicles	Probability of Queue Less or Equal to
0	28.6%	28.57%
1	20.4%	48.98%
2	14.6%	63.56%
3	10.4%	73.97%
4	7.4%	81.41%
5	5.3%	86.72%
6	3.8%	90.51%
7	2.7%	93.22%
8	1.9%	95.16%
9	1.4%	96.54%
10	1.0%	97.53%
11	0.7%	98.24%
12	0.5%	98.74%
13	0.4%	99.10%
14	0.3%	99.36%
15	0.2%	99.54%
16	0.1%	99.67%
17	0.1%	99.77%
18	0.1%	99.83%
19	0.0%	99.88%
20	0.0%	99.92%

Table L: Queuing Analysis For Car Wash (Weekend Peak Hour)

Trip Generation (Inbound)	29 during p.m. peak hour
Turn Made into Property	29
Service Rate	40.00 /hour
Arrival Rate	29.00 /hour
Arrival Percent	100.0%
Capacity	40.00 /hour
p_total	0.7250

Number of Vehicles in Queue	Probability of Vehicles	Probability of Queue Less or Equal to
0	27.5%	27.50%
1	19.9%	47.44%
2	14.5%	61.89%
3	10.5%	72.37%
4	7.6%	79.97%
5	5.5%	85.48%
6	4.0%	89.47%
7	2.9%	92.37%
8	2.1%	94.47%
9	1.5%	95.99%
10	1.1%	97.09%
11	0.8%	97.89%
12	0.6%	98.47%
13	0.4%	98.89%
14	0.3%	99.20%
15	0.2%	99.42%
16	0.2%	99.58%
17	0.1%	99.69%
18	0.1%	99.78%
19	0.1%	99.84%
20	0.0%	99.88%

11.0 VMT ANALYSIS

A VMT analysis is a requirement under CEQA due to the passage of Senate Bill 743 (SB-743). SB-743 was codified in Public Resources Code section 21099, was signed by the Governor in 2013 and directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

The City adopted thresholds of significance and screening thresholds under VMT in November 2020. The City's guidelines (Section D: CEQA Assessment – VMT Analysis) include several screening thresholds. One of the thresholds is based on Project Type. Retail projects less than 50,000 square feet which serve the local community, improve the convenience of the shopping close to home and has the effect of reducing vehicle travel are exempt from a VMT analysis. In addition to the local serving retail, the City identifies local serving retail centers, gas stations, banks, restaurants (including with drive-thru) and hotels to have a less than significant impact absent substantial evidence to the contrary as to their local serving characteristics.

The project will be a shopping center and consists of land uses like strip retail, grocery, fitness, restaurant, coffee shop and a carwash, which are all local serving in nature and each land use is less than 50,000 square feet. Thus, the project meets the requirements for VMT screening based on Project Type and is exempt from a VMT analysis.

12.0 SUMMARY & CONCLUSIONS

Based on the intersection LOS analysis all intersections operate at satisfactory levels of service under all conditions. There are no recommended improvements.

APPENDIX A: HABIT GRILL TRIP GENERATION SURVEY DATA



Habit Grill Trip Generation Survey Data (Weekday)

City: Moreno Valley
 Location: 12560 Day St/The Habit
 Date: 1/29/2020
 Count Type: Trip Generation Count

Hourly Totals
(Hour Beginning)

	Entering	Exiting	Total
10:00	0	0	0
10:15	0	0	0
10:30	4	1	5
10:45	5	2	7
11:00	7	0	7
11:15	8	7	15
11:30	5	4	9
11:45	9	4	13
12:00	15	3	18
12:15	18	8	26
12:30	6	9	15
12:45	20	14	34
13:00	11	22	33
13:15	1	13	14
13:30	9	8	17
13:45	11	4	15
14:00	4	10	14
14:15	12	6	18
14:30	13	6	19
14:45	9	9	18
15:00	7	6	13
15:15	4	12	16
15:30	12	7	19
15:45	8	9	17
16:00	8	8	16
16:15	4	7	11
16:30	7	9	16
16:45	7	7	14
17:00	4	8	12
17:15	8	7	15
17:30	5	9	14
17:45	8	7	15
18:00	6	6	12
18:15	9	8	17
18:30	6	7	13
18:45	10	7	17
19:00	3	6	9
19:15	0	11	11
19:30	12	5	17
19:45	2	3	5
20:00	5	4	9
20:15	5	4	9
20:30	13	12	25
20:45	4	5	9
21:00	3	10	13
21:15	1	1	2
21:30	5	4	9
21:45	1	3	4
22:00	0	3	3
22:15	0	5	5
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	2	3	5
23:30	0	0	0
23:45	0	0	0
TOTAL	336	333	669

Entering	Exiting	Total
9	3	12
16	3	19
24	10	34
25	13	38
29	15	44
37	18	55
47	19	66
48	24	72
59	34	93
55	53	108
38	58	96
41	57	98
32	47	79
25	35	60
36	28	64
40	26	66
38	31	69
41	27	68
33	33	66
32	34	66
31	34	65
32	36	68
32	31	63
27	33	60
26	31	57
22	31	53
26	31	57
24	31	55
25	31	56
27	29	56
28	30	58
29	28	57
31	28	59
28	28	56
19	31	50
25	29	54
17	25	42
19	23	42
24	16	40
25	23	48
27	25	52
25	31	56
21	28	49
13	20	33
10	18	28
7	11	18
6	15	21
1	11	12
0	8	8
0	5	5
2	3	5
2	3	5
2	3	5



Habit Grill Trip Generation Survey Data (Weekday)

City: Moreno Valley
 Location: 12560 Day St/The Habit
 Date: 1/30/2020
 Count Type: Trip Generation Count

Hourly Totals
(Hour Beginning)

	Entering	Exiting	Total
10:00	1	0	1
10:15	0	2	2
10:30	5	1	6
10:45	3	1	4
11:00	3	3	6
11:15	8	3	11
11:30	7	4	11
11:45	16	7	23
12:00	9	5	14
12:15	13	10	23
12:30	4	4	8
12:45	2	2	4
13:00	11	5	16
13:15	7	7	14
13:30	8	5	13
13:45	2	5	7
14:00	6	8	14
14:15	7	8	15
14:30	7	9	16
14:45	6	6	12
15:00	8	7	15
15:15	10	11	21
15:30	10	5	15
15:45	4	11	15
16:00	4	9	13
16:15	7	8	15
16:30	14	5	19
16:45	7	4	11
17:00	10	7	17
17:15	7	13	20
17:30	1	3	4
17:45	1	5	6
18:00	7	8	15
18:15	9	7	16
18:30	16	4	20
18:45	3	5	8
19:00	6	10	16
19:15	10	7	17
19:30	5	5	10
19:45	3	6	9
20:00	5	6	11
20:15	0	7	7
20:30	0	5	5
20:45	5	3	8
21:00	0	3	3
21:15	2	5	7
21:30	3	4	7
21:45	6	3	9
22:00	0	3	3
22:15	0	2	2
22:30	0	7	7
22:45	1	2	3
23:00	0	1	1
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	289	286	575

Entering	Exiting	Total
9	4	13
11	7	18
19	8	27
21	11	32
34	17	51
40	19	59
45	26	71
42	26	68
28	21	49
30	21	51
24	18	42
28	19	47
28	22	50
23	25	48
23	26	49
22	30	52
26	31	57
28	30	58
31	33	64
34	29	63
32	34	66
28	36	64
25	33	58
29	33	62
32	26	58
38	24	62
38	29	67
25	27	52
19	28	47
16	29	45
18	23	41
33	24	57
35	24	59
34	26	60
35	26	61
24	27	51
24	28	52
23	24	47
13	24	37
8	24	32
10	21	31
5	18	23
7	16	23
10	15	25
11	15	26
11	15	26
9	12	21
6	15	21
1	14	15
1	12	13
1	10	11
1	3	4
0	1	1

APPENDIX B: TRAFFIC COUNTS

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

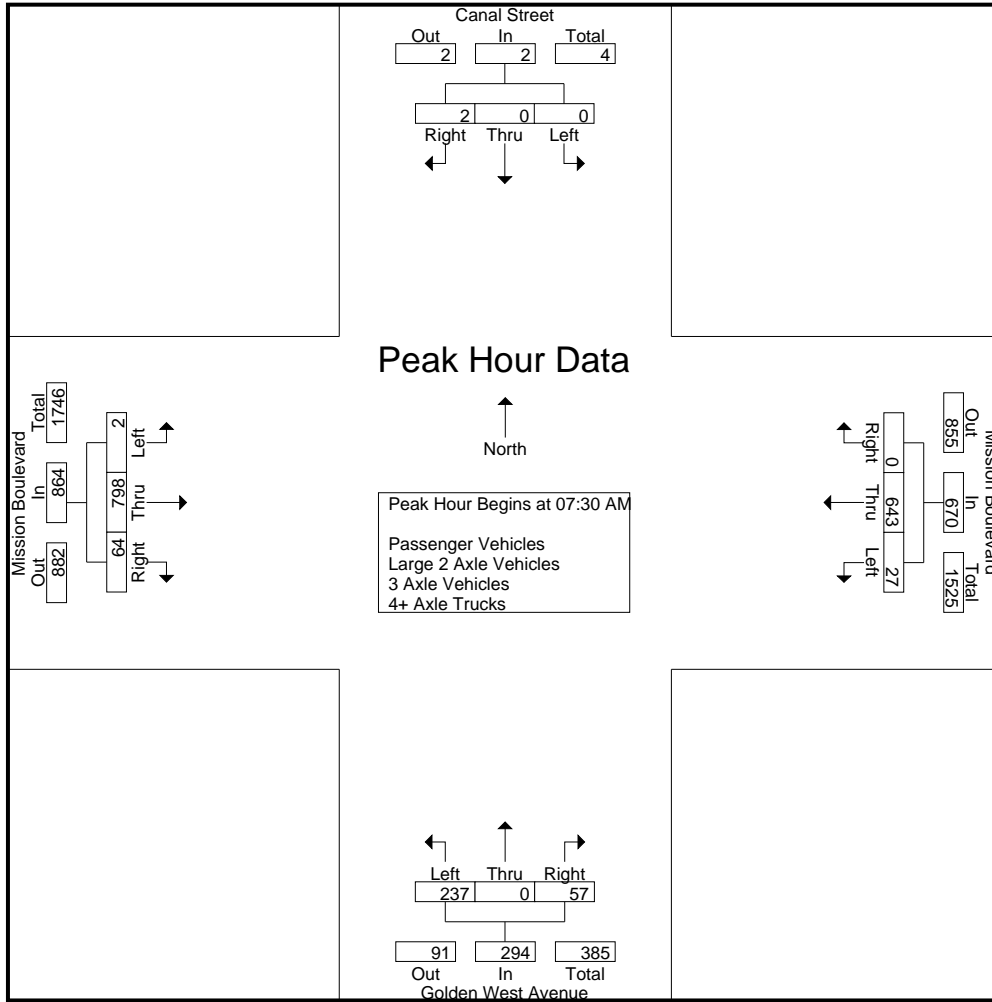
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	1	146	0	147	52	0	0	52	0	99	5	104	303
06:45 AM	0	0	0	0	5	184	0	189	66	0	5	71	1	131	15	147	407
Total	0	0	0	0	6	330	0	336	118	0	5	123	1	230	20	251	710
07:00 AM	0	0	0	0	11	178	0	189	64	0	18	82	1	162	35	198	469
07:15 AM	0	0	0	0	6	160	0	166	61	0	10	71	1	162	12	175	412
07:30 AM	0	0	0	0	4	163	0	167	66	0	14	80	2	151	9	162	409
07:45 AM	0	0	1	1	6	158	0	164	49	0	21	70	0	233	21	254	489
Total	0	0	1	1	27	659	0	686	240	0	63	303	4	708	77	789	1779
08:00 AM	0	0	1	1	8	155	0	163	63	0	12	75	0	205	22	227	466
08:15 AM	0	0	0	0	9	167	0	176	59	0	10	69	0	209	12	221	466
08:30 AM	0	0	1	1	9	164	0	173	35	0	7	42	2	166	13	181	397
08:45 AM	0	0	0	0	16	153	0	169	27	0	9	36	3	150	15	168	373
Total	0	0	2	2	42	639	0	681	184	0	38	222	5	730	62	797	1702
Grand Total	0	0	3	3	75	1628	0	1703	542	0	106	648	10	1668	159	1837	4191
Apprch %	0	0	100		4.4	95.6	0		83.6	0	16.4		0.5	90.8	8.7		
Total %	0	0	0.1	0.1	1.8	38.8	0	40.6	12.9	0	2.5	15.5	0.2	39.8	3.8	43.8	
Passenger Vehicles	0	0	3	3	68	1578	0	1646	531	0	102	633	10	1611	153	1774	4056
% Passenger Vehicles	0	0	100	100	90.7	96.9	0	96.7	98	0	96.2	97.7	100	96.6	96.2	96.6	96.8
Large 2 Axle Vehicles	0	0	0	0	7	47	0	54	7	0	4	11	0	51	5	56	121
% Large 2 Axle Vehicles	0	0	0	0	9.3	2.9	0	3.2	1.3	0	3.8	1.7	0	3.1	3.1	3	2.9
3 Axle Vehicles	0	0	0	0	0	2	0	2	4	0	0	4	0	2	1	3	9
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.7	0	0	0.6	0	0.1	0.6	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	4	163	0	167	66	0	14	80	2	151	9	162	409
07:45 AM	0	0	1	1	6	158	0	164	49	0	21	70	0	233	21	254	489
08:00 AM	0	0	1	1	8	155	0	163	63	0	12	75	0	205	22	227	466
08:15 AM	0	0	0	0	9	167	0	176	59	0	10	69	0	209	12	221	466
Total Volume	0	0	2	2	27	643	0	670	237	0	57	294	2	798	64	864	1830
% App. Total	0	0	100		4	96	0		80.6	0	19.4		0.2	92.4	7.4		
PHF	.000	.000	.500	.500	.750	.963	.000	.952	.898	.000	.679	.919	.250	.856	.727	.850	.936

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				06:45 AM				06:45 AM				07:45 AM			
+0 mins.	0	0	1	1	5	184	0	189	66	0	5	71	0	233	21	254
+15 mins.	0	0	1	1	11	178	0	189	64	0	18	82	0	205	22	227
+30 mins.	0	0	0	0	6	160	0	166	61	0	10	71	0	209	12	221
+45 mins.	0	0	1	1	4	163	0	167	66	0	14	80	2	166	13	181
Total Volume	0	0	3	3	26	685	0	711	257	0	47	304	2	813	68	883
% App. Total	0	0	100		3.7	96.3	0		84.5	0	15.5		0.2	92.1	7.7	
PHF	.000	.000	.750	.750	.591	.931	.000	.940	.973	.000	.653	.927	.250	.872	.773	.869

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

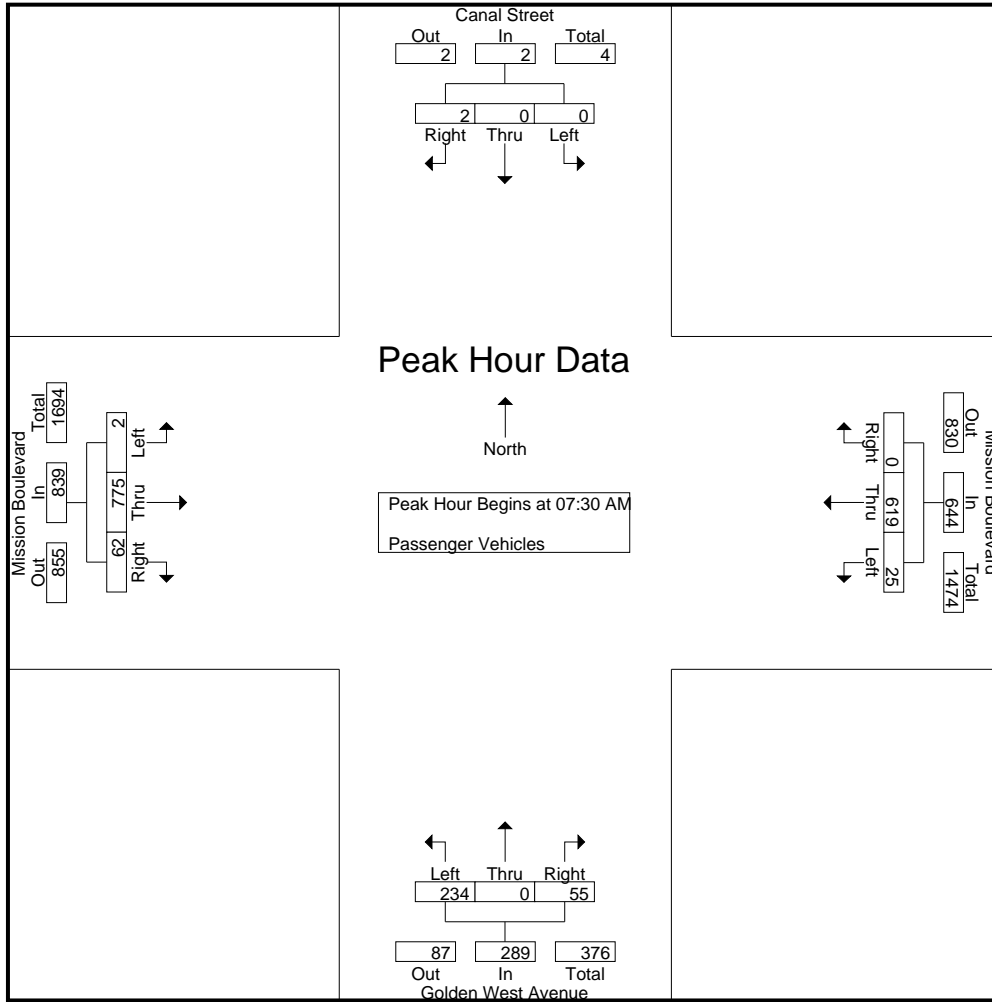
Groups Printed- Passenger Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	1	142	0	143	50	0	0	50	0	97	5	102	295
06:45 AM	0	0	0	0	4	179	0	183	62	0	5	67	1	123	14	138	388
Total	0	0	0	0	5	321	0	326	112	0	5	117	1	220	19	240	683
07:00 AM	0	0	0	0	11	174	0	185	63	0	18	81	1	152	34	187	453
07:15 AM	0	0	0	0	4	156	0	160	61	0	9	70	1	157	12	170	400
07:30 AM	0	0	0	0	4	157	0	161	66	0	13	79	2	150	8	160	400
07:45 AM	0	0	1	1	6	153	0	159	48	0	21	69	0	224	20	244	473
Total	0	0	1	1	25	640	0	665	238	0	61	299	4	683	74	761	1726
08:00 AM	0	0	1	1	7	150	0	157	63	0	12	75	0	198	22	220	453
08:15 AM	0	0	0	0	8	159	0	167	57	0	9	66	0	203	12	215	448
08:30 AM	0	0	1	1	9	158	0	167	34	0	7	41	2	164	13	179	388
08:45 AM	0	0	0	0	14	150	0	164	27	0	8	35	3	143	13	159	358
Total	0	0	2	2	38	617	0	655	181	0	36	217	5	708	60	773	1647
Grand Total	0	0	3	3	68	1578	0	1646	531	0	102	633	10	1611	153	1774	4056
Apprch %	0	0	100		4.1	95.9	0		83.9	0	16.1		0.6	90.8	8.6		
Total %	0	0	0.1	0.1	1.7	38.9	0	40.6	13.1	0	2.5	15.6	0.2	39.7	3.8	43.7	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	4	157	0	161	66	0	13	79	2	150	8	160	400
07:45 AM	0	0	1	1	6	153	0	159	48	0	21	69	0	224	20	244	473
08:00 AM	0	0	1	1	7	150	0	157	63	0	12	75	0	198	22	220	453
08:15 AM	0	0	0	0	8	159	0	167	57	0	9	66	0	203	12	215	448
Total Volume	0	0	2	2	25	619	0	644	234	0	55	289	2	775	62	839	1774
% App. Total	0	0	100		3.9	96.1	0		81	0	19		0.2	92.4	7.4		
PHF	.000	.000	.500	.500	.781	.973	.000	.964	.886	.000	.655	.915	.250	.865	.705	.860	.938

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	4	157	0	161	66	0	13	79	2	150	8	160
+15 mins.	0	0	1	1	6	153	0	159	48	0	21	69	0	224	20	244
+30 mins.	0	0	1	1	7	150	0	157	63	0	12	75	0	198	22	220
+45 mins.	0	0	0	0	8	159	0	167	57	0	9	66	0	203	12	215
Total Volume	0	0	2	2	25	619	0	644	234	0	55	289	2	775	62	839
% App. Total	0	0	100		3.9	96.1	0		81	0	19		0.2	92.4	7.4	
PHF	.000	.000	.500	.500	.781	.973	.000	.964	.886	.000	.655	.915	.250	.865	.705	.860

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

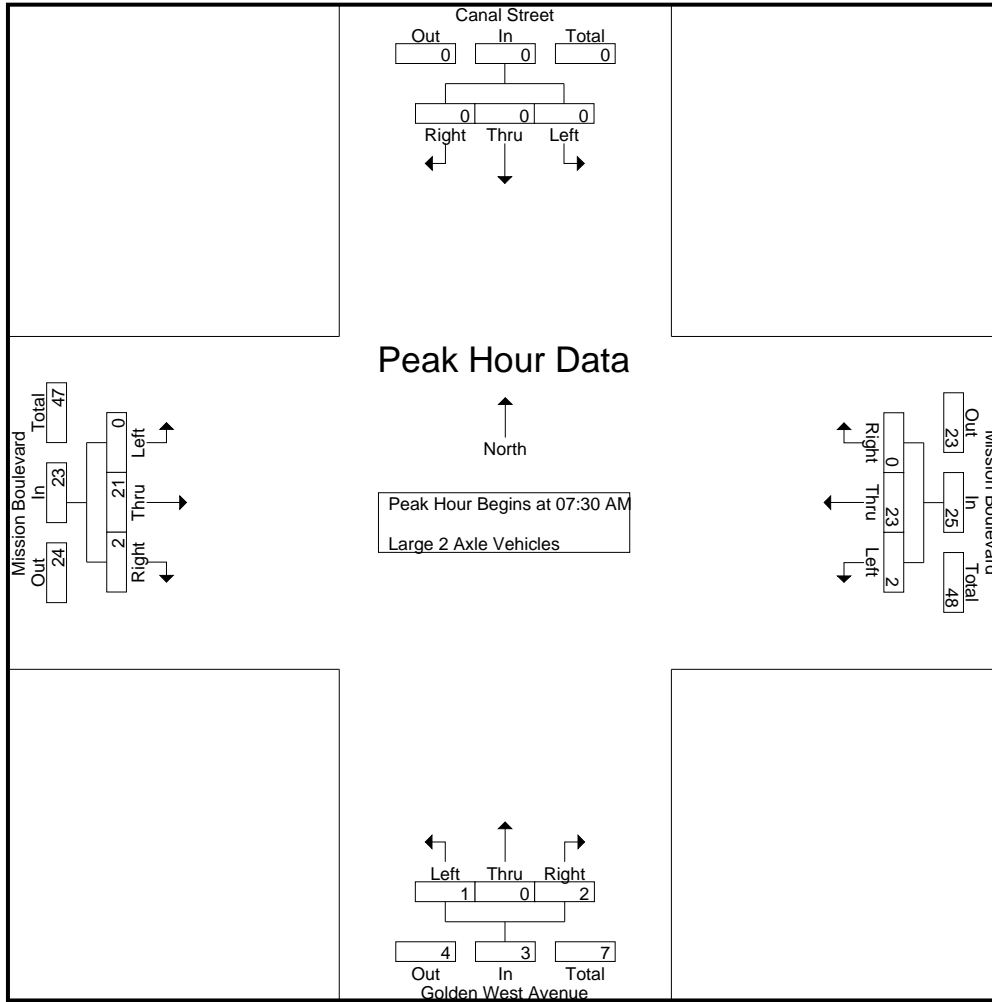
Groups Printed- Large 2 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2	7
06:45 AM	0	0	0	0	1	5	0	6	4	0	0	4	0	6	1	7	17
Total	0	0	0	0	1	9	0	10	5	0	0	5	0	8	1	9	24
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	10	0	10	14
07:15 AM	0	0	0	0	2	3	0	5	0	0	1	1	0	5	0	5	11
07:30 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	1	2	8
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	1	10	15
Total	0	0	0	0	2	16	0	18	1	0	2	3	0	25	2	27	48
08:00 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	6	0	6	12
08:15 AM	0	0	0	0	1	8	0	9	1	0	1	2	0	5	0	5	16
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:45 AM	0	0	0	0	2	3	0	5	0	0	1	1	0	5	2	7	13
Total	0	0	0	0	4	22	0	26	1	0	2	3	0	18	2	20	49
Grand Total	0	0	0	0	7	47	0	54	7	0	4	11	0	51	5	56	121
Apprch %	0	0	0		13	87	0		63.6	0	36.4		0	91.1	8.9		
Total %	0	0	0		5.8	38.8	0	44.6	5.8	0	3.3	9.1	0	42.1	4.1	46.3	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	1	2	8
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	1	10	15
08:00 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	6	0	6	12
08:15 AM	0	0	0	0	1	8	0	9	1	0	1	2	0	5	0	5	16
Total Volume	0	0	0	0	2	23	0	25	1	0	2	3	0	21	2	23	51
% App. Total	0	0	0		8	92	0		33.3	0	66.7		0	91.3	8.7		
PHF	.000	.000	.000	.000	.500	.719	.000	.694	.250	.000	.500	.375	.000	.583	.500	.575	.797

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	1	1	2
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	9	1	10
+30 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	1	8	0	9	1	0	1	2	0	5	0	5
Total Volume	0	0	0	0	2	23	0	25	1	0	2	3	0	21	2	23
% App. Total	0	0	0	0	8	92	0		33.3	0	66.7		0	91.3	8.7	
PHF	.000	.000	.000	.000	.500	.719	.000	.694	.250	.000	.500	.375	.000	.583	.500	.575

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

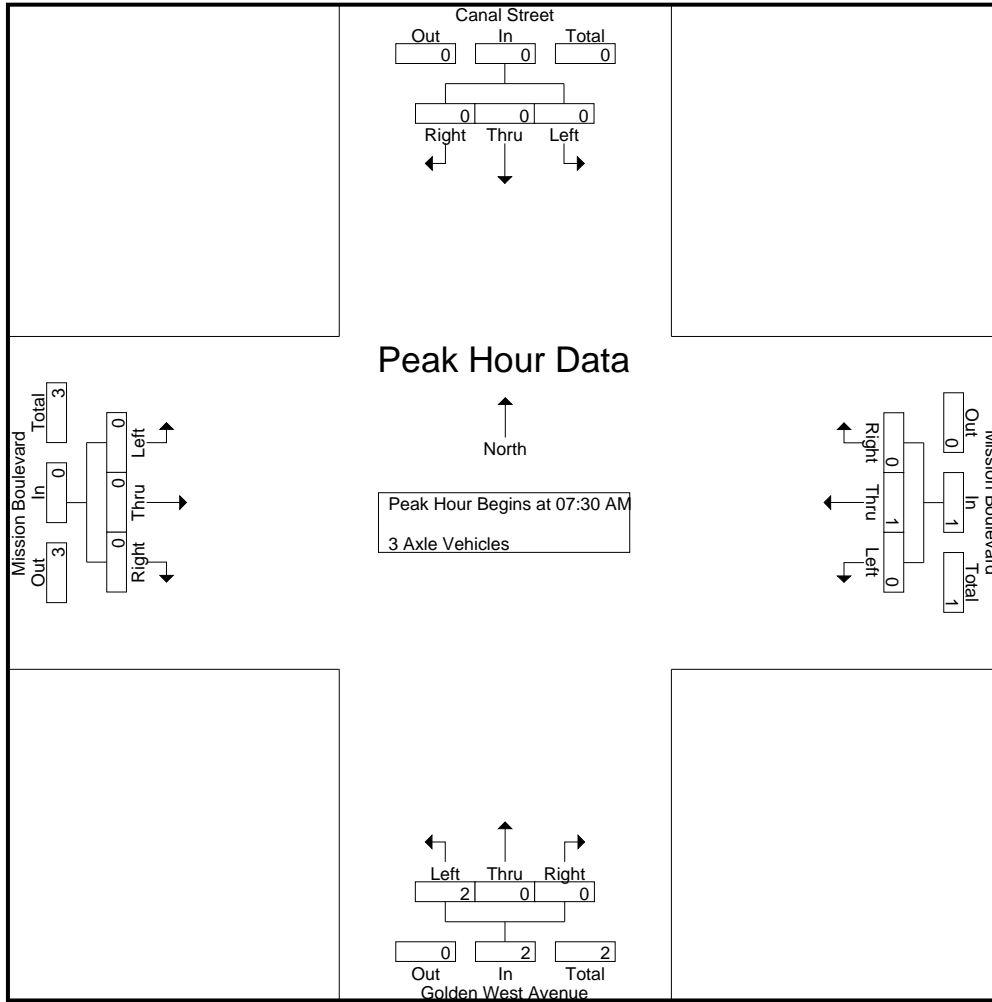
Groups Printed- 3 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
Grand Total	0	0	0	0	0	2	0	2	4	0	0	4	0	2	1	3	9
Apprch %	0	0	0		0	100	0		100	0	0		0	66.7	33.3		
Total %	0	0	0		0	22.2	0	22.2	44.4	0	0	44.4	0	22.2	11.1	33.3	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.750

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

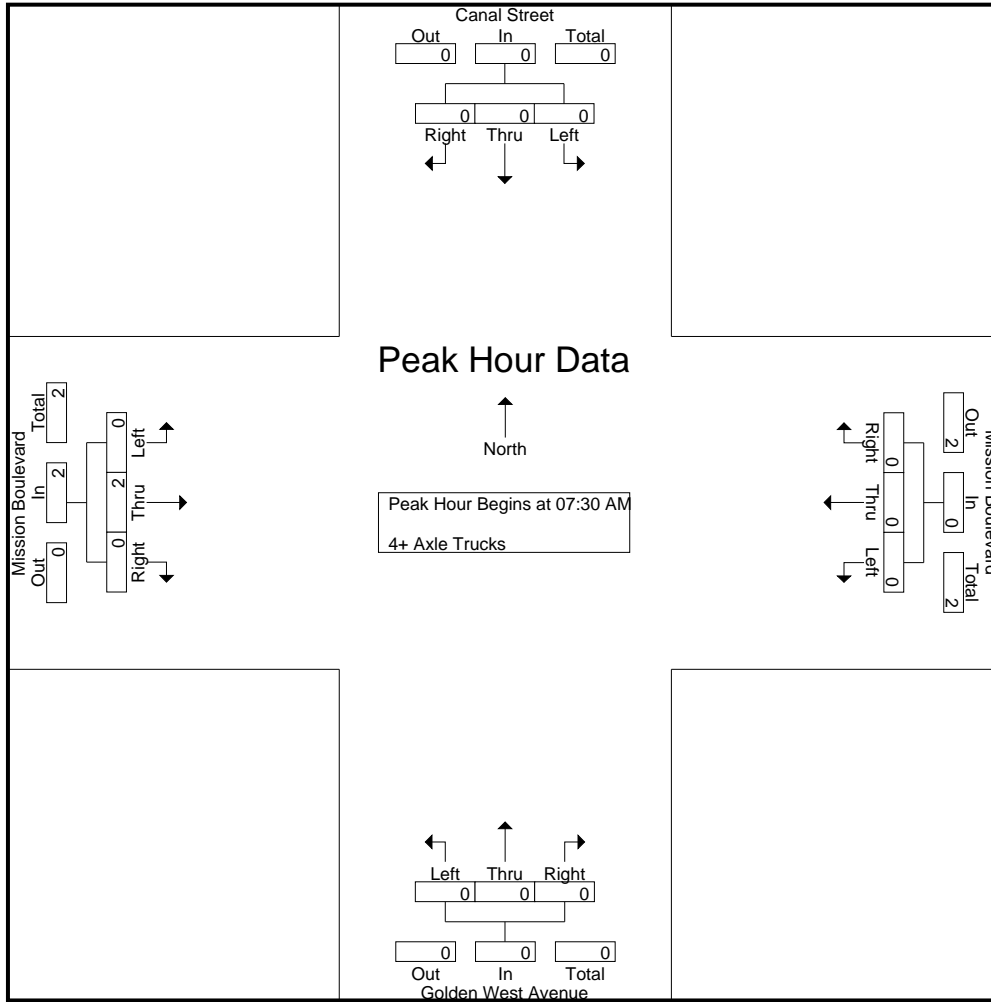
Groups Printed- 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	20	0	20	0	0	0		0	80	0	80	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

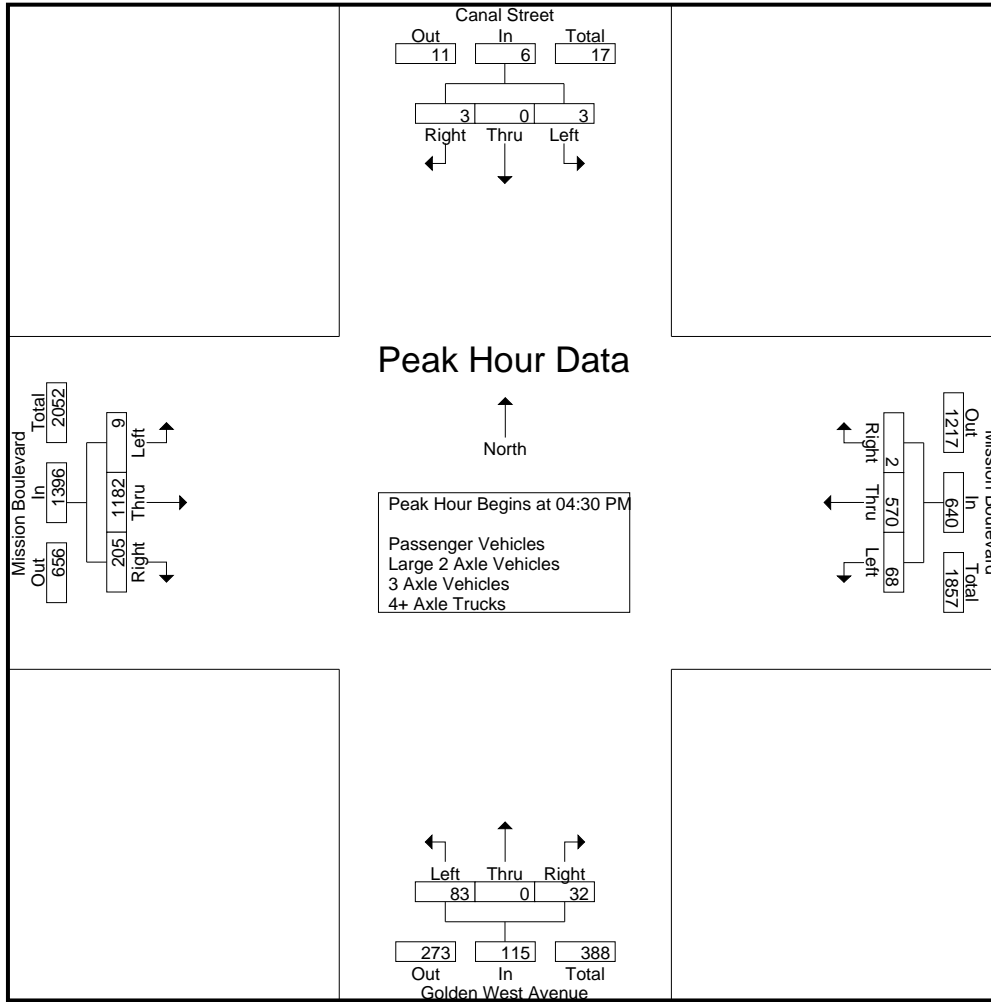
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	1	0	1	2	21	166	0	187	24	0	10	34	3	238	38	279	502
03:45 PM	0	0	0	0	13	167	1	181	21	0	5	26	1	232	35	268	475
Total	1	0	1	2	34	333	1	368	45	0	15	60	4	470	73	547	977
04:00 PM	0	0	0	0	10	138	0	148	18	0	10	28	1	299	56	356	532
04:15 PM	0	0	0	0	15	137	0	152	24	0	7	31	6	272	42	320	503
04:30 PM	1	0	1	2	8	140	1	149	22	0	4	26	1	302	55	358	535
04:45 PM	2	0	0	2	28	140	1	169	21	0	12	33	3	275	52	330	534
Total	3	0	1	4	61	555	2	618	85	0	33	118	11	1148	205	1364	2104
05:00 PM	0	0	1	1	19	154	0	173	18	0	11	29	1	289	38	328	531
05:15 PM	0	0	1	1	13	136	0	149	22	0	5	27	4	316	60	380	557
05:30 PM	0	0	0	0	16	154	0	170	18	0	11	29	1	276	36	313	512
05:45 PM	0	0	0	0	10	130	0	140	18	0	8	26	0	269	40	309	475
Total	0	0	2	2	58	574	0	632	76	0	35	111	6	1150	174	1330	2075
Grand Total	4	0	4	8	153	1462	3	1618	206	0	83	289	21	2768	452	3241	5156
Apprch %	50	0	50		9.5	90.4	0.2		71.3	0	28.7		0.6	85.4	13.9		
Total %	0.1	0	0.1	0.2	3	28.4	0.1	31.4	4	0	1.6	5.6	0.4	53.7	8.8	62.9	
Passenger Vehicles	3	0	3	6	150	1443	2	1595	204	0	82	286	20	2708	448	3176	5063
% Passenger Vehicles	75	0	75	75	98	98.7	66.7	98.6	99	0	98.8	99	95.2	97.8	99.1	98	98.2
Large 2 Axle Vehicles	0	0	1	1	3	16	1	20	1	0	1	2	1	49	3	53	76
% Large 2 Axle Vehicles	0	0	25	12.5	2	1.1	33.3	1.2	0.5	0	1.2	0.7	4.8	1.8	0.7	1.6	1.5
3 Axle Vehicles	0	0	0	0	0	2	0	2	1	0	0	1	0	8	1	9	12
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.5	0	0	0.3	0	0.3	0.2	0.3	0.2
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
% 4+ Axle Trucks	25	0	0	12.5	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	8	140	1	149	22	0	4	26	1	302	55	358	535
04:45 PM	2	0	0	2	28	140	1	169	21	0	12	33	3	275	52	330	534
05:00 PM	0	0	1	1	19	154	0	173	18	0	11	29	1	289	38	328	531
05:15 PM	0	0	1	1	13	136	0	149	22	0	5	27	4	316	60	380	557
Total Volume	3	0	3	6	68	570	2	640	83	0	32	115	9	1182	205	1396	2157
% App. Total	50	0	50		10.6	89.1	0.3		72.2	0	27.8		0.6	84.7	14.7		
PHF	.375	.000	.750	.750	.607	.925	.500	.925	.943	.000	.667	.871	.563	.935	.854	.918	.968

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				03:30 PM				03:30 PM				04:30 PM			
+0 mins.	1	0	1	2	21	166	0	187	24	0	10	34	1	302	55	358
+15 mins.	2	0	0	2	13	167	1	181	21	0	5	26	3	275	52	330
+30 mins.	0	0	1	1	10	138	0	148	18	0	10	28	1	289	38	328
+45 mins.	0	0	1	1	15	137	0	152	24	0	7	31	4	316	60	380
Total Volume	3	0	3	6	59	608	1	668	87	0	32	119	9	1182	205	1396
% App. Total	50	0	50		8.8	91	0.1		73.1	0	26.9		0.6	84.7	14.7	
PHF	.375	.000	.750	.750	.702	.910	.250	.893	.906	.000	.800	.875	.563	.935	.854	.918

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

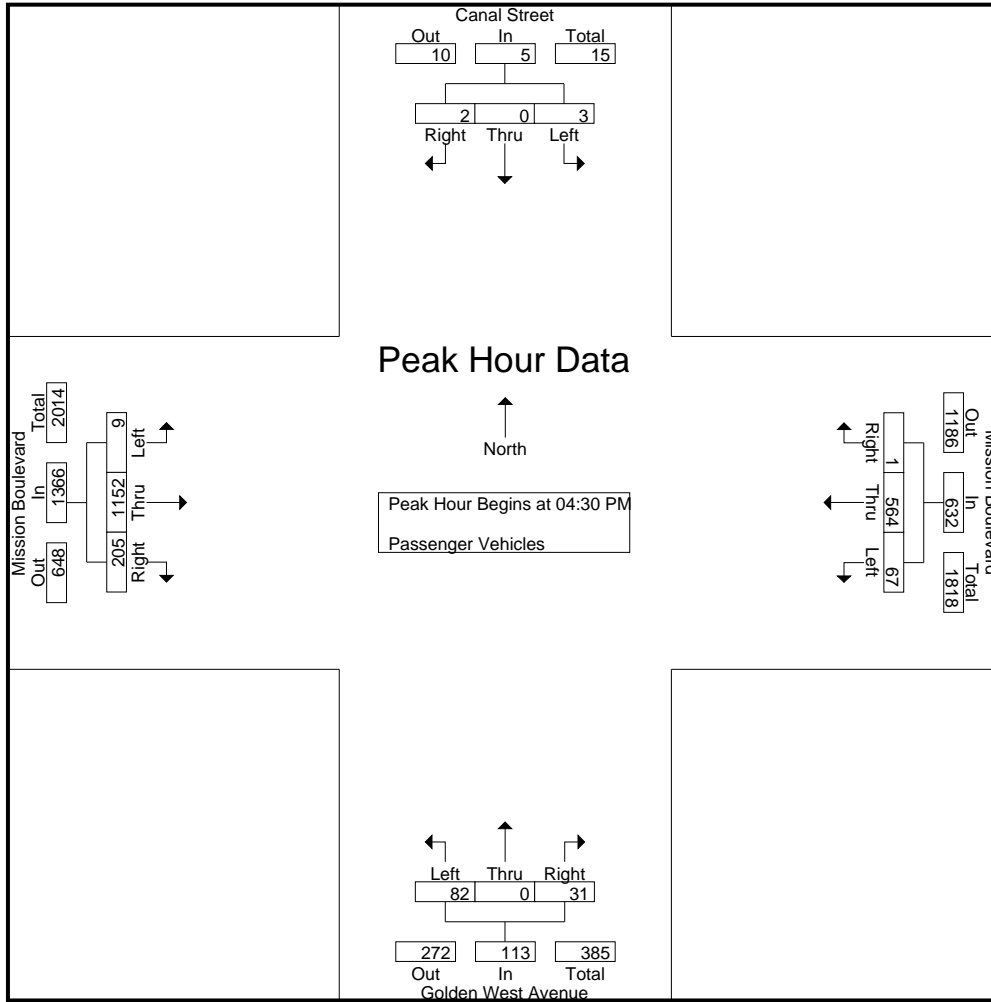
Groups Printed- Passenger Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	1	1	21	161	0	182	24	0	10	34	2	233	37	272	489
03:45 PM	0	0	0	0	13	164	1	178	21	0	5	26	1	228	33	262	466
Total	0	0	1	1	34	325	1	360	45	0	15	60	3	461	70	534	955
04:00 PM	0	0	0	0	10	137	0	147	18	0	10	28	1	292	55	348	523
04:15 PM	0	0	0	0	13	136	0	149	24	0	7	31	6	267	42	315	495
04:30 PM	1	0	0	1	8	138	0	146	21	0	3	24	1	296	55	352	523
04:45 PM	2	0	0	2	28	139	1	168	21	0	12	33	3	272	52	327	530
Total	3	0	0	3	59	550	1	610	84	0	32	116	11	1127	204	1342	2071
05:00 PM	0	0	1	1	18	154	0	172	18	0	11	29	1	277	38	316	518
05:15 PM	0	0	1	1	13	133	0	146	22	0	5	27	4	307	60	371	545
05:30 PM	0	0	0	0	16	152	0	168	17	0	11	28	1	273	36	310	506
05:45 PM	0	0	0	0	10	129	0	139	18	0	8	26	0	263	40	303	468
Total	0	0	2	2	57	568	0	625	75	0	35	110	6	1120	174	1300	2037
Grand Total	3	0	3	6	150	1443	2	1595	204	0	82	286	20	2708	448	3176	5063
Apprch %	50	0	50		9.4	90.5	0.1		71.3	0	28.7		0.6	85.3	14.1		
Total %	0.1	0	0.1	0.1	3	28.5	0	31.5	4	0	1.6	5.6	0.4	53.5	8.8	62.7	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	8	138	0	146	21	0	3	24	1	296	55	352	523
04:45 PM	2	0	0	2	28	139	1	168	21	0	12	33	3	272	52	327	530
05:00 PM	0	0	1	1	18	154	0	172	18	0	11	29	1	277	38	316	518
05:15 PM	0	0	1	1	13	133	0	146	22	0	5	27	4	307	60	371	545
Total Volume	3	0	2	5	67	564	1	632	82	0	31	113	9	1152	205	1366	2116
% App. Total	60	0	40		10.6	89.2	0.2		72.6	0	27.4		0.7	84.3	15		
PHF	.375	.000	.500	.625	.598	.916	.250	.919	.932	.000	.646	.856	.563	.938	.854	.920	.971

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	0	1	8	138	0	146	21	0	3	24	1	296	55	352
+15 mins.	2	0	0	2	28	139	1	168	21	0	12	33	3	272	52	327
+30 mins.	0	0	1	1	18	154	0	172	18	0	11	29	1	277	38	316
+45 mins.	0	0	1	1	13	133	0	146	22	0	5	27	4	307	60	371
Total Volume	3	0	2	5	67	564	1	632	82	0	31	113	9	1152	205	1366
% App. Total	60	0	40		10.6	89.2	0.2		72.6	0	27.4		0.7	84.3	15	
PHF	.375	.000	.500	.625	.598	.916	.250	.919	.932	.000	.646	.856	.563	.938	.854	.920

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

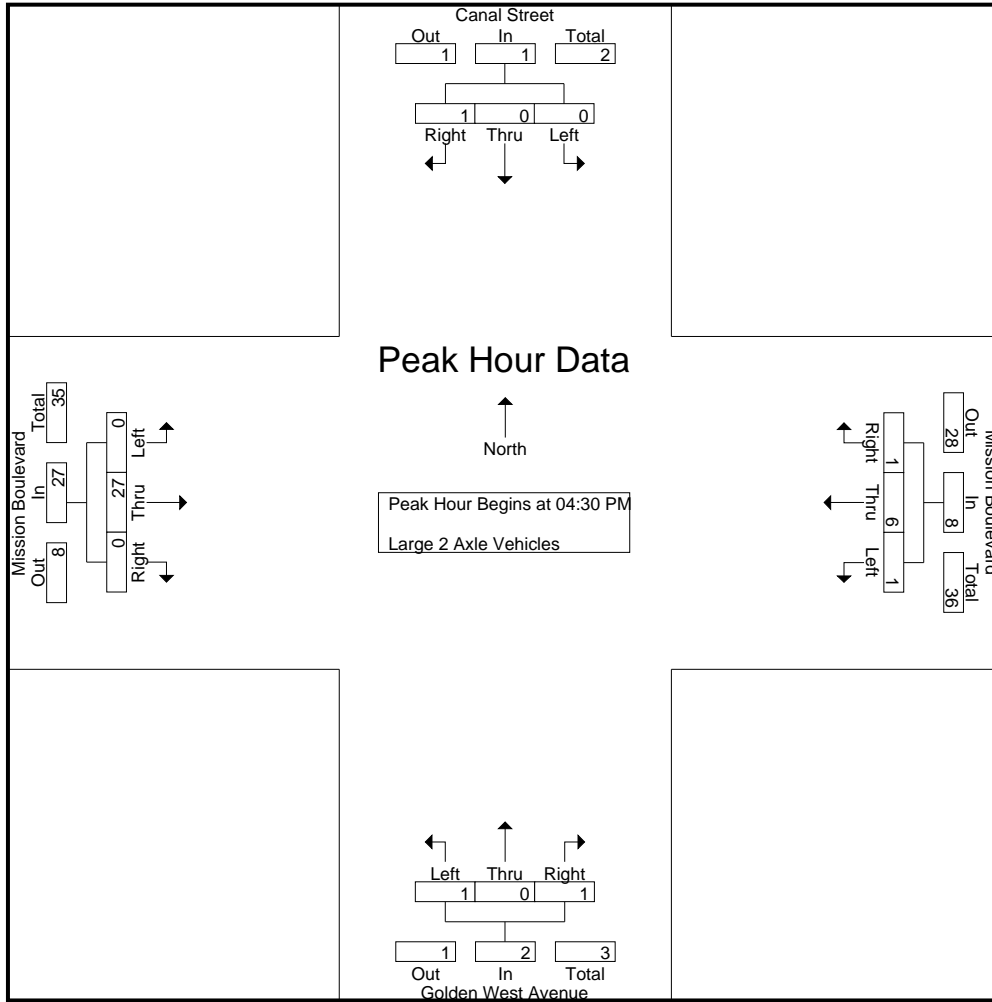
Groups Printed- Large 2 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	5	1	7	11
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total	0	0	0	0	0	6	0	6	0	0	0	0	1	8	2	11	17
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
04:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	0	0	1	1	0	2	1	3	1	0	1	2	0	6	0	6	12
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	1	1	2	4	1	7	1	0	1	2	0	16	1	17	27
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	10	0	10	11
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	1	6	0	7	0	0	0	0	0	25	0	25	32
Grand Total	0	0	1	1	3	16	1	20	1	0	1	2	1	49	3	53	76
Apprch %	0	0	100		15	80	5		50	0	50		1.9	92.5	5.7		
Total %	0	0	1.3	1.3	3.9	21.1	1.3	26.3	1.3	0	1.3	2.6	1.3	64.5	3.9	69.7	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	2	1	3	1	0	1	2	0	6	0	6	12
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	10	0	10	11
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
Total Volume	0	0	1	1	1	6	1	8	1	0	1	2	0	27	0	27	38
% App. Total	0	0	100		12.5	75	12.5		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.250	.500	.250	.667	.250	.000	.250	.250	.000	.675	.000	.675	.792

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	2	1	3	1	0	1	2	0	6	0	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8
Total Volume	0	0	1	1	1	6	1	8	1	0	1	2	0	27	0	27
% App. Total	0	0	100		12.5	75	12.5		50	0	50		0	100	0	
PHF	.000	.000	.250	.250	.250	.500	.250	.667	.250	.000	.250	.250	.000	.675	.000	.675

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

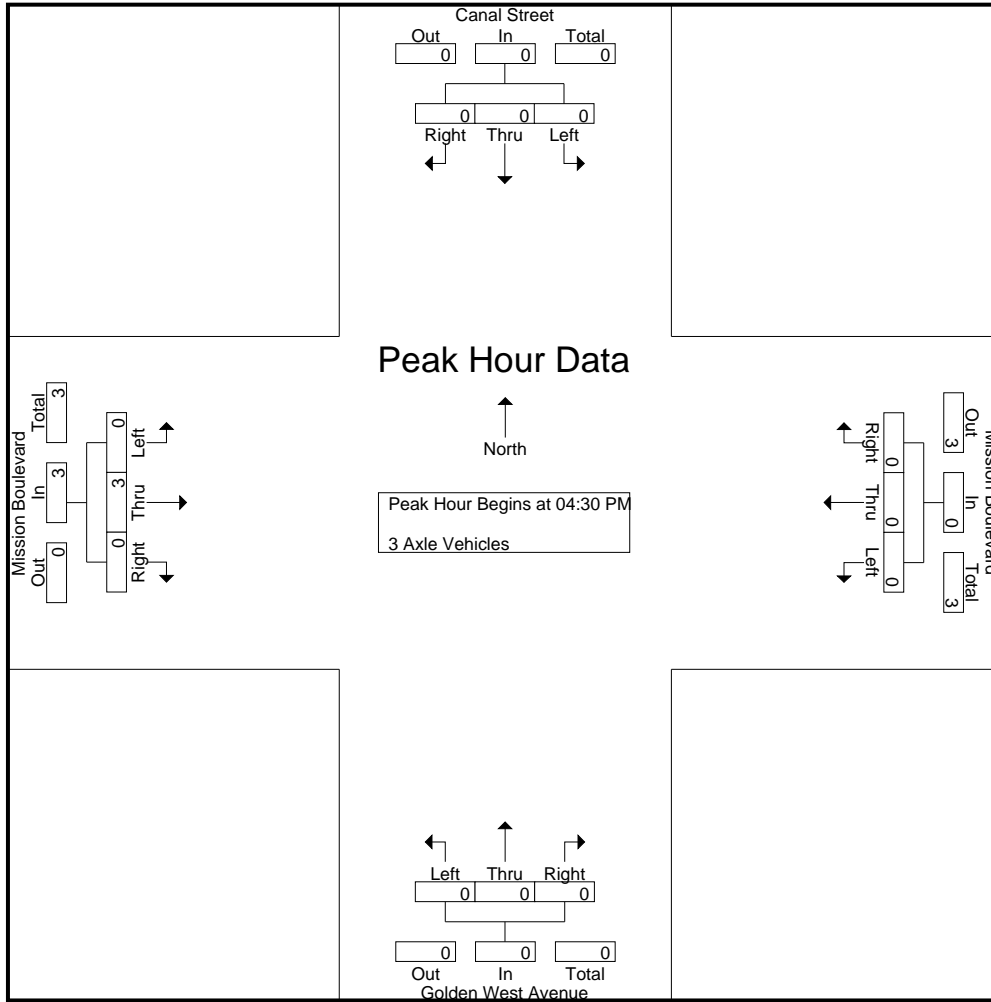
Groups Printed- 3 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	4	5
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	0	8	1	9	12
Apprch %	0	0	0		0	100	0		100	0	0		0	88.9	11.1		
Total %	0	0	0		0	16.7	0	16.7	8.3	0	0	8.3	0	66.7	8.3	75	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

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

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

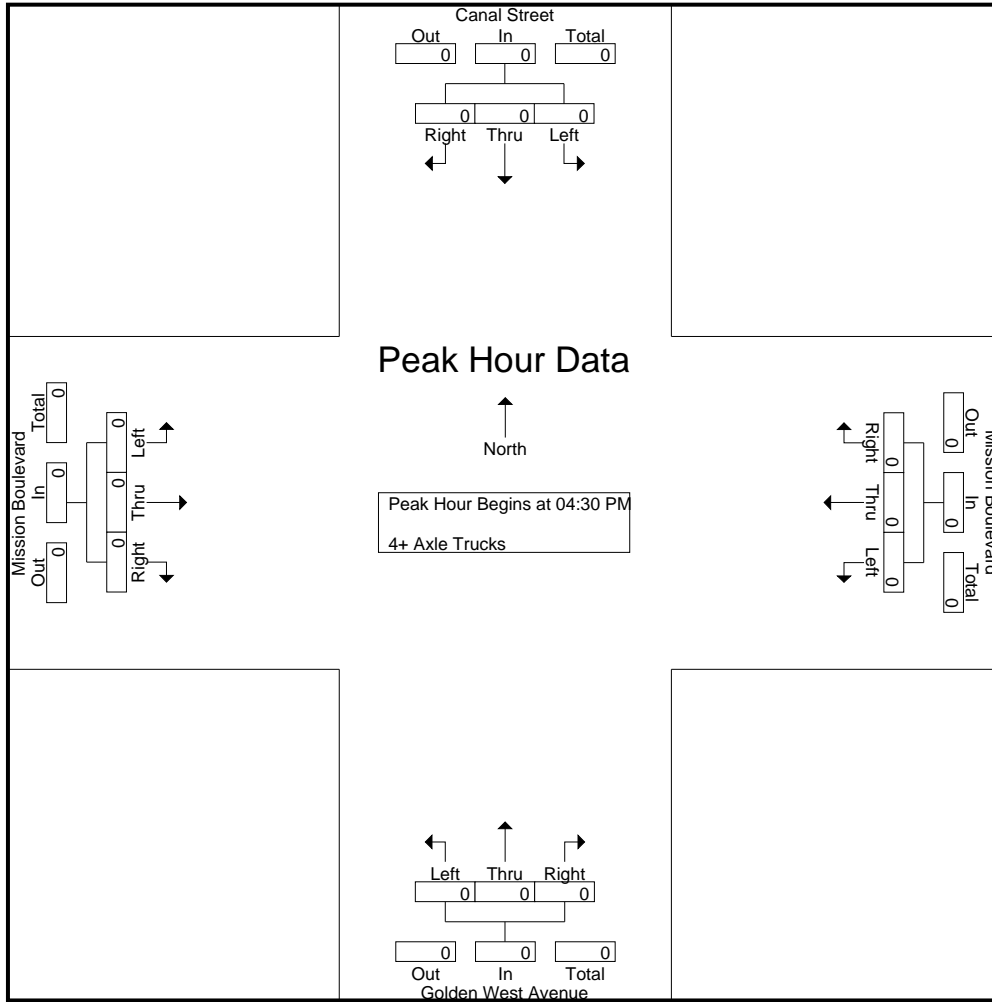
Groups Printed- 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5	5
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0			
Total %	20	0	0	20	0	20	0	20	0	0	0	0	0	60	0	60		

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

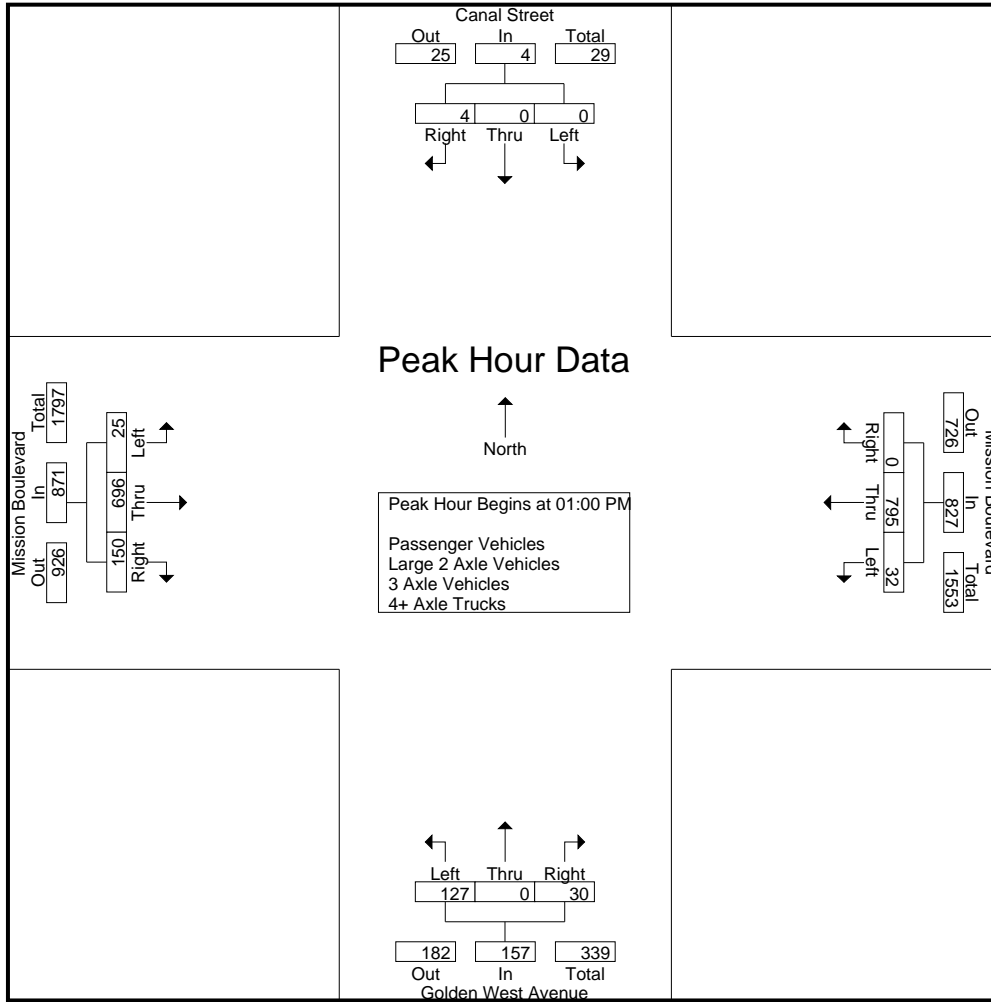
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	18	152	0	170	42	0	7	49	5	176	28	209	428
11:15 AM	1	0	1	2	8	190	0	198	35	0	7	42	5	165	19	189	431
11:30 AM	0	0	1	1	18	184	1	203	28	0	7	35	7	161	32	200	439
11:45 AM	0	0	0	0	17	206	0	223	25	0	7	32	5	181	27	213	468
Total	1	0	2	3	61	732	1	794	130	0	28	158	22	683	106	811	1766
12:00 PM	0	0	2	2	21	204	1	226	34	1	3	38	2	158	27	187	453
12:15 PM	1	0	1	2	11	196	2	209	42	0	6	48	7	156	30	193	452
12:30 PM	0	0	0	0	18	205	0	223	34	0	13	47	6	161	25	192	462
12:45 PM	0	0	0	0	6	187	13	206	41	0	6	47	2	177	36	215	468
Total	1	0	3	4	56	792	16	864	151	1	28	180	17	652	118	787	1835
01:00 PM	0	0	0	0	6	176	0	182	33	0	10	43	6	180	31	217	442
01:15 PM	0	0	1	1	14	192	0	206	32	0	7	39	6	166	35	207	453
01:30 PM	0	0	2	2	8	240	0	248	30	0	7	37	5	169	34	208	495
01:45 PM	0	0	1	1	4	187	0	191	32	0	6	38	8	181	50	239	469
Total	0	0	4	4	32	795	0	827	127	0	30	157	25	696	150	871	1859
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	9	11	149	2319	17	2485	408	1	86	495	64	2031	374	2469	5460
Apprch %	18.2	0	81.8		6	93.3	0.7		82.4	0.2	17.4		2.6	82.3	15.1		
Total %	0	0	0.2	0.2	2.7	42.5	0.3	45.5	7.5	0	1.6	9.1	1.2	37.2	6.8	45.2	
Passenger Vehicles	2	0	9	11	149	2291	17	2457	399	1	86	486	63	2011	369	2443	5397
% Passenger Vehicles	100	0	100	100	100	98.8	100	98.9	97.8	100	100	98.2	98.4	99	98.7	98.9	98.8
Large 2 Axle Vehicles	0	0	0	0	0	19	0	19	5	0	0	5	1	8	2	11	35
% Large 2 Axle Vehicles	0	0	0	0	0	0.8	0	0.8	1.2	0	0	1	1.6	0.4	0.5	0.4	0.6
3 Axle Vehicles	0	0	0	0	0	6	0	6	4	0	0	4	0	8	2	10	20
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	1	0	0	0.8	0	0.4	0.5	0.4	0.4
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0.3	0.2	0.1

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	6	176	0	182	33	0	10	43	6	180	31	217	442
01:15 PM	0	0	1	1	14	192	0	206	32	0	7	39	6	166	35	207	453
01:30 PM	0	0	2	2	8	240	0	248	30	0	7	37	5	169	34	208	495
01:45 PM	0	0	1	1	4	187	0	191	32	0	6	38	8	181	50	239	469
Total Volume	0	0	4	4	32	795	0	827	127	0	30	157	25	696	150	871	1859
% App. Total	0	0	100		3.9	96.1	0		80.9	0	19.1		2.9	79.9	17.2		
PHF	.000	.000	.500	.500	.571	.828	.000	.834	.962	.000	.750	.913	.781	.961	.750	.911	.939

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:15 AM				11:45 AM				12:15 PM				01:00 PM			
+0 mins.	1	0	1	2	17	206	0	223	42	0	6	48	6	180	31	217
+15 mins.	0	0	1	1	21	204	1	226	34	0	13	47	6	166	35	207
+30 mins.	0	0	0	0	11	196	2	209	41	0	6	47	5	169	34	208
+45 mins.	0	0	2	2	18	205	0	223	33	0	10	43	8	181	50	239
Total Volume	1	0	4	5	67	811	3	881	150	0	35	185	25	696	150	871
% App. Total	20	0	80		7.6	92.1	0.3		81.1	0	18.9		2.9	79.9	17.2	
PHF	.250	.000	.500	.625	.798	.984	.375	.975	.893	.000	.673	.964	.781	.961	.750	.911

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

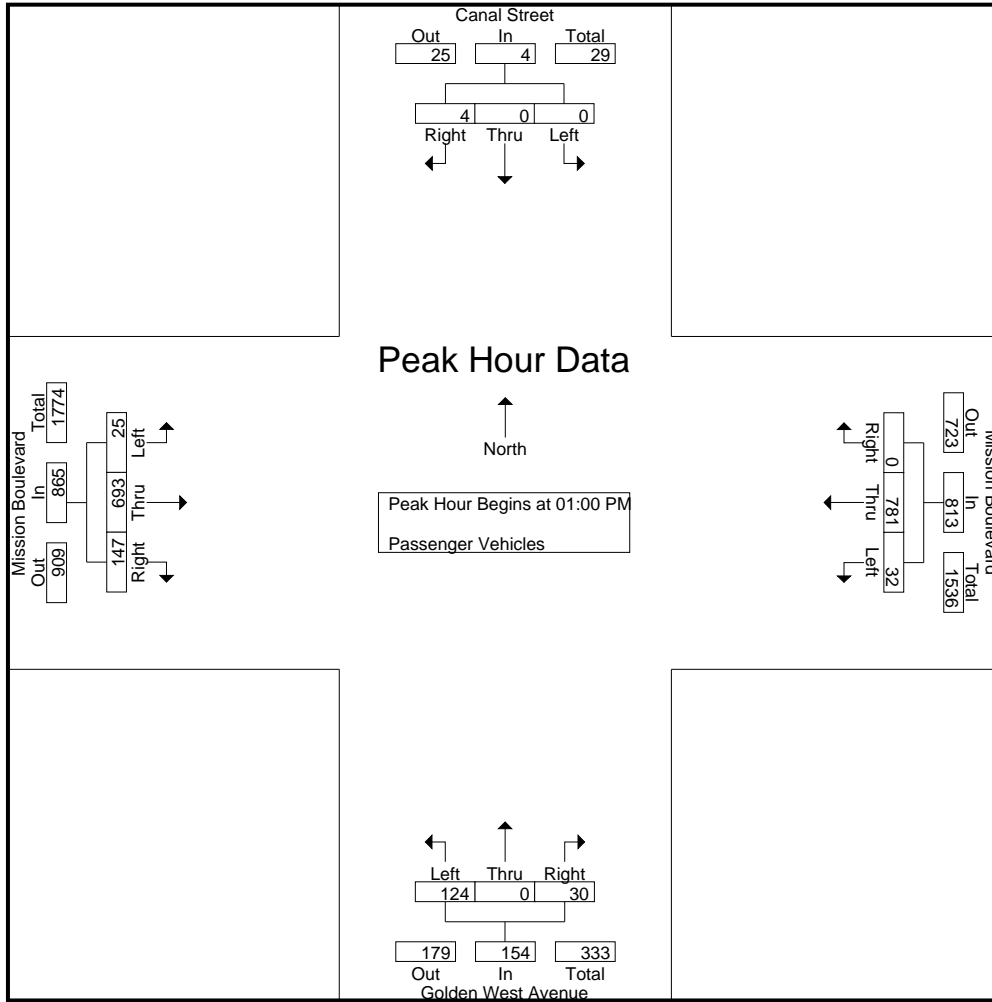
Groups Printed- Passenger Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	18	148	0	166	42	0	7	49	5	174	28	207	422
11:15 AM	1	0	1	2	8	190	0	198	33	0	7	40	5	161	19	185	425
11:30 AM	0	0	1	1	18	182	1	201	28	0	7	35	7	158	32	197	434
11:45 AM	0	0	0	0	17	204	0	221	24	0	7	31	5	179	27	211	463
Total	1	0	2	3	61	724	1	786	127	0	28	155	22	672	106	800	1744
12:00 PM	0	0	2	2	21	200	1	222	33	1	3	37	2	155	27	184	445
12:15 PM	1	0	1	2	11	195	2	208	42	0	6	48	7	155	29	191	449
12:30 PM	0	0	0	0	18	204	0	222	33	0	13	46	6	160	25	191	459
12:45 PM	0	0	0	0	6	187	13	206	40	0	6	46	1	176	35	212	464
Total	1	0	3	4	56	786	16	858	148	1	28	177	16	646	116	778	1817
01:00 PM	0	0	0	0	6	173	0	179	31	0	10	41	6	180	30	216	436
01:15 PM	0	0	1	1	14	187	0	201	32	0	7	39	6	166	35	207	448
01:30 PM	0	0	2	2	8	236	0	244	29	0	7	36	5	167	32	204	486
01:45 PM	0	0	1	1	4	185	0	189	32	0	6	38	8	180	50	238	466
Total	0	0	4	4	32	781	0	813	124	0	30	154	25	693	147	865	1836
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	9	11	149	2291	17	2457	399	1	86	486	63	2011	369	2443	5397
Apprch %	18.2	0	81.8		6.1	93.2	0.7		82.1	0.2	17.7		2.6	82.3	15.1		
Total %	0	0	0.2	0.2	2.8	42.4	0.3	45.5	7.4	0	1.6	9	1.2	37.3	6.8	45.3	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	6	173	0	179	31	0	10	41	6	180	30	216	436
01:15 PM	0	0	1	1	14	187	0	201	32	0	7	39	6	166	35	207	448
01:30 PM	0	0	2	2	8	236	0	244	29	0	7	36	5	167	32	204	486
01:45 PM	0	0	1	1	4	185	0	189	32	0	6	38	8	180	50	238	466
Total Volume	0	0	4	4	32	781	0	813	124	0	30	154	25	693	147	865	1836
% App. Total	0	0	100		3.9	96.1	0		80.5	0	19.5		2.9	80.1	17		
PHF	.000	.000	.500	.500	.571	.827	.000	.833	.969	.000	.750	.939	.781	.963	.735	.909	.944

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	6	173	0	179	31	0	10	41	6	180	30	216
+15 mins.	0	0	1	1	14	187	0	201	32	0	7	39	6	166	35	207
+30 mins.	0	0	2	2	8	236	0	244	29	0	7	36	5	167	32	204
+45 mins.	0	0	1	1	4	185	0	189	32	0	6	38	8	180	50	238
Total Volume	0	0	4	4	32	781	0	813	124	0	30	154	25	693	147	865
% App. Total	0	0	100		3.9	96.1	0		80.5	0	19.5		2.9	80.1	17	
PHF	.000	.000	.500	.500	.571	.827	.000	.833	.969	.000	.750	.939	.781	.963	.735	.909

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

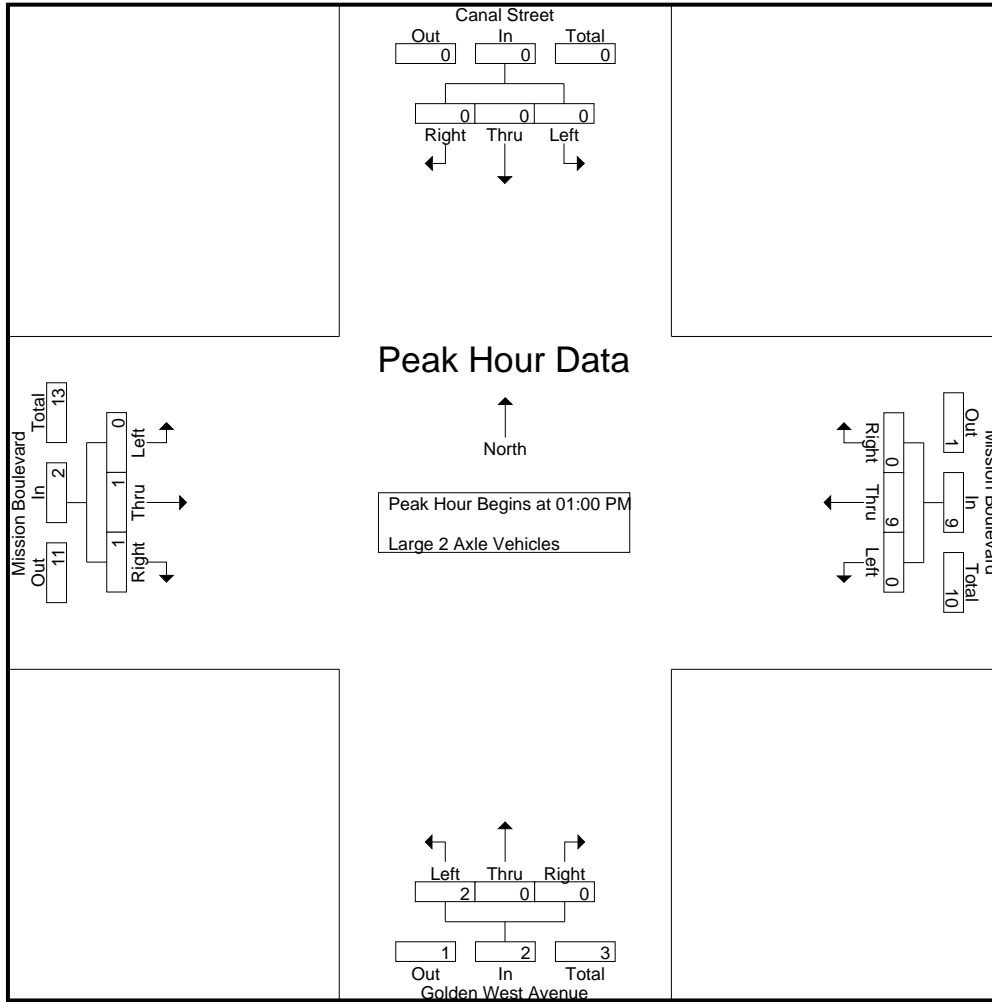
Groups Printed- Large 2 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
Total	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5	11
12:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	5	0	5	2	0	0	2	1	2	1	4	11
01:00 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	9	0	9	2	0	0	2	0	1	1	2	13
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	19	0	19	5	0	0	5	1	8	2	11	35
Apprch %	0	0	0	0	0	100	0	100	100	0	0	100	9.1	72.7	18.2	11	
Total %	0	0	0	0	0	54.3	0	54.3	14.3	0	0	14.3	2.9	22.9	5.7	31.4	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	9	0	9	2	0	0	2	0	1	1	2	13
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	50	50	11	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.250	.250	.650

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	9	0	9	2	0	0	2	0	1	1	2
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	50	50	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.250	.250

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

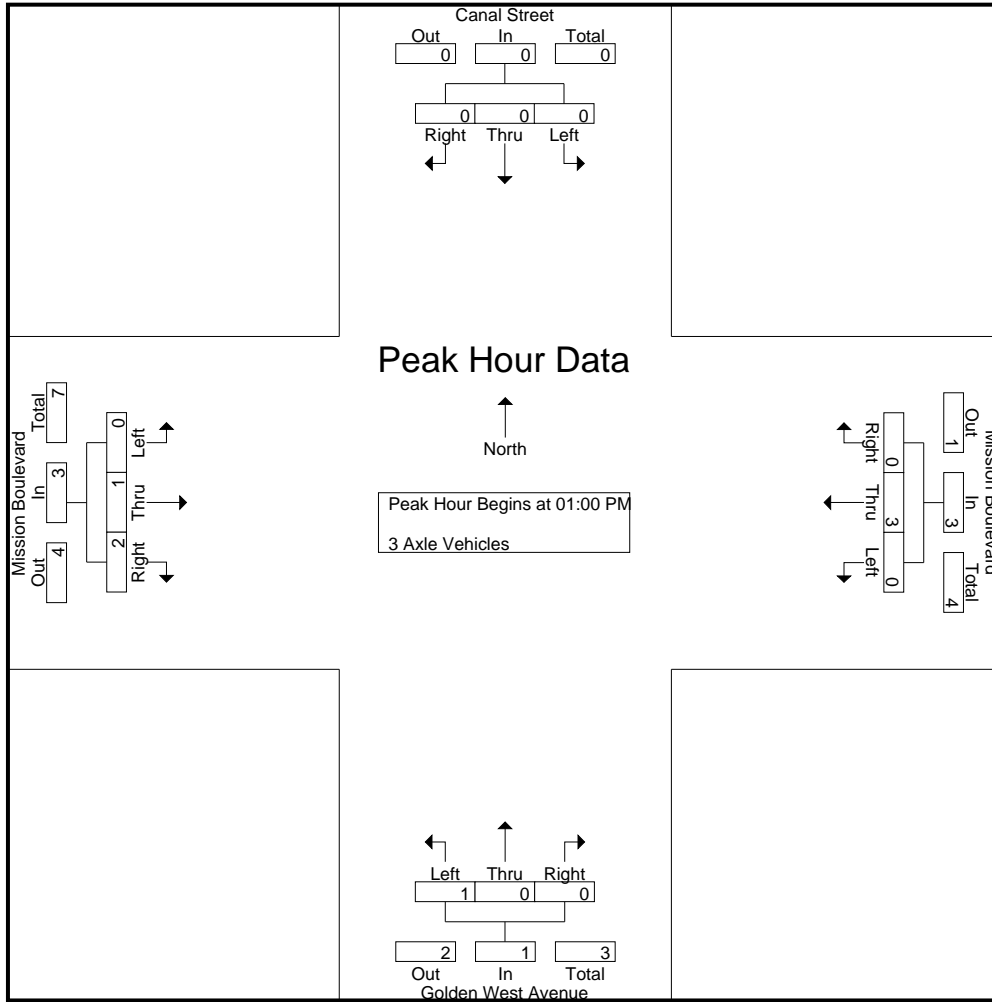
Groups Printed- 3 Axle Vehicles

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	2	4
11:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	2	0	0	2	0	4	0	4	8
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	1	2	3	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	6	0	6	4	0	0	4	0	8	2	10	20
Apprch %	0	0	0		0	100	0		100	0	0		0	80	20		
Total %	0	0	0	0	0	30	0	30	20	0	0	20	0	40	10	50	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	1	2	3	7
% App. Total	0	0	0		0	100	0		100	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.500	.750	.875

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	1	2	3	3
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	33.3	66.7	33.3	33.3
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.500	.750	.750

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

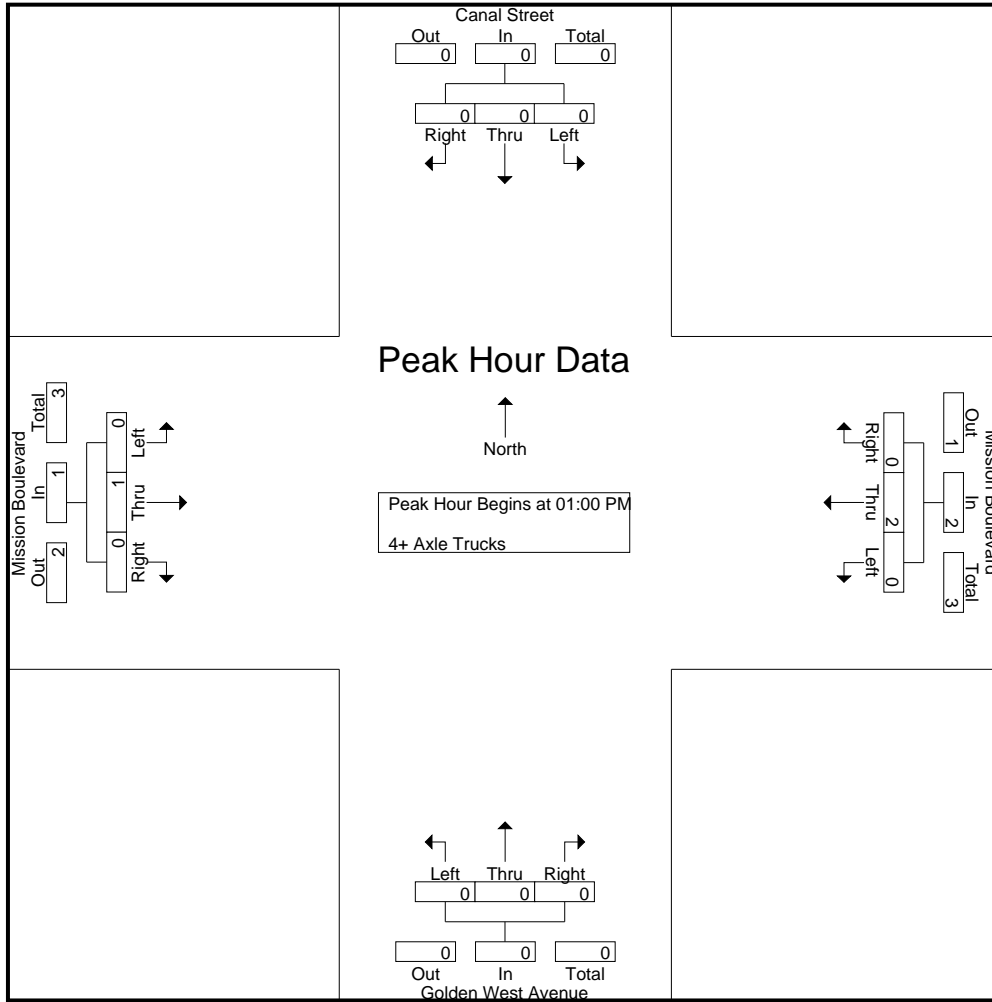
Groups Printed- 4+ Axle Trucks

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
Apprch %	0	0	0		0	100	0		0	0	0		0	80	20		
Total %	0	0	0	0	0	37.5	0	37.5	0	0	0	0	0	50	12.5	62.5	

Start Time	Canal Street Southbound				Mission Boulevard Westbound				Golden West Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

City of Jurupa Valley
 N/S: Canal Street/Golden West Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 06_JVY_Golden_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				01:00 PM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

Location: Jurupa Valley
 N/S: Canal St/Golden West Ave
 E/W: Mission Boulevard



PEDESTRIANS

Date: 11/17/2021
 Day: Wednesday

	North Leg Canal Street	East Leg Mission Boulevard	South Leg Golden West Avenue	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	2	0	2
6:45 AM	0	0	1	0	1
7:00 AM	2	0	0	0	2
7:15 AM	0	1	0	0	1
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	0	1	0	2
8:15 AM	0	0	1	0	1
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	2	5	0	13

Date: 11/17/2021
 Day: Wednesday

	North Leg Canal Street	East Leg Mission Boulevard	South Leg Golden West Avenue	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:30 PM	1	0	1	0	2
3:45 PM	0	0	0	0	0
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	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	1	0	3

Date: 11/20/2021
 Day: Saturday

	North Leg Canal Street	East Leg Mission Boulevard	South Leg Golden West Avenue	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	4	0	0	0	4
11:15 AM	0	0	1	0	1
11:30 AM	1	0	1	0	2
11:45 AM	1	0	1	0	2
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	1	0	2	0	3
12:45 PM	2	0	1	1	4
1:00 PM	2	0	1	0	3
1:15 PM	1	0	0	0	1
1:30 PM	1	0	0	0	1
1:45 PM	0	0	1	0	1
TOTAL VOLUMES:	13	0	8	1	22

Location: Jurupa Valley
 N/S: Canal St/Golden West Ave
 E/W: Mission Boulevard



BICYCLES

Date: 11/17/2021
 Day: Wednesday

	Southbound Canal Street			Westbound Mission Boulevard			Northbound Golden West Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

Date: 11/17/2021
 Day: Wednesday

	Southbound Canal Street			Westbound Mission Boulevard			Northbound Golden West Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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:	1	1	0	0	2	0	0	1	0	0	0	0	5

Date: 11/20/2021
 Day: Saturday

	Southbound Canal Street			Westbound Mission Boulevard			Northbound Golden West Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	0	0	1	0	3

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

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

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	162	162	0	3	3	99	1	100	265
06:45 AM	0	197	197	0	2	2	128	2	130	329
Total	0	359	359	0	5	5	227	3	230	594
07:00 AM	0	196	196	0	1	1	191	0	191	388
07:15 AM	0	176	176	0	1	1	165	5	170	347
07:30 AM	0	176	176	0	1	1	165	4	169	346
07:45 AM	0	170	170	0	0	0	255	6	261	431
Total	0	718	718	0	3	3	776	15	791	1512
08:00 AM	0	175	175	0	1	1	213	5	218	394
08:15 AM	0	169	169	0	2	2	219	4	223	394
08:30 AM	0	185	185	0	1	1	167	4	171	357
08:45 AM	0	176	176	0	0	0	167	4	171	347
Total	0	705	705	0	4	4	766	17	783	1492
Grand Total	0	1782	1782	0	12	12	1769	35	1804	3598
Apprch %	0	100		0	100		98.1	1.9		
Total %	0	49.5	49.5	0	0.3	0.3	49.2	1	50.1	
Passenger Vehicles	0	1731	1731	0	12	12	1710	34	1744	3487
% Passenger Vehicles	0	97.1	97.1	0	100	100	96.7	97.1	96.7	96.9
Large 2 Axle Vehicles	0	48	48	0	0	0	53	1	54	102
% Large 2 Axle Vehicles	0	2.7	2.7	0	0	0	3	2.9	3	2.8
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	1	1	0	0	0	5	0	5	6
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.3	0	0.3	0.2

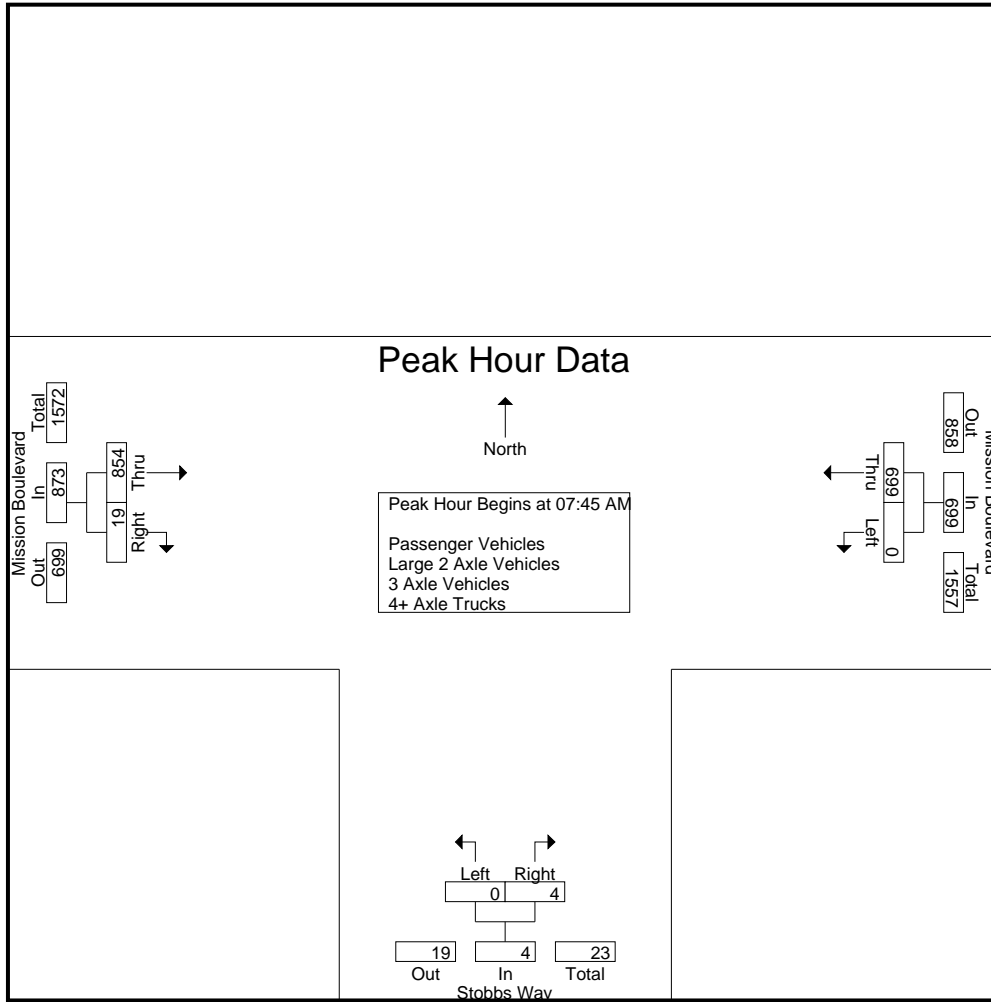
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	170	170	0	0	0	255	6	261	431
08:00 AM	0	175	175	0	1	1	213	5	218	394
08:15 AM	0	169	169	0	2	2	219	4	223	394
08:30 AM	0	185	185	0	1	1	167	4	171	357
Total Volume	0	699	699	0	4	4	854	19	873	1576
% App. Total	0	100		0	100		97.8	2.2		
PHF	.000	.945	.945	.000	.500	.500	.837	.792	.836	.914

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM		06:30 AM			07:45 AM			
+0 mins.	0	197	197	0	3	3	255	6	261
+15 mins.	0	196	196	0	2	2	213	5	218
+30 mins.	0	176	176	0	1	1	219	4	223
+45 mins.	0	176	176	0	1	1	167	4	171
Total Volume	0	745	745	0	7	7	854	19	873
% App. Total	0	100		0	100		97.8	2.2	
PHF	.000	.945	.945	.000	.583	.583	.837	.792	.836

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Passenger Vehicles

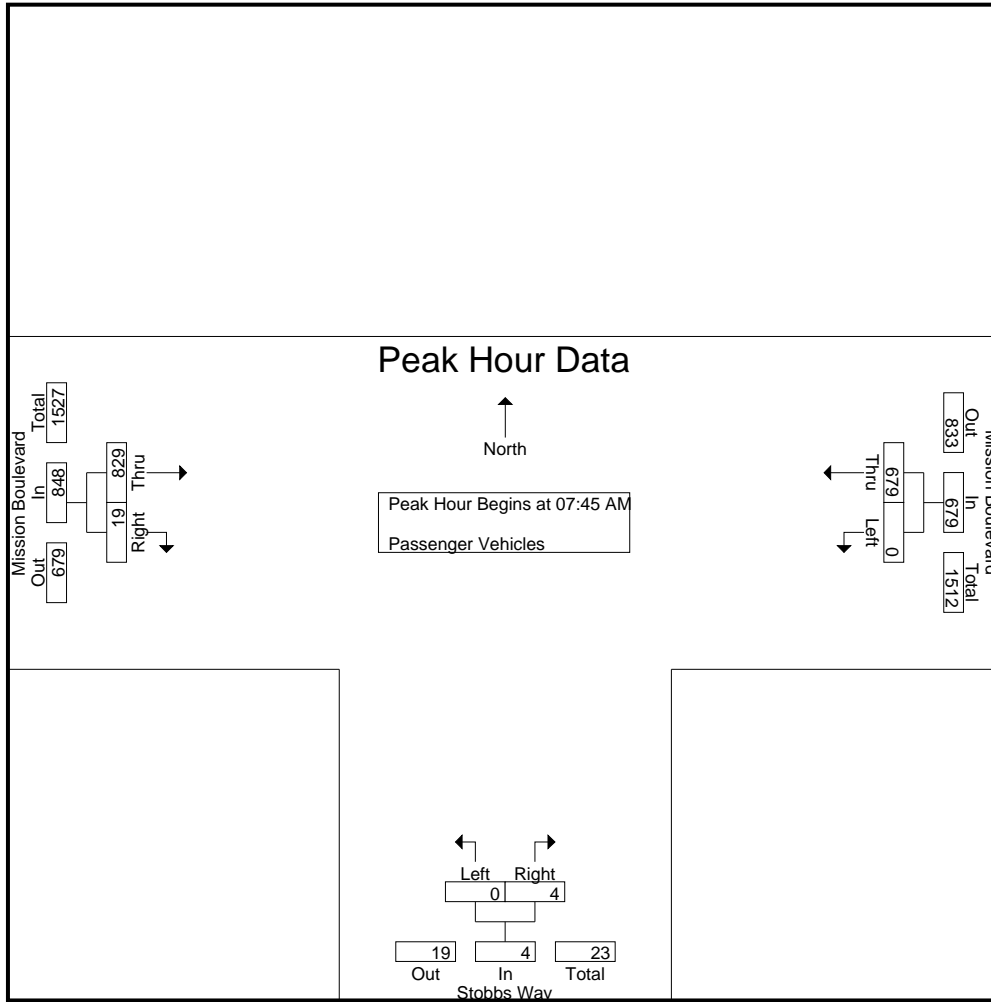
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	157	157	0	3	3	97	1	98	258
06:45 AM	0	191	191	0	2	2	120	2	122	315
Total	0	348	348	0	5	5	217	3	220	573
07:00 AM	0	192	192	0	1	1	180	0	180	373
07:15 AM	0	171	171	0	1	1	160	5	165	337
07:30 AM	0	170	170	0	1	1	163	4	167	338
07:45 AM	0	167	167	0	0	0	246	6	252	419
Total	0	700	700	0	3	3	749	15	764	1467
08:00 AM	0	171	171	0	1	1	207	5	212	384
08:15 AM	0	162	162	0	2	2	212	4	216	380
08:30 AM	0	179	179	0	1	1	164	4	168	348
08:45 AM	0	171	171	0	0	0	161	3	164	335
Total	0	683	683	0	4	4	744	16	760	1447
Grand Total	0	1731	1731	0	12	12	1710	34	1744	3487
Apprch %	0	100		0	100		98.1	1.9		
Total %	0	49.6	49.6	0	0.3	0.3	49	1	50	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	167	167	0	0	0	246	6	252	419
08:00 AM	0	171	171	0	1	1	207	5	212	384
08:15 AM	0	162	162	0	2	2	212	4	216	380
08:30 AM	0	179	179	0	1	1	164	4	168	348
Total Volume	0	679	679	0	4	4	829	19	848	1531
% App. Total	0	100		0	100		97.8	2.2		
PHF	.000	.948	.948	.000	.500	.500	.842	.792	.841	.913

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	167	167	0	0	0	246	6	252
+15 mins.	0	171	171	0	1	1	207	5	212
+30 mins.	0	162	162	0	2	2	212	4	216
+45 mins.	0	179	179	0	1	1	164	4	168
Total Volume	0	679	679	0	4	4	829	19	848
% App. Total	0	100		0	100		97.8	2.2	
PHF	.000	.948	.948	.000	.500	.500	.842	.792	.841

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

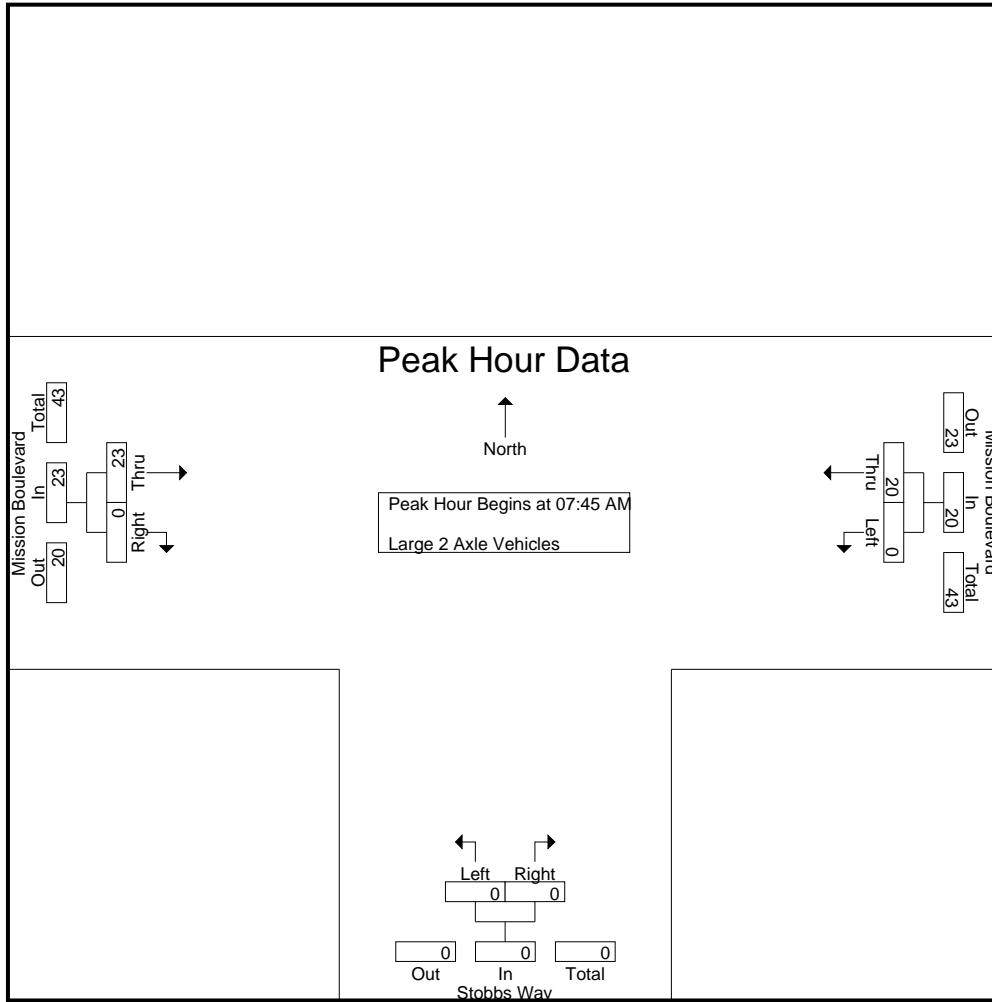
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	5	5	0	0	0	2	0	2	7
06:45 AM	0	6	6	0	0	0	7	0	7	13
Total	0	11	11	0	0	0	9	0	9	20
07:00 AM	0	3	3	0	0	0	10	0	10	13
07:15 AM	0	4	4	0	0	0	5	0	5	9
07:30 AM	0	5	5	0	0	0	2	0	2	7
07:45 AM	0	3	3	0	0	0	9	0	9	12
Total	0	15	15	0	0	0	26	0	26	41
08:00 AM	0	4	4	0	0	0	5	0	5	9
08:15 AM	0	7	7	0	0	0	6	0	6	13
08:30 AM	0	6	6	0	0	0	3	0	3	9
08:45 AM	0	5	5	0	0	0	4	1	5	10
Total	0	22	22	0	0	0	18	1	19	41
Grand Total	0	48	48	0	0	0	53	1	54	102
Apprch %	0	100		0	0		98.1	1.9		
Total %	0	47.1	47.1	0	0	0	52	1	52.9	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	3	3	0	0	0	9	0	9	12
08:00 AM	0	4	4	0	0	0	5	0	5	9
08:15 AM	0	7	7	0	0	0	6	0	6	13
08:30 AM	0	6	6	0	0	0	3	0	3	9
Total Volume	0	20	20	0	0	0	23	0	23	43
% App. Total	0	100		0	0		100	0		
PHF	.000	.714	.714	.000	.000	.000	.639	.000	.639	.827

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	3	3	0	0	0	9	0	9
+15 mins.	0	4	4	0	0	0	5	0	5
+30 mins.	0	7	7	0	0	0	6	0	6
+45 mins.	0	6	6	0	0	0	3	0	3
Total Volume	0	20	20	0	0	0	23	0	23
% App. Total	0	100		0	0		100	0	
PHF	.000	.714	.714	.000	.000	.000	.639	.000	.639

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

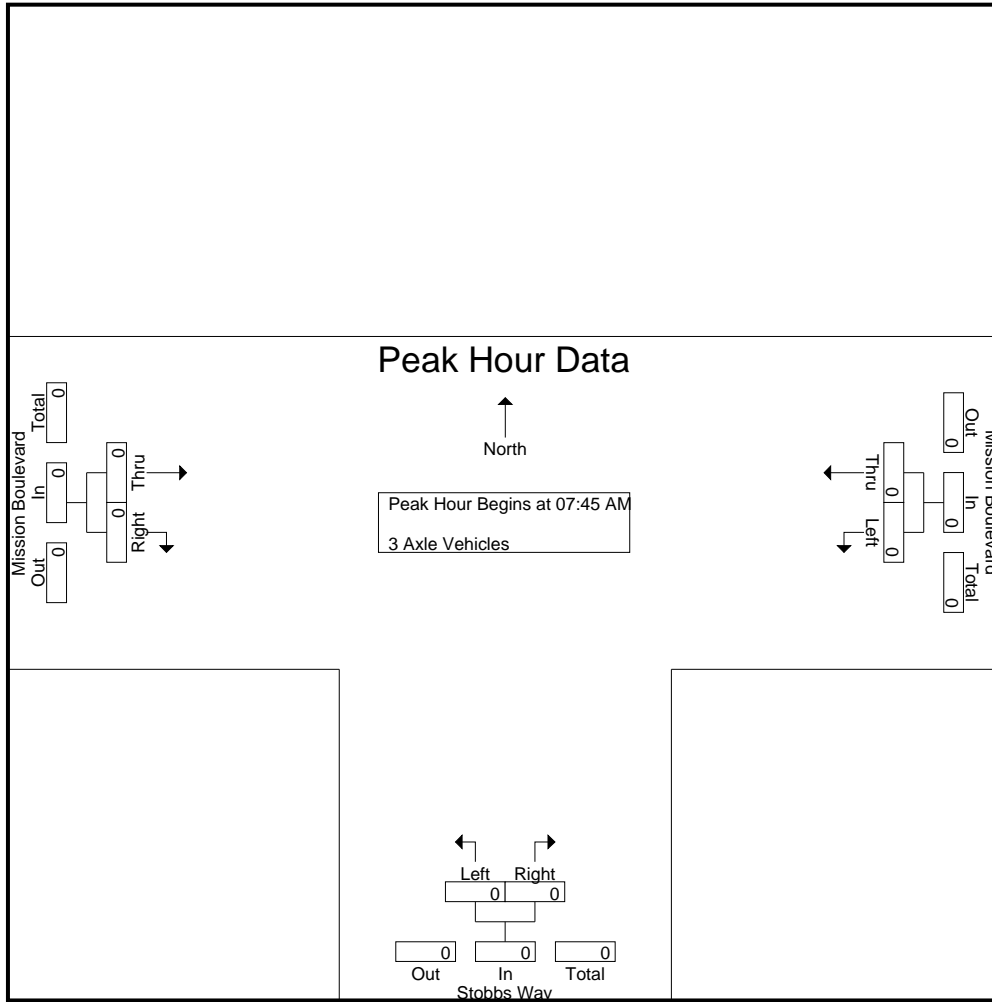
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

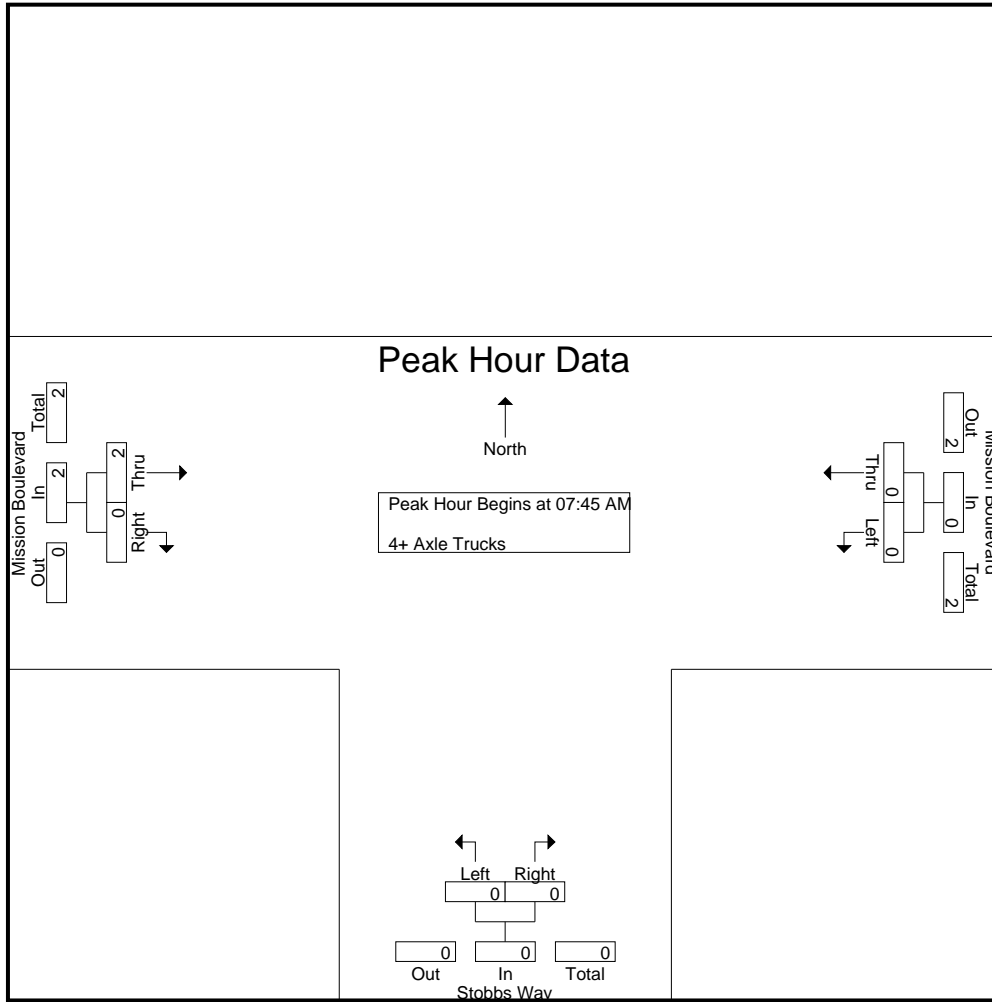
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	4	0	4	4
Grand Total	0	1	1	0	0	0	5	0	5	6
Apprch %	0	100		0	0		100	0		
Total %	0	16.7	16.7	0	0	0	83.3	0	83.3	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

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

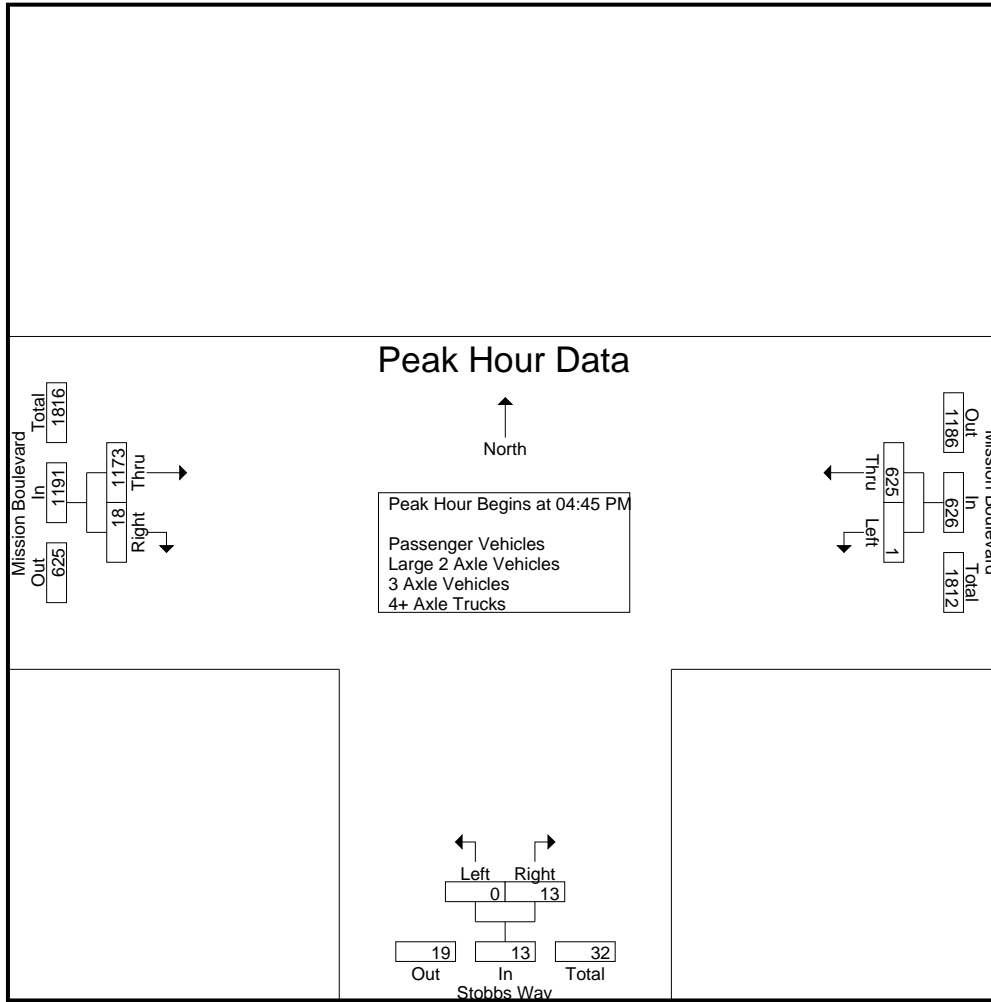
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	181	181	0	2	2	249	1	250	433
03:45 PM	0	183	183	0	4	4	251	4	255	442
Total	0	364	364	0	6	6	500	5	505	875
04:00 PM	0	144	144	0	1	1	302	0	302	447
04:15 PM	1	149	150	0	0	0	270	6	276	426
04:30 PM	0	145	145	0	2	2	297	2	299	446
04:45 PM	0	158	158	0	3	3	283	4	287	448
Total	1	596	597	0	6	6	1152	12	1164	1767
05:00 PM	0	164	164	0	3	3	299	6	305	472
05:15 PM	1	141	142	0	2	2	303	5	308	452
05:30 PM	0	162	162	0	5	5	288	3	291	458
05:45 PM	0	134	134	0	1	1	261	4	265	400
Total	1	601	602	0	11	11	1151	18	1169	1782
Grand Total	2	1561	1563	0	23	23	2803	35	2838	4424
Apprch %	0.1	99.9		0	100		98.8	1.2		
Total %	0	35.3	35.3	0	0.5	0.5	63.4	0.8	64.2	
Passenger Vehicles	1	1530	1531	0	23	23	2751	33	2784	4338
% Passenger Vehicles	50	98	98	0	100	100	98.1	94.3	98.1	98.1
Large 2 Axle Vehicles	1	26	27	0	0	0	39	2	41	68
% Large 2 Axle Vehicles	50	1.7	1.7	0	0	0	1.4	5.7	1.4	1.5
3 Axle Vehicles	0	2	2	0	0	0	9	0	9	11
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.3	0	0.3	0.2
4+ Axle Trucks	0	3	3	0	0	0	4	0	4	7
% 4+ Axle Trucks	0	0.2	0.2	0	0	0	0.1	0	0.1	0.2

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	158	158	0	3	3	283	4	287	448
05:00 PM	0	164	164	0	3	3	299	6	305	472
05:15 PM	1	141	142	0	2	2	303	5	308	452
05:30 PM	0	162	162	0	5	5	288	3	291	458
Total Volume	1	625	626	0	13	13	1173	18	1191	1830
% App. Total	0.2	99.8		0	100		98.5	1.5		
PHF	.250	.953	.954	.000	.650	.650	.968	.750	.967	.969

Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM			04:45 PM			04:30 PM		
+0 mins.	0	181	181	0	3	3	297	2	299
+15 mins.	0	183	183	0	3	3	283	4	287
+30 mins.	0	144	144	0	2	2	299	6	305
+45 mins.	1	149	150	0	5	5	303	5	308
Total Volume	1	657	658	0	13	13	1182	17	1199
% App. Total	0.2	99.8		0	100		98.6	1.4	
PHF	.250	.898	.899	.000	.650	.650	.975	.708	.973

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Passenger Vehicles

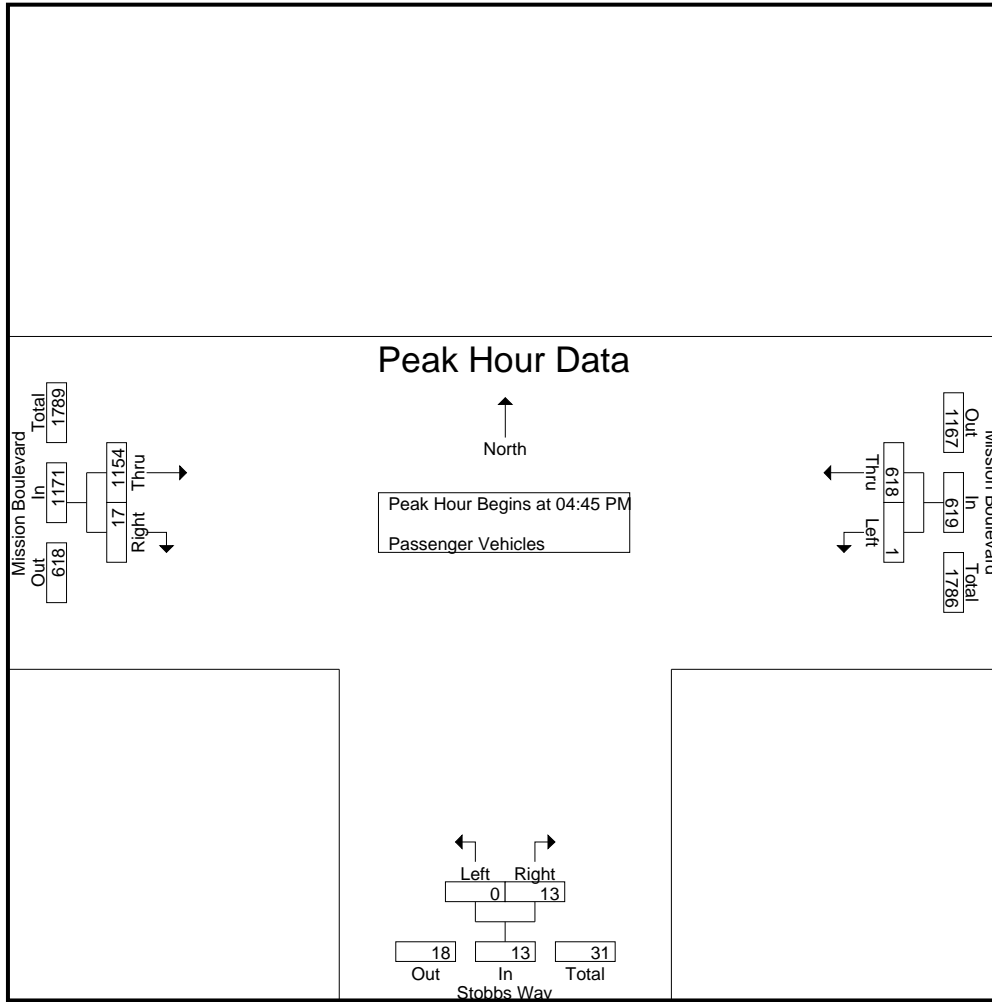
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	176	176	0	2	2	241	1	242	420
03:45 PM	0	177	177	0	4	4	244	4	248	429
Total	0	353	353	0	6	6	485	5	490	849
04:00 PM	0	139	139	0	1	1	297	0	297	437
04:15 PM	0	145	145	0	0	0	265	5	270	415
04:30 PM	0	142	142	0	2	2	293	2	295	439
04:45 PM	0	157	157	0	3	3	281	4	285	445
Total	0	583	583	0	6	6	1136	11	1147	1736
05:00 PM	0	161	161	0	3	3	289	5	294	458
05:15 PM	1	139	140	0	2	2	298	5	303	445
05:30 PM	0	161	161	0	5	5	286	3	289	455
05:45 PM	0	133	133	0	1	1	257	4	261	395
Total	1	594	595	0	11	11	1130	17	1147	1753
Grand Total	1	1530	1531	0	23	23	2751	33	2784	4338
Apprch %	0.1	99.9		0	100		98.8	1.2		
Total %	0	35.3	35.3	0	0.5	0.5	63.4	0.8	64.2	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	157	157	0	3	3	281	4	285	445
05:00 PM	0	161	161	0	3	3	289	5	294	458
05:15 PM	1	139	140	0	2	2	298	5	303	445
05:30 PM	0	161	161	0	5	5	286	3	289	455
Total Volume	1	618	619	0	13	13	1154	17	1171	1803
% App. Total	0.2	99.8		0	100		98.5	1.5		
PHF	.250	.960	.961	.000	.650	.650	.968	.850	.966	.984

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

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	157	157	0	3	3	281	4	285
+15 mins.	0	161	161	0	3	3	289	5	294
+30 mins.	1	139	140	0	2	2	298	5	303
+45 mins.	0	161	161	0	5	5	286	3	289
Total Volume	1	618	619	0	13	13	1154	17	1171
% App. Total	0.2	99.8		0	100		98.5	1.5	
PHF	.250	.960	.961	.000	.650	.650	.968	.850	.966

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

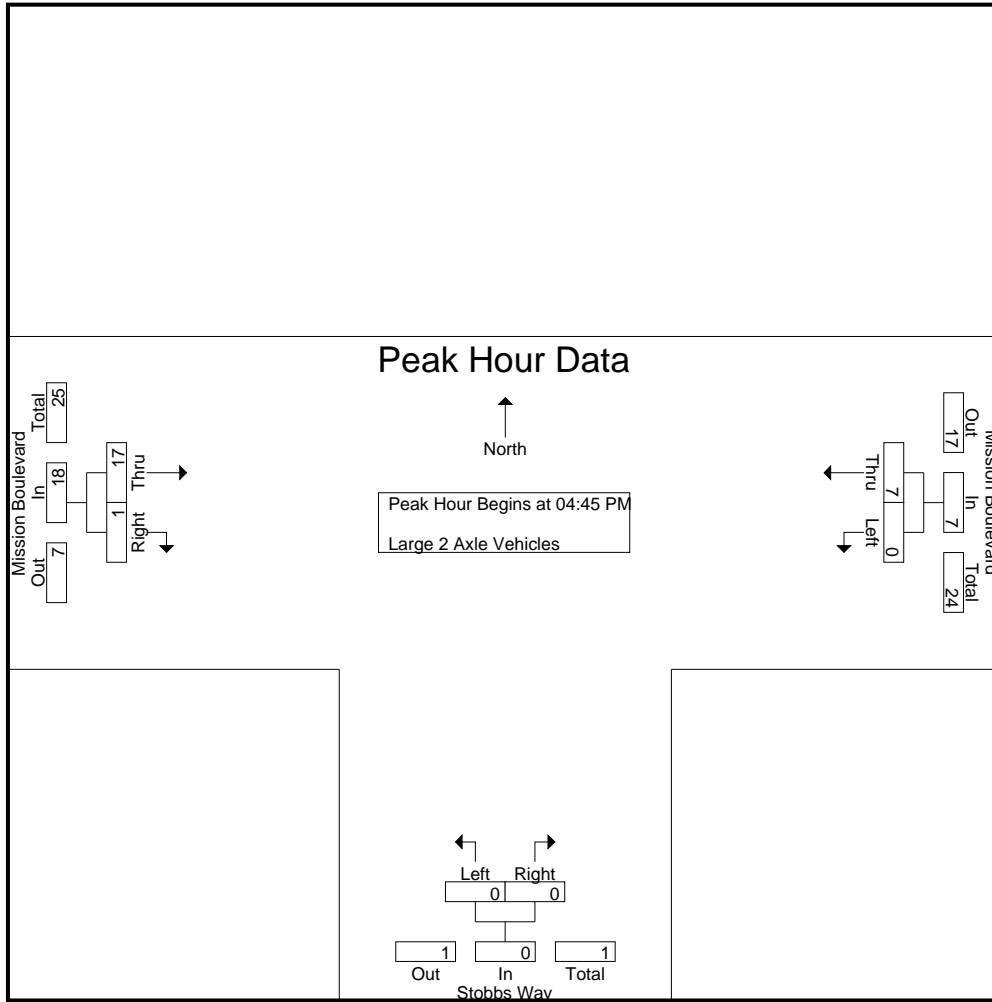
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	4	4	0	0	0	4	0	4	8
03:45 PM	0	5	5	0	0	0	5	0	5	10
Total	0	9	9	0	0	0	9	0	9	18
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	1	3	4	0	0	0	4	1	5	9
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	1	10	11	0	0	0	12	1	13	24
05:00 PM	0	3	3	0	0	0	8	1	9	12
05:15 PM	0	2	2	0	0	0	5	0	5	7
05:30 PM	0	1	1	0	0	0	2	0	2	3
05:45 PM	0	1	1	0	0	0	3	0	3	4
Total	0	7	7	0	0	0	18	1	19	26
Grand Total	1	26	27	0	0	0	39	2	41	68
Apprch %	3.7	96.3		0	0		95.1	4.9		
Total %	1.5	38.2	39.7	0	0	0	57.4	2.9	60.3	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	1	1	0	0	0	2	0	2	3
05:00 PM	0	3	3	0	0	0	8	1	9	12
05:15 PM	0	2	2	0	0	0	5	0	5	7
05:30 PM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	7	7	0	0	0	17	1	18	25
% App. Total	0	100		0	0		94.4	5.6		
PHF	.000	.583	.583	.000	.000	.000	.531	.250	.500	.521

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

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	3	3	0	0	0	8	1	9
+30 mins.	0	2	2	0	0	0	5	0	5
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	7	7	0	0	0	17	1	18
% App. Total	0	100		0	0		94.4	5.6	
PHF	.000	.583	.583	.000	.000	.000	.531	.250	.500

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

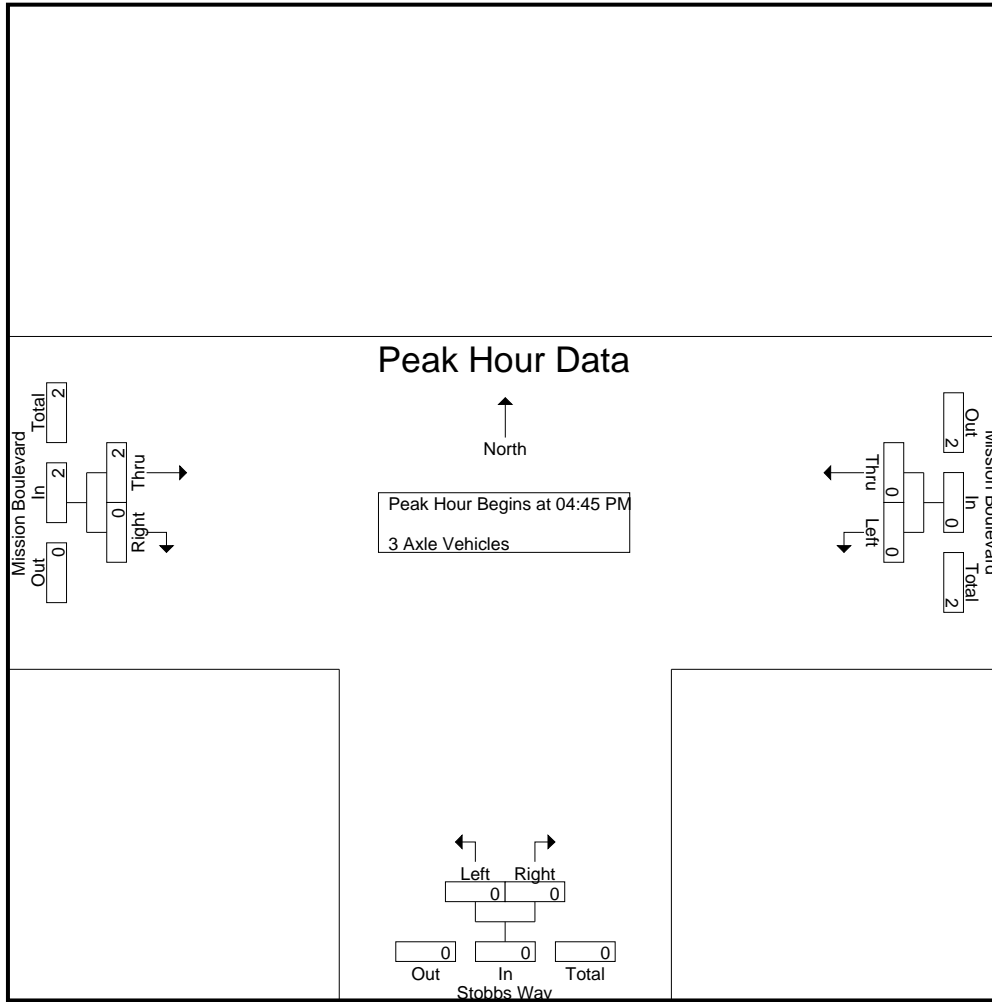
Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	1	1	0	0	0	3	0	3	4
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	4	0	4	5
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	2	2
Grand Total	0	2	2	0	0	0	9	0	9	11
Apprch %	0	100		0	0		100	0		
Total %	0	18.2	18.2	0	0	0	81.8	0	81.8	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

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

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

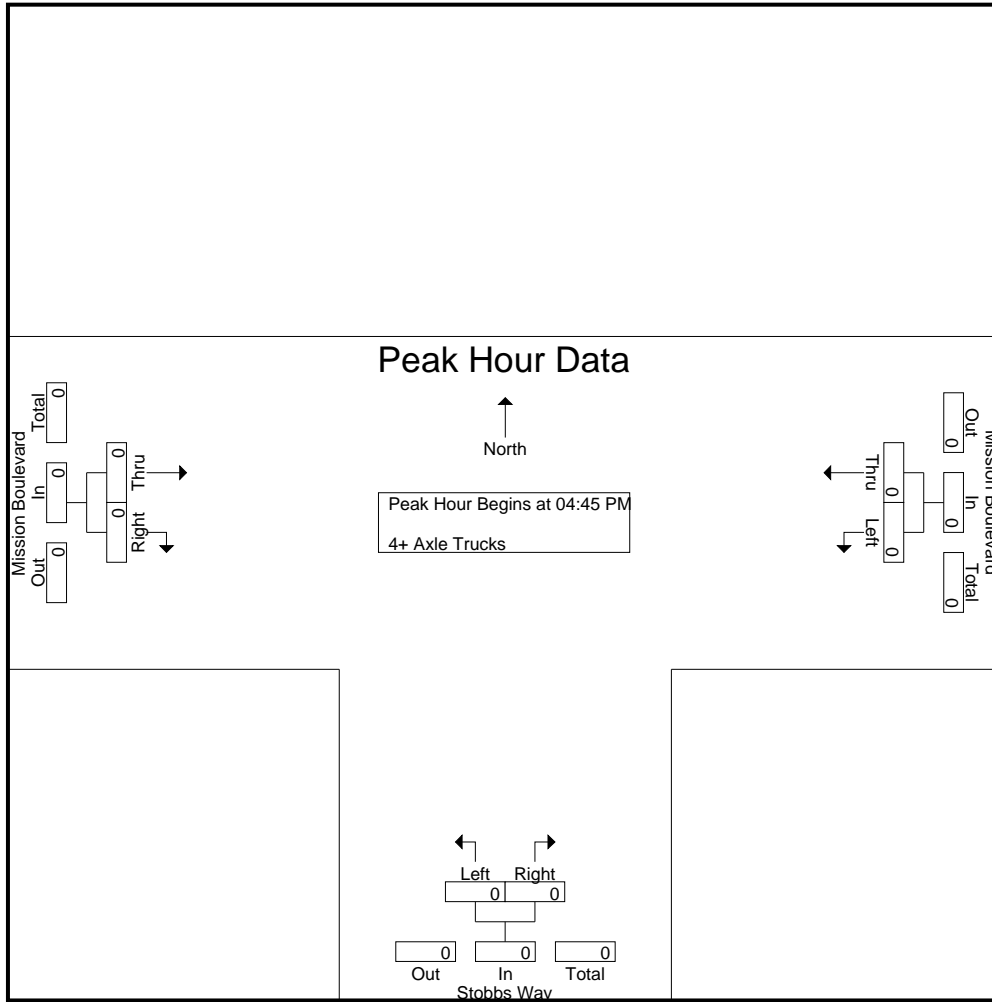
Groups Printed- 4+ Axle Trucks

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	1	1	0	0	0	3	0	3	4
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	3	3	0	0	0	4	0	4	7
Apprch %	0	100		0	0		100	0		
Total %	0	42.9	42.9	0	0	0	57.1	0	57.1	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

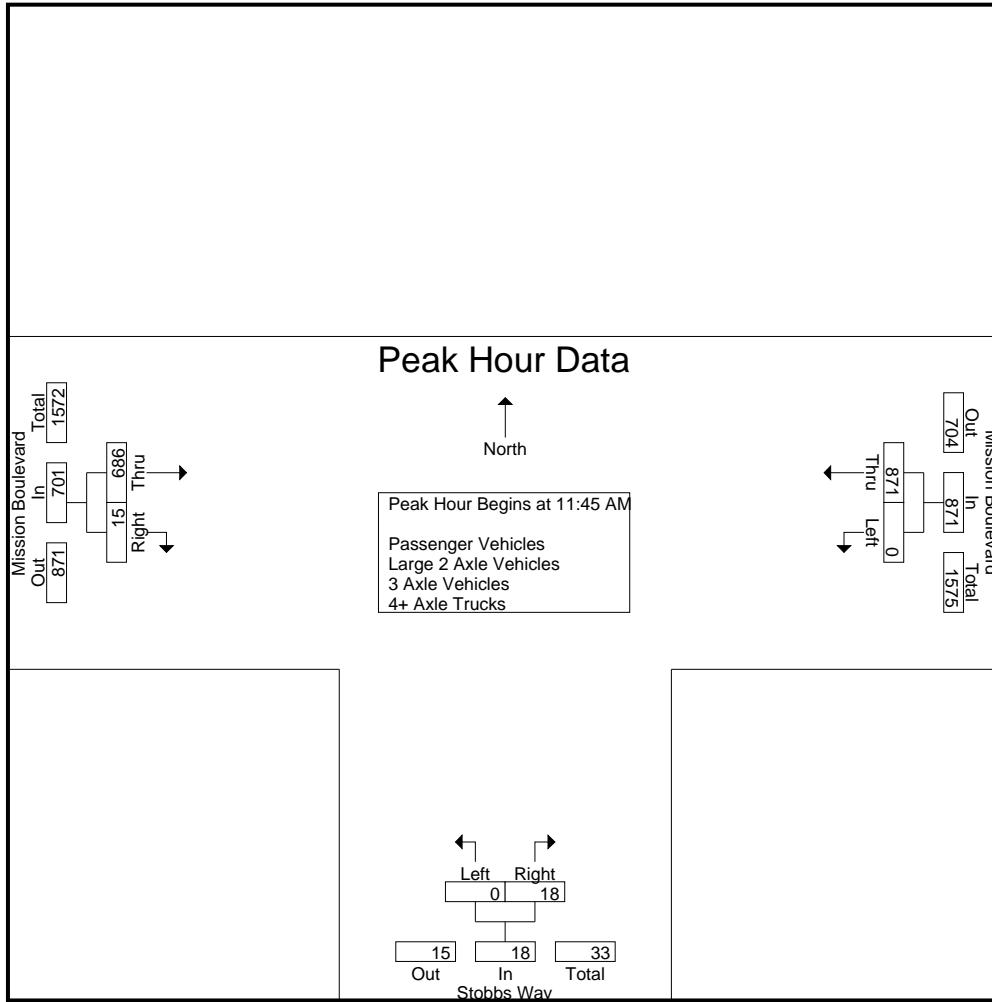
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	0	163	163	0	5	5	181	7	188	356
11:15 AM	0	186	186	0	7	7	145	12	157	350
11:30 AM	0	191	191	0	5	5	155	6	161	357
11:45 AM	0	219	219	0	3	3	192	2	194	416
Total	0	759	759	0	20	20	673	27	700	1479
12:00 PM	0	225	225	0	4	4	162	2	164	393
12:15 PM	0	216	216	0	6	6	161	7	168	390
12:30 PM	0	211	211	0	5	5	171	4	175	391
12:45 PM	0	201	201	0	5	5	183	6	189	395
Total	0	853	853	0	20	20	677	19	696	1569
01:00 PM	0	193	193	0	1	1	184	4	188	382
01:15 PM	0	196	196	0	4	4	162	3	165	365
01:30 PM	0	260	260	0	5	5	159	5	164	429
01:45 PM	0	185	185	0	4	4	192	6	198	387
Total	0	834	834	0	14	14	697	18	715	1563
02:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2446	2446	0	54	54	2047	64	2111	4611
Apprch %	0	100		0	100		97	3		
Total %	0	53	53	0	1.2	1.2	44.4	1.4	45.8	
Passenger Vehicles	0	2415	2415	0	54	54	2028	64	2092	4561
% Passenger Vehicles	0	98.7	98.7	0	100	100	99.1	100	99.1	98.9
Large 2 Axle Vehicles	0	20	20	0	0	0	6	0	6	26
% Large 2 Axle Vehicles	0	0.8	0.8	0	0	0	0.3	0	0.3	0.6
3 Axle Vehicles	0	8	8	0	0	0	10	0	10	18
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	0.5	0	0.5	0.4
4+ Axle Trucks	0	3	3	0	0	0	3	0	3	6
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	219	219	0	3	3	192	2	194	416
12:00 PM	0	225	225	0	4	4	162	2	164	393
12:15 PM	0	216	216	0	6	6	161	7	168	390
12:30 PM	0	211	211	0	5	5	171	4	175	391
Total Volume	0	871	871	0	18	18	686	15	701	1590
% App. Total	0	100		0	100		97.9	2.1		
PHF	.000	.968	.968	.000	.750	.750	.893	.536	.903	.956

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM		11:00 AM			12:15 PM			
+0 mins.	0	219	219	0	5	5	161	7	168
+15 mins.	0	225	225	0	7	7	171	4	175
+30 mins.	0	216	216	0	5	5	183	6	189
+45 mins.	0	211	211	0	3	3	184	4	188
Total Volume	0	871	871	0	20	20	699	21	720
% App. Total	0	100		0	100		97.1	2.9	
PHF	.000	.968	.968	.000	.714	.714	.950	.750	.952

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

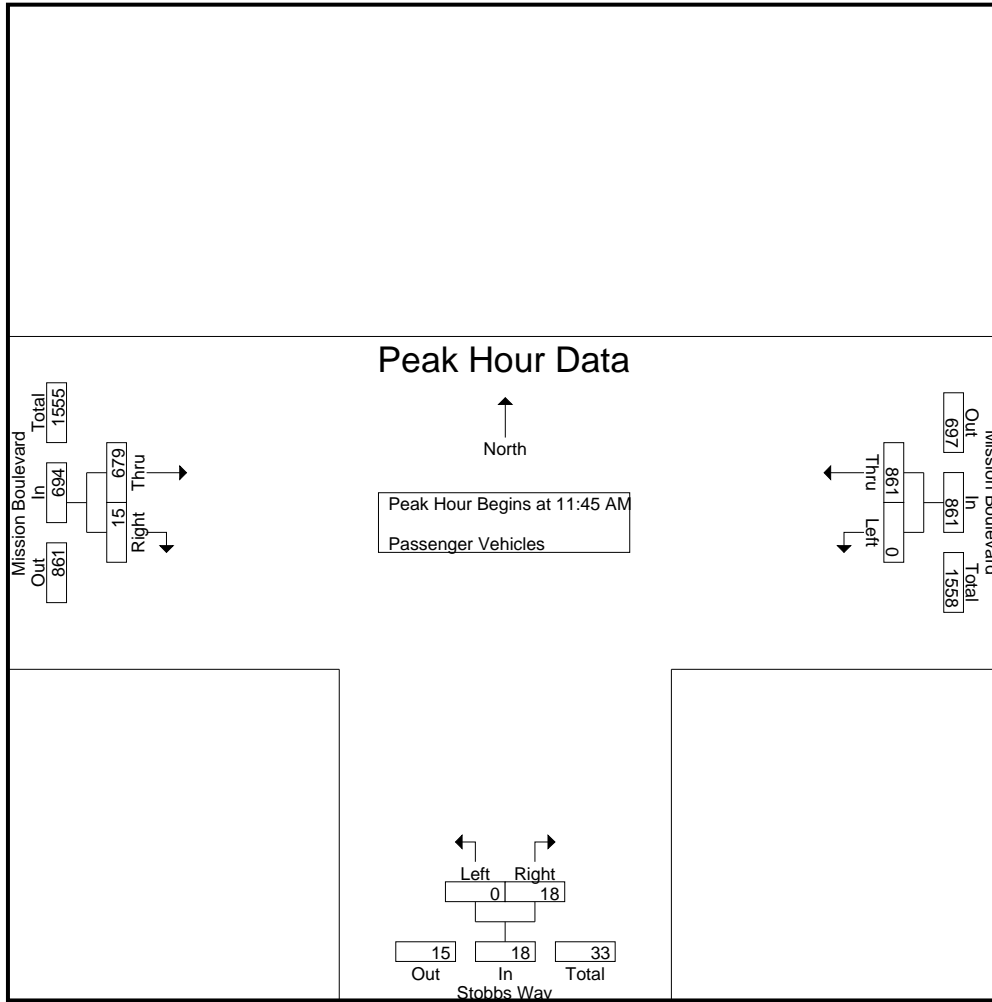
Groups Printed- Passenger Vehicles

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	0	161	161	0	5	5	178	7	185	351
11:15 AM	0	186	186	0	7	7	144	12	156	349
11:30 AM	0	190	190	0	5	5	154	6	160	355
11:45 AM	0	217	217	0	3	3	190	2	192	412
Total	0	754	754	0	20	20	666	27	693	1467
12:00 PM	0	221	221	0	4	4	159	2	161	386
12:15 PM	0	214	214	0	6	6	160	7	167	387
12:30 PM	0	209	209	0	5	5	170	4	174	388
12:45 PM	0	197	197	0	5	5	181	6	187	389
Total	0	841	841	0	20	20	670	19	689	1550
01:00 PM	0	189	189	0	1	1	183	4	187	377
01:15 PM	0	192	192	0	4	4	162	3	165	361
01:30 PM	0	257	257	0	5	5	157	5	162	424
01:45 PM	0	182	182	0	4	4	190	6	196	382
Total	0	820	820	0	14	14	692	18	710	1544
02:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2415	2415	0	54	54	2028	64	2092	4561
Apprch %	0	100		0	100		96.9	3.1		
Total %	0	52.9	52.9	0	1.2	1.2	44.5	1.4	45.9	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	217	217	0	3	3	190	2	192	412
12:00 PM	0	221	221	0	4	4	159	2	161	386
12:15 PM	0	214	214	0	6	6	160	7	167	387
12:30 PM	0	209	209	0	5	5	170	4	174	388
Total Volume	0	861	861	0	18	18	679	15	694	1573
% App. Total	0	100		0	100		97.8	2.2		
PHF	.000	.974	.974	.000	.750	.750	.893	.536	.904	.954

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			11:45 AM		
+0 mins.	0	217	217	0	3	3	190	2	192
+15 mins.	0	221	221	0	4	4	159	2	161
+30 mins.	0	214	214	0	6	6	160	7	167
+45 mins.	0	209	209	0	5	5	170	4	174
Total Volume	0	861	861	0	18	18	679	15	694
% App. Total	0	100		0	100		97.8	2.2	
PHF	.000	.974	.974	.000	.750	.750	.893	.536	.904

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

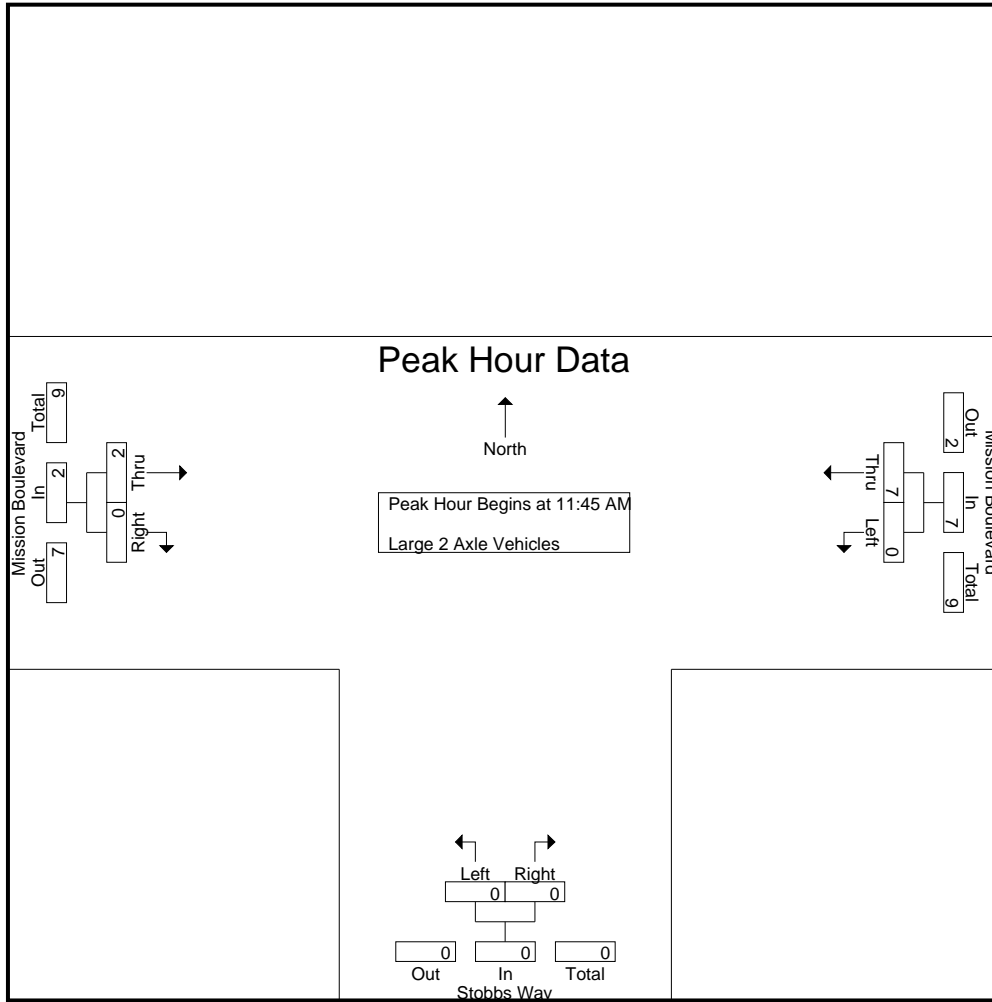
Groups Printed- Large 2 Axle Vehicles

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	0	1	1	0	0	0	1	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	2	2	0	0	0	2	0	2	4
Total	0	3	3	0	0	0	3	0	3	6
12:00 PM	0	4	4	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	1	0	0	0	0	0	0	1
12:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	6	6	0	0	0	1	0	1	7
01:00 PM	0	2	2	0	0	0	0	0	0	2
01:15 PM	0	4	4	0	0	0	0	0	0	4
01:30 PM	0	3	3	0	0	0	1	0	1	4
01:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	11	11	0	0	0	2	0	2	13
02:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	20	0	0	0	6	0	6	26
Apprch %	0	100		0	0		100	0		
Total %	0	76.9	76.9	0	0	0	23.1	0	23.1	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	2	2	0	0	0	2	0	2	4
12:00 PM	0	4	4	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	7	7	0	0	0	2	0	2	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.438	.438	.000	.000	.000	.250	.000	.250	.563

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			11:45 AM		
+0 mins.	0	2	2	0	0	0	2	0	2
+15 mins.	0	4	4	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	7	7	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.438	.438	.000	.000	.000	.250	.000	.250

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

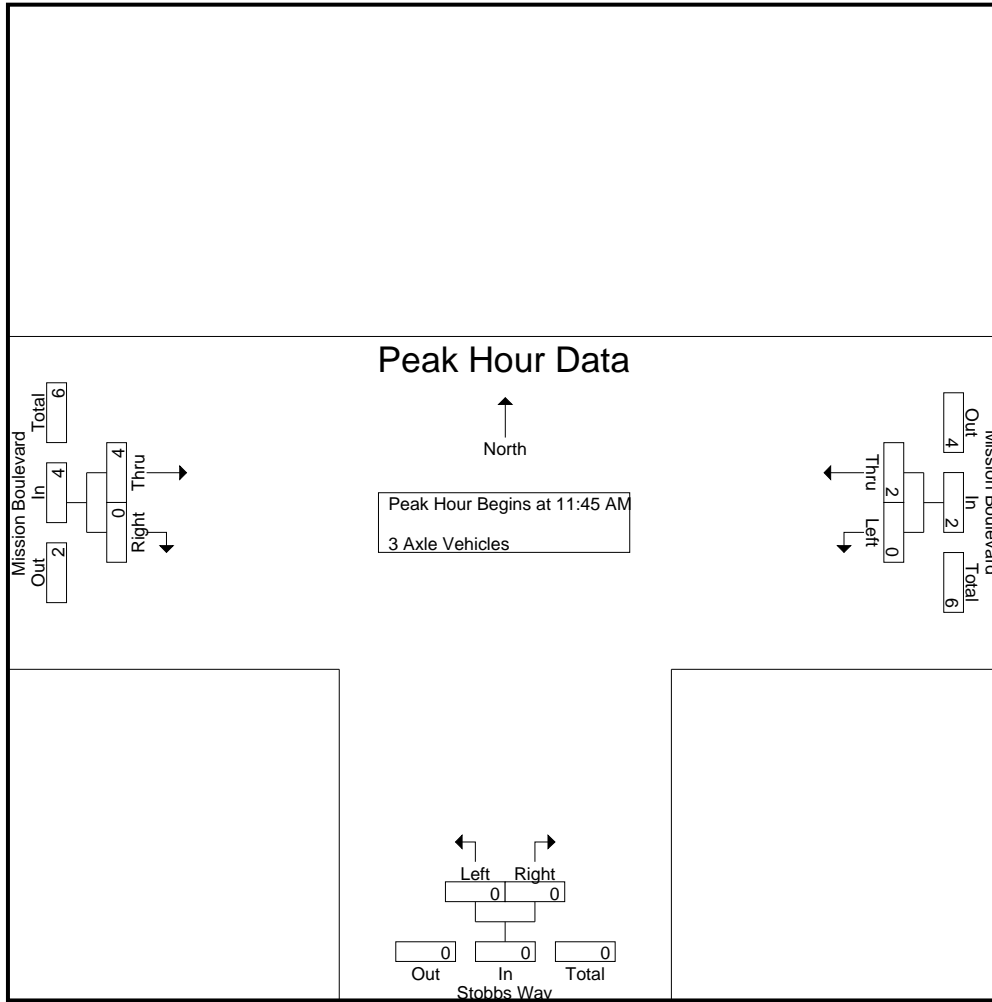
Groups Printed- 3 Axle Vehicles

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	0	1	1	0	0	0	2	0	2	3
11:15 AM	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
12:00 PM	0	0	0	0	0	0	2	0	2	2
12:15 PM	0	1	1	0	0	0	1	0	1	2
12:30 PM	0	1	1	0	0	0	1	0	1	2
12:45 PM	0	3	3	0	0	0	1	0	1	4
Total	0	5	5	0	0	0	5	0	5	10
01:00 PM	0	2	2	0	0	0	1	0	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	2	0	2	4
02:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	8	8	0	0	0	10	0	10	18
Apprch %	0	100		0	0		100	0		
Total %	0	44.4	44.4	0	0	0	55.6	0	55.6	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	2	0	2	2
12:15 PM	0	1	1	0	0	0	1	0	1	2
12:30 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	2	2	0	0	0	4	0	4	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500	.750

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			11:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

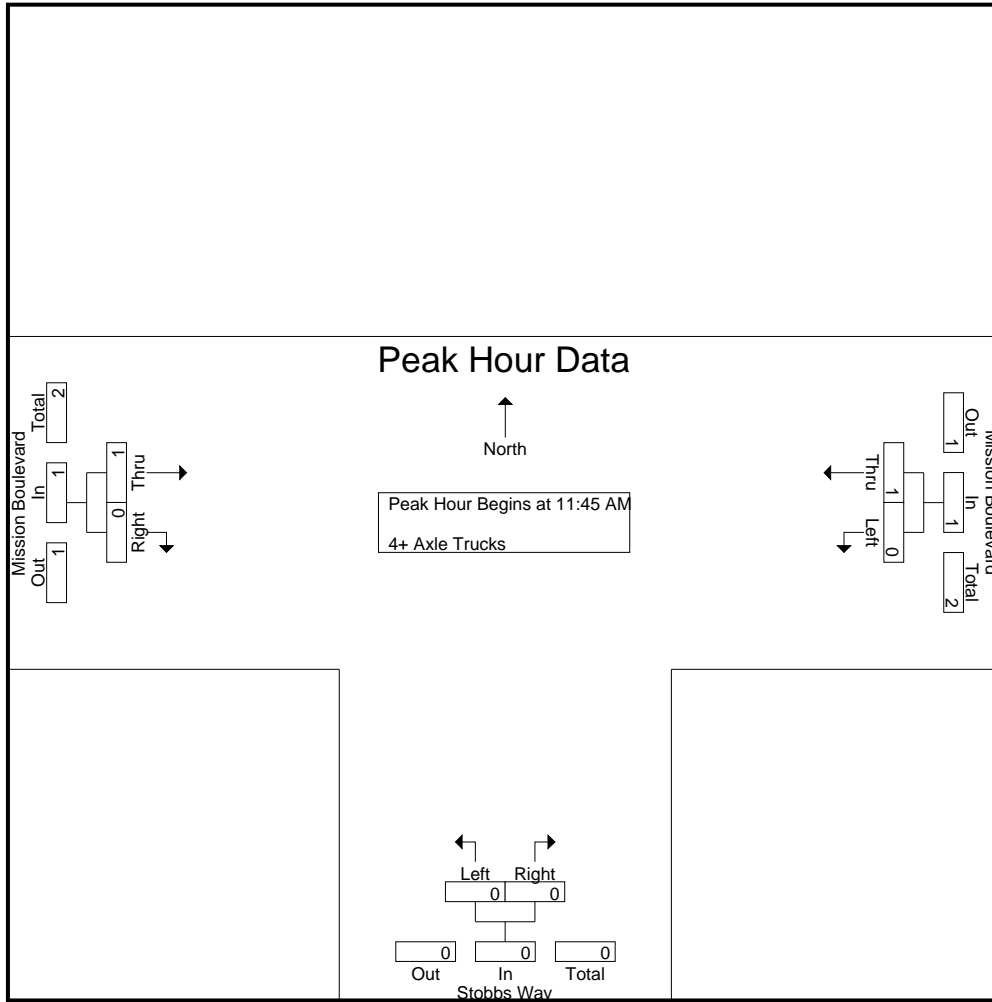
Groups Printed- 4+ Axle Trucks

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	1	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
12:00 PM	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	1	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	1	1
01:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	1	0	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	3	0	0	0	3	0	3	6
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Mission Boulevard Westbound			Stobbs Way Northbound			Mission Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	1	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

City of Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard
 Weather: Clear

File Name : 07_JVY_Stobbs_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM			11:45 AM			11:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

Location: Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard



PEDESTRIANS

Date: 11/17/2021
 Day: Wednesday

	North Leg Dead End	East Leg Mission Boulevard	South Leg Stobbs Way	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
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

Date: 11/17/2021
 Day: Wednesday

	North Leg Dead End	East Leg Mission Boulevard	South Leg Stobbs Way	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:30 PM	0	0	1	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Date: 11/20/2021
 Day: Saturday

	North Leg Dead End	East Leg Mission Boulevard	South Leg Stobbs Way	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	1	0	1
11:15 AM	0	0	1	0	1
11:30 AM	0	0	2	0	2
11:45 AM	0	0	0	0	0
12:00 PM	0	0	1	0	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	4	0	4
12:45 PM	0	0	0	0	0
1:00 PM	0	0	3	0	3
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	13	0	13

Location: Jurupa Valley
 N/S: Stobbs Way
 E/W: Mission Boulevard



BICYCLES

Date: 11/17/2021
 Day: Wednesday

	Southbound Dead End			Westbound Mission Boulevard			Northbound Stobbs Way			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	1	0	4

Date: 11/17/2021
 Day: Wednesday

	Southbound Dead End			Westbound Mission Boulevard			Northbound Stobbs Way			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
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	4	0	0	0	0	0	5	0	9

Date: 11/20/2021
 Day: Saturday

	Southbound Dead End			Westbound Mission Boulevard			Northbound Stobbs Way			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	5	0	6

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

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

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
06:30 AM	2	0	4	0	6	31	130	19	2	182	18	11	15	1	45	29	52	17	7	105	338
06:45 AM	6	3	8	0	17	54	167	29	7	257	18	4	37	0	59	28	78	22	0	128	461
Total	8	3	12	0	23	85	297	48	9	439	36	15	52	1	104	57	130	39	7	233	799
07:00 AM	2	3	11	0	16	72	136	23	5	236	34	5	74	0	113	39	105	25	0	169	534
07:15 AM	3	2	16	0	21	41	122	21	0	184	27	6	38	0	71	27	133	16	1	177	453
07:30 AM	10	6	17	0	33	43	116	17	14	190	37	9	14	1	61	32	109	21	0	162	446
07:45 AM	10	3	13	0	26	60	123	16	5	204	24	5	34	0	63	38	186	26	2	252	545
Total	25	14	57	0	96	216	497	77	24	814	122	25	160	1	308	136	533	88	3	760	1978
08:00 AM	23	5	22	1	51	57	129	22	10	218	32	7	53	1	93	33	148	24	3	208	570
08:15 AM	27	9	24	1	61	27	111	15	9	162	23	5	33	3	64	39	153	29	4	225	512
08:30 AM	23	3	39	2	67	32	124	11	15	182	21	5	25	2	53	29	117	13	3	162	464
08:45 AM	29	11	26	8	74	35	118	19	24	196	16	6	36	0	58	37	115	18	3	173	501
Total	102	28	111	12	253	151	482	67	58	758	92	23	147	6	268	138	533	84	13	768	2047
Grand Total	135	45	180	12	372	452	1276	192	91	2011	250	63	359	8	680	331	1196	211	23	1761	4824
Apprch %	36.3	12.1	48.4	3.2		22.5	63.5	9.5	4.5		36.8	9.3	52.8	1.2		18.8	67.9	12	1.3		
Total %	2.8	0.9	3.7	0.2	7.7	9.4	26.5	4	1.9	41.7	5.2	1.3	7.4	0.2	14.1	6.9	24.8	4.4	0.5	36.5	
Passenger Vehicles	134	45	175	0	354	449	1243	186	55	1933	246	63	358	0	667	321	1156	207	16	1700	4654
% Passenger Vehicles	99.3	100	97.2	0	95.2	99.3	97.4	96.9	60.4	96.1	98.4	100	99.7	0	98.1	97	96.7	98.1	69.6	96.5	96.5
Large 2 Axle Vehicles	0	0	4	0	4	3	31	5	0	39	3	0	1	0	4	10	35	3	0	48	95
% Large 2 Axle Vehicles	0	0	2.2	0	1.1	0.7	2.4	2.6	0	1.9	1.2	0	0.3	0	0.6	3	2.9	1.4	0	2.7	2
3 Axle Vehicles	1	0	1	12	14	0	1	1	36	38	1	0	0	8	9	0	1	1	7	9	70
% 3 Axle Vehicles	0.7	0	0.6	100	3.8	0	0.1	0.5	39.6	1.9	0.4	0	0	100	1.3	0	0.1	0.5	30.4	0.5	1.5
4+ Axle Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1

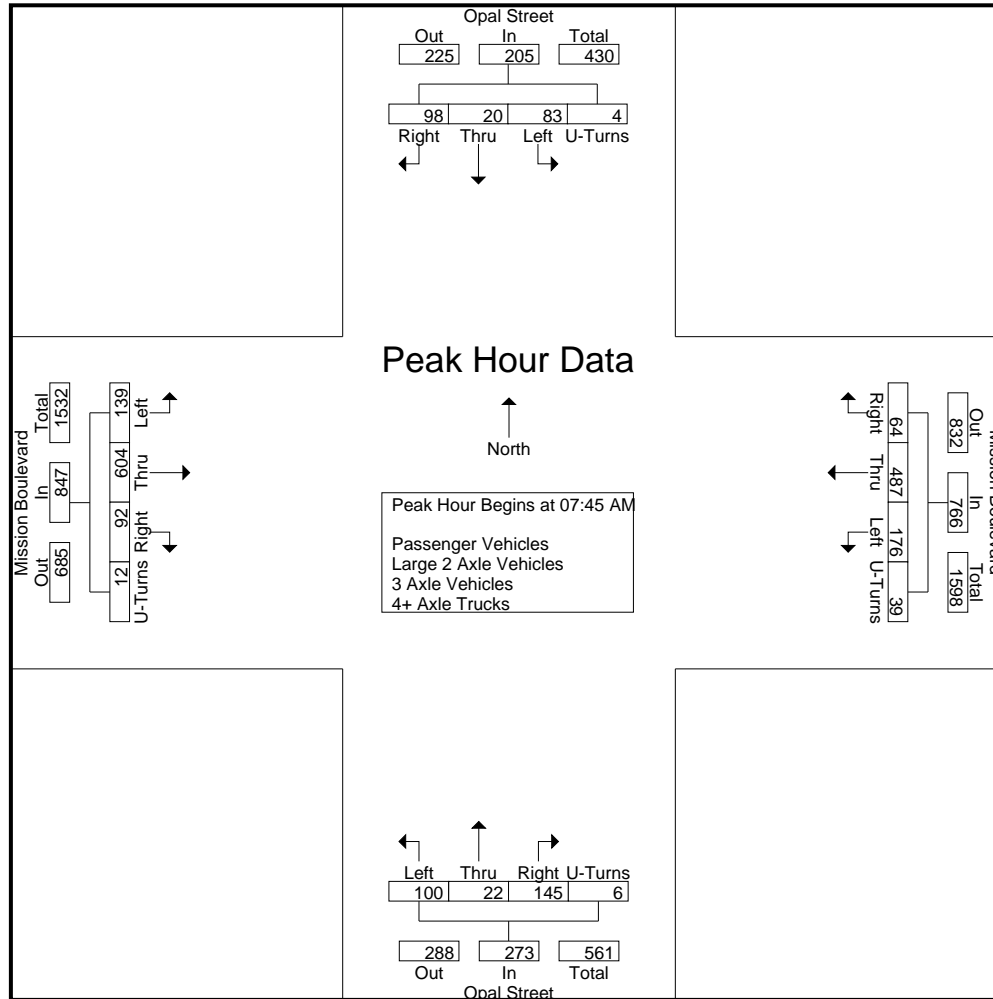
City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	10	3	13	0	26	60	123	16	5	204	24	5	34	0	63	38	186	26	2	252	545
08:00 AM	23	5	22	1	51	57	129	22	10	218	32	7	53	1	93	33	148	24	3	208	570
08:15 AM	27	9	24	1	61	27	111	15	9	162	23	5	33	3	64	39	153	29	4	225	512
08:30 AM	23	3	39	2	67	32	124	11	15	182	21	5	25	2	53	29	117	13	3	162	464
Total Volume	83	20	98	4	205	176	487	64	39	766	100	22	145	6	273	139	604	92	12	847	2091
% App. Total	40.5	9.8	47.8	2		23	63.6	8.4	5.1		36.6	8.1	53.1	2.2		16.4	71.3	10.9	1.4		
PHF	.769	.556	.628	.500	.765	.733	.944	.727	.650	.878	.781	.786	.684	.500	.734	.891	.812	.793	.750	.840	.917

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 4

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					06:45 AM					07:00 AM					07:30 AM				
+0 mins.	23	5	22	1	51	54	167	29	7	257	34	5	74	0	113	32	109	21	0	162
+15 mins.	27	9	24	1	61	72	136	23	5	236	27	6	38	0	71	38	186	26	2	252
+30 mins.	23	3	39	2	67	41	122	21	0	184	37	9	14	1	61	33	148	24	3	208
+45 mins.	29	11	26	8	74	43	116	17	14	190	24	5	34	0	63	39	153	29	4	225
Total Volume	102	28	111	12	253	210	541	90	26	867	122	25	160	1	308	142	596	100	9	847
% App. Total	40.3	11.1	43.9	4.7		24.2	62.4	10.4	3		39.6	8.1	51.9	0.3		16.8	70.4	11.8	1.1	
PHF	.879	.636	.712	.375	.855	.729	.810	.776	.464	.843	.824	.694	.541	.250	.681	.910	.801	.862	.563	.840

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

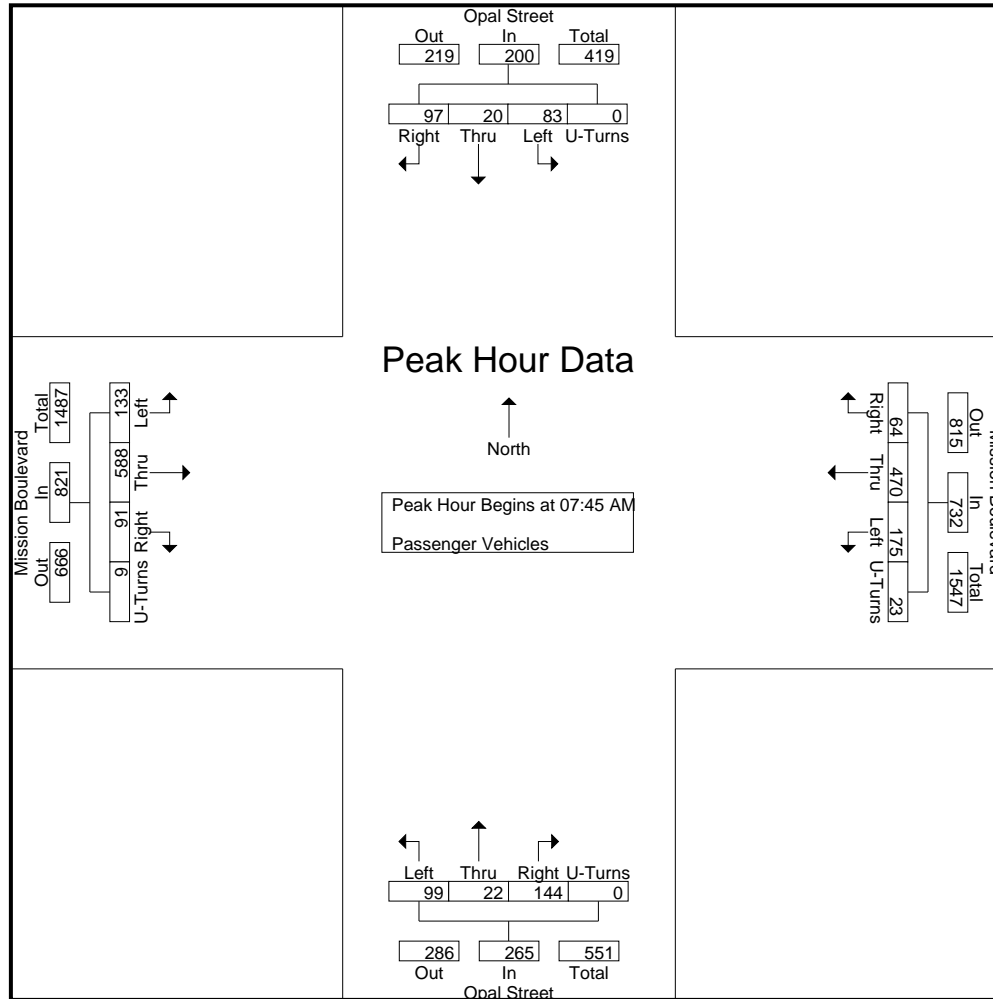
Groups Printed- Passenger Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
06:30 AM	1	0	3	0	4	30	126	17	2	175	18	11	15	0	44	28	51	17	4	100	323
06:45 AM	6	3	7	0	16	54	164	29	3	250	17	4	37	0	58	27	72	22	0	121	445
Total	7	3	10	0	20	84	290	46	5	425	35	15	52	0	102	55	123	39	4	221	768
07:00 AM	2	3	11	0	16	72	134	21	4	231	34	5	74	0	113	38	97	24	0	159	519
07:15 AM	3	2	15	0	20	41	121	19	0	181	27	6	38	0	71	26	129	16	0	171	443
07:30 AM	10	6	16	0	32	42	112	17	6	177	37	9	14	0	60	32	108	20	0	160	429
07:45 AM	10	3	13	0	26	60	120	16	4	200	24	5	33	0	62	37	178	26	2	243	531
Total	25	14	55	0	94	215	487	73	14	789	122	25	159	0	306	133	512	86	2	733	1922
08:00 AM	23	5	21	0	49	57	125	22	5	209	32	7	53	0	92	32	143	24	3	202	552
08:15 AM	27	9	24	0	60	26	105	15	6	152	22	5	33	0	60	38	151	28	3	220	492
08:30 AM	23	3	39	0	65	32	120	11	8	171	21	5	25	0	51	26	116	13	1	156	443
08:45 AM	29	11	26	0	66	35	116	19	17	187	14	6	36	0	56	37	111	17	3	168	477
Total	102	28	110	0	240	150	466	67	36	719	89	23	147	0	259	133	521	82	10	746	1964
Grand Total	134	45	175	0	354	449	1243	186	55	1933	246	63	358	0	667	321	1156	207	16	1700	4654
Apprch %	37.9	12.7	49.4	0		23.2	64.3	9.6	2.8		36.9	9.4	53.7	0		18.9	68	12.2	0.9		
Total %	2.9	1	3.8	0	7.6	9.6	26.7	4	1.2	41.5	5.3	1.4	7.7	0	14.3	6.9	24.8	4.4	0.3	36.5	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	10	3	13	0	26	60	120	16	4	200	24	5	33	0	62	37	178	26	2	243	531
08:00 AM	23	5	21	0	49	57	125	22	5	209	32	7	53	0	92	32	143	24	3	202	552
08:15 AM	27	9	24	0	60	26	105	15	6	152	22	5	33	0	60	38	151	28	3	220	492
08:30 AM	23	3	39	0	65	32	120	11	8	171	21	5	25	0	51	26	116	13	1	156	443
Total Volume	83	20	97	0	200	175	470	64	23	732	99	22	144	0	265	133	588	91	9	821	2018
% App. Total	41.5	10	48.5	0		23.9	64.2	8.7	3.1		37.4	8.3	54.3	0		16.2	71.6	11.1	1.1		
PHF	.769	.556	.622	.000	.769	.729	.940	.727	.719	.876	.773	.786	.679	.000	.720	.875	.826	.813	.750	.845	.914

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	10	3	13	0	26	60	120	16	4	200	24	5	33	0	62	37	178	26	2	243
+15 mins.	23	5	21	0	49	57	125	22	5	209	32	7	53	0	92	32	143	24	3	202
+30 mins.	27	9	24	0	60	26	105	15	6	152	22	5	33	0	60	38	151	28	3	220
+45 mins.	23	3	39	0	65	32	120	11	8	171	21	5	25	0	51	26	116	13	1	156
Total Volume	83	20	97	0	200	175	470	64	23	732	99	22	144	0	265	133	588	91	9	821
% App. Total	41.5	10	48.5	0		23.9	64.2	8.7	3.1		37.4	8.3	54.3	0		16.2	71.6	11.1	1.1	
PHF	.769	.556	.622	.000	.769	.729	.940	.727	.719	.876	.773	.786	.679	.000	.720	.875	.826	.813	.750	.845

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

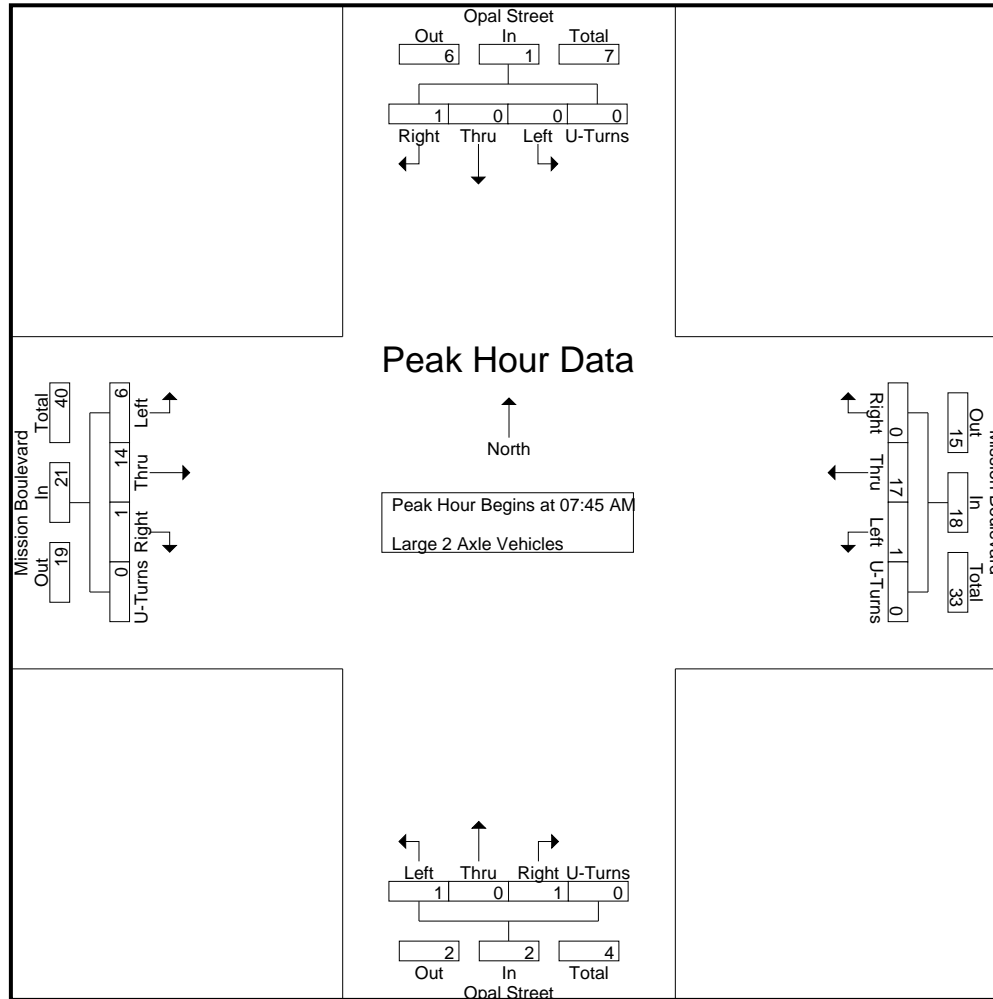
Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
06:30 AM	0	0	1	0	1	1	4	1	0	6	0	0	0	0	0	1	1	0	0	2	9
06:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	10
Total	0	0	2	0	2	1	7	1	0	9	0	0	0	0	0	2	6	0	0	8	19
07:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	7	1	0	9	13
07:15 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	1	4	0	0	5	8
07:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	7
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	8	0	0	9	13
Total	0	0	1	0	1	1	9	4	0	14	0	0	1	0	1	3	20	2	0	25	41
08:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	10
08:15 AM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	1	1	1	0	3	11
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	1	0	0	4	8
08:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	6
Total	0	0	1	0	1	1	15	0	0	16	3	0	0	0	3	5	9	1	0	15	35
Grand Total	0	0	4	0	4	3	31	5	0	39	3	0	1	0	4	10	35	3	0	48	95
Apprch %	0	0	100	0		7.7	79.5	12.8	0		75	0	25	0		20.8	72.9	6.2	0		
Total %	0	0	4.2	0	4.2	3.2	32.6	5.3	0	41.1	3.2	0	1.1	0	4.2	10.5	36.8	3.2	0	50.5	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	8	0	0	9	13
08:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	10
08:15 AM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	1	1	1	0	3	11
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	1	0	0	4	8
Total Volume	0	0	1	0	1	1	17	0	0	18	1	0	1	0	2	6	14	1	0	21	42
% App. Total	0	0	100	0		5.6	94.4	0	0		50	0	50	0		28.6	66.7	4.8	0		
PHF	.000	.000	.250	.000	.250	.250	.708	.000	.000	.643	.250	.000	.250	.000	.500	.500	.438	.250	.000	.583	.808

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	8	0	0	9	
+15 mins.	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	
+30 mins.	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	1	1	1	0	3	
+45 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	1	0	0	4	
Total Volume	0	0	1	0	1	1	17	0	0	18	1	0	1	0	2	6	14	1	0	21	
% App. Total	0	0	100	0		5.6	94.4	0	0		50	0	50	0		28.6	66.7	4.8	0		
PHF	.000	.000	.250	.000	.250	.250	.708	.000	.000	.643	.250	.000	.250	.000	.500	.500	.438	.250	.000	.583	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

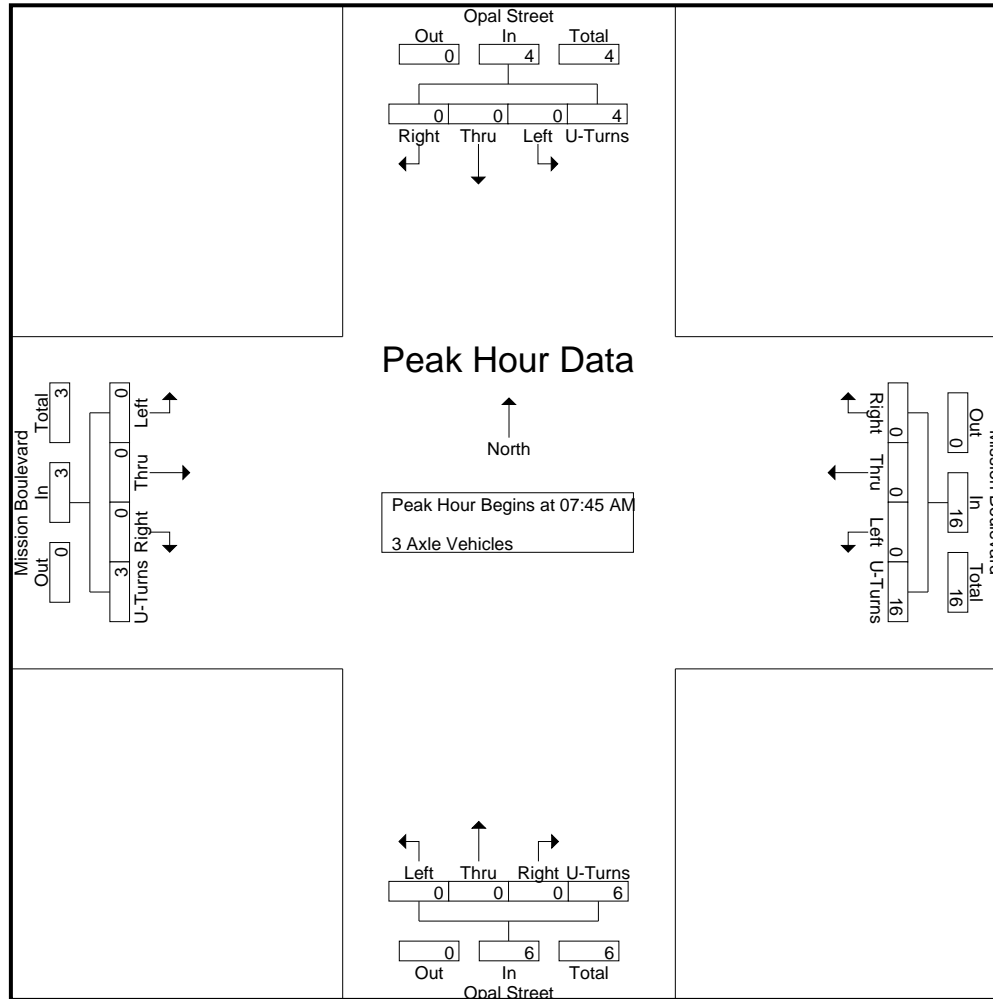
Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
06:30 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	1	1	0	0	0	3	3	6
06:45 AM	0	0	0	0	0	0	0	0	4	4	1	0	0	0	1	0	0	0	0	0	5
Total	1	0	0	0	1	0	0	1	4	5	1	0	0	1	2	0	0	0	3	3	11
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	1	0	1	0	0	0	8	8	0	0	0	1	1	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	10	10	0	0	0	1	1	0	1	0	1	2	14
08:00 AM	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	0	0	0	0	0	7
08:15 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	8
08:30 AM	0	0	0	2	2	0	0	0	7	7	0	0	0	2	2	0	0	0	2	2	13
08:45 AM	0	0	0	8	8	0	1	0	7	8	0	0	0	0	0	0	0	1	0	1	17
Total	0	0	0	12	12	0	1	0	22	23	0	0	0	6	6	0	0	1	3	4	45
Grand Total	1	0	1	12	14	0	1	1	36	38	1	0	0	8	9	0	1	1	7	9	70
Apprch %	7.1	0	7.1	85.7		0	2.6	2.6	94.7		11.1	0	0	88.9		0	11.1	11.1	77.8		
Total %	1.4	0	1.4	17.1	20	0	1.4	1.4	51.4	54.3	1.4	0	0	11.4	12.9	0	1.4	1.4	10	12.9	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	0	0	0	0	0	7
08:15 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	8
08:30 AM	0	0	0	2	2	0	0	0	7	7	0	0	0	2	2	0	0	0	2	2	13
Total Volume	0	0	0	4	4	0	0	0	16	16	0	0	0	6	6	0	0	0	3	3	29
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.571	.571	.000	.000	.000	.500	.500	.000	.000	.000	.375	.375	.558

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	1
+45 mins.	0	0	0	2	2	0	0	0	7	7	0	0	0	2	2	0	0	0	2	2	2
Total Volume	0	0	0	4	4	0	0	0	16	16	0	0	0	6	6	0	0	0	3	3	3
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.571	.571	.000	.000	.000	.500	.500	.000	.000	.000	.375	.375	.375

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

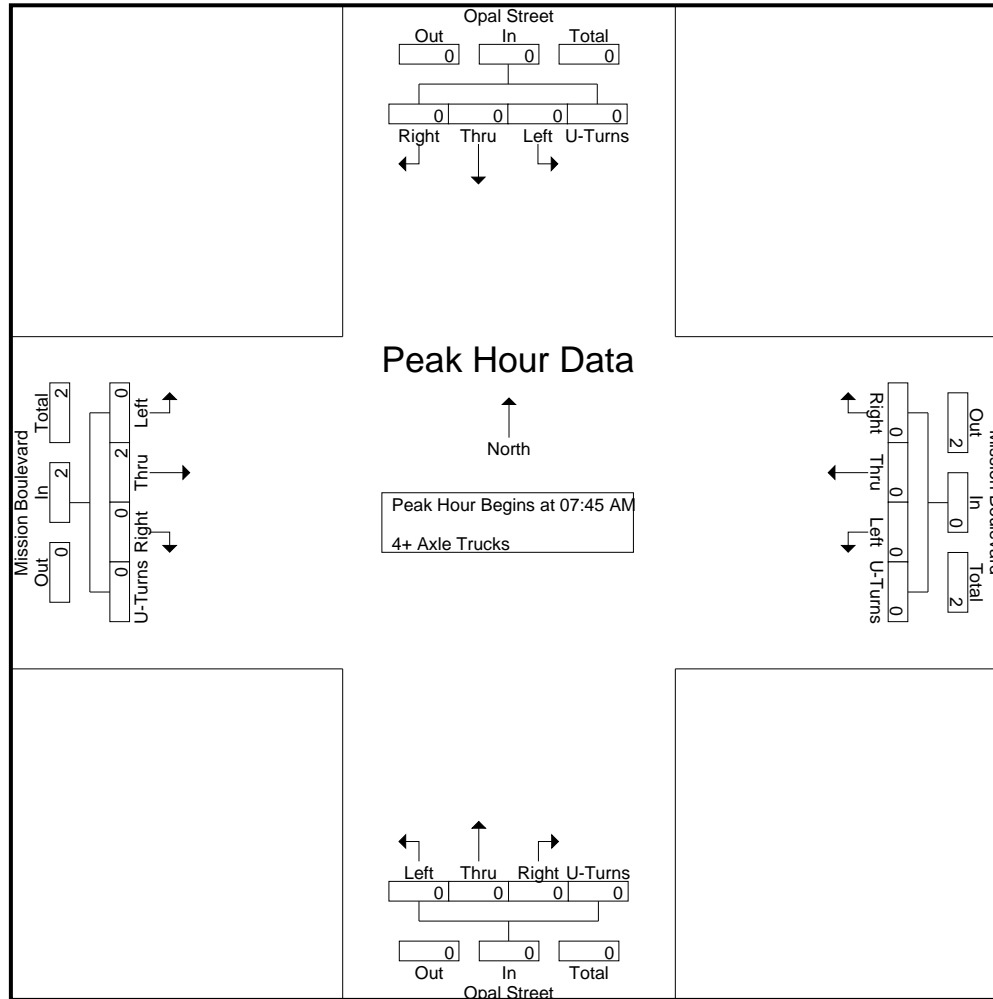
Groups Printed- 4+ Axle Trucks

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total		
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total			
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	0	4	0
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	80	0	0	0	0	80	0

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total		
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total			
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:45 AM																							
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.500	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total				
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total					
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																									
Peak Hour for Each Approach Begins at:																									
	07:45 AM					07:45 AM					07:45 AM					07:45 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.500	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

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

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
03:30 PM	5	1	4	0	10	35	153	4	7	199	28	0	27	0	55	7	216	26	6	255	519
03:45 PM	2	1	0	5	8	36	162	2	13	213	15	0	30	1	46	8	232	21	0	261	528
Total	7	2	4	5	18	71	315	6	20	412	43	0	57	1	101	15	448	47	6	516	1047
04:00 PM	3	1	6	0	10	29	103	2	10	144	19	2	26	2	49	11	306	25	3	345	548
04:15 PM	1	2	2	0	5	39	132	2	15	188	13	0	16	0	29	4	246	32	6	288	510
04:30 PM	3	1	1	0	5	25	114	3	6	148	20	2	27	1	50	5	264	28	1	298	501
04:45 PM	2	0	3	0	5	32	124	4	4	164	23	1	31	0	55	4	260	34	4	302	526
Total	9	4	12	0	25	125	473	11	35	644	75	5	100	3	183	24	1076	119	14	1233	2085
05:00 PM	3	0	4	0	7	38	135	3	10	186	21	1	25	1	48	5	281	32	4	322	563
05:15 PM	3	2	1	0	6	20	120	1	7	148	12	0	19	0	31	7	254	34	5	300	485
05:30 PM	1	2	4	0	7	31	140	2	8	181	11	1	21	1	34	10	259	18	4	291	513
05:45 PM	5	2	2	1	10	38	115	1	7	161	15	5	29	0	49	4	232	24	1	261	481
Total	12	6	11	1	30	127	510	7	32	676	59	7	94	2	162	26	1026	108	14	1174	2042
Grand Total	28	12	27	6	73	323	1298	24	87	1732	177	12	251	6	446	65	2550	274	34	2923	5174
Apprch %	38.4	16.4	37	8.2		18.6	74.9	1.4	5		39.7	2.7	56.3	1.3		2.2	87.2	9.4	1.2		
Total %	0.5	0.2	0.5	0.1	1.4	6.2	25.1	0.5	1.7	33.5	3.4	0.2	4.9	0.1	8.6	1.3	49.3	5.3	0.7	56.5	
Passenger Vehicles	28	11	26	0	65	318	1276	23	80	1697	174	12	246	0	432	55	2503	267	32	2857	5051
% Passenger Vehicles	100	91.7	96.3	0	89	98.5	98.3	95.8	92	98	98.3	100	98	0	96.9	84.6	98.2	97.4	94.1	97.7	97.6
Large 2 Axle Vehicles	0	1	1	0	2	5	18	1	0	24	3	0	4	0	7	6	34	6	0	46	79
% Large 2 Axle Vehicles	0	8.3	3.7	0	2.7	1.5	1.4	4.2	0	1.4	1.7	0	1.6	0	1.6	9.2	1.3	2.2	0	1.6	1.5
3 Axle Vehicles	0	0	0	6	6	0	2	0	7	9	0	0	1	6	7	3	11	1	2	17	39
% 3 Axle Vehicles	0	0	0	100	8.2	0	0.2	0	8	0.5	0	0	0.4	100	1.6	4.6	0.4	0.4	5.9	0.6	0.8
4+ Axle Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	1.5	0.1	0	0	0.1	0.1

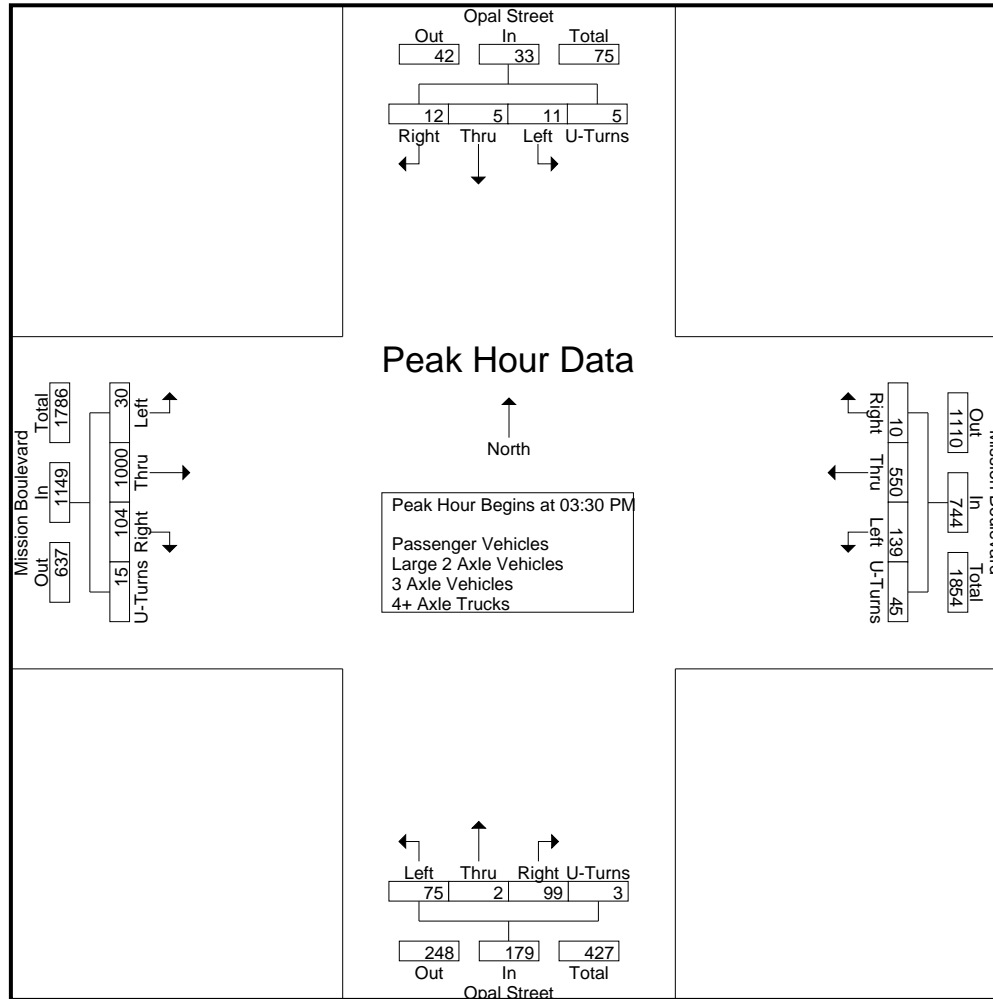
City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	5	1	4	0	10	35	153	4	7	199	28	0	27	0	55	7	216	26	6	255	519
03:45 PM	2	1	0	5	8	36	162	2	13	213	15	0	30	1	46	8	232	21	0	261	528
04:00 PM	3	1	6	0	10	29	103	2	10	144	19	2	26	2	49	11	306	25	3	345	548
04:15 PM	1	2	2	0	5	39	132	2	15	188	13	0	16	0	29	4	246	32	6	288	510
Total Volume	11	5	12	5	33	139	550	10	45	744	75	2	99	3	179	30	1000	104	15	1149	2105
% App. Total	33.3	15.2	36.4	15.2		18.7	73.9	1.3	6		41.9	1.1	55.3	1.7		2.6	87	9.1	1.3		
PHF	.550	.625	.500	.250	.825	.891	.849	.625	.750	.873	.670	.250	.825	.375	.814	.682	.817	.813	.625	.833	.960

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 4

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:30 PM					04:30 PM					04:00 PM					
+0 mins.	5	1	4	0	10	35	153	4	7	199	20	2	27	1	50	11	306	25	3	345	
+15 mins.	2	1	0	5	8	36	162	2	13	213	23	1	31	0	55	4	246	32	6	288	
+30 mins.	3	1	6	0	10	29	103	2	10	144	21	1	25	1	48	5	264	28	1	298	
+45 mins.	1	2	2	0	5	39	132	2	15	188	12	0	19	0	31	4	260	34	4	302	
Total Volume	11	5	12	5	33	139	550	10	45	744	76	4	102	2	184	24	1076	119	14	1233	
% App. Total	33.3	15.2	36.4	15.2		18.7	73.9	1.3	6		41.3	2.2	55.4	1.1		1.9	87.3	9.7	1.1		
PHF	.550	.625	.500	.250	.825	.891	.849	.625	.750	.873	.826	.500	.823	.500	.836	.545	.879	.875	.583	.893	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Passenger Vehicles

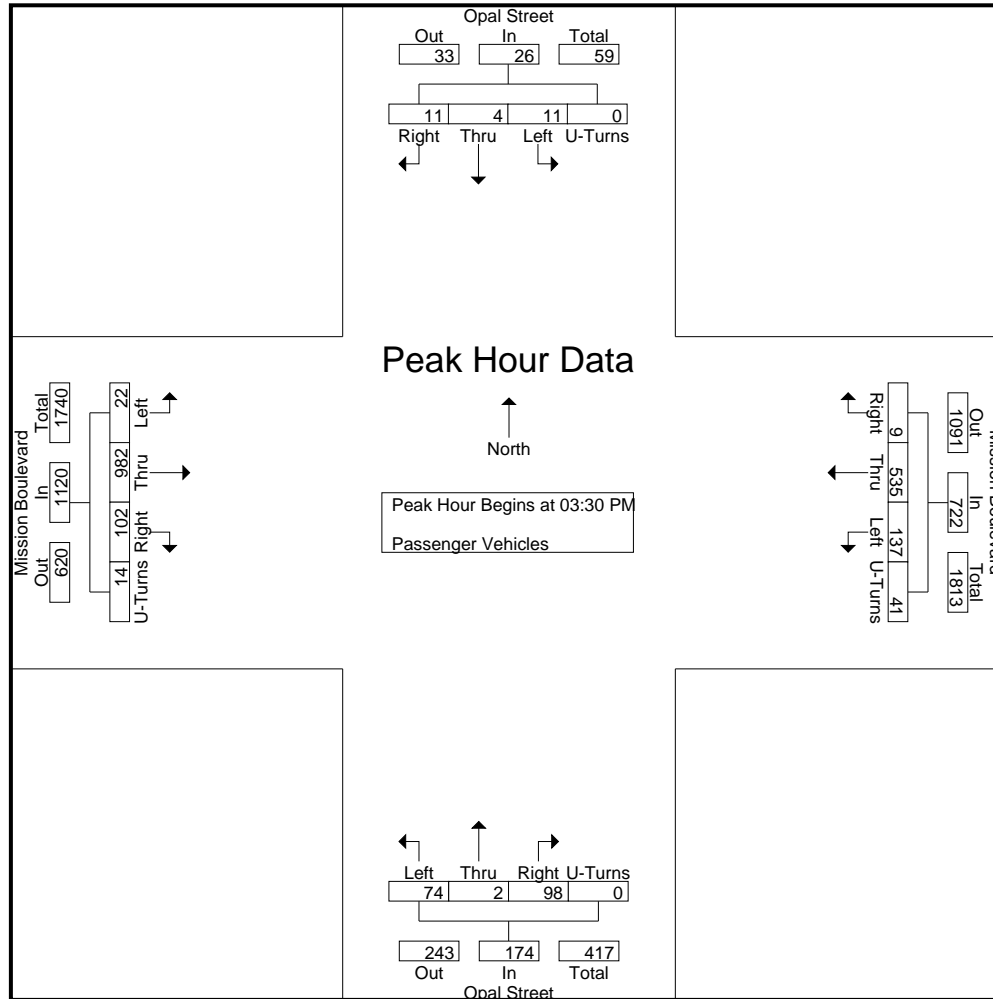
Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
03:30 PM	5	1	4	0	10	34	148	4	7	193	27	0	27	0	54	6	211	26	6	249	506
03:45 PM	2	0	0	0	2	36	157	1	10	204	15	0	29	0	44	6	229	20	0	255	505
Total	7	1	4	0	12	70	305	5	17	397	42	0	56	0	98	12	440	46	6	504	1011
04:00 PM	3	1	5	0	9	29	101	2	9	141	19	2	26	0	47	8	299	25	2	334	531
04:15 PM	1	2	2	0	5	38	129	2	15	184	13	0	16	0	29	2	243	31	6	282	500
04:30 PM	3	1	1	0	5	25	111	3	6	145	20	2	27	0	49	4	258	27	1	290	489
04:45 PM	2	0	3	0	5	29	124	4	4	161	22	1	30	0	53	4	258	33	4	299	518
Total	9	4	11	0	24	121	465	11	34	631	74	5	99	0	178	18	1058	116	13	1205	2038
05:00 PM	3	0	4	0	7	38	135	3	9	185	20	1	24	0	45	4	273	31	4	312	549
05:15 PM	3	2	1	0	6	20	118	1	7	146	12	0	19	0	31	7	250	32	4	293	476
05:30 PM	1	2	4	0	7	31	139	2	7	179	11	1	20	0	32	10	256	18	4	288	506
05:45 PM	5	2	2	0	9	38	114	1	6	159	15	5	28	0	48	4	226	24	1	255	471
Total	12	6	11	0	29	127	506	7	29	669	58	7	91	0	156	25	1005	105	13	1148	2002
Grand Total	28	11	26	0	65	318	1276	23	80	1697	174	12	246	0	432	55	2503	267	32	2857	5051
Apprch %	43.1	16.9	40	0		18.7	75.2	1.4	4.7		40.3	2.8	56.9	0		1.9	87.6	9.3	1.1		
Total %	0.6	0.2	0.5	0	1.3	6.3	25.3	0.5	1.6	33.6	3.4	0.2	4.9	0	8.6	1.1	49.6	5.3	0.6	56.6	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
03:30 PM	5	1	4	0	10	34	148	4	7	193	27	0	27	0	54	6	211	26	6	249	506
03:45 PM	2	0	0	0	2	36	157	1	10	204	15	0	29	0	44	6	229	20	0	255	505
04:00 PM	3	1	5	0	9	29	101	2	9	141	19	2	26	0	47	8	299	25	2	334	531
04:15 PM	1	2	2	0	5	38	129	2	15	184	13	0	16	0	29	2	243	31	6	282	500
Total Volume	11	4	11	0	26	137	535	9	41	722	74	2	98	0	174	22	982	102	14	1120	2042
% App. Total	42.3	15.4	42.3	0		19	74.1	1.2	5.7		42.5	1.1	56.3	0		2	87.7	9.1	1.2		
PHF	.550	.500	.550	.000	.650	.901	.852	.563	.683	.885	.685	.250	.845	.000	.806	.688	.821	.823	.583	.838	.961

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	5	1	4	0	10	34	148	4	7	193	27	0	27	0	54	6	211	26	6	249	
+15 mins.	2	0	0	0	2	36	157	1	10	204	15	0	29	0	44	6	229	20	0	255	
+30 mins.	3	1	5	0	9	29	101	2	9	141	19	2	26	0	47	8	299	25	2	334	
+45 mins.	1	2	2	0	5	38	129	2	15	184	13	0	16	0	29	2	243	31	6	282	
Total Volume	11	4	11	0	26	137	535	9	41	722	74	2	98	0	174	22	982	102	14	1120	
% App. Total	42.3	15.4	42.3	0		19	74.1	1.2	5.7		42.5	1.1	56.3	0		2	87.7	9.1	1.2		
PHF	.550	.500	.550	.000	.650	.901	.852	.563	.683	.885	.685	.250	.845	.000	.806	.688	.821	.823	.583	.838	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

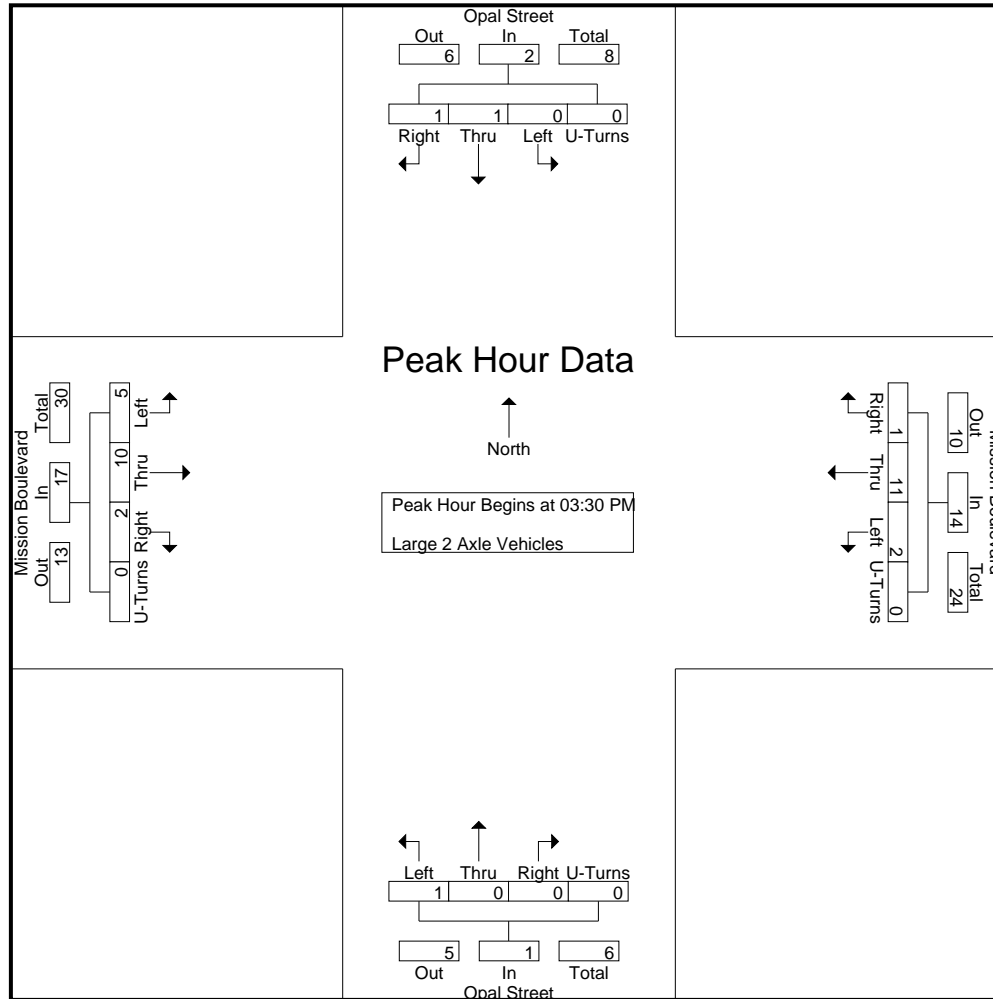
Groups Printed- Large 2 Axle Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
03:30 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	8
03:45 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	2	3	1	0	6	11
Total	0	1	0	0	1	1	7	1	0	9	1	0	0	0	1	2	5	1	0	8	19
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	6
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	9
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	10
04:45 PM	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	2	1	0	3	8
Total	0	0	1	0	1	4	7	0	0	11	1	0	1	0	2	3	13	3	0	19	33
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	6	0	0	7	9
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	8
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
Total	0	0	0	0	0	0	4	0	0	4	1	0	3	0	4	1	16	2	0	19	27
Grand Total	0	1	1	0	2	5	18	1	0	24	3	0	4	0	7	6	34	6	0	46	79
Apprch %	0	50	50	0		20.8	75	4.2	0		42.9	0	57.1	0		13	73.9	13	0		
Total %	0	1.3	1.3	0	2.5	6.3	22.8	1.3	0	30.4	3.8	0	5.1	0	8.9	7.6	43	7.6	0	58.2	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	8
03:45 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	2	3	1	0	6	11
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	6
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	9
Total Volume	0	1	1	0	2	2	11	1	0	14	1	0	0	0	1	5	10	2	0	17	34
% App. Total	0	50	50	0		14.3	78.6	7.1	0		100	0	0	0		29.4	58.8	11.8	0		
PHF	.000	.250	.250	.000	.500	.500	.688	.250	.000	.700	.250	.000	.000	.000	.250	.625	.833	.500	.000	.708	.773

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	
+15 mins.	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	2	3	1	0	6	
+30 mins.	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	
+45 mins.	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	
Total Volume	0	1	1	0	2	2	11	1	0	14	1	0	0	0	1	5	10	2	0	17	
% App. Total	0	50	50	0		14.3	78.6	7.1	0		100	0	0	0		29.4	58.8	11.8	0		
PHF	.000	.250	.250	.000	.500	.500	.688	.250	.000	.700	.250	.000	.000	.000	.250	.625	.833	.500	.000	.708	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

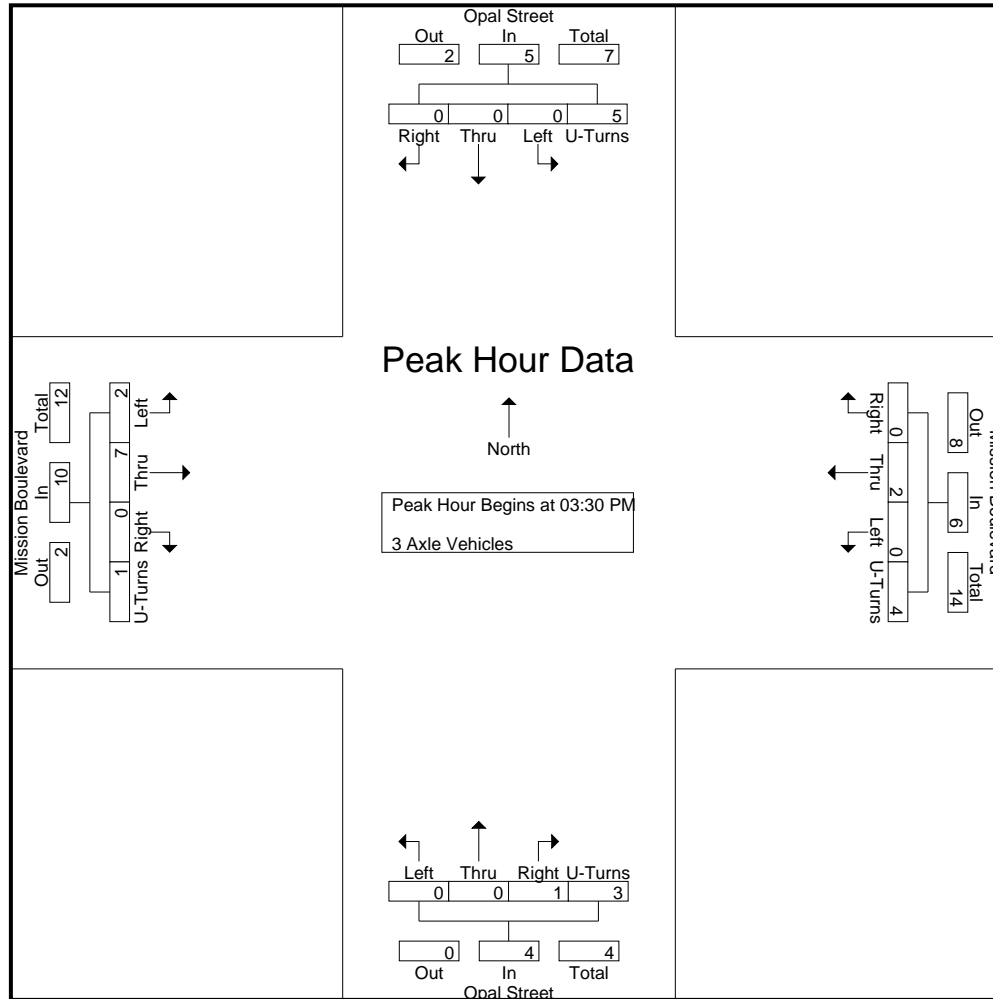
Groups Printed- 3 Axle Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
03:45 PM	0	0	0	5	5	0	1	0	3	4	0	0	1	1	2	0	0	0	0	0	11
Total	0	0	0	5	5	0	2	0	3	5	0	0	1	1	2	1	2	0	0	3	15
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	4	0	1	6	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	2	5	0	1	8	12
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	2	1	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	2	2	0	4	1	1	6	12
Grand Total	0	0	0	6	6	0	2	0	7	9	0	0	1	6	7	3	11	1	2	17	39
Apprch %	0	0	0	100		0	22.2	0	77.8		0	0	14.3	85.7		17.6	64.7	5.9	11.8		
Total %	0	0	0	15.4	15.4	0	5.1	0	17.9	23.1	0	0	2.6	15.4	17.9	7.7	28.2	2.6	5.1	43.6	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
03:45 PM	0	0	0	5	5	0	1	0	3	4	0	0	1	1	2	0	0	0	0	0	11
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	4	0	1	6	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	5	5	0	2	0	4	6	0	0	1	3	4	2	7	0	1	10	25
% App. Total	0	0	0	100		0	33.3	0	66.7		0	0	25	75		20	70	0	10		
PHF	.000	.000	.000	.250	.250	.000	.500	.000	.333	.375	.000	.000	.250	.375	.500	.500	.438	.000	.250	.417	.568

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	
+15 mins.	0	0	0	5	5	0	1	0	3	4	0	0	1	1	2	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	4	0	1	6	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	5	5	0	2	0	4	6	0	0	1	3	4	2	7	0	1	10	
% App. Total	0	0	0	100		0	33.3	0	66.7		0	0	25	75		20	70	0	10		
PHF	.000	.000	.000	.250	.250	.000	.500	.000	.333	.375	.000	.000	.250	.375	.500	.500	.438	.000	.250	.417	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

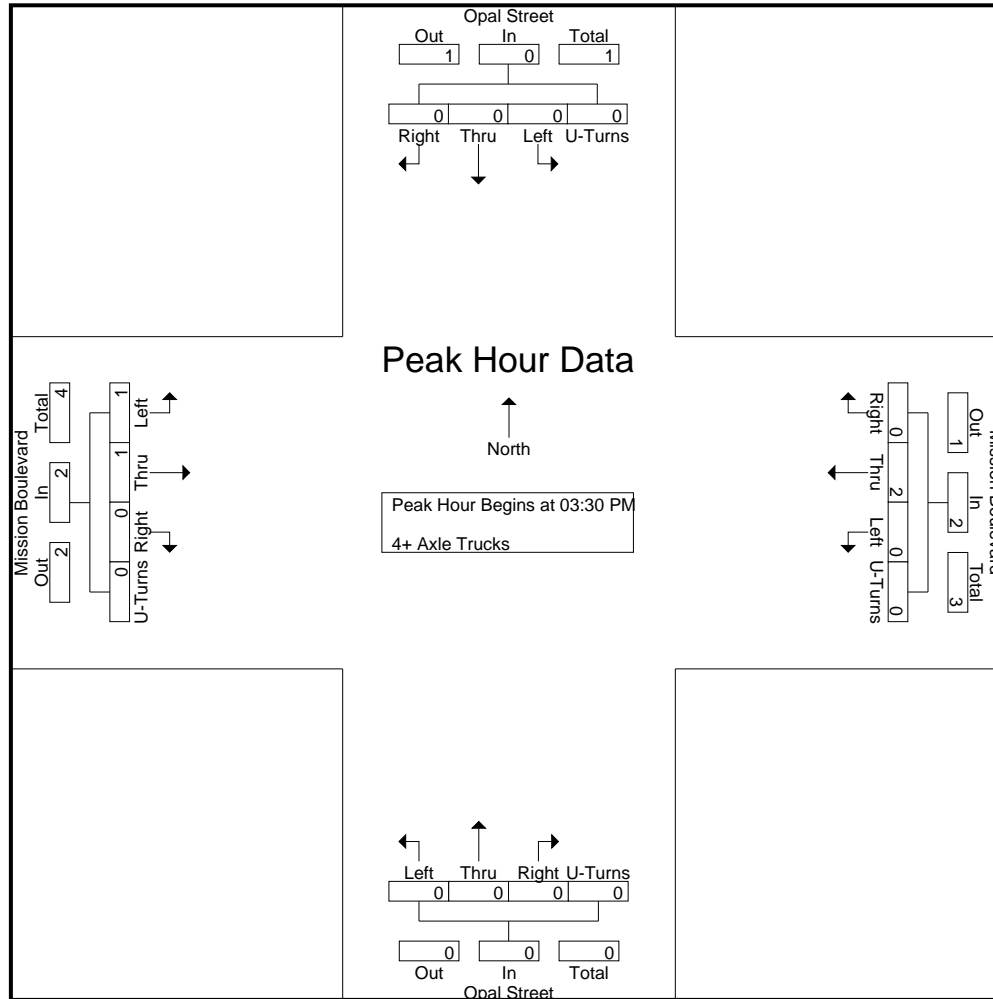
Groups Printed- 4+ Axle Trucks

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total	
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	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	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5	
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	33.3	66.7	0	0	0		
Total %	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	20	40	0	0	60		

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total	
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total		
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4	
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	50	50	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.500	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	0	2
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	50	50	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

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

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
11:00 AM	15	8	22	8	53	43	104	12	28	187	21	4	35	3	63	30	140	19	16	205	508
11:15 AM	20	8	22	4	54	35	157	17	44	253	22	3	21	9	55	18	130	15	14	177	539
11:30 AM	20	7	25	7	59	37	148	12	33	230	20	4	16	6	46	23	125	25	18	191	526
11:45 AM	24	4	26	4	58	51	167	9	20	247	30	8	10	2	50	22	147	15	4	188	543
Total	79	27	95	23	224	166	576	50	125	917	93	19	82	20	214	93	542	74	52	761	2116
12:00 PM	15	7	19	3	44	33	176	17	41	267	27	2	26	6	61	10	151	16	1	178	550
12:15 PM	12	8	16	0	36	52	176	11	27	266	20	3	17	0	40	30	128	21	6	185	527
12:30 PM	11	6	30	3	50	33	162	13	32	240	32	3	17	1	53	17	124	20	5	166	509
12:45 PM	18	4	36	0	58	37	136	15	32	220	18	3	21	1	43	15	181	16	4	216	537
Total	56	25	101	6	188	155	650	56	132	993	97	11	81	8	197	72	584	73	16	745	2123
01:00 PM	24	9	39	0	72	33	116	7	36	192	17	1	24	1	43	21	157	18	14	210	517
01:15 PM	24	6	29	1	60	43	141	8	40	232	17	4	22	1	44	13	136	17	5	171	507
01:30 PM	24	10	29	0	63	42	181	3	12	238	19	3	14	2	38	9	139	21	5	174	513
01:45 PM	22	4	31	0	57	36	138	5	16	195	24	1	29	1	55	13	166	21	5	205	512
Total	94	29	128	1	252	154	576	23	104	857	77	9	89	5	180	56	598	77	29	760	2049
Grand Total	229	81	324	30	664	475	1802	129	361	2767	267	39	252	33	591	221	1724	224	97	2266	6288
Apprch %	34.5	12.2	48.8	4.5		17.2	65.1	4.7	13		45.2	6.6	42.6	5.6		9.8	76.1	9.9	4.3		
Total %	3.6	1.3	5.2	0.5	10.6	7.6	28.7	2.1	5.7	44	4.2	0.6	4	0.5	9.4	3.5	27.4	3.6	1.5	36	
Passenger Vehicles	219	80	319	0	618	471	1771	128	238	2608	267	38	252	0	557	218	1708	222	45	2193	5976
% Passenger Vehicles	95.6	98.8	98.5	0	93.1	99.2	98.3	99.2	65.9	94.3	100	97.4	100	0	94.2	98.6	99.1	99.1	46.4	96.8	95
Large 2 Axle Vehicles	10	0	5	0	15	2	17	1	0	20	0	0	0	0	0	0	6	1	0	7	42
% Large 2 Axle Vehicles	4.4	0	1.5	0	2.3	0.4	0.9	0.8	0	0.7	0	0	0	0	0	0	0.3	0.4	0	0.3	0.7
3 Axle Vehicles	0	1	0	30	31	1	9	0	123	133	0	1	0	33	34	3	6	1	52	62	260
% 3 Axle Vehicles	0	1.2	0	100	4.7	0.2	0.5	0	34.1	4.8	0	2.6	0	100	5.8	1.4	0.3	0.4	53.6	2.7	4.1
4+ Axle Trucks	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% 4+ Axle Trucks	0	0	0	0	0	0.2	0.3	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0.2

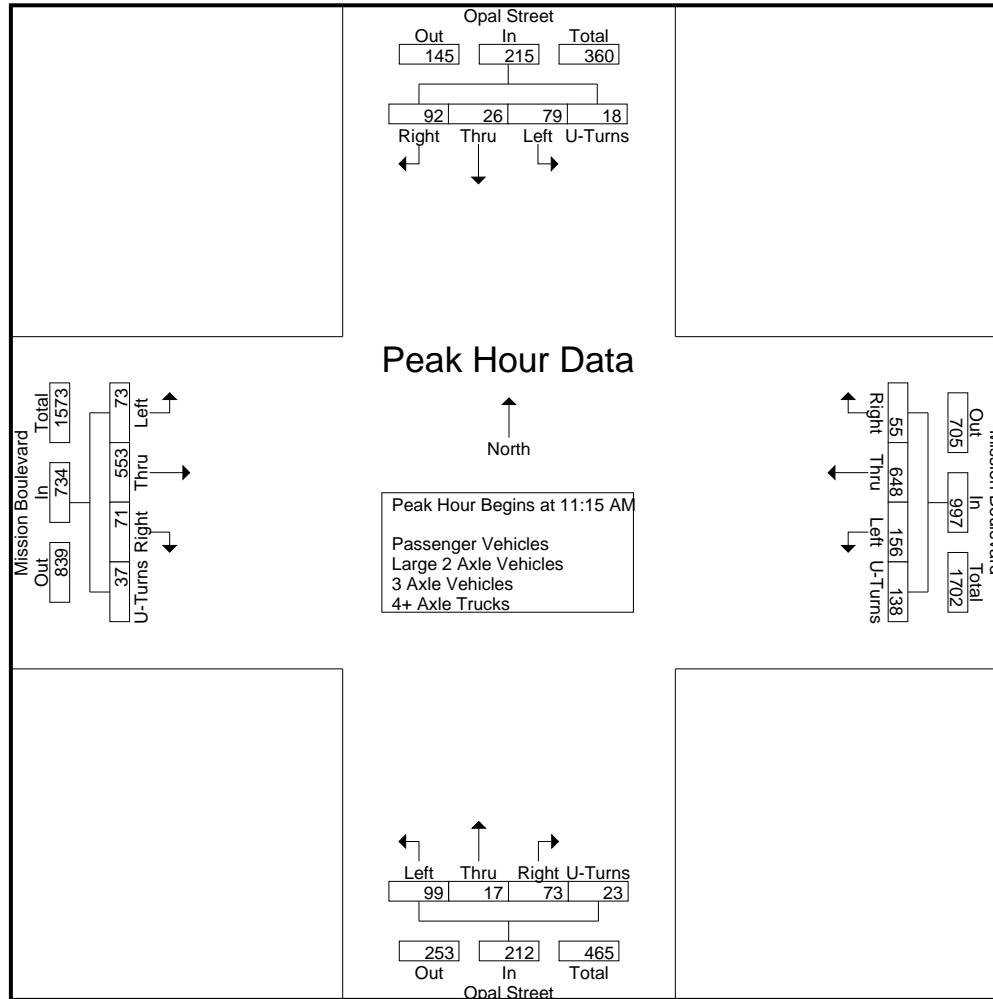
City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	20	8	22	4	54	35	157	17	44	253	22	3	21	9	55	18	130	15	14	177	539
11:30 AM	20	7	25	7	59	37	148	12	33	230	20	4	16	6	46	23	125	25	18	191	526
11:45 AM	24	4	26	4	58	51	167	9	20	247	30	8	10	2	50	22	147	15	4	188	543
12:00 PM	15	7	19	3	44	33	176	17	41	267	27	2	26	6	61	10	151	16	1	178	550
Total Volume	79	26	92	18	215	156	648	55	138	997	99	17	73	23	212	73	553	71	37	734	2158
% App. Total	36.7	12.1	42.8	8.4		15.6	65	5.5	13.8		46.7	8	34.4	10.8		9.9	75.3	9.7	5		
PHF	.823	.813	.885	.643	.911	.765	.920	.809	.784	.934	.825	.531	.702	.639	.869	.793	.916	.710	.514	.961	.981

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 3



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 4

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:45 PM					11:45 AM					11:00 AM					12:15 PM					
+0 mins.	18	4	36	0	58	51	167	9	20	247	21	4	35	3	63	30	128	21	6	185	
+15 mins.	24	9	39	0	72	33	176	17	41	267	22	3	21	9	55	17	124	20	5	166	
+30 mins.	24	6	29	1	60	52	176	11	27	266	20	4	16	6	46	15	181	16	4	216	
+45 mins.	24	10	29	0	63	33	162	13	32	240	30	8	10	2	50	21	157	18	14	210	
Total Volume	90	29	133	1	253	169	681	50	120	1020	93	19	82	20	214	83	590	75	29	777	
% App. Total	35.6	11.5	52.6	0.4		16.6	66.8	4.9	11.8		43.5	8.9	38.3	9.3		10.7	75.9	9.7	3.7		
PHF	.938	.725	.853	.250	.878	.813	.967	.735	.732	.955	.775	.594	.586	.556	.849	.692	.815	.893	.518	.899	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

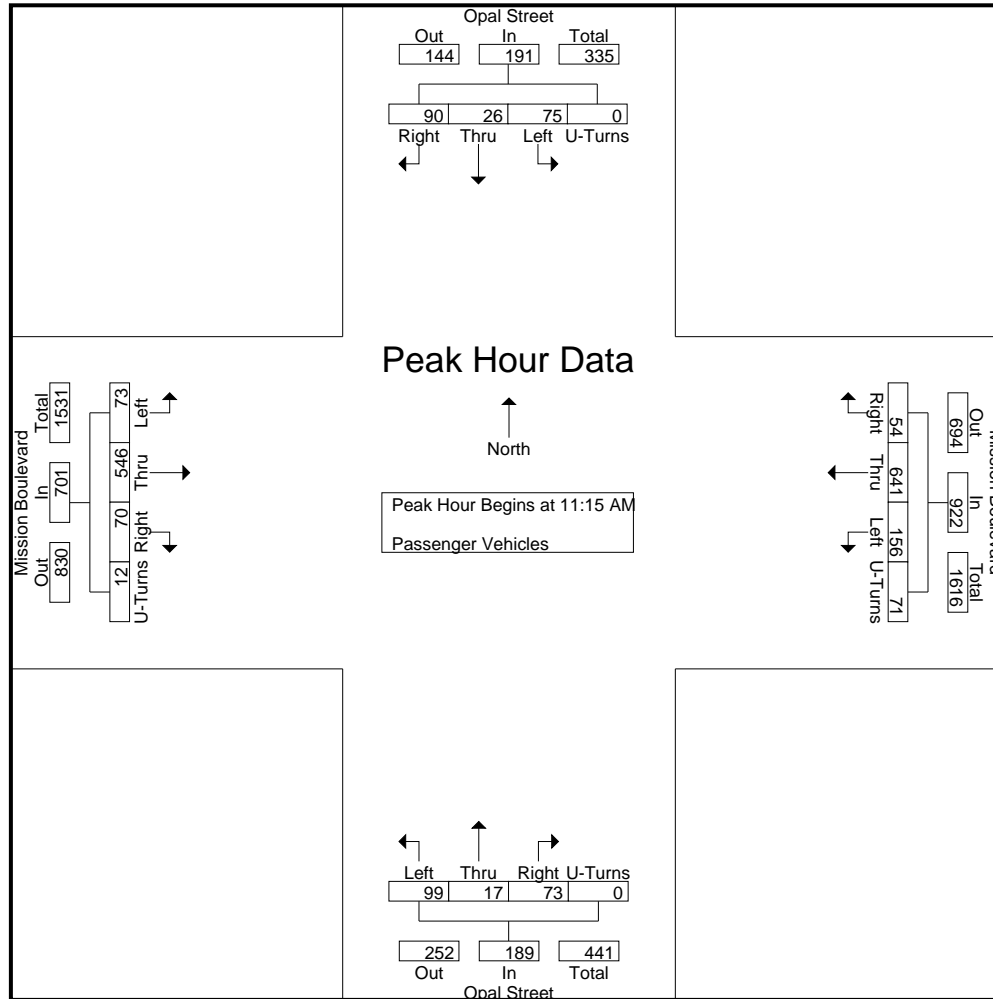
Groups Printed- Passenger Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
11:00 AM	15	8	21	0	44	43	102	12	14	171	21	4	35	0	60	29	138	19	6	192	467
11:15 AM	19	8	22	0	49	35	156	17	20	228	22	3	21	0	46	18	128	15	4	165	488
11:30 AM	18	7	25	0	50	37	146	12	12	207	20	4	16	0	40	23	123	24	5	175	472
11:45 AM	23	4	25	0	52	51	166	8	15	240	30	8	10	0	48	22	146	15	2	185	525
Total	75	27	93	0	195	166	570	49	61	846	93	19	82	0	194	92	535	73	17	717	1952
12:00 PM	15	7	18	0	40	33	173	17	24	247	27	2	26	0	55	10	149	16	1	176	518
12:15 PM	12	8	16	0	36	51	173	11	12	247	20	3	17	0	40	29	127	21	1	178	501
12:30 PM	11	5	30	0	46	32	161	13	20	226	32	3	17	0	52	16	124	20	3	163	487
12:45 PM	17	4	36	0	57	37	132	15	27	211	18	3	21	0	42	15	178	16	4	213	523
Total	55	24	100	0	179	153	639	56	83	931	97	11	81	0	189	70	578	73	9	730	2029
01:00 PM	23	9	39	0	71	32	112	7	32	183	17	1	24	0	42	21	157	18	8	204	500
01:15 PM	22	6	29	0	57	43	136	8	34	221	17	3	22	0	42	13	136	17	2	168	488
01:30 PM	23	10	28	0	61	42	177	3	12	234	19	3	14	0	36	9	136	21	4	170	501
01:45 PM	21	4	30	0	55	35	137	5	16	193	24	1	29	0	54	13	166	20	5	204	506
Total	89	29	126	0	244	152	562	23	94	831	77	8	89	0	174	56	595	76	19	746	1995
Grand Total	219	80	319	0	618	471	1771	128	238	2608	267	38	252	0	557	218	1708	222	45	2193	5976
Apprch %	35.4	12.9	51.6	0		18.1	67.9	4.9	9.1		47.9	6.8	45.2	0		9.9	77.9	10.1	2.1		
Total %	3.7	1.3	5.3	0	10.3	7.9	29.6	2.1	4	43.6	4.5	0.6	4.2	0	9.3	3.6	28.6	3.7	0.8	36.7	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	19	8	22	0	49	35	156	17	20	228	22	3	21	0	46	18	128	15	4	165	488
11:30 AM	18	7	25	0	50	37	146	12	12	207	20	4	16	0	40	23	123	24	5	175	472
11:45 AM	23	4	25	0	52	51	166	8	15	240	30	8	10	0	48	22	146	15	2	185	525
12:00 PM	15	7	18	0	40	33	173	17	24	247	27	2	26	0	55	10	149	16	1	176	518
Total Volume	75	26	90	0	191	156	641	54	71	922	99	17	73	0	189	73	546	70	12	701	2003
% App. Total	39.3	13.6	47.1	0		16.9	69.5	5.9	7.7		52.4	9	38.6	0		10.4	77.9	10	1.7		
PHF	.815	.813	.900	.000	.918	.765	.926	.794	.740	.933	.825	.531	.702	.000	.859	.793	.916	.729	.600	.947	.954

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:15 AM					11:15 AM					11:15 AM					
+0 mins.	19	8	22	0	49	35	156	17	20	228	22	3	21	0	46	18	128	15	4	165	
+15 mins.	18	7	25	0	50	37	146	12	12	207	20	4	16	0	40	23	123	24	5	175	
+30 mins.	23	4	25	0	52	51	166	8	15	240	30	8	10	0	48	22	146	15	2	185	
+45 mins.	15	7	18	0	40	33	173	17	24	247	27	2	26	0	55	10	149	16	1	176	
Total Volume	75	26	90	0	191	156	641	54	71	922	99	17	73	0	189	73	546	70	12	701	
% App. Total	39.3	13.6	47.1	0		16.9	69.5	5.9	7.7		52.4	9	38.6	0		10.4	77.9	10	1.7		
PHF	.815	.813	.900	.000	.918	.765	.926	.794	.740	.933	.825	.531	.702	.000	.859	.793	.916	.729	.600	.947	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

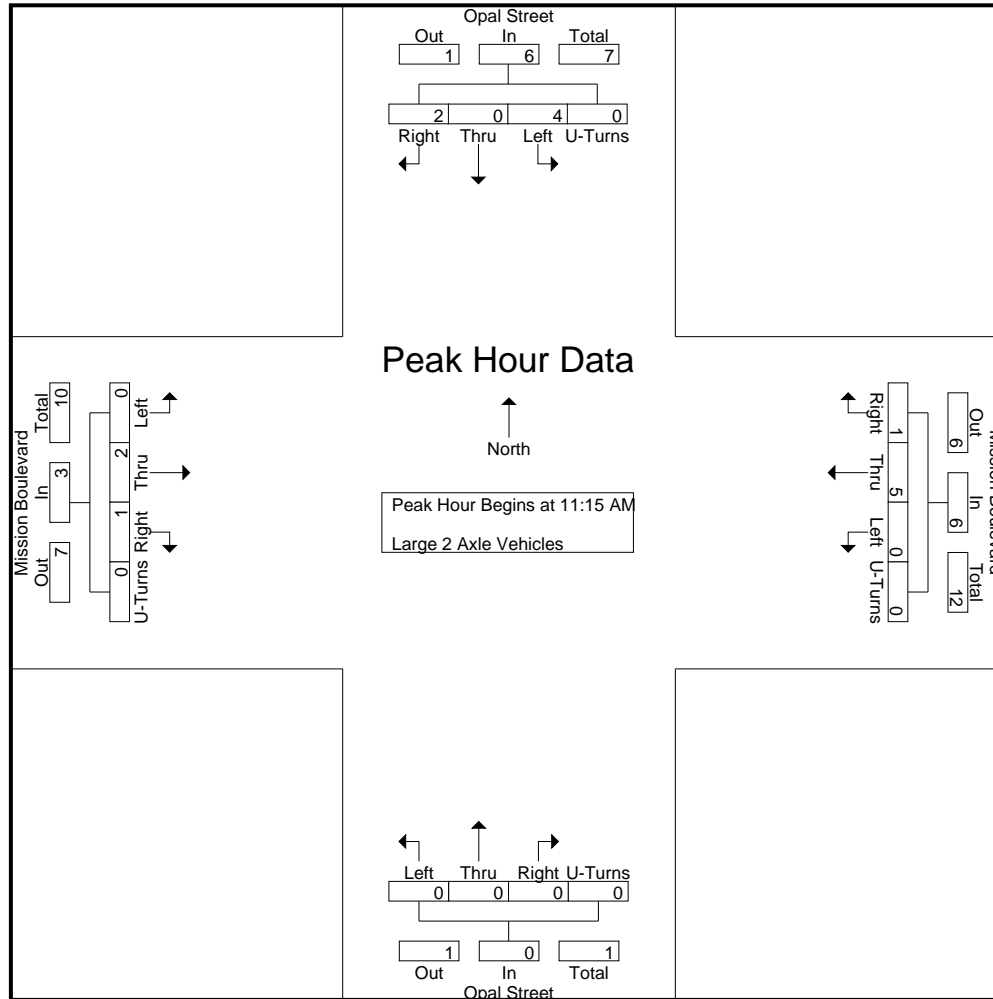
Groups Printed- Large 2 Axle Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total					
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total						
11:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3
11:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	3
11:45 AM	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	5
Total	4	0	2	0	6	0	3	1	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3	13
12:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	4
Total	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	11
01:00 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	6
01:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	0	2	0	7	1	8	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	18
Grand Total	10	0	5	0	15	2	17	1	0	20	0	0	0	0	0	0	6	1	0	7	0	0	0	0	7	42
Apprch %	66.7	0	33.3	0		10	85	5	0		0	0	0	0		0	85.7	14.3	0		0	0	0	0		
Total %	23.8	0	11.9	0	35.7	4.8	40.5	2.4	0	47.6	0	0	0	0	0	0	14.3	2.4	0	16.7	0	0	0	0	0	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total					
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total						
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 11:15 AM																										
11:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	3
11:45 AM	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	5
12:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	4	0	2	0	6	0	5	1	0	6	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3	15
% App. Total	66.7	0	33.3	0		0	83.3	16.7	0		0	0	0	0		0	66.7	33.3	0		0	0	0	0	0	
PHF	.500	.000	.500	.000	.750	.000	.417	.250	.000	.500	.000	.000	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.000	.000	.750	.750

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	

Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:15 AM					11:15 AM					11:15 AM					
+0 mins.	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
+15 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	2	0	6	0	5	1	0	6	0	0	0	0	0	0	2	1	0	0	3
% App. Total	66.7	0	33.3	0		0	83.3	16.7	0		0	0	0	0		0	66.7	33.3	0		
PHF	.500	.000	.500	.000	.750	.000	.417	.250	.000	.500	.000	.000	.000	.000	.000	.000	.500	.250	.000	.000	.750

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
11:00 AM	0	0	0	8	8	0	1	0	14	15	0	0	0	3	3	1	1	0	10	12	38
11:15 AM	0	0	0	4	4	0	0	0	24	24	0	0	0	9	9	0	1	0	10	11	48
11:30 AM	0	0	0	7	7	0	1	0	21	22	0	0	0	6	6	0	1	0	13	14	49
11:45 AM	0	0	0	4	4	0	0	0	5	5	0	0	0	2	2	0	0	0	2	2	13
Total	0	0	0	23	23	0	2	0	64	66	0	0	0	20	20	1	3	0	35	39	148
12:00 PM	0	0	0	3	3	0	0	0	17	17	0	0	0	6	6	0	1	0	0	1	27
12:15 PM	0	0	0	0	0	0	1	0	15	16	0	0	0	0	0	1	1	0	5	7	23
12:30 PM	0	1	0	3	4	1	0	0	12	13	0	0	0	1	1	1	0	0	2	3	21
12:45 PM	0	0	0	0	0	0	3	0	5	8	0	0	0	1	1	0	1	0	0	1	10
Total	0	1	0	6	7	1	4	0	49	54	0	0	0	8	8	2	3	0	7	12	81
01:00 PM	0	0	0	0	0	0	2	0	4	6	0	0	0	1	1	0	0	0	6	6	13
01:15 PM	0	0	0	1	1	0	1	0	6	7	0	1	0	1	2	0	0	0	3	3	13
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	2
Total	0	0	0	1	1	0	3	0	10	13	0	1	0	5	6	0	0	1	10	11	31
Grand Total	0	1	0	30	31	1	9	0	123	133	0	1	0	33	34	3	6	1	52	62	260
Apprch %	0	3.2	0	96.8		0.8	6.8	0	92.5		0	2.9	0	97.1		4.8	9.7	1.6	83.9		
Total %	0	0.4	0	11.5	11.9	0.4	3.5	0	47.3	51.2	0	0.4	0	12.7	13.1	1.2	2.3	0.4	20	23.8	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	4	4	0	0	0	24	24	0	0	0	9	9	0	1	0	10	11	48
11:30 AM	0	0	0	7	7	0	1	0	21	22	0	0	0	6	6	0	1	0	13	14	49
11:45 AM	0	0	0	4	4	0	0	0	5	5	0	0	0	2	2	0	0	0	2	2	13
12:00 PM	0	0	0	3	3	0	0	0	17	17	0	0	0	6	6	0	1	0	0	1	27
Total Volume	0	0	0	18	18	0	1	0	67	68	0	0	0	23	23	0	3	0	25	28	137
% App. Total	0	0	0	100		0	1.5	0	98.5		0	0	0	100		0	10.7	0	89.3		
PHF	.000	.000	.000	.643	.643	.000	.250	.000	.698	.708	.000	.000	.000	.639	.639	.000	.750	.000	.481	.500	.699

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:15 AM					11:15 AM					11:15 AM					
+0 mins.	0	0	0	4	4	0	0	0	24	24	0	0	0	9	9	0	1	0	10	11	
+15 mins.	0	0	0	7	7	0	1	0	21	22	0	0	0	6	6	0	1	0	13	14	
+30 mins.	0	0	0	4	4	0	0	0	5	5	0	0	0	2	2	0	0	0	2	2	
+45 mins.	0	0	0	3	3	0	0	0	17	17	0	0	0	6	6	0	1	0	0	1	
Total Volume	0	0	0	18	18	0	1	0	67	68	0	0	0	23	23	0	3	0	25	28	
% App. Total	0	0	0	100		0	1.5	0	98.5		0	0	0	100		0	10.7	0	89.3		
PHF	.000	.000	.000	.643	.643	.000	.250	.000	.698	.708	.000	.000	.000	.639	.639	.000	.750	.000	.481	.500	

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

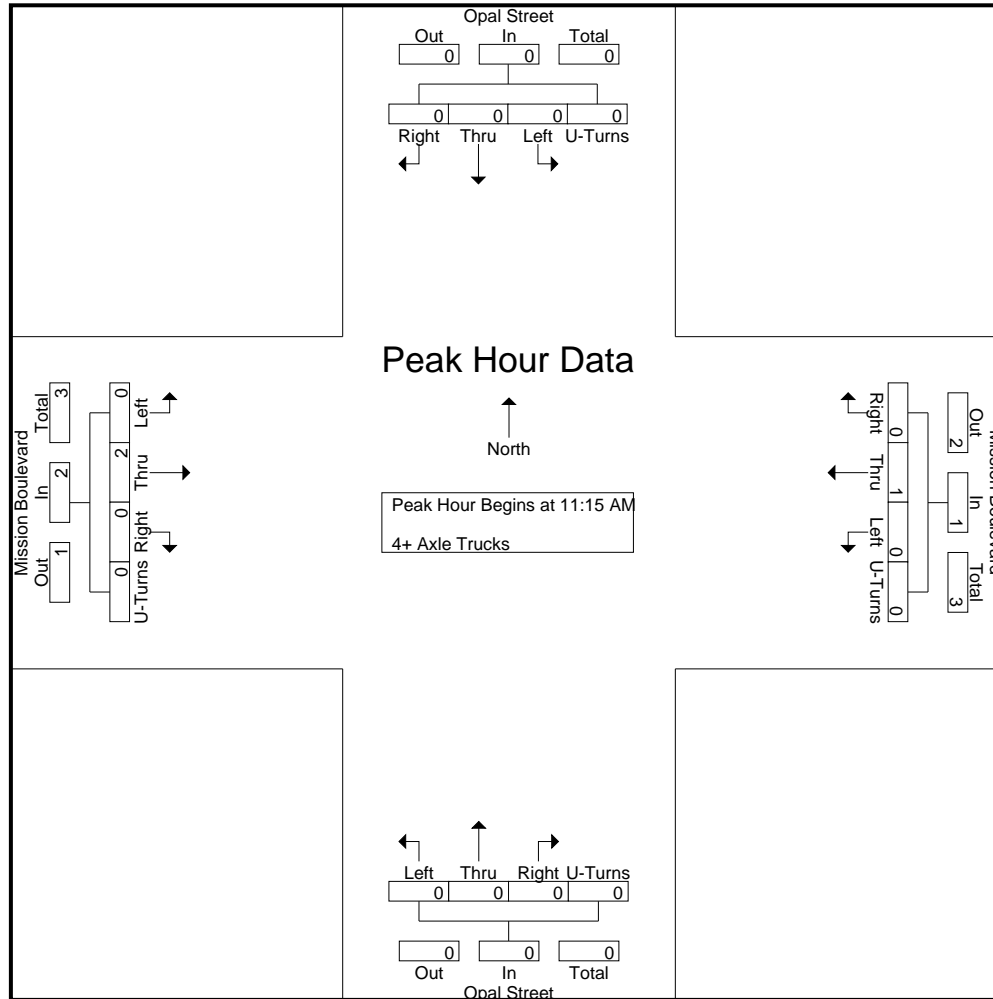
Groups Printed- 4+ Axle Trucks

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
01:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Grand Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
Apprch %	0	0	0	0		16.7	83.3	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	10	50	0	0	60	0	0	0	0	0	0	40	0	0	40	

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% App. Total	0	0	0	0	0	0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.375

City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



City of Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard
 Weather: Clear

File Name : 08_JVY_Opal_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 3

Start Time	Opal Street Southbound					Mission Boulevard Westbound					Opal Street Northbound					Mission Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	

Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:15 AM					11:15 AM					11:15 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500

Location: Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard



PEDESTRIANS

Date: 11/17/2021
 Day: Wednesday

	North Leg Opal Street	East Leg Mission Boulevard	South Leg Opal Street	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	1	3	4
6:45 AM	0	4	0	0	4
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	1	1
7:30 AM	0	8	1	0	9
7:45 AM	0	1	0	0	1
8:00 AM	1	5	1	0	7
8:15 AM	1	3	3	1	8
8:30 AM	2	7	2	2	13
8:45 AM	8	7	0	0	15
TOTAL VOLUMES:	12	36	8	7	63

Date: 11/17/2021
 Day: Wednesday

	North Leg Opal Street	East Leg Mission Boulevard	South Leg Opal Street	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:30 PM	0	0	0	0	0
3:45 PM	5	3	1	0	9
4:00 PM	0	1	2	1	4
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	1	1	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	1	1	0	2
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	6	7	6	2	21

Date: 11/20/2021
 Day: Saturday

	North Leg Opal Street	East Leg Mission Boulevard	South Leg Opal Street	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	8	14	3	10	35
11:15 AM	4	24	9	10	47
11:30 AM	7	21	6	13	47
11:45 AM	4	5	2	2	13
12:00 PM	3	17	6	0	26
12:15 PM	0	15	0	5	20
12:30 PM	3	12	1	2	18
12:45 PM	0	5	1	0	6
1:00 PM	0	4	1	6	11
1:15 PM	1	6	1	3	11
1:30 PM	0	0	2	1	3
1:45 PM	0	0	1	0	1
TOTAL VOLUMES:	30	123	33	52	238

Location: Jurupa Valley
 N/S: Opal Street
 E/W: Mission Boulevard



BICYCLES

Date: 11/17/2021
 Day: Wednesday

	Southbound Opal Street			Westbound Mission Boulevard			Northbound Opal Street			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	1	1	1	0	0	0	0	1	0	6

Date: 11/17/2021
 Day: Wednesday

	Southbound Opal Street			Westbound Mission Boulevard			Northbound Opal Street			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	1	1	0	0	0	0	1	0	0	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
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	0	0	0
TOTAL VOLUMES:	2	1	0	1	2	0	0	0	0	1	1	0	8

Date: 11/20/2021
 Day: Saturday

	Southbound Opal Street			Westbound Mission Boulevard			Northbound Opal Street			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	2	0	0	0	0	0	2	0	0	2	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	2	0	0	4	0	0	3	0	12

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

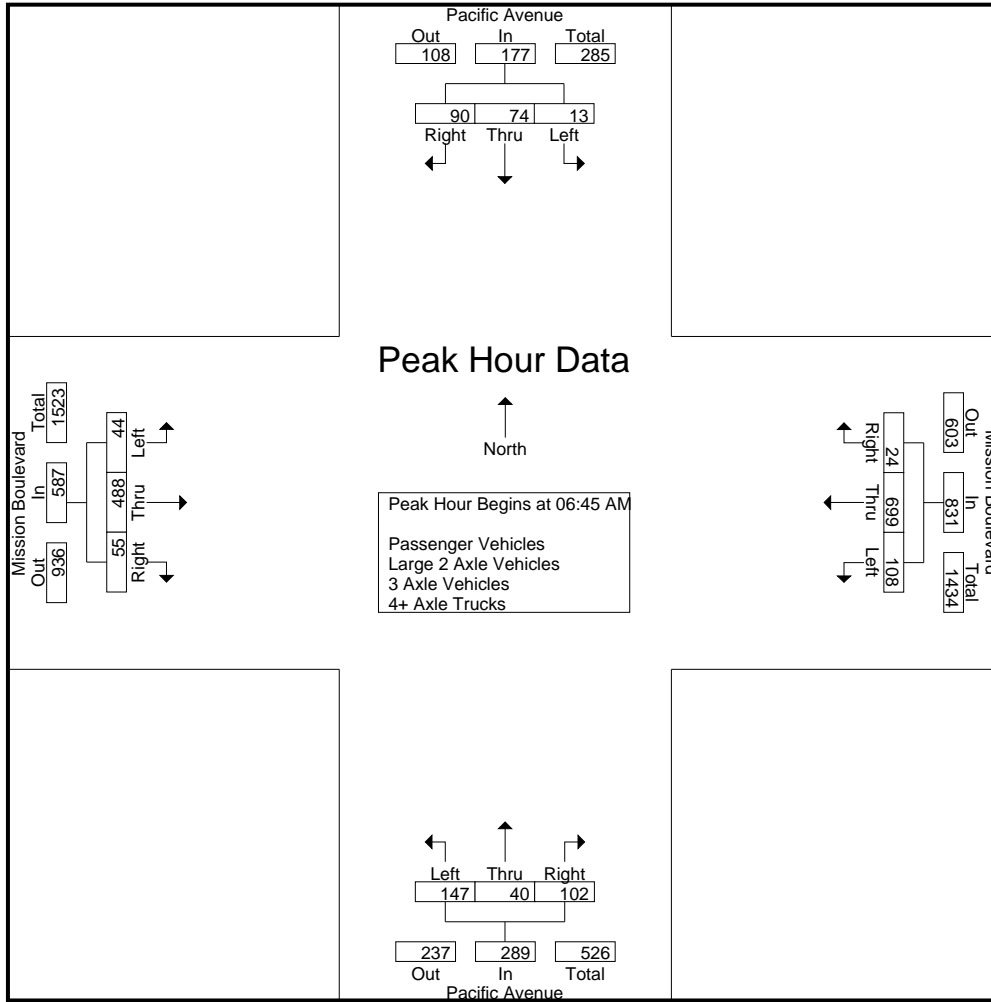
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	2	16	20	12	134	6	152	29	3	8	40	14	57	9	80	292
06:45 AM	3	31	26	60	45	223	4	272	35	10	30	75	6	85	16	107	514
Total	5	33	42	80	57	357	10	424	64	13	38	115	20	142	25	187	806
07:00 AM	2	33	25	60	52	188	7	247	48	19	42	109	15	137	14	166	582
07:15 AM	3	4	17	24	4	136	3	143	39	7	20	66	9	164	8	181	414
07:30 AM	5	6	22	33	7	152	10	169	25	4	10	39	14	102	17	133	374
07:45 AM	5	6	45	56	3	154	5	162	34	8	4	46	19	149	26	194	458
Total	15	49	109	173	66	630	25	721	146	38	76	260	57	552	65	674	1828
08:00 AM	8	6	38	52	6	173	6	185	28	8	16	52	21	170	19	210	499
08:15 AM	3	6	12	21	9	147	5	161	28	12	23	63	19	157	19	195	440
08:30 AM	7	2	17	26	21	154	6	181	26	4	26	56	9	117	16	142	405
08:45 AM	7	2	13	22	27	164	12	203	17	4	20	41	12	136	13	161	427
Total	25	16	80	121	63	638	29	730	99	28	85	212	61	580	67	708	1771
Grand Total	45	98	231	374	186	1625	64	1875	309	79	199	587	138	1274	157	1569	4405
Apprch %	12	26.2	61.8		9.9	86.7	3.4		52.6	13.5	33.9		8.8	81.2	10		
Total %	1	2.2	5.2	8.5	4.2	36.9	1.5	42.6	7	1.8	4.5	13.3	3.1	28.9	3.6	35.6	
Passenger Vehicles	44	98	229	371	181	1578	64	1823	299	79	191	569	133	1255	152	1540	4303
% Passenger Vehicles	97.8	100	99.1	99.2	97.3	97.1	100	97.2	96.8	100	96	96.9	96.4	98.5	96.8	98.2	97.7
Large 2 Axle Vehicles	1	0	1	2	4	44	0	48	9	0	7	16	2	15	5	22	88
% Large 2 Axle Vehicles	2.2	0	0.4	0.5	2.2	2.7	0	2.6	2.9	0	3.5	2.7	1.4	1.2	3.2	1.4	2
3 Axle Vehicles	0	0	1	1	1	1	0	2	0	0	1	1	0	1	0	1	5
% 3 Axle Vehicles	0	0	0.4	0.3	0.5	0.1	0	0.1	0	0	0.5	0.2	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	1	0	0	1	3	3	0	6	9
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0.3	0	0	0.2	2.2	0.2	0	0.4	0.2

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	3	31	26	60	45	223	4	272	35	10	30	75	6	85	16	107	514
07:00 AM	2	33	25	60	52	188	7	247	48	19	42	109	15	137	14	166	582
07:15 AM	3	4	17	24	4	136	3	143	39	7	20	66	9	164	8	181	414
07:30 AM	5	6	22	33	7	152	10	169	25	4	10	39	14	102	17	133	374
Total Volume	13	74	90	177	108	699	24	831	147	40	102	289	44	488	55	587	1884
% App. Total	7.3	41.8	50.8		13	84.1	2.9		50.9	13.8	35.3		7.5	83.1	9.4		
PHF	.650	.561	.865	.738	.519	.784	.600	.764	.766	.526	.607	.663	.733	.744	.809	.811	.809

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:30 AM				07:45 AM			
+0 mins.	3	31	26	60	45	223	4	272	29	3	8	40	19	149	26	194
+15 mins.	2	33	25	60	52	188	7	247	35	10	30	75	21	170	19	210
+30 mins.	3	4	17	24	4	136	3	143	48	19	42	109	19	157	19	195
+45 mins.	5	6	22	33	7	152	10	169	39	7	20	66	9	117	16	142
Total Volume	13	74	90	177	108	699	24	831	151	39	100	290	68	593	80	741
% App. Total	7.3	41.8	50.8		13	84.1	2.9		52.1	13.4	34.5		9.2	80	10.8	
PHF	.650	.561	.865	.738	.519	.784	.600	.764	.786	.513	.595	.665	.810	.872	.769	.882

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

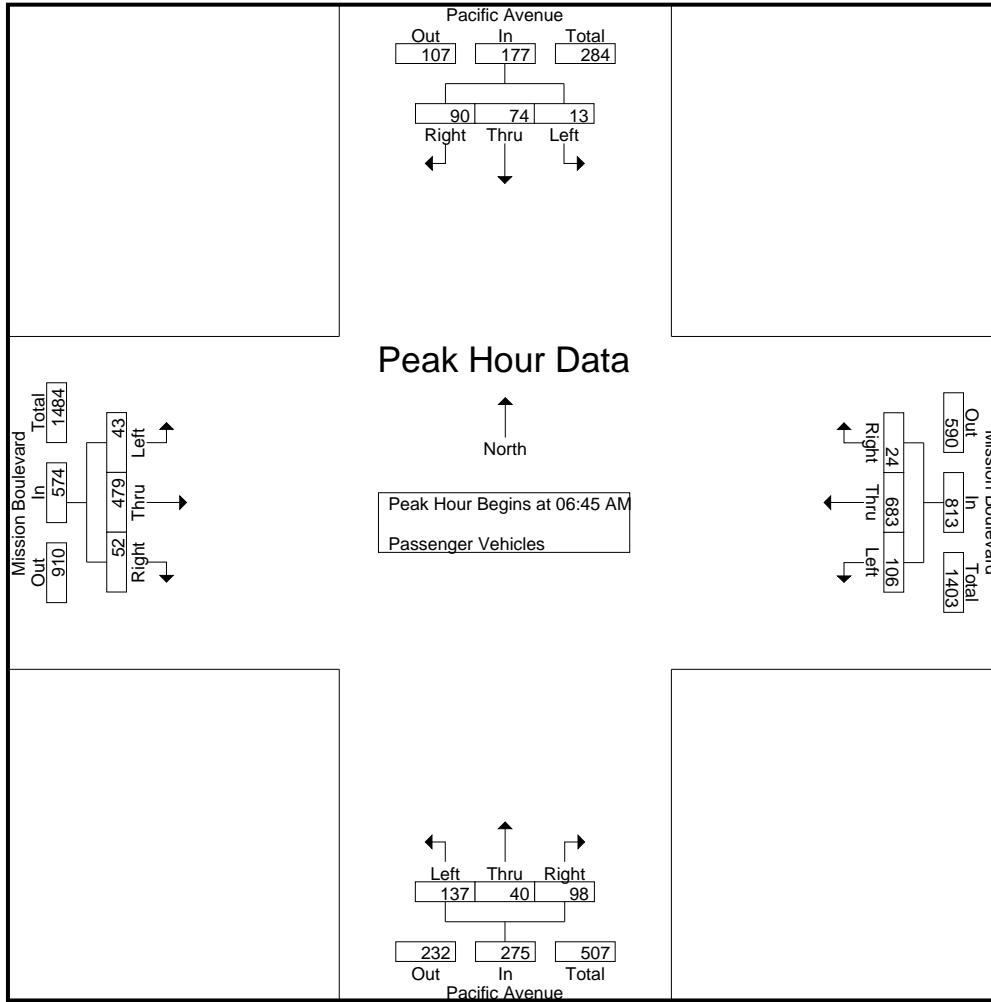
Groups Printed- Passenger Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	2	15	19	12	129	6	147	29	3	8	40	14	57	9	80	286
06:45 AM	3	31	26	60	44	218	4	266	33	10	29	72	5	84	15	104	502
Total	5	33	41	79	56	347	10	413	62	13	37	112	19	141	24	184	788
07:00 AM	2	33	25	60	51	187	7	245	44	19	40	103	15	129	12	156	564
07:15 AM	3	4	17	24	4	132	3	139	36	7	19	62	9	164	8	181	406
07:30 AM	5	6	22	33	7	146	10	163	24	4	10	38	14	102	17	133	367
07:45 AM	4	6	45	55	3	151	5	159	34	8	3	45	17	148	26	191	450
Total	14	49	109	172	65	616	25	706	138	38	72	248	55	543	63	661	1787
08:00 AM	8	6	38	52	5	166	6	177	28	8	16	52	21	166	19	206	487
08:15 AM	3	6	12	21	9	139	5	153	28	12	22	62	18	155	18	191	427
08:30 AM	7	2	16	25	20	149	6	175	26	4	25	55	9	117	16	142	397
08:45 AM	7	2	13	22	26	161	12	199	17	4	19	40	11	133	12	156	417
Total	25	16	79	120	60	615	29	704	99	28	82	209	59	571	65	695	1728
Grand Total	44	98	229	371	181	1578	64	1823	299	79	191	569	133	1255	152	1540	4303
Apprch %	11.9	26.4	61.7		9.9	86.6	3.5		52.5	13.9	33.6		8.6	81.5	9.9		
Total %	1	2.3	5.3	8.6	4.2	36.7	1.5	42.4	6.9	1.8	4.4	13.2	3.1	29.2	3.5	35.8	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	3	31	26	60	44	218	4	266	33	10	29	72	5	84	15	104	502
07:00 AM	2	33	25	60	51	187	7	245	44	19	40	103	15	129	12	156	564
07:15 AM	3	4	17	24	4	132	3	139	36	7	19	62	9	164	8	181	406
07:30 AM	5	6	22	33	7	146	10	163	24	4	10	38	14	102	17	133	367
Total Volume	13	74	90	177	106	683	24	813	137	40	98	275	43	479	52	574	1839
% App. Total	7.3	41.8	50.8		13	84	3		49.8	14.5	35.6		7.5	83.4	9.1		
PHF	.650	.561	.865	.738	.520	.783	.600	.764	.778	.526	.613	.667	.717	.730	.765	.793	.815

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	3	31	26	60	44	218	4	266	33	10	29	72	5	84	15	104
+15 mins.	2	33	25	60	51	187	7	245	44	19	40	103	15	129	12	156
+30 mins.	3	4	17	24	4	132	3	139	36	7	19	62	9	164	8	181
+45 mins.	5	6	22	33	7	146	10	163	24	4	10	38	14	102	17	133
Total Volume	13	74	90	177	106	683	24	813	137	40	98	275	43	479	52	574
% App. Total	7.3	41.8	50.8		13	84	3		49.8	14.5	35.6		7.5	83.4	9.1	
PHF	.650	.561	.865	.738	.520	.783	.600	.764	.778	.526	.613	.667	.717	.730	.765	.793

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

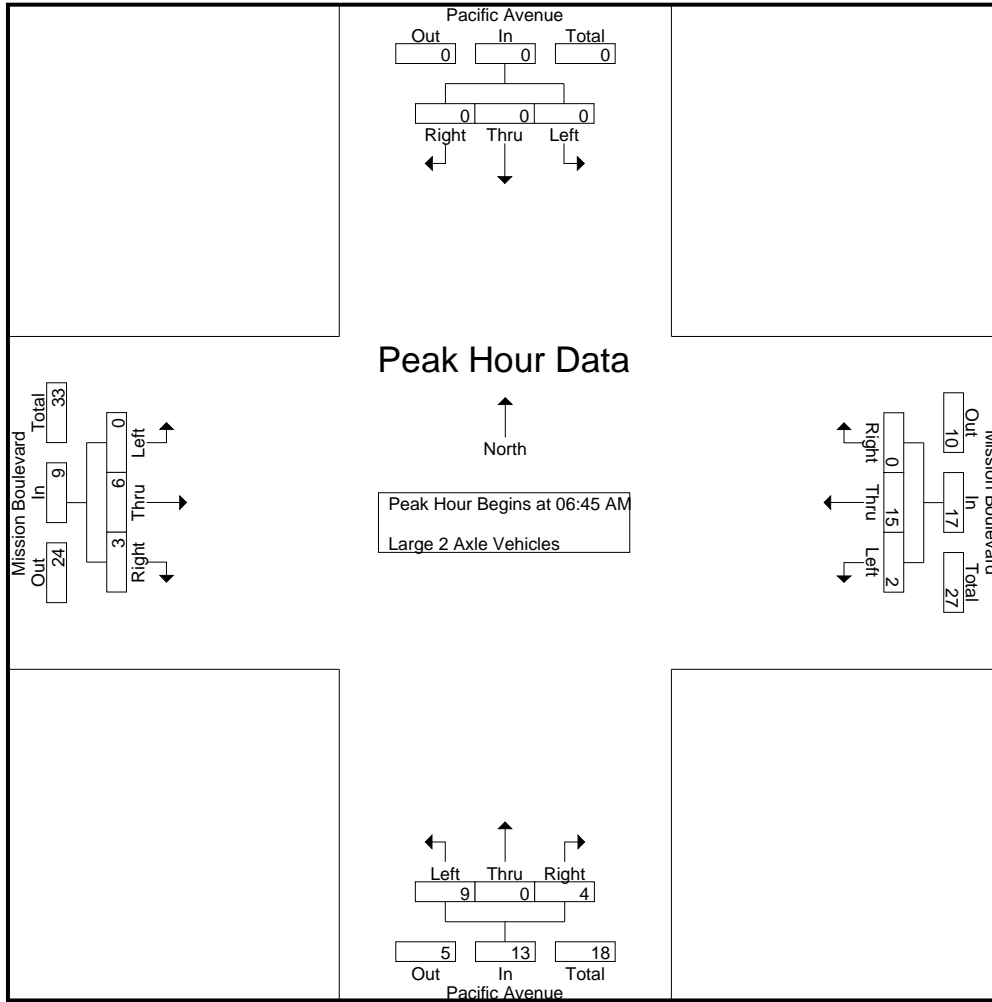
Groups Printed- Large 2 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	0	0	1	5	0	6	1	0	1	2	0	1	1	2	10
Total	0	0	0	0	1	10	0	11	1	0	1	2	0	1	1	2	15
07:00 AM	0	0	0	0	1	1	0	2	4	0	2	6	0	5	2	7	15
07:15 AM	0	0	0	0	0	3	0	3	3	0	1	4	0	0	0	0	7
07:30 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	0	0	0	7
07:45 AM	1	0	0	1	0	3	0	3	0	0	1	1	2	1	0	3	8
Total	1	0	0	1	1	13	0	14	8	0	4	12	2	6	2	10	37
08:00 AM	0	0	0	0	1	7	0	8	0	0	0	0	0	3	0	3	11
08:15 AM	0	0	0	0	0	8	0	8	0	0	1	1	0	2	1	3	12
08:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	3	1	4	7
Total	0	0	1	1	2	21	0	23	0	0	2	2	0	8	2	10	36
Grand Total	1	0	1	2	4	44	0	48	9	0	7	16	2	15	5	22	88
Apprch %	50	0	50		8.3	91.7	0		56.2	0	43.8		9.1	68.2	22.7		
Total %	1.1	0	1.1	2.3	4.5	50	0	54.5	10.2	0	8	18.2	2.3	17	5.7	25	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	1	5	0	6	1	0	1	2	0	1	1	2	10
07:00 AM	0	0	0	0	1	1	0	2	4	0	2	6	0	5	2	7	15
07:15 AM	0	0	0	0	0	3	0	3	3	0	1	4	0	0	0	0	7
07:30 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	0	0	0	7
Total Volume	0	0	0	0	2	15	0	17	9	0	4	13	0	6	3	9	39
% App. Total	0	0	0		11.8	88.2	0		69.2	0	30.8		0	66.7	33.3		
PHF	.000	.000	.000	.000	.500	.625	.000	.708	.563	.000	.500	.542	.000	.300	.375	.321	.650

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	1	5	0	6	1	0	1	2	0	1	1	2
+15 mins.	0	0	0	0	1	1	0	2	4	0	2	6	0	5	2	7
+30 mins.	0	0	0	0	0	3	0	3	3	0	1	4	0	0	0	0
+45 mins.	0	0	0	0	0	6	0	6	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	2	15	0	17	9	0	4	13	0	6	3	9
% App. Total	0	0	0	0	11.8	88.2	0		69.2	0	30.8		0	66.7	33.3	
PHF	.000	.000	.000	.000	.500	.625	.000	.708	.563	.000	.500	.542	.000	.300	.375	.321

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

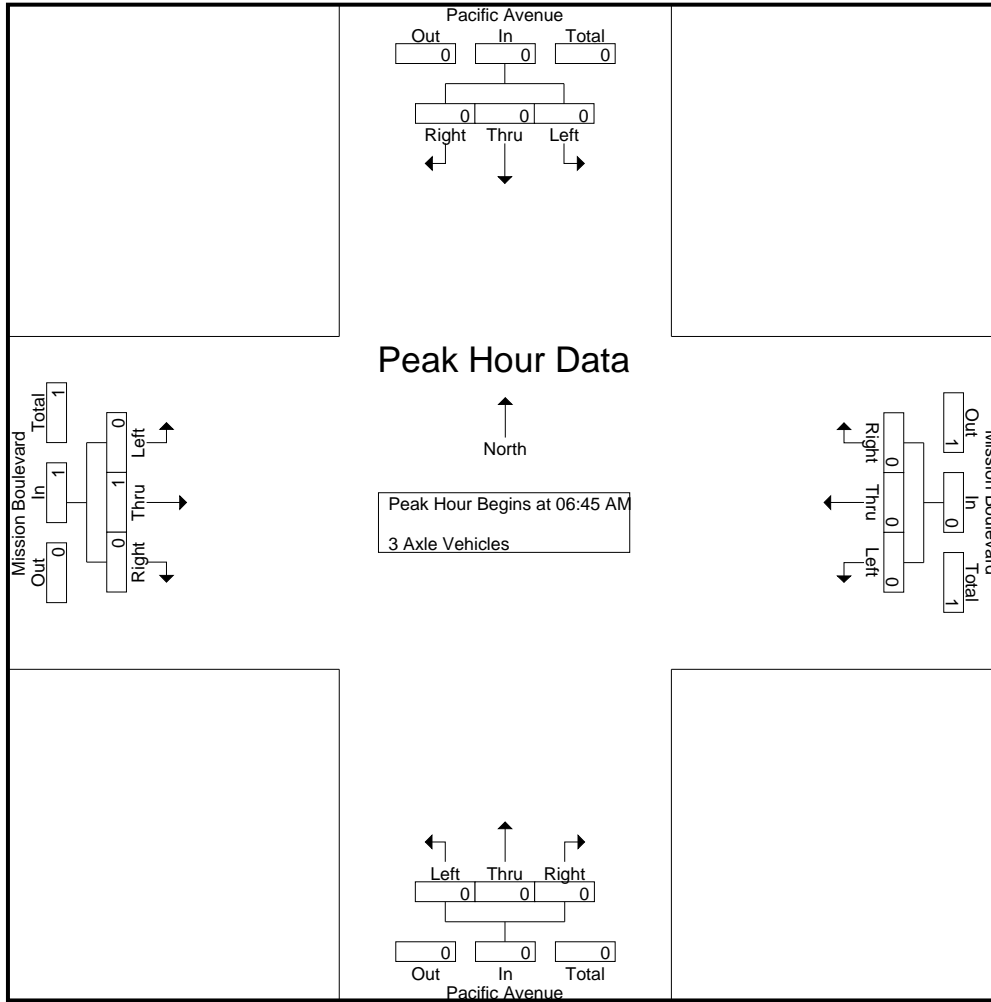
Groups Printed- 3 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
Grand Total	0	0	1	1	1	1	0	2	0	0	1	1	0	1	0	1	5
Apprch %	0	0	100		50	50	0		0	0	100		0	100	0		
Total %	0	0	20	20	20	20	0	40	0	0	20	20	0	20	0	20	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

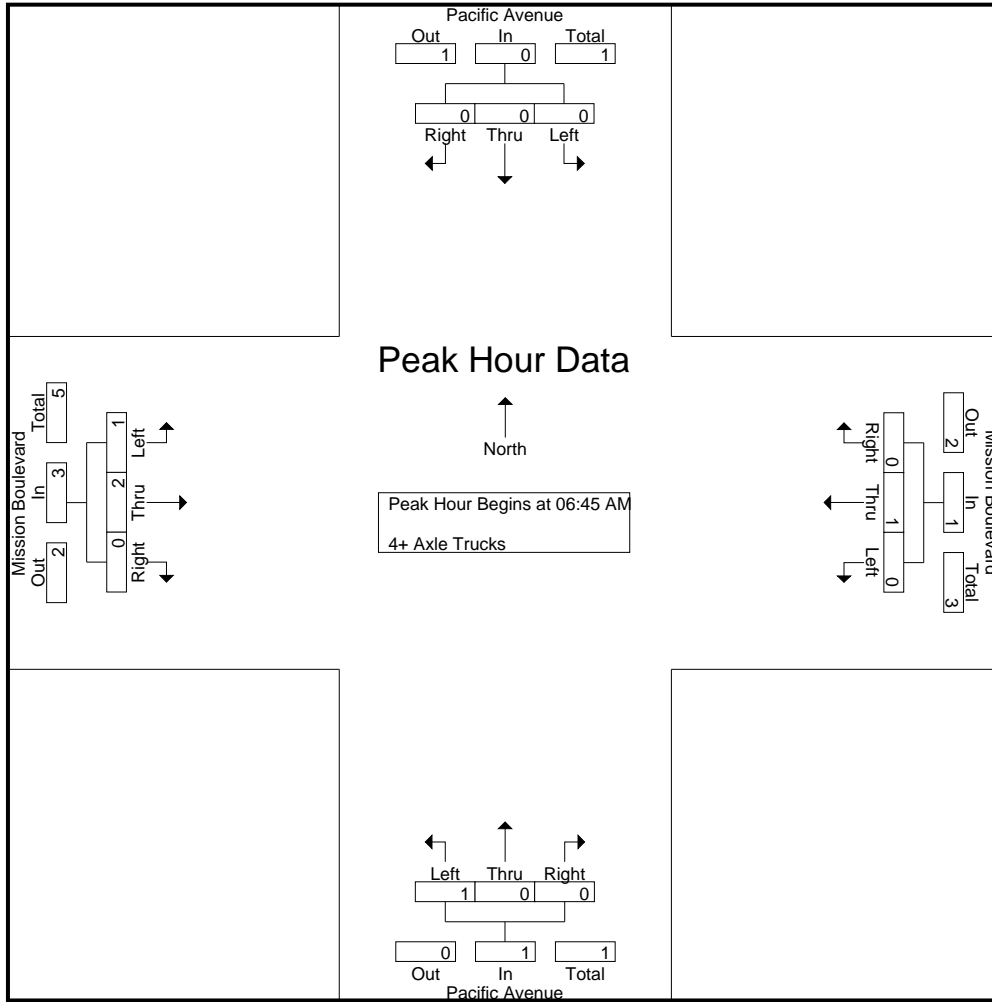
Groups Printed- 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	3	3	0	6	9
Apprch %	0	0	0		0	100	0		100	0	0		50	50	0		
Total %	0	0	0		0	22.2	0	22.2	11.1	0	0	11.1	33.3	33.3	0	66.7	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3	5
% App. Total	0	0	0		0	100	0		100	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.375	.625

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM							
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3	3	2	0	3
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	33.3	66.7	0	0	33.3	66.7	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.375	.250	.250	.000	.375

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

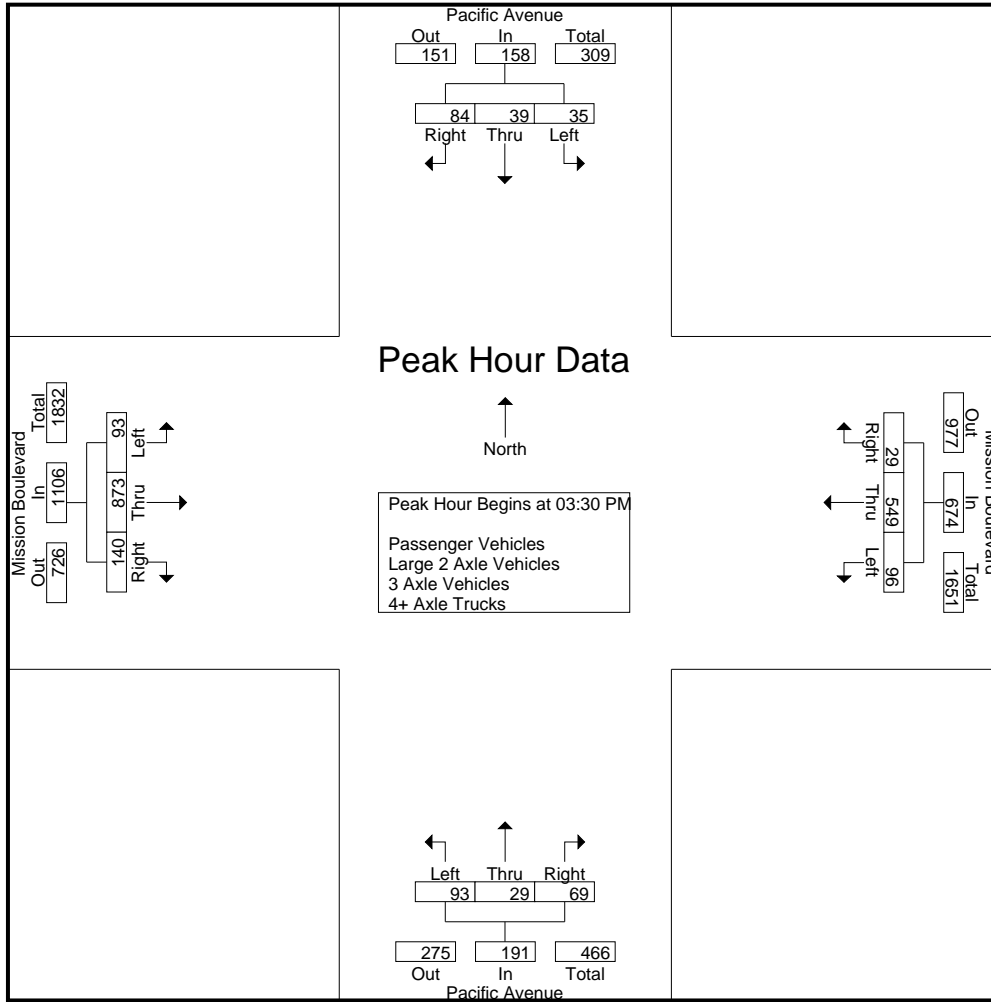
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	11	14	26	51	40	145	15	200	19	5	22	46	27	167	34	228	525
03:45 PM	4	11	28	43	23	152	4	179	29	9	17	55	20	227	37	284	561
Total	15	25	54	94	63	297	19	379	48	14	39	101	47	394	71	512	1086
04:00 PM	7	5	12	24	18	114	3	135	19	7	12	38	24	247	40	311	508
04:15 PM	13	9	18	40	15	138	7	160	26	8	18	52	22	232	29	283	535
04:30 PM	7	11	17	35	19	110	4	133	22	5	12	39	16	247	38	301	508
04:45 PM	6	5	12	23	6	135	9	150	28	5	11	44	13	234	37	284	501
Total	33	30	59	122	58	497	23	578	95	25	53	173	75	960	144	1179	2052
05:00 PM	10	6	18	34	23	133	3	159	21	3	13	37	22	249	46	317	547
05:15 PM	5	9	13	27	17	117	4	138	18	3	13	34	16	222	28	266	465
05:30 PM	8	3	16	27	17	172	4	193	20	3	14	37	9	234	40	283	540
05:45 PM	6	5	12	23	20	123	11	154	18	4	11	33	16	220	33	269	479
Total	29	23	59	111	77	545	22	644	77	13	51	141	63	925	147	1135	2031
Grand Total	77	78	172	327	198	1339	64	1601	220	52	143	415	185	2279	362	2826	5169
Apprch %	23.5	23.9	52.6		12.4	83.6	4		53	12.5	34.5		6.5	80.6	12.8		
Total %	1.5	1.5	3.3	6.3	3.8	25.9	1.2	31	4.3	1	2.8	8	3.6	44.1	7	54.7	
Passenger Vehicles	77	76	166	319	193	1322	63	1578	215	50	142	407	180	2229	353	2762	5066
% Passenger Vehicles	100	97.4	96.5	97.6	97.5	98.7	98.4	98.6	97.7	96.2	99.3	98.1	97.3	97.8	97.5	97.7	98
Large 2 Axle Vehicles	0	1	4	5	3	17	1	21	4	2	1	7	2	41	5	48	81
% Large 2 Axle Vehicles	0	1.3	2.3	1.5	1.5	1.3	1.6	1.3	1.8	3.8	0.7	1.7	1.1	1.8	1.4	1.7	1.6
3 Axle Vehicles	0	1	0	1	1	0	0	1	1	0	0	1	2	7	3	12	15
% 3 Axle Vehicles	0	1.3	0	0.3	0.5	0	0	0.1	0.5	0	0	0.2	1.1	0.3	0.8	0.4	0.3
4+ Axle Trucks	0	0	2	2	1	0	0	1	0	0	0	0	1	2	1	4	7
% 4+ Axle Trucks	0	0	1.2	0.6	0.5	0	0	0.1	0	0	0	0	0.5	0.1	0.3	0.1	0.1

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	11	14	26	51	40	145	15	200	19	5	22	46	27	167	34	228	525
03:45 PM	4	11	28	43	23	152	4	179	29	9	17	55	20	227	37	284	561
04:00 PM	7	5	12	24	18	114	3	135	19	7	12	38	24	247	40	311	508
04:15 PM	13	9	18	40	15	138	7	160	26	8	18	52	22	232	29	283	535
Total Volume	35	39	84	158	96	549	29	674	93	29	69	191	93	873	140	1106	2129
% App. Total	22.2	24.7	53.2		14.2	81.5	4.3		48.7	15.2	36.1		8.4	78.9	12.7		
PHF	.673	.696	.750	.775	.600	.903	.483	.843	.802	.806	.784	.868	.861	.884	.875	.889	.949

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				04:15 PM			
+0 mins.	11	14	26	51	40	145	15	200	19	5	22	46	22	232	29	283
+15 mins.	4	11	28	43	23	152	4	179	29	9	17	55	16	247	38	301
+30 mins.	7	5	12	24	18	114	3	135	19	7	12	38	13	234	37	284
+45 mins.	13	9	18	40	15	138	7	160	26	8	18	52	22	249	46	317
Total Volume	35	39	84	158	96	549	29	674	93	29	69	191	73	962	150	1185
% App. Total	22.2	24.7	53.2		14.2	81.5	4.3		48.7	15.2	36.1		6.2	81.2	12.7	
PHF	.673	.696	.750	.775	.600	.903	.483	.843	.802	.806	.784	.868	.830	.966	.815	.935

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

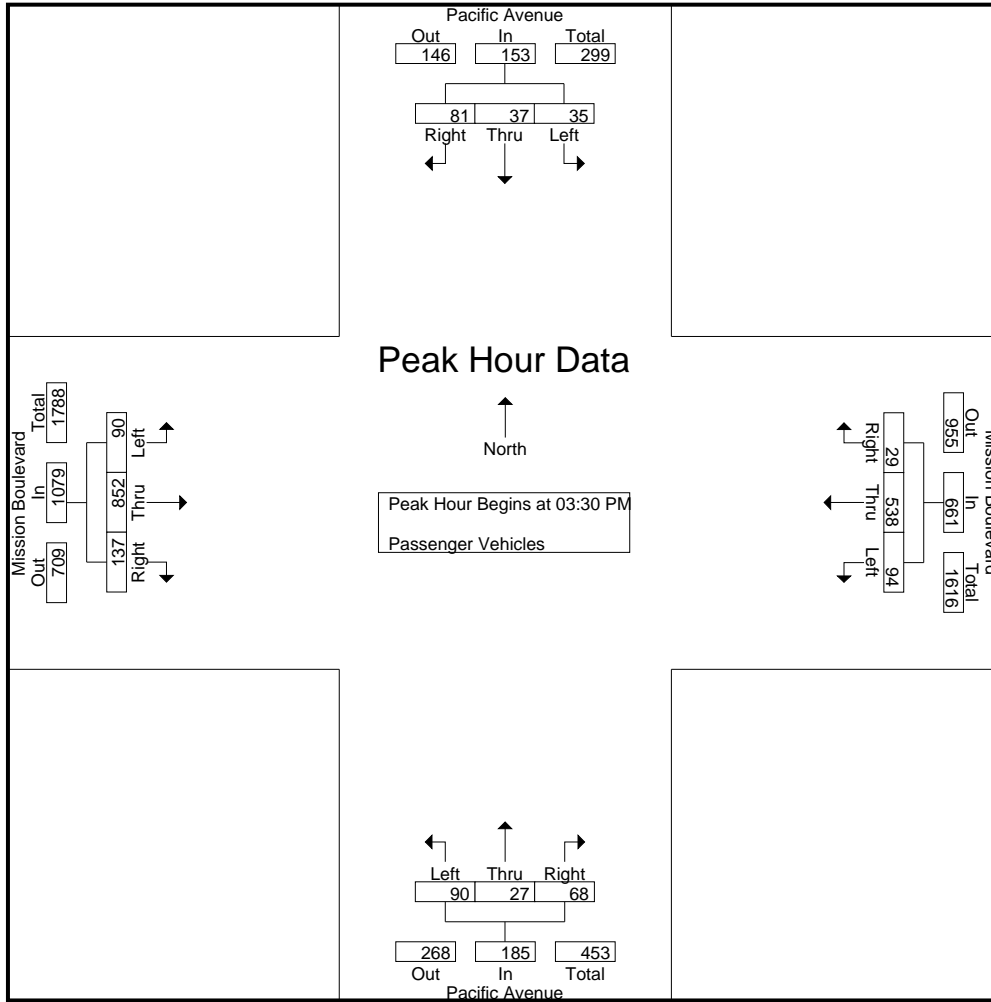
Groups Printed- Passenger Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	11	14	25	50	39	141	15	195	19	5	22	46	27	163	33	223	514
03:45 PM	4	10	28	42	22	149	4	175	26	8	16	50	19	220	37	276	543
Total	15	24	53	92	61	290	19	370	45	13	38	96	46	383	70	499	1057
04:00 PM	7	4	11	22	18	114	3	135	19	7	12	38	22	240	39	301	496
04:15 PM	13	9	17	39	15	134	7	156	26	7	18	51	22	229	28	279	525
04:30 PM	7	11	17	35	18	108	4	130	21	5	12	38	15	243	37	295	498
04:45 PM	6	5	11	22	5	135	8	148	27	5	11	43	13	232	37	282	495
Total	33	29	56	118	56	491	22	569	93	24	53	170	72	944	141	1157	2014
05:00 PM	10	6	17	33	23	133	3	159	21	3	13	37	22	241	45	308	537
05:15 PM	5	9	13	27	16	114	4	134	18	3	13	34	15	215	27	257	452
05:30 PM	8	3	16	27	17	171	4	192	20	3	14	37	9	229	39	277	533
05:45 PM	6	5	11	22	20	123	11	154	18	4	11	33	16	217	31	264	473
Total	29	23	57	109	76	541	22	639	77	13	51	141	62	902	142	1106	1995
Grand Total	77	76	166	319	193	1322	63	1578	215	50	142	407	180	2229	353	2762	5066
Apprch %	24.1	23.8	52		12.2	83.8	4		52.8	12.3	34.9		6.5	80.7	12.8		
Total %	1.5	1.5	3.3	6.3	3.8	26.1	1.2	31.1	4.2	1	2.8	8	3.6	44	7	54.5	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	11	14	25	50	39	141	15	195	19	5	22	46	27	163	33	223	514
03:45 PM	4	10	28	42	22	149	4	175	26	8	16	50	19	220	37	276	543
04:00 PM	7	4	11	22	18	114	3	135	19	7	12	38	22	240	39	301	496
04:15 PM	13	9	17	39	15	134	7	156	26	7	18	51	22	229	28	279	525
Total Volume	35	37	81	153	94	538	29	661	90	27	68	185	90	852	137	1079	2078
% App. Total	22.9	24.2	52.9		14.2	81.4	4.4		48.6	14.6	36.8		8.3	79	12.7		
PHF	.673	.661	.723	.765	.603	.903	.483	.847	.865	.844	.773	.907	.833	.888	.878	.896	.957

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	11	14	25	50	39	141	15	195	19	5	22	46	27	163	33	223
+15 mins.	4	10	28	42	22	149	4	175	26	8	16	50	19	220	37	276
+30 mins.	7	4	11	22	18	114	3	135	19	7	12	38	22	240	39	301
+45 mins.	13	9	17	39	15	134	7	156	26	7	18	51	22	229	28	279
Total Volume	35	37	81	153	94	538	29	661	90	27	68	185	90	852	137	1079
% App. Total	22.9	24.2	52.9		14.2	81.4	4.4		48.6	14.6	36.8		8.3	79	12.7	
PHF	.673	.661	.723	.765	.603	.903	.483	.847	.865	.844	.773	.907	.833	.888	.878	.896

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

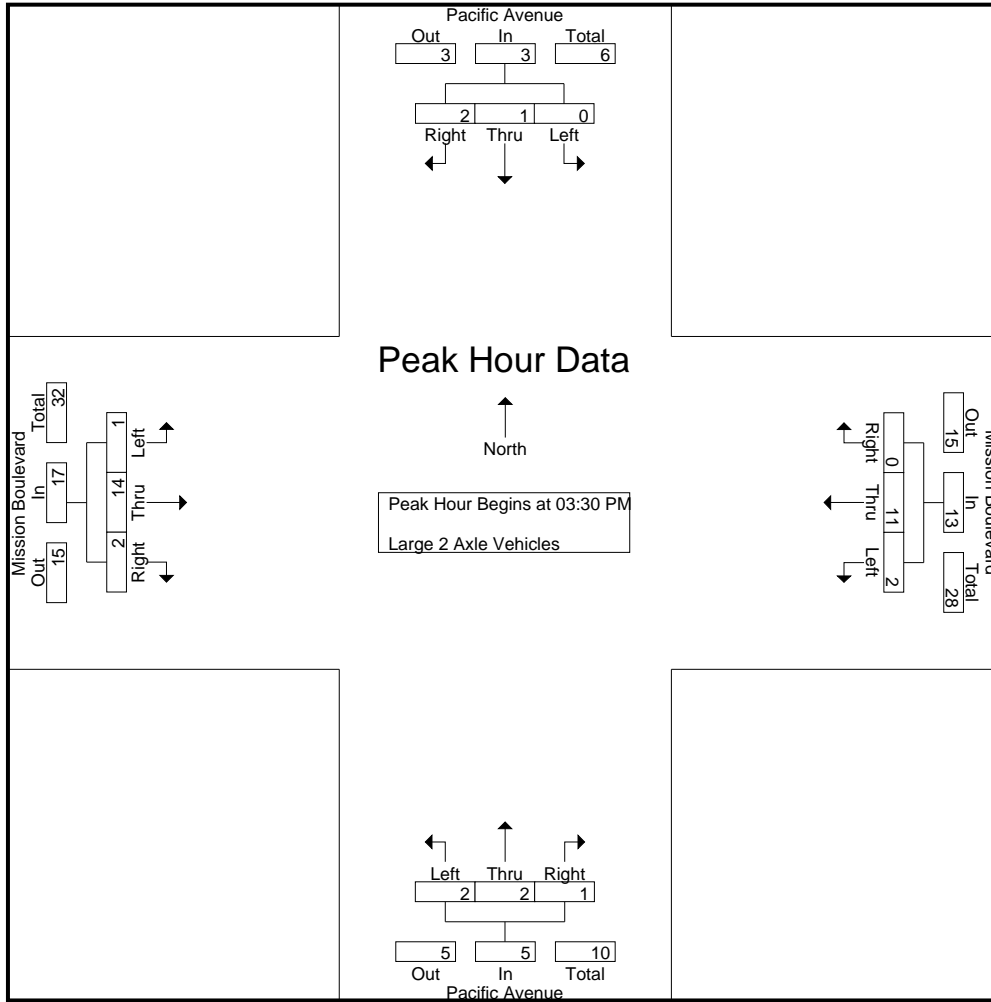
Groups Printed- Large 2 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	1	1	1	4	0	5	0	0	0	0	0	2	1	3	9
03:45 PM	0	0	0	0	1	3	0	4	2	1	1	4	0	5	0	5	13
Total	0	0	1	1	2	7	0	9	2	1	1	4	0	7	1	8	22
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	4	1	6	7
04:15 PM	0	0	1	1	0	4	0	4	0	1	0	1	0	3	0	3	9
04:30 PM	0	0	0	0	1	2	0	3	1	0	0	1	1	4	0	5	9
04:45 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	2	0	2	4
Total	0	1	1	2	1	6	1	8	2	1	0	3	2	13	1	16	29
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	8	0	8	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	1	8	11
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	7
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	2	2	0	4	0	4	0	0	0	0	0	21	3	24	30
Grand Total	0	1	4	5	3	17	1	21	4	2	1	7	2	41	5	48	81
Apprch %	0	20	80		14.3	81	4.8		57.1	28.6	14.3		4.2	85.4	10.4		
Total %	0	1.2	4.9	6.2	3.7	21	1.2	25.9	4.9	2.5	1.2	8.6	2.5	50.6	6.2	59.3	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	1	1	1	4	0	5	0	0	0	0	0	2	1	3	9
03:45 PM	0	0	0	0	1	3	0	4	2	1	1	4	0	5	0	5	13
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	4	1	6	7
04:15 PM	0	0	1	1	0	4	0	4	0	1	0	1	0	3	0	3	9
Total Volume	0	1	2	3	2	11	0	13	2	2	1	5	1	14	2	17	38
% App. Total	0	33.3	66.7		15.4	84.6	0		40	40	20		5.9	82.4	11.8		
PHF	.000	.250	.500	.750	.500	.688	.000	.650	.250	.500	.250	.313	.250	.700	.500	.708	.731

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	0	1	1	1	4	0	5	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	1	3	0	4	2	1	1	4	0	5	0	5
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	4	1	6
+45 mins.	0	0	1	1	0	4	0	4	0	1	0	1	0	3	0	3
Total Volume	0	1	2	3	2	11	0	13	2	2	1	5	1	14	2	17
% App. Total	0	33.3	66.7		15.4	84.6	0		40	40	20		5.9	82.4	11.8	
PHF	.000	.250	.500	.750	.500	.688	.000	.650	.250	.500	.250	.313	.250	.700	.500	.708

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

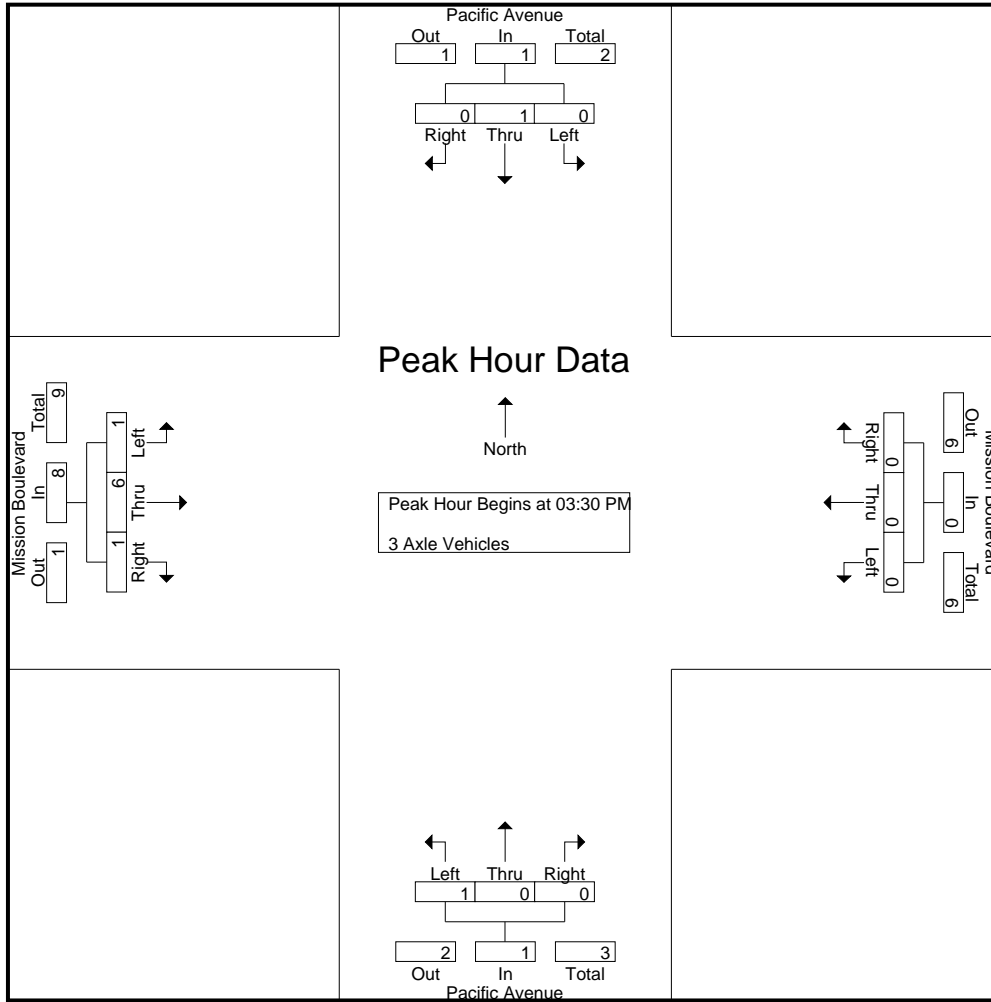
Groups Printed- 3 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
03:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	3	0	3	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	1	2	4	5
Grand Total	0	1	0	1	1	0	0	1	1	0	0	1	2	7	3	12	15
Apprch %	0	100	0		100	0	0		100	0	0		16.7	58.3	25		
Total %	0	6.7	0	6.7	6.7	0	0	6.7	6.7	0	0	6.7	13.3	46.7	20	80	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
03:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	1	6	1	8	10
% App. Total	0	100	0		0	0	0		100	0	0		12.5	75	12.5		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.500	.250	.500	.625

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	1	6	1	8
% App. Total	0	100	0	0	0	0	0	0	100	0	0	0	12.5	75	12.5	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.500	.250	.500

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

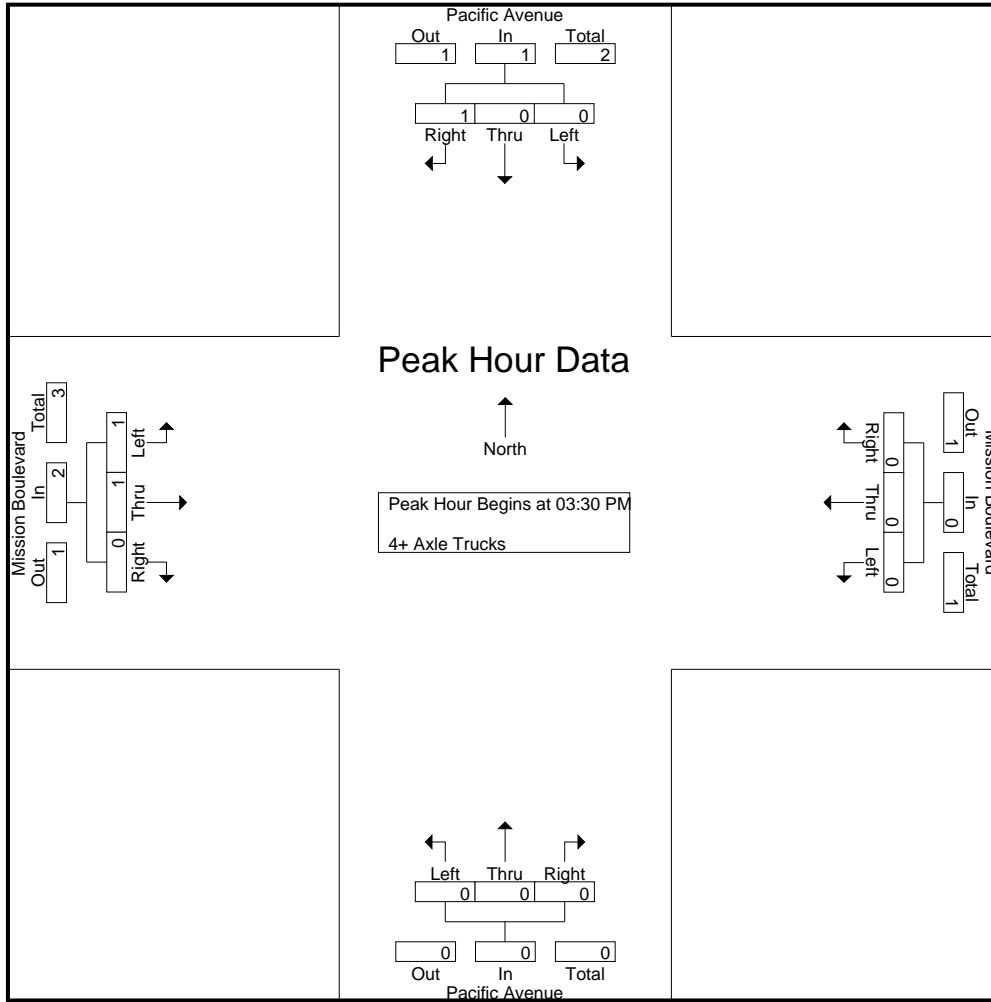
Groups Printed- 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	2	2	1	0	0	1	0	0	0	0	0	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	2	2	1	0	0	1	0	0	0	0	1	2	1	4	7
Apprch %	0	0	100		100	0	0		0	0	0		25	50	25		
Total %	0	0	28.6	28.6	14.3	0	0	14.3	0	0	0	0	14.3	28.6	14.3	57.1	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
% App. Total	0	0	100		0	0	0		0	0	0		50	50	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.375

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2
% App. Total	0	0	100		0	0	0		0	0	0		50	50	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

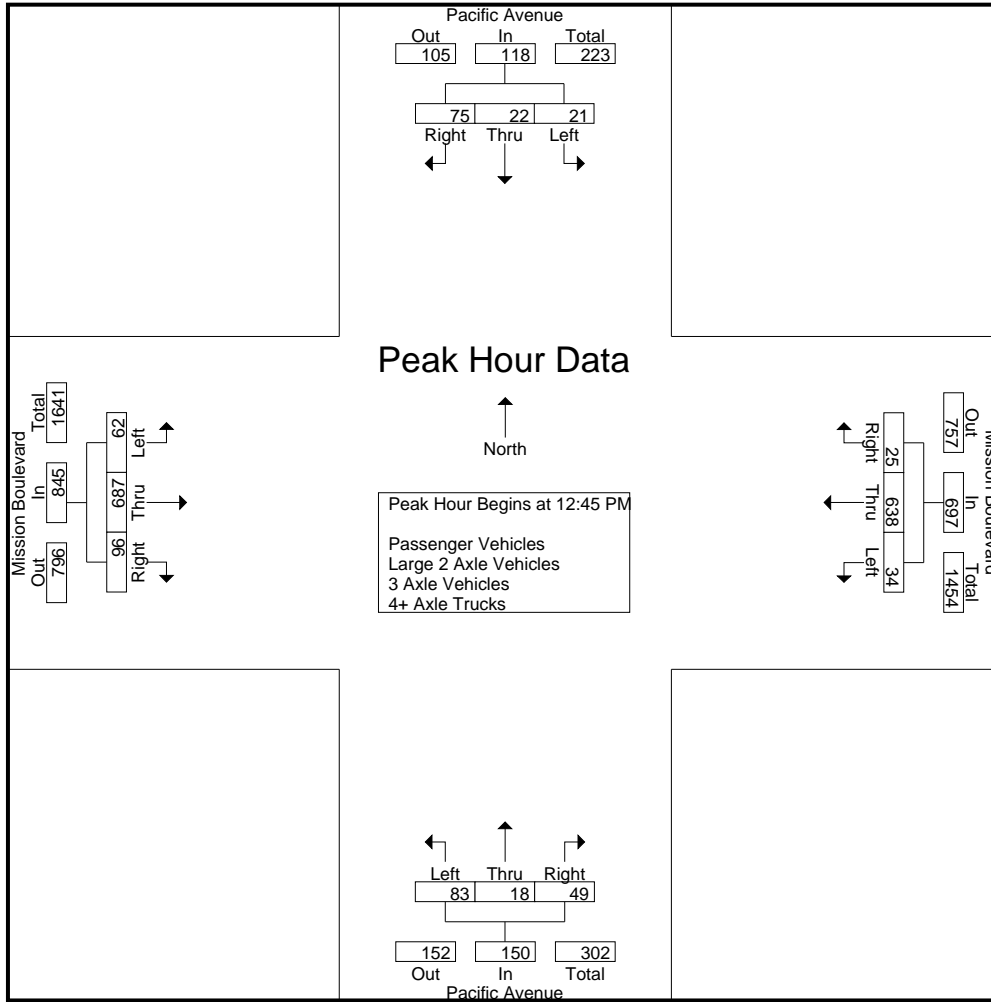
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	6	3	17	26	9	136	6	151	20	2	19	41	9	180	22	211	429
11:15 AM	5	2	15	22	9	155	2	166	22	6	14	42	20	154	13	187	417
11:30 AM	3	9	20	32	11	154	5	170	27	6	14	47	8	131	20	159	408
11:45 AM	3	5	19	27	9	141	5	155	24	4	12	40	15	155	17	187	409
Total	17	19	71	107	38	586	18	642	93	18	59	170	52	620	72	744	1663
12:00 PM	4	2	12	18	9	169	8	186	19	6	5	30	21	187	13	221	455
12:15 PM	3	5	15	23	6	150	4	160	27	3	11	41	8	126	22	156	380
12:30 PM	0	7	10	17	7	151	4	162	30	4	15	49	13	146	27	186	414
12:45 PM	10	4	19	33	13	146	8	167	24	5	15	44	11	177	30	218	462
Total	17	18	56	91	35	616	24	675	100	18	46	164	53	636	92	781	1711
01:00 PM	2	5	16	23	8	128	6	142	21	4	9	34	19	171	21	211	410
01:15 PM	5	6	15	26	6	151	7	164	23	2	15	40	21	186	21	228	458
01:30 PM	4	7	25	36	7	213	4	224	15	7	10	32	11	153	24	188	480
01:45 PM	5	5	13	23	17	126	6	149	17	4	8	29	17	193	30	240	441
Total	16	23	69	108	38	618	23	679	76	17	42	135	68	703	96	867	1789
Grand Total	50	60	196	306	111	1820	65	1996	269	53	147	469	173	1959	260	2392	5163
Apprch %	16.3	19.6	64.1		5.6	91.2	3.3		57.4	11.3	31.3		7.2	81.9	10.9		
Total %	1	1.2	3.8	5.9	2.1	35.3	1.3	38.7	5.2	1	2.8	9.1	3.4	37.9	5	46.3	
Passenger Vehicles	44	58	186	288	109	1794	56	1959	266	52	144	462	166	1940	259	2365	5074
% Passenger Vehicles	88	96.7	94.9	94.1	98.2	98.6	86.2	98.1	98.9	98.1	98	98.5	96	99	99.6	98.9	98.3
Large 2 Axle Vehicles	0	1	4	5	2	18	2	22	3	1	3	7	4	13	1	18	52
% Large 2 Axle Vehicles	0	1.7	2	1.6	1.8	1	3.1	1.1	1.1	1.9	2	1.5	2.3	0.7	0.4	0.8	1
3 Axle Vehicles	6	1	6	13	0	4	7	11	0	0	0	0	2	3	0	5	29
% 3 Axle Vehicles	12	1.7	3.1	4.2	0	0.2	10.8	0.6	0	0	0	0	1.2	0.2	0	0.2	0.6
4+ Axle Trucks	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.6	0.2	0	0.2	0.2

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	10	4	19	33	13	146	8	167	24	5	15	44	11	177	30	218	462
01:00 PM	2	5	16	23	8	128	6	142	21	4	9	34	19	171	21	211	410
01:15 PM	5	6	15	26	6	151	7	164	23	2	15	40	21	186	21	228	458
01:30 PM	4	7	25	36	7	213	4	224	15	7	10	32	11	153	24	188	480
Total Volume	21	22	75	118	34	638	25	697	83	18	49	150	62	687	96	845	1810
% App. Total	17.8	18.6	63.6		4.9	91.5	3.6		55.3	12	32.7		7.3	81.3	11.4		
PHF	.525	.786	.750	.819	.654	.749	.781	.778	.865	.643	.817	.852	.738	.923	.800	.927	.943

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				11:00 AM				01:00 PM			
+0 mins.	10	4	19	33	13	146	8	167	20	2	19	41	19	171	21	211
+15 mins.	2	5	16	23	8	128	6	142	22	6	14	42	21	186	21	228
+30 mins.	5	6	15	26	6	151	7	164	27	6	14	47	11	153	24	188
+45 mins.	4	7	25	36	7	213	4	224	24	4	12	40	17	193	30	240
Total Volume	21	22	75	118	34	638	25	697	93	18	59	170	68	703	96	867
% App. Total	17.8	18.6	63.6		4.9	91.5	3.6		54.7	10.6	34.7		7.8	81.1	11.1	
PHF	.525	.786	.750	.819	.654	.749	.781	.778	.861	.750	.776	.904	.810	.911	.800	.903

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

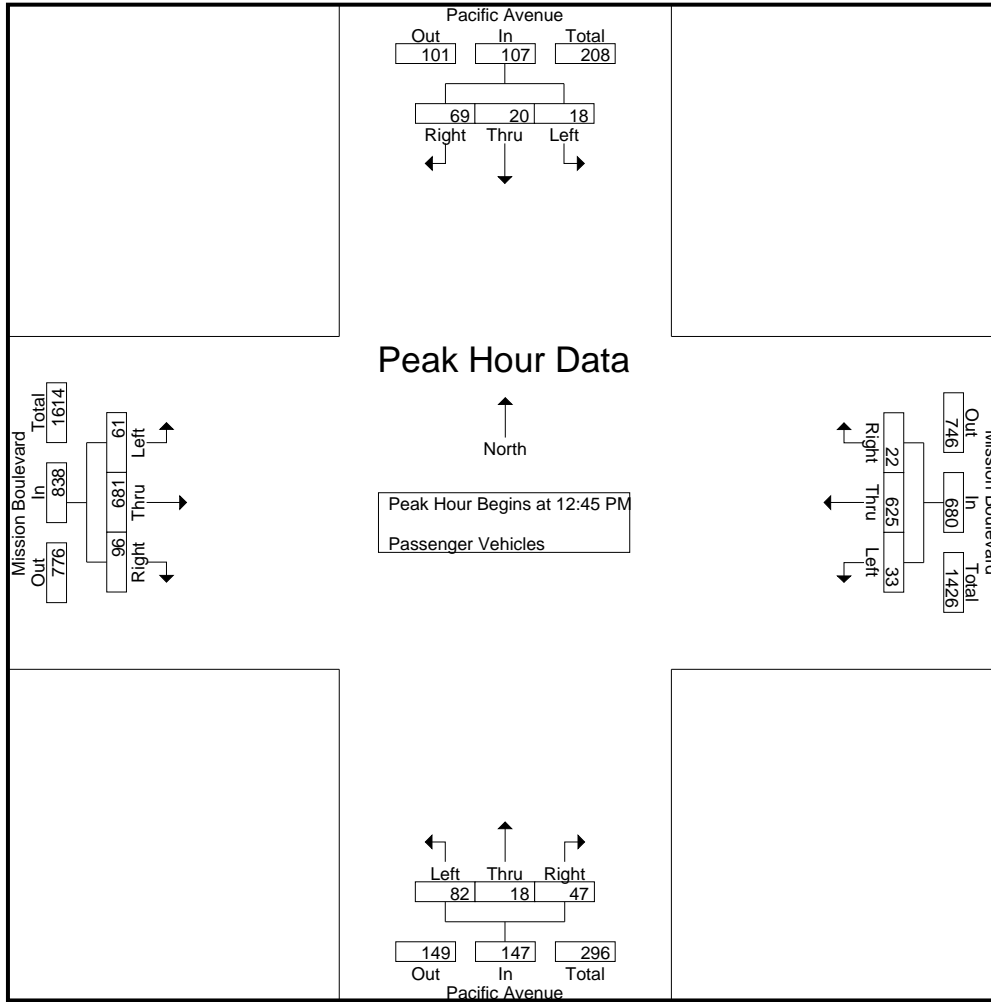
Groups Printed- Passenger Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	6	3	16	25	9	135	4	148	20	2	19	41	8	178	22	208	422
11:15 AM	3	2	15	20	9	154	2	165	22	6	14	42	19	152	13	184	411
11:30 AM	3	9	19	31	10	153	5	168	27	5	14	46	5	131	19	155	400
11:45 AM	3	5	17	25	9	141	3	153	24	4	11	39	15	155	17	187	404
Total	15	19	67	101	37	583	14	634	93	17	58	168	47	616	71	734	1637
12:00 PM	3	2	12	17	9	166	7	182	19	6	5	30	20	184	13	217	446
12:15 PM	3	5	15	23	6	146	4	156	26	3	11	40	8	124	22	154	373
12:30 PM	0	7	10	17	7	150	3	160	29	4	15	48	13	145	27	185	410
12:45 PM	7	4	17	28	13	142	6	161	24	5	14	43	10	175	30	215	447
Total	13	18	54	85	35	604	20	659	98	18	45	161	51	628	92	771	1676
01:00 PM	2	5	13	20	7	125	6	138	21	4	8	33	19	171	21	211	402
01:15 PM	5	5	14	24	6	149	6	161	22	2	15	39	21	184	21	226	450
01:30 PM	4	6	25	35	7	209	4	220	15	7	10	32	11	151	24	186	473
01:45 PM	5	5	13	23	17	124	6	147	17	4	8	29	17	190	30	237	436
Total	16	21	65	102	37	607	22	666	75	17	41	133	68	696	96	860	1761
Grand Total	44	58	186	288	109	1794	56	1959	266	52	144	462	166	1940	259	2365	5074
Apprch %	15.3	20.1	64.6		5.6	91.6	2.9		57.6	11.3	31.2		7	82	11		
Total %	0.9	1.1	3.7	5.7	2.1	35.4	1.1	38.6	5.2	1	2.8	9.1	3.3	38.2	5.1	46.6	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	7	4	17	28	13	142	6	161	24	5	14	43	10	175	30	215	447
01:00 PM	2	5	13	20	7	125	6	138	21	4	8	33	19	171	21	211	402
01:15 PM	5	5	14	24	6	149	6	161	22	2	15	39	21	184	21	226	450
01:30 PM	4	6	25	35	7	209	4	220	15	7	10	32	11	151	24	186	473
Total Volume	18	20	69	107	33	625	22	680	82	18	47	147	61	681	96	838	1772
% App. Total	16.8	18.7	64.5		4.9	91.9	3.2		55.8	12.2	32		7.3	81.3	11.5		
PHF	.643	.833	.690	.764	.635	.748	.917	.773	.854	.643	.783	.855	.726	.925	.800	.927	.937

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	7	4	17	28	13	142	6	161	24	5	14	43	10	175	30	215
+15 mins.	2	5	13	20	7	125	6	138	21	4	8	33	19	171	21	211
+30 mins.	5	5	14	24	6	149	6	161	22	2	15	39	21	184	21	226
+45 mins.	4	6	25	35	7	209	4	220	15	7	10	32	11	151	24	186
Total Volume	18	20	69	107	33	625	22	680	82	18	47	147	61	681	96	838
% App. Total	16.8	18.7	64.5		4.9	91.9	3.2		55.8	12.2	32		7.3	81.3	11.5	
PHF	.643	.833	.690	.764	.635	.748	.917	.773	.854	.643	.783	.855	.726	.925	.800	.927

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

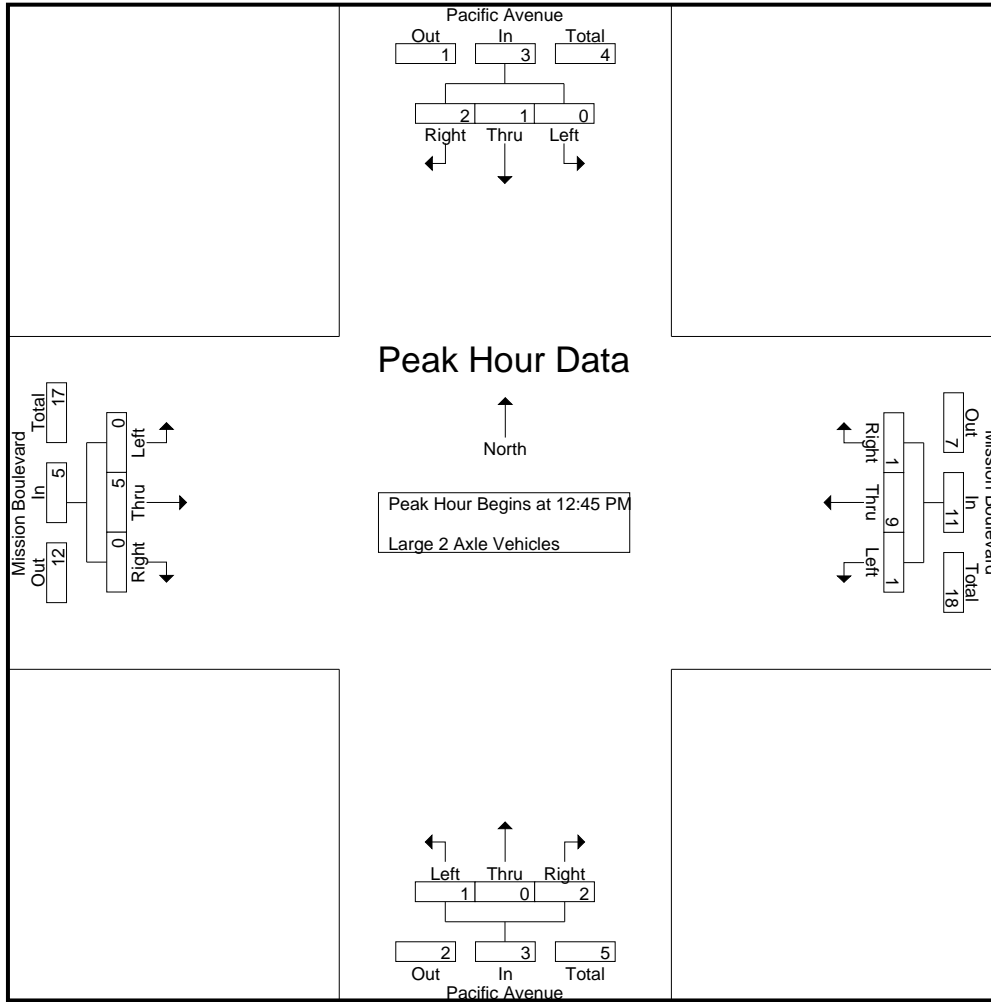
Groups Printed- Large 2 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
11:30 AM	0	0	0	0	1	1	0	2	0	1	0	1	2	0	1	3	6
11:45 AM	0	0	2	2	0	0	1	1	0	0	1	1	0	0	0	0	4
Total	0	0	2	2	1	3	1	5	0	1	1	2	3	2	1	6	15
12:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
12:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
12:45 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	2	0	2	6
Total	0	0	1	1	0	7	0	7	2	0	1	3	1	5	0	6	17
01:00 PM	0	0	1	1	1	3	0	4	0	0	1	1	0	0	0	0	6
01:15 PM	0	0	0	0	0	2	1	3	1	0	0	1	0	2	0	2	6
01:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	1	1	2	1	8	1	10	1	0	1	2	0	6	0	6	20
Grand Total	0	1	4	5	2	18	2	22	3	1	3	7	4	13	1	18	52
Apprch %	0	20	80		9.1	81.8	9.1		42.9	14.3	42.9		22.2	72.2	5.6		
Total %	0	1.9	7.7	9.6	3.8	34.6	3.8	42.3	5.8	1.9	5.8	13.5	7.7	25	1.9	34.6	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	2	0	2	6
01:00 PM	0	0	1	1	1	3	0	4	0	0	1	1	0	0	0	0	6
01:15 PM	0	0	0	0	0	2	1	3	1	0	0	1	0	2	0	2	6
01:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total Volume	0	1	2	3	1	9	1	11	1	0	2	3	0	5	0	5	22
% App. Total	0	33.3	66.7		9.1	81.8	9.1		33.3	0	66.7		0	100	0		
PHF	.000	.250	.500	.750	.250	.750	.250	.688	.250	.000	.500	.750	.000	.625	.000	.625	.917

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	1	1	0	2	0	2	0	0	1	1	0	2	0	2
+15 mins.	0	0	1	1	1	3	0	4	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	1	3	1	0	0	1	0	2	0	2
+45 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	1	2	3	1	9	1	11	1	0	2	3	0	5	0	5
% App. Total	0	33.3	66.7		9.1	81.8	9.1		33.3	0	66.7		0	100	0	
PHF	.000	.250	.500	.750	.250	.750	.250	.688	.250	.000	.500	.750	.000	.625	.000	.625

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

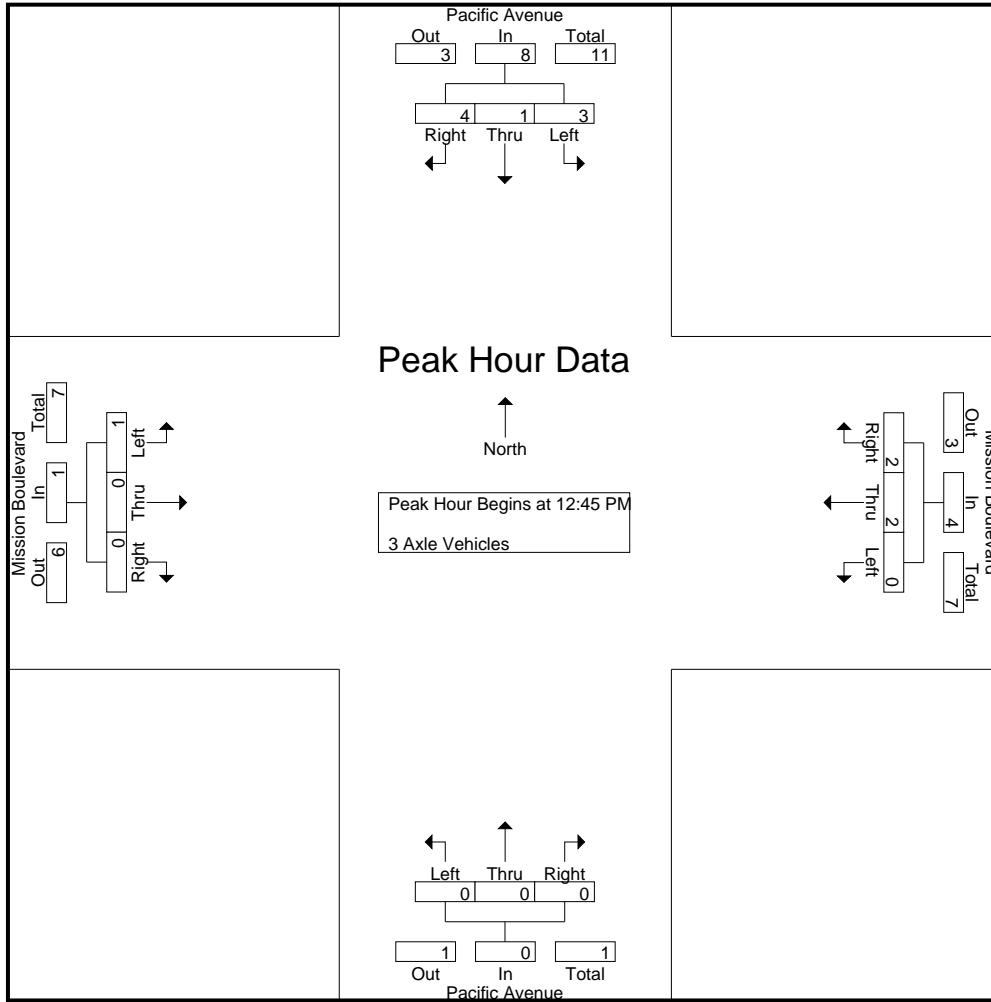
Groups Printed- 3 Axle Vehicles

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
11:00 AM	0	0	1	1	0	0	2	2	0	0	0	0	0	1	0	0	1	4
11:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	2	0	2	4	0	0	3	3	0	0	0	0	1	1	0	2	9	
12:00 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	0	1	4
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	3	0	1	4	0	2	2	4	0	0	0	0	1	0	0	0	1	9
Total	4	0	1	5	0	4	4	8	0	0	0	0	1	2	0	3	16	
01:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	6	1	6	13	0	4	7	11	0	0	0	0	2	3	0	5	29	
Apprch %	46.2	7.7	46.2		0	36.4	63.6		0	0	0		40	60	0			
Total %	20.7	3.4	20.7	44.8	0	13.8	24.1	37.9	0	0	0	0	6.9	10.3	0	17.2		

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:45 PM																		
12:45 PM	3	0	1	4	0	2	2	4	0	0	0	0	1	0	0	0	1	9
01:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	8	0	2	2	4	0	0	0	0	1	0	0	1	13	
% App. Total	37.5	12.5	50		0	50	50		0	0	0		100	0	0			
PHF	.250	.250	.500	.500	.000	.250	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.361	

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	3	0	1	4	0	2	2	4	0	0	0	0	1	0	0	1
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	8	0	2	2	4	0	0	0	0	1	0	0	1
% App. Total	37.5	12.5	50		0	50	50		0	0	0		100	0	0	
PHF	.250	.250	.500	.500	.000	.250	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

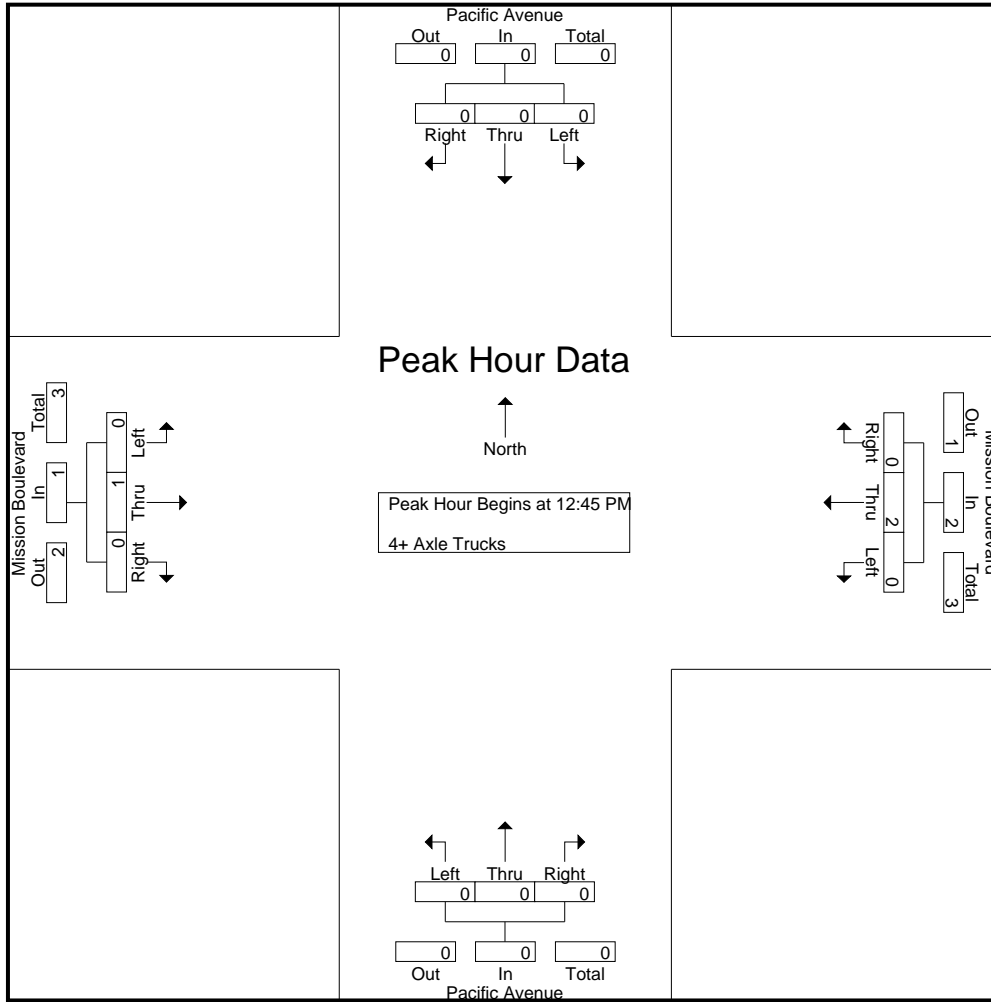
Groups Printed- 4+ Axle Trucks

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
Apprch %	0	0	0		0	100	0		0	0	0		25	75	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	12.5	37.5	0	50	

Start Time	Pacific Avenue Southbound				Mission Boulevard Westbound				Pacific Avenue Northbound				Mission Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard
 Weather: Clear

File Name : 09_JVY_Pacific_Mission SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

Location: Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard



PEDESTRIANS

Date: 11/17/2021
 Day: Wednesday

	North Leg Pacific Avenue Pedestrians	East Leg Mission Boulevard Pedestrians	South Leg Pacific Avenue Pedestrians	West Leg Mission Boulevard Pedestrians	
6:30 AM	2	2	2	4	10
6:45 AM	0	1	1	3	5
7:00 AM	1	0	0	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	1	2	0	4
8:00 AM	0	2	0	0	2
8:15 AM	2	3	7	1	13
8:30 AM	3	13	10	0	26
8:45 AM	2	10	6	0	18
TOTAL VOLUMES:	11	32	29	8	80

Date: 11/17/2021
 Day: Wednesday

	North Leg Pacific Avenue Pedestrians	East Leg Mission Boulevard Pedestrians	South Leg Pacific Avenue Pedestrians	West Leg Mission Boulevard Pedestrians	
3:30 PM	7	24	9	0	40
3:45 PM	5	1	3	2	11
4:00 PM	0	0	2	0	2
4:15 PM	1	0	0	1	2
4:30 PM	0	6	3	0	9
4:45 PM	1	1	1	0	3
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	1	1
5:45 PM	0	1	2	0	3
TOTAL VOLUMES:	14	33	22	4	73

Date: 11/20/2021
 Day: Saturday

	North Leg Pacific Avenue Pedestrians	East Leg Mission Boulevard Pedestrians	South Leg Pacific Avenue Pedestrians	West Leg Mission Boulevard Pedestrians	
11:00 AM	2	0	3	0	5
11:15 AM	1	0	0	0	1
11:30 AM	7	0	0	1	8
11:45 AM	2	1	0	2	5
12:00 PM	0	1	1	0	2
12:15 PM	0	0	0	0	0
12:30 PM	3	0	1	0	4
12:45 PM	0	0	2	0	2
1:00 PM	2	0	1	3	6
1:15 PM	1	0	0	0	1
1:30 PM	0	0	1	0	1
1:45 PM	2	0	2	1	5
TOTAL VOLUMES:	20	2	11	7	40

Location: Jurupa Valley
 N/S: Pacific Avenue
 E/W: Mission Boulevard



BICYCLES

Date: 11/17/2021
 Day: Wednesday

	Southbound Pacific Avenue			Westbound Mission Boulevard			Northbound Pacific Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
8:30 AM	0	0	1	0	0	0	0	0	2	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2	0	1	0	2	1	2	0	10

Date: 11/17/2021
 Day: Wednesday

	Southbound Pacific Avenue			Westbound Mission Boulevard			Northbound Pacific Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	4	0	0	0	0	0	0	3	0	7
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	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	4	8	0	0	0	0	2	6	0	20

Date: 11/20/2021
 Day: Saturday

	Southbound Pacific Avenue			Westbound Mission Boulevard			Northbound Pacific Avenue			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	3
11:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2	1	0	0	0	0	4	0	9

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

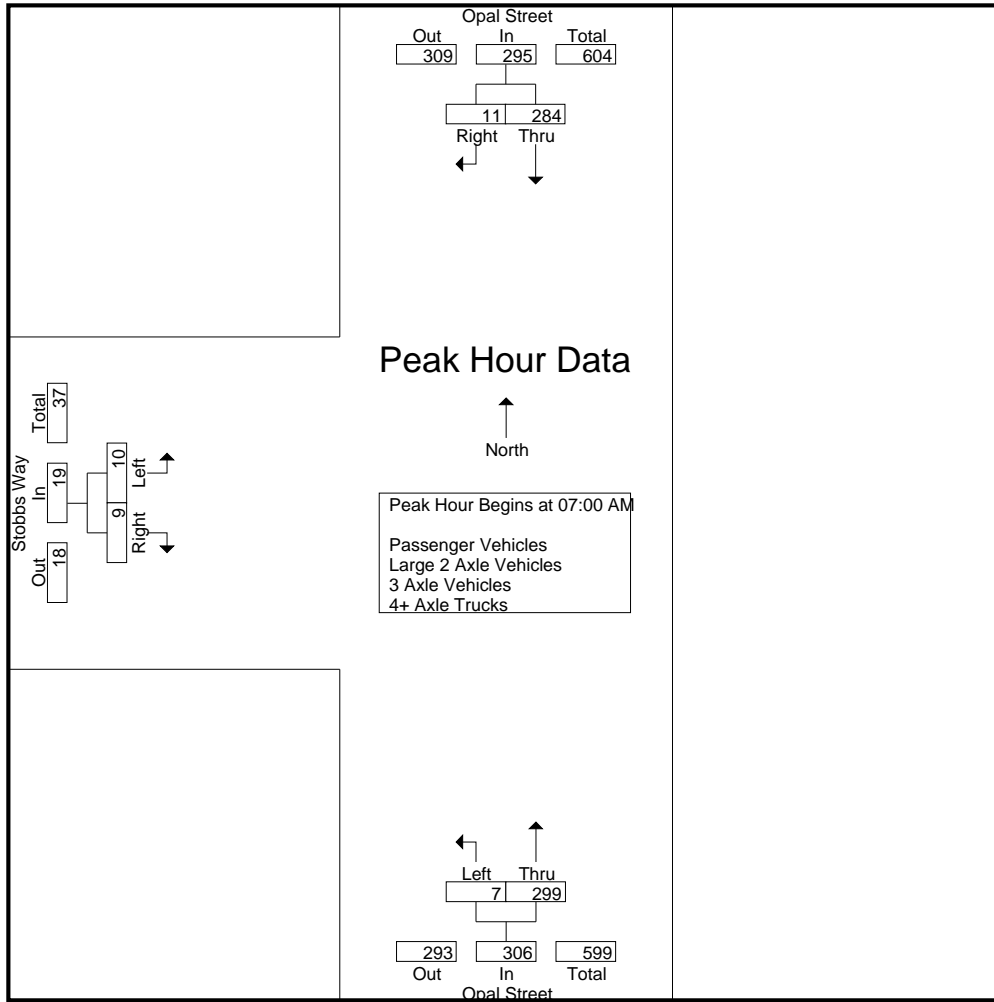
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	39	2	41	0	36	36	0	0	0	77
06:45 AM	78	0	78	0	58	58	2	0	2	138
Total	117	2	119	0	94	94	2	0	2	215
07:00 AM	92	2	94	2	109	111	1	2	3	208
07:15 AM	50	4	54	0	70	70	1	1	2	126
07:30 AM	55	2	57	2	52	54	3	2	5	116
07:45 AM	87	3	90	3	68	71	5	4	9	170
Total	284	11	295	7	299	306	10	9	19	620
08:00 AM	79	1	80	1	78	79	6	2	8	167
08:15 AM	50	2	52	1	54	55	2	2	4	111
08:30 AM	40	0	40	2	45	47	3	0	3	90
08:45 AM	47	3	50	2	57	59	4	0	4	113
Total	216	6	222	6	234	240	15	4	19	481
Grand Total	617	19	636	13	627	640	27	13	40	1316
Apprch %	97	3		2	98		67.5	32.5		
Total %	46.9	1.4	48.3	1	47.6	48.6	2.1	1	3	
Passenger Vehicles	607	18	625	13	620	633	26	13	39	1297
% Passenger Vehicles	98.4	94.7	98.3	100	98.9	98.9	96.3	100	97.5	98.6
Large 2 Axle Vehicles	9	1	10	0	7	7	1	0	1	18
% Large 2 Axle Vehicles	1.5	5.3	1.6	0	1.1	1.1	3.7	0	2.5	1.4
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.2	0	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	92	2	94	2	109	111	1	2	3	208
07:15 AM	50	4	54	0	70	70	1	1	2	126
07:30 AM	55	2	57	2	52	54	3	2	5	116
07:45 AM	87	3	90	3	68	71	5	4	9	170
Total Volume	284	11	295	7	299	306	10	9	19	620
% App. Total	96.3	3.7		2.3	97.7		52.6	47.4		
PHF	.772	.688	.785	.583	.686	.689	.500	.563	.528	.745

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	92	2	94	2	109	111	3	2	5
+15 mins.	50	4	54	0	70	70	5	4	9
+30 mins.	55	2	57	2	52	54	6	2	8
+45 mins.	87	3	90	3	68	71	2	2	4
Total Volume	284	11	295	7	299	306	16	10	26
% App. Total	96.3	3.7		2.3	97.7		61.5	38.5	
PHF	.772	.688	.785	.583	.686	.689	.667	.625	.722

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

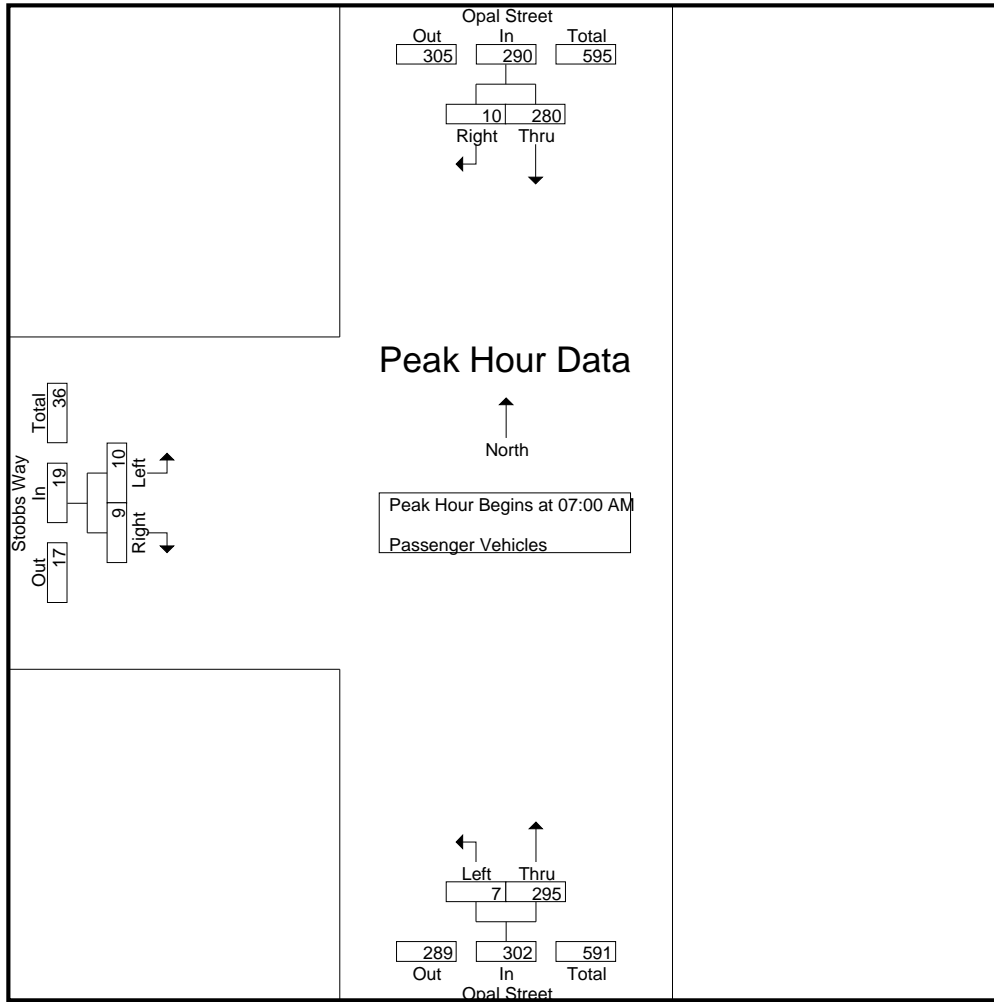
Groups Printed- Passenger Vehicles

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	38	2	40	0	35	35	0	0	0	75
06:45 AM	77	0	77	0	58	58	2	0	2	137
Total	115	2	117	0	93	93	2	0	2	212
07:00 AM	91	2	93	2	109	111	1	2	3	207
07:15 AM	50	3	53	0	69	69	1	1	2	124
07:30 AM	52	2	54	2	52	54	3	2	5	113
07:45 AM	87	3	90	3	65	68	5	4	9	167
Total	280	10	290	7	295	302	10	9	19	611
08:00 AM	79	1	80	1	78	79	6	2	8	167
08:15 AM	48	2	50	1	53	54	2	2	4	108
08:30 AM	40	0	40	2	45	47	3	0	3	90
08:45 AM	45	3	48	2	56	58	3	0	3	109
Total	212	6	218	6	232	238	14	4	18	474
Grand Total	607	18	625	13	620	633	26	13	39	1297
Apprch %	97.1	2.9		2.1	97.9		66.7	33.3		
Total %	46.8	1.4	48.2	1	47.8	48.8	2	1	3	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	91	2	93	2	109	111	1	2	3	207
07:15 AM	50	3	53	0	69	69	1	1	2	124
07:30 AM	52	2	54	2	52	54	3	2	5	113
07:45 AM	87	3	90	3	65	68	5	4	9	167
Total Volume	280	10	290	7	295	302	10	9	19	611
% App. Total	96.6	3.4		2.3	97.7		52.6	47.4		
PHF	.769	.833	.780	.583	.677	.680	.500	.563	.528	.738

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	91	2	93	2	109	111	1	2	3
+15 mins.	50	3	53	0	69	69	1	1	2
+30 mins.	52	2	54	2	52	54	3	2	5
+45 mins.	87	3	90	3	65	68	5	4	9
Total Volume	280	10	290	7	295	302	10	9	19
% App. Total	96.6	3.4		2.3	97.7		52.6	47.4	
PHF	.769	.833	.780	.583	.677	.680	.500	.563	.528

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

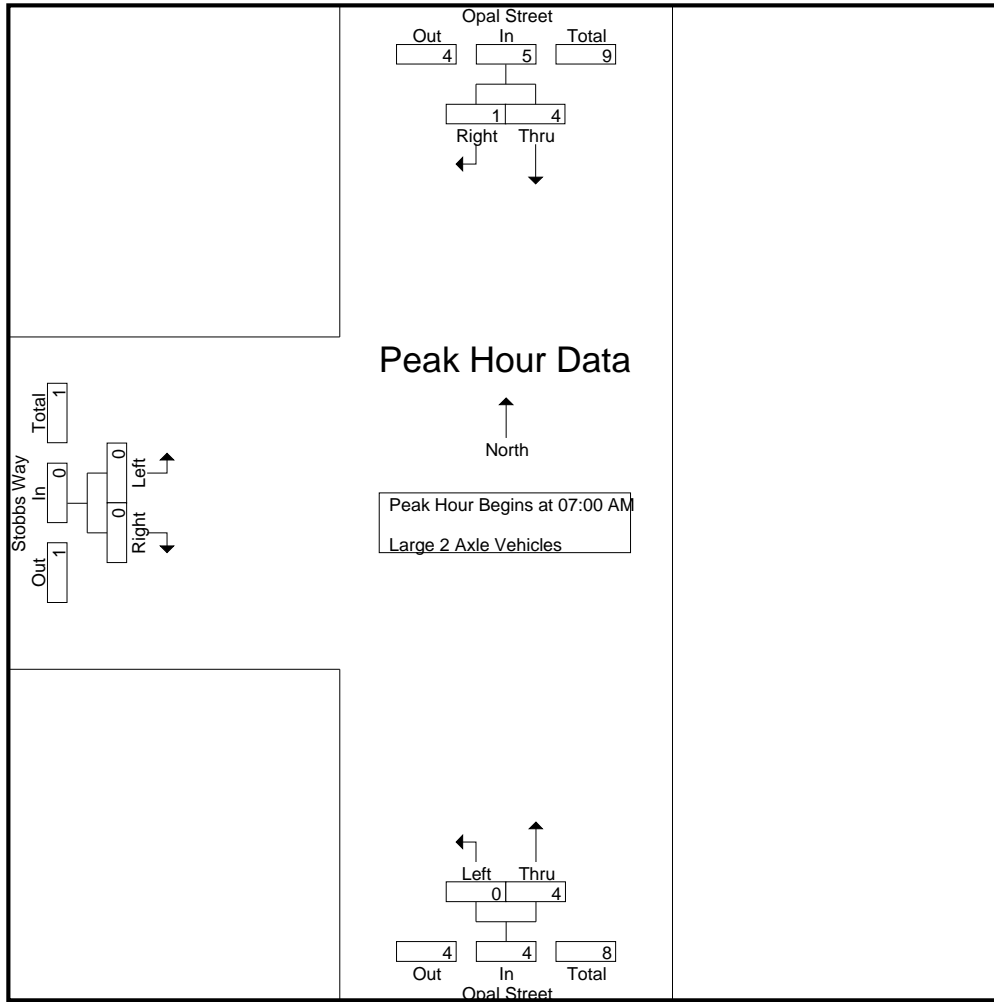
Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	1	0	1	0	1	1	0	0	0	2
06:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	1	1	0	0	0	3
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	1	1	0	0	0	2
07:30 AM	3	0	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	3	3	0	0	0	3
Total	4	1	5	0	4	4	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	2	0	1	1	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	1	1	1	0	1	3
Total	3	0	3	0	2	2	1	0	1	6
Grand Total	9	1	10	0	7	7	1	0	1	18
Apprch %	90	10		0	100		100	0		
Total %	50	5.6	55.6	0	38.9	38.9	5.6	0	5.6	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	1	1	0	0	0	2
07:30 AM	3	0	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	3	3	0	0	0	3
Total Volume	4	1	5	0	4	4	0	0	0	9
% App. Total	80	20		0	100		0	0		
PHF	.333	.250	.417	.000	.333	.333	.000	.000	.000	.750

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

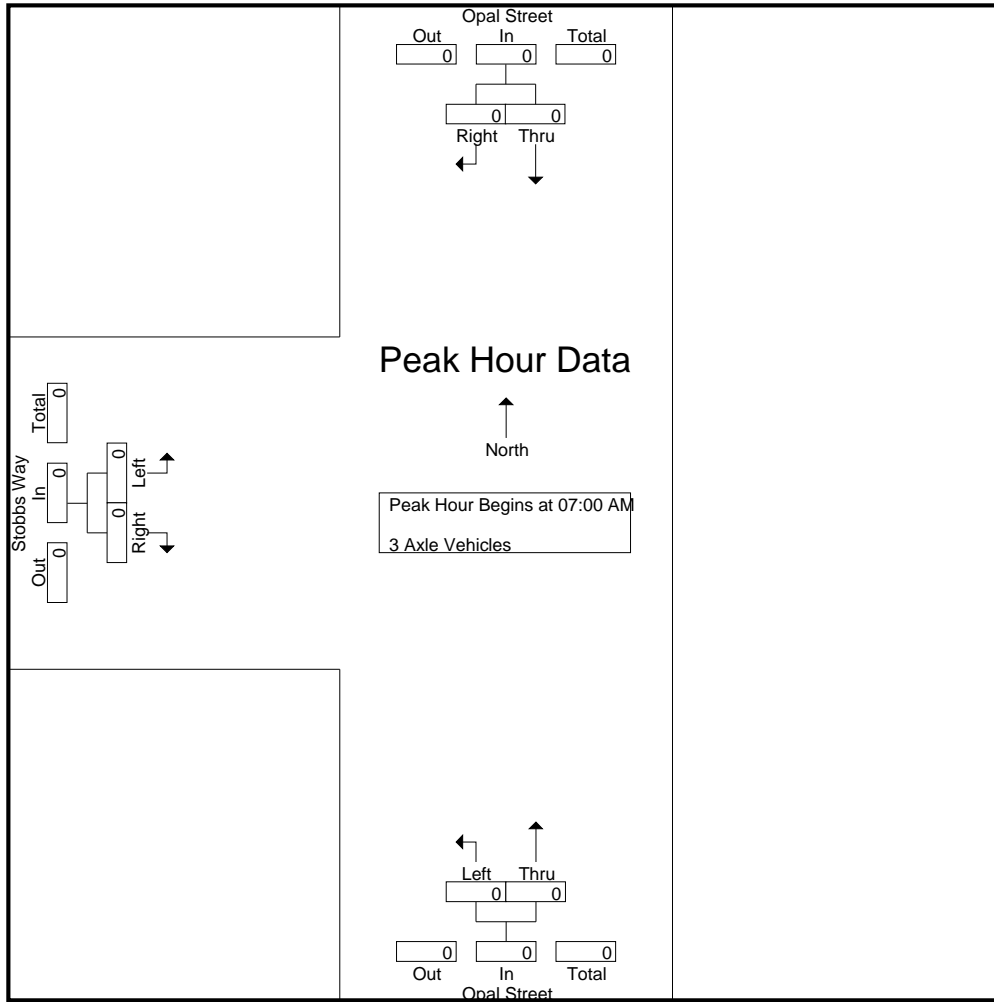
Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

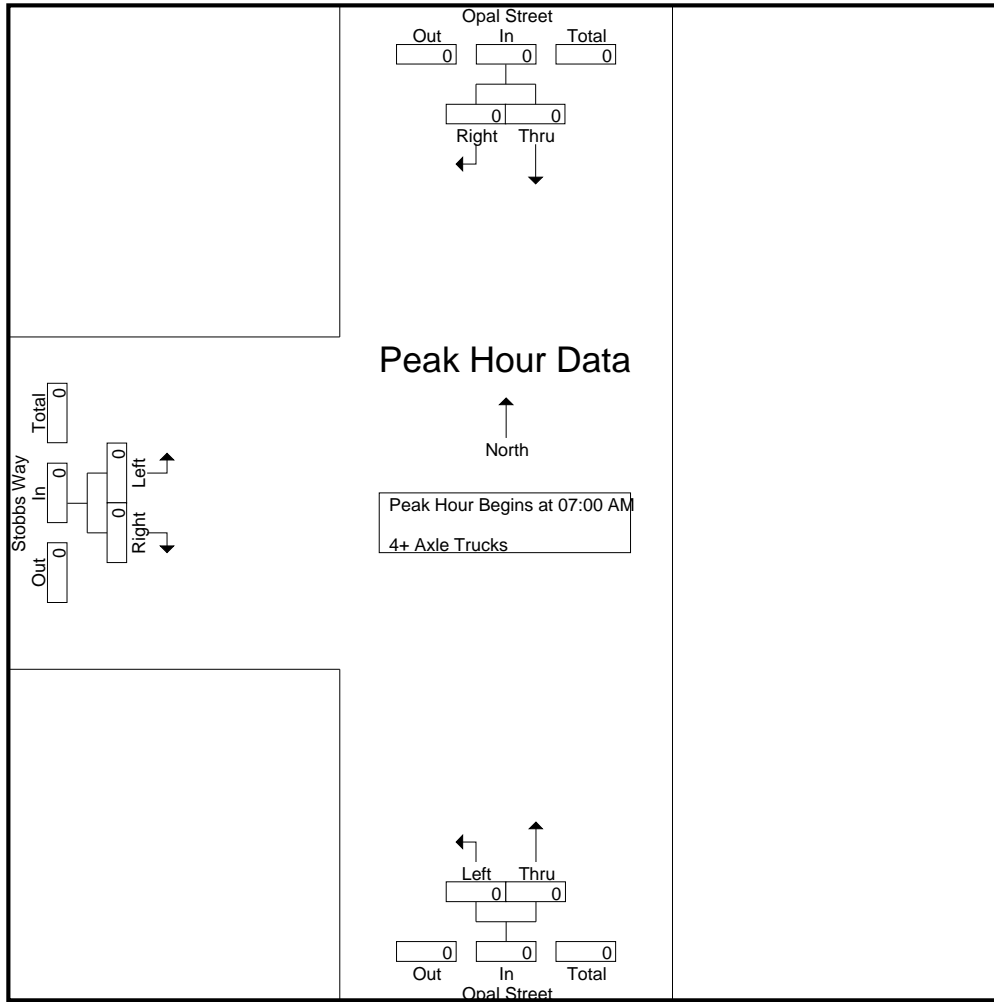
Groups Printed- 4+ Axle Trucks

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs AM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

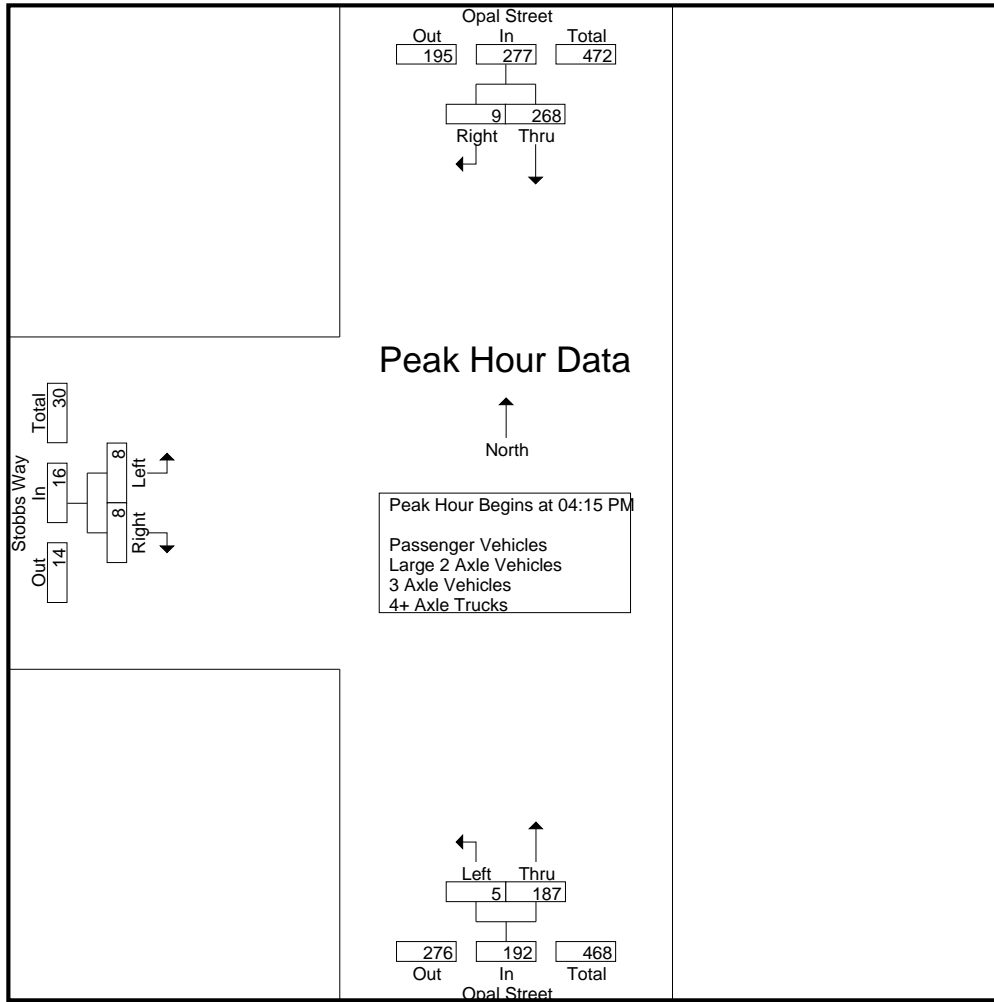
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	55	2	57	1	43	44	2	3	5	106
03:45 PM	65	2	67	2	43	45	2	3	5	117
Total	120	4	124	3	86	89	4	6	10	223
04:00 PM	51	1	52	1	42	43	2	4	6	101
04:15 PM	74	1	75	1	37	38	1	0	1	114
04:30 PM	60	1	61	3	51	54	1	2	3	118
04:45 PM	69	1	70	0	63	63	3	2	5	138
Total	254	4	258	5	193	198	7	8	15	471
05:00 PM	65	6	71	1	36	37	3	4	7	115
05:15 PM	59	2	61	1	31	32	4	3	7	100
05:30 PM	66	0	66	0	36	36	2	2	4	106
05:45 PM	64	1	65	1	36	37	2	3	5	107
Total	254	9	263	3	139	142	11	12	23	428
Grand Total	628	17	645	11	418	429	22	26	48	1122
Apprch %	97.4	2.6		2.6	97.4		45.8	54.2		
Total %	56	1.5	57.5	1	37.3	38.2	2	2.3	4.3	
Passenger Vehicles	617	17	634	11	412	423	22	25	47	1104
% Passenger Vehicles	98.2	100	98.3	100	98.6	98.6	100	96.2	97.9	98.4
Large 2 Axle Vehicles	9	0	9	0	5	5	0	1	1	15
% Large 2 Axle Vehicles	1.4	0	1.4	0	1.2	1.2	0	3.8	2.1	1.3
3 Axle Vehicles	1	0	1	0	1	1	0	0	0	2
% 3 Axle Vehicles	0.2	0	0.2	0	0.2	0.2	0	0	0	0.2
4+ Axle Trucks	1	0	1	0	0	0	0	0	0	1
% 4+ Axle Trucks	0.2	0	0.2	0	0	0	0	0	0	0.1

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	74	1	75	1	37	38	1	0	1	114
04:30 PM	60	1	61	3	51	54	1	2	3	118
04:45 PM	69	1	70	0	63	63	3	2	5	138
05:00 PM	65	6	71	1	36	37	3	4	7	115
Total Volume	268	9	277	5	187	192	8	8	16	485
% App. Total	96.8	3.2		2.6	97.4		50	50		
PHF	.905	.375	.923	.417	.742	.762	.667	.500	.571	.879

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:45 PM		
+0 mins.	74	1	75	1	42	43	3	2	5
+15 mins.	60	1	61	1	37	38	3	4	7
+30 mins.	69	1	70	3	51	54	4	3	7
+45 mins.	65	6	71	0	63	63	2	2	4
Total Volume	268	9	277	5	193	198	12	11	23
% App. Total	96.8	3.2		2.5	97.5		52.2	47.8	
PHF	.905	.375	.923	.417	.766	.786	.750	.688	.821

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

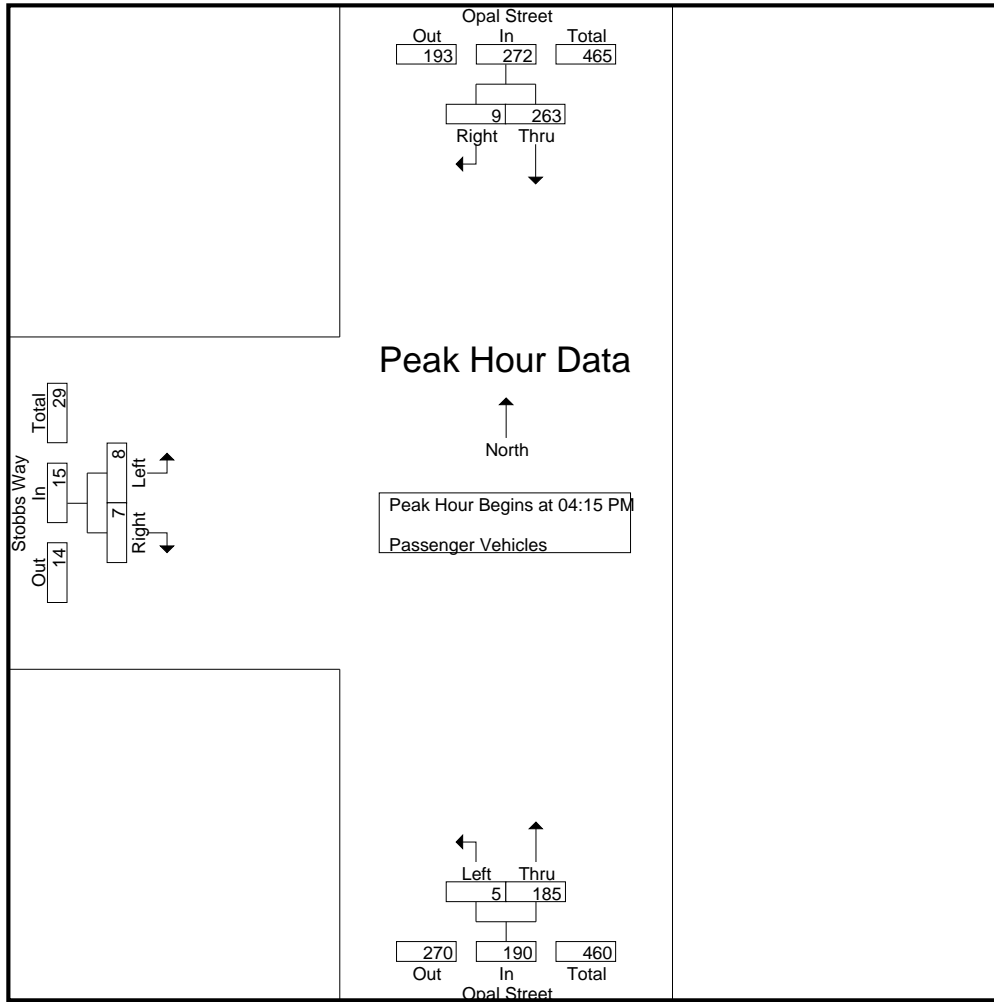
Groups Printed- Passenger Vehicles

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	54	2	56	1	42	43	2	3	5	104
03:45 PM	62	2	64	2	41	43	2	3	5	112
Total	116	4	120	3	83	86	4	6	10	216
04:00 PM	51	1	52	1	42	43	2	4	6	101
04:15 PM	73	1	74	1	37	38	1	0	1	113
04:30 PM	58	1	59	3	51	54	1	2	3	116
04:45 PM	68	1	69	0	62	62	3	2	5	136
Total	250	4	254	5	192	197	7	8	15	466
05:00 PM	64	6	70	1	35	36	3	3	6	112
05:15 PM	57	2	59	1	31	32	4	3	7	98
05:30 PM	66	0	66	0	36	36	2	2	4	106
05:45 PM	64	1	65	1	35	36	2	3	5	106
Total	251	9	260	3	137	140	11	11	22	422
Grand Total	617	17	634	11	412	423	22	25	47	1104
Apprch %	97.3	2.7		2.6	97.4		46.8	53.2		
Total %	55.9	1.5	57.4	1	37.3	38.3	2	2.3	4.3	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	73	1	74	1	37	38	1	0	1	113
04:30 PM	58	1	59	3	51	54	1	2	3	116
04:45 PM	68	1	69	0	62	62	3	2	5	136
05:00 PM	64	6	70	1	35	36	3	3	6	112
Total Volume	263	9	272	5	185	190	8	7	15	477
% App. Total	96.7	3.3		2.6	97.4		53.3	46.7		
PHF	.901	.375	.919	.417	.746	.766	.667	.583	.625	.877

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	73	1	74	1	37	38	1	0	1
+15 mins.	58	1	59	3	51	54	1	2	3
+30 mins.	68	1	69	0	62	62	3	2	5
+45 mins.	64	6	70	1	35	36	3	3	6
Total Volume	263	9	272	5	185	190	8	7	15
% App. Total	96.7	3.3		2.6	97.4		53.3	46.7	
PHF	.901	.375	.919	.417	.746	.766	.667	.583	.625

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

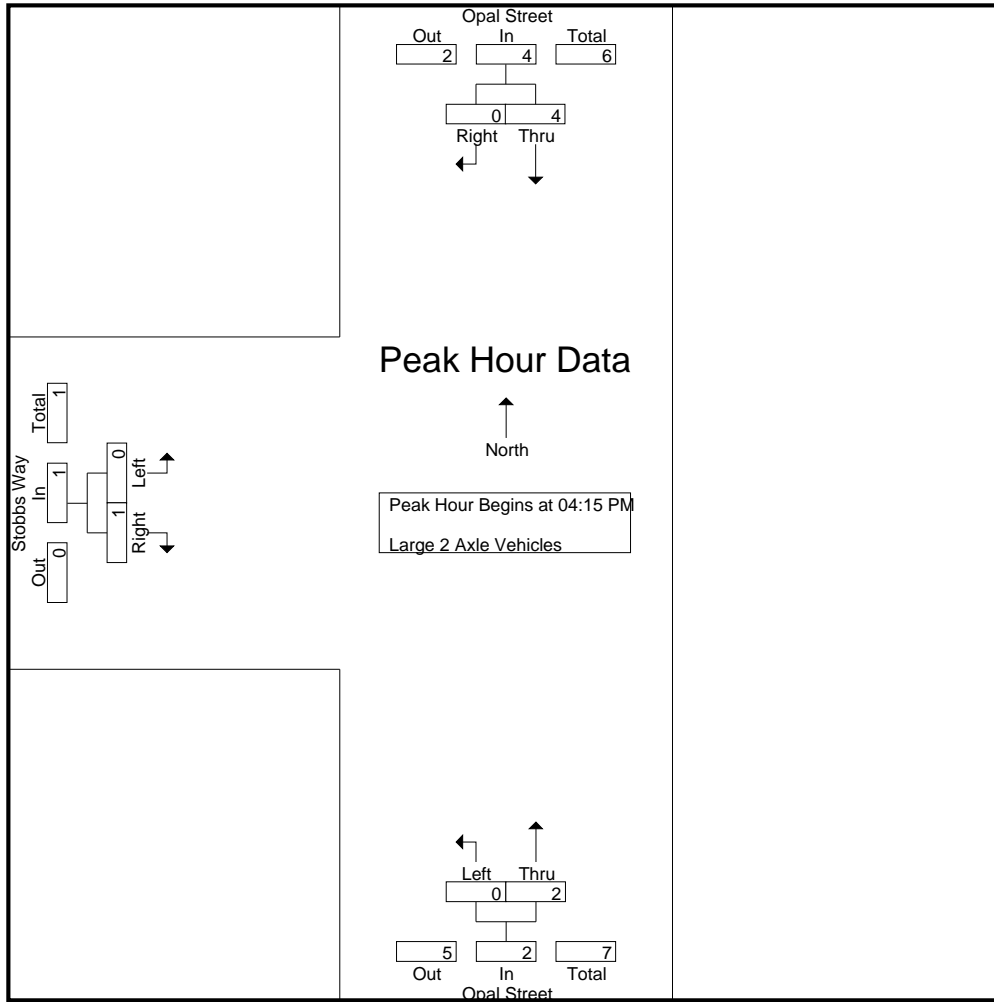
Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	1	0	1	0	1	1	0	0	0	2
03:45 PM	2	0	2	0	1	1	0	0	0	3
Total	3	0	3	0	2	2	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total	4	0	4	0	1	1	0	0	0	5
05:00 PM	0	0	0	0	1	1	0	1	1	2
05:15 PM	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	2	2	0	1	1	5
Grand Total	9	0	9	0	5	5	0	1	1	15
Apprch %	100	0		0	100		0	100		
Total %	60	0	60	0	33.3	33.3	0	6.7	6.7	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	1	0	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	1	1	0	1	1	2
Total Volume	4	0	4	0	2	2	0	1	1	7
% App. Total	100	0		0	100		0	100		
PHF	.500	.000	.500	.000	.500	.500	.000	.250	.250	.875

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

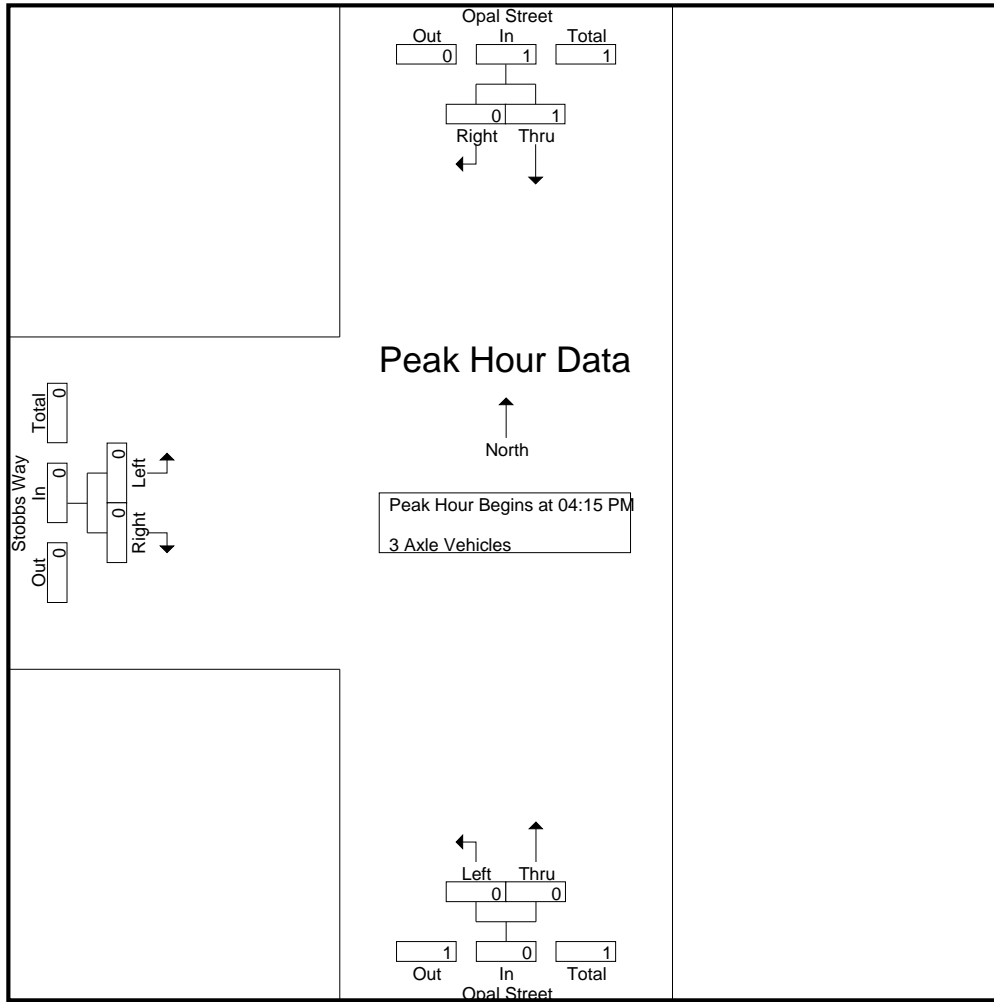
Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

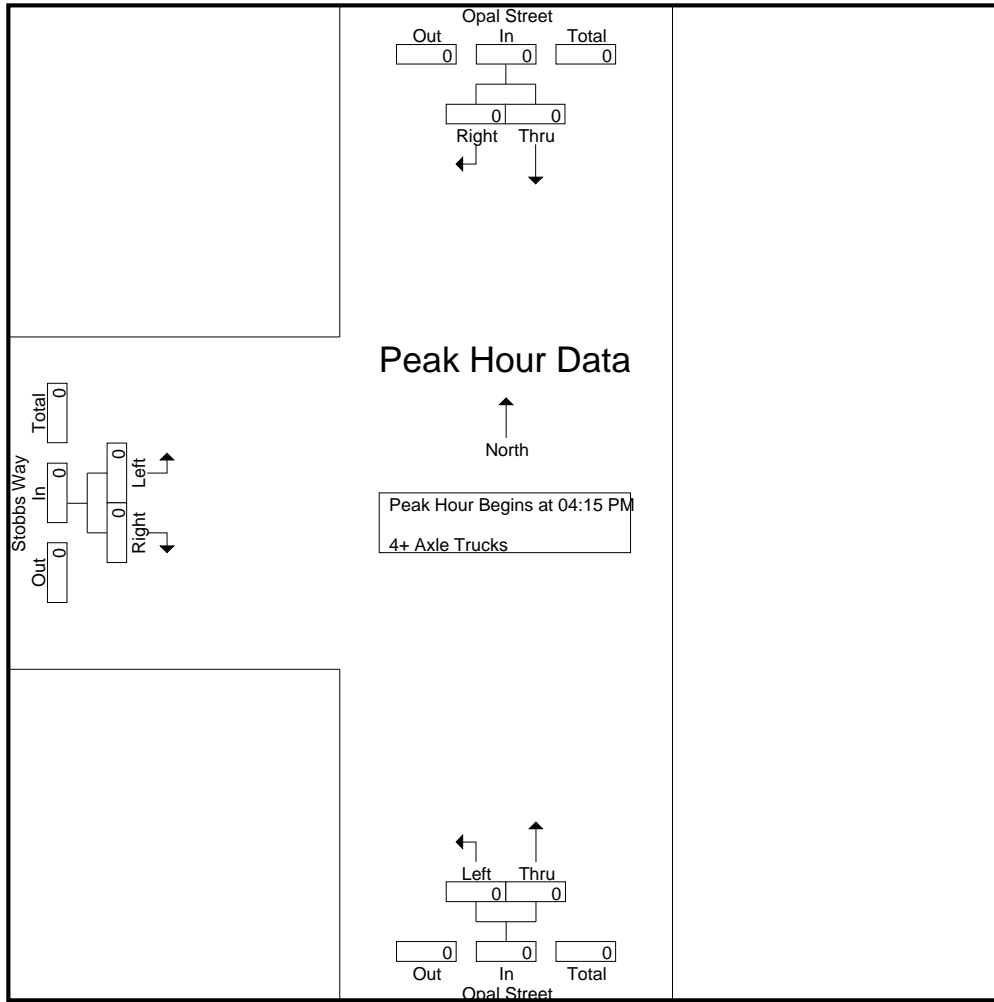
Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs PM
 Site Code : 99921684
 Start Date : 11/17/2021
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

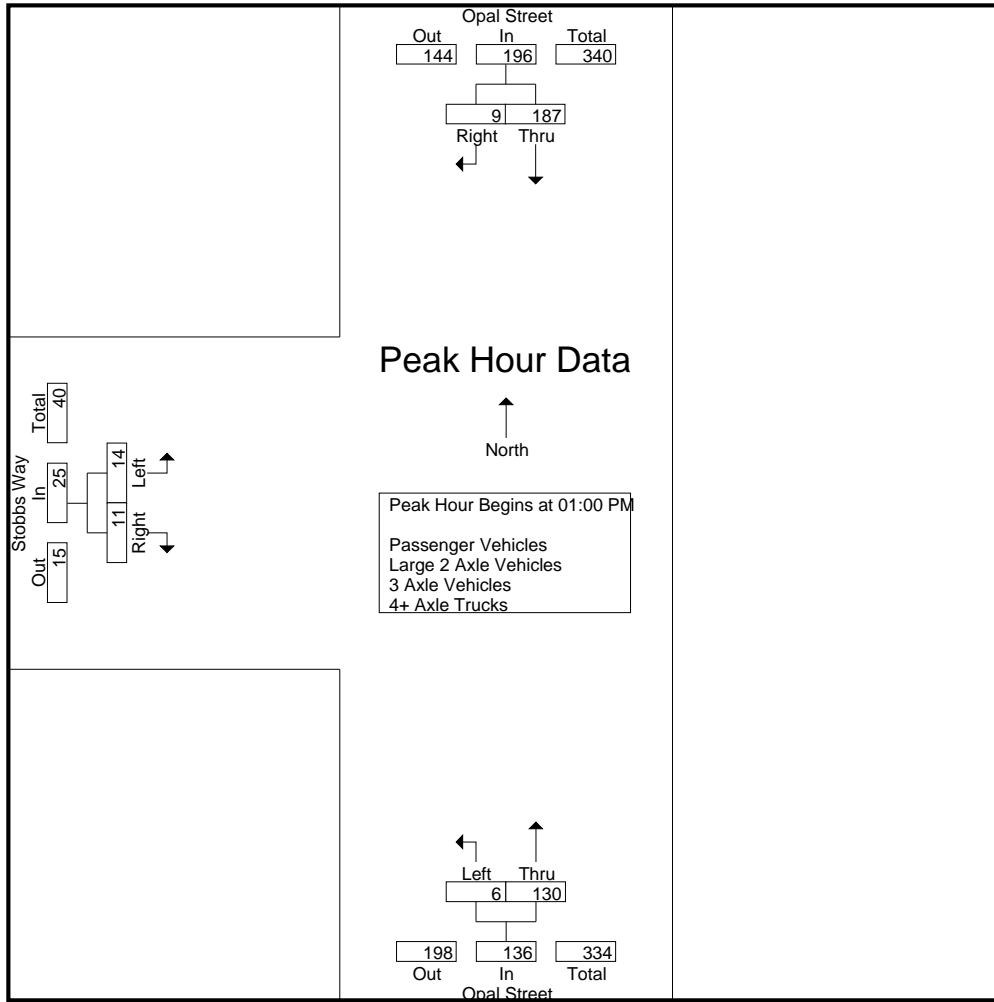
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	37	3	40	2	40	42	3	3	6	88
11:15 AM	41	4	45	3	31	34	5	9	14	93
11:30 AM	52	3	55	6	20	26	1	1	2	83
11:45 AM	43	3	46	0	29	29	9	4	13	88
Total	173	13	186	11	120	131	18	17	35	352
12:00 PM	37	4	41	3	38	41	2	4	6	88
12:15 PM	47	3	50	3	33	36	2	3	5	91
12:30 PM	43	1	44	2	33	35	2	2	4	83
12:45 PM	40	2	42	1	30	31	2	0	2	75
Total	167	10	177	9	134	143	8	9	17	337
01:00 PM	46	2	48	1	40	41	1	5	6	95
01:15 PM	49	1	50	0	30	30	4	1	5	85
01:30 PM	45	4	49	2	22	24	4	2	6	79
01:45 PM	47	2	49	3	38	41	5	3	8	98
Total	187	9	196	6	130	136	14	11	25	357
Grand Total	527	32	559	26	384	410	40	37	77	1046
Apprch %	94.3	5.7		6.3	93.7		51.9	48.1		
Total %	50.4	3.1	53.4	2.5	36.7	39.2	3.8	3.5	7.4	
Passenger Vehicles	521	32	553	26	383	409	40	37	77	1039
% Passenger Vehicles	98.9	100	98.9	100	99.7	99.8	100	100	100	99.3
Large 2 Axle Vehicles	5	0	5	0	1	1	0	0	0	6
% Large 2 Axle Vehicles	0.9	0	0.9	0	0.3	0.2	0	0	0	0.6
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.2	0	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	46	2	48	1	40	41	1	5	6	95
01:15 PM	49	1	50	0	30	30	4	1	5	85
01:30 PM	45	4	49	2	22	24	4	2	6	79
01:45 PM	47	2	49	3	38	41	5	3	8	98
Total Volume	187	9	196	6	130	136	14	11	25	357
% App. Total	95.4	4.6		4.4	95.6		56	44		
PHF	.954	.563	.980	.500	.813	.829	.700	.550	.781	.911

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM			12:00 PM			11:00 AM		
+0 mins.	46	2	48	3	38	41	3	3	6
+15 mins.	49	1	50	3	33	36	5	9	14
+30 mins.	45	4	49	2	33	35	1	1	2
+45 mins.	47	2	49	1	30	31	9	4	13
Total Volume	187	9	196	9	134	143	18	17	35
% App. Total	95.4	4.6		6.3	93.7		51.4	48.6	
PHF	.954	.563	.980	.750	.882	.872	.500	.472	.625

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

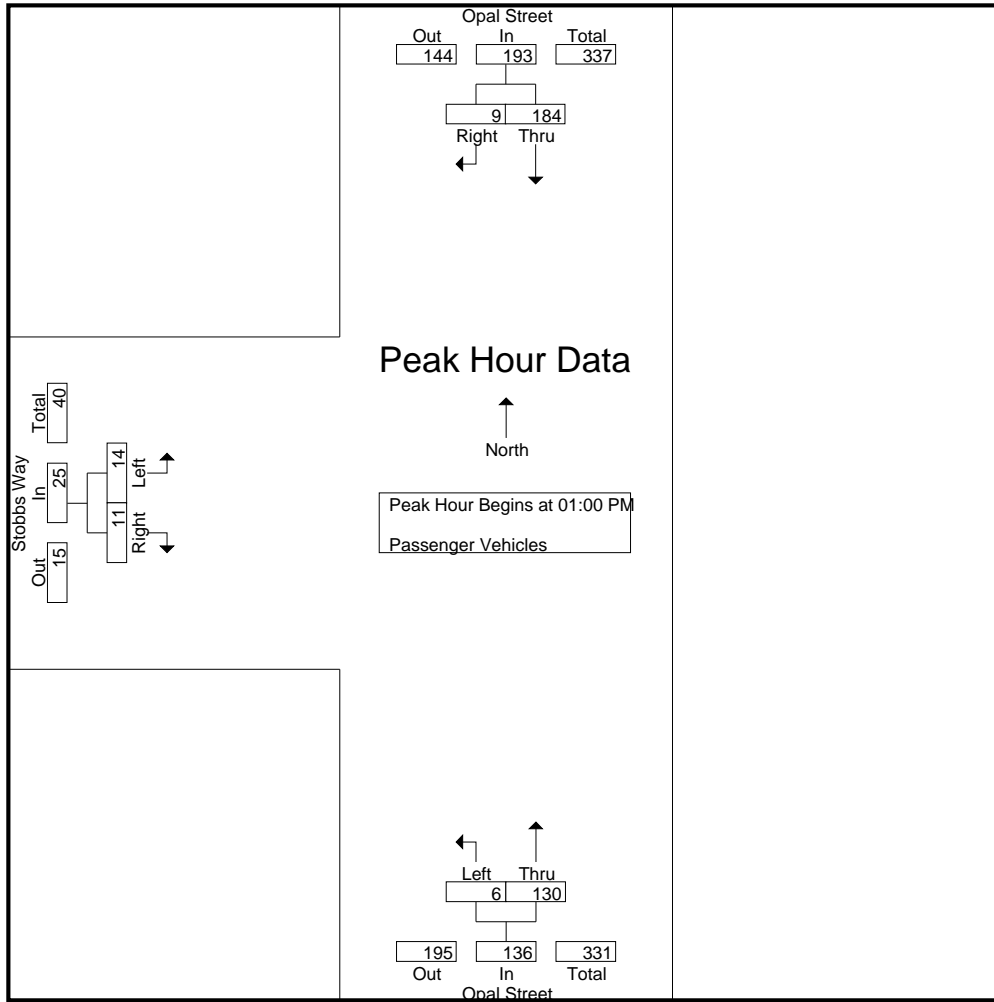
Groups Printed- Passenger Vehicles

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	37	3	40	2	39	41	3	3	6	87
11:15 AM	40	4	44	3	31	34	5	9	14	92
11:30 AM	51	3	54	6	20	26	1	1	2	82
11:45 AM	43	3	46	0	29	29	9	4	13	88
Total	171	13	184	11	119	130	18	17	35	349
12:00 PM	37	4	41	3	38	41	2	4	6	88
12:15 PM	46	3	49	3	33	36	2	3	5	90
12:30 PM	43	1	44	2	33	35	2	2	4	83
12:45 PM	40	2	42	1	30	31	2	0	2	75
Total	166	10	176	9	134	143	8	9	17	336
01:00 PM	46	2	48	1	40	41	1	5	6	95
01:15 PM	49	1	50	0	30	30	4	1	5	85
01:30 PM	45	4	49	2	22	24	4	2	6	79
01:45 PM	44	2	46	3	38	41	5	3	8	95
Total	184	9	193	6	130	136	14	11	25	354
Grand Total	521	32	553	26	383	409	40	37	77	1039
Apprch %	94.2	5.8		6.4	93.6		51.9	48.1		
Total %	50.1	3.1	53.2	2.5	36.9	39.4	3.8	3.6	7.4	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	46	2	48	1	40	41	1	5	6	95
01:15 PM	49	1	50	0	30	30	4	1	5	85
01:30 PM	45	4	49	2	22	24	4	2	6	79
01:45 PM	44	2	46	3	38	41	5	3	8	95
Total Volume	184	9	193	6	130	136	14	11	25	354
% App. Total	95.3	4.7		4.4	95.6		56	44		
PHF	.939	.563	.965	.500	.813	.829	.700	.550	.781	.932

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM			01:00 PM			01:00 PM		
+0 mins.	46	2	48	1	40	41	1	5	6
+15 mins.	49	1	50	0	30	30	4	1	5
+30 mins.	45	4	49	2	22	24	4	2	6
+45 mins.	44	2	46	3	38	41	5	3	8
Total Volume	184	9	193	6	130	136	14	11	25
% App. Total	95.3	4.7		4.4	95.6		56	44	
PHF	.939	.563	.965	.500	.813	.829	.700	.550	.781

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

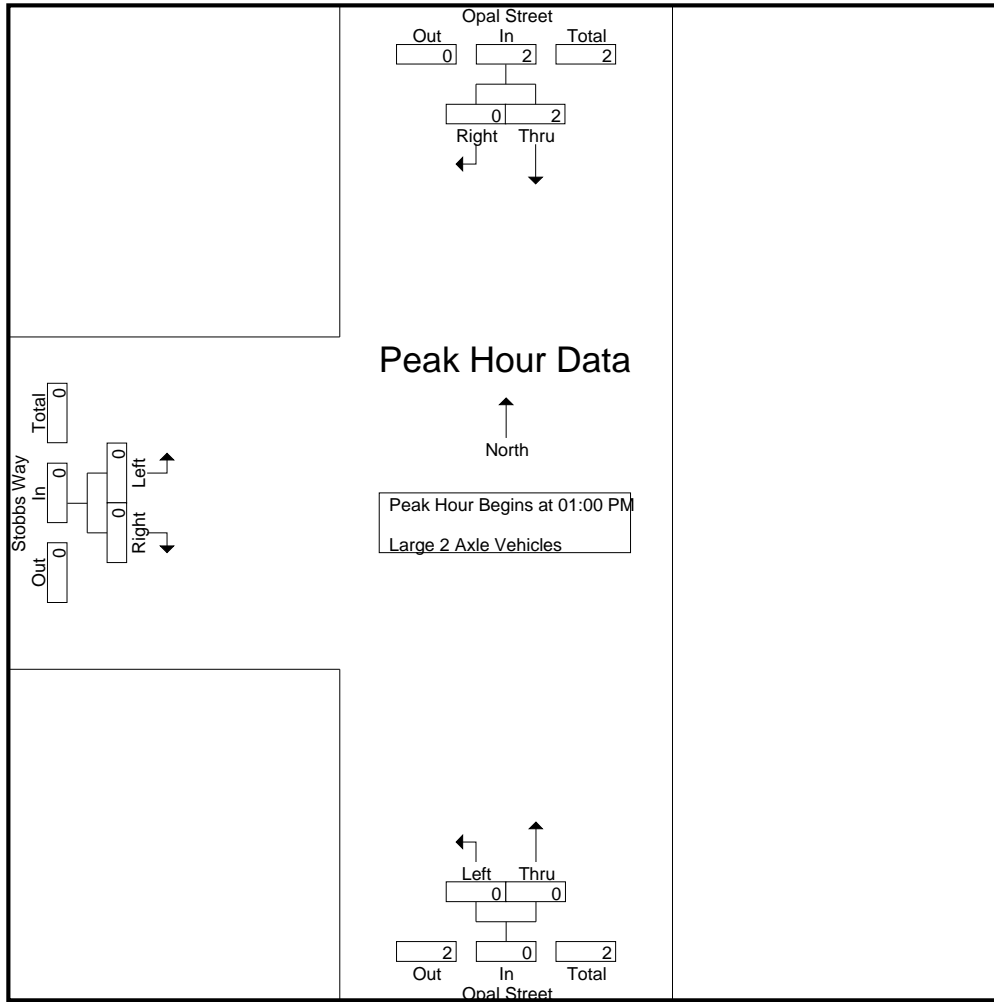
Groups Printed- Large 2 Axle Vehicles

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	0	0	0	0	1	1	0	0	0	1
11:15 AM	1	0	1	0	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	1	1	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	2	0	2	0	0	0	0	0	0	2
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	5	0	5	0	1	1	0	0	0	6
Apprch %	100	0		0	100		0	0		
Total %	83.3	0	83.3	0	16.7	16.7	0	0	0	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	2	0	2	0	0	0	0	0	0	2
Total Volume	2	0	2	0	0	0	0	0	0	2
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM			01:00 PM			01:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	2	0	0	0	0	0	0
Total Volume	2	0	2	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

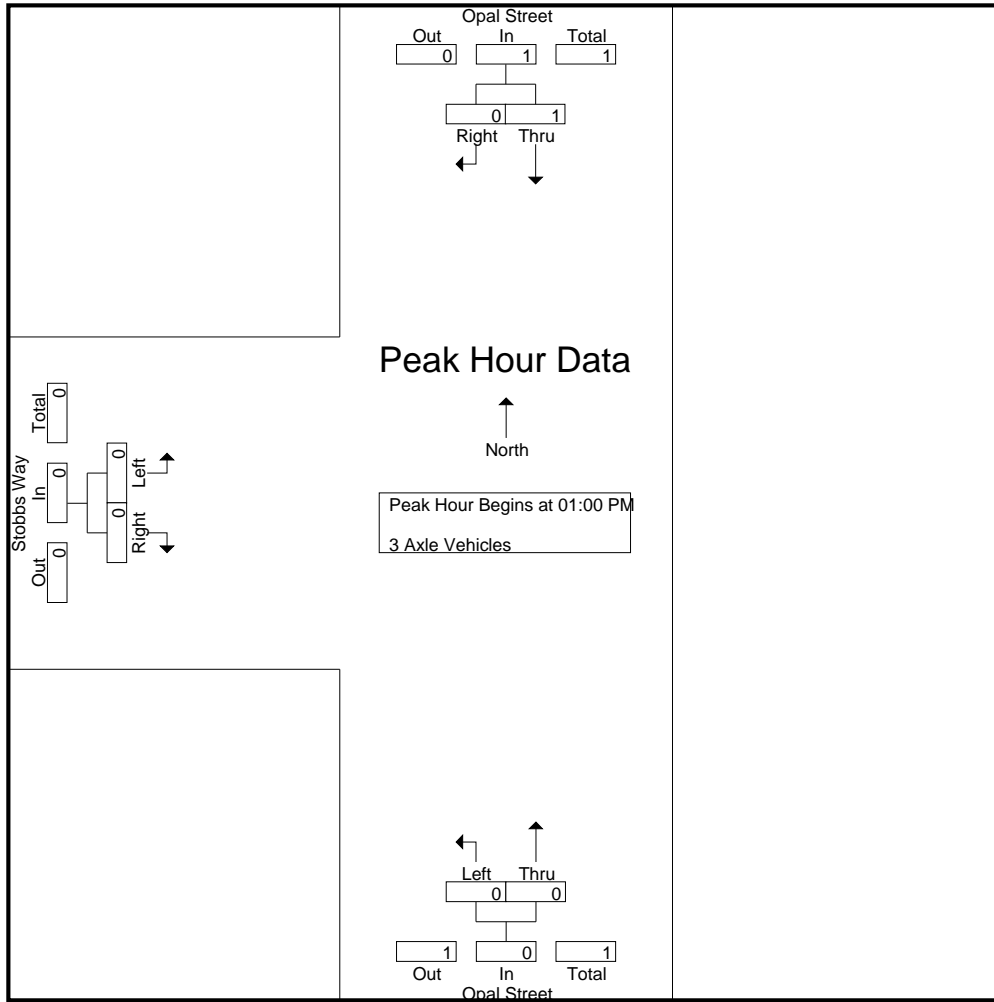
Groups Printed- 3 Axle Vehicles

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM			01:00 PM			01:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 1

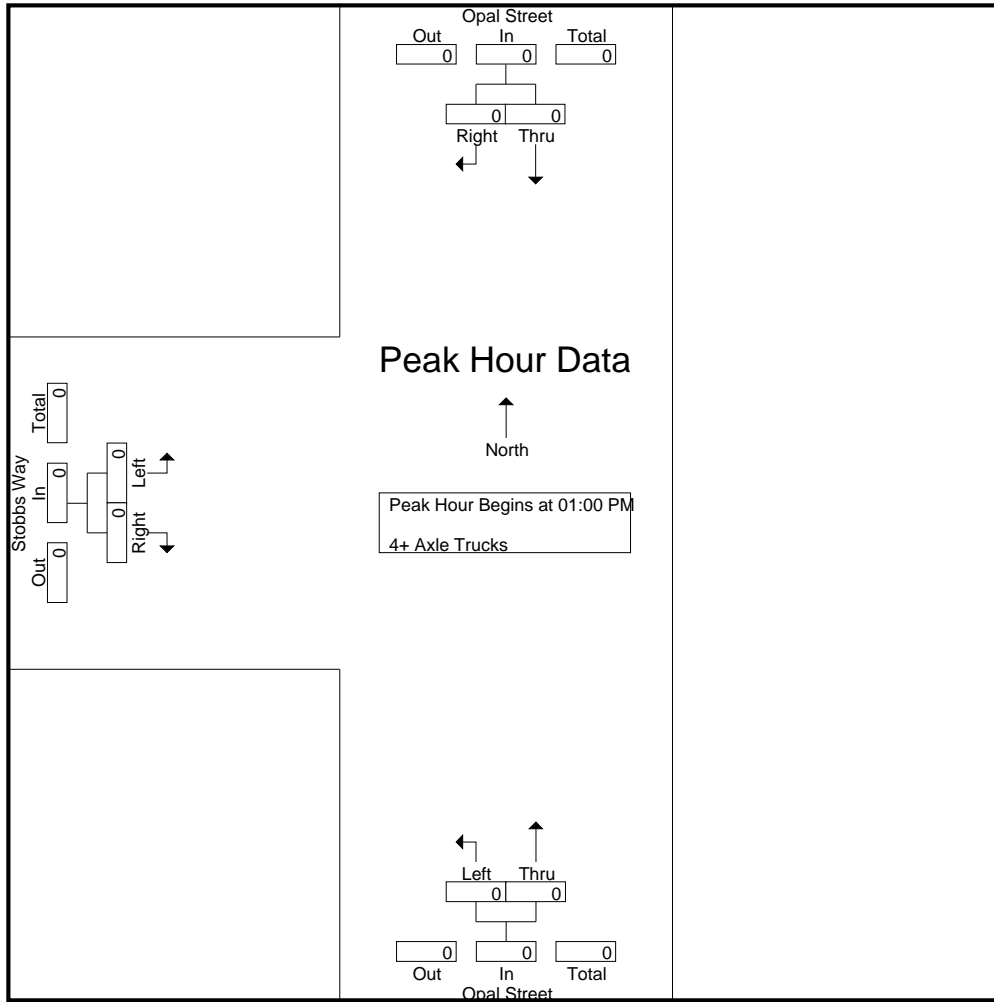
Groups Printed- 4+ Axle Trucks

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Opal Street Southbound			Opal Street Northbound			Stobbs Way Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way
 Weather: Clear

File Name : 10_JVY_Opal_Stobbs SAT
 Site Code : 99921684
 Start Date : 11/20/2021
 Page No : 2



Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM			01:00 PM			01:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way



PEDESTRIANS

Date: 11/17/2021
 Day: Wednesday

	North Leg Opal Street	East Leg Dead End	South Leg Opal Street	West Leg Stobbs Way	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	1	0	1	1	3
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	3	3
8:00 AM	0	0	0	2	2
8:15 AM	0	0	1	2	3
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	3	0	2	8	13

Date: 11/17/2021
 Day: Wednesday

	North Leg Opal Street	East Leg Dead End	South Leg Opal Street	West Leg Stobbs Way	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	2	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	1	0	0	3	4
4:45 PM	0	0	0	2	2
5:00 PM	1	0	0	2	3
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	11	13

Date: 11/20/2021
 Day: Saturday

	North Leg Opal Street	East Leg Dead End	South Leg Opal Street	West Leg Stobbs Way	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	2	2
11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	6	7
11:45 AM	0	0	0	0	0
12:00 PM	1	0	0	3	4
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	1	1
1:15 PM	0	0	0	1	1
1:30 PM	1	0	0	3	4
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	16	19

Location: Jurupa Valley
 N/S: Opal Street
 E/W: Stobbs Way



BICYCLES

Date: 11/17/2021
 Day: Wednesday

	Southbound Opal Street			Westbound Dead End			Northbound Opal Street			Eastbound Stobbs Way			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

Date: 11/17/2021
 Day: Wednesday

	Southbound Opal Street			Westbound Dead End			Northbound Opal Street			Eastbound Stobbs Way			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
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	3	0	0	0	0	0	3	0	0	0	0	6

Date: 11/20/2021
 Day: Saturday

	Southbound Opal Street			Westbound Dead End			Northbound Opal Street			Eastbound Stobbs Way			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	2	0	1	0	0	6

Counts Unlimited, Inc.

City of Jurupa Valley
 Mission Boulevard
 B/ Golden Avenue - Stobbs Way
 24 Hour Directional Volume Count

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

JVYMIGOST
 Site Code: 999-21684

Start Time	02-Dec-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	133			21	141				
12:15		24	162			17	152				
12:30		25	164			13	143				
12:45		27	142	96	601	11	121	62	557	158	1158
01:00		15	129			16	148				
01:15		18	141			12	153				
01:30		12	162			17	165				
01:45		32	177	77	609	11	143	56	609	133	1218
02:00		7	214			16	182				
02:15		17	253			8	180				
02:30		10	251			15	195				
02:45		15	276	49	994	23	189	62	746	111	1740
03:00		11	263			18	168				
03:15		16	293			27	157				
03:30		11	289			33	190				
03:45		11	348	49	1193	42	166	120	681	169	1874
04:00		8	358			36	135				
04:15		19	322			65	178				
04:30		14	301			107	185				
04:45		21	260	62	1241	87	161	295	659	357	1900
05:00		30	283			87	174				
05:15		26	295			86	182				
05:30		48	291			131	188				
05:45		35	302	139	1171	93	166	397	710	536	1881
06:00		48	335			84	151				
06:15		82	320			114	142				
06:30		89	251			109	120				
06:45		79	208	298	1114	108	123	415	536	713	1650
07:00		105	170			128	93				
07:15		129	145			121	92				
07:30		145	131			170	92				
07:45		187	125	566	571	178	71	597	348	1163	919
08:00		190	110			132	102				
08:15		173	93			151	75				
08:30		140	83			192	77				
08:45		162	90	665	376	186	84	661	338	1326	714
09:00		195	91			134	72				
09:15		129	85			131	61				
09:30		110	54			127	68				
09:45		136	66	570	296	158	47	550	248	1120	544
10:00		120	63			129	48				
10:15		141	44			140	49				
10:30		147	45			178	32				
10:45		179	65	587	217	153	45	600	174	1187	391
11:00		148	41			177	35				
11:15		149	34			140	36				
11:30		151	34			155	33				
11:45		129	28	577	137	156	35	628	139	1205	276
Total		3735	8520	3735	8520	4443	5745	4443	5745	8178	14265
Combined Total		12255		12255		10188		10188		22443	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	695	-	-	-	663	-	-	-	-	-
P.H.F.	-	0.914	-	-	-	0.863	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	1329	-	-	-	746	-	-	-	-
P.H.F.	-	-	0.928	-	-	-	0.956	-	-	-	-
Percentage		30.5%	69.5%			43.6%	56.4%				
ADT/AADT		ADT 22,443		AADT 22,443							

Counts Unlimited, Inc.

City of Jurupa Valley
 Mission Boulevard
 B/ Opal Street - Pacifica Avenue
 24 Hour Directional Volume Count

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

JVYMIOPPA
 Site Code: 999-21684

Start Time	02-Dec-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	146			18	147				
12:15		25	163			16	164				
12:30		30	160			14	146				
12:45		25	154	99	623	12	123	60	580	159	1203
01:00		8	157			16	144				
01:15		20	152			10	160				
01:30		12	175			14	160				
01:45		25	180	65	664	11	168	51	632	116	1296
02:00		8	197			18	199				
02:15		16	313			9	201				
02:30		9	278			17	177				
02:45		12	296	45	1084	18	201	62	778	107	1862
03:00		9	255			18	176				
03:15		14	309			21	142				
03:30		11	314			31	217				
03:45		13	323	47	1201	40	172	110	707	157	1908
04:00		8	338			33	146				
04:15		18	338			53	167				
04:30		14	286			86	182				
04:45		18	266	58	1228	73	169	245	664	303	1892
05:00		23	288			73	186				
05:15		27	298			79	192				
05:30		46	297			115	205				
05:45		25	262	121	1145	88	185	355	768	476	1913
06:00		45	336			75	136				
06:15		64	335			104	153				
06:30		70	242			115	120				
06:45		71	184	250	1097	119	134	413	543	663	1640
07:00		77	153			143	103				
07:15		117	132			119	94				
07:30		133	134			186	96				
07:45		189	130	516	549	211	74	659	367	1175	916
08:00		203	114			183	102				
08:15		163	94			151	70				
08:30		136	81			222	80				
08:45		177	89	679	378	249	74	805	326	1484	704
09:00		233	78			151	50				
09:15		145	73			132	63				
09:30		133	64			133	47				
09:45		125	61	636	276	150	50	566	210	1202	486
10:00		137	61			136	41				
10:15		154	43			159	41				
10:30		168	39			208	29				
10:45		190	54	649	197	152	40	655	151	1304	348
11:00		181	33			187	39				
11:15		138	34			130	35				
11:30		173	38			165	30				
11:45		156	26	648	131	148	25	630	129	1278	260
Total		3813	8573	3813	8573	4611	5855	4611	5855	8424	14428
Combined Total		12386		12386		10466		10466		22852	
AM Peak	-	08:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	709	-	-	-	805	-	-	-	-	-
P.H.F.	-	0.761	-	-	-	0.808	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	1313	-	-	-	778	-	-	-	-
P.H.F.	-	-	0.971	-	-	-	0.968	-	-	-	-
Percentage		30.8%	69.2%			44.1%	55.9%				
ADT/AADT		ADT 22,852	AADT 22,852								

APPENDIX C: VOLUME DEVELOPMENT WORKSHEETS

**Appendix C1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
	2 Axle	3 Axle	4 Axle	PCE		2 Axle	3 Axle	4 Axle	PCE			
1 . Mission Boulevard/Golden West Avenue/Canal Street												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	234	1	2	0	6	240	82	1	0	0	2	84
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	55	2	0	0	3	58	31	1	0	0	2	33
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	3	0	0	0	0	3
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	2	0	0	0	0	2	2	1	0	0	2	4
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	2	0	0	0	0	2	9	0	0	0	0	9
EBT	775	21	0	2	38	813	1,152	27	3	0	47	1,199
EBR	62	2	0	0	3	65	205	0	0	0	0	205
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	25	2	0	0	3	28	67	1	0	0	2	69
WBT	619	23	1	0	37	656	564	6	0	0	9	573
WBR	0	0	0	0	0	0	1	1	0	0	2	3
North Leg												
Approach	2	0	0	0	0	2	5	1	0	0	2	7
Departure	2	0	0	0	0	2	10	1	0	0	2	12
Total	4	0	0	0	0	4	15	2	0	0	4	19
South Leg												
Approach	289	3	2	0	9	298	113	2	0	0	4	117
Departure	87	4	0	0	6	93	272	1	0	0	2	274
Total	376	7	2	0	15	391	385	3	0	0	6	391
East Leg												
Approach	644	25	1	0	40	684	632	8	0	0	13	645
Departure	830	23	0	2	41	871	1,186	28	3	0	49	1,235
Total	1,474	48	1	2	81	1,555	1,818	36	3	0	62	1,880
West Leg												
Approach	839	23	0	2	41	880	1,366	27	3	0	47	1,413
Departure	855	24	3	0	43	898	648	8	0	0	13	661
Total	1,694	47	3	2	84	1,778	2,014	35	3	0	60	2,074
Total Approaches												
Approach	1,774	51	3	2	90	1,864	2,116	38	3	0	66	2,182
Departure	1,774	51	3	2	90	1,864	2,116	38	3	0	66	2,182
Total	3,548	102	6	4	180	3,728	4,232	76	6	0	132	4,364

**Appendix C1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
	2 Axle	3 Axle	4 Axle	PCE		2 Axle	3 Axle	4 Axle	PCE			
2 . Mission Boulevard/Stobbs Way												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	4	0	0	0	0	4	13	0	0	0	0	13
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	829	23	0	2	41	870	1,154	17	2	0	30	1,184
EBR	19	0	0	0	0	19	17	1	0	0	2	19
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	679	20	0	0	30	709	618	7	0	0	11	629
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	4	0	0	0	0	4	13	0	0	0	0	13
Departure	19	0	0	0	0	19	17	1	0	0	2	19
Total	23	0	0	0	0	23	30	1	0	0	2	32
East Leg												
Approach	679	20	0	0	30	709	618	7	0	0	11	629
Departure	833	23	0	2	41	874	1,167	17	2	0	30	1,197
Total	1,512	43	0	2	71	1,583	1,785	24	2	0	41	1,826
West Leg												
Approach	848	23	0	2	41	889	1,171	18	2	0	32	1,203
Departure	679	20	0	0	30	709	618	7	0	0	11	629
Total	1,527	43	0	2	71	1,598	1,789	25	2	0	43	1,832
Total Approaches												
Approach	1,531	43	0	2	71	1,602	1,802	25	2	0	43	1,845
Departure	1,531	43	0	2	71	1,602	1,802	25	2	0	43	1,845
Total	3,062	86	0	4	142	3,204	3,604	50	4	0	86	3,690

**Appendix C1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks			PCE	Total PCE Volume	Pass. Veh.	Trucks			PCE	Total PCE Volume
	2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle			
3 . Mission Boulevard/Opal Street												
NBU	0	0	0	0	0	0	0	0	3	0	6	6
NBL	99	0	0	0	0	99	74	1	0	0	2	76
NBT	22	0	0	0	0	22	2	0	0	0	0	2
NBR	144	0	0	0	0	144	98	0	1	0	2	100
SBU	0	0	0	0	0	0	0	0	5	0	10	10
SBL	83	0	0	0	0	83	11	0	0	0	0	11
SBT	20	0	0	0	0	20	4	1	0	0	2	6
SBR	97	0	0	0	0	97	11	1	0	0	2	13
EBU	9	0	0	0	0	9	14	0	1	0	2	16
EBL	133	0	0	0	0	133	22	5	2	1	15	37
EBT	588	0	0	0	0	588	982	10	7	1	32	1,014
EBR	91	0	0	0	0	91	102	2	0	0	3	105
WBU	23	0	0	0	0	23	41	0	4	0	8	49
WBL	175	0	0	0	0	175	137	2	0	0	3	140
WBT	470	0	0	0	0	470	535	11	2	2	27	562
WBR	64	0	0	0	0	64	9	1	0	0	2	11
North Leg												
Approach	200	0	0	0	0	200	26	2	5	0	14	40
Departure	219	0	0	0	0	219	33	6	7	1	27	60
Total	419	0	0	0	0	419	59	8	12	1	41	100
South Leg												
Approach	265	0	0	0	0	265	174	1	4	0	10	184
Departure	286	0	0	0	0	286	243	5	3	0	14	257
Total	551	0	0	0	0	551	417	6	7	0	24	441
East Leg												
Approach	732	0	0	0	0	732	722	14	6	2	40	762
Departure	838	0	0	0	0	838	1,132	10	12	1	42	1,174
Total	1,570	0	0	0	0	1,570	1,854	24	18	3	82	1,936
West Leg												
Approach	821	0	0	0	0	821	1,120	17	10	2	52	1,172
Departure	675	0	0	0	0	675	634	13	3	2	33	667
Total	1,496	0	0	0	0	1,496	1,754	30	13	4	85	1,839
Total Approaches												
Approach	2,018	0	0	0	0	2,018	2,042	34	25	4	116	2,158
Departure	2,018	0	0	0	0	2,018	2,042	34	25	4	116	2,158
Total	4,036	0	0	0	0	4,036	4,084	68	50	8	232	4,316

**Appendix C1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
	2 Axle	3 Axle	4 Axle	PCE		2 Axle	3 Axle	4 Axle	PCE			
4 . Mission Boulevard/Pacific Avenue												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	137	9	0	1	17	154	90	2	1	0	5	95
NBT	40	0	0	0	0	40	27	2	0	0	3	30
NBR	98	4	0	0	6	104	68	1	0	0	2	70
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	13	0	0	0	0	13	35	0	0	0	0	35
SBT	74	0	0	0	0	74	37	1	1	0	4	41
SBR	90	0	0	0	0	90	81	2	0	1	6	87
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	43	0	0	1	3	46	90	1	1	1	7	97
EBT	479	6	1	2	17	496	852	14	6	1	36	888
EBR	52	3	0	0	5	57	137	2	1	0	5	142
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	106	2	0	0	3	109	94	2	0	0	3	97
WBT	683	15	0	1	26	709	538	11	0	0	17	555
WBR	24	0	0	0	0	24	29	0	0	0	0	29
North Leg												
Approach	177	0	0	0	0	177	153	3	1	1	10	163
Departure	107	0	0	1	3	110	146	3	1	1	10	156
Total	284	0	0	1	3	287	299	6	2	2	20	319
South Leg												
Approach	275	13	0	1	23	298	185	5	1	0	10	195
Departure	232	5	0	0	8	240	268	5	2	0	12	280
Total	507	18	0	1	31	538	453	10	3	0	22	475
East Leg												
Approach	813	17	0	1	29	842	661	13	0	0	20	681
Departure	590	10	1	2	23	613	955	15	6	1	38	993
Total	1,403	27	1	3	52	1,455	1,616	28	6	1	58	1,674
West Leg												
Approach	574	9	1	3	25	599	1,079	17	8	2	48	1,127
Departure	910	24	0	2	43	953	709	15	1	1	28	737
Total	1,484	33	1	5	68	1,552	1,788	32	9	3	76	1,864
Total Approaches												
Approach	1,839	39	1	5	77	1,916	2,078	38	10	3	88	2,166
Departure	1,839	39	1	5	77	1,916	2,078	38	10	3	88	2,166
Total	3,678	78	2	10	154	3,832	4,156	76	20	6	176	4,332

**Appendix C1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Weekday										
	AM Peak Hour					PM Peak Hour					
	Pass. Veh.	Trucks			Total PCE	Pass. Veh.	Trucks			Total PCE	
	2 Axle	3 Axle	4 Axle	PCE	Volume	2 Axle	3 Axle	4 Axle	PCE	Volume	
5 . Stobbs Way/Opal Street											
NBU	0	0	0	0	0	0	0	0	0	0	0
NBL	7	0	0	0	0	7	5	0	0	0	5
NBT	295	4	0	0	6	301	185	2	0	0	188
NBR	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0
SBT	280	4	0	0	6	286	263	4	1	0	271
SBR	10	1	0	0	2	12	9	0	0	0	9
EBU	0	0	0	0	0	0	0	0	0	0	0
EBL	10	0	0	0	0	10	8	0	0	0	8
EBT	0	0	0	0	0	0	0	0	0	0	0
EBR	9	0	0	0	0	9	7	1	0	0	9
WBU	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0
North Leg											
Approach	290	5	0	0	8	298	272	4	1	0	280
Departure	305	4	0	0	6	311	193	2	0	0	196
Total	595	9	0	0	14	609	465	6	1	0	476
South Leg											
Approach	302	4	0	0	6	308	190	2	0	0	193
Departure	289	4	0	0	6	295	270	5	1	0	280
Total	591	8	0	0	12	603	460	7	1	0	473
East Leg											
Approach	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
West Leg											
Approach	19	0	0	0	0	19	15	1	0	0	17
Departure	17	1	0	0	2	19	14	0	0	0	14
Total	36	1	0	0	2	38	29	1	0	0	31
Total Approaches											
Approach	611	9	0	0	14	625	477	7	1	0	490
Departure	611	9	0	0	14	625	477	7	1	0	490
Total	1,222	18	0	0	28	1,250	954	14	2	0	980

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
1 . Mission Boulevard/Golden West Avenue/Canal Street										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	240	10	250	0	250	84	3	87	0	87
NBT	0	0	0	0	0	0	0	0	0	0
NBR	58	2	60	0	60	33	1	34	0	34
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	3	0	3	0	3
SBT	0	0	0	0	0	0	0	0	0	0
SBR	2	0	2	0	2	4	0	4	0	4
EBU	0	0	0	0	0	0	0	0	0	0
EBL	2	0	2	0	2	9	0	9	0	9
EBT	813	33	846	92	938	1,199	48	1247	127	1374
EBR	65	3	68	0	68	205	8	213	0	213
WBU	0	0	0	0	0	0	0	0	0	0
WBL	28	1	29	0	29	69	3	72	0	72
WBT	656	26	682	52	734	573	23	596	130	726
WBR	0	0	0	0	0	3	0	3	0	3
North Leg										
Approach	2	0	2	0	2	7	0	7	0	7
Departure	2	0	2	0	2	12	0	12	0	12
Total	4	0	4	0	4	19	0	19	0	19
South Leg										
Approach	298	12	310	0	310	117	4	121	0	121
Departure	93	4	97	0	97	274	11	285	0	285
Total	391	16	407	0	407	391	15	406	0	406
East Leg										
Approach	684	27	711	52	763	645	26	671	130	801
Departure	871	35	906	92	998	1,235	49	1,284	127	1,411
Total	1,555	62	1,617	144	1,761	1,880	75	1,955	257	2,212
West Leg										
Approach	880	36	916	92	1,008	1,413	56	1,469	127	1,596
Departure	898	36	934	52	986	661	26	687	130	817
Total	1,778	72	1,850	144	1,994	2,074	82	2,156	257	2,413
Total Approaches										
Approach	1,864	75	1,939	144	2,083	2,182	86	2,268	257	2,525
Departure	1,864	75	1,939	144	2,083	2,182	86	2,268	257	2,525
Total	3,728	150	3,878	288	4,166	4,364	172	4,536	514	5,050

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
2 Mission Boulevard/Stobbs Way										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	4	0	4	30	34	13	1	14	56	70
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	870	35	905	44	949	1,184	47	1231	59	1290
EBR	19	1	20	48	68	19	1	20	67	87
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	57	57	0	0	0	79	79
WBT	709	28	737	54	791	629	25	654	132	786
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	4	0	4	30	34	13	1	14	56	70
Departure	19	1	20	105	125	19	1	20	146	166
Total	23	1	24	135	159	32	2	34	202	236
East Leg										
Approach	709	28	737	111	848	629	25	654	211	865
Departure	874	35	909	74	983	1,197	48	1,245	115	1,360
Total	1,583	63	1,646	185	1,831	1,826	73	1,899	326	2,225
West Leg										
Approach	889	36	925	92	1,017	1,203	48	1,251	126	1,377
Departure	709	28	737	54	791	629	25	654	132	786
Total	1,598	64	1,662	146	1,808	1,832	73	1,905	258	2,163
Total Approaches										
Approach	1,602	64	1,666	233	1,899	1,845	74	1,919	393	2,312
Departure	1,602	64	1,666	233	1,899	1,845	74	1,919	393	2,312
Total	3,204	128	3,332	466	3,798	3,690	148	3,838	786	4,624

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
3 Mission Boulevard/Opal Street										
NBU	0	0	0	0	0	6	0	6	0	6
NBL	99	4	103	57	160	76	3	79	124	203
NBT	22	1	23	0	23	2	0	2	0	2
NBR	144	6	150	2	152	100	4	104	4	108
SBU	0	0	0	0	0	10	0	10	0	10
SBL	83	3	86	0	86	11	0	11	0	11
SBT	20	1	21	3	24	6	0	6	4	10
SBR	97	4	101	0	101	13	1	14	0	14
EBU	9	0	9	40	49	16	1	17	71	88
EBL	133	5	138	2	140	37	1	38	4	42
EBT	588	24	612	24	636	1,014	41	1055	61	1116
EBR	91	4	95	0	95	105	4	109	0	109
WBU	23	1	24	0	24	49	2	51	0	51
WBL	175	7	182	32	214	140	6	146	46	192
WBT	470	19	489	14	503	562	22	584	17	601
WBR	64	3	67	0	67	11	0	11	0	11
North Leg										
Approach	200	8	208	3	211	40	1	41	4	45
Departure	219	9	228	2	230	60	1	61	4	65
Total	419	17	436	5	441	100	2	102	8	110
South Leg										
Approach	265	11	276	59	335	184	7	191	128	319
Departure	286	12	298	35	333	257	10	267	50	317
Total	551	23	574	94	668	441	17	458	178	636
East Leg										
Approach	732	30	762	46	808	762	30	792	63	855
Departure	838	34	872	26	898	1,174	47	1,221	65	1,286
Total	1,570	64	1,634	72	1,706	1,936	77	2,013	128	2,141
West Leg										
Approach	821	33	854	66	920	1,172	47	1,219	136	1,355
Departure	675	27	702	111	813	667	27	694	212	906
Total	1,496	60	1,556	177	1,733	1,839	74	1,913	348	2,261
Total Approaches										
Approach	2,018	82	2,100	174	2,274	2,158	85	2,243	331	2,574
Departure	2,018	82	2,100	174	2,274	2,158	85	2,243	331	2,574
Total	4,036	164	4,200	348	4,548	4,316	170	4,486	662	5,148

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
4 Mission Boulevard/Pacific Avenue										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	154	6	160	15	175	95	4	99	21	120
NBT	40	2	42	0	42	30	1	31	0	31
NBR	104	4	108	0	108	70	3	73	0	73
SBU	0	0	0	0	0	0	0	0	0	0
SBL	13	1	14	0	14	35	1	36	0	36
SBT	74	3	77	0	77	41	2	43	0	43
SBR	90	4	94	15	109	87	3	90	21	111
EBU	0	0	0	0	0	0	0	0	0	0
EBL	46	2	48	9	57	97	4	101	22	123
EBT	496	20	516	9	525	888	36	924	22	946
EBR	57	2	59	9	68	142	6	148	22	170
WBU	0	0	0	0	0	0	0	0	0	0
WBL	109	4	113	0	113	97	4	101	0	101
WBT	709	28	737	15	752	555	22	577	21	598
WBR	24	1	25	0	25	29	1	30	0	30
North Leg										
Approach	177	8	185	15	200	163	6	169	21	190
Departure	110	5	115	9	124	156	6	162	22	184
Total	287	13	300	24	324	319	12	331	43	374
South Leg										
Approach	298	12	310	15	325	195	8	203	21	224
Departure	240	9	249	9	258	280	12	292	22	314
Total	538	21	559	24	583	475	20	495	43	538
East Leg										
Approach	842	33	875	15	890	681	27	708	21	729
Departure	613	25	638	9	647	993	40	1,033	22	1,055
Total	1,455	58	1,513	24	1,537	1,674	67	1,741	43	1,784
West Leg										
Approach	599	24	623	27	650	1,127	46	1,173	66	1,239
Departure	953	38	991	45	1,036	737	29	766	63	829
Total	1,552	62	1,614	72	1,686	1,864	75	1,939	129	2,068
Total Approaches										
Approach	1,916	77	1,993	72	2,065	2,166	87	2,253	129	2,382
Departure	1,916	77	1,993	72	2,065	2,166	87	2,253	129	2,382
Total	3,832	154	3,986	144	4,130	4,332	174	4,506	258	4,764

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
5 Stobbs Way/Opal Street										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	7	0	7	12	19	5	0	5	17	22
NBT	301	12	313	0	313	188	8	196	0	196
NBR	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	286	11	297	0	297	271	11	282	0	282
SBR	12	0	12	18	30	9	0	9	25	34
EBU	0	0	0	0	0	0	0	0	0	0
EBL	10	0	10	58	68	8	0	8	128	136
EBT	0	0	0	0	0	0	0	0	0	0
EBR	9	0	9	7	16	9	0	9	17	26
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	298	11	309	18	327	280	11	291	25	316
Departure	311	12	323	58	381	196	8	204	128	332
Total	609	23	632	76	708	476	19	495	153	648
South Leg										
Approach	308	12	320	12	332	193	8	201	17	218
Departure	295	11	306	7	313	280	11	291	17	308
Total	603	23	626	19	645	473	19	492	34	526
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	19	0	19	65	84	17	0	17	145	162
Departure	19	0	19	30	49	14	0	14	42	56
Total	38	0	38	95	133	31	0	31	187	218
Total Approaches										
Approach	625	23	648	95	743	490	19	509	187	696
Departure	625	23	648	95	743	490	19	509	187	696
Total	1,250	46	1,296	190	1,486	980	38	1,018	374	1,392

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
6 Mission Boulevard/Driveway 1										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	36	36	0	0	0	67	67
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	35	35	0	0	0	61	61
EBR	0	0	0	40	40	0	0	0	54	54
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	111	111	0	0	0	211	211
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	36	36	0	0	0	67	67
Departure	0	0	0	40	40	0	0	0	54	54
Total	0	0	0	76	76	0	0	0	121	121
East Leg										
Approach	0	0	0	111	111	0	0	0	211	211
Departure	0	0	0	71	71	0	0	0	128	128
Total	0	0	0	182	182	0	0	0	339	339
West Leg										
Approach	0	0	0	75	75	0	0	0	115	115
Departure	0	0	0	111	111	0	0	0	211	211
Total	0	0	0	186	186	0	0	0	326	326
Total Approaches										
Approach	0	0	0	222	222	0	0	0	393	393
Departure	0	0	0	222	222	0	0	0	393	393
Total	0	0	0	444	444	0	0	0	786	786

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
7 Mission Boulevard/Driveway 2										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	44	44	0	0	0	78	78
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	23	23	0	0	0	61	61
EBR	0	0	0	48	48	0	0	0	67	67
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	111	111	0	0	0	211	211
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	44	44	0	0	0	78	78
Departure	0	0	0	48	48	0	0	0	67	67
Total	0	0	0	92	92	0	0	0	145	145
East Leg										
Approach	0	0	0	111	111	0	0	0	211	211
Departure	0	0	0	67	67	0	0	0	139	139
Total	0	0	0	178	178	0	0	0	350	350
West Leg										
Approach	0	0	0	71	71	0	0	0	128	128
Departure	0	0	0	111	111	0	0	0	211	211
Total	0	0	0	182	182	0	0	0	339	339
Total Approaches										
Approach	0	0	0	226	226	0	0	0	417	417
Departure	0	0	0	226	226	0	0	0	417	417
Total	0	0	0	452	452	0	0	0	834	834

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
8 Stobbs Way/Driveway 3										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	21	21	0	0	0	35	35
NBR	0	0	0	15	15	0	0	0	21	21
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	53	53	0	0	0	73	73
SBT	0	0	0	53	53	0	0	0	73	73
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	31	31	0	0	0	67	67
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	18	18	0	0	0	35	35
North Leg										
Approach	0	0	0	106	106	0	0	0	146	146
Departure	0	0	0	39	39	0	0	0	70	70
Total	0	0	0	145	145	0	0	0	216	216
South Leg										
Approach	0	0	0	36	36	0	0	0	56	56
Departure	0	0	0	84	84	0	0	0	140	140
Total	0	0	0	120	120	0	0	0	196	196
East Leg										
Approach	0	0	0	49	49	0	0	0	102	102
Departure	0	0	0	68	68	0	0	0	94	94
Total	0	0	0	117	117	0	0	0	196	196
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	191	191	0	0	0	304	304
Departure	0	0	0	191	191	0	0	0	304	304
Total	0	0	0	382	382	0	0	0	608	608

Appendix C2 - Opening Year Background (2023) Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
9 Stobbs Way/Driveway 4										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	15	15	0	0	0	21	21
NBR	0	0	0	15	15	0	0	0	21	21
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	53	53	0	0	0	73	73
SBT	0	0	0	31	31	0	0	0	67	67
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	35	35	0	0	0	78	78
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	12	12	0	0	0	22	22
North Leg										
Approach	0	0	0	84	84	0	0	0	140	140
Departure	0	0	0	27	27	0	0	0	43	43
Total	0	0	0	111	111	0	0	0	183	183
South Leg										
Approach	0	0	0	30	30	0	0	0	42	42
Departure	0	0	0	66	66	0	0	0	145	145
Total	0	0	0	96	96	0	0	0	187	187
East Leg										
Approach	0	0	0	47	47	0	0	0	100	100
Departure	0	0	0	68	68	0	0	0	94	94
Total	0	0	0	115	115	0	0	0	194	194
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	161	161	0	0	0	282	282
Departure	0	0	0	161	161	0	0	0	282	282
Total	0	0	0	322	322	0	0	0	564	564

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
1 . Mission Boulevard/Golden West Avenue/Canal Street										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	250	3	253	0	253	87	2	89	0	89
NBT	0	0	0	0	0	0	0	0	0	0
NBR	60	0	60	0	60	34	0	34	0	34
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	3	0	3	0	3
SBT	0	0	0	0	0	0	0	0	0	0
SBR	2	0	2	0	2	4	0	4	0	4
EBU	0	0	0	0	0	0	0	0	0	0
EBL	2	0	2	0	2	9	0	9	0	9
EBT	846	22	868	92	960	1,247	64	1311	127	1438
EBR	68	1	69	0	69	213	3	216	0	216
WBU	0	0	0	0	0	0	0	0	0	0
WBL	29	0	29	0	29	72	0	72	0	72
WBT	682	56	738	52	790	596	40	636	130	766
WBR	0	0	0	0	0	3	0	3	0	3
North Leg										
Approach	2	0	2	0	2	7	0	7	0	7
Departure	2	0	2	0	2	12	0	12	0	12
Total	4	0	4	0	4	19	0	19	0	19
South Leg										
Approach	310	3	313	0	313	121	2	123	0	123
Departure	97	1	98	0	98	285	3	288	0	288
Total	407	4	411	0	411	406	5	411	0	411
East Leg										
Approach	711	56	767	52	819	671	40	711	130	841
Departure	906	22	928	92	1,020	1,284	64	1,348	127	1,475
Total	1,617	78	1,695	144	1,839	1,955	104	2,059	257	2,316
West Leg										
Approach	916	23	939	92	1,031	1,469	67	1,536	127	1,663
Departure	934	59	993	52	1,045	687	42	729	130	859
Total	1,850	82	1,932	144	2,076	2,156	109	2,265	257	2,522
Total Approaches										
Approach	1,939	82	2,021	144	2,165	2,268	109	2,377	257	2,634
Departure	1,939	82	2,021	144	2,165	2,268	109	2,377	257	2,634
Total	3,878	164	4,042	288	4,330	4,536	218	4,754	514	5,268

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
2 Mission Boulevard/Stobbs Way										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	4	0	4	30	34	14	0	14	56	70
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	905	23	928	44	972	1,231	65	1296	59	1355
EBR	20	0	20	48	68	20	0	20	67	87
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	57	57	0	0	0	79	79
WBT	737	56	793	54	847	654	40	694	132	826
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	4	0	4	30	34	14	0	14	56	70
Departure	20	0	20	105	125	20	0	20	146	166
Total	24	0	24	135	159	34	0	34	202	236
East Leg										
Approach	737	56	793	111	904	654	40	694	211	905
Departure	909	23	932	74	1,006	1,245	65	1,310	115	1,425
Total	1,646	79	1,725	185	1,910	1,899	105	2,004	326	2,330
West Leg										
Approach	925	23	948	92	1,040	1,251	65	1,316	126	1,442
Departure	737	56	793	54	847	654	40	694	132	826
Total	1,662	79	1,741	146	1,887	1,905	105	2,010	258	2,268
Total Approaches										
Approach	1,666	79	1,745	233	1,978	1,919	105	2,024	393	2,417
Departure	1,666	79	1,745	233	1,978	1,919	105	2,024	393	2,417
Total	3,332	158	3,490	466	3,956	3,838	210	4,048	786	4,834

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
3 Mission Boulevard/Opal Street										
NBU	0	0	0	0	0	6	0	6	0	6
NBL	103	1	104	57	161	79	1	80	124	204
NBT	23	0	23	0	23	2	0	2	0	2
NBR	150	1	151	2	153	104	0	104	4	108
SBU	0	0	0	0	0	10	0	10	0	10
SBL	86	0	86	0	86	11	0	11	0	11
SBT	21	0	21	3	24	6	0	6	4	10
SBR	101	0	101	0	101	14	0	14	0	14
EBU	9	0	9	40	49	17	0	17	71	88
EBL	138	0	138	2	140	38	0	38	4	42
EBT	612	22	634	24	658	1,055	64	1,119	61	1,180
EBR	95	0	95	0	95	109	1	110	0	110
WBU	24	0	24	0	24	51	0	51	0	51
WBL	182	0	182	32	214	146	0	146	46	192
WBT	489	55	544	14	558	584	40	624	17	641
WBR	67	0	67	0	67	11	0	11	0	11
North Leg										
Approach	208	0	208	3	211	41	0	41	4	45
Departure	228	0	228	2	230	61	0	61	4	65
Total	436	0	436	5	441	102	0	102	8	110
South Leg										
Approach	276	2	278	59	337	191	1	192	128	320
Departure	298	0	298	35	333	267	1	268	50	318
Total	574	2	576	94	670	458	2	460	178	638
East Leg										
Approach	762	55	817	46	863	792	40	832	63	895
Departure	872	23	895	26	921	1,221	64	1,285	65	1,350
Total	1,634	78	1,712	72	1,784	2,013	104	2,117	128	2,245
West Leg										
Approach	854	22	876	66	942	1,219	65	1,284	136	1,420
Departure	702	56	758	111	869	694	41	735	212	947
Total	1,556	78	1,634	177	1,811	1,913	106	2,019	348	2,367
Total Approaches										
Approach	2,100	79	2,179	174	2,353	2,243	106	2,349	331	2,680
Departure	2,100	79	2,179	174	2,353	2,243	106	2,349	331	2,680
Total	4,200	158	4,358	348	4,706	4,486	212	4,698	662	5,360

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
4 Mission Boulevard/Pacific Avenue										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	160	1	161	15	176	99	1	100	21	121
NBT	42	35	77	0	77	31	60	91	0	91
NBR	108	3	111	0	111	73	3	76	0	76
SBU	0	0	0	0	0	0	0	0	0	0
SBL	14	53	67	0	67	36	48	84	0	84
SBT	77	53	130	0	130	43	48	91	0	91
SBR	94	40	134	15	149	90	26	116	21	137
EBU	0	0	0	0	0	0	0	0	0	0
EBL	48	13	61	9	70	101	44	145	22	167
EBT	516	10	526	9	535	924	18	942	22	964
EBR	59	0	59	9	68	148	2	150	22	172
WBU	0	0	0	0	0	0	0	0	0	0
WBL	113	3	116	0	116	101	4	105	0	105
WBT	737	14	751	15	766	577	14	591	21	612
WBR	25	35	60	0	60	30	60	90	0	90
North Leg										
Approach	185	146	331	15	346	169	122	291	21	312
Departure	115	83	198	9	207	162	164	326	22	348
Total	300	229	529	24	553	331	286	617	43	660
South Leg										
Approach	310	39	349	15	364	203	64	267	21	288
Departure	249	56	305	9	314	292	54	346	22	368
Total	559	95	654	24	678	495	118	613	43	656
East Leg										
Approach	875	52	927	15	942	708	78	786	21	807
Departure	638	66	704	9	713	1,033	69	1,102	22	1,124
Total	1,513	118	1,631	24	1,655	1,741	147	1,888	43	1,931
West Leg										
Approach	623	23	646	27	673	1,173	64	1,237	66	1,303
Departure	991	55	1,046	45	1,091	766	41	807	63	870
Total	1,614	78	1,692	72	1,764	1,939	105	2,044	129	2,173
Total Approaches										
Approach	1,993	260	2,253	72	2,325	2,253	328	2,581	129	2,710
Departure	1,993	260	2,253	72	2,325	2,253	328	2,581	129	2,710
Total	3,986	520	4,506	144	4,650	4,506	656	5,162	258	5,420

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
5 Stobbs Way/Opal Street										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	7	0	7	12	19	5	0	5	17	22
NBT	313	2	315	0	315	196	2	198	0	198
NBR	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	297	0	297	0	297	282	2	284	0	284
SBR	12	0	12	18	30	9	0	9	25	34
EBU	0	0	0	0	0	0	0	0	0	0
EBL	10	0	10	58	68	8	0	8	128	136
EBT	0	0	0	0	0	0	0	0	0	0
EBR	9	0	9	7	16	9	0	9	17	26
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	309	0	309	18	327	291	2	293	25	318
Departure	323	2	325	58	383	204	2	206	128	334
Total	632	2	634	76	710	495	4	499	153	652
South Leg										
Approach	320	2	322	12	334	201	2	203	17	220
Departure	306	0	306	7	313	291	2	293	17	310
Total	626	2	628	19	647	492	4	496	34	530
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	19	0	19	65	84	17	0	17	145	162
Departure	19	0	19	30	49	14	0	14	42	56
Total	38	0	38	95	133	31	0	31	187	218
Total Approaches										
Approach	648	2	650	95	745	509	4	513	187	700
Departure	648	2	650	95	745	509	4	513	187	700
Total	1,296	4	1,300	190	1,490	1,018	8	1,026	374	1,400

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
6 Mission Boulevard/Driveway 1										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	36	36	0	0	0	67	67
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	22	22	35	57	0	63	63	61	124
EBR	0	0	0	40	40	0	0	0	54	54
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	55	55	111	166	0	39	39	211	250
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	36	36	0	0	0	67	67
Departure	0	0	0	40	40	0	0	0	54	54
Total	0	0	0	76	76	0	0	0	121	121
East Leg										
Approach	0	55	55	111	166	0	39	39	211	250
Departure	0	22	22	71	93	0	63	63	128	191
Total	0	77	77	182	259	0	102	102	339	441
West Leg										
Approach	0	22	22	75	97	0	63	63	115	178
Departure	0	55	55	111	166	0	39	39	211	250
Total	0	77	77	186	263	0	102	102	326	428
Total Approaches										
Approach	0	77	77	222	299	0	102	102	393	495
Departure	0	77	77	222	299	0	102	102	393	495
Total	0	154	154	444	598	0	204	204	786	990

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
7 Mission Boulevard/Driveway 2										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	44	44	0	0	0	78	78
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	22	22	23	45	0	63	63	61	124
EBR	0	0	0	48	48	0	0	0	67	67
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	55	55	111	166	0	39	39	211	250
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	44	44	0	0	0	78	78
Departure	0	0	0	48	48	0	0	0	67	67
Total	0	0	0	92	92	0	0	0	145	145
East Leg										
Approach	0	55	55	111	166	0	39	39	211	250
Departure	0	22	22	67	89	0	63	63	139	202
Total	0	77	77	178	255	0	102	102	350	452
West Leg										
Approach	0	22	22	71	93	0	63	63	128	191
Departure	0	55	55	111	166	0	39	39	211	250
Total	0	77	77	182	259	0	102	102	339	441
Total Approaches										
Approach	0	77	77	226	303	0	102	102	417	519
Departure	0	77	77	226	303	0	102	102	417	519
Total	0	154	154	452	606	0	204	204	834	1,038

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
8 Stobbs Way/Driveway 3										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	21	21	0	0	0	35	35
NBR	0	0	0	15	15	0	0	0	21	21
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	53	53	0	0	0	73	73
SBT	0	0	0	53	53	0	0	0	73	73
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	31	31	0	0	0	67	67
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	18	18	0	0	0	35	35
North Leg										
Approach	0	0	0	106	106	0	0	0	146	146
Departure	0	0	0	39	39	0	0	0	70	70
Total	0	0	0	145	145	0	0	0	216	216
South Leg										
Approach	0	0	0	36	36	0	0	0	56	56
Departure	0	0	0	84	84	0	0	0	140	140
Total	0	0	0	120	120	0	0	0	196	196
East Leg										
Approach	0	0	0	49	49	0	0	0	102	102
Departure	0	0	0	68	68	0	0	0	94	94
Total	0	0	0	117	117	0	0	0	196	196
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	191	191	0	0	0	304	304
Departure	0	0	0	191	191	0	0	0	304	304
Total	0	0	0	382	382	0	0	0	608	608

Appendix C3 - Opening Year Background Plus Project Plus Cumulative Projects Peak Hour Volume Summary

	Weekday									
	AM Peak Hour					PM Peak Hour				
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
9 Stobbs Way/Driveway 4										
NBU	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	15	15	0	0	0	21	21
NBR	0	0	0	15	15	0	0	0	21	21
SBU	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	53	53	0	0	0	73	73
SBT	0	0	0	31	31	0	0	0	67	67
SBR	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	35	35	0	0	0	78	78
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	12	12	0	0	0	22	22
North Leg										
Approach	0	0	0	84	84	0	0	0	140	140
Departure	0	0	0	27	27	0	0	0	43	43
Total	0	0	0	111	111	0	0	0	183	183
South Leg										
Approach	0	0	0	30	30	0	0	0	42	42
Departure	0	0	0	66	66	0	0	0	145	145
Total	0	0	0	96	96	0	0	0	187	187
East Leg										
Approach	0	0	0	47	47	0	0	0	100	100
Departure	0	0	0	68	68	0	0	0	94	94
Total	0	0	0	115	115	0	0	0	194	194
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	161	161	0	0	0	282	282
Departure	0	0	0	161	161	0	0	0	282	282
Total	0	0	0	322	322	0	0	0	564	564

**Appendix C4 - Saturday Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Saturday Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle		
1 . Mission Boulevard/Golden West Avenue/Canal Street						
NBU	0	0	0	0	0	0
NBL	124	2	1	0	5	129
NBT	0	0	0	0	0	0
NBR	30	0	0	0	0	30
SBU	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	4	0	0	0	0	4
EBU	0	0	0	0	0	0
EBL	25	0	0	0	0	25
EBT	693	1	1	2	10	703
EBR	147	1	2	0	6	153
WBU	0	0	0	0	0	0
WBL	32	0	0	0	0	32
WBT	781	9	3	0	20	801
WBR	0	0	0	0	0	0
North Leg						
Approach	4	0	0	0	0	4
Departure	25	0	0	0	0	25
Total	29	0	0	0	0	29
South Leg						
Approach	154	2	1	0	5	159
Departure	179	1	2	0	6	185
Total	333	3	3	0	11	344
East Leg						
Approach	813	9	3	0	20	833
Departure	723	1	1	2	10	733
Total	1,536	10	4	2	30	1,566
West Leg						
Approach	865	2	3	2	16	881
Departure	909	11	4	0	25	934
Total	1,774	13	7	2	41	1,815
Total Approaches						
Approach	1,836	13	7	2	41	1,877
Departure	1,836	13	7	2	41	1,877
Total	3,672	26	14	4	82	3,754

**Appendix C4 - Saturday Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Saturday Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle		
2 . Mission Boulevard/Stobbs Way						
NBU	0	0	0	0	0	0
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	18	0	0	0	0	18
SBU	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBU	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	679	2	4	2	17	696
EBR	15	0	0	0	0	15
WBU	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	861	7	2	0	15	876
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	18	0	0	0	0	18
Departure	15	0	0	0	0	15
Total	33	0	0	0	0	33
East Leg						
Approach	861	7	2	0	15	876
Departure	697	2	4	2	17	714
Total	1,558	9	6	2	32	1,590
West Leg						
Approach	694	2	4	2	17	711
Departure	861	7	2	0	15	876
Total	1,555	9	6	2	32	1,587
Total Approaches						
Approach	1,573	9	6	2	32	1,605
Departure	1,573	9	6	2	32	1,605
Total	3,146	18	12	4	64	3,210

**Appendix C4 - Saturday Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Saturday Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle		
3 . Mission Boulevard/Opal Street						
NBU	0	0	23	0	46	46
NBL	99	0	0	0	0	99
NBT	17	0	0	0	0	17
NBR	73	0	0	0	0	73
SBU	0	0	18	0	36	36
SBL	75	4	0	0	6	81
SBT	26	0	0	0	0	26
SBR	90	2	0	0	3	93
EBU	12	0	25	0	50	62
EBL	73	0	0	0	0	73
EBT	546	2	3	0	9	555
EBR	70	1	0	0	2	72
WBU	71	0	67	0	134	205
WBL	156	0	0	0	0	156
WBT	641	5	1	0	10	651
WBR	54	1	0	0	2	56
North Leg						
Approach	191	6	18	0	45	236
Departure	144	1	18	0	38	182
Total	335	7	36	0	83	418
South Leg						
Approach	189	0	23	0	46	235
Departure	252	1	23	0	48	300
Total	441	1	46	0	94	535
East Leg						
Approach	922	6	68	0	146	1,068
Departure	765	6	70	0	149	914
Total	1,687	12	138	0	295	1,982
West Leg						
Approach	701	3	28	0	61	762
Departure	842	7	26	0	63	905
Total	1,543	10	54	0	124	1,667
Total Approaches						
Approach	2,003	15	137	0	298	2,301
Departure	2,003	15	137	0	298	2,301
Total	4,006	30	274	0	596	4,602

**Appendix C4 - Saturday Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Saturday Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle		
4 . Mission Boulevard/Pacific Avenue						
NBU	0	0	0	0	0	0
NBL	82	1	0	1	5	87
NBT	18	0	0	0	0	18
NBR	47	2	0	0	3	50
SBU	0	0	0	0	0	0
SBL	18	0	3	0	6	24
SBT	20	1	1	0	4	24
SBR	69	2	4	0	11	80
EBU	0	0	0	0	0	0
EBL	61	0	1	1	5	66
EBT	681	5	0	2	14	695
EBR	96	0	0	0	0	96
WBU	0	0	0	0	0	0
WBL	33	1	0	0	2	35
WBT	625	9	2	1	21	646
WBR	22	1	2	0	6	28
North Leg						
Approach	107	3	8	0	21	128
Departure	101	1	3	1	11	112
Total	208	4	11	1	32	240
South Leg						
Approach	147	3	0	1	8	155
Departure	149	2	1	0	6	155
Total	296	5	1	1	14	310
East Leg						
Approach	680	11	4	1	29	709
Departure	746	7	3	2	23	769
Total	1,426	18	7	3	52	1,478
West Leg						
Approach	838	5	1	3	19	857
Departure	776	12	6	2	37	813
Total	1,614	17	7	5	56	1,670
Total Approaches						
Approach	1,772	22	13	5	77	1,849
Departure	1,772	22	13	5	77	1,849
Total	3,544	44	26	10	154	3,698

**Appendix C4 - Saturday Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	Saturday Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle		
5 . Stobbs Way/Opal Street						
NBU	0	0	0	0	0	0
NBL	6	0	0	0	0	6
NBT	130	0	0	0	0	130
NBR	0	0	0	0	0	0
SBU	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	184	2	1	0	5	189
SBR	9	0	0	0	0	9
EBU	0	0	0	0	0	0
EBL	14	0	0	0	0	14
EBT	0	0	0	0	0	0
EBR	11	0	0	0	0	11
WBU	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	193	2	1	0	5	198
Departure	144	0	0	0	0	144
Total	337	2	1	0	5	342
South Leg						
Approach	136	0	0	0	0	136
Departure	195	2	1	0	5	200
Total	331	2	1	0	5	336
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	25	0	0	0	0	25
Departure	15	0	0	0	0	15
Total	40	0	0	0	0	40
Total Approaches						
Approach	354	2	1	0	5	359
Departure	354	2	1	0	5	359
Total	708	4	2	0	10	718

**Appendix C5 - Saturday Opening Year Background (2023) Peak Hour
Volume Summary**

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
1 . Mission Boulevard/Golden West Avenue/Canal Street					
NBU	0	0	0	0	0
NBL	129	5	134	0	134
NBT	0	0	0	0	0
NBR	30	1	31	0	31
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	4	0	4	0	4
EBU	0	0	0	0	0
EBL	25	1	26	0	26
EBT	703	28	731	92	823
EBR	153	6	159	0	159
WBU	0	0	0	0	0
WBL	32	1	33	0	33
WBT	801	32	833	52	885
WBR	0	0	0	0	0
North Leg					
Approach	4	0	4	0	4
Departure	25	1	26	0	26
Total	29	1	30	0	30
South Leg					
Approach	159	6	165	0	165
Departure	185	7	192	0	192
Total	344	13	357	0	357
East Leg					
Approach	833	33	866	52	918
Departure	733	29	762	92	854
Total	1,566	62	1,628	144	1,772
West Leg					
Approach	881	35	916	92	1,008
Departure	934	37	971	52	1,023
Total	1,815	72	1,887	144	2,031
Total Approaches					
Approach	1,877	74	1,951	144	2,095
Departure	1,877	74	1,951	144	2,095
Total	3,754	148	3,902	288	4,190

**Appendix C5 - Saturday Opening Year Background (2023) Peak Hour
Volume Summary**

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
2 Mission Boulevard/Stobbs Way					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	18	1	19	30	49
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	696	28	724	44	768
EBR	15	1	16	48	64
WBU	0	0	0	0	0
WBL	0	0	0	57	57
WBT	876	35	911	54	965
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	18	1	19	30	49
Departure	15	1	16	105	121
Total	33	2	35	135	170
East Leg					
Approach	876	35	911	111	1,022
Departure	714	29	743	74	817
Total	1,590	64	1,654	185	1,839
West Leg					
Approach	711	29	740	92	832
Departure	876	35	911	54	965
Total	1,587	64	1,651	146	1,797
Total Approaches					
Approach	1,605	65	1,670	233	1,903
Departure	1,605	65	1,670	233	1,903
Total	3,210	130	3,340	466	3,806

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
3 Mission Boulevard/Opal Street					
NBU	46	2	48	0	48
NBL	99	4	103	57	160
NBT	17	1	18	0	18
NBR	73	3	76	2	78
SBU	36	1	37	0	37
SBL	81	3	84	0	84
SBT	26	1	27	3	30
SBR	93	4	97	0	97
EBU	62	2	64	40	104
EBL	73	3	76	2	78
EBT	555	22	577	24	601
EBR	72	3	75	0	75
WBU	205	8	213	0	213
WBL	156	6	162	32	194
WBT	651	26	677	14	691
WBR	56	2	58	0	58
North Leg					
Approach	236	9	245	3	248
Departure	182	7	189	2	191
Total	418	16	434	5	439
South Leg					
Approach	235	10	245	59	304
Departure	300	12	312	35	347
Total	535	22	557	94	651
East Leg					
Approach	1,068	42	1,110	46	1,156
Departure	914	36	950	26	976
Total	1,982	78	2,060	72	2,132
West Leg					
Approach	762	30	792	66	858
Departure	905	36	941	111	1,052
Total	1,667	66	1,733	177	1,910
Total Approaches					
Approach	2,301	91	2,392	174	2,566
Departure	2,301	91	2,392	174	2,566
Total	4,602	182	4,784	348	5,132

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
4 Mission Boulevard/Pacific Avenue					
NBU	0	0	0	0	0
NBL	87	3	90	15	105
NBT	18	1	19	0	19
NBR	50	2	52	0	52
SBU	0	0	0	0	0
SBL	24	1	25	0	25
SBT	24	1	25	0	25
SBR	80	3	83	15	98
EBU	0	0	0	0	0
EBL	66	3	69	9	78
EBT	695	28	723	9	732
EBR	96	4	100	9	109
WBU	0	0	0	0	0
WBL	35	1	36	0	36
WBT	646	26	672	15	687
WBR	28	1	29	0	29
North Leg					
Approach	128	5	133	15	148
Departure	112	5	117	9	126
Total	240	10	250	24	274
South Leg					
Approach	155	6	161	15	176
Departure	155	6	161	9	170
Total	310	12	322	24	346
East Leg					
Approach	709	28	737	15	752
Departure	769	31	800	9	809
Total	1,478	59	1,537	24	1,561
West Leg					
Approach	857	35	892	27	919
Departure	813	32	845	45	890
Total	1,670	67	1,737	72	1,809
Total Approaches					
Approach	1,849	74	1,923	72	1,995
Departure	1,849	74	1,923	72	1,995
Total	3,698	148	3,846	144	3,990

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
5 Stobbs Way/Opal Street					
NBU	0	0	0	0	0
NBL	6	0	6	12	18
NBT	130	5	135	0	135
NBR	0	0	0	0	0
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	189	8	197	0	197
SBR	9	0	9	18	27
EBU	0	0	0	0	0
EBL	14	1	15	58	73
EBT	0	0	0	0	0
EBR	11	0	11	7	18
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	198	8	206	18	224
Departure	144	6	150	58	208
Total	342	14	356	76	432
South Leg					
Approach	136	5	141	12	153
Departure	200	8	208	7	215
Total	336	13	349	19	368
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	25	1	26	65	91
Departure	15	0	15	30	45
Total	40	1	41	95	136
Total Approaches					
Approach	359	14	373	95	468
Departure	359	14	373	95	468
Total	718	28	746	190	936

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
6 Mission Boulevard/Driveway 1					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	36	36
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	35	35
EBR	0	0	0	40	40
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	111	111
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	36	36
Departure	0	0	0	40	40
Total	0	0	0	76	76
East Leg					
Approach	0	0	0	111	111
Departure	0	0	0	71	71
Total	0	0	0	182	182
West Leg					
Approach	0	0	0	75	75
Departure	0	0	0	111	111
Total	0	0	0	186	186
Total Approaches					
Approach	0	0	0	222	222
Departure	0	0	0	222	222
Total	0	0	0	444	444

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
7 Mission Boulevard/Driveway 2					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	44	44
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	23	23
EBR	0	0	0	48	48
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	111	111
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	44	44
Departure	0	0	0	48	48
Total	0	0	0	92	92
East Leg					
Approach	0	0	0	111	111
Departure	0	0	0	67	67
Total	0	0	0	178	178
West Leg					
Approach	0	0	0	71	71
Departure	0	0	0	111	111
Total	0	0	0	182	182
Total Approaches					
Approach	0	0	0	226	226
Departure	0	0	0	226	226
Total	0	0	0	452	452

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
8 Stobbs Way/Driveway 3					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	21	21
NBR	0	0	0	15	15
SBU	0	0	0	0	0
SBL	0	0	0	53	53
SBT	0	0	0	53	53
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBU	0	0	0	0	0
WBL	0	0	0	31	31
WBT	0	0	0	0	0
WBR	0	0	0	18	18
North Leg					
Approach	0	0	0	106	106
Departure	0	0	0	39	39
Total	0	0	0	145	145
South Leg					
Approach	0	0	0	36	36
Departure	0	0	0	84	84
Total	0	0	0	120	120
East Leg					
Approach	0	0	0	49	49
Departure	0	0	0	68	68
Total	0	0	0	117	117
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	191	191
Departure	0	0	0	191	191
Total	0	0	0	382	382

Appendix C5 - Saturday Opening Year Background (2023) Peak Hour Volume Summary

	Saturday Peak Hour				
	Exist Volumes	Growth	Opening Year NP	Project Trips	Opening Year WP
9 Stobbs Way/Driveway 4					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	15	15
NBR	0	0	0	15	15
SBU	0	0	0	0	0
SBL	0	0	0	53	53
SBT	0	0	0	31	31
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBU	0	0	0	0	0
WBL	0	0	0	35	35
WBT	0	0	0	0	0
WBR	0	0	0	12	12
North Leg					
Approach	0	0	0	84	84
Departure	0	0	0	27	27
Total	0	0	0	111	111
South Leg					
Approach	0	0	0	30	30
Departure	0	0	0	66	66
Total	0	0	0	96	96
East Leg					
Approach	0	0	0	47	47
Departure	0	0	0	68	68
Total	0	0	0	115	115
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	161	161
Departure	0	0	0	161	161
Total	0	0	0	322	322

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
1 . Mission Boulevard/Golden West Avenue/Canal Street					
NBU	0	0	0	0	0
NBL	134	3	137	0	137
NBT	0	0	0	0	0
NBR	31	0	31	0	31
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	4	0	4	0	4
EBU	0	0	0	0	0
EBL	26	0	26	0	26
EBT	731	22	753	92	845
EBR	159	1	160	0	160
WBU	0	0	0	0	0
WBL	33	0	33	0	33
WBT	833	56	889	52	941
WBR	0	0	0	0	0
North Leg					
Approach	4	0	4	0	4
Departure	26	0	26	0	26
Total	30	0	30	0	30
South Leg					
Approach	165	3	168	0	168
Departure	192	1	193	0	193
Total	357	4	361	0	361
East Leg					
Approach	866	56	922	52	974
Departure	762	22	784	92	876
Total	1,628	78	1,706	144	1,850
West Leg					
Approach	916	23	939	92	1,031
Departure	971	59	1,030	52	1,082
Total	1,887	82	1,969	144	2,113
Total Approaches					
Approach	1,951	82	2,033	144	2,177
Departure	1,951	82	2,033	144	2,177
Total	3,902	164	4,066	288	4,354

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
2 Mission Boulevard/Stobbs Way					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	19	0	19	30	49
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	724	23	747	44	791
EBR	16	0	16	48	64
WBU	0	0	0	0	0
WBL	0	0	0	57	57
WBT	911	56	967	54	1021
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	19	0	19	30	49
Departure	16	0	16	105	121
Total	35	0	35	135	170
East Leg					
Approach	911	56	967	111	1,078
Departure	743	23	766	74	840
Total	1,654	79	1,733	185	1,918
West Leg					
Approach	740	23	763	92	855
Departure	911	56	967	54	1,021
Total	1,651	79	1,730	146	1,876
Total Approaches					
Approach	1,670	79	1,749	233	1,982
Departure	1,670	79	1,749	233	1,982
Total	3,340	158	3,498	466	3,964

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
3 Mission Boulevard/Opal Street					
NBU	48	0	48	0	48
NBL	103	1	104	57	161
NBT	18	0	18	0	18
NBR	76	1	77	2	79
SBU	37	0	37	0	37
SBL	84	0	84	0	84
SBT	27	0	27	3	30
SBR	97	0	97	0	97
EBU	64	0	64	40	104
EBL	76	0	76	2	78
EBT	577	22	599	24	623
EBR	75	0	75	0	75
WBU	213	0	213	0	213
WBL	162	0	162	32	194
WBT	677	55	732	14	746
WBR	58	0	58	0	58
North Leg					
Approach	245	0	245	3	248
Departure	189	0	189	2	191
Total	434	0	434	5	439
South Leg					
Approach	245	2	247	59	306
Departure	312	0	312	35	347
Total	557	2	559	94	653
East Leg					
Approach	1,110	55	1,165	46	1,211
Departure	950	23	973	26	999
Total	2,060	78	2,138	72	2,210
West Leg					
Approach	792	22	814	66	880
Departure	941	56	997	111	1,108
Total	1,733	78	1,811	177	1,988
Total Approaches					
Approach	2,392	79	2,471	174	2,645
Departure	2,392	79	2,471	174	2,645
Total	4,784	158	4,942	348	5,290

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
4 Mission Boulevard/Pacific Avenue					
NBU	0	0	0	0	0
NBL	90	1	91	15	106
NBT	19	35	54	0	54
NBR	52	3	55	0	55
SBU	0	0	0	0	0
SBL	25	53	78	0	78
SBT	25	53	78	0	78
SBR	83	40	123	15	138
EBU	0	0	0	0	0
EBL	69	13	82	9	91
EBT	723	10	733	9	742
EBR	100	0	100	9	109
WBU	0	0	0	0	0
WBL	36	3	39	0	39
WBT	672	14	686	15	701
WBR	29	35	64	0	64
 North Leg					
Approach	133	146	279	15	294
Departure	117	83	200	9	209
Total	250	229	479	24	503
 South Leg					
Approach	161	39	200	15	215
Departure	161	56	217	9	226
Total	322	95	417	24	441
 East Leg					
Approach	737	52	789	15	804
Departure	800	66	866	9	875
Total	1,537	118	1,655	24	1,679
 West Leg					
Approach	892	23	915	27	942
Departure	845	55	900	45	945
Total	1,737	78	1,815	72	1,887
 Total Approaches					
Approach	1,923	260	2,183	72	2,255
Departure	1,923	260	2,183	72	2,255
Total	3,846	520	4,366	144	4,510

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
5 Stobbs Way/Opal Street					
NBU	0	0	0	0	0
NBL	6	0	6	12	18
NBT	135	2	137	0	137
NBR	0	0	0	0	0
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	197	0	197	0	197
SBR	9	0	9	18	27
EBU	0	0	0	0	0
EBL	15	0	15	58	73
EBT	0	0	0	0	0
EBR	11	0	11	7	18
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	206	0	206	18	224
Departure	150	2	152	58	210
Total	356	2	358	76	434
South Leg					
Approach	141	2	143	12	155
Departure	208	0	208	7	215
Total	349	2	351	19	370
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	26	0	26	65	91
Departure	15	0	15	30	45
Total	41	0	41	95	136
Total Approaches					
Approach	373	2	375	95	470
Departure	373	2	375	95	470
Total	746	4	750	190	940

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
6 Mission Boulevard/Driveway 1					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	36	36
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	22	22	35	57
EBR	0	0	0	40	40
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	55	55	111	166
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	36	36
Departure	0	0	0	40	40
Total	0	0	0	76	76
East Leg					
Approach	0	55	55	111	166
Departure	0	22	22	71	93
Total	0	77	77	182	259
West Leg					
Approach	0	22	22	75	97
Departure	0	55	55	111	166
Total	0	77	77	186	263
Total Approaches					
Approach	0	77	77	222	299
Departure	0	77	77	222	299
Total	0	154	154	444	598

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
7 Mission Boulevard/Driveway 2					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	44	44
SBU	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	22	22	23	45
EBR	0	0	0	48	48
WBU	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	55	55	111	166
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	44	44
Departure	0	0	0	48	48
Total	0	0	0	92	92
East Leg					
Approach	0	55	55	111	166
Departure	0	22	22	67	89
Total	0	77	77	178	255
West Leg					
Approach	0	22	22	71	93
Departure	0	55	55	111	166
Total	0	77	77	182	259
Total Approaches					
Approach	0	77	77	226	303
Departure	0	77	77	226	303
Total	0	154	154	452	606

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
8 Stobbs Way/Driveway 3					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	21	21
NBR	0	0	0	15	15
SBU	0	0	0	0	0
SBL	0	0	0	53	53
SBT	0	0	0	53	53
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBU	0	0	0	0	0
WBL	0	0	0	31	31
WBT	0	0	0	0	0
WBR	0	0	0	18	18
North Leg					
Approach	0	0	0	106	106
Departure	0	0	0	39	39
Total	0	0	0	145	145
South Leg					
Approach	0	0	0	36	36
Departure	0	0	0	84	84
Total	0	0	0	120	120
East Leg					
Approach	0	0	0	49	49
Departure	0	0	0	68	68
Total	0	0	0	117	117
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	191	191
Departure	0	0	0	191	191
Total	0	0	0	382	382

**Appendix C6 - Saturday Opening Year Background Plus Project Plus
Cumulative Projects Peak Hour Volume Summary**

Saturday Peak Hour					
	2,023 Back.	Cumul. Pr.	Cumul. NP	Project Trips	Cumul. WP
9 Stobbs Way/Driveway 4					
NBU	0	0	0	0	0
NBL	0	0	0	0	0
NBT	0	0	0	15	15
NBR	0	0	0	15	15
SBU	0	0	0	0	0
SBL	0	0	0	53	53
SBT	0	0	0	31	31
SBR	0	0	0	0	0
EBU	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBU	0	0	0	0	0
WBL	0	0	0	35	35
WBT	0	0	0	0	0
WBR	0	0	0	12	12
North Leg					
Approach	0	0	0	84	84
Departure	0	0	0	27	27
Total	0	0	0	111	111
South Leg					
Approach	0	0	0	30	30
Departure	0	0	0	66	66
Total	0	0	0	96	96
East Leg					
Approach	0	0	0	47	47
Departure	0	0	0	68	68
Total	0	0	0	115	115
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	161	161
Departure	0	0	0	161	161
Total	0	0	0	322	322

APPENDIX D: LEVEL OF SERVICE WORKSHEETS

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷		↶	↷			↷↶	
Traffic Volume (veh/h)	2	813	65	28	656	0	240	0	58	0	0	2
Future Volume (veh/h)	2	813	65	28	656	0	240	0	58	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	865	69	30	698	0	255	0	62	0	0	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1046	83	52	1210	0	796	0	803	0	0	803
Arrive On Green	0.00	0.31	0.31	0.01	0.11	0.00	0.51	0.00	0.51	0.00	0.00	0.51
Sat Flow, veh/h	1781	3333	266	1781	3647	0	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	2	461	473	30	698	0	255	0	62	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	0	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.1	21.6	21.6	1.5	16.8	0.0	9.8	0.0	1.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	21.6	21.6	1.5	16.8	0.0	9.8	0.0	1.8	0.0	0.0	0.1
Prop In Lane	1.00		0.15	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	5	558	572	52	1210	0	796	0	803	0	0	803
V/C Ratio(X)	0.41	0.83	0.83	0.57	0.58	0.00	0.32	0.00	0.08	0.00	0.00	0.00
Avail Cap(c_a), veh/h	109	721	739	129	1481	0	796	0	803	0	0	803
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	28.6	28.6	44.0	33.8	0.0	13.4	0.0	11.4	0.0	0.0	11.0
Incr Delay (d2), s/veh	48.2	6.2	6.1	9.6	0.4	0.0	1.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.6	9.8	0.8	7.9	0.0	3.1	0.0	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	34.8	34.7	53.6	34.2	0.0	14.4	0.0	11.6	0.0	0.0	11.0
LnGrp LOS	F	C	C	D	C	A	B	A	B	A	A	B
Approach Vol, veh/h		936			728			317				2
Approach Delay, s/veh		34.9			35.0			13.9				11.0
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.1	7.1	32.7		50.1	4.7	35.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	6.5	36.5		33.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s		11.8	3.5	23.6		2.1	2.1	18.8				
Green Ext Time (p_c), s		1.0	0.0	4.6		0.0	0.0	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	870	19	0	709	0	4
Future Vol, veh/h	870	19	0	709	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	956	21	0	779	0	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 489
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 *736
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *736
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	736	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

Existing AM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	9	133	588	91	23	175	470	64	99	22	144	83
Future Volume (veh/h)	9	133	588	91	23	175	470	64	99	22	144	83
Initial Q (Qb), veh		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
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		145	639	99		190	511	70	108	24	157	90
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		177	734	114		224	940	419	306	85	400	328
Arrive On Green		0.20	0.48	0.48		0.25	0.53	0.53	0.49	0.49	0.49	0.49
Sat Flow, veh/h		1781	3084	477		1781	3554	1585	517	175	823	557
Grp Volume(v), veh/h		145	368	370		190	511	70	289	0	0	217
Grp Sat Flow(s),veh/h/ln		1781	1777	1784		1781	1777	1585	1515	0	0	1455
Q Serve(g_s), s		7.0	16.7	16.7		9.1	8.6	2.1	2.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s		7.0	16.7	16.7		9.1	8.6	2.1	9.5	0.0	0.0	7.3
Prop In Lane		1.00		0.27		1.00		1.00	0.37		0.54	0.41
Lane Grp Cap(c), veh/h		177	423	425		224	940	419	792	0	0	764
V/C Ratio(X)		0.82	0.87	0.87		0.85	0.54	0.17	0.37	0.00	0.00	0.28
Avail Cap(c_a), veh/h		311	527	529		386	1204	537	792	0	0	764
HCM Platoon Ratio		2.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.75	0.75	0.75	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		35.3	22.3	22.4		32.8	17.6	16.1	14.3	0.0	0.0	13.7
Incr Delay (d2), s/veh		9.0	12.4	12.6		6.6	0.4	0.1	1.3	0.0	0.0	0.9
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.1	6.1	6.1		3.7	2.8	0.7	3.8	0.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		44.2	34.7	34.9		39.4	18.0	16.2	15.6	0.0	0.0	14.6
LnGrp LOS		D	C	C		D	B	B	B	A	A	B
Approach Vol, veh/h			883				771			289		
Approach Delay, s/veh			36.4				23.1			15.6		
Approach LOS			D				C			B		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.3	15.8	25.9		48.3	13.4	28.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.3	19.5	26.7		30.3	15.7	30.5				
Max Q Clear Time (g_c+I1), s		11.5	11.1	18.7		9.3	9.0	10.6				
Green Ext Time (p_c), s		1.8	0.3	2.7		1.3	0.2	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

Existing AM



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	20	97
Future Volume (veh/h)	20	97
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	22	105
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	94	342
Arrive On Green	0.49	0.49
Sat Flow, veh/h	194	704
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.48
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	217	
Approach Delay, s/veh	14.6	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	496	57	109	709	24	154	40	104	13	74	90
Future Volume (veh/h)	46	496	57	109	709	24	154	40	104	13	74	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	612	70	135	875	30	190	49	128	16	91	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1349	154	266	1492	665	564	898	761	643	368	449
Arrive On Green	0.14	0.14	0.14	0.42	0.42	0.42	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	616	3214	367	759	3554	1585	1180	1870	1585	1207	767	935
Grp Volume(v), veh/h	57	338	344	135	875	30	190	49	128	16	0	202
Grp Sat Flow(s),veh/h/ln	616	1777	1804	759	1777	1585	1180	1870	1585	1207	0	1702
Q Serve(g_s), s	7.9	15.7	15.8	14.7	17.1	1.0	10.2	1.3	4.1	0.6	0.0	6.3
Cycle Q Clear(g_c), s	25.0	15.7	15.8	30.5	17.1	1.0	16.5	1.3	4.1	1.9	0.0	6.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	222	746	758	266	1492	665	564	898	761	643	0	817
V/C Ratio(X)	0.26	0.45	0.45	0.51	0.59	0.05	0.34	0.05	0.17	0.02	0.00	0.25
Avail Cap(c_a), veh/h	268	879	892	322	1757	784	564	898	761	643	0	817
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	29.3	29.3	31.2	20.1	15.4	18.7	12.5	13.2	13.0	0.0	13.8
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.5	0.4	0.0	1.6	0.1	0.5	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.4	7.6	2.7	6.6	0.3	3.0	0.5	1.5	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	29.5	29.5	32.7	20.5	15.5	20.3	12.6	13.7	13.1	0.0	14.5
LnGrp LOS	D	C	C	C	C	B	C	B	B	B	A	B
Approach Vol, veh/h		739			1040			367			218	
Approach Delay, s/veh		30.4			21.9			17.0			14.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.7		42.3		47.7		42.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		36.5		44.5		36.5		44.5				
Max Q Clear Time (g_c+I1), s		18.5		27.0		8.3		32.5				
Green Ext Time (p_c), s		1.3		4.2		1.3		5.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	9	7	301	286	12
Future Vol, veh/h	10	9	7	301	286	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	10	8	331	314	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	668	321	327	0	-	0
Stage 1	321	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	450	849	1266	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	446	849	1266	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1266	-	575	-	-
HCM Lane V/C Ratio	0.006	-	0.036	-	-
HCM Control Delay (s)	7.9	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 1083
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1083
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	-	-	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1083
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0




















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1199	205	69	573	3	84	0	33	3	0	4
Future Volume (veh/h)	9	1199	205	69	573	3	84	0	33	3	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1236	211	71	591	3	87	0	34	3	0	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1434	243	91	1855	9	543	0	518	247	22	282
Arrive On Green	0.01	0.47	0.47	0.10	1.00	1.00	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1781	3039	515	1781	3625	18	1412	0	1585	580	66	861
Grp Volume(v), veh/h	9	719	728	71	290	304	87	0	34	7	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1778	1781	1777	1867	1412	0	1585	1506	0	0
Q Serve(g_s), s	0.5	32.3	33.0	3.5	0.0	0.0	3.7	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	32.3	33.0	3.5	0.0	0.0	3.9	0.0	1.3	0.3	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.01	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	20	838	839	91	909	955	543	0	518	550	0	0
V/C Ratio(X)	0.45	0.86	0.87	0.78	0.32	0.32	0.16	0.00	0.07	0.01	0.00	0.00
Avail Cap(c_a), veh/h	101	942	942	188	1029	1081	543	0	518	550	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	21.1	21.3	39.9	0.0	0.0	21.7	0.0	20.8	20.5	0.0	0.0
Incr Delay (d2), s/veh	15.1	7.3	8.0	13.3	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	13.6	14.0	1.8	0.1	0.1	1.4	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	28.4	29.3	53.2	0.2	0.2	22.3	0.0	21.1	20.5	0.0	0.0
LnGrp LOS	E	C	C	D	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1456			665			121				7
Approach Delay, s/veh		29.0			5.9			22.0				20.5
Approach LOS		C			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.9	9.1	47.0		33.9	5.5	50.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	9.5	47.7		19.3	5.1	52.1				
Max Q Clear Time (g_c+I1), s		5.9	5.5	35.0		2.3	2.5	2.0				
Green Ext Time (p_c), s		0.3	0.0	7.5		0.0	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

Existing PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1184	19	0	629	0	13
Future Vol, veh/h	1184	19	0	629	0	13
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1221	20	0	648	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	621
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*600
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*600
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	600	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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

HCM 6th Signalized Intersection Summary

3: Opal Street & Mission Boulevard

Existing PM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	16	37	1014	105	49	140	562	11	6	76	2	100
Future Volume (veh/h)	16	37	1014	105	49	140	562	11	6	76	2	100
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		39	1056	109		146	585	11		79	2	104
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		62	1259	130		179	1609	718		270	28	309
Arrive On Green		0.01	0.13	0.13		0.20	0.91	0.91		0.36	0.36	0.36
Sat Flow, veh/h		1781	3251	335		1781	3554	1585		587	76	852
Grp Volume(v), veh/h		39	577	588		146	585	11		185	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1810		1781	1777	1585		1515	0	0
Q Serve(g_s), s		2.0	28.5	28.6		7.1	2.1	0.1		5.0	0.0	0.0
Cycle Q Clear(g_c), s		2.0	28.5	28.6		7.1	2.1	0.1		7.7	0.0	0.0
Prop In Lane		1.00		0.19		1.00		1.00		0.43		0.56
Lane Grp Cap(c), veh/h		62	688	701		179	1609	718		606	0	0
V/C Ratio(X)		0.63	0.84	0.84		0.82	0.36	0.02		0.31	0.00	0.00
Avail Cap(c_a), veh/h		144	760	774		346	1923	858		606	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.95	0.95	0.95		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.9	36.5	36.5		35.2	2.4	2.3		20.7	0.0	0.0
Incr Delay (d2), s/veh		10.2	7.6	7.6		8.4	0.1	0.0		1.3	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	14.8	15.1		3.1	0.6	0.0		3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.2	44.1	44.1		43.6	2.5	2.3		22.0	0.0	0.0
LnGrp LOS		D	D	D		D	A	A		C	A	A
Approach Vol, veh/h			1204				742				185	
Approach Delay, s/veh			44.4				10.6				22.0	
Approach LOS			D				B				C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.1	13.5	39.4		37.1	7.6	45.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	17.5	38.5		20.5	7.3	48.7				
Max Q Clear Time (g_c+I1), s		9.7	9.1	30.6		3.0	4.0	4.1				
Green Ext Time (p_c), s		0.8	0.2	4.3		0.1	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

Existing PM



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↔	
Traffic Volume (veh/h)	10	11	6	13
Future Volume (veh/h)	10	11	6	13
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		11	6	14
Peak Hour Factor		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2
Cap, veh/h		231	135	257
Arrive On Green		0.36	0.36	0.36
Sat Flow, veh/h		488	372	709
Grp Volume(v), veh/h		31	0	0
Grp Sat Flow(s),veh/h/ln		1569	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.0	0.0	0.0
Prop In Lane		0.35		0.45
Lane Grp Cap(c), veh/h		623	0	0
V/C Ratio(X)		0.05	0.00	0.00
Avail Cap(c_a), veh/h		623	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		18.6	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		18.8	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			31	
Approach Delay, s/veh			18.8	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary

4: Pacific Avenue & Mission Boulevard

Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	888	142	97	555	29	95	30	70	35	41	87
Future Volume (veh/h)	97	888	142	97	555	29	95	30	70	35	41	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	935	149	102	584	31	100	32	74	37	43	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1314	209	217	1521	678	633	883	748	688	251	536
Arrive On Green	0.86	0.86	0.86	0.43	0.43	0.43	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	807	3070	489	520	3554	1585	1254	1870	1585	1288	531	1135
Grp Volume(v), veh/h	102	541	543	102	584	31	100	32	74	37	0	135
Grp Sat Flow(s),veh/h/ln	807	1777	1782	520	1777	1585	1254	1870	1585	1288	0	1666
Q Serve(g_s), s	6.2	10.1	10.1	16.2	10.1	1.0	4.4	0.8	2.3	1.4	0.0	4.2
Cycle Q Clear(g_c), s	17.9	10.1	10.1	31.0	10.1	1.0	7.2	0.8	2.3	1.4	0.0	4.2
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	320	760	763	217	1521	678	633	883	748	688	0	787
V/C Ratio(X)	0.32	0.71	0.71	0.47	0.38	0.05	0.16	0.04	0.10	0.05	0.00	0.17
Avail Cap(c_a), veh/h	500	1155	1159	332	2310	1030	633	883	748	688	0	787
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	4.4	4.4	30.4	17.6	15.0	15.3	12.8	13.2	12.9	0.0	13.6
Incr Delay (d2), s/veh	0.3	0.6	0.6	1.6	0.2	0.0	0.5	0.1	0.3	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.5		1.7	1.7	2.0	3.9	0.4	1.3	0.4	0.9	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	5.0	5.0	32.0	17.8	15.0	15.8	12.8	13.4	13.1	0.0	14.1
LnGrp LOS	A	A	A	C	B	B	B	B	B	B	A	B
Approach Vol, veh/h		1186			717			206			172	
Approach Delay, s/veh		5.3			19.7			14.5			13.9	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		42.9		47.1		42.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.5		58.5		22.5		58.5				
Max Q Clear Time (g_c+I1), s		9.2		19.9		6.2		33.0				
Green Ext Time (p_c), s		0.6		9.3		0.7		5.4				
Intersection Summary												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	9	5	188	271	9
Future Vol, veh/h	8	9	5	188	271	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	6	214	308	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	539	313	318	0	0
Stage 1	313	-	-	-	-
Stage 2	226	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	*558	*857	1278	-	-
Stage 1	*808	-	-	-	-
Stage 2	*812	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	*555	*857	1278	-	-
Mov Cap-2 Maneuver	*555	-	-	-	-
Stage 1	*804	-	-	-	-
Stage 2	*812	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	682	-	-
HCM Lane V/C Ratio	0.004	-	0.028	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1083
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1083
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

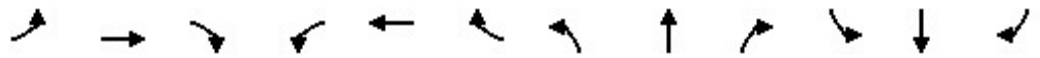
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY NP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕			↕	
Traffic Volume (veh/h)	2	846	68	29	682	0	250	0	60	0	0	2
Future Volume (veh/h)	2	846	68	29	682	0	250	0	60	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	900	72	31	726	0	266	0	64	0	0	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1079	86	53	1248	0	781	0	787	0	0	787
Arrive On Green	0.00	0.32	0.32	0.06	0.70	0.00	0.50	0.00	0.50	0.00	0.00	0.50
Sat Flow, veh/h	1781	3333	267	1781	3647	0	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	2	480	492	31	726	0	266	0	64	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	0	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.1	22.5	22.5	1.5	9.3	0.0	10.5	0.0	1.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	22.5	22.5	1.5	9.3	0.0	10.6	0.0	1.9	0.0	0.0	0.1
Prop In Lane	1.00		0.15	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	5	575	590	53	1248	0	781	0	787	0	0	787
V/C Ratio(X)	0.41	0.83	0.83	0.58	0.58	0.00	0.34	0.00	0.08	0.00	0.00	0.00
Avail Cap(c_a), veh/h	109	721	739	129	1481	0	781	0	787	0	0	787
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	28.2	28.2	41.8	10.1	0.0	14.1	0.0	11.9	0.0	0.0	11.4
Incr Delay (d2), s/veh	48.2	6.9	6.7	9.6	0.4	0.0	1.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.0	10.2	0.8	2.4	0.0	3.4	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	35.0	34.9	51.4	10.5	0.0	15.3	0.0	12.1	0.0	0.0	11.4
LnGrp LOS	F	D	C	D	B	A	B	A	B	A	A	B
Approach Vol, veh/h		974			757			330				2
Approach Delay, s/veh		35.1			12.2			14.7				11.4
Approach LOS		D			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.2	7.2	33.6		49.2	4.7	36.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	6.5	36.5		33.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s		12.6	3.5	24.5		2.1	2.1	11.3				
Green Ext Time (p_c), s		1.1	0.0	4.6		0.0	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay				23.4								
HCM 6th LOS				C								

HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

OY NP AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	905	20	0	737	0	4
Future Vol, veh/h	905	20	0	737	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	995	22	0	810	0	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	509
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*736
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*736
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

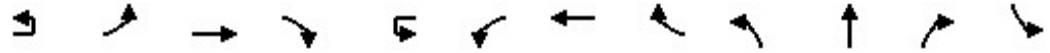
Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	736	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY NP AM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↗		↕		
Traffic Volume (veh/h)	9	138	612	95	24	182	489	67	103	23	150	86
Future Volume (veh/h)	9	138	612	95	24	182	489	67	103	23	150	86
Initial Q (Qb), veh		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
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		150	665	103		198	532	73	112	25	163	93
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		333	786	122		240	720	321	291	82	377	307
Arrive On Green		0.06	0.08	0.08		0.04	0.07	0.07	0.46	0.46	0.46	0.46
Sat Flow, veh/h		1781	3084	477		1781	3554	1585	512	177	820	545
Grp Volume(v), veh/h		150	383	385		198	532	73	300	0	0	226
Grp Sat Flow(s),veh/h/ln		1781	1777	1784		1781	1777	1585	1510	0	0	1442
Q Serve(g_s), s		7.3	19.1	19.2		9.9	13.2	3.9	2.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s		7.3	19.1	19.2		9.9	13.2	3.9	10.8	0.0	0.0	8.4
Prop In Lane		1.00		0.27		1.00		1.00	0.37		0.54	0.41
Lane Grp Cap(c), veh/h		333	453	455		240	720	321	750	0	0	720
V/C Ratio(X)		0.45	0.85	0.85		0.82	0.74	0.23	0.40	0.00	0.00	0.31
Avail Cap(c_a), veh/h		333	503	506		386	1149	512	750	0	0	720
HCM Platoon Ratio		0.33	0.33	0.33		0.33	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.74	0.74	0.74	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		37.7	39.5	39.5		41.9	39.7	35.3	15.9	0.0	0.0	15.3
Incr Delay (d2), s/veh		0.9	11.6	11.7		5.7	1.1	0.3	1.6	0.0	0.0	1.1
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
%ile BackOfQ(50%),veh/ln		3.3	10.4	10.5		4.9	6.3	1.5	4.3	0.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		38.7	51.1	51.2		47.7	40.8	35.6	17.5	0.0	0.0	16.4
LnGrp LOS		D	D	D		D	D	D	B	A	A	B
Approach Vol, veh/h			918				803			300		
Approach Delay, s/veh			49.1				42.0			17.5		
Approach LOS			D				D			B		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.9	16.6	27.4		45.9	21.3	22.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		31.5	19.5	25.5		31.5	15.9	29.1				
Max Q Clear Time (g_c+I1), s		12.8	11.9	21.2		10.4	9.3	15.2				
Green Ext Time (p_c), s		1.9	0.3	1.8		1.4	0.2	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY NP AM



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	21	101
Future Volume (veh/h)	21	101
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	23	110
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	90	323
Arrive On Green	0.46	0.46
Sat Flow, veh/h	196	702
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.49
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	226	
Approach Delay, s/veh	16.4	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

4: Pacific Avenue & Mission Boulevard

OY NP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	516	59	113	737	25	160	42	108	14	77	94
Future Volume (veh/h)	48	516	59	113	737	25	160	42	108	14	77	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	637	73	140	910	31	198	52	133	17	95	116
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1414	162	271	1564	698	529	860	729	613	352	430
Arrive On Green	0.15	0.15	0.15	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	596	3213	368	739	3554	1585	1171	1870	1585	1199	766	936
Grp Volume(v), veh/h	59	352	358	140	910	31	198	52	133	17	0	211
Grp Sat Flow(s),veh/h/ln	596	1777	1804	739	1777	1585	1171	1870	1585	1199	0	1702
Q Serve(g_s), s	8.5	16.3	16.3	15.6	17.3	1.0	11.3	1.4	4.5	0.7	0.0	6.9
Cycle Q Clear(g_c), s	25.8	16.3	16.3	31.9	17.3	1.0	18.2	1.4	4.5	2.1	0.0	6.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	227	782	794	271	1564	698	529	860	729	613	0	783
V/C Ratio(X)	0.26	0.45	0.45	0.52	0.58	0.04	0.37	0.06	0.18	0.03	0.00	0.27
Avail Cap(c_a), veh/h	273	918	932	328	1836	819	529	860	729	613	0	783
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	28.5	28.5	30.5	19.0	14.4	20.6	13.5	14.3	14.1	0.0	15.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.5	0.3	0.0	2.0	0.1	0.6	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.7	7.8	2.7	6.6	0.3	3.3	0.6	1.7	0.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	28.7	28.7	32.0	19.3	14.4	22.6	13.6	14.9	14.2	0.0	15.8
LnGrp LOS	D	C	C	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		769			1081			383			228	
Approach Delay, s/veh		29.6			20.8			18.7			15.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.9		44.1		45.9		44.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		34.5		46.5		34.5		46.5				
Max Q Clear Time (g_c+I1), s		20.2		27.8		8.9		33.9				
Green Ext Time (p_c), s		1.3		4.5		1.3		5.7				
Intersection Summary												
HCM 6th Ctrl Delay											22.8	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	9	7	313	297	12
Future Vol, veh/h	10	9	7	313	297	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	10	8	344	326	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	693	333	339	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	431	833	1250	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	428	833	1250	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	556	-	-
HCM Lane V/C Ratio	0.006	-	0.038	-	-
HCM Control Delay (s)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 1083
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1083
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	-	-	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1083
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0




















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1247	213	72	596	3	87	0	34	3	0	4
Future Volume (veh/h)	9	1247	213	72	596	3	87	0	34	3	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1286	220	74	614	3	90	0	35	3	0	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1471	249	95	1908	9	523	0	496	238	22	269
Arrive On Green	0.01	0.48	0.48	0.11	1.00	1.00	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1781	3039	515	1781	3626	18	1412	0	1585	577	69	861
Grp Volume(v), veh/h	9	747	759	74	301	316	90	0	35	7	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1778	1781	1777	1867	1412	0	1585	1507	0	0
Q Serve(g_s), s	0.5	33.7	34.6	3.6	0.0	0.0	3.9	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	33.7	34.6	3.6	0.0	0.0	4.1	0.0	1.4	0.3	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.01	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	20	860	861	95	935	982	523	0	496	528	0	0
V/C Ratio(X)	0.45	0.87	0.88	0.78	0.32	0.32	0.17	0.00	0.07	0.01	0.00	0.00
Avail Cap(c_a), veh/h	101	938	938	168	1005	1056	523	0	496	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	20.7	20.9	39.7	0.0	0.0	22.7	0.0	21.7	21.3	0.0	0.0
Incr Delay (d2), s/veh	15.1	8.3	9.3	13.0	0.2	0.2	0.7	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.3	14.9	1.8	0.1	0.1	1.5	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	28.9	30.2	52.7	0.2	0.2	23.4	0.0	22.0	21.4	0.0	0.0
LnGrp LOS	E	C	C	D	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1515			691			125				7
Approach Delay, s/veh		29.7			5.8			23.0				21.4
Approach LOS		C			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.6	9.3	48.1		32.6	5.5	51.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	8.5	47.5		20.5	5.1	50.9				
Max Q Clear Time (g_c+I1), s		6.1	5.6	36.6		2.3	2.5	2.0				
Green Ext Time (p_c), s		0.3	0.0	7.0		0.0	0.0	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

OY NP PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1231	20	0	654	0	14
Future Vol, veh/h	1231	20	0	654	0	14
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1269	21	0	674	0	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	645
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*600
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*600
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

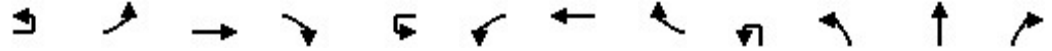
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	600	-	-	-
HCM Lane V/C Ratio	0.024	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY NP PM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	17	38	1055	109	51	146	584	11	6	79	2	104
Future Volume (veh/h)	17	38	1055	109	51	146	584	11	6	79	2	104
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		40	1099	114		152	608	11		82	2	108
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		63	1290	134		185	1654	738		262	27	298
Arrive On Green		0.01	0.13	0.13		0.21	0.93	0.93		0.35	0.35	0.35
Sat Flow, veh/h		1781	3250	337		1781	3554	1585		585	78	852
Grp Volume(v), veh/h		40	600	613		152	608	11		192	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1810		1781	1777	1585		1515	0	0
Q Serve(g_s), s		2.0	29.7	29.8		7.3	1.6	0.0		5.5	0.0	0.0
Cycle Q Clear(g_c), s		2.0	29.7	29.8		7.3	1.6	0.0		8.2	0.0	0.0
Prop In Lane		1.00		0.19		1.00		1.00		0.43		0.56
Lane Grp Cap(c), veh/h		63	705	718		185	1654	738		586	0	0
V/C Ratio(X)		0.64	0.85	0.85		0.82	0.37	0.01		0.33	0.00	0.00
Avail Cap(c_a), veh/h		144	760	774		346	1923	858		586	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.95	0.95	0.95		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.9	36.5	36.5		34.9	1.7	1.7		21.6	0.0	0.0
Incr Delay (d2), s/veh		10.4	8.7	8.7		8.4	0.1	0.0		1.5	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.1	15.6	16.0		3.2	0.4	0.0		3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.3	45.2	45.2		43.2	1.8	1.7		23.1	0.0	0.0
LnGrp LOS		D	D	D		D	A	A		C	A	A
Approach Vol, veh/h			1253				771				192	
Approach Delay, s/veh			45.5				10.0				23.1	
Approach LOS			D				A				C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.9	13.8	40.2		35.9	7.7	46.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	17.5	38.5		20.5	7.3	48.7				
Max Q Clear Time (g_c+I1), s		10.2	9.3	31.8		3.1	4.0	3.6				
Green Ext Time (p_c), s		0.8	0.2	3.9		0.1	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			31.0									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary

3: Opal Street & Mission Boulevard

OY NP PM



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	10	11	6	14
Future Volume (veh/h)	10	11	6	14
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		11	6	15
Peak Hour Factor		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2
Cap, veh/h		217	128	257
Arrive On Green		0.35	0.35	0.35
Sat Flow, veh/h		468	366	736
Grp Volume(v), veh/h		32	0	0
Grp Sat Flow(s),veh/h/ln		1571	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.1	0.0	0.0
Prop In Lane		0.34		0.47
Lane Grp Cap(c), veh/h		602	0	0
V/C Ratio(X)		0.05	0.00	0.00
Avail Cap(c_a), veh/h		602	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		19.4	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		19.6	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			32	
Approach Delay, s/veh			19.6	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary

4: Pacific Avenue & Mission Boulevard

OY NP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	924	148	101	577	30	99	31	73	36	43	90
Future Volume (veh/h)	101	924	148	101	577	30	99	31	73	36	43	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	973	156	106	607	32	104	33	77	38	45	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1432	229	240	1659	740	585	810	686	636	232	490
Arrive On Green	0.93	0.93	0.93	0.47	0.47	0.47	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	790	3067	491	499	3554	1585	1249	1870	1585	1283	536	1131
Grp Volume(v), veh/h	106	563	566	106	607	32	104	33	77	38	0	140
Grp Sat Flow(s),veh/h/ln	790	1777	1782	499	1777	1585	1249	1870	1585	1283	0	1667
Q Serve(g_s), s	5.6	5.2	5.2	16.5	9.9	1.0	4.9	0.9	2.6	1.6	0.0	4.7
Cycle Q Clear(g_c), s	18.0	5.2	5.2	29.6	9.9	1.0	7.5	0.9	2.6	1.6	0.0	4.7
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	340	830	832	240	1659	740	585	810	686	636	0	722
V/C Ratio(X)	0.31	0.68	0.68	0.44	0.37	0.04	0.18	0.04	0.11	0.06	0.00	0.19
Avail Cap(c_a), veh/h	493	1175	1178	337	2349	1048	585	810	686	636	0	722
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	1.8	1.8	26.3	15.4	13.0	17.4	14.7	15.2	14.9	0.0	15.8
Incr Delay (d2), s/veh	0.2	0.4	0.4	1.3	0.1	0.0	0.7	0.1	0.3	0.2	0.0	0.6
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/lr0.3	0.8	0.8	0.8	1.9	3.7	0.3	1.5	0.4	1.0	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	2.2	2.2	27.6	15.6	13.1	18.1	14.8	15.5	15.1	0.0	16.4
LnGrp LOS	A	A	A	C	B	B	B	B	B	B	A	B
Approach Vol, veh/h		1235			745			214			178	
Approach Delay, s/veh		2.4			17.2			16.7			16.1	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.8		44.2		45.8		44.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		59.5		21.5		59.5				
Max Q Clear Time (g_c+I1), s		9.5		20.0		6.7		31.6				
Green Ext Time (p_c), s		0.6		10.0		0.7		5.8				
Intersection Summary												
HCM 6th Ctrl Delay				9.4								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	9	5	196	282	9
Future Vol, veh/h	8	9	5	196	282	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	6	223	320	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	560	325	330	0	-	0
Stage 1	325	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	539	843	1262	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	536	843	1262	-	-	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	664	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1083
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1083
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithP AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	938	68	29	734	0	250	0	60	0	0	2
Future Volume (veh/h)	2	938	68	29	734	0	250	0	60	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	998	72	31	781	0	266	0	64	0	0	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1185	85	53	1350	0	740	0	741	0	0	741
Arrive On Green	0.00	0.35	0.35	0.01	0.13	0.00	0.47	0.00	0.47	0.00	0.00	0.47
Sat Flow, veh/h	1781	3361	242	1781	3647	0	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	2	528	542	31	781	0	266	0	64	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	0	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.1	24.6	24.6	1.6	18.7	0.0	11.1	0.0	2.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	24.6	24.6	1.6	18.7	0.0	11.2	0.0	2.0	0.0	0.0	0.1
Prop In Lane	1.00		0.13	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	5	627	644	53	1350	0	740	0	741	0	0	741
V/C Ratio(X)	0.41	0.84	0.84	0.58	0.58	0.00	0.36	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	101	760	781	117	1552	0	740	0	741	0	0	741
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	26.8	26.8	44.0	32.6	0.0	15.8	0.0	13.3	0.0	0.0	12.8
Incr Delay (d2), s/veh	48.2	7.2	7.1	9.6	0.4	0.0	1.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.9	11.2	0.8	8.8	0.0	3.6	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	34.1	33.9	53.6	33.0	0.0	17.1	0.0	13.5	0.0	0.0	12.8
LnGrp LOS	F	C	C	D	C	A	B	A	B	A	A	B
Approach Vol, veh/h		1072			812			330				2
Approach Delay, s/veh		34.1			33.8			16.4				12.8
Approach LOS		C			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		46.6	7.2	36.2		46.6	4.7	38.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.1	5.9	38.5		32.1	5.1	39.3				
Max Q Clear Time (g_c+I1), s		13.2	3.6	26.6		2.1	2.1	20.7				
Green Ext Time (p_c), s		1.0	0.0	5.1		0.0	0.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑		↖
Traffic Vol, veh/h	949	68	57	791	0	34
Future Vol, veh/h	949	68	57	791	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	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1043	75	63	869	0	37

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1118	0	559
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	3.32
Pot Cap-1 Maneuver	-	-	970	-	*702
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	970	-	*702
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	702	-	-	970	-
HCM Lane V/C Ratio	0.053	-	-	0.065	-
HCM Control Delay (s)	10.4	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithP AM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	49	140	636	95	24	214	503	67	160	23	152	86
Future Volume (veh/h)	49	140	636	95	24	214	503	67	160	23	152	86
Initial Q (Qb), veh		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
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		152	691	103		233	547	73	174	25	165	93
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		185	764	114		266	1036	462	354	65	298	297
Arrive On Green		0.21	0.49	0.49		0.30	0.58	0.58	0.45	0.45	0.45	0.45
Sat Flow, veh/h		1781	3102	462		1781	3554	1585	648	144	656	530
Grp Volume(v), veh/h		152	396	398		233	547	73	364	0	0	229
Grp Sat Flow(s),veh/h/ln		1781	1777	1787		1781	1777	1585	1448	0	0	1427
Q Serve(g_s), s		7.3	18.3	18.4		11.2	8.3	1.9	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s		7.3	18.3	18.4		11.2	8.3	1.9	15.8	0.0	0.0	8.9
Prop In Lane		1.00		0.26		1.00		1.00	0.48		0.45	0.41
Lane Grp Cap(c), veh/h		185	437	440		266	1036	462	717	0	0	705
V/C Ratio(X)		0.82	0.90	0.91		0.88	0.53	0.16	0.51	0.00	0.00	0.32
Avail Cap(c_a), veh/h		374	484	487		366	1036	462	717	0	0	705
HCM Platoon Ratio		2.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.74	0.74	0.74	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		34.8	21.9	21.9		30.8	15.0	13.7	17.5	0.0	0.0	15.7
Incr Delay (d2), s/veh		8.6	19.2	19.3		12.4	0.4	0.1	2.6	0.0	0.0	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	0.0
%ile BackOfQ(50%),veh/ln		3.2	7.2	7.3		4.8	2.6	0.6	5.8	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		43.5	41.1	41.2		43.2	15.4	13.8	20.1	0.0	0.0	16.9
LnGrp LOS		D	D	D		D	B	B	C	A	A	B
Approach Vol, veh/h			946				853			364		
Approach Delay, s/veh			41.5				22.9			20.1		
Approach LOS			D				C			C		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.4	17.9	26.7		45.4	13.9	30.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	18.5	24.5		33.5	18.9	24.1				
Max Q Clear Time (g_c+I1), s		17.8	13.2	20.4		10.9	9.3	10.3				
Green Ext Time (p_c), s		2.3	0.3	1.8		1.4	0.2	3.1				

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithP AM



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	24	101
Future Volume (veh/h)	24	101
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	26	110
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	96	312
Arrive On Green	0.45	0.45
Sat Flow, veh/h	212	686
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.48
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	229	
Approach Delay, s/veh	16.9	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	525	68	113	752	25	175	42	108	14	77	109
Future Volume (veh/h)	57	525	68	113	752	25	175	42	108	14	77	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	648	84	140	928	31	216	52	133	17	95	135
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	1410	182	267	1583	706	504	850	720	606	318	451
Arrive On Green	0.15	0.15	0.15	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	586	3164	410	724	3554	1585	1151	1870	1585	1199	699	993
Grp Volume(v), veh/h	70	364	368	140	928	31	216	52	133	17	0	230
Grp Sat Flow(s),veh/h/ln	586	1777	1797	724	1777	1585	1151	1870	1585	1199	0	1692
Q Serve(g_s), s	10.3	16.8	16.9	16.0	17.6	1.0	13.1	1.4	4.5	0.7	0.0	7.7
Cycle Q Clear(g_c), s	27.9	16.8	16.9	32.9	17.6	1.0	20.9	1.4	4.5	2.1	0.0	7.7
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	226	792	800	267	1583	706	504	850	720	606	0	769
V/C Ratio(X)	0.31	0.46	0.46	0.52	0.59	0.04	0.43	0.06	0.18	0.03	0.00	0.30
Avail Cap(c_a), veh/h	261	898	908	310	1797	801	504	850	720	606	0	769
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	28.5	28.5	30.7	18.7	14.1	22.1	13.8	14.6	14.4	0.0	15.5
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.6	0.4	0.0	2.6	0.1	0.6	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	8.0	2.8	6.7	0.3	3.9	0.6	1.7	0.2	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	28.6	28.6	32.3	19.1	14.1	24.7	13.9	15.2	14.5	0.0	16.5
LnGrp LOS	D	C	C	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		802			1099			401			247	
Approach Delay, s/veh		29.8			20.7			20.2			16.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.4		44.6		45.4		44.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		45.5		35.5		45.5				
Max Q Clear Time (g_c+I1), s		22.9		29.9		9.7		34.9				
Green Ext Time (p_c), s		1.3		4.5		1.5		5.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	68	16	19	313	297	30
Future Vol, veh/h	68	16	19	313	297	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	18	21	344	326	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	729	343	359	0	-	0
Stage 1	343	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	405	819	1224	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	397	819	1224	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1224	-	440	-	-
HCM Lane V/C Ratio	0.017	-	0.21	-	-
HCM Control Delay (s)	8	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	35	40	0	111	0	36
Future Vol, veh/h	35	40	0	111	0	36
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	42	0	117	0	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	40
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1022
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1022	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-
HCM Control Delay (s)	8.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	23	48	0	111	0	44
Future Vol, veh/h	23	48	0	111	0	44
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	51	0	117	0	46

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	38
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1026
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1026
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1026	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	8.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	18	21	15	53	53
Future Vol, veh/h	31	18	21	15	53	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	19	22	16	56	56

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	198	30	0	0	38
Stage 1	30	-	-	-	-
Stage 2	168	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	791	1044	-	-	1572
Stage 1	993	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	762	1044	-	-	1572
Mov Cap-2 Maneuver	762	-	-	-	-
Stage 1	993	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1572
HCM Lane V/C Ratio	-	-	0.061	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	12	15	15	53	31
Future Vol, veh/h	35	12	15	15	53	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	13	16	16	56	33




















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	24	0	0	32
Stage 1	24	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	821	1052	-	-	1580
Stage 1	999	-	-	-	-
Stage 2	882	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	791	1052	-	-	1580
Mov Cap-2 Maneuver	791	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	850	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1580
HCM Lane V/C Ratio	-	-	0.059	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1374	213	72	726	3	87	0	34	3	0	4
Future Volume (veh/h)	9	1374	213	72	726	3	87	0	34	3	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1416	220	74	748	3	90	0	35	3	0	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1584	243	95	2014	8	482	0	450	219	22	245
Arrive On Green	0.01	0.51	0.51	0.11	1.00	1.00	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1781	3088	474	1781	3630	15	1412	0	1585	571	76	862
Grp Volume(v), veh/h	9	807	829	74	366	385	90	0	35	7	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1868	1412	0	1585	1509	0	0
Q Serve(g_s), s	0.5	36.5	38.0	3.6	0.0	0.0	4.0	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	36.5	38.0	3.6	0.0	0.0	4.3	0.0	1.5	0.3	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.01	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	20	911	916	95	986	1036	482	0	450	486	0	0
V/C Ratio(X)	0.45	0.89	0.91	0.78	0.37	0.37	0.19	0.00	0.08	0.01	0.00	0.00
Avail Cap(c_a), veh/h	101	958	962	148	1005	1056	482	0	450	486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	19.6	19.9	39.7	0.0	0.0	24.6	0.0	23.6	23.2	0.0	0.0
Incr Delay (d2), s/veh	15.1	9.7	11.5	13.1	0.2	0.2	0.9	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.5	16.6	1.8	0.1	0.1	1.5	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	29.3	31.5	52.8	0.2	0.2	25.4	0.0	23.9	23.2	0.0	0.0
LnGrp LOS	E	C	C	D	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1645			825			125				7
Approach Delay, s/veh		30.5			4.9			25.0				23.2
Approach LOS		C			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.1	9.3	50.7		30.1	5.5	54.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	7.5	48.5		20.5	5.1	50.9				
Max Q Clear Time (g_c+I1), s		6.3	5.6	40.0		2.3	2.5	2.0				
Green Ext Time (p_c), s		0.3	0.0	6.2		0.0	0.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1290	87	79	786	0	70
Future Vol, veh/h	1290	87	79	786	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1330	90	81	810	0	72

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1420	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-
Pot Cap-1 Maneuver	-	-	*846	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*846	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	566	-	-	* 846	-
HCM Lane V/C Ratio	0.127	-	-	0.096	-
HCM Control Delay (s)	12.3	-	-	9.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithP PM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	88	42	1116	109	51	192	601	11	6	203	2	108
Future Volume (veh/h)	88	42	1116	109	51	192	601	11	6	203	2	108
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		44	1162	114		200	626	11		211	2	112
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		66	1246	122		232	1686	752		380	11	171
Arrive On Green		0.01	0.13	0.13		0.26	0.95	0.95		0.34	0.34	0.34
Sat Flow, veh/h		1781	3269	320		1781	3554	1585		927	33	505
Grp Volume(v), veh/h		44	631	645		200	626	11		325	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1813		1781	1777	1585		1465	0	0
Q Serve(g_s), s		2.2	31.6	31.7		9.6	1.2	0.0		15.6	0.0	0.0
Cycle Q Clear(g_c), s		2.2	31.6	31.7		9.6	1.2	0.0		16.8	0.0	0.0
Prop In Lane		1.00		0.18		1.00		1.00		0.65		0.34
Lane Grp Cap(c), veh/h		66	677	691		232	1686	752		562	0	0
V/C Ratio(X)		0.67	0.93	0.93		0.86	0.37	0.01		0.58	0.00	0.00
Avail Cap(c_a), veh/h		271	681	695		307	1686	752		562	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.95	0.95	0.95		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.9	38.2	38.2		32.5	1.2	1.2		25.1	0.0	0.0
Incr Delay (d2), s/veh		11.0	19.5	19.7		16.4	0.1	0.0		4.3	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.2	18.5	19.0		4.5	0.3	0.0		6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.9	57.7	57.9		48.9	1.4	1.2		29.4	0.0	0.0
LnGrp LOS		D	E	E		D	A	A		C	A	A
Approach Vol, veh/h			1320				837				325	
Approach Delay, s/veh			57.7				12.7				29.4	
Approach LOS			E				B				C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	16.2	38.8		35.0	7.8	47.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.5	15.5	34.5		26.5	13.7	36.3				
Max Q Clear Time (g_c+I1), s		18.8	11.6	33.7		3.3	4.2	3.2				
Green Ext Time (p_c), s		1.2	0.2	0.6		0.1	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithP PM



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↔	
Traffic Volume (veh/h)	10	11	10	14
Future Volume (veh/h)	10	11	10	14
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		11	10	15
Peak Hour Factor		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2
Cap, veh/h		191	177	226
Arrive On Green		0.34	0.34	0.34
Sat Flow, veh/h		411	524	668
Grp Volume(v), veh/h		36	0	0
Grp Sat Flow(s),veh/h/ln		1602	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.3	0.0	0.0
Prop In Lane		0.31		0.42
Lane Grp Cap(c), veh/h		595	0	0
V/C Ratio(X)		0.06	0.00	0.00
Avail Cap(c_a), veh/h		595	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		20.1	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		20.3	0.0	0.0
LnGrp LOS		C	A	A
Approach Vol, veh/h			36	
Approach Delay, s/veh			20.3	
Approach LOS			C	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	946	170	101	598	30	120	31	73	36	43	111
Future Volume (veh/h)	123	946	170	101	598	30	120	31	73	36	43	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	996	179	106	629	32	126	33	77	38	45	117
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	1448	260	246	1710	763	544	783	664	617	193	501
Arrive On Green	0.96	0.96	0.96	0.48	0.48	0.48	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	774	3010	540	477	3554	1585	1224	1870	1585	1283	460	1195
Grp Volume(v), veh/h	129	587	588	106	629	32	126	33	77	38	0	162
Grp Sat Flow(s),veh/h/ln	774	1777	1773	477	1777	1585	1224	1870	1585	1283	0	1655
Q Serve(g_s), s	7.1	3.3	3.3	16.7	10.0	1.0	6.4	0.9	2.7	1.6	0.0	5.7
Cycle Q Clear(g_c), s	19.7	3.3	3.3	28.7	10.0	1.0	10.0	0.9	2.7	1.6	0.0	5.7
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	344	855	853	246	1710	763	544	783	664	617	0	693
V/C Ratio(X)	0.37	0.69	0.69	0.43	0.37	0.04	0.23	0.04	0.12	0.06	0.00	0.23
Avail Cap(c_a), veh/h	475	1155	1153	327	2310	1030	544	783	664	617	0	693
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.21	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	0.9	0.9	24.6	14.7	12.4	19.3	15.5	16.0	15.7	0.0	16.9
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.2	0.1	0.0	1.0	0.1	0.4	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.5	1.8	3.7	0.3	2.0	0.4	1.0	0.5	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	1.2	1.2	25.7	14.8	12.4	20.3	15.6	16.3	15.9	0.0	17.6
LnGrp LOS	A	A	A	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		1304			767			236			200	
Approach Delay, s/veh		1.5			16.2			18.4			17.3	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.4		44.6		45.4		44.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.5		58.5		22.5		58.5				
Max Q Clear Time (g_c+I1), s		12.0		21.7		7.7		30.7				
Green Ext Time (p_c), s		0.6		10.7		0.9		6.1				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	136	26	22	196	282	34
Future Vol, veh/h	136	26	22	196	282	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	30	25	223	320	39

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	613	340	359	0	0
Stage 1	340	-	-	-	-
Stage 2	273	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	493	823	1224	-	-
Stage 1	782	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	482	823	1224	-	-
Mov Cap-2 Maneuver	482	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	773	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1224	-	516	-	-
HCM Lane V/C Ratio	0.02	-	0.357	-	-
HCM Control Delay (s)	8	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	61	54	0	211	0	67
Future Vol, veh/h	61	54	0	211	0	67
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	57	0	222	0	71

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	61
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1015
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1015	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	61	67	0	211	0	78
Future Vol, veh/h	61	67	0	211	0	78
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	71	0	222	0	82

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	68
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1004
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	1004
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1004	-	-	-
HCM Lane V/C Ratio	0.082	-	-	-
HCM Control Delay (s)	8.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	35	35	21	73	73
Future Vol, veh/h	67	35	35	21	73	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	37	37	22	77	77

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	279	48	0	0	59
Stage 1	48	-	-	-	-
Stage 2	231	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	711	1021	-	-	1545
Stage 1	974	-	-	-	-
Stage 2	807	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	674	1021	-	-	1545
Mov Cap-2 Maneuver	674	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	765	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	763	1545
HCM Lane V/C Ratio	-	-	0.141	0.05
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	22	21	21	73	67
Future Vol, veh/h	78	22	21	21	73	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	23	22	22	77	71

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	258	33	0	0	44
Stage 1	33	-	-	-	-
Stage 2	225	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	731	1041	-	-	1564
Stage 1	989	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	694	1041	-	-	1564
Mov Cap-2 Maneuver	694	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	771	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1564
HCM Lane V/C Ratio	-	-	0.141	0.049
HCM Control Delay (s)	-	-	10.6	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul NP AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	868	69	29	738	0	253	0	60	0	0	2
Future Volume (veh/h)	2	868	69	29	738	0	253	0	60	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	923	73	31	785	0	269	0	64	0	0	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1101	87	53	1269	0	773	0	777	0	0	777
Arrive On Green	0.00	0.33	0.33	0.01	0.12	0.00	0.49	0.00	0.49	0.00	0.00	0.49
Sat Flow, veh/h	1781	3336	264	1781	3647	0	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	2	492	504	31	785	0	269	0	64	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	0	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.1	23.1	23.1	1.6	18.9	0.0	10.8	0.0	1.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	23.1	23.1	1.6	18.9	0.0	10.8	0.0	1.9	0.0	0.0	0.1
Prop In Lane	1.00		0.14	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	5	586	601	53	1269	0	773	0	777	0	0	777
V/C Ratio(X)	0.41	0.84	0.84	0.58	0.62	0.00	0.35	0.00	0.08	0.00	0.00	0.00
Avail Cap(c_a), veh/h	109	721	739	129	1481	0	773	0	777	0	0	777
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	27.9	27.9	44.0	33.9	0.0	14.5	0.0	12.2	0.0	0.0	11.7
Incr Delay (d2), s/veh	48.2	7.3	7.1	9.6	0.6	0.0	1.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.3	10.6	0.8	9.0	0.0	3.5	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	35.2	35.0	53.6	34.5	0.0	15.7	0.0	12.4	0.0	0.0	11.7
LnGrp LOS	F	D	D	D	C	A	B	A	B	A	A	B
Approach Vol, veh/h		998			816			333				2
Approach Delay, s/veh		35.2			35.2			15.1				11.7
Approach LOS		D			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.6	7.2	34.2		48.6	4.7	36.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	6.5	36.5		33.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s		12.8	3.6	25.1		2.1	2.1	20.9				
Green Ext Time (p_c), s		1.1	0.0	4.6		0.0	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	928	20	0	793	0	4
Future Vol, veh/h	928	20	0	793	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1020	22	0	871	0	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	521
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*702
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*702
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	702	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul NP AM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↗		↕		
Traffic Volume (veh/h)	9	138	634	95	24	182	544	67	104	23	151	86
Future Volume (veh/h)	9	138	634	95	24	182	544	67	104	23	151	86
Initial Q (Qb), veh		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
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		150	689	103		198	591	73	113	25	164	93
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		182	776	116		232	989	441	296	82	385	313
Arrive On Green		0.20	0.50	0.50		0.26	0.56	0.56	0.47	0.47	0.47	0.47
Sat Flow, veh/h		1781	3101	463		1781	3554	1585	514	175	820	546
Grp Volume(v), veh/h		150	395	397		198	591	73	302	0	0	226
Grp Sat Flow(s),veh/h/ln		1781	1777	1787		1781	1777	1585	1509	0	0	1443
Q Serve(g_s), s		7.2	18.0	18.0		9.5	9.9	2.0	2.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s		7.2	18.0	18.0		9.5	9.9	2.0	10.7	0.0	0.0	8.2
Prop In Lane		1.00		0.26		1.00		1.00	0.37		0.54	0.41
Lane Grp Cap(c), veh/h		182	445	447		232	989	441	763	0	0	734
V/C Ratio(X)		0.82	0.89	0.89		0.85	0.60	0.17	0.40	0.00	0.00	0.31
Avail Cap(c_a), veh/h		315	523	526		386	1189	530	763	0	0	734
HCM Platoon Ratio		2.00	2.00	2.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.72	0.72	0.72	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		35.0	21.3	21.4		32.4	16.6	14.9	15.4	0.0	0.0	14.7
Incr Delay (d2), s/veh		8.9	15.1	15.2		6.9	0.4	0.1	1.5	0.0	0.0	1.1
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
%ile BackOfQ(50%),veh/ln		3.2	6.6	6.7		3.9	3.0	0.7	4.2	0.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		43.9	36.5	36.6		39.3	17.0	15.0	16.9	0.0	0.0	15.8
LnGrp LOS		D	D	D		D	B	B	B	A	A	B
Approach Vol, veh/h			942				862			302		
Approach Delay, s/veh			37.7				22.0			16.9		
Approach LOS			D				C			B		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		46.7	16.2	27.0		46.7	13.7	29.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5	19.5	26.5		30.5	15.9	30.1				
Max Q Clear Time (g_c+I1), s		12.7	11.5	20.0		10.2	9.2	11.9				
Green Ext Time (p_c), s		1.9	0.3	2.5		1.4	0.2	3.8				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul NP AM



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	21	101
Future Volume (veh/h)	21	101
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	23	110
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	91	330
Arrive On Green	0.47	0.47
Sat Flow, veh/h	195	702
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.49
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	226	
Approach Delay, s/veh	15.8	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul NP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	526	59	116	751	60	161	77	111	67	130	134
Future Volume (veh/h)	61	526	59	116	751	60	161	77	111	67	130	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	649	73	143	927	74	199	95	137	83	160	165
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	1414	159	266	1560	696	433	862	731	576	389	401
Arrive On Green	0.14	0.14	0.14	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	563	3220	362	731	3554	1585	1055	1870	1585	1148	844	870
Grp Volume(v), veh/h	75	358	364	143	927	74	199	95	137	83	0	325
Grp Sat Flow(s),veh/h/ln	563	1777	1805	731	1777	1585	1055	1870	1585	1148	0	1714
Q Serve(g_s), s	11.5	16.6	16.6	16.3	17.8	2.5	13.9	2.6	4.6	4.0	0.0	11.4
Cycle Q Clear(g_c), s	29.4	16.6	16.6	33.0	17.8	2.5	25.3	2.6	4.6	6.6	0.0	11.4
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	216	780	793	266	1560	696	433	862	731	576	0	790
V/C Ratio(X)	0.35	0.46	0.46	0.54	0.59	0.11	0.46	0.11	0.19	0.14	0.00	0.41
Avail Cap(c_a), veh/h	241	859	873	298	1718	766	433	862	731	576	0	790
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	28.7	28.7	31.1	19.2	14.9	24.5	13.8	14.3	15.6	0.0	16.1
Incr Delay (d2), s/veh	0.4	0.2	0.2	1.7	0.5	0.1	3.5	0.3	0.6	0.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.8	8.0	2.8	6.8	0.8	3.8	1.1	1.7	1.1	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	28.9	28.9	32.8	19.6	14.9	28.0	14.0	14.9	16.2	0.0	17.7
LnGrp LOS	D	C	C	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		797			1144			431			408	
Approach Delay, s/veh		30.2			21.0			20.8			17.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		44.0		46.0		44.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		43.5		37.5		43.5				
Max Q Clear Time (g_c+I1), s		27.3		31.4		13.4		35.0				
Green Ext Time (p_c), s		1.4		3.9		2.4		4.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	9	7	315	297	12
Future Vol, veh/h	10	9	7	315	297	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	10	8	346	326	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	695	333	339	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	430	833	1250	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	426	833	1250	-	-	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	554	-	-
HCM Lane V/C Ratio	0.006	-	0.038	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	22	0	0	55	0	0
Future Vol, veh/h	22	0	0	55	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	58	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	12
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1065
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1065
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	22	0	0	55	0	0
Future Vol, veh/h	22	0	0	55	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	58	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	12
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1065
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1065
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0




















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1311	216	72	636	3	89	0	34	3	0	4
Future Volume (veh/h)	9	1311	216	72	636	3	89	0	34	3	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1352	223	74	656	3	92	0	35	3	0	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1535	251	95	1973	9	498	0	468	226	22	254
Arrive On Green	0.01	0.50	0.50	0.11	1.00	1.00	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1781	3058	499	1781	3628	17	1412	0	1585	573	73	862
Grp Volume(v), veh/h	9	779	796	74	321	338	92	0	35	7	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1781	1781	1777	1867	1412	0	1585	1508	0	0
Q Serve(g_s), s	0.5	35.0	36.2	3.6	0.0	0.0	4.1	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	35.0	36.2	3.6	0.0	0.0	4.3	0.0	1.4	0.3	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.01	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	20	892	894	95	966	1016	498	0	468	502	0	0
V/C Ratio(X)	0.45	0.87	0.89	0.78	0.33	0.33	0.18	0.00	0.07	0.01	0.00	0.00
Avail Cap(c_a), veh/h	101	958	960	148	1005	1056	498	0	468	502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	19.9	20.2	39.7	0.0	0.0	23.9	0.0	22.9	22.5	0.0	0.0
Incr Delay (d2), s/veh	15.1	8.6	10.0	13.1	0.2	0.2	0.8	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.8	15.6	1.8	0.1	0.1	1.5	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	28.5	30.1	52.8	0.2	0.2	24.7	0.0	23.2	22.5	0.0	0.0
LnGrp LOS	E	C	C	D	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1584			733			127				7
Approach Delay, s/veh		29.5			5.5			24.3				22.5
Approach LOS		C			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.0	9.3	49.7		31.0	5.5	53.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	7.5	48.5		20.5	5.1	50.9				
Max Q Clear Time (g_c+I1), s		6.3	5.6	38.2		2.3	2.5	2.0				
Green Ext Time (p_c), s		0.3	0.0	7.0		0.0	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay				22.0								
HCM 6th LOS				C								

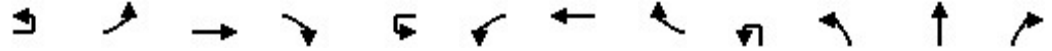
HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

OY WithCumul NP PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1296	20	0	694	0	14
Future Vol, veh/h	1296	20	0	694	0	14
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1336	21	0	715	0	14
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	*566
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	*566
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	11.5			
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	566	-	-	-		
HCM Lane V/C Ratio	0.025	-	-	-		
HCM Control Delay (s)	11.5	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul NP PM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	17	38	1119	110	51	146	624	11	6	80	2	104
Future Volume (veh/h)	17	38	1119	110	51	146	624	11	6	80	2	104
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		40	1166	115		152	650	11		83	2	108
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		63	1321	130		185	1680	750		259	27	290
Arrive On Green		0.04	0.40	0.40		0.21	0.95	0.95		0.34	0.34	0.34
Sat Flow, veh/h		1781	3268	322		1781	3554	1585		589	79	848
Grp Volume(v), veh/h		40	633	648		152	650	11		193	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1812		1781	1777	1585		1515	0	0
Q Serve(g_s), s		2.0	29.7	29.8		7.3	1.4	0.0		5.7	0.0	0.0
Cycle Q Clear(g_c), s		2.0	29.7	29.8		7.3	1.4	0.0		8.4	0.0	0.0
Prop In Lane		1.00		0.18		1.00		1.00		0.43		0.56
Lane Grp Cap(c), veh/h		63	718	733		185	1680	750		575	0	0
V/C Ratio(X)		0.64	0.88	0.88		0.82	0.39	0.01		0.34	0.00	0.00
Avail Cap(c_a), veh/h		144	780	795		327	1923	858		575	0	0
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.95	0.95	0.95		1.00	0.00	0.00
Uniform Delay (d), s/veh		42.9	24.8	24.8		34.9	1.3	1.3		22.1	0.0	0.0
Incr Delay (d2), s/veh		10.4	10.9	11.0		8.4	0.1	0.0		1.6	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	13.6	13.9		3.2	0.4	0.0		3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		53.2	35.7	35.8		43.3	1.5	1.3		23.7	0.0	0.0
LnGrp LOS		D	D	D		D	A	A		C	A	A
Approach Vol, veh/h			1321				813				193	
Approach Delay, s/veh			36.3				9.3				23.7	
Approach LOS			D				A				C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.3	13.8	40.9		35.3	7.7	47.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	16.5	39.5		20.5	7.3	48.7				
Max Q Clear Time (g_c+I1), s		10.4	9.3	31.8		3.1	4.0	3.4				
Green Ext Time (p_c), s		0.8	0.2	4.6		0.1	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul NP PM



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	10	11	6	14
Future Volume (veh/h)	10	11	6	14
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		11	6	15
Peak Hour Factor		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2
Cap, veh/h		213	126	252
Arrive On Green		0.34	0.34	0.34
Sat Flow, veh/h		467	368	736
Grp Volume(v), veh/h		32	0	0
Grp Sat Flow(s),veh/h/ln		1571	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.1	0.0	0.0
Prop In Lane		0.34		0.47
Lane Grp Cap(c), veh/h		591	0	0
V/C Ratio(X)		0.05	0.00	0.00
Avail Cap(c_a), veh/h		591	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		19.9	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		20.0	0.0	0.0
LnGrp LOS		C	A	A
Approach Vol, veh/h			32	
Approach Delay, s/veh			20.0	
Approach LOS			C	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul NP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	942	150	105	591	90	100	91	76	84	91	116
Future Volume (veh/h)	145	942	150	105	591	90	100	91	76	84	91	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	992	158	111	622	95	105	96	80	88	96	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	1419	226	248	1643	733	509	819	694	586	328	416
Arrive On Green	0.92	0.92	0.92	0.46	0.46	0.46	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	734	3071	489	489	3554	1585	1163	1870	1585	1209	748	951
Grp Volume(v), veh/h	153	574	576	111	622	95	105	96	80	88	0	218
Grp Sat Flow(s),veh/h/ln	734	1777	1782	489	1777	1585	1163	1870	1585	1209	0	1699
Q Serve(g_s), s	10.7	6.2	6.2	17.3	10.3	3.1	5.6	2.7	2.7	4.1	0.0	7.4
Cycle Q Clear(g_c), s	22.4	6.2	6.2	28.0	10.3	3.1	11.9	2.7	2.7	5.8	0.0	7.4
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	325	821	824	248	1643	733	509	819	694	586	0	744
V/C Ratio(X)	0.47	0.70	0.70	0.45	0.38	0.13	0.21	0.12	0.12	0.15	0.00	0.29
Avail Cap(c_a), veh/h	454	1135	1139	334	2270	1013	509	819	694	586	0	744
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	2.1	2.1	25.1	15.8	13.8	19.7	15.0	15.0	16.4	0.0	16.3
Incr Delay (d2), s/veh	0.4	0.4	0.4	1.3	0.1	0.1	0.9	0.3	0.3	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.5	0.9	1.0	1.0	2.0	3.8	1.0	1.6	1.2	1.0	1.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	2.5	2.5	26.3	15.9	13.9	20.6	15.3	15.3	16.9	0.0	17.3
LnGrp LOS	A	A	A	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		1303			828			281			306	
Approach Delay, s/veh		3.0			17.1			17.3			17.2	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.6		43.4		46.6		43.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		57.5		23.5		57.5				
Max Q Clear Time (g_c+I1), s		13.9		24.4		9.4		30.0				
Green Ext Time (p_c), s		0.8		10.5		1.3		6.3				
Intersection Summary												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	9	5	198	284	9
Future Vol, veh/h	8	9	5	198	284	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	6	225	323	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	565	328	333	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	534	839	1258	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	532	839	1258	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	660	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	63	0	0	39	0	0
Future Vol, veh/h	63	0	0	39	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	0	0	41	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	33
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1058
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	1058
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	63	0	0	39	0	0
Future Vol, veh/h	63	0	0	39	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	0	0	41	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	33
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1058
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	1058
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul WithP AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	960	69	29	790	0	253	0	60	0	0	2
Future Volume (veh/h)	2	960	69	29	790	0	253	0	60	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1021	73	31	840	0	269	0	64	0	0	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1206	86	53	1371	0	732	0	732	0	0	731
Arrive On Green	0.00	0.36	0.36	0.01	0.13	0.00	0.46	0.00	0.46	0.00	0.00	0.46
Sat Flow, veh/h	1781	3363	240	1781	3647	0	1415	0	1585	0	0	1585
Grp Volume(v), veh/h	2	539	555	31	840	0	269	0	64	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	0	1415	0	1585	0	0	1585
Q Serve(g_s), s	0.1	25.2	25.2	1.6	20.1	0.0	11.4	0.0	2.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	25.2	25.2	1.6	20.1	0.0	11.5	0.0	2.0	0.0	0.0	0.1
Prop In Lane	1.00		0.13	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	5	637	655	53	1371	0	732	0	732	0	0	732
V/C Ratio(X)	0.41	0.85	0.85	0.58	0.61	0.00	0.37	0.00	0.09	0.00	0.00	0.00
Avail Cap(c_a), veh/h	101	760	782	117	1552	0	732	0	732	0	0	732
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	26.6	26.6	44.0	32.9	0.0	16.2	0.0	13.6	0.0	0.0	13.1
Incr Delay (d2), s/veh	48.2	7.6	7.5	9.6	0.6	0.0	1.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.2	11.5	0.8	9.5	0.0	3.7	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	34.2	34.1	53.6	33.5	0.0	17.6	0.0	13.8	0.0	0.0	13.1
LnGrp LOS	F	C	C	D	C	A	B	A	B	A	A	B
Approach Vol, veh/h		1096			871			333				2
Approach Delay, s/veh		34.2			34.2			16.9				13.1
Approach LOS		C			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		46.0	7.2	36.8		46.0	4.7	39.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.1	5.9	38.5		32.1	5.1	39.3				
Max Q Clear Time (g_c+I1), s		13.5	3.6	27.2		2.1	2.1	22.1				
Green Ext Time (p_c), s		1.0	0.0	5.1		0.0	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.7									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	972	68	57	847	0	34
Future Vol, veh/h	972	68	57	847	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	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1068	75	63	931	0	37

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1143	0	- 572
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	- 6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	- 3.32
Pot Cap-1 Maneuver	-	-	939	-	0 *702
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	939	-	- *702
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	702	-	-	939	-
HCM Lane V/C Ratio	0.053	-	-	0.067	-
HCM Control Delay (s)	10.4	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul WithP AM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↕		↕		
Traffic Volume (veh/h)	49	140	658	95	24	214	558	67	161	23	153	86
Future Volume (veh/h)	49	140	658	95	24	214	558	67	161	23	153	86
Initial Q (Qb), veh		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
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		152	715	103		233	607	73	175	25	166	93
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		350	798	115		273	755	337	344	64	289	288
Arrive On Green		0.26	0.34	0.34		0.10	0.14	0.14	0.44	0.44	0.44	0.44
Sat Flow, veh/h		1781	3118	449		1781	3554	1585	646	144	656	526
Grp Volume(v), veh/h		152	407	411		233	607	73	366	0	0	229
Grp Sat Flow(s),veh/h/ln		1781	1777	1790		1781	1777	1585	1446	0	0	1423
Q Serve(g_s), s		6.4	19.6	19.6		11.6	14.9	3.7	7.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s		6.4	19.6	19.6		11.6	14.9	3.7	16.5	0.0	0.0	9.2
Prop In Lane		1.00		0.25		1.00		1.00	0.48		0.45	0.41
Lane Grp Cap(c), veh/h		350	455	458		273	755	337	696	0	0	684
V/C Ratio(X)		0.43	0.90	0.90		0.85	0.80	0.22	0.53	0.00	0.00	0.33
Avail Cap(c_a), veh/h		374	488	491		352	932	416	696	0	0	684
HCM Platoon Ratio		1.33	1.33	1.33		0.67	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.70	0.70	0.70	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh		29.1	28.5	28.5		39.4	36.8	32.0	18.5	0.0	0.0	16.5
Incr Delay (d2), s/veh		0.8	18.2	18.2		10.9	3.0	0.2	2.8	0.0	0.0	1.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.6	9.3	9.4		5.9	6.9	1.4	6.0	0.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		29.9	46.7	46.7		50.3	39.8	32.2	21.3	0.0	0.0	17.8
LnGrp LOS		C	D	D		D	D	C	C	A	A	B
Approach Vol, veh/h			970				913			366		
Approach Delay, s/veh			44.1				41.8			21.3		
Approach LOS			D				D			C		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.2	18.3	27.5		44.2	22.2	23.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.0	17.8	24.7		34.0	18.9	23.6				
Max Q Clear Time (g_c+I1), s		18.5	13.6	21.6		11.2	8.4	16.9				
Green Ext Time (p_c), s		2.3	0.2	1.4		1.4	0.3	2.2				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul WithP AM



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	24	101
Future Volume (veh/h)	24	101
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	26	110
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	94	301
Arrive On Green	0.44	0.44
Sat Flow, veh/h	213	684
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.48
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	229	
Approach Delay, s/veh	17.8	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul WithP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	535	68	116	766	60	176	77	111	67	130	149
Future Volume (veh/h)	70	535	68	116	766	60	176	77	111	67	130	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	660	84	143	946	74	217	95	137	83	160	184
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1402	178	260	1571	701	413	857	726	573	363	418
Arrive On Green	0.15	0.15	0.15	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	553	3171	403	716	3554	1585	1037	1870	1585	1148	794	913
Grp Volume(v), veh/h	86	369	375	143	946	74	217	95	137	83	0	344
Grp Sat Flow(s),veh/h/ln	553	1777	1798	716	1777	1585	1037	1870	1585	1148	0	1706
Q Serve(g_s), s	13.6	17.2	17.2	16.8	18.2	2.5	16.2	2.6	4.6	4.0	0.0	12.3
Cycle Q Clear(g_c), s	31.8	17.2	17.2	34.0	18.2	2.5	28.5	2.6	4.6	6.6	0.0	12.3
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	212	785	795	260	1571	701	413	857	726	573	0	781
V/C Ratio(X)	0.40	0.47	0.47	0.55	0.60	0.11	0.53	0.11	0.19	0.14	0.00	0.44
Avail Cap(c_a), veh/h	229	839	849	281	1678	748	413	857	726	573	0	781
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	28.8	28.8	31.6	19.1	14.7	26.2	13.9	14.5	15.8	0.0	16.6
Incr Delay (d2), s/veh	0.5	0.2	0.2	1.9	0.5	0.1	4.7	0.3	0.6	0.5	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.1	8.2	2.9	7.0	0.8	4.5	1.1	1.7	1.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	28.9	29.0	33.5	19.6	14.8	31.0	14.2	15.0	16.3	0.0	18.4
LnGrp LOS	D	C	C	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		830			1163			449			427	
Approach Delay, s/veh		30.5			21.0			22.6			18.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.7		44.3		45.7		44.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		38.5		42.5		38.5		42.5				
Max Q Clear Time (g_c+I1), s		30.5		33.8		14.3		36.0				
Green Ext Time (p_c), s		1.3		3.4		2.6		3.8				
Intersection Summary												
HCM 6th Ctrl Delay				23.6								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	68	16	19	315	297	30
Future Vol, veh/h	68	16	19	315	297	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	18	21	346	326	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	731	343	359	0	0
Stage 1	343	-	-	-	-
Stage 2	388	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	405	819	1224	-	-
Stage 1	780	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	396	819	1224	-	-
Mov Cap-2 Maneuver	396	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	686	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1224	-	439	-	-
HCM Lane V/C Ratio	0.017	-	0.21	-	-
HCM Control Delay (s)	8	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	57	40	0	166	0	36
Future Vol, veh/h	57	40	0	166	0	36
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	42	0	175	0	38

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	51
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1030
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1030	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-
HCM Control Delay (s)	8.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	45	48	0	166	0	44
Future Vol, veh/h	45	48	0	166	0	44
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	51	0	175	0	46

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	49
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1033
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1033	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	8.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	18	21	15	53	53
Future Vol, veh/h	31	18	21	15	53	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	19	22	16	56	56

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	198	30	0	0	38
Stage 1	30	-	-	-	-
Stage 2	168	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	791	1044	-	-	1572
Stage 1	993	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	762	1044	-	-	1572
Mov Cap-2 Maneuver	762	-	-	-	-
Stage 1	993	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1572
HCM Lane V/C Ratio	-	-	0.061	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	12	15	15	53	31
Future Vol, veh/h	35	12	15	15	53	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	13	16	16	56	33




















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	24	0	0	32
Stage 1	24	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	821	1052	-	-	1580
Stage 1	999	-	-	-	-
Stage 2	882	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	791	1052	-	-	1580
Mov Cap-2 Maneuver	791	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	850	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1580
HCM Lane V/C Ratio	-	-	0.059	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul WithP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1438	216	72	766	3	89	0	34	3	0	4
Future Volume (veh/h)	9	1438	216	72	766	3	89	0	34	3	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1482	223	74	790	3	92	0	35	3	0	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1644	244	94	2075	8	459	0	424	209	22	231
Arrive On Green	0.01	0.53	0.53	0.11	1.00	1.00	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3104	460	1781	3631	14	1412	0	1585	567	80	863
Grp Volume(v), veh/h	9	839	866	74	387	406	92	0	35	7	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1787	1781	1777	1868	1412	0	1585	1510	0	0
Q Serve(g_s), s	0.5	37.9	39.8	3.6	0.0	0.0	4.2	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	37.9	39.8	3.6	0.0	0.0	4.5	0.0	1.5	0.3	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.01	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	20	941	947	94	1015	1067	459	0	424	461	0	0
V/C Ratio(X)	0.45	0.89	0.91	0.78	0.38	0.38	0.20	0.00	0.08	0.02	0.00	0.00
Avail Cap(c_a), veh/h	101	977	983	139	1015	1067	459	0	424	461	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	18.9	19.3	39.7	0.0	0.0	25.8	0.0	24.7	24.3	0.0	0.0
Incr Delay (d2), s/veh	15.1	10.2	12.5	16.0	0.2	0.2	1.0	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	16.1	17.4	1.9	0.1	0.1	1.6	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	29.0	31.8	55.7	0.2	0.2	26.8	0.0	25.1	24.3	0.0	0.0
LnGrp LOS	E	C	C	E	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1714			867			127				7
Approach Delay, s/veh		30.6			5.0			26.3				24.3
Approach LOS		C			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.6	9.3	52.2		28.6	5.5	55.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	7.0	49.5		20.0	5.1	51.4				
Max Q Clear Time (g_c+I1), s		6.5	5.6	41.8		2.3	2.5	2.0				
Green Ext Time (p_c), s		0.3	0.0	5.9		0.0	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑		↖
Traffic Vol, veh/h	1355	87	80	826	0	70
Future Vol, veh/h	1355	87	80	826	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1397	90	82	852	0	72

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1487	0	- 744
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	- 6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	- 3.32
Pot Cap-1 Maneuver	-	-	*795	-	0 *532
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	1	-	- 1
Mov Cap-1 Maneuver	-	-	*795	-	- *532
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	532	-	-	* 795	-
HCM Lane V/C Ratio	0.136	-	-	0.104	-
HCM Control Delay (s)	12.8	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul WithP PM



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	88	42	1180	110	51	192	641	11	6	204	2	108
Future Volume (veh/h)	88	42	1180	110	51	192	641	11	6	204	2	108
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		44	1229	115		200	668	11		212	2	112
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		66	1293	121		232	1731	772		370	10	164
Arrive On Green		0.02	0.26	0.26		0.26	0.97	0.97		0.33	0.33	0.33
Sat Flow, veh/h		1781	3285	307		1781	3554	1585		933	29	504
Grp Volume(v), veh/h		44	663	681		200	668	11		326	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1815		1781	1777	1585		1466	0	0
Q Serve(g_s), s		2.2	33.0	33.2		9.6	0.7	0.0		15.9	0.0	0.0
Cycle Q Clear(g_c), s		2.2	33.0	33.2		9.6	0.7	0.0		17.2	0.0	0.0
Prop In Lane		1.00		0.17		1.00		1.00		0.65		0.34
Lane Grp Cap(c), veh/h		66	699	715		232	1731	772		544	0	0
V/C Ratio(X)		0.67	0.95	0.95		0.86	0.39	0.01		0.60	0.00	0.00
Avail Cap(c_a), veh/h		269	701	716		307	1731	772		544	0	0
HCM Platoon Ratio		0.67	0.67	0.67		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.94	0.94	0.94		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.3	32.2	32.3		32.5	0.6	0.6		26.1	0.0	0.0
Incr Delay (d2), s/veh		11.0	22.2	22.6		16.3	0.1	0.0		4.8	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.1	18.6	19.2		4.5	0.2	0.0		6.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.3	54.4	54.9		48.7	0.7	0.6		31.0	0.0	0.0
LnGrp LOS		D	D	D		D	A	A		C	A	A
Approach Vol, veh/h			1388				879				326	
Approach Delay, s/veh			54.7				11.7				31.0	
Approach LOS			D				B				C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.8	16.2	39.9		33.8	7.8	48.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.5	15.5	35.5		25.5	13.6	37.4				
Max Q Clear Time (g_c+I1), s		19.2	11.6	35.2		3.3	4.2	2.7				
Green Ext Time (p_c), s		1.1	0.2	0.2		0.1	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul WithP PM



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↔	
Traffic Volume (veh/h)	10	11	10	14
Future Volume (veh/h)	10	11	10	14
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		11	10	15
Peak Hour Factor		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2
Cap, veh/h		185	172	218
Arrive On Green		0.33	0.33	0.33
Sat Flow, veh/h		409	528	669
Grp Volume(v), veh/h		36	0	0
Grp Sat Flow(s),veh/h/ln		1606	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.3	0.0	0.0
Prop In Lane		0.31		0.42
Lane Grp Cap(c), veh/h		576	0	0
V/C Ratio(X)		0.06	0.00	0.00
Avail Cap(c_a), veh/h		576	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		20.9	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		21.1	0.0	0.0
LnGrp LOS		C	A	A
Approach Vol, veh/h			36	
Approach Delay, s/veh			21.1	
Approach LOS			C	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul WithP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	964	172	105	612	90	121	91	76	84	91	137
Future Volume (veh/h)	167	964	172	105	612	90	121	91	76	84	91	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	1015	181	111	644	95	127	96	80	88	96	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	1327	236	228	1565	698	502	860	728	600	310	465
Arrive On Green	0.88	0.88	0.88	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	720	3014	537	468	3554	1585	1140	1870	1585	1209	675	1013
Grp Volume(v), veh/h	176	598	598	111	644	95	127	96	80	88	0	240
Grp Sat Flow(s),veh/h/ln	720	1777	1774	468	1777	1585	1140	1870	1585	1209	0	1688
Q Serve(g_s), s	15.8	11.0	11.1	19.1	11.1	3.2	7.1	2.6	2.6	4.0	0.0	8.1
Cycle Q Clear(g_c), s	27.0	11.0	11.1	30.2	11.1	3.2	15.2	2.6	2.6	6.7	0.0	8.1
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	308	783	781	228	1565	698	502	860	728	600	0	776
V/C Ratio(X)	0.57	0.76	0.77	0.49	0.41	0.14	0.25	0.11	0.11	0.15	0.00	0.31
Avail Cap(c_a), veh/h	443	1115	1114	316	2231	995	502	860	728	600	0	776
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	3.7	3.7	27.5	17.2	15.0	20.1	13.9	13.8	15.7	0.0	15.3
Incr Delay (d2), s/veh	0.3	0.3	0.3	1.6	0.2	0.1	1.2	0.3	0.3	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.9	1.5	1.5	2.1	4.2	1.1	2.0	1.2	1.0	1.2	1.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	4.0	4.0	29.1	17.4	15.1	21.3	14.1	14.1	16.3	0.0	16.4
LnGrp LOS	A	A	A	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		1372			850			303			328	
Approach Delay, s/veh		4.6			18.7			17.1			16.3	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.9		44.1		45.9		44.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		56.5		24.5		56.5				
Max Q Clear Time (g_c+I1), s		17.2		29.0		10.1		32.2				
Green Ext Time (p_c), s		0.8		10.7		1.5		6.3				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	136	26	22	198	284	34
Future Vol, veh/h	136	26	22	198	284	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	30	25	225	323	39

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	618	343	362	0	-	0
Stage 1	343	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	489	819	1220	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	478	819	1220	-	-	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	512	-	-
HCM Lane V/C Ratio	0.02	-	0.36	-	-
HCM Control Delay (s)	8	0	15.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	124	54	0	250	0	67
Future Vol, veh/h	124	54	0	250	0	67
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	57	0	263	0	71

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	94
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0 *1041
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	- *1041
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1041	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-
HCM Control Delay (s)	8.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

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

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	124	67	0	250	0	78
Future Vol, veh/h	124	67	0	250	0	78
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	71	0	263	0	82

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	101
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	*1041
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	*1041
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1041	-	-	-
HCM Lane V/C Ratio	0.079	-	-	-
HCM Control Delay (s)	8.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	35	35	21	73	73
Future Vol, veh/h	67	35	35	21	73	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	37	37	22	77	77

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	279	48	0	0	59
Stage 1	48	-	-	-	-
Stage 2	231	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	711	1021	-	-	1545
Stage 1	974	-	-	-	-
Stage 2	807	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	674	1021	-	-	1545
Mov Cap-2 Maneuver	674	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	765	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	763	1545
HCM Lane V/C Ratio	-	-	0.141	0.05
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	22	21	21	73	67
Future Vol, veh/h	78	22	21	21	73	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	23	22	22	77	71

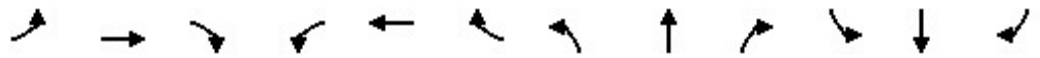
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	258	33	0	0	44
Stage 1	33	-	-	-	-
Stage 2	225	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	731	1041	-	-	1564
Stage 1	989	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	694	1041	-	-	1564
Mov Cap-2 Maneuver	694	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	771	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1564
HCM Lane V/C Ratio	-	-	0.141	0.049
HCM Control Delay (s)	-	-	10.6	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

Existing SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕			↕	
Traffic Volume (veh/h)	25	703	153	32	801	0	129	0	30	0	0	4
Future Volume (veh/h)	25	703	153	32	801	0	129	0	30	0	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	748	163	34	852	0	137	0	32	0	0	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	923	201	57	1147	0	784	0	792	0	0	792
Arrive On Green	0.03	0.32	0.32	0.01	0.11	0.00	0.50	0.00	0.50	0.00	0.00	0.50
Sat Flow, veh/h	1781	2901	632	1781	3647	0	1412	0	1585	0	0	1585
Grp Volume(v), veh/h	27	458	453	34	852	0	137	0	32	0	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1757	1781	1777	0	1412	0	1585	0	0	1585
Q Serve(g_s), s	1.3	21.3	21.3	1.7	20.9	0.0	4.8	0.0	0.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.3	21.3	21.3	1.7	20.9	0.0	5.0	0.0	0.9	0.0	0.0	0.1
Prop In Lane	1.00		0.36	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	49	566	559	57	1147	0	784	0	792	0	0	792
V/C Ratio(X)	0.56	0.81	0.81	0.60	0.74	0.00	0.17	0.00	0.04	0.00	0.00	0.01
Avail Cap(c_a), veh/h	168	819	810	168	1639	0	784	0	792	0	0	792
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	28.2	28.2	44.0	36.6	0.0	12.5	0.0	11.5	0.0	0.0	11.3
Incr Delay (d2), s/veh	9.6	4.0	4.1	9.8	1.1	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.1	9.0	0.9	10.0	0.0	1.5	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	32.2	32.2	53.7	37.7	0.0	13.0	0.0	11.6	0.0	0.0	11.3
LnGrp LOS	D	C	C	D	D	A	B	A	B	A	A	B
Approach Vol, veh/h		938			886			169				4
Approach Delay, s/veh		32.8			38.3			12.7				11.3
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.5	7.4	33.1		49.5	7.0	33.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.5	8.5	41.5		26.5	8.5	41.5				
Max Q Clear Time (g_c+I1), s		7.0	3.7	23.3		2.1	3.3	22.9				
Green Ext Time (p_c), s		0.5	0.0	5.3		0.0	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			33.5									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	696	15	0	876	0	18
Future Vol, veh/h	696	15	0	876	0	18
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	725	16	0	913	0	19

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	371
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	*804
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	*804
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

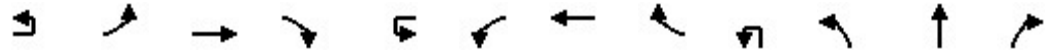
Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	804	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

Existing SAT



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	62	73	555	72	205	156	651	56	46	99	17	73
Future Volume (veh/h)	62	73	555	72	205	156	651	56	46	99	17	73
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		74	566	73		159	664	57		101	17	74
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		97	665	86		194	940	419		451	87	300
Arrive On Green		0.02	0.07	0.07		0.22	0.53	0.53		0.53	0.53	0.53
Sat Flow, veh/h		1781	3167	407		1781	3554	1585		735	164	564
Grp Volume(v), veh/h		74	317	322		159	664	57		192	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1797		1781	1777	1585		1463	0	0
Q Serve(g_s), s		3.7	15.9	16.0		7.6	12.6	1.6		0.0	0.0	0.0
Cycle Q Clear(g_c), s		3.7	15.9	16.0		7.6	12.6	1.6		5.1	0.0	0.0
Prop In Lane		1.00		0.23		1.00		1.00		0.53		0.39
Lane Grp Cap(c), veh/h		97	373	377		194	940	419		838	0	0
V/C Ratio(X)		0.77	0.85	0.85		0.82	0.71	0.14		0.23	0.00	0.00
Avail Cap(c_a), veh/h		269	405	409		524	1319	588		838	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.84	0.84	0.84		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.6	40.5	40.5		34.3	18.6	16.0		11.1	0.0	0.0
Incr Delay (d2), s/veh		11.8	14.8	15.1		7.0	0.9	0.1		0.6	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	9.0	9.2		3.2	3.7	0.6		2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		55.4	55.3	55.6		41.3	19.4	16.1		11.7	0.0	0.0
LnGrp LOS		E	E	E		D	B	B		B	A	A
Approach Vol, veh/h			713				880				192	
Approach Delay, s/veh			55.4				23.2				11.7	
Approach LOS			E				C				B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		52.3	14.3	23.4		52.3	9.4	28.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		29.5	26.5	20.5		29.5	13.6	33.4				
Max Q Clear Time (g_c+I1), s		7.1	9.6	18.0		7.6	5.7	14.6				
Green Ext Time (p_c), s		1.2	0.4	0.9		1.2	0.1	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

Existing SAT



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	36	81	26	93
Future Volume (veh/h)	36	81	26	93
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		83	27	95
Peak Hour Factor		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2
Cap, veh/h		359	129	373
Arrive On Green		0.53	0.53	0.53
Sat Flow, veh/h		571	243	703
Grp Volume(v), veh/h		205	0	0
Grp Sat Flow(s),veh/h/ln		1516	0	0
Q Serve(g_s), s		0.6	0.0	0.0
Cycle Q Clear(g_c), s		5.6	0.0	0.0
Prop In Lane		0.40		0.46
Lane Grp Cap(c), veh/h		861	0	0
V/C Ratio(X)		0.24	0.00	0.00
Avail Cap(c_a), veh/h		861	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		11.2	0.0	0.0
Incr Delay (d2), s/veh		0.7	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.2	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		11.9	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			205	
Approach Delay, s/veh			11.9	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

Existing SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	695	96	35	646	28	87	18	50	24	24	80
Future Volume (veh/h)	66	695	96	35	646	28	87	18	50	24	24	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	739	102	37	687	30	93	19	53	26	26	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1118	154	166	1266	565	735	1017	862	796	209	684
Arrive On Green	0.12	0.12	0.12	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	734	3137	433	654	3554	1585	1282	1870	1585	1328	385	1259
Grp Volume(v), veh/h	70	418	423	37	687	30	93	19	53	26	0	111
Grp Sat Flow(s),veh/h/ln	734	1777	1792	654	1777	1585	1282	1870	1585	1328	0	1644
Q Serve(g_s), s	8.3	20.3	20.3	4.7	13.9	1.1	3.4	0.4	1.4	0.8	0.0	3.0
Cycle Q Clear(g_c), s	22.1	20.3	20.3	25.0	13.9	1.1	6.4	0.4	1.4	1.2	0.0	3.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	228	633	639	166	1266	565	735	1017	862	796	0	894
V/C Ratio(X)	0.31	0.66	0.66	0.22	0.54	0.05	0.13	0.02	0.06	0.03	0.00	0.12
Avail Cap(c_a), veh/h	387	1017	1026	307	2033	907	735	1017	862	796	0	894
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	34.5	34.5	36.0	23.1	19.0	11.6	9.5	9.7	9.8	0.0	10.0
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.7	0.4	0.0	0.4	0.0	0.1	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.6	9.7	0.8	5.5	0.4	1.0	0.2	0.5	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	35.0	35.0	36.7	23.5	19.0	12.0	9.5	9.8	9.8	0.0	10.3
LnGrp LOS	D	D	D	D	C	B	B	A	A	A	A	B
Approach Vol, veh/h		911			754			165			137	
Approach Delay, s/veh		35.6			23.9			11.0			10.2	
Approach LOS		D			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.4		36.6		53.4		36.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		51.5		29.5		51.5				
Max Q Clear Time (g_c+I1), s		8.4		24.1		5.0		27.0				
Green Ext Time (p_c), s		0.5		6.1		0.7		5.1				
Intersection Summary												
HCM 6th Ctrl Delay											27.3	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		R
Traffic Vol, veh/h	14	11	6	130	189	9
Future Vol, veh/h	14	11	6	130	189	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	12	7	143	208	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	370	213	218	0	0
Stage 1	213	-	-	-	-
Stage 2	157	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	*693	*928	1387	-	-
Stage 1	*875	-	-	-	-
Stage 2	*871	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	*689	*928	1387	-	-
Mov Cap-2 Maneuver	*689	-	-	-	-
Stage 1	*871	-	-	-	-
Stage 2	*871	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1387	-	777	-	-
HCM Lane V/C Ratio	0.005	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	-	-	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1083
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 1083
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1083
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0




















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY NP SAT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	731	159	33	833	0	134	0	31	0	0	4
Future Volume (veh/h)	26	731	159	33	833	0	134	0	31	0	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	778	169	35	886	0	143	0	33	0	0	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	955	207	58	1184	0	769	0	775	0	0	775
Arrive On Green	0.03	0.33	0.33	0.01	0.11	0.00	0.49	0.00	0.49	0.00	0.00	0.49
Sat Flow, veh/h	1781	2903	631	1781	3647	0	1412	0	1585	0	0	1585
Grp Volume(v), veh/h	28	476	471	35	886	0	143	0	33	0	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1757	1781	1777	0	1412	0	1585	0	0	1585
Q Serve(g_s), s	1.4	22.1	22.1	1.8	21.8	0.0	5.2	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.4	22.1	22.1	1.8	21.8	0.0	5.3	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		0.36	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	50	584	578	58	1184	0	769	0	775	0	0	775
V/C Ratio(X)	0.56	0.81	0.81	0.61	0.75	0.00	0.19	0.00	0.04	0.00	0.00	0.01
Avail Cap(c_a), veh/h	148	819	810	168	1678	0	769	0	775	0	0	775
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	27.7	27.7	43.9	36.4	0.0	13.2	0.0	12.0	0.0	0.0	11.8
Incr Delay (d2), s/veh	9.6	4.4	4.5	9.8	1.2	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.5	9.4	0.9	10.4	0.0	1.7	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	32.1	32.2	53.8	37.5	0.0	13.7	0.0	12.1	0.0	0.0	11.8
LnGrp LOS	D	C	C	D	D	A	B	A	B	A	A	B
Approach Vol, veh/h		975			921			176				4
Approach Delay, s/veh		32.7			38.2			13.4				11.8
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.5	7.4	34.1		48.5	7.0	34.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.5	8.5	41.5		26.5	7.5	42.5				
Max Q Clear Time (g_c+I1), s		7.3	3.8	24.1		2.1	3.4	23.8				
Green Ext Time (p_c), s		0.5	0.0	5.5		0.0	0.0	5.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.5									
HCM 6th LOS			C									

HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

OY NP SAT

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	724	16	0	911	0	19
Future Vol, veh/h	724	16	0	911	0	19
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	754	17	0	949	0	20

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	386
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*804
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*804
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

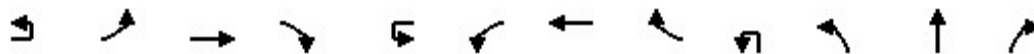
Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	804	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY NP SAT



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↕			↔	↕	↗			↕	
Traffic Volume (veh/h)	64	76	577	75	213	162	677	58	48	103	18	76
Future Volume (veh/h)	64	76	577	75	213	162	677	58	48	103	18	76
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		78	589	77		165	691	59		105	18	78
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		102	681	89		200	962	429		441	87	296
Arrive On Green		0.02	0.07	0.07		0.23	0.54	0.54		0.52	0.52	0.52
Sat Flow, veh/h		1781	3161	412		1781	3554	1585		727	166	567
Grp Volume(v), veh/h		78	331	335		165	691	59		201	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1796		1781	1777	1585		1460	0	0
Q Serve(g_s), s		3.9	16.6	16.6		7.9	13.1	1.7		0.0	0.0	0.0
Cycle Q Clear(g_c), s		3.9	16.6	16.6		7.9	13.1	1.7		5.5	0.0	0.0
Prop In Lane		1.00		0.23		1.00		1.00		0.52		0.39
Lane Grp Cap(c), veh/h		102	383	387		200	962	429		823	0	0
V/C Ratio(X)		0.76	0.86	0.87		0.82	0.72	0.14		0.24	0.00	0.00
Avail Cap(c_a), veh/h		295	405	409		524	1267	565		823	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.84	0.84	0.84		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.5	40.5	40.5		34.0	18.1	15.4		11.6	0.0	0.0
Incr Delay (d2), s/veh		11.2	16.7	17.0		7.0	1.1	0.1		0.7	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	9.6	9.7		3.3	3.8	0.6		2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.7	57.2	57.5		41.0	19.2	15.6		12.3	0.0	0.0
LnGrp LOS		D	E	E		D	B	B		B	A	A
Approach Vol, veh/h			744				915				201	
Approach Delay, s/veh			57.1				22.9				12.3	
Approach LOS			E				C				B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		51.5	14.6	23.9		51.5	9.7	28.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		29.5	26.5	20.5		29.5	14.9	32.1				
Max Q Clear Time (g_c+I1), s		7.5	9.9	18.6		7.9	5.9	15.1				
Green Ext Time (p_c), s		1.3	0.4	0.7		1.3	0.1	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY NP SAT



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	37	84	27	97
Future Volume (veh/h)	37	84	27	97
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		86	28	99
Peak Hour Factor		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2
Cap, veh/h		353	127	368
Arrive On Green		0.52	0.52	0.52
Sat Flow, veh/h		569	243	705
Grp Volume(v), veh/h		213	0	0
Grp Sat Flow(s),veh/h/ln		1518	0	0
Q Serve(g_s), s		0.4	0.0	0.0
Cycle Q Clear(g_c), s		5.9	0.0	0.0
Prop In Lane		0.40		0.46
Lane Grp Cap(c), veh/h		849	0	0
V/C Ratio(X)		0.25	0.00	0.00
Avail Cap(c_a), veh/h		849	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		11.7	0.0	0.0
Incr Delay (d2), s/veh		0.7	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.4	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		12.4	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			213	
Approach Delay, s/veh			12.4	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY NP SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	723	100	36	672	29	90	19	52	25	25	83
Future Volume (veh/h)	69	723	100	36	672	29	90	19	52	25	25	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	769	106	38	715	31	96	20	55	27	27	88
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1129	156	167	1279	570	726	1010	856	789	208	679
Arrive On Green	0.24	0.24	0.24	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	715	3137	432	634	3554	1585	1277	1870	1585	1325	386	1258
Grp Volume(v), veh/h	73	435	440	38	715	31	96	20	55	27	0	115
Grp Sat Flow(s),veh/h/ln	715	1777	1793	634	1777	1585	1277	1870	1585	1325	0	1644
Q Serve(g_s), s	8.6	20.0	20.0	5.0	14.5	1.1	3.6	0.4	1.5	0.9	0.0	3.1
Cycle Q Clear(g_c), s	23.1	20.0	20.0	25.0	14.5	1.1	6.7	0.4	1.5	1.3	0.0	3.1
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	222	639	645	167	1279	570	726	1010	856	789	0	888
V/C Ratio(X)	0.33	0.68	0.68	0.23	0.56	0.05	0.13	0.02	0.06	0.03	0.00	0.13
Avail Cap(c_a), veh/h	382	1036	1046	309	2073	925	726	1010	856	789	0	888
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	29.5	29.5	35.6	23.1	18.8	11.9	9.6	9.9	9.9	0.0	10.2
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.7	0.4	0.0	0.4	0.0	0.1	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.8	8.9	0.8	5.7	0.4	1.1	0.2	0.5	0.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	30.0	30.0	36.3	23.5	18.8	12.3	9.7	10.0	10.0	0.0	10.5
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		948			784			171			142	
Approach Delay, s/veh		30.6			23.9			11.2			10.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		36.9		53.1		36.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		28.5		52.5		28.5		52.5				
Max Q Clear Time (g_c+I1), s		8.7		25.1		5.1		27.0				
Green Ext Time (p_c), s		0.5		6.4		0.7		5.4				
Intersection Summary												
HCM 6th Ctrl Delay											25.0	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	15	11	6	135	197	9
Future Vol, veh/h	15	11	6	135	197	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	12	7	148	216	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	383	221	226	0	0
Stage 1	221	-	-	-	-
Stage 2	162	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	679	922	1375	-	-
Stage 1	870	-	-	-	-
Stage 2	867	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	675	922	1375	-	-
Mov Cap-2 Maneuver	675	-	-	-	-
Stage 1	865	-	-	-	-
Stage 2	867	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	761	-	-
HCM Lane V/C Ratio	0.005	-	0.038	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1083
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 1083
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1083
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithP SAT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	823	159	33	885	0	134	0	31	0	0	4
Future Volume (veh/h)	26	823	159	33	885	0	134	0	31	0	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	876	169	35	941	0	143	0	33	0	0	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	1066	206	58	1291	0	726	0	727	0	0	727
Arrive On Green	0.03	0.36	0.36	0.01	0.12	0.00	0.46	0.00	0.46	0.00	0.00	0.46
Sat Flow, veh/h	1781	2971	573	1781	3647	0	1412	0	1585	0	0	1585
Grp Volume(v), veh/h	28	524	521	35	941	0	143	0	33	0	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	0	1412	0	1585	0	0	1585
Q Serve(g_s), s	1.4	24.1	24.1	1.8	23.0	0.0	5.5	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.4	24.1	24.1	1.8	23.0	0.0	5.6	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		0.32	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	50	638	634	58	1291	0	726	0	727	0	0	727
V/C Ratio(X)	0.56	0.82	0.82	0.61	0.73	0.00	0.20	0.00	0.05	0.00	0.00	0.01
Avail Cap(c_a), veh/h	148	859	854	148	1718	0	726	0	727	0	0	727
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	26.2	26.2	43.9	35.3	0.0	14.7	0.0	13.5	0.0	0.0	13.2
Incr Delay (d2), s/veh	9.6	4.8	4.8	9.8	1.1	0.0	0.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	10.3	10.2	0.9	11.0	0.0	1.8	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	31.0	31.0	53.8	36.4	0.0	15.3	0.0	13.6	0.0	0.0	13.2
LnGrp LOS	D	C	C	D	D	A	B	A	B	A	A	B
Approach Vol, veh/h		1073			976			176				4
Approach Delay, s/veh		31.6			37.0			15.0				13.2
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.8	7.4	36.8		45.8	7.0	37.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.5	7.5	43.5		25.5	7.5	43.5				
Max Q Clear Time (g_c+I1), s		7.6	3.8	26.1		2.1	3.4	25.0				
Green Ext Time (p_c), s		0.5	0.0	6.2		0.0	0.0	6.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									

HCM 6th TWSC
2: Stobbs Way & Mission Boulevard

OY WithP SAT

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑		↘
Traffic Vol, veh/h	768	64	57	965	0	49
Future Vol, veh/h	768	64	57	965	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	800	67	59	1005	0	51

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	867	0	434
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	3.32
Pot Cap-1 Maneuver	-	-	*1151	-	0 *770
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*1151	-	- *770
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

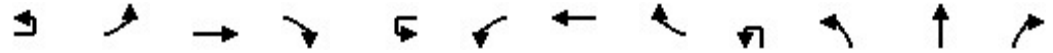
Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	770	-	-	* 1151	-
HCM Lane V/C Ratio	0.066	-	-	0.052	-
HCM Control Delay (s)	10	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithP SAT



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	104	78	601	75	213	194	691	58	48	160	18	78
Future Volume (veh/h)	104	78	601	75	213	194	691	58	48	160	18	78
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		80	613	77		198	705	59		163	18	80
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		105	684	86		234	1022	456		493	64	217
Arrive On Green		0.02	0.07	0.07		0.26	0.58	0.58		0.50	0.50	0.50
Sat Flow, veh/h		1781	3177	398		1781	3554	1585		851	127	432
Grp Volume(v), veh/h		80	342	348		198	705	59		261	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1799		1781	1777	1585		1409	0	0
Q Serve(g_s), s		4.0	17.2	17.3		9.5	12.6	1.5		2.7	0.0	0.0
Cycle Q Clear(g_c), s		4.0	17.2	17.3		9.5	12.6	1.5		9.2	0.0	0.0
Prop In Lane		1.00		0.22		1.00		1.00		0.62		0.31
Lane Grp Cap(c), veh/h		105	382	387		234	1022	456		774	0	0
V/C Ratio(X)		0.76	0.90	0.90		0.85	0.69	0.13		0.34	0.00	0.00
Avail Cap(c_a), veh/h		350	385	390		505	1078	481		774	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.84	0.84	0.84		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.5	40.8	40.8		32.3	16.3	13.9		13.3	0.0	0.0
Incr Delay (d2), s/veh		10.8	22.5	22.8		7.0	1.5	0.1		1.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.1	10.5	10.7		3.9	3.7	0.5		3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.3	63.3	63.6		39.3	17.8	14.0		14.4	0.0	0.0
LnGrp LOS		D	E	E		D	B	B		B	A	A
Approach Vol, veh/h			770				962				261	
Approach Delay, s/veh			62.5				22.0				14.4	
Approach LOS			E				C				B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.8	16.3	23.9		49.8	9.8	30.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		31.5	25.5	19.5		31.5	17.7	27.3				
Max Q Clear Time (g_c+I1), s		11.2	11.5	19.3		8.5	6.0	14.6				
Green Ext Time (p_c), s		1.7	0.4	0.1		1.3	0.1	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithP SAT



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	37	84	30	97
Future Volume (veh/h)	37	84	30	97
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		86	31	99
Peak Hour Factor		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2
Cap, veh/h		339	133	352
Arrive On Green		0.50	0.50	0.50
Sat Flow, veh/h		562	265	700
Grp Volume(v), veh/h		216	0	0
Grp Sat Flow(s),veh/h/ln		1527	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		6.5	0.0	0.0
Prop In Lane		0.40		0.46
Lane Grp Cap(c), veh/h		825	0	0
V/C Ratio(X)		0.26	0.00	0.00
Avail Cap(c_a), veh/h		825	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		12.7	0.0	0.0
Incr Delay (d2), s/veh		0.8	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		13.5	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			216	
Approach Delay, s/veh			13.5	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithP SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	732	109	36	687	29	105	19	52	25	25	98
Future Volume (veh/h)	78	732	109	36	687	29	105	19	52	25	25	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	779	116	38	731	31	112	20	55	27	27	104
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1172	174	166	1342	599	685	977	828	765	176	679
Arrive On Green	0.12	0.12	0.12	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	704	3102	462	622	3554	1585	1259	1870	1585	1325	337	1299
Grp Volume(v), veh/h	83	446	449	38	731	31	112	20	55	27	0	131
Grp Sat Flow(s),veh/h/ln	704	1777	1787	622	1777	1585	1259	1870	1585	1325	0	1637
Q Serve(g_s), s	10.2	21.6	21.6	5.0	14.5	1.1	4.6	0.5	1.5	0.9	0.0	3.7
Cycle Q Clear(g_c), s	24.8	21.6	21.6	26.6	14.5	1.1	8.3	0.5	1.5	1.4	0.0	3.7
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	233	671	675	166	1342	599	685	977	828	765	0	855
V/C Ratio(X)	0.36	0.66	0.66	0.23	0.54	0.05	0.16	0.02	0.07	0.04	0.00	0.15
Avail Cap(c_a), veh/h	369	1017	1023	287	2033	907	685	977	828	765	0	855
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	34.0	34.0	35.6	21.9	17.8	13.3	10.4	10.6	10.7	0.0	11.2
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.7	0.3	0.0	0.5	0.0	0.2	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.2	10.3	0.8	5.7	0.4	1.4	0.2	0.6	0.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	34.3	34.3	36.3	22.3	17.8	13.8	10.4	10.8	10.8	0.0	11.5
LnGrp LOS	D	C	C	D	C	B	B	B	B	B	A	B
Approach Vol, veh/h		978			800			187			158	
Approach Delay, s/veh		35.0			22.8			12.6			11.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.5		38.5		51.5		38.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		51.5		29.5		51.5				
Max Q Clear Time (g_c+I1), s		10.3		26.8		5.7		28.6				
Green Ext Time (p_c), s		0.6		6.5		0.8		5.4				
Intersection Summary												
HCM 6th Ctrl Delay											26.7	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	73	18	18	135	197	27
Future Vol, veh/h	73	18	18	135	197	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	20	20	148	216	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	419	231	246	0	0
Stage 1	231	-	-	-	-
Stage 2	188	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	642	908	1349	-	-
Stage 1	860	-	-	-	-
Stage 2	844	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	632	908	1349	-	-
Mov Cap-2 Maneuver	632	-	-	-	-
Stage 1	846	-	-	-	-
Stage 2	844	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	672	-	-
HCM Lane V/C Ratio	0.015	-	0.149	-	-
HCM Control Delay (s)	7.7	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	35	40	0	111	0	36
Future Vol, veh/h	35	40	0	111	0	36
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	42	0	117	0	38

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	40
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1022
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1022	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-
HCM Control Delay (s)	8.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	23	48	0	111	0	44
Future Vol, veh/h	23	48	0	111	0	44
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	51	0	117	0	46

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	38
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1026
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1026	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	8.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	18	21	15	53	53
Future Vol, veh/h	31	18	21	15	53	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	19	22	16	56	56

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	198	30	0	0	38
Stage 1	30	-	-	-	-
Stage 2	168	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	791	1044	-	-	1572
Stage 1	993	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	762	1044	-	-	1572
Mov Cap-2 Maneuver	762	-	-	-	-
Stage 1	993	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1572
HCM Lane V/C Ratio	-	-	0.061	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	12	15	15	53	31
Future Vol, veh/h	35	12	15	15	53	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	13	16	16	56	33

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	24	0	0	32
Stage 1	24	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	821	1052	-	-	1580
Stage 1	999	-	-	-	-
Stage 2	882	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	791	1052	-	-	1580
Mov Cap-2 Maneuver	791	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	850	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1580
HCM Lane V/C Ratio	-	-	0.059	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul NP SAT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	753	160	33	889	0	137	0	31	0	0	4
Future Volume (veh/h)	26	753	160	33	889	0	137	0	31	0	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	801	170	35	946	0	146	0	33	0	0	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	986	209	71	1242	0	745	0	749	0	0	749
Arrive On Green	0.03	0.34	0.34	0.01	0.12	0.00	0.47	0.00	0.47	0.00	0.00	0.47
Sat Flow, veh/h	1781	2917	619	1781	3647	0	1412	0	1585	0	0	1585
Grp Volume(v), veh/h	28	488	483	35	946	0	146	0	33	0	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1759	1781	1777	0	1412	0	1585	0	0	1585
Q Serve(g_s), s	1.4	22.6	22.6	1.8	23.2	0.0	5.5	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.4	22.6	22.6	1.8	23.2	0.0	5.6	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		0.35	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	50	600	594	71	1242	0	745	0	749	0	0	749
V/C Ratio(X)	0.56	0.81	0.81	0.50	0.76	0.00	0.20	0.00	0.04	0.00	0.00	0.01
Avail Cap(c_a), veh/h	148	859	850	168	1757	0	745	0	749	0	0	749
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	27.2	27.2	43.5	36.2	0.0	14.0	0.0	12.8	0.0	0.0	12.6
Incr Delay (d2), s/veh	9.6	4.0	4.0	5.3	1.3	0.0	0.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.6	9.5	0.9	11.1	0.0	1.8	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	31.2	31.2	48.8	37.4	0.0	14.6	0.0	12.9	0.0	0.0	12.6
LnGrp LOS	D	C	C	D	D	A	B	A	B	A	A	B
Approach Vol, veh/h		999			981			179				4
Approach Delay, s/veh		31.8			37.8			14.3				12.6
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	8.1	34.9		47.0	7.0	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	8.5	43.5		24.5	7.5	44.5				
Max Q Clear Time (g_c+I1), s		7.6	3.8	24.6		2.1	3.4	25.2				
Green Ext Time (p_c), s		0.5	0.0	5.9		0.0	0.0	6.2				
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	747	16	0	967	0	19
Future Vol, veh/h	747	16	0	967	0	19
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	778	17	0	1007	0	20

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	398
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	*804
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*804
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

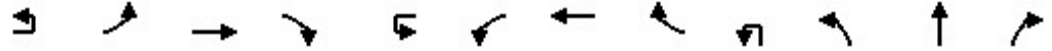
Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	804	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul NP SAT



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↕			↔	↕	↗			↕	
Traffic Volume (veh/h)	64	76	599	75	213	162	732	58	48	104	18	77
Future Volume (veh/h)	64	76	599	75	213	162	732	58	48	104	18	77
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		78	611	77		165	747	59		106	18	79
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		102	709	89		200	990	442		434	85	292
Arrive On Green		0.02	0.07	0.07		0.23	0.56	0.56		0.51	0.51	0.51
Sat Flow, veh/h		1781	3176	399		1781	3554	1585		726	166	568
Grp Volume(v), veh/h		78	341	347		165	747	59		203	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1798		1781	1777	1585		1460	0	0
Q Serve(g_s), s		3.9	17.1	17.2		7.9	14.5	1.6		0.0	0.0	0.0
Cycle Q Clear(g_c), s		3.9	17.1	17.2		7.9	14.5	1.6		5.7	0.0	0.0
Prop In Lane		1.00		0.22		1.00		1.00		0.52		0.39
Lane Grp Cap(c), veh/h		102	397	402		200	990	442		812	0	0
V/C Ratio(X)		0.76	0.86	0.86		0.82	0.75	0.13		0.25	0.00	0.00
Avail Cap(c_a), veh/h		295	424	430		524	1307	583		812	0	0
HCM Platoon Ratio		0.33	0.33	0.33		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.83	0.83	0.83		1.00	0.00	0.00
Uniform Delay (d), s/veh		43.5	40.3	40.3		34.0	17.6	14.7		12.0	0.0	0.0
Incr Delay (d2), s/veh		11.2	15.5	15.7		6.9	1.5	0.1		0.7	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	9.7	9.9		3.3	4.1	0.6		2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.7	55.8	56.0		40.9	19.1	14.8		12.8	0.0	0.0
LnGrp LOS		D	E	E		D	B	B		B	A	A
Approach Vol, veh/h			766				971				203	
Approach Delay, s/veh			55.8				22.5				12.8	
Approach LOS			E				C				B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.8	14.6	24.6		50.8	9.7	29.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	26.5	21.5		28.5	14.9	33.1				
Max Q Clear Time (g_c+I1), s		7.7	9.9	19.2		8.0	5.9	16.5				
Green Ext Time (p_c), s		1.2	0.4	0.9		1.2	0.1	4.6				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul NP SAT



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	37	84	27	97
Future Volume (veh/h)	37	84	27	97
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		86	28	99
Peak Hour Factor		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2
Cap, veh/h		349	126	363
Arrive On Green		0.51	0.51	0.51
Sat Flow, veh/h		569	244	706
Grp Volume(v), veh/h		213	0	0
Grp Sat Flow(s),veh/h/ln		1519	0	0
Q Serve(g_s), s		0.3	0.0	0.0
Cycle Q Clear(g_c), s		6.0	0.0	0.0
Prop In Lane		0.40		0.46
Lane Grp Cap(c), veh/h		837	0	0
V/C Ratio(X)		0.25	0.00	0.00
Avail Cap(c_a), veh/h		837	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		12.1	0.0	0.0
Incr Delay (d2), s/veh		0.7	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.4	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		12.8	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			213	
Approach Delay, s/veh			12.8	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul NP SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	733	100	39	686	64	91	54	55	78	78	123
Future Volume (veh/h)	82	733	100	39	686	64	91	54	55	78	78	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	780	106	41	730	68	97	57	59	83	83	131
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	1175	160	175	1329	593	614	984	834	732	344	543
Arrive On Green	0.25	0.25	0.25	0.37	0.37	0.37	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	681	3143	427	627	3554	1585	1167	1870	1585	1276	653	1031
Grp Volume(v), veh/h	87	441	445	41	730	68	97	57	59	83	0	214
Grp Sat Flow(s),veh/h/ln	681	1777	1793	627	1777	1585	1167	1870	1585	1276	0	1685
Q Serve(g_s), s	10.8	20.1	20.1	5.3	14.6	2.5	4.4	1.3	1.6	3.1	0.0	6.2
Cycle Q Clear(g_c), s	25.4	20.1	20.1	25.4	14.6	2.5	10.6	1.3	1.6	4.4	0.0	6.2
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	224	664	671	175	1329	593	614	984	834	732	0	886
V/C Ratio(X)	0.39	0.66	0.66	0.23	0.55	0.11	0.16	0.06	0.07	0.11	0.00	0.24
Avail Cap(c_a), veh/h	344	977	986	285	1955	872	614	984	834	732	0	886
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	28.6	28.6	34.7	22.2	18.4	14.5	10.4	10.5	11.5	0.0	11.6
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.7	0.4	0.1	0.5	0.1	0.2	0.3	0.0	0.6
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	1.9	8.8	8.9	0.8	5.7	0.9	1.2	0.6	0.6	0.9	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	29.1	29.1	35.4	22.6	18.5	15.0	10.5	10.7	11.8	0.0	12.2
LnGrp LOS	D	C	C	D	C	B	B	B	B	B	A	B
Approach Vol, veh/h		973			839			213			297	
Approach Delay, s/veh		29.9			22.9			12.6			12.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.8		38.2		51.8		38.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		49.5		31.5		49.5				
Max Q Clear Time (g_c+I1), s		12.6		27.4		8.2		27.4				
Green Ext Time (p_c), s		0.8		6.3		1.6		5.5				
Intersection Summary												
HCM 6th Ctrl Delay				23.5								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	15	11	6	137	197	9
Future Vol, veh/h	15	11	6	137	197	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	12	7	151	216	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	386	221	226	0	0
Stage 1	221	-	-	-	-
Stage 2	165	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	676	922	1375	-	-
Stage 1	870	-	-	-	-
Stage 2	864	-	-	-	-
Platoon blocked, %	1	1	1	-	-
Mov Cap-1 Maneuver	672	922	1375	-	-
Mov Cap-2 Maneuver	672	-	-	-	-
Stage 1	865	-	-	-	-
Stage 2	864	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	759	-	-
HCM Lane V/C Ratio	0.005	-	0.038	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	22	0	0	55	0	0
Future Vol, veh/h	22	0	0	55	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	58	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	12
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1065
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1065
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	22	0	0	55	0	0
Future Vol, veh/h	22	0	0	55	0	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	58	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	12
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	1065
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: Golden West Avenue/Canal Street & Mission Boulevard

OY WithCumul WithP SAT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	845	160	33	941	0	137	0	31	0	0	4
Future Volume (veh/h)	26	845	160	33	941	0	137	0	31	0	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	899	170	35	1001	0	146	0	33	0	0	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	1090	206	58	1315	0	717	0	717	0	0	717
Arrive On Green	0.03	0.37	0.37	0.01	0.12	0.00	0.45	0.00	0.45	0.00	0.00	0.45
Sat Flow, veh/h	1781	2982	564	1781	3647	0	1412	0	1585	0	0	1585
Grp Volume(v), veh/h	28	536	533	35	1001	0	146	0	33	0	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1781	1777	0	1412	0	1585	0	0	1585
Q Serve(g_s), s	1.4	24.6	24.7	1.8	24.5	0.0	5.7	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	1.4	24.6	24.7	1.8	24.5	0.0	5.8	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		0.32	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	50	650	647	58	1315	0	717	0	717	0	0	717
V/C Ratio(X)	0.56	0.82	0.82	0.61	0.76	0.00	0.20	0.00	0.05	0.00	0.00	0.01
Avail Cap(c_a), veh/h	148	859	855	148	1718	0	717	0	717	0	0	717
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	25.9	25.9	43.9	35.7	0.0	15.1	0.0	13.8	0.0	0.0	13.5
Incr Delay (d2), s/veh	9.6	5.0	5.1	9.8	1.5	0.0	0.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	10.5	10.5	0.9	11.8	0.0	1.9	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	30.9	31.0	53.8	37.2	0.0	15.8	0.0	13.9	0.0	0.0	13.6
LnGrp LOS	D	C	C	D	D	A	B	A	B	A	A	B
Approach Vol, veh/h		1097			1036			179				4
Approach Delay, s/veh		31.5			37.7			15.4				13.6
Approach LOS		C			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.2	7.4	37.4		45.2	7.0	37.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.5	7.5	43.5		25.5	7.5	43.5				
Max Q Clear Time (g_c+I1), s		7.8	3.8	26.7		2.1	3.4	26.5				
Green Ext Time (p_c), s		0.5	0.0	6.2		0.0	0.0	6.3				
Intersection Summary												
HCM 6th Ctrl Delay				33.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑		↖
Traffic Vol, veh/h	791	64	57	1021	0	49
Future Vol, veh/h	791	64	57	1021	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	824	67	59	1064	0	51

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	891	0	446
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	3.32
Pot Cap-1 Maneuver	-	-	1122	-	*770
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	1122	-	*770
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

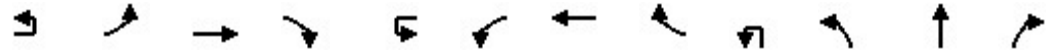
Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	770	-	-	1122	-
HCM Lane V/C Ratio	0.066	-	-	0.053	-
HCM Control Delay (s)	10	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

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

HCM 6th Signalized Intersection Summary
3: Opal Street & Mission Boulevard

OY WithCumul WithP SAT



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	104	78	623	75	213	194	746	58	48	161	18	79
Future Volume (veh/h)	104	78	623	75	213	194	746	58	48	161	18	79
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		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		80	636	77		198	761	59		164	18	81
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		105	710	86		234	1049	468		486	63	215
Arrive On Green		0.04	0.15	0.15		0.26	0.59	0.59		0.50	0.50	0.50
Sat Flow, veh/h		1781	3192	386		1781	3554	1585		848	126	434
Grp Volume(v), veh/h		80	354	359		198	761	59		263	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1801		1781	1777	1585		1408	0	0
Q Serve(g_s), s		4.0	17.6	17.6		9.5	13.8	1.5		2.8	0.0	0.0
Cycle Q Clear(g_c), s		4.0	17.6	17.6		9.5	13.8	1.5		9.5	0.0	0.0
Prop In Lane		1.00		0.21		1.00		1.00		0.62		0.31
Lane Grp Cap(c), veh/h		105	395	401		234	1049	468		763	0	0
V/C Ratio(X)		0.76	0.89	0.90		0.85	0.73	0.13		0.34	0.00	0.00
Avail Cap(c_a), veh/h		338	405	410		505	1141	509		763	0	0
HCM Platoon Ratio		0.67	0.67	0.67		2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		0.83	0.83	0.83		1.00	0.00	0.00
Uniform Delay (d), s/veh		42.6	37.3	37.3		32.3	15.8	13.3		13.7	0.0	0.0
Incr Delay (d2), s/veh		11.0	21.4	21.5		6.9	1.8	0.1		1.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	10.1	10.3		3.9	3.9	0.5		3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		53.6	58.6	58.8		39.2	17.6	13.4		14.9	0.0	0.0
LnGrp LOS		D	E	E		D	B	B		B	A	A
Approach Vol, veh/h			793				1018				263	
Approach Delay, s/veh			58.2				21.5				14.9	
Approach LOS			E				C				B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.1	16.3	24.5		49.1	9.8	31.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5	25.5	20.5		30.5	17.1	28.9				
Max Q Clear Time (g_c+I1), s		11.5	11.5	19.6		8.7	6.0	15.8				
Green Ext Time (p_c), s		1.6	0.4	0.4		1.3	0.1	4.2				
Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 3: Opal Street & Mission Boulevard

OY WithCumul WithP SAT



Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Volume (veh/h)	37	84	30	97
Future Volume (veh/h)	37	84	30	97
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		86	31	99
Peak Hour Factor		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2
Cap, veh/h		334	132	347
Arrive On Green		0.50	0.50	0.50
Sat Flow, veh/h		561	266	700
Grp Volume(v), veh/h		216	0	0
Grp Sat Flow(s),veh/h/ln		1527	0	0
Q Serve(g_s), s		0.0	0.0	0.0
Cycle Q Clear(g_c), s		6.7	0.0	0.0
Prop In Lane		0.40		0.46
Lane Grp Cap(c), veh/h		813	0	0
V/C Ratio(X)		0.27	0.00	0.00
Avail Cap(c_a), veh/h		813	0	0
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	0.00	0.00
Uniform Delay (d), s/veh		13.1	0.0	0.0
Incr Delay (d2), s/veh		0.8	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.6	0.0	0.0
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		13.9	0.0	0.0
LnGrp LOS		B	A	A
Approach Vol, veh/h			216	
Approach Delay, s/veh			13.9	
Approach LOS			B	
Timer - Assigned Phs				

HCM 6th Signalized Intersection Summary
4: Pacific Avenue & Mission Boulevard

OY WithCumul WithP SAT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	742	109	39	701	64	106	54	55	78	78	138
Future Volume (veh/h)	91	742	109	39	701	64	106	54	55	78	78	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	789	116	41	746	68	113	57	59	83	83	147
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1222	180	174	1397	623	573	948	804	707	307	544
Arrive On Green	0.13	0.13	0.13	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	671	3108	457	616	3554	1585	1151	1870	1585	1276	605	1072
Grp Volume(v), veh/h	97	451	454	41	746	68	113	57	59	83	0	230
Grp Sat Flow(s),veh/h/ln	671	1777	1788	616	1777	1585	1151	1870	1585	1276	0	1677
Q Serve(g_s), s	12.6	21.7	21.7	5.4	14.5	2.4	5.6	1.4	1.7	3.2	0.0	7.1
Cycle Q Clear(g_c), s	27.1	21.7	21.7	27.1	14.5	2.4	12.7	1.4	1.7	4.6	0.0	7.1
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	235	698	703	174	1397	623	573	948	804	707	0	850
V/C Ratio(X)	0.41	0.65	0.65	0.24	0.53	0.11	0.20	0.06	0.07	0.12	0.00	0.27
Avail Cap(c_a), veh/h	333	958	964	263	1915	854	573	948	804	707	0	850
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	33.2	33.2	34.7	21.0	17.3	16.3	11.3	11.4	12.4	0.0	12.7
Incr Delay (d2), s/veh	0.4	0.3	0.3	0.7	0.3	0.1	0.8	0.1	0.2	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.2	10.3	0.8	5.6	0.9	1.6	0.6	0.6	0.9	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	33.5	33.5	35.4	21.3	17.4	17.1	11.4	11.5	12.8	0.0	13.5
LnGrp LOS	D	C	C	D	C	B	B	B	B	B	A	B
Approach Vol, veh/h		1002			855			229			313	
Approach Delay, s/veh		34.4			21.7			14.2			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.1		39.9		50.1		39.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		48.5		32.5		48.5				
Max Q Clear Time (g_c+I1), s		14.7		29.1		9.1		29.1				
Green Ext Time (p_c), s		0.8		6.2		1.7		5.3				
Intersection Summary												
HCM 6th Ctrl Delay					25.2							
HCM 6th LOS					C							

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	73	18	18	137	197	27
Future Vol, veh/h	73	18	18	137	197	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	20	20	151	216	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	422	231	246	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	640	908	1349	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	630	908	1349	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	671	-	-
HCM Lane V/C Ratio	0.015	-	0.149	-	-
HCM Control Delay (s)	7.7	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	57	40	0	166	0	36
Future Vol, veh/h	57	40	0	166	0	36
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	42	0	175	0	38

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	51
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	1030
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	1030
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1030	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-
HCM Control Delay (s)	8.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	45	48	0	166	0	44
Future Vol, veh/h	45	48	0	166	0	44
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	51	0	175	0	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	49
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	1033
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	1033
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1033	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	8.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	18	21	15	53	53
Future Vol, veh/h	31	18	21	15	53	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	19	22	16	56	56

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	198	30	0	0	38
Stage 1	30	-	-	-	-
Stage 2	168	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	791	1044	-	-	1572
Stage 1	993	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	762	1044	-	-	1572
Mov Cap-2 Maneuver	762	-	-	-	-
Stage 1	993	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1572
HCM Lane V/C Ratio	-	-	0.061	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	12	15	15	53	31
Future Vol, veh/h	35	12	15	15	53	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	13	16	16	56	33

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	24	0	0	32
Stage 1	24	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	821	1052	-	-	1580
Stage 1	999	-	-	-	-
Stage 2	882	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	791	1052	-	-	1580
Mov Cap-2 Maneuver	791	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	850	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1580
HCM Lane V/C Ratio	-	-	0.059	0.035
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

APPENDIX E: LIST OF CUMULATIVE PROJECTS

Appendix E: Cumulative Projects Trip Generation

Project No.	Project Name/ Case Number	Location	Land Use	Units ¹	Peak Hours						Daily	
					AM Peak Hour			PM Peak Hour				
					In	Out	Total	In	Out	Total		
1	Rio Vista SP MA16045	North of Canal, South of City Boundary, East of Sierra Ave. and West of Rubidoux Blvd.	Trip Generation Rates ¹ Trip Generation									
					1,124	1,385	2,509	1,308	1,112	2,420	38,106	
2	Plumbing Supply Store/Warehouse MA21133	3742 Riverview Lane	Building Materials and Lumber Store Trip Generation Rates ² Trip Generation	7,197 TSF	0.99	0.60	1.59	1.04	1.22	2.25	17.05	
					7	4	11	7	9	16	123	
3	Emerald Ridge MA21060	SW of 28th St. & Canal St.	Single Family Detached Housing Trip Generation Rates ³ Trip Generation	281 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					51	146	197	166	98	264	2,650	
			Multifamily Housing (Low-Rise) Trip Generation Rates ⁴ Trip Generation	118 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					21	62	83	70	41	111	1,113	
4	Jurupa Hills Mobile Home park	8086 Mission Blvd.	Mobile Home Park Trip Generation Rates ⁵ Trip Generation	16 DU	0.08	0.31	0.39	0.36	0.22	0.58	7.12	
					1	5	6	6	3	9	114	
5	Jurupa Valley Apartments @ Mission Blvd MA21143	7981 Mission Blvd.	Single-Family Attached Housing Trip Generation Rates ³ Trip Generation	72 DU	0.15	0.33	0.48	0.32	0.25	0.57	7.20	
					11	24	35	23	18	41	518	
6	Las Palmas MA21272	45th Street	Single Family Detached Housing Trip Generation Rates ³ Trip Generation	39 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					7	20	27	23	14	37	368	
7	MA21143/ Madone Collection Residential MA21143	7586 Jurupa Rd.	Single Family Detached Housing Trip Generation Rates ³ Trip Generation	36 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					7	18	25	21	13	34	339	
8	Saddlehorn Ranch MA21158	6550 Limonite Ave.	Single Family Detached Housing Trip Generation Rates ³ Trip Generation	32 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					6	16	22	19	11	30	302	
9	34th Street Subdivision MA21250	North of 34th St. and East of Rubidoux Blvd.	Single Family Detached Housing Trip Generation Rates ³ Trip Generation	36 DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	
					7	18	25	21	13	34	339	
Total Net Trip Generation					1,242	1,698	2,940	1,664	1,332	2,996	43,972	

Notes: DU=Dwelling Units, TSF=Thousand Square Feet

¹ Trip generation based on rates for Rio Vista Specific Plan TIA, EPD Solutions, Inc., January 26, 2022

² Trip generation based on rates for Land Use 812 - "Building Materials and Lumber Store" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

³ Trip generation based on rates for Land Use 210 - "Single Family Residential" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

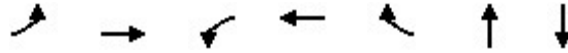
⁴ Trip generation based on rates for Land Use 220 - "Multi Family Housing (Low-Rise)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

⁵ Trip generation based on rates for Land Use 240 - "Mobile Home Park" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

APPENDIX F: QUEUEING REPORTS

Queues
3: Opal Street & Mission Boulevard

Existing AM



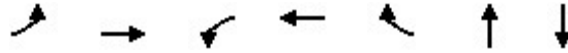
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	155	738	215	511	70	289	217
v/c Ratio	0.62	0.79	0.70	0.48	0.13	0.47	0.37
Control Delay	47.4	36.4	38.1	23.0	2.4	19.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	36.4	38.1	23.0	2.4	19.0	17.4
Queue Length 50th (ft)	84	195	58	68	1	89	62
Queue Length 95th (ft)	143	256	123	92	m9	180	134
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	308	1042	383	1199	584	619	588
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	0.50	0.71	0.56	0.43	0.12	0.47	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

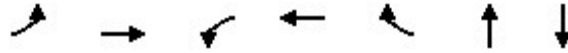
Queues
3: Opal Street & Mission Boulevard

Existing PM



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	56	1165	197	585	11	191	41
v/c Ratio	0.41	0.83	0.69	0.33	0.01	0.41	0.09
Control Delay	49.1	29.5	40.5	12.8	0.0	22.3	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	29.5	40.5	12.8	0.0	22.3	20.7
Queue Length 50th (ft)	31	291	56	71	0	59	12
Queue Length 95th (ft)	69	370	163	84	0	130	39
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	143	1501	344	1914	890	465	439
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	0.39	0.78	0.57	0.31	0.01	0.41	0.09
Intersection Summary							

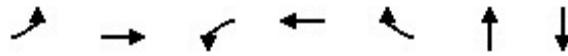
3: Opal Street & Mission Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	160	768	224	532	73	300	226
v/c Ratio	0.40	0.82	0.72	0.70	0.18	0.49	0.39
Control Delay	32.5	37.9	34.9	26.0	4.4	19.6	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	37.9	34.9	26.0	4.4	19.6	17.8
Queue Length 50th (ft)	75	203	117	155	9	97	67
Queue Length 95th (ft)	137	273	196	198	20	186	137
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	402	1004	383	1144	561	607	575
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	0.40	0.76	0.58	0.47	0.13	0.49	0.39

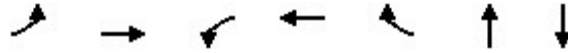
Intersection Summary

3: Opal Street & Mission Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	58	1213	205	608	11	198	42
v/c Ratio	0.43	0.85	0.71	0.33	0.01	0.44	0.10
Control Delay	49.6	30.4	41.9	12.6	0.0	23.3	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	30.4	41.9	12.6	0.0	23.3	20.5
Queue Length 50th (ft)	32	305	60	76	0	64	12
Queue Length 95th (ft)	70	392	171	96	0	136	39
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	143	1501	344	1914	890	452	427
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	0.41	0.81	0.60	0.32	0.01	0.44	0.10
Intersection Summary							

3: Opal Street & Mission Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	205	794	259	547	73	364	229
v/c Ratio	0.69	0.86	0.79	0.55	0.15	0.67	0.41
Control Delay	47.3	41.3	40.2	21.1	3.4	27.2	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	41.3	40.2	21.1	3.4	27.2	17.7
Queue Length 50th (ft)	110	217	68	63	0	150	69
Queue Length 95th (ft)	m176	#298	#229	115	m13	#261	135
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	371	958	363	1001	500	541	556
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.83	0.71	0.55	0.15	0.67	0.41

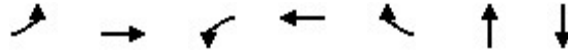
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

3: Opal Street & Mission Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	136	1277	253	626	11	332	46
v/c Ratio	0.60	0.95	0.86	0.42	0.02	0.77	0.10
Control Delay	48.7	42.8	55.6	14.7	0.0	40.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	42.8	55.6	14.7	0.0	40.0	18.0
Queue Length 50th (ft)	74	360	113	85	0	158	13
Queue Length 95th (ft)	m128	m#507	#273	146	m0	#296	38
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	269	1347	304	1495	711	433	459
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	0.51	0.95	0.83	0.42	0.02	0.77	0.10

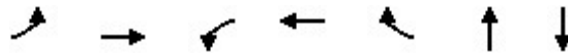
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

3: Opal Street & Mission Boulevard

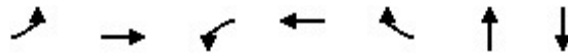


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	160	792	224	591	73	302	226
v/c Ratio	0.63	0.82	0.72	0.54	0.14	0.51	0.40
Control Delay	47.7	37.2	36.9	21.2	2.5	20.4	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	37.2	36.9	21.2	2.5	20.4	18.4
Queue Length 50th (ft)	86	207	67	73	0	99	69
Queue Length 95th (ft)	m144	277	142	112	m9	192	141
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	312	1034	383	1183	578	595	563
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	0.51	0.77	0.58	0.50	0.13	0.51	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

3: Opal Street & Mission Boulevard



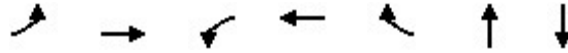
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	58	1281	205	650	11	199	42
v/c Ratio	0.43	0.86	0.73	0.35	0.01	0.46	0.10
Control Delay	50.8	30.4	43.4	11.4	0.0	24.2	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	30.4	43.4	11.4	0.0	24.2	20.7
Queue Length 50th (ft)	32	315	62	84	0	67	12
Queue Length 95th (ft)	m69	411	181	94	m0	137	39
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	143	1541	324	1914	890	436	410
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	0.41	0.83	0.63	0.34	0.01	0.46	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: Opal Street & Mission Boulevard

OY WithCumul WithP AM



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	205	818	259	607	73	366	229
v/c Ratio	0.53	0.87	0.81	0.75	0.17	0.68	0.41
Control Delay	36.7	41.7	42.2	28.0	4.0	27.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	41.7	42.2	28.0	4.0	27.3	17.6
Queue Length 50th (ft)	100	223	135	177	6	150	69
Queue Length 95th (ft)	m174	#324	#253	231	m13	261	133
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	393	970	350	928	468	539	554
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	0.52	0.84	0.74	0.65	0.16	0.68	0.41

Intersection Summary

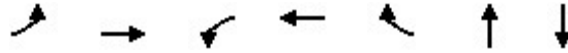
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: Opal Street & Mission Boulevard

OY WithCumul WithP PM



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	136	1344	253	668	11	334	46
v/c Ratio	0.61	0.97	0.86	0.44	0.02	0.80	0.10
Control Delay	49.3	46.1	54.7	14.3	0.0	43.5	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	46.1	54.7	14.3	0.0	43.5	18.5
Queue Length 50th (ft)	74	377	86	104	0	162	13
Queue Length 95th (ft)	m128	m#538	#256	137	m0	#308	39
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	267	1385	304	1535	728	418	443
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	0.51	0.97	0.83	0.44	0.02	0.80	0.10

Intersection Summary

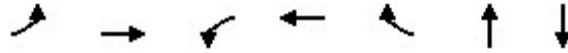
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: Opal Street & Mission Boulevard

Existing SAT

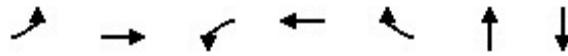


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	137	639	368	664	57	242	244
v/c Ratio	0.61	0.83	0.82	0.55	0.10	0.51	0.47
Control Delay	48.7	43.4	36.0	18.0	1.3	25.5	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	43.4	36.0	18.0	1.3	25.5	22.7
Queue Length 50th (ft)	74	177	90	77	1	96	89
Queue Length 95th (ft)	131	#245	140	112	3	182	170
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	267	803	521	1313	633	471	524
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	0.51	0.80	0.71	0.51	0.09	0.51	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Opal Street & Mission Boulevard

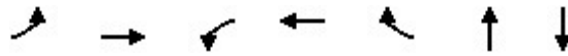


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	143	666	382	691	59	253	253
v/c Ratio	0.61	0.86	0.84	0.57	0.10	0.55	0.50
Control Delay	47.4	45.1	37.2	18.4	1.6	26.9	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	45.1	37.2	18.4	1.6	26.9	23.8
Queue Length 50th (ft)	77	186	96	81	1	104	96
Queue Length 95th (ft)	133	#272	#155	123	4	192	177
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	293	804	521	1269	614	458	509
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	0.49	0.83	0.73	0.54	0.10	0.55	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Opal Street & Mission Boulevard



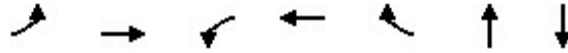
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	690	415	705	59	313	256
v/c Ratio	0.67	0.91	0.89	0.62	0.11	0.71	0.51
Control Delay	47.7	52.1	41.5	18.8	1.9	34.3	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	52.1	41.5	18.8	1.9	34.3	23.4
Queue Length 50th (ft)	100	197	106	87	0	145	96
Queue Length 95th (ft)	162	#302	#357	137	7	#278	173
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	348	764	501	1139	559	439	506
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	0.53	0.90	0.83	0.62	0.11	0.71	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Opal Street & Mission Boulevard

OY WithCumul NP SAT

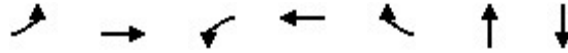


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	143	688	382	747	59	255	253
v/c Ratio	0.61	0.85	0.84	0.60	0.10	0.57	0.51
Control Delay	48.1	43.9	37.7	18.5	1.6	28.3	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	43.9	37.7	18.5	1.6	28.3	24.8
Queue Length 50th (ft)	77	188	99	91	1	107	97
Queue Length 95th (ft)	133	#275	#193	134	3	198	181
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	293	841	521	1308	631	446	496
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	0.49	0.82	0.73	0.57	0.09	0.57	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Opal Street & Mission Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	713	415	761	59	315	256
v/c Ratio	0.68	0.90	0.89	0.65	0.10	0.74	0.52
Control Delay	48.3	49.8	42.0	18.9	1.8	36.5	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	49.8	42.0	18.9	1.8	36.5	24.4
Queue Length 50th (ft)	100	201	109	97	1	149	99
Queue Length 95th (ft)	m163	#305	#362	148	5	#289	177
Internal Link Dist (ft)		612		1265		588	384
Turn Bay Length (ft)	220		220				
Base Capacity (vph)	336	803	501	1181	576	428	494
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.89	0.83	0.64	0.10	0.74	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.