APPENDIX K

Traffic Impact Analysis and VMT Analysis

Kimley»Horn

11171 CHERRY AVENUE WAREHOUSE

TRAFFIC IMPACT ANALYSIS

NOVEMBER 29, 2023

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TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

1.0 EXECUTIVE SUMMARY

The following Executive Summary includes a summary of the LOS analyses prepared for the proposed 11171 Cherry Avenue warehouse development project.

1.1 LOS Analysis Summary

The City's General Plan recommends a LOS standard of LOS C. Intersections which are forecast to operate at unsatisfactory conditions shall be identified as cumulatively deficient intersections. The intersections exceeding the City's LOS C standard are included below.

Future Build-Out Year 2045 Without Project Conditions

The following intersections are forecast to operate at deficient LOS under future build-out year 2045 without project conditions:

- Cherry Avenue and Jurupa Avenue (LOS D in the a.m. and p.m. peak hours).

Future Build-Out Year 2045 With Project Conditions

The following intersections are forecast to operate at deficient LOS under future build-out year 2045 with project conditions:

- Cherry Avenue and Jurupa Avenue (LOS D in the a.m. and p.m. peak hours).

Based on City guidelines, the determination of deficient intersections is based on a comparison of without and with project LOS. An intersection effect occurs if project traffic increases the average delay at an intersection by more than 5.0 seconds for LOS D. The project does not increase the average delay by more than 5.0 seconds. Therefore, the intersection is considered a cumulatively deficient intersection.

1.2 Circulation Improvements Summary

The City's General Plan recommends a LOS standard of LOS C. Circulation improvements have been recommended for intersections where the LOS standard is not met.

Future Build-Out Year 2045 With Project Conditions

The following circulation improvements have been recommended under future build-out year 2045 with project conditions:

- Cherry Avenue and Jurupa Avenue: Add a westbound through lane. Add overlap phasing to the southbound right-turn lane.

2.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the Traffic Impact Analysis (TIA) prepared for the proposed 11171 Cherry Avenue warehouse development project. The proposed project site is located at 1171 Cherry Avenue in the City of Fontana. The project proposes the construction of approximately 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehouse uses.

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 Fontana *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, October 2020 (Guidelines) and the San Bernardino County Congestion Management Program (CMP), adopted November 3, 1993, and last revised in 2016. The San Bernardino County CMP is implemented by the San Bernardino County Transportation Authority (SBCTA, previously San Bernardino Associated Governments). The City has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the General Plan and apply to discretionary approvals of new land use and transportation projects.

The City guidelines require analysis of off-site intersections potentially affected by the project, which the City defines as intersections at which the project is forecast to add 50 or more peak hour trips (two-way). This report evaluates seven

intersections and project driveways under five analysis scenarios. The analysis intersections were approved by the City during the scoping process and is included in Appendix A. In addition, this report also evaluates alternative modes of travel in the vicinity of the project.

2.2 Project Location & Study Area

As stated earlier, the project is located at 11171 Cherry Avenue in the City of Fontana. Figure 1 shows the regional location of the project. The project proposes 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehousing uses. The project opening year is anticipated to be 2024. 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. Driveway 1 and Cherry Avenue.
2. Cherry Avenue and Jurupa Avenue.
3. Driveway 2 and Jurupa Avenue.
4. Driveway 3 and Jurupa Avenue.
5. Redwood Avenue and Driveway 4.
6. Redwood Avenue and Driveway 5.
7. Redwood Avenue and Jurupa Avenue.

Figure 3 illustrates the study intersections included in the analysis.

2.3 Analysis Scenarios

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

1. Existing Conditions,
2. Opening Year (2024) Without Project Conditions,
3. Opening Year (2024) With Project Conditions
4. Future Build-Out Year 2045 Without Project Conditions.
5. Future Build-Out Year 2045 With Project Conditions.

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 approximately 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehouse uses on approximately 29.6 acres. Access to the project will be provided via five driveways. Driveway 1 is located on Cherry Avenue and is a right-in/right-out access driveway for passenger vehicles. Driveways 2 and are located on Jurupa Avenue and are right-in/right-out access driveways for passenger vehicles. Driveways 4 and 5 are located on Redwood Avenue and are full-access driveways. Driveway 5 is for truck access and Driveway 6 is for passenger vehicle access.

3.1 Internal Circulation

As stated previously, access to the project will be provided via five driveways. The following includes a description of the internal circulation at each driveway.

The driveway on Cherry Avenue is 30 feet wide and will provide access for passenger vehicles. Passenger vehicles will have access to parking to the north of Building 1.

The driveways on Jurupa Avenue are 30 feet wide and will provide access for passenger vehicles. Passenger vehicles will have access to the parking lot south of Building 1 and west of Building 2.

Legend

Project Boundary

FIGURE 1

11171 Cherry Avenue Warehouse
Regional Project Location

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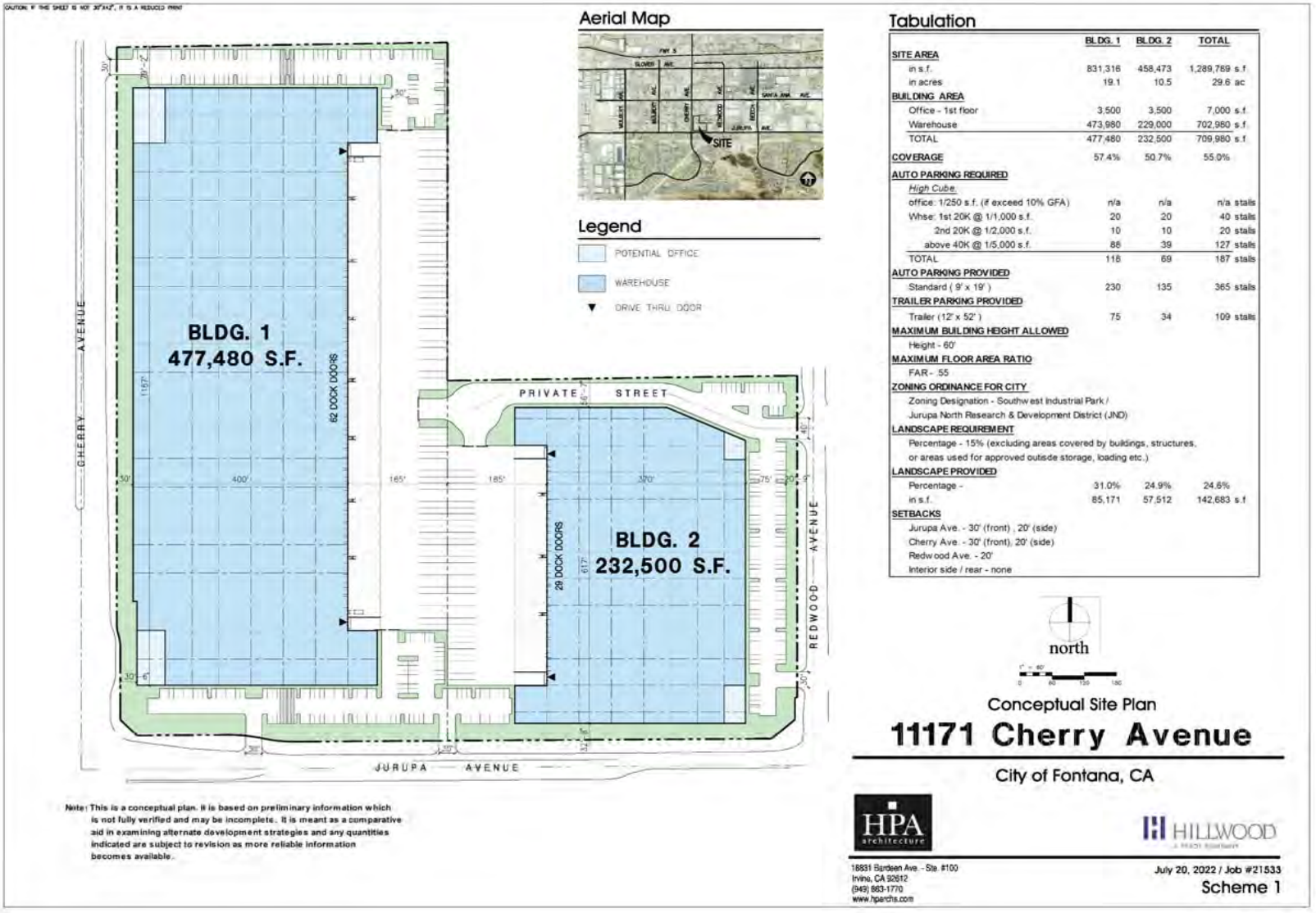

FIGURE 2

11171 Cherry Avenue Warehouse

Site Plan

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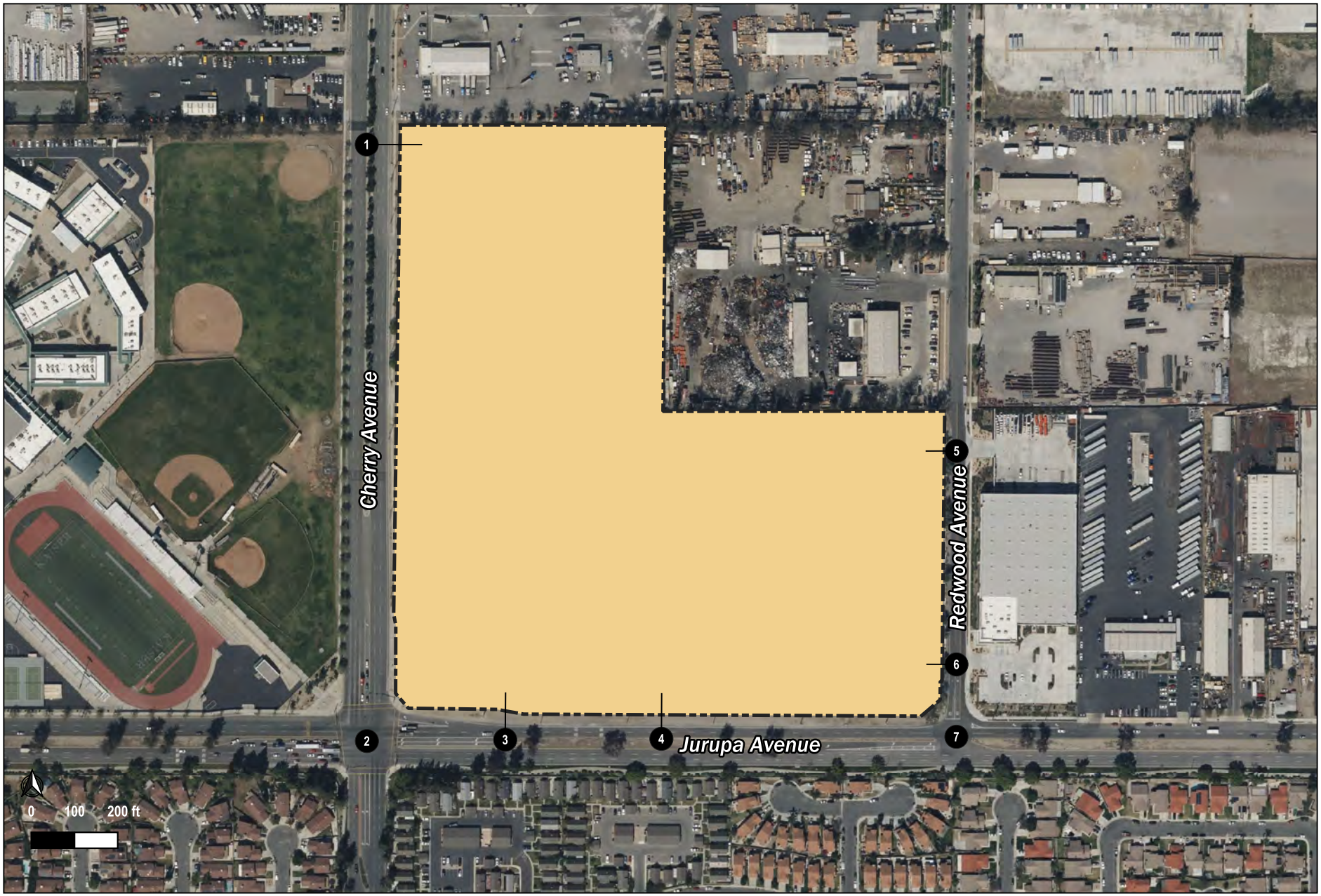
D:\Projects\Hillwood - Fontana\Scope\Site Plan Landscape (11/4/2022)



Legend

Project Boundary

Study Intersections

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FIGURE 3

11171 Cherry Avenue Warehouse
Study Area Intersections

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The northern driveway on Redwood Avenue is 40 feet wide and will provide access for trucks to the dock doors for Buildings 1 and Building 2 via the private street. This driveway will also provide access for passenger vehicles to the parking lot east of Building 2.

The southern driveway on Redwood Avenue is 30 feet wide and will provide access for passenger vehicles. Passenger vehicles will have access to the parking lot east of Building 2.

3.2 Project Trip Generation

Existing Traffic. The project site includes an existing land use with a driveway on Cherry Avenue. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) does not have a land use that would represent the existing land use. Therefore, the trip generation for the existing land use is based on survey data collected by Counts Unlimited in October 2022. Table A shows the trip generation of the existing land use. As shown in Table A, the existing land use generates 14 PCE trips during the a.m. peak hour, 10 PCE trips in the p.m. peak hour, and 131 daily PCE trips. The survey data is included in Appendix B.

Project Traffic. Table B shows the trip generation of the proposed Building 1 High-Cube Transload and Short-Term Storage use. As shown on Table B, the proposed Building 1 is anticipated to generate 52 PCE trips during the a.m. peak hour, 65 PCE trips during the p.m. peak hour, and 902 daily PCE trips.

Table C shows the trip generation of the proposed Building 2 warehouse use. As shown in Table C, the proposed Building 2 is anticipated to generate 53 PCE trips during the a.m. peak hour, 55 PCE trips during the p.m. peak hour, and 536 daily PCE trips.

A trip credit for the existing land use was applied to the develop the total net project trip generation. Table D includes the total net project trip generation. As shown in Table D, the total net project trip generation is forecast to be 91 a.m. peak hour PCE trips, 110 p.m. peak hour PCE trips, and 1,307 daily PCE trips.

3.3 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed separately for autos and trucks based on location of local and regional destinations. 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 trucks. Figure 6 shows the trip assignment for passenger vehicles and Figure 7 shows the trip assignment for trucks. The total project trip assignment is shown in Figure 8.

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 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 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 E presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

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Table A: Existing Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Trips, By Vehicle Type)								
Equipment Rental	14.250 TSF							
Passenger Cars		**3**	**0**	**3**	**0**	**8**	**8**	**79**
2-Axle Trucks		1	0	1	0	1	**1**	14
3-Axle Trucks		0	0	0	0	0	**0**	0
4+ Axle Trucks		0	3	3	0	0	**0**	8
All Trucks		**1**	**3**	**4**	**0**	**1**	**1**	**22**
Total Vehicles[1]		**4**	**3**	**7**	**0**	**9**	**9**	**101**
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**3**	**0**	**3**	**0**	**8**	**8**	**79**
Truck PCE[2]								
2-Axle Trucks		2	0	2	0	2	2	28
3-Axle Trucks		0	0	0	0	0	0	0
4+ Axle Trucks		0	9	9	0	0	0	24
Total Truck PCE		**2**	**9**	**11**	**0**	**2**	**2**	**52**
Total PCE		**5**	**9**	**14**	**0**	**10**	**10**	**131**

[1] Trip Generation based on survey data collected by Counts Unlimitied (October 2022).

[2] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, (October 2020)

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Table B: Project Trip Generation Building 1: High-Cube Warehouse

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		77%	23%	100%	28%	72%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.049	0.015	0.064	0.022	0.057	0.080	1.114
2-Axle Trucks								
Recommended Mix (%)[2]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.001	0.006	0.002	0.005	0.007	0.097
3-Axle Trucks								
Recommended Mix (%)[2]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[3]		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		0.007	0.002	0.009	0.003	0.008	0.012	0.162
4-Axle Trucks								
Recommended Mix (%)[2]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.023	0.007	0.030	0.010	0.027	0.037	0.518
Warehouse Net PCE Rate		**0.083**	**0.025**	**0.108**	**0.038**	**0.097**	**0.135**	**1.891**
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	477.480 TSF							
Passenger Cars		**23**	**7**	**30**	**11**	**27**	**38**	**532**
2-Axle Trucks		1	0	1	1	1	2	23
3-Axle Trucks		2	0	2	0	2	2	31
4+ Axle Trucks		4	1	5	2	4	6	82
All Trucks		**7**	**1**	**8**	**3**	**7**	**10**	**136**
Total Vehicles		**30**	**8**	**38**	**14**	**34**	**48**	**668**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		**23**	**7**	**30**	**11**	**27**	**38**	**532**
Truck PCE								
2-Axle Trucks		2	0	2	2	2	4	46
3-Axle Trucks		5	0	5	0	5	5	78
4+ Axle Trucks		12	3	15	6	12	18	246
Total Truck PCE[3]		**19**	**3**	**22**	**8**	**19**	**27**	**370**
Total PCE		**42**	**10**	**52**	**19**	**46**	**65**	**902**

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, 2020

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Table C: Project Trip Generation Building 2: Warehouse

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.131	0.039	0.170	0.049	0.131	0.180	1.710
PCE Inbound/Outbound Splits		77%	23%	100%	27%	73%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.104	0.031	0.135	0.039	0.105	0.143	1.361
2-Axle Trucks								
Recommended Mix (%)[2]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.009	0.003	0.012	0.003	0.009	0.012	0.118
3-Axle Trucks								
Recommended Mix (%)[2]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[3]		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		0.015	0.005	0.020	0.006	0.015	0.021	0.198
4-Axle Trucks								
Recommended Mix (%)[2]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.048	0.014	0.063	0.018	0.049	0.067	0.633
Warehouse Net PCE Rate		**0.177**	**0.053**	**0.230**	**0.066**	**0.177**	**0.243**	**2.310**
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	232.500 TSF							
Passenger Cars		**24**	**7**	**31**	**9**	**24**	**33**	**316**
2-Axle Trucks		1	0	1	0	1	1	14
3-Axle Trucks		2	0	2	1	1	2	18
4+ Axle Trucks		4	1	5	1	4	5	49
All Trucks		**7**	**1**	**8**	**2**	**6**	**8**	**81**
Total Vehicles		**31**	**8**	**39**	**11**	**30**	**41**	**397**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		**24**	**7**	**31**	**9**	**24**	**33**	**316**
Truck PCE								
2-Axle Trucks		2	0	2	0	2	2	28
3-Axle Trucks		5	0	5	2	3	5	45
4+ Axle Trucks		12	3	15	3	12	15	147
Total Truck PCE[3]		**19**	**3**	**22**	**5**	**17**	**22**	**220**
Total PCE		**43**	**10**	**53**	**14**	**41**	**55**	**536**

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, 2020

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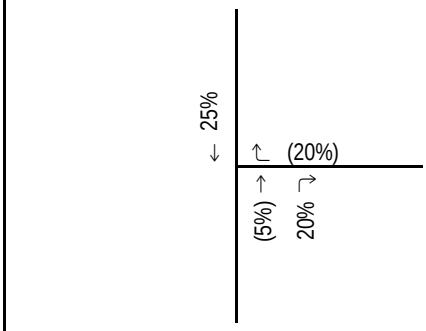
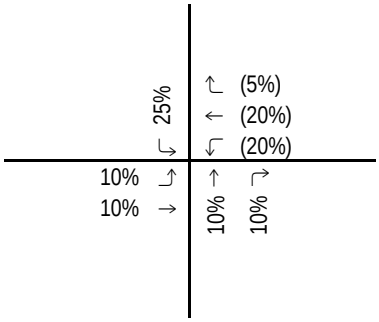
Table D: Total Net Project Trip Generation

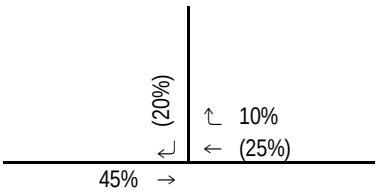
Land Use	Units[1]	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Proposed PCE Trips								
Passenger Cars		47	14	61	20	51	71	848
Truck PCE		38	6	44	13	36	49	590
Total Vehicle Trips		**85**	**20**	**105**	**33**	**87**	**120**	**1,438**
Existing PCE Trips								
Passenger Cars		3	0	3	0	8	8	79
Truck PCE		2	9	11	0	2	2	52
Total Vehicle Trips		**5**	**9**	**14**	**0**	**10**	**10**	**131**
Net New PCE Trips								
Passenger Cars		44	14	58	20	43	63	769
Truck PCE		36	-3	33	13	34	47	538
Total PCE Trips		**80**	**11**	**91**	**33**	**77**	**110**	**1,307**



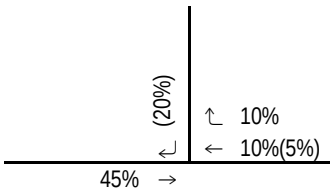
1 Cherry Ave/Dwy 1



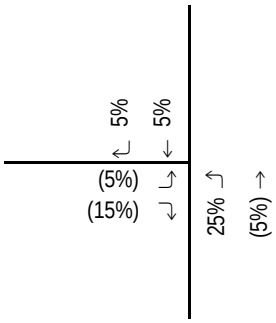
2 Cherry Ave/Jurupa Ave



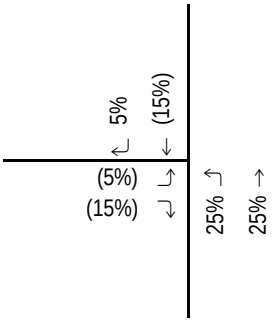
3 Dwy 2/Jurupa Ave



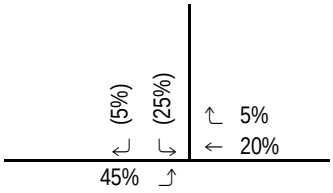
4 Dwy 3/Jurupa Ave



5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5



7 Redwood Ave/Jurupa Ave

FIGURE 4

XXX%(YYY%) Inbound%(Outbound%) Percent

11171 Cherry Avenue Warehouse
Project Trip Distribution (Autos)

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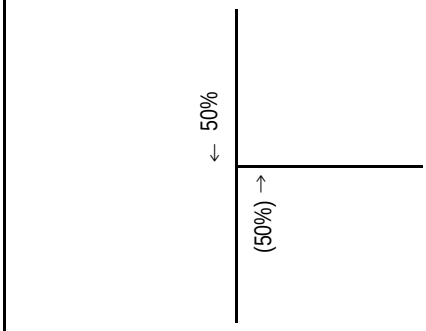
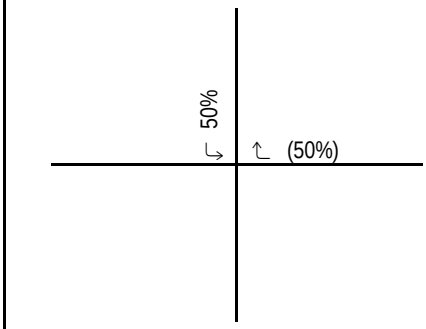
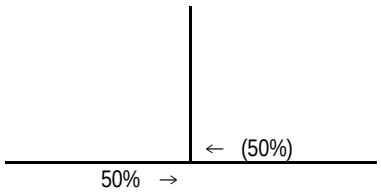


1 Cherry Ave/Jurupa Ave



2 Dwy 2/Jurupa Ave



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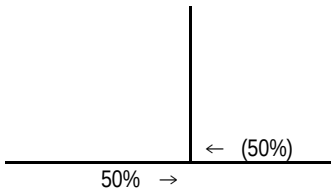
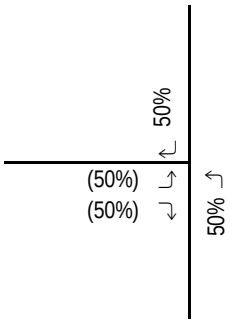
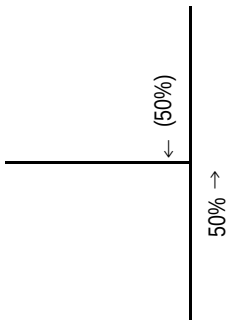


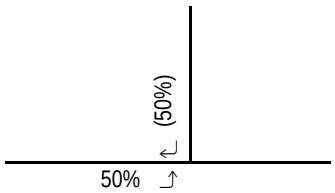
4 Redwood Ave/Dwy 4



5 Redwood Ave/Dwy 5



6 Redwood Ave/Jurupa Ave



###

FIGURE 5

XXX%(YYY%) Inbound%(Outbound%) Percent

11171 Cherry Avenue Warehouse
Project Trip Distribution (Trucks)

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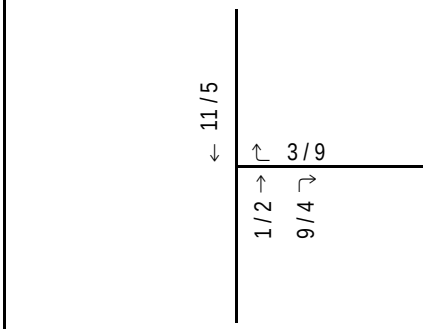
P:\Hillwood - Fontana Cherry Avenue\analysis\Z Truck Dist 4/24/2023



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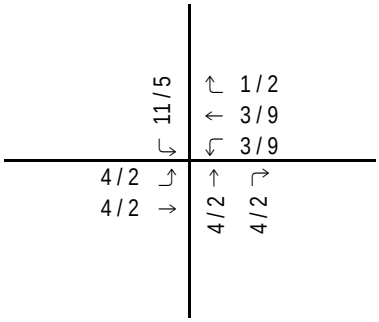

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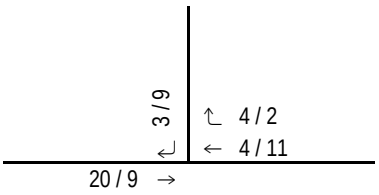

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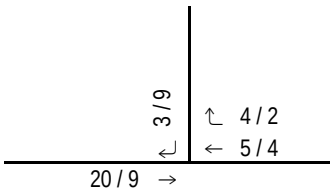

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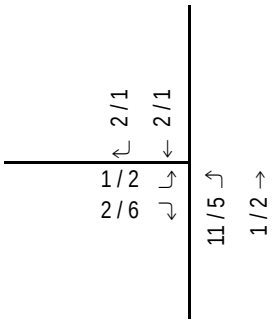
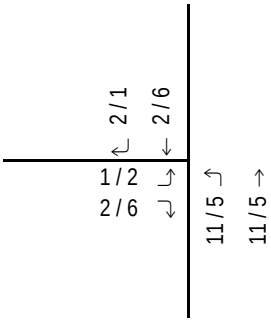
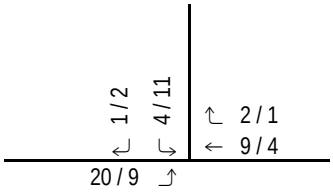


5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5



7 Redwood Ave/Jurupa Ave

FIGURE 6

XXX / YYY AM / PM Peak Hour Trips

11171 Cherry Avenue Warehouse
Project Trip Assignment (Autos)

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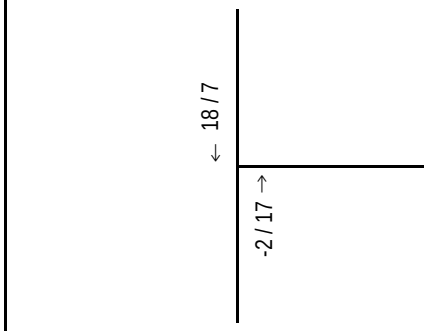

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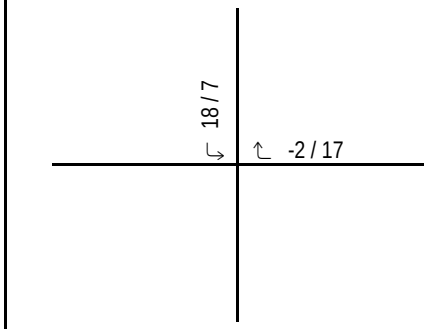
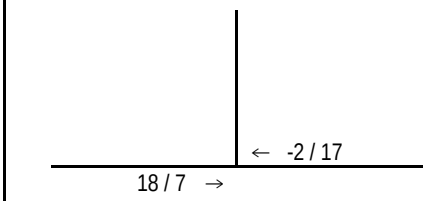


2 Cherry Ave/Jurupa Ave



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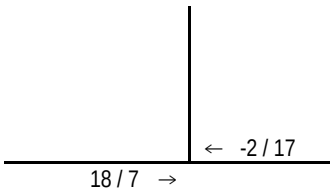

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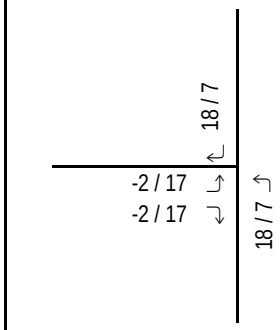
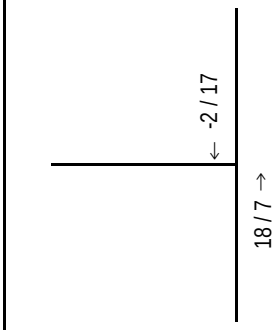


5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5

7 Redwood Ave/Jurupa Ave

FIGURE 7

XXX / YYY AM / PM Peak Hour Trips

11171 Cherry Avenue Warehouse
Project Trip Assignment (Trucks)

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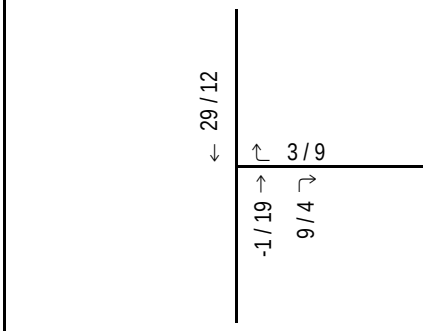

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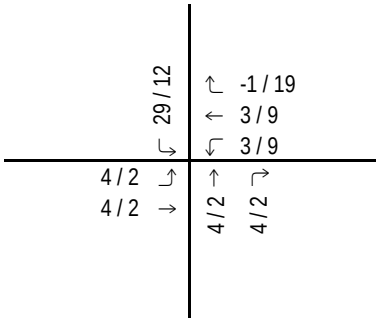
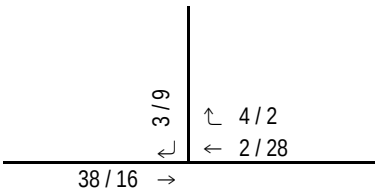


2 Cherry Ave/Jurupa Ave



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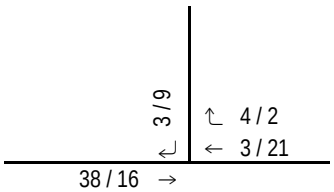

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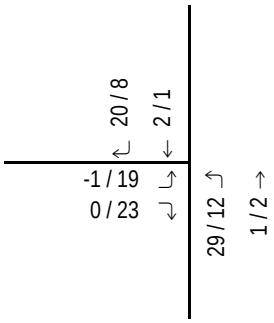

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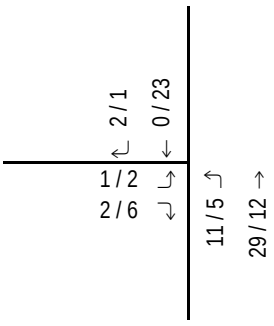

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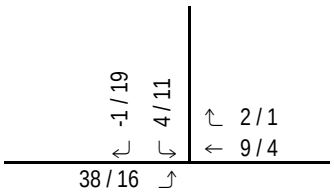

7 Redwood Ave/Jurupa Ave

FIGURE 8

XXX / YYY AM / PM Peak Hour Trips

11171 Cherry Avenue Warehouse
Total Project Trip Assignment

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Table E: Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Intersection 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

4.2 Levels of Service Standards

The City of Fontana has established a LOS standard of LOS C as the minimum level of service standard for intersection operations. Therefore, study intersections which are forecast to operate at unsatisfactory conditions (i.e. at LOS worse than LOS C for city intersections) will be identified as cumulatively deficient intersections.

4.3 Determination of Effects

The determination of deficient intersections is based on a comparison of without and with project levels of service for each analysis year. An intersection effect occurs if project traffic increases the average delay at an intersection by more than the thresholds identified below:

- LOS A/B: > 10.0 Seconds.
- LOS C: > 8.0 Seconds.
- LOS D: > 5.0 Seconds.
- LOS E: > 3.0 Seconds.
- LOS F: > 1.0 Seconds.

The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan.

5.0 VOLUME DEVELOPMENT METHODOLOGY

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

5.1 Existing Traffic Volumes

Existing peak hour traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in March 2023. Based on discussion with City staff, the intersection of Cherry Avenue and Jurupa Avenue includes pedestrian and bicycle counts to account for the Henry J. Kaiser High School The counts are included in Appendix B. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle trucks), were conducted at all existing study area intersections. Consistent with the City guidelines, PCE volumes at these intersections were calculated using a PCE factor of 2.0 for 2-axle trucks, 2.5 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 (2024) Without Project Traffic Volumes

Opening year (2024) without project peak hour traffic volumes were developed by applying an annual growth rate of 2 percent per year (2023 to 2024) and traffic from cumulative projects in the area to the existing traffic volumes at each study intersection. Figure 9 shows the locations of the cumulative projects. Table F lists the cumulative projects included in the analysis. As shown in Table F, the cumulative projects are forecast to generate 296 a.m. peak hour PCE trips, 285 p.m. peak hour PCE trips, and 2,209 daily PCE trips. Detailed volume development worksheets are included in Appendix C.

5.3 Future Build-Out Year 2045 Without Project Traffic Volumes

Future build-out year 2045 without project traffic volumes were developed using the SBTAM. The base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 24-year period. This incremental growth in peak period approach and departure volumes were factored to develop the incremental change in peak hour volumes. The SBTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2023) and 2045. For this purpose,

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Cumul Projects

FIGURE 9

11171 Cherry Avenue Warehouse
Cumulative Projects Locations

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Table F: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1	NEC Redwood Ave/Jurupa Ave	Warehouse [1]	72	TSF							
		Passenger Vehicles			8	2	10	2	8	10	98
		Truck PCEs			9	0	9	6	3	9	68
		Total Project Trip Generation			17	2	19	8	11	19	166
2	North of Santa Ana Ave. between Oleander Ave. and Citrus Ave.	Warehouse [2]	0	TSF							
		Passenger Vehicles			65	17	82	19	63	82	600
		Truck PCEs			17	14	31	23	22	45	568
		Total Project Trip Generation			82	31	113	42	85	127	1,168
3	North of Slover Ave, West of Business Center Dr.	Warehouse [3]	0	TSF							
		Passenger Vehicles			35	11	46	14	34	48	303
		Truck PCEs			13	1	14	7	19	26	394
		Total Project Trip Generation			48	12	60	21	53	74	697
4	NWC Live Oak Ave/Santa Ana Ave	Warehouse [4]	0	TSF							
		Passenger Vehicles			24	5	29	8	18	26	90
		Truck PCEs			12	(15)	(3)	(44)	1	(43)	(709)
		Total Project Trip Generation			36	-10	26	-36	19	-17	-619
5	SWC Cherry Ave/Slover Ave	Warehouse [1]	155	TSF							
		Passenger Vehicles			16	5	21	6	16	22	211
		Truck PCEs			11	3	14	0	14	14	147
		Total Project Trip Generation			27	8	35	6	30	36	358
6	NEC Cherry Ave/Santa Ana Ave	Warehouse [1]	190	TSF							
		Passenger Vehicles			20	6	26	7	20	27	259
		Truck PCEs			14	3	17	5	14	19	180
		Total Project Trip Generation			34	9	43	12	34	46	439
Total Trip Generation					**244**	**52**	**296**	**53**	**232**	**285**	**2,209**

Notes: TSF = Thousand Square Feet

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition.). Recommended truck mix percentage per City of Fontana Truck Trip Generation Study. PCE factors per City of Fontana "Traffic Impact Analysis Guidelines for VMT and LOS Assessment" (October 2020).

[2] Trip Generation from "Oleander & Santa Ana Warehouses Traffic Analysis" from Urban Crossroads (February 22, 2023).

[3] Trip Generation from "Fontana Corporate Center Traffic Study" from Urban Crossroads (December 21, 2021.)

[4] Trip Generation from "Trip Generation and Vehicle Miles Traveled Screening Analysis" from EPD Solutions (May 23, 2022).

linear growth between 2016 and year 2040 was assumed. Since the increment between 2023 and 2045 is 22 years of the 24-year time span, a factor of 0.91 (i.e., 22/24) was used. This forecast growth in approach and departure volumes was added to the 2023 ground counts, resulting in post-processed forecast year 2045 link volumes. Future build-out year 2045 without project turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year (2024) without project conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to the opening without project traffic volumes to account for an increase in traffic volumes at these locations from opening year to year 2045. Detailed volume development worksheets are included in Appendix C.

5.4 With Project Traffic Volumes

Traffic volumes for opening year (2024) and future build-out year 2045 with project traffic volumes were developed by adding the project trip assignment to the corresponding without project peak hour traffic volumes. Detailed volume development worksheets are included in Appendix C.

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 Interstate 10 to the north. Local access is provided by the following roadways:

- **Cherry Avenue** is oriented in the north-south direction and is a six-lane roadway with a raised median. On-street parking is prohibited. The posted speed limit on Cherry Avenue is 35 miles per hour. Cherry Avenue is classified as a Major Highway north of Jurupa Avenue and Primary Highway south of Jurupa Avenue in the City's General Plan.
- **Jurupa Avenue** is oriented in the east-west direction and is a five-lane roadway with a raised median east of Cherry Avenue and west of Redwood Avenue. On-street parking is prohibited. The speed limit on Jurupa Avenue is 45 miles per hour. Jurupa Avenue is classified as a Modified Major Highway in the City's General Plan.
- **Redwood Avenue** is oriented in the north-south direction and is a two-lane roadway. On-street parking is prohibited. There is no posted speed limit on Redwood Avenue. Redwood Avenue is classified as an Industrial Collector in the City's General Plan.

The City's hierarchy of streets is illustrated in Figure 10.

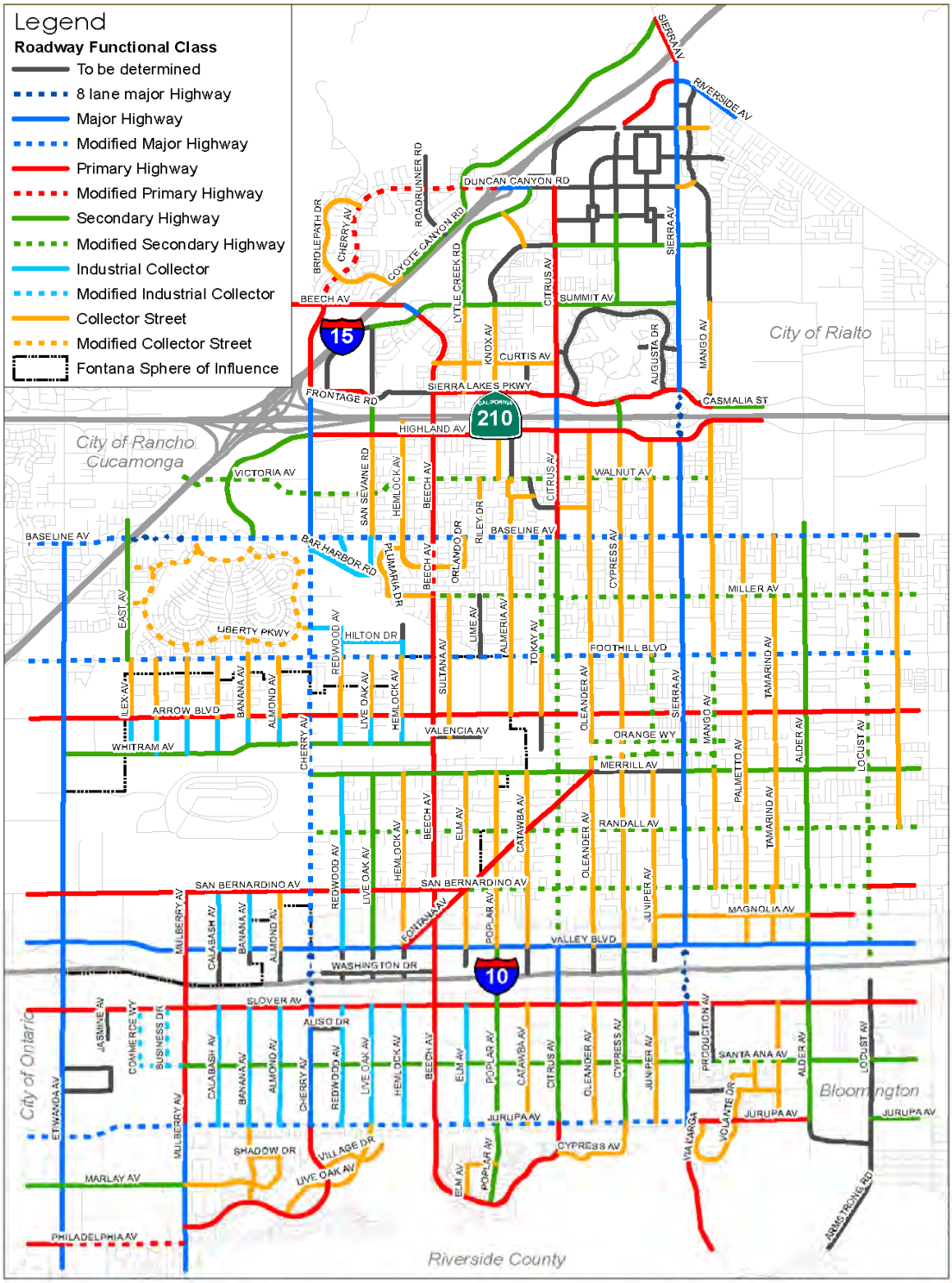
6.2 Existing Transit Service

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

Bus Service. Public transportation in the City of Fontana is provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 82** provides service near the project site. Route 82 connects the project area to northern Fontana and Rancho Cucamonga. Near the study area, Route 82 travels along Jurupa Avenue and Cherry Avenue. Route 82 operates at 60-minute headways during the week and 65-minute headways on weekends. The nearest stop is located on the southeast corner of Cherry Avenue and Jurupa Avenue.

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. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Fontana Station is the nearest



Source: City of Fontana General Plan

FIGURE 11

11171 Cherry Avenue Warehouse
City of Fontana Hierarchy of Streets

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P:\Hillwood - Fontana Cherry Avenue\analysis\Portrait CIty Streets (4/24/2023)

Metrolink station to the project site and is approximately 4 miles from the project area. Figure 11 illustrates the transit lines within the project area.

6.3 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I (Shared-Use Paths)** A Class I bikeway is a shared-use path that allows for two-way off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Class II (Bicycle Lanes)** A Class II bikeway is a bicycle lane that is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Bicycle lanes are always located on both sides of the road (except one-way streets) and allow bicyclists to ride in the same direction as adjacent motor vehicle traffic.
- **Class III (Bike Routes)** Class III bikeways generally employ bikeway signage, and may also use pavement markings, to guide bicyclists to popular destinations on low-volume, bike-friendly roadways.

Figure 12 illustrates the existing bike lanes within the project area. As shown in Figure 12, there are existing bike lanes on Cherry Avenue north of Jurupa Avenue within the project area. Figure 13 illustrates the existing pedestrian facilities near the project. As illustrated in Figure 13, there are sidewalks on the west side of the project on Cherry Avenue and no sidewalks on south side of the project on Jurupa Avenue and Redwood Avenue.

6.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 14 shows the existing lane geometrics and stop controls at the study intersections. Existing traffic volumes at study intersections are shown in Figure 15. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are currently operating at satisfactory levels of service.

7.0 OPENING YEAR (2024) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2024.

7.1 Opening Year (2024) Roadway Conditions

Opening year roadway conditions are assumed to be the same as those under existing conditions.

7.2 Opening Year (2024) Transit Service

Transit service under opening year conditions is anticipated to remain the same as under existing conditions.

7.3 Opening Year (2024) Pedestrian & Bicycle Facilities

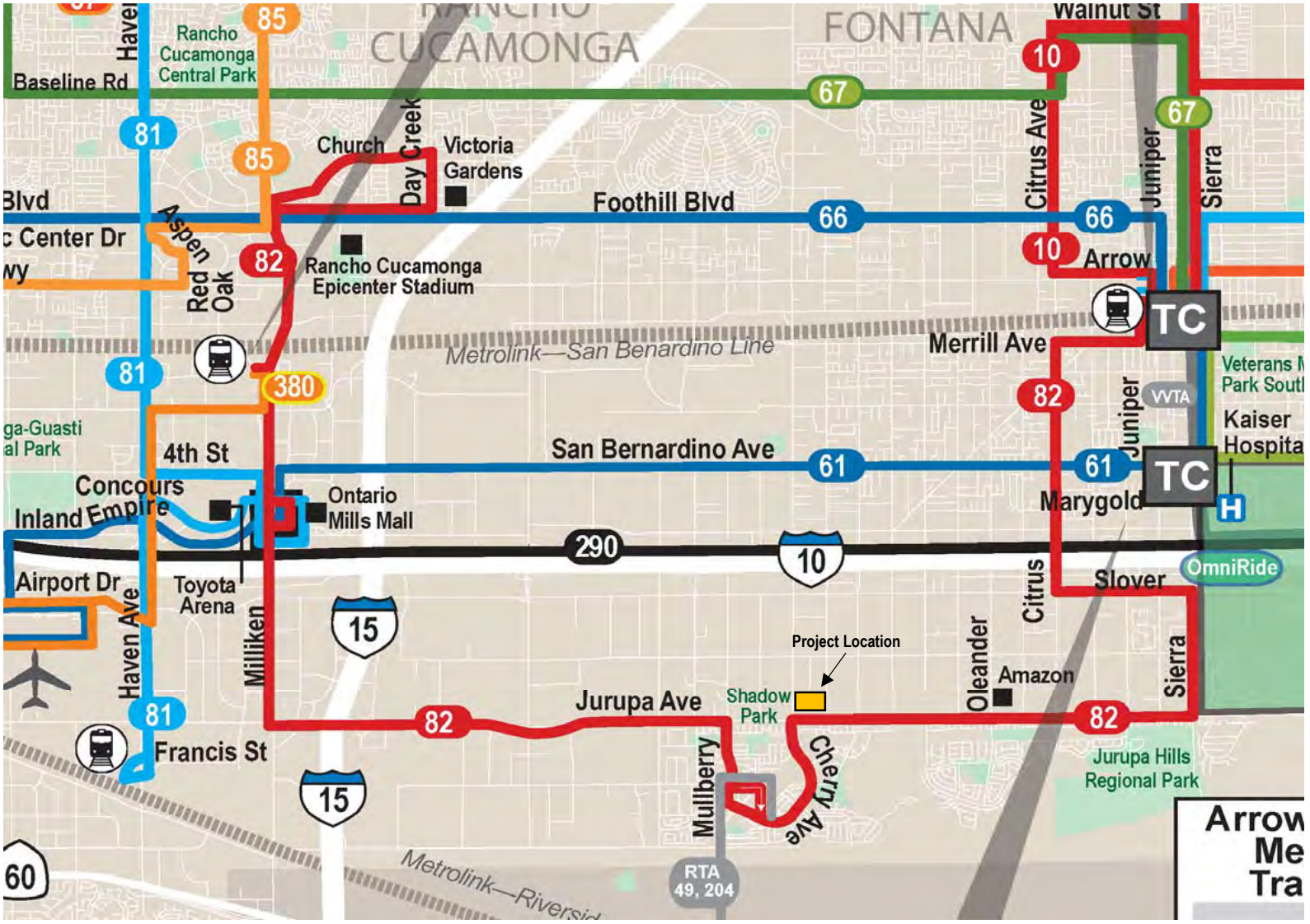
Pedestrian and bicycle facilities under opening year conditions are anticipated to remain the same as under existing conditions. It should be noted that the City is proposing Class II bike lanes on Jurupa Avenue from west of Cherry Avenue to east of Live Oak Avenue. Figure 16 illustrates the proposed bike lanes.

7.4 Opening Year (2024) Without Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) without project conditions to determine circulation system performance. Opening year (2024) without project traffic volumes at study intersections are shown in Figure 17. Detailed volume development worksheets are included in Appendix C. Opening year (2024) without project levels of service for the study area intersections are summarized in Table H. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service.

7.5 Opening Year (2024) With Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) with project conditions to determine circulation system performance. Opening year (2024) with project geometrics and stop controls at study intersections



Project Location

FIGURE 11

11171 Cherry Avenue Warehouse
Site Plan

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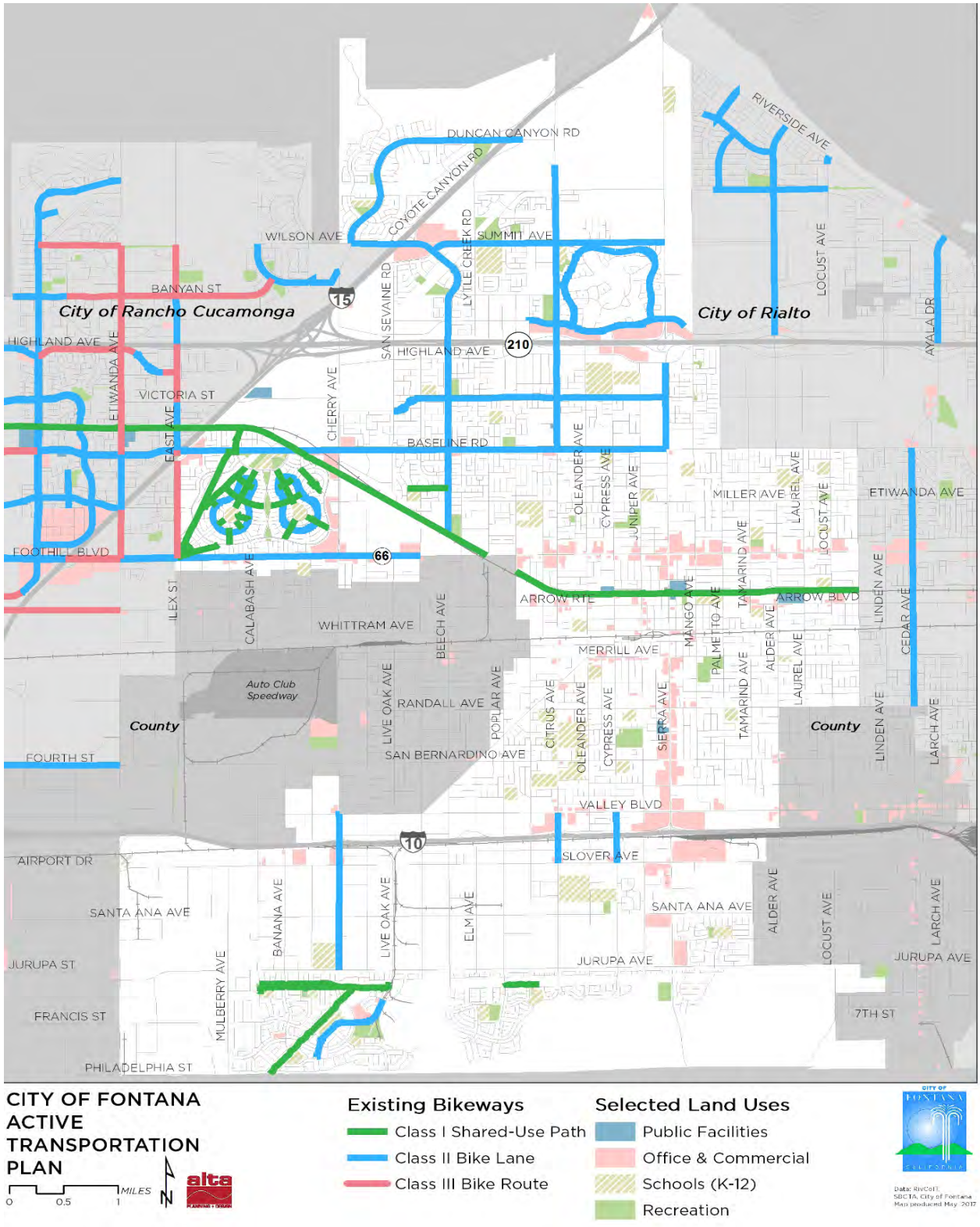

Source: Fontana ATP (2017)

FIGURE 12

11171 Cherry Avenue Warehouse
Fontana ATP Existing Bike Lanes

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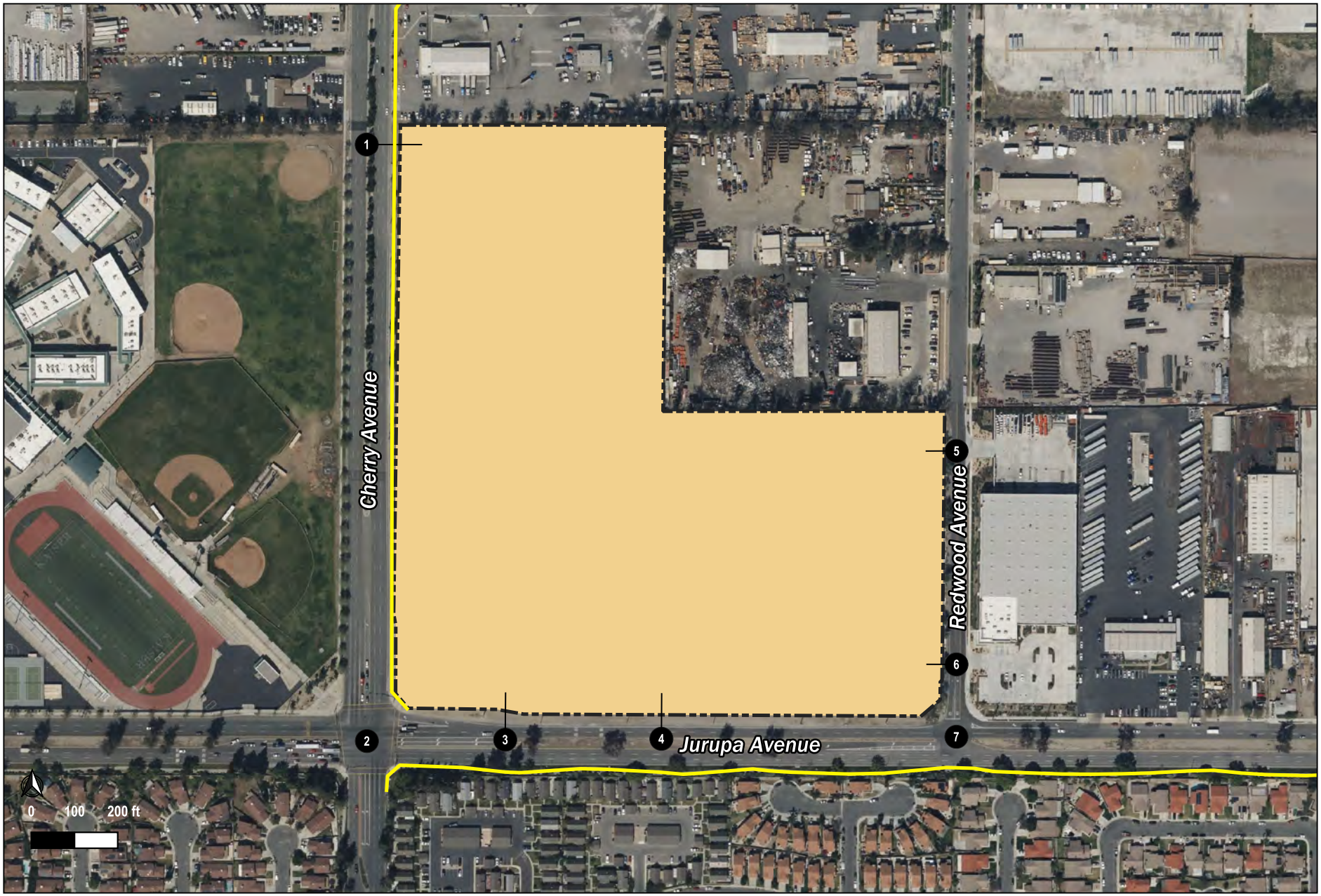
P:\Hillwood - Fontana Cherry Avenue\analysis\Portrait Exist Bike Lanes (4/24/2023)



Legend

Project Boundary — Sidewalks

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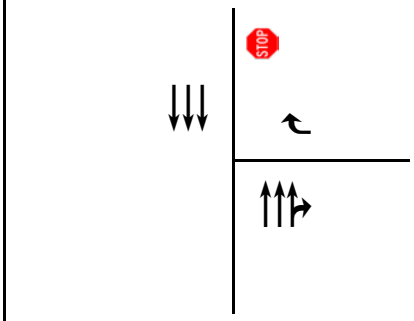
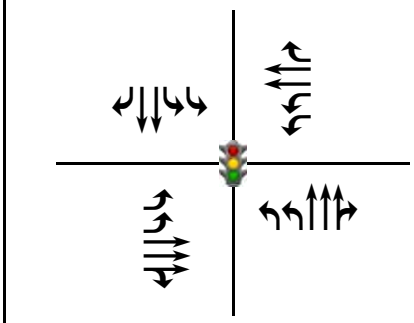
FIGURE 13
11171 Cherry Avenue Warehouse
Pedestrian Facilities



1 Driveway 1/Cherry Avenue



2 Cherry Avenue/Jurupa Avenue

Future Intersection

3 Driveway 2/Jurupa Avenue

Future Intersection

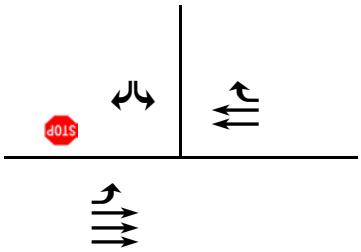
4 Driveway 3/Jurupa Avenue

Future Intersection

5 Redwood Avenue/Driveway 4

Future Intersection

6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 14

Legend

Signal

Stop Sign

11171 Cherry Avenue Warehouse
Existing Without Project Lane Geometrics and Stop Control

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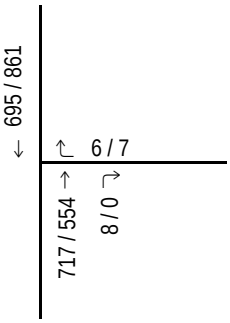
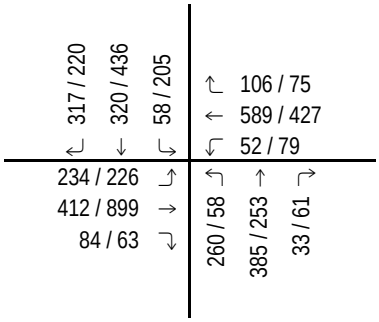


1 Driveway 1/Cherry Avenue



2 Cherry Avenue/Jurupa Avenue

Future Intersection

3 Driveway 2/Jurupa Avenue

Future Intersection

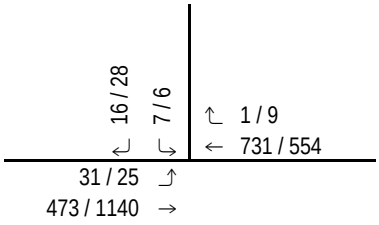
4 Driveway 3/Jurupa Avenue

Future Intersection

5 Redwood Avenue/Driveway 4

Future Intersection

6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 15

XXX / YYY AM / PM PCE Volumes

11171 Cherry Avenue Warehouse
Existing Peak Hour Traffic Volumes (PCEs)

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Table G: Existing Levels of Service

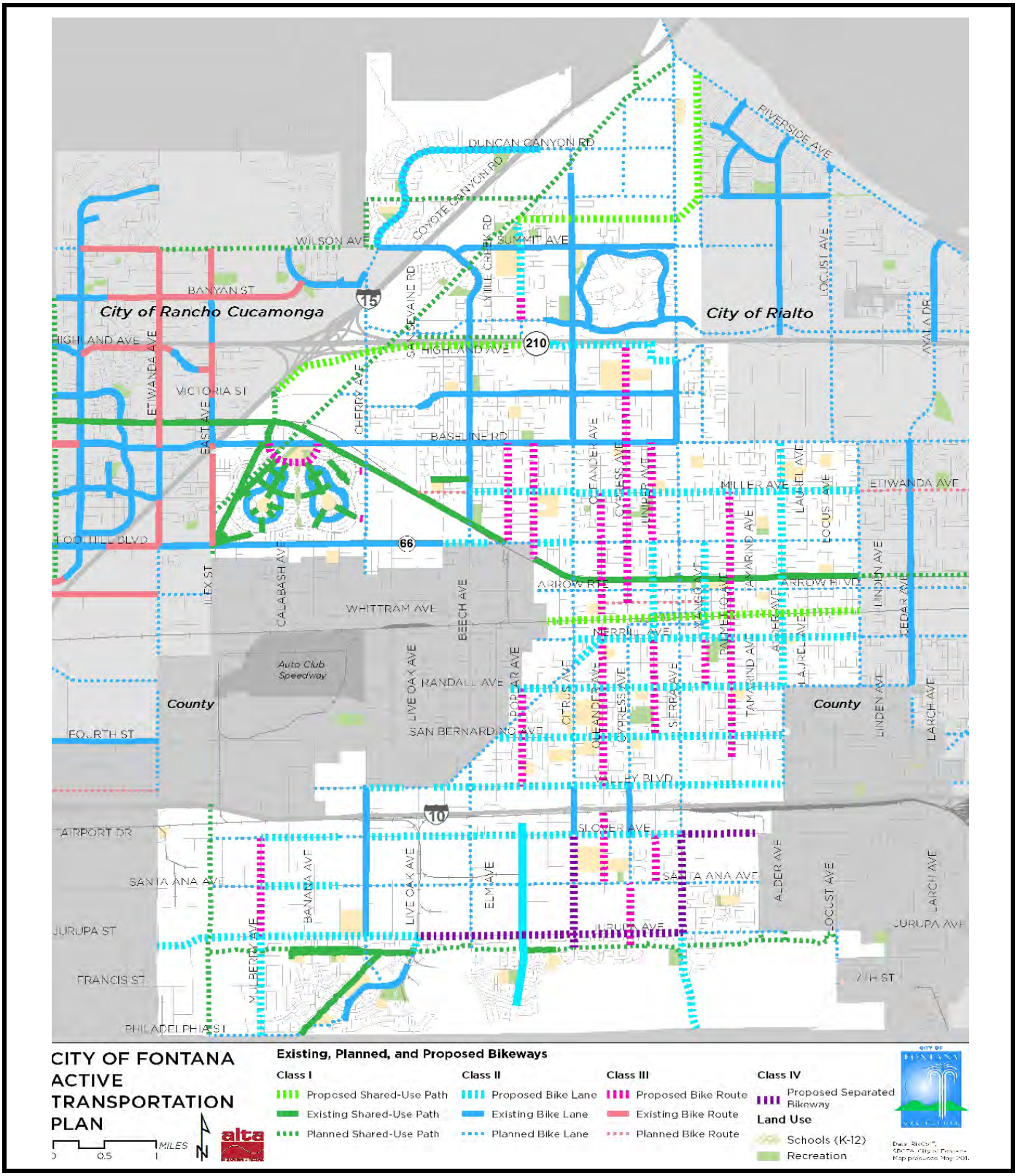
Intersection	Jurisdiction	LOS Standard	Control	Without Project					
				AM Peak Hour			PM Peak Hour		
				Delay	V/C	LOS	Delay	V/C	LOS
1 . Driveway 1/Cherry Avenue	Fontana	C	TWSC	12	-	B	11.1	-	B
2 . Cherry Avenue/Jurupa Avenue	Fontana	C	Signal	32.9	-	C	32.4	-	C
3 . Driveway 2/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*					
4 . Driveway 3/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*					
5 . Redwood Avenue/Driveway 4	Fontana	C	TWSC	*Future Intersection*					
6 . Redwood Avenue/Driveway 5	Fontana	C	TWSC	*Future Intersection*					
7 . Redwood Avenue/Jurupa Avenue	Fontana	C	TWSC	15.6	-	C	10.4	-	B

Notes:

* Exceeds LOS Standard

LOS = Level of Service

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



Source: Fontana ATP (2017)

FIGURE 16

11171 Cherry Avenue Warehouse
Proposed Bike Lanes

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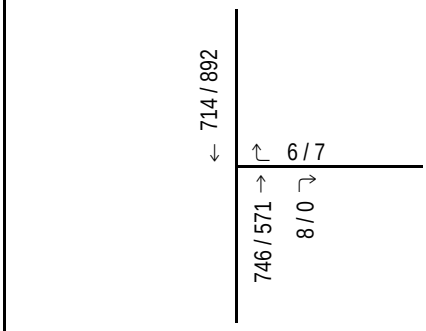
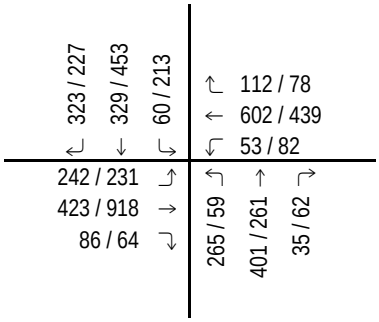
P:\Hillwood - Fontana Cherry Avenue\analysis\Portrait Proposed Bike Lanes (4/24/2023)



1 Driveway 1/Cherry Avenue



2 Cherry Avenue/Jurupa Avenue

Future Intersection

3 Driveway 2/Jurupa Avenue

Future Intersection

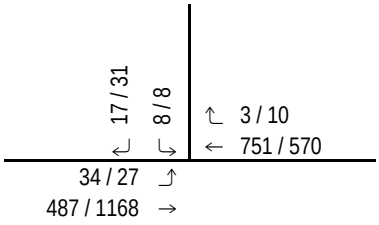
4 Driveway 3/Jurupa Avenue

Future Intersection

5 Redwood Avenue/Driveway 4

Future Intersection

6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 17

XXX / YYY AM / PM PCE Volumes

11171 Cherry Avenue Warehouse
Opening Year (2024) Without Project Peak Hour Traffic Volumes (PCEs)

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Table H: Opening Year (2024) Without and With Project Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project						V/C Change	
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM	PM
				Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS		
1 . Driveway 1/Cherry Avenue	Fontana	C	TWSC	12.2	-	B	11.2	-	B	12.1	-	B	11.3	-	B	-0.1	0.1
2 . Cherry Avenue/Jurupa Avenue	Fontana	C	Signal	33.2	-	C	32.7	-	C	33.6	-	C	32.9	-	C	0.4	0.2
3 . Driveway 2/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*						11.2	-	B	10.5	-	B	N/A	
4 . Driveway 3/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*						11.2	-	B	10.5	-	B	N/A	
5 . Redwood Avenue/Driveway 4	Fontana	C	TWSC	*Future Intersection*						7.3	-	A	9.1	-	A	N/A	
6 . Redwood Avenue/Driveway 5	Fontana	C	TWSC	*Future Intersection*						8.9	-	A	9	-	A	N/A	
7 . Redwood Avenue/Jurupa Avenue	Fontana	C	TWSC	16.4	-	C	10.5	-	B	19	-	C	10.7	-	B	2.6	0.2

Notes:

* Exceeds LOS Standard

LOS = Level of Service

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

are shown in Figure 18. Opening year (2024) with project traffic volumes at study intersections are shown in Figure 19. Detailed volume development worksheets are included in Appendix C. Opening year (2024) with project levels of service for the study area intersections are summarized in Table H. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service.

8.0 FUTURE BUILD-OUT YEAR 2045 CONDITIONS

This section discusses future build-out year 2045 transportation conditions in the study area.

8.1 Future Build-Out Year 2045 Roadway Conditions

Future build-out year 2045 roadway conditions are assumed to be the same as those under opening year conditions.

8.2 Future Build-Out Year 2045 Transit Service

Transit service under future build-out year 2045 conditions is anticipated to remain the same as under opening year conditions.

8.3 Future Build-Out Year 2045 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under future build-out year 2045 conditions are anticipated to remain the same as under opening year conditions.

8.4 Future Build-Out Year 2045 Without Project Levels of Service

An intersection level of service analysis was conducted for future build-out year 2045 without project conditions to determine circulation system performance. Future build-out year 2045 without project traffic volumes at study intersections are shown in Figure 20. Detailed volume development worksheets are included in Appendix C. Future build-out year 2045 without project levels of service for the study area intersections are summarized in Table I. Level of service calculation worksheets are contained in Appendix D. As shown in Table I, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Cherry Avenue and Jurupa Avenue (a.m. and p.m. peak hours).

8.5 Future Build-Out Year 2045 With Project Levels of Service

An intersection level of service analysis was conducted for future build-out year 2045 with project conditions to determine circulation system performance. Future build-out year 2045 with project traffic volumes at study intersections are shown in Figure 21. Detailed volume development worksheets are included in Appendix C. Future build-out year 2045 with project levels of service for the study area intersections are summarized in Table I. Level of service calculation worksheets are contained in Appendix D. As shown in Table I, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Cherry Avenue and Jurupa Avenue (a.m. and p.m. peak hours).

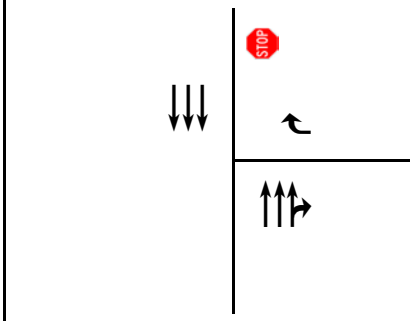
Based on City guidelines, the determination of deficient intersections is based on a comparison of without and with project LOS. An intersection effect occurs if project traffic increases the average delay at an intersection by more than 5.0 seconds for LOS D. The project does not increase the average delay by more than 5.0 seconds. Therefore, the intersection is considered a cumulative deficient intersection.

9.0 CIRCULATION IMPROVEMENTS

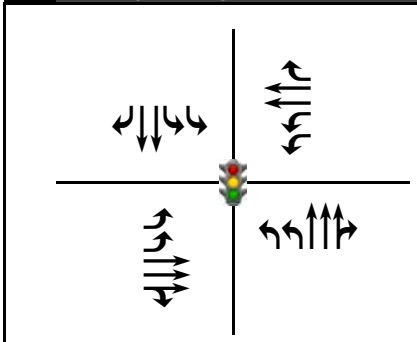
Consistent with the City's guidelines, circulation improvements have been recommended for every analysis location where the LOS standard is not met. In addition, only feasible circulation improvements have been recommended. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

9.1 Future Build-Out Year 2045 With Project Circulation Improvements

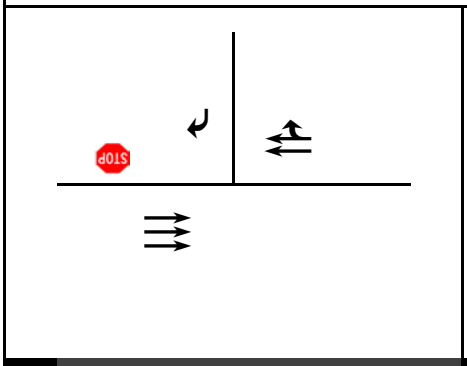
Under future build-out year 2045 with project conditions, the following circulation improvements are recommended:



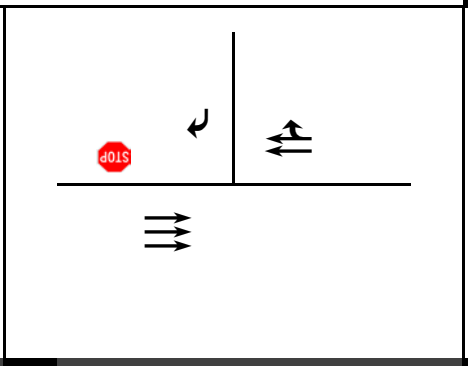
1 Driveway 1/Cherry Avenue



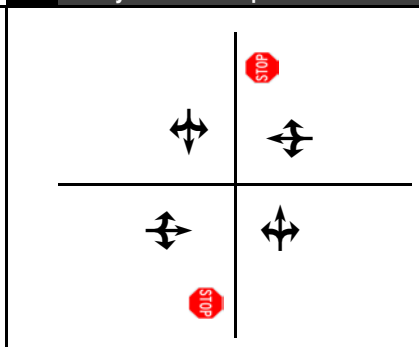
2 Cherry Avenue/Jurupa Avenue



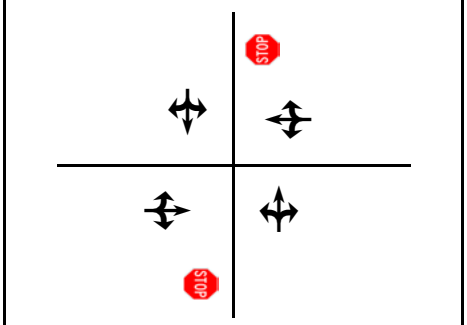
3 Driveway 2/Jurupa Avenue



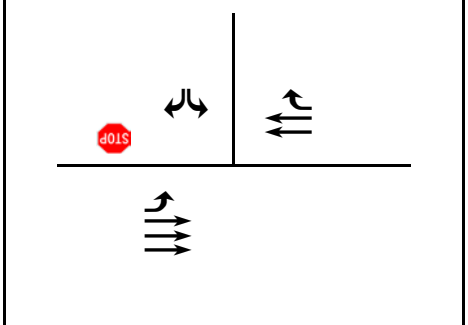
4 Driveway 3/Jurupa Avenue



5 Redwood Avenue/Driveway 4



6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 18

Legend

Signal

STOP Stop Sign

11171 Cherry Avenue Warehouse
Opening Year (2024) With Project Lane Geometrics and Stop Control

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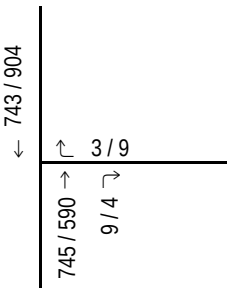
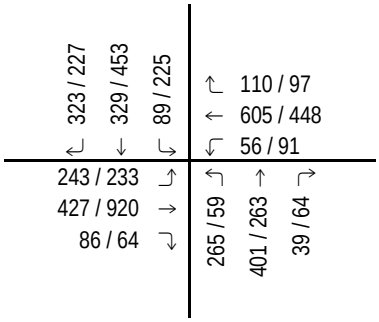
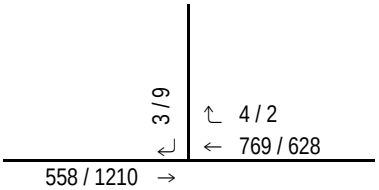


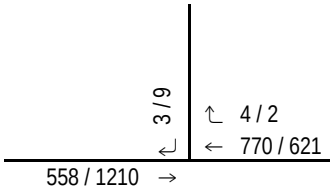
1 Driveway 1/Cherry Avenue



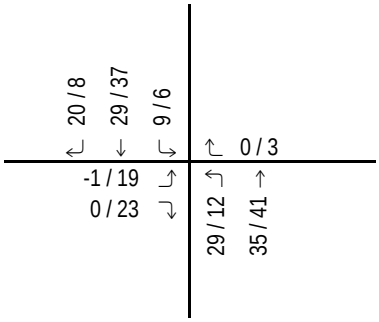
2 Cherry Avenue/Jurupa Avenue



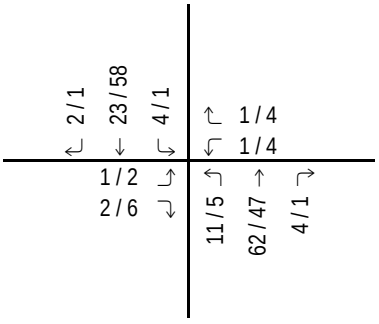
3 Driveway 2/Jurupa Avenue



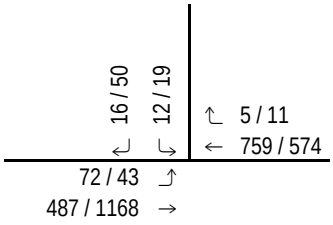
4 Driveway 3/Jurupa Avenue



5 Redwood Avenue/Driveway 4



6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 19

XXX / YYY AM / PM PCE Volumes

11171 Cherry Avenue Warehouse
Opening Year (2024) With Project Peak Hour Traffic Volumes (PCEs)

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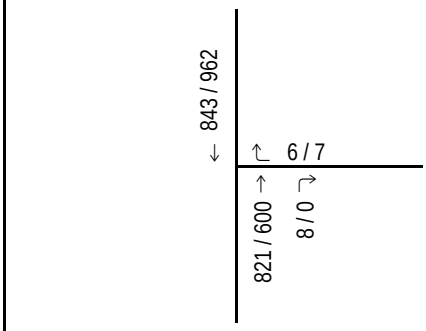
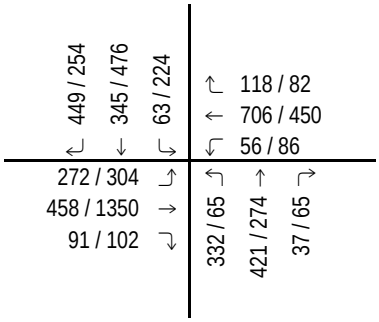


1 Driveway 1/Cherry Avenue



2 Cherry Avenue/Jurupa Avenue

Future Intersection

3 Driveway 2/Jurupa Avenue

Future Intersection

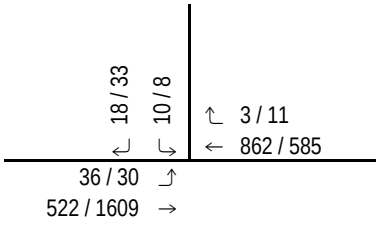
4 Driveway 3/Jurupa Avenue

Future Intersection

5 Redwood Avenue/Driveway 4

Future Intersection

6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 20

XXX / YYY AM / PM PCE Volumes

11171 Cherry Avenue Warehouse

Future Build-Out Year 2045 Without Project Peak Hour Traffic Volumes (PCEs)

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Table I: Future Build-Out Year 2045 Without and With Project Levels of Service

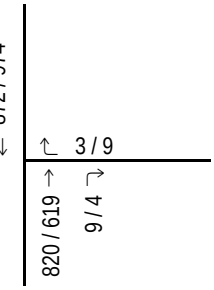
Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project						V/C Change	
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM	PM
				Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS		
1 . Driveway 1/Cherry Avenue	Fontana	C	TWSC	12.4	-	B	11.2	-	B	12.4	-	B	11.4	-	B	0	0.2
2 . Cherry Avenue/Jurupa Avenue	Fontana	C	Signal	40.9	-	D *	37.5	-	D *	41.2	-	D *	38.2	-	D *	0.3	0.7
3 . Driveway 2/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*						11.2	-	B	10.6	-	B	N/A	
4 . Driveway 3/Jurupa Avenue	Fontana	C	TWSC	*Future Intersection*						11.2	-	B	10.6	-	B	N/A	
5 . Redwood Avenue/Driveway 4	Fontana	C	TWSC	*Future Intersection*						7.3	-	A	9.1	-	A	N/A	
6 . Redwood Avenue/Driveway 5	Fontana	C	TWSC	*Future Intersection*						8.9	-	A	9	-	A	N/A	
7 . Redwood Avenue/Jurupa Avenue	Fontana	C	TWSC	16.5	-	C	11.5	-	B	19.3	-	C	11.7	-	B	2.8	0.2

Notes:

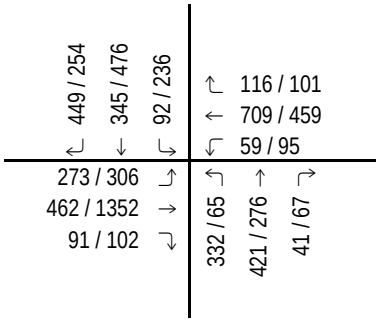
* Exceeds LOS Standard

LOS = Level of Service

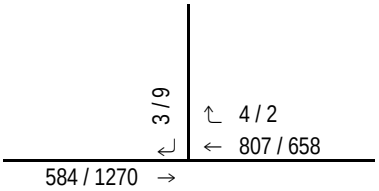
TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



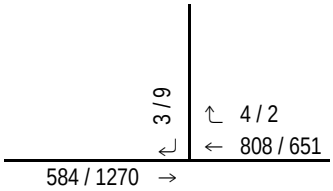
1 Driveway 1/Cherry Avenue



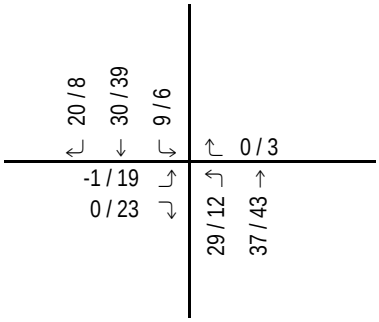
2 Cherry Avenue/Jurupa Avenue



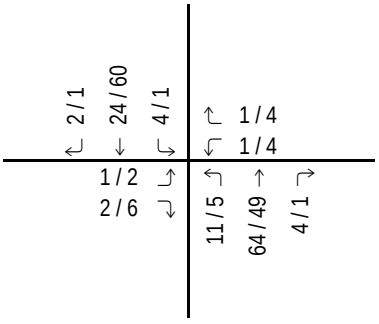
3 Driveway 2/Jurupa Avenue



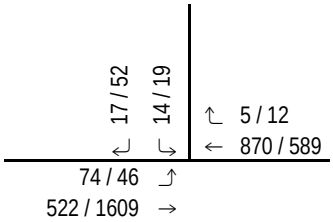
4 Driveway 3/Jurupa Avenue



5 Redwood Avenue/Driveway 4



6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 21

XXX / YYY AM / PM PCE Volumes

11171 Cherry Avenue Warehouse

Future Build-Out Year 2045 With Project Peak Hour Traffic Volumes (PCEs)

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1. Cherry Avenue and Jurupa Avenue: Add a westbound through lane and add overlap phasing to the southbound right-turn lane. A project fair share calculation for this intersection included in Table J. As shown in Table J, the project's fair share contribution to these improvements is 9.26 percent. Based on discussion with City staff, instead of paying a fair share towards this improvement, the project will be conditioned to refresh/replace the crosswalk striping, update the ped-push buttons to current ADA/PROWAG standard, and add right-turn restriction indication for the Westbound and Southbound movements to restrict right-turns when ped-crossing is activated (either via a signal head modification or through blank-out signs). While this will not reduce vehicular delay, this will improve pedestrian safety and the perception of safety by pedestrians and children walking to school.

The resulting levels of service for future build-out year 2045 with project with improvement conditions are included in Table K. Figure 22 illustrates the recommended improvements.

10.0 SUMMARY & CONCLUSIONS

The project proposes the construction of approximately 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehouse uses on approximately 29.6 acres. Access to the project will be provided via five driveways. Driveway 1 is located on Cherry Avenue and is a right-in/right-out access driveway for passenger vehicles. Driveways 2 and are located on Jurupa Avenue and are right-in/right-out access driveways for passenger vehicles. Driveways 4 and 5 are located on Redwood Avenue and are full-access driveways. Driveway 5 is for truck access and Driveway 6 is for passenger vehicle access.

Under existing conditions, all study area intersections are currently operating at satisfactory levels of service. Under opening year (2024) without and with project conditions, all study area intersections are forecast to operate at satisfactory levels of service. Under future build-out year without and with project conditions, the intersection of Cherry Avenue and Jurupa Avenue is forecast to operate at unsatisfactory levels of service in the a.m. and p.m. peak hours.

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Table J: Future Build-Out Year 2045 Fair Share Contribution Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	Exist	P	Growth	Trips	%	Exist	P	Growth	Trips	%	
2 . Cherry Avenue/Jurupa Avenue	2,850	3,390	540	50	9.26%	3,002	3,789	787	57	7.24%	9.26%

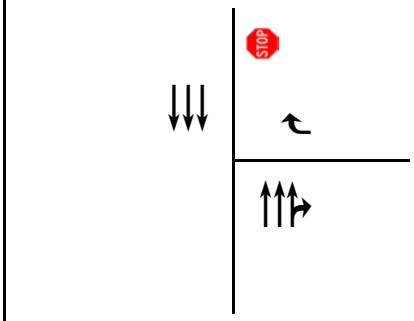
Table K: Future Build-Out Year 2045 With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						With Project With Improvements						V/C Change	
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM	PM
				Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS		
2 . Cherry Avenue/Jurupa Avenue	Fontana	C	Signal	41.2	-	D *	38.2	-	D *	34.6	-	C	34.8	-	C	-6.6	-3.4

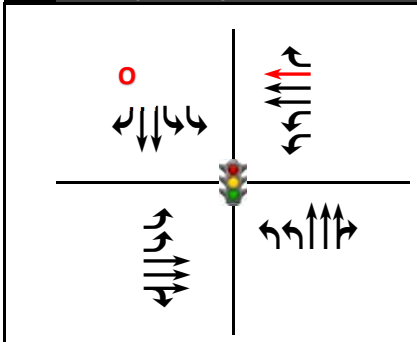
Notes:

* Exceeds LOS Standard

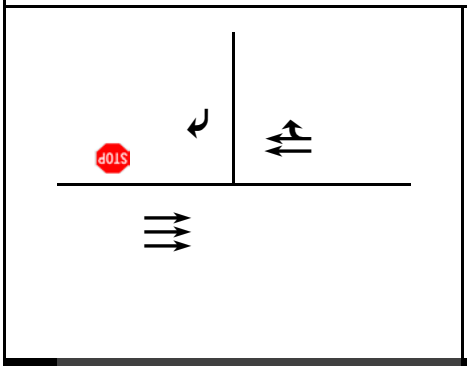
LOS = Level of Service



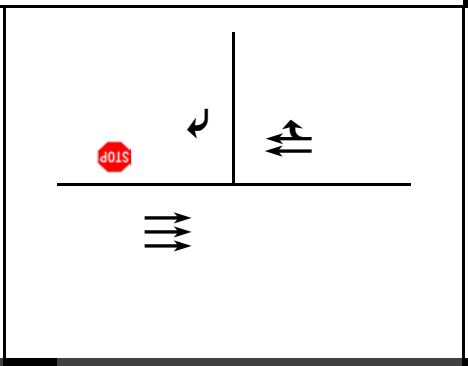
1 Driveway 1/Cherry Avenue



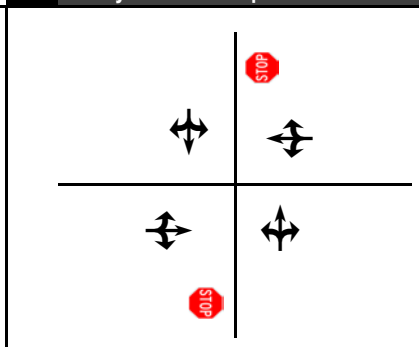
2 Cherry Avenue/Jurupa Avenue



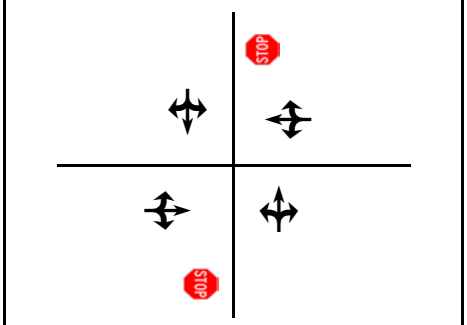
3 Driveway 2/Jurupa Avenue



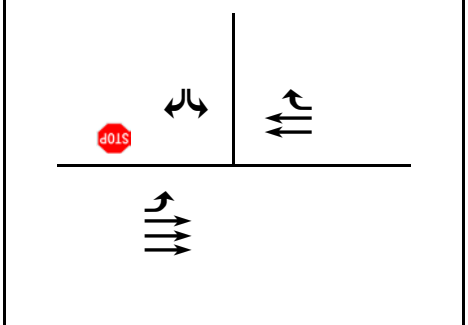
4 Driveway 3/Jurupa Avenue



5 Redwood Avenue/Driveway 4



6 Redwood Avenue/Driveway 5



7 Redwood Avenue/Jurupa Avenue

FIGURE 21

Legend

Signal

Improvements

Stop Sign

11171 Cherry Avenue Warehouse

Future Build-Out Year 2045 With Project With Improvements Lane Geometrics and Stop Control

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APPENDIX A:
APPROVED SCOPING AGREEMENT

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Fontana Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the SBCTA Congestion Management Plan (CMP) Guidelines Updated 2016.

Case No. PAM22-000202
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: 11171 Cherry Avenue Warehouse
Project Address: 11171 Cherry Ave, Fontana, CA
Project Description: Warehouse project with Building 1 - 477,480 SF and Building 2 - 232,500 SF. There is an existing construction equipment yard on the project site that will be removed.

	Consultant	Developer
Name:	Translutions	Hillwood
Address:	17632 Irvine Boulevard, Suite 200	36 Discovery, Suite 130, Irvine, CA 92688
	Tustin, CA 92780	901 Via Piemonte, Ontario, CA 91764
Telephone:	(949) 656-3131	(909) 380-7157
Fax:		

A. Trip Generation Source: (ITE 11th Edition)

Current GP Land Use: I-L Light Industrial
Proposed Land Use: IL-Light Industrial
Current Zoning: JND
Proposed Zoning: JND

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips	5	9	14		85	20	105
PM Trips	0	10	10		33	87	120

Internal Trip Allowance ☐ Yes ☒ No (____ % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☒ No (____ % Trip Discount)

A pass-by trip discount is allowed for appropriate land uses per ITE trip generation handbook 3rd edition. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. (Attach table for detailed trip generation)

B. Trip Geographic Distribution: N 35 % S 20 % E 25 % W 20 %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Opening & Future Build-Out Year: 2024
Annual Ambient Growth Rate: 2 %

Phase Year(s)
Other area projects to be analyzed:

Model/Forecast methodology: Future Year volumes will be based on SBTAM. Standard model post processing consistent with SANBAG methodologies will be used.

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

1. Cherry Ave/Dwy 1
2. Chery Ave/Jurupa Ave
3. Dwy 2/Jurupa Ave
4. Dwy 3/Jurupa Ave
5. Redwood Ave/Dwy 4
6. Redwood Ave/Dwy 5
7. Redwood Ave/Jurupa Ave
8.
9.
10.

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

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

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

If so, name of City Jurisdiction: Jurupa Valley

F. Site Plan (please attach reduced copy)

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

H. Existing Conditions

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

Recommended by:

Robert Aguirre _____ 11/4/2022
Consultant's Representative Date

Approved Scoping Agreement:

_____
City of Fontana Traffic Engineer Date

Scoping Agreement Submitted on _____

Revised on _____

PROJECT DESCRIPTION: The project site is located at 11171 Cherry Avenue in the City of Fontana, California. There is an existing construction equipment yard on-site that will be removed once the project is completed. The existing project driveway on Cherry Avenue was surveyed to determine the existing trips. The proposed project includes the construction of 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehouse uses. The project includes five project driveways. Driveway 1 is located on Cherry Avenue and is a right-in/right-out driveway for autos. Driveways 2 and 3 are located on Jurupa Avenue and are right-in/right-out driveways for autos. Driveway 4 is located on Redwood Avenue and is a full-access driveway for autos and trucks. Driveway 5 is located on Redwood Avenue and is a full-access driveway for autos.

SITE PLAN: Attached Figure 1

PROJECT TRIP GENERATION

Existing Traffic. The project site includes an existing land use with a driveway on Cherry Avenue. The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) does not currently have a land use that would represent the existing land use. Therefore, the trip generation for the existing land use is based on survey data collected by Counts Unlimited in October 2022. Table A shows the trip generation of the existing land use. As shown on Table A, the existing land use generates 14 PCE trips during the a.m. peak hour, PCE 10 trips during the p.m. peak hour, and 131 daily PCE trips. The survey data is included in Appendix A.

Project Traffic. Table B shows the trip generation of the proposed Building 1 High-Cube Transload and Short-Term Storage use. As shown on Table B, the proposed Building 1 is anticipated to generate 52 PCE trips during the a.m. peak hour, 65 PCE trips during the p.m. peak hour, and 902 daily PCE trips.

Table C shows the trip generation of the proposed Building 2 warehouse use. As shown on Table C, the proposed Building 2 is anticipated to generate 53 PCE trips during the a.m. peak hour, 55 PCE trips during the p.m. peak hour, and 536 daily PCE trips. Figures 2 through 5 show the distribution and assignment of truck and auto trips for the proposed project.

The trips from the existing land use were subtracted from the proposed high-cube warehouse and warehouse trips to develop the total net project trip generation. Table D includes the total net project trip generation. The total net project trip generation is forecast to be 91 a.m. peak hour PCE trips, 110 p.m. peak hour PCE trips, and 1,307 daily PCE trips. The City guidelines require a traffic impact analysis if a project is forecast to generate between 100 and 249 two-way peak hour trips. Since the project generates more than 100 peak hour trips, a traffic impact analysis will be prepared and submitted to the City.

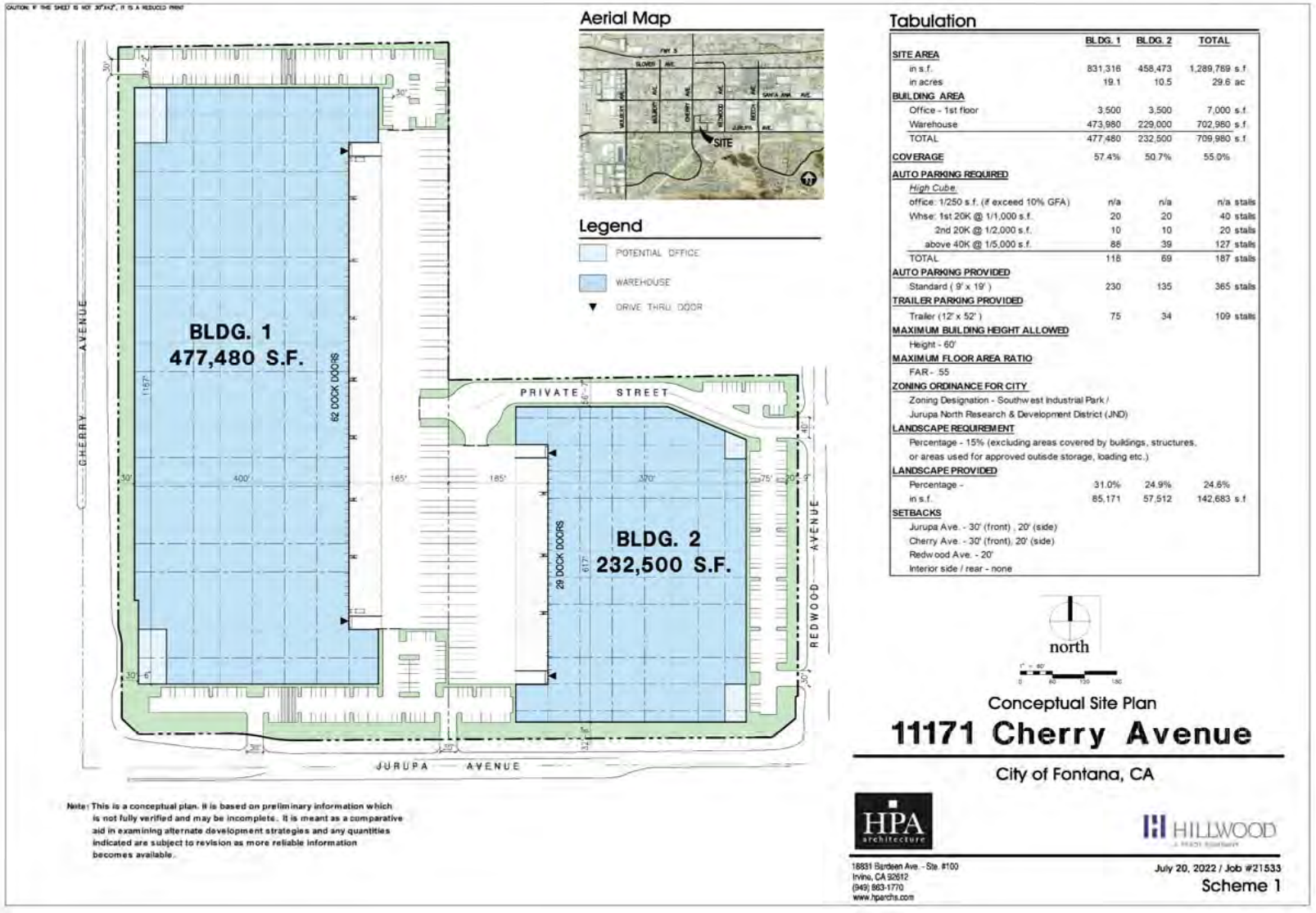
LOS ANALYSIS EVALUATION:

A traffic impact analysis will be conducted at the study area intersections listed below:

1. Driveway 1/Cherry Avenue.
2. Cherry Avenue/Jurupa Avenue.
3. Driveway 2/Jurupa Avenue.
4. Driveway 3/Jurupa Avenue.
5. Redwood Avenue/Driveway 4.
6. Redwood Avenue/Driveway 5.
7. Redwood Avenue/Jurupa Avenue.

The LOS analysis will be conducted for the following scenarios:

- Existing Conditions.
- Opening Year Without Project Conditions.



Tabulation

	BLDG. 1	BLDG. 2	TOTAL
SITE AREA			
in s.f.	831,316	458,473	1,289,789 s.f.
in acres	19.1	10.5	29.6 ac
BUILDING AREA			
Office - 1st floor	3,500	3,500	7,000 s.f.
Warehouse	473,980	229,000	702,980 s.f.
TOTAL	477,480	232,500	709,980 s.f.
COVERAGE	57.4%	50.7%	55.0%
AUTO PARKING REQUIRED			
High Cube			
office: 1/250 s.f. (if exceed 10% GFA)	n/a	n/a	n/a stalls
Whse: 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
2nd 20K @ 1/2,000 s.f.	10	10	20 stalls
above 40K @ 1/5,000 s.f.	88	39	127 stalls
TOTAL	118	69	187 stalls
AUTO PARKING PROVIDED			
Standard (9' x 19')	230	135	365 stalls
TRAILER PARKING PROVIDED			
Trailer (12' x 52')	75	34	109 stalls

MAXIMUM BUILDING HEIGHT ALLOWED
Height - 60'

MAXIMUM FLOOR AREA RATIO
FAR - .55

ZONING ORDINANCE FOR CITY
Zoning Designation - Southwest Industrial Park / Jurupa North Research & Development District (JND)

LANDSCAPE REQUIREMENT
Percentage - 15% (excluding areas covered by buildings, structures, or areas used for approved outside storage, loading etc.)

LANDSCAPE PROVIDED			
Percentage -	31.0%	24.9%	24.6%
in s.f.	85,171	57,512	142,683 s.f.

SETBACKS
Jurupa Ave. - 30' (front) , 20' (side)
Cherry Ave. - 30' (front), 20' (side)
Redwood Ave. - 20'
Interior side / rear - none

FIGURE 1

11171 Cherry Avenue Warehouse
Site Plan

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Table A: Existing Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Trips, By Vehicle Type)								
Equipment Rental	14.250 TSF							
Passenger Cars		**3**	**0**	**3**	**0**	**8**	**8**	**79**
2-Axle Trucks		1	0	1	0	1	**1**	14
3-Axle Trucks		0	0	0	0	0	**0**	0
4+ Axle Trucks		0	3	3	0	0	**0**	8
All Trucks		**1**	**3**	**4**	**0**	**1**	**1**	**22**
Total Vehicles[1]		**4**	**3**	**7**	**0**	**9**	**9**	**101**
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**3**	**0**	**3**	**0**	**8**	**8**	**79**
Truck PCE[2]								
2-Axle Trucks		2	0	2	0	2	2	28
3-Axle Trucks		0	0	0	0	0	0	0
4+ Axle Trucks		0	9	9	0	0	0	24
Total Truck PCE		**2**	**9**	**11**	**0**	**2**	**2**	**52**
Total PCE		**5**	**9**	**14**	**0**	**10**	**10**	**131**

[1] Trip Generation based on survey data collected by Counts Unlimitied (October 2022).

[2] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, (October 2020)

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Table B: Project Trip Generation (HCW)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		77%	23%	100%	28%	72%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.049	0.015	0.064	0.022	0.057	0.080	1.114
2-Axle Trucks								
Recommended Mix (%)[2]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.001	0.006	0.002	0.005	0.007	0.097
3-Axle Trucks								
Recommended Mix (%)[2]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[3]		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		0.007	0.002	0.009	0.003	0.008	0.012	0.162
4-Axle Trucks								
Recommended Mix (%)[2]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.023	0.007	0.030	0.010	0.027	0.037	0.518
Warehouse Net PCE Rate		**0.083**	**0.025**	**0.108**	**0.038**	**0.097**	**0.135**	**1.891**
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	477.480 TSF							
Passenger Cars		**23**	**7**	**30**	**11**	**27**	**38**	**532**
2-Axle Trucks		1	0	1	1	1	2	23
3-Axle Trucks		2	0	2	0	2	2	31
4+ Axle Trucks		4	1	5	2	4	6	82
All Trucks		**7**	**1**	**8**	**3**	**7**	**10**	**136**
Total Vehicles		**30**	**8**	**38**	**14**	**34**	**48**	**668**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		**23**	**7**	**30**	**11**	**27**	**38**	**532**
Truck PCE								
2-Axle Trucks		2	0	2	2	2	4	46
3-Axle Trucks		5	0	5	0	5	5	78
4+ Axle Trucks		12	3	15	6	12	18	246
Total Truck PCE[3]		**19**	**3**	**22**	**8**	**19**	**27**	**370**
Total PCE		**42**	**10**	**52**	**19**	**46**	**65**	**902**

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, 2020

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Table C: Project Trip Generation (Warehouse)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.131	0.039	0.170	0.049	0.131	0.180	1.710
PCE Inbound/Outbound Splits		77%	23%	100%	27%	73%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.104	0.031	0.135	0.039	0.105	0.143	1.361
2-Axle Trucks								
Recommended Mix (%)[2]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.009	0.003	0.012	0.003	0.009	0.012	0.118
3-Axle Trucks								
Recommended Mix (%)[2]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[3]		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		0.015	0.005	0.020	0.006	0.015	0.021	0.198
4-Axle Trucks								
Recommended Mix (%)[2]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.048	0.014	0.063	0.018	0.049	0.067	0.633
Warehouse Net PCE Rate		**0.177**	**0.053**	**0.230**	**0.066**	**0.177**	**0.243**	**2.310**
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	232.500 TSF							
Passenger Cars		**24**	**7**	**31**	**9**	**24**	**33**	**316**
2-Axle Trucks		1	0	1	0	1	1	14
3-Axle Trucks		2	0	2	1	1	2	18
4+ Axle Trucks		4	1	5	1	4	5	49
All Trucks		**7**	**1**	**8**	**2**	**6**	**8**	**81**
Total Vehicles		**31**	**8**	**39**	**11**	**30**	**41**	**397**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		**24**	**7**	**31**	**9**	**24**	**33**	**316**
Truck PCE								
2-Axle Trucks		2	0	2	0	2	2	28
3-Axle Trucks		5	0	5	2	3	5	45
4+ Axle Trucks		12	3	15	3	12	15	147
Total Truck PCE[3]		**19**	**3**	**22**	**5**	**17**	**22**	**220**
Total PCE		**43**	**10**	**53**	**14**	**41**	**55**	**536**

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Fontana Traffic Impact Study Guidelines, 2020

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Table D - Net New Trip Generation

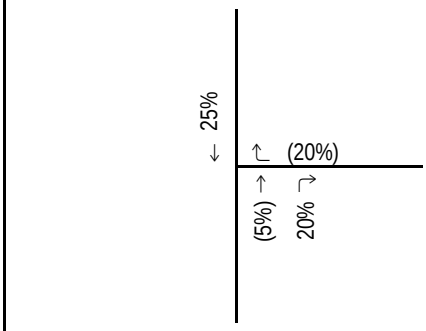
Land Use	Units[1]	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Proposed PCE Trips								
Passenger Cars		47	14	61	20	51	71	848
Truck PCE		38	6	44	13	36	49	590
Total Vehicle Trips		**85**	**20**	**105**	**33**	**87**	**120**	**1,438**
Existing PCE Trips								
Passenger Cars		3	0	3	0	8	8	79
Truck PCE		2	9	11	0	2	2	52
Total Vehicle Trips		**5**	**9**	**14**	**0**	**10**	**10**	**131**
Net New PCE Trips								
Passenger Cars		44	14	58	20	43	63	769
Truck PCE		36	-3	33	13	34	47	538
Total PCE Trips		**80**	**11**	**91**	**33**	**77**	**110**	**1,307**

- Opening Year With Project Conditions.
- Future Buildout Year Without Project Conditions.
- Future Buildout Year With Project Conditions.

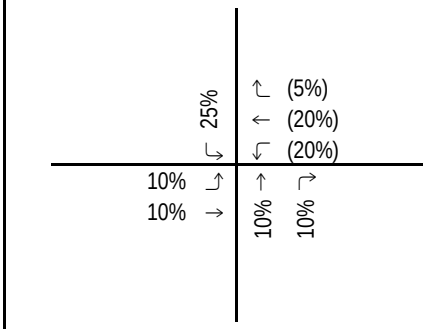
With Project Adjustment to Existing Volumes. As stated previously, the project site includes an existing land use that will be removed when the project is completed. To account for the existing trips already on the roadway network, the existing volumes will be adjusted by removing the trip assignment for the existing facility and adding the proposed project trips under the with project scenarios.

VMT SCREENING ANALYSIS: The City VMT guidelines include three types of screening that lead agencies can apply to effectively screen projects from project-level assessment. The screening steps are Transit Priority Area Screening, Low VMT Area Screening, and Project Type Screening. Based on an initial assessment of the screening steps, the project does not meet any of the screening requirements and a project-level VMT assessment will be conducted.

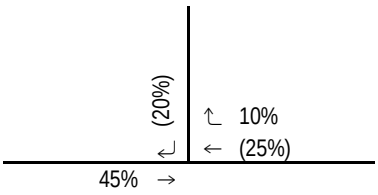
VMT ANALYSIS: The SBTAM will be modified to include the project socio-economic data. A model run will be conducted to calculate project VMT. The analysis will include project generated VMT and the project effect on VMT estimates for the project TAZ under baseline and year 2040 conditions.



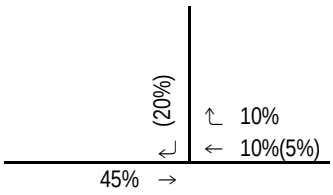
1 Cherry Ave/Dwy 1



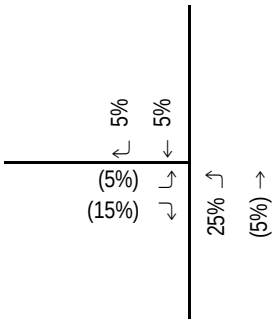
2 Cherry Ave/Jurupa Ave



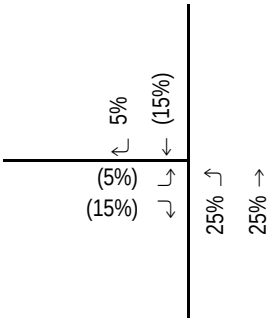
3 Dwy 2/Jurupa Ave



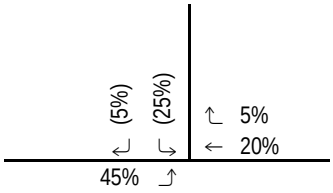
4 Dwy 3/Jurupa Ave



5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5



7 Redwood Ave/Jurupa Ave

FIGURE 2

XXX%(YYY%) Inbound%(Outbound%) Percent

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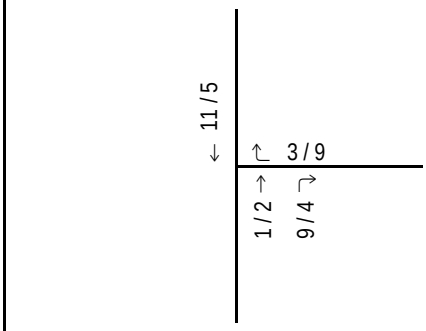
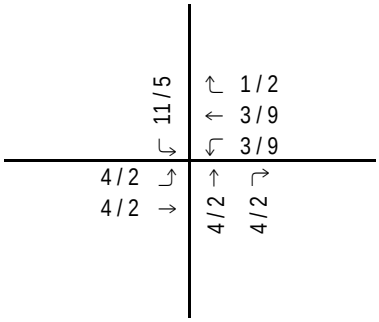
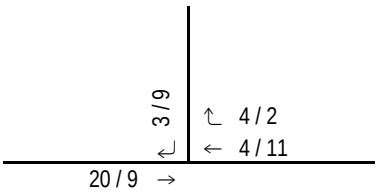
11171 Cherry Avenue Warehouse
Project Trip Distribution (Autos)



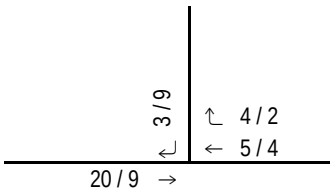
1 Cherry Ave/Dwy 1



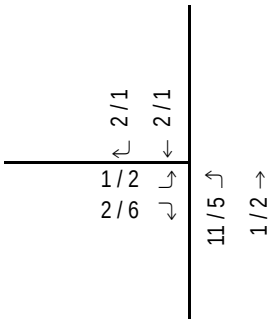
2 Cherry Ave/Jurupa Ave



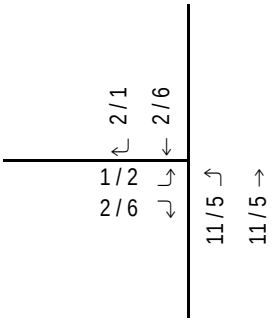
3 Dwy 2/Jurupa Ave



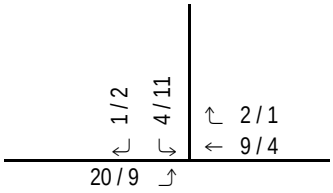
4 Dwy 3/Jurupa Ave



5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5



7 Redwood Ave/Jurupa Ave

FIGURE 3

XXX / YYY AM / PM Peak Hour Trips

11171 Cherry Avenue Warehouse
Project Trip Assignment (Autos)

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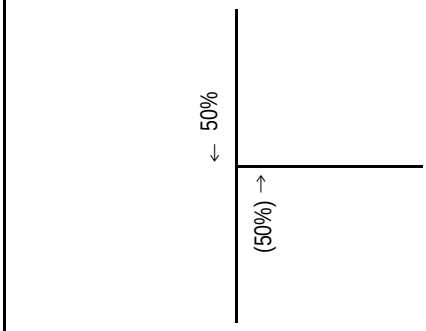
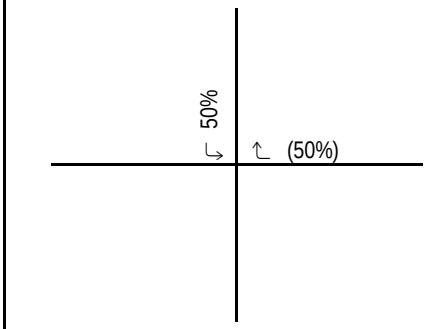
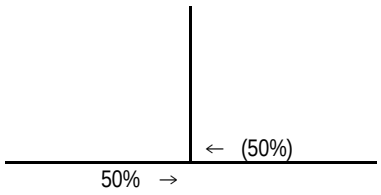


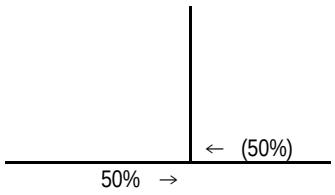
1 Cherry Ave/Jurupa Ave



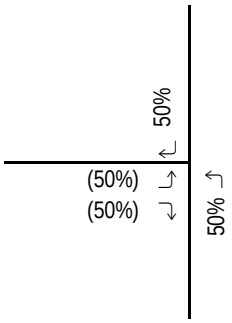
2 Dwy 2/Jurupa Ave



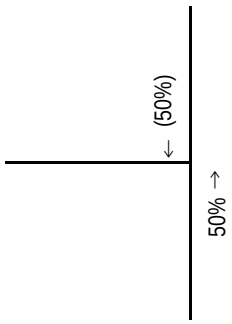
3 Dwy 3/Jurupa Ave



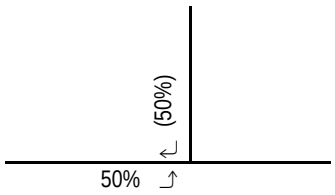
4 Redwood Ave/Dwy 4



5 Redwood Ave/Dwy 5



6 Redwood Ave/Jurupa Ave



###

FIGURE 4

XXX%(YYY%) Inbound%(Outbound%) Percent

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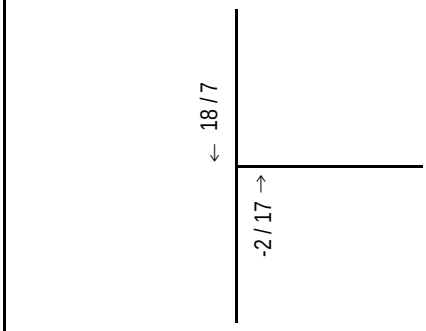
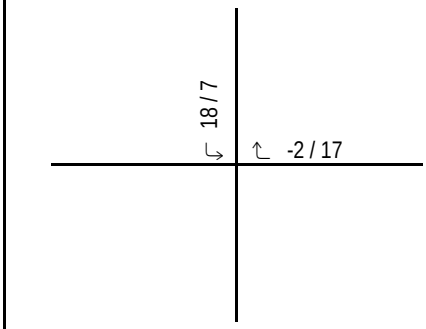
11171 Cherry Avenue Warehouse
Project Trip Distribution (Trucks)

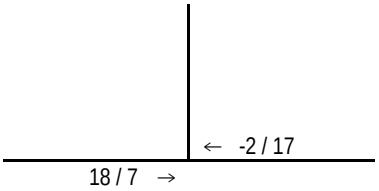
D:\Projects\Hillwood - Fontana\Scope\Z Truck Dist 11/4/2022



1 Cherry Ave/Dwy 1

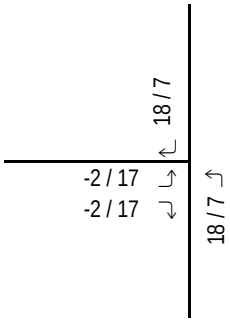


2 Cherry Ave/Jurupa Ave

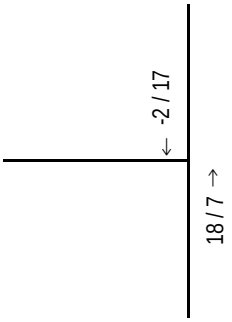


3 Dwy 2/Jurupa Ave

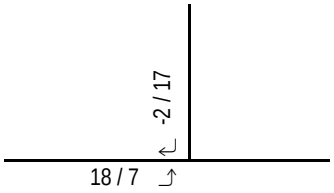
4 Dwy 3/Jurupa Ave



5 Redwood Ave/Dwy 4



6 Redwood Ave/Dwy 5



7 Redwood Ave/Jurupa Ave

FIGURE 5

XXX / YYY AM / PM Peak Hour Trips

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11171 Cherry Avenue Warehouse
Project Trip Assignment (Trucks)

Appendix A: Survey Data

City: Fontana
Location: 11171 Cherry Ave, Fontana, CA
Date: Wednesday, October 26, 2022
Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	1	0	0	3
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	4	0	0	2	6
5:30	6	1	0	0	7
5:45	6	1	0	1	8
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	0	1	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	2	0	0	0	2
11:15	3	0	0	0	3
11:30	0	0	0	0	0
11:45	1	0	0	1	2

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	2	2
8:00	0	0	0	0	0
8:15	0	0	0	1	1
8:30	0	2	0	0	2
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	3	0	0	0	3
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	2	0	0	0	2

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Corona, CA 92878
(951) 268-6268

City: Fontana
Location: 11171 Cherry Ave, Fontana, CA
Date: Wednesday, October 26, 2022
Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	1	0	0	2
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**42**	**5**	**0**	**4**	**51**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	1	1	0	0	2
14:00	3	0	0	0	3
14:15	3	0	0	0	3
14:30	3	0	0	0	3
14:45	0	1	0	0	1
15:00	0	0	0	0	0
15:15	0	4	0	0	4
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	6	0	0	0	6
16:30	1	1	0	0	2
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	37	**9**	**0**	**4**	**50**

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APPENDIX B:
TRAFFIC COUNTS

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

City of Fontana
N/S: Cherry Avenue
E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	123	123	0	0	0	145	2	147	270
07:15 AM	0	153	153	0	1	1	170	1	171	325
07:30 AM	0	180	180	0	0	0	198	0	198	378
07:45 AM	0	167	167	0	0	0	185	2	187	354
Total	0	623	623	0	1	1	698	5	703	1327
08:00 AM	0	150	150	0	3	3	168	2	170	323
08:15 AM	0	147	147	0	1	1	146	2	148	296
08:30 AM	0	132	132	0	0	0	140	1	141	273
08:45 AM	0	107	107	0	1	1	121	0	121	229
Total	0	536	536	0	5	5	575	5	580	1121
Grand Total	0	1159	1159	0	6	6	1273	10	1283	2448
Apprch %	0	100		0	100		99.2	0.8		
Total %	0	47.3	47.3	0	0.2	0.2	52	0.4	52.4	
Passenger Vehicles	0	1067	1067	0	3	3	1179	7	1186	2256
% Passenger Vehicles	0	92.1	92.1	0	50	50	92.6	70	92.4	92.2
Large 2 Axle Vehicles	0	38	38	0	2	2	43	1	44	84
% Large 2 Axle Vehicles	0	3.3	3.3	0	33.3	33.3	3.4	10	3.4	3.4
3 Axle Vehicles	0	16	16	0	0	0	12	0	12	28
% 3 Axle Vehicles	0	1.4	1.4	0	0	0	0.9	0	0.9	1.1
4+ Axle Trucks	0	38	38	0	1	1	39	2	41	80
% 4+ Axle Trucks	0	3.3	3.3	0	16.7	16.7	3.1	20	3.2	3.3

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	153	153	0	1	1	170	1	171	325
07:30 AM	0	**180**	**180**	0	0	0	**198**	0	**198**	**378**
07:45 AM	0	167	167	0	0	0	185	**2**	187	354
08:00 AM	0	150	150	0	**3**	**3**	168	2	170	323
Total Volume	0	650	650	0	4	4	721	5	726	1380
% App. Total	0	100		0	100		99.3	0.7		
PHF	.000	.903	.903	.000	.333	.333	.910	.625	.917	.913

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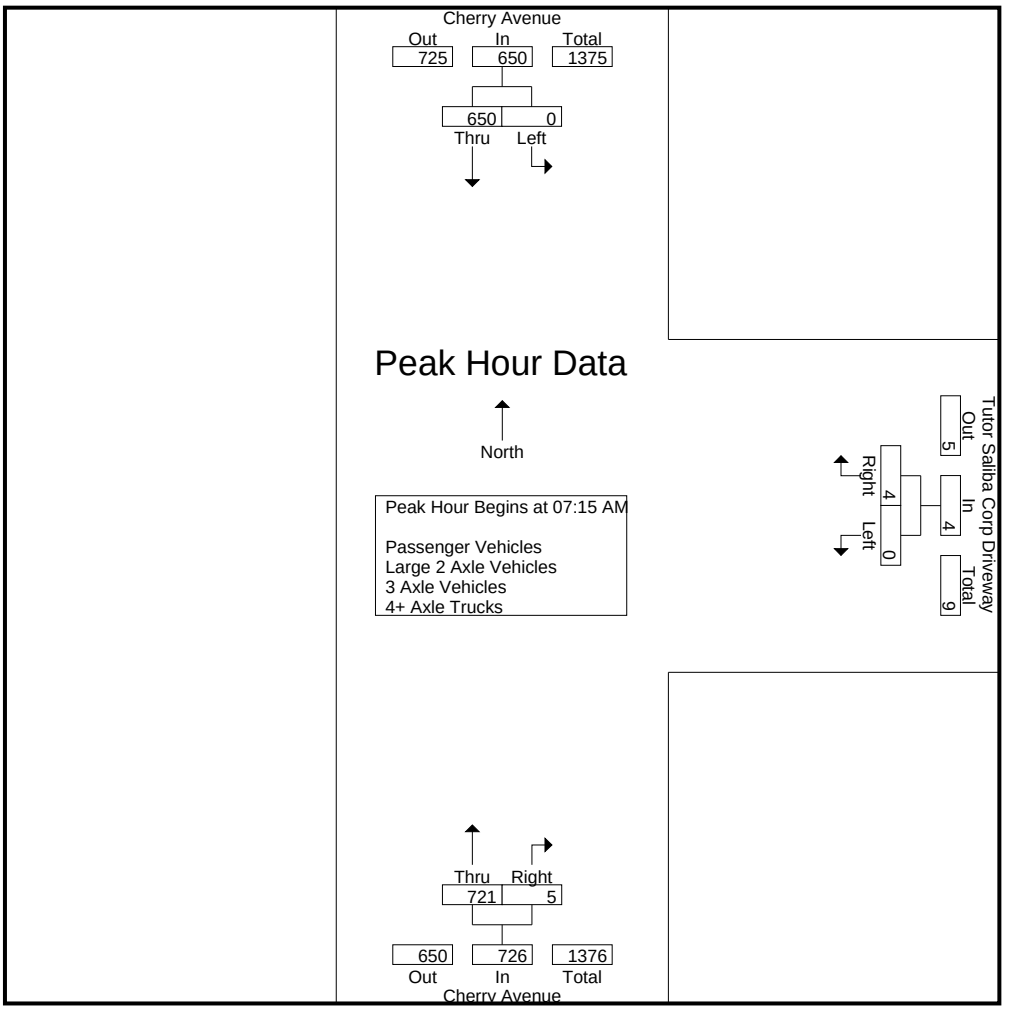
City of Fontana
N/S: Cherry Avenue
E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	07:15 AM			08:00 AM			07:15 AM		
+0 mins.	0	153	153	0	**3**	**3**	170	1	171
+15 mins.	0	**180**	**180**	0	1	1	**198**	0	**198**
+30 mins.	0	167	167	0	0	0	185	**2**	187
+45 mins.	0	150	150	0	1	1	168	2	170
Total Volume	0	650	650	0	5	5	721	5	726
% App. Total	0	100		0	100		99.3	0.7	
PHF	.000	.903	.903	.000	.417	.417	.910	.625	.917

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City of Fontana
N/S: Cherry Avenue
E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- Passenger Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	112	112	0	0	0	132	1	133	245
07:15 AM	0	143	143	0	1	1	155	0	155	299
07:30 AM	0	169	169	0	0	0	180	0	180	349
07:45 AM	0	155	155	0	0	0	175	2	177	332
Total	0	579	579	0	1	1	642	3	645	1225
08:00 AM	0	136	136	0	2	2	157	1	158	296
08:15 AM	0	135	135	0	0	0	137	2	139	274
08:30 AM	0	123	123	0	0	0	134	1	135	258
08:45 AM	0	94	94	0	0	0	109	0	109	203
Total	0	488	488	0	2	2	537	4	541	1031
Grand Total	0	1067	1067	0	3	3	1179	7	1186	2256
Apprch %	0	100		0	100		99.4	0.6		
Total %	0	47.3	47.3	0	0.1	0.1	52.3	0.3	52.6	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	143	143	0	1	1	155	0	155	299
07:30 AM	0	**169**	**169**	0	0	0	**180**	0	**180**	**349**
07:45 AM	0	155	155	0	0	0	175	**2**	177	332
08:00 AM	0	136	136	0	**2**	**2**	157	1	158	296
Total Volume	0	603	603	0	3	3	667	3	670	1276
% App. Total	0	100		0	100		99.6	0.4		
PHF	.000	.892	.892	.000	.375	.375	.926	.375	.931	.914

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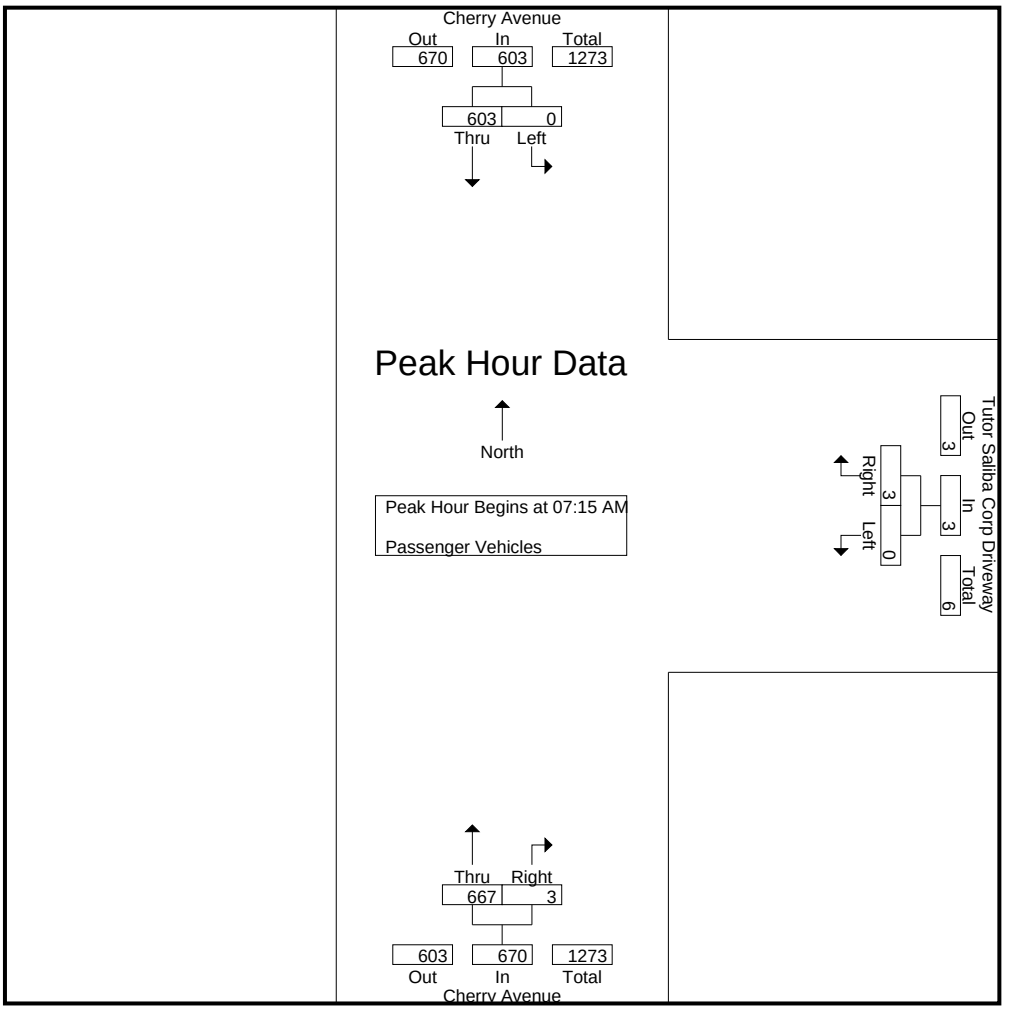
City of Fontana
N/S: Cherry Avenue
E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	143	143	0	1	1	155	0	155
+15 mins.	0	**169**	**169**	0	0	0	**180**	0	**180**
+30 mins.	0	155	155	0	0	0	175	**2**	177
+45 mins.	0	136	136	0	**2**	**2**	157	1	158
Total Volume	0	603	603	0	3	3	667	3	670
% App. Total	0	100		0	100		99.6	0.4	
PHF	.000	.892	.892	.000	.375	.375	.926	.375	.931

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City of Fontana
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Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- Large 2 Axle Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	4	0	4	9
07:15 AM	0	4	4	0	0	0	5	0	5	9
07:30 AM	0	5	5	0	0	0	9	0	9	14
07:45 AM	0	9	9	0	0	0	6	0	6	15
Total	0	23	23	0	0	0	24	0	24	47
08:00 AM	0	6	6	0	0	0	8	1	9	15
08:15 AM	0	2	2	0	1	1	3	0	3	6
08:30 AM	0	3	3	0	0	0	1	0	1	4
08:45 AM	0	4	4	0	1	1	7	0	7	12
Total	0	15	15	0	2	2	19	1	20	37
Grand Total	0	38	38	0	2	2	43	1	44	84
Apprch %	0	100		0	100		97.7	2.3		
Total %	0	45.2	45.2	0	2.4	2.4	51.2	1.2	52.4	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	4	4	0	0	0	5	0	5	9
07:30 AM	0	5	5	0	0	0	**9**	0	**9**	14
07:45 AM	0	**9**	**9**	0	0	0	6	0	6	**15**
08:00 AM	0	6	6	0	0	0	8	**1**	9	15
Total Volume	0	24	24	0	0	0	28	1	29	53
% App. Total	0	100		0	0		96.6	3.4		
PHF	.000	.667	.667	.000	.000	.000	.778	.250	.806	.883

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File Name : 01_FON_Cherry_TS DW AM
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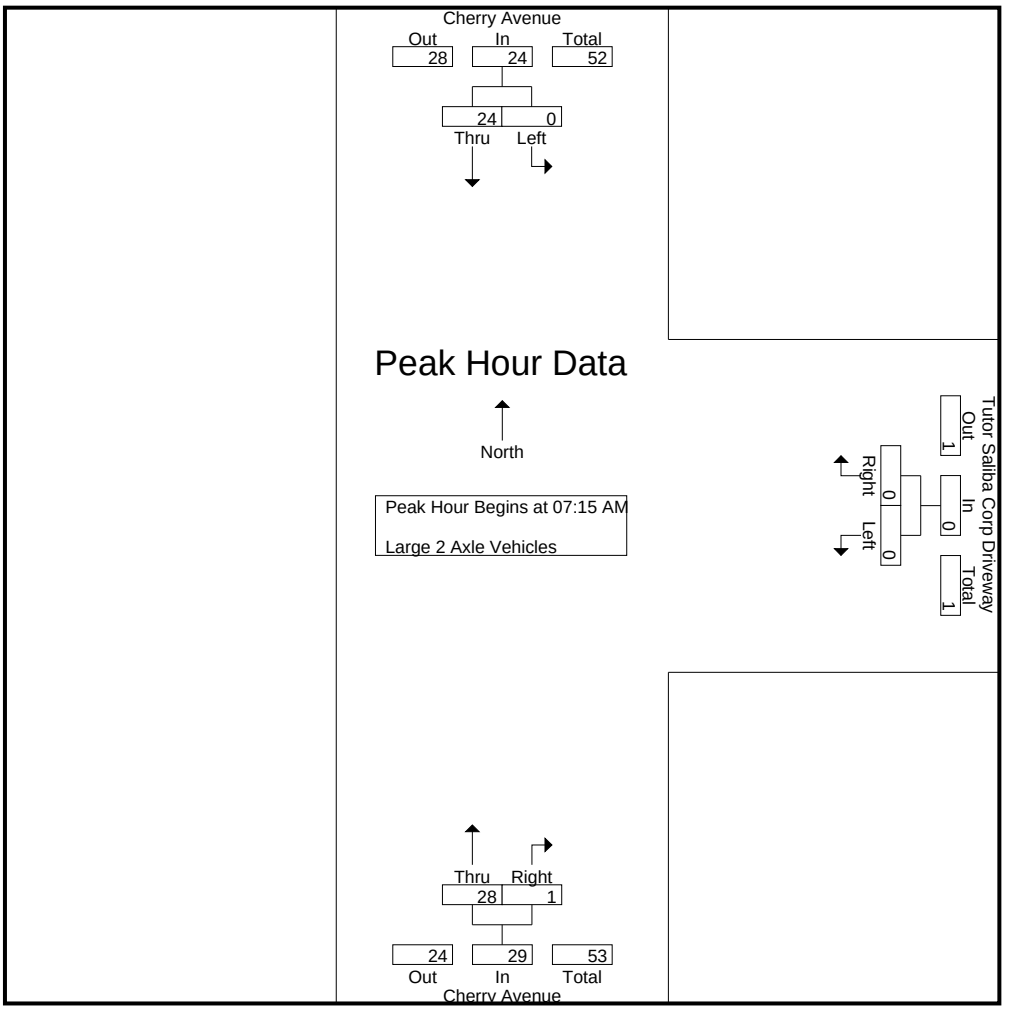
Start Date : 3/28/2023
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	4	4	0	0	0	5	0	5
+15 mins.	0	5	5	0	0	0	**9**	0	**9**
+30 mins.	0	**9**	**9**	0	0	0	6	0	6
+45 mins.	0	6	6	0	0	0	8	**1**	9
Total Volume	0	24	24	0	0	0	28	1	29
% App. Total	0	100		0	0		96.6	3.4	
PHF	.000	.667	.667	.000	.000	.000	.778	.250	.806

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Weather: Clear

File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- 3 Axle Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	4	0	4	6
07:15 AM	0	2	2	0	0	0	1	0	1	3
07:30 AM	0	3	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	0	5	0	5	12
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	3	3	0	0	0	2	0	2	5
08:30 AM	0	1	1	0	0	0	2	0	2	3
08:45 AM	0	3	3	0	0	0	2	0	2	5
Total	0	9	9	0	0	0	7	0	7	16
Grand Total	0	16	16	0	0	0	12	0	12	28
Apprch %	0	100		0	0		100	0		
Total %	0	57.1	57.1	0	0	0	42.9	0	42.9	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	2	2	0	0	0	**1**	0	**1**	**3**
07:30 AM	0	**3**	**3**	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	7	7	0	0	0	2	0	2	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.500	.000	.500	.750

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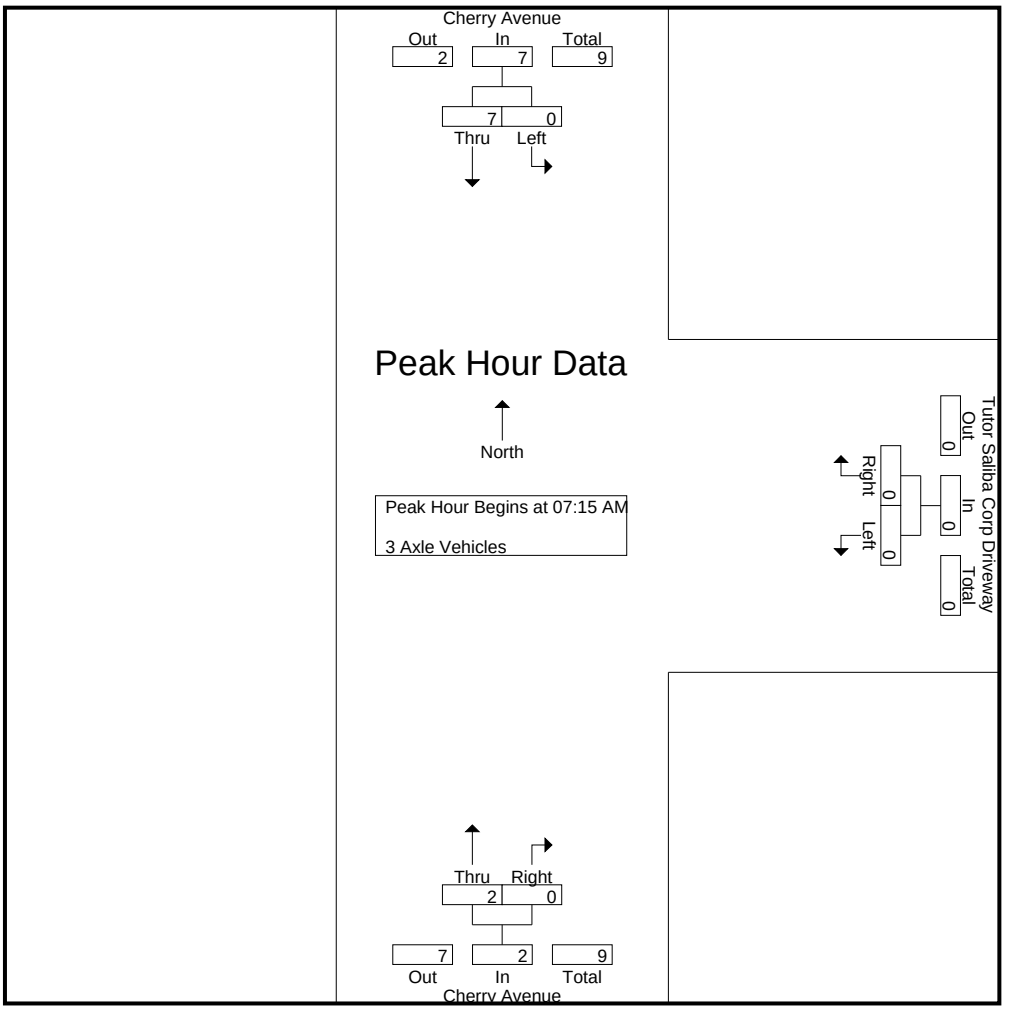
File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	**1**	0	**1**
+15 mins.	0	**3**	**3**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.500	.000	.500

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File Name : 01_FON_Cherry_TS DW AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	5	1	6	10
07:15 AM	0	4	4	0	0	0	9	1	10	14
07:30 AM	0	3	3	0	0	0	9	0	9	12
07:45 AM	0	3	3	0	0	0	4	0	4	7
Total	0	14	14	0	0	0	27	2	29	43
08:00 AM	0	6	6	0	1	1	2	0	2	9
08:15 AM	0	7	7	0	0	0	4	0	4	11
08:30 AM	0	5	5	0	0	0	3	0	3	8
08:45 AM	0	6	6	0	0	0	3	0	3	9
Total	0	24	24	0	1	1	12	0	12	37
Grand Total	0	38	38	0	1	1	39	2	41	80
Apprch %	0	100		0	100		95.1	4.9		
Total %	0	47.5	47.5	0	1.2	1.2	48.8	2.5	51.2	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	4	4	0	0	0	**9**	**1**	**10**	**14**
07:30 AM	0	3	3	0	0	0	9	0	9	12
07:45 AM	0	3	3	0	0	0	4	0	4	7
08:00 AM	0	**6**	**6**	0	**1**	**1**	2	0	2	9
Total Volume	0	16	16	0	1	1	24	1	25	42
% App. Total	0	100		0	100		96	4		
PHF	.000	.667	.667	.000	.250	.250	.667	.250	.625	.750

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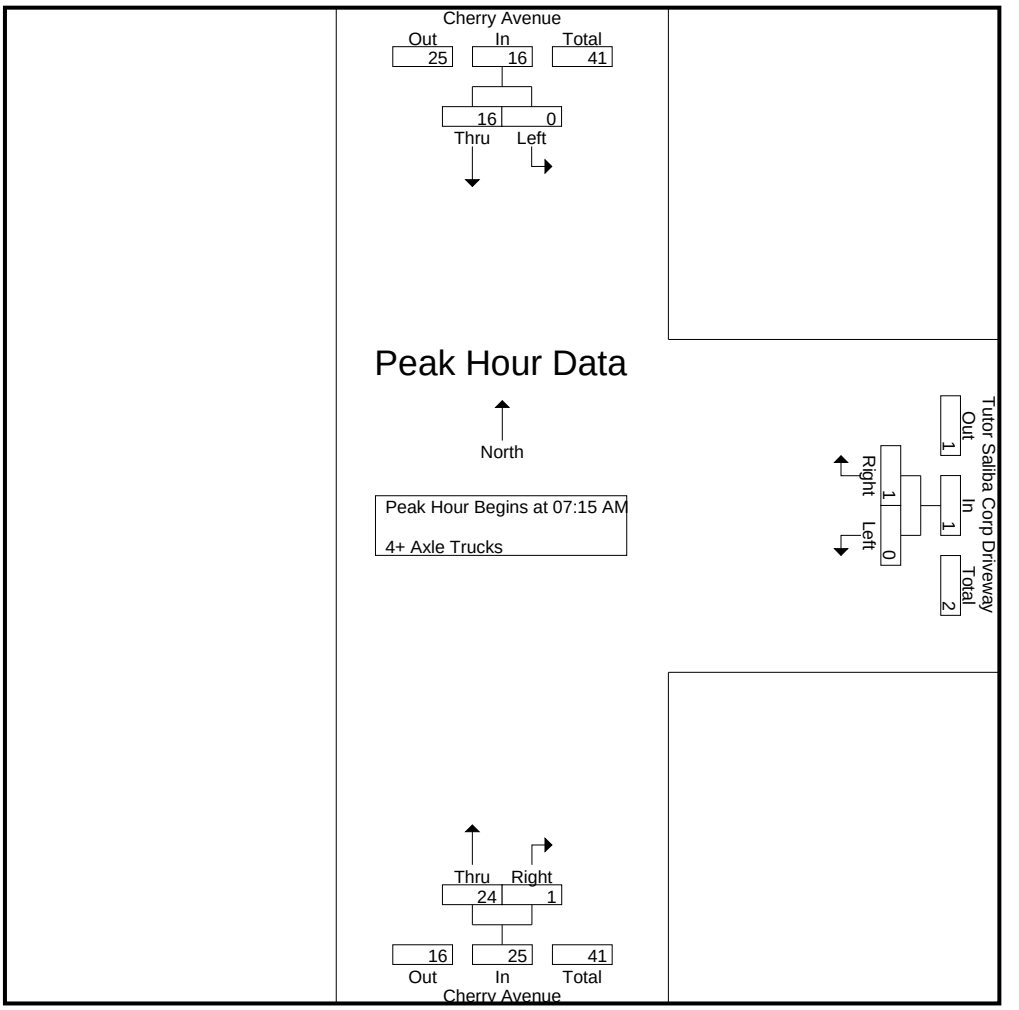

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	4	4	0	0	0	**9**	**1**	**10**
+15 mins.	0	3	3	0	0	0	9	0	9
+30 mins.	0	3	3	0	0	0	4	0	4
+45 mins.	0	**6**	**6**	0	**1**	**1**	2	0	2
Total Volume	0	16	16	0	1	1	24	1	25
% App. Total	0	100		0	100		96	4	
PHF	.000	.667	.667	.000	.250	.250	.667	.250	.625

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E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	197	197	0	2	2	142	1	143	342
04:15 PM	0	181	181	0	1	1	107	0	107	289
04:30 PM	0	201	201	0	4	4	106	0	106	311
04:45 PM	0	244	244	0	1	1	124	0	124	369
Total	0	823	823	0	8	8	479	1	480	1311
05:00 PM	0	225	225	0	0	0	134	0	134	359
05:15 PM	0	213	213	0	0	0	105	0	105	318
05:30 PM	0	184	184	0	0	0	116	0	116	300
05:45 PM	0	202	202	0	0	0	118	0	118	320
Total	0	824	824	0	0	0	473	0	473	1297
Grand Total	0	1647	1647	0	8	8	952	1	953	2608
Apprch %	0	100		0	100		99.9	0.1		
Total %	0	63.2	63.2	0	0.3	0.3	36.5	0	36.5	
Passenger Vehicles	0	1593	1593	0	6	6	883	0	883	2482
% Passenger Vehicles	0	96.7	96.7	0	75	75	92.8	0	92.7	95.2
Large 2 Axle Vehicles	0	20	20	0	0	0	14	0	14	34
% Large 2 Axle Vehicles	0	1.2	1.2	0	0	0	1.5	0	1.5	1.3
3 Axle Vehicles	0	16	16	0	1	1	16	1	17	34
% 3 Axle Vehicles	0	1	1	0	12.5	12.5	1.7	100	1.8	1.3
4+ Axle Trucks	0	18	18	0	1	1	39	0	39	58
% 4+ Axle Trucks	0	1.1	1.1	0	12.5	12.5	4.1	0	4.1	2.2

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	201	201	0	**4**	**4**	106	0	106	311
04:45 PM	0	**244**	**244**	0	1	1	124	0	124	**369**
05:00 PM	0	225	225	0	0	0	**134**	0	**134**	359
05:15 PM	0	213	213	0	0	0	105	0	105	318
Total Volume	0	883	883	0	5	5	469	0	469	1357
% App. Total	0	100		0	100		100	0		
PHF	.000	.905	.905	.000	.313	.313	.875	.000	.875	.919

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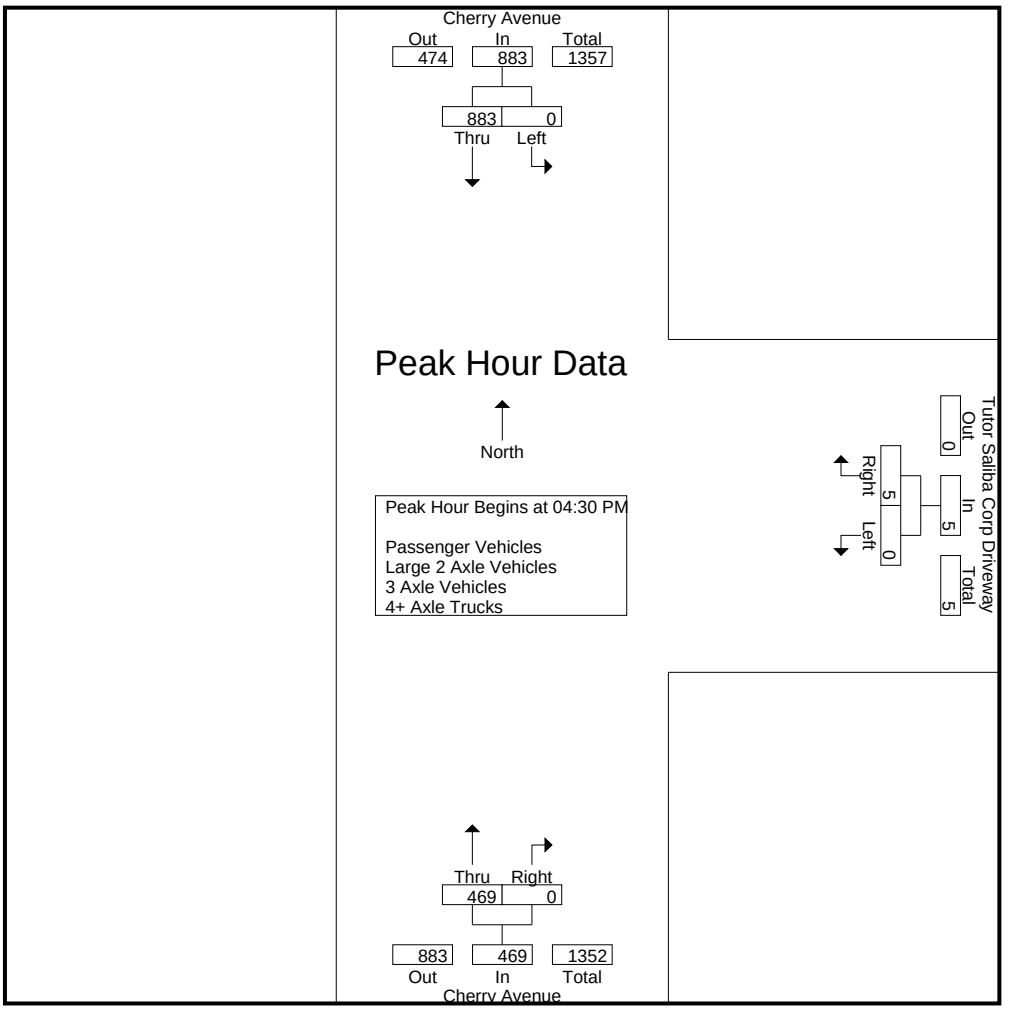
File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	0	201	201	0	2	2	**142**	**1**	**143**
+15 mins.	0	**244**	**244**	0	1	1	107	0	107
+30 mins.	0	225	225	0	**4**	**4**	106	0	106
+45 mins.	0	213	213	0	1	1	124	0	124
Total Volume	0	883	883	0	8	8	479	1	480
% App. Total	0	100		0	100		99.8	0.2	
PHF	.000	.905	.905	.000	.500	.500	.843	.250	.839

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File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- Passenger Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	191	191	0	1	1	125	0	125	317
04:15 PM	0	176	176	0	1	1	102	0	102	279
04:30 PM	0	195	195	0	4	4	93	0	93	292
04:45 PM	0	236	236	0	0	0	116	0	116	352
Total	0	798	798	0	6	6	436	0	436	1240
05:00 PM	0	220	220	0	0	0	126	0	126	346
05:15 PM	0	204	204	0	0	0	100	0	100	304
05:30 PM	0	177	177	0	0	0	108	0	108	285
05:45 PM	0	194	194	0	0	0	113	0	113	307
Total	0	795	795	0	0	0	447	0	447	1242
Grand Total	0	1593	1593	0	6	6	883	0	883	2482
Apprch %	0	100		0	100		100	0		
Total %	0	64.2	64.2	0	0.2	0.2	35.6	0	35.6	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	195	195	0	**4**	**4**	93	0	93	292
04:45 PM	0	**236**	**236**	0	0	0	116	0	116	**352**
05:00 PM	0	220	220	0	0	0	**126**	0	**126**	346
05:15 PM	0	204	204	0	0	0	100	0	100	304
Total Volume	0	855	855	0	4	4	435	0	435	1294
% App. Total	0	100		0	100		100	0		
PHF	.000	.906	.906	.000	.250	.250	.863	.000	.863	.919

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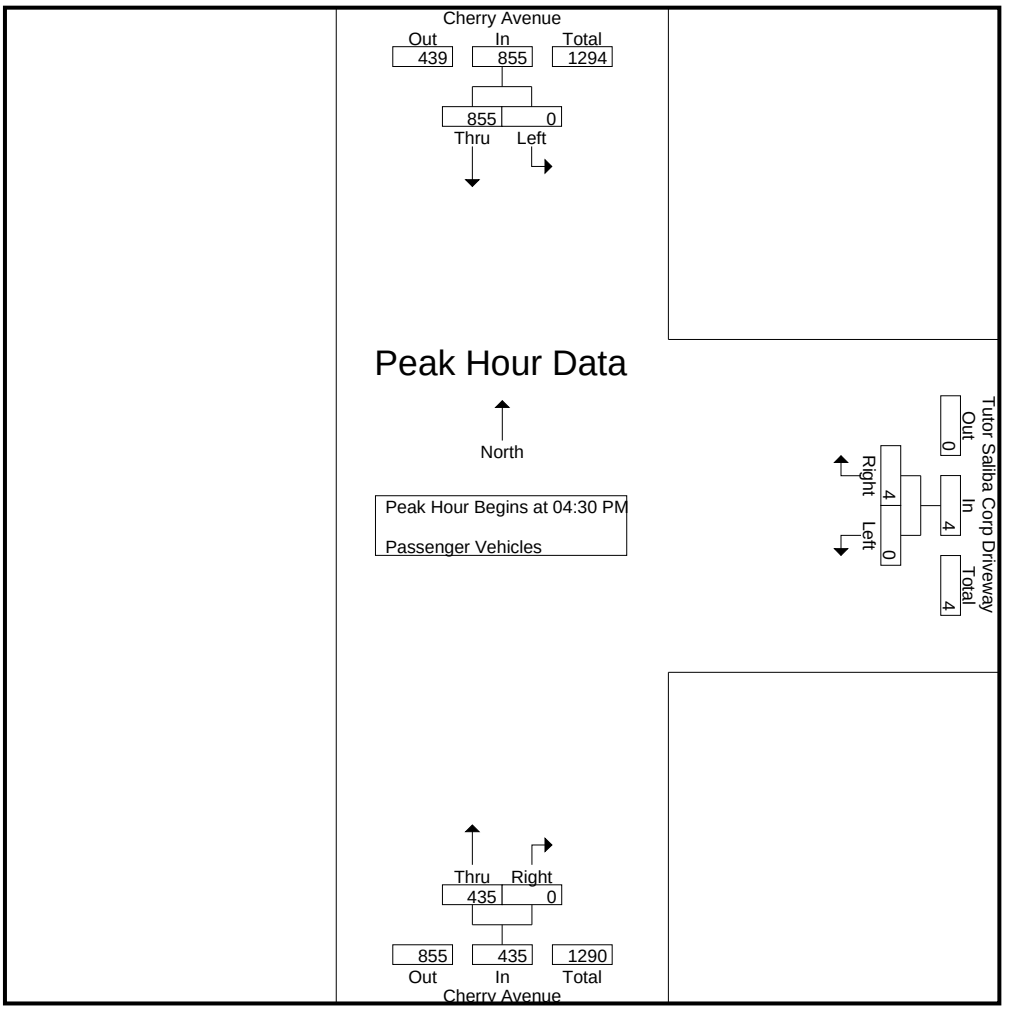
File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	195	195	0	**4**	**4**	93	0	93
+15 mins.	0	**236**	**236**	0	0	0	116	0	116
+30 mins.	0	220	220	0	0	0	**126**	0	**126**
+45 mins.	0	204	204	0	0	0	100	0	100
Total Volume	0	855	855	0	4	4	435	0	435
% App. Total	0	100		0	100		100	0	
PHF	.000	.906	.906	.000	.250	.250	.863	.000	.863

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File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	6	0	6	8
04:15 PM	0	3	3	0	0	0	1	0	1	4
04:30 PM	0	4	4	0	0	0	2	0	2	6
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	10	10	0	0	0	11	0	11	21
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	3	3	0	0	0	1	0	1	4
05:45 PM	0	3	3	0	0	0	1	0	1	4
Total	0	10	10	0	0	0	3	0	3	13
Grand Total	0	20	20	0	0	0	14	0	14	34
Apprch %	0	100		0	0		100	0		
Total %	0	58.8	58.8	0	0	0	41.2	0	41.2	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**4**	**4**	0	0	0	**2**	0	**2**	**6**
04:45 PM	0	1	1	0	0	0	2	0	2	3
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	9	9	0	0	0	5	0	5	14
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.625	.000	.625	.583

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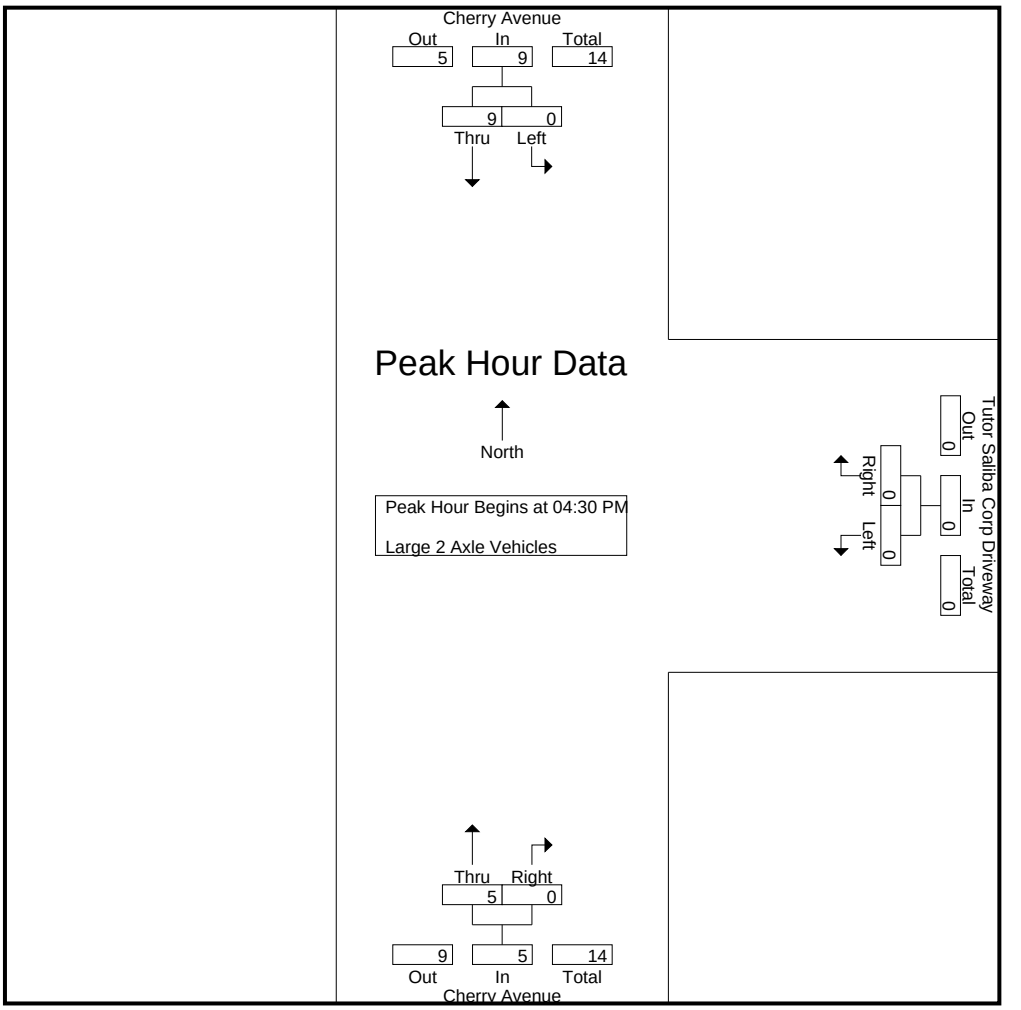
City of Fontana
N/S: Cherry Avenue
E/W: Tutor Saliba Corp Driveway
Weather: Clear

File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
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		
+0 mins.	0	**4**	**4**	0	0	0	**2**	0	**2**
+15 mins.	0	1	1	0	0	0	2	0	2
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	3	3	0	0	0	0	0	0
Total Volume	0	9	9	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.625	.000	.625

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Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	1	1	3	1	4	7
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	3	3	0	0	0	1	0	1	4
Total	0	6	6	0	1	1	7	1	8	15
05:00 PM	0	3	3	0	0	0	2	0	2	5
05:15 PM	0	2	2	0	0	0	3	0	3	5
05:30 PM	0	1	1	0	0	0	2	0	2	3
05:45 PM	0	4	4	0	0	0	2	0	2	6
Total	0	10	10	0	0	0	9	0	9	19
Grand Total	0	16	16	0	1	1	16	1	17	34
Apprch %	0	100		0	100		94.1	5.9		
Total %	0	47.1	47.1	0	2.9	2.9	47.1	2.9	50	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	**3**	**3**	0	0	0	1	0	1	4
05:00 PM	0	3	3	0	0	0	2	0	2	**5**
05:15 PM	0	2	2	0	0	0	**3**	0	**3**	5
Total Volume	0	8	8	0	0	0	7	0	7	15
% App. Total	0	100		0	0		100	0		
PHF	.000	.667	.667	.000	.000	.000	.583	.000	.583	.750

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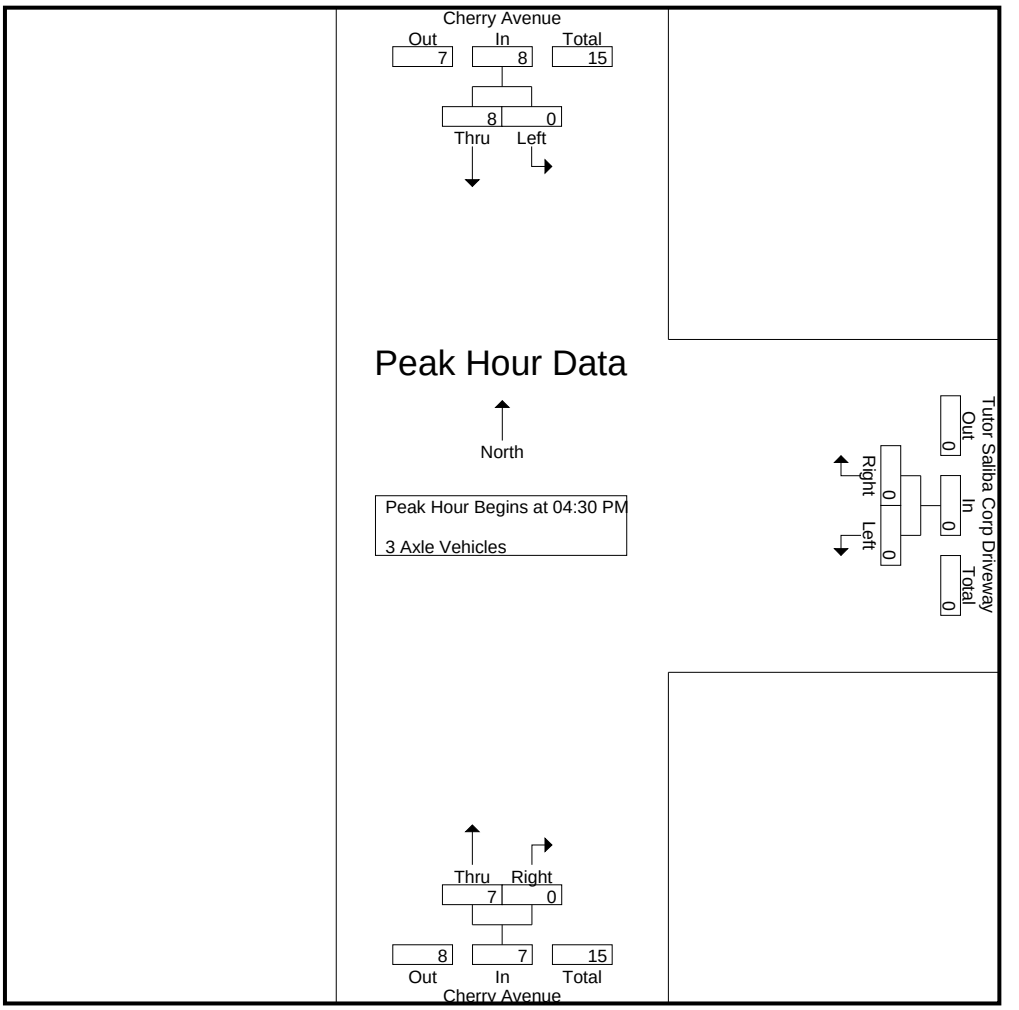
File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	**3**	**3**	0	0	0	1	0	1
+30 mins.	0	3	3	0	0	0	2	0	2
+45 mins.	0	2	2	0	0	0	**3**	0	**3**
Total Volume	0	8	8	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.667	.667	.000	.000	.000	.583	.000	.583

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File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	8	0	8	10
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	2	2	0	0	0	10	0	10	12
04:45 PM	0	4	4	0	1	1	5	0	5	10
Total	0	9	9	0	1	1	25	0	25	35
05:00 PM	0	1	1	0	0	0	5	0	5	6
05:15 PM	0	4	4	0	0	0	2	0	2	6
05:30 PM	0	3	3	0	0	0	5	0	5	8
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	9	9	0	0	0	14	0	14	23
Grand Total	0	18	18	0	1	1	39	0	39	58
Apprch %	0	100		0	100		100	0		
Total %	0	31	31	0	1.7	1.7	67.2	0	67.2	

	Cherry Avenue Southbound			Tutor Saliba Corp Driveway Westbound			Cherry Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	2	2	0	0	0	**10**	0	**10**	**12**
04:45 PM	0	**4**	**4**	0	**1**	**1**	5	0	5	10
05:00 PM	0	1	1	0	0	0	5	0	5	6
05:15 PM	0	4	4	0	0	0	2	0	2	6
Total Volume	0	11	11	0	1	1	22	0	22	34
% App. Total	0	100		0	100		100	0		
PHF	.000	.688	.688	.000	.250	.250	.550	.000	.550	.708

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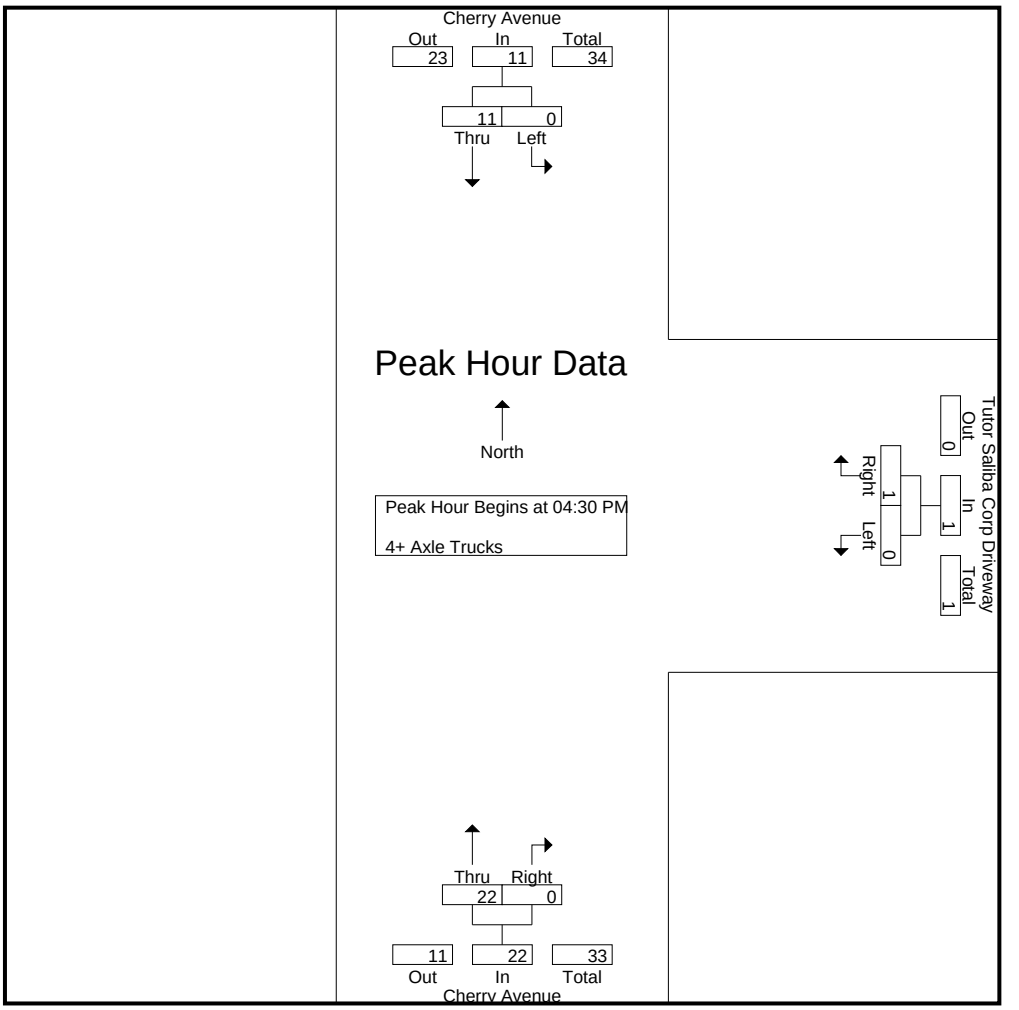
File Name : 01_FON_Cherry_TS DW PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	2	2	0	0	0	**10**	0	**10**
+15 mins.	0	**4**	**4**	0	**1**	**1**	5	0	5
+30 mins.	0	1	1	0	0	0	5	0	5
+45 mins.	0	4	4	0	0	0	2	0	2
Total Volume	0	11	11	0	1	1	22	0	22
% App. Total	0	100		0	100		100	0	
PHF	.000	.688	.688	.000	.250	.250	.550	.000	.550

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City of Fontana
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E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	48	47	111	3	83	21	107	11	74	4	89	39	52	5	96	403
07:15 AM	6	108	62	176	15	132	16	163	42	112	3	157	51	68	9	128	624
07:30 AM	11	96	84	191	15	106	21	142	32	101	3	136	61	82	15	158	627
07:45 AM	14	81	53	148	10	108	20	138	61	113	7	181	55	78	18	151	618
Total	47	333	246	626	43	429	78	550	146	400	17	563	206	280	47	533	2272
08:00 AM	8	61	65	134	12	111	21	144	94	95	12	201	38	62	22	122	601
08:15 AM	15	79	69	163	12	141	21	174	73	63	8	144	56	94	27	177	658
08:30 AM	17	65	43	125	4	103	18	125	29	72	5	106	36	82	26	144	500
08:45 AM	11	52	45	108	4	84	19	107	15	68	7	90	29	51	6	86	391
Total	51	257	222	530	32	439	79	550	211	298	32	541	159	289	81	529	2150
Grand Total	98	590	468	1156	75	868	157	1100	357	698	49	1104	365	569	128	1062	4422
Apprch %	8.5	51	40.5		6.8	78.9	14.3		32.3	63.2	4.4		34.4	53.6	12.1		
Total %	2.2	13.3	10.6	26.1	1.7	19.6	3.6	24.9	8.1	15.8	1.1	25	8.3	12.9	2.9	24	
Passenger Vehicles	91	577	413	1081	72	733	135	940	355	680	48	1083	323	487	126	936	4040
% Passenger Vehicles	92.9	97.8	88.2	93.5	96	84.4	86	85.5	99.4	97.4	98	98.1	88.5	85.6	98.4	88.1	91.4
Large 2 Axle Vehicles	2	11	16	29	3	36	7	46	2	12	1	15	15	25	2	42	132
% Large 2 Axle Vehicles	2	1.9	3.4	2.5	4	4.1	4.5	4.2	0.6	1.7	2	1.4	4.1	4.4	1.6	4	3
3 Axle Vehicles	3	1	12	16	0	22	0	22	0	5	0	5	7	8	0	15	58
% 3 Axle Vehicles	3.1	0.2	2.6	1.4	0	2.5	0	2	0	0.7	0	0.5	1.9	1.4	0	1.4	1.3
4+ Axle Trucks	2	1	27	30	0	77	15	92	0	1	0	1	20	49	0	69	192
% 4+ Axle Trucks	2	0.2	5.8	2.6	0	8.9	9.6	8.4	0	0.1	0	0.1	5.5	8.6	0	6.5	4.3

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	**96**	**84**	**191**	**15**	106	**21**	142	32	101	3	136	**61**	82	15	158	627
07:45 AM	14	81	53	148	10	108	20	138	61	**113**	7	181	55	78	18	151	618
08:00 AM	8	61	65	134	12	111	21	144	**94**	95	**12**	**201**	38	62	22	122	601
08:15 AM	**15**	79	69	163	12	**141**	21	**174**	73	63	8	144	56	**94**	**27**	**177**	**658**
Total Volume	48	317	271	636	49	466	83	598	260	372	30	662	210	316	82	608	2504
% App. Total	7.5	49.8	42.6		8.2	77.9	13.9		39.3	56.2	4.5		34.5	52	13.5		
PHF	.800	.826	.807	.832	.817	.826	.988	.859	.691	.823	.625	.823	.861	.840	.759	.859	.951

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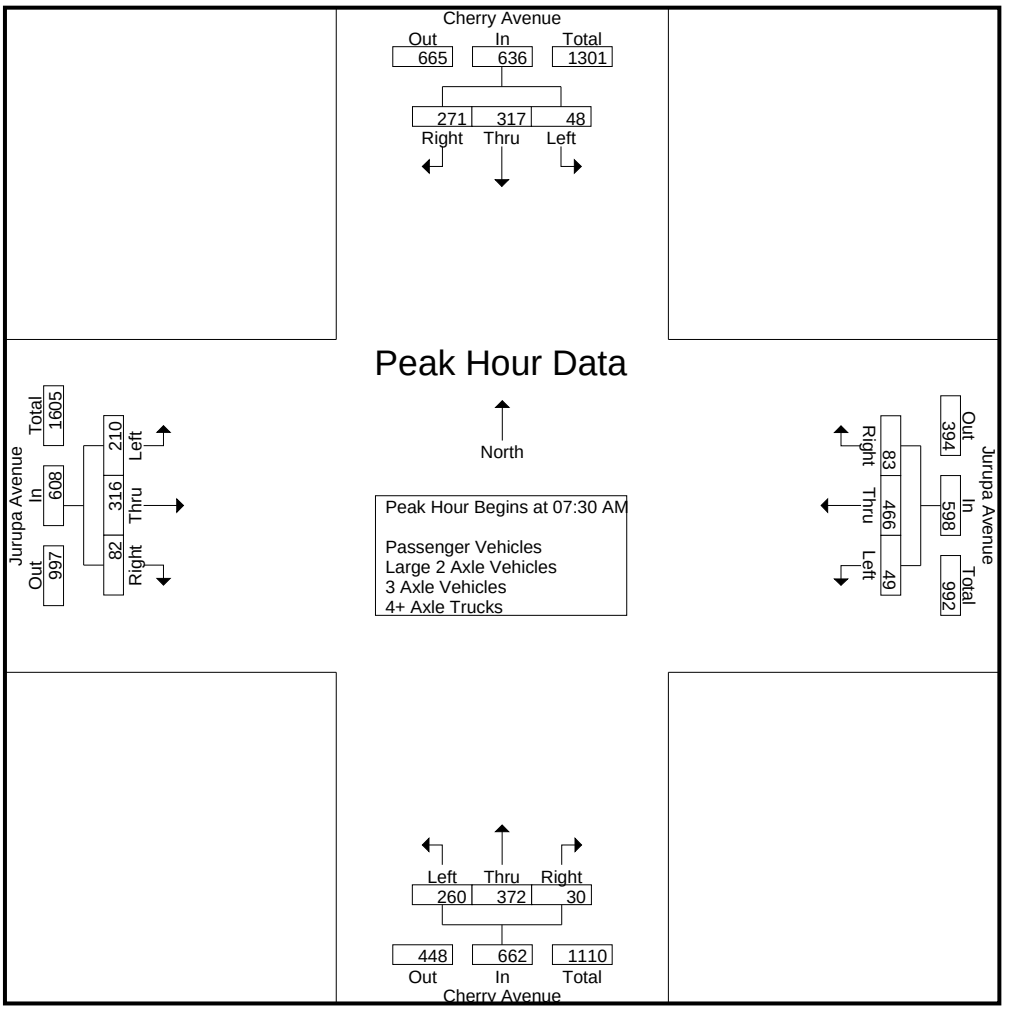
Weather: Clear

File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	6	**108**	62	176	**15**	106	**21**	142	42	112	3	157	**61**	82	15	158
+15 mins.	11	96	**84**	**191**	10	108	20	138	32	101	3	136	55	78	18	151
+30 mins.	**14**	81	53	148	12	111	21	144	61	**113**	7	181	38	62	22	122
+45 mins.	8	61	65	134	12	**141**	21	**174**	**94**	95	**12**	**201**	56	**94**	**27**	**177**
Total Volume	39	346	264	649	49	466	83	598	229	421	25	675	210	316	82	608
% App. Total	6	53.3	40.7		8.2	77.9	13.9		33.9	62.4	3.7		34.5	52	13.5	
PHF	.696	.801	.786	.849	.817	.826	.988	.859	.609	.931	.521	.840	.861	.840	.759	.859

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E/W: Jurupa Avenue
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File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	47	40	102	3	72	18	93	11	71	4	86	34	49	5	88	369
07:15 AM	6	104	56	166	14	118	12	144	41	111	3	155	40	53	9	102	567
07:30 AM	10	95	80	185	15	91	17	123	32	99	3	134	56	74	15	145	587
07:45 AM	14	80	49	143	10	97	17	124	61	109	6	176	50	69	17	136	579
Total	45	326	225	596	42	378	64	484	145	390	16	551	180	245	46	471	2102
08:00 AM	8	61	55	124	11	90	20	121	94	91	12	197	35	52	21	108	550
08:15 AM	12	78	58	148	12	128	17	157	73	62	8	143	53	79	27	159	607
08:30 AM	16	64	36	116	4	78	17	99	28	70	5	103	34	73	26	133	451
08:45 AM	10	48	39	97	3	59	17	79	15	67	7	89	21	38	6	65	330
Total	46	251	188	485	30	355	71	456	210	290	32	532	143	242	80	465	1938
Grand Total	91	577	413	1081	72	733	135	940	355	680	48	1083	323	487	126	936	4040
Apprch %	8.4	53.4	38.2		7.7	78	14.4		32.8	62.8	4.4		34.5	52	13.5		
Total %	2.3	14.3	10.2	26.8	1.8	18.1	3.3	23.3	8.8	16.8	1.2	26.8	8	12.1	3.1	23.2	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	**95**	**80**	**185**	**15**	91	17	123	32	99	3	134	**56**	74	15	145	587
07:45 AM	**14**	80	49	143	10	97	17	124	61	**109**	6	176	50	69	17	136	579
08:00 AM	8	61	55	124	11	90	**20**	121	**94**	91	**12**	**197**	35	52	21	108	550
08:15 AM	12	78	58	148	12	**128**	17	**157**	73	62	8	143	53	**79**	**27**	**159**	**607**
Total Volume	44	314	242	600	48	406	71	525	260	361	29	650	194	274	80	548	2323
% App. Total	7.3	52.3	40.3		9.1	77.3	13.5		40	55.5	4.5		35.4	50	14.6		
PHF	.786	.826	.756	.811	.800	.793	.888	.836	.691	.828	.604	.825	.866	.867	.741	.862	.957

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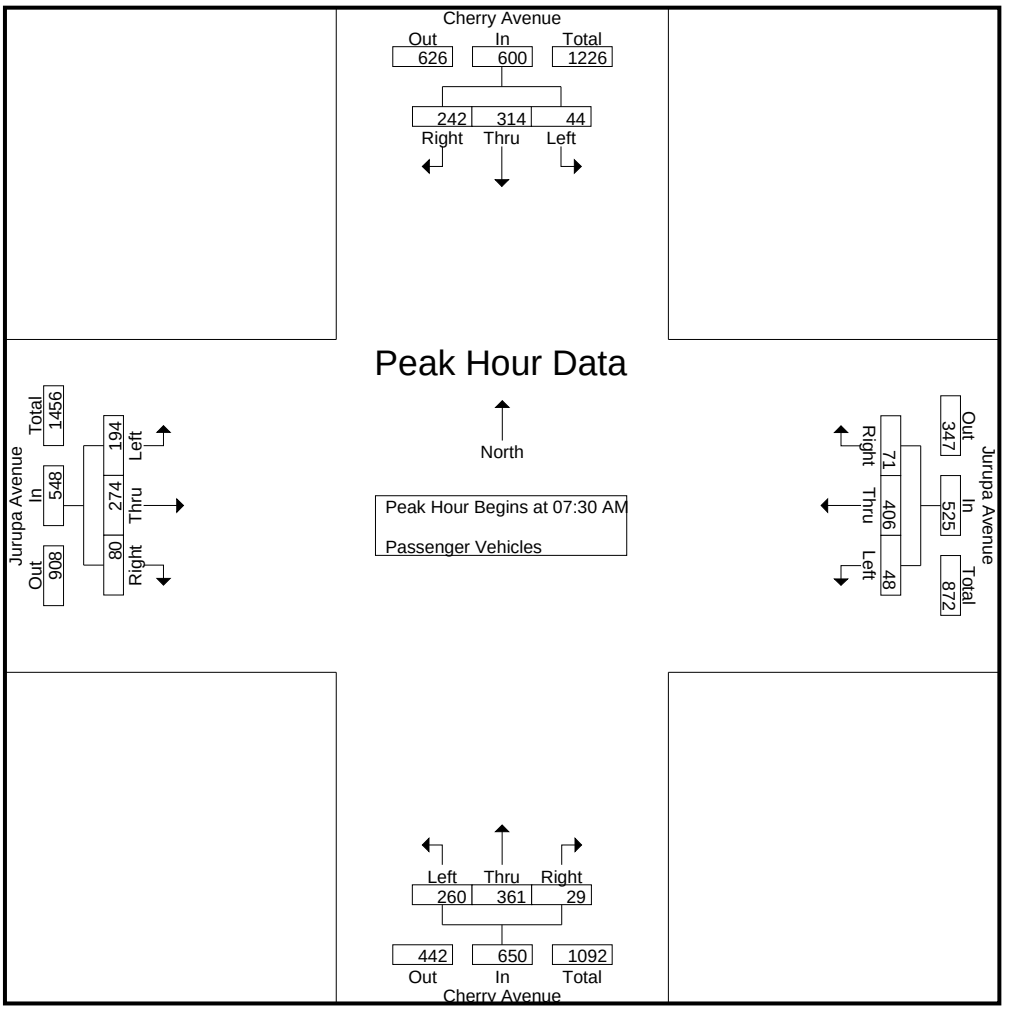
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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.	10	**95**	**80**	**185**	**15**	91	17	123	32	99	3	134	**56**	74	15	145
+15 mins.	**14**	80	49	143	10	97	17	124	61	**109**	6	176	50	69	17	136
+30 mins.	8	61	55	124	11	90	**20**	121	**94**	91	**12**	**197**	35	52	21	108
+45 mins.	12	78	58	148	12	**128**	17	**157**	73	62	8	143	53	**79**	**27**	**159**
Total Volume	44	314	242	600	48	406	71	525	260	361	29	650	194	274	80	548
% App. Total	7.3	52.3	40.3		9.1	77.3	13.5		40	55.5	4.5		35.4	50	14.6	
PHF	.786	.826	.756	.811	.800	.793	.888	.836	.691	.828	.604	.825	.866	.867	.741	.862

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Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	5	0	5	0	1	0	1	1	1	0	2	10
07:15 AM	0	4	2	6	1	4	0	5	1	1	0	2	3	1	0	4	17
07:30 AM	0	1	2	3	0	2	1	3	0	1	0	1	1	4	0	5	12
07:45 AM	0	1	2	3	0	3	2	5	0	4	1	5	3	3	1	7	20
Total	0	7	7	14	1	14	3	18	1	7	1	9	8	9	1	18	59
08:00 AM	0	0	4	4	1	5	1	7	0	3	0	3	2	6	1	9	23
08:15 AM	1	1	2	4	0	3	1	4	0	1	0	1	1	3	0	4	13
08:30 AM	1	0	2	3	0	5	0	5	1	1	0	2	0	3	0	3	13
08:45 AM	0	3	1	4	1	9	2	12	0	0	0	0	4	4	0	8	24
Total	2	4	9	15	2	22	4	28	1	5	0	6	7	16	1	24	73
Grand Total	2	11	16	29	3	36	7	46	2	12	1	15	15	25	2	42	132
Apprch %	6.9	37.9	55.2		6.5	78.3	15.2		13.3	80	6.7		35.7	59.5	4.8		
Total %	1.5	8.3	12.1	22	2.3	27.3	5.3	34.8	1.5	9.1	0.8	11.4	11.4	18.9	1.5	31.8	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	2	3	0	2	1	3	0	1	0	1	1	4	0	5	12
07:45 AM	0	1	2	3	0	3	**2**	5	0	**4**	**1**	**5**	**3**	3	**1**	7	20
08:00 AM	0	0	**4**	**4**	**1**	**5**	1	**7**	0	3	0	3	2	**6**	1	**9**	**23**
08:15 AM	**1**	1	2	4	0	3	1	4	0	1	0	1	1	3	0	4	13
Total Volume	1	3	10	14	1	13	5	19	0	9	1	10	7	16	2	25	68
% App. Total	7.1	21.4	71.4		5.3	68.4	26.3		0	90	10		28	64	8		
PHF	.250	.750	.625	.875	.250	.650	.625	.679	.000	.563	.250	.500	.583	.667	.500	.694	.739

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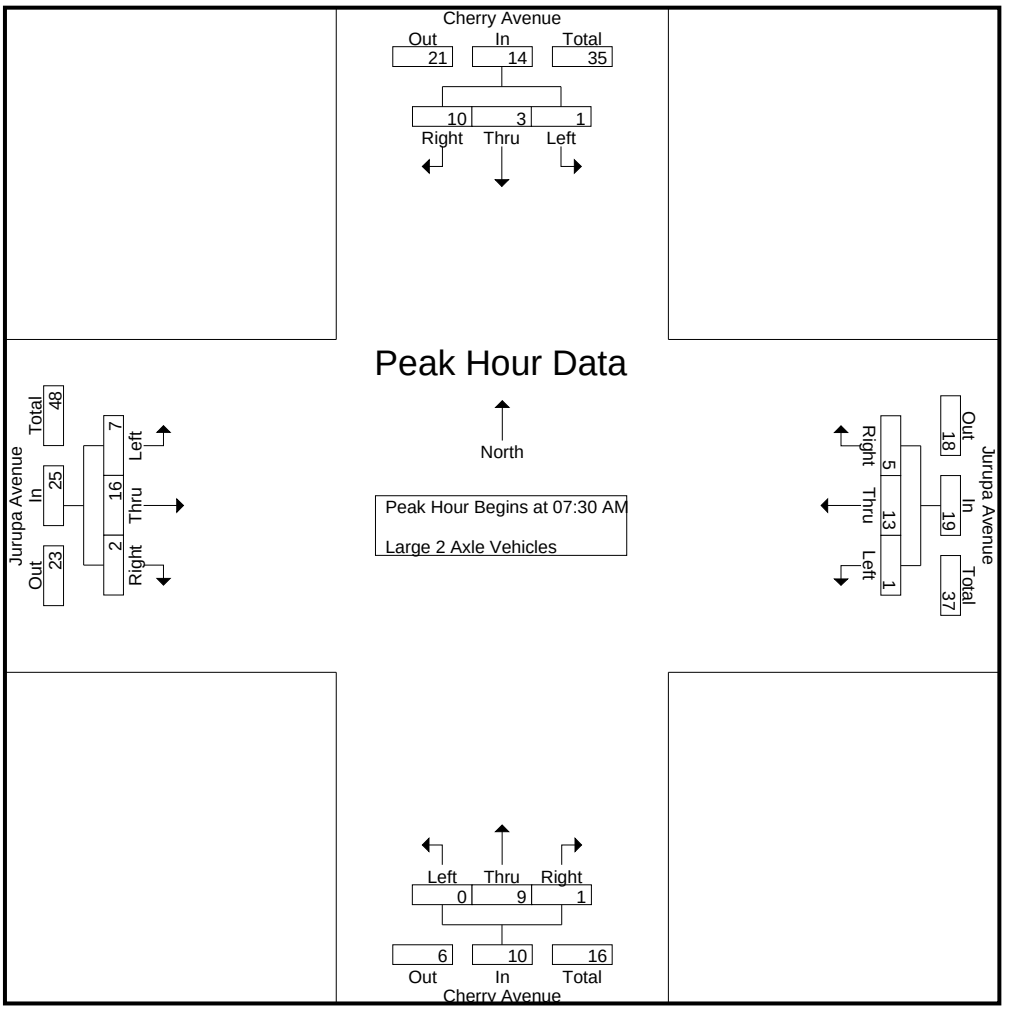
City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
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	**1**	2	3	0	2	1	3	0	1	0	1	1	4	0	5
+15 mins.	0	1	2	3	0	3	**2**	5	0	**4**	**1**	**5**	**3**	3	**1**	7
+30 mins.	0	0	**4**	**4**	**1**	**5**	1	**7**	0	3	0	3	2	**6**	1	**9**
+45 mins.	**1**	1	2	4	0	3	1	4	0	1	0	1	1	3	0	4
Total Volume	1	3	10	14	1	13	5	19	0	9	1	10	7	16	2	25
% App. Total	7.1	21.4	71.4		5.3	68.4	26.3		0	90	10		28	64	8	
PHF	.250	.750	.625	.875	.250	.650	.625	.679	.000	.563	.250	.500	.583	.667	.500	.694

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File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	0	2	0	2	0	2	0	2	2	0	0	2	8
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	1	0	0	1	4
07:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	2	0	2	4	0	7	0	7	0	2	0	2	4	2	0	6	19
08:00 AM	0	0	2	2	0	6	0	6	0	1	0	1	0	1	0	1	10
08:15 AM	1	0	3	4	0	4	0	4	0	0	0	0	1	1	0	2	10
08:30 AM	0	1	1	2	0	5	0	5	0	1	0	1	1	2	0	3	11
08:45 AM	0	0	4	4	0	0	0	0	0	1	0	1	1	2	0	3	8
Total	1	1	10	12	0	15	0	15	0	3	0	3	3	6	0	9	39
Grand Total	3	1	12	16	0	22	0	22	0	5	0	5	7	8	0	15	58
Apprch %	18.8	6.2	75		0	100	0		0	100	0		46.7	53.3	0		
Total %	5.2	1.7	20.7	27.6	0	37.9	0	37.9	0	8.6	0	8.6	12.1	13.8	0	25.9	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	1	0	2	0	2	0	0	0	0	**1**	0	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
08:00 AM	0	0	2	2	0	**6**	0	**6**	0	**1**	0	**1**	0	1	0	1	**10**
08:15 AM	1	0	**3**	**4**	0	4	0	4	0	0	0	0	1	1	0	2	10
Total Volume	2	0	5	7	0	13	0	13	0	1	0	1	2	4	0	6	27
% App. Total	28.6	0	71.4		0	100	0		0	100	0		33.3	66.7	0		
PHF	.500	.000	.417	.438	.000	.542	.000	.542	.000	.250	.000	.250	.500	.500	.000	.750	.675

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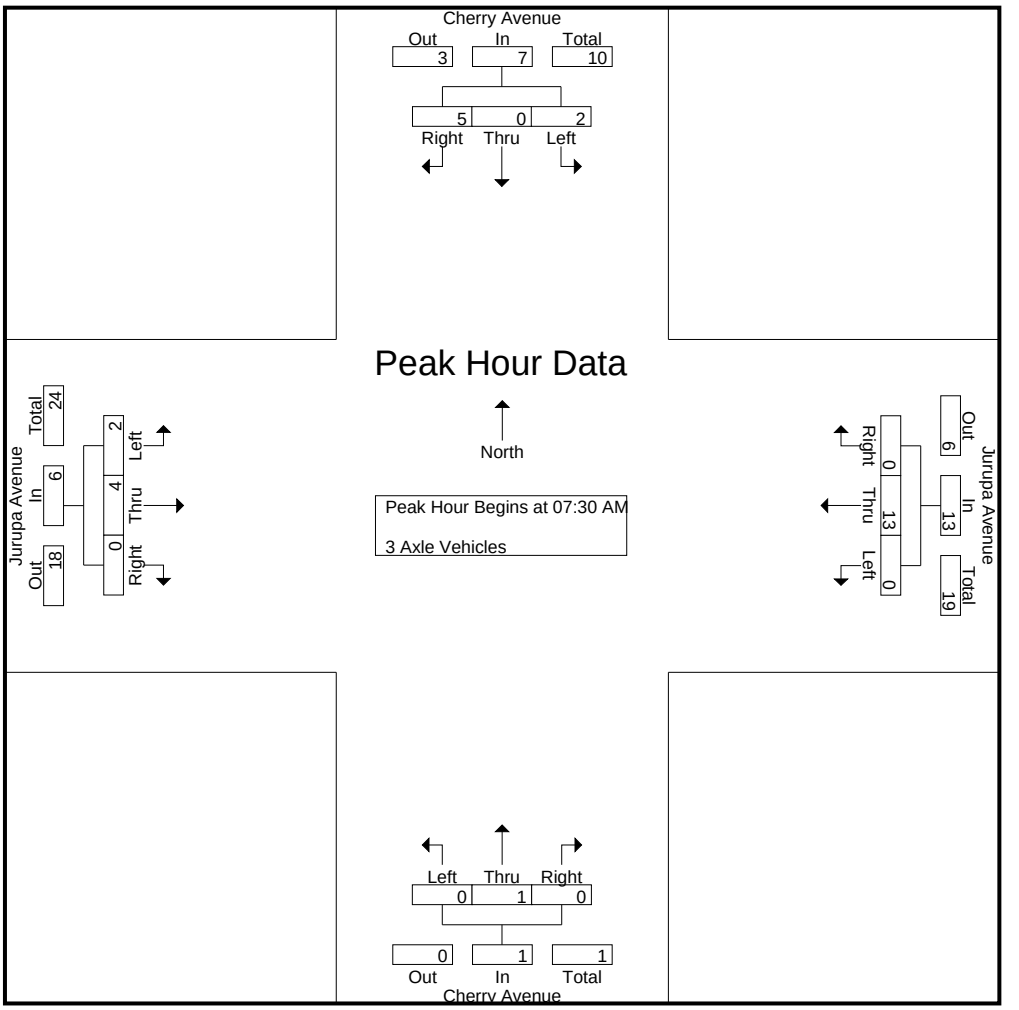
File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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.	**1**	0	0	1	0	2	0	2	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	2	2	0	**6**	0	**6**	0	**1**	0	**1**	0	1	0	1
+45 mins.	1	0	**3**	**4**	0	4	0	4	0	0	0	0	1	1	0	2
Total Volume	2	0	5	7	0	13	0	13	0	1	0	1	2	4	0	6
% App. Total	28.6	0	71.4		0	100	0		0	100	0		33.3	66.7	0	
PHF	.500	.000	.417	.438	.000	.542	.000	.542	.000	.250	.000	.250	.500	.500	.000	.750

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Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- 4+ Axle Trucks

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	5	5	0	4	3	7	0	0	0	0	2	2	0	4	16
07:15 AM	0	0	3	3	0	8	4	12	0	0	0	0	7	14	0	21	36
07:30 AM	0	0	2	2	0	11	3	14	0	1	0	1	3	4	0	7	24
07:45 AM	0	0	2	2	0	7	1	8	0	0	0	0	2	4	0	6	16
Total	0	0	12	12	0	30	11	41	0	1	0	1	14	24	0	38	92
08:00 AM	0	0	4	4	0	10	0	10	0	0	0	0	1	3	0	4	18
08:15 AM	1	0	6	7	0	6	3	9	0	0	0	0	1	11	0	12	28
08:30 AM	0	0	4	4	0	15	1	16	0	0	0	0	1	4	0	5	25
08:45 AM	1	1	1	3	0	16	0	16	0	0	0	0	3	7	0	10	29
Total	2	1	15	18	0	47	4	51	0	0	0	0	6	25	0	31	100
Grand Total	2	1	27	30	0	77	15	92	0	1	0	1	20	49	0	69	192
Apprch %	6.7	3.3	90		0	83.7	16.3		0	100	0		29	71	0		
Total %	1	0.5	14.1	15.6	0	40.1	7.8	47.9	0	0.5	0	0.5	10.4	25.5	0	35.9	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	**11**	**3**	**14**	0	**1**	0	**1**	**3**	4	0	7	24
07:45 AM	0	0	2	2	0	7	1	8	0	0	0	0	2	4	0	6	16
08:00 AM	0	0	4	4	0	10	0	10	0	0	0	0	1	3	0	4	18
08:15 AM	**1**	0	**6**	**7**	0	6	3	9	0	0	0	0	1	**11**	0	**12**	**28**
Total Volume	1	0	14	15	0	34	7	41	0	1	0	1	7	22	0	29	86
% App. Total	6.7	0	93.3		0	82.9	17.1		0	100	0		24.1	75.9	0		
PHF	.250	.000	.583	.536	.000	.773	.583	.732	.000	.250	.000	.250	.583	.500	.000	.604	.768

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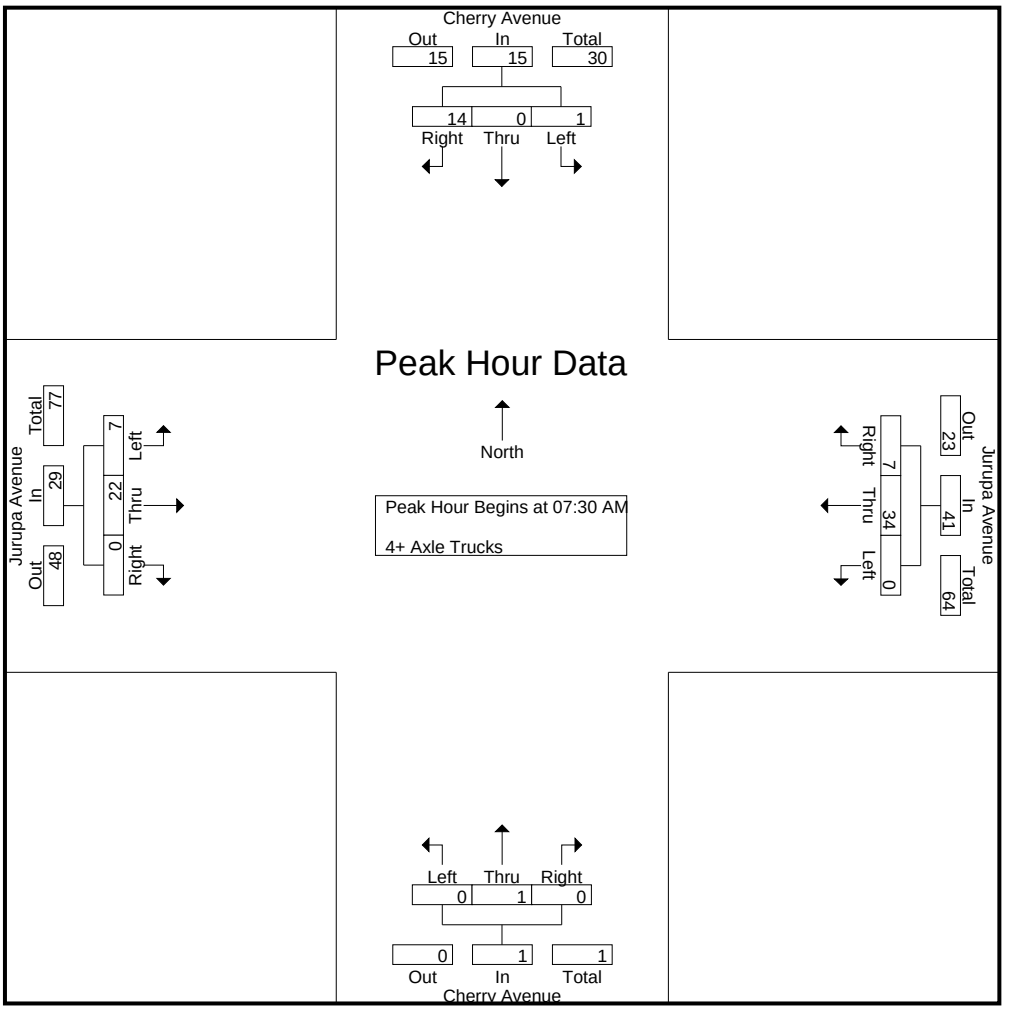
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
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	2	2	0	**11**	**3**	**14**	0	**1**	0	**1**	**3**	4	0	7
+15 mins.	0	0	2	2	0	7	1	8	0	0	0	0	2	4	0	6
+30 mins.	0	0	4	4	0	10	0	10	0	0	0	0	1	3	0	4
+45 mins.	**1**	0	**6**	**7**	0	6	3	9	0	0	0	0	1	**11**	0	**12**
Total Volume	1	0	14	15	0	34	7	41	0	1	0	1	7	22	0	29
% App. Total	6.7	0	93.3		0	82.9	17.1		0	100	0		24.1	75.9	0	
PHF	.250	.000	.583	.536	.000	.773	.583	.732	.000	.250	.000	.250	.583	.500	.000	.604

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City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	48	92	41	181	26	88	16	130	14	74	18	106	51	201	14	266	683
04:15 PM	46	94	45	185	20	82	11	113	14	51	14	79	40	167	14	221	598
04:30 PM	41	109	52	202	13	99	11	123	16	62	10	88	40	169	14	223	636
04:45 PM	60	137	54	251	18	78	16	112	14	57	16	87	49	158	20	227	677
Total	195	432	192	819	77	347	54	478	58	244	58	360	180	695	62	937	2594
05:00 PM	48	103	53	204	20	113	21	154	11	61	9	81	39	153	17	209	648
05:15 PM	52	136	43	231	18	82	10	110	14	55	14	83	37	139	25	201	625
05:30 PM	37	107	40	184	17	87	14	118	6	52	13	71	47	109	15	171	544
05:45 PM	48	89	51	188	20	109	18	147	20	54	7	81	42	114	11	167	583
Total	185	435	187	807	75	391	63	529	51	222	43	316	165	515	68	748	2400
Grand Total	380	867	379	1626	152	738	117	1007	109	466	101	676	345	1210	130	1685	4994
Apprch %	23.4	53.3	23.3		15.1	73.3	11.6		16.1	68.9	14.9		20.5	71.8	7.7		
Total %	7.6	17.4	7.6	32.6	3	14.8	2.3	20.2	2.2	9.3	2	13.5	6.9	24.2	2.6	33.7	
Passenger Vehicles	377	859	336	1572	149	636	99	884	108	456	98	662	301	1041	128	1470	4588
% Passenger Vehicles	99.2	99.1	88.7	96.7	98	86.2	84.6	87.8	99.1	97.9	97	97.9	87.2	86	98.5	87.2	91.9
Large 2 Axle Vehicles	1	6	13	20	3	25	2	30	1	8	2	11	6	35	2	43	104
% Large 2 Axle Vehicles	0.3	0.7	3.4	1.2	2	3.4	1.7	3	0.9	1.7	2	1.6	1.7	2.9	1.5	2.6	2.1
3 Axle Vehicles	0	1	14	15	0	18	5	23	0	1	1	2	11	21	0	32	72
% 3 Axle Vehicles	0	0.1	3.7	0.9	0	2.4	4.3	2.3	0	0.2	1	0.3	3.2	1.7	0	1.9	1.4
4+ Axle Trucks	2	1	16	19	0	59	11	70	0	1	0	1	27	113	0	140	230
% 4+ Axle Trucks	0.5	0.1	4.2	1.2	0	8	9.4	7	0	0.2	0	0.1	7.8	9.3	0	8.3	4.6

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	48	92	41	181	**26**	88	**16**	**130**	14	**74**	**18**	**106**	**51**	**201**	14	**266**	**683**
04:15 PM	46	94	45	185	20	82	11	113	14	51	14	79	40	167	14	221	598
04:30 PM	41	109	52	202	13	**99**	11	123	**16**	62	10	88	40	169	14	223	636
04:45 PM	**60**	**137**	**54**	**251**	18	78	16	112	14	57	16	87	49	158	**20**	227	677
Total Volume	195	432	192	819	77	347	54	478	58	244	58	360	180	695	62	937	2594
% App. Total	23.8	52.7	23.4		16.1	72.6	11.3		16.1	67.8	16.1		19.2	74.2	6.6		
PHF	.813	.788	.889	.816	.740	.876	.844	.919	.906	.824	.806	.849	.882	.864	.775	.881	.949

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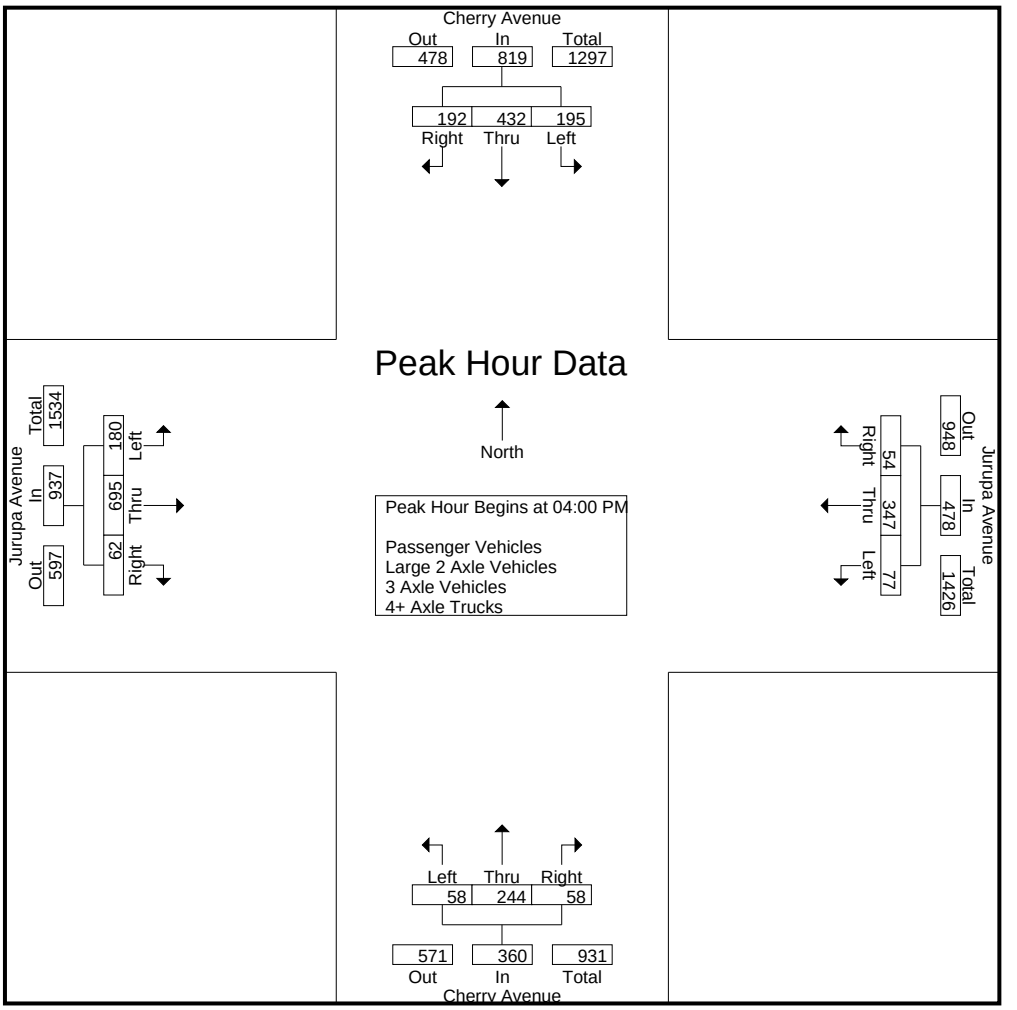
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:30 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	41	109	52	202	**20**	**113**	**21**	**154**	14	**74**	**18**	**106**	**51**	**201**	14	**266**
+15 mins.	**60**	**137**	**54**	**251**	18	82	10	110	14	51	14	79	40	167	14	221
+30 mins.	48	103	53	204	17	87	14	118	**16**	62	10	88	40	169	14	223
+45 mins.	52	136	43	231	20	109	18	147	14	57	16	87	49	158	**20**	227
Total Volume	201	485	202	888	75	391	63	529	58	244	58	360	180	695	62	937
% App. Total	22.6	54.6	22.7		14.2	73.9	11.9		16.1	67.8	16.1		19.2	74.2	6.6	
PHF	.838	.885	.935	.884	.938	.865	.750	.859	.906	.824	.806	.849	.882	.864	.775	.881

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City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	90	38	175	26	79	9	114	14	70	18	102	43	166	14	223	614
04:15 PM	46	94	41	181	20	70	10	100	14	50	14	78	37	147	14	198	557
04:30 PM	41	109	47	197	12	83	8	103	16	61	9	86	31	142	13	186	572
04:45 PM	60	136	47	243	17	68	15	100	14	56	16	86	43	141	20	204	633
Total	194	429	173	796	75	300	42	417	58	237	57	352	154	596	61	811	2376
05:00 PM	48	102	47	197	20	96	19	135	11	60	9	80	34	130	16	180	592
05:15 PM	51	134	35	220	18	73	9	100	13	54	13	80	31	121	25	177	577
05:30 PM	36	106	34	176	16	76	12	104	6	52	13	71	43	97	15	155	506
05:45 PM	48	88	47	183	20	91	17	128	20	53	6	79	39	97	11	147	537
Total	183	430	163	776	74	336	57	467	50	219	41	310	147	445	67	659	2212
Grand Total	377	859	336	1572	149	636	99	884	108	456	98	662	301	1041	128	1470	4588
Apprch %	24	54.6	21.4		16.9	71.9	11.2		16.3	68.9	14.8		20.5	70.8	8.7		
Total %	8.2	18.7	7.3	34.3	3.2	13.9	2.2	19.3	2.4	9.9	2.1	14.4	6.6	22.7	2.8	32	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	47	90	38	175	**26**	79	9	**114**	14	**70**	**18**	**102**	**43**	**166**	14	**223**	614
04:15 PM	46	94	41	181	20	70	10	100	14	50	14	78	37	147	14	198	557
04:30 PM	41	109	**47**	197	12	**83**	8	103	**16**	61	9	86	31	142	13	186	572
04:45 PM	**60**	**136**	47	**243**	17	68	**15**	100	14	56	16	86	43	141	**20**	204	**633**
Total Volume	194	429	173	796	75	300	42	417	58	237	57	352	154	596	61	811	2376
% App. Total	24.4	53.9	21.7		18	71.9	10.1		16.5	67.3	16.2		19	73.5	7.5		
PHF	.808	.789	.920	.819	.721	.904	.700	.914	.906	.846	.792	.863	.895	.898	.763	.909	.938

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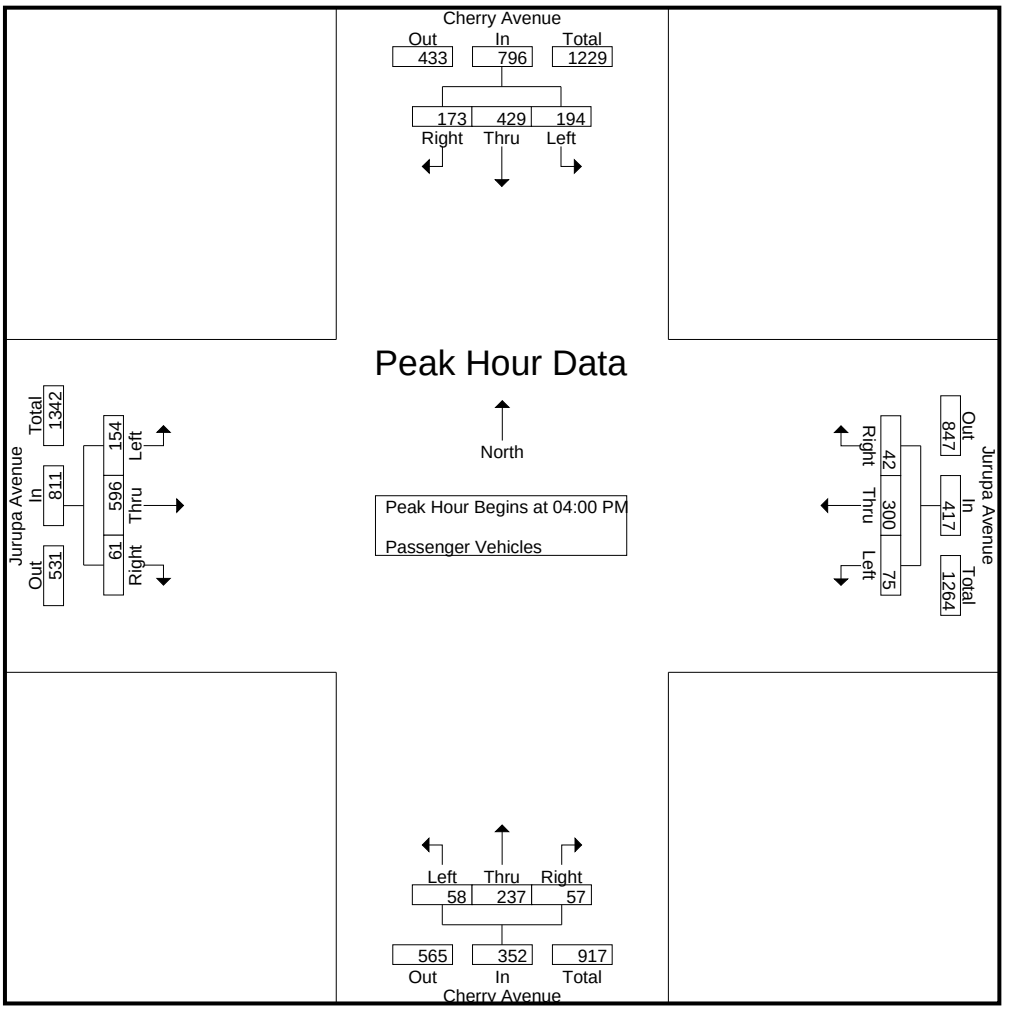
City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	47	90	38	175	**26**	79	9	**114**	14	**70**	**18**	**102**	**43**	**166**	14	**223**
+15 mins.	46	94	41	181	20	70	10	100	14	50	14	78	37	147	14	198
+30 mins.	41	109	**47**	197	12	**83**	8	103	**16**	61	9	86	31	142	13	186
+45 mins.	**60**	**136**	47	**243**	17	68	**15**	100	14	56	16	86	43	141	**20**	204
Total Volume	194	429	173	796	75	300	42	417	58	237	57	352	154	596	61	811
% App. Total	24.4	53.9	21.7		18	71.9	10.1		16.5	67.3	16.2		19	73.5	7.5	
PHF	.808	.789	.920	.819	.721	.904	.700	.914	.906	.846	.792	.863	.895	.898	.763	.909

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

City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	4	1	5	0	2	0	2	4	10	0	14	22
04:15 PM	0	0	2	2	0	2	0	2	0	1	0	1	0	1	0	1	6
04:30 PM	0	0	3	3	1	2	0	3	0	1	1	2	0	6	1	7	15
04:45 PM	0	1	3	4	1	4	1	6	0	1	0	1	0	3	0	3	14
Total	0	2	8	10	2	12	2	16	0	5	1	6	4	20	1	25	57
05:00 PM	0	1	2	3	0	3	0	3	0	1	0	1	0	6	1	7	14
05:15 PM	1	2	1	4	0	2	0	2	1	1	0	2	2	3	0	5	13
05:30 PM	0	0	2	2	1	2	0	3	0	0	0	0	0	3	0	3	8
05:45 PM	0	1	0	1	0	6	0	6	0	1	1	2	0	3	0	3	12
Total	1	4	5	10	1	13	0	14	1	3	1	5	2	15	1	18	47
Grand Total	1	6	13	20	3	25	2	30	1	8	2	11	6	35	2	43	104
Apprch %	5	30	65		10	83.3	6.7		9.1	72.7	18.2		14	81.4	4.7		
Total %	1	5.8	12.5	19.2	2.9	24	1.9	28.8	1	7.7	1.9	10.6	5.8	33.7	1.9	41.3	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	1	0	**4**	**1**	5	0	**2**	0	**2**	**4**	**10**	0	**14**	**22**
04:15 PM	0	0	2	2	0	2	0	2	0	1	0	1	0	1	0	1	6
04:30 PM	0	0	**3**	3	**1**	2	0	3	0	1	**1**	2	0	6	**1**	7	15
04:45 PM	0	1	3	**4**	1	4	1	**6**	0	1	0	1	0	3	0	3	14
Total Volume	0	2	8	10	2	12	2	16	0	5	1	6	4	20	1	25	57
% App. Total	0	20	80		12.5	75	12.5		0	83.3	16.7		16	80	4		
PHF	.000	.500	.667	.625	.500	.750	.500	.667	.000	.625	.250	.750	.250	.500	.250	.446	.648

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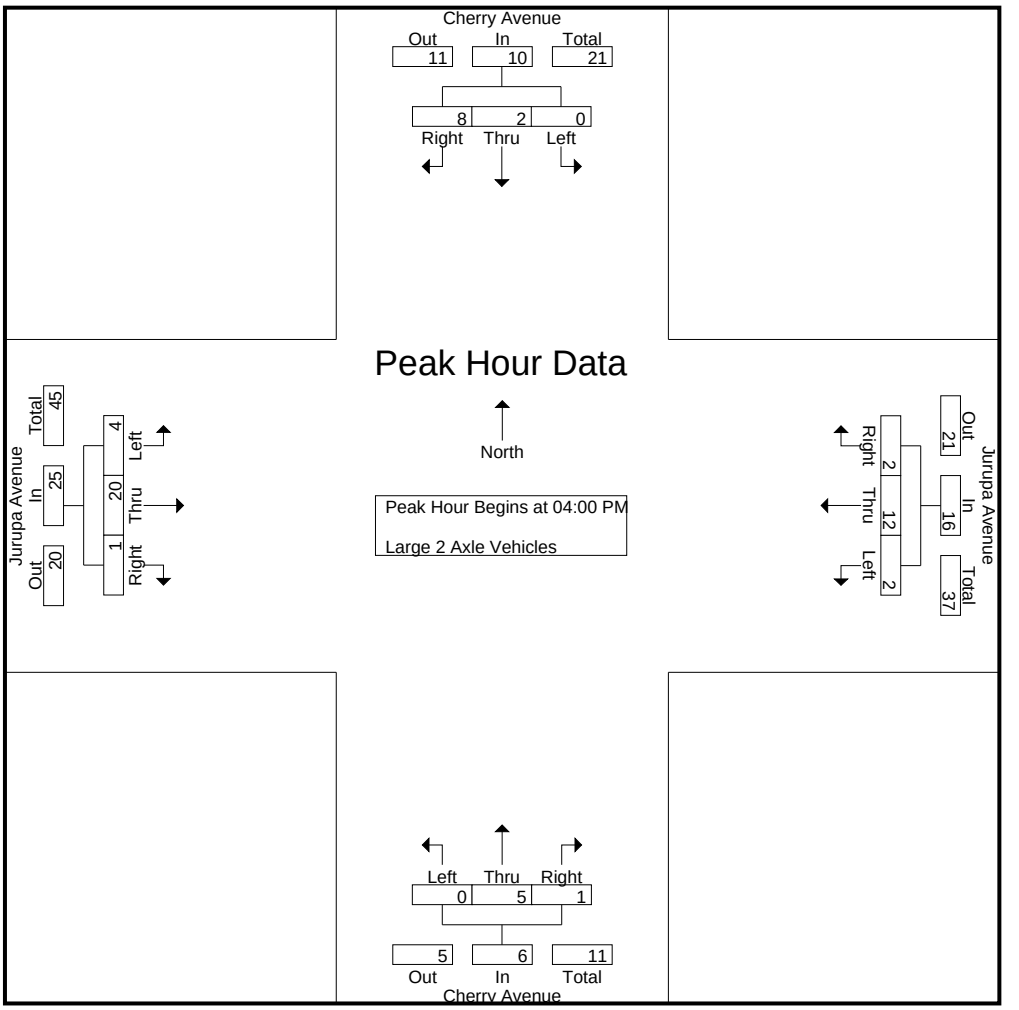
City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	1	0	**4**	**1**	5	0	**2**	0	**2**	**4**	**10**	0	**14**
+15 mins.	0	0	2	2	0	2	0	2	0	1	0	1	0	1	0	1
+30 mins.	0	0	**3**	3	**1**	2	0	3	0	1	**1**	2	0	6	**1**	7
+45 mins.	0	1	3	**4**	1	4	1	**6**	0	1	0	1	0	3	0	3
Total Volume	0	2	8	10	2	12	2	16	0	5	1	6	4	20	1	25
% App. Total	0	20	80		12.5	75	12.5		0	83.3	16.7		16	80	4	
PHF	.000	.500	.667	.625	.500	.750	.500	.667	.000	.625	.250	.750	.250	.500	.250	.446

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City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- 3 Axle Vehicles

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	1	1	0	1	0	1	1	5	0	6	10
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	2	4	0	6	8
04:30 PM	0	0	0	0	0	7	1	8	0	0	0	0	1	4	0	5	13
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	1	2	0	3	6
Total	0	1	5	6	0	8	2	10	0	1	0	1	5	15	0	20	37
05:00 PM	0	0	1	1	0	3	1	4	0	0	0	0	1	1	0	2	7
05:15 PM	0	0	3	3	0	2	0	2	0	0	1	1	2	4	0	6	12
05:30 PM	0	0	2	2	0	4	1	5	0	0	0	0	2	0	0	2	9
05:45 PM	0	0	3	3	0	1	1	2	0	0	0	0	1	1	0	2	7
Total	0	0	9	9	0	10	3	13	0	0	1	1	6	6	0	12	35
Grand Total	0	1	14	15	0	18	5	23	0	1	1	2	11	21	0	32	72
Apprch %	0	6.7	93.3		0	78.3	21.7		0	50	50		34.4	65.6	0		
Total %	0	1.4	19.4	20.8	0	25	6.9	31.9	0	1.4	1.4	2.8	15.3	29.2	0	44.4	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	1	2	0	0	**1**	1	0	**1**	0	**1**	1	**5**	0	**6**	10
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	**2**	4	0	6	8
04:30 PM	0	0	0	0	0	**7**	1	**8**	0	0	0	0	1	4	0	5	**13**
04:45 PM	0	0	**3**	**3**	0	0	0	0	0	0	0	0	1	2	0	3	6
Total Volume	0	1	5	6	0	8	2	10	0	1	0	1	5	15	0	20	37
% App. Total	0	16.7	83.3		0	80	20		0	100	0		25	75	0		
PHF	.000	.250	.417	.500	.000	.286	.500	.313	.000	.250	.000	.250	.625	.750	.000	.833	.712

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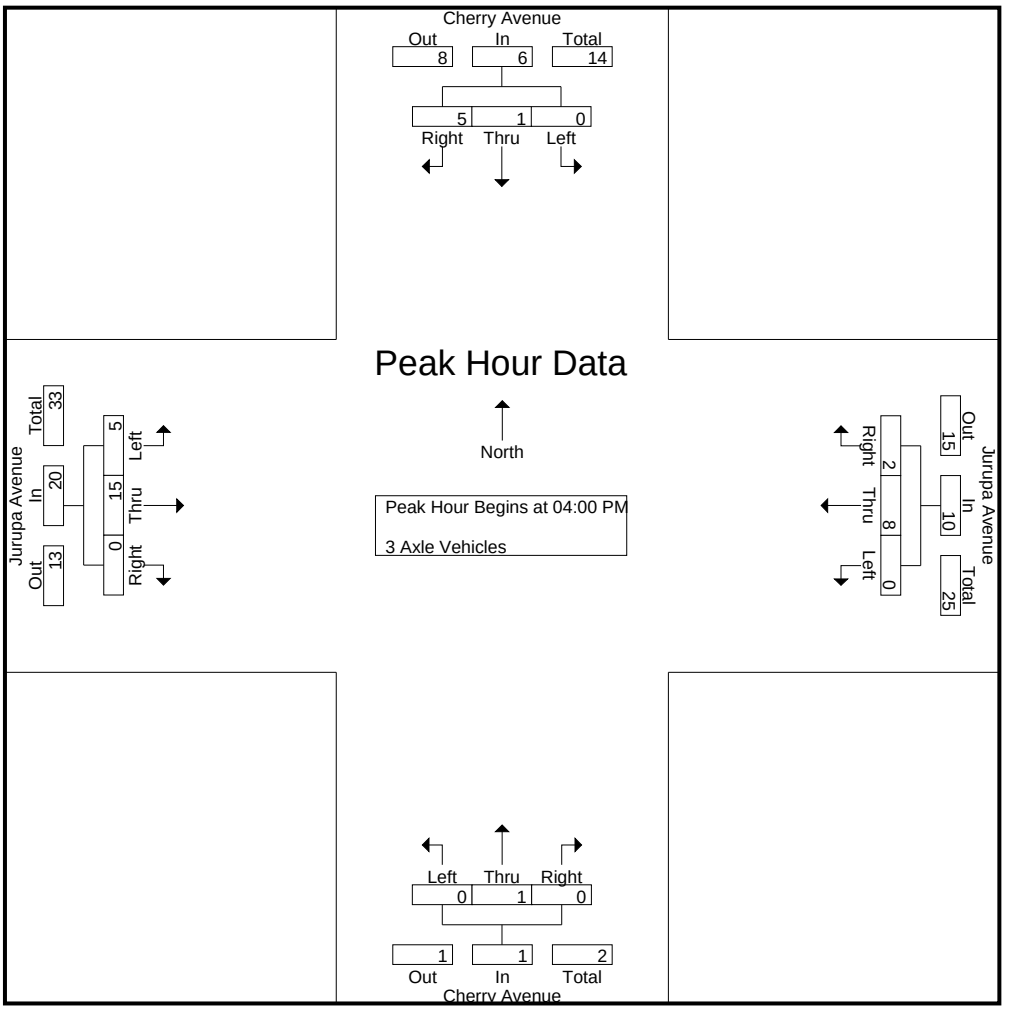
City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	1	2	0	0	**1**	1	0	**1**	0	**1**	1	**5**	0	**6**
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	**2**	4	0	6
+30 mins.	0	0	0	0	0	**7**	1	**8**	0	0	0	0	1	4	0	5
+45 mins.	0	0	**3**	**3**	0	0	0	0	0	0	0	0	1	2	0	3
Total Volume	0	1	5	6	0	8	2	10	0	1	0	1	5	15	0	20
% App. Total	0	16.7	83.3		0	80	20		0	100	0		25	75	0	
PHF	.000	.250	.417	.500	.000	.286	.500	.313	.000	.250	.000	.250	.625	.750	.000	.833

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City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	2	3	0	5	5	10	0	1	0	1	3	20	0	23	37
04:15 PM	0	0	1	1	0	9	1	10	0	0	0	0	1	15	0	16	27
04:30 PM	0	0	2	2	0	7	2	9	0	0	0	0	8	17	0	25	36
04:45 PM	0	0	1	1	0	6	0	6	0	0	0	0	5	12	0	17	24
Total	1	0	6	7	0	27	8	35	0	1	0	1	17	64	0	81	124
05:00 PM	0	0	3	3	0	11	1	12	0	0	0	0	4	16	0	20	35
05:15 PM	0	0	4	4	0	5	1	6	0	0	0	0	2	11	0	13	23
05:30 PM	1	1	2	4	0	5	1	6	0	0	0	0	2	9	0	11	21
05:45 PM	0	0	1	1	0	11	0	11	0	0	0	0	2	13	0	15	27
Total	1	1	10	12	0	32	3	35	0	0	0	0	10	49	0	59	106
Grand Total	2	1	16	19	0	59	11	70	0	1	0	1	27	113	0	140	230
Apprch %	10.5	5.3	84.2		0	84.3	15.7		0	100	0		19.3	80.7	0		
Total %	0.9	0.4	7	8.3	0	25.7	4.8	30.4	0	0.4	0	0.4	11.7	49.1	0	60.9	

	Cherry Avenue Southbound				Jurupa Avenue Westbound				Cherry Avenue Northbound				Jurupa Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	**2**	**3**	0	5	**5**	**10**	0	**1**	0	**1**	3	**20**	0	23	**37**
04:15 PM	0	0	1	1	0	**9**	1	10	0	0	0	0	1	15	0	16	27
04:30 PM	0	0	2	2	0	7	2	9	0	0	0	0	**8**	17	0	**25**	36
04:45 PM	0	0	1	1	0	6	0	6	0	0	0	0	5	12	0	17	24
Total Volume	1	0	6	7	0	27	8	35	0	1	0	1	17	64	0	81	124
% App. Total	14.3	0	85.7		0	77.1	22.9		0	100	0		21	79	0		
PHF	.250	.000	.750	.583	.000	.750	.400	.875	.000	.250	.000	.250	.531	.800	.000	.810	.838

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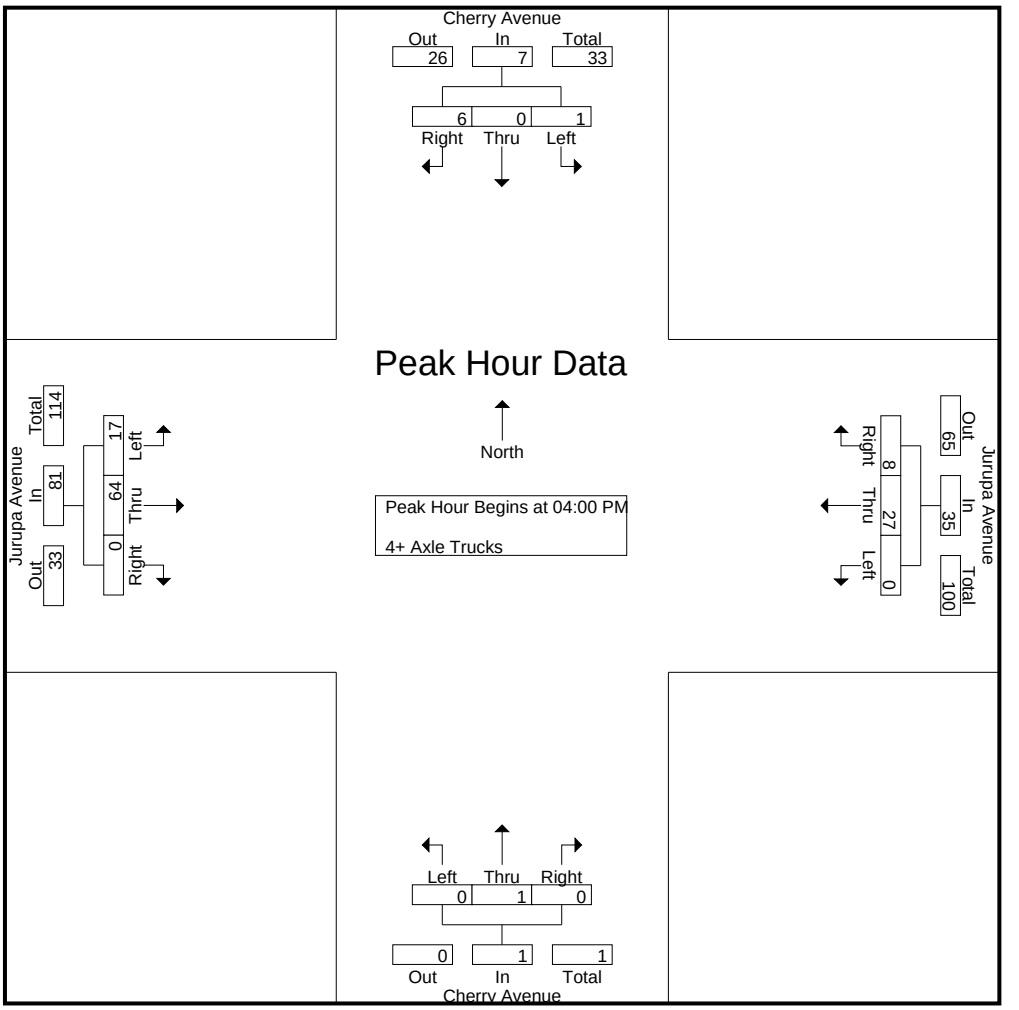
City of Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_FON_Cherry_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	**2**	**3**	0	5	**5**	**10**	0	**1**	0	**1**	3	**20**	0	23
+15 mins.	0	0	1	1	0	**9**	1	10	0	0	0	0	1	15	0	16
+30 mins.	0	0	2	2	0	7	2	9	0	0	0	0	**8**	17	0	**25**
+45 mins.	0	0	1	1	0	6	0	6	0	0	0	0	5	12	0	17
Total Volume	1	0	6	7	0	27	8	35	0	1	0	1	17	64	0	81
% App. Total	14.3	0	85.7		0	77.1	22.9		0	100	0		21	79	0	
PHF	.250	.000	.750	.583	.000	.750	.400	.875	.000	.250	.000	.250	.531	.800	.000	.810

Location: Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue

Date: 5/28/2023
Day: Tuesday

PEDESTRIANS

	North Leg Cherry Avenue	East Leg Jurupa Avenue	South Leg Cherry Avenue	West Leg Jurupa Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	2	0	0	4
7:15 AM	0	0	0	3	3
7:30 AM	4	3	1	3	11
7:45 AM	1	1	0	6	8
8:00 AM	0	0	0	20	20
8:15 AM	2	2	0	15	19
8:30 AM	0	0	2	2	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	9	8	3	49	69

	North Leg Cherry Avenue	East Leg Jurupa Avenue	South Leg Cherry Avenue	West Leg Jurupa Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	8	9
4:15 PM	0	0	0	4	4
4:30 PM	0	1	0	4	5
4:45 PM	0	0	0	5	5
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	12	1	13
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	1	14	22	37

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Location: Fontana
N/S: Cherry Avenue
E/W: Jurupa Avenue

Date: 5/28/2023
Day: Tuesday

BICYCLES

	Southbound Cherry Avenue			Westbound Jurupa Avenue			Northbound Cherry Avenue			Eastbound Jurupa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	1	0	0	0	0	0	3
7:45 AM	0	0	0	0	1	0	2	1	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	1	0	0	1	0	1	4
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	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	4	0	4	1	0	1	0	1	12

	Southbound Cherry Avenue			Westbound Jurupa Avenue			Northbound Cherry Avenue			Eastbound Jurupa Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	2	0	0	0	1	0	3

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City of Fontana
N/S: Redwood Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	114	4	118	5	64	69	187
07:15 AM	2	6	8	138	0	138	4	63	67	213
07:30 AM	0	2	2	175	0	175	7	110	117	294
07:45 AM	0	3	3	137	0	137	6	101	107	247
Total	2	11	13	564	4	568	22	338	360	941
08:00 AM	1	4	5	153	1	154	3	82	85	244
08:15 AM	2	0	2	154	0	154	7	105	112	268
08:30 AM	0	5	5	132	1	133	4	98	102	240
08:45 AM	0	7	7	91	1	92	4	67	71	170
Total	3	16	19	530	3	533	18	352	370	922
Grand Total	5	27	32	1094	7	1101	40	690	730	1863
Apprch %	15.6	84.4		99.4	0.6		5.5	94.5		
Total %	0.3	1.4	1.7	58.7	0.4	59.1	2.1	37	39.2	
Passenger Vehicles	2	16	18	950	6	956	31	599	630	1604
% Passenger Vehicles	40	59.3	56.2	86.8	85.7	86.8	77.5	86.8	86.3	86.1
Large 2 Axle Vehicles	0	3	3	43	0	43	5	28	33	79
% Large 2 Axle Vehicles	0	11.1	9.4	3.9	0	3.9	12.5	4.1	4.5	4.2
3 Axle Vehicles	1	4	5	17	1	18	0	13	13	36
% 3 Axle Vehicles	20	14.8	15.6	1.6	14.3	1.6	0	1.9	1.8	1.9
4+ Axle Trucks	2	4	6	84	0	84	4	50	54	144
% 4+ Axle Trucks	40	14.8	18.8	7.7	0	7.6	10	7.2	7.4	7.7

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	2	2	**175**	0	**175**	**7**	**110**	**117**	**294**
07:45 AM	0	3	3	137	0	137	6	101	107	247
08:00 AM	1	**4**	**5**	153	**1**	154	3	82	85	244
08:15 AM	**2**	0	2	154	0	154	7	105	112	268
Total Volume	3	9	12	619	1	620	23	398	421	1053
% App. Total	25	75		99.8	0.2		5.5	94.5		
PHF	.375	.563	.600	.884	.250	.886	.821	.905	.900	.895

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City of Fontana
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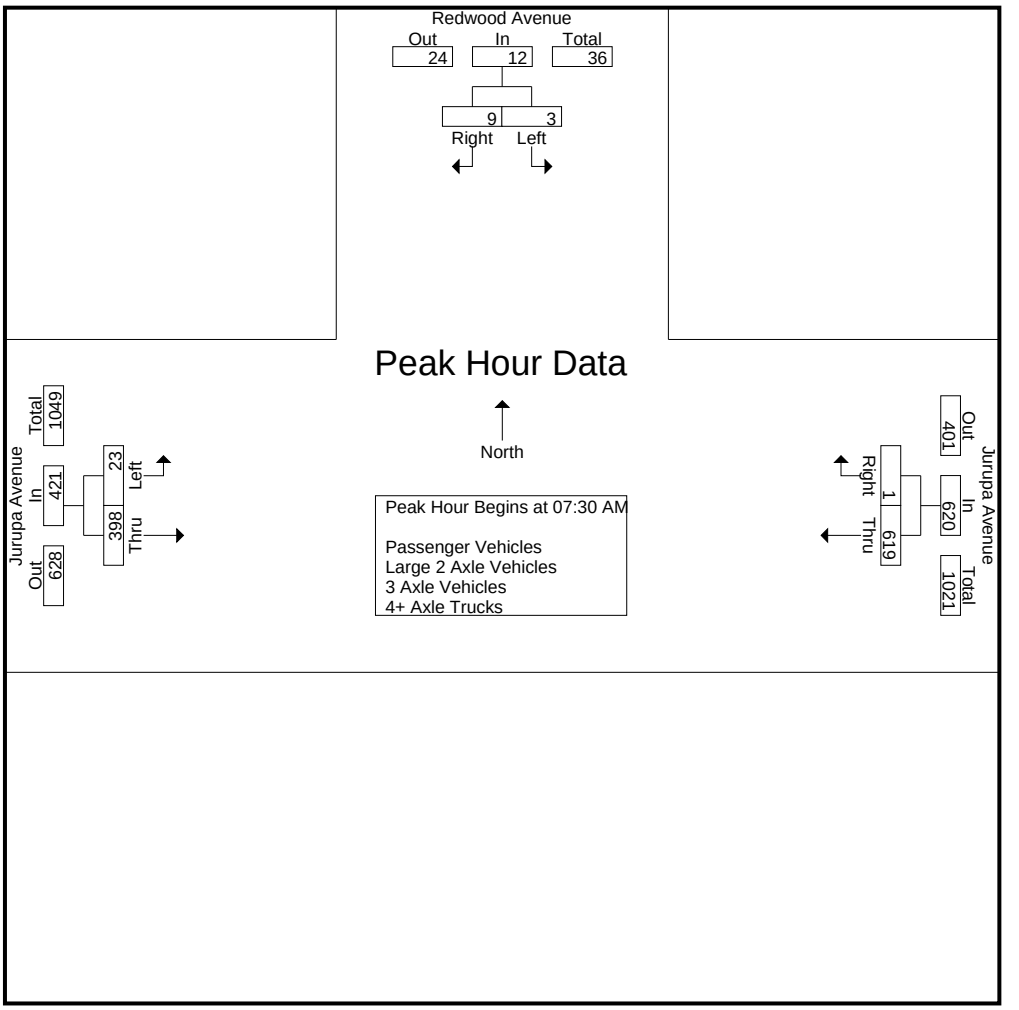
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	08:00 AM			07:30 AM			07:30 AM		
+0 mins.	1	4	5	**175**	0	**175**	**7**	**110**	**117**
+15 mins.	**2**	0	2	137	0	137	6	101	107
+30 mins.	0	5	5	153	**1**	154	3	82	85
+45 mins.	0	**7**	**7**	154	0	154	7	105	112
Total Volume	3	16	19	619	1	620	23	398	421
% App. Total	15.8	84.2		99.8	0.2		5.5	94.5	
PHF	.375	.571	.679	.884	.250	.886	.821	.905	.900

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Weather: Clear

File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	100	4	104	5	58	63	167
07:15 AM	1	3	4	122	0	122	3	51	54	180
07:30 AM	0	1	1	155	0	155	4	100	104	260
07:45 AM	0	1	1	125	0	125	5	90	95	221
Total	1	5	6	502	4	506	17	299	316	828
08:00 AM	0	3	3	133	1	134	2	73	75	212
08:15 AM	1	0	1	138	0	138	6	88	94	233
08:30 AM	0	2	2	108	1	109	3	87	90	201
08:45 AM	0	6	6	69	0	69	3	52	55	130
Total	1	11	12	448	2	450	14	300	314	776
Grand Total	2	16	18	950	6	956	31	599	630	1604
Apprch %	11.1	88.9		99.4	0.6		4.9	95.1		
Total %	0.1	1	1.1	59.2	0.4	59.6	1.9	37.3	39.3	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	1	1	**155**	0	**155**	4	**100**	**104**	**260**
07:45 AM	0	1	1	125	0	125	5	90	95	221
08:00 AM	0	**3**	**3**	133	**1**	134	2	73	75	212
08:15 AM	**1**	0	1	138	0	138	**6**	88	94	233
Total Volume	1	5	6	551	1	552	17	351	368	926
% App. Total	16.7	83.3		99.8	0.2		4.6	95.4		
PHF	.250	.417	.500	.889	.250	.890	.708	.878	.885	.890

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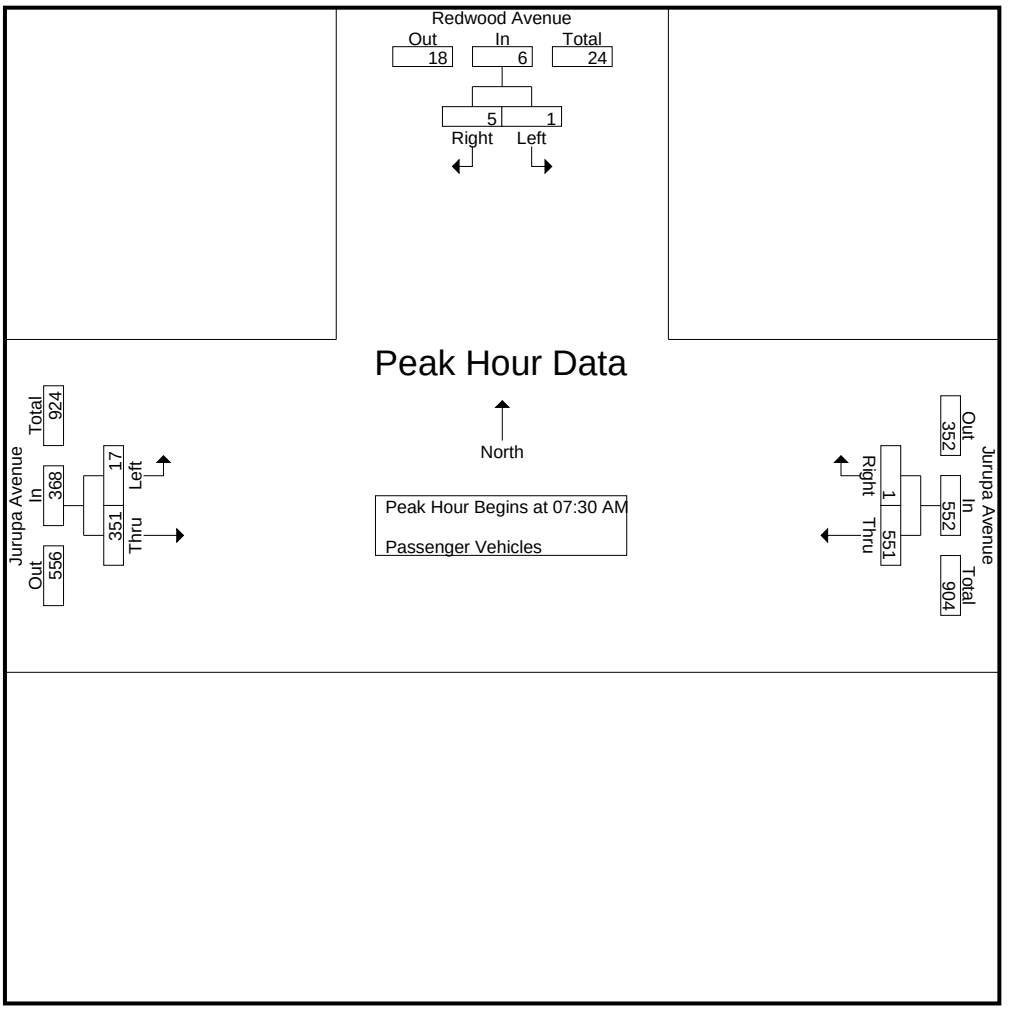
File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	1	1	**155**	0	**155**	4	**100**	**104**
+15 mins.	0	1	1	125	0	125	5	90	95
+30 mins.	0	**3**	**3**	133	**1**	134	2	73	75
+45 mins.	**1**	0	1	138	0	138	**6**	88	94
Total Volume	1	5	6	551	1	552	17	351	368
% App. Total	16.7	83.3		99.8	0.2		4.6	95.4	
PHF	.250	.417	.500	.889	.250	.890	.708	.878	.885

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File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	0	0	3
07:15 AM	0	1	1	6	0	6	0	3	3	10
07:30 AM	0	0	0	3	0	3	2	4	6	9
07:45 AM	0	1	1	4	0	4	1	5	6	11
Total	0	2	2	16	0	16	3	12	15	33
08:00 AM	0	0	0	8	0	8	1	5	6	14
08:15 AM	0	0	0	4	0	4	0	2	2	6
08:30 AM	0	1	1	5	0	5	1	4	5	11
08:45 AM	0	0	0	10	0	10	0	5	5	15
Total	0	1	1	27	0	27	2	16	18	46
Grand Total	0	3	3	43	0	43	5	28	33	79
Apprch %	0	100		100	0		15.2	84.8		
Total %	0	3.8	3.8	54.4	0	54.4	6.3	35.4	41.8	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	3	0	3	**2**	4	**6**	9
07:45 AM	0	**1**	**1**	4	0	4	1	**5**	6	11
08:00 AM	0	0	0	**8**	0	**8**	1	5	6	**14**
08:15 AM	0	0	0	4	0	4	0	2	2	6
Total Volume	0	1	1	19	0	19	4	16	20	40
% App. Total	0	100		100	0		20	80		
PHF	.000	.250	.250	.594	.000	.594	.500	.800	.833	.714

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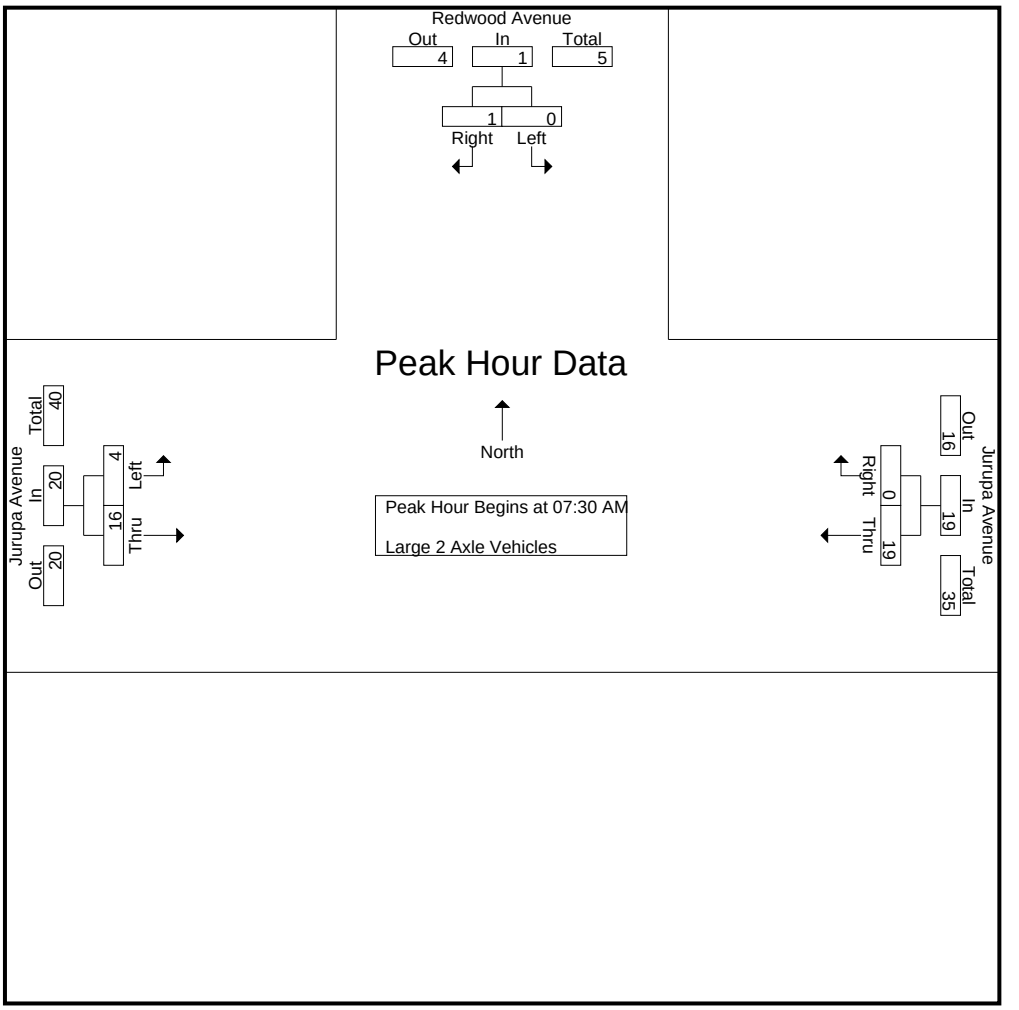
File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	0	0	3	0	3	**2**	4	**6**
+15 mins.	0	**1**	**1**	4	0	4	1	**5**	6
+30 mins.	0	0	0	**8**	0	**8**	1	5	6
+45 mins.	0	0	0	4	0	4	0	2	2
Total Volume	0	1	1	19	0	19	4	16	20
% App. Total	0	100		100	0		20	80	
PHF	.000	.250	.250	.594	.000	.594	.500	.800	.833

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File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- 3 Axle Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	3	3	6
07:15 AM	0	1	1	1	0	1	0	0	0	2
07:30 AM	0	0	0	2	0	2	0	2	2	4
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	1	1	7	0	7	0	7	7	15
08:00 AM	1	1	2	3	0	3	0	1	1	6
08:15 AM	0	0	0	4	0	4	0	2	2	6
08:30 AM	0	2	2	3	0	3	0	1	1	6
08:45 AM	0	0	0	0	1	1	0	2	2	3
Total	1	3	4	10	1	11	0	6	6	21
Grand Total	1	4	5	17	1	18	0	13	13	36
Apprch %	20	80		94.4	5.6		0	100		
Total %	2.8	11.1	13.9	47.2	2.8	50	0	36.1	36.1	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	2	0	2	0	**2**	**2**	4
07:45 AM	0	0	0	1	0	1	0	2	2	3
08:00 AM	**1**	**1**	**2**	3	0	3	0	1	1	**6**
08:15 AM	0	0	0	**4**	0	**4**	0	2	2	6
Total Volume	1	1	2	10	0	10	0	7	7	19
% App. Total	50	50		100	0		0	100		
PHF	.250	.250	.250	.625	.000	.625	.000	.875	.875	.792

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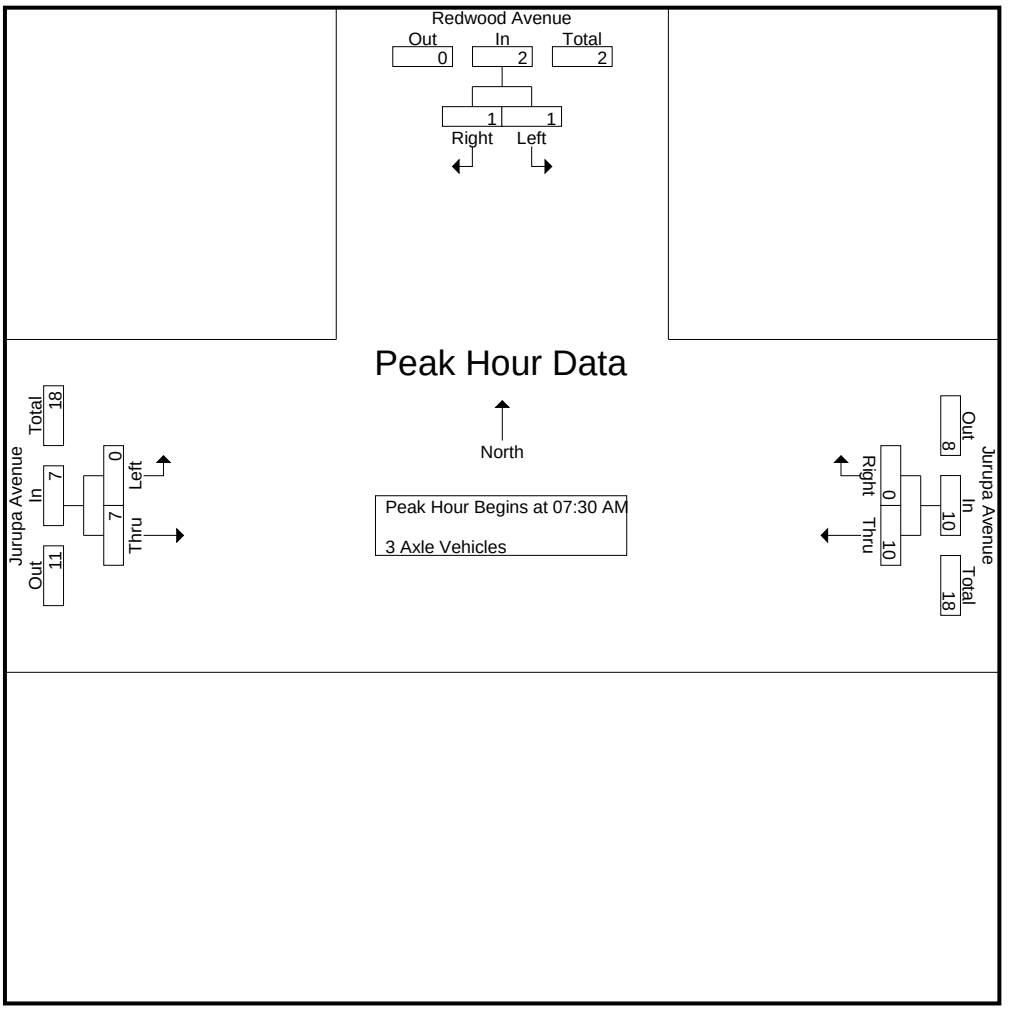
File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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		
+0 mins.	0	0	0	2	0	2	0	**2**	**2**
+15 mins.	0	0	0	1	0	1	0	2	2
+30 mins.	**1**	**1**	**2**	3	0	3	0	1	1
+45 mins.	0	0	0	**4**	0	**4**	0	2	2
Total Volume	1	1	2	10	0	10	0	7	7
% App. Total	50	50		100	0		0	100	
PHF	.250	.250	.250	.625	.000	.625	.000	.875	.875

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Weather: Clear

File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	8	0	8	0	3	3	11
07:15 AM	1	1	2	9	0	9	1	9	10	21
07:30 AM	0	1	1	15	0	15	1	4	5	21
07:45 AM	0	1	1	7	0	7	0	4	4	12
Total	1	3	4	39	0	39	2	20	22	65
08:00 AM	0	0	0	9	0	9	0	3	3	12
08:15 AM	1	0	1	8	0	8	1	13	14	23
08:30 AM	0	0	0	16	0	16	0	6	6	22
08:45 AM	0	1	1	12	0	12	1	8	9	22
Total	1	1	2	45	0	45	2	30	32	79
Grand Total	2	4	6	84	0	84	4	50	54	144
Apprch %	33.3	66.7		100	0		7.4	92.6		
Total %	1.4	2.8	4.2	58.3	0	58.3	2.8	34.7	37.5	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	**1**	**1**	**15**	0	**15**	**1**	4	5	21
07:45 AM	0	1	1	7	0	7	0	4	4	12
08:00 AM	0	0	0	9	0	9	0	3	3	12
08:15 AM	**1**	0	1	8	0	8	1	**13**	**14**	**23**
Total Volume	1	2	3	39	0	39	2	24	26	68
% App. Total	33.3	66.7		100	0		7.7	92.3		
PHF	.250	.500	.750	.650	.000	.650	.500	.462	.464	.739

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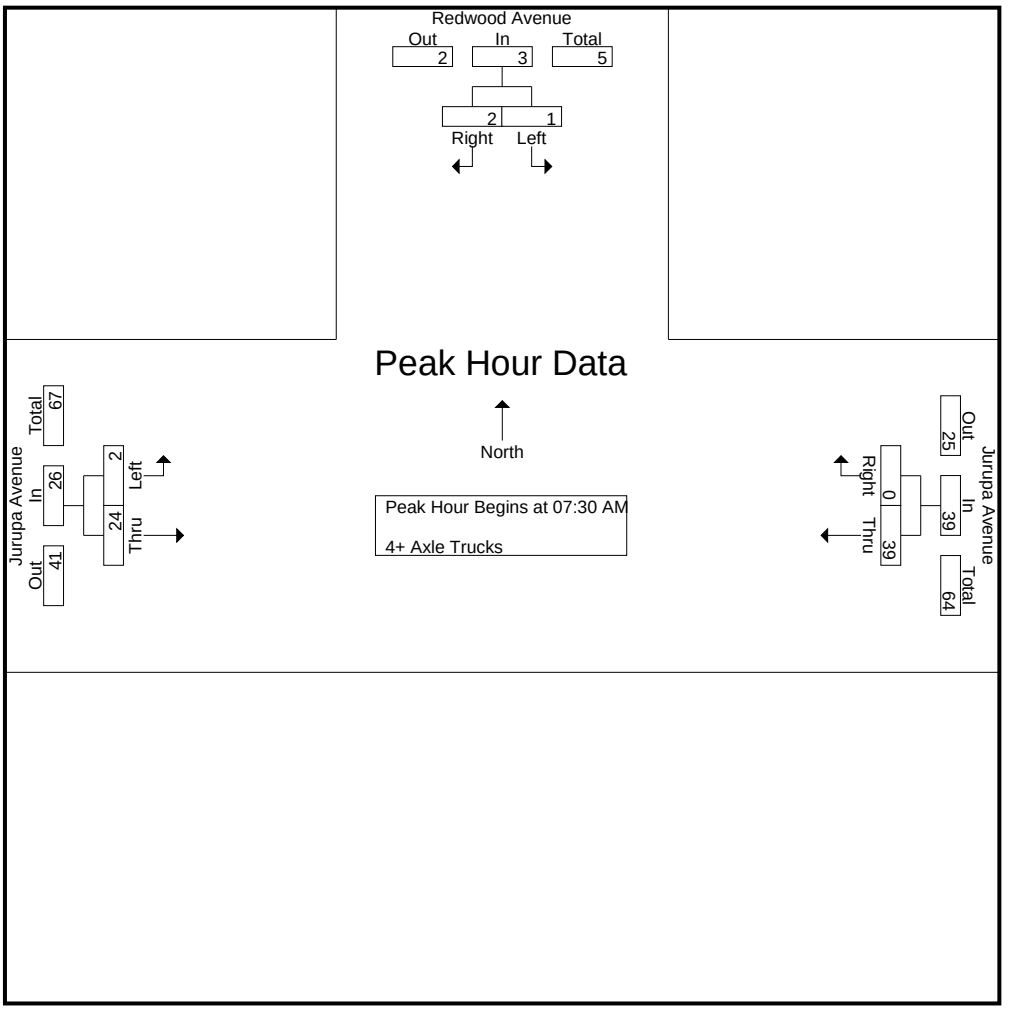
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur AM
Site Code : 99923265
Start Date : 3/28/2023
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		
+0 mins.	0	**1**	**1**	**15**	0	**15**	**1**	4	5
+15 mins.	0	1	1	7	0	7	0	4	4
+30 mins.	0	0	0	9	0	9	0	3	3
+45 mins.	**1**	0	1	8	0	8	1	**13**	**14**
Total Volume	1	2	3	39	0	39	2	24	26
% App. Total	33.3	66.7		100	0		7.7	92.3	
PHF	.250	.500	.750	.650	.000	.650	.500	.462	.464

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N/S: Redwood Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

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

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	12	15	123	4	127	4	281	285	427
04:15 PM	1	3	4	110	0	110	0	232	232	346
04:30 PM	1	7	8	111	1	112	6	219	225	345
04:45 PM	1	3	4	116	2	118	2	244	246	368
Total	6	25	31	460	7	467	12	976	988	1486
05:00 PM	1	3	4	151	1	152	2	215	217	373
05:15 PM	1	2	3	105	0	105	4	207	211	319
05:30 PM	0	6	6	116	2	118	4	163	167	291
05:45 PM	4	3	7	159	4	163	5	180	185	355
Total	6	14	20	531	7	538	15	765	780	1338
Grand Total	12	39	51	991	14	1005	27	1741	1768	2824
Apprch %	23.5	76.5		98.6	1.4		1.5	98.5		
Total %	0.4	1.4	1.8	35.1	0.5	35.6	1	61.7	62.6	
Passenger Vehicles	11	32	43	878	13	891	11	1576	1587	2521
% Passenger Vehicles	91.7	82.1	84.3	88.6	92.9	88.7	40.7	90.5	89.8	89.3
Large 2 Axle Vehicles	1	2	3	25	0	25	8	38	46	74
% Large 2 Axle Vehicles	8.3	5.1	5.9	2.5	0	2.5	29.6	2.2	2.6	2.6
3 Axle Vehicles	0	3	3	24	1	25	1	27	28	56
% 3 Axle Vehicles	0	7.7	5.9	2.4	7.1	2.5	3.7	1.6	1.6	2
4+ Axle Trucks	0	2	2	64	0	64	7	100	107	173
% 4+ Axle Trucks	0	5.1	3.9	6.5	0	6.4	25.9	5.7	6.1	6.1

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	**12**	**15**	**123**	**4**	**127**	4	**281**	**285**	**427**
04:15 PM	1	3	4	110	0	110	0	232	232	346
04:30 PM	1	7	8	111	1	112	**6**	219	225	345
04:45 PM	1	3	4	116	2	118	2	244	246	368
Total Volume	6	25	31	460	7	467	12	976	988	1486
% App. Total	19.4	80.6		98.5	1.5		1.2	98.8		
PHF	.500	.521	.517	.935	.438	.919	.500	.868	.867	.870

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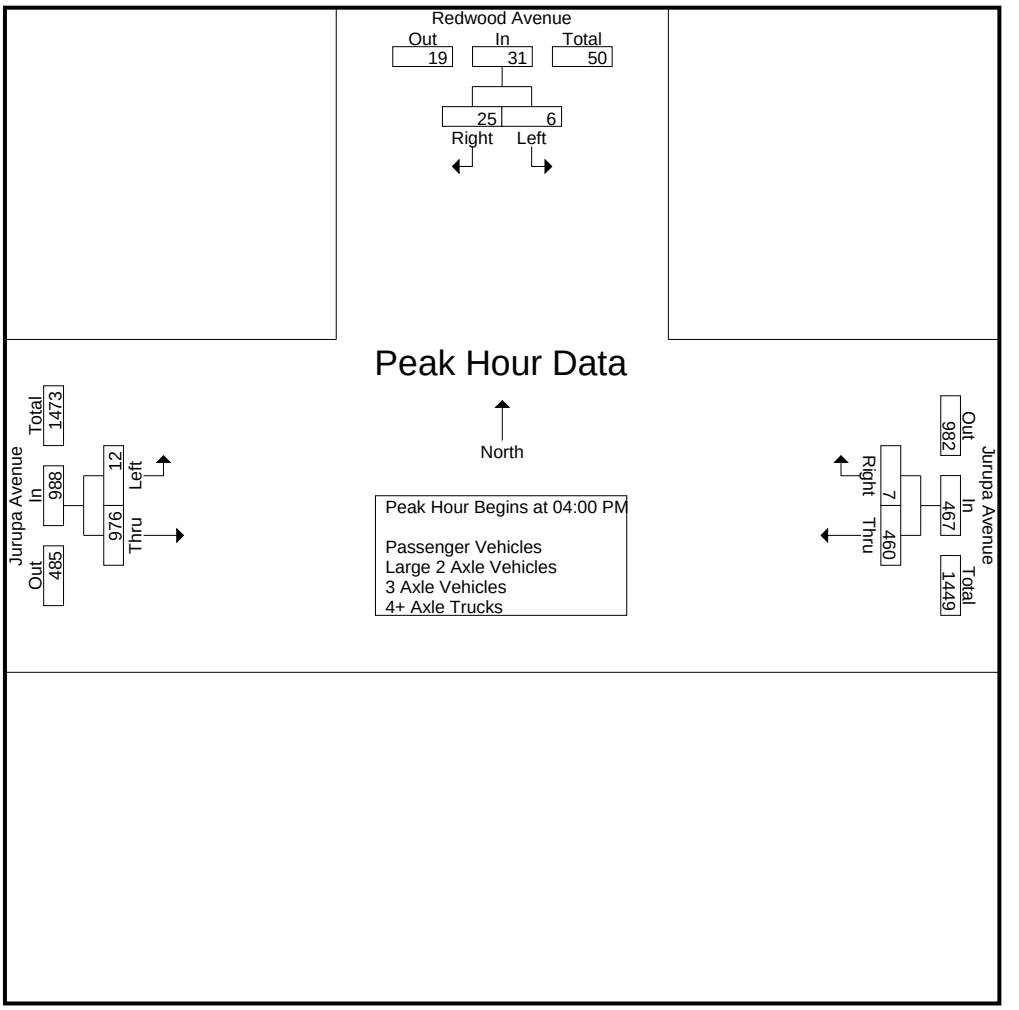
City of Fontana
N/S: Redwood Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	**3**	**12**	**15**	151	1	152	4	**281**	**285**
+15 mins.	1	3	4	105	0	105	0	232	232
+30 mins.	1	7	8	116	2	118	**6**	219	225
+45 mins.	1	3	4	**159**	**4**	**163**	2	244	246
Total Volume	6	25	31	531	7	538	12	976	988
% App. Total	19.4	80.6		98.7	1.3		1.2	98.8	
PHF	.500	.521	.517	.835	.438	.825	.500	.868	.867

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N/S: Redwood Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	12	15	109	3	112	1	246	247	374
04:15 PM	1	2	3	99	0	99	0	211	211	313
04:30 PM	1	6	7	92	1	93	1	196	197	297
04:45 PM	1	3	4	105	2	107	1	225	226	337
Total	6	23	29	405	6	411	3	878	881	1321
05:00 PM	1	1	2	135	1	136	0	194	194	332
05:15 PM	0	0	0	96	0	96	2	188	190	286
05:30 PM	0	5	5	103	2	105	4	150	154	264
05:45 PM	4	3	7	139	4	143	2	166	168	318
Total	5	9	14	473	7	480	8	698	706	1200
Grand Total	11	32	43	878	13	891	11	1576	1587	2521
Apprch %	25.6	74.4		98.5	1.5		0.7	99.3		
Total %	0.4	1.3	1.7	34.8	0.5	35.3	0.4	62.5	63	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	**12**	**15**	**109**	**3**	**112**	**1**	**246**	**247**	**374**
04:15 PM	1	2	3	99	0	99	0	211	211	313
04:30 PM	1	6	7	92	1	93	1	196	197	297
04:45 PM	1	3	4	105	2	107	1	225	226	337
Total Volume	6	23	29	405	6	411	3	878	881	1321
% App. Total	20.7	79.3		98.5	1.5		0.3	99.7		
PHF	.500	.479	.483	.929	.500	.917	.750	.892	.892	.883

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City of Fontana
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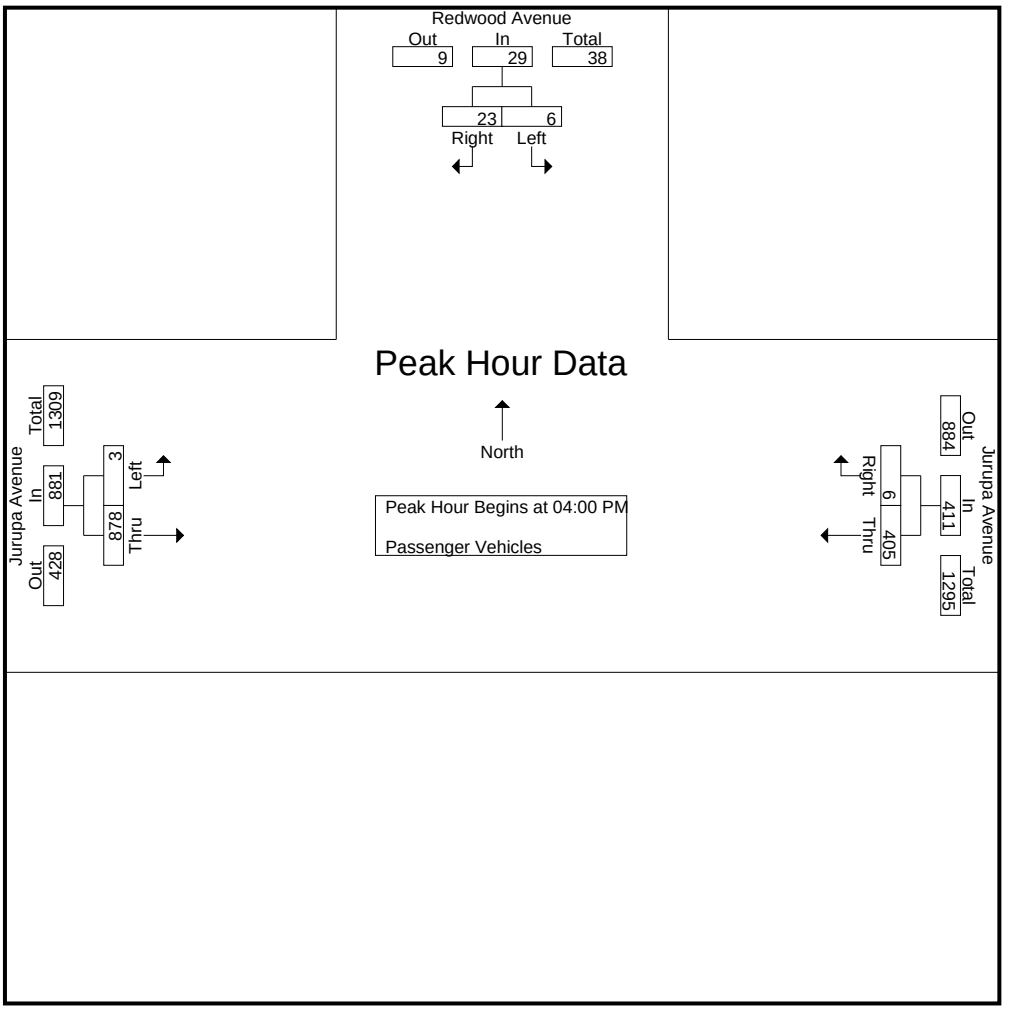
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	**12**	**15**	**109**	**3**	**112**	**1**	**246**	**247**
+15 mins.	1	2	3	99	0	99	0	211	211
+30 mins.	1	6	7	92	1	93	1	196	197
+45 mins.	1	3	4	105	2	107	1	225	226
Total Volume	6	23	29	405	6	411	3	878	881
% App. Total	20.7	79.3		98.5	1.5		0.3	99.7	
PHF	.500	.479	.483	.929	.500	.917	.750	.892	.892

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City of Fontana
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Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- Large 2 Axle Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	3	0	3	2	8	10	13
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	1	1	2	0	2	3	8	11	14
04:45 PM	0	0	0	6	0	6	0	3	3	9
Total	0	1	1	11	0	11	5	23	28	40
05:00 PM	0	1	1	3	0	3	1	5	6	10
05:15 PM	1	0	1	2	0	2	1	4	5	8
05:30 PM	0	0	0	3	0	3	0	3	3	6
05:45 PM	0	0	0	6	0	6	1	3	4	10
Total	1	1	2	14	0	14	3	15	18	34
Grand Total	1	2	3	25	0	25	8	38	46	74
Apprch %	33.3	66.7		100	0		17.4	82.6		
Total %	1.4	2.7	4.1	33.8	0	33.8	10.8	51.4	62.2	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	3	0	3	2	**8**	10	13
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	**1**	**1**	2	0	2	**3**	8	**11**	**14**
04:45 PM	0	0	0	**6**	0	**6**	0	3	3	9
Total Volume	0	1	1	11	0	11	5	23	28	40
% App. Total	0	100		100	0		17.9	82.1		
PHF	.000	.250	.250	.458	.000	.458	.417	.719	.636	.714

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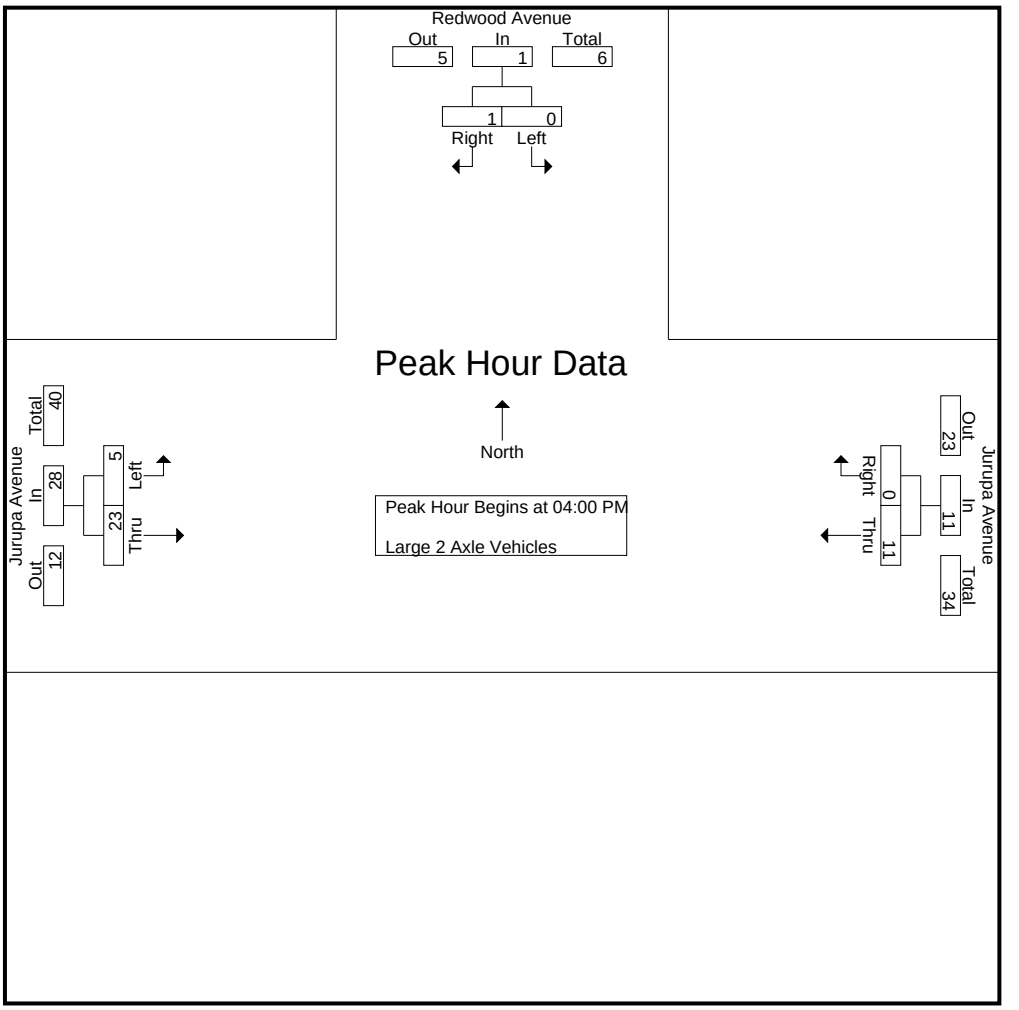
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	3	0	3	2	**8**	10
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	**1**	**1**	2	0	2	**3**	8	**11**
+45 mins.	0	0	0	**6**	0	**6**	0	3	3
Total Volume	0	1	1	11	0	11	5	23	28
% App. Total	0	100		100	0		17.9	82.1	
PHF	.000	.250	.250	.458	.000	.458	.417	.719	.636

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Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023

Groups Printed- 3 Axle Vehicles

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	2	1	3	1	7	8	11
04:15 PM	0	0	0	1	0	1	0	4	4	5
04:30 PM	0	0	0	8	0	8	0	4	4	12
04:45 PM	0	0	0	0	0	0	0	4	4	4
Total	0	0	0	11	1	12	1	19	20	32
05:00 PM	0	1	1	4	0	4	0	1	1	6
05:15 PM	0	1	1	2	0	2	0	4	4	7
05:30 PM	0	1	1	4	0	4	0	2	2	7
05:45 PM	0	0	0	3	0	3	0	1	1	4
Total	0	3	3	13	0	13	0	8	8	24
Grand Total	0	3	3	24	1	25	1	27	28	56
Apprch %	0	100		96	4		3.6	96.4		
Total %	0	5.4	5.4	42.9	1.8	44.6	1.8	48.2	50	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	2	**1**	3	**1**	**7**	**8**	11
04:15 PM	0	0	0	1	0	1	0	4	4	5
04:30 PM	0	0	0	**8**	0	**8**	0	4	4	**12**
04:45 PM	0	0	0	0	0	0	0	4	4	4
Total Volume	0	0	0	11	1	12	1	19	20	32
% App. Total	0	0		91.7	8.3		5	95		
PHF	.000	.000	.000	.344	.250	.375	.250	.679	.625	.667

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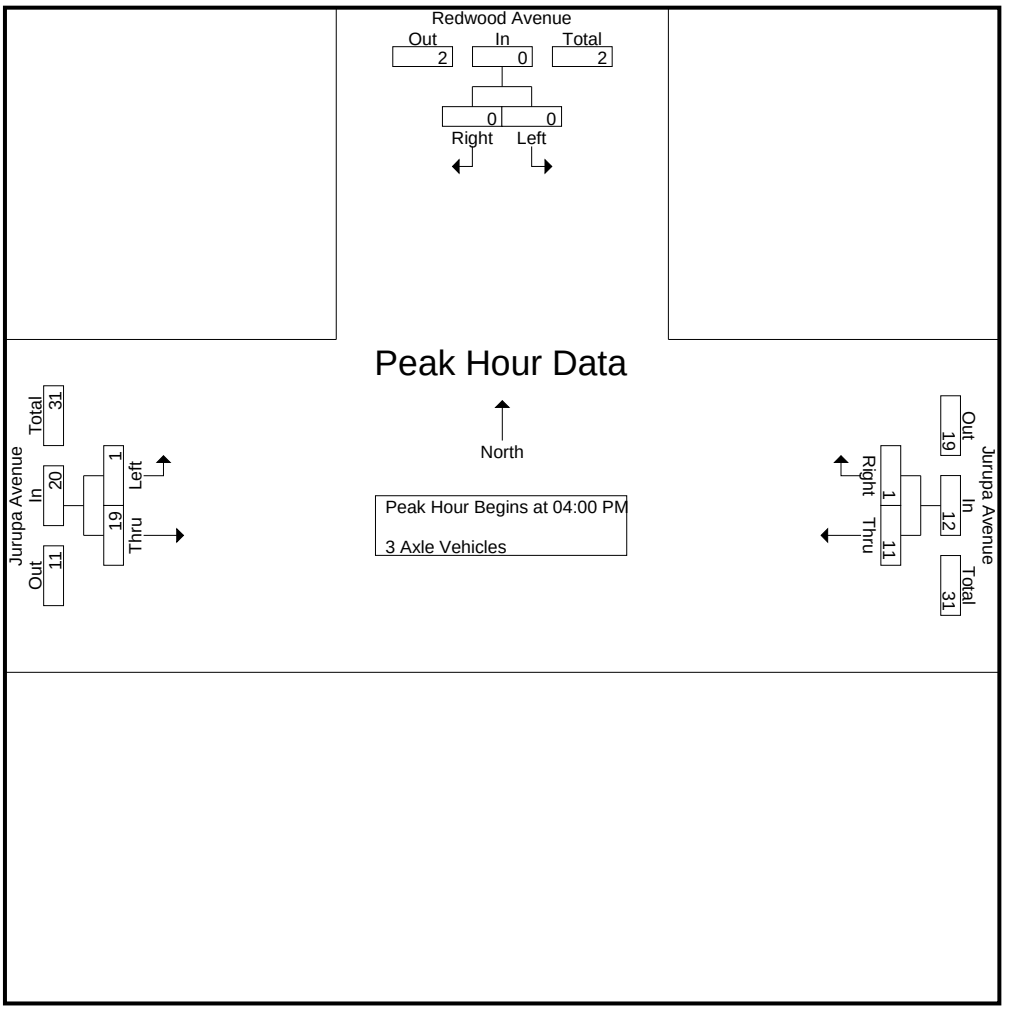
City of Fontana
N/S: Redwood Avenue
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	2	**1**	3	**1**	**7**	**8**
+15 mins.	0	0	0	1	0	1	0	4	4
+30 mins.	0	0	0	**8**	0	**8**	0	4	4
+45 mins.	0	0	0	0	0	0	0	4	4
Total Volume	0	0	0	11	1	12	1	19	20
% App. Total	0	0		91.7	8.3		5	95	
PHF	.000	.000	.000	.344	.250	.375	.250	.679	.625

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City of Fontana
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Weather: Clear

File Name : 03_FON_Red_Jur PM
Site Code : 99923265
Start Date : 3/28/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	9	0	9	0	20	20	29
04:15 PM	0	1	1	10	0	10	0	13	13	24
04:30 PM	0	0	0	9	0	9	2	11	13	22
04:45 PM	0	0	0	5	0	5	1	12	13	18
Total	0	1	1	33	0	33	3	56	59	93
05:00 PM	0	0	0	9	0	9	1	15	16	25
05:15 PM	0	1	1	5	0	5	1	11	12	18
05:30 PM	0	0	0	6	0	6	0	8	8	14
05:45 PM	0	0	0	11	0	11	2	10	12	23
Total	0	1	1	31	0	31	4	44	48	80
Grand Total	0	2	2	64	0	64	7	100	107	173
Apprch %	0	100		100	0		6.5	93.5		
Total %	0	1.2	1.2	37	0	37	4	57.8	61.8	

	Redwood Avenue Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	9	0	9	0	**20**	**20**	**29**
04:15 PM	0	**1**	**1**	**10**	0	**10**	0	13	13	24
04:30 PM	0	0	0	9	0	9	**2**	11	13	22
04:45 PM	0	0	0	5	0	5	1	12	13	18
Total Volume	0	1	1	33	0	33	3	56	59	93
% App. Total	0	100		100	0		5.1	94.9		
PHF	.000	.250	.250	.825	.000	.825	.375	.700	.738	.802

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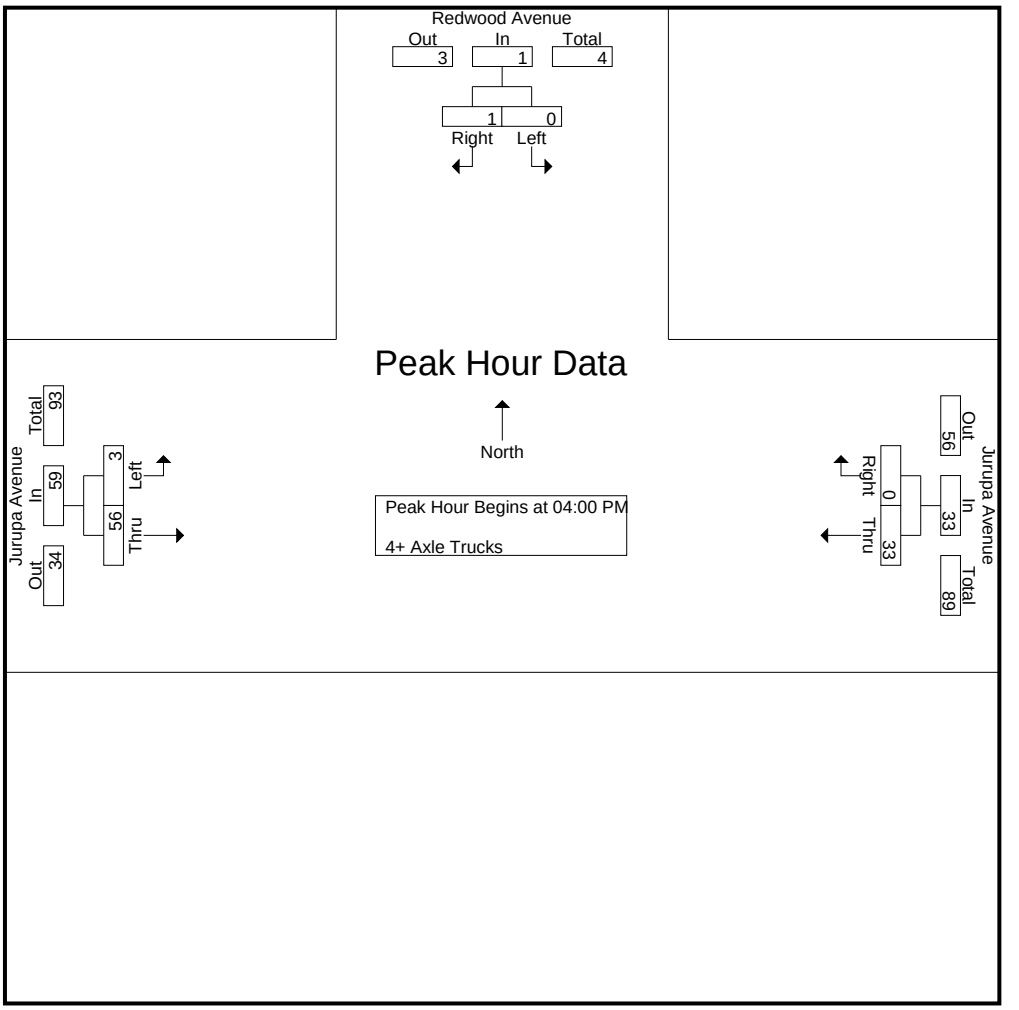
Start Date : 3/28/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	9	0	9	0	**20**	**20**
+15 mins.	0	**1**	**1**	**10**	0	**10**	0	13	13
+30 mins.	0	0	0	9	0	9	**2**	11	13
+45 mins.	0	0	0	5	0	5	1	12	13
Total Volume	0	1	1	33	0	33	3	56	59
% App. Total	0	100		100	0		5.1	94.9	
PHF	.000	.250	.250	.825	.000	.825	.375	.700	.738

APPENDIX C:
VOLUME DEVELOPMENT WORKSHEETS

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Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . Driveway 1/Cherry Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	667	28	2	24	133	800	435	5	7	22	94	529
NBR	3	1	0	1	5	8	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	603	24	7	16	114	717	855	9	8	11	71	926
SBR	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	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	0	0	0	0	0	0	0	0	0	0	0	0
WBR	3	0	0	1	3	6	4	0	0	1	3	7
North Leg												
Approach	603	24	7	16	114	717	855	9	8	11	71	926
Departure	670	28	2	25	136	806	439	5	7	23	97	536
Total	1,273	52	9	41	250	1,523	1,294	14	15	34	168	1,462
South Leg												
Approach	670	29	2	25	138	808	435	5	7	22	94	529
Departure	603	24	7	16	114	717	855	9	8	11	71	926
Total	1,273	53	9	41	252	1,525	1,290	14	15	33	165	1,455
East Leg												
Approach	3	0	0	1	3	6	4	0	0	1	3	7
Departure	3	1	0	1	5	8	0	0	0	0	0	0
Total	6	1	0	2	8	14	4	0	0	1	3	7
West 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
Total Approaches												
Approach	1,276	53	9	42	255	1,531	1,294	14	15	34	168	1,462
Departure	1,276	53	9	42	255	1,531	1,294	14	15	34	168	1,462
Total	2,552	106	18	84	510	3,062	2,588	28	30	68	336	2,924

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Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . Cherry Avenue/Jurupa Avenue												
NBL	260	0	0	0	0	260	58	0	0	0	0	58
NBT	361	9	1	1	24	385	237	5	1	1	16	253
NBR	29	1	0	0	2	31	57	1	0	0	2	59
SBL	44	1	2	1	10	54	194	0	0	1	3	197
SBT	314	3	0	0	6	320	429	2	1	0	7	436
SBR	242	10	5	14	75	317	173	8	5	6	47	220
EBL	194	7	2	7	40	234	154	4	5	17	72	226
EBT	274	16	4	22	108	382	596	20	15	64	270	866
EBR	80	2	0	0	4	84	61	1	0	0	2	63
WBL	48	1	0	0	2	50	75	2	0	0	4	79
WBT	406	13	13	34	161	567	300	12	8	27	125	425
WBR	71	5	0	7	31	102	42	2	2	8	33	75
North Leg												
Approach	600	14	7	15	91	691	796	10	6	7	57	853
Departure	626	21	3	15	95	721	433	11	8	26	121	554
Total	1,226	35	10	30	186	1,412	1,229	21	14	33	178	1,407
South Leg												
Approach	650	10	1	1	26	676	352	6	1	1	18	370
Departure	442	6	0	0	12	454	565	5	1	0	13	578
Total	1,092	16	1	1	38	1,130	917	11	2	1	31	948
East Leg												
Approach	525	19	13	41	194	719	417	16	10	35	162	579
Departure	347	18	6	23	120	467	847	21	15	65	275	1,122
Total	872	37	19	64	314	1,186	1,264	37	25	100	437	1,701
West Leg												
Approach	548	25	6	29	152	700	811	25	20	81	344	1,155
Departure	908	23	18	48	236	1,144	531	20	13	33	172	703
Total	1,456	48	24	77	388	1,844	1,342	45	33	114	516	1,858
Total Approaches												
Approach	2,323	68	27	86	463	2,786	2,376	57	37	124	581	2,957
Departure	2,323	68	27	86	463	2,786	2,376	57	37	124	581	2,957
Total	4,646	136	54	172	926	5,572	4,752	114	74	248	1,162	5,914

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Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 . Redwood Avenue/Jurupa Avenue												
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	0	0	0	0	0	0	0	0	0	0	0	0
SBL	1	0	1	1	6	7	6	0	0	0	0	6
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	5	1	1	2	11	16	23	1	0	1	5	28
EBL	17	4	0	2	14	31	3	5	1	3	22	25
EBT	351	16	7	24	122	473	878	23	19	56	262	1,140
EBR	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	551	19	10	39	180	731	405	11	11	33	149	554
WBR	1	0	0	0	0	1	6	0	1	0	3	9
North Leg												
Approach	6	1	2	3	17	23	29	1	0	1	5	34
Departure	18	4	0	2	14	32	9	5	2	3	25	34
Total	24	5	2	5	31	55	38	6	2	4	30	68
South 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
East Leg												
Approach	552	19	10	39	180	732	411	11	12	33	152	563
Departure	352	16	8	25	128	480	884	23	19	56	262	1,146
Total	904	35	18	64	308	1,212	1,295	34	31	89	414	1,709
West Leg												
Approach	368	20	7	26	136	504	881	28	20	59	284	1,165
Departure	556	20	11	41	191	747	428	12	11	34	154	582
Total	924	40	18	67	327	1,251	1,309	40	31	93	438	1,747
Total Approaches												
Approach	926	40	19	68	333	1,259	1,321	40	32	93	441	1,762
Departure	926	40	19	68	333	1,259	1,321	40	32	93	441	1,762
Total	1,852	80	38	136	666	2,518	2,642	80	64	186	882	3,524

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Driveway 1/Cherry Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	667	54	721	7.49%	435	34	469	7.25%
NBR	3	2	5	40.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	603	47	650	7.23%	855	28	883	3.17%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	3	1	4	25.00%	4	1	5	20.00%
North Leg								
Approach	603	47	650	7.2%	855	28	883	3.2%
Departure	670	55	725	7.6%	439	35	474	7.4%
Total	1,273	102	1,375	7.4%	1,294	63	1,357	4.6%
South Leg								
Approach	670	56	726	7.7%	435	34	469	7.2%
Departure	603	47	650	7.2%	855	28	883	3.2%
Total	1,273	103	1,376	7.5%	1,290	62	1,352	4.6%
East Leg								
Approach	3	1	4	25.0%	4	1	5	20.0%
Departure	3	2	5	40.0%	0	0	0	0.0%
Total	6	3	9	33.3%	4	1	5	20.0%
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	1,276	104	1,380		1,294	63	1,357	
Departure	1,276	104	1,380		1,294	63	1,357	
Total	2,552	208	2,760	7.5%	2,588	126	2,714	4.6%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Cherry Avenue/Jurupa Avenue								
NBL	260	0	260	0.00%	58	0	58	0.00%
NBT	361	11	372	2.96%	237	7	244	2.87%
NBR	29	1	30	3.33%	57	1	58	1.72%
SBL	44	4	48	8.33%	194	1	195	0.51%
SBT	314	3	317	0.95%	429	3	432	0.69%
SBR	242	29	271	10.70%	173	19	192	9.90%
EBL	194	16	210	7.62%	154	26	180	14.44%
EBT	274	42	316	13.29%	596	99	695	14.24%
EBR	80	2	82	2.44%	61	1	62	1.61%
WBL	48	1	49	2.04%	75	2	77	2.60%
WBT	406	60	466	12.88%	300	47	347	13.54%
WBR	71	12	83	14.46%	42	12	54	22.22%
North Leg								
Approach	600	36	636		796	23	819	
Departure	626	39	665		433	45	478	
Total	1,226	75	1,301	5.8%	1,229	68	1,297	5.2%
South Leg								
Approach	650	12	662		352	8	360	
Departure	442	6	448		565	6	571	
Total	1,092	18	1,110	1.6%	917	14	931	1.5%
East Leg								
Approach	525	73	598		417	61	478	
Departure	347	47	394		847	101	948	
Total	872	120	992	12.1%	1,264	162	1,426	11.4%
West Leg								
Approach	548	60	608		811	126	937	
Departure	908	89	997		531	66	597	
Total	1,456	149	1,605	9.3%	1,342	192	1,534	12.5%
Total Approaches								
Approach	2,323	181	2,504		2,376	218	2,594	
Departure	2,323	181	2,504		2,376	218	2,594	
Total	4,646	362	5,008	7.2%	4,752	436	5,188	8.4%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Redwood Avenue/Jurupa Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	1	2	3	66.67%	6	0	6	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	5	4	9	44.44%	23	2	25	8.00%
EBL	17	6	23	26.09%	3	9	12	75.00%
EBT	351	47	398	11.81%	878	98	976	10.04%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	551	68	619	10.99%	405	55	460	11.96%
WBR	1	0	1	0.00%	6	1	7	14.29%
North Leg								
Approach	6	6	12		29	2	31	
Departure	18	6	24		9	10	19	
Total	24	12	36	33.3%	38	12	50	24.0%
South Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	552	68	620		411	56	467	
Departure	352	49	401		884	98	982	
Total	904	117	1,021	11.5%	1,295	154	1,449	10.6%
West Leg								
Approach	368	53	421		881	107	988	
Departure	556	72	628		428	57	485	
Total	924	125	1,049	11.9%	1,309	164	1,473	11.1%
Total Approaches								
Approach	926	127	1,053		1,321	165	1,486	
Departure	926	127	1,053		1,321	165	1,486	
Total	1,852	254	2,106	12.1%	2,642	330	2,972	11.1%

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 Cherry Avenue/Jurupa Avenue						
NBL	260		260	58		58
NBT	385		385	253		253
NBR	31	2	33	59	2	61
SBL	54	4	58	197	8	205
SBT	320		320	436		436
SBR	317		317	220		220
EBL	234		234	226		226
EBT	382	30	412	866	33	899
EBR	84		84	63		63
WBL	50	2	52	79		79
WBT	567	22	589	425	2	427
WBR	102	4	106	75		75
North Leg						
Approach	691	4	695	853	8	861
Departure	721	4	725	554	0	554
Total	1,412	8	1,420	1,407	8	1,415
South Leg						
Approach	676	2	678	370	2	372
Departure	454	2	456	578	0	578
Total	1,130	4	1,134	948	2	950
East Leg						
Approach	719	28	747	579	2	581
Departure	467	36	503	1,122	43	1,165
Total	1,186	64	1,250	1,701	45	1,746
West Leg						
Approach	700	30	730	1,155	33	1,188
Departure	1,144	22	1,166	703	2	705
Total	1,844	52	1,896	1,858	35	1,893
Total Approaches						
Approach	2,786	64	2,850	2,957	45	3,002
Departure	2,786	64	2,850	2,957	45	3,002
Total	5,572	128	5,700	5,914	90	6,004

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
7 Redwood Avenue/Jurupa Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	7		7	6		6
SBT	0		0	0		0
SBR	16		16	28		28
EBL	31		31	25		25
EBT	473		473	1,140		1,140
EBR	0		0	0		0
WBL	0		0	0		0
WBT	731		731	554		554
WBR	1		1	9		9
North Leg						
Approach	23	0	23	34	0	34
Departure	32	0	32	34	0	34
Total	55	0	55	68	0	68
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	732	0	732	563	0	563
Departure	480	0	480	1,146	0	1,146
Total	1,212	0	1,212	1,709	0	1,709
West Leg						
Approach	504	0	504	1,165	0	1,165
Departure	747	0	747	582	0	582
Total	1,251	0	1,251	1,747	0	1,747
Total Approaches						
Approach	1,259	0	1,259	1,762	0	1,762
Departure	1,259	0	1,259	1,762	0	1,762
Total	2,518	0	2,518	3,524	0	3,524

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Exist PCE Volumes	PM Peak Hour Exist PCE Volumes
1 . Driveway 1/Cherry Avenue		
NBL	0	0
NBT	717	554
NBR	8	0
SBL	0	0
SBT	695	861
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	0	0
WBT	0	0
WBR	6	7
North Leg		
Approach	695	861
Departure	723	561
Total	1,418	1,422
South Leg		
Approach	725	554
Departure	695	861
Total	1,420	1,415
East Leg		
Approach	6	7
Departure	8	0
Total	14	7
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	1,426	1,422
Departure	1,426	1,422
Total	2,852	2,844

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Exist PCE Volumes	PM Peak Hour Exist PCE Volumes
2 . Cherry Avenue/Jurupa Avenue		
NBL	260	58
NBT	385	253
NBR	33	61
SBL	58	205
SBT	320	436
SBR	317	220
EBL	234	226
EBT	412	899
EBR	84	63
WBL	52	79
WBT	589	427
WBR	106	75
North Leg		
Approach	695	861
Departure	725	554
Total	1,420	1,415
South Leg		
Approach	678	372
Departure	456	578
Total	1,134	950
East Leg		
Approach	747	581
Departure	503	1,165
Total	1,250	1,746
West Leg		
Approach	730	1,188
Departure	1,166	705
Total	1,896	1,893
Total Approaches		
Approach	2,850	3,002
Departure	2,850	3,002
Total	5,700	6,004

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Exist PCE Volumes	PM Peak Hour Exist PCE Volumes
7 . Redwood Avenue/Jurupa Avenue		
NBL	0	0
NBT	0	0
NBR	0	0
SBL	7	6
SBT	0	0
SBR	16	28
EBL	31	25
EBT	473	1,140
EBR	0	0
WBL	0	0
WBT	731	554
WBR	1	9
North Leg		
Approach	23	34
Departure	32	34
Total	55	68
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	732	563
Departure	480	1,146
Total	1,212	1,709
West Leg		
Approach	504	1,165
Departure	747	582
Total	1,251	1,747
Total Approaches		
Approach	1,259	1,762
Departure	1,259	1,762
Total	2,518	3,524

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
1 . Driveway 1/Cherry Avenue																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	717	14	731	15	746	0	-1	745	554	11	565	6	571	0	19	590
NBR	8	0	8	0	8	-8	9	9	0	0	0	0	0	0	4	4
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	695	14	709	5	714	0	29	743	861	17	878	14	892	0	12	904
SBR	0	0	0	0	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	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	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	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	6	0	6	0	6	-6	3	3	7	0	7	0	7	-7	9	9
North Leg																
Approach	695	14	709	5	714	0	29	743	861	17	878	14	892	0	12	904
Departure	723	14	737	15	752	-6	2	748	561	11	572	6	578	-7	28	599
Total	1,418	28	1,446	20	1,466	-6	31	1,491	1,422	28	1,450	20	1,470	-7	40	1,503
South Leg																
Approach	725	14	739	15	754	-8	8	754	554	11	565	6	571	0	23	594
Departure	695	14	709	5	714	0	29	743	861	17	878	14	892	0	12	904
Total	1,420	28	1,448	20	1,468	-8	37	1,497	1,415	28	1,443	20	1,463	0	35	1,498
East Leg																
Approach	6	0	6	0	6	-6	3	3	7	0	7	0	7	-7	9	9
Departure	8	0	8	0	8	-8	9	9	0	0	0	0	0	0	4	4
Total	14	0	14	0	14	-14	12	12	7	0	7	0	7	-7	13	13
West Leg																
Approach	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																
Approach	1,426	28	1,454	20	1,474	-14	40	1,500	1,422	28	1,450	20	1,470	-7	44	1,507
Departure	1,426	28	1,454	20	1,474	-14	40	1,500	1,422	28	1,450	20	1,470	-7	44	1,507
Total	2,852	56	2,908	40	2,948	-28	80	3,000	2,844	56	2,900	40	2,940	-14	88	3,014

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
2 . Cherry Avenue/Jurupa Avenue																
NBL	260	5	265	0	265	0	0	265	58	1	59	0	59	0	0	59
NBT	385	8	393	8	401	-4	4	401	253	5	258	3	261	0	2	263
NBR	33	1	34	1	35	0	4	39	61	1	62	0	62	0	2	64
SBL	58	1	59	1	60	0	29	89	205	4	209	4	213	0	12	225
SBT	320	6	326	3	329	0	0	329	436	9	445	8	453	0	0	453
SBR	317	6	323	0	323	0	0	323	220	4	224	3	227	0	0	227
EBL	234	5	239	3	242	-3	4	243	226	5	231	0	231	0	2	233
EBT	412	8	420	3	423	0	4	427	899	18	917	1	918	0	2	920
EBR	84	2	86	0	86	0	0	86	63	1	64	0	64	0	0	64
WBL	52	1	53	0	53	0	3	56	79	2	81	1	82	0	9	91
WBT	589	12	601	1	602	0	3	605	427	9	436	3	439	0	9	448
WBR	106	2	108	4	112	-1	-1	110	75	2	77	1	78	0	19	97
North Leg																
Approach	695	13	708	4	712	0	29	741	861	17	878	15	893	0	12	905
Departure	725	15	740	15	755	-8	7	754	554	12	566	4	570	0	23	593
Total	1,420	28	1,448	19	1,467	-8	36	1,495	1,415	29	1,444	19	1,463	0	35	1,498
South Leg																
Approach	678	14	692	9	701	-4	8	705	372	7	379	3	382	0	4	386
Departure	456	9	465	3	468	0	3	471	578	12	590	9	599	0	9	608
Total	1,134	23	1,157	12	1,169	-4	11	1,176	950	19	969	12	981	0	13	994
East Leg																
Approach	747	15	762	5	767	-1	5	771	581	13	594	5	599	0	37	636
Departure	503	10	513	5	518	0	37	555	1,165	23	1,188	5	1,193	0	16	1,209
Total	1,250	25	1,275	10	1,285	-1	42	1,326	1,746	36	1,782	10	1,792	0	53	1,845
West Leg																
Approach	730	15	745	6	751	-3	8	756	1,188	24	1,212	1	1,213	0	4	1,217
Departure	1,166	23	1,189	1	1,190	0	3	1,193	705	14	719	6	725	0	9	734
Total	1,896	38	1,934	7	1,941	-3	11	1,949	1,893	38	1,931	7	1,938	0	13	1,951
Total Approaches																
Approach	2,850	57	2,907	24	2,931	-8	50	2,973	3,002	61	3,063	24	3,087	0	57	3,144
Departure	2,850	57	2,907	24	2,931	-8	50	2,973	3,002	61	3,063	24	3,087	0	57	3,144
Total	5,700	114	5,814	48	5,862	-16	100	5,946	6,004	122	6,126	48	6,174	0	114	6,288

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
3 . Driveway 2/Jurupa Avenue																
NBL	0	0	0	0	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	0	0	0	0
NBR	0	0	0	0	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	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	3	3	0	0	0	0	0	0	9	9
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
EBR	0	0	0	0	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	0	0	0	0
WBT	747	15	762	6	768	-1	2	769	581	12	593	7	600	0	28	628
WBR	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
North Leg																
Approach	0	0	0	0	0	0	3	3	0	0	0	0	0	0	9	9
Departure	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	7	7	0	0	0	0	0	0	11	11
South Leg																
Approach	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																
Approach	747	15	762	6	768	-1	6	773	581	12	593	7	600	0	30	630
Departure	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
Total	1,250	25	1,275	13	1,288	-1	44	1,331	1,746	35	1,781	13	1,794	0	46	1,840
West Leg																
Approach	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
Departure	747	15	762	6	768	-1	5	772	581	12	593	7	600	0	37	637
Total	1,250	25	1,275	13	1,288	-1	43	1,330	1,746	35	1,781	13	1,794	0	53	1,847
Total Approaches																
Approach	1,250	25	1,275	13	1,288	-1	47	1,334	1,746	35	1,781	13	1,794	0	55	1,849
Departure	1,250	25	1,275	13	1,288	-1	47	1,334	1,746	35	1,781	13	1,794	0	55	1,849
Total	2,500	50	2,550	26	2,576	-2	94	2,668	3,492	70	3,562	26	3,588	0	110	3,698

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
4 . Driveway 3/Jurupa Avenue																
NBL	0	0	0	0	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	0	0	0	0
NBR	0	0	0	0	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	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	3	3	0	0	0	0	0	0	9	9
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
EBR	0	0	0	0	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	0	0	0	0
WBT	747	15	762	6	768	-1	3	770	581	12	593	7	600	0	21	621
WBR	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
North Leg																
Approach	0	0	0	0	0	0	3	3	0	0	0	0	0	0	9	9
Departure	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	7	7	0	0	0	0	0	0	11	11
South Leg																
Approach	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																
Approach	747	15	762	6	768	-1	7	774	581	12	593	7	600	0	23	623
Departure	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
Total	1,250	25	1,275	13	1,288	-1	45	1,332	1,746	35	1,781	13	1,794	0	39	1,833
West Leg																
Approach	503	10	513	7	520	0	38	558	1,165	23	1,188	6	1,194	0	16	1,210
Departure	747	15	762	6	768	-1	6	773	581	12	593	7	600	0	30	630
Total	1,250	25	1,275	13	1,288	-1	44	1,331	1,746	35	1,781	13	1,794	0	46	1,840
Total Approaches																
Approach	1,250	25	1,275	13	1,288	-1	48	1,335	1,746	35	1,781	13	1,794	0	48	1,842
Departure	1,250	25	1,275	13	1,288	-1	48	1,335	1,746	35	1,781	13	1,794	0	48	1,842
Total	2,500	50	2,550	26	2,576	-2	96	2,670	3,492	70	3,562	26	3,588	0	96	3,684

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
5 . Redwood Avenue/Driveway 4																
NBL	0	0	0	0	0	0	29	29	0	0	0	0	0	0	12	12
NBT	32	1	33	1	34	0	1	35	34	1	35	4	39	0	2	41
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	9	9	0	0	9	0	0	0	6	6	0	0	6
SBT	23	0	23	4	27	0	2	29	34	1	35	1	36	0	1	37
SBR	0	0	0	0	0	0	20	20	0	0	0	0	0	0	8	8
EBL	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	19	19
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	3
North Leg																
Approach	23	0	23	13	36	0	22	58	34	1	35	7	42	0	9	51
Departure	32	1	33	1	34	0	0	34	34	1	35	7	42	0	21	63
Total	55	1	56	14	70	0	22	92	68	2	70	14	84	0	30	114
South Leg																
Approach	32	1	33	1	34	0	30	64	34	1	35	4	39	0	14	53
Departure	23	0	23	4	27	0	2	29	34	1	35	1	36	0	24	60
Total	55	1	56	5	61	0	32	93	68	2	70	5	75	0	38	113
East Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	3
Departure	0	0	0	9	9	0	0	9	0	0	0	6	6	0	0	6
Total	0	0	0	9	9	0	0	9	0	0	0	9	9	0	0	9
West Leg																
Approach	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	42	42
Departure	0	0	0	0	0	0	49	49	0	0	0	0	0	0	20	20
Total	0	0	0	0	0	0	48	48	0	0	0	0	0	0	62	62
Total Approaches																
Approach	55	1	56	14	70	0	51	121	68	2	70	14	84	0	65	149
Departure	55	1	56	14	70	0	51	121	68	2	70	14	84	0	65	149
Total	110	2	112	28	140	0	102	242	136	4	140	28	168	0	130	298

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
6 . Redwood Avenue/Driveway 5																
NBL	0	0	0	0	0	0	11	11	0	0	0	0	0	0	5	5
NBT	32	1	33	0	33	0	29	62	34	1	35	0	35	0	12	47
NBR	0	0	0	4	4	0	0	4	0	0	0	1	1	0	0	1
SBL	0	0	0	4	4	0	0	4	0	0	0	1	1	0	0	1
SBT	23	0	23	0	23	0	0	23	34	1	35	0	35	0	23	58
SBR	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
EBL	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	6
WBL	0	0	0	1	1	0	0	1	0	0	0	4	4	0	0	4
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	1	1	0	0	1	0	0	0	4	4	0	0	4
North Leg																
Approach	23	0	23	4	27	0	2	29	34	1	35	1	36	0	24	60
Departure	32	1	33	1	34	0	30	64	34	1	35	4	39	0	14	53
Total	55	1	56	5	61	0	32	93	68	2	70	5	75	0	38	113
South Leg																
Approach	32	1	33	4	37	0	40	77	34	1	35	1	36	0	17	53
Departure	23	0	23	1	24	0	2	26	34	1	35	4	39	0	29	68
Total	55	1	56	5	61	0	42	103	68	2	70	5	75	0	46	121
East Leg																
Approach	0	0	0	2	2	0	0	2	0	0	0	8	8	0	0	8
Departure	0	0	0	8	8	0	0	8	0	0	0	2	2	0	0	2
Total	0	0	0	10	10	0	0	10	0	0	0	10	10	0	0	10
West Leg																
Approach	0	0	0	0	0	0	3	3	0	0	0	0	0	0	8	8
Departure	0	0	0	0	0	0	13	13	0	0	0	0	0	0	6	6
Total	0	0	0	0	0	0	16	16	0	0	0	0	0	0	14	14
Total Approaches																
Approach	55	1	56	10	66	0	45	111	68	2	70	10	80	0	49	129
Departure	55	1	56	10	66	0	45	111	68	2	70	10	80	0	49	129
Total	110	2	112	20	132	0	90	222	136	4	140	20	160	0	98	258

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Table C-5: Opening Year (2024) Without and With Project Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	OY With Project	Exist PCE Volumes	Growth	OY Base	Cumul. Pr.	OY NP	Adjust.	Project Trips	Exist With Project
7 . Redwood Avenue/Jurupa Avenue																
NBL	0	0	0	0	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	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	7	0	7	1	8	0	4	12	6	0	6	2	8	0	11	19
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	16	0	16	1	17	0	-1	16	28	1	29	2	31	0	19	50
EBL	31	1	32	2	34	0	38	72	25	1	26	1	27	0	16	43
EBT	473	9	482	5	487	0	0	487	1,140	23	1,163	5	1,168	0	0	1,168
EBR	0	0	0	0	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	0	0	0	0
WBT	731	15	746	5	751	-1	9	759	554	11	565	5	570	0	4	574
WBR	1	0	1	2	3	0	2	5	9	0	9	1	10	0	1	11
North Leg																
Approach	23	0	23	2	25	0	3	28	34	1	35	4	39	0	30	69
Departure	32	1	33	4	37	0	40	77	34	1	35	2	37	0	17	54
Total	55	1	56	6	62	0	43	105	68	2	70	6	76	0	47	123
South Leg																
Approach	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																
Approach	732	15	747	7	754	-1	11	764	563	11	574	6	580	0	5	585
Departure	480	9	489	6	495	0	4	499	1,146	23	1,169	7	1,176	0	11	1,187
Total	1,212	24	1,236	13	1,249	-1	15	1,263	1,709	34	1,743	13	1,756	0	16	1,772
West Leg																
Approach	504	10	514	7	521	0	38	559	1,165	24	1,189	6	1,195	0	16	1,211
Departure	747	15	762	6	768	-1	8	775	582	12	594	7	601	0	23	624
Total	1,251	25	1,276	13	1,289	-1	46	1,334	1,747	36	1,783	13	1,796	0	39	1,835
Total Approaches																
Approach	1,259	25	1,284	16	1,300	-1	52	1,351	1,762	36	1,798	16	1,814	0	51	1,865
Departure	1,259	25	1,284	16	1,300	-1	52	1,351	1,762	36	1,798	16	1,814	0	51	1,865
Total	2,518	50	2,568	32	2,600	-2	104	2,702	3,524	72	3,596	32	3,628	0	102	3,730

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Table C-6 - Forecast Peak Hour Link Volume Worksheet
Year 2045 Link Volumes

		Existing 2021 Volume		Existing 2021 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2023 to 2040 Link Vol Growth[1]	2040 Link Volume
1 Driveway 1/Cherry Avenue										
AM Peak Hour										
Northbound	Left	0	Approach	726	3,017	2,552	-465	-177	-162	746
	Through	721	Departure	650	1,337	1,668	331	126	115	765
	Right	5								
Southbound	Left	0	Approach	650	1,337	1,668	331	126	115	765
	Through	650	Departure	725	3,017	2,552	-465	-177	-162	745
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	0	Approach	4	0	0	0	0	0	4
	Through	0	Departure	5	0	0	0	0	0	5
	Right	4								
PM Peak Hour										
Northbound	Left	0	Approach	469	2,709	2,726	17	5	4	473
	Through	469	Departure	883	3,845	3,977	132	37	34	917
	Right	0								
Southbound	Left	0	Approach	883	3,845	3,977	132	37	34	917
	Through	883	Departure	474	2,709	2,726	17	5	4	478
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	0	Approach	5	0	0	0	0	0	5
	Through	0	Departure	0	0	0	0	0	0	0
	Right	5								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 17 years from 2023 to 2045 the growth represents 0.916666666666667 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak p the p.m. peak hour is 28 percent of the peak period.

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Table C-6 - Forecast Peak Hour Link Volume Worksheet
Year 2045 Link Volumes

		Existing 2021 Volume		Existing 2021 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2023 to 2040 Link Vol Growth[1]	2040 Link Volume
2 Cherry Avenue/Jurupa Avenue										
AM Peak Hour										
Northbound	Left	260	Approach	662	2,041	1,701	-340	-129	-118	717
	Through	372	Departure	448	663	657	-6	-2	-2	446
	Right	30								
Southbound	Left	48	Approach	636	1,338	1,668	330	125	115	751
	Through	317	Departure	665	3,017	2,552	-465	-177	-162	676
	Right	271								
Eastbound	Left	210	Approach	608	806	1,104	298	113	104	712
	Through	316	Departure	997	2,684	3,541	857	326	299	1,296
	Right	82								
Westbound	Left	49	Approach	598	3,148	3,441	293	111	102	700
	Through	466	Departure	394	970	1,165	195	74	68	462
	Right	83								
PM Peak Hour										
Northbound	Left	58	Approach	360	1,303	1,143	-160	-45	-41	319
	Through	244	Departure	571	2,528	2,689	161	45	41	612
	Right	58								
Southbound	Left	195	Approach	819	3,845	3,977	132	37	34	853
	Through	432	Departure	478	2,709	2,726	17	5	4	482
	Right	192								
Eastbound	Left	180	Approach	937	3,919	5,828	1,909	535	490	1,427
	Through	695	Departure	597	1,524	1,744	220	62	56	653
	Right	62								
Westbound	Left	77	Approach	478	1,929	1,934	5	1	1	479
	Through	347	Departure	948	4,235	5,723	1,488	417	382	1,330
	Right	54								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 17 years from 2023 to 2045 the growth represents 0.916666666666667 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak p the p.m. peak hour is 28 percent of the peak period.

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Table C-7 - Calculation of Future Directional Turn Movement Volumes
From Future Directional Link Volumes '(Based on NCHRP 255)
Year 2040 Conditions

Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
1 Driveway 1/Cherry Avenue						
A.M. Peak Hour						
Northbound	Left	0	Approach	746	Left	0
	Through	721	Departure	765	Through	741
	Right	5			Right	5
Southbound	Left	0	Approach	765	Left	0
	Through	650	Departure	745	Through	765
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	4	Left	0
	Through	0	Departure	5	Through	0
	Right	4			Right	4
P.M. Peak Hour						
Northbound	Left	0	Approach	473	Left	0
	Through	469	Departure	917	Through	473
	Right	0			Right	0
Southbound	Left	0	Approach	917	Left	0
	Through	883	Departure	478	Through	917
	Right	0			Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	5	Left	0
	Through	0	Departure	0	Through	0
	Right	5			Right	5

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Table C-7 - Calculation of Future Directional Turn Movement Volumes
From Future Directional Link Volumes '(Based on NCHRP 255)
Year 2040 Conditions

Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
2 Cherry Avenue/Jurupa Avenue						
A.M. Peak Hour						
Northbound	Left	260	Approach	717	Left	332
	Through	372	Departure	446	Through	356
	Right	30			Right	30
Southbound	Left	48	Approach	751	Left	53
	Through	317	Departure	676	Through	314
	Right	271			Right	384
Eastbound	Left	210	Approach	712	Left	243
	Through	316	Departure	1,296	Through	379
	Right	82			Right	89
Westbound	Left	49	Approach	700	Left	43
	Through	466	Departure	462	Through	580
	Right	83			Right	78
P.M. Peak Hour						
Northbound	Left	58	Approach	319	Left	65
	Through	244	Departure	612	Through	199
	Right	58			Right	55
Southbound	Left	195	Approach	853	Left	191
	Through	432	Departure	482	Through	440
	Right	192			Right	222
Eastbound	Left	180	Approach	1,427	Left	242
	Through	695	Departure	653	Through	1,084
	Right	62			Right	100
Westbound	Left	77	Approach	479	Left	72
	Through	347	Departure	1,330	Through	367
	Right	54			Right	42

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Table C-8 - Year 2045 Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . Driveway 1/Cherry Avenue												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	741	7.5%	686	55	135	821	473	7.2%	439	34	94	533
NBR	5	40.0%	3	2	5	8	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	765	7.2%	710	55	133	843	917	3.2%	888	29	74	962
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	4	25.0%	3	1	3	6	5	20.0%	4	1	3	7
North Leg												
Approach	765		710	55	133	843	917		888	29	74	962
Departure	745		689	56	138	827	478		443	35	97	540
Total	1,510		1,399	111	271	1,670	1,395		1,331	64	171	1,502
South Leg												
Approach	746		689	57	140	829	473		439	34	94	533
Departure	765		710	55	133	843	917		888	29	74	962
Total	1,511		1,399	112	273	1,672	1,390		1,327	63	168	1,495
East Leg												
Approach	4		3	1	3	6	5		4	1	3	7
Departure	5		3	2	5	8	0		0	0	0	0
Total	9		6	3	8	14	5		4	1	3	7
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	1,515		1,402	113	276	1,678	1,395		1,331	64	171	1,502
Departure	1,515		1,402	113	276	1,678	1,395		1,331	64	171	1,502
Total	3,030		2,804	226	552	3,356	2,790		2,662	128	342	3,004

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Table C-8 - Year 2045 Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . Cherry Avenue/Jurupa Avenue												
NBL	332	0.0%	332	0	0	332	65	0.0%	65	0	0	65
NBT	356	3.0%	345	11	24	369	199	2.9%	193	6	14	207
NBR	30	3.3%	29	1	2	31	55	1.7%	54	1	2	56
SBL	53	8.3%	49	4	10	59	191	0.5%	190	1	3	193
SBT	314	0.9%	311	3	6	317	440	0.7%	437	3	7	444
SBR	384	10.7%	343	41	106	449	222	9.9%	200	22	54	254
EBL	243	7.6%	224	19	48	272	242	14.4%	207	35	97	304
EBT	379	13.3%	329	50	129	458	1,084	14.2%	930	154	420	1,350
EBR	89	2.4%	87	2	4	91	100	1.6%	98	2	4	102
WBL	43	2.0%	42	1	2	44	72	2.6%	70	2	4	74
WBT	580	12.9%	505	75	201	706	367	13.5%	317	50	133	450
WBR	78	14.5%	67	11	28	95	42	22.2%	33	9	25	58
North Leg												
Approach	751		703	48	122	825	853		827	26	64	891
Departure	677		636	41	100	736	483		433	50	136	569
Total	1,428		1,339	89	222	1,561	1,336		1,260	76	200	1,460
South Leg												
Approach	718		706	12	26	732	319		312	7	16	328
Departure	446		440	6	12	452	612		605	7	15	620
Total	1,164		1,146	18	38	1,184	931		917	14	31	948
East Leg												
Approach	701		614	87	231	845	481		420	61	162	582
Departure	462		407	55	141	548	1,330		1,174	156	425	1,599
Total	1,163		1,021	142	372	1,393	1,811		1,594	217	587	2,181
West Leg												
Approach	711		640	71	181	821	1,426		1,235	191	521	1,756
Departure	1,296		1,180	116	307	1,487	654		582	72	187	769
Total	2,007		1,820	187	488	2,308	2,080		1,817	263	708	2,525
Total Approaches												
Approach	2,881		2,663	218	560	3,223	3,079		2,794	285	763	3,557
Departure	2,881		2,663	218	560	3,223	3,079		2,794	285	763	3,557
Total	5,762		5,326	436	1,120	6,446	6,158		5,588	570	1,526	7,114

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Table C-9 - Comparison of Year 2045 to Opening Year With Project
Peak Hour Volumes

	AM Peak Hour				PM Peak Hour			
	2,045 NP	OY NP	Comparison	Year 2,045 NP	2,045 NP	OY NP	Comparison	Year 2,045 NP
1 . Driveway 1/Cherry Avenue								
NBL	0	0	0	0	0	0	0	0
NBT	821	746	75	821	533	571	-38	600
NBR	8	8	0	8	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	843	714	129	843	962	892	70	962
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	6	6	0	6	7	7	0	7
North Leg								
Approach	843	714	129	843	962	892	70	962
Departure	827	752	75	827	540	578	-38	607
Total	1,670	1,466	204	1,670	1,502	1,470	32	1,569
South Leg								
Approach	829	754	75	829	533	571	-38	600
Departure	843	714	129	843	962	892	70	962
Total	1,672	1,468	204	1,672	1,495	1,463	32	1,562
East Leg								
Approach	6	6	0	6	7	7	0	7
Departure	8	8	0	8	0	0	0	0
Total	14	14	0	14	7	7	0	7
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	1,678	1,474	204	1,678	1,502	1,470	32	1,569
Departure	1,678	1,474	204	1,678	1,502	1,470	32	1,569
Total	3,356	2,948	408	3,356	3,004	2,940	64	3,138

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Table C-9 - Comparison of Year 2045 to Opening Year With Project Peak Hour Volumes

	AM Peak Hour				PM Peak Hour			
	2,045 NP	OY NP	Comparison	Year 2,045 NP	2,045 NP	OY NP	Comparison	Year 2,045 NP
2 Cherry Avenue/Jurupa Avenue								
NBL	332	265	67	332	65	59	6	65
NBT	369	401	-32	421	207	261	-54	274
NBR	31	35	-4	37	56	62	-6	65
SBL	59	60	-1	63	193	213	-20	224
SBT	317	329	-12	345	444	453	-9	476
SBR	449	323	126	449	254	227	27	254
EBL	272	242	30	272	304	231	73	304
EBT	458	423	35	458	1,350	918	432	1350
EBR	91	86	5	91	102	64	38	102
WBL	44	53	-9	56	74	82	-8	86
WBT	706	602	104	706	450	439	11	450
WBR	95	112	-17	118	58	78	-20	82
North Leg								
Approach	825	712	113	857	891	893	-2	954
Departure	736	755	-19	811	569	570	-1	660
Total	1,561	1,467	94	1,668	1,460	1,463	-3	1,614
South Leg								
Approach	732	701	31	790	328	382	-54	404
Departure	452	468	-16	492	620	599	21	664
Total	1,184	1,169	15	1,282	948	981	-33	1,068
East Leg								
Approach	845	767	78	880	582	599	-17	618
Departure	548	518	30	558	1,599	1,193	406	1,639
Total	1,393	1,285	108	1,438	2,181	1,792	389	2,257
West Leg								
Approach	821	751	70	821	1,756	1,213	543	1,756
Departure	1,487	1,190	297	1,487	769	725	44	769
Total	2,308	1,941	367	2,308	2,525	1,938	587	2,525
Total Approaches								
Approach	3,223	2,931	292	3,348	3,557	3,087	470	3,732
Departure	3,223	2,931	292	3,348	3,557	3,087	470	3,732
Total	6,446	5,862	584	6,696	7,114	6,174	940	7,464

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Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
1 . Driveway 1/Cherry Avenue								
NBL	0	0	0	0	0	0	0	0
NBT	821	0	-1	820	600	0	19	619
NBR	8	-8	9	9	0	0	4	4
SBL	0	0	0	0	0	0	0	0
SBT	843	0	29	872	962	0	12	974
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	6	-6	3	3	7	-7	9	9
North Leg								
Approach	843	0	29	872	962	0	12	974
Departure	827	-6	2	823	607	-7	28	628
Total	1,670	-6	31	1,695	1,569	-7	40	1,602
South Leg								
Approach	829	-8	8	829	600	0	23	623
Departure	843	0	29	872	962	0	12	974
Total	1,672	-8	37	1,701	1,562	0	35	1,597
East Leg								
Approach	6	-6	3	3	7	-7	9	9
Departure	8	-8	9	9	0	0	4	4
Total	14	-14	12	12	7	-7	13	13
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	1,678	-14	40	1,704	1,569	-7	44	1,606
Departure	1,678	-14	40	1,704	1,569	-7	44	1,606
Total	3,356	-28	80	3,408	3,138	-14	88	3,212

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
2 Cherry Avenue/Jurupa Avenue								
NBL	332	0	0	332	65	0	0	65
NBT	421	-4	4	421	274	0	2	276
NBR	37	0	4	41	65	0	2	67
SBL	63	0	29	92	224	0	12	236
SBT	345	0	0	345	476	0	0	476
SBR	449	0	0	449	254	0	0	254
EBL	272	-3	4	273	304	0	2	306
EBT	458	0	4	462	1350	0	2	1352
EBR	91	0	0	91	102	0	0	102
WBL	56	0	3	59	86	0	9	95
WBT	706	0	3	709	450	0	9	459
WBR	118	-1	-1	116	82	0	19	101
North Leg								
Approach	857	0	29	886	954	0	12	966
Departure	811	-8	7	810	660	0	23	683
Total	1,668	-8	36	1,696	1,614	0	35	1,649
South Leg								
Approach	790	-4	8	794	404	0	4	408
Departure	492	0	3	495	664	0	9	673
Total	1,282	-4	11	1,289	1,068	0	13	1,081
East Leg								
Approach	880	-1	5	884	618	0	37	655
Departure	558	0	37	595	1,639	0	16	1,655
Total	1,438	-1	42	1,479	2,257	0	53	2,310
West Leg								
Approach	821	-3	8	826	1,756	0	4	1,760
Departure	1,487	0	3	1,490	769	0	9	778
Total	2,308	-3	11	2,316	2,525	0	13	2,538
Total Approaches								
Approach	3,348	-8	50	3,390	3,732	0	57	3,789
Departure	3,348	-8	50	3,390	3,732	0	57	3,789
Total	6,696	-16	100	6,780	7,464	0	114	7,578

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
3 Driveway 2/Jurupa Avenue								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	3	3	0	0	9	9
EBL	0	0	0	0	0	0	0	0
EBT	546	0	38	584	1254	0	16	1270
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	806	-1	2	807	630	0	28	658
WBR	0	0	4	4	0	0	2	2
North Leg								
Approach	0	0	3	3	0	0	9	9
Departure	0	0	4	4	0	0	2	2
Total	0	0	7	7	0	0	11	11
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	806	-1	6	811	630	0	30	660
Departure	546	0	38	584	1,254	0	16	1,270
Total	1,352	-1	44	1,395	1,884	0	46	1,930
West Leg								
Approach	546	0	38	584	1,254	0	16	1,270
Departure	806	-1	5	810	630	0	37	667
Total	1,352	-1	43	1,394	1,884	0	53	1,937
Total Approaches								
Approach	1,352	-1	47	1,398	1,884	0	55	1,939
Departure	1,352	-1	47	1,398	1,884	0	55	1,939
Total	2,704	-2	94	2,796	3,768	0	110	3,878

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
4 Driveway 3/Jurupa Avenue								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	3	3	0	0	9	9
EBL	0	0	0	0	0	0	0	0
EBT	546	0	38	584	1254	0	16	1270
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	806	-1	3	808	630	0	21	651
WBR	0	0	4	4	0	0	2	2
North Leg								
Approach	0	0	3	3	0	0	9	9
Departure	0	0	4	4	0	0	2	2
Total	0	0	7	7	0	0	11	11
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	806	-1	7	812	630	0	23	653
Departure	546	0	38	584	1,254	0	16	1,270
Total	1,352	-1	45	1,396	1,884	0	39	1,923
West Leg								
Approach	546	0	38	584	1,254	0	16	1,270
Departure	806	-1	6	811	630	0	30	660
Total	1,352	-1	44	1,395	1,884	0	46	1,930
Total Approaches								
Approach	1,352	-1	48	1,399	1,884	0	48	1,932
Departure	1,352	-1	48	1,399	1,884	0	48	1,932
Total	2,704	-2	96	2,798	3,768	0	96	3,864

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
5 Redwood Avenue/Driveway 4								
NBL	0	0	29	29	0	0	12	12
NBT	36	0	1	37	41	0	2	43
NBR	0	0	0	0	0	0	0	0
SBL	9	0	0	9	6	0	0	6
SBT	28	0	2	30	38	0	1	39
SBR	0	0	20	20	0	0	8	8
EBL	0	0	-1	-1	0	0	19	19
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	23	23
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	3	0	0	3
North Leg								
Approach	37	0	22	59	44	0	9	53
Departure	36	0	0	36	44	0	21	65
Total	73	0	22	95	88	0	30	118
South Leg								
Approach	36	0	30	66	41	0	14	55
Departure	28	0	2	30	38	0	24	62
Total	64	0	32	96	79	0	38	117
East Leg								
Approach	0	0	0	0	3	0	0	3
Departure	9	0	0	9	6	0	0	6
Total	9	0	0	9	9	0	0	9
West Leg								
Approach	0	0	-1	-1	0	0	42	42
Departure	0	0	49	49	0	0	20	20
Total	0	0	48	48	0	0	62	62
Total Approaches								
Approach	73	0	51	124	88	0	65	153
Departure	73	0	51	124	88	0	65	153
Total	146	0	102	248	176	0	130	306

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
6 Redwood Avenue/Driveway 5								
NBL	0	0	11	11	0	0	5	5
NBT	35	0	29	64	37	0	12	49
NBR	4	0	0	4	1	0	0	1
SBL	4	0	0	4	1	0	0	1
SBT	24	0	0	24	37	0	23	60
SBR	0	0	2	2	0	0	1	1
EBL	0	0	1	1	0	0	2	2
EBT	0	0	0	0	0	0	0	0
EBR	0	0	2	2	0	0	6	6
WBL	1	0	0	1	4	0	0	4
WBT	0	0	0	0	0	0	0	0
WBR	1	0	0	1	4	0	0	4
North Leg								
Approach	28	0	2	30	38	0	24	62
Departure	36	0	30	66	41	0	14	55
Total	64	0	32	96	79	0	38	117
South Leg								
Approach	39	0	40	79	38	0	17	55
Departure	25	0	2	27	41	0	29	70
Total	64	0	42	106	79	0	46	125
East Leg								
Approach	2	0	0	2	8	0	0	8
Departure	8	0	0	8	2	0	0	2
Total	10	0	0	10	10	0	0	10
West Leg								
Approach	0	0	3	3	0	0	8	8
Departure	0	0	13	13	0	0	6	6
Total	0	0	16	16	0	0	14	14
Total Approaches								
Approach	69	0	45	114	84	0	49	133
Departure	69	0	45	114	84	0	49	133
Total	138	0	90	228	168	0	98	266

Table C-10: Future Build-Out Year 2045 Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Year 2,045 NP	Adjust.	Project Trips	2,045 WP	Year 2,045 NP	Adjust.	Project Trips	2,045 WP
7 Redwood Avenue/Jurupa Avenue								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	10	0	4	14	8	0	11	19
SBT	0	0	0	0	0	0	0	0
SBR	18	0	-1	17	33	0	19	52
EBL	36	0	38	74	30	0	16	46
EBT	522	0	0	522	1609	0	0	1609
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	862	-1	9	870	585	0	4	589
WBR	3	0	2	5	11	0	1	12
North Leg								
Approach	28	0	3	31	41	0	30	71
Departure	39	0	40	79	41	0	17	58
Total	67	0	43	110	82	0	47	129
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	865	-1	11	875	596	0	5	601
Departure	532	0	4	536	1,617	0	11	1,628
Total	1,397	-1	15	1,411	2,213	0	16	2,229
West Leg								
Approach	558	0	38	596	1,639	0	16	1,655
Departure	880	-1	8	887	618	0	23	641
Total	1,438	-1	46	1,483	2,257	0	39	2,296
Total Approaches								
Approach	1,451	-1	52	1,502	2,276	0	51	2,327
Departure	1,451	-1	52	1,502	2,276	0	51	2,327
Total	2,902	-2	104	3,004	4,552	0	102	4,654

APPENDIX D:
LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	717	8	0	695
Future Vol, veh/h	0	6	717	8	0	695
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	779	9	0	755

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	394	0	0	788	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	521	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	521	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	521	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	12	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	6	717	8	0	695
Future Volume (vph)	0	6	717	8	0	695
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	7	779	9	0	755
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	788	0	0	755

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	412	84	52	589	106	260	385	33	58	320	317
Future Volume (veh/h)	234	412	84	52	589	106	260	385	33	58	320	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	246	434	88	55	620	112	274	405	35	61	337	334
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1688	330	206	1264	559	351	2095	179	186	1384	614
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.10	0.43	0.43	0.05	0.38	0.38
Sat Flow, veh/h	3510	4314	844	3510	3610	1596	3510	4868	415	3510	3610	1601
Grp Volume(v), veh/h	246	345	177	55	620	112	274	286	154	61	337	334
Grp Sat Flow(s),veh/h/ln	1755	1729	1700	1755	1805	1596	1755	1729	1825	1755	1805	1601
Q Serve(g_s), s	8.1	8.1	8.5	1.8	16.2	5.9	9.1	6.2	6.3	2.0	7.6	14.2
Cycle Q Clear(g_c), s	8.1	8.1	8.5	1.8	16.2	5.9	9.1	6.2	6.3	2.0	7.6	14.2
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	351	1353	665	206	1264	559	351	1489	785	186	1384	614
V/C Ratio(X)	0.70	0.25	0.27	0.27	0.49	0.20	0.78	0.19	0.20	0.33	0.24	0.54
Avail Cap(c_a), veh/h	351	1353	665	351	1264	559	351	1489	785	351	1384	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	24.7	24.8	54.0	30.6	27.3	52.7	21.2	21.3	54.8	25.2	15.4
Incr Delay (d2), s/veh	6.1	0.5	1.0	0.7	1.4	0.8	10.8	0.3	0.6	1.0	0.4	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.3	3.5	0.8	7.0	2.4	4.5	2.5	2.8	0.9	3.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	25.1	25.8	54.7	32.0	28.1	63.5	21.5	21.8	55.8	25.6	18.8
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	B
Approach Vol, veh/h		768			787			714			732	
Approach Delay, s/veh		35.9			33.0			37.7			25.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	49.0	14.0	48.0	14.0	44.0	8.3	53.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	3.8	10.5	11.1	16.2	10.1	18.2	4.0	8.3
Green Ext Time (p_c), s	0.0	3.2	0.0	3.4	0.0	4.2	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	234	412	84	52	589	106	260	385	33	58	320	317
Future Volume (vph)	234	412	84	52	589	106	260	385	33	58	320	317
Confl. Peds. (#/hr)			44			6			1			7
Confl. Bikes (#/hr)			1									
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	246	434	88	55	620	112	274	405	35	61	337	334
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	522	0	55	620	112	274	440	0	61	337	334

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

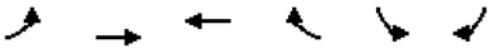
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	473	731	1	7	16
Future Vol, veh/h	31	473	731	1	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	526	812	1	8	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	813	0	-	0	1090	406
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	823	-	-	-	*360	600
Stage 1	-	-	-	-	*391	-
Stage 2	-	-	-	-	*888	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	823	-	-	-	*346	600
Mov Cap-2 Maneuver	-	-	-	-	*346	-
Stage 1	-	-	-	-	*375	-
Stage 2	-	-	-	-	*888	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.6	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	823	-	-	-	346	600
HCM Lane V/C Ratio	0.042	-	-	-	0.022	0.03
HCM Control Delay (s/veh)	9.6	-	-	-	15.6	11.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	31	473	731	1	7	16
Future Volume (vph)	31	473	731	1	7	16
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	34	526	812	1	8	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	526	812	1	8	18

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	554	0	0	861
Future Vol, veh/h	0	7	554	0	0	861
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	602	0	0	936

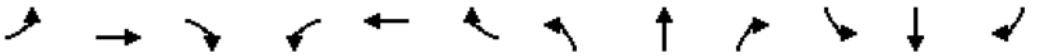
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	301	0	0	602	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	597	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	597	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	597	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	7	554	0	0	861
Future Volume (vph)	0	7	554	0	0	861
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	8	602	0	0	936
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	602	0	0	936

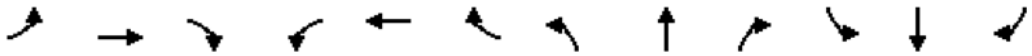
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	899	63	79	427	75	58	253	61	205	436	220
Future Volume (veh/h)	226	899	63	79	427	75	58	253	61	205	436	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	238	946	66	83	449	79	61	266	64	216	459	232
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	1945	135	223	1292	575	211	1616	371	327	1503	671
Arrive On Green	0.10	0.39	0.39	0.06	0.36	0.36	0.06	0.38	0.38	0.09	0.42	0.42
Sat Flow, veh/h	3510	4945	344	3510	3610	1608	3510	4214	968	3510	3610	1610
Grp Volume(v), veh/h	238	661	351	83	449	79	61	216	114	216	459	232
Grp Sat Flow(s),veh/h/ln	1755	1729	1831	1755	1805	1608	1755	1729	1724	1755	1805	1610
Q Serve(g_s), s	7.9	17.2	17.3	2.7	10.9	3.0	2.0	4.9	5.2	7.1	10.2	11.8
Cycle Q Clear(g_c), s	7.9	17.2	17.3	2.7	10.9	3.0	2.0	4.9	5.2	7.1	10.2	11.8
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	347	1360	720	223	1292	575	211	1326	661	327	1503	671
V/C Ratio(X)	0.69	0.49	0.49	0.37	0.35	0.14	0.29	0.16	0.17	0.66	0.31	0.35
Avail Cap(c_a), veh/h	351	1360	720	351	1292	575	351	1326	661	351	1503	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	27.3	27.3	53.9	28.3	14.7	53.9	24.3	24.4	52.6	23.4	23.9
Incr Delay (d2), s/veh	5.4	1.2	2.4	1.0	0.7	0.5	0.7	0.3	0.6	4.1	0.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.0	7.7	1.2	4.7	1.6	0.9	2.1	2.2	3.3	4.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	28.6	29.7	54.9	29.0	15.2	54.7	24.6	25.0	56.7	23.9	25.3
LnGrp LOS	E	C	C	D	C	B	D	C	C	E	C	C
Approach Vol, veh/h		1250			611			391			907	
Approach Delay, s/veh		34.4			30.7			29.4			32.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	49.2	9.2	52.0	13.9	44.9	13.2	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	4.7	19.3	4.0	13.8	9.9	12.9	9.1	7.2
Green Ext Time (p_c), s	0.1	6.2	0.1	4.0	0.0	3.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.4
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	226	899	63	79	427	75	58	253	61	205	436	220
Future Volume (vph)	226	899	63	79	427	75	58	253	61	205	436	220
Confl. Peds. (#/hr)			21			1			1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	238	946	66	83	449	79	61	266	64	216	459	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	1012	0	83	449	79	61	330	0	216	459	232

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

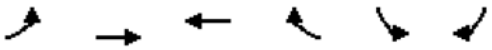
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1140	554	9	6	28
Future Vol, veh/h	25	1140	554	9	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	1267	616	10	7	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	626	0	-	0	1179	308
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	965	-	-	-	*702	694
Stage 1	-	-	-	-	*492	-
Stage 2	-	-	-	-	*702	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	965	-	-	-	*681	694
Mov Cap-2 Maneuver	-	-	-	-	*681	-
Stage 1	-	-	-	-	*478	-
Stage 2	-	-	-	-	*702	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	965	-	-	-	681	694
HCM Lane V/C Ratio	0.029	-	-	-	0.01	0.045
HCM Control Delay (s/veh)	8.8	-	-	-	10.3	10.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	25	1140	554	9	6	28
Future Volume (vph)	25	1140	554	9	6	28
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1267	616	10	7	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1267	616	10	7	31

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	746	8	0	714
Future Vol, veh/h	0	6	746	8	0	714
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	811	9	0	776

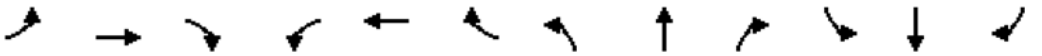
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	410	0	0	820	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	509	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	509	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	509	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	12.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	6	746	8	0	714
Future Volume (vph)	0	6	746	8	0	714
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	7	811	9	0	776
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	820	0	0	776

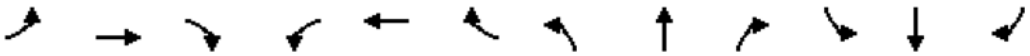
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	423	86	53	602	112	265	401	35	60	329	323
Future Volume (veh/h)	242	423	86	53	602	112	265	401	35	60	329	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	445	91	56	634	118	279	422	37	63	346	340
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1684	333	207	1264	559	351	2091	181	187	1384	614
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.10	0.43	0.43	0.05	0.38	0.38
Sat Flow, veh/h	3510	4306	851	3510	3610	1596	3510	4861	421	3510	3610	1601
Grp Volume(v), veh/h	255	354	182	56	634	118	279	299	160	63	346	340
Grp Sat Flow(s),veh/h/ln	1755	1729	1699	1755	1805	1596	1755	1729	1824	1755	1805	1601
Q Serve(g_s), s	8.5	8.3	8.8	1.8	16.6	6.2	9.3	6.5	6.6	2.1	7.8	14.6
Cycle Q Clear(g_c), s	8.5	8.3	8.8	1.8	16.6	6.2	9.3	6.5	6.6	2.1	7.8	14.6
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	351	1352	664	207	1264	559	351	1487	784	187	1384	614
V/C Ratio(X)	0.73	0.26	0.27	0.27	0.50	0.21	0.79	0.20	0.20	0.34	0.25	0.55
Avail Cap(c_a), veh/h	351	1352	664	351	1264	559	351	1487	784	351	1384	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	24.8	24.9	54.0	30.8	27.4	52.8	21.3	21.4	54.8	25.2	15.4
Incr Delay (d2), s/veh	7.3	0.5	1.0	0.7	1.4	0.9	11.9	0.3	0.6	1.1	0.4	3.6
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	4.0	3.4	3.6	0.8	7.2	2.5	4.7	2.7	2.9	0.9	3.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.7	25.3	25.9	54.7	32.2	28.2	64.7	21.6	22.0	55.8	25.7	19.0
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	B
Approach Vol, veh/h		791			808			738			749	
Approach Delay, s/veh		36.5			33.2			38.0			25.2	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	48.9	14.0	48.0	14.0	44.0	8.4	53.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	3.8	10.8	11.3	16.6	10.5	18.6	4.1	8.6
Green Ext Time (p_c), s	0.0	3.3	0.0	3.5	0.0	4.3	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	33.2
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	242	423	86	53	602	112	265	401	35	60	329	323
Future Volume (vph)	242	423	86	53	602	112	265	401	35	60	329	323
Confl. Peds. (#/hr)			44			6			1			7
Confl. Bikes (#/hr)			1									
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	255	445	91	56	634	118	279	422	37	63	346	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	536	0	56	634	118	279	459	0	63	346	340

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

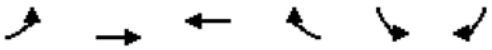
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	487	751	3	8	17
Future Vol, veh/h	34	487	751	3	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	541	834	3	9	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	837	0	-	0	1126	417
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	806	-	-	-	*342	590
Stage 1	-	-	-	-	*381	-
Stage 2	-	-	-	-	*888	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	806	-	-	-	*326	590
Mov Cap-2 Maneuver	-	-	-	-	*326	-
Stage 1	-	-	-	-	*363	-
Stage 2	-	-	-	-	*888	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.6	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	806	-	-	-	326	590
HCM Lane V/C Ratio	0.047	-	-	-	0.027	0.032
HCM Control Delay (s/veh)	9.7	-	-	-	16.4	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	34	487	751	3	8	17
Future Volume (vph)	34	487	751	3	8	17
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	38	541	834	3	9	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	541	834	3	9	19

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	571	0	0	892
Future Vol, veh/h	0	7	571	0	0	892
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	621	0	0	970

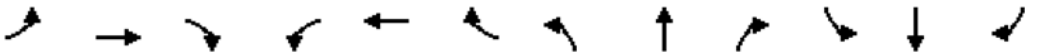
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	311	0	0	621	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	589	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	589	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	589	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	7	571	0	0	892
Future Volume (vph)	0	7	571	0	0	892
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	8	621	0	0	970
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	621	0	0	970

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	918	64	82	439	78	59	261	62	213	453	227
Future Volume (veh/h)	231	918	64	82	439	78	59	261	62	213	453	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	966	67	86	462	82	62	275	65	224	477	239
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1934	134	224	1280	570	212	1621	366	335	1510	674
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.06	0.38	0.38	0.10	0.42	0.42
Sat Flow, veh/h	3510	4947	342	3510	3610	1608	3510	4229	956	3510	3610	1610
Grp Volume(v), veh/h	243	675	358	86	462	82	62	223	117	224	477	239
Grp Sat Flow(s),veh/h/ln	1755	1729	1832	1755	1805	1608	1755	1729	1727	1755	1805	1610
Q Serve(g_s), s	8.0	17.7	17.8	2.8	11.4	3.1	2.0	5.1	5.4	7.4	10.6	12.2
Cycle Q Clear(g_c), s	8.0	17.7	17.8	2.8	11.4	3.1	2.0	5.1	5.4	7.4	10.6	12.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	351	1352	716	224	1280	570	212	1326	662	335	1510	674
V/C Ratio(X)	0.69	0.50	0.50	0.38	0.36	0.14	0.29	0.17	0.18	0.67	0.32	0.35
Avail Cap(c_a), veh/h	351	1352	716	351	1280	570	351	1326	662	351	1510	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	27.7	27.7	53.9	28.7	14.8	53.9	24.4	24.5	52.5	23.4	23.8
Incr Delay (d2), s/veh	5.7	1.3	2.5	1.1	0.8	0.5	0.8	0.3	0.6	4.6	0.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.3	8.0	1.3	4.9	1.6	0.9	2.1	2.3	3.4	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	29.0	30.2	55.0	29.4	15.3	54.7	24.7	25.1	57.0	23.9	25.3
LnGrp LOS	E	C	C	D	C	B	D	C	C	E	C	C
Approach Vol, veh/h		1276			630			402			940	
Approach Delay, s/veh		34.8			31.1			29.4			32.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	48.9	9.2	52.2	14.0	44.6	13.4	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	4.8	19.8	4.0	14.2	10.0	13.4	9.4	7.4
Green Ext Time (p_c), s	0.1	6.3	0.1	4.2	0.0	3.1	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	231	918	64	82	439	78	59	261	62	213	453	227
Future Volume (vph)	231	918	64	82	439	78	59	261	62	213	453	227
Confl. Peds. (#/hr)			21			1			1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	243	966	67	86	462	82	62	275	65	224	477	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	243	1033	0	86	462	82	62	340	0	224	477	239

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

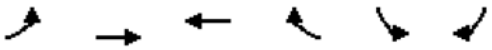
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	1168	570	10	8	31
Future Vol, veh/h	27	1168	570	10	8	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	1298	633	11	9	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	644	0	-	0	1212	317
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	951	-	-	-	*702	685
Stage 1	-	-	-	-	*482	-
Stage 2	-	-	-	-	*702	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	951	-	-	-	*679	685
Mov Cap-2 Maneuver	-	-	-	-	*679	-
Stage 1	-	-	-	-	*467	-
Stage 2	-	-	-	-	*702	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	951	-	-	-	679	685
HCM Lane V/C Ratio	0.032	-	-	-	0.013	0.05
HCM Control Delay (s/veh)	8.9	-	-	-	10.4	10.5
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0	0.2

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	27	1168	570	10	8	31
Future Volume (vph)	27	1168	570	10	8	31
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	30	1298	633	11	9	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	1298	633	11	9	34

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	745	9	0	743
Future Vol, veh/h	0	3	745	9	0	743
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	810	10	0	808

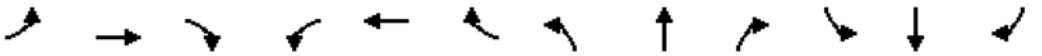
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	410	0	0	820	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	509	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	509	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	509	-
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	3	745	9	0	743
Future Volume (vph)	0	3	745	9	0	743
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	3	810	10	0	808
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3	820	0	0	808

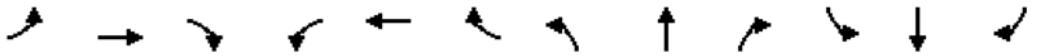
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	427	86	56	605	110	265	401	39	89	329	323
Future Volume (veh/h)	243	427	86	56	605	110	265	401	39	89	329	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	256	449	91	59	637	116	279	422	41	94	346	340
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1684	330	209	1264	559	351	2047	196	204	1384	614
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.10	0.43	0.43	0.06	0.38	0.38
Sat Flow, veh/h	3510	4313	845	3510	3610	1596	3510	4814	461	3510	3610	1601
Grp Volume(v), veh/h	256	357	183	59	637	116	279	301	162	94	346	340
Grp Sat Flow(s),veh/h/ln	1755	1729	1700	1755	1805	1596	1755	1729	1816	1755	1805	1601
Q Serve(g_s), s	8.5	8.4	8.8	1.9	16.7	6.1	9.3	6.6	6.7	3.1	7.8	14.6
Cycle Q Clear(g_c), s	8.5	8.4	8.8	1.9	16.7	6.1	9.3	6.6	6.7	3.1	7.8	14.6
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	351	1350	664	209	1264	559	351	1471	772	204	1384	614
V/C Ratio(X)	0.73	0.26	0.28	0.28	0.50	0.21	0.79	0.20	0.21	0.46	0.25	0.55
Avail Cap(c_a), veh/h	351	1350	664	351	1264	559	351	1471	772	351	1384	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	24.9	25.0	54.0	30.8	27.3	52.8	21.7	21.8	54.7	25.2	15.4
Incr Delay (d2), s/veh	7.5	0.5	1.0	0.7	1.4	0.8	11.9	0.3	0.6	1.6	0.4	3.6
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	4.0	3.4	3.6	0.9	7.3	2.5	4.7	2.7	3.0	1.4	3.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	25.3	26.0	54.7	32.2	28.2	64.7	22.0	22.4	56.3	25.7	19.0
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	B
Approach Vol, veh/h		796			812			742			780	
Approach Delay, s/veh		36.6			33.3			38.2			26.5	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	48.8	14.0	48.0	14.0	44.0	9.0	53.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	3.9	10.8	11.3	16.6	10.5	18.7	5.1	8.7
Green Ext Time (p_c), s	0.0	3.3	0.0	3.5	0.0	4.3	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	33.6
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	243	427	86	56	605	110	265	401	39	89	329	323
Future Volume (vph)	243	427	86	56	605	110	265	401	39	89	329	323
Confl. Peds. (#/hr)			44			6			1			7
Confl. Bikes (#/hr)			1									
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	256	449	91	59	637	116	279	422	41	94	346	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	540	0	59	637	116	279	463	0	94	346	340

Intersection Summary

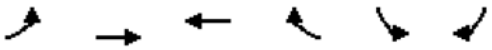
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	558	769	4	0	3
Future Vol, veh/h	0	558	769	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	607	836	4	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	840	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	588
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	588
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	588
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s/veh)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	558	769	4	0	3
Future Volume (vph)	0	558	769	4	0	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	607	836	4	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	607	840	0	0	3

Intersection Summary

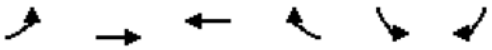
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	558	770	4	0	3
Future Vol, veh/h	0	558	770	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	607	837	4	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	841	0	-	0	-	421
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	587
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	587
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s/veh)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	558	770	4	0	3
Future Volume (vph)	0	558	770	4	0	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	607	837	4	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	607	841	0	0	3

Intersection Summary

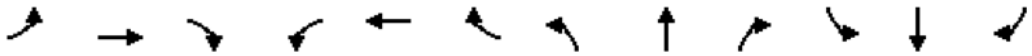
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	29	35	0	9	29	20
Future Vol, veh/h	0	0	0	0	0	0	29	35	0	9	29	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	32	38	0	10	32	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	165	165	43	165	176	38	54	0	0	38	0	0
Stage 1	63	63	-	102	102	-	-	-	-	-	-	-
Stage 2	102	102	-	63	74	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	804	731	1033	804	721	1040	1564	-	-	1585	-	-
Stage 1	953	846	-	909	815	-	-	-	-	-	-	-
Stage 2	909	815	-	953	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	787	711	1033	787	701	1040	1564	-	-	1585	-	-
Mov Cap-2 Maneuver	787	711	-	787	701	-	-	-	-	-	-	-
Stage 1	933	840	-	890	798	-	-	-	-	-	-	-
Stage 2	890	798	-	946	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	3.3	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	-	-	1585	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-	0.006	-	-
HCM Control Delay (s/veh)	7.3	0	-	0	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0	29	35	0	9	29	20
Future Volume (vph)	0	0	0	0	0	0	29	35	0	9	29	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	0	32	38	0	10	32	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	70	0	0	64	0

Intersection Summary

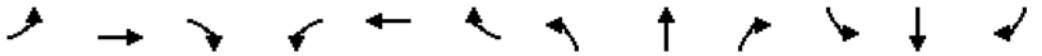
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	1	0	1	11	62	4	4	23	2
Future Vol, veh/h	1	0	2	1	0	1	11	62	4	4	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	2	1	0	1	12	67	4	4	25	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	128	129	26	128	128	69	27	0	0	71	0	0
Stage 1	34	34	-	93	93	-	-	-	-	-	-	-
Stage 2	94	95	-	35	35	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	850	765	1056	850	766	1000	1600	-	-	1542	-	-
Stage 1	987	871	-	919	822	-	-	-	-	-	-	-
Stage 2	918	820	-	986	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	842	757	1056	842	758	1000	1600	-	-	1542	-	-
Mov Cap-2 Maneuver	842	757	-	842	758	-	-	-	-	-	-	-
Stage 1	979	868	-	912	815	-	-	-	-	-	-	-
Stage 2	910	813	-	981	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	8.9	1	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	974	914	1542	-	-
HCM Lane V/C Ratio	0.007	-	-	0.003	0.002	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.7	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	0	2	1	0	1	11	62	4	4	23	2
Future Volume (vph)	1	0	2	1	0	1	11	62	4	4	23	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	2	1	0	1	12	67	4	4	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	2	0	0	83	0	0	31	0

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

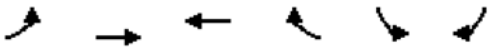
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	487	759	5	12	16
Future Vol, veh/h	72	487	759	5	12	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	541	843	6	13	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	849	0	-	0	1219	422
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	798	-	-	-	*300	586
Stage 1	-	-	-	-	*377	-
Stage 2	-	-	-	-	*888	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	798	-	-	-	*270	586
Mov Cap-2 Maneuver	-	-	-	-	*270	-
Stage 1	-	-	-	-	*339	-
Stage 2	-	-	-	-	*888	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.3	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	798	-	-	-	270	586
HCM Lane V/C Ratio	0.1	-	-	-	0.049	0.03
HCM Control Delay (s/veh)	10	-	-	-	19	11.3
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q (veh)	0.3	-	-	-	0.2	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	72	487	759	5	12	16
Future Volume (vph)	72	487	759	5	12	16
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	80	541	843	6	13	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	541	843	6	13	18

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	590	4	0	904
Future Vol, veh/h	0	9	590	4	0	904
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	641	4	0	983

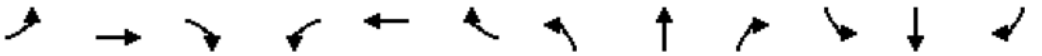
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	323	0	0	645	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	579	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	579	-
HCM Lane V/C Ratio	-	-	0.017	-
HCM Control Delay (s/veh)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	9	590	4	0	904
Future Volume (vph)	0	9	590	4	0	904
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	10	641	4	0	983
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	10	645	0	0	983

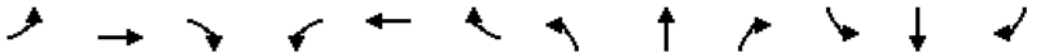
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	920	64	91	448	97	59	263	64	225	453	227
Future Volume (veh/h)	233	920	64	91	448	97	59	263	64	225	453	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	968	67	96	472	102	62	277	67	237	477	239
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1913	132	227	1268	565	212	1613	373	346	1522	679
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.06	0.38	0.38	0.10	0.42	0.42
Sat Flow, veh/h	3510	4948	342	3510	3610	1608	3510	4209	973	3510	3610	1610
Grp Volume(v), veh/h	245	676	359	96	472	102	62	225	119	237	477	239
Grp Sat Flow(s),veh/h/ln	1755	1729	1832	1755	1805	1608	1755	1729	1723	1755	1805	1610
Q Serve(g_s), s	8.1	17.9	17.9	3.2	11.7	3.9	2.0	5.2	5.5	7.8	10.6	12.1
Cycle Q Clear(g_c), s	8.1	17.9	17.9	3.2	11.7	3.9	2.0	5.2	5.5	7.8	10.6	12.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	351	1337	708	227	1268	565	212	1326	661	346	1522	679
V/C Ratio(X)	0.70	0.51	0.51	0.42	0.37	0.18	0.29	0.17	0.18	0.68	0.31	0.35
Avail Cap(c_a), veh/h	351	1337	708	351	1268	565	351	1326	661	351	1522	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	28.1	28.1	54.0	29.0	15.0	53.9	24.4	24.5	52.3	23.1	23.6
Incr Delay (d2), s/veh	6.0	1.4	2.6	1.3	0.8	0.7	0.8	0.3	0.6	5.3	0.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.3	8.0	1.4	5.1	2.1	0.9	2.2	2.3	3.7	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	29.4	30.7	55.2	29.9	15.7	54.7	24.7	25.1	57.6	23.7	25.0
LnGrp LOS	E	C	C	E	C	B	D	C	C	E	C	C
Approach Vol, veh/h		1280			670			406			953	
Approach Delay, s/veh		35.3			31.3			29.4			32.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	48.4	9.2	52.6	14.0	44.2	13.8	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	5.2	19.9	4.0	14.1	10.1	13.7	9.8	7.5
Green Ext Time (p_c), s	0.1	6.3	0.1	4.2	0.0	3.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.9
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	233	920	64	91	448	97	59	263	64	225	453	227
Future Volume (vph)	233	920	64	91	448	97	59	263	64	225	453	227
Confl. Peds. (#/hr)			21			1			1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	245	968	67	96	472	102	62	277	67	237	477	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	1035	0	96	472	102	62	344	0	237	477	239

Intersection Summary

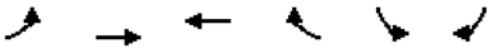
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1210	628	2	0	9
Future Vol, veh/h	0	1210	628	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1315	683	2	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	685	0	-	0	-	343
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	659
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	659
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	659
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s/veh)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	1210	628	2	0	9
Future Volume (vph)	0	1210	628	2	0	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1315	683	2	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1315	685	0	0	10

Intersection Summary

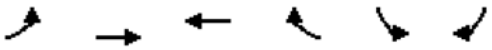
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1210	621	2	0	9
Future Vol, veh/h	0	1210	621	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1315	675	2	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	677	0	-	0	-	339
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	663
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	663
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	663
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s/veh)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	1210	621	2	0	9
Future Volume (vph)	0	1210	621	2	0	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1315	675	2	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1315	677	0	0	10

Intersection Summary

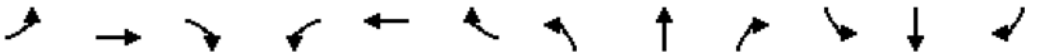
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	0	23	0	0	3	12	41	0	6	37	8
Future Vol, veh/h	19	0	23	0	0	3	12	41	0	6	37	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	0	25	0	0	3	13	45	0	7	40	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	132	130	45	142	134	45	49	0	0	45	0	0
Stage 1	59	59	-	71	71	-	-	-	-	-	-	-
Stage 2	73	71	-	71	63	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	845	764	1031	832	760	1031	1571	-	-	1576	-	-
Stage 1	958	850	-	944	840	-	-	-	-	-	-	-
Stage 2	942	840	-	944	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	754	1031	804	750	1031	1571	-	-	1576	-	-
Mov Cap-2 Maneuver	834	754	-	804	750	-	-	-	-	-	-	-
Stage 1	950	846	-	936	833	-	-	-	-	-	-	-
Stage 2	932	833	-	917	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.5	1.7	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1571	-	-	931	1031	1576	-	-
HCM Lane V/C Ratio	0.008	-	-	0.049	0.003	0.004	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	8.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.2	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	0	23	0	0	3	12	41	0	6	37	8
Future Volume (vph)	19	0	23	0	0	3	12	41	0	6	37	8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	0	25	0	0	3	13	45	0	7	40	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	3	0	0	58	0	0	56	0

Intersection Summary

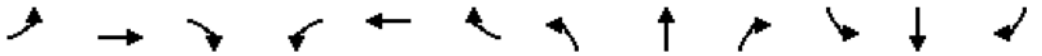
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	6	4	0	4	5	47	1	1	58	1
Future Vol, veh/h	2	0	6	4	0	4	5	47	1	1	58	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	7	4	0	4	5	51	1	1	63	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	128	64	131	128	52	64	0	0	52	0	0
Stage 1	66	66	-	62	62	-	-	-	-	-	-	-
Stage 2	64	62	-	69	66	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	847	766	1006	846	766	1021	1551	-	-	1567	-	-
Stage 1	950	844	-	954	847	-	-	-	-	-	-	-
Stage 2	952	847	-	946	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	841	763	1006	838	763	1021	1551	-	-	1567	-	-
Mov Cap-2 Maneuver	841	763	-	838	763	-	-	-	-	-	-	-
Stage 1	947	843	-	951	844	-	-	-	-	-	-	-
Stage 2	945	844	-	939	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.8	9	0.7	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	959	920	1567	-	-
HCM Lane V/C Ratio	0.004	-	-	0.009	0.009	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	0	6	4	0	4	5	47	1	1	58	1
Future Volume (vph)	2	0	6	4	0	4	5	47	1	1	58	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	0	7	4	0	4	5	51	1	1	63	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	8	0	0	57	0	0	65	0

Intersection Summary

Intersection	
Int Delay, s/veh	0.6

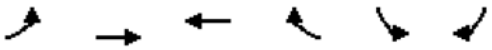
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	1168	574	11	19	50
Future Vol, veh/h	43	1168	574	11	19	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	1298	638	12	21	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	650	0	-	0	1253	319
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	946	-	-	-	*702	683
Stage 1	-	-	-	-	*479	-
Stage 2	-	-	-	-	*702	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	946	-	-	-	*666	683
Mov Cap-2 Maneuver	-	-	-	-	*666	-
Stage 1	-	-	-	-	*455	-
Stage 2	-	-	-	-	*702	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.3	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	946	-	-	-	666	683
HCM Lane V/C Ratio	0.051	-	-	-	0.032	0.081
HCM Control Delay (s/veh)	9	-	-	-	10.6	10.7
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.3

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	43	1168	574	11	19	50
Future Volume (vph)	43	1168	574	11	19	50
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	48	1298	638	12	21	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	1298	638	12	21	56

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	821	8	0	843
Future Vol, veh/h	0	6	821	8	0	843
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, %	0	0	0	0	0	0
Mvmt Flow	0	6	864	8	0	887

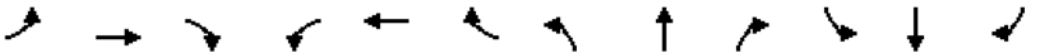
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	436	0	0	872	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	490	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	490	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	490	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	6	821	8	0	843
Future Volume (vph)	0	6	821	8	0	843
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	6	864	8	0	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	6	872	0	0	887

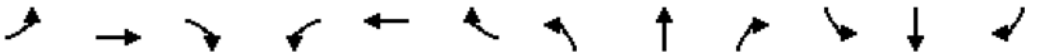
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	458	91	56	706	118	332	421	37	63	345	449
Future Volume (veh/h)	272	458	91	56	706	118	332	421	37	63	345	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	286	482	96	59	743	124	349	443	39	66	363	473
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1688	326	209	1264	559	351	2088	181	189	1384	614
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.10	0.43	0.43	0.05	0.38	0.38
Sat Flow, veh/h	3510	4325	835	3510	3610	1596	3510	4859	422	3510	3610	1601
Grp Volume(v), veh/h	286	382	196	59	743	124	349	314	168	66	363	473
Grp Sat Flow(s),veh/h/ln	1755	1729	1702	1755	1805	1596	1755	1729	1823	1755	1805	1601
Q Serve(g_s), s	9.6	9.1	9.5	1.9	20.2	6.6	11.9	6.8	7.0	2.2	8.3	31.0
Cycle Q Clear(g_c), s	9.6	9.1	9.5	1.9	20.2	6.6	11.9	6.8	7.0	2.2	8.3	31.0
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	351	1350	665	209	1264	559	351	1486	783	189	1384	614
V/C Ratio(X)	0.81	0.28	0.29	0.28	0.59	0.22	0.99	0.21	0.21	0.35	0.26	0.77
Avail Cap(c_a), veh/h	351	1350	665	351	1264	559	351	1486	783	351	1384	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	25.1	25.2	54.0	31.9	27.5	54.0	21.5	21.5	54.8	25.4	32.4
Incr Delay (d2), s/veh	13.7	0.5	1.1	0.7	2.0	0.9	46.4	0.3	0.6	1.1	0.5	9.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.7	3.9	0.9	8.8	0.1	7.5	2.8	3.1	1.0	3.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	25.6	26.3	54.7	33.9	28.4	100.3	21.8	22.1	55.9	25.8	41.4
LnGrp LOS	E	C	C	D	C	C	F	C	C	E	C	D
Approach Vol, veh/h		864			926			831			902	
Approach Delay, s/veh		39.4			34.5			54.9			36.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	48.8	14.0	48.0	14.0	44.0	8.4	53.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	3.9	11.5	13.9	33.0	11.6	22.2	4.2	9.0
Green Ext Time (p_c), s	0.0	3.6	0.0	3.2	0.0	4.8	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.9
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	272	458	91	56	706	118	332	421	37	63	345	449
Future Volume (vph)	272	458	91	56	706	118	332	421	37	63	345	449
Confl. Peds. (#/hr)			44			6			1			7
Confl. Bikes (#/hr)			1									
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	286	482	96	59	743	124	349	443	39	66	363	473
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	578	0	59	743	124	349	482	0	66	363	473

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

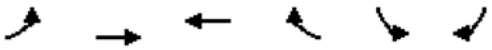
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	522	862	3	10	18
Future Vol, veh/h	36	522	862	3	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	549	907	3	11	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	910	0	-	0	1203	454
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	757	-	-	-	*340	559
Stage 1	-	-	-	-	*350	-
Stage 2	-	-	-	-	*864	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	757	-	-	-	*323	559
Mov Cap-2 Maneuver	-	-	-	-	*323	-
Stage 1	-	-	-	-	*333	-
Stage 2	-	-	-	-	*864	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	757	-	-	-	323	559
HCM Lane V/C Ratio	0.05	-	-	-	0.033	0.034
HCM Control Delay (s/veh)	10	-	-	-	16.5	11.7
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	36	522	862	3	10	18
Future Volume (vph)	36	522	862	3	10	18
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	38	549	907	3	11	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	549	907	3	11	19

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	600	0	0	962
Future Vol, veh/h	0	7	600	0	0	962
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, %	0	0	0	0	0	0
Mvmt Flow	0	7	632	0	0	1013

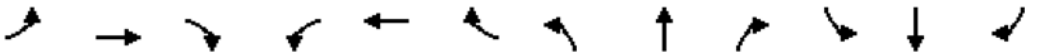
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	316	0	0	632	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	585	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	585	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	585	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s/veh)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	7	600	0	0	962
Future Volume (vph)	0	7	600	0	0	962
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	7	632	0	0	1013
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	632	0	0	1013

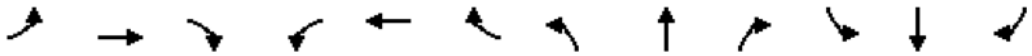
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	1350	102	86	450	82	65	274	65	224	476	254
Future Volume (veh/h)	304	1350	102	86	450	82	65	274	65	224	476	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	1421	107	91	474	86	68	288	68	236	501	267
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1903	143	226	1269	565	216	1621	366	346	1517	677
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.06	0.38	0.38	0.10	0.42	0.42
Sat Flow, veh/h	3510	4914	370	3510	3610	1608	3510	4229	956	3510	3610	1610
Grp Volume(v), veh/h	320	1000	528	91	474	86	68	233	123	236	501	267
Grp Sat Flow(s),veh/h/ln	1755	1729	1826	1755	1805	1608	1755	1729	1726	1755	1805	1610
Q Serve(g_s), s	10.8	29.9	29.9	3.0	11.8	3.3	2.2	5.4	5.7	7.8	11.2	13.8
Cycle Q Clear(g_c), s	10.8	29.9	29.9	3.0	11.8	3.3	2.2	5.4	5.7	7.8	11.2	13.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	351	1339	707	226	1269	565	216	1326	662	346	1517	677
V/C Ratio(X)	0.91	0.75	0.75	0.40	0.37	0.15	0.32	0.18	0.19	0.68	0.33	0.39
Avail Cap(c_a), veh/h	351	1339	707	351	1269	565	351	1326	662	351	1517	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	31.7	31.7	53.9	29.0	14.8	53.9	24.5	24.6	52.3	23.4	24.2
Incr Delay (d2), s/veh	27.1	3.8	7.1	1.2	0.8	0.6	0.8	0.3	0.6	5.3	0.6	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	12.6	13.9	1.3	5.1	1.7	1.0	2.2	2.4	3.7	4.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.6	35.5	38.7	55.1	29.9	15.4	54.7	24.8	25.2	57.5	24.0	25.9
LnGrp LOS	F	D	D	E	C	B	D	C	C	E	C	C
Approach Vol, veh/h		1848			651			424			1004	
Approach Delay, s/veh		44.2			31.5			29.7			32.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	48.5	9.4	52.4	14.0	44.2	13.8	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	5.0	31.9	4.2	15.8	12.8	13.8	9.8	7.7
Green Ext Time (p_c), s	0.1	5.3	0.1	4.4	0.0	3.2	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	37.5
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	304	1350	102	86	450	82	65	274	65	224	476	254
Future Volume (vph)	304	1350	102	86	450	82	65	274	65	224	476	254
Confl. Peds. (#/hr)			21			1			1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	320	1421	107	91	474	86	68	288	68	236	501	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	320	1528	0	91	474	86	68	356	0	236	501	267

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

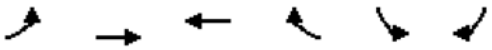
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1609	585	11	8	33
Future Vol, veh/h	30	1609	585	11	8	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	1694	616	12	8	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	628	0	-	0	1358	308
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	742	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	964	-	-	-	*586	694
Stage 1	-	-	-	-	*492	-
Stage 2	-	-	-	-	*586	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	964	-	-	-	*566	694
Mov Cap-2 Maneuver	-	-	-	-	*566	-
Stage 1	-	-	-	-	*476	-
Stage 2	-	-	-	-	*586	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	964	-	-	-	566	694
HCM Lane V/C Ratio	0.033	-	-	-	0.015	0.05
HCM Control Delay (s/veh)	8.9	-	-	-	11.5	10.5
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0	0.2

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	30	1609	585	11	8	33
Future Volume (vph)	30	1609	585	11	8	33
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	32	1694	616	12	8	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1694	616	12	8	35

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	820	9	0	872
Future Vol, veh/h	0	3	820	9	0	872
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, %	0	0	0	0	0	0
Mvmt Flow	0	3	863	9	0	918

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	436	0	0	872	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	490	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	490	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	490	-
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

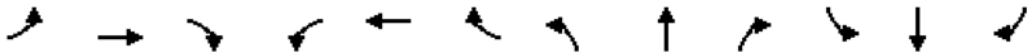
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	3	820	9	0	872
Future Volume (vph)	0	3	820	9	0	872
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	3	863	9	0	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3	872	0	0	918

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	462	91	59	709	116	332	421	41	92	345	449
Future Volume (veh/h)	273	462	91	59	709	116	332	421	41	92	345	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	287	486	96	62	746	122	349	443	43	97	363	473
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1688	323	212	1264	559	351	2042	195	207	1384	614
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.10	0.42	0.42	0.06	0.38	0.38
Sat Flow, veh/h	3510	4332	830	3510	3610	1596	3510	4814	461	3510	3610	1601
Grp Volume(v), veh/h	287	385	197	62	746	122	349	316	170	97	363	473
Grp Sat Flow(s),veh/h/ln	1755	1729	1704	1755	1805	1596	1755	1729	1816	1755	1805	1601
Q Serve(g_s), s	9.6	9.2	9.6	2.0	20.3	6.5	11.9	7.0	7.1	3.2	8.3	31.0
Cycle Q Clear(g_c), s	9.6	9.2	9.6	2.0	20.3	6.5	11.9	7.0	7.1	3.2	8.3	31.0
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	351	1347	664	212	1264	559	351	1467	771	207	1384	614
V/C Ratio(X)	0.82	0.29	0.30	0.29	0.59	0.22	0.99	0.22	0.22	0.47	0.26	0.77
Avail Cap(c_a), veh/h	351	1347	664	351	1264	559	351	1467	771	351	1384	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	25.2	25.3	53.9	32.0	27.4	54.0	21.9	21.9	54.6	25.4	32.4
Incr Delay (d2), s/veh	14.0	0.5	1.1	0.8	2.0	0.9	46.4	0.3	0.7	1.6	0.5	9.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.7	3.9	0.9	8.9	2.6	7.5	2.9	3.1	1.5	3.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	25.7	26.4	54.7	34.0	28.3	100.3	22.2	22.6	56.3	25.8	41.4
LnGrp LOS	E	C	C	D	C	C	F	C	C	E	C	D
Approach Vol, veh/h		869			930			835			933	
Approach Delay, s/veh		39.5			34.6			55.0			36.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	48.8	14.0	48.0	14.0	44.0	9.1	52.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	4.0	11.6	13.9	33.0	11.6	22.3	5.2	9.1
Green Ext Time (p_c), s	0.1	3.6	0.0	3.2	0.0	4.8	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	41.2
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	273	462	91	59	709	116	332	421	41	92	345	449
Future Volume (vph)	273	462	91	59	709	116	332	421	41	92	345	449
Confl. Peds. (#/hr)			44			6			1			7
Confl. Bikes (#/hr)			1									
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	287	486	96	62	746	122	349	443	43	97	363	473
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	582	0	62	746	122	349	486	0	97	363	473

Intersection Summary

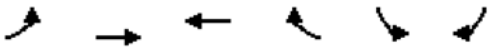
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	584	807	4	0	3
Future Vol, veh/h	0	584	807	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	615	849	4	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	853	0	-	0	-	427
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	582
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	582
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	582
HCM Lane V/C Ratio	-	-	-	0.005
HCM Control Delay (s/veh)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	584	807	4	0	3
Future Volume (vph)	0	584	807	4	0	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	615	849	4	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	615	853	0	0	3

Intersection Summary

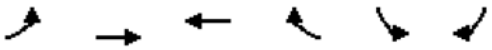
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	584	808	4	0	3
Future Vol, veh/h	0	584	808	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	615	851	4	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	855	0	-	0	-	428
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	581
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	581
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	581
HCM Lane V/C Ratio	-	-	-	0.005
HCM Control Delay (s/veh)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	584	808	4	0	3
Future Volume (vph)	0	584	808	4	0	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	615	851	4	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	615	855	0	0	3

Intersection Summary

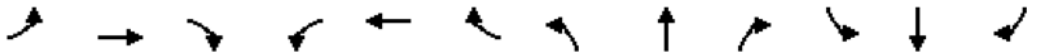
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	29	37	0	9	30	20
Future Vol, veh/h	0	0	0	0	0	0	29	37	0	9	30	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	31	39	0	9	32	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	162	43	162	172	39	53	0	0	39	0	0
Stage 1	61	61	-	101	101	-	-	-	-	-	-	-
Stage 2	101	101	-	61	71	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	734	1033	808	725	1038	1566	-	-	1584	-	-
Stage 1	955	848	-	910	815	-	-	-	-	-	-	-
Stage 2	910	815	-	955	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	792	715	1033	792	706	1038	1566	-	-	1584	-	-
Mov Cap-2 Maneuver	792	715	-	792	706	-	-	-	-	-	-	-
Stage 1	936	843	-	892	799	-	-	-	-	-	-	-
Stage 2	892	799	-	949	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	3.2	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	-	-	1584	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-	0.006	-	-
HCM Control Delay (s/veh)	7.3	0	-	0	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	0	0	0	0	29	37	0	9	30	20
Future Volume (vph)	0	0	0	0	0	0	29	37	0	9	30	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	0	31	39	0	9	32	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	70	0	0	62	0

Intersection Summary

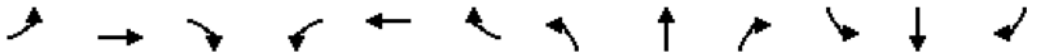
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	1	0	1	11	64	4	4	24	2
Future Vol, veh/h	1	0	2	1	0	1	11	64	4	4	24	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	2	1	0	1	12	67	4	4	25	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	128	129	26	128	128	69	27	0	0	71	0	0
Stage 1	34	34	-	93	93	-	-	-	-	-	-	-
Stage 2	94	95	-	35	35	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	850	765	1056	850	766	1000	1600	-	-	1542	-	-
Stage 1	987	871	-	919	822	-	-	-	-	-	-	-
Stage 2	918	820	-	986	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	842	757	1056	842	758	1000	1600	-	-	1542	-	-
Mov Cap-2 Maneuver	842	757	-	842	758	-	-	-	-	-	-	-
Stage 1	979	868	-	912	815	-	-	-	-	-	-	-
Stage 2	910	813	-	981	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	8.9	1	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	974	914	1542	-	-
HCM Lane V/C Ratio	0.007	-	-	0.003	0.002	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.7	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	1	0	2	1	0	1	11	64	4	4	24	2
Future Volume (vph)	1	0	2	1	0	1	11	64	4	4	24	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	2	1	0	1	12	67	4	4	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	2	0	0	83	0	0	31	0

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

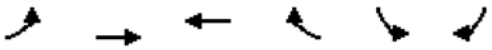
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	522	870	5	14	17
Future Vol, veh/h	74	522	870	5	14	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	78	549	916	5	15	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	921	0	-	0	1292	458
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	750	-	-	-	*297	555
Stage 1	-	-	-	-	*346	-
Stage 2	-	-	-	-	*864	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	750	-	-	-	*267	555
Mov Cap-2 Maneuver	-	-	-	-	*267	-
Stage 1	-	-	-	-	*310	-
Stage 2	-	-	-	-	*864	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.3	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	750	-	-	-	267	555
HCM Lane V/C Ratio	0.104	-	-	-	0.055	0.032
HCM Control Delay (s/veh)	10.4	-	-	-	19.3	11.7
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q (veh)	0.3	-	-	-	0.2	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	74	522	870	5	14	17
Future Volume (vph)	74	522	870	5	14	17
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	78	549	916	5	15	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	549	916	5	15	18

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	619	4	0	974
Future Vol, veh/h	0	9	619	4	0	974
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, %	0	0	0	0	0	0
Mvmt Flow	0	9	652	4	0	1025

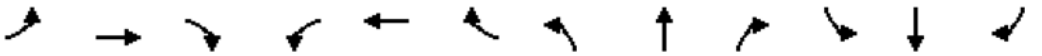
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	328	0	0	656	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	574	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	574	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	574	-
HCM Lane V/C Ratio	-	-	0.017	-
HCM Control Delay (s/veh)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	9	619	4	0	974
Future Volume (vph)	0	9	619	4	0	974
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	9	652	4	0	1025
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	9	656	0	0	1025

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1352	102	95	459	101	65	276	67	236	476	254
Future Volume (veh/h)	306	1352	102	95	459	101	65	276	67	236	476	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	1423	107	100	483	106	68	291	71	248	501	267
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1893	142	228	1264	563	216	1610	376	351	1523	679
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.06	0.38	0.38	0.10	0.42	0.42
Sat Flow, veh/h	3510	4915	370	3510	3610	1608	3510	4200	980	3510	3610	1610
Grp Volume(v), veh/h	322	1001	529	100	483	106	68	237	125	248	501	267
Grp Sat Flow(s),veh/h/ln	1755	1729	1826	1755	1805	1608	1755	1729	1722	1755	1805	1610
Q Serve(g_s), s	10.9	30.1	30.1	3.3	12.0	5.5	2.2	5.5	5.8	8.2	11.2	13.8
Cycle Q Clear(g_c), s	10.9	30.1	30.1	3.3	12.0	5.5	2.2	5.5	5.8	8.2	11.2	13.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	351	1332	703	228	1264	563	216	1326	660	351	1523	679
V/C Ratio(X)	0.92	0.75	0.75	0.44	0.38	0.19	0.32	0.18	0.19	0.71	0.33	0.39
Avail Cap(c_a), veh/h	351	1332	703	351	1264	563	351	1326	660	351	1523	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	31.9	31.9	54.0	29.3	27.1	53.9	24.5	24.6	52.3	23.3	24.0
Incr Delay (d2), s/veh	28.2	4.0	7.3	1.3	0.9	0.7	0.8	0.3	0.6	6.4	0.6	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	12.7	14.0	1.5	5.2	2.2	1.0	2.3	2.5	3.9	4.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.7	35.9	39.2	55.3	30.1	27.9	54.7	24.8	25.2	58.6	23.9	25.7
LnGrp LOS	F	D	D	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		1852			689			430			1016	
Approach Delay, s/veh		44.8			33.5			29.7			32.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	48.2	9.4	52.6	14.0	44.0	14.0	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	44.0	10.0	40.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	5.3	32.1	4.2	15.8	12.9	14.0	10.2	7.8
Green Ext Time (p_c), s	0.1	5.3	0.1	4.4	0.0	3.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	38.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	306	1352	102	95	459	101	65	276	67	236	476	254
Future Volume (vph)	306	1352	102	95	459	101	65	276	67	236	476	254
Confl. Peds. (#/hr)			21			1			1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	322	1423	107	100	483	106	68	291	71	248	501	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	322	1530	0	100	483	106	68	362	0	248	501	267

Intersection Summary

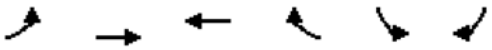
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1270	658	2	0	9
Future Vol, veh/h	0	1270	658	2	0	9
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, %	0	0	0	0	0	0
Mvmt Flow	0	1337	693	2	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	695	0	-	0	-	348
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	654
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	654
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	654
HCM Lane V/C Ratio	-	-	-	0.014
HCM Control Delay (s/veh)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	1270	658	2	0	9
Future Volume (vph)	0	1270	658	2	0	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1337	693	2	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1337	695	0	0	9

Intersection Summary

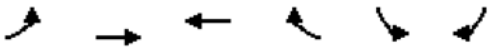
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1270	651	2	0	9
Future Vol, veh/h	0	1270	651	2	0	9
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, %	0	0	0	0	0	0
Mvmt Flow	0	1337	685	2	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	-	344
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	658
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	658
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	658
HCM Lane V/C Ratio	-	-	-	0.014
HCM Control Delay (s/veh)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	0	1270	651	2	0	9
Future Volume (vph)	0	1270	651	2	0	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1337	685	2	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1337	687	0	0	9

Intersection Summary

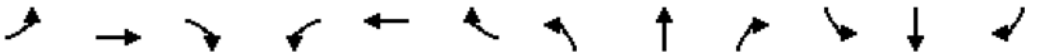
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	0	23	0	0	3	12	43	0	6	39	8
Future Vol, veh/h	19	0	23	0	0	3	12	43	0	6	39	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	24	0	0	3	13	45	0	6	41	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	128	45	140	132	45	49	0	0	45	0	0
Stage 1	57	57	-	71	71	-	-	-	-	-	-	-
Stage 2	73	71	-	69	61	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	847	766	1031	835	762	1031	1571	-	-	1576	-	-
Stage 1	960	851	-	944	840	-	-	-	-	-	-	-
Stage 2	942	840	-	946	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	837	757	1031	808	753	1031	1571	-	-	1576	-	-
Mov Cap-2 Maneuver	837	757	-	808	753	-	-	-	-	-	-	-
Stage 1	952	848	-	936	833	-	-	-	-	-	-	-
Stage 2	932	833	-	920	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.5	1.6	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1571	-	-	933	1031	1576	-	-
HCM Lane V/C Ratio	0.008	-	-	0.047	0.003	0.004	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	8.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	0	23	0	0	3	12	43	0	6	39	8
Future Volume (vph)	19	0	23	0	0	3	12	43	0	6	39	8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	0	24	0	0	3	13	45	0	6	41	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	3	0	0	58	0	0	55	0

Intersection Summary

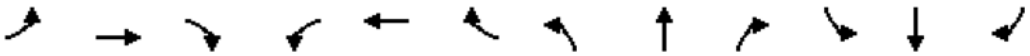
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	6	4	0	4	5	49	1	1	60	1
Future Vol, veh/h	2	0	6	4	0	4	5	49	1	1	60	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	6	4	0	4	5	52	1	1	63	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	131	129	64	132	129	53	64	0	0	53	0	0
Stage 1	66	66	-	63	63	-	-	-	-	-	-	-
Stage 2	65	63	-	69	66	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	846	765	1006	845	765	1020	1551	-	-	1566	-	-
Stage 1	950	844	-	953	846	-	-	-	-	-	-	-
Stage 2	951	846	-	946	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	840	762	1006	837	762	1020	1551	-	-	1566	-	-
Mov Cap-2 Maneuver	840	762	-	837	762	-	-	-	-	-	-	-
Stage 1	947	843	-	950	843	-	-	-	-	-	-	-
Stage 2	944	843	-	939	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.8	9	0.7	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	959	919	1566	-	-
HCM Lane V/C Ratio	0.003	-	-	0.009	0.009	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	0	6	4	0	4	5	49	1	1	60	1
Future Volume (vph)	2	0	6	4	0	4	5	49	1	1	60	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	0	6	4	0	4	5	52	1	1	63	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	8	0	0	58	0	0	65	0

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

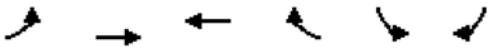
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	1609	589	12	19	52
Future Vol, veh/h	46	1609	589	12	19	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	1694	620	13	20	55

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	633	0	-	0	1394	310			
Stage 1	-	-	-	-	620	-			
Stage 2	-	-	-	-	774	-			
Critical Hdwy	4.1	-	-	-	6.25	6.9			
Critical Hdwy Stg 1	-	-	-	-	5.8	-			
Critical Hdwy Stg 2	-	-	-	-	6	-			
Follow-up Hdwy	2.2	-	-	-	3.65	3.3			
Pot Cap-1 Maneuver	960	-	-	-	*586	692			
Stage 1	-	-	-	-	*489	-			
Stage 2	-	-	-	-	*586	-			
Platoon blocked, %		-	-	-	1				
Mov Cap-1 Maneuver	960	-	-	-	*556	692			
Mov Cap-2 Maneuver	-	-	-	-	*556	-			
Stage 1	-	-	-	-	*465	-			
Stage 2	-	-	-	-	*586	-			

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	960	-	-	-	556	692
HCM Lane V/C Ratio	0.05	-	-	-	0.036	0.079
HCM Control Delay (s/veh)	8.9	-	-	-	11.7	10.6
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.3

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

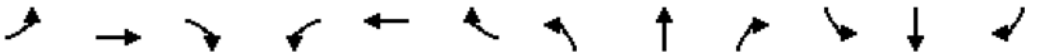


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	46	1609	589	12	19	52
Future Volume (vph)	46	1609	589	12	19	52
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	48	1694	620	13	20	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	1694	620	13	20	55

Intersection Summary

HCM 6th Signalized Intersection Summary
2: Cherry Ave & Jurupa Ave

08/11/2023



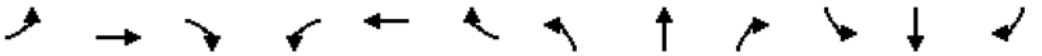
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	462	91	59	709	116	332	421	41	92	345	449
Future Volume (veh/h)	273	462	91	59	709	116	332	421	41	92	345	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	287	486	96	62	746	122	349	443	43	97	363	473
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	1730	332	199	1789	550	451	1925	184	289	1277	745
Arrive On Green	0.11	0.40	0.40	0.06	0.34	0.34	0.13	0.40	0.40	0.08	0.35	0.35
Sat Flow, veh/h	3510	4332	830	3510	5187	1596	3510	4814	461	3510	3610	1601
Grp Volume(v), veh/h	287	385	197	62	746	122	349	316	170	97	363	473
Grp Sat Flow(s),veh/h/ln	1755	1729	1704	1755	1729	1596	1755	1729	1816	1755	1805	1601
Q Serve(g_s), s	10.3	9.8	10.2	2.2	14.3	5.5	12.5	7.9	8.0	3.4	9.4	18.8
Cycle Q Clear(g_c), s	10.3	9.8	10.2	2.2	14.3	5.5	12.5	7.9	8.0	3.4	9.4	18.8
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	390	1381	681	199	1789	550	451	1383	727	289	1277	745
V/C Ratio(X)	0.74	0.28	0.29	0.31	0.42	0.22	0.77	0.23	0.23	0.34	0.28	0.63
Avail Cap(c_a), veh/h	432	1381	681	324	1789	550	486	1383	727	324	1277	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	26.4	26.5	58.9	32.6	18.4	54.8	25.8	25.8	56.3	30.2	12.5
Incr Delay (d2), s/veh	5.8	0.5	1.1	0.9	0.7	0.9	7.1	0.4	0.8	0.7	0.6	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.0	4.2	1.0	6.0	2.8	5.9	3.3	3.6	1.5	4.2	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	26.9	27.6	59.8	33.3	19.3	61.9	26.1	26.6	57.0	30.7	16.6
LnGrp LOS	E	C	C	E	C	B	E	C	C	E	C	B
Approach Vol, veh/h		869			930			835			933	
Approach Delay, s/veh		38.5			33.2			41.2			26.3	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	53.9	18.7	48.0	16.5	46.8	12.7	54.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	44.0	16.0	44.0	14.0	40.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	4.2	12.2	14.5	20.8	12.3	16.3	5.4	10.0
Green Ext Time (p_c), s	0.1	3.6	0.2	4.2	0.2	5.3	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	34.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
2: Cherry Ave & Jurupa Ave

08/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1352	102	95	459	101	65	276	67	236	476	254
Future Volume (veh/h)	306	1352	102	95	459	101	65	276	67	236	476	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	1423	107	100	483	106	68	291	71	248	501	267
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	564	2081	156	212	1676	519	202	1486	347	355	1434	898
Arrive On Green	0.16	0.42	0.42	0.06	0.32	0.32	0.06	0.35	0.35	0.10	0.40	0.40
Sat Flow, veh/h	3510	4915	370	3510	5187	1608	3510	4200	980	3510	3610	1610
Grp Volume(v), veh/h	322	1001	529	100	483	106	68	237	125	248	501	267
Grp Sat Flow(s),veh/h/ln	1755	1729	1827	1755	1729	1608	1755	1729	1722	1755	1805	1610
Q Serve(g_s), s	11.0	30.5	30.5	3.6	9.0	4.7	2.4	6.2	6.6	8.9	12.6	1.5
Cycle Q Clear(g_c), s	11.0	30.5	30.5	3.6	9.0	4.7	2.4	6.2	6.6	8.9	12.6	1.5
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	564	1464	773	212	1676	519	202	1224	609	355	1434	898
V/C Ratio(X)	0.57	0.68	0.68	0.47	0.29	0.20	0.34	0.19	0.20	0.70	0.35	0.30
Avail Cap(c_a), veh/h	564	1464	773	324	1676	519	351	1224	609	432	1434	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	30.4	30.4	59.1	32.8	18.4	58.9	29.1	29.3	56.5	27.4	8.4
Incr Delay (d2), s/veh	1.4	2.6	4.9	1.6	0.4	0.9	1.0	0.4	0.8	3.8	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.7	13.9	1.6	3.8	2.5	1.1	2.6	2.8	4.1	5.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	33.0	35.3	60.7	33.3	19.3	59.8	29.5	30.0	60.3	28.1	9.2
LnGrp LOS	D	C	D	E	C	B	E	C	C	E	C	A
Approach Vol, veh/h		1852			689			430			1016	
Approach Delay, s/veh		36.9			35.1			34.4			31.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	57.0	9.5	53.6	22.9	44.0	15.1	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	46.0	11.0	47.0	16.0	40.0	14.0	44.0
Max Q Clear Time (g_c+I1), s	5.6	32.5	4.4	14.6	13.0	11.0	10.9	8.6
Green Ext Time (p_c), s	0.1	7.8	0.1	4.5	0.3	3.5	0.2	2.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	34.8
HCM 6th LOS	C

memorandum

DATE: November 30, 2023

TO: Ruben Hovanesian, Engineering Manager, City of Fontana

FROM: Sandipan Bhattacharjee

SUBJECT: 11171 Cherry Avenue Warehouse – VMT Analysis

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the Vehicle Miles Traveled (VMT) evaluation for the proposed 11171 Cherry Avenue warehouse development project in the City of Fontana. This memo is intended to satisfy the requirements for a VMT analysis established by the City as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The proposed Project includes the construction of approximately 477,480 square feet of High-Cube Transload and Short-Term Storage and 232,500 square feet of warehouse uses.

Access to the project will be provided via five driveways. Driveway 1 is located on Cherry Avenue and is a right-in/right-out access driveway for passenger vehicles. Driveways 2 and are located on Jurupa Avenue and are right-in/right-out access driveways for passenger vehicles. Driveways 4 and 5 are located on Redwood Avenue and are full-access driveways. Driveway 5 is for truck access and Driveway 6 is for passenger vehicle access.

BACKGROUND AND GUIDANCE

Senate Bill 743 (SB-743), which 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 of Fontana has prepared and adopted the *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (Guidelines) in October 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology, screening tools, and VMT thresholds.

Analysis Methodology. A VMT analysis and forecasting through the SBTAM model was conducted to determine if the project may have a significant VMT impact. The VMT analysis included below analyzes the project generated VMT and project effect on VMT consistent with the City guidelines. Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions.
2. Baseline with project conditions.
3. Future Build-Out Year without project conditions; and
4. Future Build-Out Year with project conditions.

CEQA VMT Impact Thresholds

The City guidelines have established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

1. The baseline project-generated VMT per service population exceeds 15% below the baseline County of San Bernardino VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds 15% below the baseline County of San Bernardino VMT per service population.

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary VMT per service population (City boundary) to increase under the with project condition compared to the no project condition, or
2. The cumulative link-level boundary VMT per service population (City boundary) to increase under the with project condition compared to the no project condition.

ANALYSIS AND FINDINGS

Project Generated VMT - Baseline Conditions

The baseline VMT conditions for the City is derived from a SBTAM model run for the without project conditions scenario. The baseline VMT per service population for the County is 28.9 miles.

Project Generated VMT - Baseline With Project Conditions

The baseline with project conditions was derived from a SBTAM model run by adding the project related Socio-Economic Data (SED), which is based on SCAG's employee forecast data to Traffic Analysis Zone (TAZ) 53713203 and moving the baseline no project SED data to an adjacent TAZ. The project was coded using a service population of 336. The project generated VMT was extracted from the model using the origin-destination trip matrix. Table A shows the baseline with project VMT per service population. As shown in Table A, the baseline with project VMT per service population is 23.1 miles. Based on the City thresholds shown in Table A, a project would have a significant VMT impact if the baseline year with project generated VMT per service population is more than 24.565 miles. The baseline with project VMT per service population is 23.1 miles, which is less than 24.565 miles, therefore, the project does not have a significant VMT impact under baseline with project conditions.

Table A: Project Generated VMT (Baseline)

Baseline	Project
Population	-
Employment	336
Service Population	336
Homebased Work (HBW) VMT*	5,438
OD VMT*	7,752
HBW VMT per employee	16.2
OD VMT per service population	23.1
County Average	**28.9**
City Threshold(15% Below County Average)**	**24.565**
Impact Less Than Significant?	**Yes**

**: Derived from an SBTAM model run by adding project related SED, based on SCAG's employee forecast data. .*
***: Obtained from SBTAM "No Project" model runs.*

Project Generated VMT - Future Build-Out Year With Project Conditions

The future build-out year with project conditions was derived from a SBTAM model run by adding the project related Socio-Economic Data (SED), which is based on SCAG's employee forecast data to Traffic Analysis Zone (TAZ) 53713203 and moving the future build-out year no project SED data to an adjacent TAZ. The project was coded using a service population of 336. The project generated VMT was extracted from the model using the origin-destination trip matrix. Table B shows the future build-out year with project VMT per service population. As shown in Table B, the future build-out year with project VMT per service population is 24.5 miles. Based on the City thresholds shown in Table B, a project would have a significant VMT impact if the future build-out year with project generated VMT per service population is more than 24.565 miles. The future build-out with project VMT per service population is 24.5 miles, which is less than 24.565 miles, therefore, the project does not have a significant VMT impact under future build-out year with project conditions.

Table B: Project Generated VMT (Future Build-Out)

Future Build-Out Year	Project
Population	-
Employment	336
Service Population	336
Homebased Work (HBW) VMT*	5,463
OD VMT*	8,233
HBW VMT per employee	16.3
OD VMT per service population	24.5
County Average	**28.9**
City Threshold(15% Below County Average)**	**24.565**
Impact Less Than Significant?	**Yes**

**: Derived from an SBTAM model run by adding project related SED, based on SCAG's employee forecast data. .*
***: Obtained from SBTAM "No Project" model runs.*

Project Effect on VMT – Baseline With Project Conditions

Table C below shows the baseline with project effect on VMT per service population. As shown in Table C, the baseline year with project VMT per service population within the City is 14.04 miles. The baseline year no project VMT per service population is also 14.04 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline VMT per service population within the City increases under the with project condition compared to the no project condition. The baseline with project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have a significant VMT impact under baseline with project conditions.

Project Effect on VMT – Future Build-Out Year With Project Conditions

Table C below shows the future build-out year with project VMT per service population. As shown in Table C, the future build-out year with project VMT per service population within the City is 14.82 miles. The future build-out year no project VMT per service population is 14.83 miles. Based on the City thresholds, a project would have a significant VMT impact if the future build-out year VMT per service population within the City increases under the with project condition compared to the no project condition. The future build-out year with project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have a significant VMT impact under future build-out year with project conditions.

Table C: Project Effect on VMT

	Baseline With Project	Baseline Without Project	Future With Project	Future Without Project
Roadway VMT	3,807,745	3,803,443	5,225,472	5,220,670
Service Population	271,223	270,887	352,483	352,147
VMT per service population	14.04	14.04	14.82	14.83

CONCLUSION

The project generated VMT under both baseline and future conditions are less than the City's adopted threshold, and therefore, results in a less than significant impact. The project effect on VMT also shows a less than significant impact as the VMT/service population does not increase with the project. Therefore, the project results in less than significant VMT impacts.

Attachment 1: SBTAM Outputs

SBTAM OUTPUTS		2016 11171 Cherry Ave WH (project)		
		TAZ	1	53713203
		DISTRICT	1	5
		POP	1	-
		RES	1	-
		HH	1	-
		TOT_EMP	1	336
		INTERNAL_SEQUENCE_TAZ	1	1,941
		MS_HBWA_VMT	1	5,438
		MS_HBP_VMT	1	-
		MS_TotP_VMT	1	574
		MS_TotA_VMT	1	6,271
		OD_CarP_VMT	1	6,058
		OD_CarA_VMT	1	6,922
		OD_CarP_Trps	0	
		OD_CarA_Trps	0	
		OD_TrkP_VMT	1	2,457
		OD_TrkA_VMT	1	2,463
		OD_TrkP_Trps	0	
		OD_TrkA_Trps	0	
		OD_TotP_VMT	1	8,515
		OD_TotA_VMT	1	9,385
HBWD	VMT	HBWD_DEP_VMT_RT	1	-
HBWD	VMT	HBWD_DEP_VMT_CT	1	2,407
HBWD	VMT	HBWD_RET_VMT_RT	1	2,125
HBWD	VMT	HBWD_RET_VMT_CT	1	-
HBWD	TRP	HBWD_DEP_TRP_RT	1	-
HBWD	TRP	HBWD_DEP_TRP_CT	1	190
HBWD	TRP	HBWD_RET_TRP_RT	1	167
HBWD	TRP	HBWD_RET_TRP_CT	1	-
HBSR	VMT	HBSR_DEP_VMT_RT	1	-
HBSR	VMT	HBSR_DEP_VMT_CT	1	-
HBSR	VMT	HBSR_RET_VMT_RT	1	-
HBSR	VMT	HBSR_RET_VMT_CT	1	-
HBSR	TRP	HBSR_DEP_TRP_RT	1	-
HBSR	TRP	HBSR_DEP_TRP_CT	1	-
HBSR	TRP	HBSR_RET_TRP_RT	1	-
HBSR	TRP	HBSR_RET_TRP_CT	1	-
HBSP	VMT	HBSP_DEP_VMT_RT	1	-
HBSP	VMT	HBSP_DEP_VMT_CT	1	30
HBSP	VMT	HBSP_RET_VMT_RT	1	27
HBSP	VMT	HBSP_RET_VMT_CT	1	-
HBSP	TRP	HBSP_DEP_TRP_RT	1	-
HBSP	TRP	HBSP_DEP_TRP_CT	1	10
HBSP	TRP	HBSP_RET_TRP_RT	1	9
HBSP	TRP	HBSP_RET_TRP_CT	1	-
HBSH	VMT	HBSH_DEP_VMT_RT	1	-
HBSH	VMT	HBSH_DEP_VMT_CT	1	-
HBSH	VMT	HBSH_RET_VMT_RT	1	-
HBSH	VMT	HBSH_RET_VMT_CT	1	-
HBSH	TRP	HBSH_DEP_TRP_RT	1	-
HBSH	TRP	HBSH_DEP_TRP_CT	1	-
HBSH	TRP	HBSH_RET_TRP_RT	1	-
HBSH	TRP	HBSH_RET_TRP_CT	1	-
HBSC	VMT	HBSC_DEP_VMT_RT	1	-

HBSC	VMT	HBSC_DEP_VMT_CT	1	-
HBSC	VMT	HBSC_RET_VMT_RT	1	-
HBSC	VMT	HBSC_RET_VMT_CT	1	-
HBSC	TRP	HBSC_DEP_TRP_RT	1	-
HBSC	TRP	HBSC_DEP_TRP_CT	1	-
HBSC	TRP	HBSC_RET_TRP_RT	1	-
HBSC	TRP	HBSC_RET_TRP_CT	1	-
HBO	VMT	HBO_DEP_VMT_RT	1	-
HBO	VMT	HBO_DEP_VMT_CT	1	61
HBO	VMT	HBO_RET_VMT_RT	1	50
HBO	VMT	HBO_RET_VMT_CT	1	-
HBO	TRP	HBO_DEP_TRP_RT	1	-
HBO	TRP	HBO_DEP_TRP_CT	1	11
HBO	TRP	HBO_RET_TRP_RT	1	9
HBO	TRP	HBO_RET_TRP_CT	1	-
HBCU	VMT	HBCU_DEP_VMT_RT	1	-
HBCU	VMT	HBCU_DEP_VMT_CT	1	-
HBCU	VMT	HBCU_RET_VMT_RT	1	-
HBCU	VMT	HBCU_RET_VMT_CT	1	-
HBCU	TRP	HBCU_DEP_TRP_RT	1	-
HBCU	TRP	HBCU_DEP_TRP_CT	1	-
HBCU	TRP	HBCU_RET_TRP_RT	1	-
HBCU	TRP	HBCU_RET_TRP_CT	1	-
WBO	VMT	WBO_DEP_VMT_RT	1	266
WBO	VMT	WBO_DEP_VMT_CT	1	427
WBO	VMT	WBO_RET_VMT_RT	1	149
WBO	VMT	WBO_RET_VMT_CT	1	93
WBO	TRP	WBO_DEP_TRP_RT	1	30
WBO	TRP	WBO_DEP_TRP_CT	1	53
WBO	TRP	WBO_RET_TRP_RT	1	19
WBO	TRP	WBO_RET_TRP_CT	1	11
OBO	VMT	OBO_DEP_VMT_RT	1	116
OBO	VMT	OBO_DEP_VMT_CT	1	51
OBO	VMT	OBO_RET_VMT_RT	1	50
OBO	VMT	OBO_RET_VMT_CT	1	116
OBO	TRP	OBO_DEP_TRP_RT	1	14
OBO	TRP	OBO_DEP_TRP_CT	1	6
OBO	TRP	OBO_RET_TRP_RT	1	6
OBO	TRP	OBO_RET_TRP_CT	1	14
HBI	VMT	HBI_DEP_VMT_RT	1	-
HBI	VMT	HBI_DEP_VMT_CT	1	665
IBW	VMT	IBW_DEP_VMT_RT	1	965
IBW	VMT	IBW_DEP_VMT_CT	1	237
HBI	VMT	HBI_RET_VMT_RT	1	1,620
HBI	VMT	HBI_RET_VMT_CT	1	-
IBW	VMT	IBW_RET_VMT_RT	1	698
IBW	VMT	IBW_RET_VMT_CT	1	2,846
HBI	TRP	HBI_DEP_TRP_RT	1	-
HBI	TRP	HBI_DEP_TRP_CT	1	58
IBW	TRP	IBW_DEP_TRP_RT	1	49
IBW	TRP	IBW_DEP_TRP_CT	1	16
HBI	TRP	HBI_RET_TRP_RT	1	141
HBI	TRP	HBI_RET_TRP_CT	1	-
IBW	TRP	IBW_RET_TRP_RT	1	48
IBW	TRP	IBW_RET_TRP_CT	1	144

city of fontana	dy_vmt	1259	3,807,745	YR 2016
city of fontana	dy_vmt (no prj)	1260	3,803,443	YR 2016

SBTAM OUTPUTS		2040 11171 Cherry Ave WH (project)		
		TAZ	1	53713203
		DISTRICT	1	5
		POP	1	-
		RES	1	-
		HH	1	-
		TOT_EMP	1	336
		INTERNAL_SEQUENCE_TAZ	1	1,941
		MS_HBWA_VMT	1	5,463
		MS_HBP_VMT	1	-
		MS_TotP_VMT	1	561
		MS_TotA_VMT	1	6,332
		OD_CarP_VMT	1	6,532
		OD_CarA_VMT	1	7,453
		OD_CarP_Trps	0	
		OD_CarA_Trps	0	
		OD_TrkP_VMT	1	2,857
		OD_TrkA_VMT	1	2,846
		OD_TrkP_Trps	0	
		OD_TrkA_Trps	0	
		OD_TotP_VMT	0	9,389
		OD_TotA_VMT	0	10,300
HBWD	VMT	HBWD_DEP_VMT_RT	1	-
HBWD	VMT	HBWD_DEP_VMT_CT	1	2,422
HBWD	VMT	HBWD_RET_VMT_RT	1	2,128
HBWD	VMT	HBWD_RET_VMT_CT	1	-
HBWD	TRP	HBWD_DEP_TRP_RT	1	-
HBWD	TRP	HBWD_DEP_TRP_CT	1	184
HBWD	TRP	HBWD_RET_TRP_RT	1	162
HBWD	TRP	HBWD_RET_TRP_CT	1	-
HBSR	VMT	HBSR_DEP_VMT_RT	1	-
HBSR	VMT	HBSR_DEP_VMT_CT	1	-
HBSR	VMT	HBSR_RET_VMT_RT	1	-
HBSR	VMT	HBSR_RET_VMT_CT	1	-
HBSR	TRP	HBSR_DEP_TRP_RT	1	-
HBSR	TRP	HBSR_DEP_TRP_CT	1	-
HBSR	TRP	HBSR_RET_TRP_RT	1	-
HBSR	TRP	HBSR_RET_TRP_CT	1	-
HBSP	VMT	HBSP_DEP_VMT_RT	1	-
HBSP	VMT	HBSP_DEP_VMT_CT	1	29
HBSP	VMT	HBSP_RET_VMT_RT	1	25
HBSP	VMT	HBSP_RET_VMT_CT	1	-
HBSP	TRP	HBSP_DEP_TRP_RT	1	-
HBSP	TRP	HBSP_DEP_TRP_CT	1	10
HBSP	TRP	HBSP_RET_TRP_RT	1	9
HBSP	TRP	HBSP_RET_TRP_CT	1	-
HBSH	VMT	HBSH_DEP_VMT_RT	1	-
HBSH	VMT	HBSH_DEP_VMT_CT	1	-
HBSH	VMT	HBSH_RET_VMT_RT	1	-
HBSH	VMT	HBSH_RET_VMT_CT	1	-
HBSH	TRP	HBSH_DEP_TRP_RT	1	-
HBSH	TRP	HBSH_DEP_TRP_CT	1	-
HBSH	TRP	HBSH_RET_TRP_RT	1	-
HBSH	TRP	HBSH_RET_TRP_CT	1	-
HBSC	VMT	HBSC_DEP_VMT_RT	1	-
HBSC	VMT	HBSC_DEP_VMT_CT	1	-

HBSC	VMT	HBSC_RET_VMT_RT	1	-
HBSC	VMT	HBSC_RET_VMT_CT	1	-
HBSC	TRP	HBSC_DEP_TRP_RT	1	-
HBSC	TRP	HBSC_DEP_TRP_CT	1	-
HBSC	TRP	HBSC_RET_TRP_RT	1	-
HBSC	TRP	HBSC_RET_TRP_CT	1	-
HBO	VMT	HBO_DEP_VMT_RT	1	-
HBO	VMT	HBO_DEP_VMT_CT	1	76
HBO	VMT	HBO_RET_VMT_RT	1	63
HBO	VMT	HBO_RET_VMT_CT	1	-
HBO	TRP	HBO_DEP_TRP_RT	1	-
HBO	TRP	HBO_DEP_TRP_CT	1	11
HBO	TRP	HBO_RET_TRP_RT	1	9
HBO	TRP	HBO_RET_TRP_CT	1	-
HBCU	VMT	HBCU_DEP_VMT_RT	1	-
HBCU	VMT	HBCU_DEP_VMT_CT	1	-
HBCU	VMT	HBCU_RET_VMT_RT	1	-
HBCU	VMT	HBCU_RET_VMT_CT	1	-
HBCU	TRP	HBCU_DEP_TRP_RT	1	-
HBCU	TRP	HBCU_DEP_TRP_CT	1	-
HBCU	TRP	HBCU_RET_TRP_RT	1	-
HBCU	TRP	HBCU_RET_TRP_CT	1	-
WBO	VMT	WBO_DEP_VMT_RT	1	258
WBO	VMT	WBO_DEP_VMT_CT	1	440
WBO	VMT	WBO_RET_VMT_RT	1	153
WBO	VMT	WBO_RET_VMT_CT	1	91
WBO	TRP	WBO_DEP_TRP_RT	1	29
WBO	TRP	WBO_DEP_TRP_CT	1	56
WBO	TRP	WBO_RET_TRP_RT	1	20
WBO	TRP	WBO_RET_TRP_CT	1	10
OBO	VMT	OBO_DEP_VMT_RT	1	114
OBO	VMT	OBO_DEP_VMT_CT	1	47
OBO	VMT	OBO_RET_VMT_RT	1	47
OBO	VMT	OBO_RET_VMT_CT	1	114
OBO	TRP	OBO_DEP_TRP_RT	1	13
OBO	TRP	OBO_DEP_TRP_CT	1	6
OBO	TRP	OBO_RET_TRP_RT	1	6
OBO	TRP	OBO_RET_TRP_CT	1	13
HBI	VMT	HBI_DEP_VMT_RT	1	-
HBI	VMT	HBI_DEP_VMT_CT	1	797
IBW	VMT	IBW_DEP_VMT_RT	1	1,099
IBW	VMT	IBW_DEP_VMT_CT	1	235
HBI	VMT	HBI_RET_VMT_RT	1	1,963
HBI	VMT	HBI_RET_VMT_CT	1	-
IBW	VMT	IBW_RET_VMT_RT	1	688
IBW	VMT	IBW_RET_VMT_CT	1	3,213
HBI	TRP	HBI_DEP_TRP_RT	1	-
HBI	TRP	HBI_DEP_TRP_CT	1	67
IBW	TRP	IBW_DEP_TRP_RT	1	57
IBW	TRP	IBW_DEP_TRP_CT	1	16
HBI	TRP	HBI_RET_TRP_RT	1	165
HBI	TRP	HBI_RET_TRP_CT	1	-
IBW	TRP	IBW_RET_TRP_RT	1	46
IBW	TRP	IBW_RET_TRP_CT	1	168

city of fontana	dy_vmt (with prj)	1331	5,225,472	YR 2040
city of fontana	dy_vmt (no prj)	1332	5,220,670	YR 2040