

Perris Commercial Project

Traffic Analysis

SPA 2205380, DPR 22-00037, DPR 22-00038, PLN22-05379

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10/10/23

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Appendix B	Existing Traffic Volume Data
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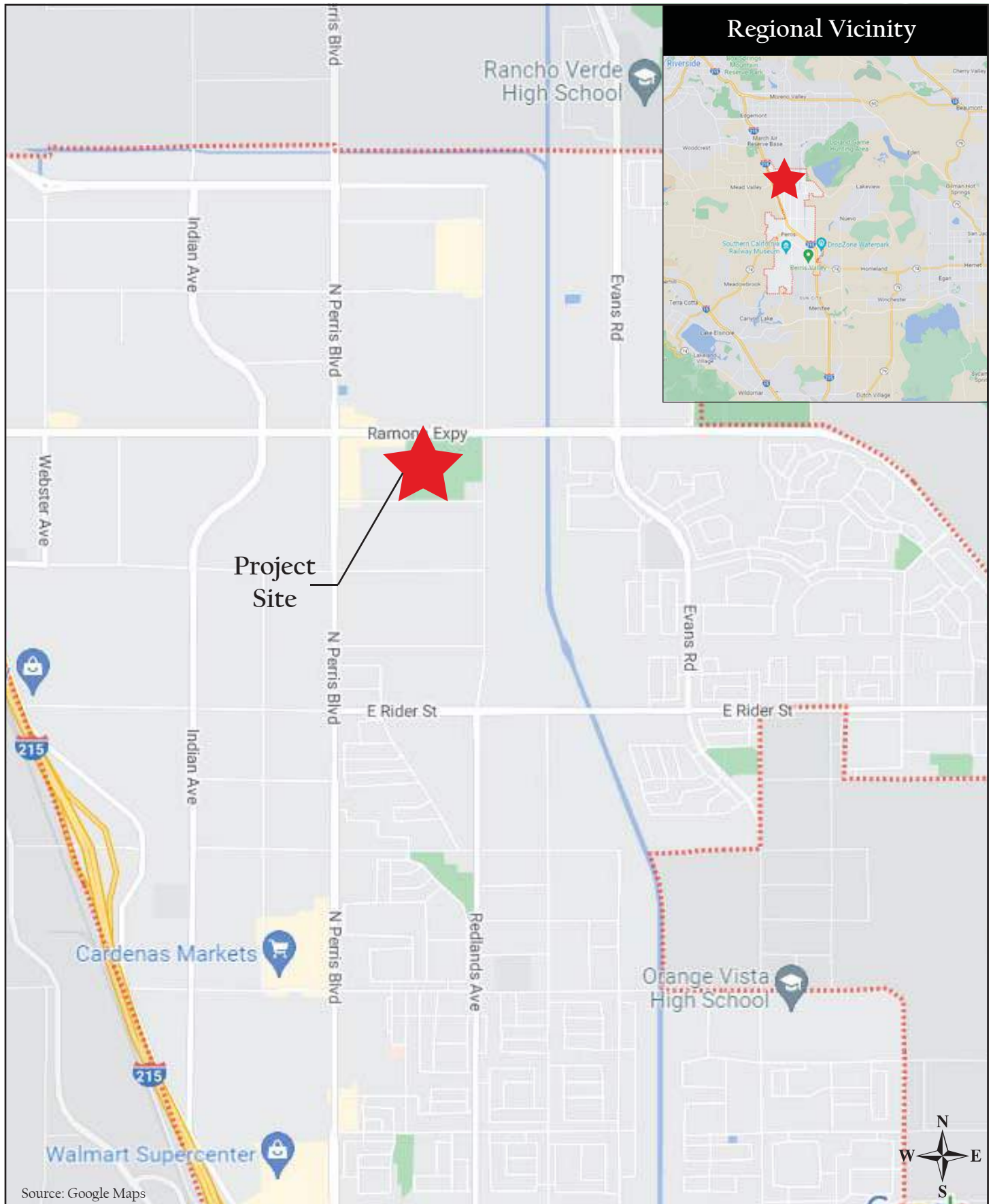
I INTRODUCTION

This traffic analysis evaluates the traffic conditions associated with the proposed Perris Commercial project (herein referred to as “the Project”) located on the south side of Ramona Expressway between Perris Boulevard and Redlands Avenue (APN 302-100-012 and -014) in the City of Perris. **Figure I-1** shows the location of the project site within the study area. The traffic analyses have been prepared in accordance with the *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020 (City’s TIA Guidelines)* and consistent with the City of Perris General Plan Circulation Element requirements.

I.1 Project Description

The Project proposes to construct a 275,098 square foot (sf) general light industrial building, an 107-room hotel, and two sit-down restaurants totaling 9,000 sf. The Project is located in the eastern-central portion of the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area and is comprised of approximately 17.64 acres. The Project involves the adoption of a Specific Plan Amendment to the PVCCSP to change the southern parcel land use designation from Commercial to Light Industrial; a parcel map creating four separate parcels, and approval of two Development Plans; one for the industrial building and one for the restaurant and hotel component.

Access to the site will be provided off Ramona Expressway and Dawes Street. Commercial traffic would only use the driveways off Ramona Expressway. Vehicular traffic associated with the industrial use would use the western driveway off Dawes Street. The eastern driveway off Dawes Street is restricted to trucks only. The Project is estimated to be in operation in 2025. **Figure I-2** illustrates the Project site plan.



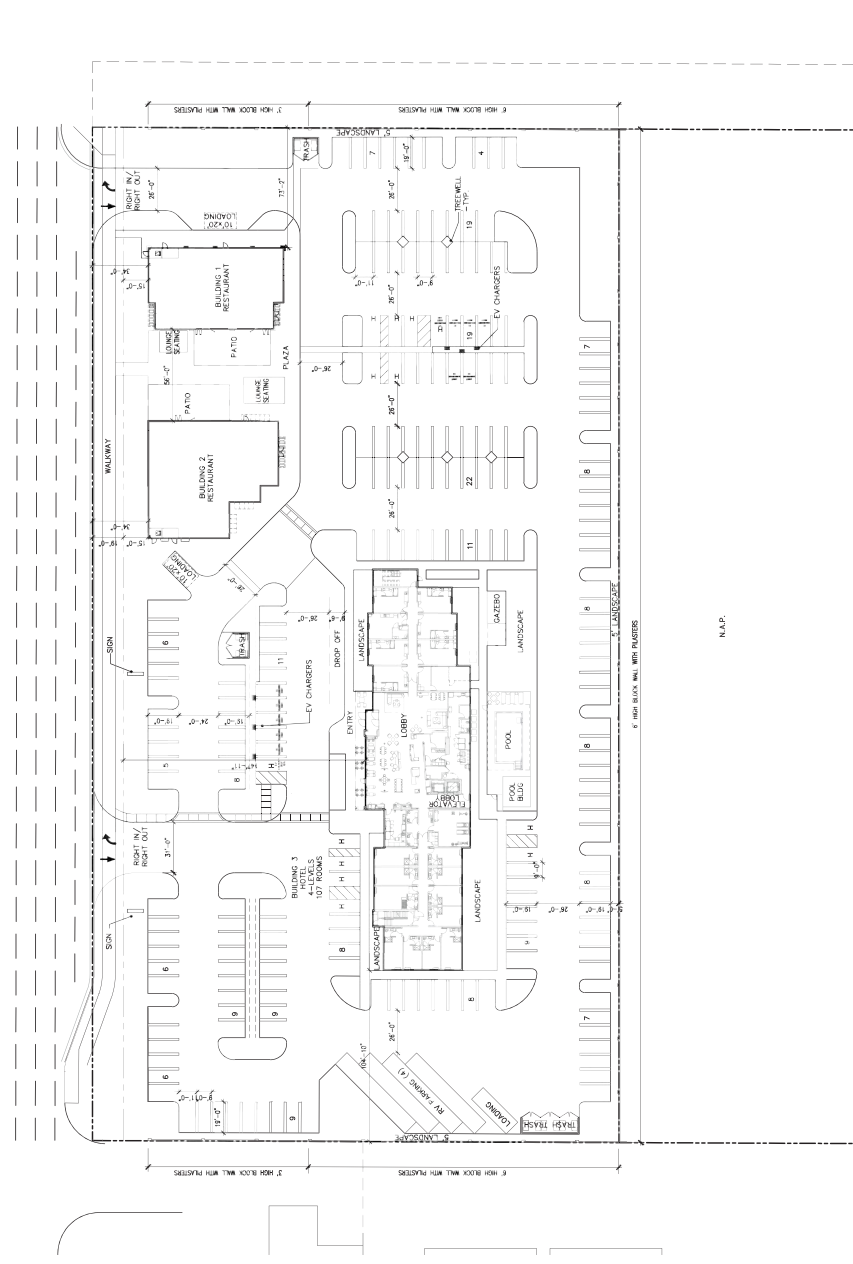
Source: Google Maps



Perris Commerical

Figure 1-1
Project Vicinity Map

RAMONA EXPRESSWAY



Project Summary
Site Area: 4.58 Acres
Zone: Commercial

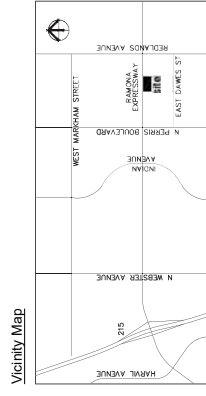
Perris Valley Commerce Center Specific Plan
Fire Corridor Buffer - Zone D

Building Summary
Building 1: 4,000 sq ft
Building 2: 5,000 sq ft
Building 3: 81,088 sq ft
Total: 90,088 sq ft

Parking Summary
Requirements: 1 space per 50 sq ft of building area
Total: 180 spaces
Site: 200 spaces
Balance: 20 spaces provided

Owner:
Abbas Construction & Engineering
5815 Andrews Ave, Suite C
Perris, CA 92370

Architect:
SMS Architects
5815 Andrews Ave, Suite C
Perris, CA 92370



DISTRIBUTION PARK
Ramona Expressway, Perris, California

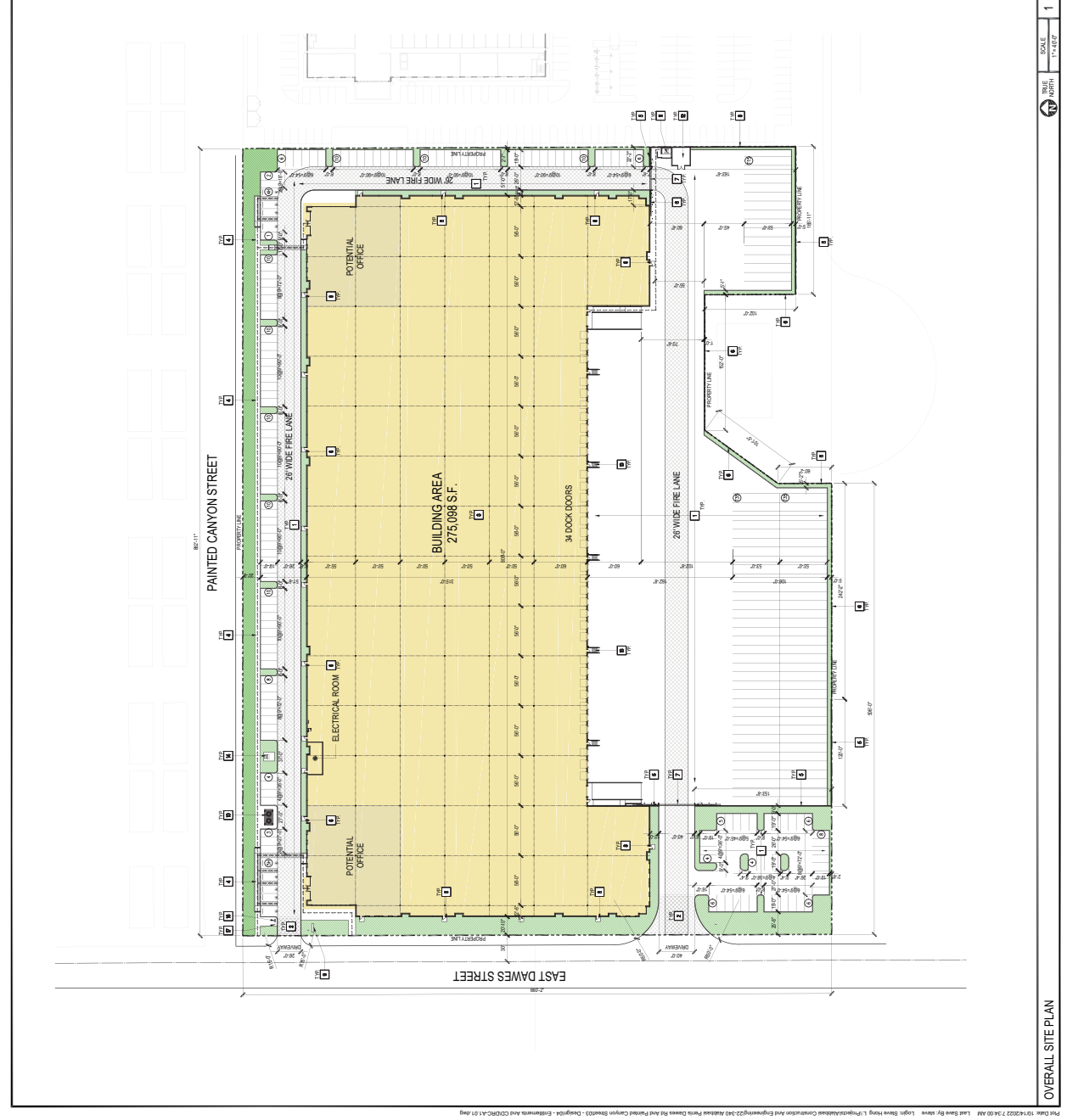
September 18, 2023

SITE PLAN



SMS ARCHITECTS

Perris Commercial



APPLICANT/OWNER

ALLIANCE COMMERCIAL DEVELOPMENT (A CD) (DBT)
1471 WEST CHERRY AVENUE, SUITE 100
PERRIS, CALIFORNIA 92370

PROJECT ADDRESS / APN
275 098 0001
APN: 275 098 0001

VICINITY MAP



PROJECT DESCRIPTION
THIS PROJECT IS A COMMERCIAL DEVELOPMENT CONSISTING OF THREE BUILDINGS WITH A TOTAL BUILDING AREA OF 775,088 SQUARE FEET. THE PROJECT IS LOCATED AT THE INTERSECTION OF PAINTED CANYON STREET AND EAST DAMES STREET, WEST OF THE INTERSECTION OF WEST CHERRY AVENUE AND CHERRY AVENUE IN THE CITY OF PERRIS, CALIFORNIA.

PROJECT DATA

ITEM	DESCRIPTION	QUANTITY
TOTAL AREA	775,088 S.F.	1
BUILDING AREA	775,088 S.F.	1
LANDSCAPE	775,088 S.F.	1
PARKING	200 SPACES	1
EV CHARGERS	20 CHARGERS	1

GENERAL NOTES

- ALL DIMENSIONS TO FACE OF CONCRETE WALL OR CURB.
- CONCRETE SHALL BE 4000 PSI STRENGTH WITH 4% STEEL REINFORCEMENT.
- CONCRETE SHALL BE SUPPLIED BY A QUALIFIED SUPPLIER AND DELIVERED TO THE JOB SITE.
- CONCRETE SHALL BE PLACED AND FINISHED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
- CONCRETE SHALL BE CURED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
- CONCRETE SHALL BE TESTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.

KEYNOTES

- SEE PLANS FOR SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.
- CONCRETE SHALL BE CAST IN PLACES AND FINISHED TO THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
- CONCRETE SHALL BE CURED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
- CONCRETE SHALL BE TESTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
- CONCRETE SHALL BE PLACED AND FINISHED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.
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- CONCRETE SHALL BE TESTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE CONTRACT DOCUMENTS.

LEGEND

- EXISTING WALLS AND FOUNDATIONS
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- EXISTING CONCRETE FOUNDATIONS

SCALE: 1" = 48' - 0"
DATE: 9/18/23
DRAWN BY: JG
CHECKED BY: JG
APPROVED BY: JG

PERIS, CALIFORNIA 92370

ALABAST CONSTRUCTION & ENGINEERING
PERRIS, CALIFORNIA 92370

ARCHITECTURAL
OVERALL SITE PLAN

DRC-A1.01

Figure 1-2 Site Plan

2 ANALYSIS APPROACH AND METHODOLOGY

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

2.1 Study Area

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

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

Intersections

1. I-215 Southbound Ramps & Ramona Expressway
2. I-215 Northbound Ramps & Ramona Expressway
3. Webster Avenue & Ramona Expressway
4. Indian Avenue & Ramona Expressway
5. Perris Boulevard & Ramona Expressway
6. Redlands Avenue & Ramona Expressway
7. Evans Road & Ramona Expressway
8. Perris Boulevard & Dawes Street
9. Redlands Avenue & Dawes Street
10. West Project Driveway & Ramona Expressway (constructed as part of project)
11. East Project Driveway & Ramona Expressway (constructed as part of project)
12. West Project Driveway & Dawes Street (constructed as part of project)
13. East Project Driveway & Dawes Street (constructed as part of project)

2.2 Analysis Scenarios

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario reflects the existing street network within the study area in the Year 2022.
- Existing Plus Project Conditions: This scenario determines any significant traffic operation and circulation system deficiencies that would occur on the existing roadway system with the Project added to Existing Conditions.
- Opening Year 2025 Conditions: This scenario represents the conditions of the anticipated year of opening for the Project, which is assumed to occur in 2025 and includes background growth and other cumulative projects in the area.

-
- Opening Year 2025 Plus Project: This scenario represents the conditions on the anticipated year of opening for the Project with the Project traffic.

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

2.3 Methodology

2.3.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 11 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

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

According to the City of Perris Circulation Element, Policy II.A, intersections should maintain the following LOS:

- LOS D along all City maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.
- LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complimentary mix of land uses within a comfortable walking distance from light rail stations.

Table 2-1
LOS Criteria for Intersections

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

Source: *Highway Capacity Manual 6th Edition*

2.3.2 Fair Share Calculations

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

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

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

2.4 Deficiency Criteria

This section summarizes the methodology used to identify circulation system deficiencies. The following deficiency criteria has been adopted by the City of Perris. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following criteria would be utilized:

- A project-related deficiency is considered direct when a study intersection operates at an acceptable LOS for existing conditions (without the project) and the addition of 50 or more AM or PM peak-hour project trips causes the intersection delay to increase by 2 seconds or more and causes the intersection to operate at an unacceptable LOS for existing plus project conditions.
- A project-related deficiency is considered direct and significant when a study intersection operates at an unacceptable LOS for existing conditions (without the project) and the addition of 50 or more AM or PM peak-hour project trips causes the intersection delay to increase by 2 seconds or more.
- A cumulative deficiency is considered direct when a study intersection is forecast to operate at an acceptable LOS without the project and with the addition of 50 or more AM or PM peak-hour project trips causes the intersection delay to increase by 2 seconds or more and causes the intersection to operate at an unacceptable LOS.
- A cumulative deficiency is considered indirect when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and the project contributes 50 or more AM or PM peak-hour project trips and causes the intersection delay to increase by 2 seconds or more.

3 EXISTING CONDITIONS

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

3.1 Roadway Network

Ramona Expressway is an east-west, 6-lane divided roadway between Webster Avenue and Evans Road and transitions to a 4-lane divided roadway west of Webster Avenue. According to the PVCCSP, Ramona Expressway is designated as an Expressway in the Circulation Element and is not designated as a City truck route. There are intermittent sidewalks along both sides of the roadway in the study area. Parking is prohibited on both sides of the roadway. The posted speed limit ranges between 50 and 55 miles per hour (mph).

Dawes Street is an east-west, 2-lane roadway between Perris Boulevard and Redlands Avenue. According to the PVCCSP, Dawes Street is designated as a Collector in the Circulation Element. Parking is prohibited on both sides of the roadway. Sidewalks are present on both sides of the roadway, but are missing between Painted Canyon Street and Redlands Avenue. There are no posted speed limit signs in the study area.

Webster Avenue is a north-south, 4-lane roadway separated by a center two-way left-turn lane. According to the PVCCSP, Webster Avenue is designated as a Secondary Arterial in the Circulation Element. Parking is prohibited on both sides of the roadway. There are no sidewalks on both sides of the roadway except along improved parcels. The posted speed limit is 35 mph.

Indian Avenue is a north-south, 4-lane divided roadway. According to the PVCCSP, Indian Avenue is designated as a Secondary Arterial in the Circulation Element and designated as a City truck route from Harvey Knox Boulevard to Placentia Avenue. Parking is prohibited on both sides of the roadway. There are no sidewalks on both sides of the roadway except along improved parcels. The posted speed limit is 40 mph.

Perris Boulevard is a north-south, 6-lane divided roadway. According to the PVCCSP, Perris Boulevard is designated as a Primary Arterial in the Circulation Element. Parking is prohibited on both sides of the roadway. Sidewalks are present on both sides of the roadway. The posted speed limit is 45 mph.

Redlands Avenue is a north-south, 4-lane divided roadway north of Ramona Expressway and transitions to a 3-lane divided roadway (two lanes southbound and one lane northbound) south of Ramona Expressway. According to the PVCCSP, Redlands Avenue is designated as a Secondary Arterial in the Circulation Element and designated as a City truck route from Harvey Knox Boulevard to Rider Street. Parking is prohibited on both sides of the roadway. Sidewalks are present on both sides of the roadway. The posted speed limit is 40 mph.

Evans Road is a north-south, 4-lane divided roadway in the study area. According to the PVCCSP, Evans Road is designated as a Secondary Arterial in the Circulation Element south of Ramona Expressway.

Parking is prohibited on both sides of the roadway. Sidewalks are present on both sides of the roadway. The posted speed limit is 50 mph.

Figure 3-1 illustrates the PVCCSP circulation plan. Figure 3-2 illustrates the City's designated truck routes. Figure 3-3 illustrates the existing geometrics at the study area intersections.

3.2 Transit Service

The Riverside Transit Agency (RTA) provides service to the study area with Routes 19 and 41. Route 19 provides daily service between the Moreno Valley Mall and Perris Station Transit Center with the nearest stop located near the Perris Boulevard & Ramona Expressway intersection. Route 41 provides daily service between the Mead Valley Community Center and the Moreno Valley College with the nearest stop located near the Perris Boulevard & Ramona Expressway intersection.

The nearest transit stop to the Project is located along Perris Boulevard and just north of Ramona Expressway. This transit stop is approximately a 0.3 mile walk to the Project.

Figure 3-4 illustrates the transit routes in the City of Perris.

3.3 Pedestrian and Bicycle Facilities

3.3.1 Pedestrian Facilities

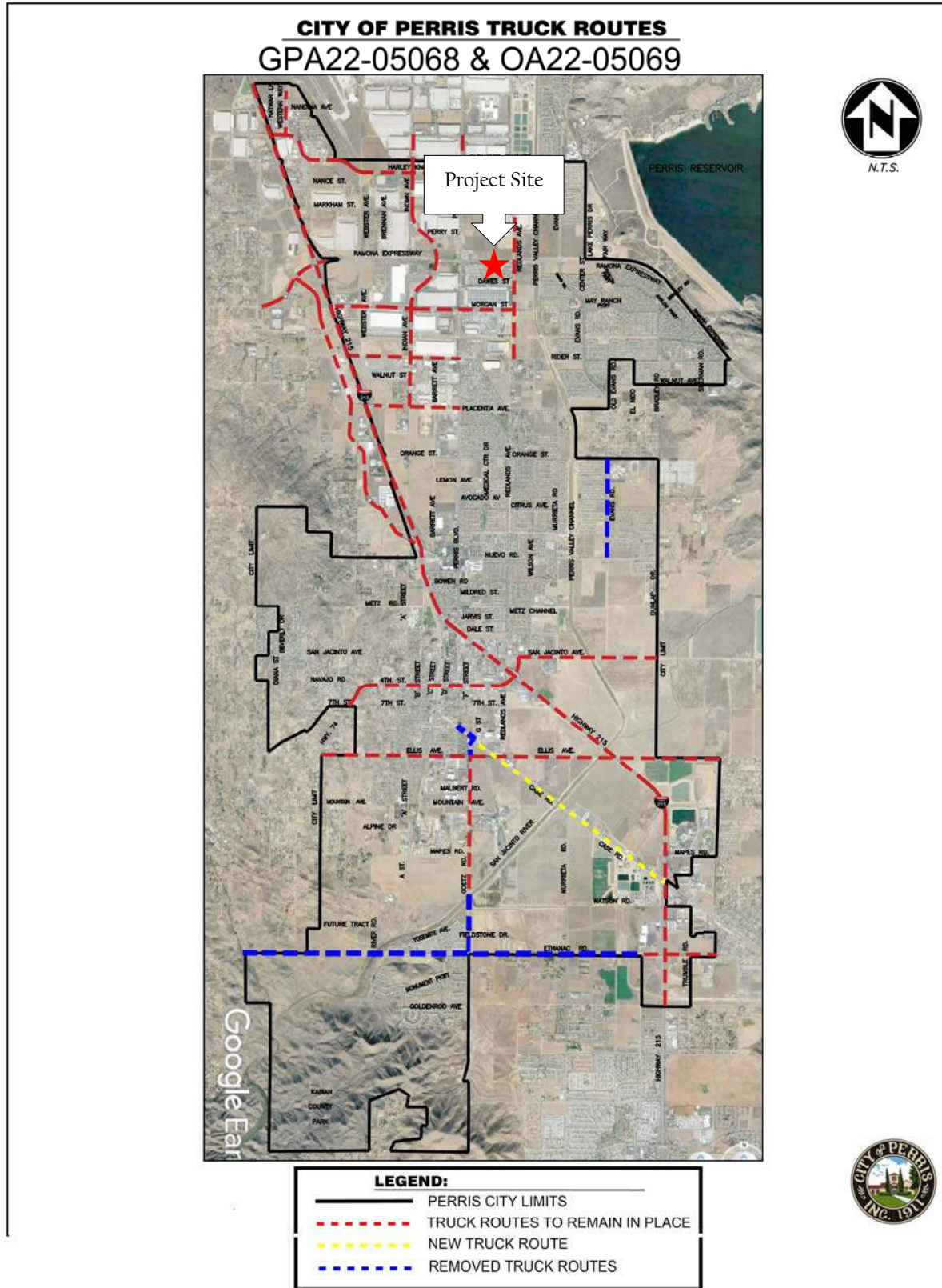
There is an existing sidewalk along the project's frontage of Ramona Expressway. Sidewalks will be constructed along the project's frontage of Dawes Street. Most of the signalized intersections in the study area include marked crosswalks to cross the various roadways.

3.3.2 Bicycle and Trail Facilities

The only bicycle facility in the study area is Class III bikeway along Redlands Avenue north of Ramona Expressway. According to the PVCCSP, a Regional Trail is planned along Ramona Expressway.

Figure 3-5 illustrates the trail systems map.

Figure 3-1 City of Perris Truck Routes



Source: City of Perris

Figure 3-2 Circulation Plan



Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-1

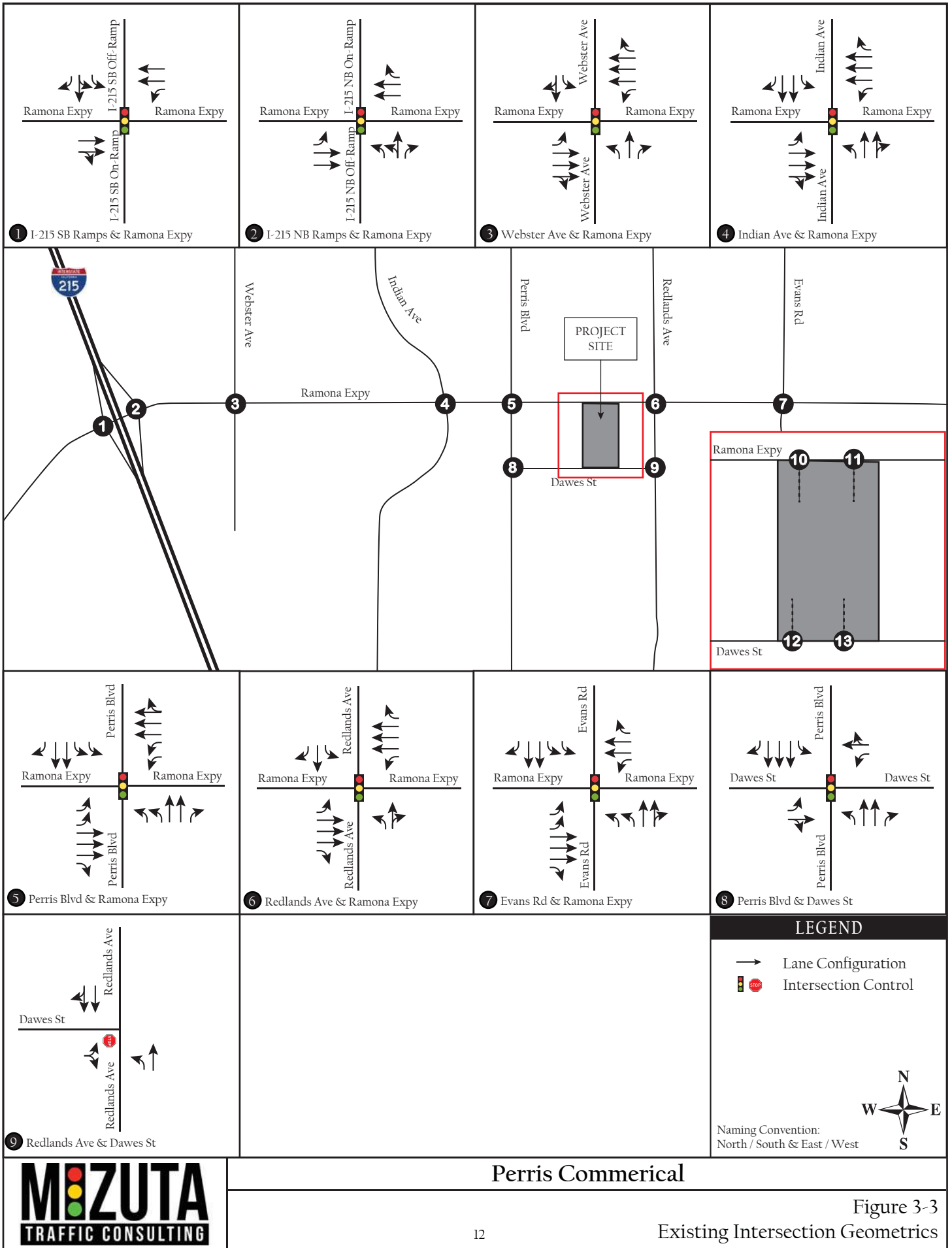
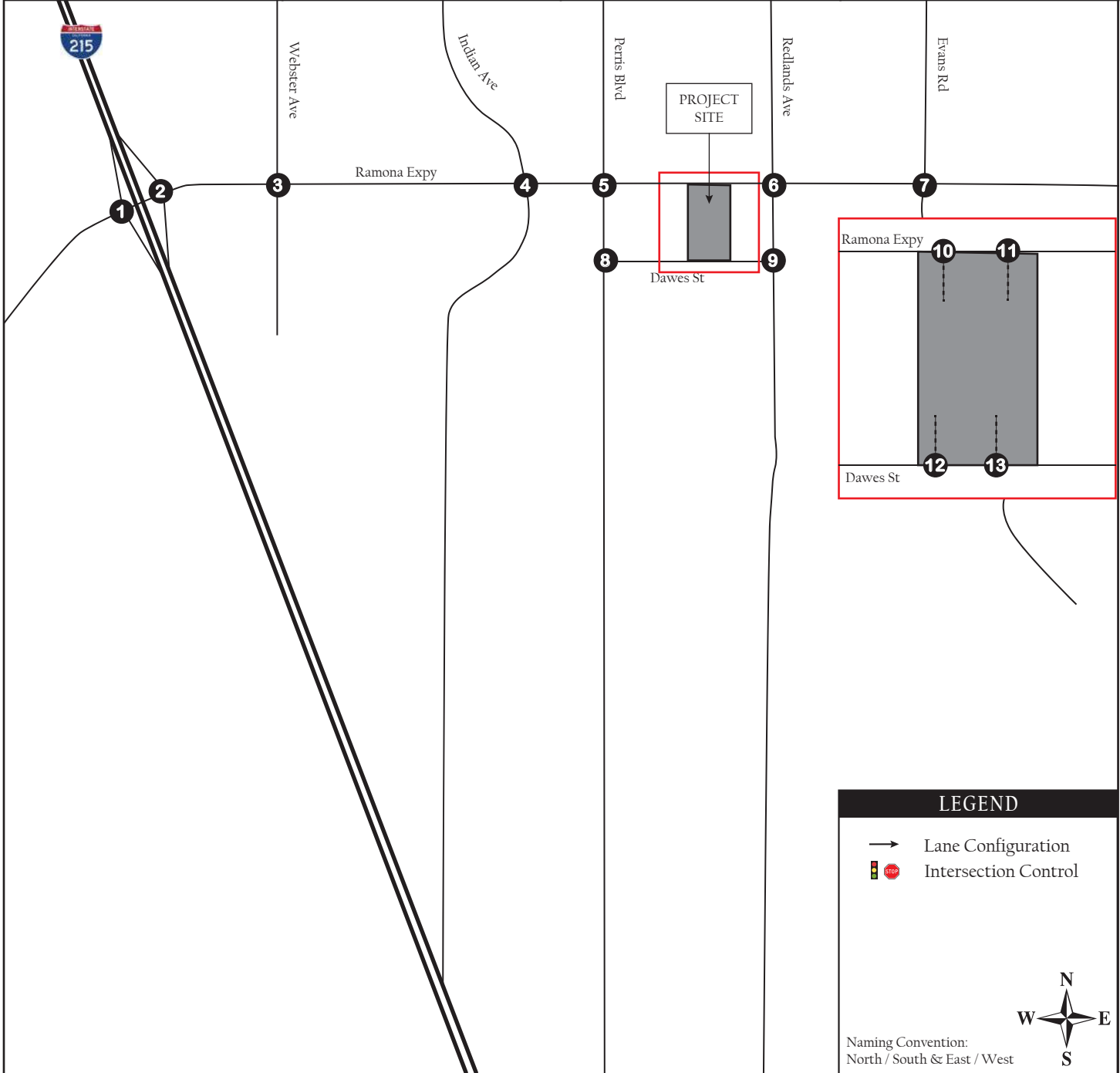


Figure 3-3
Existing Intersection Geometrics

<p>Intersection does not exist under this scenario and will be constructed with the project</p> <p>10 W Proj Dwy & Ramona Expy</p>	<p>Intersection does not exist under this scenario and will be constructed with the project</p> <p>11 E Proj Dwy & Ramona Expy</p>	<p>Intersection does not exist under this scenario and will be constructed with the project</p> <p>12 W Proj Dwy & Dawes St</p>	<p>Intersection does not exist under this scenario and will be constructed with the project</p> <p>13 E Proj Dwy & Dawes St</p>
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Perris Commerical

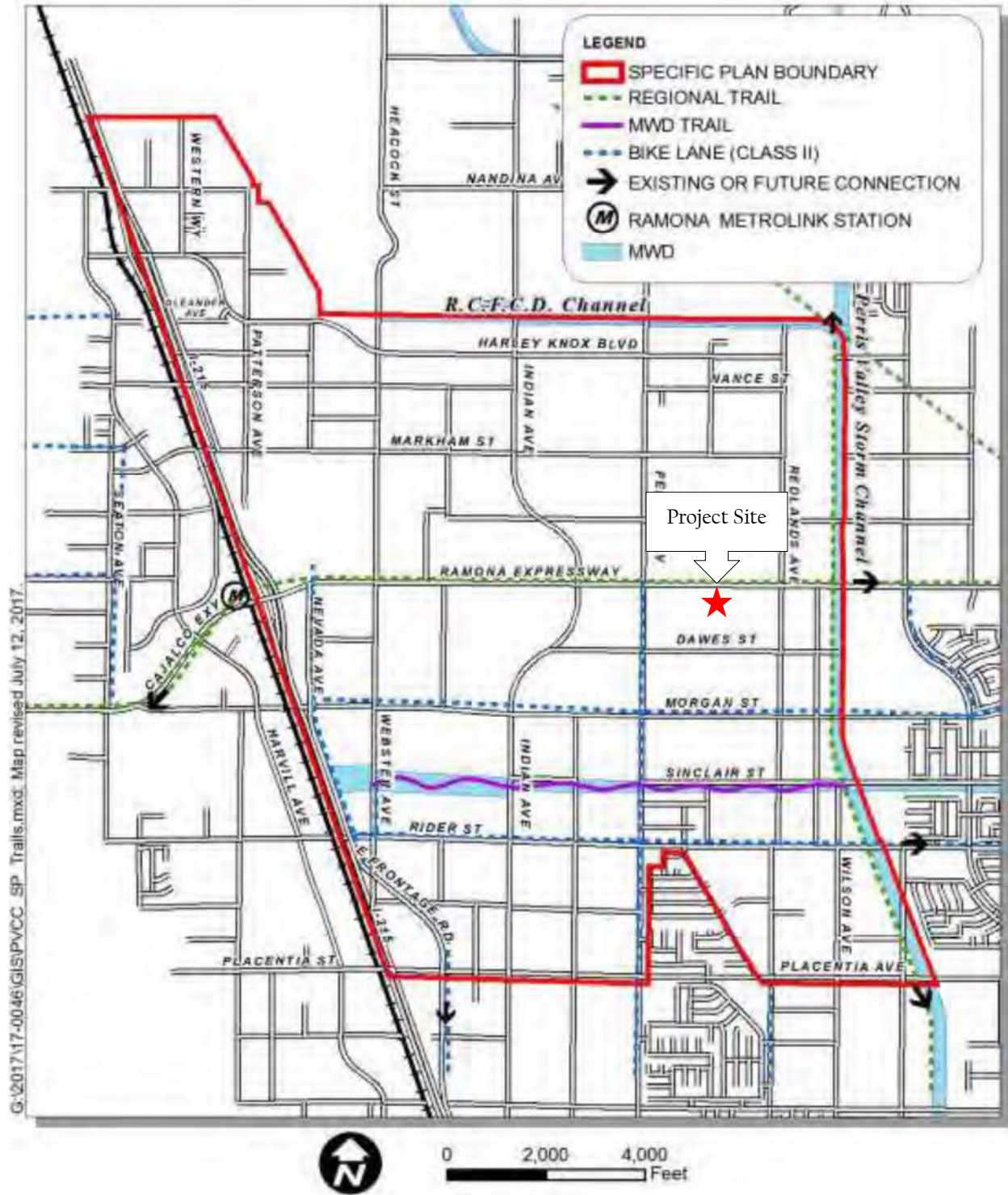
Figure 3-3a
Existing Intersection Geometrics

Figure 3-4 Mass Transit Routes



Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-4

Figure 3-5 Trails Systems



Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-5

3.4 Traffic Volumes

Traffic volumes at the study area intersections were obtained on Tuesday, January 24, 2023. Figure 3-6 illustrates the study area traffic volumes.

Appendix B contains a copy of the existing traffic volume data sheets.

3.5 Intersection Analysis

Table 3-1 summarizes the LOS analysis results for the study area intersections under Existing Conditions. As shown in the table, all intersections operate at LOS E or better during the weekday peak-hours.

Appendix C contains the intersection LOS worksheets.

Table 3-1
Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay ¹	LOS ^{2, 3}
1	I-215 SB Ramps & Ramona Expy	Signal	AM	19.7	B
			PM	33.1	C
2	I-215 NB Ramps & Ramona Expy	Signal	AM	34.0	C
			PM	44.0	D
3	Webster Ave & Ramona Expy	Signal	AM	23.8	C
			PM	22.0	C
4	Indian Ave & Ramona Expy	Signal	AM	15.4	B
			PM	16.5	B
5	Perris Blvd & Ramona Expy	Signal	AM	26.8	C
			PM	22.6	C
6	Redlands Ave & Ramona Expy	Signal	AM	20.3	C
			PM	26.2	C
7	Evans Rd & Ramona Expy	Signal	AM	57.9	E
			PM	35.5	D
8	Perris Blvd & Dawes St	Signal	AM	6.5	A
			PM	5.7	A
9	Redlands ave & Dawes St	OWSC	AM	11.6	B
			PM	10.1	B
10	W Proj Dwy & Ramona Expy	OWSC	AM	DNE ⁴	
			PM		
11	E Proj Dwy & Ramona Expy	OWSC	AM	DNE ⁴	
			PM		
12	W Proj Dwy & Dawes St	OWSC	AM	DNE ⁴	
			PM		
13	E Proj Dwy & Dawes St	OWSC	AM	DNE ⁴	
			PM		

Notes:

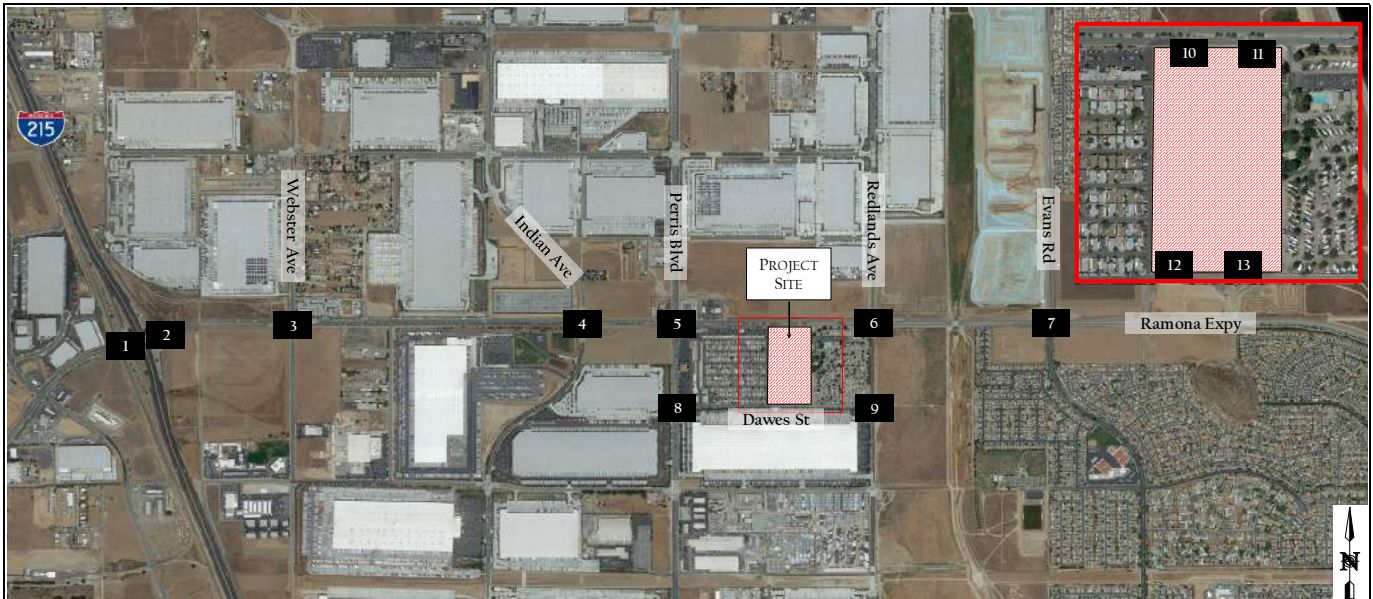
OWSC: One-Way Stopped Control, Signal: Traffic Signal

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

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

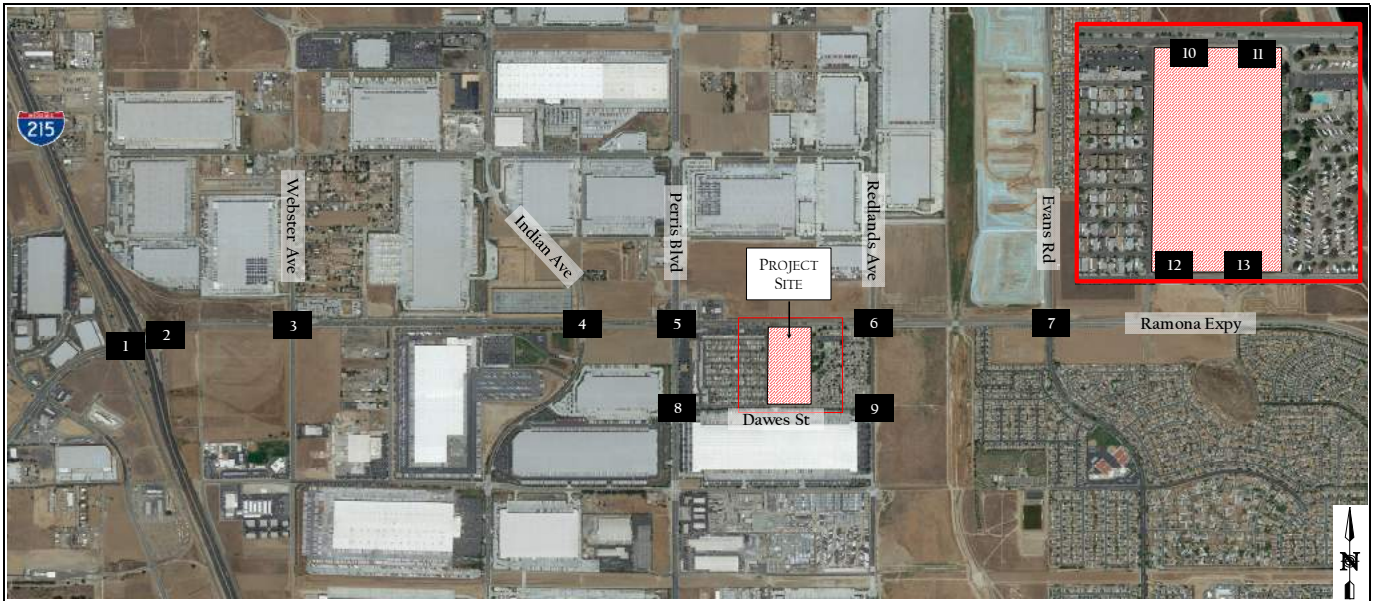
3. LOS E is acceptable for the intersections located along Ramona Expy. LOS D is the threshold for all other intersections.

4. DNE: Does not Exist. Project driveway not constructed and will only be evaluated with the addition of the Project.



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

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy																
<p>1</p> <p>144 / 135 1 / 4 619 / 760</p> <p>943 / 821 281 / 346</p> <p>650 / 820 307 / 323</p>	<p>2</p> <p>599 / 583 910 / 788</p> <p>100 / 100 1167 / 1476</p> <p>314 / 297 3 / 3 552 / 425</p>	<p>3</p> <p>76 / 136 27 / 59 25 / 54</p> <p>59 / 38 1361 / 1070 22 / 24</p> <p>225 / 147 797 / 1214 53 / 33</p> <p>82 / 99 223 / 23 24 / 13</p>	<p>4</p> <p>20 / 69 44 / 159 11 / 58</p> <p>65 / 65 1418 / 1001 32 / 64</p> <p>97 / 87 746 / 1185 41 / 33</p> <p>47 / 80 189 / 104 61 / 90</p>	Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St	<p>5</p> <p>228 / 216 318 / 568 120 / 243</p> <p>107 / 98 1038 / 748 88 / 112</p> <p>231 / 224 474 / 925 80 / 149</p> <p>249 / 179 670 / 393 75 / 89</p>	<p>6</p> <p>8 / 23 43 / 111 70 / 284</p> <p>419 / 156 1237 / 916 84 / 101</p> <p>9 / 10 662 / 1276 34 / 76</p> <p>35 / 43 178 / 73 118 / 78</p>	<p>7</p> <p>431 / 440 291 / 478 155 / 268</p> <p>303 / 183 953 / 586 8 / 25</p> <p>332 / 387 346 / 937 197 / 333</p> <p>400 / 192 475 / 280 15 / 12</p>	<p>8</p> <p>385 / 776 5 / 23</p> <p>47 / 24 19 / 39</p> <p>1044 / 629 4 / 28</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>11 / 15 180 / 255</p> <p>24 / 5 30 / 24</p> <p>30 / 36 306 / 181</p>	Does not exist	Does not exist	Does not exist
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St																
<p>5</p> <p>228 / 216 318 / 568 120 / 243</p> <p>107 / 98 1038 / 748 88 / 112</p> <p>231 / 224 474 / 925 80 / 149</p> <p>249 / 179 670 / 393 75 / 89</p>	<p>6</p> <p>8 / 23 43 / 111 70 / 284</p> <p>419 / 156 1237 / 916 84 / 101</p> <p>9 / 10 662 / 1276 34 / 76</p> <p>35 / 43 178 / 73 118 / 78</p>	<p>7</p> <p>431 / 440 291 / 478 155 / 268</p> <p>303 / 183 953 / 586 8 / 25</p> <p>332 / 387 346 / 937 197 / 333</p> <p>400 / 192 475 / 280 15 / 12</p>	<p>8</p> <p>385 / 776 5 / 23</p> <p>47 / 24 19 / 39</p> <p>1044 / 629 4 / 28</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>11 / 15 180 / 255</p> <p>24 / 5 30 / 24</p> <p>30 / 36 306 / 181</p>	Does not exist	Does not exist	Does not exist								
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St																
<p>9</p> <p>11 / 15 180 / 255</p> <p>24 / 5 30 / 24</p> <p>30 / 36 306 / 181</p>	Does not exist	Does not exist	Does not exist																



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

E Proj Dwy & Daves St
Does not exist

4 PROJECT TRAFFIC

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

4.1 Trip Generation

The trip generation rate for the Project was based on the rates for the various land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. It should be noted that the trips associated with the industrial use have been separated into passenger cars and trucks and converted to passenger car equivalents (PCE). Trip credits such as passby trips were applied to the proposed retail use based on standard rates published in the *ITE Trip Generation Handbook, 3rd Edition*. Passby trips are trips that are already on the road network and “passing by” the project site.

Table 4-1 summarizes the weekday trip generation rates and calculations. As shown in the table, the Project is estimated to generate 3,885 daily trips (ADT) with 378 trips (288 inbound, 90 outbound) during the AM peak-hour and 370 trips (117 inbound, 253 outbound) in the PM peak-hour. After applying the passby trip reductions, the Project is estimated to generate a net of 3,644 ADT with 356 trips (275 inbound, 81 outbound) during the AM peak-hour and 335 trips (95 inbound, 240 outbound) during the PM peak-hour.

**Table 4-1
Project Trip Generation**

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK		
			Rate	In:Out Ratio		Rate	In:Out Ratio	
General Light Industrial	110	4.87 trips / ksf	0.74	0.88 : 0.12		0.65	0.14 : 0.86	
Hotel	310	7.99 trips / rm	0.46	0.56 : 0.44		0.59	0.51 : 0.49	
High-Turnover (Sit-Down) Restaurant	932	107.20 trips / ksf	9.57	0.55 : 0.45		9.05	0.61 : 0.39	
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Hotel	107 rm	855	28	22	50	33	31	64
High-Turnover (Sit-Down) Restaurant	9.000 ksf	965	48	39	87	51	31	82
<i>Less Passby (25%-Daily @ AM, 43%-PM)²</i>		-241	-13	-9	-22	-22	-13	-35
General Light Industrial	275.098 ksf	1,340	180	24	204	26	153	179
Passenger Cars (64.9% Daily, 88.2% AM, 83.3% PM):		870	159	21	180	22	128	150
Trucks (35.1% Daily, 11.8% AM, 16.7% PM) ³ :		470	21	3	24	4	25	29
2-axle (16.7%, PCE = 1.5) ^{4,5} :		118	5	1	6	1	6	7
3-axle (20.7%, PCE = 2) ^{4,5} :		195	9	1	10	2	10	12
4+ axle (62.6%, PCE = 3) ^{4,5} :		882	39	6	45	8	47	55
<i>Subtotal (Trucks with PCE):</i>		1,195	53	8	61	11	63	74
Total Vehicle Trip Generated (Passenger Cars and Trucks)		3,160	256	85	341	110	215	325
Total Trip Generation (Passenger Cars and Trucks with PCE)		3,885	288	90	378	117	253	370
<i>Less Passby Trips</i>		-241	-13	-9	-22	-22	-13	-35
Net New Trips		3,644	275	81	356	95	240	335

Notes:

ksf: 1,000 square feet, rm: rooms

1. The trip and passby rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
2. The PM passby trip rate is based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. A conservative passby rate of 25% was assumed for the daily and AM peak-hour since there are no published rates for those time periods.
3. The truck trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
4. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage*.
5. The PCE factors are based on the *County of Riverside Transportation Analysis Guidelines, December 2020*.

4.2 Trip Distribution and Assignment

The Project trip distribution was estimated based on existing travel patterns and/or on logical routes to regional facilities. Two different distributions were prepared for the Project. The first distribution is for the commercial/retail and industrial passenger cars. The trips associated with the retail uses were distributed to the driveways off Ramona Expressway. The trips associated with industrial use were distributed to the driveways off Dawes Street.

The second distribution is for the industrial trucks. All trucks would follow the existing truck routes in the area (shown in **Figure 3-1**) and would primarily use Dawes Street via Redlands Avenue to access the site. The following list summarizes the proposed trip distribution:

Commercial/Retail/Industrial Passenger Car Trip Distribution

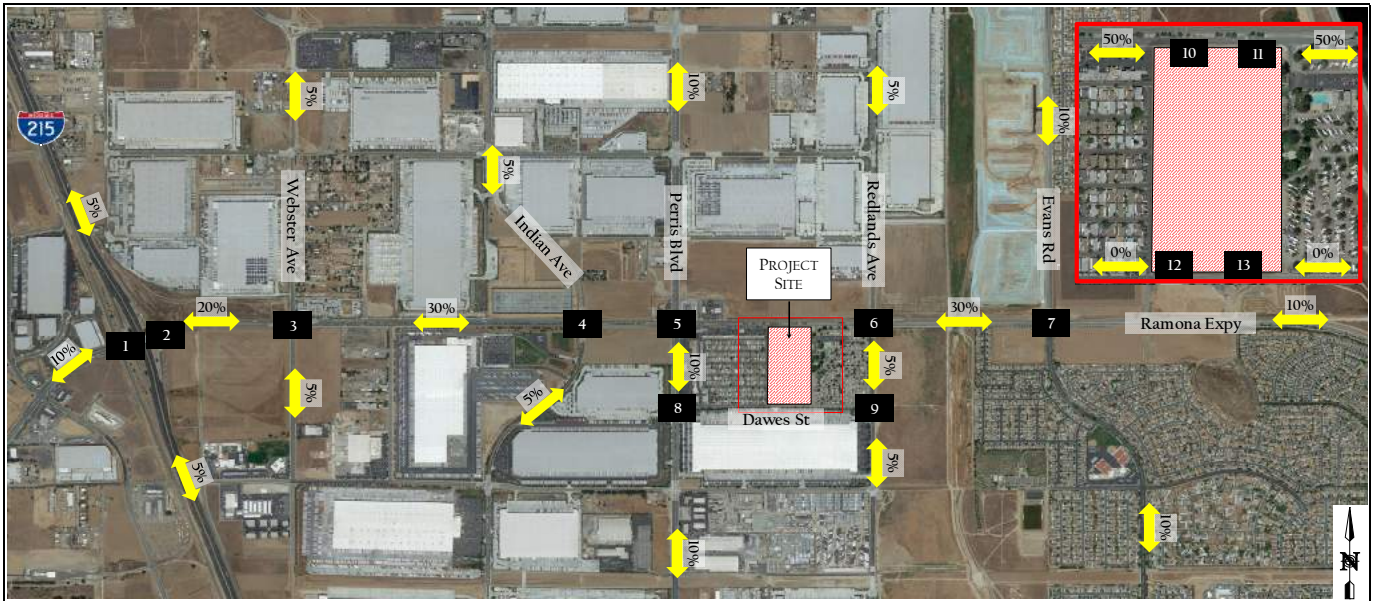
- 35 percent to/from the north
 - 5 percent via I-215
 - 5 percent via Webster Avenue
 - 5 percent via Indian Avenue
 - 10 percent via Perris Boulevard
 - 5 percent via Redlands Avenue
 - 5 percent via Evans Road
- 35 percent to/from the south
 - 5 percent via I-215
 - 5 percent via Webster Avenue
 - 5 percent via Indian Avenue
 - 10 percent via Perris Boulevard
 - 5 percent via Redlands Avenue
 - 5 percent via Evans Road
- 20 percent to/from the east via Ramona Expressway
- 10 percent to/from the west via Ramona Expressway

Industrial Truck Trip Distribution

- 100 percent to/from the west via Ramona Expressway

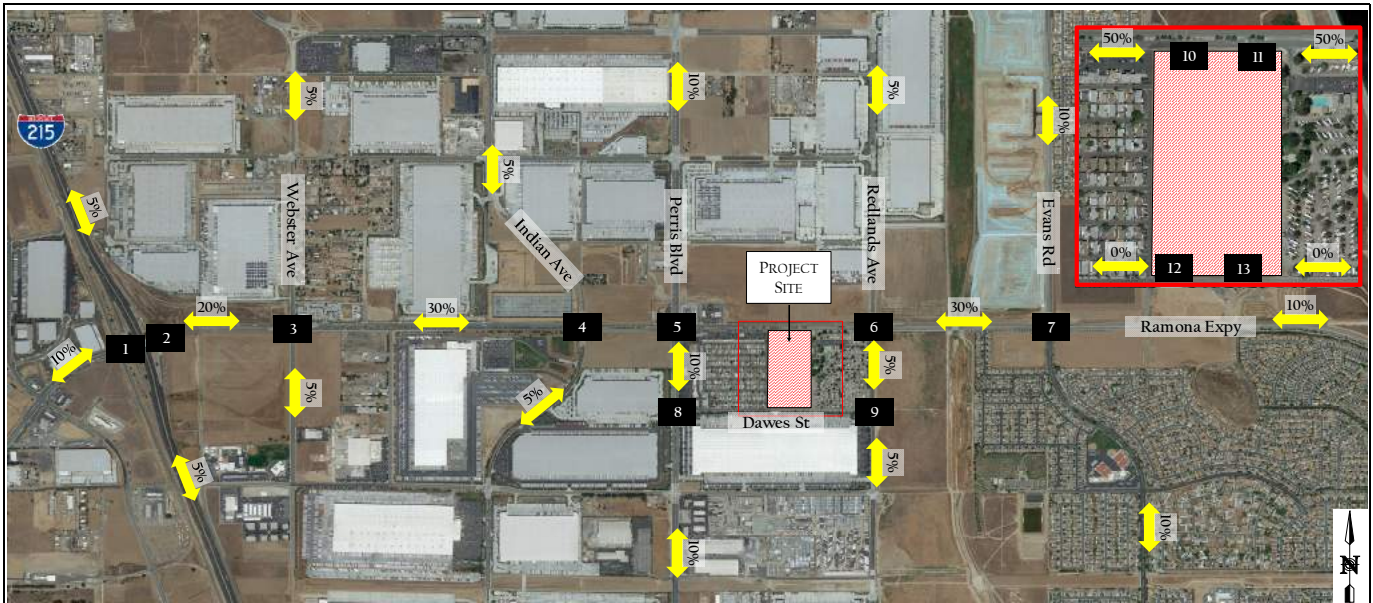
Figures 4-1 to 4-3 display the assumed Project trip distribution through the study intersections and project driveways for the commercial/retail, industrial (cars), and industrial (trucks), respectively.

Based on the Project trip generation and distribution, the Project trips were assigned to the study area. **Figures 4-4 to 4-6** display the Project trip assignment for the commercial/retail, industrial (cars), and industrial (trucks), respectively. **Figure 4-7** illustrates the total Project trip assignment.



xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West
 xx% Trip Distribution Percentage

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>1</p> <p>5% / (0%)</p> <p>0% / (10%)</p> <p>0% / (5%)</p> <p>10% / (0%)</p>	<p>2</p> <p>0% / (5%)</p> <p>0% / (15%)</p> <p>15% / (0%)</p> <p>5% / (0%)</p>	<p>3</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (20%)</p> <p>0% / (5%)</p> <p>20% / (0%)</p> <p>5% / (0%)</p>	<p>4</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p> <p>0% / (5%)</p> <p>30% / (0%)</p> <p>5% / (0%)</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>5</p> <p>10% / (0%)</p> <p>0% / (10%)</p> <p>0% / (40%)</p> <p>0% / (10%)</p> <p>40% / (0%)</p> <p>10% / (0%)</p>	<p>6</p> <p>5% / (0%)</p> <p>30% / (0%)</p> <p>0% / (60%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p> <p>0% / (5%)</p> <p>5% / (0%)</p>	<p>7</p> <p>10% / (0%)</p> <p>10% / (0%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>10% / (0%)</p>	<p>8</p> <p>0% / (10%)</p> <p>10% / (0%)</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>9</p> <p>0% / (5%)</p> <p>5% / (0%)</p>	<p>10</p> <p>40% / (60%)</p> <p>50% / (0%)</p> <p>50% / (0%)</p> <p>0% / (50%)</p>	<p>11</p> <p>40% / (60%)</p> <p>0% / (50%)</p> <p>50% / (0%)</p> <p>0% / (50%)</p>	<p>12</p>

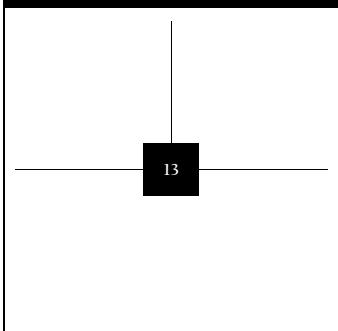


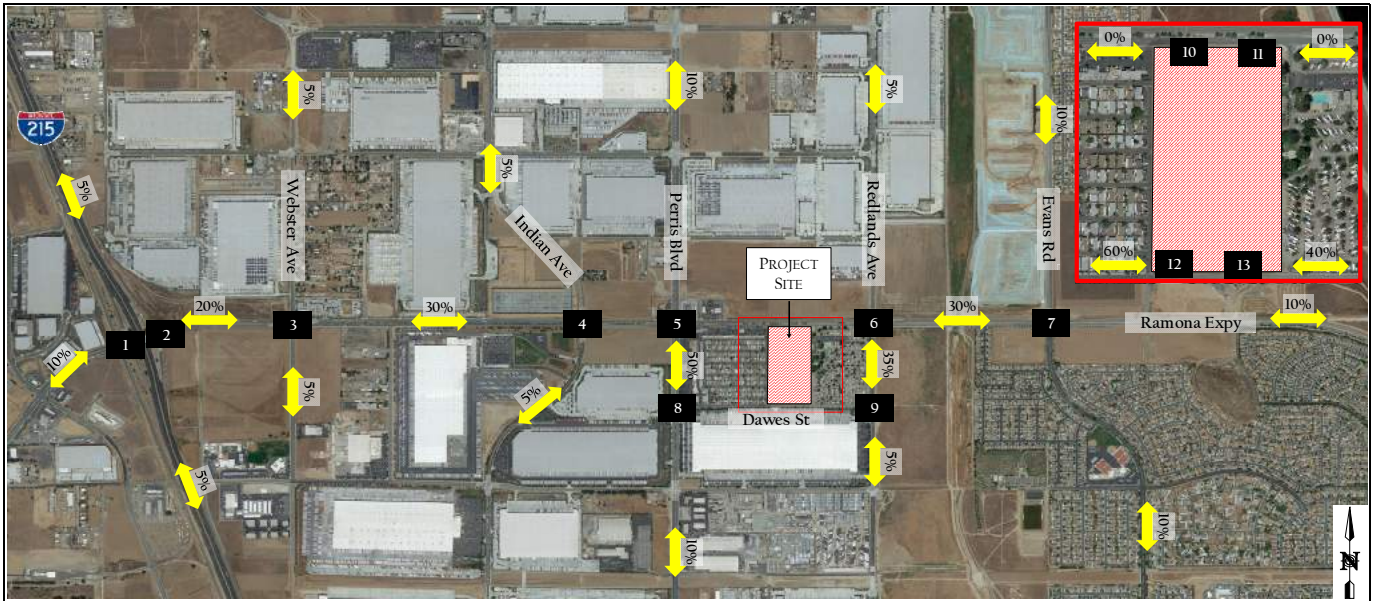
xx% / (yy%) = Enter % / (Exit %)

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

xx% Trip Distribution Percentage

E Proj Dwy & Dawes St

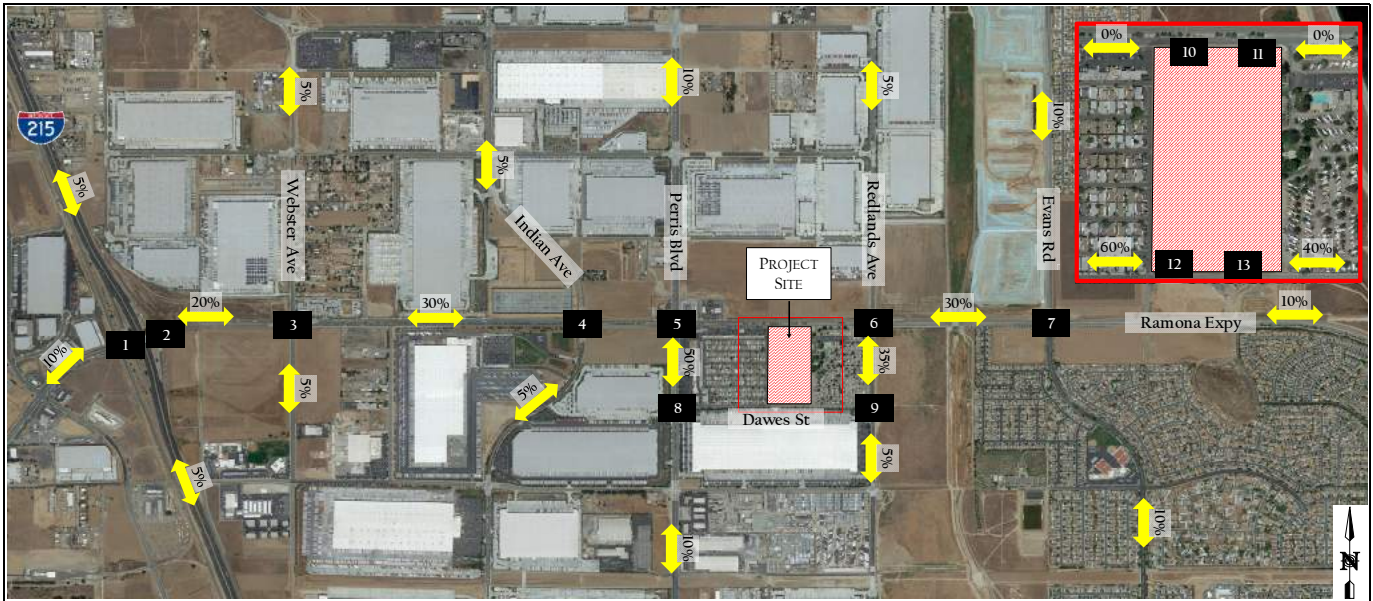




xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

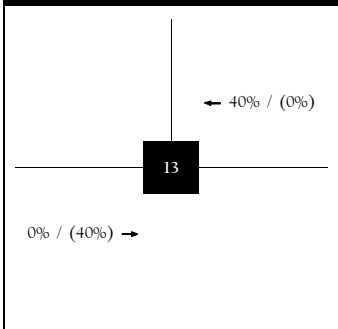
I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>1</p> <p>5% / (0%)</p> <p>0% / (10%)</p> <p>0% / (5%)</p> <p>10% / (0%)</p>	<p>2</p> <p>0% / (5%)</p> <p>0% / (15%)</p> <p>15% / (0%)</p> <p>5% / (0%)</p>	<p>3</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (20%)</p> <p>0% / (5%)</p> <p>20% / (0%)</p> <p>5% / (0%)</p>	<p>4</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p> <p>0% / (5%)</p> <p>30% / (0%)</p> <p>5% / (0%)</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>5</p> <p>10% / (0%)</p> <p>40% / (0%)</p> <p>0% / (40%)</p> <p>0% / (10%)</p>	<p>6</p> <p>5% / (0%)</p> <p>30% / (0%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p>	<p>7</p> <p>10% / (0%)</p> <p>10% / (0%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>10% / (0%)</p>	<p>8</p> <p>50% / (0%)</p> <p>0% / (50%)</p> <p>0% / (10%)</p> <p>10% / (0%)</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>9</p> <p>35% / (0%)</p> <p>0% / (35%)</p> <p>0% / (5%)</p> <p>5% / (0%)</p>	<p>10</p>	<p>11</p>	<p>12</p> <p>0% / (60%)</p> <p>0% / (40%)</p> <p>60% / (0%)</p> <p>40% / (0%)</p>

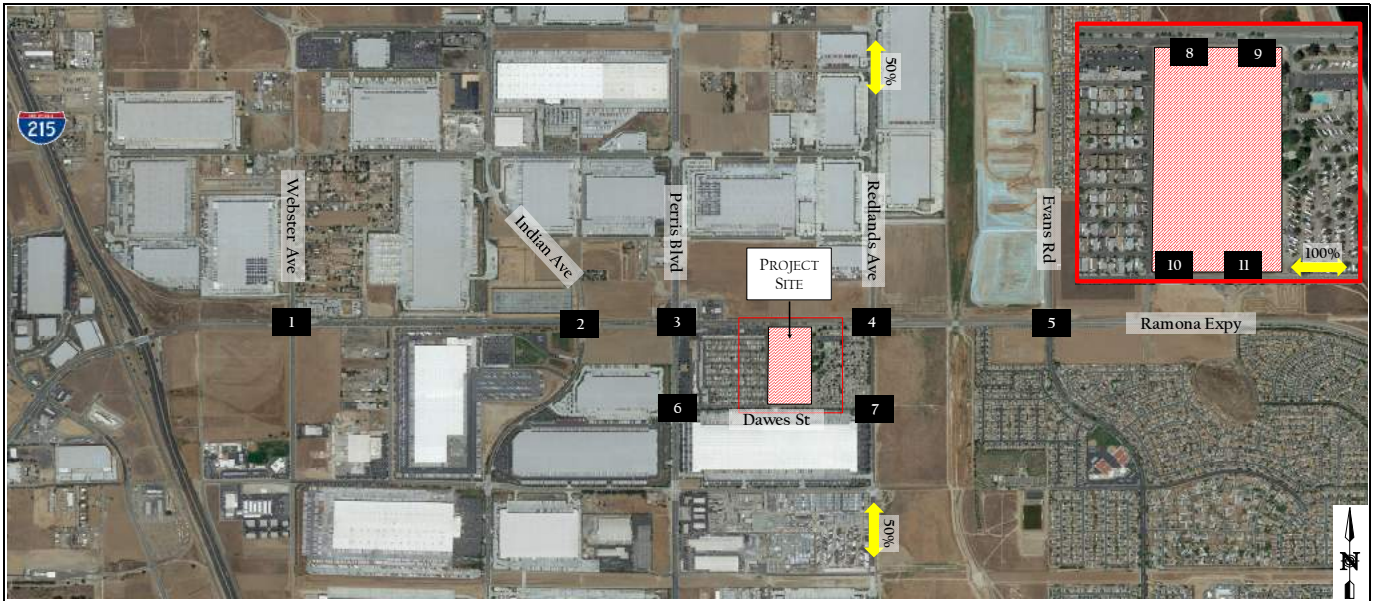


xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

E Proj Dwy & Dawes St





xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

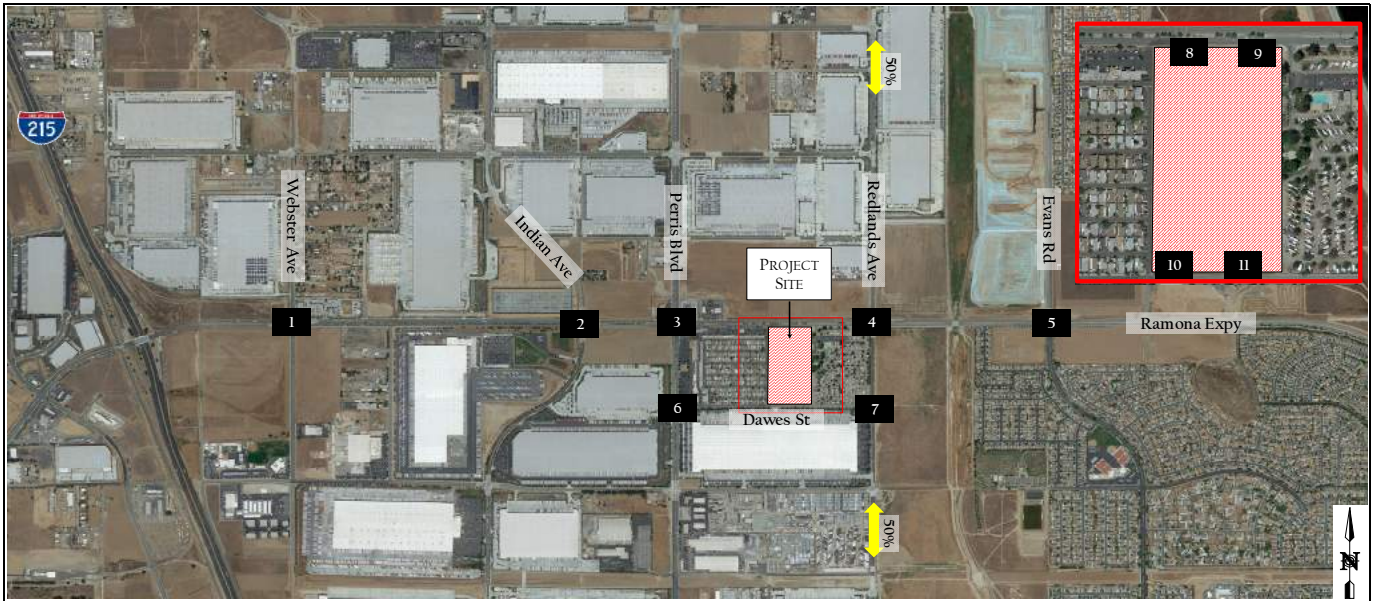
xx% Trip Distribution Percentage

I-215 SB Ramps & Ramona Expy		I-215 NB Ramps & Ramona Expy		Webster Ave & Ramona Expy		Indian Ave & Ramona Expy	
1		2		3		4	
Perris Blvd & Ramona Expy		Redlands Ave & Ramona Expy		Evans Rd & Ramona Expy		Perris Blvd & Dawes St	
5		6 ↓ 50% / (0%) 0% / (50%) ↑		7		8	
Redlands Ave & Dawes St		W Proj Dwy & Ramona Expy		E Proj Dwy & Ramona Expy		W Proj Dwy & Dawes St	
9 50% / (0%) 0% / (50%) 0% / (50%) 50% / (0%)		10		11		12	



Perris Commercial
 Industrial (Trucks) Project Trip Distribution

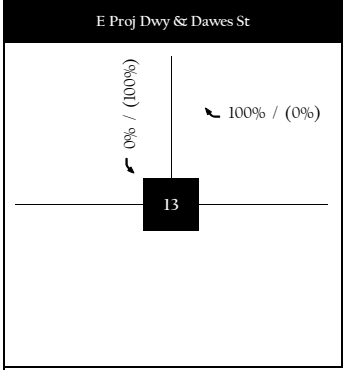
Figure 4-3

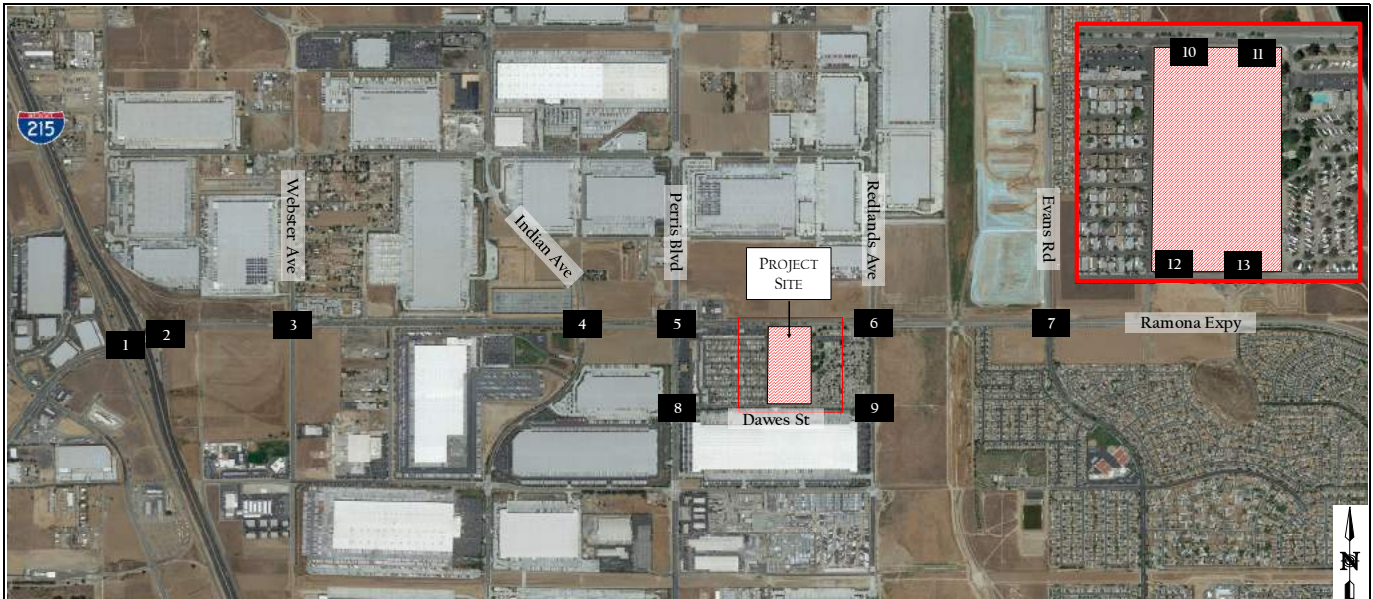


xx% / (yy%) = Enter % / (Exit %)

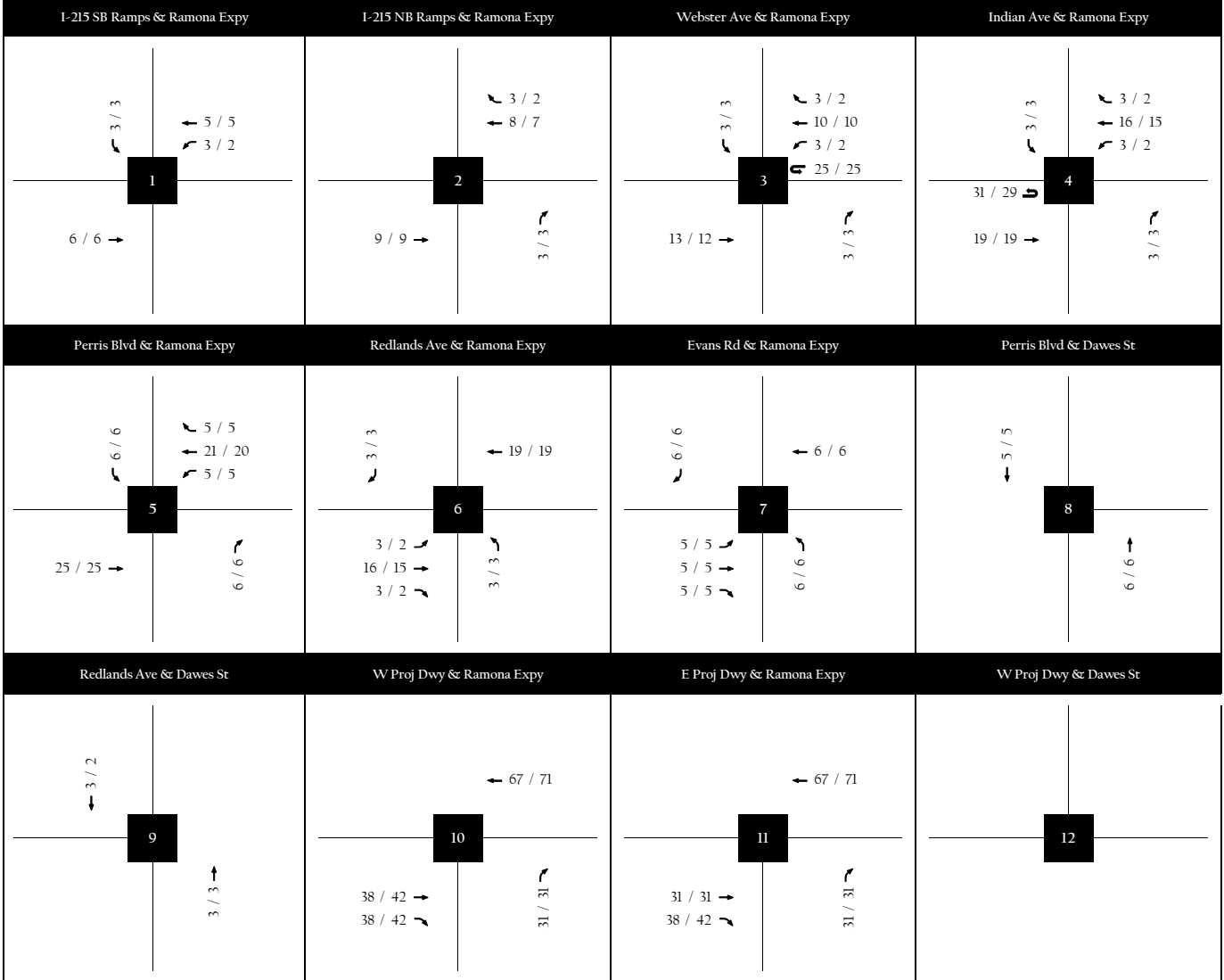
The naming convention for intersections is North / South & East / West

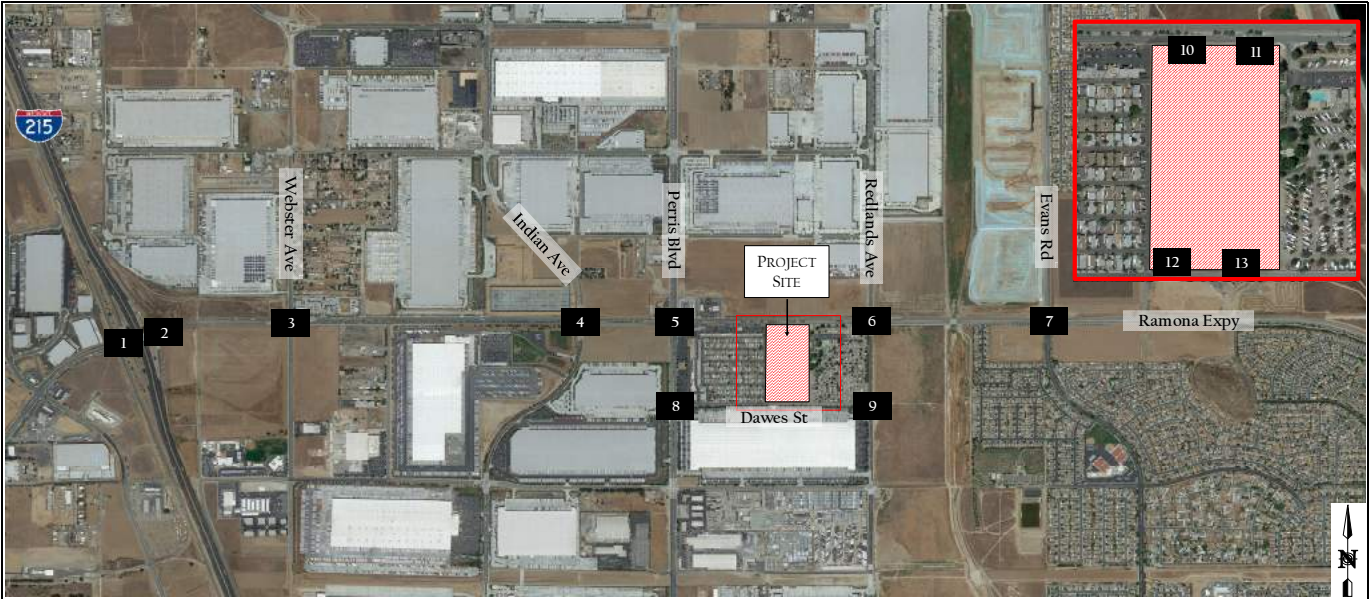
xx% Trip Distribution Percentage



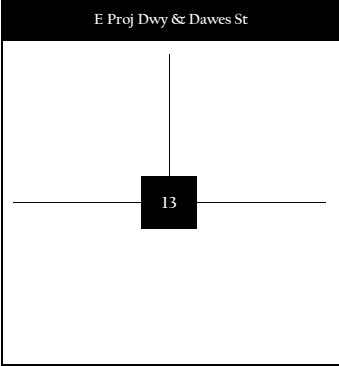


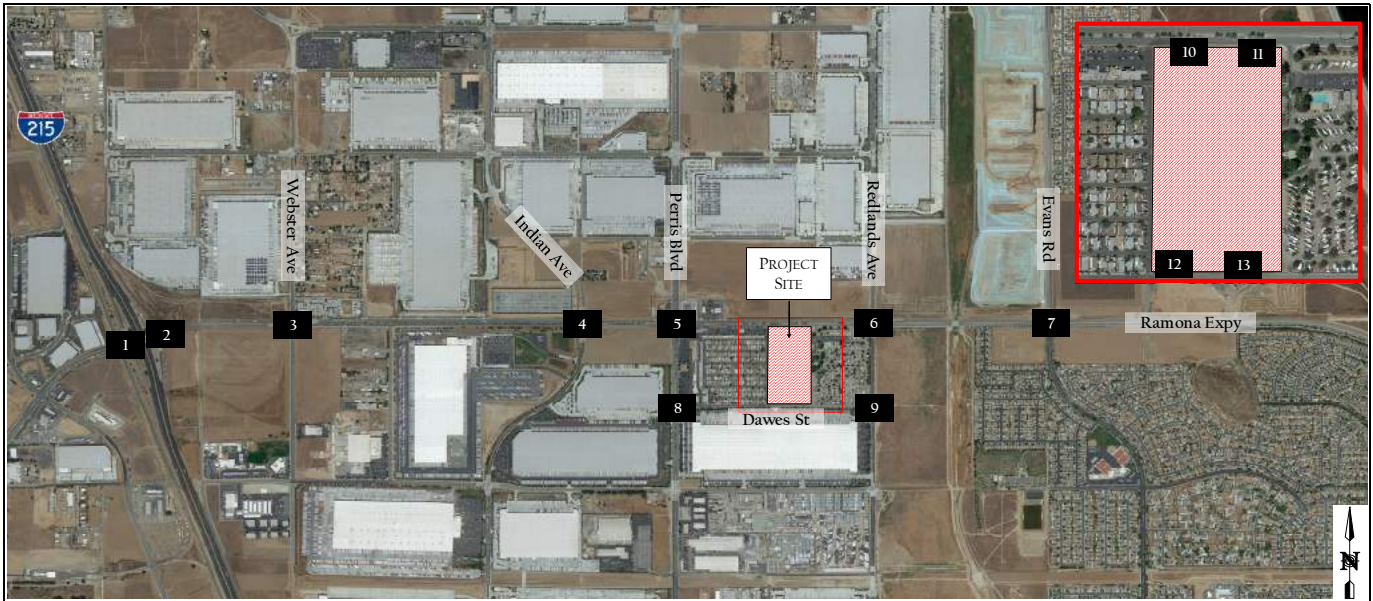
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West





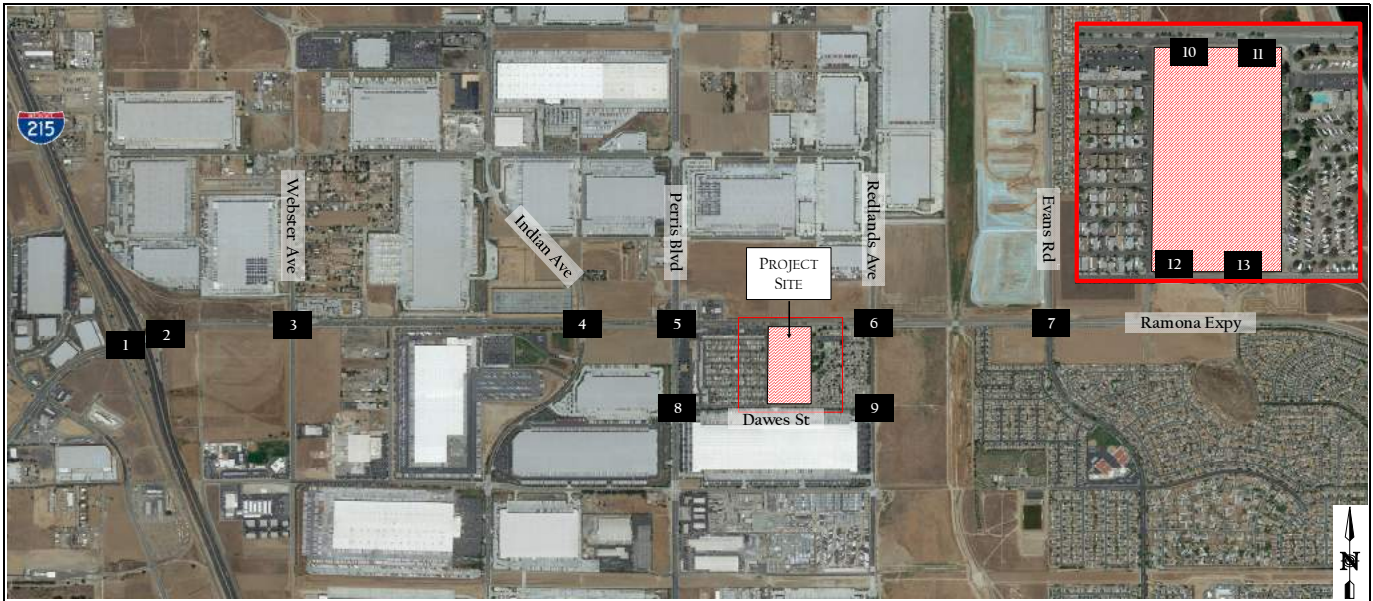
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West



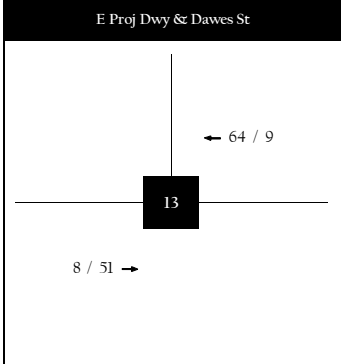


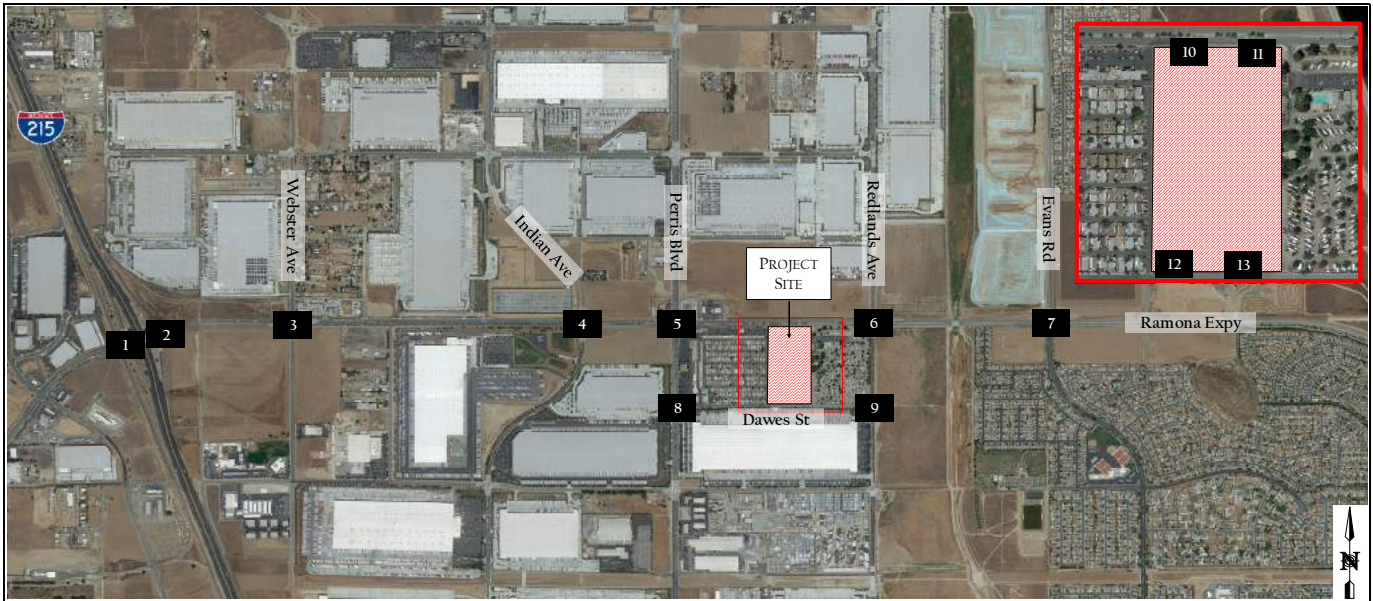
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St



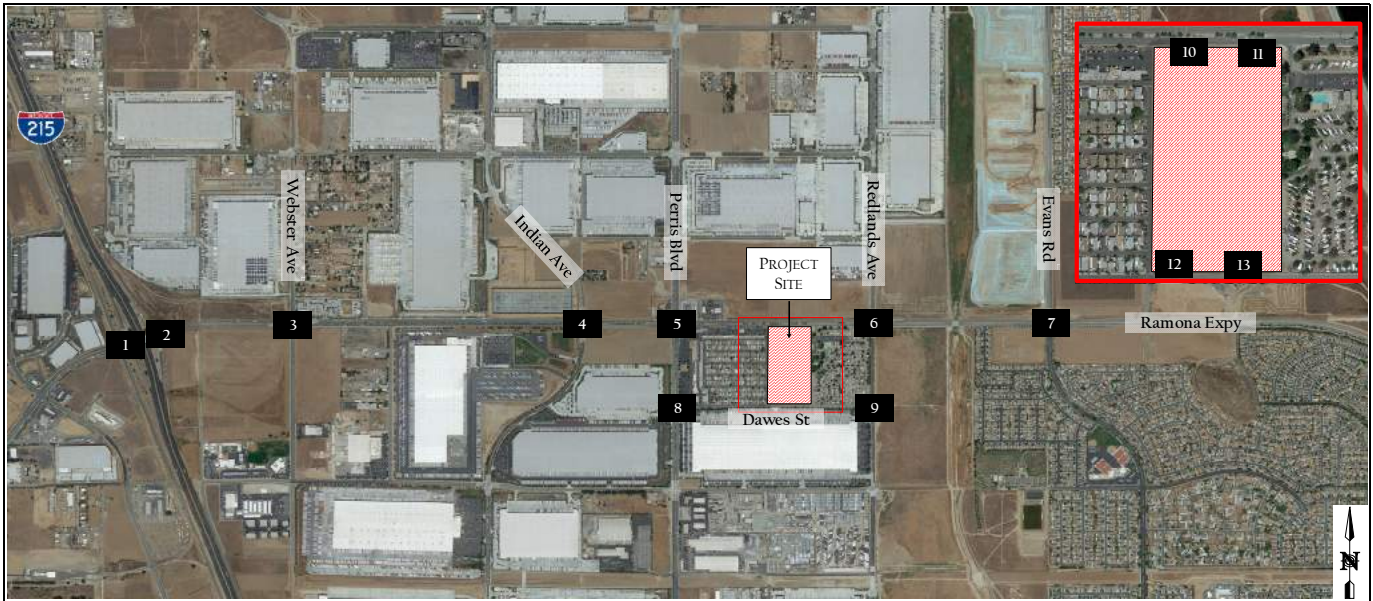
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West



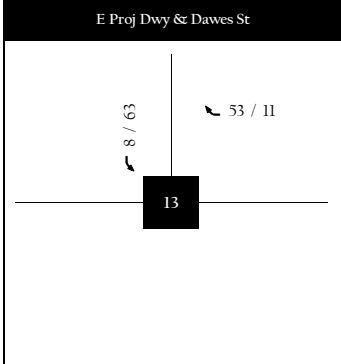


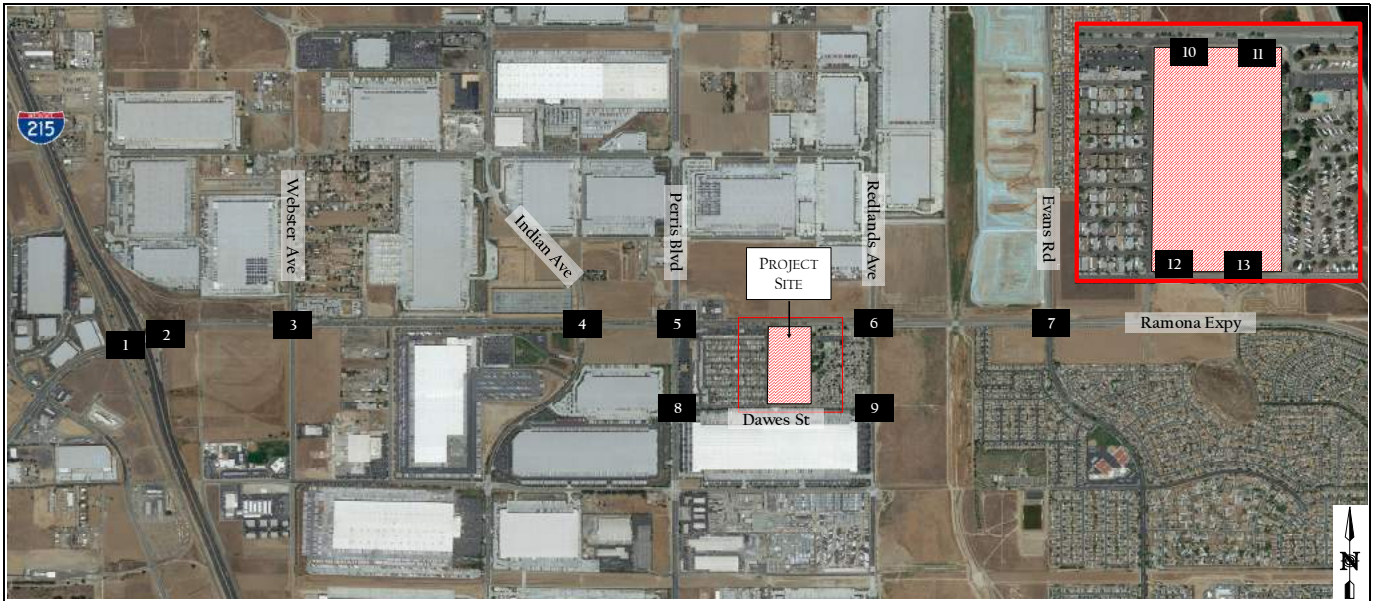
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy		I-215 NB Ramps & Ramona Expy		Webster Ave & Ramona Expy		Indian Ave & Ramona Expy	
1		2		3		4	
Perris Blvd & Ramona Expy		Redlands Ave & Ramona Expy		Evans Rd & Ramona Expy		Perris Blvd & Dawes St	
5		6 ← 27 / 6 ↑ 4 / 32		7		8	
Redlands Ave & Dawes St		W Proj Dwy & Ramona Expy		E Proj Dwy & Ramona Expy		W Proj Dwy & Dawes St	
9 ↖ 27 / 6 ↘ 4 / 32 ↙ 4 / 32 ↗ 27 / 6		10		11		12	



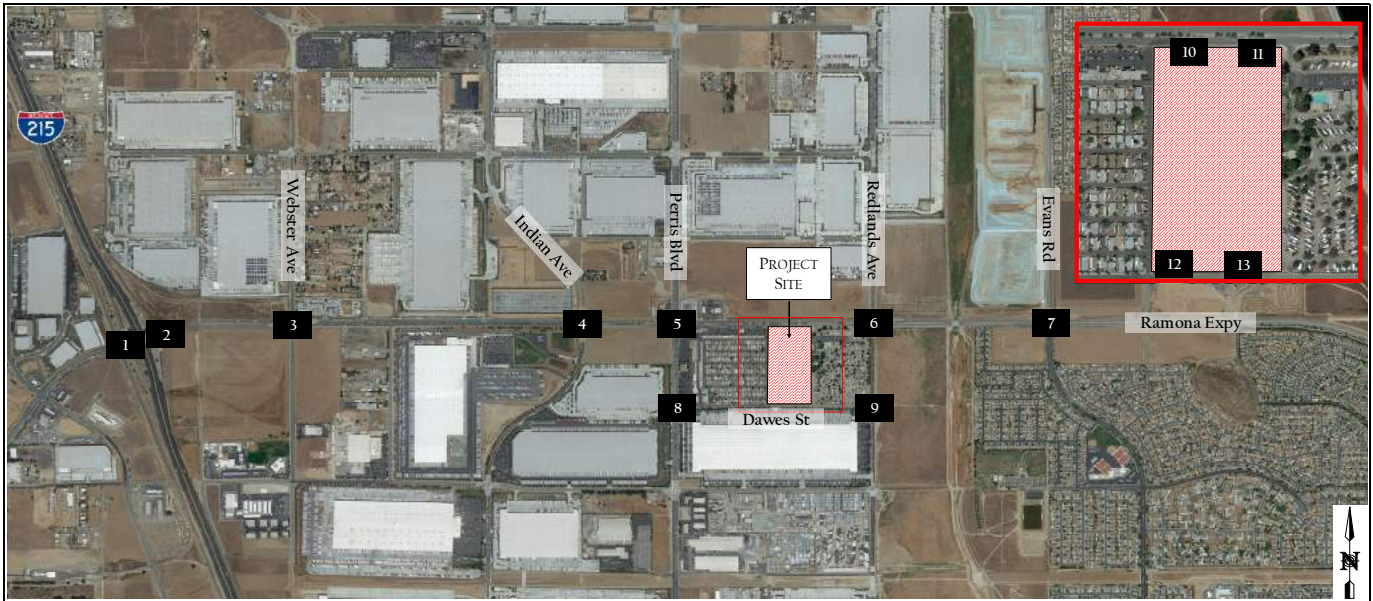
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West



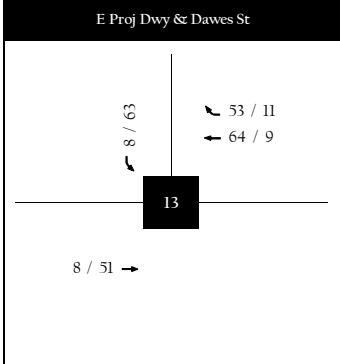


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>9</p>	<p>10</p>	<p>11</p>	<p>12</p>



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



5 EXISTING PLUS PROJECT CONDITIONS

This section provides a summary of operations at the study area intersections with the addition of Project traffic to the Existing traffic volumes.

5.1 Roadway Network

The lane configuration and traffic controls for the Existing Plus Project conditions are consistent with Existing Conditions as shown in Figure 3-3 with the following exceptions:

- West Driveway & Ramona Expressway (Int #10): Stop controlled and restricted to right-in, right-out movements only. Only used for commercial/retail access.
- East Driveway & Ramona Expressway (Int #11): Stop controlled and restricted to right-in, right-out movements only. Only used for commercial/retail access.
- West Driveway & Dawes Street (Int #12): Stop controlled and full access. Only used by industrial passenger vehicles.
- East Driveway & Dawes Street (Int #13): Stop controlled and restricted to right-in, left-out movements only. Only used by industrial trucks.

Figure 5-1 illustrates the intersection geometrics at the study area intersections under the Existing Plus Project conditions.

5.2 Traffic Volumes

The Existing Plus Project traffic volumes were developed by adding the Project traffic to the Existing traffic volumes. Figure 5-2 illustrates the Existing Plus Project traffic volumes.

5.3 Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersections under the Opening Year 2025 With and Without Project conditions.

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

#	Intersection	Peak Hour	Existing Conditions		Existing Plus Proj		Δ in Delay	Improvement?
			Delay ¹	LOS ^{2,3}	Delay ¹	LOS ^{2,3}		
1	I-215 SB Ramps & Ramona Expy	AM	19.7	B	20.4	C	0.7	No
		PM	33.1	C	34.3	C	1.2	No
2	I-215 NB Ramps & Ramona Expy	AM	34.0	C	35.5	D	1.5	No
		PM	44.0	D	45.3	D	1.3	No
3	Webster Ave & Ramona Expy	AM	23.8	C	24.7	C	0.9	No
		PM	22.0	C	22.5	C	0.5	No
4	Indian Ave & Ramona Expy	AM	15.4	B	16.2	B	0.8	No
		PM	16.5	B	16.8	B	0.3	No
5	Perris Blvd & Ramona Expy	AM	26.8	C	28.6	C	1.8	No
		PM	22.6	C	23.8	C	1.2	No
6	Redlands Ave & Ramona Expy	AM	20.3	C	21.6	C	1.3	No
		PM	26.2	C	33.6	C	7.4	No
7	Evans Rd & Ramona Expy	AM	57.9	E	69.0	E	11.1	No
		PM	35.5	D	37.4	D	1.9	No
8	Perris Blvd & Dawes St	AM	6.5	A	8.7	A	2.2	No
		PM	5.7	A	6.9	A	1.2	No
9	Redlands ave & Dawes St	AM	11.6	B	13.9	B	2.3	No
		PM	10.1	B	14.6	B	4.5	No
10	W Proj Dwy & Ramona Expy	AM	DNE ⁴		15.5	C	15.5	No
		PM	DNE ⁴		19.0	C	19.0	No
11	E Proj Dwy & Ramona Expy	AM	DNE ⁴		15.4	C	15.4	No
		PM	DNE ⁴		18.9	C	18.9	No
12	W Proj Dwy & Dawes St	AM	DNE ⁴		9.7	A	9.7	No
		PM	DNE ⁴		9.6	A	9.6	No
13	E Proj Dwy & Dawes St	AM	DNE ⁴		9.5	A	9.5	No
		PM	DNE ⁴		10.0	A	10.0	No

Notes:

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

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

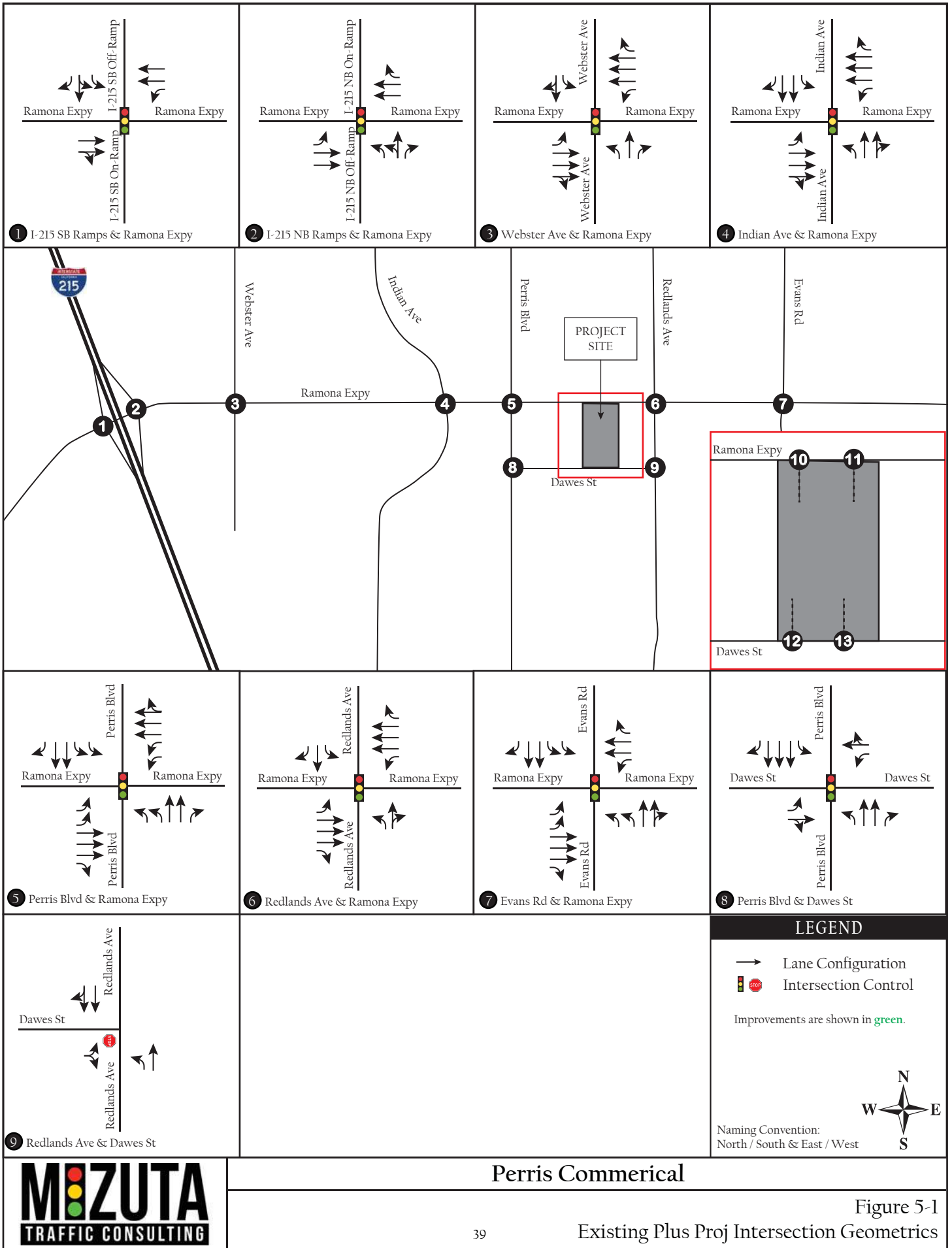
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro II.

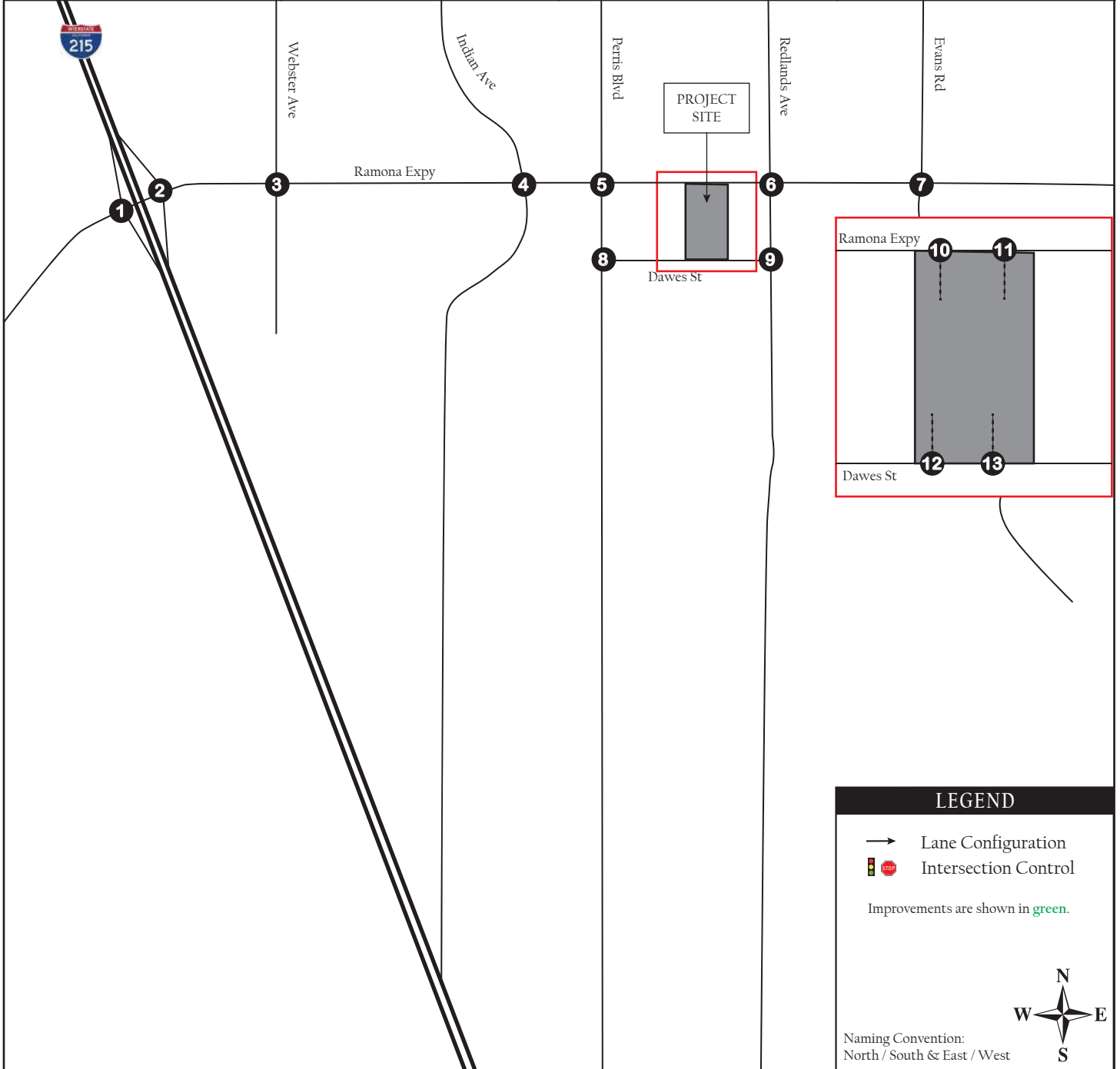
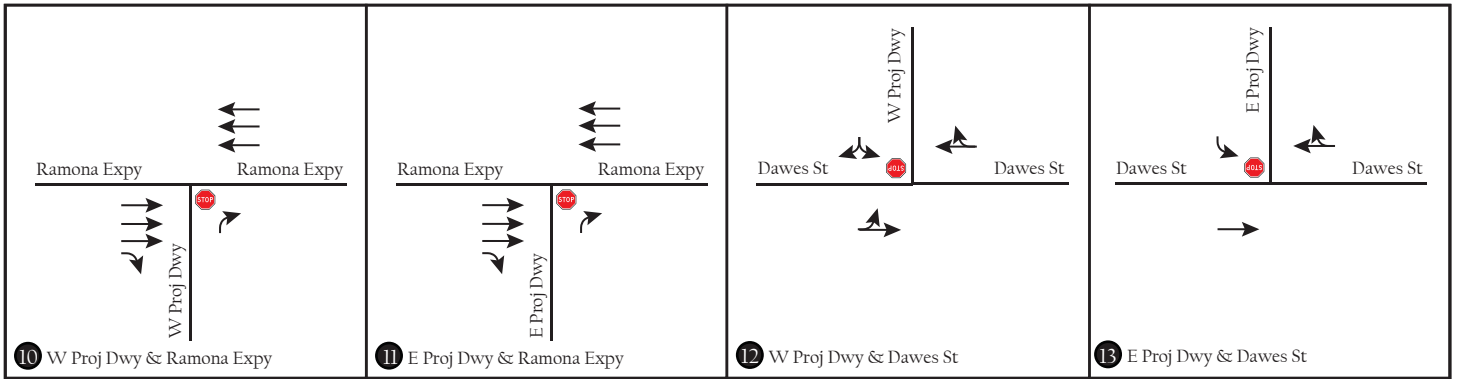
3. LOS E is acceptable for the intersections located along Ramona Expy. LOS D is the threshold for all other intersections.

4. DNE: Does not Exist. Project driveway not constructed and will only be evaluated with the addition of the Project.

As shown in the table, all intersections and project driveways would continue to operate at LOS E or better during the weekday peak-hours. It should be noted that LOS E is acceptable for the intersections along Ramona Expressway. As a result, no improvements are required and/or recommended.

Appendix C contains the intersection LOS worksheets.





LEGEND

- Lane Configuration
- 🛑 Intersection Control

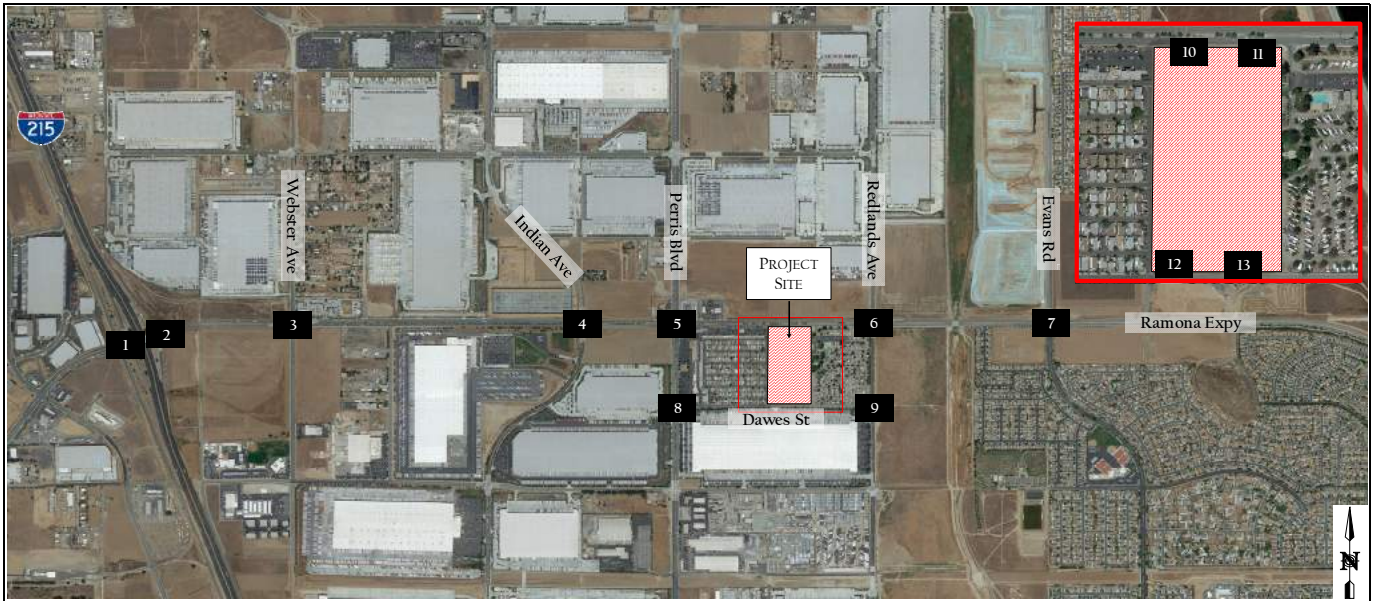
Improvements are shown in green.

Naming Convention:
North / South & East / West



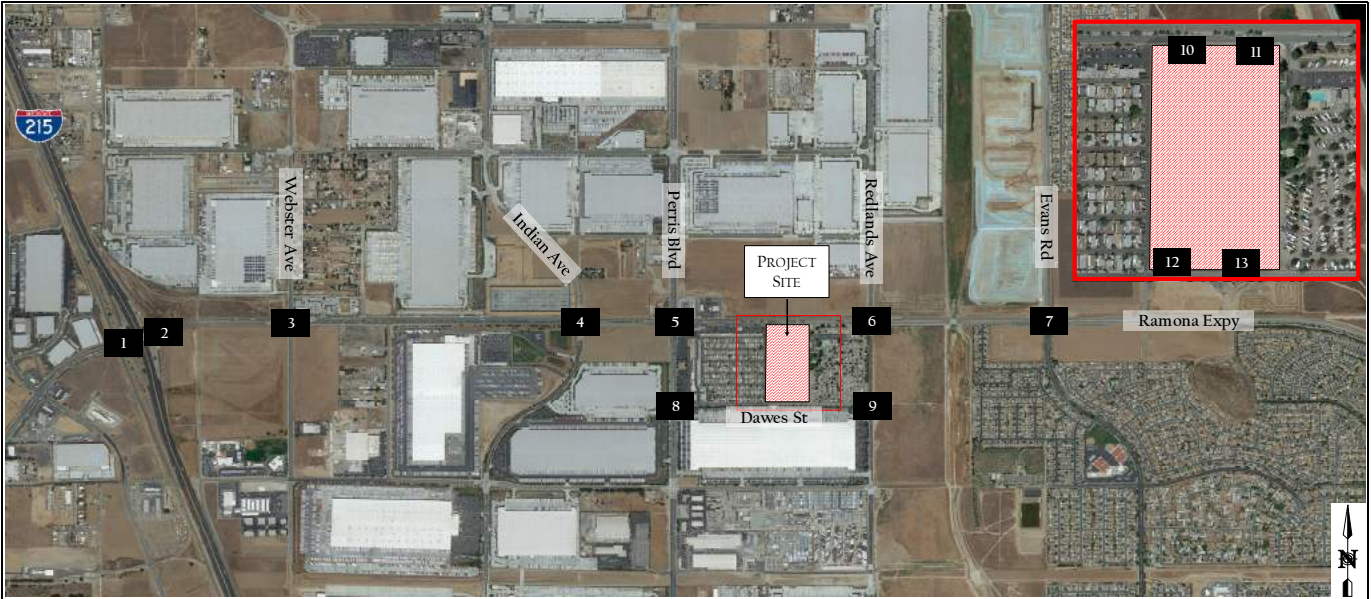
Perris Commerical

Figure 5-1a
Existing Plus Proj Intersection Geometrics

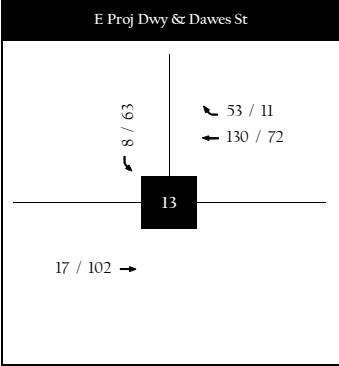


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy																
<p>1</p> <p>144 / 135 1 / 4 630 / 764</p> <p>950 / 839 285 / 354</p> <p>672 / 828 307 / 323</p>	<p>2</p> <p>603 / 591 921 / 814</p> <p>100 / 100 1200 / 1488</p> <p>314 / 297 3 / 3 563 / 429</p>	<p>3</p> <p>76 / 136 27 / 59 36 / 38</p> <p>63 / 46 1375 / 1106 26 / 32</p> <p>225 / 147 842 / 1230 53 / 33</p> <p>82 / 99 223 / 23 35 / 17</p>	<p>4</p> <p>20 / 69 44 / 159 22 / 62</p> <p>69 / 73 1440 / 1054 36 / 72</p> <p>97 / 87 813 / 1211 41 / 33</p> <p>47 / 80 189 / 104 72 / 94</p>	Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St	<p>5</p> <p>228 / 216 334 / 570 126 / 249</p> <p>112 / 103 1059 / 768 93 / 117</p> <p>231 / 224 499 / 950 144 / 158</p> <p>257 / 230 672 / 406 81 / 95</p>	<p>6</p> <p>11 / 26 78 / 118 70 / 284</p> <p>419 / 156 1276 / 935 132 / 108</p> <p>12 / 12 678 / 1291 37 / 78</p> <p>38 / 46 183 / 111 124 / 116</p>	<p>7</p> <p>453 / 448 291 / 478 155 / 268</p> <p>303 / 183 975 / 594 8 / 25</p> <p>339 / 405 353 / 955 204 / 351</p> <p>422 / 200 475 / 280 15 / 12</p>	<p>8</p> <p>390 / 781 85 / 34</p> <p>58 / 88 21 / 52</p> <p>1050 / 635 20 / 30</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>94 / 29 183 / 257</p> <p>35 / 82 35 / 62</p> <p>65 / 43 309 / 184</p>	<p>10</p> <p>1367 / 1053</p> <p>1113 / 1436 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1367 / 1053</p> <p>1106 / 1425 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 66 / 63</p> <p>95 / 13 9 / 51</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St																
<p>5</p> <p>228 / 216 334 / 570 126 / 249</p> <p>112 / 103 1059 / 768 93 / 117</p> <p>231 / 224 499 / 950 144 / 158</p> <p>257 / 230 672 / 406 81 / 95</p>	<p>6</p> <p>11 / 26 78 / 118 70 / 284</p> <p>419 / 156 1276 / 935 132 / 108</p> <p>12 / 12 678 / 1291 37 / 78</p> <p>38 / 46 183 / 111 124 / 116</p>	<p>7</p> <p>453 / 448 291 / 478 155 / 268</p> <p>303 / 183 975 / 594 8 / 25</p> <p>339 / 405 353 / 955 204 / 351</p> <p>422 / 200 475 / 280 15 / 12</p>	<p>8</p> <p>390 / 781 85 / 34</p> <p>58 / 88 21 / 52</p> <p>1050 / 635 20 / 30</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>94 / 29 183 / 257</p> <p>35 / 82 35 / 62</p> <p>65 / 43 309 / 184</p>	<p>10</p> <p>1367 / 1053</p> <p>1113 / 1436 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1367 / 1053</p> <p>1106 / 1425 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 66 / 63</p> <p>95 / 13 9 / 51</p>								
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St																
<p>9</p> <p>94 / 29 183 / 257</p> <p>35 / 82 35 / 62</p> <p>65 / 43 309 / 184</p>	<p>10</p> <p>1367 / 1053</p> <p>1113 / 1436 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1367 / 1053</p> <p>1106 / 1425 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 66 / 63</p> <p>95 / 13 9 / 51</p>																



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



6 OPENING YEAR 2025 CONDITIONS

This section provides a summary of operations at the study area intersections anticipated with the opening of the project in the Year 2025 with the addition of ambient, cumulative, and project traffic.

6.1 Roadway Network

The lane configuration and traffic controls for the Opening Year 2025 conditions are consistent with Existing Conditions as shown in Figure 3-3 and Existing Plus Project conditions as shown in Figure 5-1.

6.2 Background Traffic

An ambient growth rate was calculated to account for area-wide growth not reflected by the cumulative development projects. An ambient annual growth rate of 3 percent per year was utilized to increase existing traffic volumes. This growth rate is consistent with other development projects in the study area. A total growth of 6 percent was utilized (3 percent per year for 2 years of growth).

6.3 Cumulative Projects

A list of reasonably foreseeable development projects that are either approved or being processed were provided by the City. Additionally, cumulative projects from the City of Moreno Valley and County of Riverside that would contribute traffic in the study area were included. Each project was mapped and reviewed and resulted in a total of 80 projects located within a 3-mile radius from the Project site that would contribute traffic to the study area network. **Table 6-1** summarizes the trip generation of each cumulative project. **Figure 6-1** illustrates the locations of the cumulative projects.

As shown in the table, the total trip generation for the cumulative projects results in approximately 69,295 daily trips with 5,099 AM peak-hour trips and 6,534 PM peak-hour trips. However, not all the cumulative trips were assigned to the study area. Based on the assumed trip distribution and assignment of the cumulative project traffic, up to 17 percent of the total cumulative project traffic volumes were assigned to the study area.

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

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

Cumulative Projects ⁴	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
P1 Burge Indus 1	18.000 ksf	88	13	1	14	2	10	12
P2 Burge Indus 2	43.354 ksf	212	30	3	33	5	24	29
P3 Duke @ Perry (Rak Logistics)	144.000 ksf	247	20	5	25	8	18	26
P4 Pulliam Indus	16.000 ksf	78	11	1	12	2	9	11
P5 Rider 2	805.567 ksf	1,128	51	14	65	23	58	81
P6 Rider 4	548.019 ksf	768	34	10	44	16	39	55
P7 Walnut Indu	205.000 ksf	287	14	3	17	6	15	21
P8 Wilson Ind (New Age)	303.000 ksf	425	20	5	25	9	22	31
P9 First Indus (Goodwin)	338.000 ksf	474	22	6	28	10	24	34
P10 Canyon Steel (CS)	25.000 ksf	122	17	2	19	3	14	17
P11 Truck Terminal	9.500 ac	779	29	41	70	28	35	63
P12 Calvio Ind	43.000 ksf	74	7	1	8	3	5	8
P13 Calvio Ind 2	30.000 ksf	52	5	1	6	2	4	6
P14 Wilson Ind 2	155.000 ksf	217	11	2	13	5	11	16
P15 Pheland Indus	109.000 ksf	531	72	9	81	10	61	71
P16 Oleander Cultivation	12.985 ksf	859	16	16	32	46	45	91
P17 Integra - Expansion (IT-E)	273.000 ksf	383	17	5	22	8	20	28
P18 Holistic Inc. - Cultivation	5.000 ksf	24	4	0	4	2	2	4
P19 Marijuana Manufacturing (MM)	1.000 ksf	5	1	0	1	1	0	1
P20 Harley Knox 25k	25.000 ksf	43	4	1	5	2	3	5
P21 Patriot Ind	286.000 ksf	490	38	11	49	15	37	52
P22 Park Ind	31.000 ksf	54	5	1	6	2	4	6
P23 First Harley Knox Ind	154.250 ksf	216	11	2	13	5	11	16
P24 Kwasizur Indu	138.000 ksf	236	19	5	24	7	18	25
P25 Nance Ind	156.000 ksf	267	21	6	27	9	20	29
P26 Seefried Indus	165.000 ksf	283	23	6	29	9	21	30
P27 Expressway Industrial	347.000 ksf	486	22	6	28	10	25	35
P28 Natwar Ind	420.000 ksf	588	27	7	34	12	30	42
P29 Serrao Ind	3.500 ksf	5	1	0	1	1	0	1
P30 Lakecreek East	256.000 ksf	359	17	4	21	8	18	26
P31 Lakecreek West	300.000 ksf	420	19	5	24	9	21	30
P32 Chartwell Ind	141.000 ksf	198	10	2	12	5	10	15
P33 SE Corner of Perris & Harley Knox	345.000 ksf	590	46	13	59	18	45	63

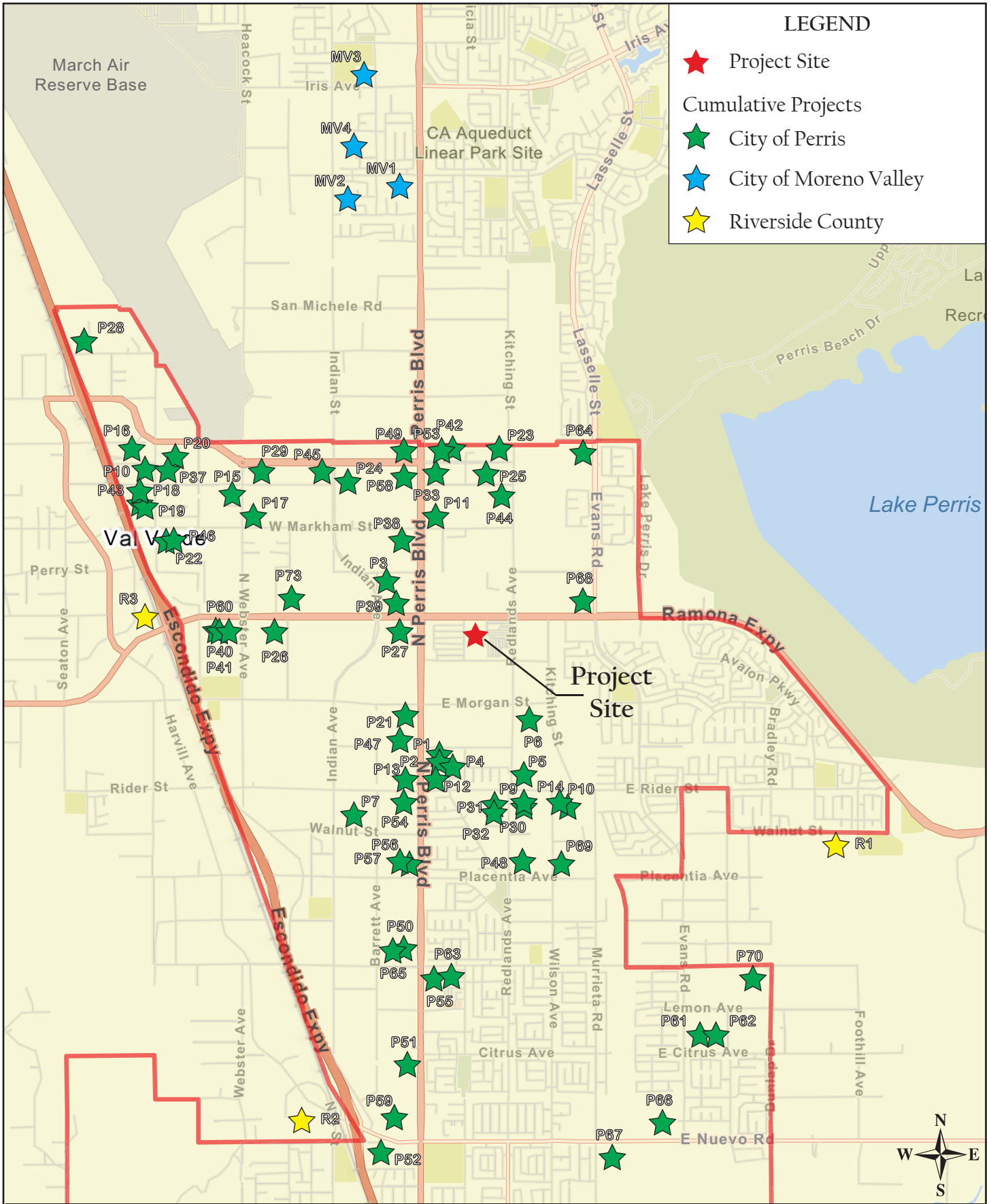
Cumulative Projects ⁴		Amount	ADT	AM PEAK			PM PEAK			
				In	Out	Total	In	Out	Total	
P34	March Plaza PDO	66.686	ksf	2,469	36	21	57	109	118	227
P35	Michael Goodwin Indst. Realy Trust	345.316	ksf	1,682	226	30	256	32	193	225
P36	Proficiency Capital LLC (Matt Englhard)	143.913	ksf	701	95	12	107	14	80	94
P37	Duke @ Patterson and Nance	769.000	ksf	1,315	101	30	131	39	100	139
P38	Lakecreek at Harley Knox	143.000	ksf	201	10	2	12	5	10	15
P39	McKay Indus	232.000	ksf	397	31	9	40	12	30	42
P40	Ramona Gateway Industrial	850.000	ksf	1,454	112	33	145	43	110	153
P41	Ramona Gateway Commercial	35.000	ksf	1,296	19	11	30	58	61	119
P42	OLC 3	879.000	ksf	1,504	116	34	150	45	114	159
P43	RG Indus	263.000	ksf	450	35	10	45	14	34	48
P44	Oakmont Indus	202.000	ksf	283	14	3	17	6	15	21
P45	First Industrial	354.000	ksf	496	23	6	29	11	25	36
P46	Markham Industrial	89.000	ksf	125	7	1	8	3	6	9
P47	First Sinclair	423.224	ksf	593	27	7	34	13	30	43
P48	Redlands Indus	121.100	ksf	170	8	2	10	4	9	13
P49	March Plaza	47.253	ksf	1,749	25	15	40	78	83	161
P50	Commercial Retail - Spectrum	7.400	ksf	403	11	7	18	25	24	49
P51	Walmart Fueling	8	vfp	1,377	42	41	83	56	56	112
P52	In-N-Out	4.000	ksf	1,870	92	87	179	70	63	133
P53	Gas Station	8	vfp	1,377	42	41	83	56	56	112
P54	7-Eleven Car Wash	4.100	ksf	583	15	15	30	30	29	59
P55	Tommy's Carwash & QSR	8.500	ksf	1,207	31	30	61	61	60	121
P56	Gas Station/Carwash	10.000	ksf	1,721	52	51	103	70	70	140
P57	Hotel	50	rm	400	13	10	23	16	14	30
P58	Jack in the Box	3.202	ksf	1,497	73	70	143	56	50	106
P59	Panera	3.586	ksf	1,677	474	-395	79	864	-828	36
P60	Ramona Gateway Retail	37.215	ksf	0	53	35	88	123	123	246
P61	DR Horton Citrus & Evans	161	du	1,520	30	90	120	101	59	160
P62	DR Horton Citrus & Dunlap	122	du	1,152	23	68	91	77	44	121
P63	Pacific Ave	131	du	1,237	25	72	97	82	48	130
P64	Stratford Ranch	270	du	2,549	50	150	200	169	99	268
P65	Barrett Apt	228	du	2,153	43	126	169	143	83	226
P66	DR Horton Nuevo & Evans	75	du	708	14	42	56	48	27	75
P67	Sterling Villas	429	du	2,892	42	130	172	138	81	219
P68	Stratford Ranch Evans & Ramona	90	du	850	17	50	67	57	33	90
P69	Nova Homes	76	du	718	15	42	57	48	28	76

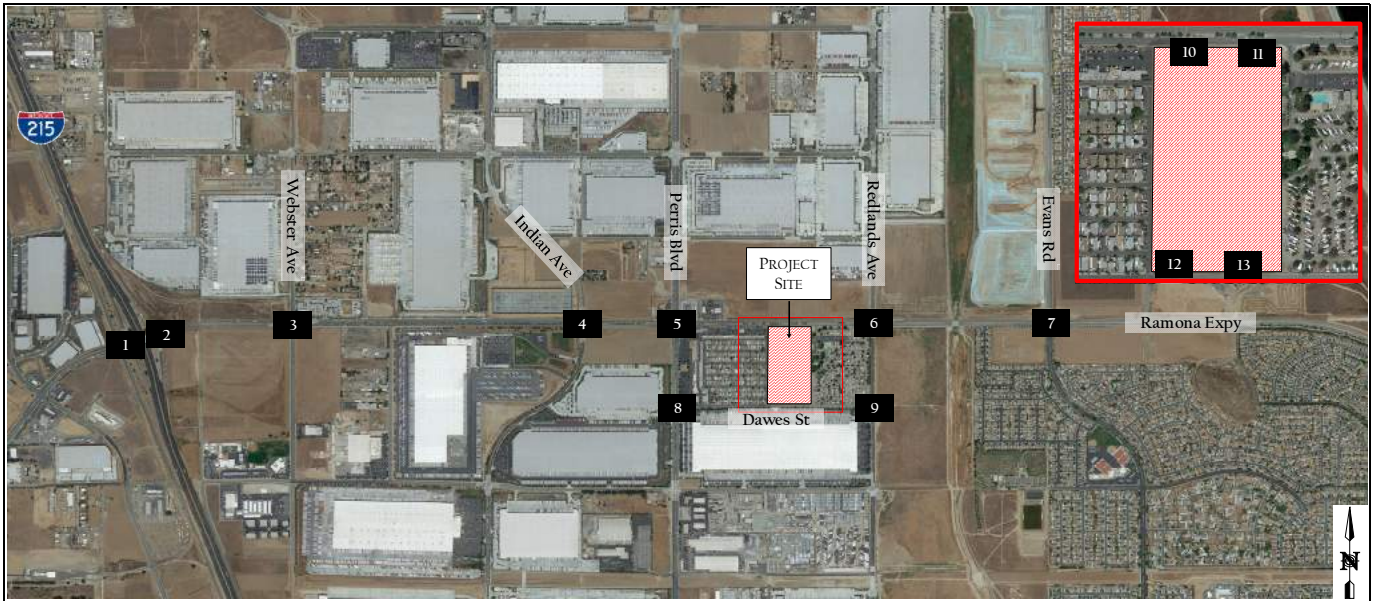
Cumulative Projects ⁴		Amount	ADT	AM PEAK			PM PEAK		
				In	Out	Total	In	Out	Total
P70	Citrus Court	111 du	1,048	21	62	83	70	40	110
P71	Stratford Ranch	192 du	1,813	36	107	143	121	70	191
P72	May Ranch	308 du	2,908	57	171	228	193	112	305
P73	Westport Properties	99,000 ksf	170	14	3	17	6	12	18
Subtotal City of Perris			57,703	2,827	1,525	4,352	3,467	2,150	5,617
MV1	PEN19-0188 Pl Properties No 67 LLC	66 du	624	13	36	49	42	24	66
MV2	PEN18-0042 Ada Deturcios	2 du	19	1	1	2	2	0	2
MV3	PEN21-0021/0215/0216 Perris at Pentecostal	426 du	2,872	42	129	171	138	80	218
MV4	PEN21-0179/0180/0188/0189 TTM 38242	52 du	351	6	15	21	18	9	27
Subtotal City of Moreno Valley			3,866	62	181	243	200	113	313
R1	TTM 33978	139 du	937	14	42	56	45	26	71
R2	Nuevo Distribution Center	1586.645 ksf	2,222	98	29	127	45	114	159
		816.142 ksf	1,396	108	31	139	42	105	147
		2264.920 ksf	3,171	141	41	182	64	163	227
Subtotal County of Riverside			7,726	361	143	504	196	408	604
TOTAL			69,295	3,250	1,849	5,099	3,863	2,671	6,534

Notes:

du: dwelling unit, ksf: 1,000 square feet, rm: rooms, ac: acres, vfp: vehicle fueling positions

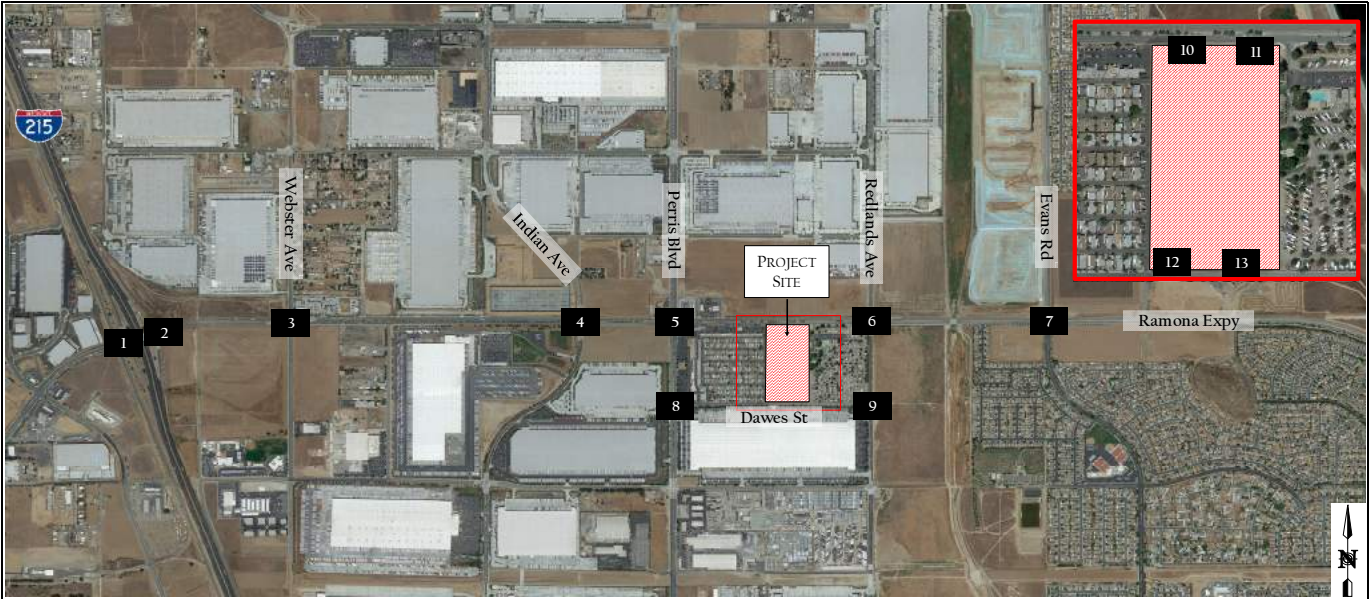
1. The trip rates for each respective project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
2. Trip rates were referenced from the *ITE Trip Generation Manual, 9th Edition* since this land use was removed from the *ITE Trip Generation Manual, 11th Edition*.
3. Trip rates from ITE 11th Edition unavailable for the daily and AM peak period; trip rates derived from the available PM peak period rate assuming the PM peak period represents 10% of daily trips and 200% of AM peak period trips.
4. The cumulative projects were provided by the City of Perris (P), City of Moreno Valley (MV), and Riverside County (R) and located within the study area. All cumulative projects are either pending or approved with a non-expired application. The list of projects has been compared to other approved traffic studies in the study area.



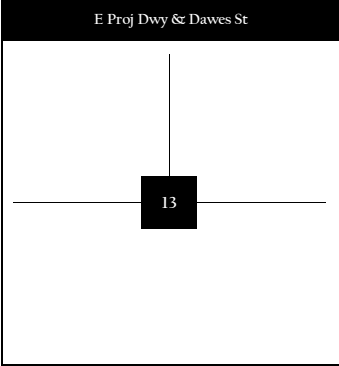


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy																
<p>1</p> <p>66 / 26 213 / 319 149 / 93 46 / 71</p> <p>49 / 162 21 / 71</p>	<p>2</p> <p>243 / 286 128 / 119</p> <p>20 / 66 242 / 416</p> <p>67 / 45 28 / 23</p>	<p>3</p> <p>3 / 0 5 / 2 1 / 5 368 / 433 4 / 0</p> <p>9 / 0 247 / 387 14 / 26</p> <p>2 / 18 1 / 0</p>	<p>4</p> <p>36 / 45 13 / 5 8 / 41 20 / 44 335 / 334</p> <p>56 / 108 207 / 405 10 / 6</p> <p>5 / 14 2 / 43</p>	Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St	<p>5</p> <p>5 / 2 17 / 19 33 / 68 57 / 55 330 / 328 25 / 16</p> <p>2 / 6 186 / 410 28 / 30</p> <p>27 / 33 15 / 24 8 / 27</p>	<p>6</p> <p>11 / 39 53 / 23 10 / 36 31 / 17 240 / 152 21 / 8</p> <p>93 / 282</p> <p>27 / 84 6 / 22</p>	<p>7</p> <p>292 / 177</p> <p>109 / 340</p>	<p>8</p> <p>70 / 65</p> <p>50 / 104</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p>	<p>10</p> <p>412 / 399</p> <p>227 / 505</p>	<p>11</p> <p>412 / 399</p> <p>227 / 505</p>	<p>12</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St																
<p>5</p> <p>5 / 2 17 / 19 33 / 68 57 / 55 330 / 328 25 / 16</p> <p>2 / 6 186 / 410 28 / 30</p> <p>27 / 33 15 / 24 8 / 27</p>	<p>6</p> <p>11 / 39 53 / 23 10 / 36 31 / 17 240 / 152 21 / 8</p> <p>93 / 282</p> <p>27 / 84 6 / 22</p>	<p>7</p> <p>292 / 177</p> <p>109 / 340</p>	<p>8</p> <p>70 / 65</p> <p>50 / 104</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p>	<p>10</p> <p>412 / 399</p> <p>227 / 505</p>	<p>11</p> <p>412 / 399</p> <p>227 / 505</p>	<p>12</p>								
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St																
<p>9</p>	<p>10</p> <p>412 / 399</p> <p>227 / 505</p>	<p>11</p> <p>412 / 399</p> <p>227 / 505</p>	<p>12</p>																



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



6.4 Traffic Volumes

The Opening Year 2025 traffic volumes were estimated by applying the ambient growth factor of 3 percent for two years to the existing traffic volumes and adding the cumulative traffic volumes. Figure 6-3 illustrates the Opening Year 2025 Without Project traffic volumes. Figure 6-4 illustrates the Opening Year 2025 With Project traffic volumes.

6.5 Intersection Analysis

Table 6-2 displays the LOS analysis results for the study intersections under the Opening Year 2025 With and Without Project conditions.

As shown in the table, all intersections and project driveways would continue to operate at LOS E or better during the weekday peak-hours except for the following locations:

- I-215 Southbound Ramps & Ramona Expressway (LOS F – PM Peak)
- I-215 Northbound Ramps & Ramona Expressway (LOS F – AM & PM Peak)
- Evans Road & Ramona Expressway (LOS F – AM Peak)

Although these intersections would operate at LOS F in one or both of the peak periods, the increase in delay from the Project would not exceed the threshold requiring improvements. As a result, no improvements are required and/or recommended.

Appendix C contains the intersection LOS worksheets.

Table 6-2
Opening Year 2025 Peak Hour Intersection LOS Summary

#	Intersection	Peak Hour	Opening Year 2025		Opening Year 2025 w/Proj		Δ in Delay	Improvement?
			Delay ¹	LOS ^{2,3}	Delay ¹	LOS ^{2,3}		
1	I-215 SB Ramps & Ramona Expy	AM	35.0	C	36.7	D	1.7	No
		PM	95.3	F	97.2	F	1.9	No
2	I-215 NB Ramps & Ramona Expy	AM	86.3	F	86.8	F	0.5	No
		PM	144.1	F	145.5	F	1.4	No
3	Webster Ave & Ramona Expy	AM	33.9	C	35.7	D	1.8	No
		PM	45.7	D	51.0	D	5.3	No
4	Indian Ave & Ramona Expy	AM	24.8	C	27.4	C	2.6	No
		PM	28.1	C	29.7	C	1.6	No
5	Perris Blvd & Ramona Expy	AM	36.0	D	37.1	D	1.1	No
		PM	36.0	D	39.3	D	3.3	No
6	Redlands Ave & Ramona Expy	AM	25.9	C	27.9	C	2.0	No
		PM	49.1	D	57.8	E	8.7	No
7	Evans Rd & Ramona Expy	AM	83.1	F	85.0	F	1.9	No
		PM	43.7	D	47.3	D	3.6	No
8	Perris Blvd & Dawes St	AM	6.7	A	9.0	A	2.3	No
		PM	5.7	A	7.0	A	1.3	No
9	Redlands ave & Dawes St	AM	11.9	B	14.4	B	2.5	No
		PM	10.2	B	15.2	C	5.0	No
10	W Proj Dwy & Ramona Expy	AM	DNE ⁴		18.7	C	18.7	No
		PM	DNE ⁴		29.9	D	29.9	No
11	E Proj Dwy & Ramona Expy	AM	DNE ⁴		18.5	C	18.5	No
		PM	DNE ⁴		29.7	D	29.7	No
12	W Proj Dwy & Dawes St	AM	DNE ⁴		9.7	A	9.7	No
		PM	DNE ⁴		9.7	A	9.7	No
13	E Proj Dwy & Dawes St	AM	DNE ⁴		9.6	A	9.6	No
		PM	DNE ⁴		10.0	A	10.0	No

Notes:

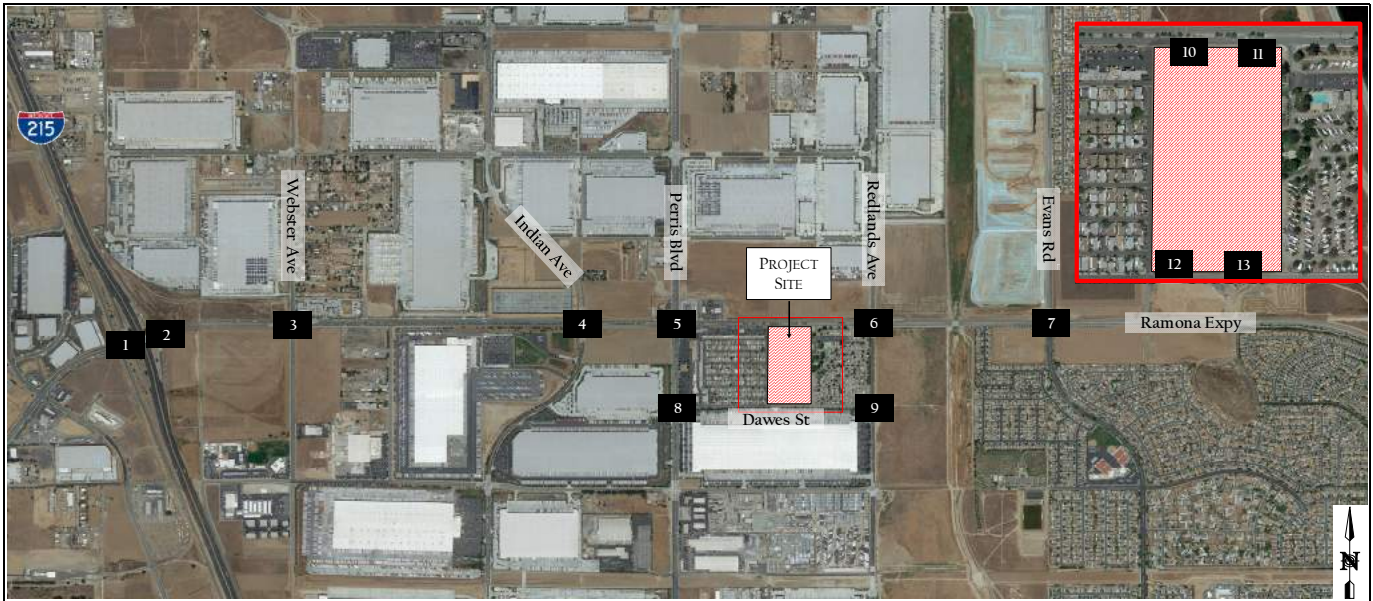
OWSC: One-Way Stopped Control, Signal: Traffic Signal

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

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

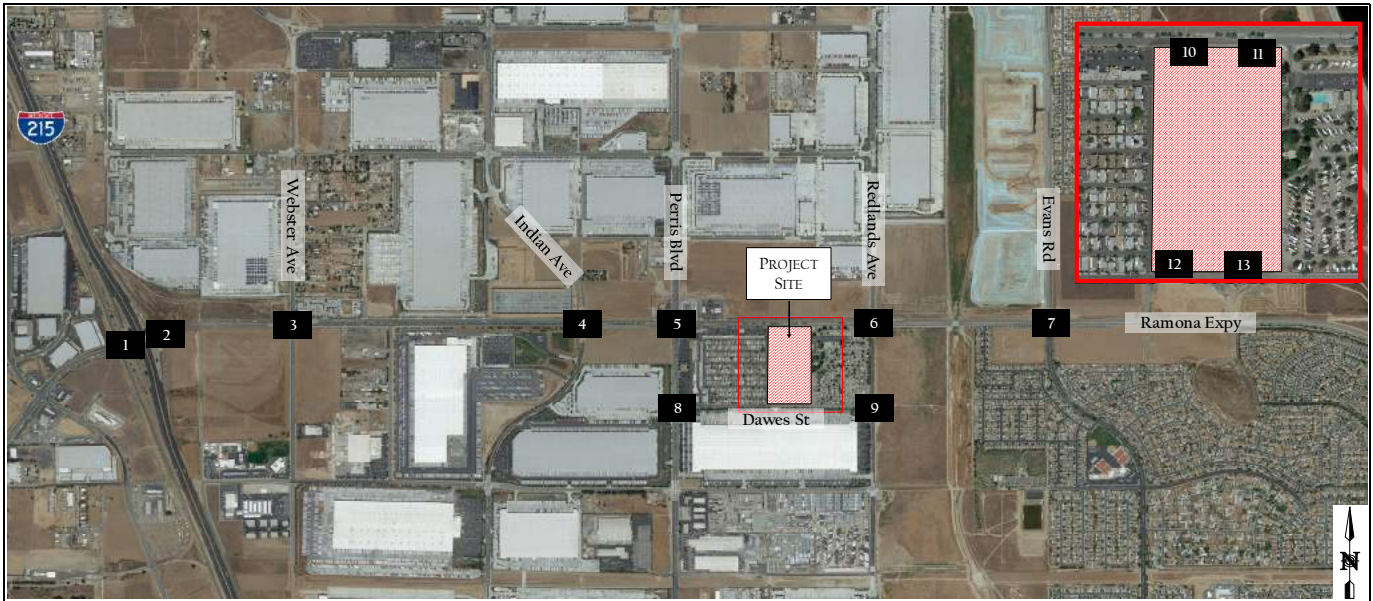
3. LOS E is acceptable for the intersections located along Ramona Expy. LOS D is the threshold for all other intersections.

4. DNE: Does not Exist. Project driveway not constructed and will only be evaluated with the addition of the Project.

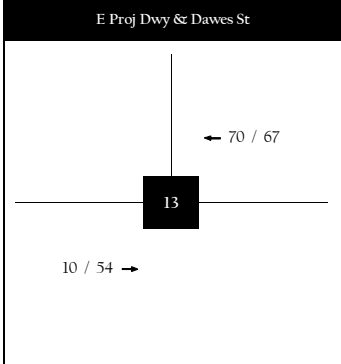


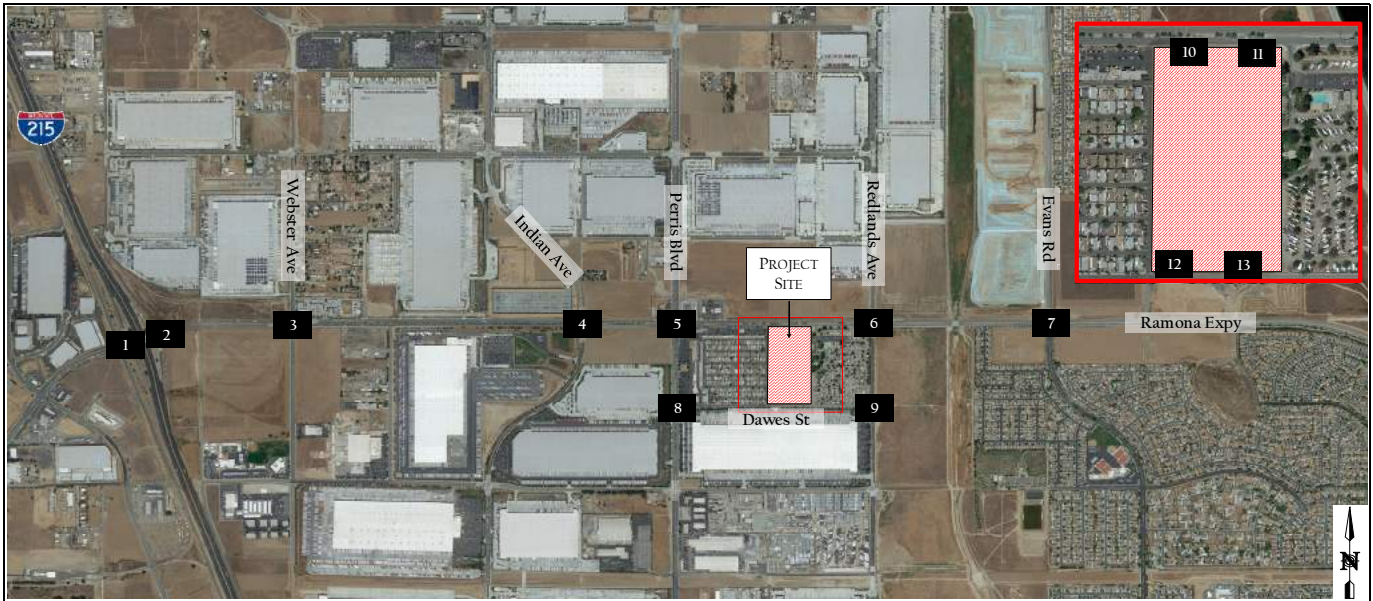
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>219 / 169 1 / 4 870 / 1125</p> <p>1149 / 964 344 / 438</p> <p>739 / 1032 347 / 414</p>	<p>878 / 905 1093 / 955</p> <p>126 / 172 1480 / 1982</p> <p>400 / 360 3 / 3 614 / 474</p>	<p>84 / 144 29 / 63 32 / 59</p> <p>64 / 45 1812 / 1568 27 / 25</p> <p>248 / 156 1093 / 1675 70 / 61</p> <p>89 / 123 237 / 24 26 / 14</p>	<p>57 / 118 60 / 174 20 / 103</p> <p>89 / 113 1839 / 1396 34 / 68</p> <p>159 / 200 998 / 1662 53 / 41</p> <p>55 / 99 203 / 153 65 / 95</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>247 / 231 354 / 622 160 / 326</p> <p>171 / 159 1431 / 1122 118 / 135</p> <p>247 / 244 689 / 1391 113 / 188</p> <p>291 / 243 726 / 441 88 / 121</p>	<p>19 / 63 99 / 141 84 / 337</p> <p>476 / 183 1574 / 1124 110 / 115</p> <p>10 / 11 795 / 1636 36 / 81</p> <p>37 / 46 216 / 161 131 / 105</p>	<p>457 / 467 309 / 507 164 / 284</p> <p>321 / 194 1303 / 799 8 / 27</p> <p>352 / 411 476 / 1334 209 / 353</p> <p>424 / 204 504 / 297 16 / 13</p>	<p>478 / 888 5 / 24</p> <p>50 / 25 20 / 41</p> <p>1158 / 771 4 / 30</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>12 / 16 191 / 271</p> <p>25 / 5 32 / 25</p> <p>32 / 38 325 / 192</p>	<p>1791 / 1441</p> <p>1367 / 1984</p>	<p>1791 / 1441</p> <p>1367 / 1984</p>	<p>70 / 67</p> <p>10 / 54</p>



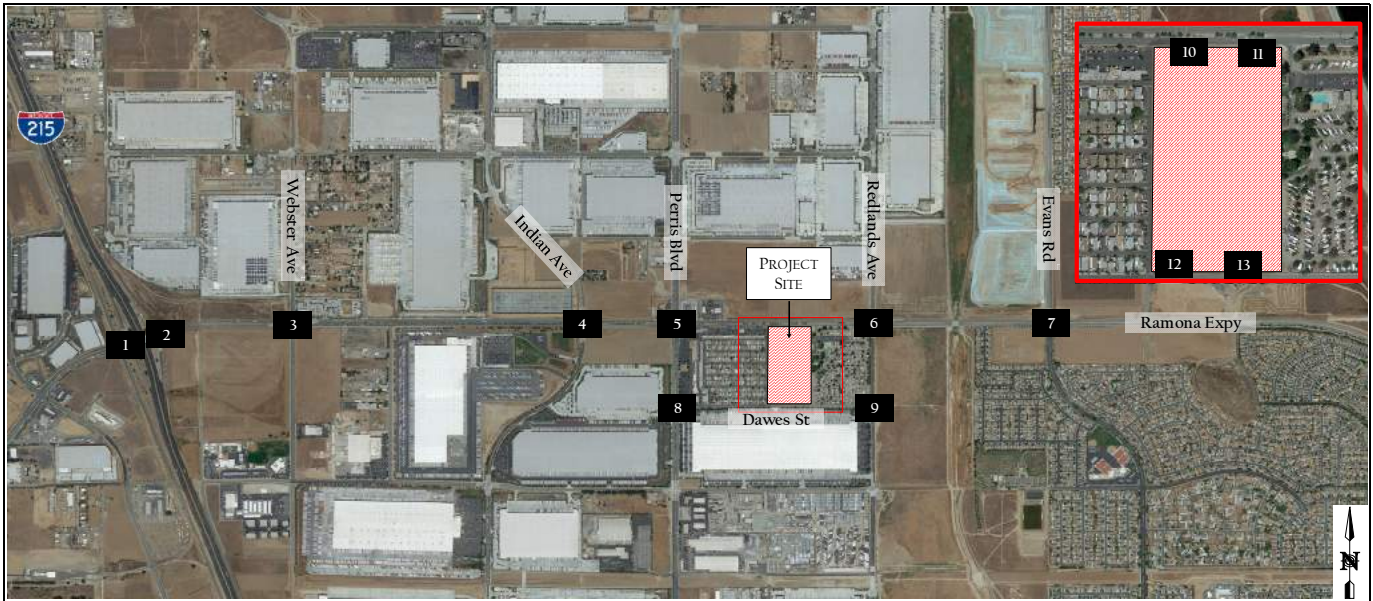
xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West



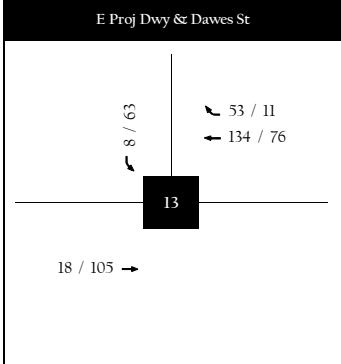


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy																
<p>1</p> <p>219 / 169 1 / 4 881 / 1129</p> <p>1156 / 982 348 / 446</p> <p>761 / 1040 347 / 414</p>	<p>2</p> <p>882 / 913 1104 / 981</p> <p>126 / 172 1513 / 1994</p> <p>400 / 360 3 / 3 625 / 478</p>	<p>3</p> <p>84 / 144 29 / 63 43 / 63</p> <p>68 / 53 1826 / 1604 31 / 33</p> <p>248 / 156 1138 / 1691 70 / 61</p> <p>89 / 123 237 / 24 37 / 18</p>	<p>4</p> <p>57 / 118 60 / 174 31 / 107</p> <p>93 / 121 1861 / 1449 38 / 76</p> <p>159 / 200 1065 / 1688 53 / 41</p> <p>55 / 99 203 / 153 76 / 99</p>	Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St	<p>5</p> <p>247 / 231 370 / 624 166 / 332</p> <p>176 / 164 1452 / 1142 123 / 140</p> <p>247 / 244 714 / 1416 177 / 197</p> <p>299 / 294 728 / 454 94 / 127</p>	<p>6</p> <p>22 / 66 134 / 148 84 / 337</p> <p>476 / 183 1593 / 1143 158 / 122</p> <p>13 / 13 811 / 1651 39 / 83</p> <p>40 / 49 221 / 199 137 / 143</p>	<p>7</p> <p>479 / 475 309 / 507 164 / 284</p> <p>321 / 194 1325 / 807 8 / 27</p> <p>359 / 429 483 / 1352 216 / 371</p> <p>446 / 212 504 / 297 16 / 13</p>	<p>8</p> <p>483 / 893 85 / 35</p> <p>61 / 89 22 / 54</p> <p>1164 / 777 20 / 32</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>95 / 30 194 / 273</p> <p>36 / 82 37 / 63</p> <p>67 / 45 328 / 195</p>	<p>10</p> <p>1858 / 1512</p> <p>1405 / 2026 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1858 / 1512</p> <p>1398 / 2015 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 70 / 67</p> <p>95 / 13 10 / 54</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St																
<p>5</p> <p>247 / 231 370 / 624 166 / 332</p> <p>176 / 164 1452 / 1142 123 / 140</p> <p>247 / 244 714 / 1416 177 / 197</p> <p>299 / 294 728 / 454 94 / 127</p>	<p>6</p> <p>22 / 66 134 / 148 84 / 337</p> <p>476 / 183 1593 / 1143 158 / 122</p> <p>13 / 13 811 / 1651 39 / 83</p> <p>40 / 49 221 / 199 137 / 143</p>	<p>7</p> <p>479 / 475 309 / 507 164 / 284</p> <p>321 / 194 1325 / 807 8 / 27</p> <p>359 / 429 483 / 1352 216 / 371</p> <p>446 / 212 504 / 297 16 / 13</p>	<p>8</p> <p>483 / 893 85 / 35</p> <p>61 / 89 22 / 54</p> <p>1164 / 777 20 / 32</p>	Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St	<p>9</p> <p>95 / 30 194 / 273</p> <p>36 / 82 37 / 63</p> <p>67 / 45 328 / 195</p>	<p>10</p> <p>1858 / 1512</p> <p>1405 / 2026 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1858 / 1512</p> <p>1398 / 2015 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 70 / 67</p> <p>95 / 13 10 / 54</p>								
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St																
<p>9</p> <p>95 / 30 194 / 273</p> <p>36 / 82 37 / 63</p> <p>67 / 45 328 / 195</p>	<p>10</p> <p>1858 / 1512</p> <p>1405 / 2026 38 / 42</p> <p>31 / 31</p>	<p>11</p> <p>1858 / 1512</p> <p>1398 / 2015 38 / 42</p> <p>30 / 31</p>	<p>12</p> <p>13 / 77 8 / 51</p> <p>64 / 9 70 / 67</p> <p>95 / 13 10 / 54</p>																



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



7 PROJECT ACCESS AND CIRCULATION

This section summarizes the project's access for vehicles and trucks and circulation.

7.1 Project Access

There are four points of access for the Project with two driveways located off Ramona Expressway and two driveways located off Dawes Street. The two commercial/retail driveways off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds. As shown in Table 6-2 above, all project driveways would operate at LOS D or better with the Project.

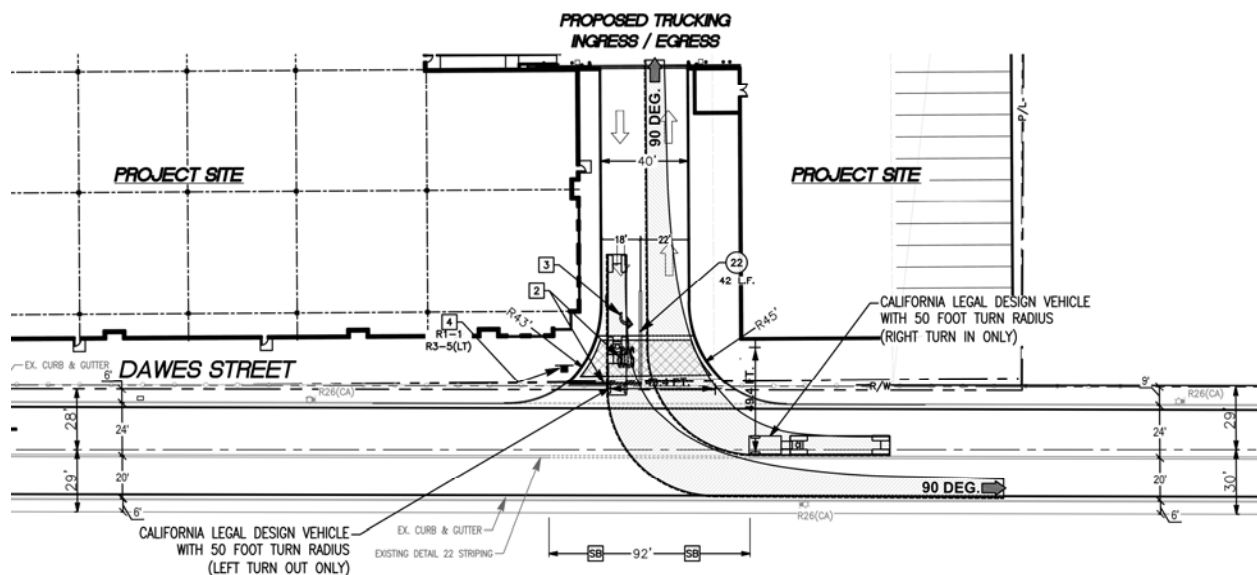
7.2 Site Circulation

The Project is designed to separate the mixture of vehicles associated with the commercial/retail and industrial land uses. All commercial/retail traffic would utilize the two driveways off Ramona Expressway. All industrial traffic would utilize the two driveways off Dawes Street. To further separate the industrial traffic, the western driveway would be utilized by passenger vehicles only. The eastern driveway would be utilized by trucks only. Furthermore, trucks would be restricted to right-in, left-out movements only.

7.3 Truck Access

Since trucks typically require additional space for turning maneuvers, a truck turning template was used to demonstrate the ability for the large trucks to access the site off Dawes Street. A California legal design vehicle with a 50-foot turning radius was overlaid onto the site plan. Figure 7-1 illustrates the truck turning movements and wheel path of the trucks accessing the site. It is recommended that the driveway be widened to 50-feet and have a 45-foot curb radius.

Figure 7-1 Truck Turning Movements



8 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list summarizes the key findings for the Project:

- The Project proposes to construct a 275,098 square foot (sf) general light industrial building, a 107-room hotel, and two sit-down restaurants totaling 9,000 sf.
- The Project is estimated to generate 3,885 daily trips (ADT) with 378 trips (288 inbound, 90 outbound) during the AM peak-hour and 370 trips (117 inbound, 253 outbound) in the PM peak-hour. After applying the passby trip reductions, the Project is estimated to generate a net of 3,644 ADT with 356 trips (275 inbound, 81 outbound) during the AM peak-hour and 335 trips (95 inbound, 240 outbound) during the PM peak-hour.
- Eighty cumulative projects were identified in the study area that would generate approximately 69,295 daily trips with 5,099 AM peak-hour trips and 6,534 PM peak-hour trips. Approximately 17 percent of the cumulative project traffic volumes were assigned to the study area.
- All intersections and project driveways in the study area are expected to operate at an acceptable LOS E or better under all scenarios with the following exceptions:
 - I-215 Southbound Ramps & Ramona Expressway (LOS F –PM Peak)
 - I-215 Northbound Ramps & Ramona Expressway (LOS F – AM & PM Peak)
 - Evans Road & Ramona Expressway (LOS F – AM Peak)
- Although these intersections would operate at LOS F in one or both of the peak periods, the increase in delay from the Project would not exceed the threshold requiring improvements. As a result, no improvements are required and/or recommended.
- The two commercial/retail driveways off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds.
- The East Project Driveway off Dawes Street for trucks should be widened to 40-feet and have a 45-foot curb radius to accommodate the extra width required for truck turning movements.

This traffic study has been prepared in accordance with *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020 (City's TIA Guidelines)* and consistent with the City of Perris General Plan Circulation Element requirements.

Appendix A

Approved Project Scoping Memo

September 29, 2023

Mr. Nathan Perez
CITY OF PERRIS (Planning Division)
135 North "D" Street
Perris, CA 92570

**Subject: Perris Commercial Project (SPA22-05380, DPR22-00037, DPR22-00038)
Scoping Agreement and VMT Analysis #3, City of Perris**

Dear Mr. Perez,

Introduction

RK ENGINEERING GROUP, INC. (RK) has reviewed the Scoping Agreement and VMT Analysis #3 for the Perris Commercial Project (SPA22-05380, DPR22-00037, DPR22-00038), located in the City of Perris. The proposed project would include a 275,098 square foot (SF) general light industrial building, a 107-room hotel, and a total of 9,000 SF of sit-down restaurants. A total of 382 parking spaces will be provided on-site (156 spaces for the industrial use and 226 spaces for the hotel/retail uses). The project is located on a vacant parcel that is bounded by Ramona Expressway to the north, Dawes Street to the south, the Camper Resorts of America to the east, and Park Place mobile home park to the west. Access to the commercial uses is being proposed via two (2) right-in/right-out only driveways located along Ramona Expressway. Access to the industrial use is being proposed via two (2) full-access driveways located along Dawes Street.

RK has reviewed the Scoping Agreement and VMT Analysis #3, which was prepared by Mizuta Traffic Consultants, dated September 27, 2023. The project proposes to be developed in a single phase by the year 2025. The project is located within the PVCC SP (Perris Valley Commerce Center Specific Plan).

RK has reviewed the Scoping Agreement and VMT Analysis #3 pursuant to City of Perris requirements. Based upon this review, it is acceptable as currently written.

Comments

1. The Scoping Agreement and VMT Analysis #3 is acceptable as currently written. Please ensure all exhibits in the final traffic study show the correct study area on the aerials. Please also ensure the text in the project description matches the site plan/trip generation (i.e. 9,000 SF of it-down restaurants).

Conclusions

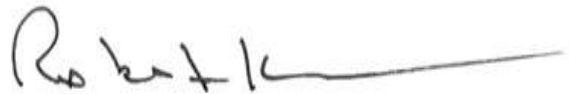
RK has reviewed the Scoping Agreement and VMT Analysis #3 for the Perris Commercial Project (SPA22-05380, DPR22-00037, DPR22-00038), located in the City of Perris. Based upon this review, the scoping agreement is acceptable. The traffic engineer can begin on the traffic impact study and submit to the City when completed.

RK appreciates this opportunity to work with the City of Perris on this project and if you have any questions, please contact me at 949-293-9639.

Sincerely,



Justin Tucker, P.E.
Principal Engineer



Bob Kahn, P.E.
Founding Principal

Registered Civil Engineer 92866

XC: Kenneth Phung, City of Perris
Habib Motlagh, City of Perris
Patricia Brenes, City of Perris
Nathan Perez, City of Perris

Attachments

RK 19368
JN: 2126-2022-31





Technical Memorandum

To: Nathan Perez, City of Perris

From: Marc Mizuta, Mizuta Traffic Consulting

Date: September 27, 2023

Re: Revised Scoping Memo for the Proposed Perris Commercial Project (SPA 2205380, DPR 22-00037, DPR 22 - 00038)

Mizuta Traffic Consulting (MTC) has prepared this scoping memo for the proposed Perris Commercial project (“Project”) (APN #303-100-012 & -014) in the City of Perris. The purpose of this scoping memo is to outline the key assumptions for the transportation analysis required by the *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020 (City’s TIA Guidelines)*.

PROJECT LOCATION

The Project site is located on a vacant parcel that is generally bounded by Ramona Expressway to the north, Dawes Street to the south, the Campers Resorts of America to the east, and the Park Place Mobile Home Park to the west. Access to the commercial uses is being proposed off Ramona Expressway via two new driveways. Access to the industrial use is being proposed off Dawes Street via two new driveways. **Figure 1** shows the location of the Project site.

PROJECT DESCRIPTION

The Project proposes to construct a 275,098 square foot (sf) general light industrial building, an 107-room hotel, and a total of 5,800 sf of sit-down restaurants. A total of 467 parking spaces will be provided on-site (241 spaces for the industrial use and 226 spaces for the hotel/retail uses). **Figure 2** shows the proposed site plan.

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. According to the *City’s TIA Guidelines*, a project is required to evaluate transportation impacts under CEQA using a VMT metric.

VMT SCREENING

Based on the screening criteria for performing a detailed VMT analysis contained in the *City’s TIA Guidelines*, the Project would be screened out and presumed to have a less than significant VMT impact. The Project meets the following criteria:



1. **Project located within one half (1/2) mile of qualifying transit:** Projects proposed within one half (1/2) mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT.

There are three additional measures that also must be satisfied to qualify for screening out a VMT analysis. These measures include not providing more parking than the required amount, consistent with the Sustainable Communities Strategy, and not replacing affordable housing units with moderate or high-income units. The Project satisfies all the additional measures.

A separate memo has been prepared summarizing the details of the VMT screening analysis.

TRAFFIC IMPACT ANALYSIS (TIA) ASSESSMENT

Based on the screening criteria for a TIA contained in the City's *TIA Guidelines*, the Project may be required to prepare a local/focused TIA since the Project is expected to generate more than 40 peak-hour trips and projects on the Arterial Highway System that is expected to generate a minimum of 1,600 daily trips. Additional details on the Project's trip generation are provided in the section below.

PROJECT TRIP GENERATION

The trip generation rate for the Project was based on the rates for the various land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. **Table 1** summarizes the proposed trip generation for the Project. It should be noted that the trips associated with the industrial use have been separated into passenger cars and trucks and converted to passenger car equivalents (PCE). Additionally, the truck percentage was based on the warehouse truck trip rate as a conservative estimate. A passby reduction factor was applied to the sit-down restaurant uses only.

As shown in the table, the Project is estimated to generate 3,160 daily trips (ADT) with 341 trips (256 inbound, 85 outbound) during the AM peak-hour and 325 trips (110 inbound, 215 outbound) in the PM peak-hour. After applying the passby trip reductions and the conversion of trucks to PCE's, the Project is estimated to generate a net of 3,644 ADT with 356 trips (275 inbound, 81 outbound) during the AM peak-hour and 335 trips (95 inbound, 240 outbound) during the PM peak-hour.

PROJECT TRIP DISTRIBUTION/ASSIGNMENT

In order to determine the study area, the Project trip distribution was prepared for the industrial and commercial land uses since access to the site would be slightly different. **Figure 3** illustrates the trip distribution for the industrial land use and **Figure 4** illustrates the trip distribution for the commercial/retail land uses. The trip distribution was developed based on existing travel patterns and logical routes to serve the local community. The Project traffic was applied to the trip distribution and resulted in a trip assignment shown in **Figure 5**.



Table I: Trip Generation Summary

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK		
			Rate	In:Out Ratio		Rate	In:Out Ratio	
General Light Industrial	110	4.87 trips / ksf	0.74	0.88 : 0.12		0.65	0.14 : 0.86	
Hotel	310	7.99 trips / rm	0.46	0.56 : 0.44		0.59	0.51 : 0.49	
High-Turnover (Sit-Down) Restaurant	932	107.20 trips / ksf	9.57	0.55 : 0.45		9.05	0.61 : 0.39	
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Hotel	107 rm	855	28	22	50	33	31	64
High-Turnover (Sit-Down) Restaurant	9,000 ksf	965	48	39	87	51	31	82
<i>Less Passby (25%-Daily @ AM, 43%-PM)²</i>		-241	-13	-9	-22	-22	-13	-35
General Light Industrial/Warehouse	275,098 ksf	1,340	180	24	204	26	153	179
Passenger Cars (64.9% Daily, 88.2% AM, 83.3% PM):		870	159	21	180	22	128	150
Trucks (35.1% Daily, 11.8% AM, 16.7% PM) ³ :		470	21	3	24	4	25	29
2-axle (16.7%, PCE = 1.5) ^{4, 5} :		118	5	1	6	1	6	7
3-axle (20.7%, PCE = 2) ^{4, 5} :		195	9	1	10	2	10	12
4+ axle (62.6%, PCE = 3) ^{4, 5} :		882	39	6	45	8	47	55
<i>Subtotal (Trucks with PCE):</i>		1,195	53	8	61	11	63	74
Total Vehicle Trip Generated (Passenger Cars and Trucks)		3,160	256	85	341	110	215	325
Total Trip Generation (Passenger Cars and Trucks with PCE)		3,885	288	90	378	117	253	370
<i>Less Passby Trips</i>		-241	-13	-9	-22	-22	-13	-35
Net New Trips		3,644	275	81	356	95	240	335

Notes:

ksf: 1,000 square feet

1. The trip and passby rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
2. The PM passby trip rate is based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. A conservative passby rate of 25% was assumed for the daily and AM peak-hour since there are no published rates for those time periods.
3. The truck trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
4. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage*.
5. The PCE factors are based on the *County of Riverside Transportation Analysis Guidelines, December 2020*.



STUDY AREA

The study area should generally include any intersection on which the proposed Project would add 50 or more peak-hour trips. Based on the trip distribution and assignment shown in Figures 3 through 6, the following list summarizes the list of intersections for the traffic study:

1. I-215 Southbound Ramps & Ramona Expressway
2. I-215 Northbound Ramps & Ramona Expressway
3. Webster Avenue & Ramona Expressway
4. Indian Avenue & Ramona Expressway
5. Perris Boulevard & Ramona Expressway
6. Redlands Avenue & Ramona Expressway
7. Evans Road & Ramona Expressway
8. Perris Boulevard & Dawes Street
9. Redlands Avenue & Dawes Street
10. West Project Driveway & Ramona Expressway (constructed as part of project)
11. East Project Driveway & Ramona Expressway (constructed as part of project)
12. West Project Driveway & Dawes Street (constructed as part of project)
13. East Project Driveway & Dawes Street (constructed as part of project)

PROJECT SCENARIOS

The scenarios that will be evaluated in the access study will include the following:

- Existing Conditions
- Existing Plus Project
- Opening Year 2025 Without Project
- Opening Year 2025 With Project

TRAFFIC VOLUMES

New traffic volume counts were obtained in January 2023 at majority of the study area intersections. Historical traffic volume counts obtained in January 2022 will be used for the two I-215 Ramp & Ramona Expressway intersections.

Traffic volumes for the Opening Year 2025 scenario will include any cumulative projects in the immediate study area (1 mile of project site) in addition to an annual growth rate of three percent will be applied to existing traffic volumes.

SUMMARY OF TIA ANALYSES

The following list summarizes the analyses that will be contained in the TIA:

- Scenarios to include Existing, Existing Plus Project, Opening Year 2025 No Project, and Opening Year 2025 Plus Project. Cumulative project traffic and/or the ambient growth will be added to the Opening Year 2025 scenario.



- Intersection analyses at the adjacent signalized intersections and project driveways performed with the Highway Capacity Manual 6th Edition (HCM6) methodology for signalized and unsignalized intersections.

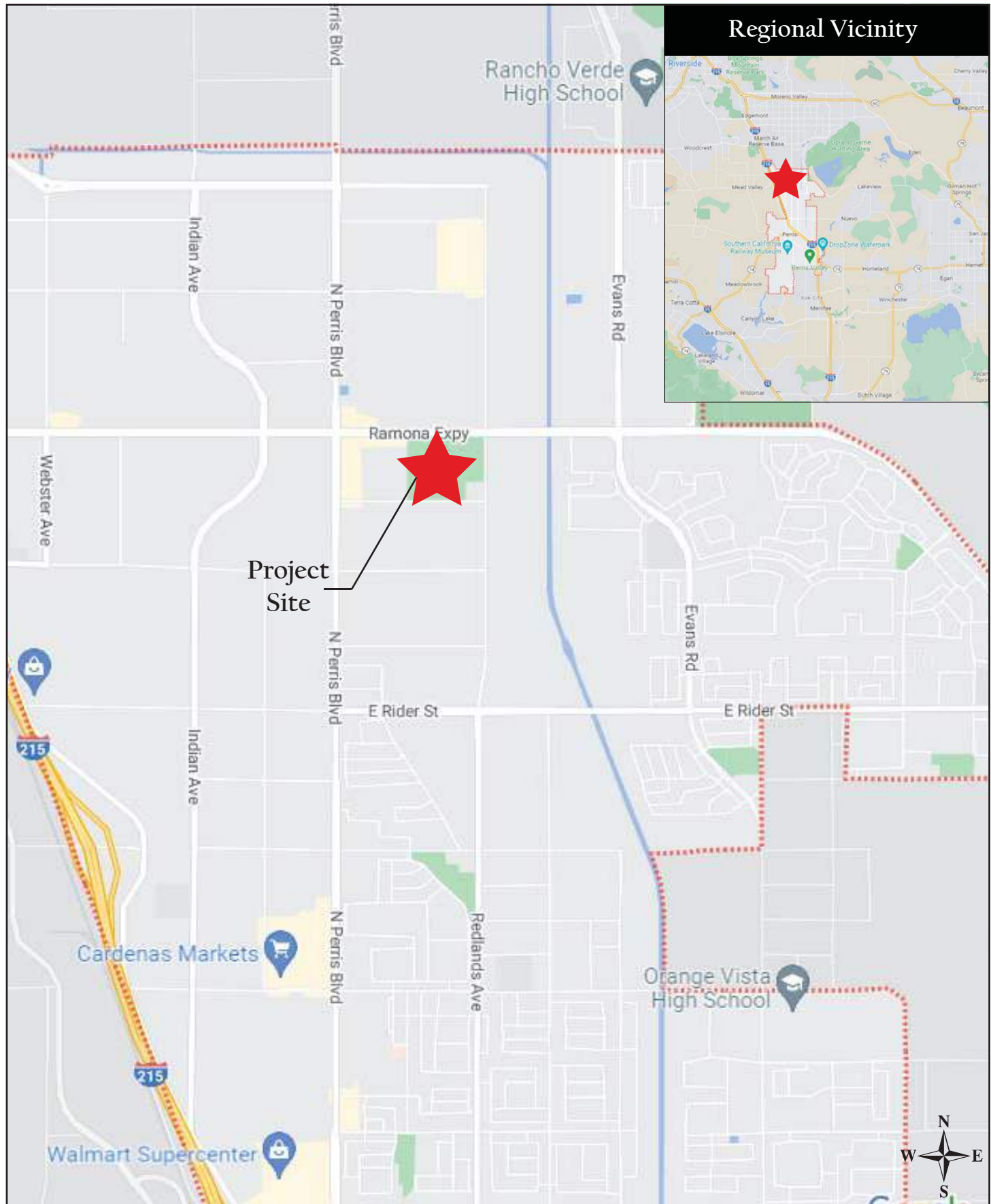
Additionally, the analyses will conform to the City of Perris Level of Service and Significance criteria.

SPECIAL ISSUES

The traffic study will include a discussion/analysis of the following:

- Project Access along Ramona Expressway: Limited to right-in, right-out movements only
- Eastbound deceleration lane along Ramona Expressway
- Driveway spacing based on requirements contained in the Perris Valley Commerce Center
- Truck turning templates into and out of the driveway on Dawes Street
- Internal circulation discussing how auto and truck traffic will be separated

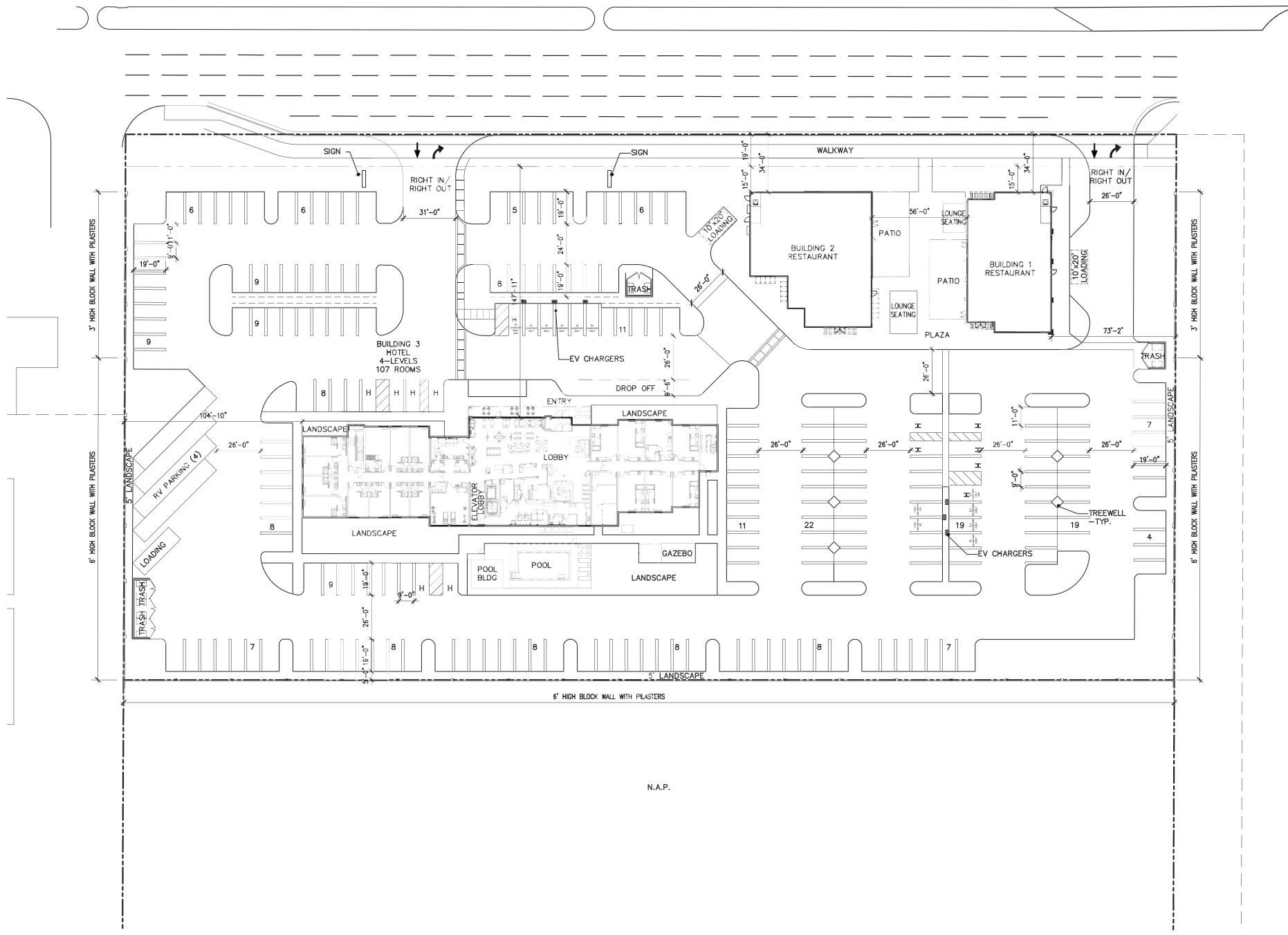
Please feel free to contact me at (858) 752-8212 if you have any questions or concerns. I look forward to working with you on this project.



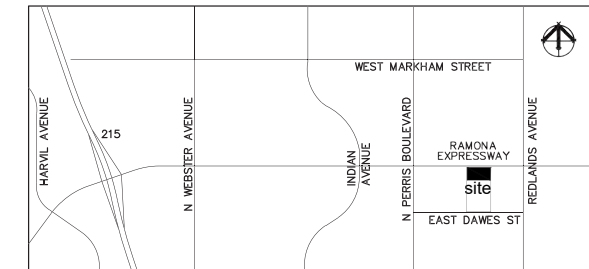
Perris Commerical

Figure 1
Project Vicinity Map

RAMONA EXPRESSWAY



Vicinity Map



Project Summary

Site Area _____
 Zone - Commercial _____ 4.58 Acres

Perris Valley Commerce Center Specific Plan
 Planning Area 3
 Flight Corridor Buffer - Zone D

Building Summary

Building 1	4,000 sf
Building 2	5,000 sf
Building 3	52,008 sf
Total	61,008 sf

Parking Summary

Requirements:

Restaurant	1 space per 50 SF of dining area
Hotel	1.1 space per guest room
Building 1 (restaurant / 2,400 SF indoor dining)	48 spaces
Building 2 (restaurant / 3,400 SF indoor dining)	60 spaces
Hotel (107 rooms, 4-levels)	118 spaces
Required	226 spaces required
Provided	226 spaces provided

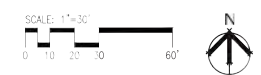
Owner
 Alabbasi Construction & Engineering
 764 Ramona Expressway, Suite C
 Perris, CA 92751

Architect
 SMS Architects
 100 Progress, Suite 250
 Irvine, CA 92618

DISTRIBUTION PARK
 Ramona Expressway, Perris, California

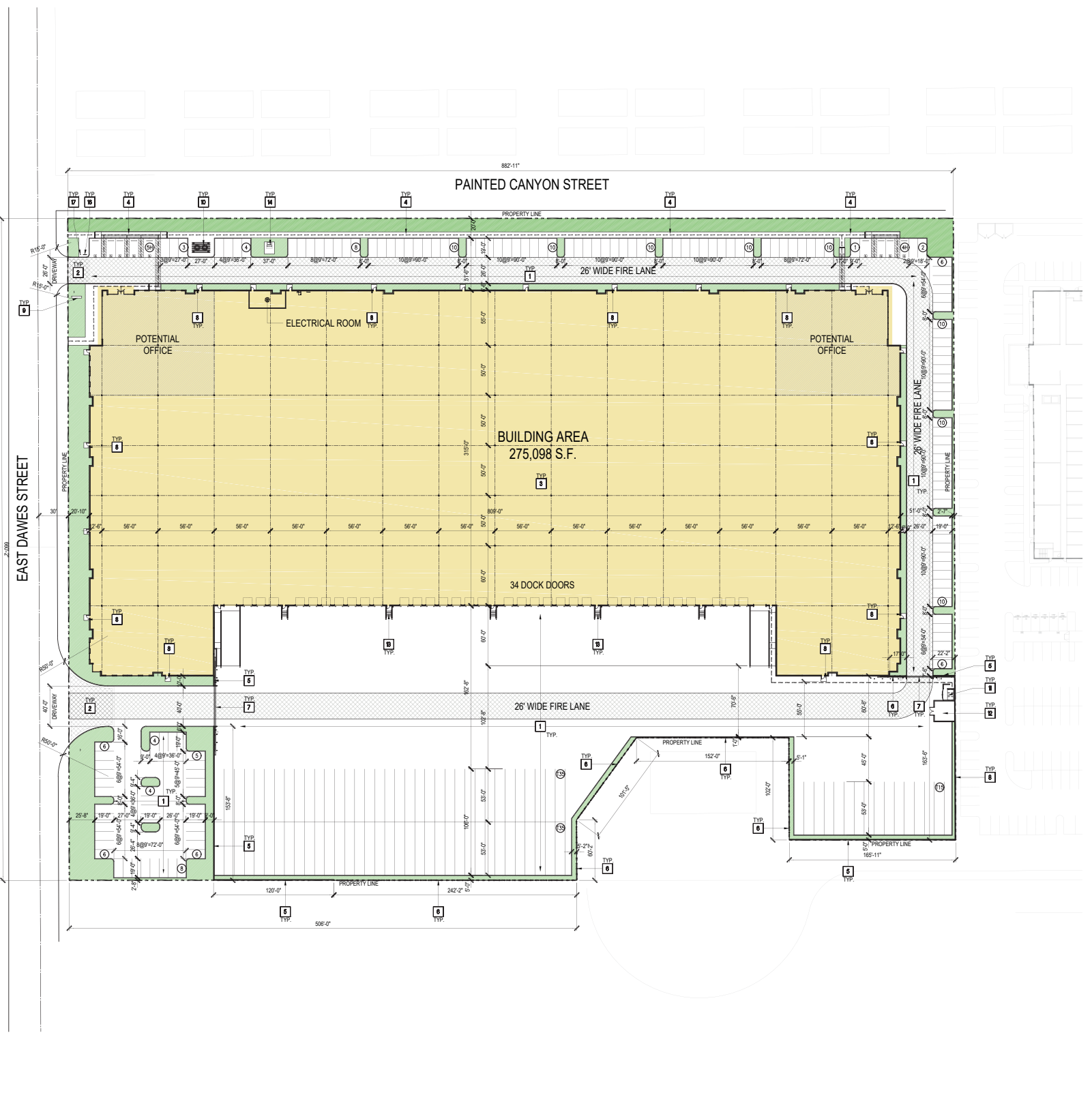
September 18, 2023

SITE PLAN



Perris Commercial

Figure 2
 Site Plan



OVERALL SITE PLAN

APPLICANT/OWNER																																		
ALABBASI CONSTRUCTION & ENGINEERING 764 RAMONA EXPRESSWAY SUITE C, PERRIS, CA 92571 ATTN: CORINNE MOSTAD 951-436-5155 / CORINNE@ALABBASI.BIZ																																		
PROJECT ADDRESS / APN																																		
ADDRESS: TBD, PERRIS CA 92571 APN: 303-100-012, 303-100-014																																		
VICINITY MAP																																		
PROJECT DESCRIPTION																																		
NEW CONSTRUCTION FOR (1) SPECULATIVE 275,098 SF TYPE III-B, S-1/B OCCUPANCY WAREHOUSE WITH ESFR FIRE SPRINKLER SYSTEM. PROPOSED SITE IMPROVEMENTS CONSIST OF 14\"																																		
PROJECT DATA																																		
SITE AREA	Perris	546,475	SF																															
		12.46	Acres																															
BUILDING AREA	WAREHOUSE	267,098	SF																															
	OFFICE	4,000	SF																															
	1ST FLOOR TOTAL	271,098	SF																															
	2ND FLOOR	4,000	SF																															
	TOTAL	275,098	SF																															
PROJECT FACT	FAB MAX	6.50																																
	FAB PROVIDED	6.50																																
	MAX COVERAGE	6.75																																
	CLEAR HEIGHT	36'																																
ZONING	PVCC COMMERCIAL																																	
PROPOSED ZONING	PVCC U																																	
MAX BUILDING HEIGHT		36'																																
SET BACK																																		
	FRONT	30'																																
	REAR	5'																																
	REAR	5'																																
PARKING REQ																																		
	AUTO PARKING		9' X 19'																															
	SEE	1/1000 137 30K																																
	WAREHOUSE	1/1000 20K 20K	129																															
	OFFICE INCLUDED WITHIN 20K 674		148																															
	TOTAL		277																															
PROJECT PROVIDED																																		
	AUTO	9' X 19'	115																															
	ADA	9' X 12' X 19'	9																															
	CLEAR DRIVEY	20K	23																															
	TOTAL		147																															
	TRAILER	20' X 50'	62																															
GENERAL NOTES																																		
1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINES UNLESS NOTED OTHERWISE.																																		
2. ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH A SMART AUTOMATIC IRRIGATION SYSTEM.																																		
3. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION REGARDING SITE DRAINAGE, TOPOGRAPHY AND UTILITIES.																																		
4. FOR PAVING SECTIONS, CONCRETE CURBS, SWALES AND GUTTERS SEE CIVIL DRAWINGS.																																		
5. PROPERTY LINE ARE REFERENCE ONLY. REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL.																																		
6. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MIN. 6\"																																		
KEYNOTES																																		
1) SITE PAVING AND SECTION PER CIVIL ENGINEERING																																		
2) DECORATIVE PAVEMENT AT ENTRY - COLORED CONCRETE W/ SAW CUT PATTERN																																		
3) PRIMARY BUILDING																																		
4) PEDESTRIAN CONCRETE WALKWAY WITH MEDIUM BROOM FINISH																																		
5) 14\"																																		
6) WROUGHT IRON FENCE 8 FT																																		
7) 8\"																																		
8) 5' X 6' X 4' THICK CONCRETE LANDING PAD AT ALL EXTERIOR MANDOORS WITH MEDIUM BROOM FINISH.																																		
9) FUTURE MONUMENT SIGN WITH ELEC. CONDUITS																																		
10) EMPLOYEE BREAK AREA, TENANT FURNISHED UNLESS NOTED OTHERWISE.																																		
11) TRASH ENCLOSURE																																		
12) PUMP HOUSE																																		
13) EXTERIOR CONCRETE STAIR																																		
14) APPROXIMATE LOCATION OF ELEC. TRANSFORMER WITH BOLLARD PROTECTION AND LANDSCAPE SCREENING																																		
15) NOT USED.																																		
16) SHORT TERM - BICYCLE RACK 8% OF PARKING STALL																																		
17) DESIGNATED SMOKING AREA - 25' AWAY FROM ANY ENTRY																																		
LEGEND																																		
	STANDARD PARKING STALL 9' X 19'																																	
	CLEAN AIR, VANPOOL / EV 9' X 19'																																	
	ADA PARKING VAN 12' X 19' OR STANDARD 9' X 19' WITH 5' CLR AISLE																																	
	PROPERTY LINE																																	
	ACCESSIBLE PATH OF TRAVEL MAX 5% SLOPE AND MAX 2% CROSS SLOPE WITH 48\"																																	
	WITH ADA ACCESSIBLE RAMP LANDSCAPE, SEE LANDSCAPE DRAWINGS																																	
	TRUE NORTH																																	
	SCALE 1\"																																	
	1																																	
CONSULTANTS																																		
CIVIL ENGINEER																																		
RASBETH 8811 RESEARCH DRIVE BURBANK CA 92418 818-242-8044 ERIC.ROBLES@RASBETH.COM ATTN: ERIC ROBLES																																		
LANDSCAPE ARCHITECT																																		
HUNTER LANDSCAPE INC. 711 S. FEE AVE. ST. PLACENTIA CA 92870 WILL@HUNTERLANDSCAPE.NET ATTN: WILL COCHRAN																																		
725K SPEC DEVELOPMENT																																		
T B PERRIS CA 92571																																		
ALABBASI CONSTRUCTION & ENGINEERING 764 RAMONA EXPY SUITE C PERRIS CA 92571																																		
<table border="1"> <tr> <th>No.</th> <th>ISSUANCE</th> <th>DATE</th> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	No.	ISSUANCE	DATE																															JOB No: 22-340
No.	ISSUANCE	DATE																																
	DRAWN STEVE HONG	CHECKED STEVE HONG																																
SHEET TITLE ARCHITECTURAL OVERALL SITE PLAN		SHEET NUMBER DRC-A1.01																																

STEVE K HONG ARCHITECT
4890 MACARTHUR BLVD SUITE 560
IRVINE CALIFORNIA 92618
PROJECT MANAGER: STEVE HONG
714-822-1171, STEVE@SKHARCHITECT.COM

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ATTN: WILL COCHRAN

725K SPEC DEVELOPMENT

T B
PERRIS CA 92571

ALABBASI CONSTRUCTION
& ENGINEERING
764 RAMONA EXPY SUITE C
PERRIS CA 92571

No.	ISSUANCE	DATE

JOB No:
22-340

DRAWN
STEVE HONG

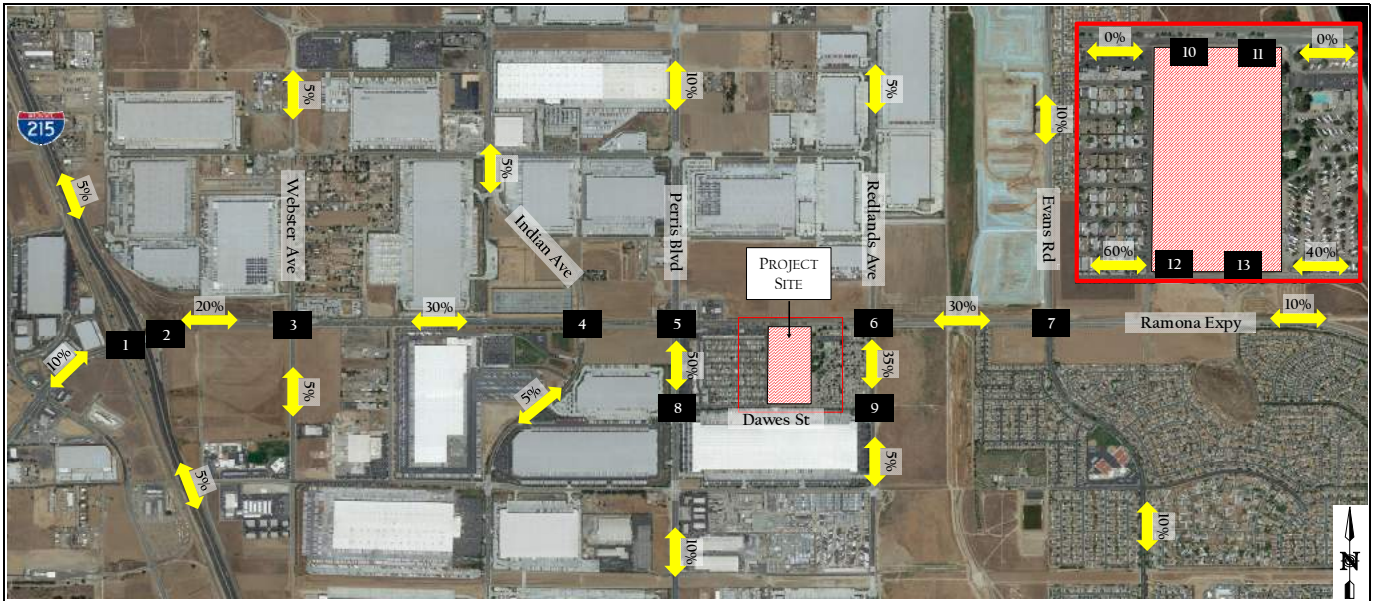
CHECKED
STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.01



Figure 2a
Site Plan



xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

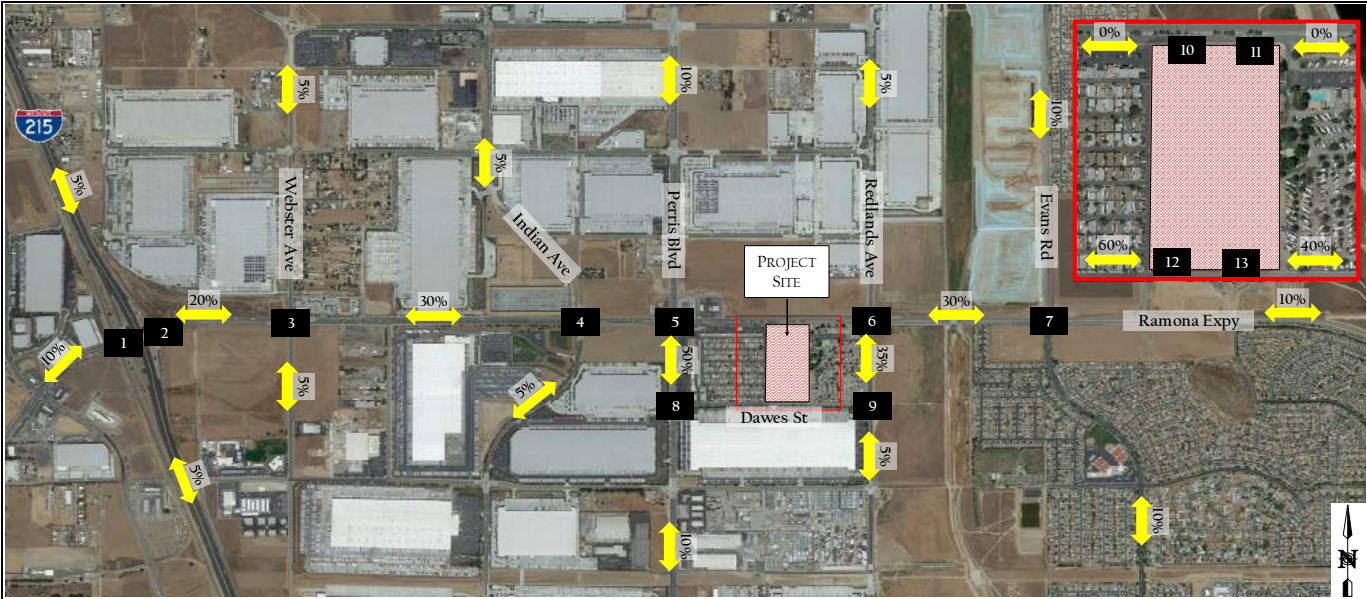
xx% Trip Distribution Percentage

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St



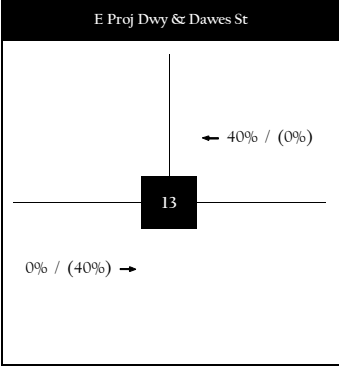
Perris Commercial
 Industrial (Cars) Project Trip Distribution

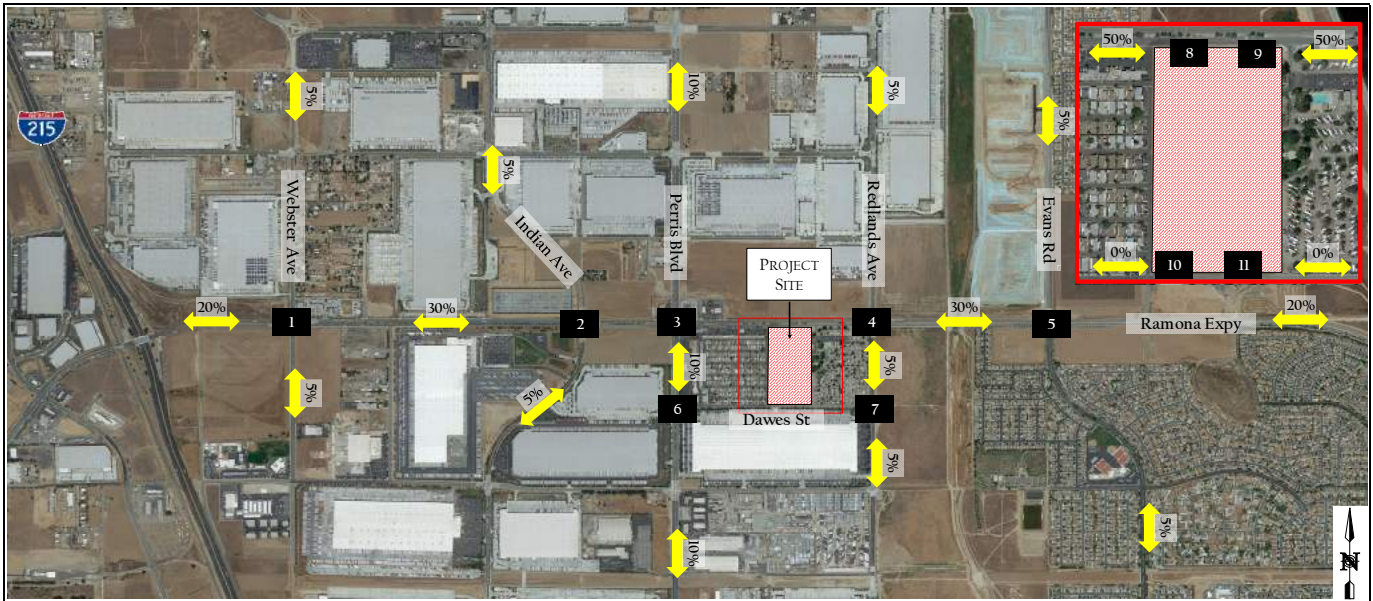
Figure 3



xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

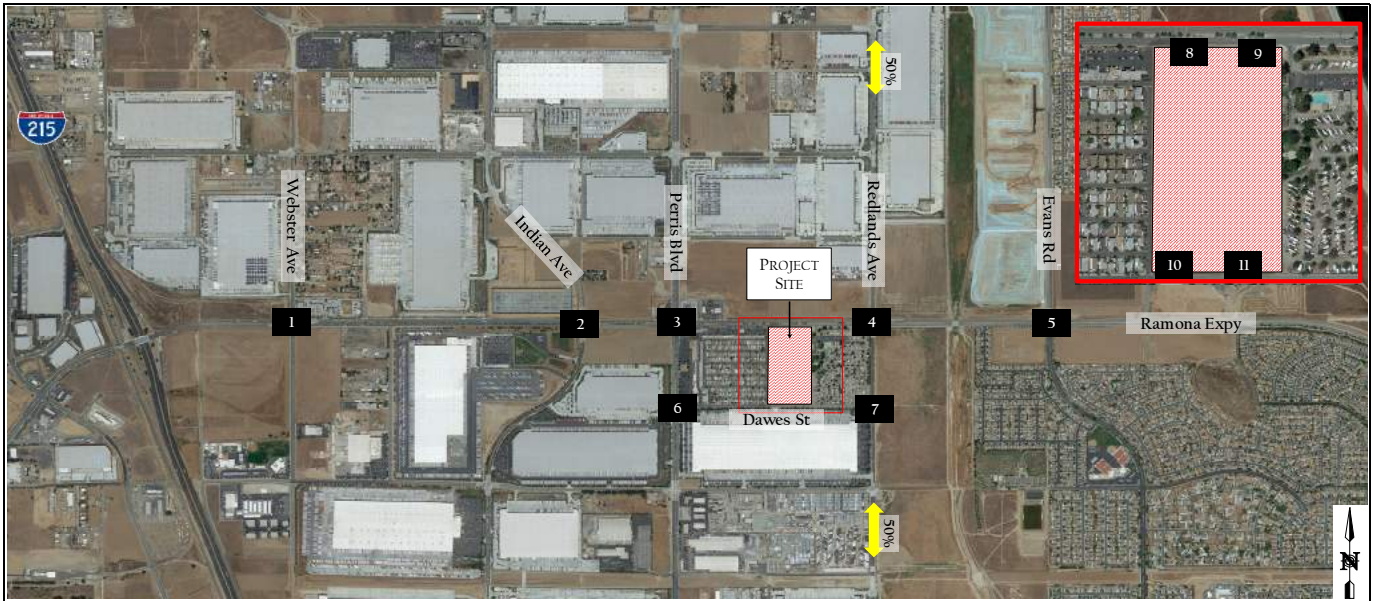
xx% Trip Distribution Percentage





xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West
 xx% Trip Distribution Percentage

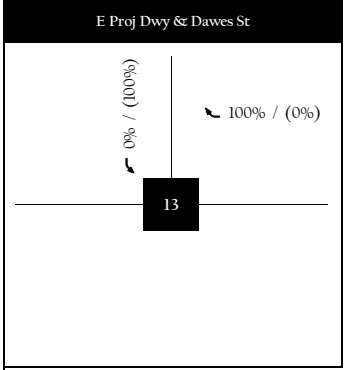
Webster Ave & Ramona Expy		Indian Ave & Ramona Expy		Perris Blvd & Ramona Expy		Redlands Ave & Ramona Expy	
5% / (0%) 0% / (5%) 0% / (20%) 0% / (5%) 1 20% / (0%) → 5% / (0%)	5% / (0%) 0% / (5%) 0% / (30%) 0% / (5%) 2 30% / (0%) → 5% / (0%)	10% / (0%) 0% / (10%) 0% / (40%) 0% / (10%) 3 40% / (0%) → 10% / (0%)	5% / (0%) 0% / (60%) 0% / (5%) 0% / (30%) 0% / (5%) 4 30% / (0%) → 5% / (0%)	5% / (0%) 20% / (0%) 0% / (5%) 0% / (20%) 0% / (5%) 5 5% / (0%)	0% / (10%) 0% / (10%) 6 10% / (0%)	0% / (5%) 0% / (5%) 7 5% / (0%)	40% / (60%) 50% / (0%) 50% / (0%) 8 0% / (50%)
Evans Rd & Ramona Expy		Perris Blvd & Dawes St		Redlands Ave & Dawes St		W Proj Dwy & Ramona Expy	
5% / (0%) 20% / (0%) 5 5% / (0%)	0% / (10%) 10% / (0%) 6 10% / (0%)	0% / (5%) 5% / (0%) 7 5% / (0%)	40% / (60%) 50% / (0%) 50% / (0%) 8 0% / (50%)	40% / (60%) 9 0% / (50%) 50% / (0%) 0% / (50%)	10	11	
E Proj Dwy & Ramona Expy		W Proj Dwy & Dawes St		E Proj Dwy & Dawes St			
40% / (60%) 9 0% / (50%) 50% / (0%) 0% / (50%)	10	11					

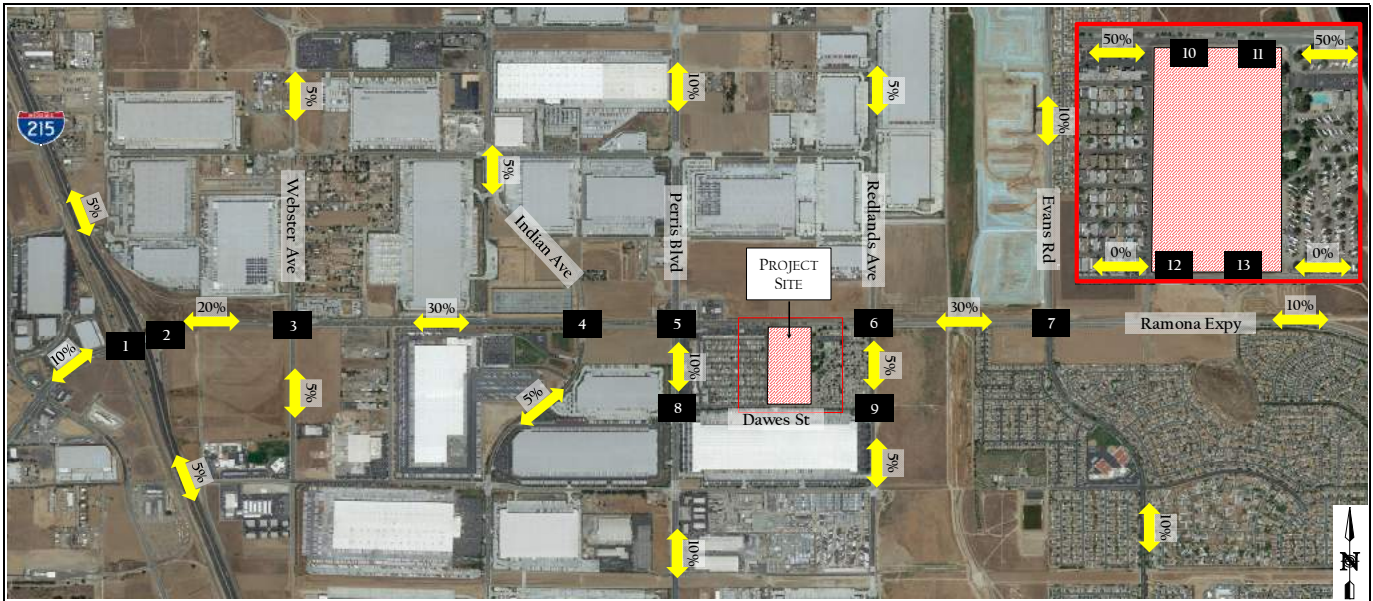


xx% / (yy%) = Enter % / (Exit %)

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

xx% Trip Distribution Percentage





xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

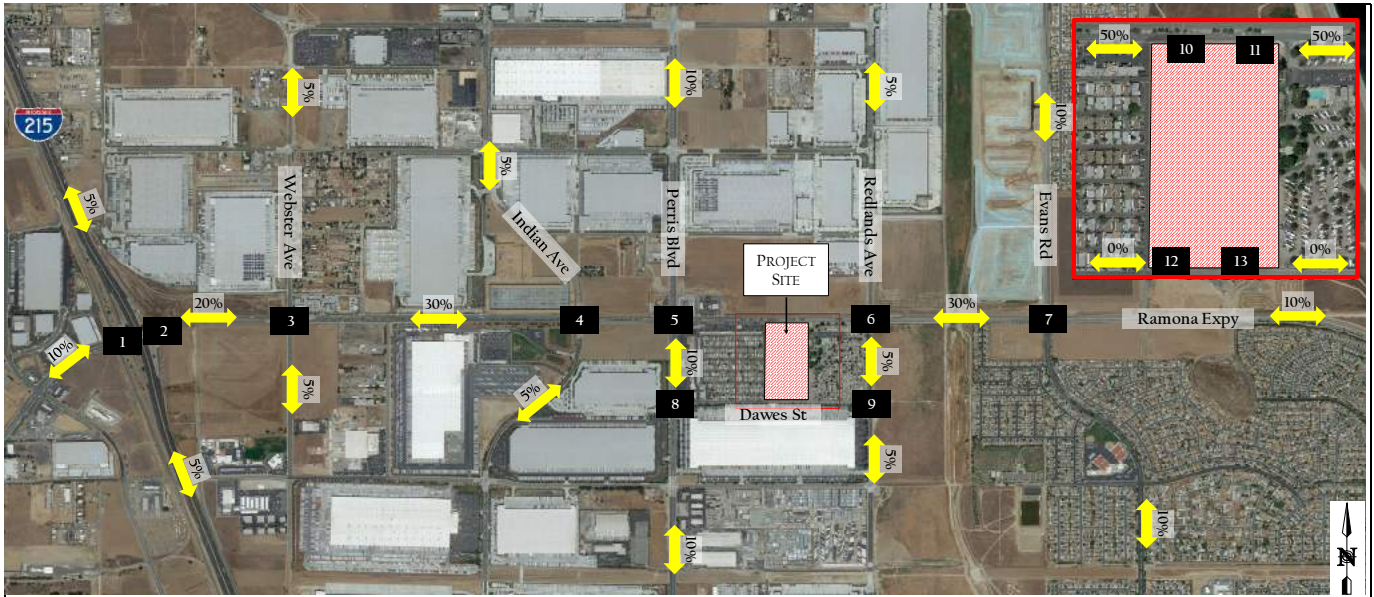
xx% Trip Distribution Percentage

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>1</p> <p>5% / (0%)</p> <p>0% / (10%)</p> <p>0% / (5%)</p> <p>10% / (0%)</p>	<p>2</p> <p>0% / (5%)</p> <p>0% / (15%)</p> <p>15% / (0%)</p> <p>5% / (0%)</p>	<p>3</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (20%)</p> <p>0% / (5%)</p> <p>20% / (0%)</p> <p>5% / (0%)</p>	<p>4</p> <p>5% / (0%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p> <p>0% / (5%)</p> <p>30% / (0%)</p> <p>5% / (0%)</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>5</p> <p>10% / (0%)</p> <p>0% / (10%)</p> <p>0% / (40%)</p> <p>0% / (10%)</p> <p>40% / (0%)</p> <p>10% / (0%)</p>	<p>6</p> <p>5% / (0%)</p> <p>30% / (0%)</p> <p>0% / (60%)</p> <p>0% / (5%)</p> <p>0% / (30%)</p> <p>0% / (5%)</p> <p>5% / (0%)</p>	<p>7</p> <p>10% / (0%)</p> <p>10% / (0%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>0% / (10%)</p> <p>10% / (0%)</p>	<p>8</p> <p>0% / (10%)</p> <p>10% / (0%)</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>9</p> <p>0% / (5%)</p> <p>5% / (0%)</p>	<p>10</p> <p>40% / (60%)</p> <p>50% / (0%)</p> <p>50% / (0%)</p> <p>0% / (50%)</p>	<p>11</p> <p>40% / (60%)</p> <p>0% / (50%)</p> <p>50% / (0%)</p> <p>0% / (50%)</p>	<p>12</p>



Perris Commercial
 Commercial/Retail Project Trip Distribution

Figure 5

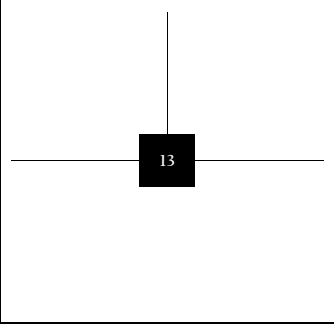


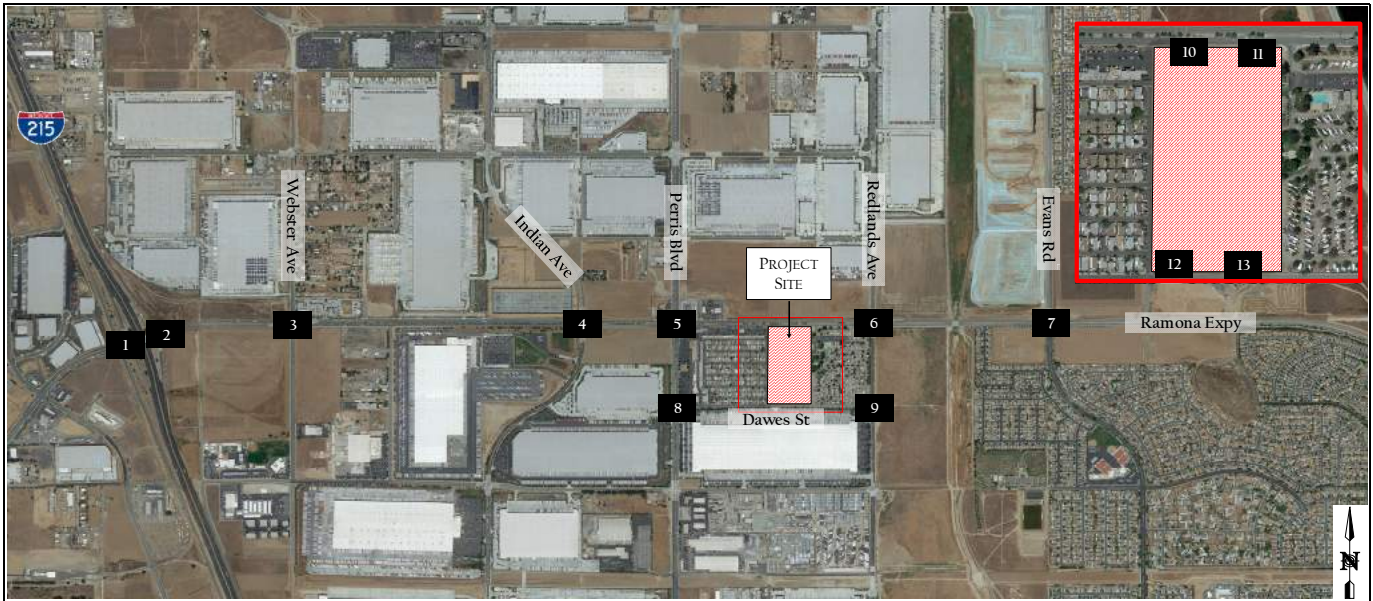
xx% / (yy%) = Enter % / (Exit %)

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

xx% Trip Distribution Percentage

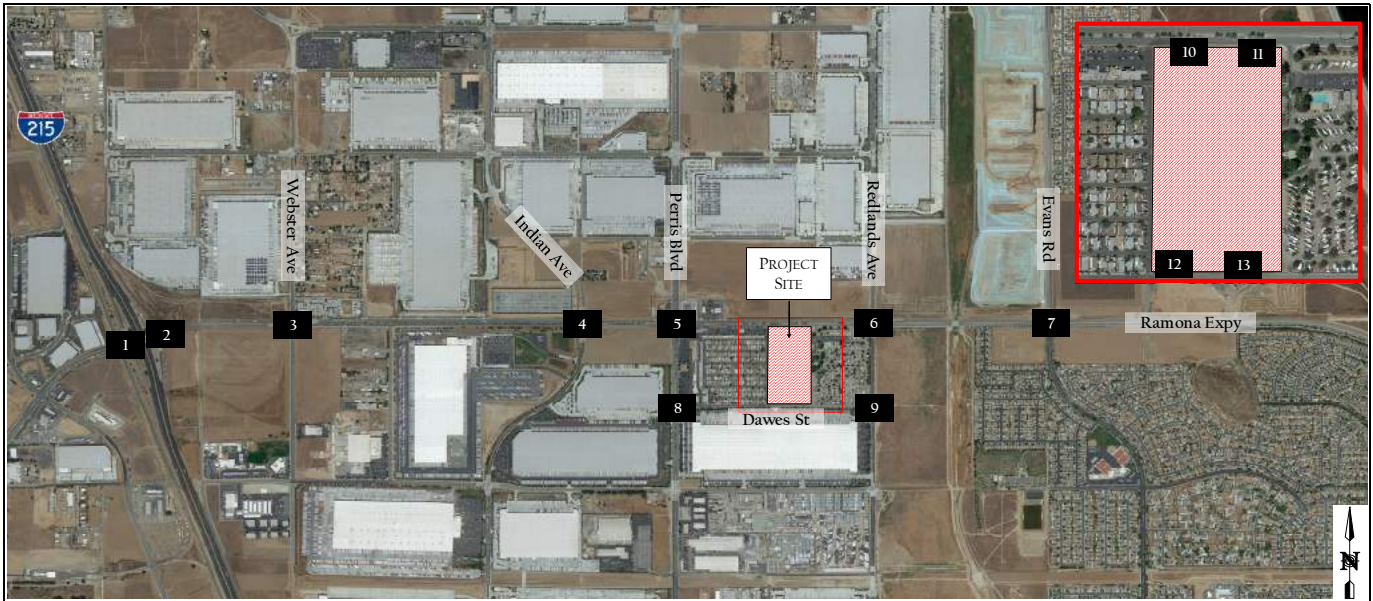
E Proj Dwy & Daves St



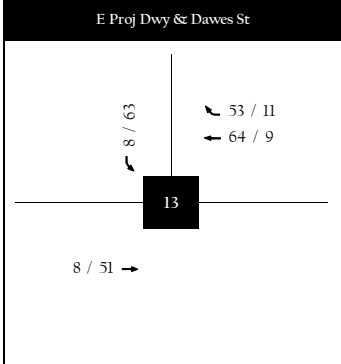


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St
<p>9</p>	<p>10</p>	<p>11</p>	<p>12</p>



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



Appendix B

Existing Traffic Volume Data

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jan 25, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 1 SIGNAL
NOTES: Queue EB/WB PM				<input type="checkbox"/> Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>I-215 SB Ramps</small>			SOUTHBOUND <small>I-215 SB Ramps</small>			EASTBOUND <small>Ramona</small>			WESTBOUND <small>Ramona</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	0	0	0	157	0	58	0	128	62	66	185	0	656	U-TURNS	RTOR				
	7:15 AM	0	0	0	146	0	37	0	161	78	62	266	0	750	NB	SRR	ERR	WRR		
	7:30 AM	0	0	0	153	0	36	0	145	78	63	244	0	719	0	0	0	0		
	7:45 AM	0	0	0	177	1	29	0	171	75	74	219	0	746	0	15	27	0		
	8:00 AM	0	0	0	143	0	42	0	173	76	82	214	0	730	0	15	27	0		
	8:15 AM	0	0	0	161	0	31	0	148	72	71	178	0	661	0	16	27	0		
	8:30 AM	0	0	0	116	0	43	0	160	68	60	156	0	603	0	24	30	0		
	8:45 AM	0	0	0	122	0	44	0	127	59	52	171	0	575	0	22	19	0		
	VOLUMES	0	0	0	1,175	1	320	0	1,213	568	530	1,633	0	5,440	0	141	218	0		
	APPROACH %	0%	0%	0%	79%	0%	21%	0%	68%	32%	25%	75%	0%		0	62	126	0		
	APP/DEPART	0	0	0	1,496	1	1,099	1,781	2,388	2,163	1,953	0	0		0	19	17	0		
	BEGIN PEAK HR	7:15 AM															0	14	14	0
	VOLUMES	0	0	0	619	1	144	0	650	307	281	943	0	2,945	0	23	19	0		
	APPROACH %	0%	0%	0%	81%	0%	19%	0%	68%	32%	23%	77%	0%		0	12	24	0		
	PEAK HR FACTOR	0.000			0.923			0.961			0.933			0.982			0	18	32	0
	APP/DEPART	0	0	0	764	1	589	957	1,269	1,224	1,087	0	0		0	18	41	0		
PM	4:00 PM	0	0	0	226	1	56	0	213	47	50	236	0	829	0	13	23	0		
	4:15 PM	0	0	0	169	1	80	0	187	40	56	207	0	740	0	9	11	0		
	4:30 PM	0	0	0	168	3	59	0	216	47	55	237	0	785	0	126	181	0		
	4:45 PM	0	0	0	187	0	20	0	209	100	71	173	0	760	0	58	107	0		
	5:00 PM	0	0	0	180	0	39	0	190	88	88	216	0	801	0	14	14	0		
	5:15 PM	0	0	0	186	2	34	0	200	96	87	201	0	806	0	23	19	0		
	5:30 PM	0	0	0	196	1	31	0	207	72	86	217	0	810	0	12	24	0		
	5:45 PM	0	0	0	198	1	31	0	223	67	85	187	0	792	0	13	23	0		
	VOLUMES	0	0	0	1,510	9	350	0	1,645	557	578	1,674	0	6,323	0	9	11	0		
	APPROACH %	0%	0%	0%	81%	0%	19%	0%	75%	25%	26%	74%	0%		0	126	181	0		
	APP/DEPART	0	0	0	1,869	1	1,143	2,202	3,156	2,252	2,024	0	0		0	58	107	0		
	BEGIN PEAK HR	5:00 PM															0	14	14	0
	VOLUMES	0	0	0	760	4	135	0	820	323	346	821	0	3,209	0	11	11	0		
	APPROACH %	0%	0%	0%	85%	0%	15%	0%	72%	28%	30%	70%	0%		0	1	1	0		
	PEAK HR FACTOR	0.000			0.977			0.965			0.960			0.990			0	0	0	0
	APP/DEPART	0	0	0	899	1	673	1,143	1,580	1,167	956	0	0		0	0	0	0		

I-215 SB Ramps

NORTH SIDE

Ramona WEST SIDE

EAST SIDE Ramona

SOUTH SIDE

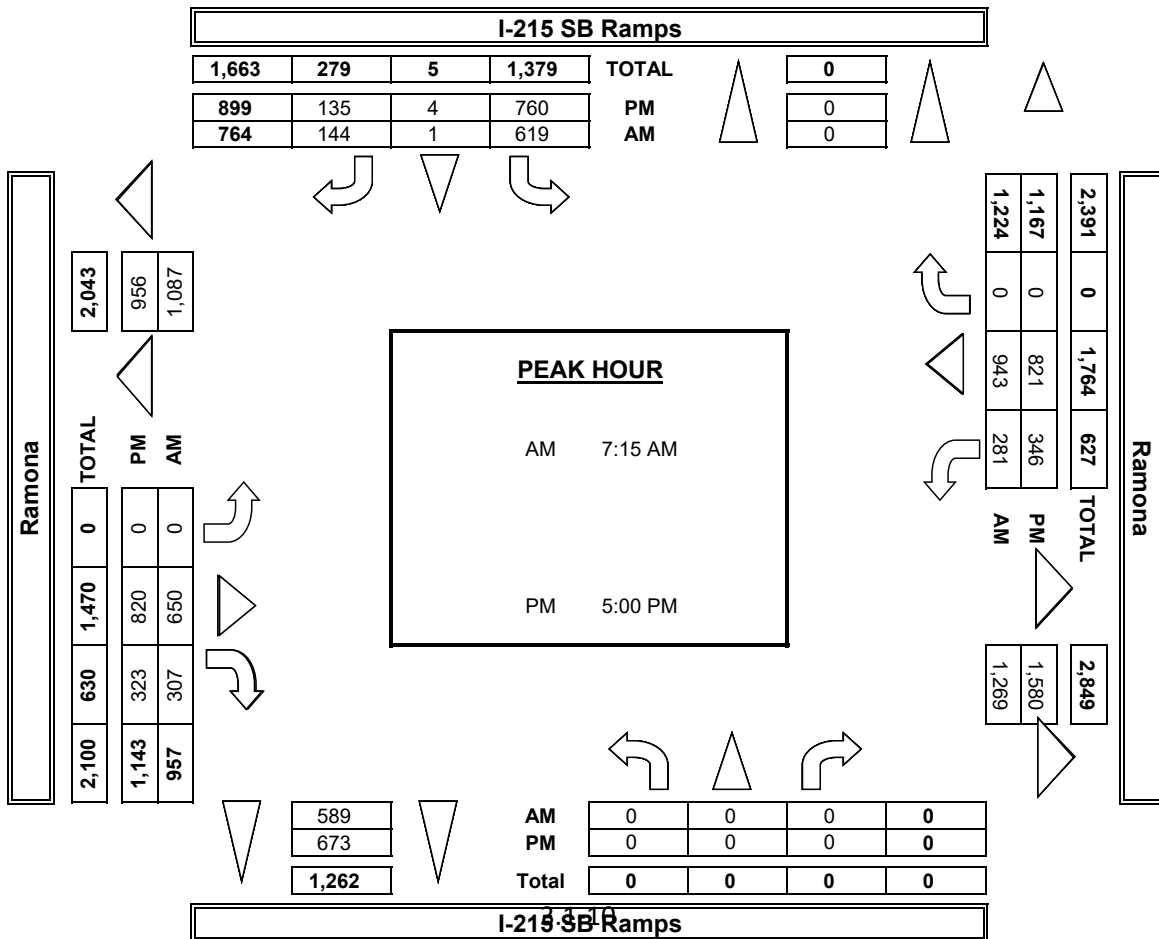
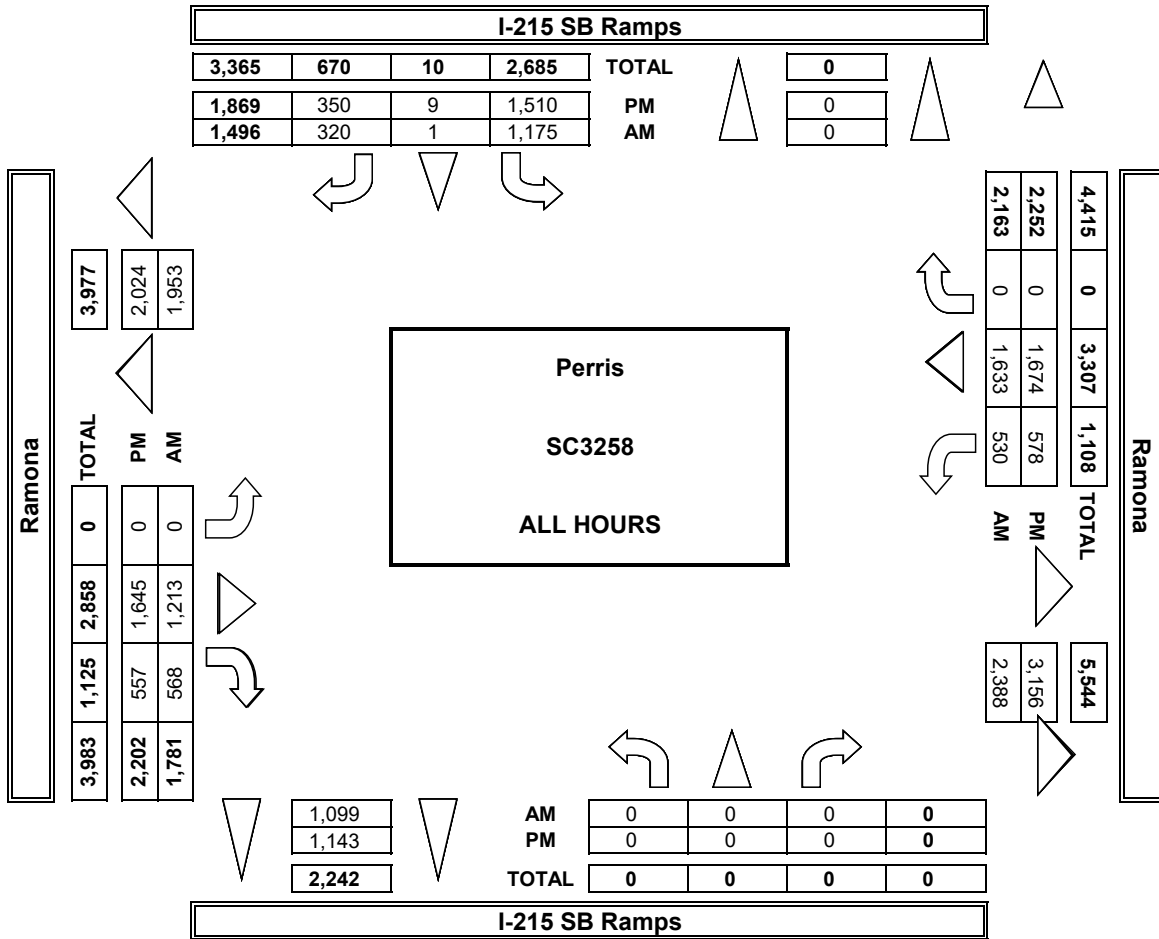
I-215 SB Ramps

	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	1	1
TOTAL	0	0	1	4	5

	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL	0	0	0	4	4

	BICYCLE CROSSINGS				
	ES	WS	SS	NS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	0	1

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 1 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<table border="1" style="margin: auto;"> <tr> <td style="width: 10%;">AM</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>PM</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>MD</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	AM										PM										MD										OTHER									
AM																																										
PM																																										
MD																																										
OTHER																																										

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 SB Ramps			I-215 SB Ramps			Ramona			Ramona			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.5	0.5	1	X	2	0	1	2	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	0	0	X
0	3	2	0
0	2	3	0
0	0	4	0
0	2	6	0
0	3	3	0
0	1	3	0
0	4	3	0
0	4	5	0
0	19	29	0

AM	7:00 AM	0	0	0	39	0	9	0	15	6	9	16	0	94
	7:15 AM	0	0	0	17	0	3	0	14	8	6	30	0	78
	7:30 AM	0	0	0	25	0	1	0	6	9	11	22	0	74
	7:45 AM	0	0	0	20	1	5	0	16	7	11	18	0	78
	8:00 AM	0	0	0	17	0	7	0	13	6	9	23	0	75
	8:15 AM	0	0	0	15	0	2	0	9	7	8	20	0	61
	8:30 AM	0	0	0	18	0	7	0	14	7	4	14	0	64
	8:45 AM	0	0	0	14	0	10	0	8	9	8	20	0	69
	VOLUMES	0	0	0	165	1	44	0	95	59	66	163	0	593
	APPROACH %	0%	0%	0%	79%	0%	21%	0%	62%	38%	29%	71%	0%	
APP/DEPART	0	/	0	210	/	126	154	/	260	229	/	207	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	79	1	16	0	49	30	37	93	0	305	
APPROACH %	0%	0%	0%	82%	1%	17%	0%	62%	38%	28%	72%	0%		
PEAK HR FACTOR	0.000			0.923			0.859			0.903			0.978	
APP/DEPART	0	/	0	96	/	68	79	/	128	130	/	109	0	
PM	4:00 PM	0	0	0	10	1	3	0	16	3	4	14	0	51
	4:15 PM	0	0	0	11	0	7	0	14	4	3	13	0	52
	4:30 PM	0	0	0	10	0	7	0	18	4	3	20	0	62
	4:45 PM	0	0	0	11	0	1	0	13	6	0	8	0	39
	5:00 PM	0	0	0	6	0	3	0	21	7	0	12	0	49
	5:15 PM	0	0	0	10	2	3	0	10	10	2	19	0	56
	5:30 PM	0	0	0	9	0	4	0	9	1	5	9	0	37
	5:45 PM	0	0	0	13	1	2	0	10	1	2	8	0	37
	VOLUMES	0	0	0	80	4	30	0	111	36	19	103	0	383
	APPROACH %	0%	0%	0%	70%	4%	26%	0%	76%	24%	16%	84%	0%	
APP/DEPART	0	/	0	114	/	59	147	/	191	122	/	133	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	0	0	38	3	12	0	50	19	9	48	0	179	
APPROACH %	0%	0%	0%	72%	6%	23%	0%	72%	28%	16%	84%	0%		
PEAK HR FACTOR	0.000			0.828			0.616			0.679			0.799	
APP/DEPART	0	/	0	53	/	31	69	/	88	57	/	60	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

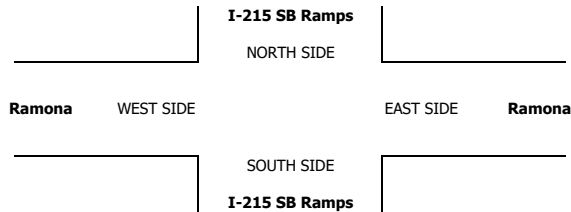
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0	2	3	0
0	0	4	0
0	2	6	0
0	3	3	0
0	1	3	0
0	4	3	0
0	4	5	0
0	19	29	0

0	7	16	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	3	3	0
0	1	1	0
0	4	0	0
0	0	2	0
0	2	2	0
0	2	3	0
0	1	0	0
0	1	0	0
0	14	11	0

0	6	5	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 1 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER	◀ W S ▼	▲ N E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 SB Ramps			I-215 SB Ramps			Ramona			Ramona			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	
AM													
7:00 AM	0	0	0	7	0	0	0	7	7	0	1	0	22
7:15 AM	0	0	0	4	0	0	0	18	4	1	11	0	38
7:30 AM	0	0	0	3	0	0	0	5	5	0	2	0	15
7:45 AM	0	0	0	2	0	1	0	5	2	0	4	0	14
8:00 AM	0	0	0	5	0	1	0	4	5	1	6	0	22
8:15 AM	0	0	0	1	0	3	0	8	2	2	7	0	23
8:30 AM	0	0	0	2	0	2	0	8	3	0	0	0	15
8:45 AM	0	0	0	2	0	2	0	11	3	1	4	0	23
VOLUMES	0	0	0	26	0	9	0	66	31	5	35	0	172
APPROACH %	0%	0%	0%	74%	0%	26%	0%	68%	32%	13%	88%	0%	
APP/DEPART	0	/	0	35	/	36	97	/	92	40	/	44	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	14	0	2	0	32	16	2	23	0	89
APPROACH %	0%	0%	0%	88%	0%	13%	0%	67%	33%	8%	92%	0%	
PEAK HR FACTOR	0.000			0.667			0.545			0.521			0.586
APP/DEPART	0	/	0	16	/	18	48	/	46	25	/	25	0
PM													
4:00 PM	0	0	0	1	0	3	0	4	2	0	2	0	12
4:15 PM	0	0	0	5	0	1	0	2	0	0	2	0	10
4:30 PM	0	0	0	2	0	0	0	7	1	0	0	0	10
4:45 PM	0	0	0	2	0	0	0	5	2	0	4	0	13
5:00 PM	0	0	0	2	0	1	0	1	0	0	2	0	6
5:15 PM	0	0	0	1	0	0	0	1	1	1	2	0	6
5:30 PM	0	0	0	1	0	2	0	1	0	1	4	0	9
5:45 PM	0	0	0	2	0	0	0	0	0	0	4	0	6
VOLUMES	0	0	0	16	0	7	0	21	6	2	20	0	72
APPROACH %	0%	0%	0%	70%	0%	30%	0%	78%	22%	9%	91%	0%	
APP/DEPART	0	/	0	23	/	8	27	/	37	22	/	27	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	6	0	3	0	3	1	2	12	0	27
APPROACH %	0%	0%	0%	67%	0%	33%	0%	75%	25%	14%	86%	0%	
PEAK HR FACTOR	0.000			0.750			0.500			0.700			0.750
APP/DEPART	0	/	0	9	/	3	4	/	9	14	/	15	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

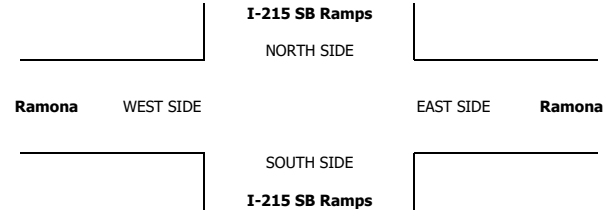
RTOR			
NRR	SRR	ERR	WRR
X	0	0	X
0	0	2	0
0	0	2	0
0	0	2	0
0	1	0	0
0	0	0	0
0	3	1	0
0	1	2	0
0	0	1	0
0	5	10	0

0	1	4	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	1	0	0
0	0	0	0
0	1	2	0

0	1	1	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: Perris EAST & WEST: I-215 SB Ramps Ramona	PROJECT #: SC3258 LOCATION #: 1 CONTROL: SIGNAL	
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.5	0.5	1	X	2	0	1	2	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	0	0	X

AM	7:00 AM	0	0	0	11	0	9	0	16	6	1	15	0	58
	7:15 AM	0	0	0	14	0	1	0	5	2	4	17	0	43
	7:30 AM	0	0	0	21	0	6	0	3	5	4	15	0	54
	7:45 AM	0	0	0	21	0	7	0	9	3	5	9	0	54
	8:00 AM	0	0	0	16	0	14	0	9	3	0	13	0	55
	8:15 AM	0	0	0	20	0	6	0	10	8	3	14	0	61
	8:30 AM	0	0	0	25	0	5	0	14	3	3	1	0	51
	8:45 AM	0	0	0	22	0	8	0	10	3	2	17	0	62
	VOLUMES	0	0	0	150	0	56	0	76	33	22	101	0	438
	APPROACH %	0%	0%	0%	73%	0%	27%	0%	70%	30%	18%	82%	0%	
APP/DEPART	0	/	0	206	/	55	109	/	226	123	/	157	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	72	0	28	0	26	13	13	54	0	206	
APPROACH %	0%	0%	0%	72%	0%	28%	0%	67%	33%	19%	81%	0%		
PEAK HR FACTOR	0.000			0.833			0.813			0.798			0.936	
APP/DEPART	0	/	0	100	/	26	39	/	98	67	/	82	0	
PM	4:00 PM	0	0	0	7	0	3	0	6	2	0	5	0	23
	4:15 PM	0	0	0	7	0	6	0	5	0	2	12	0	32
	4:30 PM	0	0	0	9	0	3	0	3	1	0	9	0	25
	4:45 PM	0	0	0	11	0	2	0	3	3	2	5	0	26
	5:00 PM	0	0	0	11	0	9	0	4	3	3	5	0	35
	5:15 PM	0	0	0	10	0	5	0	7	3	2	6	0	33
	5:30 PM	0	0	0	7	1	4	0	2	1	1	7	0	23
	5:45 PM	0	0	0	6	0	2	0	5	0	2	4	0	19
	VOLUMES	0	0	0	68	1	34	0	35	13	12	53	0	216
	APPROACH %	0%	0%	0%	66%	1%	33%	0%	73%	27%	18%	82%	0%	
APP/DEPART	0	/	0	103	/	26	48	/	103	65	/	87	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	0	0	34	1	20	0	18	7	8	22	0	110	
APPROACH %	0%	0%	0%	62%	2%	36%	0%	72%	28%	27%	73%	0%		
PEAK HR FACTOR	0.000			0.688			0.625			0.938			0.786	
APP/DEPART	0	/	0	55	/	16	25	/	52	30	/	42	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

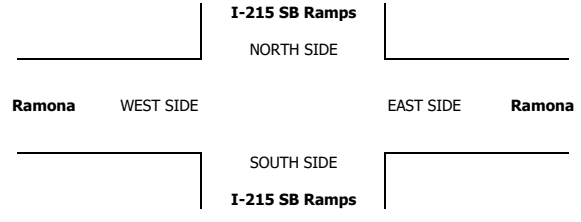
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0	2	0	0
0	4	1	0
0	5	1	0
0	2	2	0
0	3	1	0
0	5	1	0
0	22	9	0

0	12	4	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	1	1	0
0	0	0	0
0	1	0	0
0	0	1	0
0	4	2	0
0	3	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	9	5	0

0	7	3	0
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jan 25, 22; LOCATION: NORTH & SOUTH: EAST & WEST: Perris I-215 NB Ramps Ramona; PROJECT #: SC3258; LOCATION #: 2; CONTROL: SIGNAL

NOTES: [Diagram showing traffic directions N, S, E, W and control types AP, PM, MD, OTHER]

Add U-Turns to Left Turns

Main traffic volume table with columns for Northbound, Southbound, Eastbound, Westbound, and Total. Includes time slots from 7:00 AM to 5:45 PM and summary rows for VOLUMES, APPROACH %, APP/DEPART, BEGIN PEAK HR, and PEAK HR FACTOR.

U-TURNS table with columns NB, SB, EB, WB, TTL

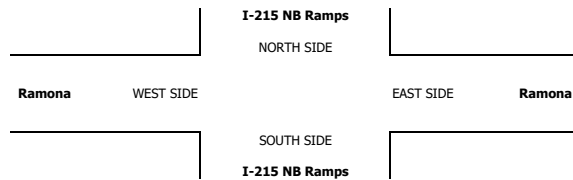
RTOR table with columns NRR, SRR, ERR, WRR

Summary row: 147, 0, 0, 144

U-TURNS table with columns NB, SB, EB, WB, TTL

RTOR table with columns NRR, SRR, ERR, WRR

Summary row: 76, 0, 0, 141



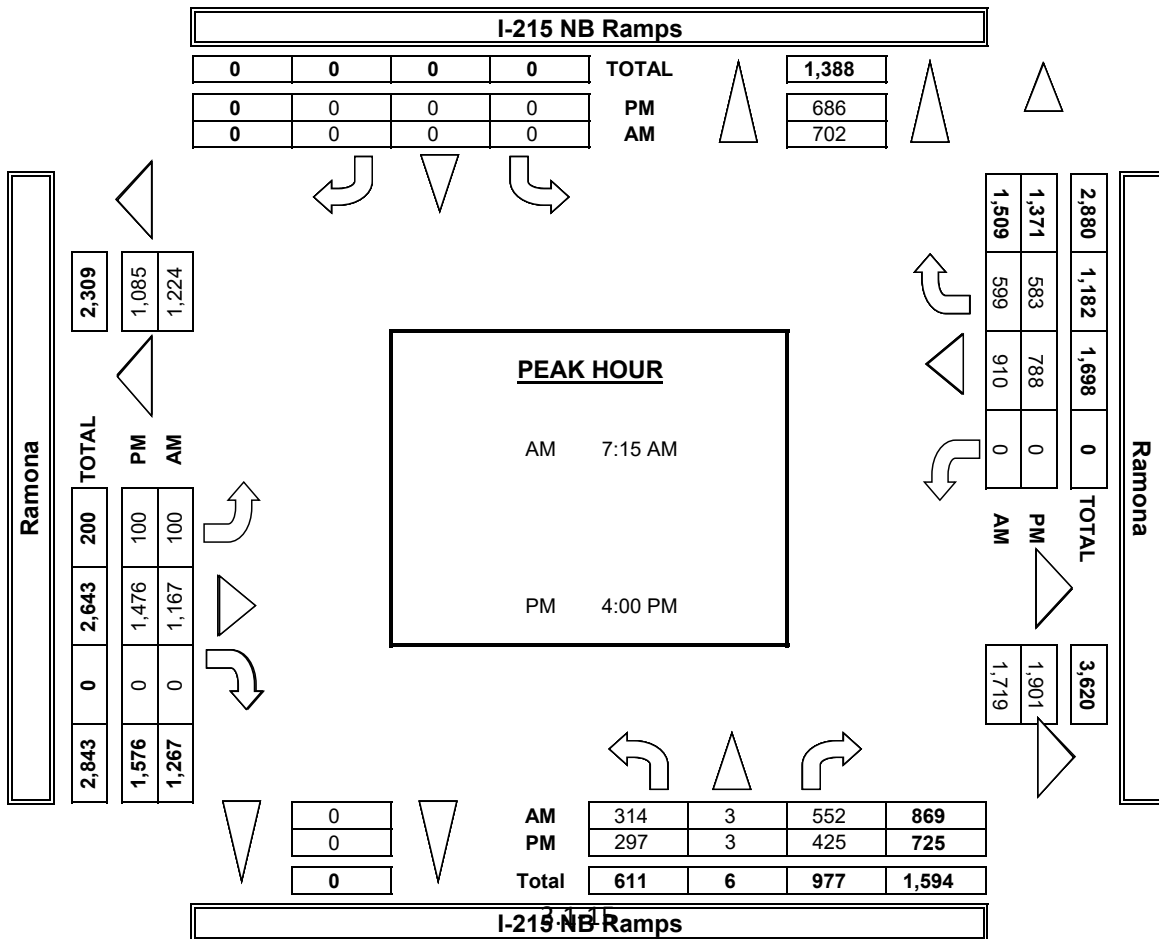
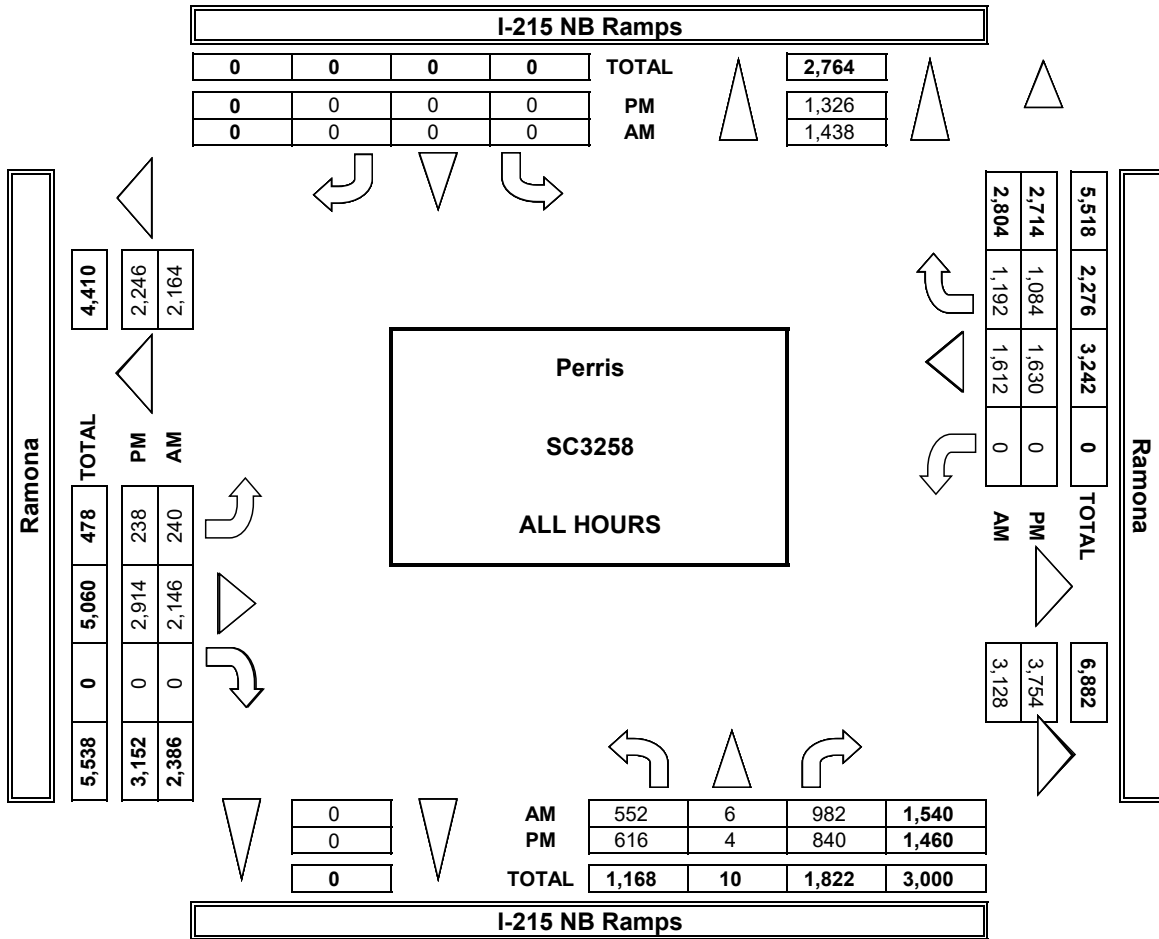
Vertical table listing time slots from 7:00 AM to 5:45 PM, categorized by AM and PM.

ALL PED AND BIKE table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL

PEDESTRIAN CROSSINGS table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL

BICYCLE CROSSINGS table with columns ES, WS, SS, NS, TOTAL

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 2 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM		▲		
		PM	← W	N	E ▶	
		MD		▼		
		OTHER				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 NB Ramps			I-215 NB Ramps			Ramona			Ramona			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	0.5	1	X	X	X	1	2	X	X	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	X	X	0

AM	7:00 AM	7	0	5	0	0	0	1	53	0	0	18	11	95
	7:15 AM	10	0	1	0	0	0	4	27	0	0	26	19	87
	7:30 AM	7	0	6	0	0	0	0	31	0	0	26	14	84
	7:45 AM	8	1	5	0	0	0	5	31	0	0	21	10	81
	8:00 AM	8	0	10	0	0	0	2	28	0	0	24	9	81
	8:15 AM	8	1	5	0	0	0	3	21	0	0	20	8	66
	8:30 AM	7	0	7	0	0	0	5	27	0	0	11	11	68
	8:45 AM	7	0	8	0	0	0	5	17	0	0	21	11	69
	VOLUMES	62	2	47	0	0	0	25	235	0	0	167	93	631
	APPROACH %	56%	2%	42%	0%	0%	0%	10%	90%	0%	0%	64%	36%	
APP/DEPART	111	/	120	0	/	0	260	/	282	260	/	229	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	33	1	22	0	0	0	11	117	0	0	97	52	333	
APPROACH %	59%	2%	39%	0%	0%	0%	9%	91%	0%	0%	65%	35%		
PEAK HR FACTOR	0.778			0.000			0.889			0.828			0.957	
APP/DEPART	56	/	64	0	/	0	128	/	139	149	/	130	0	
PM	4:00 PM	7	1	4	0	0	0	0	26	0	0	11	9	58
	4:15 PM	9	1	13	0	0	0	1	24	0	0	7	7	62
	4:30 PM	13	0	6	0	0	0	2	26	0	0	10	8	65
	4:45 PM	4	0	8	0	0	0	1	23	0	0	4	8	48
	5:00 PM	3	0	4	0	0	0	3	24	0	0	9	0	43
	5:15 PM	4	0	5	0	0	0	2	18	0	0	17	0	46
	5:30 PM	2	0	3	0	0	0	3	15	0	0	12	4	39
	5:45 PM	5	0	1	0	0	0	1	22	0	0	5	2	36
	VOLUMES	47	2	44	0	0	0	13	178	0	0	75	38	397
	APPROACH %	51%	2%	47%	0%	0%	0%	7%	93%	0%	0%	66%	34%	
APP/DEPART	93	/	53	0	/	0	191	/	222	113	/	122	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	33	2	31	0	0	0	4	99	0	0	32	32	233	
APPROACH %	50%	3%	47%	0%	0%	0%	4%	96%	0%	0%	50%	50%		
PEAK HR FACTOR	0.717			0.000			0.920			0.800			0.896	
APP/DEPART	66	/	38	0	/	0	103	/	130	64	/	65	0	

0	0	0	0	0
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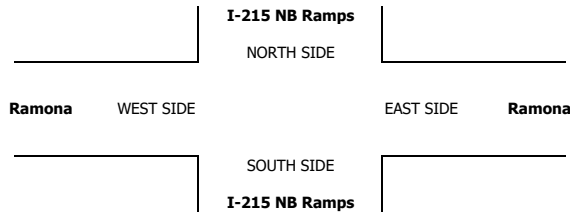
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4	0	0	3
17	0	0	22

11	0	0	12
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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1	0	0	0
4	0	0	0
4	0	0	1
1	0	0	0
1	0	0	0
1	0	0	1
0	0	0	0
12	0	0	5

9	0	0	4
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 2 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N ▼ S
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LANES:	NORTHBOUND <small>I-215 NB Ramps</small>			SOUTHBOUND <small>I-215 NB Ramps</small>			EASTBOUND <small>Ramona</small>			WESTBOUND <small>Ramona</small>			TOTAL
	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	

AM	7:00 AM	0	0	2	0	0	0	5	9	0	0	1	1	18
	7:15 AM	5	0	1	0	0	0	9	13	0	0	7	0	35
	7:30 AM	2	0	3	0	0	0	5	3	0	0	0	5	18
	7:45 AM	2	0	1	0	0	0	2	5	0	0	2	2	14
	8:00 AM	4	0	0	0	0	0	3	6	0	0	3	2	18
	8:15 AM	1	0	1	0	0	0	3	6	0	0	8	5	24
	8:30 AM	0	0	0	0	0	0	5	5	0	0	0	6	16
	8:45 AM	1	0	1	0	0	0	7	6	0	0	4	1	20
	VOLUMES	15	0	9	0	0	0	39	53	0	0	25	22	163
	APPROACH %	63%	0%	38%	0%	0%	0%	42%	58%	0%	0%	53%	47%	
APP/DEPART	24	/	61	0	/	0	92	/	62	47	/	40	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	13	0	5	0	0	0	19	27	0	0	12	9	85	
APPROACH %	72%	0%	28%	0%	0%	0%	41%	59%	0%	0%	57%	43%		
PEAK HR FACTOR	0.750			0.000			0.523			0.750			0.607	
APP/DEPART	18	/	28	0	/	0	46	/	32	21	/	25	0	
PM	4:00 PM	0	0	3	0	0	0	3	2	0	0	2	0	10
	4:15 PM	1	0	1	0	0	0	1	6	0	0	1	1	11
	4:30 PM	0	0	2	0	0	0	2	7	0	0	0	1	12
	4:45 PM	2	0	2	0	0	0	3	4	0	0	2	3	16
	5:00 PM	1	0	1	0	0	0	1	2	0	0	1	1	7
	5:15 PM	2	0	0	0	0	0	0	2	0	0	1	1	6
	5:30 PM	2	0	0	0	0	0	1	1	0	0	3	0	7
	5:45 PM	0	0	1	0	0	0	0	2	0	0	4	3	10
	VOLUMES	8	0	10	0	0	0	11	26	0	0	14	10	79
	APPROACH %	44%	0%	56%	0%	0%	0%	30%	70%	0%	0%	58%	42%	
APP/DEPART	18	/	21	0	/	0	37	/	36	24	/	22	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	3	0	8	0	0	0	9	19	0	0	5	5	49	
APPROACH %	27%	0%	73%	0%	0%	0%	32%	68%	0%	0%	50%	50%		
PEAK HR FACTOR	0.688			0.000			0.778			0.500			0.766	
APP/DEPART	11	/	14	0	/	0	28	/	27	10	/	8	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

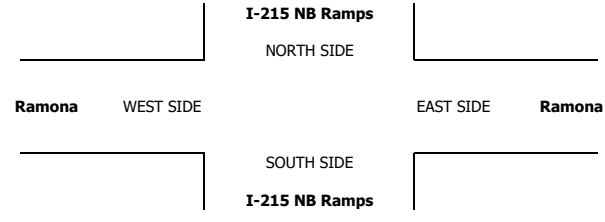
RTOR			
NRR	SRR	ERR	WRR
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0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	2
1	0	0	0
2	0	0	4

0	0	0	1
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0	0	0	1
0	0	0	0
0	0	0	2
1	0	0	1
0	0	0	1
0	0	0	0
0	0	0	0
1	0	0	5

0	0	0	3
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Ramona	PROJECT #: LOCATION #: CONTROL:	SC3258 2 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>▲</td><td>N</td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td>S</td></tr> </table>	AM		▲		PM		▲	N	MD	◀ W		E ▶	OTHER		▼	S
AM		▲																
PM		▲	N															
MD	◀ W		E ▶															
OTHER		▼	S															

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 NB Ramps			I-215 NB Ramps			Ramona			Ramona			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	0.5	1	X	X	X	1	2	X	X	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	X	X	0

AM	7:00 AM	12	0	8	0	0	0	12	15	0	0	4	10	61
	7:15 AM	7	0	7	0	0	0	3	16	0	0	14	13	60
	7:30 AM	8	0	2	0	0	0	3	21	0	0	11	14	59
	7:45 AM	5	0	5	0	0	0	5	25	0	0	9	10	59
	8:00 AM	7	0	8	0	0	0	6	19	0	0	6	16	62
	8:15 AM	8	0	6	0	0	0	5	25	0	0	9	16	69
	8:30 AM	1	0	4	0	0	0	6	33	0	0	3	11	58
	8:45 AM	9	0	6	0	0	0	8	24	0	0	10	19	76
	VOLUMES	57	0	46	0	0	0	48	178	0	0	66	109	504
	APPROACH %	55%	0%	45%	0%	0%	0%	21%	79%	0%	0%	38%	62%	
APP/DEPART	103	/	157	0	/	0	226	/	224	175	/	123	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	27	0	22	0	0	0	17	81	0	0	40	53	240	
APPROACH %	55%	0%	45%	0%	0%	0%	17%	83%	0%	0%	43%	57%		
PEAK HR FACTOR	0.817			0.000			0.817			0.861			0.968	
APP/DEPART	49	/	70	0	/	0	98	/	103	93	/	67	0	
PM	4:00 PM	1	0	1	0	0	0	2	11	0	0	4	7	26
	4:15 PM	6	0	2	0	0	0	2	10	0	0	8	7	35
	4:30 PM	6	0	2	0	0	0	0	12	0	0	3	6	29
	4:45 PM	3	0	1	0	0	0	1	13	0	0	4	4	26
	5:00 PM	0	0	1	0	0	0	1	14	0	0	8	7	31
	5:15 PM	5	0	0	0	0	0	4	13	0	0	3	13	38
	5:30 PM	4	0	1	0	0	0	2	7	0	0	4	8	26
	5:45 PM	2	0	1	0	0	0	1	10	0	0	4	4	22
	VOLUMES	27	0	9	0	0	0	13	90	0	0	38	56	233
	APPROACH %	75%	0%	25%	0%	0%	0%	13%	87%	0%	0%	40%	60%	
APP/DEPART	36	/	69	0	/	0	103	/	99	94	/	65	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	16	0	6	0	0	0	5	46	0	0	19	24	116	
APPROACH %	73%	0%	27%	0%	0%	0%	10%	90%	0%	0%	44%	56%		
PEAK HR FACTOR	0.688			0.000			0.911			0.717			0.829	
APP/DEPART	22	/	29	0	/	0	51	/	52	43	/	35	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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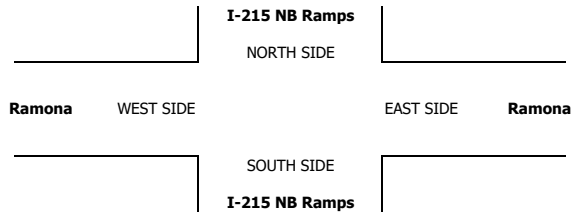
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1	0	0	4
12	0	0	23

5	0	0	11
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1	0	0	1
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0	0	0	0
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1	0	0	5
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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 07_PER_Web_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	3	16	26	1	364	9	374	23	57	3	83	56	190	12	258	741
07:15 AM	7	5	22	34	4	331	14	349	24	69	6	99	56	181	12	249	731
07:30 AM	7	6	17	30	9	382	18	409	20	50	8	78	48	236	16	300	817
07:45 AM	4	13	21	38	8	284	18	310	15	47	7	69	65	190	13	268	685
Total	25	27	76	128	22	1361	59	1442	82	223	24	329	225	797	53	1075	2974
08:00 AM	8	5	21	34	15	318	14	347	17	28	6	51	54	226	27	307	739
08:15 AM	7	9	15	31	16	284	11	311	41	21	6	68	51	220	22	293	703
08:30 AM	9	4	15	28	19	294	7	320	28	10	8	46	38	221	12	271	665
08:45 AM	7	8	20	35	5	222	5	232	17	16	9	42	39	210	20	269	578
Total	31	26	71	128	55	1118	37	1210	103	75	29	207	182	877	81	1140	2685
Grand Total	56	53	147	256	77	2479	96	2652	185	298	53	536	407	1674	134	2215	5659
Apprch %	21.9	20.7	57.4		2.9	93.5	3.6		34.5	55.6	9.9		18.4	75.6	6		
Total %	1	0.9	2.6	4.5	1.4	43.8	1.7	46.9	3.3	5.3	0.9	9.5	7.2	29.6	2.4	39.1	

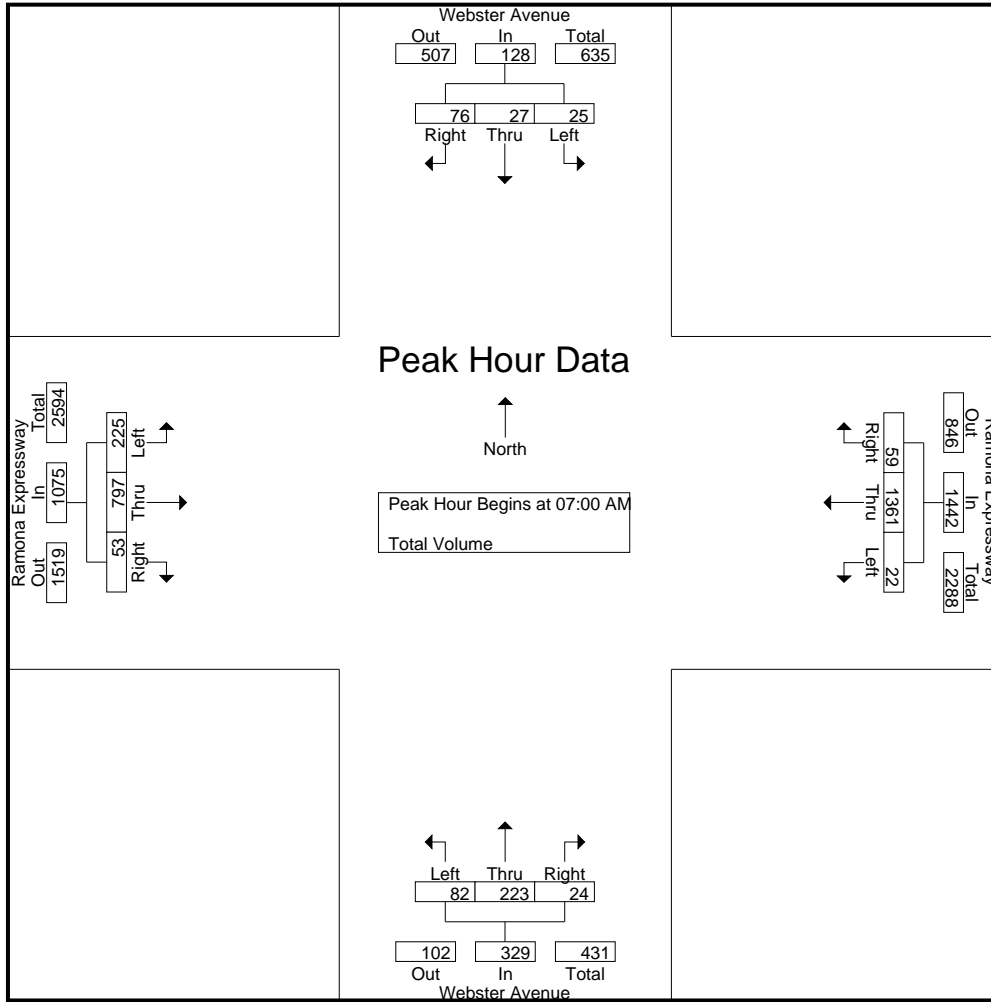
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	3	16	26	1	364	9	374	23	57	3	83	56	190	12	258	741
07:15 AM	7	5	22	34	4	331	14	349	24	69	6	99	56	181	12	249	731
07:30 AM	7	6	17	30	9	382	18	409	20	50	8	78	48	236	16	300	817
07:45 AM	4	13	21	38	8	284	18	310	15	47	7	69	65	190	13	268	685
Total Volume	25	27	76	128	22	1361	59	1442	82	223	24	329	225	797	53	1075	2974
% App. Total	19.5	21.1	59.4		1.5	94.4	4.1		24.9	67.8	7.3		20.9	74.1	4.9		
PHF	.893	.519	.864	.842	.611	.891	.819	.881	.854	.808	.750	.831	.865	.844	.828	.896	.910

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 07_PER_Web_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	7	5	22	34	1	364	9	374	23	57	3	83	48	236	16	300
+15 mins.	7	6	17	30	4	331	14	349	24	69	6	99	65	190	13	268
+30 mins.	4	13	21	38	9	382	18	409	20	50	8	78	54	226	27	307
+45 mins.	8	5	21	34	8	284	18	310	15	47	7	69	51	220	22	293
Total Volume	26	29	81	136	22	1361	59	1442	82	223	24	329	218	872	78	1168
% App. Total	19.1	21.3	59.6		1.5	94.4	4.1		24.9	67.8	7.3		18.7	74.7	6.7	
PHF	.813	.558	.920	.895	.611	.891	.819	.881	.854	.808	.750	.831	.838	.924	.722	.951

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 07_PER_Web_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	10	36	60	2	256	7	265	26	6	3	35	36	304	10	350	710
04:15 PM	10	13	33	56	8	254	12	274	18	7	4	29	31	296	11	338	697
04:30 PM	13	20	35	68	5	305	8	318	35	6	2	43	43	304	7	354	783
04:45 PM	17	16	32	65	9	255	11	275	20	4	4	28	37	310	5	352	720
Total	54	59	136	249	24	1070	38	1132	99	23	13	135	147	1214	33	1394	2910
05:00 PM	12	5	36	53	3	227	8	238	29	5	4	38	28	305	7	340	669
05:15 PM	18	11	32	61	4	267	1	272	17	4	3	24	21	278	11	310	667
05:30 PM	13	21	51	85	6	232	10	248	25	13	3	41	28	306	4	338	712
05:45 PM	20	10	19	49	4	238	7	249	18	7	2	27	33	322	11	366	691
Total	63	47	138	248	17	964	26	1007	89	29	12	130	110	1211	33	1354	2739
Grand Total	117	106	274	497	41	2034	64	2139	188	52	25	265	257	2425	66	2748	5649
Apprch %	23.5	21.3	55.1		1.9	95.1	3		70.9	19.6	9.4		9.4	88.2	2.4		
Total %	2.1	1.9	4.9	8.8	0.7	36	1.1	37.9	3.3	0.9	0.4	4.7	4.5	42.9	1.2	48.6	

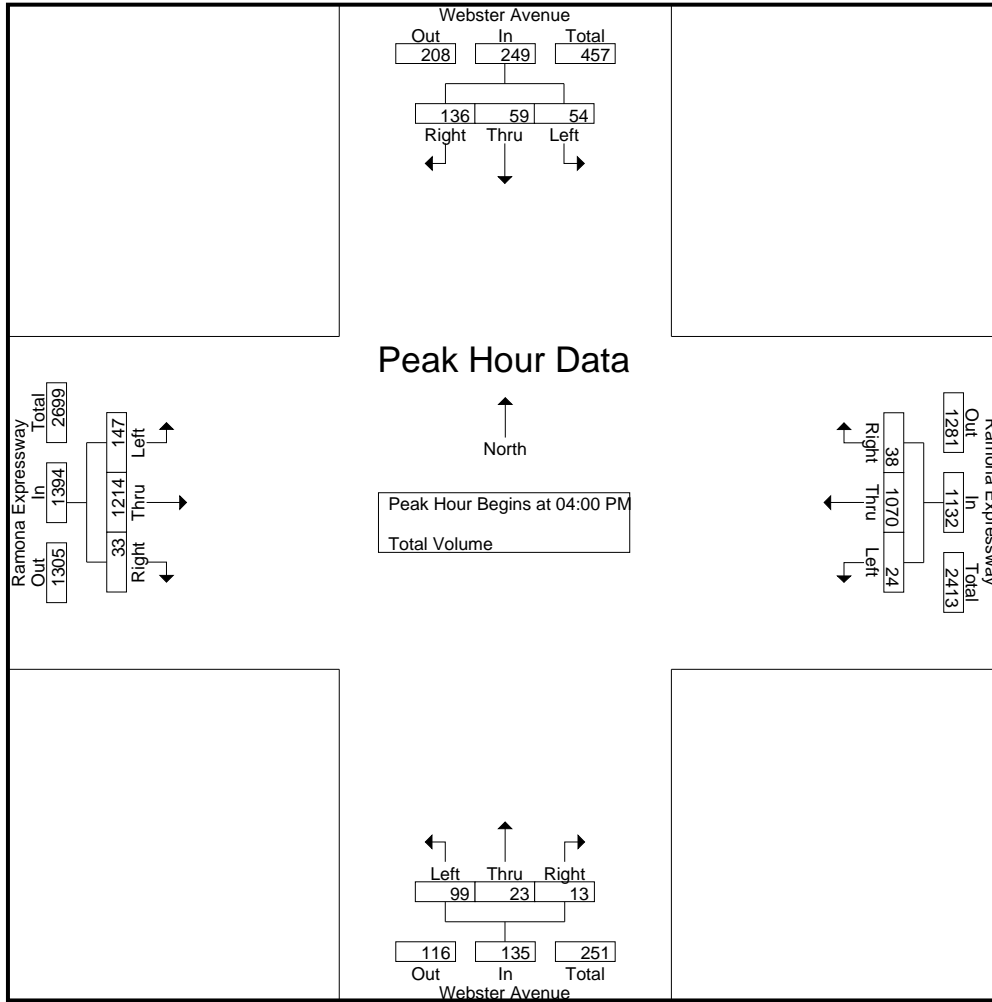
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	10	36	60	2	256	7	265	26	6	3	35	36	304	10	350	710
04:15 PM	10	13	33	56	8	254	12	274	18	7	4	29	31	296	11	338	697
04:30 PM	13	20	35	68	5	305	8	318	35	6	2	43	43	304	7	354	783
04:45 PM	17	16	32	65	9	255	11	275	20	4	4	28	37	310	5	352	720
Total Volume	54	59	136	249	24	1070	38	1132	99	23	13	135	147	1214	33	1394	2910
% App. Total	21.7	23.7	54.6		2.1	94.5	3.4		73.3	17	9.6		10.5	87.1	2.4		
PHF	.794	.738	.944	.915	.667	.877	.792	.890	.707	.821	.813	.785	.855	.979	.750	.984	.929

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 07_PER_Web_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	04:45 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	17	16	32	65	2	256	7	265	18	7	4	29	36	304	10	350
+15 mins.	12	5	36	53	8	254	12	274	35	6	2	43	31	296	11	338
+30 mins.	18	11	32	61	5	305	8	318	20	4	4	28	43	304	7	354
+45 mins.	13	21	51	85	9	255	11	275	29	5	4	38	37	310	5	352
Total Volume	60	53	151	264	24	1070	38	1132	102	22	14	138	147	1214	33	1394
% App. Total	22.7	20.1	57.2		2.1	94.5	3.4		73.9	15.9	10.1		10.5	87.1	2.4	
PHF	.833	.631	.740	.776	.667	.877	.792	.890	.729	.786	.875	.802	.855	.979	.750	.984

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_Ind_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

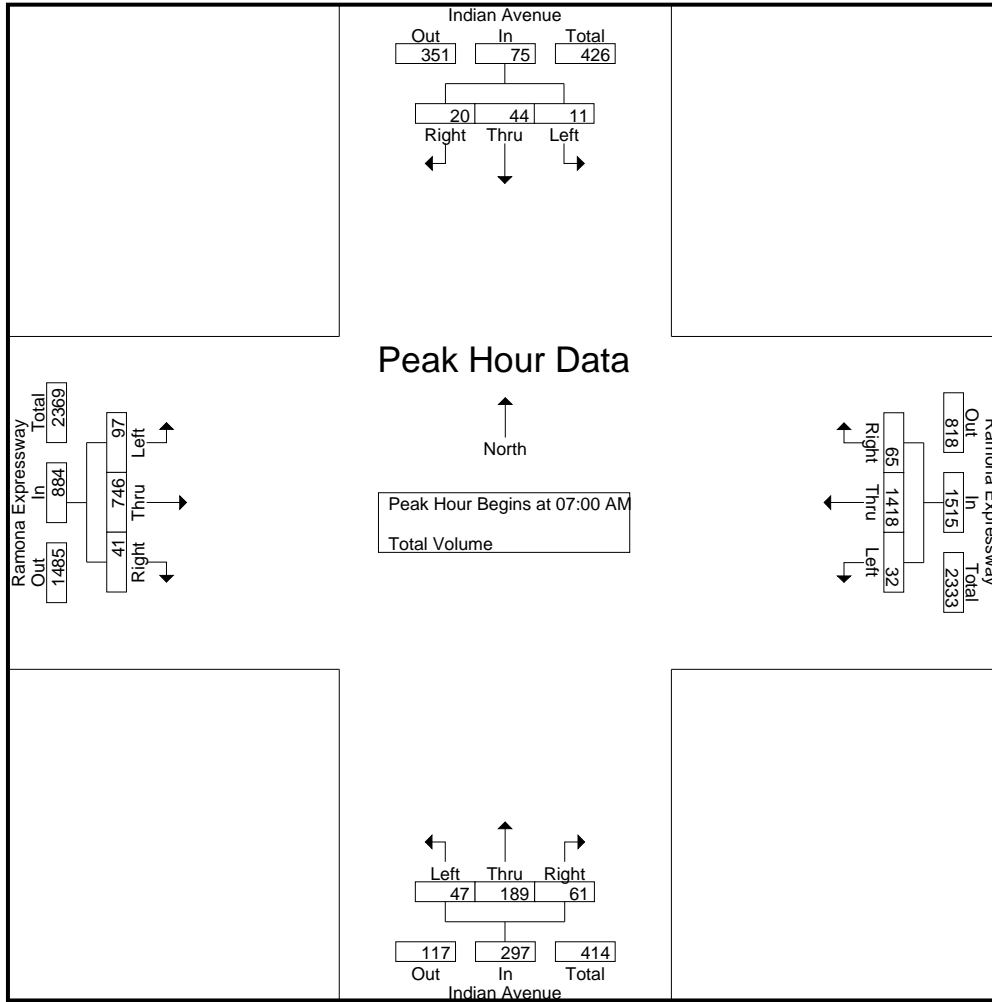
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	5	2	8	8	384	18	410	17	43	15	75	20	161	5	186	679
07:15 AM	4	6	6	16	3	363	22	388	7	40	16	63	27	180	11	218	685
07:30 AM	2	15	4	21	8	350	11	369	6	39	16	61	28	197	14	239	690
07:45 AM	4	18	8	30	13	321	14	348	17	67	14	98	22	208	11	241	717
Total	11	44	20	75	32	1418	65	1515	47	189	61	297	97	746	41	884	2771
08:00 AM	5	9	9	23	9	325	7	341	12	24	17	53	16	210	9	235	652
08:15 AM	1	17	7	25	15	309	10	334	8	16	14	38	30	214	10	254	651
08:30 AM	8	10	8	26	7	266	14	287	18	18	8	44	24	191	12	227	584
08:45 AM	6	10	9	25	5	245	9	259	11	7	3	21	22	177	13	212	517
Total	20	46	33	99	36	1145	40	1221	49	65	42	156	92	792	44	928	2404
Grand Total	31	90	53	174	68	2563	105	2736	96	254	103	453	189	1538	85	1812	5175
Apprch %	17.8	51.7	30.5		2.5	93.7	3.8		21.2	56.1	22.7		10.4	84.9	4.7		
Total %	0.6	1.7	1	3.4	1.3	49.5	2	52.9	1.9	4.9	2	8.8	3.7	29.7	1.6	35	

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	5	2	8	8	384	18	410	17	43	15	75	20	161	5	186	679
07:15 AM	4	6	6	16	3	363	22	388	7	40	16	63	27	180	11	218	685
07:30 AM	2	15	4	21	8	350	11	369	6	39	16	61	28	197	14	239	690
07:45 AM	4	18	8	30	13	321	14	348	17	67	14	98	22	208	11	241	717
Total Volume	11	44	20	75	32	1418	65	1515	47	189	61	297	97	746	41	884	2771
% App. Total	14.7	58.7	26.7		2.1	93.6	4.3		15.8	63.6	20.5		11	84.4	4.6		
PHF	.688	.611	.625	.625	.615	.923	.739	.924	.691	.705	.953	.758	.866	.897	.732	.917	.966

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

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_Ind_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	07:45 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	4	18	8	30	8	384	18	410	17	43	15	75	28	197	14	239
+15 mins.	5	9	9	23	3	363	22	388	7	40	16	63	22	208	11	241
+30 mins.	1	17	7	25	8	350	11	369	6	39	16	61	16	210	9	235
+45 mins.	8	10	8	26	13	321	14	348	17	67	14	98	30	214	10	254
Total Volume	18	54	32	104	32	1418	65	1515	47	189	61	297	96	829	44	969
% App. Total	17.3	51.9	30.8		2.1	93.6	4.3		15.8	63.6	20.5		9.9	85.6	4.5	
PHF	.563	.750	.889	.867	.615	.923	.739	.924	.691	.705	.953	.758	.800	.968	.786	.954

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_Ind_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

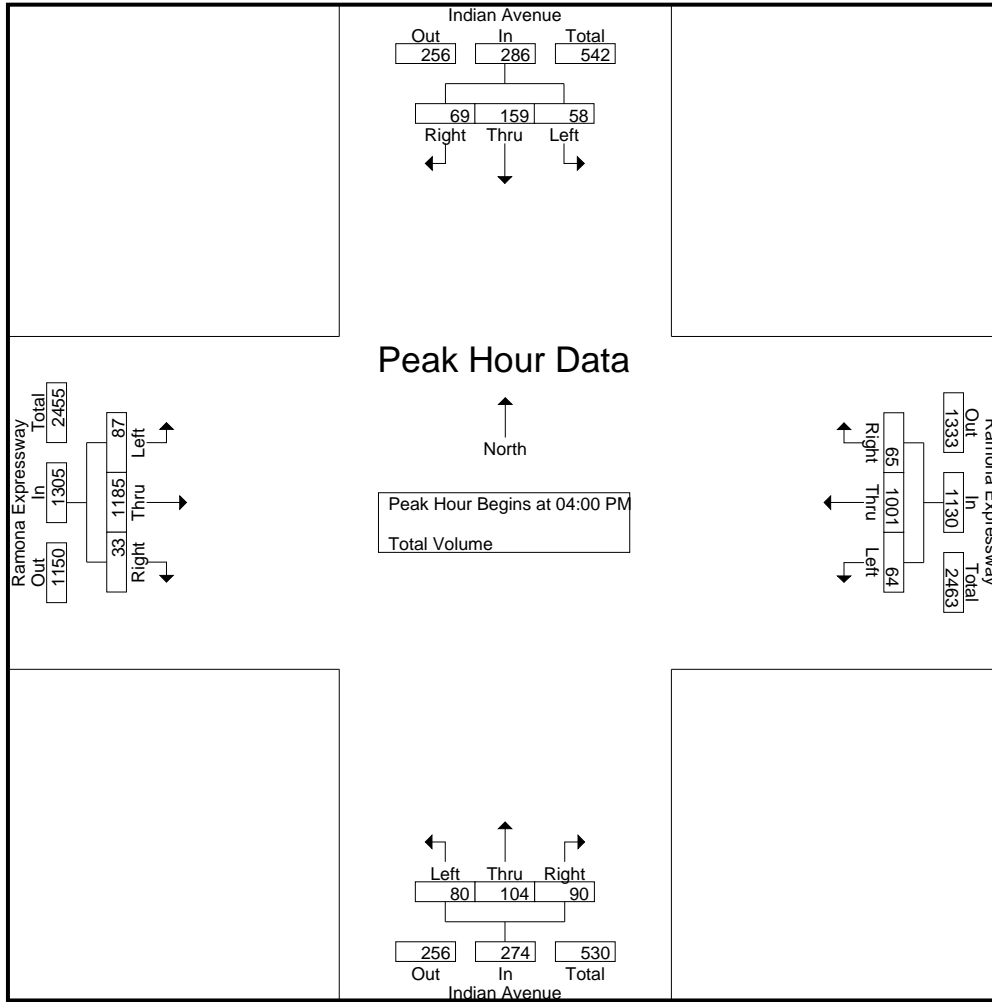
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	29	18	60	9	271	19	299	17	22	12	51	21	316	8	345	755
04:15 PM	16	30	15	61	19	247	16	282	27	30	26	83	21	290	11	322	748
04:30 PM	17	43	21	81	17	280	16	313	24	31	46	101	22	301	9	332	827
04:45 PM	12	57	15	84	19	203	14	236	12	21	6	39	23	278	5	306	665
Total	58	159	69	286	64	1001	65	1130	80	104	90	274	87	1185	33	1305	2995
05:00 PM	11	40	10	61	20	227	11	258	11	20	15	46	14	326	12	352	717
05:15 PM	13	24	13	50	26	253	8	287	10	14	10	34	6	302	13	321	692
05:30 PM	11	37	15	63	36	219	9	264	17	19	12	48	7	307	15	329	704
05:45 PM	12	28	8	48	43	200	6	249	12	12	14	38	16	295	19	330	665
Total	47	129	46	222	125	899	34	1058	50	65	51	166	43	1230	59	1332	2778
Grand Total	105	288	115	508	189	1900	99	2188	130	169	141	440	130	2415	92	2637	5773
Apprch %	20.7	56.7	22.6		8.6	86.8	4.5		29.5	38.4	32		4.9	91.6	3.5		
Total %	1.8	5	2	8.8	3.3	32.9	1.7	37.9	2.3	2.9	2.4	7.6	2.3	41.8	1.6	45.7	

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	29	18	60	9	271	19	299	17	22	12	51	21	316	8	345	755
04:15 PM	16	30	15	61	19	247	16	282	27	30	26	83	21	290	11	322	748
04:30 PM	17	43	21	81	17	280	16	313	24	31	46	101	22	301	9	332	827
04:45 PM	12	57	15	84	19	203	14	236	12	21	6	39	23	278	5	306	665
Total Volume	58	159	69	286	64	1001	65	1130	80	104	90	274	87	1185	33	1305	2995
% App. Total	20.3	55.6	24.1		5.7	88.6	5.8		29.2	38	32.8		6.7	90.8	2.5		
PHF	.853	.697	.821	.851	.842	.894	.855	.903	.741	.839	.489	.678	.946	.938	.750	.946	.905

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

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_Ind_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	04:15 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	16	30	15	61	9	271	19	299	17	22	12	51	14	326	12	352
+15 mins.	17	43	21	81	19	247	16	282	27	30	26	83	6	302	13	321
+30 mins.	12	57	15	84	17	280	16	313	24	31	46	101	7	307	15	329
+45 mins.	11	40	10	61	19	203	14	236	12	21	6	39	16	295	19	330
Total Volume	56	170	61	287	64	1001	65	1130	80	104	90	274	43	1230	59	1332
% App. Total	19.5	59.2	21.3		5.7	88.6	5.8		29.2	38	32.8		3.2	92.3	4.4	
PHF	.824	.746	.726	.854	.842	.894	.855	.903	.741	.839	.489	.678	.672	.943	.776	.946

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 01_PER_Per_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

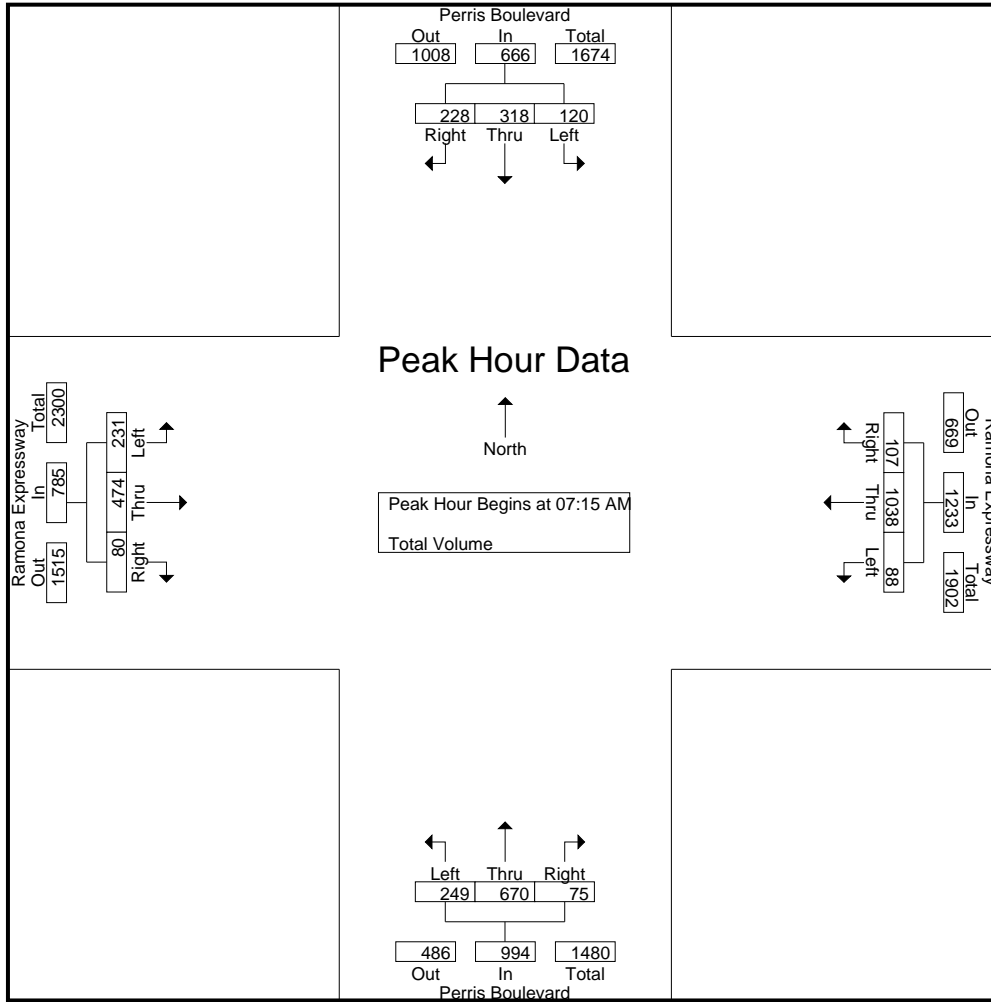
Groups Printed- Total Volume

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	26	49	48	123	14	287	17	318	68	173	22	263	42	124	9	175	879
07:15 AM	24	52	65	141	14	249	32	295	86	199	16	301	52	103	17	172	909
07:30 AM	34	57	41	132	20	291	27	338	58	177	22	257	58	131	12	201	928
07:45 AM	26	113	61	200	24	244	27	295	62	170	20	252	72	105	24	201	948
Total	110	271	215	596	72	1071	103	1246	274	719	80	1073	224	463	62	749	3664
08:00 AM	36	96	61	193	30	254	21	305	43	124	17	184	49	135	27	211	893
08:15 AM	19	93	44	156	35	253	21	309	61	114	16	191	58	128	22	208	864
08:30 AM	28	79	48	155	27	211	18	256	39	109	20	168	76	122	25	223	802
08:45 AM	30	86	33	149	24	164	13	201	36	67	16	119	74	107	23	204	673
Total	113	354	186	653	116	882	73	1071	179	414	69	662	257	492	97	846	3232
Grand Total	223	625	401	1249	188	1953	176	2317	453	1133	149	1735	481	955	159	1595	6896
Apprch %	17.9	50	32.1		8.1	84.3	7.6		26.1	65.3	8.6		30.2	59.9	10		
Total %	3.2	9.1	5.8	18.1	2.7	28.3	2.6	33.6	6.6	16.4	2.2	25.2	7	13.8	2.3	23.1	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	52	65	141	14	249	32	295	86	199	16	301	52	103	17	172	909
07:30 AM	34	57	41	132	20	291	27	338	58	177	22	257	58	131	12	201	928
07:45 AM	26	113	61	200	24	244	27	295	62	170	20	252	72	105	24	201	948
08:00 AM	36	96	61	193	30	254	21	305	43	124	17	184	49	135	27	211	893
Total Volume	120	318	228	666	88	1038	107	1233	249	670	75	994	231	474	80	785	3678
% App. Total	18	47.7	34.2		7.1	84.2	8.7		25.1	67.4	7.5		29.4	60.4	10.2		
PHF	.833	.704	.877	.833	.733	.892	.836	.912	.724	.842	.852	.826	.802	.878	.741	.930	.970

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 01_PER_Per_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	07:45 AM				07:30 AM				07:00 AM				08:00 AM			
+0 mins.	26	113	61	200	20	291	27	338	68	173	22	263	49	135	27	211
+15 mins.	36	96	61	193	24	244	27	295	86	199	16	301	58	128	22	208
+30 mins.	19	93	44	156	30	254	21	305	58	177	22	257	76	122	25	223
+45 mins.	28	79	48	155	35	253	21	309	62	170	20	252	74	107	23	204
Total Volume	109	381	214	704	109	1042	96	1247	274	719	80	1073	257	492	97	846
% App. Total	15.5	54.1	30.4		8.7	83.6	7.7		25.5	67	7.5		30.4	58.2	11.5	
PHF	.757	.843	.877	.880	.779	.895	.889	.922	.797	.903	.909	.891	.845	.911	.898	.948

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 01_PER_Per_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

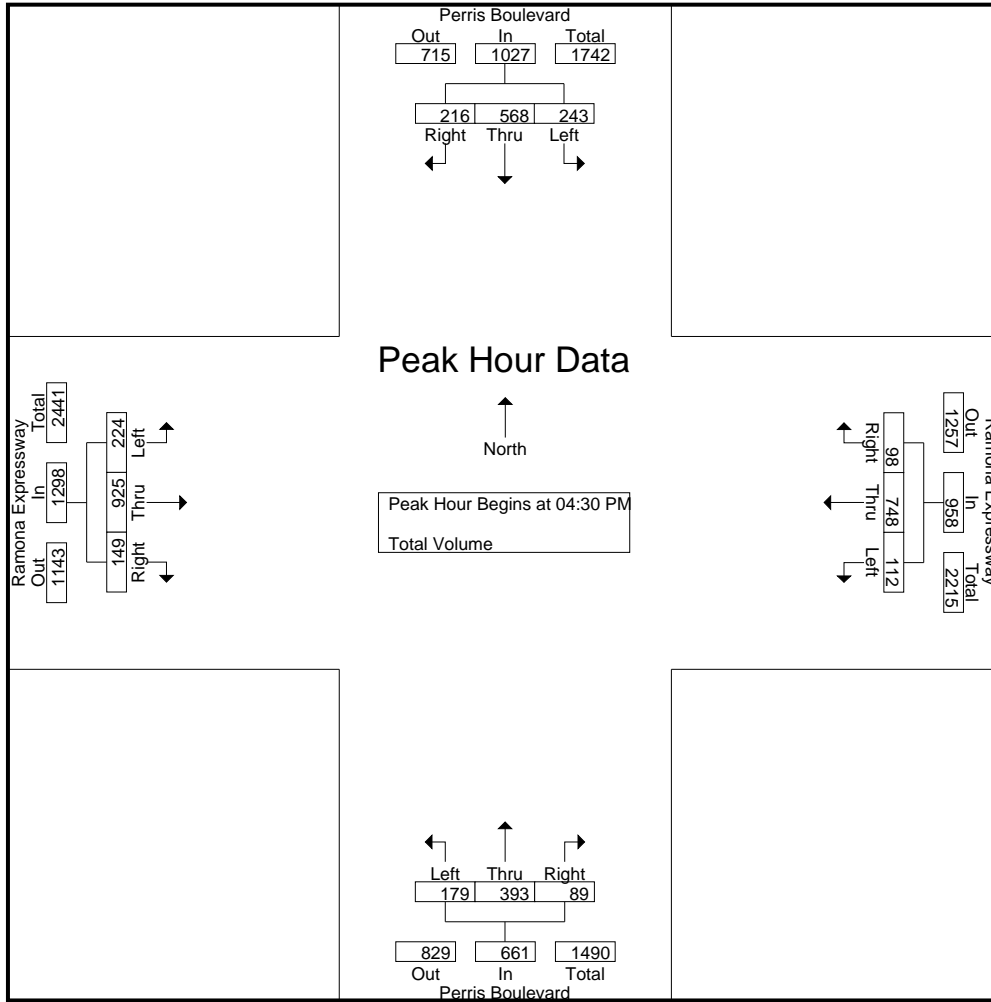
Groups Printed- Total Volume

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	66	118	45	229	27	194	32	253	38	94	20	152	61	236	34	331	965
04:15 PM	46	134	52	232	36	172	22	230	46	85	25	156	74	230	34	338	956
04:30 PM	79	149	74	302	18	199	36	253	53	97	19	169	60	252	34	346	1070
04:45 PM	66	135	53	254	35	139	24	198	52	104	21	177	57	218	37	312	941
Total	257	536	224	1017	116	704	114	934	189	380	85	654	252	936	139	1327	3932
05:00 PM	53	146	40	239	31	206	22	259	27	90	18	135	54	243	37	334	967
05:15 PM	45	138	49	232	28	204	16	248	47	102	31	180	53	212	41	306	966
05:30 PM	59	132	56	247	31	192	21	244	33	69	21	123	47	240	41	328	942
05:45 PM	40	124	59	223	31	163	20	214	43	92	19	154	63	208	36	307	898
Total	197	540	204	941	121	765	79	965	150	353	89	592	217	903	155	1275	3773
Grand Total	454	1076	428	1958	237	1469	193	1899	339	733	174	1246	469	1839	294	2602	7705
Apprch %	23.2	55	21.9		12.5	77.4	10.2		27.2	58.8	14		18	70.7	11.3		
Total %	5.9	14	5.6	25.4	3.1	19.1	2.5	24.6	4.4	9.5	2.3	16.2	6.1	23.9	3.8	33.8	

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	79	149	74	302	18	199	36	253	53	97	19	169	60	252	34	346	1070
04:45 PM	66	135	53	254	35	139	24	198	52	104	21	177	57	218	37	312	941
05:00 PM	53	146	40	239	31	206	22	259	27	90	18	135	54	243	37	334	967
05:15 PM	45	138	49	232	28	204	16	248	47	102	31	180	53	212	41	306	966
Total Volume	243	568	216	1027	112	748	98	958	179	393	89	661	224	925	149	1298	3944
% App. Total	23.7	55.3	21		11.7	78.1	10.2		27.1	59.5	13.5		17.3	71.3	11.5		
PHF	.769	.953	.730	.850	.800	.908	.681	.925	.844	.945	.718	.918	.933	.918	.909	.938	.921

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 01_PER_Per_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	04:15 PM				05:00 PM				04:30 PM				04:15 PM			
+0 mins.	46	134	52	232	31	206	22	259	53	97	19	169	74	230	34	338
+15 mins.	79	149	74	302	28	204	16	248	52	104	21	177	60	252	34	346
+30 mins.	66	135	53	254	31	192	21	244	27	90	18	135	57	218	37	312
+45 mins.	53	146	40	239	31	163	20	214	47	102	31	180	54	243	37	334
Total Volume	244	564	219	1027	121	765	79	965	179	393	89	661	245	943	142	1330
% App. Total	23.8	54.9	21.3		12.5	79.3	8.2		27.1	59.5	13.5		18.4	70.9	10.7	
PHF	.772	.946	.740	.850	.976	.928	.898	.931	.844	.945	.718	.918	.828	.936	.959	.961

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Red_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	7	2	26	9	315	113	437	6	34	29	69	4	175	8	187	719
07:15 AM	11	9	2	22	17	301	100	418	6	48	28	82	1	147	8	156	678
07:30 AM	18	12	0	30	18	311	100	429	9	46	37	92	0	173	6	179	730
07:45 AM	24	15	4	43	40	330	106	476	14	50	24	88	4	167	12	183	790
Total	70	43	8	121	84	1257	419	1760	35	178	118	331	9	662	34	705	2917
08:00 AM	18	13	2	33	36	281	60	377	10	31	31	72	4	187	12	203	685
08:15 AM	15	5	2	22	18	300	53	371	10	26	33	69	1	177	13	191	653
08:30 AM	15	7	2	24	19	258	45	322	7	24	18	49	7	161	18	186	581
08:45 AM	13	10	1	24	14	205	30	249	4	18	21	43	8	151	9	168	484
Total	61	35	7	103	87	1044	188	1319	31	99	103	233	20	676	52	748	2403
Grand Total	131	78	15	224	171	2301	607	3079	66	277	221	564	29	1338	86	1453	5320
Apprch %	58.5	34.8	6.7		5.6	74.7	19.7		11.7	49.1	39.2		2	92.1	5.9		
Total %	2.5	1.5	0.3	4.2	3.2	43.3	11.4	57.9	1.2	5.2	4.2	10.6	0.5	25.2	1.6	27.3	

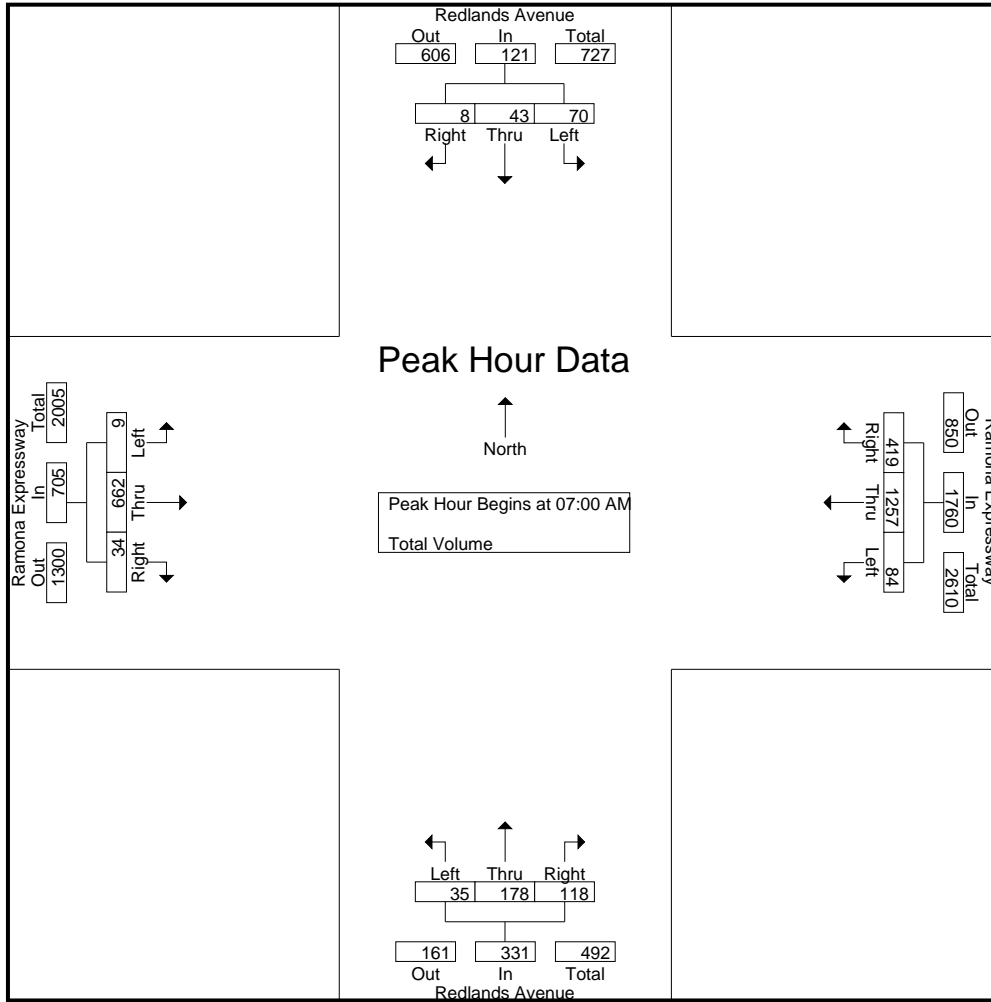
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	7	2	26	9	315	113	437	6	34	29	69	4	175	8	187	719
07:15 AM	11	9	2	22	17	301	100	418	6	48	28	82	1	147	8	156	678
07:30 AM	18	12	0	30	18	311	100	429	9	46	37	92	0	173	6	179	730
07:45 AM	24	15	4	43	40	330	106	476	14	50	24	88	4	167	12	183	790
Total Volume	70	43	8	121	84	1257	419	1760	35	178	118	331	9	662	34	705	2917
% App. Total	57.9	35.5	6.6		4.8	71.4	23.8		10.6	53.8	35.6		1.3	93.9	4.8		
PHF	.729	.717	.500	.703	.525	.952	.927	.924	.625	.890	.797	.899	.563	.946	.708	.943	.923

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Red_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	11	9	2	22	9	315	113	437	6	48	28	82	4	167	12	183
+15 mins.	18	12	0	30	17	301	100	418	9	46	37	92	4	187	12	203
+30 mins.	24	15	4	43	18	311	100	429	14	50	24	88	1	177	13	191
+45 mins.	18	13	2	33	40	330	106	476	10	31	31	72	7	161	18	186
Total Volume	71	49	8	128	84	1257	419	1760	39	175	120	334	16	692	55	763
% App. Total	55.5	38.3	6.2		4.8	71.4	23.8		11.7	52.4	35.9		2.1	90.7	7.2	
PHF	.740	.817	.500	.744	.525	.952	.927	.924	.696	.875	.811	.908	.571	.925	.764	.940

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Red_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	59	22	6	87	29	232	45	306	15	22	12	49	3	327	17	347	789
04:15 PM	67	22	3	92	26	232	38	296	9	17	17	43	4	293	18	315	746
04:30 PM	82	42	9	133	22	231	40	293	5	19	25	49	1	322	19	342	817
04:45 PM	76	25	5	106	24	221	33	278	14	15	24	53	2	334	22	358	795
Total	284	111	23	418	101	916	156	1173	43	73	78	194	10	1276	76	1362	3147
05:00 PM	64	26	4	94	19	225	24	268	9	13	11	33	5	305	14	324	719
05:15 PM	78	16	3	97	12	250	30	292	7	11	20	38	3	321	13	337	764
05:30 PM	79	35	3	117	26	262	38	326	3	20	24	47	7	321	16	344	834
05:45 PM	72	20	0	92	15	191	41	247	4	20	19	43	0	326	13	339	721
Total	293	97	10	400	72	928	133	1133	23	64	74	161	15	1273	56	1344	3038
Grand Total	577	208	33	818	173	1844	289	2306	66	137	152	355	25	2549	132	2706	6185
Apprch %	70.5	25.4	4		7.5	80	12.5		18.6	38.6	42.8		0.9	94.2	4.9		
Total %	9.3	3.4	0.5	13.2	2.8	29.8	4.7	37.3	1.1	2.2	2.5	5.7	0.4	41.2	2.1	43.8	

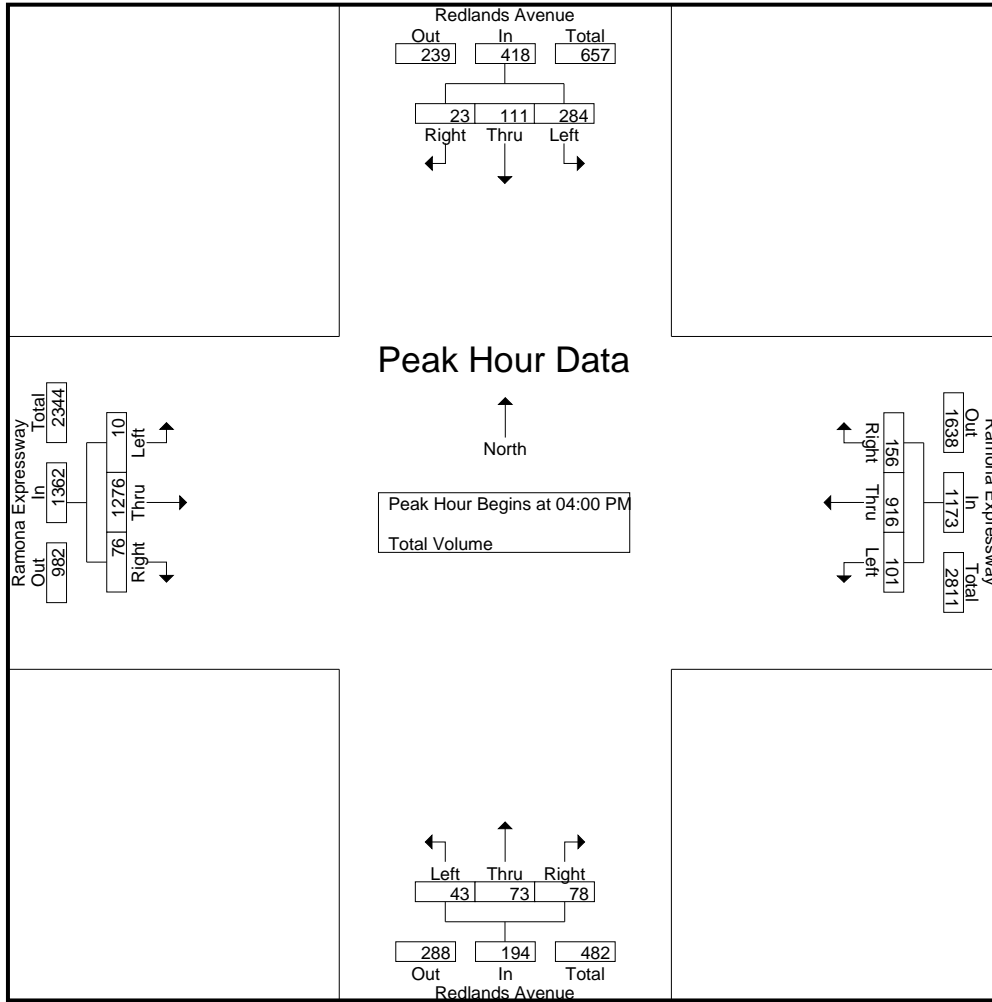
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	59	22	6	87	29	232	45	306	15	22	12	49	3	327	17	347	789
04:15 PM	67	22	3	92	26	232	38	296	9	17	17	43	4	293	18	315	746
04:30 PM	82	42	9	133	22	231	40	293	5	19	25	49	1	322	19	342	817
04:45 PM	76	25	5	106	24	221	33	278	14	15	24	53	2	334	22	358	795
Total Volume	284	111	23	418	101	916	156	1173	43	73	78	194	10	1276	76	1362	3147
% App. Total	67.9	26.6	5.5		8.6	78.1	13.3		22.2	37.6	40.2		0.7	93.7	5.6		
PHF	.866	.661	.639	.786	.871	.987	.867	.958	.717	.830	.780	.915	.625	.955	.864	.951	.963

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Red_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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				04:45 PM			
+0 mins.	82	42	9	133	29	232	45	306	15	22	12	49	2	334	22	358
+15 mins.	76	25	5	106	26	232	38	296	9	17	17	43	5	305	14	324
+30 mins.	64	26	4	94	22	231	40	293	5	19	25	49	3	321	13	337
+45 mins.	78	16	3	97	24	221	33	278	14	15	24	53	7	321	16	344
Total Volume	300	109	21	430	101	916	156	1173	43	73	78	194	17	1281	65	1363
% App. Total	69.8	25.3	4.9		8.6	78.1	13.3		22.2	37.6	40.2		1.2	94	4.8	
PHF	.915	.649	.583	.808	.871	.987	.867	.958	.717	.830	.780	.915	.607	.959	.739	.952

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 06_PER_Evans_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	36	47	76	159	3	237	53	293	108	134	5	247	77	109	22	208	907
07:15 AM	27	62	100	189	3	261	81	345	100	127	2	229	75	67	42	184	947
07:30 AM	55	66	104	225	1	251	70	322	110	112	6	228	91	107	49	247	1022
07:45 AM	33	94	130	257	4	244	80	328	91	121	5	217	88	84	50	222	1024
Total	151	269	410	830	11	993	284	1288	409	494	18	921	331	367	163	861	3900
08:00 AM	40	69	97	206	0	197	72	269	99	115	2	216	78	88	56	222	913
08:15 AM	32	60	105	197	5	203	59	267	78	109	5	192	107	90	27	224	880
08:30 AM	36	50	119	205	2	130	47	179	71	78	1	150	84	84	26	194	728
08:45 AM	20	61	57	138	0	135	62	197	53	54	3	110	73	76	30	179	624
Total	128	240	378	746	7	665	240	912	301	356	11	668	342	338	139	819	3145
Grand Total	279	509	788	1576	18	1658	524	2200	710	850	29	1589	673	705	302	1680	7045
Apprch %	17.7	32.3	50		0.8	75.4	23.8		44.7	53.5	1.8		40.1	42	18		
Total %	4	7.2	11.2	22.4	0.3	23.5	7.4	31.2	10.1	12.1	0.4	22.6	9.6	10	4.3	23.8	

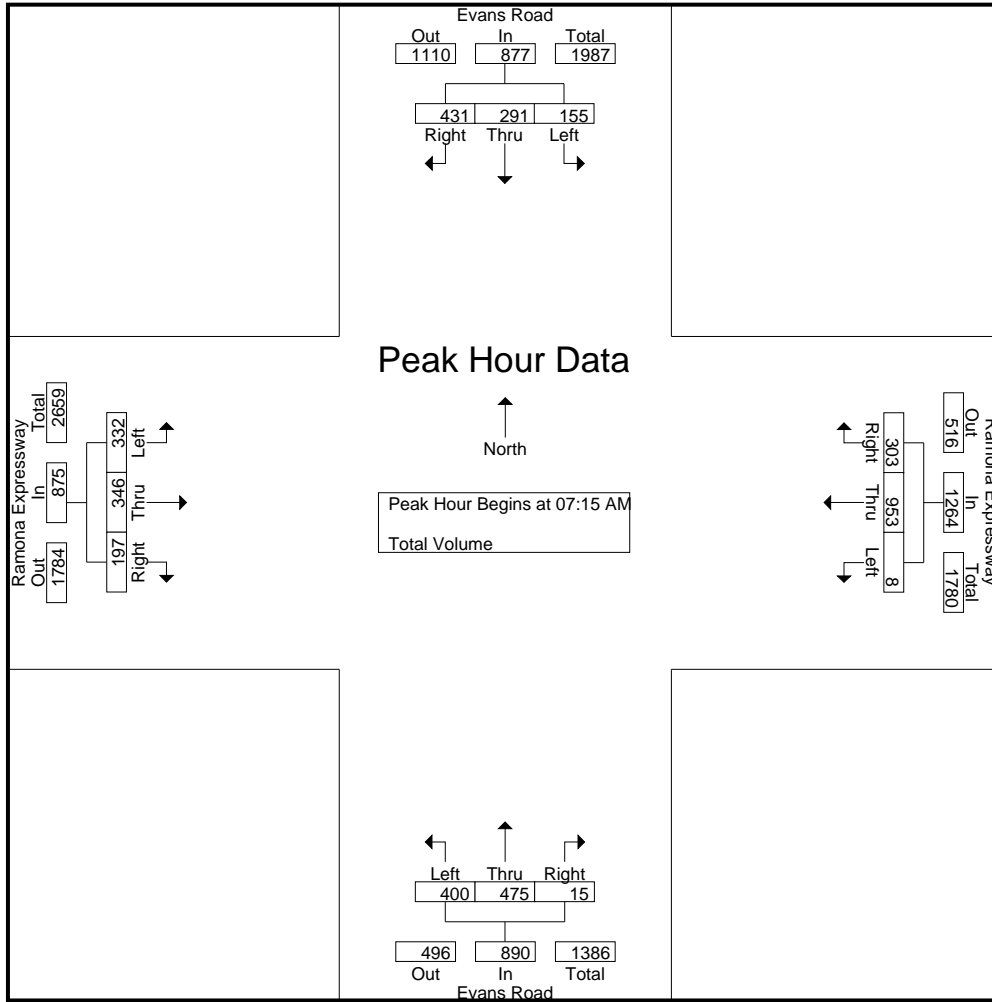
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	27	62	100	189	3	261	81	345	100	127	2	229	75	67	42	184	947
07:30 AM	55	66	104	225	1	251	70	322	110	112	6	228	91	107	49	247	1022
07:45 AM	33	94	130	257	4	244	80	328	91	121	5	217	88	84	50	222	1024
08:00 AM	40	69	97	206	0	197	72	269	99	115	2	216	78	88	56	222	913
Total Volume	155	291	431	877	8	953	303	1264	400	475	15	890	332	346	197	875	3906
% App. Total	17.7	33.2	49.1		0.6	75.4	24		44.9	53.4	1.7		37.9	39.5	22.5		
PHF	.705	.774	.829	.853	.500	.913	.935	.916	.909	.935	.625	.972	.912	.808	.879	.886	.954

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

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 06_PER_Evans_Ram AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	55	66	104	225	3	237	53	293	108	134	5	247	91	107	49	247
+15 mins.	33	94	130	257	3	261	81	345	100	127	2	229	88	84	50	222
+30 mins.	40	69	97	206	1	251	70	322	110	112	6	228	78	88	56	222
+45 mins.	32	60	105	197	4	244	80	328	91	121	5	217	107	90	27	224
Total Volume	160	289	436	885	11	993	284	1288	409	494	18	921	364	369	182	915
% App. Total	18.1	32.7	49.3		0.9	77.1	22		44.4	53.6	2		39.8	40.3	19.9	
PHF	.727	.769	.838	.861	.688	.951	.877	.933	.930	.922	.750	.932	.850	.862	.813	.926

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 06_PER_Evans_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

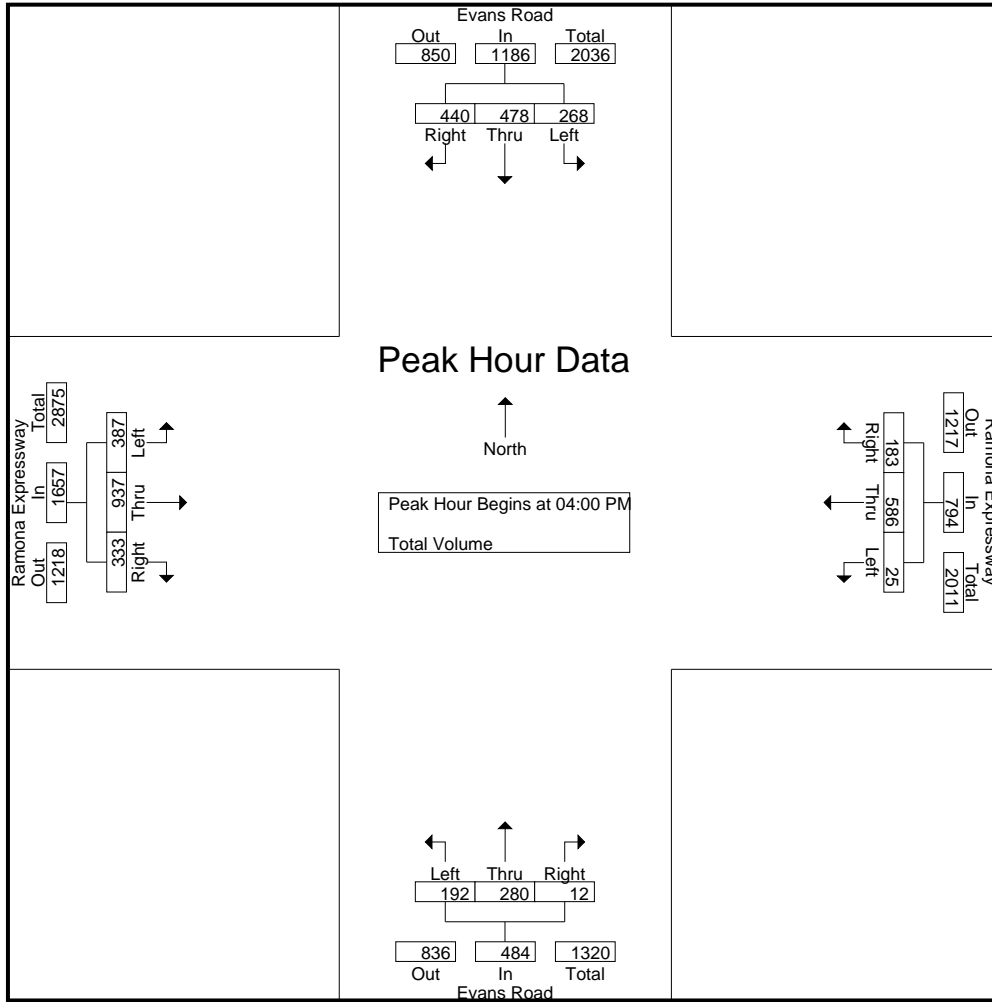
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	77	111	116	304	6	153	48	207	45	76	3	124	101	238	84	423	1058
04:15 PM	70	103	107	280	4	141	50	195	53	73	3	129	95	203	96	394	998
04:30 PM	75	118	110	303	7	149	45	201	67	68	1	136	81	256	80	417	1057
04:45 PM	46	146	107	299	8	143	40	191	27	63	5	95	110	240	73	423	1008
Total	268	478	440	1186	25	586	183	794	192	280	12	484	387	937	333	1657	4121
05:00 PM	60	118	105	283	4	120	39	163	48	69	2	119	94	220	75	389	954
05:15 PM	77	117	103	297	5	157	61	223	43	75	0	118	100	206	76	382	1020
05:30 PM	42	136	143	321	4	138	39	181	41	87	3	131	97	191	89	377	1010
05:45 PM	54	98	87	239	2	133	36	171	36	66	2	104	108	222	117	447	961
Total	233	469	438	1140	15	548	175	738	168	297	7	472	399	839	357	1595	3945
Grand Total	501	947	878	2326	40	1134	358	1532	360	577	19	956	786	1776	690	3252	8066
Apprch %	21.5	40.7	37.7		2.6	74	23.4		37.7	60.4	2		24.2	54.6	21.2		
Total %	6.2	11.7	10.9	28.8	0.5	14.1	4.4	19	4.5	7.2	0.2	11.9	9.7	22	8.6	40.3	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	77	111	116	304	6	153	48	207	45	76	3	124	101	238	84	423	1058
04:15 PM	70	103	107	280	4	141	50	195	53	73	3	129	95	203	96	394	998
04:30 PM	75	118	110	303	7	149	45	201	67	68	1	136	81	256	80	417	1057
04:45 PM	46	146	107	299	8	143	40	191	27	63	5	95	110	240	73	423	1008
Total Volume	268	478	440	1186	25	586	183	794	192	280	12	484	387	937	333	1657	4121
% App. Total	22.6	40.3	37.1		3.1	73.8	23		39.7	57.9	2.5		23.4	56.5	20.1		
PHF	.870	.818	.948	.975	.781	.958	.915	.959	.716	.921	.600	.890	.880	.915	.867	.979	.974

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

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 06_PER_Evans_Ram PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	46	146	107	299	6	153	48	207	45	76	3	124	101	238	84	423
+15 mins.	60	118	105	283	4	141	50	195	53	73	3	129	95	203	96	394
+30 mins.	77	117	103	297	7	149	45	201	67	68	1	136	81	256	80	417
+45 mins.	42	136	143	321	8	143	40	191	27	63	5	95	110	240	73	423
Total Volume	225	517	458	1200	25	586	183	794	192	280	12	484	387	937	333	1657
% App. Total	18.8	43.1	38.2		3.1	73.8	23		39.7	57.9	2.5		23.4	56.5	20.1	
PHF	.731	.885	.801	.935	.781	.958	.915	.959	.716	.921	.600	.890	.880	.915	.867	.979

City of Perris
 N/S: Perris Boulevard
 E/W: Dawes Street
 Weather: Clear

File Name : 03_PER_Per_Dawes AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	66	0	67	5	0	14	19	0	272	2	274	0	0	0	0	360
07:15 AM	1	83	0	84	3	0	13	16	0	261	0	261	0	0	0	0	361
07:30 AM	0	89	0	89	5	0	14	19	0	279	2	281	0	0	0	0	389
07:45 AM	3	147	0	150	6	0	6	12	0	232	0	232	0	0	0	0	394
Total	5	385	0	390	19	0	47	66	0	1044	4	1048	0	0	0	0	1504
08:00 AM	5	130	0	135	5	0	5	10	2	177	3	182	0	0	0	0	327
08:15 AM	4	144	0	148	3	0	7	10	0	187	3	190	0	0	0	0	348
08:30 AM	7	116	0	123	11	0	3	14	0	165	8	173	0	0	0	0	310
08:45 AM	3	138	0	141	5	0	8	13	1	120	9	130	0	0	0	0	284
Total	19	528	0	547	24	0	23	47	3	649	23	675	0	0	0	0	1269
Grand Total	24	913	0	937	43	0	70	113	3	1693	27	1723	0	0	0	0	2773
Apprch %	2.6	97.4	0		38.1	0	61.9		0.2	98.3	1.6		0	0	0		
Total %	0.9	32.9	0	33.8	1.6	0	2.5	4.1	0.1	61.1	1	62.1	0	0	0	0	

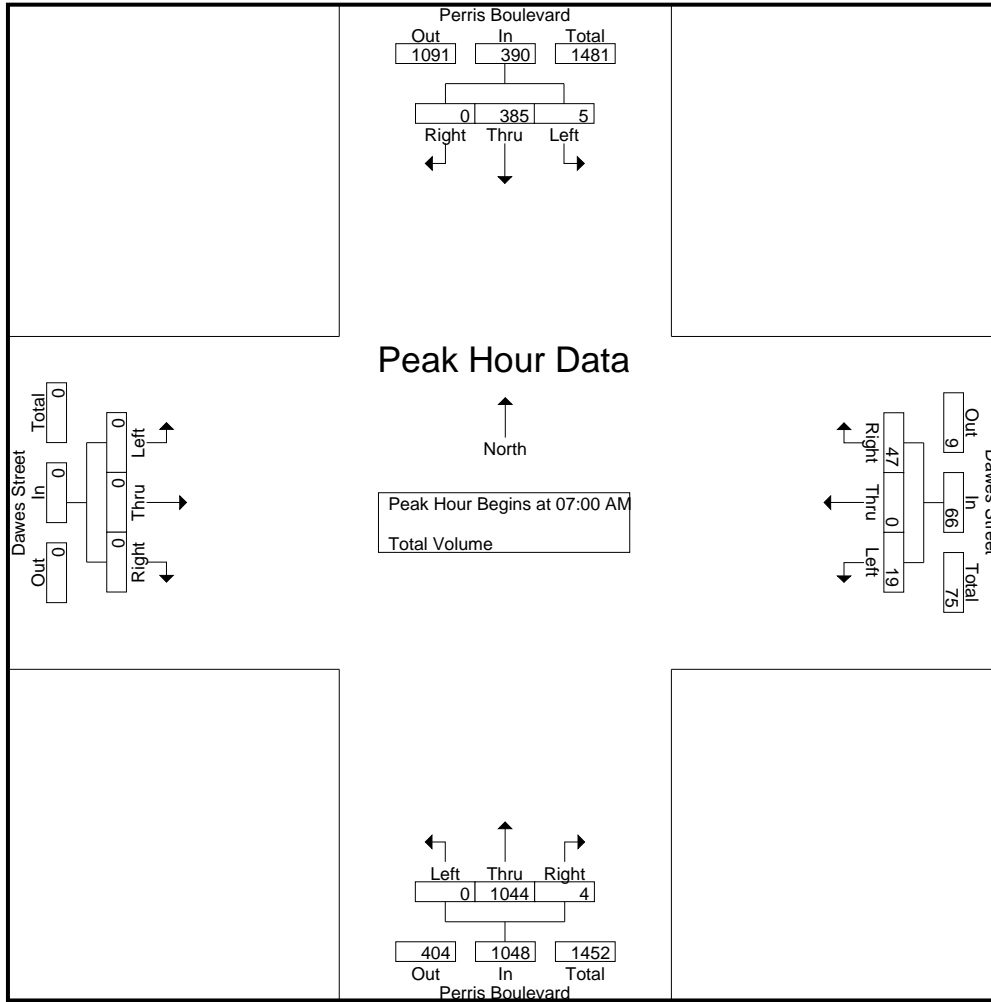
Start Time	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	66	0	67	5	0	14	19	0	272	2	274	0	0	0	0	360
07:15 AM	1	83	0	84	3	0	13	16	0	261	0	261	0	0	0	0	361
07:30 AM	0	89	0	89	5	0	14	19	0	279	2	281	0	0	0	0	389
07:45 AM	3	147	0	150	6	0	6	12	0	232	0	232	0	0	0	0	394
Total Volume	5	385	0	390	19	0	47	66	0	1044	4	1048	0	0	0	0	1504
% App. Total	1.3	98.7	0		28.8	0	71.2		0	99.6	0.4		0	0	0		
PHF	.417	.655	.000	.650	.792	.000	.839	.868	.000	.935	.500	.932	.000	.000	.000	.000	.954

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Perris Boulevard
 E/W: Dawes Street
 Weather: Clear

File Name : 03_PER_Per_Dawes AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	147	0	150	5	0	14	19	0	272	2	274	0	0	0	0
+15 mins.	5	130	0	135	3	0	13	16	0	261	0	261	0	0	0	0
+30 mins.	4	144	0	148	5	0	14	19	0	279	2	281	0	0	0	0
+45 mins.	7	116	0	123	6	0	6	12	0	232	0	232	0	0	0	0
Total Volume	19	537	0	556	19	0	47	66	0	1044	4	1048	0	0	0	0
% App. Total	3.4	96.6	0		28.8	0	71.2		0	99.6	0.4		0	0	0	
PHF	.679	.913	.000	.927	.792	.000	.839	.868	.000	.935	.500	.932	.000	.000	.000	.000

City of Perris
 N/S: Perris Boulevard
 E/W: Dawes Street
 Weather: Clear

File Name : 03_PER_Per_Dawes PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

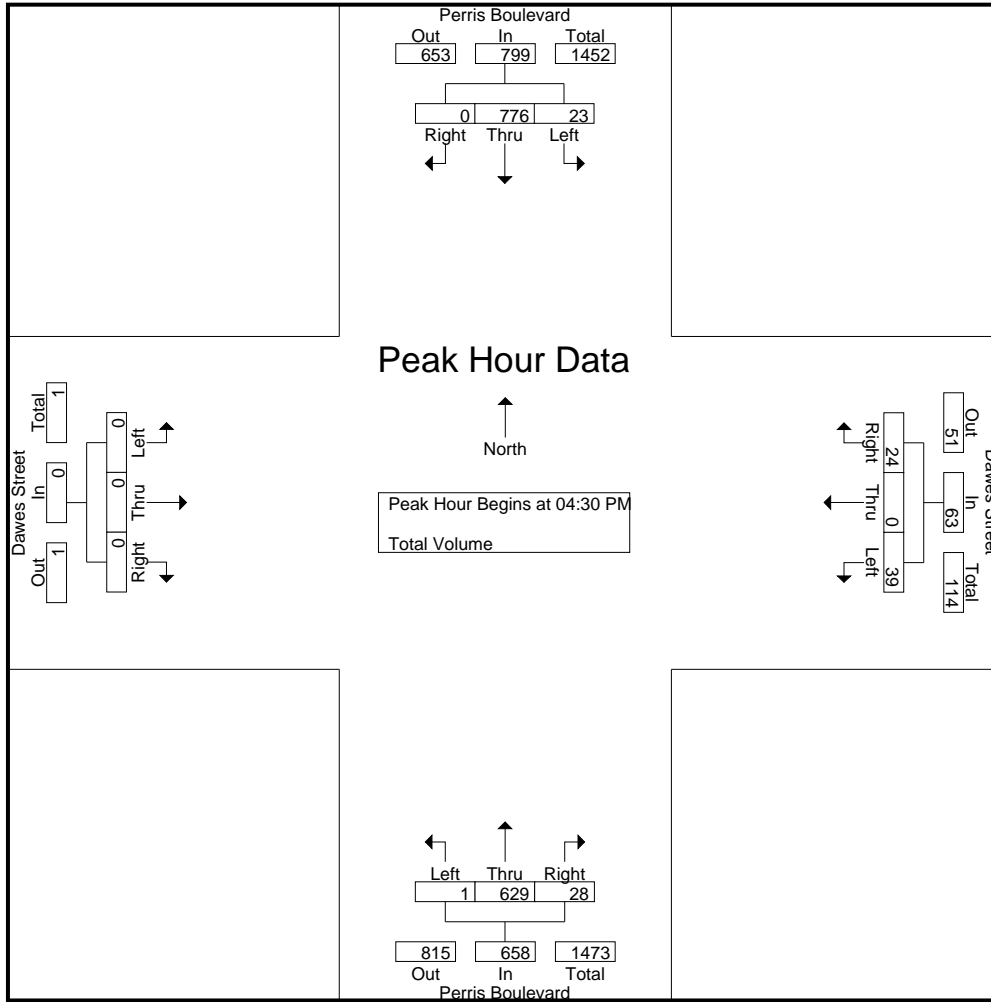
Start Time	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	153	0	160	10	0	4	14	0	169	7	176	0	0	0	0	350
04:15 PM	4	201	0	205	8	0	10	18	0	149	9	158	0	0	0	0	381
04:30 PM	5	189	0	194	10	0	8	18	0	187	6	193	0	0	0	0	405
04:45 PM	6	198	0	204	8	0	4	12	0	140	8	148	0	0	0	0	364
Total	22	741	0	763	36	0	26	62	0	645	30	675	0	0	0	0	1500
05:00 PM	5	183	0	188	6	0	2	8	0	152	3	155	0	0	0	0	351
05:15 PM	7	206	0	213	15	0	10	25	1	150	11	162	0	0	0	0	400
05:30 PM	4	189	0	193	8	0	4	12	0	122	6	128	0	0	0	0	333
05:45 PM	5	188	0	193	9	0	7	16	0	148	8	156	0	0	0	0	365
Total	21	766	0	787	38	0	23	61	1	572	28	601	0	0	0	0	1449
Grand Total	43	1507	0	1550	74	0	49	123	1	1217	58	1276	0	0	0	0	2949
Apprch %	2.8	97.2	0		60.2	0	39.8		0.1	95.4	4.5		0	0	0		
Total %	1.5	51.1	0	52.6	2.5	0	1.7	4.2	0	41.3	2	43.3	0	0	0	0	

Start Time	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	5	189	0	194	10	0	8	18	0	187	6	193	0	0	0	0	405
04:45 PM	6	198	0	204	8	0	4	12	0	140	8	148	0	0	0	0	364
05:00 PM	5	183	0	188	6	0	2	8	0	152	3	155	0	0	0	0	351
05:15 PM	7	206	0	213	15	0	10	25	1	150	11	162	0	0	0	0	400
Total Volume	23	776	0	799	39	0	24	63	1	629	28	658	0	0	0	0	1520
% App. Total	2.9	97.1	0		61.9	0	38.1		0.2	95.6	4.3		0	0	0		
PHF	.821	.942	.000	.938	.650	.000	.600	.630	.250	.841	.636	.852	.000	.000	.000	.000	.938

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

City of Perris
 N/S: Perris Boulevard
 E/W: Dawes Street
 Weather: Clear

File Name : 03_PER_Per_Dawes PM
 Site Code : 23523080
 Start Date : 1/24/2023
 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				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	5	189	0	194	10	0	8	18	0	169	7	176	0	0	0	0
+15 mins.	6	198	0	204	8	0	4	12	0	149	9	158	0	0	0	0
+30 mins.	5	183	0	188	6	0	2	8	0	187	6	193	0	0	0	0
+45 mins.	7	206	0	213	15	0	10	25	0	140	8	148	0	0	0	0
Total Volume	23	776	0	799	39	0	24	63	0	645	30	675	0	0	0	0
% App. Total	2.9	97.1	0		61.9	0	38.1		0	95.6	4.4		0	0	0	
PHF	.821	.942	.000	.938	.650	.000	.600	.630	.000	.862	.833	.874	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Dawes Street
 Weather: Clear

File Name : 04_PER_Red_Dawes AM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Redlands Avenue Southbound				Dawes Street Westbound				Redlands Avenue Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	23	2	25	0	0	0	0	1	69	0	70	6	0	2	8	103
07:15 AM	0	33	0	33	1	0	0	1	9	74	0	83	6	0	8	14	131
07:30 AM	0	33	3	36	0	0	0	0	4	80	0	84	8	0	11	19	139
07:45 AM	0	59	3	62	0	0	0	0	12	80	0	92	7	0	5	12	166
Total	0	148	8	156	1	0	0	1	26	303	0	329	27	0	26	53	539
08:00 AM	0	55	5	60	0	0	0	0	5	72	0	77	3	0	6	9	146
08:15 AM	1	33	1	35	0	0	0	0	4	61	0	65	3	0	9	12	112
08:30 AM	0	40	3	43	0	0	0	0	10	45	0	55	5	0	4	9	107
08:45 AM	0	34	0	34	0	0	0	0	3	38	0	41	3	0	1	4	79
Total	1	162	9	172	0	0	0	0	22	216	0	238	14	0	20	34	444
Grand Total	1	310	17	328	1	0	0	1	48	519	0	567	41	0	46	87	983
Apprch %	0.3	94.5	5.2		100	0	0		8.5	91.5	0		47.1	0	52.9		
Total %	0.1	31.5	1.7	33.4	0.1	0	0	0.1	4.9	52.8	0	57.7	4.2	0	4.7	8.9	

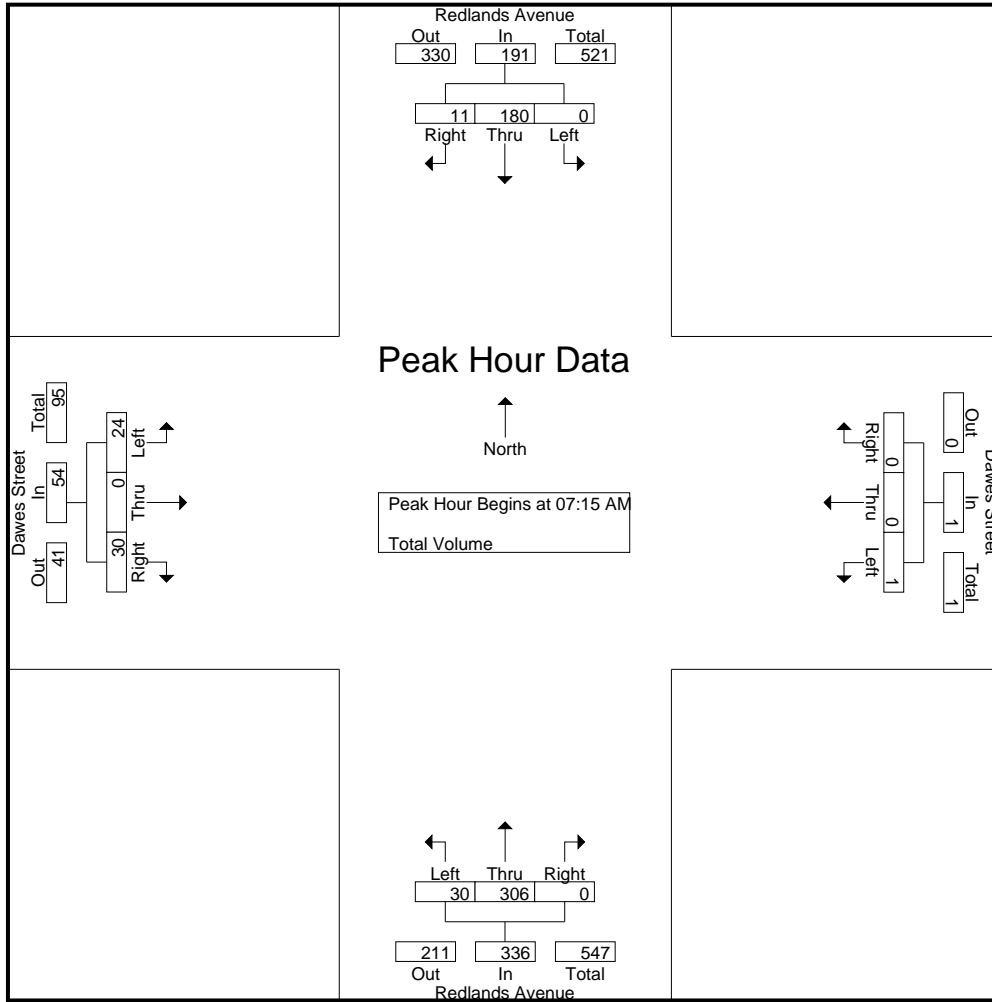
Start Time	Redlands Avenue Southbound				Dawes Street Westbound				Redlands Avenue Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	33	0	33	1	0	0	1	9	74	0	83	6	0	8	14	131
07:30 AM	0	33	3	36	0	0	0	0	4	80	0	84	8	0	11	19	139
07:45 AM	0	59	3	62	0	0	0	0	12	80	0	92	7	0	5	12	166
08:00 AM	0	55	5	60	0	0	0	0	5	72	0	77	3	0	6	9	146
Total Volume	0	180	11	191	1	0	0	1	30	306	0	336	24	0	30	54	582
% App. Total	0	94.2	5.8		100	0	0		8.9	91.1	0		44.4	0	55.6		
PHF	.000	.763	.550	.770	.250	.000	.000	.250	.625	.956	.000	.913	.750	.000	.682	.711	.877

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

City of Perris
 N/S: Redlands Avenue
 E/W: Dawes Street
 Weather: Clear

File Name : 04_PER_Red_Dawes AM
 Site Code : 23523080
 Start Date : 1/24/2023
 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:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	59	3	62	0	0	0	0	9	74	0	83	6	0	8	14
+15 mins.	0	55	5	60	1	0	0	1	4	80	0	84	8	0	11	19
+30 mins.	1	33	1	35	0	0	0	0	12	80	0	92	7	0	5	12
+45 mins.	0	40	3	43	0	0	0	0	5	72	0	77	3	0	6	9
Total Volume	1	187	12	200	1	0	0	1	30	306	0	336	24	0	30	54
% App. Total	0.5	93.5	6		100	0	0		8.9	91.1	0		44.4	0	55.6	
PHF	.250	.792	.600	.806	.250	.000	.000	.250	.625	.956	.000	.913	.750	.000	.682	.711

City of Perris
 N/S: Redlands Avenue
 E/W: Dawes Street
 Weather: Clear

File Name : 04_PER_Red_Dawes PM
 Site Code : 23523080
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Total Volume

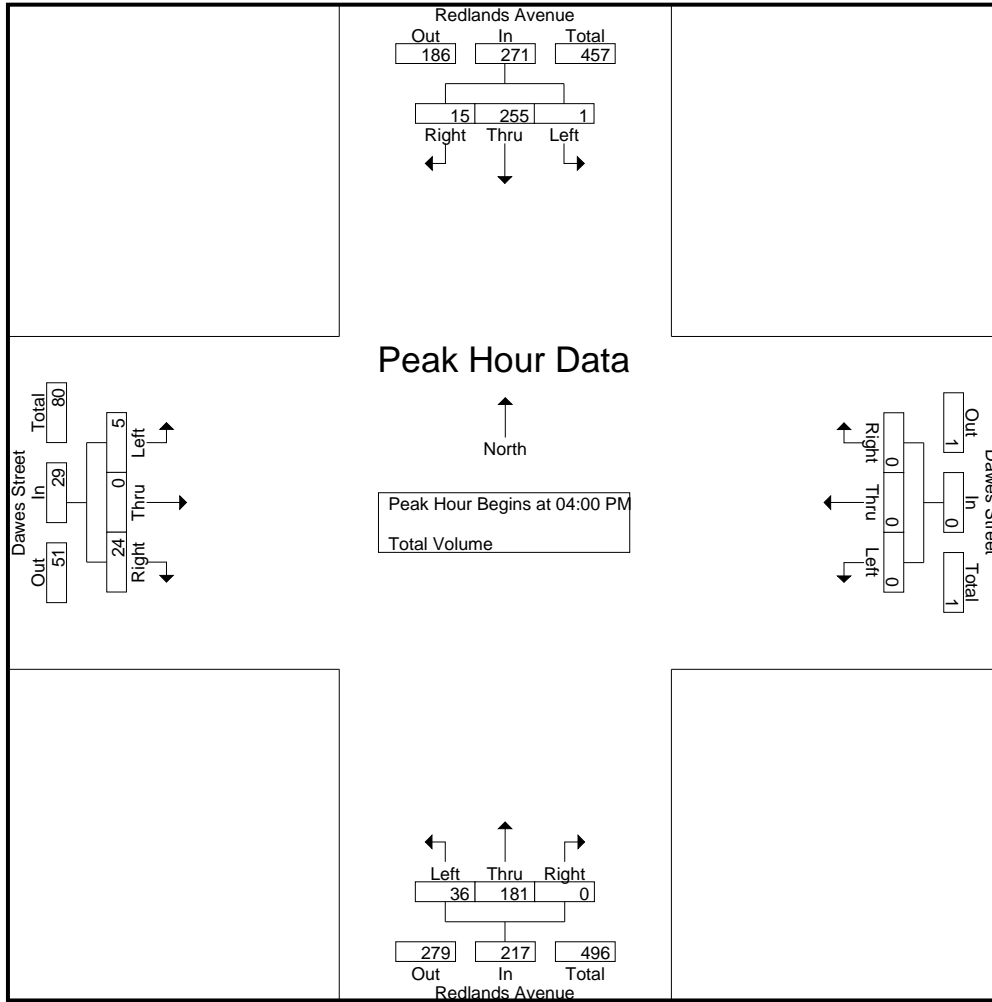
Start Time	Redlands Avenue Southbound				Dawes Street Westbound				Redlands Avenue Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	64	5	69	0	0	0	0	14	47	0	61	0	0	5	5	135
04:15 PM	0	58	2	60	0	0	0	0	10	44	0	54	3	0	7	10	124
04:30 PM	0	75	4	79	0	0	0	0	6	47	0	53	0	0	7	7	139
04:45 PM	1	58	4	63	0	0	0	0	6	43	0	49	2	0	5	7	119
Total	1	255	15	271	0	0	0	0	36	181	0	217	5	0	24	29	517
05:00 PM	0	49	2	51	0	0	0	0	3	32	0	35	1	0	8	9	95
05:15 PM	0	40	1	41	0	0	0	0	3	38	0	41	3	0	4	7	89
05:30 PM	0	71	4	75	0	0	0	0	4	46	0	50	2	0	9	11	136
05:45 PM	0	42	5	47	0	0	0	0	3	38	0	41	2	0	5	7	95
Total	0	202	12	214	0	0	0	0	13	154	0	167	8	0	26	34	415
Grand Total	1	457	27	485	0	0	0	0	49	335	0	384	13	0	50	63	932
Apprch %	0.2	94.2	5.6		0	0	0		12.8	87.2	0		20.6	0	79.4		
Total %	0.1	49	2.9	52	0	0	0	0	5.3	35.9	0	41.2	1.4	0	5.4	6.8	

Start Time	Redlands Avenue Southbound				Dawes Street Westbound				Redlands Avenue Northbound				Dawes Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	64	5	69	0	0	0	0	14	47	0	61	0	0	5	5	135
04:15 PM	0	58	2	60	0	0	0	0	10	44	0	54	3	0	7	10	124
04:30 PM	0	75	4	79	0	0	0	0	6	47	0	53	0	0	7	7	139
04:45 PM	1	58	4	63	0	0	0	0	6	43	0	49	2	0	5	7	119
Total Volume	1	255	15	271	0	0	0	0	36	181	0	217	5	0	24	29	517
% App. Total	0.4	94.1	5.5		0	0	0		16.6	83.4	0		17.2	0	82.8		
PHF	.250	.850	.750	.858	.000	.000	.000	.000	.643	.963	.000	.889	.417	.000	.857	.725	.930

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

City of Perris
 N/S: Redlands Avenue
 E/W: Dawes Street
 Weather: Clear

File Name : 04_PER_Red_Dawes PM
 Site Code : 23523080
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:



















	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	64	5	69	0	0	0	0	14	47	0	61	2	0	5	7
+15 mins.	0	58	2	60	0	0	0	0	10	44	0	54	1	0	8	9
+30 mins.	0	75	4	79	0	0	0	0	6	47	0	53	3	0	4	7
+45 mins.	1	58	4	63	0	0	0	0	6	43	0	49	2	0	9	11
Total Volume	1	255	15	271	0	0	0	0	36	181	0	217	8	0	26	34
% App. Total	0.4	94.1	5.5		0	0	0	0	16.6	83.4	0		23.5	0	76.5	
PHF	.250	.850	.750	.858	.000	.000	.000	.000	.643	.963	.000	.889	.667	.000	.722	.773

Appendix C

Intersection LOS Worksheets

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.952										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3369	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3369	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74										147
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			561			1422			1362	
Travel Time (s)		24.5			12.8			32.3			31.0	

Intersection Summary

Area Type: Other

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

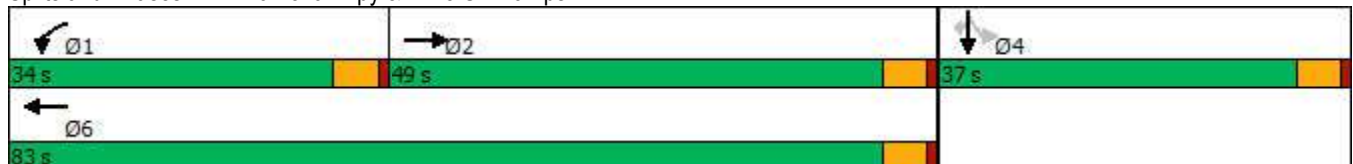
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	650	307	281	943	0	0	0	0	619	1	144
Future Volume (vph)	0	650	307	281	943	0	0	0	0	619	1	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			561			1422			1362	
Travel Time (s)		24.5			12.8			32.3			31.0	
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		23.0		10.0	23.0					23.0	23.0	23.0
Total Split (s)		49.0		34.0	83.0					37.0	37.0	37.0
Total Split (%)		40.8%		28.3%	69.2%					30.8%	30.8%	30.8%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	5.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		None		None	None					Min	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 96.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	650	307	281	943	0	0	0	0	619	1	144
Future Volume (veh/h)	0	650	307	281	943	0	0	0	0	619	1	144
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	663	313	287	962	0				633	0	147
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	872	412	342	2248	0				824	0	367
Arrive On Green	0.00	0.37	0.37	0.19	0.63	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	2436	1106	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	503	473	287	962	0				633	0	147
Grp Sat Flow(s),veh/h/ln	0	1777	1671	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	18.2	18.2	11.4	10.0	0.0				12.2	0.0	5.8
Cycle Q Clear(g_c), s	0.0	18.2	18.2	11.4	10.0	0.0				12.2	0.0	5.8
Prop In Lane	0.00		0.66	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	662	622	342	2248	0				824	0	367
V/C Ratio(X)	0.00	0.76	0.76	0.84	0.43	0.00				0.77	0.00	0.40
Avail Cap(c_a), veh/h	0	1064	1001	703	3774	0				1552	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	20.2	28.6	6.8	0.0				26.4	0.0	23.9
Incr Delay (d2), s/veh	0.0	1.8	1.9	5.5	0.1	0.0				1.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	6.9	5.2	3.1	0.0				5.1	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	22.1	34.1	6.9	0.0				27.9	0.0	24.6
LnGrp LOS	A	C	C	C	A	A				C	A	C
Approach Vol, veh/h		976			1249						780	
Approach Delay, s/veh		22.1			13.2						27.3	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.1	32.4		22.0		51.5						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	44.0		32.0		78.0						
Max Q Clear Time (g_c+I1), s	13.4	20.2		14.2		12.0						
Green Ext Time (p_c), s	0.7	7.2		2.8		9.0						

Intersection Summary























HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						415			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1460			1360	
Travel Time (s)		12.8			104.1			33.2			30.9	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

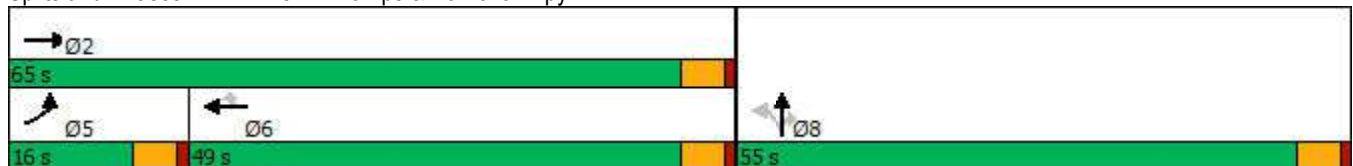
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1167	0	0	910	599	314	3	552	0	0	0
Future Volume (vph)	100	1167	0	0	910	599	314	3	552	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1460			1360	
Travel Time (s)		12.8			104.1			33.2			30.9	
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	10.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	16.0	65.0			49.0	49.0	55.0	55.0	55.0			
Total Split (%)	13.3%	54.2%			40.8%	40.8%	45.8%	45.8%	45.8%			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None			None	None	Min	Min	Min			

Intersection Summary

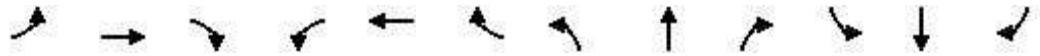
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 105
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↙	↗			
Traffic Volume (veh/h)	100	1167	0	0	910	599	314	3	552	0	0	0
Future Volume (veh/h)	100	1167	0	0	910	599	314	3	552	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	103	1203	0	0	938	618	326	0	569			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	129	1853	0	0	1432	639	1378	0	613			
Arrive On Green	0.07	0.52	0.00	0.00	0.40	0.40	0.39	0.00	0.39			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	103	1203	0	0	938	618	326	0	569			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	6.2	26.7	0.0	0.0	23.3	41.6	6.7	0.0	37.4			
Cycle Q Clear(g_c), s	6.2	26.7	0.0	0.0	23.3	41.6	6.7	0.0	37.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	129	1853	0	0	1432	639	1378	0	613			
V/C Ratio(X)	0.80	0.65	0.00	0.00	0.65	0.97	0.24	0.00	0.93			
Avail Cap(c_a), veh/h	180	1957	0	0	1435	640	1635	0	727			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.8	18.9	0.0	0.0	26.4	31.8	22.5	0.0	31.9			
Incr Delay (d2), s/veh	15.6	0.7	0.0	0.0	1.1	27.5	0.1	0.0	16.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	10.7	0.0	0.0	9.9	20.3	2.8	0.0	16.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	19.6	0.0	0.0	27.5	59.3	22.6	0.0	48.4			
LnGrp LOS	E	B	A	A	C	E	C	A	D			
Approach Vol, veh/h		1306			1556			895				
Approach Delay, s/veh		23.2			40.1			39.0				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.8			12.9	48.9		47.2				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			11.0	44.0		50.0				
Max Q Clear Time (g_c+I1), s		28.7			8.2	43.6		39.4				
Green Ext Time (p_c), s		11.1			0.1	0.3		2.7				

Intersection Summary


























HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.991				0.850			0.850		0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				232			232		84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

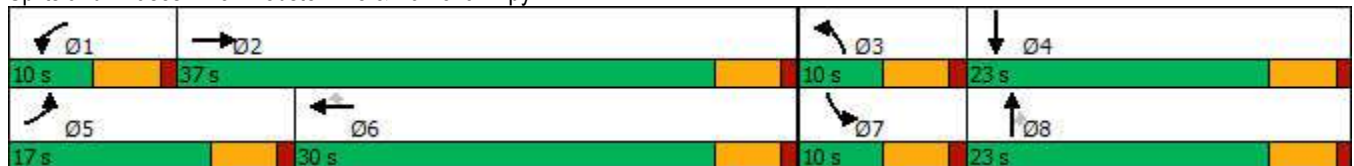
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	797	53	22	1361	59	82	223	24	25	27	76
Future Volume (vph)	225	797	53	22	1361	59	82	223	24	25	27	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	
Total Split (s)	17.0	37.0		10.0	30.0	30.0	10.0	23.0	23.0	10.0	23.0	
Total Split (%)	21.3%	46.3%		12.5%	37.5%	37.5%	12.5%	28.8%	28.8%	12.5%	28.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 72.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	225	797	53	22	1361	59	82	223	24	25	27	76
Future Volume (veh/h)	225	797	53	22	1361	59	82	223	24	25	27	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	876	58	24	1496	65	90	245	26	27	30	84
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	2378	157	48	1785	554	115	312	264	52	57	160
Arrive On Green	0.16	0.49	0.49	0.03	0.35	0.35	0.06	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1781	4893	323	1781	5106	1585	1781	1870	1585	1781	435	1217
Grp Volume(v), veh/h	247	609	325	24	1496	65	90	245	26	27	0	114
Grp Sat Flow(s),veh/h/ln	1781	1702	1812	1781	1702	1585	1781	1870	1585	1781	0	1651
Q Serve(g_s), s	9.3	7.7	7.7	0.9	18.5	1.9	3.4	8.6	1.0	1.0	0.0	4.4
Cycle Q Clear(g_c), s	9.3	7.7	7.7	0.9	18.5	1.9	3.4	8.6	1.0	1.0	0.0	4.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	291	1654	881	48	1785	554	115	312	264	52	0	217
V/C Ratio(X)	0.85	0.37	0.37	0.50	0.84	0.12	0.78	0.79	0.10	0.52	0.00	0.53
Avail Cap(c_a), veh/h	311	1654	881	130	1859	577	130	490	415	130	0	433
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	0.00	1.00
Uniform Delay (d), s/veh	27.9	11.0	11.1	33.0	20.5	15.1	31.6	27.4	24.2	32.8	0.0	27.8
Incr Delay (d2), s/veh	18.6	0.1	0.3	8.0	3.5	0.1	23.4	4.4	0.2	7.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	2.6	2.8	0.5	7.3	0.7	2.2	4.0	0.4	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	11.2	11.3	41.0	24.0	15.2	55.0	31.8	24.4	40.6	0.0	29.8
LnGrp LOS	D	B	B	D	C	B	E	C	C	D	A	C
Approach Vol, veh/h		1181			1585			361				141
Approach Delay, s/veh		18.6			23.9			37.1				31.9
Approach LOS		B			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	38.4	9.4	14.0	16.2	29.0	7.0	16.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0	5.0	18.0	12.0	25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	9.7	5.4	6.4	11.3	20.5	3.0	10.6				
Green Ext Time (p_c), s	0.0	6.5	0.0	0.4	0.1	3.5	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.992				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	3408	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5045	0	1770	5085	1583	1770	3408	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				187		60				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

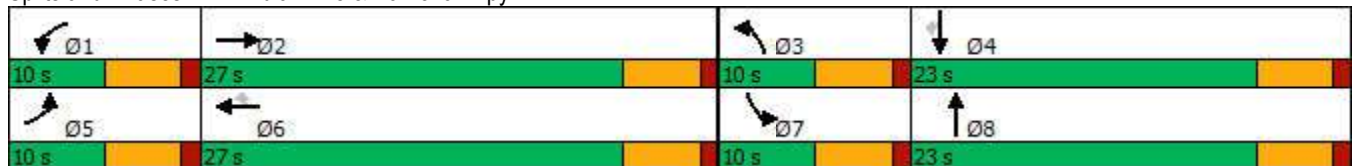
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	746	41	32	1418	65	47	189	61	11	44	20
Future Volume (vph)	97	746	41	32	1418	65	47	189	61	11	44	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4056			1338			609			635	
Travel Time (s)		92.2			30.4			13.8			14.4	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0		10.0	23.0	23.0
Total Split (s)	10.0	27.0		10.0	27.0	27.0	10.0	23.0		10.0	23.0	23.0
Total Split (%)	14.3%	38.6%		14.3%	38.6%	38.6%	14.3%	32.9%		14.3%	32.9%	32.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 52.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy










































Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	746	41	32	1418	65	47	189	61	11	44	20
Future Volume (veh/h)	97	746	41	32	1418	65	47	189	61	11	44	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	769	42	33	1462	67	48	195	63	11	45	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	2114	115	65	1987	617	86	351	110	25	347	155
Arrive On Green	0.07	0.43	0.43	0.04	0.39	0.39	0.05	0.13	0.13	0.01	0.10	0.10
Sat Flow, veh/h	1781	4956	270	1781	5106	1585	1781	2662	835	1781	3554	1585
Grp Volume(v), veh/h	100	527	284	33	1462	67	48	128	130	11	45	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1822	1781	1702	1585	1781	1777	1720	1781	1777	1585
Q Serve(g_s), s	2.8	5.4	5.4	0.9	12.5	1.4	1.3	3.5	3.6	0.3	0.6	0.6
Cycle Q Clear(g_c), s	2.8	5.4	5.4	0.9	12.5	1.4	1.3	3.5	3.6	0.3	0.6	0.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	132	1452	777	65	1987	617	86	234	227	25	347	155
V/C Ratio(X)	0.76	0.36	0.36	0.51	0.74	0.11	0.56	0.55	0.57	0.44	0.13	0.14
Avail Cap(c_a), veh/h	174	1463	783	174	2195	681	174	625	605	174	1250	557
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	10.0	10.0	24.2	13.4	10.0	23.8	20.8	20.9	25.0	21.1	21.1
Incr Delay (d2), s/veh	12.7	0.2	0.3	6.0	1.2	0.1	5.5	2.0	2.3	11.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	1.8	0.5	4.2	0.4	0.7	1.4	1.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	10.1	10.3	30.2	14.6	10.0	29.4	22.8	23.1	36.5	21.3	21.5
LnGrp LOS	D	B	B	C	B	B	C	C	C	D	C	C
Approach Vol, veh/h		911			1562			306				77
Approach Delay, s/veh		13.0			14.7			24.0				23.5
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	26.8	7.5	10.0	8.8	24.9	5.7	11.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	5.0	22.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	7.4	3.3	2.6	4.8	14.5	2.3	5.6				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.2	0.0	5.4	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	   		 	 	 	  	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5014	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5014	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		24				187			203
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			970			1333			1298	
Travel Time (s)		30.4			22.0			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

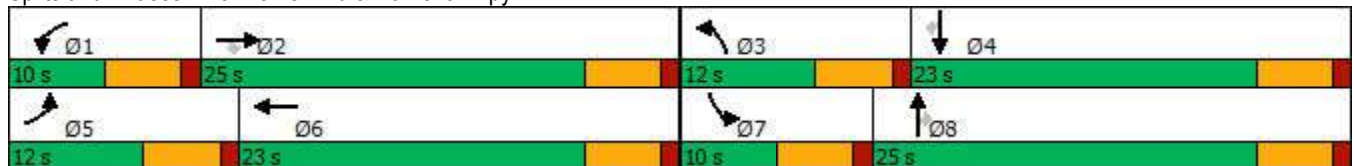
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	474	80	88	1038	107	249	670	75	120	318	228
Future Volume (vph)	231	474	80	88	1038	107	249	670	75	120	318	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			970			1333			1298	
Travel Time (s)		30.4			22.0			30.3			29.5	
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0		10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	25.0	25.0	10.0	23.0		12.0	25.0	25.0	10.0	23.0	23.0
Total Split (%)	17.1%	35.7%	35.7%	14.3%	32.9%		17.1%	35.7%	35.7%	14.3%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 67.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy

































Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	474	80	88	1038	107	249	670	75	120	318	228
Future Volume (veh/h)	231	474	80	88	1038	107	249	670	75	120	318	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	489	82	91	1070	110	257	691	77	124	328	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	1556	483	216	1269	130	355	896	400	240	778	347
Arrive On Green	0.10	0.30	0.30	0.06	0.27	0.27	0.10	0.25	0.25	0.07	0.22	0.22
Sat Flow, veh/h	3456	5106	1585	3456	4704	483	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	238	489	82	91	774	406	257	691	77	124	328	235
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1783	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.3	4.7	2.4	1.6	13.8	13.8	4.6	11.6	2.5	2.2	5.1	8.7
Cycle Q Clear(g_c), s	4.3	4.7	2.4	1.6	13.8	13.8	4.6	11.6	2.5	2.2	5.1	8.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1556	483	216	918	481	355	896	400	240	778	347
V/C Ratio(X)	0.71	0.31	0.17	0.42	0.84	0.84	0.72	0.77	0.19	0.52	0.42	0.68
Avail Cap(c_a), veh/h	377	1590	493	269	954	500	377	1106	493	269	996	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	17.2	16.4	29.0	22.2	22.2	27.9	22.3	18.9	28.9	21.6	23.0
Incr Delay (d2), s/veh	5.2	0.1	0.2	1.3	6.8	12.2	6.4	2.7	0.2	1.7	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.7	0.8	0.7	5.9	7.0	2.1	4.8	0.9	0.9	2.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	17.3	16.5	30.3	28.9	34.4	34.3	25.0	19.1	30.6	22.0	25.8
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		809			1271			1025			687	
Approach Delay, s/veh		21.9			30.8			26.9			24.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	24.6	11.6	19.1	11.3	22.3	9.5	21.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	7.0	18.0	7.0	18.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s	3.6	6.7	6.6	10.7	6.3	15.8	4.2	13.6				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.8	0.1	1.5	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.940				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1751	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1751	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			455			39			232
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1294			69			53			1318	
Travel Time (s)		29.4			1.6			1.2			30.0	

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

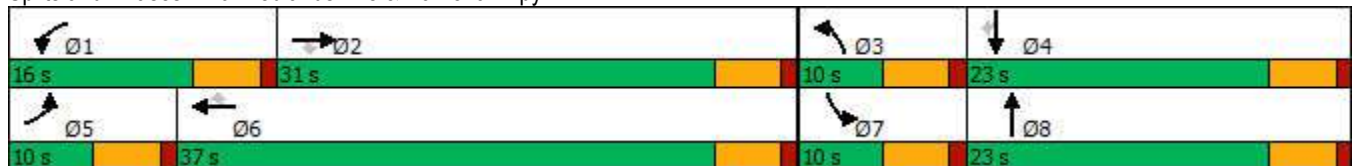
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	662	34	84	1257	419	35	178	118	70	43	8
Future Volume (vph)	9	662	34	84	1257	419	35	178	118	70	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1294			69			53			1318	
Travel Time (s)		29.4			1.6			1.2			30.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0	23.0
Total Split (s)	10.0	31.0	31.0	16.0	37.0	37.0	10.0	23.0		10.0	23.0	23.0
Total Split (%)	12.5%	38.8%	38.8%	20.0%	46.3%	46.3%	12.5%	28.8%		12.5%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 65.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy




































Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	662	34	84	1257	419	35	178	118	70	43	8
Future Volume (veh/h)	9	662	34	84	1257	419	35	178	118	70	43	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	720	37	91	1366	455	38	193	128	76	47	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1823	566	118	2097	651	68	228	151	101	442	375
Arrive On Green	0.01	0.36	0.36	0.07	0.41	0.41	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1049	696	1781	1870	1585
Grp Volume(v), veh/h	10	720	37	91	1366	455	38	0	321	76	47	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1745	1781	1870	1585
Q Serve(g_s), s	0.4	7.0	1.0	3.3	14.2	15.7	1.4	0.0	11.7	2.8	1.3	0.3
Cycle Q Clear(g_c), s	0.4	7.0	1.0	3.3	14.2	15.7	1.4	0.0	11.7	2.8	1.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	23	1823	566	118	2097	651	68	0	380	101	442	375
V/C Ratio(X)	0.44	0.40	0.07	0.77	0.65	0.70	0.56	0.00	0.84	0.75	0.11	0.02
Avail Cap(c_a), veh/h	135	2005	622	296	2468	766	135	0	474	135	509	431
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	15.9	14.0	30.4	15.7	16.1	31.3	0.0	24.8	30.8	19.8	19.4
Incr Delay (d2), s/veh	13.0	0.1	0.0	10.0	0.5	2.3	7.1	0.0	11.0	15.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.5	0.3	1.7	5.0	5.5	0.7	0.0	5.7	1.6	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	16.1	14.1	40.4	16.2	18.4	38.4	0.0	35.8	45.7	19.9	19.4
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	B	B
Approach Vol, veh/h		767			1912			359				132
Approach Delay, s/veh		16.4			17.9			36.1				34.7
Approach LOS		B			B			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	28.6	7.5	20.7	5.8	32.2	8.8	19.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	26.0	5.0	18.0	5.0	32.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.3	9.0	3.4	3.3	2.4	17.7	4.8	13.7				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.1	0.0	9.5	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 	 	 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207			319			3			145
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2431			1365			737			1531	
Travel Time (s)		55.3			31.0			16.8			34.8	

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

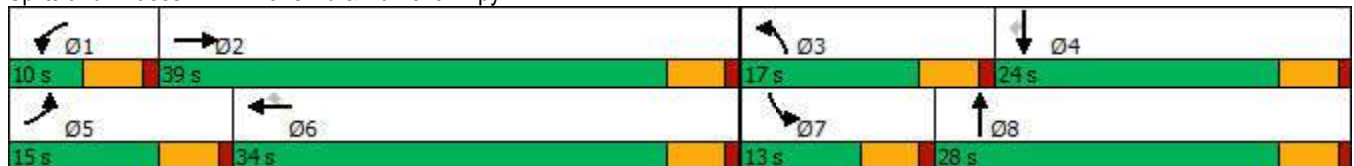
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	346	197	8	953	303	400	475	15	155	291	431
Future Volume (vph)	332	346	197	8	953	303	400	475	15	155	291	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2431			1365			737			1531	
Travel Time (s)		55.3			31.0			16.8			34.8	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0		10.0	23.0	23.0
Total Split (s)	15.0	39.0		10.0	34.0	34.0	17.0	28.0		13.0	24.0	24.0
Total Split (%)	16.7%	43.3%		11.1%	37.8%	37.8%	18.9%	31.1%		14.4%	26.7%	26.7%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min

Intersection Summary
































Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy

























Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	332	346	197	8	953	303	400	475	15	155	291	431
Future Volume (veh/h)	332	346	197	8	953	303	400	475	15	155	291	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	349	364	0	8	1003	319	421	500	16	163	306	454
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	2131		18	1120	500	465	983	31	236	758	338
Arrive On Green	0.11	0.42	0.00	0.01	0.32	0.32	0.13	0.28	0.28	0.07	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3515	112	3456	3554	1585
Grp Volume(v), veh/h	349	364	0	8	1003	319	421	252	264	163	306	454
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1850	1728	1777	1585
Q Serve(g_s), s	8.9	4.0	0.0	0.4	24.0	15.4	10.7	10.6	10.7	4.1	6.6	19.0
Cycle Q Clear(g_c), s	8.9	4.0	0.0	0.4	24.0	15.4	10.7	10.6	10.7	4.1	6.6	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	388	2131		18	1120	500	465	497	517	236	758	338
V/C Ratio(X)	0.90	0.17		0.45	0.90	0.64	0.90	0.51	0.51	0.69	0.40	1.34
Avail Cap(c_a), veh/h	388	2131		100	1157	516	465	497	517	310	758	338
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(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	16.3	0.0	43.8	29.1	26.1	38.0	26.9	27.0	40.6	30.2	35.0
Incr Delay (d2), s/veh	23.2	0.0	0.0	16.3	9.1	2.5	20.9	0.9	0.8	4.2	0.3	172.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.5	0.0	0.3	11.2	6.0	5.8	4.5	4.7	1.9	2.8	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	16.3	0.0	60.2	38.2	28.7	58.9	27.8	27.8	44.8	30.5	208.0
LnGrp LOS	E	B		E	D	C	E	C	C	D	C	F
Approach Vol, veh/h		713			1330			937			923	
Approach Delay, s/veh		38.8			36.0			41.8			120.3	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	42.2	17.0	24.0	15.0	33.1	11.1	29.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	34.0	12.0	19.0	10.0	29.0	8.0	23.0				
Max Q Clear Time (g_c+I1), s	2.4	6.0	12.7	21.0	10.9	26.0	6.1	12.7				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	2.1	0.1	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			57.9									
HCM 6th LOS			E									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					347					187		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			972			1289			1333	
Travel Time (s)		5.0			22.1			29.3			30.3	

Intersection Summary

Area Type: Other

Perris Mixed-Use
8: Perris Blvd & Dawes St

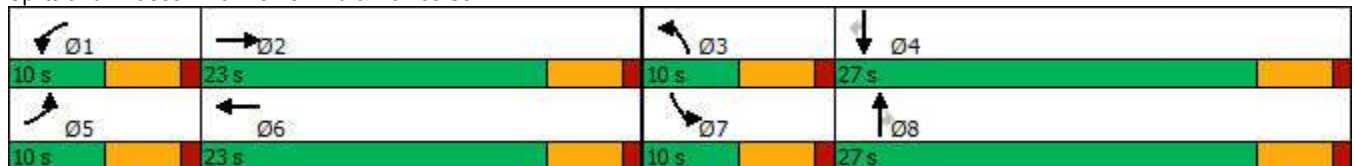
Existing
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	19	0	47	0	1044	4	5	385	0
Future Volume (vph)	0	0	0	19	0	47	0	1044	4	5	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			972			1289			1333	
Travel Time (s)		5.0			22.1			29.3			30.3	
Turn Type	Prot			Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Detector Phase	5	2		1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0		10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	23.0		10.0	23.0		10.0	27.0	27.0	10.0	27.0	27.0
Total Split (%)	14.3%	32.9%		14.3%	32.9%		14.3%	38.6%	38.6%	14.3%	38.6%	38.6%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None	Min	Min

Intersection Summary

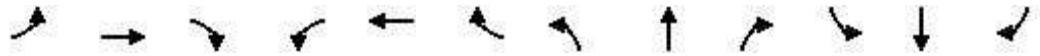
Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 41.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	19	0	47	0	1044	4	5	385	0
Future Volume (veh/h)	0	0	0	19	0	47	0	1044	4	5	385	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	20	0	49	0	1099	4	5	405	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	6	0	45	0	112	5	1692	755	12	3226	1001
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.07	0.00	0.48	0.48	0.01	0.63	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	20	0	49	0	1099	4	5	405	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	1.0	0.0	7.9	0.0	0.1	1.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	1.0	0.0	7.9	0.0	0.1	1.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	6	0	45	0	112	5	1692	755	12	3226	1001
V/C Ratio(X)	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.65	0.01	0.41	0.13	0.00
Avail Cap(c_a), veh/h	265	1002	0	265	0	849	265	2326	1038	265	3343	1038
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.1	0.0	15.0	0.0	6.7	4.6	16.6	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.7	0.0	2.7	0.0	0.4	0.0	21.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.4	0.0	1.7	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.8	0.0	17.6	0.0	7.1	4.6	37.7	2.5	0.0
LnGrp LOS	A	A	A	C	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			69			1103			410	
Approach Delay, s/veh		0.0			19.1			7.1			2.9	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	1.5	0.0	26.2	0.0	7.4	5.2	21.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	18.0	5.0	22.0	5.0	18.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s	2.4	0.0	0.0	3.1	0.0	3.0	2.1	9.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.1	0.0	6.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Perris Mixed-Use
 9: Redlands Ave & Dawes St

Existing
 Timing Plan: AM PEAK



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.925				0.991	
Flt Protected	0.978		0.950			
Satd. Flow (prot)	1685	0	1770	1863	3507	0
Flt Permitted	0.978		0.950			
Satd. Flow (perm)	1685	0	1770	1863	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1250			1322	1283	
Travel Time (s)	28.4			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	30	30	306	180	11
Future Vol, veh/h	24	30	30	306	180	11
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	34	34	348	205	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	628	109	218	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	431	924	1350	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	924	1350	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	603	-	-
HCM Lane V/C Ratio	0.025	-	0.102	-	-
HCM Control Delay (s)	7.7	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6408	1863	0	5085	0	1863
Flt Permitted						
Satd. Flow (perm)	6408	1863	0	5085	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	970			500	344	
Travel Time (s)	22.0			11.4	7.8	

Intersection Summary

Area Type: Other



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	5085	1863	0	5085	0	1863
Flt Permitted						
Satd. Flow (perm)	5085	1863	0	5085	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	500			1294	364	
Travel Time (s)	11.4			29.4	8.3	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1075	0	0	1300	0	0
Future Vol, veh/h	1075	0	0	1300	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1168	0	0	1413	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	584
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	390
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	390
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		972	550		405	
Travel Time (s)		22.1	12.5		9.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	9	66	0	0	0
Future Vol, veh/h	0	9	66	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	72	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	82 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	10 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	920 990
Stage 1	0	-	-	0	951 -
Stage 2	0	-	-	0	1013 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	920 990
Mov Cap-2 Maneuver	-	-	-	-	920 -
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	1013 -

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		550	1250		373	
Travel Time (s)		12.5	28.4		8.5	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	9	66	0	0	0
Future Vol, veh/h	0	9	66	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	72	0	0	0






















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	82 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	10 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	920 990
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	1013 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	920 990
Mov Cap-2 Maneuver	-	-	-	-	920 -
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	1013 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.958										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3391	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3391	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54										136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1525			561			1475			1514	
Travel Time (s)		34.7			12.8			33.5			34.4	

Intersection Summary

Area Type: Other

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing
Timing Plan: PM PEAK

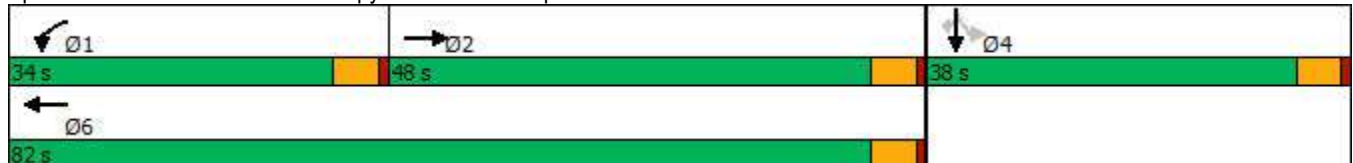


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	820	346	821	760	4	135
Future Volume (vph)	820	346	821	760	4	135
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	34.0	82.0	38.0	38.0	38.0
Total Split (%)	40.0%	28.3%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

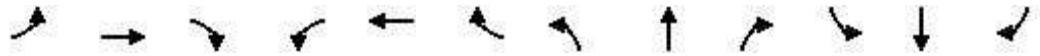
Cycle Length: 120
 Actuated Cycle Length: 111.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps























Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	820	323	346	821	0	0	0	0	760	4	135
Future Volume (veh/h)	0	820	323	346	821	0	0	0	0	760	4	135
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	828	326	349	829	0				771	0	136
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	950	373	387	2303	0				901	0	401
Arrive On Green	0.00	0.38	0.38	0.22	0.65	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2586	979	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	590	564	349	829	0				771	0	136
Grp Sat Flow(s),veh/h/ln	0	1777	1694	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	31.1	31.2	19.3	10.8	0.0				20.8	0.0	7.1
Cycle Q Clear(g_c), s	0.0	31.1	31.2	19.3	10.8	0.0				20.8	0.0	7.1
Prop In Lane	0.00		0.58	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	678	646	387	2303	0				901	0	401
V/C Ratio(X)	0.00	0.87	0.87	0.90	0.36	0.00				0.86	0.00	0.34
Avail Cap(c_a), veh/h	0	756	721	511	2708	0				1164	0	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.9	29.0	38.5	8.2	0.0				36.0	0.0	30.8
Incr Delay (d2), s/veh	0.0	10.0	10.7	15.8	0.1	0.0				5.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.7	14.2	10.0	3.8	0.0				9.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.9	39.7	54.3	8.3	0.0				41.2	0.0	31.3
LnGrp LOS	A	D	D	D	A	A				D	A	C
Approach Vol, veh/h		1154			1178						907	
Approach Delay, s/veh		39.3			21.9						39.7	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	43.5		30.6		70.5						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	43.0		33.0		77.0						
Max Q Clear Time (g_c+I1), s	21.3	33.2		22.8		12.8						
Green Ext Time (p_c), s	0.7	5.3		2.7		7.3						
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						521			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1487			1502	
Travel Time (s)		12.8			104.1			33.8			34.1	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing
Timing Plan: PM PEAK

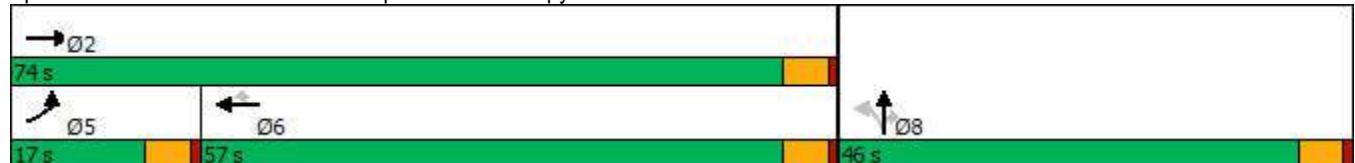


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	100	1476	788	583	297	3	425
Future Volume (vph)	100	1476	788	583	297	3	425
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	17.0	74.0	57.0	57.0	46.0	46.0	46.0
Total Split (%)	14.2%	61.7%	47.5%	47.5%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

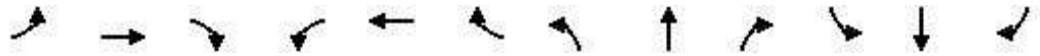
Cycle Length: 120
 Actuated Cycle Length: 115.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy



























Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↙	↗			
Traffic Volume (veh/h)	100	1476	0	0	788	583	297	3	425	0	0	0
Future Volume (veh/h)	100	1476	0	0	788	583	297	3	425	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	127	1868	0	0	997	738	379	0	538			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	153	2020	0	0	1564	697	1236	0	550			
Arrive On Green	0.09	0.57	0.00	0.00	0.44	0.44	0.35	0.00	0.35			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	127	1868	0	0	997	738	379	0	538			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	8.3	56.5	0.0	0.0	25.8	52.0	9.2	0.0	39.7			
Cycle Q Clear(g_c), s	8.3	56.5	0.0	0.0	25.8	52.0	9.2	0.0	39.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	153	2020	0	0	1564	697	1236	0	550			
V/C Ratio(X)	0.83	0.92	0.00	0.00	0.64	1.06	0.31	0.00	0.98			
Avail Cap(c_a), veh/h	181	2075	0	0	1564	697	1236	0	550			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	53.1	23.2	0.0	0.0	25.8	33.1	28.2	0.0	38.2			
Incr Delay (d2), s/veh	23.1	7.6	0.0	0.0	0.9	50.5	0.1	0.0	32.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	24.3	0.0	0.0	10.9	29.1	4.0	0.0	20.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	30.8	0.0	0.0	26.6	83.6	28.3	0.0	70.9			
LnGrp LOS	E	C	A	A	C	F	C	A	E			
Approach Vol, veh/h		1995			1735			917				
Approach Delay, s/veh		33.6			50.9			53.3				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.2			15.2	57.0		46.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		69.0			12.0	52.0		41.0				
Max Q Clear Time (g_c+I1), s		58.5			10.3	54.0		41.7				
Green Ext Time (p_c), s		8.6			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.996				0.850			0.850		0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				187			187			149
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

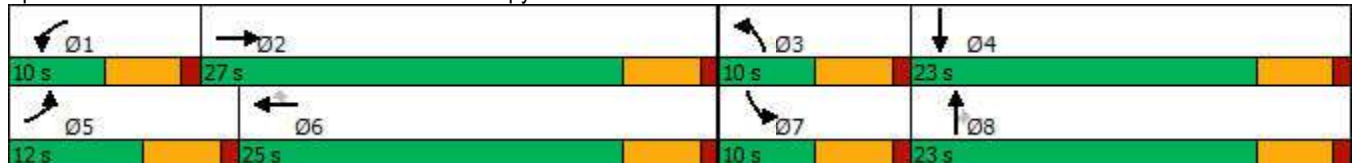


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕↕↕↕	↙	↕↕↕↕	↗	↙	↕	↗	↙	↗
Traffic Volume (vph)	147	1214	24	1070	38	99	23	13	54	59
Future Volume (vph)	147	1214	24	1070	38	99	23	13	54	59
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	12.0	27.0	10.0	25.0	25.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	17.1%	38.6%	14.3%	35.7%	35.7%	14.3%	32.9%	32.9%	14.3%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗	↖	↖	↗	↖	↖	↖	↗
Traffic Volume (veh/h)	147	1214	33	24	1070	38	99	23	13	54	59	136
Future Volume (veh/h)	147	1214	33	24	1070	38	99	23	13	54	59	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	1334	36	26	1176	42	109	25	14	59	65	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1979	53	52	1545	480	139	365	309	93	85	196
Arrive On Green	0.11	0.39	0.39	0.03	0.30	0.30	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1781	5112	138	1781	5106	1585	1781	1870	1585	1781	505	1157
Grp Volume(v), veh/h	162	888	482	26	1176	42	109	25	14	59	0	214
Grp Sat Flow(s),veh/h/ln	1781	1702	1846	1781	1702	1585	1781	1870	1585	1781	0	1662
Q Serve(g_s), s	5.3	12.9	12.9	0.9	12.4	1.1	3.6	0.6	0.4	1.9	0.0	7.3
Cycle Q Clear(g_c), s	5.3	12.9	12.9	0.9	12.4	1.1	3.6	0.6	0.4	1.9	0.0	7.3
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	203	1318	714	52	1545	480	139	365	309	93	0	281
V/C Ratio(X)	0.80	0.67	0.67	0.50	0.76	0.09	0.78	0.07	0.05	0.63	0.00	0.76
Avail Cap(c_a), veh/h	210	1318	714	150	1716	533	150	566	479	150	0	503
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	0.00	1.00
Uniform Delay (d), s/veh	25.7	15.1	15.1	28.5	18.8	14.9	26.9	19.5	19.5	27.6	0.0	23.6
Incr Delay (d2), s/veh	18.8	1.4	2.5	7.1	1.8	0.1	21.8	0.1	0.1	6.9	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.6	5.2	0.5	4.7	0.4	2.3	0.3	0.2	1.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	16.5	17.6	35.6	20.6	14.9	48.7	19.6	19.5	34.5	0.0	27.8
LnGrp LOS	D	B	B	D	C	B	D	B	B	C	A	C
Approach Vol, veh/h		1532			1244			148			273	
Approach Delay, s/veh		19.8			20.8			41.0			29.3	
Approach LOS		B			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	28.0	9.7	15.1	11.8	23.0	8.1	16.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	7.0	20.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	14.9	5.6	9.3	7.3	14.4	3.9	2.6				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.8	0.0	3.6	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.0								
HCM 6th LOS				C								

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.996				0.850		0.930				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3291	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	3291	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				187		93				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

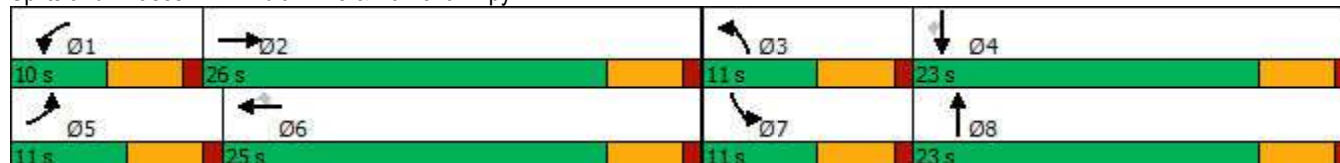


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↙	↑↑	↙	↑↑	↙
Traffic Volume (vph)	87	1185	64	1001	65	80	104	58	159	69
Future Volume (vph)	87	1185	64	1001	65	80	104	58	159	69
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	11.0	26.0	10.0	25.0	25.0	11.0	23.0	11.0	23.0	23.0
Total Split (%)	15.7%	37.1%	14.3%	35.7%	35.7%	15.7%	32.9%	15.7%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 54.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy


































Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖↖		↖	↖↖	↖
Traffic Volume (veh/h)	87	1185	33	64	1001	65	80	104	90	58	159	69
Future Volume (veh/h)	87	1185	33	64	1001	65	80	104	90	58	159	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1222	34	66	1032	67	82	107	93	60	164	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	1807	50	108	1747	542	123	221	176	102	375	167
Arrive On Green	0.07	0.35	0.35	0.06	0.34	0.34	0.07	0.12	0.12	0.06	0.11	0.11
Sat Flow, veh/h	1781	5107	142	1781	5106	1585	1781	1882	1496	1781	3554	1585
Grp Volume(v), veh/h	90	814	442	66	1032	67	82	100	100	60	164	71
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1781	1702	1585	1781	1777	1601	1781	1777	1585
Q Serve(g_s), s	2.4	9.9	9.9	1.8	8.1	1.4	2.2	2.6	2.8	1.6	2.1	2.0
Cycle Q Clear(g_c), s	2.4	9.9	9.9	1.8	8.1	1.4	2.2	2.6	2.8	1.6	2.1	2.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	129	1205	653	108	1747	542	123	208	188	102	375	167
V/C Ratio(X)	0.70	0.68	0.68	0.61	0.59	0.12	0.67	0.48	0.53	0.59	0.44	0.42
Avail Cap(c_a), veh/h	220	1469	796	183	2099	652	220	657	592	220	1315	586
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	22.1	13.4	13.4	22.3	13.2	11.0	22.1	20.1	20.2	22.4	20.4	20.4
Incr Delay (d2), s/veh	6.7	0.9	1.7	5.5	0.3	0.1	6.1	1.7	2.3	5.3	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.3	3.7	0.8	2.6	0.4	1.0	1.1	1.1	0.8	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	14.3	15.1	27.8	13.5	11.1	28.3	21.8	22.5	27.7	21.2	22.1
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1346			1165			282			295	
Approach Delay, s/veh		15.5			14.2			23.9			22.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	22.2	8.3	10.1	8.5	21.7	7.8	10.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	21.0	6.0	18.0	6.0	20.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	3.8	11.9	4.2	4.1	4.4	10.1	3.6	4.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	1.0	0.0	5.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				16.5								
HCM 6th LOS				B								

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	   		 	 	 			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	4999	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	4999	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		32				187			215
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			2764			1333			1298	
Travel Time (s)		30.4			62.8			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing
Timing Plan: PM PEAK

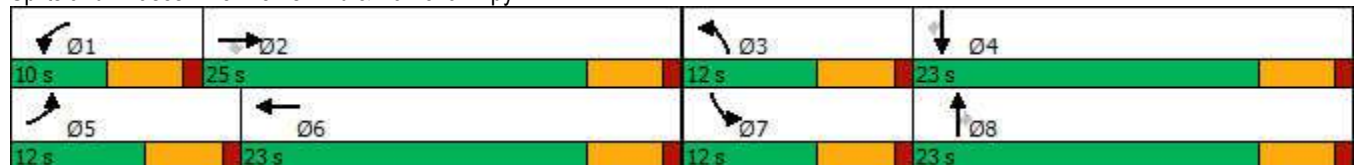


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	224	925	149	112	748	179	393	89	243	568	216
Future Volume (vph)	224	925	149	112	748	179	393	89	243	568	216
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	25.0	25.0	10.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (%)	17.1%	35.7%	35.7%	14.3%	32.9%	17.1%	32.9%	32.9%	17.1%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 67
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy

































Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing
Timing Plan: PM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	925	149	112	748	98	179	393	89	243	568	216
Future Volume (veh/h)	224	925	149	112	748	98	179	393	89	243	568	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	954	154	115	771	101	185	405	92	251	586	223
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1398	434	248	1133	147	288	751	335	358	823	367
Arrive On Green	0.10	0.27	0.27	0.07	0.25	0.25	0.08	0.21	0.21	0.10	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	4572	595	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	231	954	154	115	573	299	185	405	92	251	586	223
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1763	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.8	9.8	4.6	1.9	9.0	9.1	3.1	6.0	2.9	4.1	8.9	7.4
Cycle Q Clear(g_c), s	3.8	9.8	4.6	1.9	9.0	9.1	3.1	6.0	2.9	4.1	8.9	7.4
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1398	434	248	844	437	288	751	335	358	823	367
V/C Ratio(X)	0.68	0.68	0.35	0.46	0.68	0.68	0.64	0.54	0.27	0.70	0.71	0.61
Avail Cap(c_a), veh/h	410	1732	538	293	1039	538	410	1085	484	410	1085	484
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(l)	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	25.7	19.1	17.2	26.3	20.1	20.1	26.2	20.7	19.5	25.5	20.8	20.3
Incr Delay (d2), s/veh	3.5	0.8	0.5	1.3	1.3	2.7	2.4	0.6	0.4	4.4	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.6	1.6	0.8	3.4	3.7	1.3	2.4	1.0	1.8	3.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	19.9	17.7	27.6	21.4	22.8	28.6	21.3	19.9	30.0	22.3	21.9
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		1339			987			682			1060	
Approach Delay, s/veh		21.3			22.5			23.1			24.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	21.1	9.9	18.7	10.8	19.6	11.1	17.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	7.0	18.0	7.0	18.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	11.8	5.1	10.9	5.8	11.1	6.1	8.0				
Green Ext Time (p_c), s	0.0	4.3	0.1	2.7	0.1	3.1	0.1	2.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.922				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1717	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1717	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			206			54			145
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2764			69			53				1318
Travel Time (s)		62.8			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing
Timing Plan: PM PEAK

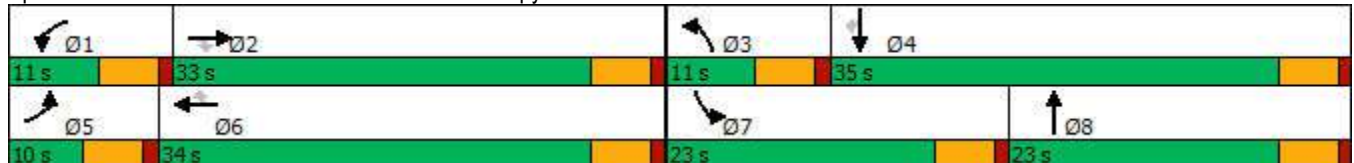


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↘	↙	↑	↘	↑	↘
Traffic Volume (vph)	10	1276	76	101	916	156	43	73	284	111	23
Future Volume (vph)	10	1276	76	101	916	156	43	73	284	111	23
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	33.0	33.0	11.0	34.0	34.0	11.0	23.0	23.0	35.0	35.0
Total Split (%)	11.1%	36.7%	36.7%	12.2%	37.8%	37.8%	12.2%	25.6%	25.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 81.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy

































Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	10	1276	76	101	916	156	43	73	78	284	111	23
Future Volume (veh/h)	10	1276	76	101	916	156	43	73	78	284	111	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1387	83	110	996	170	47	79	85	309	121	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1724	535	139	2054	638	73	104	111	353	528	448
Arrive On Green	0.01	0.34	0.34	0.08	0.40	0.40	0.04	0.13	0.13	0.20	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	824	887	1781	1870	1585
Grp Volume(v), veh/h	11	1387	83	110	996	170	47	0	164	309	121	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1711	1781	1870	1585
Q Serve(g_s), s	0.5	19.0	2.8	4.7	11.1	5.5	2.0	0.0	7.1	12.9	3.8	0.9
Cycle Q Clear(g_c), s	0.5	19.0	2.8	4.7	11.1	5.5	2.0	0.0	7.1	12.9	3.8	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	24	1724	535	139	2054	638	73	0	215	353	528	448
V/C Ratio(X)	0.45	0.80	0.16	0.79	0.48	0.27	0.64	0.00	0.76	0.88	0.23	0.06
Avail Cap(c_a), veh/h	116	1863	578	139	2054	638	139	0	401	418	731	619
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	23.1	17.8	34.8	17.0	15.4	36.2	0.0	32.5	29.9	21.1	20.1
Incr Delay (d2), s/veh	12.7	2.5	0.1	25.7	0.2	0.2	8.9	0.0	5.5	16.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.5	1.0	3.0	4.1	1.9	1.0	0.0	3.2	6.9	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	25.6	17.9	60.4	17.2	15.6	45.2	0.0	38.0	46.4	21.4	20.1
LnGrp LOS	D	C	B	E	B	B	D	A	D	D	C	C
Approach Vol, veh/h		1481			1276			211				455
Approach Delay, s/veh		25.4			20.7			39.6				38.3
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	30.9	8.2	26.7	6.0	35.9	20.2	14.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	28.0	6.0	30.0	5.0	29.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	6.7	21.0	4.0	5.8	2.5	13.1	14.9	9.1				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.7	0.0	6.9	0.3	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				26.2								
HCM 6th LOS				C								

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			351			206		4				247
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2431			1365			737			1531	
Travel Time (s)		55.3			31.0			16.8			34.8	

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	387	937	333	25	586	183	192	280	268	478	440
Future Volume (vph)	387	937	333	25	586	183	192	280	268	478	440
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			Free			6					4
Detector Phase	5	2		1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	17.0	43.0		10.0	36.0	36.0	11.0	23.0	14.0	26.0	26.0
Total Split (%)	18.9%	47.8%		11.1%	40.0%	40.0%	12.2%	25.6%	15.6%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min

Intersection Summary

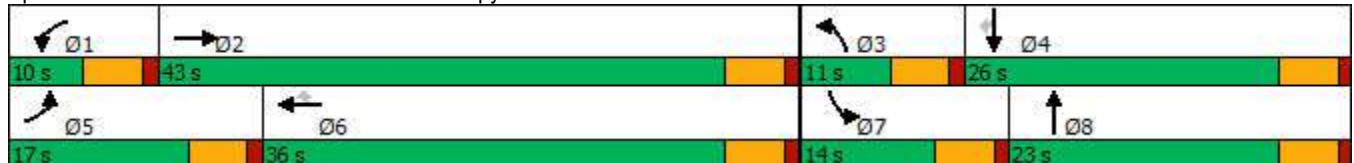
Cycle Length: 90

Actuated Cycle Length: 77.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	387	937	333	25	586	183	192	280	12	268	478	440
Future Volume (veh/h)	387	937	333	25	586	183	192	280	12	268	478	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	407	986	0	26	617	193	202	295	13	282	503	463
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	495	1836		49	868	387	270	851	37	368	973	434
Arrive On Green	0.14	0.36	0.00	0.03	0.24	0.24	0.08	0.25	0.25	0.11	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3468	152	3456	3554	1585
Grp Volume(v), veh/h	407	986	0	26	617	193	202	151	157	282	503	463
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1843	1728	1777	1585
Q Serve(g_s), s	8.8	11.8	0.0	1.1	12.2	8.0	4.4	5.4	5.4	6.1	9.2	21.0
Cycle Q Clear(g_c), s	8.8	11.8	0.0	1.1	12.2	8.0	4.4	5.4	5.4	6.1	9.2	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	495	1836		49	868	387	270	436	452	368	973	434
V/C Ratio(X)	0.82	0.54		0.53	0.71	0.50	0.75	0.35	0.35	0.77	0.52	1.07
Avail Cap(c_a), veh/h	541	2529		116	1436	640	270	436	452	405	973	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	19.5	0.0	36.8	26.5	25.0	34.6	23.9	23.9	33.3	23.6	27.9
Incr Delay (d2), s/veh	9.2	0.2	0.0	8.4	1.1	1.0	10.9	0.5	0.5	7.8	0.5	62.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.4	0.0	0.6	5.1	3.0	2.2	2.2	2.3	2.9	3.8	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	19.7	0.0	45.2	27.6	25.9	45.5	24.3	24.3	41.2	24.1	90.1
LnGrp LOS	D	B		D	C	C	D	C	C	D	C	F
Approach Vol, veh/h		1393			836			510			1248	
Approach Delay, s/veh		26.0			27.8			32.7			52.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	32.6	11.0	26.0	16.0	23.7	13.2	23.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	38.0	6.0	21.0	12.0	31.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	13.8	6.4	23.0	10.8	14.2	8.1	7.4				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.0	0.2	4.5	0.1	1.2				

Intersection Summary























HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				396					187			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2772			1289			1333	
Travel Time (s)		5.0			63.0			29.3			30.3	

Intersection Summary

Area Type: Other

Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing
Timing Plan: PM PEAK

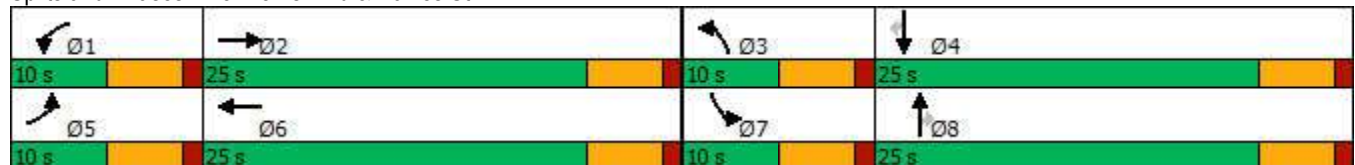


Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↘	↕			
Traffic Volume (vph)	39	0	629	28	23	776			
Future Volume (vph)	39	0	629	28	23	776			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	25.0	25.0	25.0	10.0	25.0	25.0	10.0	10.0
Total Split (%)	14.3%	35.7%	35.7%	35.7%	14.3%	35.7%	36%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 34.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	39	0	24	0	629	28	23	776	0
Future Volume (veh/h)	0	0	0	39	0	24	0	629	28	23	776	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	41	0	25	0	662	29	24	817	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	7	0	87	0	114	6	1278	570	54	2908	903
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.36	0.36	0.03	0.57	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	41	0	25	0	662	29	24	817	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.4	0.0	4.1	0.3	0.4	2.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.4	0.0	4.1	0.3	0.4	2.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	7	0	87	0	114	6	1278	570	54	2908	903
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.22	0.00	0.52	0.05	0.44	0.28	0.00
Avail Cap(c_a), veh/h	320	1342	0	320	0	1137	320	2550	1137	320	3664	1137
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.9	0.0	12.2	0.0	7.0	5.8	13.3	3.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.9	0.0	1.0	0.0	0.3	0.0	5.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.9	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.8	0.0	13.2	0.0	7.3	5.9	18.9	3.1	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			66			691			841	
Approach Delay, s/veh		0.0			15.4			7.3			3.6	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	0.6	0.0	20.9	0.0	7.0	5.8	15.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s	2.6	0.0	0.0	4.3	0.0	2.4	2.4	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.1	0.0	0.1	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				5.7								
HCM 6th LOS				A								

Perris Mixed-Use
 9: Redlands Ave & Dawes St

Existing
 Timing Plan: PM PEAK



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.890				0.992	
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1643	0	1770	1863	3511	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1643	0	1770	1863	3511	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2772			1322	1283	
Travel Time (s)	63.0			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	24	36	181	255	15
Future Vol, veh/h	5	24	36	181	255	15
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	27	41	206	290	17



















Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	587	154	307	0	0
Stage 1	299	-	-	-	-
Stage 2	288	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	456	865	1252	-	-
Stage 1	727	-	-	-	-
Stage 2	760	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	441	865	1252	-	-
Mov Cap-2 Maneuver	441	-	-	-	-
Stage 1	703	-	-	-	-
Stage 2	760	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1252	-	742	-	-
HCM Lane V/C Ratio	0.033	-	0.044	-	-
HCM Control Delay (s)	8	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing Plus Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.953										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3373	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3373	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70										147
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		725			561			1261			1007	
Travel Time (s)		16.5			12.8			28.7			22.9	

Intersection Summary

Area Type: Other

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing Plus Proj
Timing Plan: AM PEAK

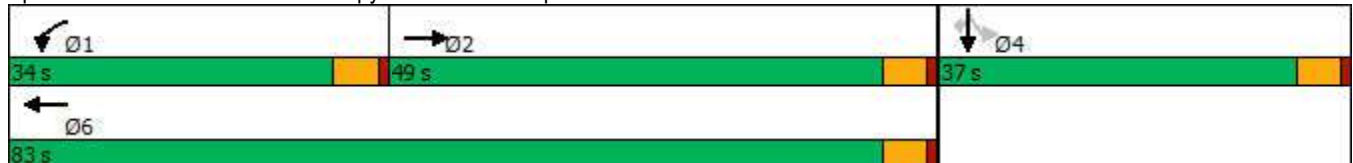


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	672	285	950	630	1	144
Future Volume (vph)	672	285	950	630	1	144
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	49.0	34.0	83.0	37.0	37.0	37.0
Total Split (%)	40.8%	28.3%	69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps























Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	672	307	285	950	0	0	0	0	630	1	144
Future Volume (veh/h)	0	672	307	285	950	0	0	0	0	630	1	144
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	686	313	291	969	0				644	0	147
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	891	407	344	2258	0				829	0	369
Arrive On Green	0.00	0.38	0.38	0.19	0.64	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	2464	1082	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	514	485	291	969	0				644	0	147
Grp Sat Flow(s),veh/h/ln	0	1777	1676	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	19.3	19.3	11.9	10.4	0.0				12.8	0.0	5.9
Cycle Q Clear(g_c), s	0.0	19.3	19.3	11.9	10.4	0.0				12.8	0.0	5.9
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	668	630	344	2258	0				829	0	369
V/C Ratio(X)	0.00	0.77	0.77	0.84	0.43	0.00				0.78	0.00	0.40
Avail Cap(c_a), veh/h	0	1031	972	681	3656	0				1504	0	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	20.8	29.5	6.9	0.0				27.2	0.0	24.6
Incr Delay (d2), s/veh	0.0	1.9	2.0	5.7	0.1	0.0				1.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	7.4	5.5	3.2	0.0				5.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	22.8	35.2	7.1	0.0				28.8	0.0	25.3
LnGrp LOS	A	C	C	D	A	A				C	A	C
Approach Vol, veh/h		999			1260						791	
Approach Delay, s/veh		22.7			13.6						28.2	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.7	33.5		22.6		53.2						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	44.0		32.0		78.0						
Max Q Clear Time (g_c+I1), s	13.9	21.3		14.8		12.4						
Green Ext Time (p_c), s	0.8	7.2		2.8		9.1						
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
 2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
 Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						413			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1310			934	
Travel Time (s)		12.8			104.1			29.8			21.2	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	100	1200	921	603	314	3	563
Future Volume (vph)	100	1200	921	603	314	3	563
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	16.0	65.0	49.0	49.0	55.0	55.0	55.0
Total Split (%)	13.3%	54.2%	40.8%	40.8%	45.8%	45.8%	45.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

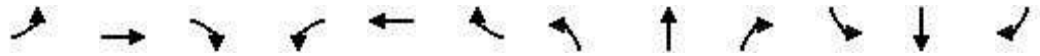
Cycle Length: 120
 Actuated Cycle Length: 106.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	100	1200	0	0	921	603	314	3	563	0	0	0
Future Volume (veh/h)	100	1200	0	0	921	603	314	3	563	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	103	1237	0	0	949	622	326	0	580			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	129	1837	0	0	1418	633	1398	0	622			
Arrive On Green	0.07	0.52	0.00	0.00	0.40	0.40	0.39	0.00	0.39			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	103	1237	0	0	949	622	326	0	580			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	6.3	28.4	0.0	0.0	24.1	42.8	6.7	0.0	38.6			
Cycle Q Clear(g_c), s	6.3	28.4	0.0	0.0	24.1	42.8	6.7	0.0	38.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	129	1837	0	0	1418	633	1398	0	622			
V/C Ratio(X)	0.80	0.67	0.00	0.00	0.67	0.98	0.23	0.00	0.93			
Avail Cap(c_a), veh/h	178	1934	0	0	1418	633	1616	0	719			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.3	19.7	0.0	0.0	27.2	32.8	22.4	0.0	32.1			
Incr Delay (d2), s/veh	16.1	0.9	0.0	0.0	1.2	31.4	0.1	0.0	17.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	11.5	0.0	0.0	10.3	21.4	2.8	0.0	17.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	20.6	0.0	0.0	28.4	64.2	22.5	0.0	49.7			
LnGrp LOS	E	C	A	A	C	E	C	A	D			
Approach Vol, veh/h		1340			1571			906				
Approach Delay, s/veh		24.1			42.5			39.9				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.0			13.0	49.0		48.3				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			11.0	44.0		50.0				
Max Q Clear Time (g_c+I1), s		30.4			8.3	44.8		40.6				
Green Ext Time (p_c), s		11.3			0.1	0.0		2.6				

Intersection Summary


























HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.991				0.850			0.850		0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				206			206		84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔↔↔	↔	↔↔↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	225	842	26	1375	63	82	223	35	36	27
Future Volume (vph)	225	842	26	1375	63	82	223	35	36	27
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	18.0	47.0	10.0	39.0	39.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	20.0%	52.2%	11.1%	43.3%	43.3%	11.1%	25.6%	25.6%	11.1%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

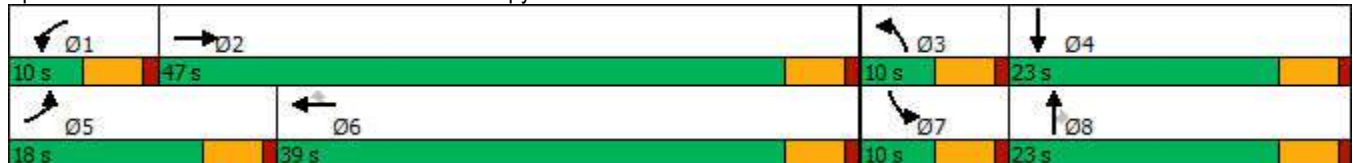
Cycle Length: 90

Actuated Cycle Length: 83

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	225	842	53	26	1375	63	82	223	35	36	27	76
Future Volume (veh/h)	225	842	53	26	1375	63	82	223	35	36	27	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	925	58	29	1511	69	90	245	38	40	30	84
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	2535	159	53	1968	611	114	302	256	66	59	164
Arrive On Green	0.16	0.52	0.52	0.03	0.39	0.39	0.06	0.16	0.16	0.04	0.13	0.13
Sat Flow, veh/h	1781	4912	307	1781	5106	1585	1781	1870	1585	1781	435	1217
Grp Volume(v), veh/h	247	640	343	29	1511	69	90	245	38	40	0	114
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1585	1781	1870	1585	1781	0	1651
Q Serve(g_s), s	10.6	8.8	8.8	1.3	20.2	2.2	3.9	9.9	1.6	1.7	0.0	5.0
Cycle Q Clear(g_c), s	10.6	8.8	8.8	1.3	20.2	2.2	3.9	9.9	1.6	1.7	0.0	5.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	286	1757	937	53	1968	611	114	302	256	66	0	222
V/C Ratio(X)	0.86	0.36	0.37	0.54	0.77	0.11	0.79	0.81	0.15	0.61	0.00	0.51
Avail Cap(c_a), veh/h	296	1827	974	114	2218	689	114	430	365	114	0	380
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	0.00	1.00
Uniform Delay (d), s/veh	32.0	11.3	11.3	37.4	21.0	15.4	36.1	31.7	28.2	37.1	0.0	31.5
Incr Delay (d2), s/veh	21.9	0.1	0.2	8.4	1.5	0.1	30.4	7.6	0.3	8.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	3.0	3.3	0.7	7.8	0.8	2.6	5.0	0.6	0.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	11.4	11.5	45.8	22.5	15.5	66.5	39.3	28.5	45.7	0.0	33.3
LnGrp LOS	D	B	B	D	C	B	E	D	C	D	A	C
Approach Vol, veh/h		1230			1609			373			154	
Approach Delay, s/veh		20.0			22.6			44.8			36.5	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	45.4	10.0	15.5	17.6	35.2	7.9	17.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	42.0	5.0	18.0	13.0	34.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.3	10.8	5.9	7.0	12.6	22.2	3.7	11.9				
Green Ext Time (p_c), s	0.0	7.7	0.0	0.4	0.0	8.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.993				0.850		0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	5085	1583	1770	3394	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5050	0	1770	5085	1583	1770	3394	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				187		74				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

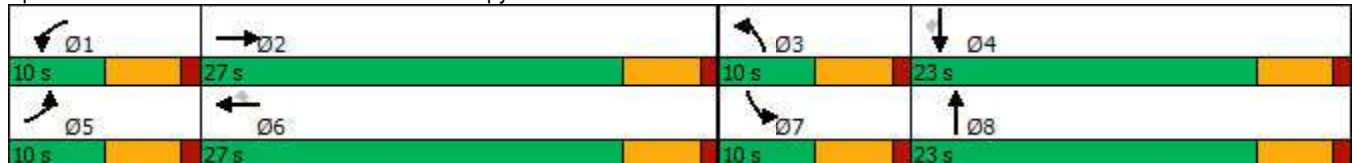


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕↕	↙	↕↕↕↕	↙	↙	↕↕	↙	↕↕	↙
Traffic Volume (vph)	97	813	36	1440	69	47	189	22	44	20
Future Volume (vph)	97	813	36	1440	69	47	189	22	44	20
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	27.0	10.0	27.0	27.0	10.0	23.0	10.0	23.0	23.0
Total Split (%)	14.3%	38.6%	14.3%	38.6%	38.6%	14.3%	32.9%	14.3%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

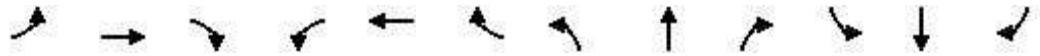
Cycle Length: 70
 Actuated Cycle Length: 52.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy








































Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖↖		↖	↖↖	↖
Traffic Volume (veh/h)	97	813	41	36	1440	69	47	189	72	22	44	20
Future Volume (veh/h)	97	813	41	36	1440	69	47	189	72	22	44	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	838	42	37	1485	71	48	195	74	23	45	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	2083	104	71	1966	610	85	343	126	48	404	180
Arrive On Green	0.07	0.42	0.42	0.04	0.38	0.38	0.05	0.13	0.13	0.03	0.11	0.11
Sat Flow, veh/h	1781	4981	249	1781	5106	1585	1781	2545	934	1781	3554	1585
Grp Volume(v), veh/h	100	572	308	37	1485	71	48	134	135	23	45	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1585	1781	1777	1702	1781	1777	1585
Q Serve(g_s), s	2.9	6.2	6.2	1.1	13.3	1.5	1.4	3.7	3.9	0.7	0.6	0.6
Cycle Q Clear(g_c), s	2.9	6.2	6.2	1.1	13.3	1.5	1.4	3.7	3.9	0.7	0.6	0.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	130	1424	764	71	1966	610	85	239	229	48	404	180
V/C Ratio(X)	0.77	0.40	0.40	0.52	0.76	0.12	0.56	0.56	0.59	0.48	0.11	0.12
Avail Cap(c_a), veh/h	169	1424	764	169	2136	663	169	608	583	169	1216	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	10.7	10.7	24.8	14.0	10.4	24.5	21.3	21.4	25.2	20.9	20.9
Incr Delay (d2), s/veh	14.5	0.2	0.3	5.9	1.5	0.1	5.7	2.1	2.4	7.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.0	2.1	0.5	4.5	0.5	0.7	1.6	1.6	0.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	10.9	11.0	30.6	15.5	10.5	30.2	23.4	23.8	32.3	21.0	21.2
LnGrp LOS	D	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		980			1593			317			89	
Approach Delay, s/veh		13.7			15.6			24.6			24.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	27.0	7.5	11.0	8.8	25.2	6.4	12.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	5.0	22.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	8.2	3.4	2.6	4.9	15.3	2.7	5.9				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.2	0.0	5.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	   		 	 	 	  	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5014	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5014	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		24				164			181
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			970			1333			1298	
Travel Time (s)		30.4			22.0			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	231	499	144	93	1059	257	672	81	126	334	228
Future Volume (vph)	231	499	144	93	1059	257	672	81	126	334	228
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	33.0	33.0	11.0	32.0	13.0	25.0	25.0	11.0	23.0	23.0
Total Split (%)	15.0%	41.3%	41.3%	13.8%	40.0%	16.3%	31.3%	31.3%	13.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

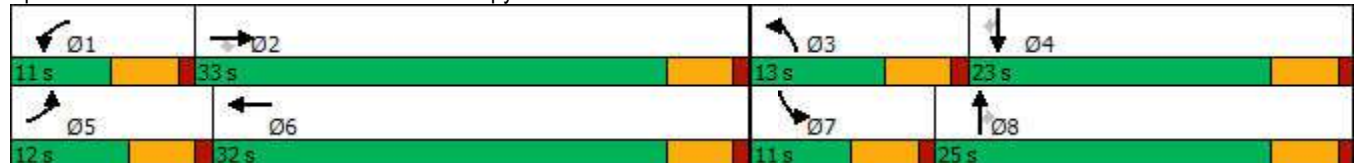
Cycle Length: 80

Actuated Cycle Length: 76.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy

































Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	499	144	93	1059	112	257	672	81	126	334	228
Future Volume (veh/h)	231	499	144	93	1059	112	257	672	81	126	334	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	514	148	96	1092	115	265	693	84	130	344	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1789	555	207	1481	156	356	861	384	225	726	324
Arrive On Green	0.09	0.35	0.35	0.06	0.32	0.32	0.10	0.24	0.24	0.07	0.20	0.20
Sat Flow, veh/h	3456	5106	1585	3456	4692	494	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	238	514	148	96	792	415	265	693	84	130	344	235
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1782	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.7	5.2	4.7	1.9	14.7	14.7	5.3	13.0	3.0	2.6	6.0	9.8
Cycle Q Clear(g_c), s	4.7	5.2	4.7	1.9	14.7	14.7	5.3	13.0	3.0	2.6	6.0	9.8
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1789	555	207	1075	562	356	861	384	225	726	324
V/C Ratio(X)	0.73	0.29	0.27	0.46	0.74	0.74	0.74	0.80	0.22	0.58	0.47	0.73
Avail Cap(c_a), veh/h	341	2017	626	293	1297	679	390	1003	447	293	903	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	16.6	16.5	32.2	21.6	21.6	30.9	25.3	21.5	32.2	24.8	26.3
Incr Delay (d2), s/veh	7.3	0.1	0.3	1.6	1.8	3.4	6.9	4.2	0.3	2.3	0.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.9	1.7	0.8	5.7	6.3	2.5	5.7	1.1	1.1	2.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	16.7	16.7	33.8	23.4	25.1	37.7	29.5	21.8	34.5	25.3	31.2
LnGrp LOS	D	B	B	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		900			1303			1042			709	
Approach Delay, s/veh		22.5			24.7			31.0			29.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	29.8	12.3	19.5	11.7	27.4	9.6	22.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	28.0	8.0	18.0	7.0	27.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	3.9	7.2	7.3	11.8	6.7	16.7	4.6	15.0				
Green Ext Time (p_c), s	0.0	4.0	0.1	1.6	0.0	5.6	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1749	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1749	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			455			39			232
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1294			69			53				1318
Travel Time (s)		29.4			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

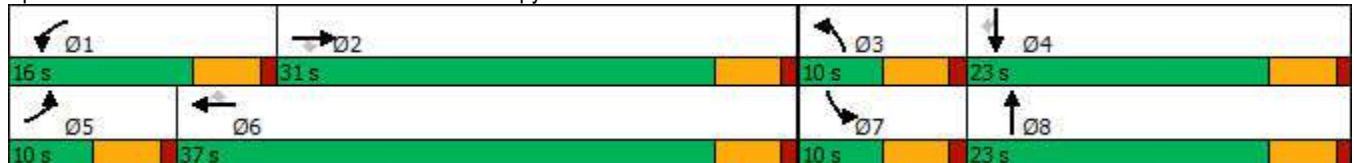


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	12	678	37	132	1276	419	38	183	70	78	11
Future Volume (vph)	12	678	37	132	1276	419	38	183	70	78	11
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	31.0	31.0	16.0	37.0	37.0	10.0	23.0	10.0	23.0	23.0
Total Split (%)	12.5%	38.8%	38.8%	20.0%	46.3%	46.3%	12.5%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

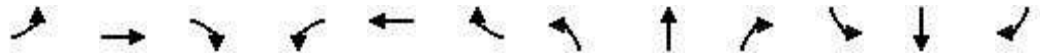
Cycle Length: 80
 Actuated Cycle Length: 66.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy

































Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	12	678	37	132	1276	419	38	183	124	70	78	11
Future Volume (veh/h)	12	678	37	132	1276	419	38	183	124	70	78	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	737	40	143	1387	455	41	199	135	76	85	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1641	509	182	2081	646	71	232	158	100	449	381
Arrive On Green	0.02	0.32	0.32	0.10	0.41	0.41	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1039	705	1781	1870	1585
Grp Volume(v), veh/h	13	737	40	143	1387	455	41	0	334	76	85	12
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1744	1781	1870	1585
Q Serve(g_s), s	0.5	7.7	1.2	5.3	14.9	16.1	1.5	0.0	12.4	2.8	2.4	0.4
Cycle Q Clear(g_c), s	0.5	7.7	1.2	5.3	14.9	16.1	1.5	0.0	12.4	2.8	2.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	29	1641	509	182	2081	646	71	0	390	100	449	381
V/C Ratio(X)	0.46	0.45	0.08	0.79	0.67	0.70	0.58	0.00	0.86	0.76	0.19	0.03
Avail Cap(c_a), veh/h	132	1969	611	291	2423	752	132	0	465	132	499	423
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	18.1	15.9	29.6	16.2	16.6	31.8	0.0	25.1	31.4	20.4	19.6
Incr Delay (d2), s/veh	10.9	0.2	0.1	7.3	0.6	2.5	7.3	0.0	12.8	16.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	0.4	2.5	5.3	5.7	0.8	0.0	6.2	1.6	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	18.3	16.0	36.8	16.8	19.1	39.1	0.0	38.0	47.7	20.6	19.7
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	C	B
Approach Vol, veh/h		790			1985			375			173	
Approach Delay, s/veh		18.6			18.8			38.1			32.4	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	26.7	7.7	21.2	6.1	32.5	8.8	20.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	26.0	5.0	18.0	5.0	32.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.3	9.7	3.5	4.4	2.5	18.1	4.8	14.4				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.3	0.0	9.4	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227			255			2			185
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2431			1365			737			1531	
Travel Time (s)		55.3			31.0			16.8			34.8	

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

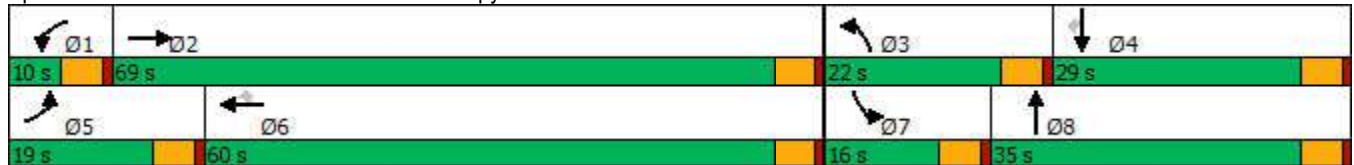
Existing Plus Proj
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	339	353	204	8	975	303	422	475	155	291	453	
Future Volume (vph)	339	353	204	8	975	303	422	475	155	291	453	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	5	2		1	6		3	8	7	4		
Permitted Phases			Free			6					4	
Detector Phase	5	2		1	6	6	3	8	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	
Total Split (s)	19.0	69.0		10.0	60.0	60.0	22.0	35.0	16.0	29.0	29.0	
Total Split (%)	14.6%	53.1%		7.7%	46.2%	46.2%	16.9%	26.9%	12.3%	22.3%	22.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 120.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing Plus Proj
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	339	353	204	8	975	303	422	475	15	155	291	453
Future Volume (veh/h)	339	353	204	8	975	303	422	475	15	155	291	453
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	357	372	0	8	1026	319	444	500	16	163	306	477
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	2386		17	1273	568	498	1006	32	223	734	328
Arrive On Green	0.12	0.47	0.00	0.01	0.36	0.36	0.14	0.29	0.29	0.06	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3515	112	3456	3554	1585
Grp Volume(v), veh/h	357	372	0	8	1026	319	444	252	264	163	306	477
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1850	1728	1777	1585
Q Serve(g_s), s	11.8	4.9	0.0	0.5	30.3	18.8	14.7	13.7	13.8	5.4	8.7	24.0
Cycle Q Clear(g_c), s	11.8	4.9	0.0	0.5	30.3	18.8	14.7	13.7	13.8	5.4	8.7	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	411	2386		17	1273	568	498	508	529	223	734	328
V/C Ratio(X)	0.87	0.16		0.46	0.81	0.56	0.89	0.50	0.50	0.73	0.42	1.46
Avail Cap(c_a), veh/h	417	2814		77	1683	751	506	508	529	327	734	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	17.8	0.0	57.2	33.6	30.0	48.8	34.5	34.5	53.3	40.0	46.1
Incr Delay (d2), s/veh	17.3	0.0	0.0	17.6	2.2	0.9	17.7	0.8	0.7	4.6	0.4	221.6
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	6.1	1.9	0.0	0.3	13.2	7.2	7.5	6.0	6.3	2.5	3.8	29.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	17.8	0.0	74.8	35.9	30.8	66.5	35.3	35.2	57.9	40.4	267.7
LnGrp LOS	E	B		E	D	C	E	D	D	E	D	F
Approach Vol, veh/h		729			1353			960			946	
Approach Delay, s/veh		42.2			34.9			49.7			158.0	
Approach LOS		D			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	59.3	21.7	29.0	18.8	46.6	12.5	38.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	64.0	17.0	24.0	14.0	55.0	11.0	30.0				
Max Q Clear Time (g_c+I1), s	2.5	6.9	16.7	26.0	13.8	32.3	7.4	15.8				
Green Ext Time (p_c), s	0.0	2.8	0.1	0.0	0.0	9.3	0.2	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			69.0									
HCM 6th LOS			E									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing Plus Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					347					187		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			972			1289			1333	
Travel Time (s)		5.0			22.1			29.3			30.3	

Intersection Summary

Area Type: Other



Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↙	↕			
Traffic Volume (vph)	21	0	1050	20	85	390			
Future Volume (vph)	21	0	1050	20	85	390			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	23.0	27.0	27.0	10.0	27.0	23.0	10.0	10.0
Total Split (%)	14.3%	32.9%	38.6%	38.6%	14.3%	38.6%	33%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

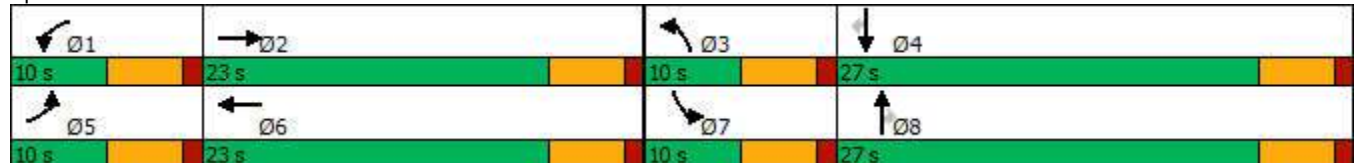
Cycle Length: 70

Actuated Cycle Length: 46.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing Plus Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	21	0	58	0	1050	20	85	390	0
Future Volume (veh/h)	0	0	0	21	0	58	0	1050	20	85	390	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	22	0	61	0	1105	21	89	411	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	5	0	49	0	122	5	1596	712	143	3373	1047
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.08	0.00	0.45	0.45	0.08	0.66	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	22	0	61	0	1105	21	89	411	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	1.4	0.0	9.5	0.3	1.8	1.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	1.4	0.0	9.5	0.3	1.8	1.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	5	0	49	0	122	5	1596	712	143	3373	1047
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.50	0.00	0.69	0.03	0.62	0.12	0.00
Avail Cap(c_a), veh/h	234	884	0	234	0	749	234	2054	916	234	3373	1047
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.2	0.0	16.9	0.0	8.4	5.9	17.0	2.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	3.2	0.0	0.7	0.0	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.5	0.0	2.5	0.1	0.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	24.7	0.0	20.0	0.0	9.1	5.9	21.4	2.4	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	C	A	A
Approach Vol, veh/h		0			83			1126			500	
Approach Delay, s/veh		0.0			21.3			9.0			5.8	
Approach LOS					C			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	1.9	0.0	30.1	0.0	7.9	8.0	22.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	18.0	5.0	22.0	5.0	18.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s	2.5	0.0	0.0	3.1	0.0	3.4	3.8	11.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.2	0.0	5.6				
Intersection Summary												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.949	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	1863	3359	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	1863	3359	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1250			1322	1283	
Travel Time (s)	28.4			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	35	65	309	183	94
Future Vol, veh/h	35	35	65	309	183	94
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	40	74	351	208	107

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	761	158	315	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	357	860	1244	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	860	1244	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1244	-	483	-	-
HCM Lane V/C Ratio	0.059	-	0.165	-	-
HCM Control Delay (s)	8.1	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	970			500	344	
Travel Time (s)	22.0			11.4	7.8	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1113	38	0	1367	0	31
Future Vol, veh/h	1113	38	0	1367	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	41	0	1486	0	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	605
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	378
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	378
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	378	-	-	-
HCM Lane V/C Ratio	0.089	-	-	-
HCM Control Delay (s)	15.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	500			1294	364	
Travel Time (s)	11.4			29.4	8.3	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1106	38	0	1367	0	30
Future Vol, veh/h	1106	38	0	1367	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1202	41	0	1486	0	33

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	601
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	380
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.086	-	-	-
HCM Control Delay (s)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.933		0.918	
Flt Protected		0.956			0.981	
Satd. Flow (prot)	0	1781	1738	0	1678	0
Flt Permitted		0.956			0.981	
Satd. Flow (perm)	0	1781	1738	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		972	550		405	
Travel Time (s)		22.1	12.5		9.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	95	9	66	64	8	13
Future Vol, veh/h	95	9	66	64	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	10	72	70	9	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	323
Stage 1	-	-	-	-	107
Stage 2	-	-	-	-	216
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1441	-	-	-	671
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	820
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	623
Mov Cap-2 Maneuver	-	-	-	-	623
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	820

Approach	EB	WB	SB
HCM Control Delay, s	7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	790
HCM Lane V/C Ratio	0.072	-	-	-	0.029
HCM Control Delay (s)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.961					
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1790	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1790	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	550		1250	373		
Travel Time (s)	12.5		28.4	8.5		

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	17	130	53	8	0
Future Vol, veh/h	0	17	130	53	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	141	58	9	0



















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	188
Stage 1	-	-	-	-	170
Stage 2	-	-	-	-	18
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	0	-	-	-	801
Stage 1	0	-	-	-	860
Stage 2	0	-	-	-	1005
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	801
Mov Cap-2 Maneuver	-	-	-	-	801
Stage 1	-	-	-	-	860
Stage 2	-	-	-	-	1005

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	801
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Existing Plus Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.958										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3391	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3391	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53										136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		648			561			1216			985	
Travel Time (s)		14.7			12.8			27.6			22.4	

Intersection Summary

Area Type: Other

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Existing Plus Proj
 Timing Plan: PM PEAK

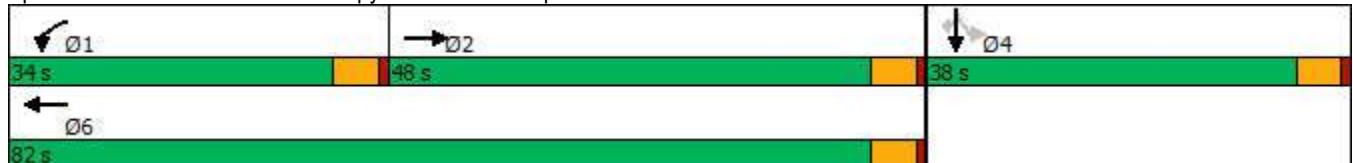


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	828	354	839	764	4	135
Future Volume (vph)	828	354	839	764	4	135
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	34.0	82.0	38.0	38.0	38.0
Total Split (%)	40.0%	28.3%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps























Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	828	323	354	839	0	0	0	0	764	4	135
Future Volume (veh/h)	0	828	323	354	839	0	0	0	0	764	4	135
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	836	326	358	847	0				775	0	136
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	950	370	395	2310	0				901	0	401
Arrive On Green	0.00	0.38	0.38	0.22	0.65	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2593	972	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	594	568	358	847	0				775	0	136
Grp Sat Flow(s),veh/h/ln	0	1777	1695	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	32.0	32.2	20.2	11.3	0.0				21.4	0.0	7.2
Cycle Q Clear(g_c), s	0.0	32.0	32.2	20.2	11.3	0.0				21.4	0.0	7.2
Prop In Lane	0.00		0.57	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	675	644	395	2310	0				901	0	401
V/C Ratio(X)	0.00	0.88	0.88	0.91	0.37	0.00				0.86	0.00	0.34
Avail Cap(c_a), veh/h	0	742	707	501	2656	0				1141	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	29.8	39.1	8.3	0.0				36.8	0.0	31.5
Incr Delay (d2), s/veh	0.0	11.1	11.8	17.4	0.1	0.0				5.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.3	14.8	10.6	4.0	0.0				9.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.8	41.6	56.4	8.4	0.0				42.4	0.0	32.0
LnGrp LOS	A	D	D	E	A	A				D	A	C
Approach Vol, veh/h		1162			1205						911	
Approach Delay, s/veh		41.2			22.6						40.8	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.8	44.2		31.0		72.0						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	43.0		33.0		77.0						
Max Q Clear Time (g_c+I1), s	22.2	34.2		23.4		13.3						
Green Ext Time (p_c), s	0.7	4.9		2.6		7.5						
Intersection Summary												
HCM 6th Ctrl Delay				34.3								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						511			64			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		561			4582			1217				984
Travel Time (s)		12.8			104.1			27.7				22.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

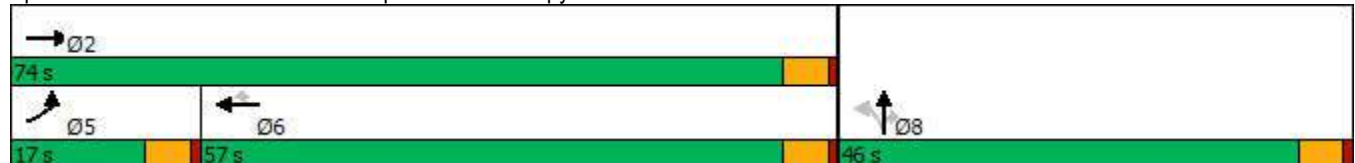


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	100	1488	814	591	297	3	429
Future Volume (vph)	100	1488	814	591	297	3	429
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	17.0	74.0	57.0	57.0	46.0	46.0	46.0
Total Split (%)	14.2%	61.7%	47.5%	47.5%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

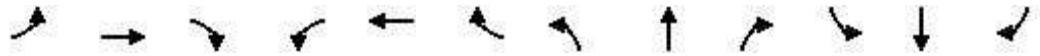
Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	100	1488	0	0	814	591	297	3	429	0	0	0
Future Volume (veh/h)	100	1488	0	0	814	591	297	3	429	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	127	1884	0	0	1030	748	379	0	543			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	153	2023	0	0	1567	699	1234	0	549			
Arrive On Green	0.09	0.57	0.00	0.00	0.44	0.44	0.35	0.00	0.35			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	127	1884	0	0	1030	748	379	0	543			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	8.3	57.5	0.0	0.0	27.0	52.2	9.2	0.0	40.3			
Cycle Q Clear(g_c), s	8.3	57.5	0.0	0.0	27.0	52.2	9.2	0.0	40.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	153	2023	0	0	1567	699	1234	0	549			
V/C Ratio(X)	0.83	0.93	0.00	0.00	0.66	1.07	0.31	0.00	0.99			
Avail Cap(c_a), veh/h	181	2071	0	0	1567	699	1234	0	549			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	53.2	23.4	0.0	0.0	26.1	33.1	28.3	0.0	38.5			
Incr Delay (d2), s/veh	23.3	8.2	0.0	0.0	1.0	54.4	0.1	0.0	35.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	24.9	0.0	0.0	11.5	29.9	4.0	0.0	20.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	31.6	0.0	0.0	27.1	87.5	28.5	0.0	74.0			
LnGrp LOS	E	C	A	A	C	F	C	A	E			
Approach Vol, veh/h		2011			1778			922				
Approach Delay, s/veh		34.4			52.5			55.3				
Approach LOS		C			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.4			15.2	57.2		46.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		69.0			12.0	52.0		41.0				
Max Q Clear Time (g_c+I1), s		59.5			10.3	54.2		42.3				
Green Ext Time (p_c), s		7.9			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.996				0.850			0.850		0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				187			187			149
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4582			4056			2446				1918
Travel Time (s)		104.1			92.2			55.6				43.6

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

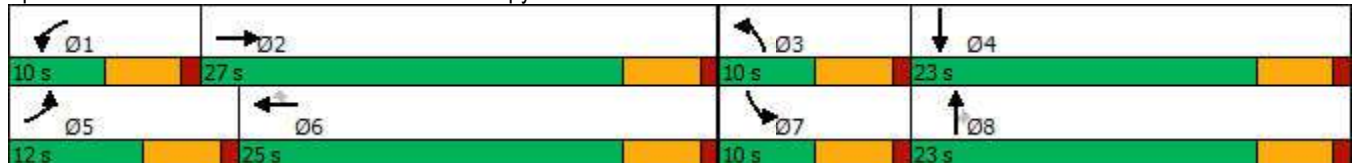


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↵	↕↕↕	↵	↕↕↕	↗	↵	↕	↗	↵	↗
Traffic Volume (vph)	147	1230	32	1106	46	99	23	17	58	59
Future Volume (vph)	147	1230	32	1106	46	99	23	17	58	59
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	12.0	27.0	10.0	25.0	25.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	17.1%	38.6%	14.3%	35.7%	35.7%	14.3%	32.9%	32.9%	14.3%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

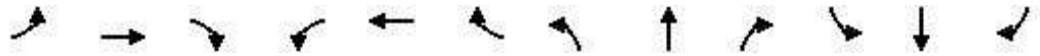
Cycle Length: 70
 Actuated Cycle Length: 60.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	147	1230	33	32	1106	46	99	23	17	58	59	136
Future Volume (veh/h)	147	1230	33	32	1106	46	99	23	17	58	59	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	1352	36	35	1215	51	109	25	19	64	65	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1958	52	66	1562	485	139	360	305	97	85	195
Arrive On Green	0.11	0.38	0.38	0.04	0.31	0.31	0.08	0.19	0.19	0.05	0.17	0.17
Sat Flow, veh/h	1781	5114	136	1781	5106	1585	1781	1870	1585	1781	505	1157
Grp Volume(v), veh/h	162	900	488	35	1215	51	109	25	19	64	0	214
Grp Sat Flow(s),veh/h/ln	1781	1702	1846	1781	1702	1585	1781	1870	1585	1781	0	1662
Q Serve(g_s), s	5.3	13.3	13.3	1.2	13.0	1.4	3.6	0.7	0.6	2.1	0.0	7.4
Cycle Q Clear(g_c), s	5.3	13.3	13.3	1.2	13.0	1.4	3.6	0.7	0.6	2.1	0.0	7.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	203	1303	707	66	1562	485	139	360	305	97	0	281
V/C Ratio(X)	0.80	0.69	0.69	0.53	0.78	0.11	0.78	0.07	0.06	0.66	0.00	0.76
Avail Cap(c_a), veh/h	208	1303	707	148	1701	528	148	561	475	148	0	498
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	0.00	1.00
Uniform Delay (d), s/veh	25.9	15.5	15.5	28.4	19.0	14.9	27.2	19.8	19.8	27.8	0.0	23.8
Incr Delay (d2), s/veh	19.1	1.6	2.9	6.6	2.2	0.1	22.1	0.1	0.1	7.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.8	5.5	0.6	4.9	0.5	2.3	0.3	0.2	1.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	17.1	18.4	35.0	21.1	15.0	49.3	19.9	19.9	35.1	0.0	28.1
LnGrp LOS	D	B	B	C	C	B	D	B	B	D	A	C
Approach Vol, veh/h		1550			1301			153				278
Approach Delay, s/veh		20.4			21.3			40.8				29.7
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	28.0	9.7	15.1	11.8	23.4	8.3	16.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	7.0	20.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.2	15.3	5.6	9.4	7.3	15.0	4.1	2.7				
Green Ext Time (p_c), s	0.0	4.5	0.0	0.8	0.0	3.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.996				0.850		0.929				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3288	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	3288	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				187		97				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

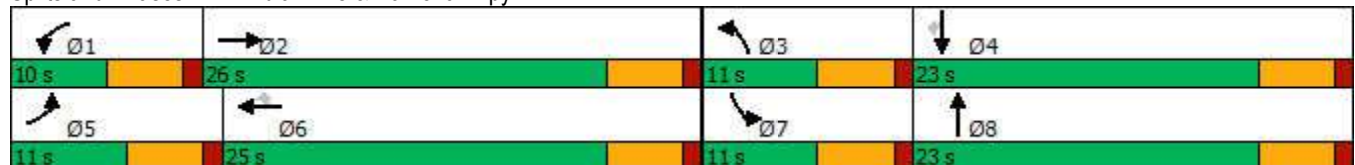


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↵	↕↕↕	↵	↕↕↕	↗	↵	↕↕	↵	↕↕	↗
Traffic Volume (vph)	87	1211	72	1054	73	80	104	62	159	69
Future Volume (vph)	87	1211	72	1054	73	80	104	62	159	69
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	11.0	26.0	10.0	25.0	25.0	11.0	23.0	11.0	23.0	23.0
Total Split (%)	15.7%	37.1%	14.3%	35.7%	35.7%	15.7%	32.9%	15.7%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 54.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	87	1211	33	72	1054	73	80	104	94	62	159	69
Future Volume (veh/h)	87	1211	33	72	1054	73	80	104	94	62	159	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1248	34	74	1087	75	82	107	97	64	164	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1812	49	115	1773	550	122	218	180	105	387	173
Arrive On Green	0.07	0.35	0.35	0.06	0.35	0.35	0.07	0.12	0.12	0.06	0.11	0.11
Sat Flow, veh/h	1781	5110	139	1781	5106	1585	1781	1846	1526	1781	3554	1585
Grp Volume(v), veh/h	90	831	451	74	1087	75	82	103	101	64	164	71
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1781	1702	1585	1781	1777	1596	1781	1777	1585
Q Serve(g_s), s	2.4	10.3	10.3	2.0	8.7	1.6	2.2	2.7	3.0	1.7	2.1	2.1
Cycle Q Clear(g_c), s	2.4	10.3	10.3	2.0	8.7	1.6	2.2	2.7	3.0	1.7	2.1	2.1
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	128	1207	654	115	1773	550	122	210	188	105	387	173
V/C Ratio(X)	0.70	0.69	0.69	0.64	0.61	0.14	0.67	0.49	0.54	0.61	0.42	0.41
Avail Cap(c_a), veh/h	216	1444	783	180	2062	640	216	646	580	216	1292	576
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	22.5	13.6	13.7	22.6	13.4	11.1	22.5	20.4	20.6	22.7	20.6	20.6
Incr Delay (d2), s/veh	6.9	1.1	2.0	5.9	0.4	0.1	6.3	1.8	2.4	5.6	0.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	3.9	1.0	2.9	0.5	1.1	1.1	1.1	0.8	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	14.7	15.7	28.5	13.8	11.2	28.9	22.2	22.9	28.3	21.4	22.2
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1372			1236			286			299	
Approach Delay, s/veh		16.0			14.5			24.4			23.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	22.6	8.4	10.4	8.6	22.2	7.9	10.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	21.0	6.0	18.0	6.0	20.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	4.0	12.3	4.2	4.1	4.4	10.7	3.7	5.0				
Green Ext Time (p_c), s	0.0	5.2	0.0	1.0	0.0	5.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	4994	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	4994	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		33				187			202
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			810			1333			1298	
Travel Time (s)		30.4			18.4			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

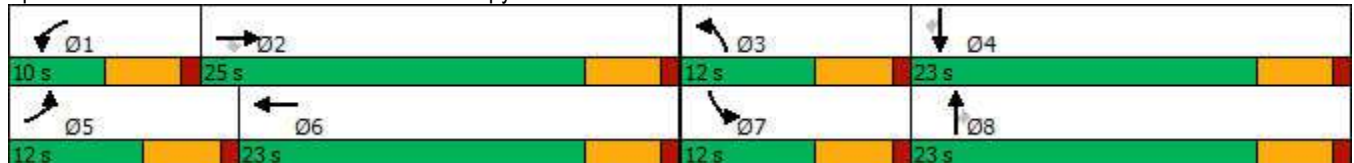


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	224	950	158	117	768	230	406	95	249	570	216
Future Volume (vph)	224	950	158	117	768	230	406	95	249	570	216
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	25.0	25.0	10.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (%)	17.1%	35.7%	35.7%	14.3%	32.9%	17.1%	32.9%	32.9%	17.1%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 67.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy



Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	950	158	117	768	103	230	406	95	249	570	216
Future Volume (veh/h)	224	950	158	117	768	103	230	406	95	249	570	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	979	163	121	792	106	237	419	98	257	588	223
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1395	433	247	1129	150	341	792	353	361	813	362
Arrive On Green	0.10	0.27	0.27	0.07	0.25	0.25	0.10	0.22	0.22	0.10	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	4559	606	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	231	979	163	121	590	308	237	419	98	257	588	223
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1761	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.9	10.5	5.1	2.1	9.6	9.7	4.0	6.3	3.1	4.4	9.3	7.7
Cycle Q Clear(g_c), s	3.9	10.5	5.1	2.1	9.6	9.7	4.0	6.3	3.1	4.4	9.3	7.7
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	1395	433	247	843	436	341	792	353	361	813	362
V/C Ratio(X)	0.69	0.70	0.38	0.49	0.70	0.71	0.70	0.53	0.28	0.71	0.72	0.62
Avail Cap(c_a), veh/h	397	1675	520	283	1005	520	397	1049	468	397	1049	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	19.9	18.0	27.2	20.9	20.9	26.6	20.9	19.6	26.4	21.7	21.1
Incr Delay (d2), s/veh	4.0	1.1	0.5	1.5	1.7	3.5	4.3	0.5	0.4	5.3	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.9	1.8	0.9	3.7	4.1	1.8	2.5	1.1	2.0	3.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	21.0	18.5	28.7	22.6	24.4	30.9	21.4	20.0	31.7	23.5	22.8
LnGrp LOS	C	C	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1373			1019			754			1068	
Approach Delay, s/veh		22.3			23.9			24.2			25.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	21.7	11.0	18.9	10.9	20.1	11.4	18.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	7.0	18.0	7.0	18.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	4.1	12.5	6.0	11.3	5.9	11.7	6.4	8.3				
Green Ext Time (p_c), s	0.0	4.1	0.1	2.6	0.1	3.0	0.1	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.923				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1719	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1719	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			206			52			145
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1225			69			53				1318
Travel Time (s)		27.8			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	12	1291	78	108	935	156	46	111	284	118	26
Future Volume (vph)	12	1291	78	108	935	156	46	111	284	118	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	37.0	37.0	10.0	37.0	37.0	11.0	23.0	20.0	32.0	32.0
Total Split (%)	11.1%	41.1%	41.1%	11.1%	41.1%	41.1%	12.2%	25.6%	22.2%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 85.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy

































Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	12	1291	78	108	935	156	46	111	116	284	118	26
Future Volume (veh/h)	12	1291	78	108	935	156	46	111	116	284	118	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	1403	85	117	1016	170	50	121	126	309	128	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1776	551	107	2004	622	73	143	149	322	579	491
Arrive On Green	0.02	0.35	0.35	0.06	0.39	0.39	0.04	0.17	0.17	0.18	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	839	874	1781	1870	1585
Grp Volume(v), veh/h	13	1403	85	117	1016	170	50	0	247	309	128	28
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1713	1781	1870	1585
Q Serve(g_s), s	0.6	20.5	3.1	5.0	12.5	6.1	2.3	0.0	11.6	14.3	4.2	1.0
Cycle Q Clear(g_c), s	0.6	20.5	3.1	5.0	12.5	6.1	2.3	0.0	11.6	14.3	4.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	28	1776	551	107	2004	622	73	0	292	322	579	491
V/C Ratio(X)	0.47	0.79	0.15	1.09	0.51	0.27	0.68	0.00	0.85	0.96	0.22	0.06
Avail Cap(c_a), veh/h	107	1968	611	107	2004	622	129	0	371	322	608	515
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	24.3	18.7	39.0	19.1	17.2	39.3	0.0	33.4	33.7	21.2	20.1
Incr Delay (d2), s/veh	11.7	2.0	0.1	113.5	0.2	0.2	10.5	0.0	13.5	39.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.2	1.1	5.5	4.7	2.2	1.2	0.0	5.8	9.5	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	26.4	18.8	152.5	19.3	17.4	49.8	0.0	46.9	73.2	21.4	20.2
LnGrp LOS	D	C	B	F	B	B	D	A	D	E	C	C
Approach Vol, veh/h		1501			1303			297			465	
Approach Delay, s/veh		26.2			31.0			47.4			55.8	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	33.9	8.4	30.7	6.3	37.6	20.0	19.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0	6.0	27.0	5.0	32.0	15.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	22.5	4.3	6.2	2.6	14.5	16.3	13.6				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.7	0.0	7.4	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				33.6								
HCM 6th LOS				C								

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 	 	 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			369			206			4			245
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2431			1365			737				1531
Travel Time (s)		55.3			31.0			16.8				34.8

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	405	955	351	25	594	183	200	280	268	478	448	
Future Volume (vph)	405	955	351	25	594	183	200	280	268	478	448	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	5	2		1	6		3	8	7	4		
Permitted Phases			Free			6					4	
Detector Phase	5	2		1	6	6	3	8	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	
Total Split (s)	17.0	43.0		10.0	36.0	36.0	11.0	23.0	14.0	26.0	26.0	
Total Split (%)	18.9%	47.8%		11.1%	40.0%	40.0%	12.2%	25.6%	15.6%	28.9%	28.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min	

Intersection Summary

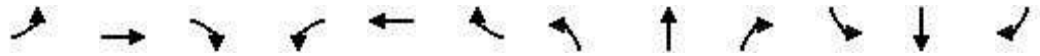
Cycle Length: 90
 Actuated Cycle Length: 78.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	405	955	351	25	594	183	200	280	12	268	478	448
Future Volume (veh/h)	405	955	351	25	594	183	200	280	12	268	478	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	426	1005	0	26	625	193	211	295	13	282	503	472
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1867		49	874	390	268	840	37	367	963	430
Arrive On Green	0.15	0.37	0.00	0.03	0.25	0.25	0.08	0.24	0.24	0.11	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3468	152	3456	3554	1585
Grp Volume(v), veh/h	426	1005	0	26	625	193	211	151	157	282	503	472
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1843	1728	1777	1585
Q Serve(g_s), s	9.3	12.0	0.0	1.1	12.5	8.1	4.6	5.4	5.5	6.2	9.3	21.0
Cycle Q Clear(g_c), s	9.3	12.0	0.0	1.1	12.5	8.1	4.6	5.4	5.5	6.2	9.3	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	510	1867		49	874	390	268	431	447	367	963	430
V/C Ratio(X)	0.84	0.54		0.53	0.72	0.50	0.79	0.35	0.35	0.77	0.52	1.10
Avail Cap(c_a), veh/h	535	2505		115	1422	634	268	431	447	402	963	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	19.4	0.0	37.2	26.7	25.1	35.1	24.3	24.3	33.7	24.0	28.2
Incr Delay (d2), s/veh	10.7	0.2	0.0	8.5	1.1	1.0	14.5	0.5	0.5	8.1	0.5	72.8
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	4.5	4.5	0.0	0.6	5.2	3.0	2.4	2.3	2.4	2.9	3.8	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	19.7	0.0	45.6	27.8	26.1	49.6	24.8	24.8	41.8	24.5	101.0
LnGrp LOS	D	B		D	C	C	D	C	C	D	C	F
Approach Vol, veh/h		1431			844			519			1257	
Approach Delay, s/veh		26.5			28.0			34.9			57.1	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	33.3	11.0	26.0	16.4	24.0	13.2	23.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	38.0	6.0	21.0	12.0	31.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	14.0	6.6	23.0	11.3	14.5	8.2	7.5				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.0	0.1	4.6	0.1	1.2				

Intersection Summary























HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing Plus Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				395					187			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			862			1289			1333	
Travel Time (s)		5.0			19.6			29.3			30.3	

Intersection Summary

Area Type: Other

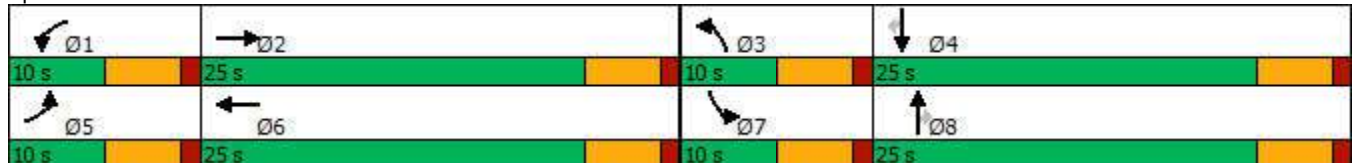


Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↙	↕			
Traffic Volume (vph)	52	0	635	30	34	781			
Future Volume (vph)	52	0	635	30	34	781			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	25.0	25.0	25.0	10.0	25.0	25.0	10.0	10.0
Total Split (%)	14.3%	35.7%	35.7%	35.7%	14.3%	35.7%	36%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 32.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Existing Plus Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	52	0	88	0	635	30	34	781	0
Future Volume (veh/h)	0	0	0	52	0	88	0	635	30	34	781	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	55	0	93	0	668	32	36	822	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	6	0	109	0	186	6	1229	548	77	2827	877
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.12	0.00	0.35	0.35	0.04	0.55	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	55	0	93	0	668	32	36	822	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	1.7	0.0	4.6	0.4	0.6	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	1.7	0.0	4.6	0.4	0.6	2.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	6	0	109	0	186	6	1229	548	77	2827	877
V/C Ratio(X)	0.00	0.00	0.00	0.51	0.00	0.50	0.00	0.54	0.06	0.47	0.29	0.00
Avail Cap(c_a), veh/h	293	1231	0	293	0	1043	293	2339	1043	293	3360	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	13.8	0.0	12.6	0.0	8.0	6.6	14.2	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.6	0.0	2.1	0.0	0.4	0.0	4.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.6	0.0	1.1	0.1	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.4	0.0	14.6	0.0	8.4	6.7	18.6	3.7	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			148			700			858	
Approach Delay, s/veh		0.0			15.7			8.3			4.3	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	1.7	0.0	21.8	0.0	8.6	6.3	15.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s	2.9	0.0	0.0	4.6	0.0	3.7	2.6	6.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.1	0.0	0.4	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.942				0.985	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1706	0	1770	1863	3486	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1706	0	1770	1863	3486	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1170			1322	1283	
Travel Time (s)	26.6			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	62	43	184	257	29
Future Vol, veh/h	82	62	43	184	257	29
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	70	49	209	292	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	616	163	325	0	0
Stage 1	309	-	-	-	-
Stage 2	307	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	438	854	1233	-	-
Stage 1	719	-	-	-	-
Stage 2	745	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	420	854	1233	-	-
Mov Cap-2 Maneuver	420	-	-	-	-
Stage 1	690	-	-	-	-
Stage 2	745	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1233	-	538	-	-
HCM Lane V/C Ratio	0.04	-	0.304	-	-
HCM Control Delay (s)	8	-	14.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	810			730	460	
Travel Time (s)	18.4			16.6	10.5	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1436	42	0	1053	0	31
Future Vol, veh/h	1436	42	0	1053	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1561	46	0	1145	0	34

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	781
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	290
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	290	-	-	-
HCM Lane V/C Ratio	0.116	-	-	-
HCM Control Delay (s)	19	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			1225	476	
Travel Time (s)	16.6			27.8	10.8	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1425	42	0	1053	0	31
Future Vol, veh/h	1425	42	0	1053	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1549	46	0	1145	0	34

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	775
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	292
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	292	-	-	-
HCM Lane V/C Ratio	0.115	-	-	-
HCM Control Delay (s)	18.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.918	
Flt Protected		0.990			0.981	
Satd. Flow (prot)	0	1844	1831	0	1678	0
Flt Permitted		0.990			0.981	
Satd. Flow (perm)	0	1844	1831	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		862	740		481	
Travel Time (s)		19.6	16.8		10.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	13	51	63	9	51	77
Future Vol, veh/h	13	51	63	9	51	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	55	68	10	55	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	78	0	-	0	156 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	83 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1520	-	-	-	835 989
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	940 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1520	-	-	-	827 989
Mov Cap-2 Maneuver	-	-	-	-	827 -
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	940 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	917
HCM Lane V/C Ratio	0.009	-	-	-	0.152
HCM Control Delay (s)	7.4	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.982					
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1829	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1829	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	740		1170	456		
Travel Time (s)	16.8		26.6	10.4		

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	102	72	11	63	0
Future Vol, veh/h	0	102	72	11	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	78	12	68	0



















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	195
Stage 1	-	-	-	-	84
Stage 2	-	-	-	-	111
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	0	-	-	-	794
Stage 1	0	-	-	-	939
Stage 2	0	-	-	-	914
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	794
Mov Cap-2 Maneuver	-	-	-	-	794
Stage 1	-	-	-	-	939
Stage 2	-	-	-	-	914

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	794
HCM Lane V/C Ratio	-	-	-	0.086
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025
 Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.952										0.850
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	3369	0	1770	3539	0	0	0	0	1681	1685	1583
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3369	0	1770	3539	0	0	0	0	1681	1685	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73										100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			561			1422			1362	
Travel Time (s)		24.5			12.8			32.3			31.0	

Intersection Summary

Area Type: Other

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025
 Timing Plan: AM PEAK

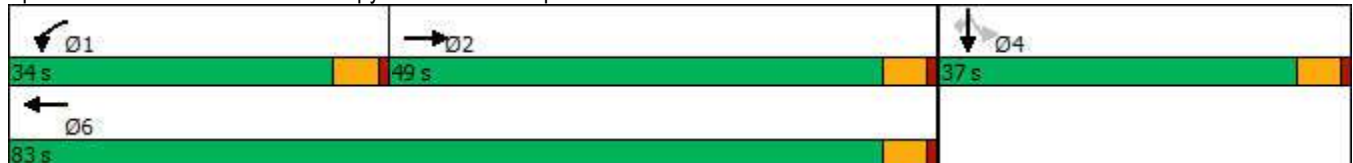


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	739	344	1149	870	1	219
Future Volume (vph)	739	344	1149	870	1	219
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	49.0	34.0	83.0	37.0	37.0	37.0
Total Split (%)	40.8%	28.3%	69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps























Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	739	347	344	1149	0	0	0	0	870	1	219
Future Volume (veh/h)	0	739	347	344	1149	0	0	0	0	870	1	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	754	354	351	1172	0				889	0	223
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	861	404	386	2239	0				986	0	439
Arrive On Green	0.00	0.37	0.37	0.22	0.63	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2442	1101	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	570	538	351	1172	0				889	0	223
Grp Sat Flow(s),veh/h/ln	0	1777	1672	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	32.1	32.2	20.6	19.5	0.0				25.8	0.0	12.7
Cycle Q Clear(g_c), s	0.0	32.1	32.2	20.6	19.5	0.0				25.8	0.0	12.7
Prop In Lane	0.00		0.66	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	652	613	386	2239	0				986	0	439
V/C Ratio(X)	0.00	0.88	0.88	0.91	0.52	0.00				0.90	0.00	0.51
Avail Cap(c_a), veh/h	0	729	686	482	2586	0				1063	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.7	31.7	41.0	10.9	0.0				37.4	0.0	32.6
Incr Delay (d2), s/veh	0.0	10.7	11.4	18.5	0.2	0.0				10.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.3	14.6	10.9	7.2	0.0				12.4	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.4	43.1	59.5	11.1	0.0				47.5	0.0	33.5
LnGrp LOS	A	D	D	E	B	A				D	A	C
Approach Vol, veh/h		1108			1523						1112	
Approach Delay, s/veh		42.7			22.3						44.7	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.2	44.3		34.7		72.5						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	44.0		32.0		78.0						
Max Q Clear Time (g_c+I1), s	22.6	34.2		27.8		21.5						
Green Ext Time (p_c), s	0.6	5.1		1.9		12.2						
Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						506			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1460			1360	
Travel Time (s)		12.8			104.1			33.2			30.9	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

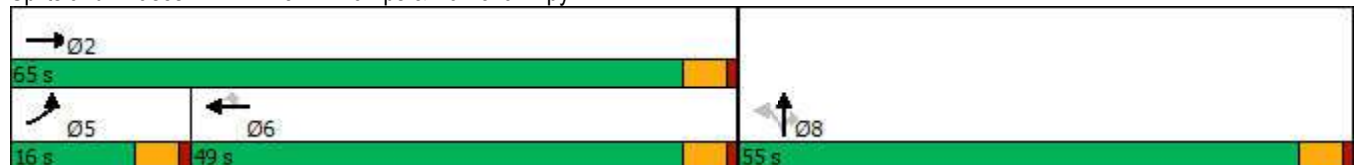


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↷	↶	↶	↷	↶
Traffic Volume (vph)	126	1480	1093	878	400	3	614
Future Volume (vph)	126	1480	1093	878	400	3	614
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	16.0	65.0	49.0	49.0	55.0	55.0	55.0
Total Split (%)	13.3%	54.2%	40.8%	40.8%	45.8%	45.8%	45.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↙	↗			
Traffic Volume (veh/h)	126	1480	0	0	1093	878	400	3	614	0	0	0
Future Volume (veh/h)	126	1480	0	0	1093	878	400	3	614	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	130	1526	0	0	1127	905	414	0	633			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	156	1782	0	0	1321	589	1475	0	656			
Arrive On Green	0.09	0.50	0.00	0.00	0.37	0.37	0.41	0.00	0.41			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	130	1526	0	0	1127	905	414	0	633			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	8.5	44.4	0.0	0.0	34.6	44.0	9.1	0.0	46.1			
Cycle Q Clear(g_c), s	8.5	44.4	0.0	0.0	34.6	44.0	9.1	0.0	46.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	156	1782	0	0	1321	589	1475	0	656			
V/C Ratio(X)	0.83	0.86	0.00	0.00	0.85	1.54	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	165	1801	0	0	1321	589	1504	0	669			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	53.2	25.8	0.0	0.0	34.2	37.2	23.0	0.0	33.8			
Incr Delay (d2), s/veh	27.9	4.3	0.0	0.0	5.6	249.9	0.1	0.0	25.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.0	19.1	0.0	0.0	15.7	57.6	3.9	0.0	22.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	30.1	0.0	0.0	39.9	287.1	23.1	0.0	59.8			
LnGrp LOS	F	C	A	A	D	F	C	A	E			
Approach Vol, veh/h		1656			2032			1047				
Approach Delay, s/veh		34.1			150.0			45.3				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.4			15.4	49.0		54.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			11.0	44.0		50.0				
Max Q Clear Time (g_c+I1), s		46.4			10.5	46.0		48.1				
Green Ext Time (p_c), s		9.1			0.0	0.0		0.9				

Intersection Summary


























HCM 6th Ctrl Delay	86.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.991				0.850			0.850		0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				206			206		92	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

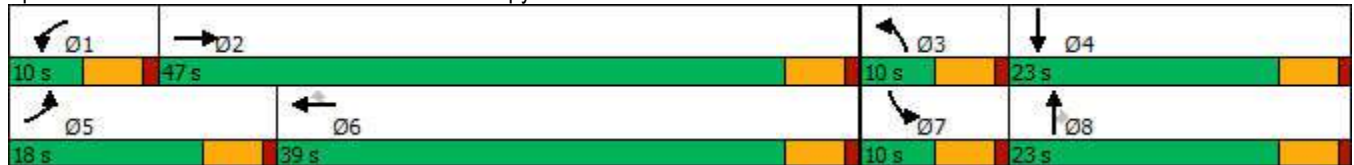


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕↕	↖	↕↕↕	↖	↖	↕	↖	↖	↕
Traffic Volume (vph)	248	1093	27	1812	64	89	237	26	32	29
Future Volume (vph)	248	1093	27	1812	64	89	237	26	32	29
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	18.0	47.0	10.0	39.0	39.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	20.0%	52.2%	11.1%	43.3%	43.3%	11.1%	25.6%	25.6%	11.1%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 85
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶	↶	↶	↶	↶	↶	↶	↶
Traffic Volume (veh/h)	248	1093	70	27	1812	64	89	237	26	32	29	84
Future Volume (veh/h)	248	1093	70	27	1812	64	89	237	26	32	29	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	1201	77	30	1991	70	98	260	29	35	32	92
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	2606	167	53	2074	644	106	311	263	59	59	171
Arrive On Green	0.16	0.53	0.53	0.03	0.41	0.41	0.06	0.17	0.17	0.03	0.14	0.14
Sat Flow, veh/h	1781	4904	314	1781	5106	1585	1781	1870	1585	1781	426	1224
Grp Volume(v), veh/h	273	834	444	30	1991	70	98	260	29	35	0	124
Grp Sat Flow(s),veh/h/ln	1781	1702	1814	1781	1702	1585	1781	1870	1585	1781	0	1650
Q Serve(g_s), s	12.8	12.7	12.7	1.4	31.8	2.3	4.6	11.3	1.3	1.6	0.0	5.8
Cycle Q Clear(g_c), s	12.8	12.7	12.7	1.4	31.8	2.3	4.6	11.3	1.3	1.6	0.0	5.8
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	277	1809	964	53	2074	644	106	311	263	59	0	230
V/C Ratio(X)	0.99	0.46	0.46	0.56	0.96	0.11	0.92	0.84	0.11	0.59	0.00	0.54
Avail Cap(c_a), veh/h	277	1809	964	106	2075	644	106	402	341	106	0	355
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	0.00	1.00
Uniform Delay (d), s/veh	35.2	12.2	12.2	40.0	24.2	15.4	39.1	33.8	29.6	39.9	0.0	33.5
Incr Delay (d2), s/veh	50.2	0.2	0.3	8.9	11.8	0.1	62.5	11.4	0.2	9.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	4.5	4.8	0.7	14.1	0.8	3.8	6.0	0.5	0.8	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.4	12.3	12.5	48.9	36.0	15.5	101.6	45.2	29.8	48.9	0.0	35.4
LnGrp LOS	F	B	B	D	D	B	F	D	C	D	A	D
Approach Vol, veh/h		1551			2091			387				159
Approach Delay, s/veh		25.3			35.5			58.3				38.4
Approach LOS		C			D			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	49.5	10.0	16.7	18.0	39.0	7.8	18.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	42.0	5.0	18.0	13.0	34.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.4	14.7	6.6	7.8	14.8	33.8	3.6	13.3				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.4	0.0	0.2	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				33.9								
HCM 6th LOS				C								

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.992				0.850		0.964				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	3412	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5045	0	1770	5085	1583	1770	3412	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				187		59				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

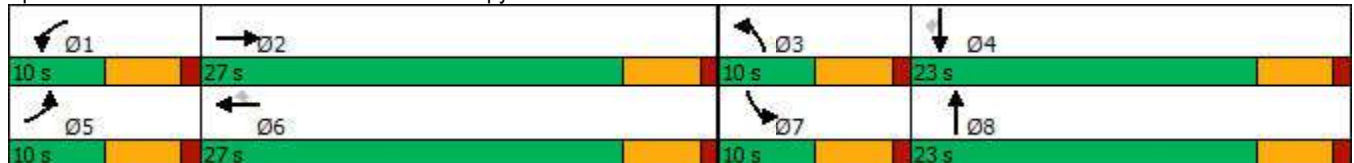


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	159	998	34	1839	89	55	203	20	60	57
Future Volume (vph)	159	998	34	1839	89	55	203	20	60	57
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	27.0	10.0	27.0	27.0	10.0	23.0	10.0	23.0	23.0
Total Split (%)	14.3%	38.6%	14.3%	38.6%	38.6%	14.3%	32.9%	14.3%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 55.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy








































Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗	↖	↖	↗↖		↖	↗↖	↖
Traffic Volume (veh/h)	159	998	53	34	1839	89	55	203	65	20	60	57
Future Volume (veh/h)	159	998	53	34	1839	89	55	203	65	20	60	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1029	55	35	1896	92	57	209	67	21	62	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	2214	118	67	2013	625	94	354	111	44	374	167
Arrive On Green	0.09	0.45	0.45	0.04	0.39	0.39	0.05	0.13	0.13	0.02	0.11	0.11
Sat Flow, veh/h	1781	4962	265	1781	5106	1585	1781	2666	831	1781	3554	1585
Grp Volume(v), veh/h	164	706	378	35	1896	92	57	137	139	21	62	59
Grp Sat Flow(s),veh/h/ln	1781	1702	1823	1781	1702	1585	1781	1777	1721	1781	1777	1585
Q Serve(g_s), s	5.0	8.1	8.1	1.1	20.0	2.1	1.7	4.1	4.2	0.6	0.9	1.9
Cycle Q Clear(g_c), s	5.0	8.1	8.1	1.1	20.0	2.1	1.7	4.1	4.2	0.6	0.9	1.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	160	1519	813	67	2013	625	94	236	229	44	374	167
V/C Ratio(X)	1.03	0.46	0.47	0.52	0.94	0.15	0.61	0.58	0.61	0.47	0.17	0.35
Avail Cap(c_a), veh/h	160	1519	813	160	2013	625	160	573	555	160	1146	511
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	25.4	10.8	10.8	26.4	16.3	10.9	25.9	22.7	22.8	26.8	22.7	23.2
Incr Delay (d2), s/veh	78.7	0.2	0.4	6.2	9.6	0.1	6.2	2.3	2.6	7.6	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.6	2.8	0.5	8.3	0.7	0.9	1.7	1.8	0.4	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.1	11.0	11.2	32.6	25.9	11.0	32.1	25.0	25.4	34.5	22.9	24.5
LnGrp LOS	F	B	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1248			2023			333			142	
Approach Delay, s/veh		23.3			25.4			26.4			25.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	29.9	7.9	10.9	10.0	27.0	6.4	12.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	5.0	22.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	10.1	3.7	3.9	7.0	22.0	2.6	6.2				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.4	0.0	0.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				24.8								
HCM 6th LOS				C								

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	   		 	 	 	  	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		28				164			172
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			970			1333			1298	
Travel Time (s)		30.4			22.0			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

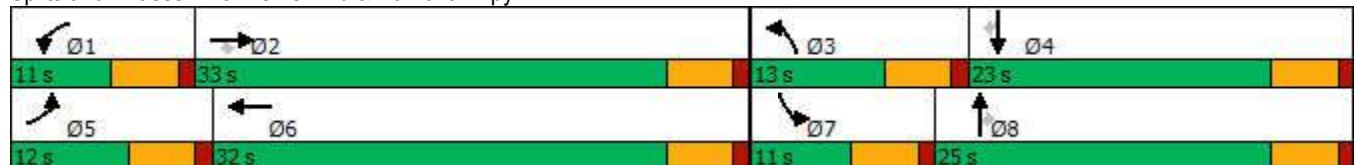


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↖↖	↑↑	↗	↖↖	↑↑	↗
Traffic Volume (vph)	247	689	113	118	1431	291	726	88	160	354	247
Future Volume (vph)	247	689	113	118	1431	291	726	88	160	354	247
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	33.0	33.0	11.0	32.0	13.0	25.0	25.0	11.0	23.0	23.0
Total Split (%)	15.0%	41.3%	41.3%	13.8%	40.0%	16.3%	31.3%	31.3%	13.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 79.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy



Perris Mixed-Use
5: Perris Blvd & Ramona Expy






























Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	247	689	113	118	1431	171	291	726	88	160	354	247
Future Volume (veh/h)	247	689	113	118	1431	171	291	726	88	160	354	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	710	116	122	1475	176	300	748	91	165	365	255
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1905	591	205	1586	189	353	860	384	243	748	333
Arrive On Green	0.09	0.37	0.37	0.06	0.34	0.34	0.10	0.24	0.24	0.07	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	4624	551	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	255	710	116	122	1086	565	300	748	91	165	365	255
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1771	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.7	7.9	3.9	2.7	24.1	24.1	6.7	15.8	3.6	3.7	7.1	11.9
Cycle Q Clear(g_c), s	5.7	7.9	3.9	2.7	24.1	24.1	6.7	15.8	3.6	3.7	7.1	11.9
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	1905	591	205	1168	608	353	860	384	243	748	333
V/C Ratio(X)	0.83	0.37	0.20	0.60	0.93	0.93	0.85	0.87	0.24	0.68	0.49	0.76
Avail Cap(c_a), veh/h	309	1905	591	265	1173	610	353	907	405	265	816	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	17.9	16.6	35.9	24.8	24.8	34.6	28.5	23.9	35.6	27.2	29.1
Incr Delay (d2), s/veh	16.6	0.1	0.2	2.7	12.8	21.0	17.6	8.8	0.3	6.1	0.5	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.0	1.4	1.2	11.2	13.0	3.6	7.5	1.3	1.7	3.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	18.0	16.8	38.7	37.7	45.9	52.2	37.3	24.2	41.7	27.7	37.7
LnGrp LOS	D	B	B	D	D	D	D	D	C	D	C	D
Approach Vol, veh/h		1081			1773			1139			785	
Approach Delay, s/veh		25.8			40.3			40.2			33.9	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	34.2	13.0	21.5	12.0	31.9	10.5	24.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	28.0	8.0	18.0	7.0	27.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	4.7	9.9	8.7	13.9	7.7	26.1	5.7	17.8				
Green Ext Time (p_c), s	0.0	5.1	0.0	1.3	0.0	0.7	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.944				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1758	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1758	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			517			36			232
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1294			69			53				1318
Travel Time (s)		29.4			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	10	795	36	110	1574	476	37	216	84	99	19
Future Volume (vph)	10	795	36	110	1574	476	37	216	84	99	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	29.0	29.0	16.0	35.0	35.0	11.0	24.0	11.0	24.0	24.0
Total Split (%)	12.5%	36.3%	36.3%	20.0%	43.8%	43.8%	13.8%	30.0%	13.8%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

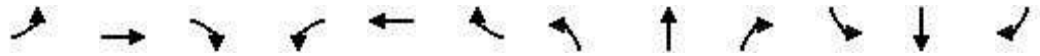
Cycle Length: 80
 Actuated Cycle Length: 72
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy





































Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	10	795	36	110	1574	476	37	216	131	84	99	19
Future Volume (veh/h)	10	795	36	110	1574	476	37	216	131	84	99	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	864	39	120	1711	517	40	235	142	91	108	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1685	523	154	2056	638	68	264	160	117	503	427
Arrive On Green	0.01	0.33	0.33	0.09	0.40	0.40	0.04	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1092	660	1781	1870	1585
Grp Volume(v), veh/h	11	864	39	120	1711	517	40	0	377	91	108	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1752	1781	1870	1585
Q Serve(g_s), s	0.4	9.9	1.2	4.8	21.8	20.9	1.6	0.0	15.1	3.6	3.2	0.7
Cycle Q Clear(g_c), s	0.4	9.9	1.2	4.8	21.8	20.9	1.6	0.0	15.1	3.6	3.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	24	1685	523	154	2056	638	68	0	424	117	503	427
V/C Ratio(X)	0.45	0.51	0.07	0.78	0.83	0.81	0.59	0.00	0.89	0.78	0.21	0.05
Avail Cap(c_a), veh/h	123	1692	525	271	2116	657	148	0	460	148	503	427
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	19.6	16.7	32.4	19.4	19.2	34.3	0.0	26.5	33.3	20.5	19.6
Incr Delay (d2), s/veh	12.4	0.3	0.1	8.2	2.9	7.4	7.8	0.0	18.1	18.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.7	0.4	2.3	8.4	8.3	0.8	0.0	8.1	2.1	1.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	19.8	16.7	40.6	22.3	26.5	42.1	0.0	44.6	51.7	20.7	19.6
LnGrp LOS	D	B	B	D	C	C	D	A	D	D	C	B
Approach Vol, veh/h		914			2348			417			220	
Approach Delay, s/veh		20.0			24.2			44.4			33.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	28.9	7.8	24.5	6.0	34.2	9.7	22.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	24.0	6.0	19.0	5.0	30.0	6.0	19.0				
Max Q Clear Time (g_c+I1), s	6.8	11.9	3.6	5.2	2.4	23.8	5.6	17.1				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.4	0.0	5.4	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			25.9									
HCM 6th LOS			C									

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	 	 	 	  	 	 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220			190			2			171
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2431			1365			737				1531
Travel Time (s)		55.3			31.0			16.8				34.8

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

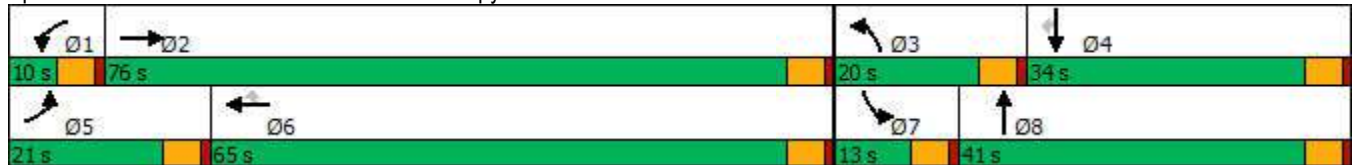
Opening Year 2025
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	352	476	209	8	1303	321	424	504	164	309	457	
Future Volume (vph)	352	476	209	8	1303	321	424	504	164	309	457	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	5	2		1	6		3	8	7	4		
Permitted Phases			Free			6					4	
Detector Phase	5	2		1	6	6	3	8	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	
Total Split (s)	21.0	76.0		10.0	65.0	65.0	20.0	41.0	13.0	34.0	34.0	
Total Split (%)	15.0%	54.3%		7.1%	46.4%	46.4%	14.3%	29.3%	9.3%	24.3%	24.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 138.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	476	209	8	1303	321	424	504	16	164	309	457
Future Volume (veh/h)	352	476	209	8	1303	321	424	504	16	164	309	457
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	371	501	0	8	1372	338	446	531	17	173	325	481
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	2690		17	1494	667	375	916	29	200	746	333
Arrive On Green	0.12	0.53	0.00	0.01	0.42	0.42	0.11	0.26	0.26	0.06	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3515	112	3456	3554	1585
Grp Volume(v), veh/h	371	501	0	8	1372	338	446	268	280	173	325	481
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1850	1728	1777	1585
Q Serve(g_s), s	14.7	7.1	0.0	0.6	50.3	21.7	15.0	18.1	18.2	6.9	11.0	29.0
Cycle Q Clear(g_c), s	14.7	7.1	0.0	0.6	50.3	21.7	15.0	18.1	18.2	6.9	11.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	400	2690		17	1494	667	375	463	482	200	746	333
V/C Ratio(X)	0.93	0.19		0.47	0.92	0.51	1.19	0.58	0.58	0.86	0.44	1.44
Avail Cap(c_a), veh/h	400	2690		65	1544	689	375	463	482	200	746	333
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(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.4	17.1	0.0	68.0	37.8	29.5	61.5	44.4	44.4	64.5	47.4	54.5
Incr Delay (d2), s/veh	27.4	0.0	0.0	18.7	9.0	0.6	108.2	1.8	1.7	30.1	0.4	216.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	2.8	0.0	0.4	23.5	8.4	12.2	8.3	8.6	3.9	4.9	31.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.8	17.2	0.0	86.7	46.7	30.1	169.7	46.2	46.2	94.6	47.8	270.9
LnGrp LOS	F	B		F	D	C	F	D	D	F	D	F
Approach Vol, veh/h		872			1718			994			979	
Approach Delay, s/veh		47.2			43.6			101.6			165.7	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	77.7	20.0	34.0	21.0	63.1	13.0	41.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	71.0	15.0	29.0	16.0	60.0	8.0	36.0				
Max Q Clear Time (g_c+I1), s	2.6	9.1	17.0	31.0	16.7	52.3	8.9	20.2				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	5.7	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			83.1									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025
Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					344					187		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			972			1289			1333	
Travel Time (s)		5.0			22.1			29.3			30.3	

Intersection Summary

Area Type: Other



Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↙	↕			
Traffic Volume (vph)	20	0	1158	4	5	478			
Future Volume (vph)	20	0	1158	4	5	478			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	23.0	27.0	27.0	10.0	27.0	23.0	10.0	10.0
Total Split (%)	14.3%	32.9%	38.6%	38.6%	14.3%	38.6%	33%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

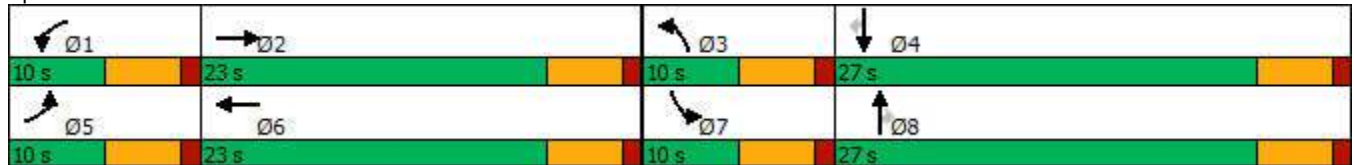
Cycle Length: 70

Actuated Cycle Length: 45.5

Natural Cycle: 75

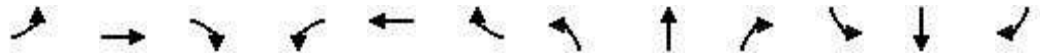
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	0	50	0	1158	4	5	478	0
Future Volume (veh/h)	0	0	0	20	0	50	0	1158	4	5	478	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	21	0	53	0	1219	4	5	503	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	5	0	47	0	116	5	1761	786	12	3288	1021
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.07	0.00	0.50	0.50	0.01	0.64	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	21	0	53	0	1219	4	5	503	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	1.1	0.0	9.3	0.0	0.1	1.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	1.1	0.0	9.3	0.0	0.1	1.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	5	0	47	0	116	5	1761	786	12	3288	1021
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.46	0.00	0.69	0.01	0.41	0.15	0.00
Avail Cap(c_a), veh/h	252	953	0	252	0	808	252	2213	987	252	3288	1021
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.9	0.0	15.7	0.0	6.8	4.5	17.5	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	2.8	0.0	0.7	0.0	21.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.4	0.0	2.1	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	23.5	0.0	18.5	0.0	7.5	4.5	38.6	2.5	0.0
LnGrp LOS	A	A	A	C	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			74			1223			508	
Approach Delay, s/veh		0.0			19.9			7.5			2.9	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	1.7	0.0	27.7	0.0	7.6	5.2	22.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	18.0	5.0	22.0	5.0	18.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s	2.4	0.0	0.0	3.4	0.0	3.1	2.1	11.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.2	0.0	6.2				
Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.924				0.991	
Flt Protected	0.979		0.950			
Satd. Flow (prot)	1685	0	1770	1863	3507	0
Flt Permitted	0.979		0.950			
Satd. Flow (perm)	1685	0	1770	1863	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1250			1322	1283	
Travel Time (s)	28.4			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	32	32	325	191	12
Future Vol, veh/h	25	32	32	325	191	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	36	369	217	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	665	116	231	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	409	915	1335	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	915	1335	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	583	-	-
HCM Lane V/C Ratio	0.027	-	0.111	-	-
HCM Control Delay (s)	7.8	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗		↑↑↑↑		↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	6408	1863	0	5085	0	1863
Flt Permitted						
Satd. Flow (perm)	6408	1863	0	5085	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	970			500	344	
Travel Time (s)	22.0			11.4	7.8	

Intersection Summary

Area Type: Other



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	5085	1863	0	5085	0	1863
Flt Permitted						
Satd. Flow (perm)	5085	1863	0	5085	0	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	500			1294	364	
Travel Time (s)	11.4			29.4	8.3	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1367	0	0	1791	0	0
Future Vol, veh/h	1367	0	0	1791	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1486	0	0	1947	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	743
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	307
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	307
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		972	550		405	
Travel Time (s)		22.1	12.5		9.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	10	70	0	0	0
Future Vol, veh/h	0	10	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	76	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	87 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	11 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	914 985
Stage 1	0	-	-	0	947 -
Stage 2	0	-	-	0	1012 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	914 985
Mov Cap-2 Maneuver	-	-	-	-	914 -
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	1012 -

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		550	1250		373	
Travel Time (s)		12.5	28.4		8.5	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	10	70	0	0	0
Future Vol, veh/h	0	10	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	76	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	87 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	11 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1523	-	-	-	914 985
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	1012 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1523	-	-	-	914 985
Mov Cap-2 Maneuver	-	-	-	-	914 -
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	1012 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025
 Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑↑					↑	↑↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.957										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3387	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3387	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56										136
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1525			561			1475				1514
Travel Time (s)		34.7			12.8			33.5				34.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025
 Timing Plan: PM PEAK

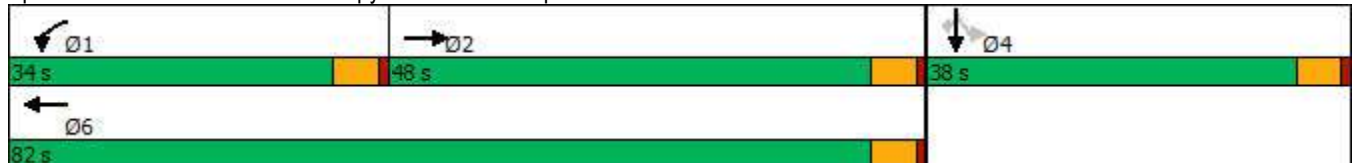


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1032	438	964	1125	4	169
Future Volume (vph)	1032	438	964	1125	4	169
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	34.0	82.0	38.0	38.0	38.0
Total Split (%)	40.0%	28.3%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

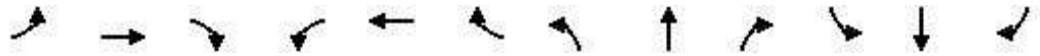
Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	1032	414	438	964	0	0	0	0	1125	4	169
Future Volume (veh/h)	0	1032	414	438	964	0	0	0	0	1125	4	169
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1042	418	442	974	0				1139	0	171
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	892	352	430	2280	0				980	0	436
Arrive On Green	0.00	0.36	0.36	0.24	0.64	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2582	982	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	739	721	442	974	0				1139	0	171
Grp Sat Flow(s),veh/h/ln	0	1777	1694	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	43.0	43.0	29.0	16.2	0.0				33.0	0.0	10.5
Cycle Q Clear(g_c), s	0.0	43.0	43.0	29.0	16.2	0.0				33.0	0.0	10.5
Prop In Lane	0.00		0.58	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	637	607	430	2280	0				980	0	436
V/C Ratio(X)	0.00	1.16	1.19	1.03	0.43	0.00				1.16	0.00	0.39
Avail Cap(c_a), veh/h	0	637	607	430	2280	0				980	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.5	38.5	45.5	10.6	0.0				43.5	0.0	35.4
Incr Delay (d2), s/veh	0.0	88.8	100.6	50.4	0.1	0.0				84.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.0	34.4	18.7	6.1	0.0				25.9	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	127.3	139.1	95.9	10.7	0.0				128.0	0.0	35.9
LnGrp LOS	A	F	F	F	B	A				F	A	D
Approach Vol, veh/h		1460			1416						1310	
Approach Delay, s/veh		133.1			37.3						116.0	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	48.0		38.0		82.0						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	43.0		33.0		77.0						
Max Q Clear Time (g_c+I1), s	31.0	45.0		35.0		18.2						
Green Ext Time (p_c), s	0.0	0.0		0.0		9.2						

Intersection Summary























HCM 6th Ctrl Delay	95.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						668			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1487			1502	
Travel Time (s)		12.8			104.1			33.8			34.1	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

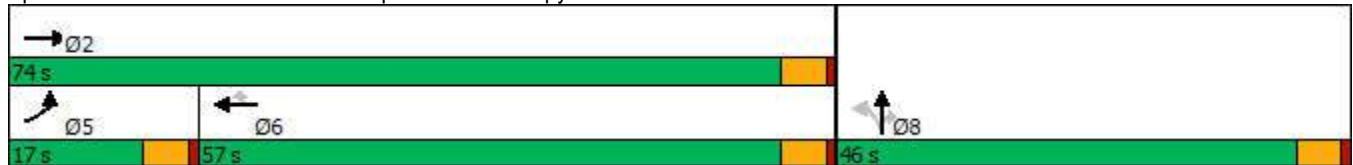


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	172	1982	955	905	360	3	474
Future Volume (vph)	172	1982	955	905	360	3	474
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	17.0	74.0	57.0	57.0	46.0	46.0	46.0
Total Split (%)	14.2%	61.7%	47.5%	47.5%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy


























Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	172	1982	0	0	955	905	360	3	474	0	0	0
Future Volume (veh/h)	172	1982	0	0	955	905	360	3	474	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	218	2509	0	0	1209	1146	459	0	600			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	178	2043	0	0	1540	687	1217	0	542			
Arrive On Green	0.10	0.57	0.00	0.00	0.43	0.43	0.34	0.00	0.34			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	218	2509	0	0	1209	1146	459	0	600			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	12.0	69.0	0.0	0.0	35.1	52.0	11.7	0.0	41.0			
Cycle Q Clear(g_c), s	12.0	69.0	0.0	0.0	35.1	52.0	11.7	0.0	41.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	178	2043	0	0	1540	687	1217	0	542			
V/C Ratio(X)	1.22	1.23	0.00	0.00	0.79	1.67	0.38	0.00	1.11			
Avail Cap(c_a), veh/h	178	2043	0	0	1540	687	1217	0	542			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	54.0	25.5	0.0	0.0	29.2	34.0	29.9	0.0	39.5			
Incr Delay (d2), s/veh	140.4	107.1	0.0	0.0	2.8	307.2	0.2	0.0	71.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.3	57.5	0.0	0.0	15.2	78.0	5.0	0.0	26.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.4	132.6	0.0	0.0	32.0	341.2	30.0	0.0	111.2			
LnGrp LOS	F	F	A	A	C	F	C	A	F			
Approach Vol, veh/h		2727			2355			1059				
Approach Delay, s/veh		137.5			182.4			76.0				
Approach LOS		F			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.0			17.0	57.0		46.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		69.0			12.0	52.0		41.0				
Max Q Clear Time (g_c+I1), s		71.0			14.0	54.0		43.0				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					144.1							
HCM 6th LOS					F							
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.995				0.850			0.850		0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5060	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				187			187			158
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

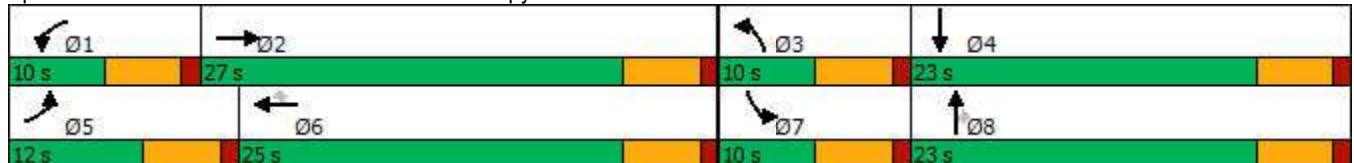


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	156	1675	25	1568	45	123	24	14	59	63
Future Volume (vph)	156	1675	25	1568	45	123	24	14	59	63
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	12.0	27.0	10.0	25.0	25.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	17.1%	38.6%	14.3%	35.7%	35.7%	14.3%	32.9%	32.9%	14.3%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑	↘	↘	↑	↘	↘	↘	↘
Traffic Volume (veh/h)	156	1675	61	25	1568	45	123	24	14	59	63	144
Future Volume (veh/h)	156	1675	61	25	1568	45	123	24	14	59	63	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	1841	67	27	1723	49	135	26	15	65	69	158
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	2017	73	53	1621	503	141	374	317	96	88	202
Arrive On Green	0.11	0.40	0.40	0.03	0.32	0.32	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1781	5057	184	1781	5106	1585	1781	1870	1585	1781	505	1157
Grp Volume(v), veh/h	171	1238	670	27	1723	49	135	26	15	65	0	227
Grp Sat Flow(s),veh/h/ln	1781	1702	1837	1781	1702	1585	1781	1870	1585	1781	0	1662
Q Serve(g_s), s	5.9	21.7	21.7	0.9	20.0	1.4	4.8	0.7	0.5	2.3	0.0	8.2
Cycle Q Clear(g_c), s	5.9	21.7	21.7	0.9	20.0	1.4	4.8	0.7	0.5	2.3	0.0	8.2
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	198	1357	733	53	1621	503	141	374	317	96	0	290
V/C Ratio(X)	0.86	0.91	0.91	0.51	1.06	0.10	0.95	0.07	0.05	0.68	0.00	0.78
Avail Cap(c_a), veh/h	198	1357	733	141	1621	503	141	534	453	141	0	475
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	0.00	1.00
Uniform Delay (d), s/veh	27.5	17.9	17.9	30.1	21.5	15.1	28.9	20.4	20.4	29.3	0.0	24.9
Incr Delay (d2), s/veh	30.3	9.6	16.0	7.3	41.1	0.1	61.8	0.1	0.1	8.0	0.0	4.6
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	4.1	9.2	11.3	0.5	13.3	0.5	4.4	0.3	0.2	1.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	27.5	33.9	37.4	62.6	15.2	90.7	20.5	20.4	37.3	0.0	29.5
LnGrp LOS	E	C	C	D	F	B	F	C	C	D	A	C
Approach Vol, veh/h		2079			1799			176			292	
Approach Delay, s/veh		32.0			61.0			74.4			31.2	
Approach LOS		C			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	30.1	10.0	16.0	12.0	25.0	8.4	17.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	7.0	20.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	23.7	6.8	10.2	7.9	22.0	4.3	2.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			45.7									
HCM 6th LOS			D									

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.996				0.850		0.943				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3337	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	3337	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				187		98				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

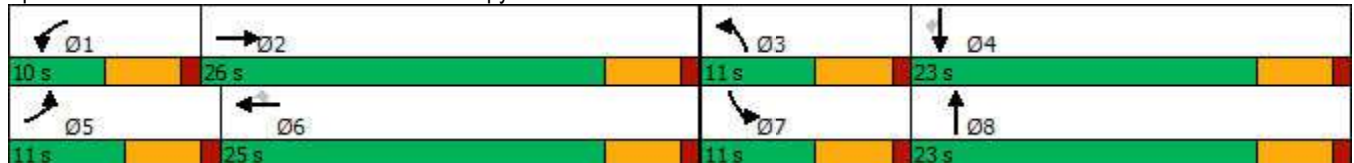


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↙	↑↑	↙	↑↑	↙
Traffic Volume (vph)	200	1662	68	1396	113	99	153	103	174	118
Future Volume (vph)	200	1662	68	1396	113	99	153	103	174	118
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	11.0	26.0	10.0	25.0	25.0	11.0	23.0	11.0	23.0	23.0
Total Split (%)	15.7%	37.1%	14.3%	35.7%	35.7%	15.7%	32.9%	15.7%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 58.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy







































Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1662	41	68	1396	113	99	153	95	103	174	118
Future Volume (veh/h)	200	1662	41	68	1396	113	99	153	95	103	174	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	1713	42	70	1439	116	102	158	98	106	179	122
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1979	48	105	1733	538	131	275	161	136	464	207
Arrive On Green	0.11	0.39	0.39	0.06	0.34	0.34	0.07	0.13	0.13	0.08	0.13	0.13
Sat Flow, veh/h	1781	5126	126	1781	5106	1585	1781	2155	1264	1781	3554	1585
Grp Volume(v), veh/h	206	1137	618	70	1439	116	102	129	127	106	179	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1702	1585	1781	1777	1643	1781	1777	1585
Q Serve(g_s), s	6.0	17.5	17.6	2.2	14.8	3.0	3.2	3.9	4.2	3.3	2.6	4.1
Cycle Q Clear(g_c), s	6.0	17.5	17.6	2.2	14.8	3.0	3.2	3.9	4.2	3.3	2.6	4.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	188	1314	713	105	1733	538	131	227	210	136	464	207
V/C Ratio(X)	1.10	0.87	0.87	0.67	0.83	0.22	0.78	0.57	0.61	0.78	0.39	0.59
Avail Cap(c_a), veh/h	188	1314	713	156	1794	557	188	562	519	188	1124	501
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(l)	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	25.5	16.1	16.1	26.2	17.3	13.4	25.9	23.4	23.5	25.8	22.7	23.3
Incr Delay (d2), s/veh	94.1	6.3	10.9	7.1	3.4	0.2	12.3	2.2	2.8	13.2	0.5	2.7
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	7.3	7.0	8.5	1.1	5.6	1.0	1.7	1.7	1.7	1.8	1.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.6	22.4	27.0	33.4	20.7	13.6	38.2	25.6	26.3	39.0	23.2	26.0
LnGrp LOS	F	C	C	C	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1961			1625			358			407	
Approach Delay, s/veh		34.1			20.7			29.4			28.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	27.0	9.2	12.4	11.0	24.3	9.3	12.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	21.0	6.0	18.0	6.0	20.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	4.2	19.6	5.2	6.1	8.0	16.8	5.3	6.2				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.1	0.0	2.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	  		 	 	 	 	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	4989	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	4989	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194		35				187			192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			2764			1333			1298	
Travel Time (s)		30.4			62.8			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	244	1391	188	135	1122	243	441	121	326	622	231
Future Volume (vph)	244	1391	188	135	1122	243	441	121	326	622	231
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	25.0	25.0	10.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (%)	17.1%	35.7%	35.7%	14.3%	32.9%	17.1%	32.9%	32.9%	17.1%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

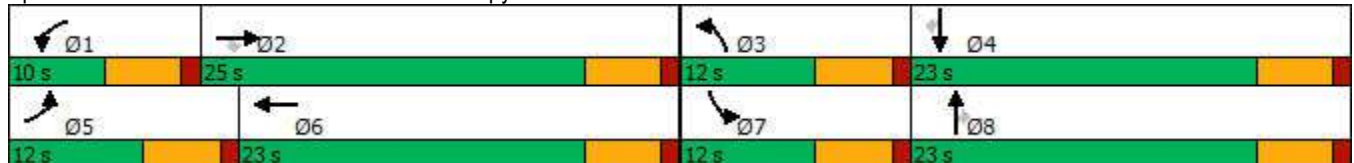
Cycle Length: 70

Actuated Cycle Length: 69

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy



Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	244	1391	188	135	1122	159	243	441	121	326	622	231
Future Volume (veh/h)	244	1391	188	135	1122	159	243	441	121	326	622	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	1434	194	139	1157	164	251	455	125	336	641	238
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1533	476	239	1217	172	345	806	359	362	823	367
Arrive On Green	0.10	0.30	0.30	0.07	0.27	0.27	0.10	0.23	0.23	0.10	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	4519	640	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	252	1434	194	139	871	450	251	455	125	336	641	238
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1755	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.7	18.3	6.5	2.6	16.8	16.8	4.7	7.6	4.4	6.4	11.3	9.1
Cycle Q Clear(g_c), s	4.7	18.3	6.5	2.6	16.8	16.8	4.7	7.6	4.4	6.4	11.3	9.1
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	1533	476	239	917	473	345	806	359	362	823	367
V/C Ratio(X)	0.73	0.94	0.41	0.58	0.95	0.95	0.73	0.56	0.35	0.93	0.78	0.65
Avail Cap(c_a), veh/h	362	1533	476	258	917	473	362	957	427	362	957	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	22.8	18.6	30.2	24.0	24.0	29.2	22.9	21.7	29.7	24.1	23.2
Incr Delay (d2), s/veh	6.9	11.0	0.6	2.8	18.9	29.4	6.8	0.6	0.6	29.8	3.6	2.7
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	2.2	8.3	2.3	1.1	8.7	10.3	2.2	3.1	1.6	4.1	4.9	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	33.8	19.2	33.0	42.9	53.3	36.0	23.5	22.3	59.5	27.7	26.0
LnGrp LOS	D	C	B	C	D	D	D	C	C	E	C	C
Approach Vol, veh/h		1880			1460			831			1215	
Approach Delay, s/veh		32.6			45.2			27.1			36.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	25.1	11.7	20.5	11.7	23.0	12.0	20.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	7.0	18.0	7.0	18.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	4.6	20.3	6.7	13.3	6.7	18.8	8.4	9.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.941				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1753	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1753	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			206			33			145
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2764			69			53				1318
Travel Time (s)		62.8			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	11	1636	81	115	1124	183	46	161	337	141	63
Future Volume (vph)	11	1636	81	115	1124	183	46	161	337	141	63
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	37.0	37.0	10.0	37.0	37.0	11.0	23.0	20.0	32.0	32.0
Total Split (%)	11.1%	41.1%	41.1%	11.1%	41.1%	41.1%	12.2%	25.6%	22.2%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 88.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy







































Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑		↘	↑	↗
Traffic Volume (veh/h)	11	1636	81	115	1124	183	46	161	105	337	141	63
Future Volume (veh/h)	11	1636	81	115	1124	183	46	161	105	337	141	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1778	88	125	1222	199	50	175	114	366	153	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1845	573	101	2059	639	71	198	129	302	592	502
Arrive On Green	0.01	0.36	0.36	0.06	0.40	0.40	0.04	0.19	0.19	0.17	0.32	0.32
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1057	689	1781	1870	1585
Grp Volume(v), veh/h	12	1778	88	125	1222	199	50	0	289	366	153	68
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1746	1781	1870	1585
Q Serve(g_s), s	0.6	30.2	3.3	5.0	16.6	7.6	2.5	0.0	14.3	15.0	5.4	2.7
Cycle Q Clear(g_c), s	0.6	30.2	3.3	5.0	16.6	7.6	2.5	0.0	14.3	15.0	5.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	26	1845	573	101	2059	639	71	0	327	302	592	502
V/C Ratio(X)	0.47	0.96	0.15	1.24	0.59	0.31	0.70	0.00	0.88	1.21	0.26	0.14
Avail Cap(c_a), veh/h	101	1845	573	101	2059	639	121	0	355	302	592	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	27.7	19.1	41.8	20.7	18.0	42.0	0.0	35.1	36.8	22.5	21.6
Incr Delay (d2), s/veh	12.6	13.4	0.1	168.7	0.5	0.3	11.9	0.0	21.3	122.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	13.9	1.2	6.9	6.4	2.7	1.3	0.0	7.9	16.6	2.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	41.1	19.2	210.5	21.2	18.3	53.8	0.0	56.3	159.3	22.8	21.7
LnGrp LOS	E	D	B	F	C	B	D	A	E	F	C	C
Approach Vol, veh/h		1878			1546			339			587	
Approach Delay, s/veh		40.2			36.1			56.0			107.8	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	8.5	33.0	6.3	40.7	20.0	21.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0	6.0	27.0	5.0	32.0	15.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	32.2	4.5	7.4	2.6	18.6	17.0	16.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	7.6	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			49.1									
HCM 6th LOS			D									

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	 	 	 	  	  	 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			372			206			4			249
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2431			1365			737				1531
Travel Time (s)		55.3			31.0			16.8				34.8

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

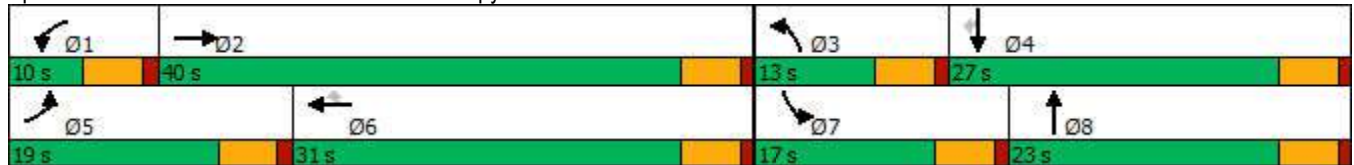
Opening Year 2025
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	411	1334	353	27	799	194	204	297	284	507	467
Future Volume (vph)	411	1334	353	27	799	194	204	297	284	507	467
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			Free			6					4
Detector Phase	5	2		1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	19.0	40.0		10.0	31.0	31.0	13.0	23.0	17.0	27.0	27.0
Total Split (%)	21.1%	44.4%		11.1%	34.4%	34.4%	14.4%	25.6%	18.9%	30.0%	30.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 86.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	411	1334	353	27	799	194	204	297	13	284	507	467
Future Volume (veh/h)	411	1334	353	27	799	194	204	297	13	284	507	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	1404	0	28	841	204	215	313	14	299	534	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	513	2033		51	988	441	291	796	35	383	911	406
Arrive On Green	0.15	0.40	0.00	0.03	0.28	0.28	0.08	0.23	0.23	0.11	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3465	154	3456	3554	1585
Grp Volume(v), veh/h	433	1404	0	28	841	204	215	160	167	299	534	492
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1843	1728	1777	1585
Q Serve(g_s), s	10.5	19.6	0.0	1.3	19.2	9.2	5.2	6.5	6.6	7.2	11.3	22.0
Cycle Q Clear(g_c), s	10.5	19.6	0.0	1.3	19.2	9.2	5.2	6.5	6.6	7.2	11.3	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	513	2033		51	988	441	291	408	423	383	911	406
V/C Ratio(X)	0.84	0.69		0.55	0.85	0.46	0.74	0.39	0.39	0.78	0.59	1.21
Avail Cap(c_a), veh/h	563	2082		104	1076	480	322	408	423	483	911	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	21.4	0.0	41.2	29.3	25.7	38.4	28.0	28.0	37.2	27.9	31.9
Incr Delay (d2), s/veh	10.5	1.0	0.0	9.1	6.3	0.8	7.9	0.6	0.6	6.3	1.0	116.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	7.6	0.0	0.7	8.7	3.4	2.5	2.8	2.9	3.3	4.8	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	22.4	0.0	50.3	35.6	26.4	46.2	28.6	28.6	43.5	28.9	147.9
LnGrp LOS	D	C		D	D	C	D	C	C	D	C	F
Approach Vol, veh/h		1837			1073			542			1325	
Approach Delay, s/veh		28.0			34.2			35.6			76.4	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	39.2	12.2	27.0	17.8	28.9	14.5	24.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	35.0	8.0	22.0	14.0	26.0	12.0	18.0				
Max Q Clear Time (g_c+I1), s	3.3	21.6	7.2	24.0	12.5	21.2	9.2	8.6				
Green Ext Time (p_c), s	0.0	8.1	0.1	0.0	0.3	2.7	0.3	1.2				

Intersection Summary

HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				379					187			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2772			1289			1333	
Travel Time (s)		5.0			63.0			29.3			30.3	

Intersection Summary

Area Type: Other

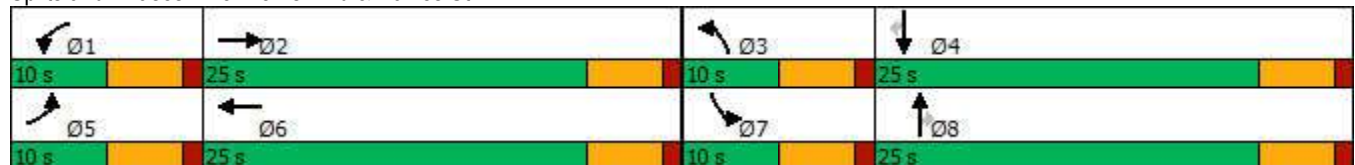


Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↘	↕			
Traffic Volume (vph)	41	0	771	30	24	888			
Future Volume (vph)	41	0	771	30	24	888			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	25.0	25.0	25.0	10.0	25.0	25.0	10.0	10.0
Total Split (%)	14.3%	35.7%	35.7%	35.7%	14.3%	35.7%	36%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

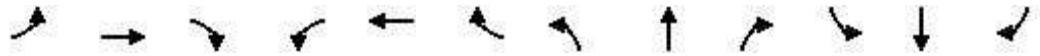
Cycle Length: 70
 Actuated Cycle Length: 36
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	0	0	0	41	0	25	0	771	30	24	888	0
Future Volume (veh/h)	0	0	0	41	0	25	0	771	30	24	888	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	43	0	26	0	812	32	25	935	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	6	0	89	0	115	6	1417	632	56	3042	944
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.40	0.40	0.03	0.60	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	43	0	26	0	812	32	25	935	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.5	0.0	5.4	0.4	0.4	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.7	0.0	0.5	0.0	5.4	0.4	0.4	2.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	6	0	89	0	115	6	1417	632	56	3042	944
V/C Ratio(X)	0.00	0.00	0.00	0.48	0.00	0.23	0.00	0.57	0.05	0.45	0.31	0.00
Avail Cap(c_a), veh/h	295	1240	0	295	0	1051	295	2355	1051	295	3384	1051
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	13.9	0.0	13.2	0.0	7.1	5.6	14.4	3.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.0	0.0	1.0	0.0	0.4	0.0	5.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.2	0.0	1.2	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.9	0.0	14.2	0.0	7.4	5.6	19.9	3.1	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			69			844			960	
Approach Delay, s/veh		0.0			16.5			7.4			3.5	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	0.7	0.0	23.0	0.0	7.2	5.9	17.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s	2.7	0.0	0.0	4.7	0.0	2.5	2.4	7.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9	0.0	0.1	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				5.7								
HCM 6th LOS				A								



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.889				0.992	
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1641	0	1770	1863	3511	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1641	0	1770	1863	3511	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	2772			1322	1283	
Travel Time (s)	63.0			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	38	192	271	16
Future Vol, veh/h	5	25	38	192	271	16
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	28	43	218	308	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	621	163	326	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	435	854	1232	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	854	1232	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1232	-	729	-	-
HCM Lane V/C Ratio	0.035	-	0.047	-	-
HCM Control Delay (s)	8	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025 w/Proj
 Timing Plan: AM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑↑					↑	↑↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.953										0.850
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	3373	0	1770	3539	0	0	0	0	1681	1685	1583
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3373	0	1770	3539	0	0	0	0	1681	1685	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70										98
Link Speed (mph)		30			30			30				30
Link Distance (ft)		725			561			1261				1007
Travel Time (s)		16.5			12.8			28.7				22.9

Intersection Summary

Area Type: Other

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025 w/Proj
 Timing Plan: AM PEAK

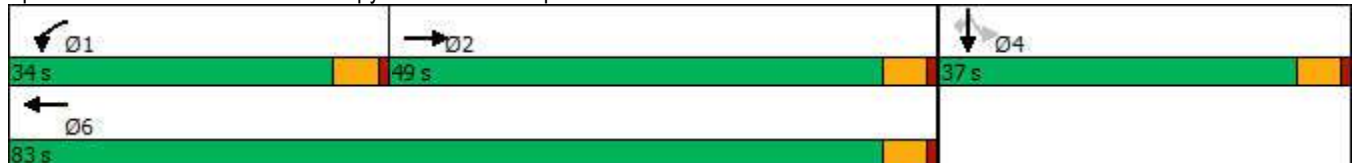


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	761	348	1156	881	1	219
Future Volume (vph)	761	348	1156	881	1	219
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	49.0	34.0	83.0	37.0	37.0	37.0
Total Split (%)	40.8%	28.3%	69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	761	347	348	1156	0	0	0	0	881	1	219
Future Volume (veh/h)	0	761	347	348	1156	0	0	0	0	881	1	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	777	354	355	1180	0				900	0	223
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	875	398	388	2246	0				986	0	438
Arrive On Green	0.00	0.37	0.37	0.22	0.63	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2467	1079	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	581	550	355	1180	0				900	0	223
Grp Sat Flow(s),veh/h/ln	0	1777	1676	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	33.7	33.8	21.3	20.0	0.0				26.8	0.0	13.0
Cycle Q Clear(g_c), s	0.0	33.7	33.8	21.3	20.0	0.0				26.8	0.0	13.0
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	655	618	388	2246	0				986	0	438
V/C Ratio(X)	0.00	0.89	0.89	0.91	0.53	0.00				0.91	0.00	0.51
Avail Cap(c_a), veh/h	0	713	673	471	2529	0				1040	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.5	32.5	41.8	11.1	0.0				38.4	0.0	33.4
Incr Delay (d2), s/veh	0.0	12.4	13.3	19.9	0.2	0.0				11.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	15.7	11.4	7.4	0.0				13.1	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.9	45.8	61.8	11.3	0.0				50.0	0.0	34.3
LnGrp LOS	A	D	D	E	B	A				D	A	C
Approach Vol, veh/h		1131			1535						1123	
Approach Delay, s/veh		45.4			23.0						46.9	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.9	45.4		35.3		74.3						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	44.0		32.0		78.0						
Max Q Clear Time (g_c+I1), s	23.3	35.8		28.8		22.0						
Green Ext Time (p_c), s	0.6	4.6		1.5		12.3						

Intersection Summary























HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						510			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1310			934	
Travel Time (s)		12.8			104.1			29.8			21.2	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	126	1513	1104	882	400	3	625
Future Volume (vph)	126	1513	1104	882	400	3	625
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	65.0	50.0	50.0	55.0	55.0	55.0
Total Split (%)	12.5%	54.2%	41.7%	41.7%	45.8%	45.8%	45.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

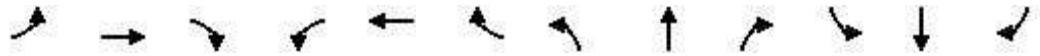
Cycle Length: 120
 Actuated Cycle Length: 117.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	126	1513	0	0	1104	882	400	3	625	0	0	0
Future Volume (veh/h)	126	1513	0	0	1104	882	400	3	625	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	130	1560	0	0	1138	909	414	0	644			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	148	1777	0	0	1333	595	1484	0	660			
Arrive On Green	0.08	0.50	0.00	0.00	0.38	0.38	0.42	0.00	0.42			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	130	1560	0	0	1138	909	414	0	644			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	8.7	46.9	0.0	0.0	35.3	45.0	9.2	0.0	47.9			
Cycle Q Clear(g_c), s	8.7	46.9	0.0	0.0	35.3	45.0	9.2	0.0	47.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	148	1777	0	0	1333	595	1484	0	660			
V/C Ratio(X)	0.88	0.88	0.00	0.00	0.85	1.53	0.28	0.00	0.98			
Avail Cap(c_a), veh/h	148	1777	0	0	1333	595	1485	0	661			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	54.4	26.7	0.0	0.0	34.5	37.5	23.1	0.0	34.4			
Incr Delay (d2), s/veh	40.0	5.4	0.0	0.0	5.6	246.4	0.1	0.0	28.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	20.5	0.0	0.0	16.1	57.8	3.9	0.0	23.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.4	32.1	0.0	0.0	40.0	283.9	23.2	0.0	63.3			
LnGrp LOS	F	C	A	A	D	F	C	A	E			
Approach Vol, veh/h		1690			2047			1058				
Approach Delay, s/veh		36.9			148.3			47.6				
Approach LOS		D			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.0			15.0	50.0		55.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			10.0	45.0		50.0				
Max Q Clear Time (g_c+I1), s		48.9			10.7	47.0		49.9				
Green Ext Time (p_c), s		7.9			0.0	0.0		0.1				

Intersection Summary


























HCM 6th Ctrl Delay	86.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.991				0.850			0.850		0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5040	0	1770	5085	1583	1770	1863	1583	1770	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				206			206			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4582			4056			2446				1918
Travel Time (s)		104.1			92.2			55.6				43.6

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

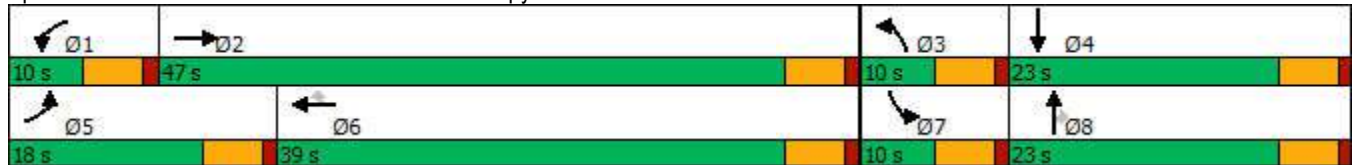


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕↕↕↕	↙	↕↕↕	↙	↙	↕	↙	↙	↙
Traffic Volume (vph)	248	1138	31	1826	68	89	237	37	43	29
Future Volume (vph)	248	1138	31	1826	68	89	237	37	43	29
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	18.0	47.0	10.0	39.0	39.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	20.0%	52.2%	11.1%	43.3%	43.3%	11.1%	25.6%	25.6%	11.1%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 85
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	248	1138	70	31	1826	68	89	237	37	43	29	84
Future Volume (veh/h)	248	1138	70	31	1826	68	89	237	37	43	29	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	1251	77	34	2007	75	98	260	41	47	32	92
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	2580	159	58	2058	639	106	311	263	70	62	179
Arrive On Green	0.15	0.52	0.52	0.03	0.40	0.40	0.06	0.17	0.17	0.04	0.15	0.15
Sat Flow, veh/h	1781	4917	303	1781	5106	1585	1781	1870	1585	1781	426	1224
Grp Volume(v), veh/h	273	866	462	34	2007	75	98	260	41	47	0	124
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1585	1781	1870	1585	1781	0	1650
Q Serve(g_s), s	12.9	13.7	13.7	1.6	32.6	2.5	4.6	11.4	1.9	2.2	0.0	5.9
Cycle Q Clear(g_c), s	12.9	13.7	13.7	1.6	32.6	2.5	4.6	11.4	1.9	2.2	0.0	5.9
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	275	1786	953	58	2058	639	106	311	263	70	0	241
V/C Ratio(X)	0.99	0.48	0.48	0.59	0.98	0.12	0.93	0.84	0.16	0.67	0.00	0.51
Avail Cap(c_a), veh/h	275	1786	953	106	2058	639	106	399	338	106	0	352
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	0.00	1.00
Uniform Delay (d), s/veh	35.6	12.8	12.8	40.2	24.8	15.8	39.5	34.1	30.1	40.0	0.0	33.2
Incr Delay (d2), s/veh	52.7	0.2	0.4	9.1	14.4	0.1	64.9	11.6	0.3	10.3	0.0	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	9.5	4.8	5.2	0.8	15.0	0.9	3.9	6.0	0.7	1.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	13.0	13.2	49.3	39.2	15.9	104.4	45.7	30.4	50.3	0.0	34.9
LnGrp LOS	F	B	B	D	D	B	F	D	C	D	A	C
Approach Vol, veh/h		1601			2116			399				171
Approach Delay, s/veh		25.9			38.5			58.6				39.1
Approach LOS		C			D			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	49.3	10.0	17.3	18.0	39.0	8.3	19.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	42.0	5.0	18.0	13.0	34.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.6	15.7	6.6	7.9	14.9	34.6	4.2	13.4				
Green Ext Time (p_c), s	0.0	10.7	0.0	0.4	0.0	0.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				35.7								
HCM 6th LOS				D								

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.993				0.850		0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	5085	1583	1770	3394	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5050	0	1770	5085	1583	1770	3394	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				187		74				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

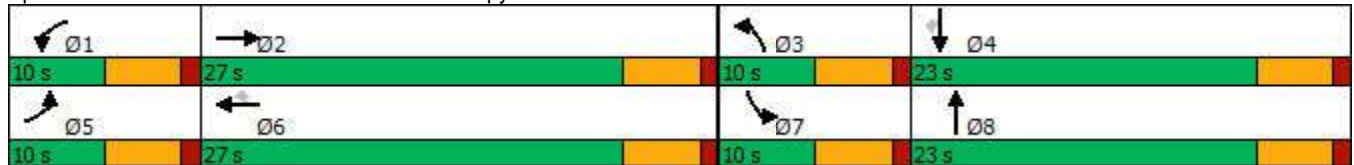


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↗	↙	↑↑	↙	↑↑	↗
Traffic Volume (vph)	159	1065	38	1861	93	55	203	31	60	57
Future Volume (vph)	159	1065	38	1861	93	55	203	31	60	57
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	27.0	10.0	27.0	27.0	10.0	23.0	10.0	23.0	23.0
Total Split (%)	14.3%	38.6%	14.3%	38.6%	38.6%	14.3%	32.9%	14.3%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 56.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy








































Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕	↗	↖	↕↕		↖	↕↕	↗
Traffic Volume (veh/h)	159	1065	53	38	1861	93	55	203	76	31	60	57
Future Volume (veh/h)	159	1065	53	38	1861	93	55	203	76	31	60	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1098	55	39	1919	96	57	209	78	32	62	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2169	109	72	1981	615	93	349	126	62	423	189
Arrive On Green	0.09	0.44	0.44	0.04	0.39	0.39	0.05	0.14	0.14	0.03	0.12	0.12
Sat Flow, veh/h	1781	4980	249	1781	5106	1585	1781	2556	925	1781	3554	1585
Grp Volume(v), veh/h	164	750	403	39	1919	96	57	143	144	32	62	59
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1585	1781	1777	1704	1781	1777	1585
Q Serve(g_s), s	5.0	9.0	9.1	1.2	20.9	2.2	1.8	4.3	4.5	1.0	0.9	1.9
Cycle Q Clear(g_c), s	5.0	9.0	9.1	1.2	20.9	2.2	1.8	4.3	4.5	1.0	0.9	1.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	157	1483	795	72	1981	615	93	242	232	62	423	189
V/C Ratio(X)	1.04	0.51	0.51	0.54	0.97	0.16	0.61	0.59	0.62	0.51	0.15	0.31
Avail Cap(c_a), veh/h	157	1483	795	157	1981	615	157	564	541	157	1128	503
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(l)	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	25.9	11.6	11.6	26.7	17.0	11.3	26.3	23.0	23.1	26.9	22.4	22.9
Incr Delay (d2), s/veh	84.0	0.3	0.5	6.2	13.6	0.1	6.4	2.3	2.7	6.4	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.0	3.2	0.6	9.4	0.7	0.9	1.8	1.9	0.5	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.9	11.9	12.1	32.9	30.7	11.4	32.7	25.3	25.8	33.3	22.6	23.8
LnGrp LOS	F	B	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1317			2054			344			153	
Approach Delay, s/veh		24.1			29.8			26.7			25.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	29.7	8.0	11.8	10.0	27.0	7.0	12.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	5.0	22.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.2	11.1	3.8	3.9	7.0	22.9	3.0	6.5				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.4	0.0	0.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				27.4								
HCM 6th LOS				C								

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	   		 	 	 	  	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		28				164			172
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			970			1333			1298	
Travel Time (s)		30.4			22.0			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	247	714	177	123	1452	299	728	94	166	370	247	
Future Volume (vph)	247	714	177	123	1452	299	728	94	166	370	247	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	5	2		1	6	3	8		7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	
Total Split (s)	12.0	33.0	33.0	11.0	32.0	13.0	25.0	25.0	11.0	23.0	23.0	
Total Split (%)	15.0%	41.3%	41.3%	13.8%	40.0%	16.3%	31.3%	31.3%	13.8%	28.8%	28.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 79.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy



Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	247	714	177	123	1452	176	299	728	94	166	370	247
Future Volume (veh/h)	247	714	177	123	1452	176	299	728	94	166	370	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	736	182	127	1497	181	308	751	97	171	381	255
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1900	590	206	1582	191	351	860	384	249	755	337
Arrive On Green	0.09	0.37	0.37	0.06	0.34	0.34	0.10	0.24	0.24	0.07	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	4616	558	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	255	736	182	127	1104	574	308	751	97	171	381	255
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1770	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.7	8.3	6.4	2.8	24.8	24.9	6.9	16.0	3.9	3.8	7.4	11.9
Cycle Q Clear(g_c), s	5.7	8.3	6.4	2.8	24.8	24.9	6.9	16.0	3.9	3.8	7.4	11.9
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	1900	590	206	1167	607	351	860	384	249	755	337
V/C Ratio(X)	0.83	0.39	0.31	0.62	0.95	0.95	0.88	0.87	0.25	0.69	0.50	0.76
Avail Cap(c_a), veh/h	307	1900	590	263	1168	607	351	903	403	263	813	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	18.1	17.5	36.1	25.2	25.2	34.9	28.7	24.1	35.7	27.3	29.1
Incr Delay (d2), s/veh	17.1	0.1	0.3	3.0	15.2	24.1	21.3	9.1	0.3	6.8	0.5	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.1	2.3	1.3	11.8	13.8	3.9	7.6	1.4	1.8	3.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	18.3	17.8	39.1	40.3	49.3	56.2	37.8	24.4	42.4	27.9	37.4
LnGrp LOS	D	B	B	D	D	D	E	D	C	D	C	D
Approach Vol, veh/h		1173			1805			1156			807	
Approach Delay, s/veh		25.6			43.1			41.6			33.9	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	34.3	13.0	21.7	12.0	32.0	10.7	24.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	28.0	8.0	18.0	7.0	27.0	6.0	20.0				
Max Q Clear Time (g_c+I1), s	4.8	10.3	8.9	13.9	7.7	26.9	5.8	18.0				
Green Ext Time (p_c), s	0.0	5.5	0.0	1.3	0.0	0.1	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.943				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1757	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1757	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			516			36			232
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1294			69			53			1318	
Travel Time (s)		29.4			1.6			1.2			30.0	

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

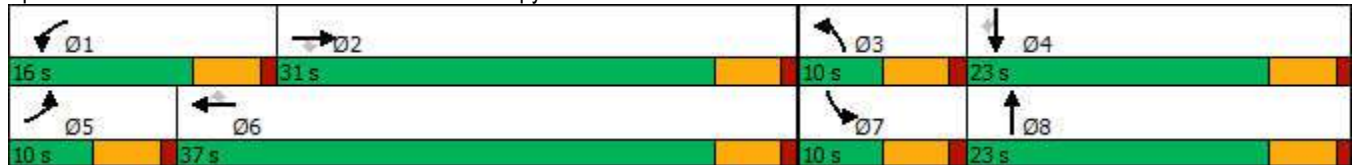


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	13	811	39	158	1593	476	40	221	84	134	22
Future Volume (vph)	13	811	39	158	1593	476	40	221	84	134	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	31.0	31.0	16.0	37.0	37.0	10.0	23.0	10.0	23.0	23.0
Total Split (%)	12.5%	38.8%	38.8%	20.0%	46.3%	46.3%	12.5%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 74.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy

































Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	811	39	158	1593	476	40	221	137	84	134	22
Future Volume (veh/h)	13	811	39	158	1593	476	40	221	137	84	134	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	882	42	172	1732	517	43	240	149	91	146	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1584	492	211	2103	653	70	259	161	117	497	421
Arrive On Green	0.02	0.31	0.31	0.12	0.41	0.41	0.04	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1080	670	1781	1870	1585
Grp Volume(v), veh/h	14	882	42	172	1732	517	43	0	389	91	146	24
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1750	1781	1870	1585
Q Serve(g_s), s	0.6	10.8	1.4	7.1	22.7	21.4	1.8	0.0	16.3	3.8	4.7	0.8
Cycle Q Clear(g_c), s	0.6	10.8	1.4	7.1	22.7	21.4	1.8	0.0	16.3	3.8	4.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	30	1584	492	211	2103	653	70	0	419	117	497	421
V/C Ratio(X)	0.47	0.56	0.09	0.81	0.82	0.79	0.61	0.00	0.93	0.78	0.29	0.06
Avail Cap(c_a), veh/h	119	1767	549	261	2175	675	119	0	419	119	497	421
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	21.6	18.4	32.3	19.7	19.3	35.5	0.0	27.9	34.6	22.0	20.6
Incr Delay (d2), s/veh	10.8	0.3	0.1	14.8	2.6	6.2	8.3	0.0	26.8	27.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	0.5	3.8	8.7	8.3	0.9	0.0	9.6	2.5	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	21.9	18.4	47.1	22.3	25.5	43.9	0.0	54.8	62.0	22.3	20.6
LnGrp LOS	D	C	B	D	C	C	D	A	D	E	C	C
Approach Vol, veh/h		938			2421			432			261	
Approach Delay, s/veh		22.1			24.7			53.7			36.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	28.3	8.0	25.0	6.3	36.0	9.9	23.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	26.0	5.0	18.0	5.0	32.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	9.1	12.8	3.8	6.7	2.6	24.7	5.8	18.3				
Green Ext Time (p_c), s	0.1	5.2	0.0	0.6	0.0	6.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	 	 	 	  				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3522	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227			178			2			171
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2431			1365			737				1531
Travel Time (s)		55.3			31.0			16.8				34.8

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	359	483	216	8	1325	321	446	504	164	309	479
Future Volume (vph)	359	483	216	8	1325	321	446	504	164	309	479
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			Free			6					4
Detector Phase	5	2		1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	20.0	71.0		10.0	61.0	61.0	24.0	42.0	17.0	35.0	35.0
Total Split (%)	14.3%	50.7%		7.1%	43.6%	43.6%	17.1%	30.0%	12.1%	25.0%	25.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	359	483	216	8	1325	321	446	504	16	164	309	479
Future Volume (veh/h)	359	483	216	8	1325	321	446	504	16	164	309	479
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	508	0	8	1395	338	469	531	17	173	325	504
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	2541		17	1421	634	469	1003	32	223	762	340
Arrive On Green	0.11	0.50	0.00	0.01	0.40	0.40	0.14	0.29	0.29	0.06	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3515	112	3456	3554	1585
Grp Volume(v), veh/h	378	508	0	8	1395	338	469	268	280	173	325	504
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1850	1728	1777	1585
Q Serve(g_s), s	15.0	7.8	0.0	0.6	54.3	22.8	19.0	17.8	17.8	6.9	11.1	30.0
Cycle Q Clear(g_c), s	15.0	7.8	0.0	0.6	54.3	22.8	19.0	17.8	17.8	6.9	11.1	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	370	2541		17	1421	634	469	507	528	223	762	340
V/C Ratio(X)	1.02	0.20		0.47	0.98	0.53	1.00	0.53	0.53	0.78	0.43	1.48
Avail Cap(c_a), veh/h	370	2541		64	1421	634	469	507	528	296	762	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	19.6	0.0	69.0	41.5	32.0	60.5	42.1	42.1	64.5	47.6	55.0
Incr Delay (d2), s/veh	52.2	0.0	0.0	18.8	19.5	0.9	41.6	1.0	1.0	8.9	0.4	232.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	3.1	0.0	0.4	27.3	8.9	11.0	8.0	8.4	3.3	5.0	33.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.7	19.7	0.0	87.8	61.0	32.9	102.1	43.1	43.1	73.4	47.9	287.9
LnGrp LOS	F	B		F	E	C	F	D	D	E	D	F
Approach Vol, veh/h		886			1741			1017			1002	
Approach Delay, s/veh		60.2			55.6			70.3			173.0	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	74.7	24.0	35.0	20.0	61.0	14.0	45.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	66.0	19.0	30.0	15.0	56.0	12.0	37.0				
Max Q Clear Time (g_c+I1), s	2.6	9.8	21.0	32.0	17.0	56.3	8.9	19.8				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.0	0.0	0.0	0.1	3.1				

Intersection Summary























HCM 6th Ctrl Delay	85.0
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025 w/Proj
Timing Plan: AM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					344					187		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			972			1289			1333	
Travel Time (s)		5.0			22.1			29.3			30.3	

Intersection Summary

Area Type: Other

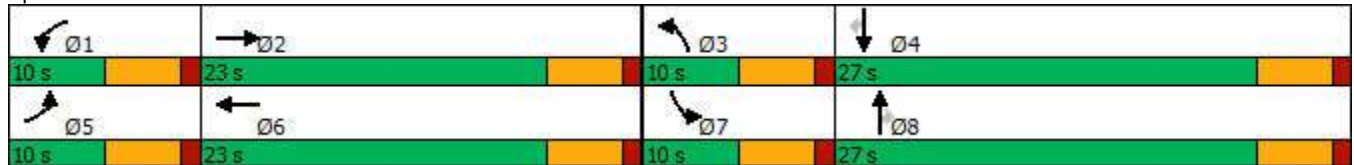


Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↘	↑↑	↗	↙	↑↑↑			
Traffic Volume (vph)	22	0	1164	20	85	483			
Future Volume (vph)	22	0	1164	20	85	483			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	23.0	27.0	27.0	10.0	27.0	23.0	10.0	10.0
Total Split (%)	14.3%	32.9%	38.6%	38.6%	14.3%	38.6%	33%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 47
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	22	0	61	0	1164	20	85	483	0
Future Volume (veh/h)	0	0	0	22	0	61	0	1164	20	85	483	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	23	0	64	0	1225	21	89	508	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	5	0	50	0	123	4	1660	740	140	3427	1064
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.08	0.00	0.47	0.47	0.08	0.67	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	23	0	64	0	1225	21	89	508	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	1.5	0.0	11.2	0.3	1.9	1.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	1.5	0.0	11.2	0.3	1.9	1.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	5	0	50	0	123	4	1660	740	140	3427	1064
V/C Ratio(X)	0.00	0.00	0.00	0.46	0.00	0.52	0.00	0.74	0.03	0.64	0.15	0.00
Avail Cap(c_a), veh/h	224	846	0	224	0	717	224	1964	876	224	3427	1064
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.0	0.0	17.7	0.0	8.6	5.7	17.8	2.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.4	0.0	3.4	0.0	1.2	0.0	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.6	0.0	3.1	0.1	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	25.4	0.0	21.0	0.0	9.9	5.7	22.5	2.4	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	C	A	A
Approach Vol, veh/h		0			87			1246			597	
Approach Delay, s/veh		0.0			22.2			9.8			5.4	
Approach LOS					C			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	2.0	0.0	31.7	0.0	8.1	8.1	23.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	18.0	5.0	22.0	5.0	18.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s	2.5	0.0	0.0	3.4	0.0	3.5	3.9	13.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.2	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.951	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	1863	3366	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	1863	3366	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1250			1322	1283	
Travel Time (s)	28.4			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	37	67	328	194	95
Future Vol, veh/h	36	37	67	328	194	95
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	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	42	76	373	220	108

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	799	164	328	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	338	852	1230	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	852	1230	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	465	-	-
HCM Lane V/C Ratio	0.062	-	0.178	-	-
HCM Control Delay (s)	8.1	-	14.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	970			500	344	
Travel Time (s)	22.0			11.4	7.8	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1405	38	0	1858	0	31
Future Vol, veh/h	1405	38	0	1858	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1527	41	0	2020	0	34

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	764
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	297
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	297
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	297	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Control Delay (s)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	500			1294	364	
Travel Time (s)	11.4			29.4	8.3	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1398	38	0	1858	0	30
Future Vol, veh/h	1398	38	0	1858	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1520	41	0	2020	0	33

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	760
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	299
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	299
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	299	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-
HCM Control Delay (s)	18.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.935		0.918	
Flt Protected		0.957			0.981	
Satd. Flow (prot)	0	1783	1742	0	1678	0
Flt Permitted		0.957			0.981	
Satd. Flow (perm)	0	1783	1742	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		972	550		405	
Travel Time (s)		22.1	12.5		9.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	95	10	70	64	8	13
Future Vol, veh/h	95	10	70	64	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	11	76	70	9	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	146	0	-	0	328 111
Stage 1	-	-	-	-	111 -
Stage 2	-	-	-	-	217 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1436	-	-	-	666 942
Stage 1	-	-	-	-	914 -
Stage 2	-	-	-	-	819 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1436	-	-	-	618 942
Mov Cap-2 Maneuver	-	-	-	-	618 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	819 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	785
HCM Lane V/C Ratio	0.072	-	-	-	0.029
HCM Control Delay (s)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔		↘	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.962					
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1792	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1792	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	550		1250	373		
Travel Time (s)	12.5		28.4	8.5		

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	18	134	53	8	0
Future Vol, veh/h	0	18	134	53	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	146	58	9	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	195
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	20
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	0	-	-	-	794
Stage 1	0	-	-	-	855
Stage 2	0	-	-	-	1003
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	794
Mov Cap-2 Maneuver	-	-	-	-	794
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	1003

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	794
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025 w/Proj
 Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑↑					↑	↑↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	125		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.957										0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3387	0	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3387	0	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55										136
Link Speed (mph)		30			30			30				30
Link Distance (ft)		648			561			1216				985
Travel Time (s)		14.7			12.8			27.6				22.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
 1: Ramona Expy & I-215 SB Ramps

Opening Year 2025 w/Proj
 Timing Plan: PM PEAK

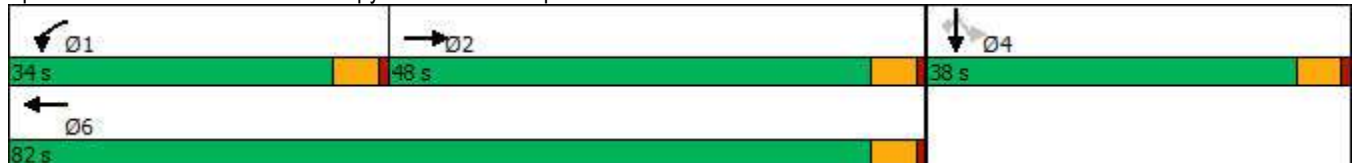


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1040	446	982	1129	4	169
Future Volume (vph)	1040	446	982	1129	4	169
Turn Type	NA	Prot	NA	Perm	NA	Perm
Protected Phases	2	1	6		4	
Permitted Phases				4		4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	34.0	82.0	38.0	38.0	38.0
Total Split (%)	40.0%	28.3%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	None	Min	Min	Min

Intersection Summary

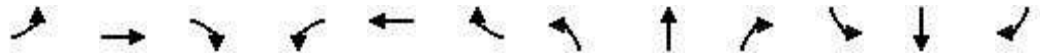
Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Ramona Expy & I-215 SB Ramps



Perris Mixed-Use
1: Ramona Expy & I-215 SB Ramps























Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	1040	414	446	982	0	0	0	0	1129	4	169
Future Volume (veh/h)	0	1040	414	446	982	0	0	0	0	1129	4	169
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1051	418	451	992	0				1143	0	171
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	894	350	430	2280	0				980	0	436
Arrive On Green	0.00	0.36	0.36	0.24	0.64	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2590	976	1781	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	743	726	451	992	0				1143	0	171
Grp Sat Flow(s),veh/h/ln	0	1777	1695	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	43.0	43.0	29.0	16.7	0.0				33.0	0.0	10.5
Cycle Q Clear(g_c), s	0.0	43.0	43.0	29.0	16.7	0.0				33.0	0.0	10.5
Prop In Lane	0.00		0.58	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	637	607	430	2280	0				980	0	436
V/C Ratio(X)	0.00	1.17	1.20	1.05	0.44	0.00				1.17	0.00	0.39
Avail Cap(c_a), veh/h	0	637	607	430	2280	0				980	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.5	38.5	45.5	10.7	0.0				43.5	0.0	35.4
Incr Delay (d2), s/veh	0.0	91.2	103.5	56.4	0.1	0.0				86.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.5	35.0	19.4	6.3	0.0				26.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	129.7	142.0	101.9	10.8	0.0				129.7	0.0	35.9
LnGrp LOS	A	F	F	F	B	A				F	A	D
Approach Vol, veh/h		1469			1443						1314	
Approach Delay, s/veh		135.8			39.3						117.5	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	48.0		38.0		82.0						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	29.0	43.0		33.0		77.0						
Max Q Clear Time (g_c+I1), s	31.0	45.0		35.0		18.7						
Green Ext Time (p_c), s	0.0	0.0		0.0		9.4						
Intersection Summary												
HCM 6th Ctrl Delay				97.2								
HCM 6th LOS				F								
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		150	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1681	1686	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						665			64			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			4582			1217			984	
Travel Time (s)		12.8			104.1			27.7			22.4	

Intersection Summary

Area Type: Other

Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

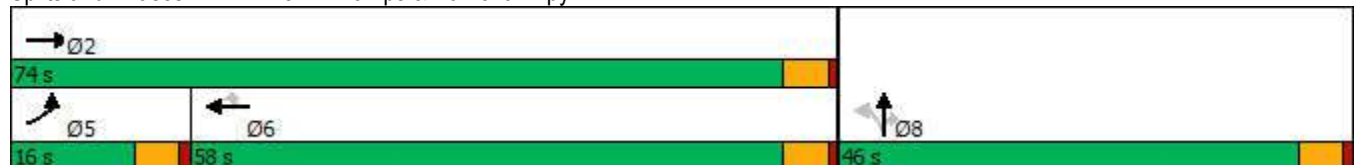


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗	↗
Traffic Volume (vph)	172	1994	981	913	360	3	478
Future Volume (vph)	172	1994	981	913	360	3	478
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	16.0	74.0	58.0	58.0	46.0	46.0	46.0
Total Split (%)	13.3%	61.7%	48.3%	48.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: I-215 NB Ramps & Ramona Expy



Perris Mixed-Use
2: I-215 NB Ramps & Ramona Expy


























Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↙	↗			
Traffic Volume (veh/h)	172	1994	0	0	981	913	360	3	478	0	0	0
Future Volume (veh/h)	172	1994	0	0	981	913	360	3	478	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	218	2524	0	0	1242	1156	459	0	605			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	163	2043	0	0	1570	700	1217	0	542			
Arrive On Green	0.09	0.57	0.00	0.00	0.44	0.44	0.34	0.00	0.34			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	3563	0	1585			
Grp Volume(v), veh/h	218	2524	0	0	1242	1156	459	0	605			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	11.0	69.0	0.0	0.0	36.0	53.0	11.7	0.0	41.0			
Cycle Q Clear(g_c), s	11.0	69.0	0.0	0.0	36.0	53.0	11.7	0.0	41.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	163	2043	0	0	1570	700	1217	0	542			
V/C Ratio(X)	1.34	1.24	0.00	0.00	0.79	1.65	0.38	0.00	1.12			
Avail Cap(c_a), veh/h	163	2043	0	0	1570	700	1217	0	542			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	54.5	25.5	0.0	0.0	28.8	33.5	29.9	0.0	39.5			
Incr Delay (d2), s/veh	186.3	110.3	0.0	0.0	2.8	299.5	0.2	0.0	75.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.4	58.4	0.0	0.0	15.6	77.9	5.0	0.0	27.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	240.8	135.8	0.0	0.0	31.6	333.0	30.0	0.0	114.5			
LnGrp LOS	F	F	A	A	C	F	C	A	F			
Approach Vol, veh/h		2742			2398			1064				
Approach Delay, s/veh		144.1			176.9			78.1				
Approach LOS		F			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.0			16.0	58.0		46.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		69.0			11.0	53.0		41.0				
Max Q Clear Time (g_c+I1), s		71.0			13.0	55.0		43.0				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					145.5							
HCM 6th LOS					F							
Notes												
User approved volume balancing among the lanes for turning movement.												

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.995				0.850			0.850		0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5060	0	1770	5085	1583	1770	1863	1583	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				187			187			158
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4582			4056			2446			1918	
Travel Time (s)		104.1			92.2			55.6			43.6	

Intersection Summary

Area Type: Other

Perris Mixed-Use
3: Webster Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	156	1691	33	1604	53	123	24	18	63	63
Future Volume (vph)	156	1691	33	1604	53	123	24	18	63	63
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0
Total Split (s)	12.0	27.0	10.0	25.0	25.0	10.0	23.0	23.0	10.0	23.0
Total Split (%)	17.1%	38.6%	14.3%	35.7%	35.7%	14.3%	32.9%	32.9%	14.3%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Webster Ave & Ramona Expy



Perris Mixed-Use
3: Webster Ave & Ramona Expy



























Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	156	1691	61	33	1604	53	123	24	18	63	63	144
Future Volume (veh/h)	156	1691	61	33	1604	53	123	24	18	63	63	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	1858	67	36	1763	58	135	26	20	69	69	158
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1981	71	66	1621	503	141	371	314	99	88	202
Arrive On Green	0.11	0.39	0.39	0.04	0.32	0.32	0.08	0.20	0.20	0.06	0.17	0.17
Sat Flow, veh/h	1781	5059	182	1781	5106	1585	1781	1870	1585	1781	505	1157
Grp Volume(v), veh/h	171	1249	676	36	1763	58	135	26	20	69	0	227
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1585	1781	1870	1585	1781	0	1662
Q Serve(g_s), s	5.9	22.2	22.3	1.3	20.0	1.6	4.8	0.7	0.6	2.4	0.0	8.2
Cycle Q Clear(g_c), s	5.9	22.2	22.3	1.3	20.0	1.6	4.8	0.7	0.6	2.4	0.0	8.2
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	198	1333	719	66	1621	503	141	371	314	99	0	290
V/C Ratio(X)	0.86	0.94	0.94	0.54	1.09	0.12	0.95	0.07	0.06	0.70	0.00	0.78
Avail Cap(c_a), veh/h	198	1333	719	141	1621	503	141	534	453	141	0	475
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	0.00	1.00
Uniform Delay (d), s/veh	27.5	18.4	18.4	29.8	21.5	15.2	28.9	20.5	20.5	29.2	0.0	24.9
Incr Delay (d2), s/veh	30.3	12.6	20.1	6.8	50.2	0.1	61.8	0.1	0.1	8.5	0.0	4.6
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	4.1	10.0	12.3	0.6	14.7	0.6	4.4	0.3	0.2	1.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	31.0	38.6	36.6	71.7	15.3	90.7	20.6	20.6	37.7	0.0	29.5
LnGrp LOS	E	C	D	D	F	B	F	C	C	D	A	C
Approach Vol, veh/h		2096			1857			181				296
Approach Delay, s/veh		35.6			69.2			72.9				31.4
Approach LOS		D			E			E				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	29.7	10.0	16.0	12.0	25.0	8.5	17.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	22.0	5.0	18.0	7.0	20.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.3	24.3	6.8	10.2	7.9	22.0	4.4	2.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			51.0									
HCM 6th LOS			D									

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	300		0	200		0	200		225
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		0.996				0.850		0.941				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3330	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	1770	3330	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				187		102				187
Link Speed (mph)		30			30			30				30
Link Distance (ft)		4056			1338			609				635
Travel Time (s)		92.2			30.4			13.8				14.4

Intersection Summary

Area Type: Other

Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

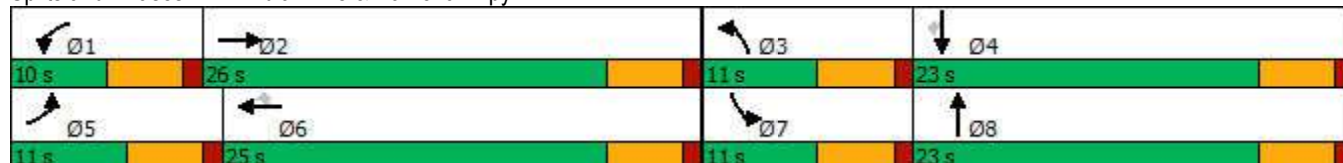


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↷↷↷	↶	↷↷↷	↷	↶	↷↷	↶	↷↷	↷
Traffic Volume (vph)	200	1688	76	1449	121	99	153	107	174	118
Future Volume (vph)	200	1688	76	1449	121	99	153	107	174	118
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8	7	4	
Permitted Phases					6					4
Detector Phase	5	2	1	6	6	3	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	11.0	26.0	10.0	25.0	25.0	11.0	23.0	11.0	23.0	23.0
Total Split (%)	15.7%	37.1%	14.3%	35.7%	35.7%	15.7%	32.9%	15.7%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 58.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Indian Ave & Ramona Expy



Perris Mixed-Use
4: Indian Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑	↖	↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	200	1688	41	76	1449	121	99	153	99	107	174	118
Future Volume (veh/h)	200	1688	41	76	1449	121	99	153	99	107	174	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	1740	42	78	1494	125	102	158	102	110	179	122
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1963	47	110	1738	540	131	273	166	141	477	213
Arrive On Green	0.10	0.38	0.38	0.06	0.34	0.34	0.07	0.13	0.13	0.08	0.13	0.13
Sat Flow, veh/h	1781	5128	124	1781	5106	1585	1781	2122	1293	1781	3554	1585
Grp Volume(v), veh/h	206	1155	627	78	1494	125	102	131	129	110	179	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1702	1585	1781	1777	1638	1781	1777	1585
Q Serve(g_s), s	6.0	18.2	18.3	2.5	15.7	3.2	3.2	4.0	4.3	3.5	2.6	4.2
Cycle Q Clear(g_c), s	6.0	18.2	18.3	2.5	15.7	3.2	3.2	4.0	4.3	3.5	2.6	4.2
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	186	1303	707	110	1738	540	131	229	211	141	477	213
V/C Ratio(X)	1.11	0.89	0.89	0.71	0.86	0.23	0.78	0.57	0.61	0.78	0.37	0.57
Avail Cap(c_a), veh/h	186	1303	707	155	1774	551	186	556	512	186	1111	496
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(l)	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	25.8	16.6	16.6	26.5	17.7	13.6	26.2	23.6	23.7	26.0	22.7	23.4
Incr Delay (d2), s/veh	98.4	7.7	13.0	8.3	4.4	0.2	12.7	2.2	2.9	14.3	0.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	7.5	9.2	1.2	6.1	1.1	1.8	1.7	1.7	1.9	1.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.1	24.3	29.6	34.7	22.1	13.8	38.9	25.8	26.6	40.3	23.2	25.8
LnGrp LOS	F	C	C	C	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1988			1697			362			411	
Approach Delay, s/veh		36.3			22.1			29.8			28.6	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	27.0	9.2	12.7	11.0	24.6	9.6	12.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	21.0	6.0	18.0	6.0	20.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	20.3	5.2	6.2	8.0	17.7	5.5	6.3				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.1	0.0	1.9	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay				29.7								
HCM 6th LOS				C								

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		200	300		0	350		150	200		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	4989	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	4989	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203		36				187			187
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1338			810			1333			1298	
Travel Time (s)		30.4			18.4			30.3			29.5	

Intersection Summary

Area Type: Other

Perris Mixed-Use
5: Perris Blvd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↖↗	↑↑	↗	↖↗	↑↑	↗
Traffic Volume (vph)	244	1416	197	140	1142	294	454	127	332	624	231
Future Volume (vph)	244	1416	197	140	1142	294	454	127	332	624	231
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	12.0	25.0	25.0	10.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (%)	17.1%	35.7%	35.7%	14.3%	32.9%	17.1%	32.9%	32.9%	17.1%	32.9%	32.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary

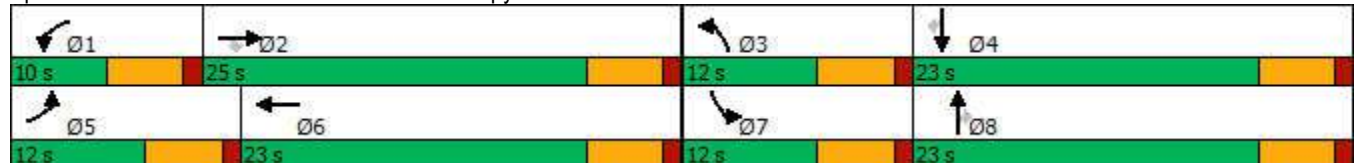
Cycle Length: 70

Actuated Cycle Length: 69

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Perris Blvd & Ramona Expy



Perris Mixed-Use
5: Perris Blvd & Ramona Expy






























Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	244	1416	197	140	1142	164	294	454	127	332	624	231
Future Volume (veh/h)	244	1416	197	140	1142	164	294	454	127	332	624	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	1460	203	144	1177	169	303	468	131	342	643	238
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1523	473	239	1207	173	360	822	366	360	822	366
Arrive On Green	0.10	0.30	0.30	0.07	0.27	0.27	0.10	0.23	0.23	0.10	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	4510	647	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	252	1460	203	144	888	458	303	468	131	342	643	238
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1754	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.8	18.9	6.9	2.7	17.4	17.4	5.8	7.8	4.7	6.6	11.4	9.1
Cycle Q Clear(g_c), s	4.8	18.9	6.9	2.7	17.4	17.4	5.8	7.8	4.7	6.6	11.4	9.1
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1523	473	239	911	469	360	822	366	360	822	366
V/C Ratio(X)	0.73	0.96	0.43	0.60	0.98	0.98	0.84	0.57	0.36	0.95	0.78	0.65
Avail Cap(c_a), veh/h	360	1523	473	257	911	469	360	951	424	360	951	424
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	23.2	19.0	30.4	24.4	24.4	29.6	22.9	21.7	30.0	24.3	23.4
Incr Delay (d2), s/veh	7.1	14.5	0.6	3.5	23.9	35.1	16.4	0.6	0.6	34.8	3.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.0	2.5	1.2	9.5	11.3	3.1	3.2	1.7	4.4	4.9	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	37.7	19.6	33.9	48.3	59.6	46.0	23.5	22.3	64.8	28.0	26.2
LnGrp LOS	D	D	B	C	D	E	D	C	C	E	C	C
Approach Vol, veh/h		1915			1490			902			1223	
Approach Delay, s/veh		35.6			50.4			30.9			38.0	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	25.1	12.0	20.6	11.7	23.0	12.0	20.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	7.0	18.0	7.0	18.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	4.7	20.9	7.8	13.4	6.8	19.4	8.6	9.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			39.3									
HCM 6th LOS			D									

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		250	200		0	300		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.937				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1745	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1745	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			206			36			145
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1225			69			53				1318
Travel Time (s)		27.8			1.6			1.2				30.0

Intersection Summary

Area Type: Other

Perris Mixed-Use
6: Redlands Ave & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	13	1651	83	122	1143	183	49	199	337	148	66
Future Volume (vph)	13	1651	83	122	1143	183	49	199	337	148	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	37.0	37.0	10.0	37.0	37.0	11.0	23.0	20.0	32.0	32.0
Total Split (%)	11.1%	41.1%	41.1%	11.1%	41.1%	41.1%	12.2%	25.6%	22.2%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Redlands Ave & Ramona Expy



Perris Mixed-Use
6: Redlands Ave & Ramona Expy







































Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↘	↑	↗
Traffic Volume (veh/h)	13	1651	83	122	1143	183	49	199	143	337	148	66
Future Volume (veh/h)	13	1651	83	122	1143	183	49	199	143	337	148	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1795	90	133	1242	199	53	216	155	366	161	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1815	564	99	2015	626	73	203	145	297	610	517
Arrive On Green	0.02	0.36	0.36	0.06	0.39	0.39	0.04	0.20	0.20	0.17	0.33	0.33
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1013	727	1781	1870	1585
Grp Volume(v), veh/h	14	1795	90	133	1242	199	53	0	371	366	161	72
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1740	1781	1870	1585
Q Serve(g_s), s	0.7	31.4	3.5	5.0	17.5	7.8	2.6	0.0	18.0	15.0	5.7	2.9
Cycle Q Clear(g_c), s	0.7	31.4	3.5	5.0	17.5	7.8	2.6	0.0	18.0	15.0	5.7	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	29	1815	564	99	2015	626	73	0	348	297	610	517
V/C Ratio(X)	0.48	0.99	0.16	1.34	0.62	0.32	0.73	0.00	1.07	1.23	0.26	0.14
Avail Cap(c_a), veh/h	99	1815	564	99	2015	626	119	0	348	297	610	517
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.8	19.8	42.5	21.8	18.9	42.7	0.0	36.0	37.5	22.4	21.4
Incr Delay (d2), s/veh	11.7	18.4	0.1	207.7	0.6	0.3	13.0	0.0	67.0	130.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	15.3	1.3	7.9	6.8	2.8	1.4	0.0	13.9	17.2	2.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	47.3	19.9	250.2	22.4	19.1	55.7	0.0	103.0	168.0	22.6	21.5
LnGrp LOS	E	D	B	F	C	B	E	A	F	F	C	C
Approach Vol, veh/h		1899			1574			424			599	
Approach Delay, s/veh		46.0			41.2			97.0			111.3	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	8.7	34.3	6.5	40.5	20.0	23.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0	6.0	27.0	5.0	32.0	15.0	18.0				
Max Q Clear Time (g_c+I1), s	7.0	33.4	4.6	7.7	2.7	19.5	17.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	7.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				57.8								
HCM 6th LOS				E								

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	 	 	 	  	  	 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		325	300		200	200		0	200		200
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3518	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			391			206			4			206
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2431			1365			737				1531
Travel Time (s)		55.3			31.0			16.8				34.8

Intersection Summary

Area Type: Other

Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	429	1352	371	27	807	194	212	297	284	507	475
Future Volume (vph)	429	1352	371	27	807	194	212	297	284	507	475
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			Free			6					4
Detector Phase	5	2		1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	17.0	43.0		10.0	36.0	36.0	11.0	23.0	14.0	26.0	26.0
Total Split (%)	18.9%	47.8%		11.1%	40.0%	40.0%	12.2%	25.6%	15.6%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min	None	Min	Min

Intersection Summary

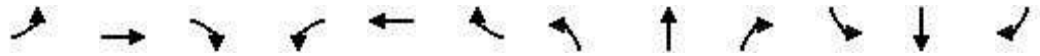
Cycle Length: 90
 Actuated Cycle Length: 86.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Evans Rd & Ramona Expy



Perris Mixed-Use
7: Evans Rd & Ramona Expy

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	429	1352	371	27	807	194	212	297	13	284	507	475
Future Volume (veh/h)	429	1352	371	27	807	194	212	297	13	284	507	475
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	452	1423	0	28	849	204	223	313	14	299	534	500
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	2114		51	1067	476	246	740	33	369	885	395
Arrive On Green	0.14	0.41	0.00	0.03	0.30	0.30	0.07	0.21	0.21	0.11	0.25	0.25
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3465	154	3456	3554	1585
Grp Volume(v), veh/h	452	1423	0	28	849	204	223	160	167	299	534	500
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1843	1728	1777	1585
Q Serve(g_s), s	10.9	19.1	0.0	1.3	18.5	8.7	5.4	6.6	6.6	7.1	11.2	21.0
Cycle Q Clear(g_c), s	10.9	19.1	0.0	1.3	18.5	8.7	5.4	6.6	6.6	7.1	11.2	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	492	2114		51	1067	476	246	379	393	369	885	395
V/C Ratio(X)	0.92	0.67		0.55	0.80	0.43	0.91	0.42	0.42	0.81	0.60	1.27
Avail Cap(c_a), veh/h	492	2301		106	1307	583	246	379	393	369	885	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	20.1	0.0	40.4	27.1	23.7	38.9	28.7	28.7	36.8	28.0	31.7
Incr Delay (d2), s/veh	22.4	0.7	0.0	9.0	2.9	0.6	33.7	0.7	0.7	12.8	1.2	138.7
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	7.3	0.0	0.7	8.0	3.2	3.4	2.8	2.9	3.6	4.8	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	20.8	0.0	49.4	30.0	24.3	72.6	29.4	29.4	49.6	29.1	170.3
LnGrp LOS	E	C		D	C	C	E	C	C	D	C	F
Approach Vol, veh/h		1875			1081			550			1333	
Approach Delay, s/veh		29.8			29.4			46.9			86.7	
Approach LOS		C			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	39.9	11.0	26.0	17.0	30.3	14.0	23.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	38.0	6.0	21.0	12.0	31.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	3.3	21.1	7.4	23.0	12.9	20.5	9.1	8.6				
Green Ext Time (p_c), s	0.0	9.6	0.0	0.0	0.0	4.8	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		0	150		0	150		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor					0.850			0.850				
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	1863	1863	0	1770	1583	0	1863	3539	1583	1770	5085	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					378					187		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			862			1289			1333	
Travel Time (s)		5.0			19.6			29.3			30.3	

Intersection Summary

Area Type: Other

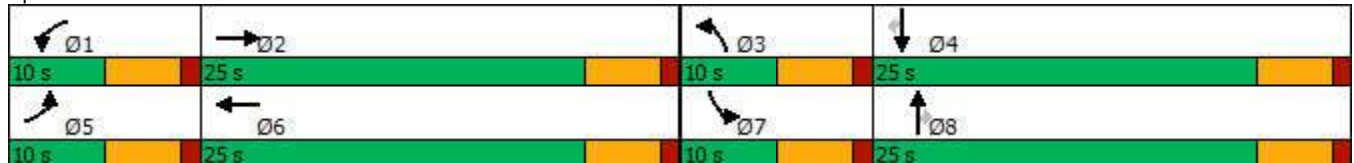


Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø3	Ø5
Lane Configurations	↙	↔	↕	↗	↘	↕			
Traffic Volume (vph)	54	0	777	32	35	893			
Future Volume (vph)	54	0	777	32	35	893			
Turn Type	Prot	NA	NA	Perm	Prot	NA			
Protected Phases	1	6	8		7	4	2	3	5
Permitted Phases				8					
Detector Phase	1	6	8	8	7	4			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0
Total Split (s)	10.0	25.0	25.0	25.0	10.0	25.0	25.0	10.0	10.0
Total Split (%)	14.3%	35.7%	35.7%	35.7%	14.3%	35.7%	36%	14%	14%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	None	None

Intersection Summary

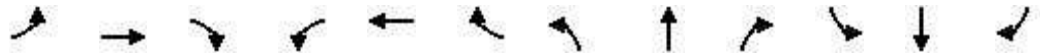
Cycle Length: 70
 Actuated Cycle Length: 36.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Perris Blvd & Dawes St



Perris Mixed-Use
8: Perris Blvd & Dawes St

Opening Year 2025 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	0	0	0	54	0	89	0	777	32	35	893	0
Future Volume (veh/h)	0	0	0	54	0	89	0	777	32	35	893	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	57	0	94	0	818	34	37	940	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	6	0	110	0	181	5	1366	609	78	2965	920
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.11	0.00	0.38	0.38	0.04	0.58	0.00
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	0	0	0	57	0	94	0	818	34	37	940	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	1.8	0.0	6.0	0.4	0.7	3.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.0	0.0	1.8	0.0	6.0	0.4	0.7	3.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	6	0	110	0	181	5	1366	609	78	2965	920
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.52	0.00	0.60	0.06	0.48	0.32	0.00
Avail Cap(c_a), veh/h	272	1142	0	272	0	968	272	2170	968	272	3118	968
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(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.9	0.0	13.7	0.0	8.1	6.3	15.3	3.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	2.3	0.0	0.4	0.0	4.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.6	0.0	1.5	0.1	0.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.6	0.0	16.0	0.0	8.5	6.4	19.8	3.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			151			852			977	
Approach Delay, s/veh		0.0			17.0			8.4			4.2	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	1.7	0.0	24.0	0.0	8.7	6.4	17.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	20.0	5.0	20.0	5.0	20.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s	3.0	0.0	0.0	5.1	0.0	3.8	2.7	8.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.8	0.0	0.4	0.0	4.6				
Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt	0.941				0.985	
Flt Protected	0.973		0.950			
Satd. Flow (prot)	1706	0	1770	1863	3486	0
Flt Permitted	0.973		0.950			
Satd. Flow (perm)	1706	0	1770	1863	3486	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1170			1322	1283	
Travel Time (s)	26.6			30.0	29.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	63	45	195	273	30
Future Vol, veh/h	82	63	45	195	273	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	72	51	222	310	34

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	651	172	344	0	0
Stage 1	327	-	-	-	-
Stage 2	324	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	417	842	1213	-	-
Stage 1	704	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	399	842	1213	-	-
Mov Cap-2 Maneuver	399	-	-	-	-
Stage 1	674	-	-	-	-
Stage 2	732	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	517	-	-
HCM Lane V/C Ratio	0.042	-	0.319	-	-
HCM Control Delay (s)	8.1	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	810			730	460	
Travel Time (s)	18.4			16.6	10.5	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2026	42	0	1512	0	31
Future Vol, veh/h	2026	42	0	1512	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2202	46	0	1643	0	34

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1101
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	178
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	178
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	178	-	-	-
HCM Lane V/C Ratio	0.189	-	-	-
HCM Control Delay (s)	29.9	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑		↑↑↑↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		100	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	730			1225	476	
Travel Time (s)	16.6			27.8	10.8	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2015	42	0	1512	0	31
Future Vol, veh/h	2015	42	0	1512	0	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	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2190	46	0	1643	0	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1095
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	179
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	179
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	179	-	-	-
HCM Lane V/C Ratio	0.188	-	-	-
HCM Control Delay (s)	29.7	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.984		0.918	
Flt Protected		0.991			0.981	
Satd. Flow (prot)	0	1846	1833	0	1678	0
Flt Permitted		0.991			0.981	
Satd. Flow (perm)	0	1846	1833	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		862	740		481	
Travel Time (s)		19.6	16.8		10.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	13	54	67	9	51	77
Future Vol, veh/h	13	54	67	9	51	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	59	73	10	55	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	165 78
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1514	-	-	-	826 983
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	936 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1514	-	-	-	818 983
Mov Cap-2 Maneuver	-	-	-	-	818 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	936 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	910
HCM Lane V/C Ratio	0.009	-	-	-	0.153
HCM Control Delay (s)	7.4	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔		↓	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.983					
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1831	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1831	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	740		1170	456		
Travel Time (s)	16.8		26.6	10.4		

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	105	76	11	63	0
Future Vol, veh/h	0	105	76	11	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	114	83	12	68	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	203
Stage 1	-	-	-	-	89
Stage 2	-	-	-	-	114
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	0	-	-	-	786
Stage 1	0	-	-	-	934
Stage 2	0	-	-	-	911
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	786
Mov Cap-2 Maneuver	-	-	-	-	786
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	911

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	786
HCM Lane V/C Ratio	-	-	-	0.087
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Appendix D

Cumulative Project Data

COMPLETED PROJECTS

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
<i>PVCC SP / North Area of City</i>							
AAA	2,000	10	SE Corner of Harley Knox & Webster	Entitled 2018.3.7	Completed 2021	DPR 16-00012	KP
BI - Accent Décor	172,645	9	501 Harley Knox	Entitled 2008.11.25	Completed (April 2018)	DPR 07-09-0018	KP
Circle Industrial - Tech Style	600,000	31	NW corner of Markham & Redlands	Entitled 2013.11.12	Completed (March 2017)	DPR 13-02-00005	NP
Circle Industrial III - Tech Style	211,000	10	NW corner of Nance & Redlands	Entitled 2018.10.17	Completed (2020)	DPR 17-00006	NP
Duke 2 - Forever 21	669,000	31	SE corner of Indian & Markham	Entitled 2017.10.18	Completed (April 2019)	DPR 16-00008	NP
Duke @ Perris Blvd - Amazon & Coronado	1,070,000	54	E of Perris Blvd btw Markham & Perry	Entitled 2017.8.28	Completed (August 2020)	DPR 17-00002 & CUP 1	CP
Duke @ Patterson - Amazon	811,000	37	SE corner of Patterson & Markham	Entitled 2019.1.29	Completed (2020)	DPR 17-00001	KP/AG
First Perry - Moret Group	240,000	11	SW corner of Perry & Redlands	Entitled 2017.11.15	Completed (December 2019)	DPR 16-00013	NP
Gateway - Kenco (Reynolds)	400,000	22	SE corner of I-215 & Harley Knox	Entitled 2017.1.31	Completed (December 2018)	DPR 16-00003	KP
General Mills	1,600,000	70	Btw Markham and Ramona W of Indian	Entitled 2009.12.8	Completed (November 2016)	DPR 07-07-0029	KP
Home Depot (IDI)	1,364,551	90	350 W. Markham St	Entitled 2012.8.28	Completed (March 2014)	DPR 05-0113	
Home Depot & Essendant	1,700,000	91	E of Redlands north of Perry	Entitled 2012.11.27	Completed (May 2017)	DPR 11-12-0004	
IDI @ Ramona (Grainger)	426,000	24	4130 Indian Ave.	Entitled 2019.11.20	Completed (2022)	DPR 18-00002	CP
Indian Palms	39,000	2	W of Indian bt Rider and Walnut	Entitled 2016.1.31	Completed (2009)	DPR 05-0285	
Integra - Amazon	864,000	43	Btw Markham & Nance E of Webster	Entitled 2015.1.27	Completed (December 2018)	DPR 14-02-0014	DS
Lowes	1,200,000	120	Btw Ramona & Morgan W of Indian	Entitled	Completed (2001)	DPR 99-0167	
Markham East - Geodis	460,000	22	NW corner of Redlands & Perry	Entitled 2007.6.20	Completed	DPR 05-0477	
MI - Retrospec Bicycle	170,000	9	NE corner of Indian & Markham	Entitled 2017.8.16	Completed (October 2021)	DPR 16-00015	KP
OLC 1 - Ferguson & Penske	1,455,000	69	NW corner of Webster & Ramona	Entitled 2016.1.12	Completed (December 2018)	DPR 12-10-0005	KP
OLC 2 - H&M	1,037,000	49	NE corner of Patterson & Markham	Entitled 2016.1.12	Completed (December 2019)	DPR 14-01-0015	KP
Phelan Indus - FlexSpot	81,000	4	N. Side of Markham btw Webster & Perris	Entitled 2017.10.10	Complete (2020)	ADPR 16-05202	NP
Rados (Locktech)	1,200,000	83	728 W RIDER ST	Entitled 2011.7.12	Completed 2022	MMOD 18-05204; DPR NP	
Ridge - Hanes	1,900,000	90	NW corner of Perris & Morgan	Entitled 2007.3.27	Completed (2012)	DPR 05-0493	
Rider 1 - LDC Logistics	350,000	16	Generally SW of Rider & Redlands	Entitled 2007.6.20	Completed (2020)	DPR 06-0365	KP
Rider 3 - Sketchers	640,000	30	NW corner of Rider & Redlands	Entitled 2009.3.31	Completed (2020)	DPR 06-0432	KP
Ross (Oakmont 2)	700,000	37	SW corner of Perris & Markham	Entitled 2007.3.27	Completed (2013)	DPR 05-0192	
Ross	1,600,000	83	SW corner of Indian & Morgan	Entitled date ?	Completed (2002)	?	
Wayfair (Duke 1)	2,000,000	96	NE corner of Indian & Rider	Entitled 2009.8.25	Completed (October 2017)	DPR 06-0417	DS
Western Brass (Multi-tenants)	494,000	24	NE corner of Harley Knox and Indian	Entitled 2004.7.3	Completed (2007)	DPR 03-0388	KP
Western Ind (PODS)	250,000	25	E. Side of Western Way & City limits	Entitled 2019.12.18	Completed (April 2021)	DPR 19-00003	NP
Whirlpool (IDS)	1,700,000	80	NE corner of Perris & Morgan	Entitled 2005.8.17	Completed (2006)	DPR 04-0464	
WT (Yakima)	180,000	9	SW corner of Indian & Nance	Entitled 2016.7.20	Completed (December 2021)	DPR 16-00001; MM 20 KP	
<i>SOUTH AREA OF THE CITY</i>							
Total	25,586,196	1,381					

PROJECTS THAT HAVE STARTED CONSTRUCTION

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner	
<i>PVCC SP / North Area of City</i>								
1	Burge Indus 1	18,000	2.5 E. of Perris Blvd. & N of Commerce Dr	Entitled 2019.8.7	Vertical Constructin	DPR 18-00001	CP/RG	
2	Burge Indus 2	43,354	3 E. Perris Blvd. and S of Commerce Dr	Entitled 2019.8.7	Vertical Constructin	DPR 18-00007	CP/RG	
3	Duke @ Perry (Rak Logistics)	144,000	7 SE Corner of Perry and Barrett	Entitled 2019.11.6	Vertical Constructin	DPR 18-00011	CP/AG	
No	First Indus (Goodwin)	248,000	SW corner of Rider and Wilson	Entitled 2021.7.7 (8/26/20)	Grading	DPR 20-00011	AG	
4	Pulliam Indus	16,000	0.5 Lots 10 & 12 on Commerce Dr, E of Perris	Entitled 2018.6.20	Vertical Constructin	DPR 17-00007 & 9	CP	
1 year	5	Rider 2	805,567	39 NE corner of Rider & Redlands	Entitled 2021.7.27	Vertical Construction	DPR 19-00004	CP/RG/NP
6	Rider 4	548,019	33 SE corner of Redlands and Morgan	Entitled 2021.7.27	Grading	DPR 19-00006	CP/RG	
7	Walnut Indu	205,000	11 N. Side Walnut St, btw Indian & Barnett	Entitled 2020.1.20	Vertical Construction	DPR 19-00014	MD/AG	
8	Wilson Ind (New Age)	303,000	16 E. Side of Wilson S. of Rider St	Entitled 2020.12.2	TCO 3/2022	DPR 19-00007	AG	
9	First Indus (Goodwin)	338,000	15 SE Corner of Rider and Redlands	Entitled 2021.7.7	Grading (April 2022)	DPR 19-00016	AG	
6 months	10	Canyon Steel (CS)	25,000	4 NWC of Patterson and California	Entitled 2019.2.20	Vertical Construction	DPR 18-00006	KP
11	Truck Terminal	0	9.5 N. side of Markham & E of Perris Blvd	Entitled 2021.10.26	Grading	CUP 20-05100	CP/LG	
12	Calvio Ind	43,000	3 NE corner of Perris and Rider	Entitled 2022.2.16	Grading	DPR 21-00007	ME	
13	Calvio Ind 2	30,000	2 NW Rider and Johnson	Entitled 2022.6.1	Grading	DPR 21-00017	RG	

1 year	SOUTH AREA OF THE CITY							
	IDI - Site 3	2,300,000	217	NE corner of Redlands and Ellis	Entitled 2010.7.13	Grading	DPR 08-01-0007	DS/CP
	Total	5,066,940	360.35					

PROJECTS IN PLAN CHECK

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	
<i>PVCC SP / North Area of City</i>							
14	Wilson Ind 2	155,000	9.7	E. side of Wilson S. south of Rider St	Entitled 2022.2.2 (2/10/21)	Plan check	DPR 21-00001 AG
15	Pheland Indus	109,000	10	SW Webster and Nance	Entitled 2022.4.6	Plan check	DPR 20-00017 AG

SOUTH AREA OF THE CITY

Total 264,000 20

ENTITLED INDUSTRIAL PROJECTS

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	
<i>PVCC SP / North Area of City</i>							
16	Oleander Cultivation	12,985	1	1261 Oleander Ave	Entitled 2021.3.3	In process	DPR 18-00012 AG
17	Integra - Expansion (IT-E)	273,000	10	NE corner of Markham and Webster	Entitled 2019.4.17	Dormant	MMOD 17-05075 DS
18	Holistic Inc. - Cultivation	5,000		872 Washington Ave	Entitled 2019.6.19		DPR 18-00009 CP
19	Marijuana Manufacturing (MM)	1,000	0.5	NW corner of Webster and Washington	Entitled 2019.4.4	In process	ADPR 19-05051; DPR 1 MD
20	Harley Knox 25k	25,000	1	S of Harley Knox btw Patterson & Nevada	Entitled 2021.4.21	In process	DPR 19-00005 NP
21	Patriot Ind	286,000	15	SW Perris and Morgan	Entitled 2021.8.18 (9/29/20)	In process	DPR 20-00013 CP/NP
22	Park Ind	31,000	2	SE Patterson and Markham	Entitled 2020.2.5	Dormant	DPR 19-00002 NP
23	First Harley Knox Ind	154,250	8.1	NW Harley Knox and Redlands	Entitled 2022.3.2	In process	DPR 20-00014 NP
24	Kwasizur Indu	138,000	9	SE corner of Indian and Harley Knox	Entitled 2022.3.2	In process	DPR 20-00019 AG
25	Nance Ind	156,000	6.4	25264 E Nance Street, S. side of Harley Knox Na	Entitled 2022.7.20 (6/18/2021)	In process	DPR 21-00006 ME (RS)
26	Seefried Indus	165,000	7.58	SW Ramona and Brennan	Entitled 2023.2.15 (3/29/2022)	In process	DPR 22-00010 AG

SOUTH AREA OF THE CITY

Total 5,588,519 307

PROJECTS IN PROCESS

Industrial Projects	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	
<i>PVCC SP / North Area of City</i>							
27	Expressway Industrial	347,000	16	SW corner of Ramona and Perris	Not entitled	In process	DPR 19-00012 AG
28	Natwar Ind	420,000	23	W. Side of Natwar 300' N. of Nandina	Not entitled	In process	DPR 20-00004 NP
29	Serrao Ind	3,500	0.17	N. Side of Nance Street 660' E. of Webster	Not entitled	In process	DPR 20-00010 RG
30	Lakecreek East	256,000	11	E. Side of Redlands S. of Rider St	Not entitled (1/7/21)	In process	DPR 20-00021 CP
31	Lakecreek West	300,000	20	W. Side of Reldands S. of Rider St	Not entitled (1/7/21)	In process	DPR 20-00020 CP
32	Chartwell Ind	141,000	6	SW corner of Redlands and Rider	Not entitled (2/18/21)	In process	DPR 21-00003 AG
33		345,000		SE corner of Perris & Harley Knox	Not entitled (4/29/2021)	In process	DPR 21-00004 NP
Yes	34 March Plaza PDO	66,686	4.37	NW corner of Perris & Harley Knox	Not entitled	In process	DPR 22-00031 NP
Yes	35 Michael Goodwin Indst. Realy Trust	345,316		657 Harley Knox Blvd.	Not Entitled (Incomplete (10/8/22)	In Progress	DRP22-00026 DF
Yes	36 Proficiency Capital LLC (Matt Englhart)	143,913		25264 E. Nance Street	Previously Approved 02/20/22 by PC	In Review for Modification	MMOD22-05255 DF

	37	Duke @ Patterson and Nance	769,000	36 NE corner of Patterson and Nance	Not entitled (5/5/2021)	In process	DPR 21-00005	DF, RS
	38	Lakecreek at Harley Knox	143,000	NW corner of Harley Knox and Las Palmas	Not entitled 6/23/2021	In process	DPR 21-00008	DF
	39	McKay Indus	232,000	13 NE of Ramona and Indian	Not entitled (9/2/2021)	In process	DPR 21-00011	DF (MB, RS,
	40,41	Ramona Gateway DECA (35K Com)	850,000	50 S Ramaona btw Nevada and Webster	Not entitled (10/1/2021)	In process	DPR 21-00013	DF, ME
No		Lakecreek Placentia	508,776	25 NE of Placentia and Wilson	Not entitled (11/1/2021)	In process	DPR 21-00015	DF
No		Harvest Landing MBU	1,232,900	73 Frontage Road and	Not entitled (1/13/2022)	In process	CUP 22-05005	DF
	42	OLC 3	879,000	40 SW Perris and Markham	Not entitled (2/18/2022)	In process	DPR 22-00006	DF
	43	RG Indus	263,000	11 SW Patterson and Nance	Not entitled (2/17/2022)	In process	DPR 22-00003	LG
No		Lowe's truck parking expansion	0	11.83 NW Morgan and Indian Avenue	Not entitled (3/31/2022)	In process	DPR 22-00011	AG
Yes	44	Oakmont Indus	202,100	10 S. Side of Nance 800' W. Redlands	Not entitled (5/31/2022)	In process	DPR 22-00015	LG
Yes	45	First Industrial	354,000	21.63 NW Harley Knox and Indian	Not entitled (6/2/2022)	In process	DPR 22-00016	LG
Yes	46	Markham Industrial	89,000	4 S. Sid of Markham E. of Patterson	Not entitled (6/20/2022)	In process	DPR 22-00020	LG
Yes	47	First Sinclair	423,224	19.7 100 W. Sinclair	Not entitled (9/19/2022)	In process	DPR22-00027	NP
No		Truck Storage Yard	0	6.78 NWC Markham and Webster	Not entitled (9/7/2022)	In process	CUP 22-05261	LG
Yes	48	Redlands Indus	121,100	NEC Redlands and Placentia	Not entitled	In process	DPR 22-00008	LG
Repeat		March Plaza PDO	66,686	4.37 NW Perris and Harley Knox	Not entitled	In process	DPR22-00031	NP
Repeat		First Sinclair	423,000	19.7 Sinclair St and Perris Blvd	Not entitled	In process	DPR22-00027	NP
SOUTH AREA OF THE CITY								
		South Perris Industrial South	3,192,567	195 SW corner of Mapes and Goetz	Not entitled	In process	MMOD 22-05265	DF
		Marijuana Manufacturing/Cul	30,000	6 N. side of Mapes btw Goetz & Alpine	Not entitled	In process	DPR 18-00010	CP
		Airport Logistics	742,000	77 S. side of Ellis btw Goetz and Case	Not entitled	In process	DPR 22-00005	NP
		NewCastle Indus	670,000	35 S. Side of Ellis and 750' E. of Redlands	Not entitled (6/6/2022)	In process	DPR 22-00018	AG
		Blue Indus	329,500	19 SW corner Trumble and Mapes	Not entitled	In process	CUP 22-05023	LG
		Airport Industrial	650,000	37.5 NE Goetz and Mapes	Not entitled	In process	DPR 22-00002	AG
		Hillwood Ethanac	412,000	20.1 NE Ethanac and Trumble	Not entitled	In process	DPR22-00030	NP
		Waypoint Commerce	358,000	16.3 Mountain, West of Goetz	Not entitled	In process	DPR22-00039	NP
		Total	15,309,268	832.45				

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Preliminary Review

Industrial Projects	Sq. Ft.	Acreage	Location	Assigned Date	Status	Case Number(s)	Planner
Perris Trailer	7,800	5.61	NW Webster & Nance	5/3/2022		PR 22-05121	LG
GAA Industrial	130,000	10	E. side of Goetz Rd, south of Mountain	4/28/2022		PR 22-05127	AG
Self Storage	149,000	10	E. side of Goetz Rd, south of Mountain	3/11/2022		PR 22-05066	AG
Walker Indu	13,000	1	N. of Walker btw G and Redlands	3/11/2022		PR 22-05066	RG
Scannell Indu	319,000	15	S. side of Mountain west of Goetz Road	3/11/2022		PR 22-05067	NP
Brew Indus	62,000	4	S. side of Harley Knox west of Perris Blvd	3/29/2022		PR 22-05092	LG
Dedeaux Markham	88,000	4.06	S. Side of Markham; 800-ft E of Patterson	3/29/2022		PR 22-05099	LG
Ramin Indus	94,000	2	NE Perris and Markham	5/9/2022 (4/19/2022)		PR 22-05125	AG
Hillwood Indus	410,650	20	NE Ethanac and Trumble	5/9/2022		PR 22-05139	NP
Sinclair Indu	436,000	19.75	W. side of Perris and Sinclair	7/19/2022 (6/22/2022)		PR 22-05188	NP
Classic Expansion	132,000	9.36	SW Illinois & Trumble - 9k Retail + 123K Ind	7/19/2022 (6/28/2022)		PR 22-05190	NP
New industrial	54,720	2.42	SWC Malbert & Goetz	9/8/2022 (8/31/2022)		PR 22-05254	LG
Lewis (Commercial and Indus)	843,000	66.2	SE San Jacinto and Redlands	Submitted 2022.11		PR 22-05337	NP
LPC west industrial	157,000	9	NW Redlands and Placentia		22-Oct	PR 22-05319	NP
Downtown Perris Industrial at 7th	257,000	14	SE corner of G street and 7th		9-Jan	PR22-05382	NP
Total	3,153,170	191.58					

PROJECTS THAT HAVE STARTED CONSTRUCTION

Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
NORTH AREA OF THE CITY							
3 49	March Plaza	47,253	8 NW corner of Perris Blvd & Harley Knox	Entitled 2017.3.15	Vertical Construction	CUP 16-05165	DS
Yes 50	Commercial Retail - Spectrum, K	7,400	2 W of Perris Blvd north of Orange	Entitled 2020.7.1	Vertical Construction	CUP 19-05301 ADPR 21-05260	AG
Yes 51	Walmart Fueling	440	1 SW corner of Perris & Citrus	Entitled 2022.3.16	Vertical Construction	ADPR 21-05260	RG/NP
SOUTH AREA OF THE CITY							
Total SF		55,093	11				

PROJECTS IN PLAN CHECK

Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
NORTH AREA OF THE CITY							
Yes 52	In-N-Out	4,000	1.5 Old Nuevo Rd	Entitled 2022.4.22	Plan check	CUP 22-05055	NP
Yes 53	Gas Station	7,250	4.56 NE Perris & Harley Knox	Entitled 2021.7.27	Plan check	CUP 20-05101	AG
SOUTH AREA OF THE CITY							
Total SF		11,250	6				

ENTITLED PROJECTS

Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
NORTH AREA OF THE CITY							
Yes 54	7-Eleven Auto carwash	4,100	2 SW Perris and Rider	Entitled 2027.7.27	In process	CUP 19-05281	NP
55	Tommy's carwash & QSR	8,500	4.5 E. side of Perris Blvd; south of Orange	Entitled 2022.7.20	In process	CUP 20-05217	RG
SOUTH AREA OF THE CITY							
	Pharmacy	15,000	1.3 S. side of 4th St west of Park St	Entitled 2022.4.6	In process	DPR 20-00022	AG
	Gas Station & Carwash	7,000	1.8 4th St and Navajo Rd	Entitled 2021.12.1	In process	CUP 19-05295	AG
4	Motte Town Center (MTC)	484,300	59 SE corner of Ethanac and Trumble	Entitled 2008.5.13	Dormant	DPR 06-0337	DS
8	Perris Venue	643,000	68 SE corner of San Jacinto and Redlands	Entitled 2009.8.13	Dormant	DPR 08-04-0015	KP
Total SF		1,161,900					

PROJECTS IN PROCESS

Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
NORTH AREA OF THE CITY							
No	Mosque	12,000	0.52 NE of Barrett and Orange	Submitted 2021.5.12	In process	CUP 21-05102	RG
Yes 56,57	Gas Station, carwash & Hotel	22,000	3.83 NW Perris and Placentia	Submitted 2022.3.8	In process	DPR 22-00007	RG
Yes 58	Jack-in-the-box/ gas station/car	3,202	3.71 SW Perris and Harley Knox	Submitted 2022.3.15	In process	CUP22-05083	NP
Yes 59	Panera	3,586	0.5 Perris De Plaza	Submitted 2022.5.31	In process	ADPR 22-05157	LG
No	Raising Canes	3,831	1.59 SE of Old Nuevo Rd and Nuevo Rd	Submitted 2022.3.31	In process	CUP 22-05100	NP
Yes 60	Ramona Gateway Retail	37,215	6.95 SE corner of Ramona & Nevada	Submitted 2021.9.29	In process	CUP 21-05216	MB
SOUTH AREA OF THE CITY							
	Carwash	5,005	0.61 S. of 4th St btw G and Redlands	Submitted 2022.11	In process	CUP 22-0533	AG
	Home Depot Equipment Rent	0	3150 Case Road	Submitted 2022.3.31	In process	ADPR 22-05103	RG
	Pilot J 14K & QSRs 8.2K	22,200	14.4 NW of Ethanac & Trumble		In process	CUPs 22-05002 & 22-0	LG
	Farmer Boys	3,300	1.43 SE corner of Ethanac & Encanto	Submitted 2021.11	In process	ADPR 21-05188	AG

Vida Church Expansion	25,000	3.7	251 N. Perris Blvd - DTSP	Submitted 2022.10	In process	CUP 22-05284	AG; RG
Beyond Market, Gas Station & C	6,900	0.78	NE corner Ethanac & Trumble	Submitted 2022.10	In process	CUP 22-05292	AG
Total SF	144,239						

Preliminary Review

Commercial	Sq. Ft.	Acreage	Location	Entitlement Status	Status	Case Number(s)	Planner
<i>NORTH AREA OF THE CITY</i>							
Habit & QSRs	8,000	1.16	NW of Perris & Orange	Submitted 2022.11		PR 22-05320	NP
<i>SOUTH AREA OF THE CITY</i>							
Mixed Use 2k C + 1K Res	2,000		0 SW G and 3rd - DTSP	Submitted 2022.3.29	In process	PR 22-05098	RG
Lewis (Commercial and Indus)	122,074	16	SE San Jacinto and Redlands	Submitted 2022.11		PR 22-05337	NP
Total SF	132,074						

PROJECTS THAT HAVE STARTED CONSTRUCTION

	TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status	Planner	
	NORTH AREA OF THE CITY											
No	31226	Pacific Communities	Pacific Heritage 1	SW Nuevo & McKimball	82	N/A	SFD	20.18	10/15/2003	Vertical construction in process	DS	
No	31650	Sunwest Enterprises		SW Van Wy & De Lines	61	N/A	SFD	15.6	7/13/2004	FTM approved 6-13-2006 - Architecture review MDPR 20-05143	DS	
No	31651	DR Horton - Recorded Map		SW Nuevo and Wislon	52	N/A	SFD	12.55	7/27/2004	Grading Started 4th Quarter 2022	RG	
Yes	61	31659	DR Horton - Recorded Map		NEC Citrus & Evans	161	N/A	SFD	55.07	7/27/2004	Grading Started 4th Quarter 2022 FTM approved 2/28/2006; Pmerger 22-05162; LL	LP
Yes	62	32041	DR Horton - Recorded Map		NWC Citrus & Dunlap	122	N/A	SFD	40.03	4/24/2007	Grading Started 4th Quarter 2022 FTM approved 5/24/2007 Pmerger 22-05161	NP/LP
No		32406	Sunwest Enterprises		SE Bowen & Windflower	15	N/A	SFD	3.5	1/5/2005	FTM approved 11-28-2006 - Architecture review MDPR 20-05143	AG/DS
Yes	63	32497	Pacific Communities	Pacific Ave		131	N/A	PDO	12.15	10/31/2006	Vertical construction started 2021	NP
Yes	64	36648	John Abel	Stratford Ranch		270	N/A	SFD	65.8	8/29/2017	Vertical construction in process starting 4th quarter 2021	NP
Yes	65	37014	Laterra	Barrett Apt		228	N/A	APT	15.15	10/25/2016	Grading started 3rd quarter 2022 - Major Mod 18-05211; DPR 15-00014; LD On 19-	NP
	SOUTH AREA OF THE CITY											
	32769	CBM Consulting & Dev, Inc.	Faith Circle	West side of "B" Street, south of 11th St	20	N/A	SFD	4.31	4/20/2006	Final Home Sales First Quarter 2023	RG/RZ	
	36988	Richmond	GVSP	N of Ethanac Rd & W of Murrieta Rd	169	N/A	SFD	37.65	8/29/2017	30 Plus remaining homes	KP	
	37722	Richmond	GVSP	NW Green Valley Pkwy & Murrieta Rd	116	N/A	SFD	19.4	2/9/2021	Grading started 4th Qtr 2021 - Approve - Park Fee Agreement & TUMF Credit; LDSP	NP/LG	
	37816	TriPointe	GVSP	730' E of the NW of Goetz & Ethanac	97	N/A	PDO	10.97	2/9/2021	Anticipate Precise Grading 1st Qtr 2023 - Approve - Park Fee Agreement; ADPR 21-	NP	
	Total Units 1524											

PROJECTS IN PLAN CHECK

	TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status	Planner	
	NORTH AREA OF THE CITY											
No	31157	Mission Pacific - Recorded Map	Parkwest SP	S of Nuevo Road & E. PVSD	529	N/A	SFD	110.2	1/3/2018	Preparing improvement plans	KP	
Yes	66	33338	DR Horton - Recorded Map		NWC Nuevo & Evans	75	N/A	SFD	19	4/11/2006	Initiate Plan Check 3rd Quarter 2021; FTM approved 4/24/2007 No Construction	NP
No		31912	TKC		7th & Clayton vacant land	8	N/A	SFD	2.3		FTM approved 4/24/2007 Plan Check	RG
Yes	67	35062	Sterling Villa	Senior Housing	SE corner of Nuevo and Murrieta	429	N/A	APT	18.54	2/13/2006	In Plan check; Expires 8/4/2022 with AB 1561 (aka DPR 06-0378, Minor Mod 14-00	KP/LP
Yes	68	36647	John Abel	Stratford Ranch		90	N/A	SFD	24.1	9/29/2020	Approve; EA 18-05287;	NP
No		37803	UCI Prop		SWC Metz & A St	145	N/A	SFD	53.15	8/31/2021	Submitted 2019.8	NP
	SOUTH AREA OF THE CITY											
	32666	Richland - Recorded Map	Riverwood SP	Mapes & Ethanac	663	N/A	SFD	226.9	12/14/2004	Plan Check - Final Map recorded with option in increase to 750 lots; Ex)TTM 33042	BE	
	33549	Perris Invest - Recorded Map	Village Walk	NE Perris & Commercial	129	N/A	SFD	24	1/30/2007	Initiate Plan Check 2nd Quarter 2021 FTM approved 7/27/2011	SC	
	Total Units 2068											

FINAL MAP RECORDED OR DA WITH NO FURTHER NEED FOR EXTENSION

	TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status	Planner	
	0 Total Units											

ENTITLED RESIDENTIAL DEVELOPMENTS

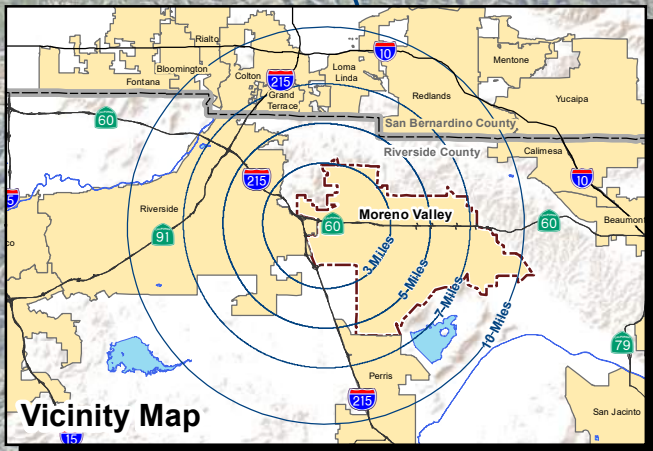
	TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status	Planner	
	NORTH AREA OF THE CITY											
No	34260	Tristone/David Jeffers		Flame Avenue	22	N/A	SFD	3.06	10/28/2014	Has received various 1 year extensions. Valid until 10/28/2019. EOT18-05252	KP	
No		35103	Howard Industries	Harvest Landing		1,287	N/A	SFD/MFR	169.5	3/10/2011	345 units LDR; 372 units MDR; 250 units MDR; & 889 units HDR	DS
Yes	69	36797	Nova Homes		NEC Wilson & Water	76	N/A	PDO	19.9	10/28/2014	AB 1651 Ext until 4/10/2022; Has received various 1 year extensions. Valid until 10/	IL
Yes	70	37038	Kile Investment Trust	Citrus Court		111	N/A	PDO	14.5	2/28/2017	EOT 19-05325	KP/RG
No		37181	Metz and A LLC	Villa Verona Apt		360	N/A	APT	16.9	8/29/2017	Dormant - DPR 16-00002	NP
	SOUTH AREA OF THE CITY											
	33900	Richland		SE Ethanac & McPherson	198	N/A	SFD	116	4/29/2008	Has received various 1 year extensions. Valid until 5/8/2020. EOT19-05029	RZ	
	33973	County Lands PIP IV		W McPherson & S Ethanac	384	N/A	SFD	153.7	5/27/2008	Has received various 1 year extensions. Valid until 5/27/2019. New EOT 19-05071	RZ	
	17-00005	Lansing Properties	Senior Housing	NW of A & Ellis	141	N/A	APT	4.21	3/26/2019	Dormant - DPR 17-00005; ZC 17-05148; EOT 22-05045	MB	
	37223	Raintree Investments GVSP	GVSP	Watson & Murrieta	235	N/A	SFD	37.37	2/9/2021	Approve - Park Fee Agreement & TUMF Credit	NP	
	37262	Raintree Investments GVSP	GVSP	Ethanac & Goetz	191	N/A	SFD	37.36	2/9/2021	Approve - Park Fee Agreement & TUMF Credit	NP	
	37817	Raintree Investments GVSP	GVSP	NEC of GV Pky & Ethanac 1,500' N of Etha	228	N/A	PDO	25.3	2/9/2021	Approve - Park Fee Agreement	NP	
	37818	Raintree Investments GVSP	GVSP	NWC of GV Pky and Ethanac	138	N/A	PDO	14.7	2/9/2021	Approve - Park Fee Agreement	NP	
	37818 - APT	Raintree Investments GVSP	GVSP	NWC of GV Pky and Ethanac	236	N/A	APT	14.1	2/9/2021	Approve - Park Fee Agreement	NP	
	Total Units 1751											

IN PROCESS RESIDENTIAL DEVELOPMENTS

	TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status	Planner	
	NORTH AREA OF THE CITY											
Yes	71	38071	Stratford Ranch		NE Ramona and Evans	192	N/A	SFD	48.6	In process	Entitled 2022.5.10 (Submitted 2021.3.1) LLA 22-05177; Pmerger 22-05175 & 22-05	NP
Yes	72	21-00014	May Ranch		SW Rider and Evans	308	N/A	MFR	16	In process	Submitted 2021.11.12: DPR21-00014, SPA 21-05249; PR 20-05034	ME
	SOUTH AREA OF THE CITY											

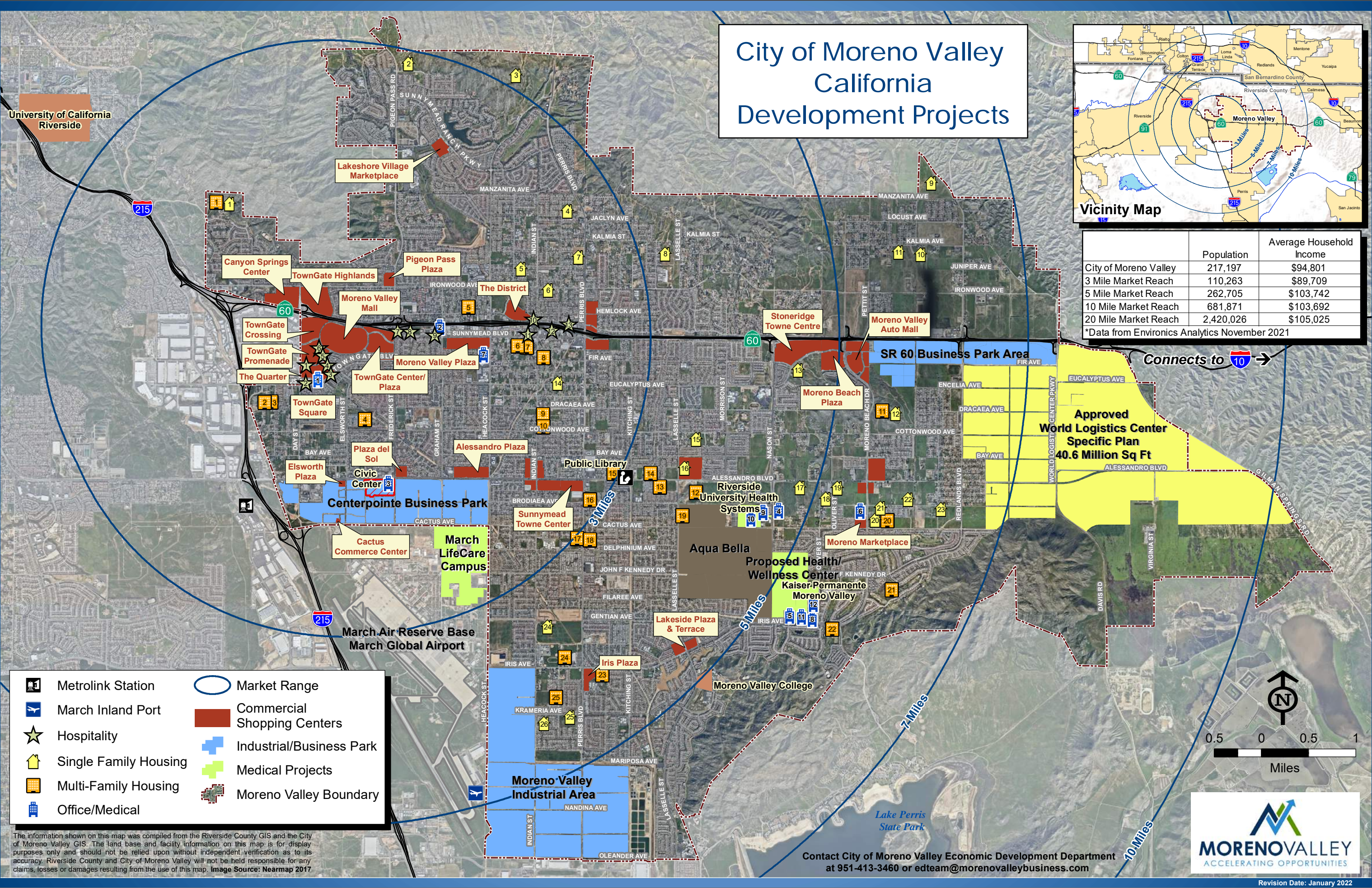
37441	Julio Arias	Graham PUD	W of Graham St btw Metz & Weston	32	N/A	PDO	4.16	In process	Entitlement Phase	AG
37904	Pacific Communities	Active Senior	NE McPherson and Mountain	201	N/A	PDO	40.4	In process	Submitted 2021.3 TM 21-05037, DPR 21-0002 & PDO 21-05038	ME
38308	DTSP UV		G St and 2nd St	39	N/A	MFR	1.8	In process	Submitted 2021.11.12: TPM 21-05271; DPR 21-00018	AG
20-00008		Prairie view	NE Wilson and Dale	287	N/A	MFR	13.36	In process	DPR 20-00008	LG
37907	Pacific Communities	Lanata	NW A St and Metz	91	N/A	MFR	12.8	In process	Submitted 2022.5.17 DPR 22-00014, PDO 22-05152 & TTM 22-05153	NP
			Total Units	1150						
IN PROCESS PRELIMINARY REVIEW										
NORTH AREA OF THE CITY										
SOUTH AREA OF THE CITY										
22-05200			NW 7th and G Street	102	N/A	Townhome	6	In process	Submitted 2022.7.21	LG
22-05200			NW 7th and G Street	188	N/A	MFR	5	In process	Submitted 2022.7.21	LG
22-05252			South side of Jarvis, east of Perris Blvd	128	N/A	Townhome	5.57	In process	Submitted 2022.8.29	LG

City of Moreno Valley California Development Projects

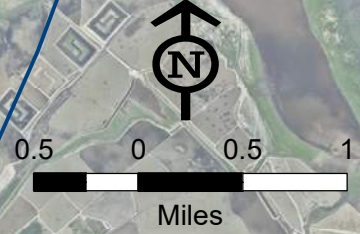


	Population	Average Household Income
City of Moreno Valley	217,197	\$94,801
3 Mile Market Reach	110,263	\$89,709
5 Mile Market Reach	262,705	\$103,742
10 Mile Market Reach	681,871	\$103,692
20 Mile Market Reach	2,420,026	\$105,025

*Data from Envrionics Analytics November 2021



	Metrolink Station		Market Range
	March Inland Port		Commercial Shopping Centers
	Hospitality		Industrial/Business Park
	Single Family Housing		Medical Projects
	Multi-Family Housing		Moreno Valley Boundary
	Office/Medical		



The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map. Image Source: Nearmap 2017

Contact City of Moreno Valley Economic Development Department at 951-413-3460 or edteam@morenovalleybusiness.com



COMMERCIAL development

The City of Moreno Valley is a growing city with a bright future. Strategically located in the Inland Empire of Southern California, with a market area of over two million people and abundant developable land, savvy developers and retailers continue to choose Moreno Valley for growth and success. The City of Moreno Valley is dedicated to fostering new businesses and well-managed growth to create a superb quality of life. *Take a look at what's happening!*



Commercial Centers

Center Name	Size (sq. ft.)	Traffic Counts (ADT)	
		East/West	North/South
TownGate Highlands	251,900	154,000	21,000
Moreno Valley Mall	1,200,000	154,000	22,900
Stoneridge Towne Centre	579,295	90,000	17,100
TownGate Center/Plaza	465,000	137,000	24,200
Moreno Beach Plaza	350,000	74,000	15,400
Moreno Valley Plaza	341,000	19,500	22,900
TownGate Square	136,000	20,600	22,900
TownGate Crossing	237,000	154,000	22,900
TownGate Promenade	200,000	154,000	22,900
Moreno Beach Marketplace	175,000	74,000	15,400
Lakeside Plaza & Terrace	143,000	20,700	23,600
Lakeshore Village	140,000	20,500	18,000
Alessandro & Lasselle	140,000	16,600	12,100
Moreno Marketplace	93,788	11,900	14,000
Iris Plaza	87,120	16,800	25,900
Elsworth Plaza	30,000	19,000	8,800
Cactus Commerce Center	16,000	43,300	7,700
The District	1,327,645	120,000	33,500
The Quarter	420,485	13,800	22,900

Office/Medical

Map #	Name	Size (sq. ft.)
1	TownGate Square	170,000
2	Olivewood Plaza	22,758
3	Centerpointe Office Area	258,000
4	Moreno Valley Medical Plaza	217,000
5	Moreno Valley Medical Overlay Area	122,250
6	Renaissance Village	98,400
7	Riverside County Office Building	52,000
8	Fresenius Medical Care	12,000
9	Integrated Care Communities	44,000
10	Riverside University Health System Expansion	1,200,000
11	Kaiser Permanente Master Campus Expansion	800,000
12	Mainstreet Post-acute Care	57,000



Industrial/Job Centers

Areas	Occupied/Leased (sq. ft.)	Available/Approved (sq. ft.)	Proposed (sq. ft.)
Centerpointe Business Park	5,465,659	957,060	119,800
Moreno Valley Industrial Area	19,001,657	1,311,080	221,859
SR-60 Business Park Area	3,651,264	1,249,121	--
Approved World Logistics Center	--	40,600,000	--



Hospitality Development

Map #	Hotel Name	# Guest Rooms
TownGate Hotels:		
1	Residence Inn	112
2	Holiday Inn Express	104
3	Fairfield Inn & Suites	106
4	Hilton Garden Inn	126
5	Ayres Suites	127
6	Hampton Inn & Suites	115
Sunnymead Area Hotels		
7	La Quinta Inn & Suites	58
8	Travelers Inn	55
9	Comfort Inn	92
10	Woodsprings Suites	122
11	Econo Lodge	51
12	Hotel XOLA by Wyndham	151
13	Best Western Moreno Hotel & Suites	59



RESIDENTIAL development



Single-Family Development: 2,524 Units

Map#	Record	Builder/Applicant	# of Units	Status
1	PEN20-0095/-0096/ PEN21-0066	Shizao Zheng	108	In Process
2	PEN18-0145	KB Homes	97	Under Construction
3	PA04-0019/ PEN18-0252/ PEN18-0210	Redhill Village	213	Approved
4	PEN19-0202/-0208	Bonnful LLC	31	In Process
5	PA14-0031/ PEN18-0144	Right Solutions	7	Plan Check
6	PEN17-0096	Manuel Ruiz	4	Plan Check
7	PA03-0100/ PEN17-0014	Victoria Homes	12	Plan Check
8	PA05-0052/ PEN19-0244	Winchester Associates	105	Plan Check
9	PEN16-0162/ PEN19-0247	Curtis Development	23	Approved
10	PA05-0114/ PEN16-0146/ PEN19-0254	Sussex Capital Group	11	Approved
11	PA05-0115/ PEN16-0147/ PEN19-0255	Sussex Capital Group	57	Approved
12	PEN21-0075/ 0080/0081	Lansing Companies	315	In Process
13	PA04-0146/ PA10-0038/ P15-066&067	Beazer Homes	274	Under Construction
14	PEN19-0190	Alcantar Construction	4	In Process
15	PEN18-0065	Macjones Holdings	31	Approved
16	PEN21-0050	TTM 38098/ Winco Holdings Inc.	195	In Process
17	PEN21-0184/-0185	DR Horton	204	In Process
18	PEN21-0199/ 0203/0204	DR Horton	67	In Process
19	PEN20-0144	Mike McKnight Planning	96	Plan Check
20	PEN18-0080	Hakan Buvan	8	Plan Check
21	PEN18-0154	Michael De La Torre	6	Plan Check
22	PEN18-0053/ PEN18-0092	Cantebury	45	Plan Check
23	PEN21-0145/ 0238 thru 0245	Passco Pacifica	322	In Process
24	PEN16-0095/ PEN20-0016	Mission Pacific Land	221	Under Construction
25	PEN19-0188	PI Properties No. 67 LLC	66	Approved
26	PEN18-0042	Ada Deturcios	2	Plan Check

Multi-Family Development: 3,377 Units

Map#	Record	Builder/Applicant	# of Units	Status
1	PEN20-0095(GPA) PEN20-0096(CZ)	PEN20-0096 (CZ)	138	In Process
2	PEN20-0057, -058	Apollo IV Dev Grp	51	Approved
3	PEN18-0064	Apollo III Dev Grp	18	Plan Check
4	PEN19-0127, -0128, -0129	JWDA-MS Architects	197	In Process
5	PA14-0027/ PEN20-0019	Design Concepts	39	Under Construction
6	PEN16-0066	Cal Choice Inv. Inc.	20	Approved
7	PA08-0032/ PEN18-0234	Jimmy Lee	12	Approved
8	PEN19-0157	Geri Relich	11	Plan Check
9	PEN21-0112 thru 0115	MORENO VALLEY HOUSING AUTHORITY	32	In Process
10	PEN19-0110-0108- 0109 - 0097	Moreno Valley Housing Authority	80	Plan Check
11	PEN21-0075/ 0080/0081	Lansing Companies	430	In Process
12	PA15-0046/ PEN19-0159	Rocas Grandes	426	Approved
13	PA06-0052/ PEN19-0236	Perris Pacific Company	49	Approved
14	PA13-0062/ PEN16-0120	Creative Design Assoc.	58	Plan Check
15	PEN21-0250 thru 0252	Moreno Rose	64	In Process
16	PA16-0039/ PEN18-0211	Spruce Grove Inc.	272	Plan Check
17	PA14-0015/ PEN19-0032	Century Communities	117	Under Construction
18	PA06-0096/ PEN19-0203	TL Group	52	Plan Check
19	PEN16-0123/ PEN19-0007	Villa Annette, L.P.	220	Under Construction
20	PEN20-0175	RC Hobbs	38	In Process
21	PEN16-0130	ROCI CA Belago	358	Plan Check
22	PA08-0054/ PEN18-0225	Granite Capital	135	Plan Check
23	PEN20-0063, 0065-68	Passco Pacific LLC	82	Approved
24	PEN21-0021/ 0215/0216	PERRIS AT PENTECOSTAL	426	In Process
25	PEN21-0179/ 0180/0188/0189	TTM 38242	52	In Process

*In Process = not yet approved by Planning Commission
Approved = Planning Commission approval
Plan Check = Approved plus construction documents in review
Under Construction*



951.413.3460
edteam@morenovalleybusiness.com
www.morenovalleybusiness.com
www.moval.org/simplicity (Check project status)

FIRST LOGISTICS AT NANDINA AVE FOR LEASE 221,859 SF



24665 NANDINA AVE, MORENO VALLEY 92551

PROPERTY HIGHLIGHTS:

- 40' Warehouse Clearance
- 6,284 SF of Two-Story Offices
- 220' Secured Truck Court
- All Concrete Truck Court
- 31 Dock High Doors (9'x10')
- 70 Trailer Stalls (14'x53')
- 7" Warehouse Slab
- ESFR Sprinkler System
- 20' Candle LED Warehouse Lighting
- 2000 Amp Electrical Service with 4000 Amp UGPS
- 56' x 60' Typical Bay Spacing
- 2.5% Skylights
- 1 Ground Level Loading Door (12'x14')
- 101 Auto Parking Spaces



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kevin.mckenna@colliers.com

GREG MERRILL
License No. 01906709
(909) 937-6361
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BO SMITH
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FIRST LOGISTICS AT NANDINA AVE FOR LEASE 221,859 SF



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bo.smith@colliers.com

COLLIERS INTERNATIONAL
2855 E. Guasti Rd, Ste 401
Ontario, CA 91761





Riverside County Parcel Report

APN(s):307410001

DISCLAIMER

Maps, permit information and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

MAPS/IMAGES



PARCEL

APN	307-410-001-0	Supervisory District	JEFF HEWITT, DISTRICT 5
Previous APN	307410001 307030004	Township/Range	T4SR3W SEC 15 RHO
Owner Name	307410001 MCCANNA HILLS	Elevation	1623 ft
Address	307410001 NOT AVAILABLE	Thomas Bros. Map Page/Grid	PAGE: 778, GRID: B4 PAGE: 778, GRID: B5 PAGE: 778, GRID: C4 PAGE: 778, GRID: C5 PAGE: 778, GRID: D5
Mailing Address	307410001 100 BAYVIEW CIR STE 2000 NEWPORT BEACH CA 92660	Indian Tribal Land	NOT IN A TRIBAL LAND
Legal Description	307410001 Recorded Book/Page: PM 216/62 Subdivision Name: PM 32439 Lot/Parcel: 1 Block: Tract Number:	City Boundary	NOT IN A CITY
		City Spheres of influence	NOT IN A CITY SPHERE
Lot Size	307410001	March Joint Powers	NOT IN THE JURISDICTION OF THE MARCH JOINT POWERS

Property	307410001	County Service Area	146- LAKEVIEW/NUEVO/ROMOLAND/HOMELAND
Characteristics	Year Constructed: Baths: Bedrooms: Construction Type: Garage Type: Property Area (sq ft): Roof Type: Stories: Pool: NO Central Cool: NO Central Heat: NO		ST LIGHTING, LIBRARY
Annexation Date	N/A	LAFCO Case	N/A
Proposals	N/A		

PLANNINGmore...

Specific Plans	PREISSMAN #246	Historic Preservation Districts	NOT IN A HISTORIC PRESERVATION DISTRICT
Land Use Designations	MDR MHDR OS-C OS-R RR	Agricultural Preserve	NOT IN AN AGRICULTURAL PRESERVE
General Plan Policy Overlays	N/A		
Area Plan (RCIP)	Lakeview / Nuevo	Airport Influence Areas	MARCH AIR RESERVE BASE
General Plan Policy Areas	NOT IN A GENERAL PLAN POLICY AREA	Airport Compatibility Zones	MARCH AIR RESERVE BASE, ZONE D
Zoning Classifications (ORD. 348)	SP ZONE, CZ Number 6981	Zoning Districts and Zoning Areas	NUEVO AREA
Zoning Overlays	NOT IN A ZONING OVERLAY	Community Advisory Councils	NOT IN A COMMUNITY ADVISORY COUNCIL

Residential Permit Stats

<u>SP00246A3 - NOT RECORDED 1</u>			
Expected Units:	80 units		
BRS Permit Units:		Final Issued	Active
Current Permits:		0	0
Cumulative Total:		0	0
% of Expected:		0	0
<u>SP00246A3 - NOT RECORDED 2</u>			
Expected Units:	69 units		
BRS Permit Units:		Final Issued	Active
Current Permits:		0	0
Cumulative Total:		0	0
% of Expected:		0	0
<u>SP00246A3 - NOT RECORDED 3</u>			
Expected Units:	0 units		
BRS Permit Units:		Final Issued	Active
Current Permits:		0	0
Cumulative Total:		0	0
% of Expected:		0	0
<u>SP00246A3 - NOT RECORDED 4</u>			
Expected Units:	0 units		
BRS Permit Units:		Final Issued	Active
Current Permits:		0	0
Cumulative Total:		0	0
% of Expected:		0	0
<u>SP00246A3 - NOT RECORDED 5</u>			
Expected Units:	156 units		
BRS Permit Units:		Final Issued	Active
Current Permits:		0	0
Cumulative Total:		0	0
% of Expected:		0	0
<u>SP00246A3 - NOT RECORDED 6</u>			
Expected Units:	100 units		
BRS Permit Units:		Final Issued	Active

Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - NOT RECORDED 7</u>			
Expected Units:	108 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - NOT RECORDED 9</u>			
Expected Units:	0 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - NOT RECORDED 10</u>			
Expected Units:	0 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - NOT RECORDED 12</u>			
Expected Units:	0 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - NOT RECORDED 13</u>			
Expected Units:	188 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>SP00246A3 - PARTIALLY RECORDED BY PRE-LMS TRACTS ALL</u>			
	Expected Units:2744 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>TR33976 - NOT RECORDED</u>			
Expected Units:	222 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>TR33977 - NOT RECORDED</u>			
Expected Units:	340 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>TR33978 - NOT RECORDED</u>			
Expected Units:	139 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0
<u>TR33978M1 - NOT RECORDED</u>			
Expected Units:	139 units		
BRS Permit Units:	Final Issued	Active	
Current Permits:	0	0	0
Cumulative Total:	0	0	0
% of Expected:	0	0	0

ENVIRONMENTAL more...

CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Plan Area	NOT IN A COACHELLA VALLEY MSHCP FEE AREA	WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Cell Group	NOT IN A CELL GROUP
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Conservation Area	NOT COACHELLA VALLEY CONSERVATION AREA	WRMSHCP Cell Number	NOT IN A CELL NUMBER
CVMSHCP Fluvial Sand Transport Special Provision Areas	NOT IN A FLUVIAL SAND TRANSPORT SPECIAL PROVISION AREA	HANS/ERP (Habitat Acquisition and Negotiation Strategy/Expedited Review Process)	Project: HANS00328 Conserve: NO Status: JPR Approval Notes: Development Intake Num: 00328 LMS Case: HANS00328

Fire			
Fire Hazard Classification (Ord. 787)	HIGH	Fire Responsibility Area	SRA

DEVELOPMENT FEES

CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Fee Area (Ord 875)	NOT IN A COACHELLA VALLEY MSHCP FEE AREA	RBBB (Road & Bridge Benefit District)	NOT IN A ROAD BRIDGE BENEFIT DISTRICT
WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Fee Area (Ord. 810)	WESTERN RIVERSIDE COUNTY	DIF (Development Impact Fee Area Ord. 659)	LAKEVIEW/NUEVO, AREA 12
Western TUMF (Transportation Uniform Mitigation Fee Ord. 824)	IN OR PARTIALLY WITHIN A TUMF FEE AREA	SKR Fee Area (Stephen's Kagaroo Rat Ord. 663.10)	IN OR PARTIALLY WITHIN THE SKR FEE AREA
Eastern TUMF (Transportation Uniform Mitigation Fee Ord. 673)	NOT IN THE EASTERN TUMF FEE AREA	DA (Development Agreements)	NOT IN A DEVELOPMENT AGREEMENT

TRANSPORTATION more...

Circulation Element Ultimate Right-of-Way	IN OR PARTIALLY WITHIN A CIRCULATION ELEMENT RIGHT-OF-WAY	Road Book Page	59
		Transportation Agreements	NOT IN A TRANS AGREEMENT
		CETAP (Community and Environmental Transportation Acceptability Process) Corridors	EAST-WEST CETAP CORRIDOR

HYDROLOGY

Flood Plan Review	OUTSIDE FLOODPLAIN, REVIEW NOT REQUIRED	Watershed	SAN JACINTO VALLEY
Water District	EASTERN MUNICIPAL WATER DISTRICT		
Flood Control District	RIVERSIDE COUNTY FLOOD CONTROL DISTRICT		

GEOLOGIC

Fault Zone	NOT IN A FAULT ZONE	Paleontological Sensitivity	HIGH SENSITIVITY (HIGH B): SENSITIVITY EQUIVALENT TO HIGH A, BUT IS BASED ON THE OCCURRENCE OF FOSSILS AT A SPECIFIED DEPTH BELOW THE SURFACE. THE CATEGORY HIGH B INDICATES THAT FOSSILS ARE LIKELY TO BE ENCOUNTERED AT OR BELOW FOUR FEET OF DEPTH, AND MAY BE IMPACTED DURING EXCAVATION BY CONSTRUCTION ACTIVITIES.
Faults	NOT IN A FAULT LINE		
Liquefaction Potential	LOW		
Subsidence	SUSCEPTIBLE		

MISCELLANEOUS

School District	NUVIEW UNION & PERRIS UNION HIGH
Communities	NUEVO
Lighting (Ord. 655)	ZONE: B
2010 Census Tract	426.20
Farmland	GRAZING LAND

LOCAL IMPORTANCE
 OTHER LANDS
 URBAN-BUILT UP LAND

Special Notes PLEASE CONTACT RUSSELL WILLIAMS AT (951) 955-2016 PRIOR TO ANY PROJECT OR PERMIT SUBMITTAL/APPROVAL

Tax Rate Areas
 098084 - CO FREE LIBRARY
 098084 - CO STRUCTURE FIRE PROTECTION
 098084 - CO WASTE RESOURCE MGMT DIST
 098084 - CSA 146
 098084 - CSA 152
 098084 - EMWD
 098084 - EMWD IMP DIST 13
 098084 - EMWD IMP DIST A
 098084 - FLOOD CONTROL ADMIN
 098084 - FLOOD CONTROL ZN 4
 098084 - GENERAL
 098084 - GENERAL PURPOSE
 098084 - MWD EAST 1301999
 098084 - PERRIS AREA ELEM SCHOOL FUND
 098084 - PERRIS VALLEY CEMETERY
 098084 - RIV CO REGIONAL PARK & OPEN SP
 098084 - RIVERSIDE CITY COMMUNITY COLLEGE
 098084 - RIVERSIDE CO OFC OF EDUCATION
 098084 - SAN JACINTO BASIN RESOURCE CONS
 098084 - SO. CALIF.,JT(19,30,33,36,37,56)
 098084 - VAL VERDE UNIFIED
 098084 - VALLEY HEALTH SYSTEM HOSP DIST

Department of Environmental Health Permits

Septic Permits

Record Id	Application Date	Plan Check Approved Date	Final Inspection Date	Approved Date
N/A	N/A	N/A	N/A	N/A

Well Water Permits

Record Id	PE	Permit Paid Date	Permit Approved Date	Well Finaled Date
N/A	N/A	N/A	N/A	N/A

PLUS PERMITS & CASES

Administrative Cases

Case	Case Description	Status
N/A	N/A	N/A

Building and Safety Cases

Case	Case Description	Status
BGR061312	ROUGH GRADING FOR TR33978 LOTS 1-139	EXPIRED
BGR070599	ROUGH GRADE FOR TR33977 LOTS 1-258 & 282-340	EXPIRED
BGR130168	ROUGH GRADING AND EROSION CONTROL PLAN TR33978, TR3 3978-1, TR33978-2 ALL LOTS	EXPIRED

Code Cases

Case	Case Description	Status
CV0906169		Closed - Field
CV1002402		Closed - Field
CV1202885		Closed - RMAP Field
CV1203615		Closed - RMAP Field

CV1500084	Closed - Field
CV1602100	Closed - Field

Fire Cases	
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Case	Case Description	Status
FHAZ0003208		Closed - Verified Non-Billable
FHAZ0102993		Closed - Verified Non-Billable
FHAZ0102994		Closed - Verified Non-Billable
FHAZ0206078		Closed - Verified Non-Billable
FHAZ0206079		Closed - Verified Non-Billable
FHAZ0206080		Closed - Verified Non-Billable
FHAZ0400627		Closed - Verified Non-Billable
FHAZ0400628		Closed - Verified Non-Billable
FHAZ0400629		Closed - Verified Non-Billable
FHAZ0500123		Closed - Verified Non-Billable
FHAZ0500124		Closed - Verified Non-Billable
FHAZ0500125		Closed - Verified Non-Billable
FHAZ0600601		Closed - Verified Non-Billable
FHAZ0705036		Closed - Verified Non-Billable
FHAZ0705037		Closed - Verified Non-Billable
FHAZ0800081		Closed - Verified Non-Billable
FHAZ0903694		Closed - Verified Non-Billable
FHAZ1000977		Closed - Verified Non-Billable
FHAZ1109678		Closed - Verified Non-Billable
FHAZ1204874		Closed - Verified Non-Billable
FHAZ1303925		Closed - Verified Non-Billable
FHAZ1404349		Closed - Verified Non-Billable

FHAZ1501422	Closed - Verified Non-Billable
FHAZ1602505	Closed - Verified Non-Billable
FHAZ1700967	Closed-Verified Billable
FHAZ1801316	Closed - Verified Non-Billable
FHAZ1901617	Closed - Verified Non-Billable
FHAZ9100416	Closed - Verified Non-Billable
FHAZ9401983	Closed - Verified Non-Billable
FHAZ9505519	Closed - Verified Non-Billable
FHAZ9605609	Closed - Verified Non-Billable
FHAZ9702146	Closed - Verified Non-Billable

Planning Cases		
Case	Case Description	Status
CEQ190007	INITIAL STUDY FOR REVISION TO 33978 TENTATIVE TRACT MAP FOR 139 APPROVED LOTS	APPROVED
CFG03185	FISH AND GAME FEE FOR TR32372 & EA39713	PAID
CFG03591	FISH AND GAME FOR PM32439	PAID
CFG03593	F&G FOR EA39988 CZ6981 PM32438 SP246A1 ADD/EIR319	PAID
CFG03901	TR33976 SP246S1	PAID
CFG04793	CALIFORNIA FISH AND GAME FOR EA41431	PAID
CFG04887	CFG FOR TR33976M1	PAID
CZ05433	CHANGE ZONE FROM RR, A-1-20 & R-A-5 TO SP FOR SP 2 46CHANGE ZONE FROM R-R, A-1-20 & R-A-5 TO SP EA 33694, EIR 319, SP 246, CGPA 194 DA 61	HISTORY
CZ06981	CHANGE OF ZONE AMENDMENT TO SP246A1	APPROVED
CZ07536	CZ WITHIN SPECIFIC PLAN NO 246 AMENDMENT NO 2 THE AMENDED PORTION OF THE SPECIFIC PLAN INCLUDES PLAN NING AREAS 14, 18, 19,23,24,26,28,32,37,AND 50	WITHDRAWN
DA00061	DA 61 FOR SP 246 DA FOR SP 246 EA 33694 SP 246, CZ 5433, CGPA 194	WITHDRAWN
EA35346	EA FOR PM 25813 IN SP 239 AND SP 246 ENVIRONMENTAL ASSESSMENT FOR PM 25813 EA 35346 FM 25813, EXT 906, SP 239, SP 246	APPROVED
EA39713	EA FOR TR32372 TO DVIDE 253 AC INTO 708 LOTS	WITHDRAWN
EA39988	NEW EA FOR SP00246A1	WITHDRAWN
EA40451	EA FOR TR33976M1	APPROVED
EA41431	EA FOR CZ07536 SP00246A1	WITHDRAWN
GEO01382	GEO FOR SP00246A1 PM32591 PM32439 PM32438	APPROVED
GEO01570	GEOTECHNICAL FOR TR33976 VILLAGE 1 SOUTH.	APPROVED
GEO01571	GEOTECHNICAL REPORT FOR TR33977 VILLAGE CENTRAL	APPROVED

GEO01572	GEOTECHNICAL REPORT FOR TR33978 VILLAGE NO.	APPROVED
GEO180041	GEO FOR TR33978R01	APPROVED
GPA00194	CHANGE AGRICULTURAL DESIGNATION TO SP EA 33694, EIR 319, SP 246, CZ 5433 DA 61	APPROVED
HANS00328	DEVELOPMENT - CONSERVATION DESCRIBED	APPROVED
HR01179	REVIEW APPLICATION FOR TWO TRACT MAPS	PAID
HR01367	REV APP FOR TRACT FOR 225 SNGL FAM LOTS/19 OPEN SP ACE/1 SCHOOL SITE/1 HWY DENSITY/246 LOTS - SP246 AMEND 1 - TR33976	PAID
PDB03078	GENERAL BIOLOGICAL REPORT	APPROVED
PDB04395	FOCUSED BUOWL SURVEY SURVEY: 3/27/06, 4/9 THRU 14/06 REPORT:5/2/06	APPROVED
PM25813	DIVIDE 1,121 ACRES INTO 8 PARCELS FOR LAND CONVEYANCE PURPOSES DIVIDE 1,121 ACRES INTO 8 PARCELS FOR FINANCING PURPOSES EA 35346 FM 25813, EXT 906, SP 239, SP 246	APPROVED
PM32428	SUBDIVIDE 942 ACRES INTO 28 LOTS (SCHEDULE "I")	APPLIED
PM32438	SCHED I SUBDIVISION OF 942 AC. INTO 30 PARCELS.	APPROVED
PM32439	SCHED I DIVISION OF 942 AC INTO 5 20AC. MIN PARCEL	APPROVED
SP00246	1114 ACRE MASTER PLANNED COMMUNITY FOR 3500 SINGLE FAMILY UNITSSP ON 1,108.6 ACRES FOR 3,088 DU'S ON 671 ACRES, 4 9 ACRES OF COMMERCIAL/MIXED-USE, 282.6 ACRES OF * EA 33694, EIR 319, CZ 5433, CGPA 194 DA 61	HISTORY
SP00246A1	SPECIFIC PLAN AMENDMENT TO SP00246 AMENDMENT #1	APPROVED
SP00246A2	RECONFIGURE PLANNING AREAS 18,19,23,24,28/50	WITHDRAWN
SP00246A3	AMENDMENT TOTHE ADOPTED SP 246 A1 THAT WOULD REMOVE THE MID COUNTY PARKWAY OVERLAY CONDITIONTHAT ALSO AFFECTS TTM33977 AND TTM33978 AND WERE CONCURRENTLY PROCESSED AS MINOR CHANGES	APPROVED
SP00246S1	INCREASE NUMBER OF LOTS FROM 195 TO 208	APPROVED
SP00372		VOID
TR33976	63.4 AC/15 CONDO LOTS(207 UNITS)7 O-S/1 SCHL/4 OS	APPROVED
TR33976M1	MINOR CHANGE TO INCREASE BASIN SIZE	WITHDRAWN
TR33977	SCHED A: 127.73 AC/340 SFR/4 O-S/9 LS O-S/1 PARK	APPROVED
TR33977E02	THE SECOND EXTENSION OF TIME REQUEST FOR TENTATIVE TRACT MAP NO. 33977 PROPOSED TO EXTEND THE MAP'S CURRENT EXPIRATION DATE OF OCTOBER 18, 2017 FOR AN ADDITIONAL 3 YEARS, TO OCTOBER 18, 2020, SUBJECT TO ALL THE PREVIOUSLY APPROVED AND AMENDED CONDITIONS OF APPROVAL WITH TO THE APPLICANT'S CONSENT. THE APPROVED TENTATIVE MAP S A SCHEDULE "A" SUBDIVISION OF 123.07 ACRES INTO 309 RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 5,000 SQ. FT. AND 8 OPEN SPACE LOTS.	APPROVED
TR33977M1		APPLIED
TR33978	51.15 AC/139 SFR LOTS/5 L/S LOTS/2 LOTS PRESV ROCK	APPROVED
TR33978E02	SECOND EXTENSION OF TIME FOR TR33978 PROPOSED TO EXTEND THE MAP'S CURRENT EXPIRATION DATE OF OCTOBER 18, 2017 FOR AN ADDITIONAL 3 YEARS, TO OCTOBER 18, 2020, SUBJECT TO ALL THE PREVIOUSLY APPROVED AND AMENDED CONDITIONS OF APPROVAL WITH TO THE APPLICANT'S CONSENT. THE APPROVED TENTATIVE MAP S A SCHEDULE "A" SUBDIVISION OF 51.15 ACRES INTO 139 RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 6,000 SQ. FT. AND 2 OPEN SPACE LOTS TO PRESERVE NATURAL ROCK OUTCROPPINGS AND 5 OPEN SPACE LOTS FOR COMMON LANDSCAPING. THE MAP INCLUDES THREE PROPOSED PHASES. THE FIRST PHASE IS PROPOSED TO CONTAIN 70 RESIDENTIAL LOTS AND ONE 9.49 ACRE OPEN SPACE LOT. THE OPEN SPACE LOT IN THIS PHASE IS A LARGE HILLSIDE SLOPE THAT IS FRONTED BY A STREET TO MAXIMIZE VISUAL BENEFITS TO THE COMMUNITY. THE SECOND PHASE WILL CONTAIN 64 RESIDENTIAL LOTS. THE FINAL PHASE WILL CONTAIN 5 RESIDENTIAL LOTS, AND ONE OPEN SPACE LOT TO PRESERVE ROCK OUTCROPPINGS.	APPROVED
TR33978M1	MINOR CHANGE 51.15 AC/139 SFR LOTS AND 7 OS LOTS	APPROVED
TR33978R01	1ST REVISION TO 33978 TENTATIVE TRACT MAP FOR 139 APPROVED LOTS	APPROVED

Survey Cases

Case	Case Description	Status
FSM33978	SCHED A 51.15 SFR LOTS, PARENT PHASE	PEND CORRECTION
FSM3397801	PHASE 1 OF TR 33978	PEND CORRECTION
FSM3397802	PHASE 2 OF TR 33978	PEND CORRECTION
MAP32438		ISSUED
MAP32439		ISSUED
MAP33977		ISSUED
MAP33978		ISSUED

Transportation Cases

Case	Case Description	Status
BMP130234	CONST NPDES INSP TR33978 LOTS 1-149	VOID
IP130042	TR33978-2 FOOTHILL AVE & WALNUT AVE	ASSIGNED
IP130043	TR33978-1 FOOTHILL AVE & WALNUT AVE	ASSIGNED

NUEVO

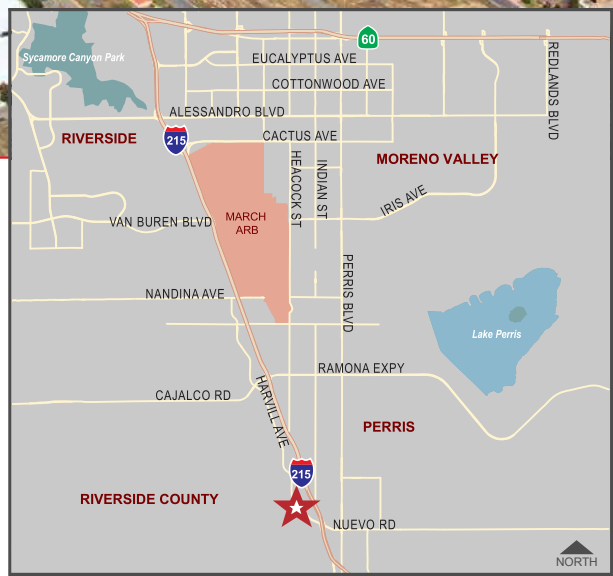
DISTRIBUTION CENTER

STATE-OF-THE-ART DISTRIBUTION CENTER LOCATED ON 99 ACRES

NUEVO ROAD & HARVILL AVENUE | RIVERSIDE COUNTY, CA



SITE



PROJECT FEATURES:

- State-of-the-Art Industrial Distribution Buildings
- 36' Warehouse Clearance
- Offices to Suit
- Dock High & Grade Level Loading Doors
- Cross Dock Loading Configuration
- Large Secured Concrete Truck Court
- Abundant Trailer Parking
- 2.5% Skylights
- ESFR Fire Sprinkler System
- Foreign Trade Zone #244
- Easy Access to I-215 & SR-60 Freeways
- Located within Riverside County Jurisdiction
- Corporate Neighbors include:
 - Whirlpool, Ross Dress for Less, Lowes,
 - HanesBrands, Philips Lighting, Kia Motors
 - Tesco Foods, Harman Kardon, Skechers

Development, Management & Marketing by:



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NUEVO

DISTRIBUTION CENTER

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NUEVO ROAD & HARVILL AVENUE | RIVERSIDE COUNTY, CA

CONCEPTUAL SITE PLAN

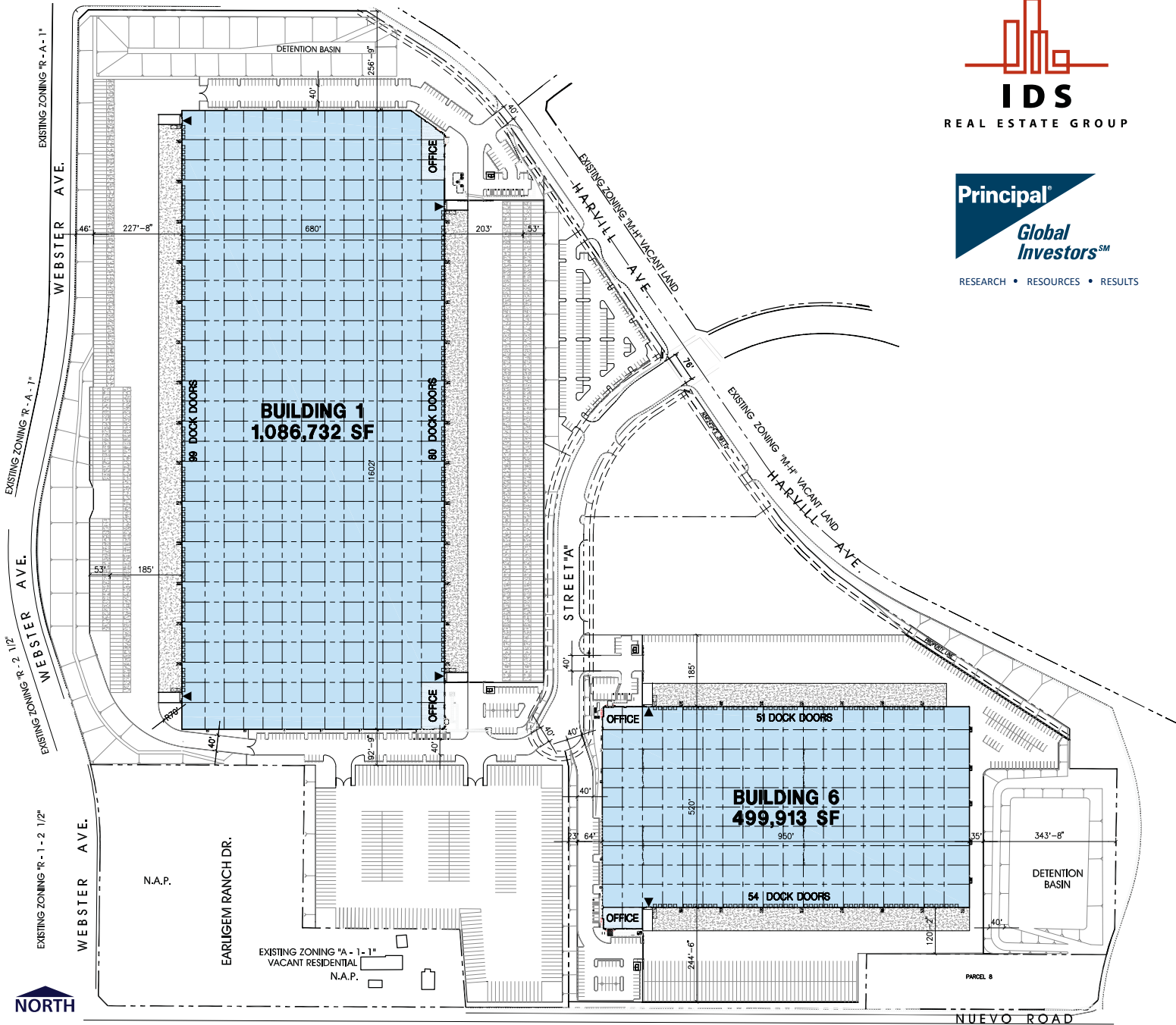
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