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BEECH LOGISTICS CENTER (MCN22-059)

TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CTR	Commute Trip Reduction
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
FAR	Floor-to-Area Ratio
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	North Fontana Industrial Complex (Acacia)
SBTAM	San Bernardino Transportation Analysis Model
SCAG	Southern California Association of Governments
SED	Socio-economic Data
TA	Traffic Analysis
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TPA	Transit Priority Area
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for the proposed Beech Logistics Center development (“Project”), which is located north of Foothill Boulevard (SR-66) and west of Beech Avenue in the City of Fontana, as shown on Exhibit 1-1. Exhibit 1-1 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

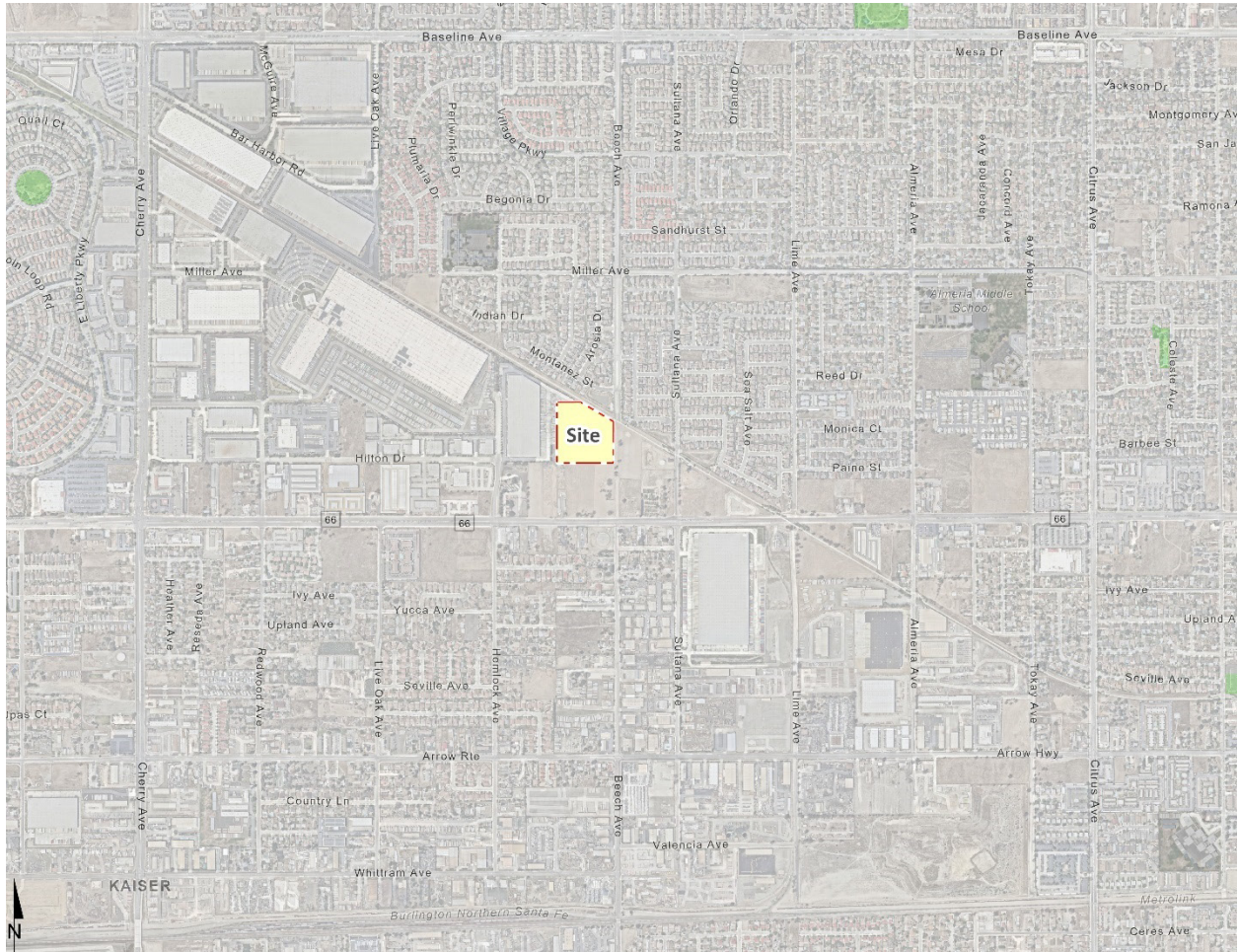
The purpose of this TA is to evaluate the potential deficiencies related to traffic, identify circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to resolve identified deficiencies in order to achieve acceptable operational conditions at study area intersections and ensure consistency with the City’s General Plan. This TA has been prepared in accordance with the City of Fontana’s Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (October 21, 2020) and through consultation with City of Fontana staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed and approved by City of Fontana staff.

1.1 SUMMARY OF FINDINGS

1.1.1 VEHICLE MILES TRAVELED

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor’s Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (2). Based on OPR’s Technical Advisory, specific procedures for complying with the new CEQA requirements for VMT analysis, the City of Fontana adopted Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (**City Guidelines**) (1). The City Guidelines documents the City’s VMT analysis methodology and adopted VMT impact thresholds. The VMT screening evaluation presented in this report has been developed based on these City Guidelines. Based on our findings, the Project was found to meet the project net daily trips less than 500 average daily trip (ADT) screening criteria. Therefore, the Project would result in a less than significant impact for VMT; no further VMT analysis is required.

EXHIBIT 1-1: LOCATION MAP



1.1.2 LEVEL OF SERVICE (LOS) ANALYSIS

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

- Project to construct the ultimate half-section of Beech Avenue as a Primary Highway (100-foot right-of-way) along the Project's frontage between the northbound and southern Project boundaries consistent with the City's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements. Improvements will also include a northbound lane in order to facilitate site access. These improvements will then taper down to accommodate a paved roadway with one lane in each direction between the Project and Foothill Boulevard (SR-66) in order to facilitate site access. The pavement will widen just north of the intersection on Beech Avenue.
- Project to install stop controls for all egress traffic from each Project driveway (Driveway 1 and Driveway 2 both on Beech Avenue).

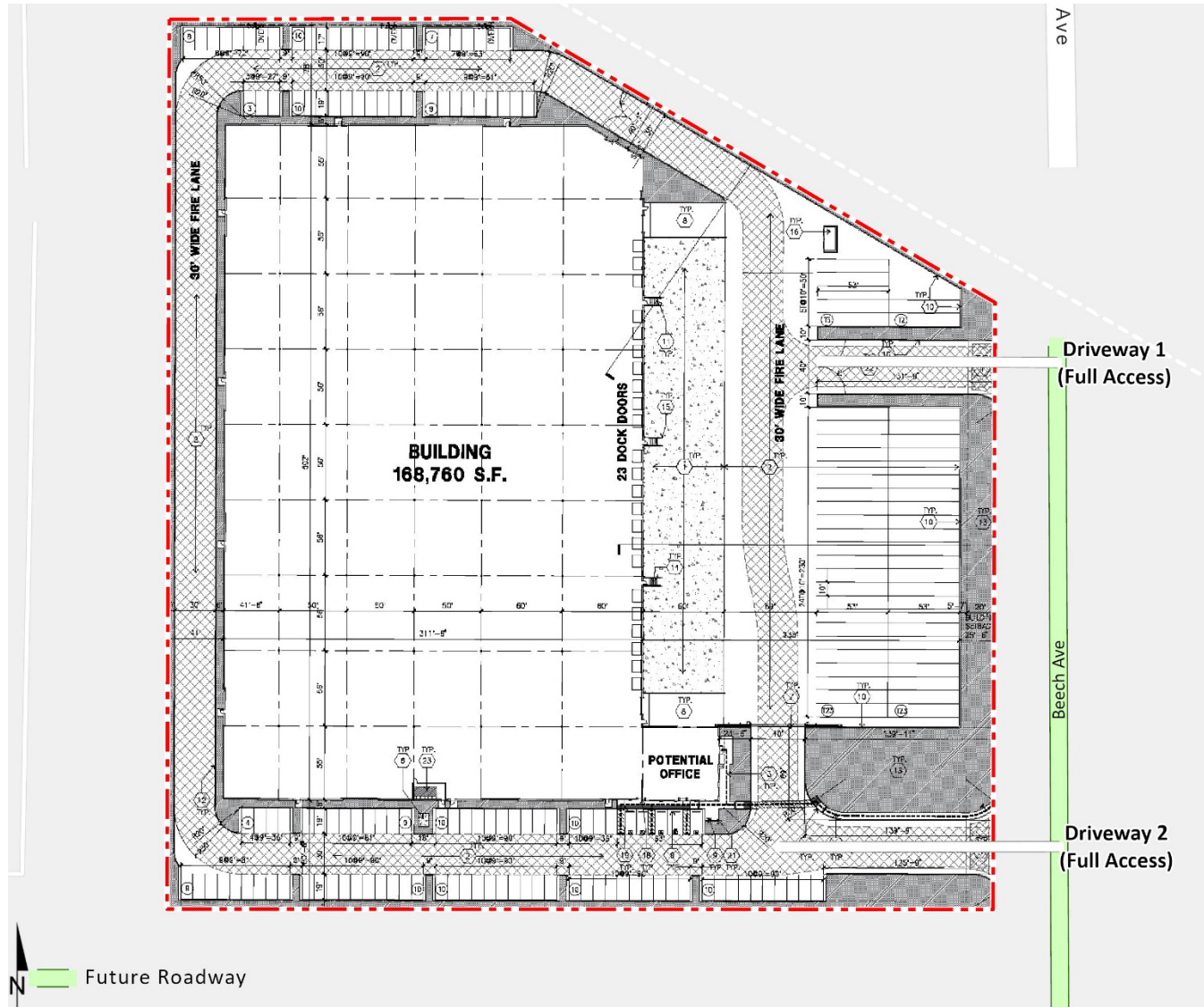
Additional details and intersection lane geometrics are provided in Section 1.6 Recommendations of this report. The proposed Project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future cumulative traffic study scenarios. As such, the Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through payment of fair share and/or payment into pre-existing fee programs (if applicable) that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would be required to pay requisite fees and/or fair share contributions consistent with the City's requirements (see Section 7 Local and Regional Funding Mechanisms).

1.2 PROJECT OVERVIEW

The proposed Project is to consist of the development of a single 168,760 square foot warehouse building. It is anticipated to have an Opening Year of 2024. The proposed preliminary site plan for the proposed Project is shown on Exhibit 1-2. As indicated on Exhibit 1-2, access to the Project site will be provided to Beech Avenue via two driveways (both will allow for full access). Regional access to the Project site is available from the I-10 Freeway via Citrus Avenue or Cherry Avenue.

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for General Light Industrial (ITE Land Use Code 110) and Warehousing (ITE Land Use Code 150) land use categories were utilized. (3) The Project is anticipated to generate a total of 426 two-way trips per day with 52 AM peak hour trips and 48 PM peak hour trips (actual vehicles). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 Project Trip Generation of this report.

EXHIBIT 1-2: PRELIMINARY SITE PLAN



1.3 ANALYSIS SCENARIOS

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

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2024)
- Opening Year Cumulative (2024) Without Project
- Opening Year Cumulative (2024) With Project

1.3.1 EXISTING (2022) CONDITIONS

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

1.3.2 EAP (2024) CONDITIONS

The EAP (2024) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for EAP (2024) traffic conditions. The assumed ambient growth factor is based on the requirements per the City's Guidelines.

1.3.3 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The Opening Year Cumulative (2024) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2022) traffic conditions of 4.04% is included for Opening Year Cumulative (2024) traffic conditions (2 percent per year compounded annually over 2 years). This analysis scenario includes a list of other cumulative development projects which was compiled from information provided by the City of Fontana and is consistent with other recent studies in the study area.

1.4 STUDY AREA

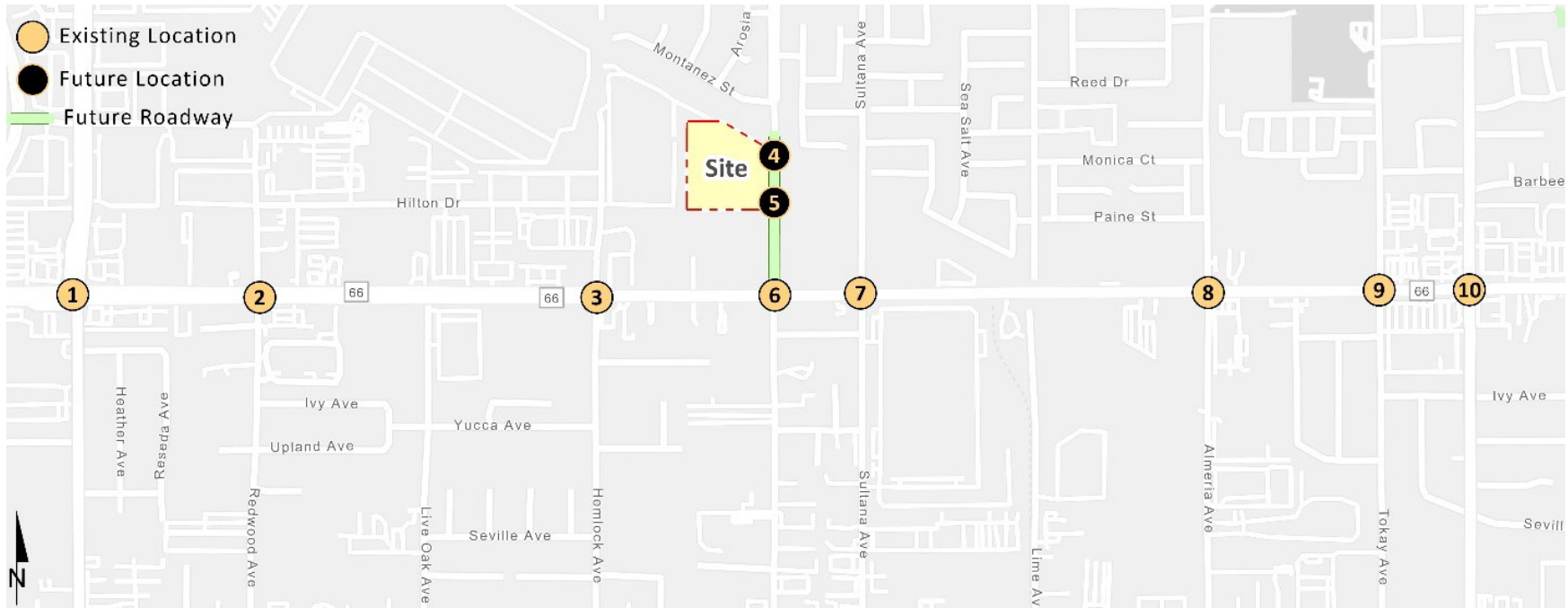
The 10 study area intersections listed in Table 1-1 and shown on Exhibit 1-3 were selected for evaluation in this TA based on consultation with City of Fontana staff. The study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City of Fontana’s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

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. Two of the study area intersections are identified as CMP intersections.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP Facility?
1	Cherry Av. & Foothill Bl. (SR-66)	Fontana, County	Yes
2	Redwood Av. & Foothill Bl. (SR-66)	Fontana, County	No
3	Hemlock Av. & Foothill Bl. (SR-66)	Fontana, County	No
4	Beech Av. & Driveway 1	Fontana	No
5	Beech Av. & Driveway 2	Fontana	No
6	Beech Av. & Foothill Bl. (SR-66)	Fontana, County	No
7	Sultana Av. & Foothill Bl. (SR-66)	Fontana, County	No
8	Almeria Av. & Foothill Bl. (SR-66)	Fontana, County	No
9	Tokay Av. & Foothill Bl. (SR-66)	Fontana	No
10	Citrus Av. & Foothill Bl. (SR-66)	Fontana	Yes

EXHIBIT 1-3: STUDY AREA



1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 Methodologies provides information on the methodologies used in the analysis and Section 5 EAP (2024) Traffic Conditions and Section 6 Opening Year Cumulative (2024) Traffic Conditions. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

# Intersection	Existing		EAP (2024)		2024 Without Project		2024 With Project	
	AM	PM	AM	PM	AM	PM	AM	PM
1 Cherry Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
2 Redwood Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
3 Hemlock Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
4 Beech Av. & Driveway 1	N/A	N/A	●	●	N/A	N/A	●	●
5 Beech Av. & Driveway 2	N/A	N/A	●	●	N/A	N/A	●	●
6 Beech Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
7 Sultana Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
8 Almeria Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
9 Tokay Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●
10 Citrus Av. & Foothill Bl. (SR-66)	●	●	●	●	●	●	●	●

● = A - C ● = D - E ● = F

1.5.1 EXISTING (2022) CONDITIONS

The following study area intersections are currently operating at an unacceptable LOS:

- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS D AM peak hour; LOS F PM peak hour
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS D AM and PM peak hours

1.5.2 EAP (2024) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS with the addition of Project traffic:

- Cherry Av. & Foothill Bl. (SR-66) (#1) – LOS D AM and PM peak hours
- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS F AM and PM peak hours
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS E AM peak hour; LOS D PM peak hour

The addition of Project traffic at the intersection of Cherry Avenue and Foothill Boulevard (SR-66) is anticipated to result in an increase of less than 8.0 seconds, which is the threshold for intersections operating at LOS C under pre-project conditions. As such, improvements have only been

recommended at Beech Avenue at Foothill Boulevard (SR-66) and Citrus Avenue at Foothill Boulevard (SR-66).

1.5.3 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2024) Without Project traffic conditions:

- Cherry Av. & Foothill Bl. (SR-66) (#1) – LOS D AM and PM peak hours
- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS E AM peak hour; LOS F PM peak hour
- Sultana Av. & Foothill Bl. (SR-66) (#7) – LOS D AM peak hour only
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS E AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic. The addition of Project traffic is anticipated to increase the delays at Cherry Avenue at Foothill Boulevard (SR-66) and Sultana Avenue at Foothill Boulevard (SR-66) by less than 5 seconds which is below the City's threshold. As such, improvements have only been recommended at Beech Avenue at Foothill Boulevard (SR-66) and Citrus Avenue at Foothill Boulevard (SR-66).

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

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

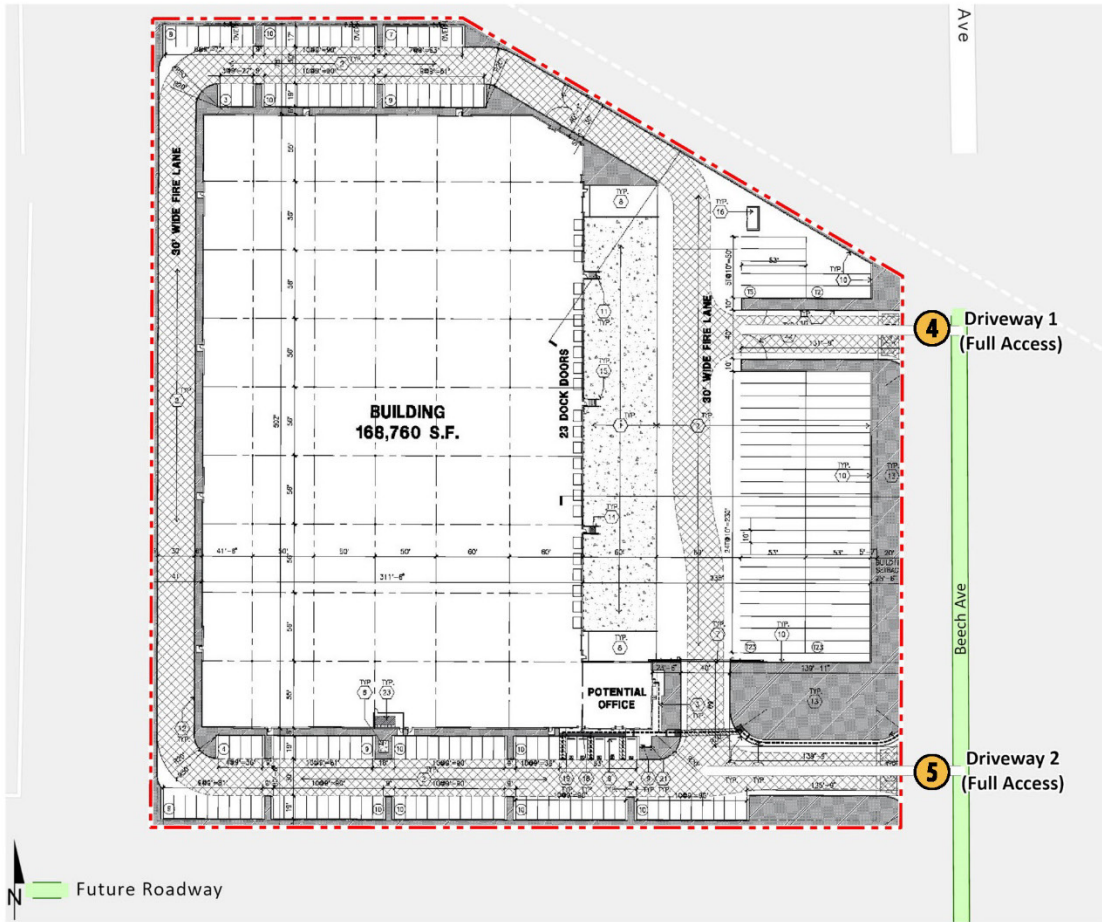
Recommendation 1 – Beech Avenue & Driveway 1 (#4) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (Project driveway).
- Project to construct lanes along Beech Avenue as needed to facilitate site access (see also Recommendation 3).

Recommendation 2 – Beech Avenue & Driveway 2 (#5) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (Project driveway).
- Project to construct lanes along Beech Avenue as needed to facilitate site access (see also Recommendation 3).

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS



4	Beech Av. & Driveway 1	5	Beech Av. & Driveway 2

= Stop Sign Improvement
 = Lane Improvement

Recommendation 3 – Beech Avenue is a north-south oriented roadway located on the Project's eastern boundary. The Project is to construct the ultimate half-section of Beech Avenue as a Primary Highway (100-foot right-of-way) from the northern Project boundary to Foothill Boulevard (SR-66) consistent with the City's standards. This includes accommodating a Class II bike lane along the west side of the roadway consistent with the existing bike lanes on Beech Avenue north of the Pacific Electric Trail. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements.

Half-width improvements will be made on the east side of the centerline for northbound traffic (14-foot-wide lane). These half-width improvements will extend from the northerly Project boundary to Foothill Boulevard (SR-66). Beech Avenue will terminate to the north of the Project as a cul-de-sac, just south of the Pacific Electric Trail. The pavement will widen just north of Foothill Boulevard (SR-66) on Beech Avenue to full street width along with curb returns. The southbound approach at the intersection of Beech Avenue and Foothill Boulevard (SR-66) will accommodate a southbound left turn lane and southbound right turn lane. Curb-and-gutter improvements at Beech Avenue and Foothill Boulevard (SR-66) to the northwest and northeast corners will transition to the existing edge of pavement to the west and east of Beech Avenue.

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

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.2 QUEUING ANALYSIS

A queuing analysis has been performed for the Project driveways for Opening Year Cumulative (2024) With Project traffic conditions. The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals. Queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 of this report. No site adjacent queues are anticipated with the proposed improvements.

TABLE 1-3: SUMMARY OF IMPROVEMENTS AND ROUGH ORDER OF MAGNITUDE COSTS

#	Intersection Location	Jurisdiction	EAP (2024)	2024 With Project	Project Responsibility	Improvements in DIF ^{1,2}	Estimated Cost ^{3,4}	Project Fair Share	Fair Share Cost ⁵	
6	Beech Av. & Foothill Bl. (SR-66)	Fontana, County	Add SB left-through-right turn lane	Same	Construct	Yes	--	15.6%	--	
			Add EB left turn lane	Same	Construct	No	--			
			Install a Traffic Signal	Same	Fair Share	No	\$600,000			\$93,651
			Total:				\$600,000			\$93,651
10	Citrus Av. & Foothill Bl. (SR-66)	Fontana	Restripe the WB approach to accommodate 2 lefts and 2 through lanes	Same	Fair Share	No	\$44,250	5.4%	\$2,405	
			Total:				\$44,250	\$2,405		
Total Cost for Improvements							\$644,250		\$96,056	
Total Project Fair Share Contribution to the City of Fontana (non-DIF/other) ⁶								\$49,230		
Total Project Fair Share Contribution to the County ⁷								\$46,826		

¹ Improvements included in regional/City DIF programs have been identified as such.

² Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.

³ Costs have been estimated using the data provided in Appendix "G" of the CMP (2003 Update) for preliminary construction costs with an application of 1.674 factor to adjust costs to 2022.

⁴ Total project fair share contribution consists of the improvements which are not already included in a pre-existing fee program.

⁵ Rough order of magnitude cost estimate.

⁶ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Fontana.

⁷ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections within the County of San Bernardino.

1.6.3 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2022), EAP (2024), and Opening Year Cumulative (2024) traffic conditions are summarized in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share and/or fees. Table 1-3 also summarizes the applicable cost associated with each of the recommended improvements.

1.7 VEHICLE MILES TRAVELED (VMT) ANALYSIS

The Project was evaluated consistent with the City's available screening criteria. Based on our findings, the Project was found to meet the project net daily trips less than 500 ADT screening criteria. Therefore, the Project would result in a less than significant impact for VMT; no further VMT analysis is required. Detailed discussion can be found in Section 7 Vehicle Miles Traveled Analysis of this TA.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are generally consistent with the City of Fontana's traffic study guidelines. (1)

2.1 LEVEL OF SERVICE

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

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition [Highway Capacity Manual](#) (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Fontana requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 6th Edition

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

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

A saturation flow rate of 1900 has been utilized for all study area intersections located within the City of Fontana. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., $PHF = [Hourly Volume] / [4 \times Peak 15\text{-minute Flow Rate}]$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour.

(4)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Fontana requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 6th Edition

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

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants for speeds greater than 40 miles per hour on the major roadway.

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

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
4	Beech Av. & Driveway 1
5	Beech Av. & Driveway 2
6	Beech Av. & Foothill Bl. (SR-66)

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 Area Conditions of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 EAP (2024) Traffic Conditions and Section 6 Opening Year Cumulative (2024) Traffic Conditions of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

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

2.4.1 CITY OF FONTANA

The City’s General Plan recommends a LOS standard of LOS C. Intersections which are forecast to operate at unsatisfactory conditions (i.e., at LOS worse than LOS C for city intersections) shall be identified as cumulatively deficient intersections. Therefore, any intersection operating at LOS D, E, or F will be considered deficient for the purposes of this analysis. (1)

2.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. For the intersections that lie within the City of Fontana, determination of direct project-related deficiencies will be based on a comparison of without and with project levels of service for each analysis year. A project-related deficiency occurs if project traffic increases the average delay at an intersection by more than the thresholds identified in Table 2-4. The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan.

TABLE 2-4: THRESHOLDS OF SIGNIFICANT IMPACT

With Project LOS	Significant Impact Threshold ¹
A/B	10.0 Seconds
C	8.0 Seconds
D	5.0 Seconds
E	3.0 Seconds
F	1.0 Seconds

Source: Fontana Traffic Study Guidelines, October 2020

¹ Increase in delay

Cumulative traffic impacts are deficiencies that are not directly caused by the Project but occur as a result of regional growth combined with that or other nearby cumulative development projects. Cumulative traffic deficiencies utilize the same thresholds as shown in Table 2-4. The Project’s contribution to a particular cumulative transportation deficiency is deemed cumulatively considerable if the Project adds traffic to the forecasted deficiency (per Table 2-4). A Project’s contribution to a cumulatively considerable deficiency can be reduced if the Project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative deficiency. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative deficiency may occur until the needed improvement is fully funded and constructed.

2.6 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the local or regional pre-existing fee program will be identified as such. For improvements that do not appear to be in a pre-existing fee program, a fair share contribution based on the project’s proportional share may be imposed in order to address the Project’s share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project’s fair share contribution is determined based on the following equations, which are the ratio of Project traffic to net new traffic (where net new traffic is the future traffic less existing traffic):

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{2024 With Project Total Traffic} - \text{Existing Traffic})$$

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3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Fontana General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

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

3.2 GENERAL PLAN CIRCULATION ELEMENTS

Exhibit 3-2 shows the City of Fontana General Plan Circulation Element. The City of Fontana General Plan does not include roadway cross-sections in its General Plan.

Major Highways are four-to-six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadways within the City of Fontana are classified as a Major Highway:

- Cherry Avenue (Modified Major Highway)
- Foothill Boulevard (SR-66) (Modified Major Highway)

Primary Highways are four-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways typically connect Major Highways. The following study area roadway within the City of Fontana is classified as a Primary Highway:

- Beech Avenue

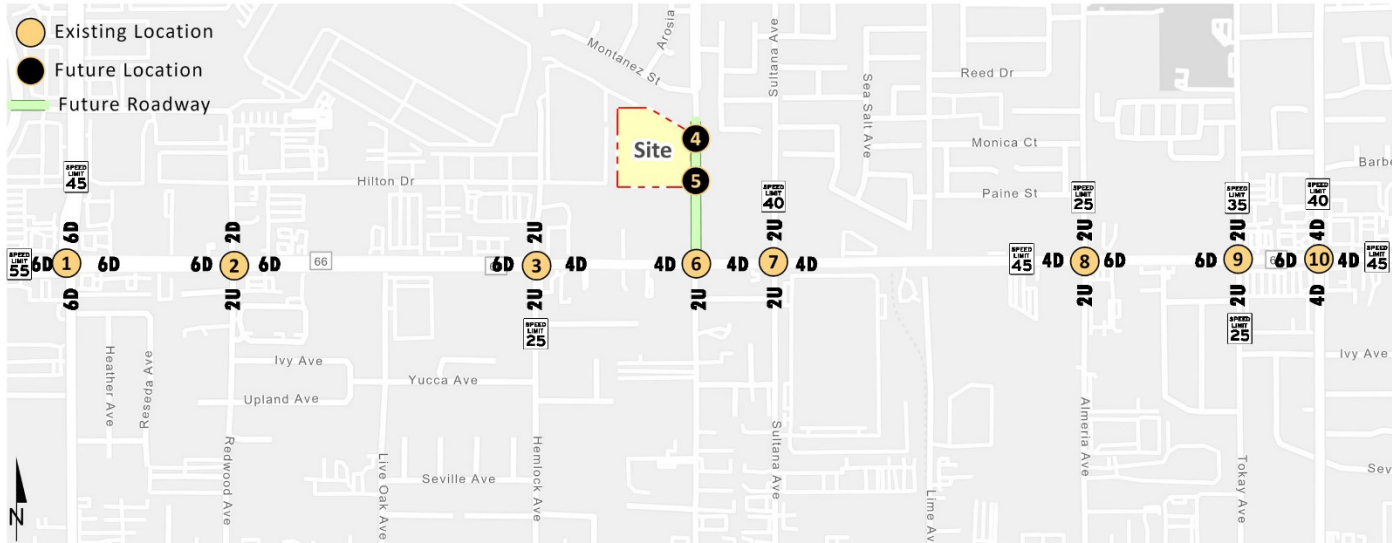
Secondary Highways are four-lane divided roadways. These roadways serve local traffic and are typically used to carry traffic along the perimeters of large developments. The following study area roadway within the City of Fontana is classified as Secondary Highways:

- Tokay Avenue (Modified Secondary Highway), north of Foothill Boulevard (SR-66)
- Citrus Avenue (Modified Secondary Highway south of Foothill Boulevard)

Collector Streets are two-lane streets, providing one lane in each direction. The following study area roadways within the study area are classified as a Collector Street:

- Redwood Avenue (Industrial Collector north of Foothill Boulevard)
- Hemlock Avenue (Industrial Collector north of Foothill Boulevard)
- Sultana Avenue
- Almeria Avenue
- Tokay Avenue, south of Foothill Boulevard (SR-66)

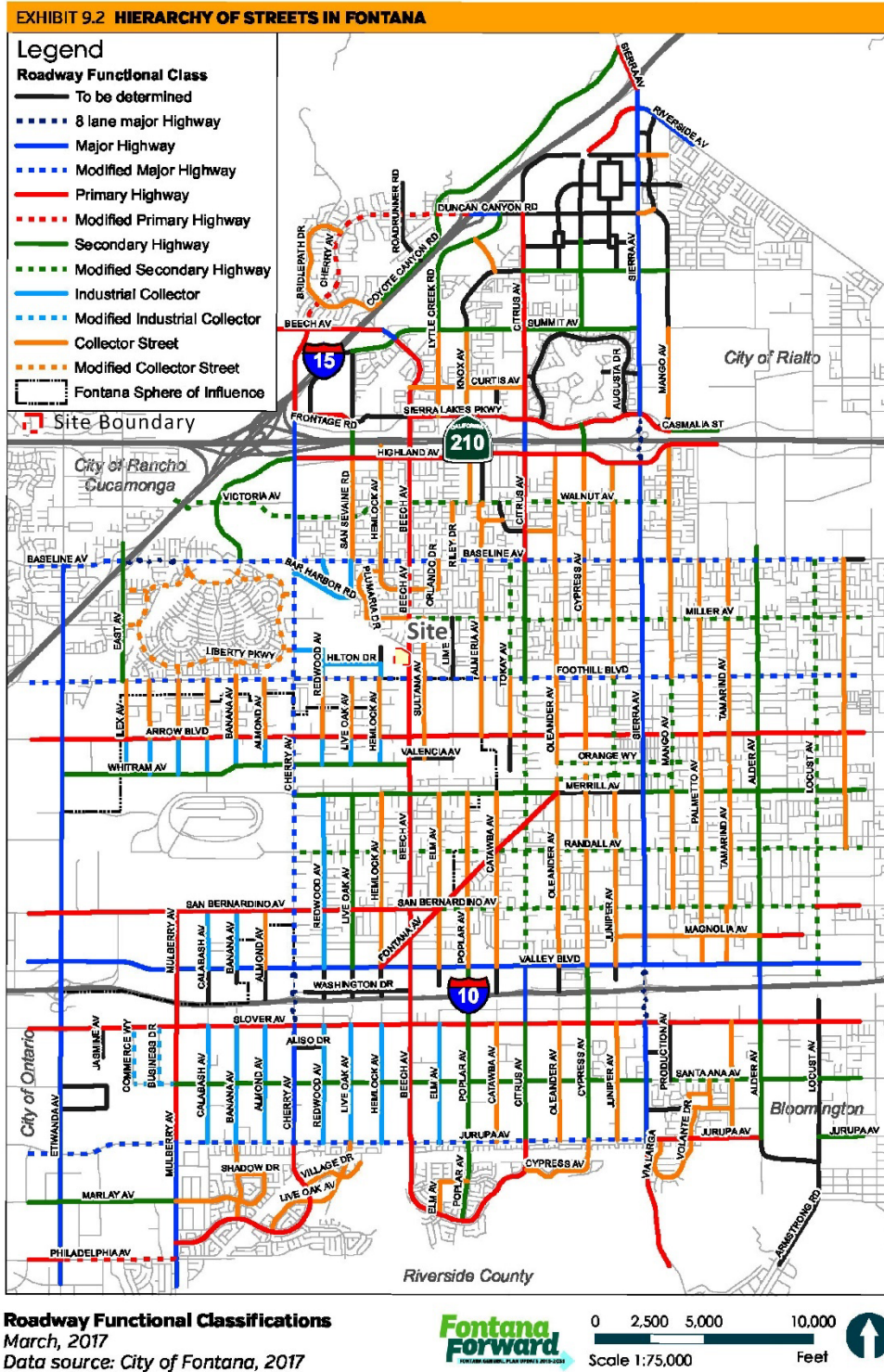
EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1	Cherry Av. & Foothill Bl. (SR-66)	2	Redwood Av. & Foothill Bl. (SR-66)	3	Hemlock Av. & Foothill Bl. (SR-66)	4	Beech Av. & Driveway 1	5	Beech Av. & TBD	6	Beech Av. & Foothill Bl. (SR-66)
							Future Intersection		Future Intersection		
			7	Sultana Av. & Foothill Bl. (SR-66)	8	Almeria Av. & Foothill Bl. (SR-66)	9	Tokay Av. & Foothill Bl. (SR-66)	10	Citrus Av. & Foothill Bl. (SR-66)	

	= Traffic Signal
	= Stop Sign
4	= Number of Lanes
D	= Divided
U	= Undivided
RTO	= Right Turn Overlap
	= Speed Limit (MPH)

EXHIBIT 3-2: CITY OF FONTANA HIERARCHY OF STREETS



Approved and Adopted by City Council November 13, 2018

City Council Resolution 2018-096
 City Council Resolution 2018-097

3.3 BICYCLE & PEDESTRIAN FACILITIES

The City of Fontana bike facilities are shown on Exhibit 3-3. Cherry Avenue, Citrus Avenue, Foothill Boulevard (SR-66), and Beech Avenue are proposed as Class II bike facilities (striped, on-street bike lanes). A portion of Foothill Boulevard (SR-66) west of Hemlock Avenue are currently striped with Class II bike lanes. The Pacific Electric Trail is an existing Class I facility (off-road) and runs along the northern boundary of the site. Existing pedestrian facilities are shown on Exhibit 3-4. As shown on Exhibit 3-4, there are existing pedestrian facilities mostly to the western portion of the study area and the Project will implement pedestrian improvements along its frontage and down Beech Avenue to connect to these existing facilities.

3.4 TRANSIT SERVICE

The study area is currently served by Omnitrans Transit Agency with bus services along Foothill Boulevard (SR-66) and Citrus Avenue. Route 66 is the closest route that provides service along Foothill Boulevard (SR-66), south of the Project with stops located at the intersection of Beech Avenue and Foothill Boulevard (SR-66) approximately 650-feet south of the site. Omnitrans Route 66 provides bus service during the weekdays every 20 minutes during the peak hours and 30 minutes during the off-peak hours. Omnitrans Route 10 runs along Citrus Avenue to the east. The transit services are illustrated on Exhibit 3-5. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.5 EXISTING TRAFFIC COUNTS

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

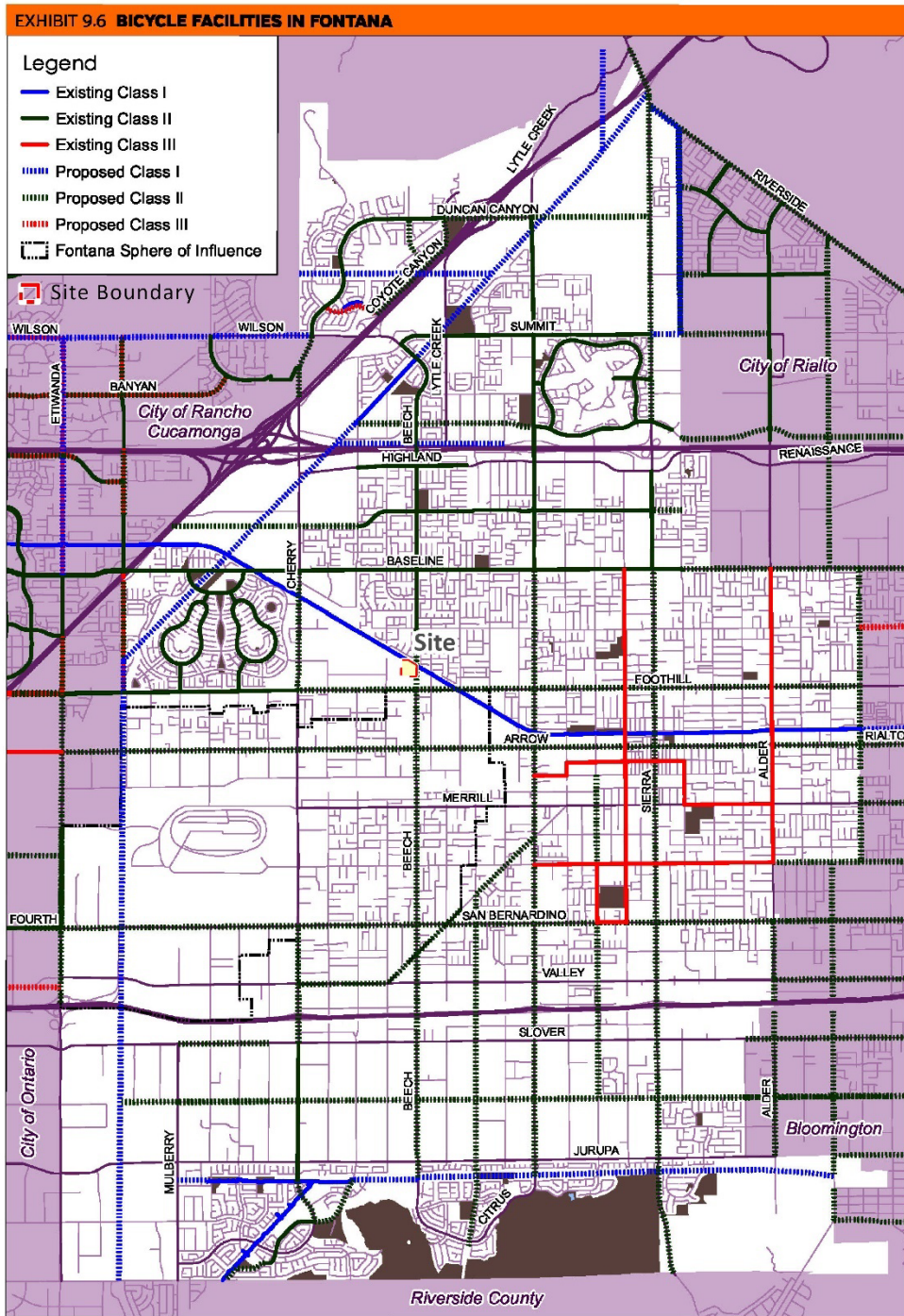
- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. The traffic counts include the following vehicle classifications: Passenger Cars, 2-Axle Trucks, 3-Axle Trucks, and 4 or More Axle Trucks. To represent the effects large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into Passenger Car Equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 2.0 has been applied to 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the City's Traffic Study Guidelines.

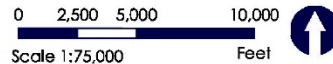
Existing ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg (see Exhibit 3-6):

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 13.05 = \text{Leg Volume}$$

EXHIBIT 3-3: CITY OF FONTANA BICYCLE FACILITIES



Bicycle Facilities
 March, 2017
 Data sources: City of Fontana, 2015;
 SANBAG NMTP, 2014



9.14 Fontana General Plan
 Approved and Adopted by City Council November 13, 2018

City Council Resolution 2018-096
 City Council Resolution 2018-097

EXHIBIT 3-4: EXISTING PEDESTRIAN FACILITIES

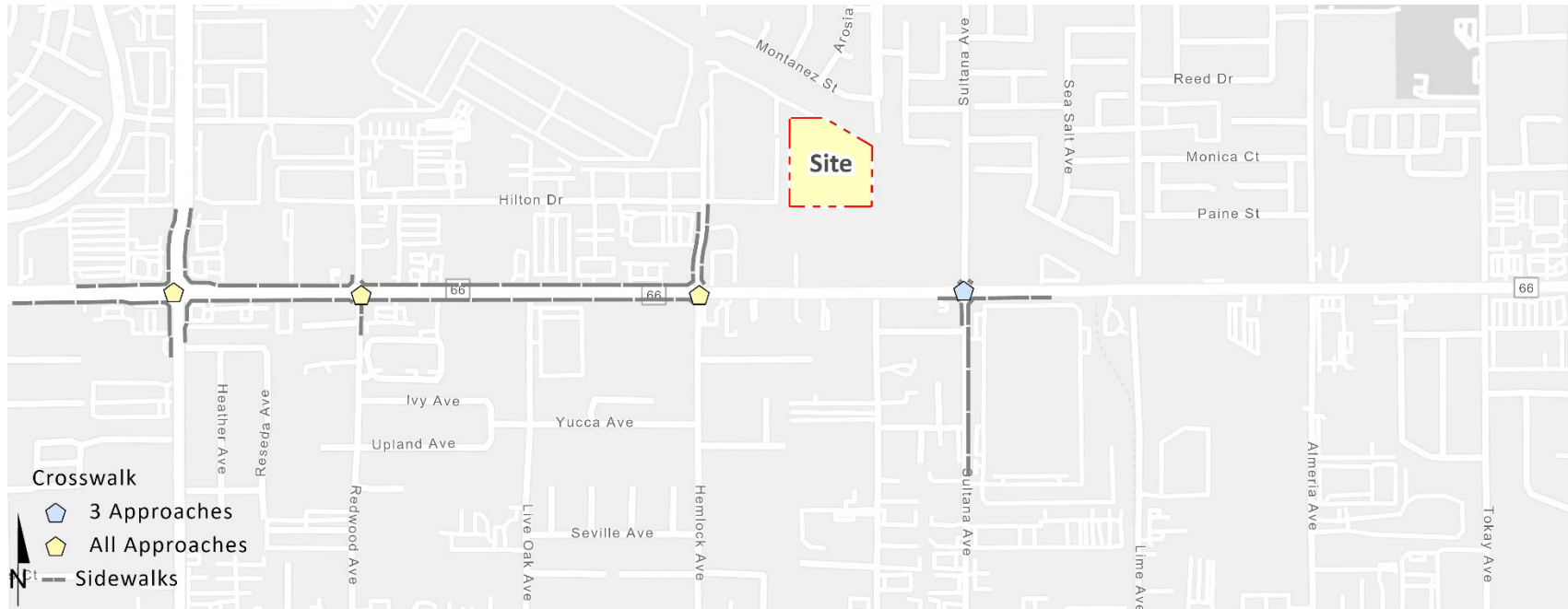


EXHIBIT 3-5: EXISTING TRANSIT ROUTES

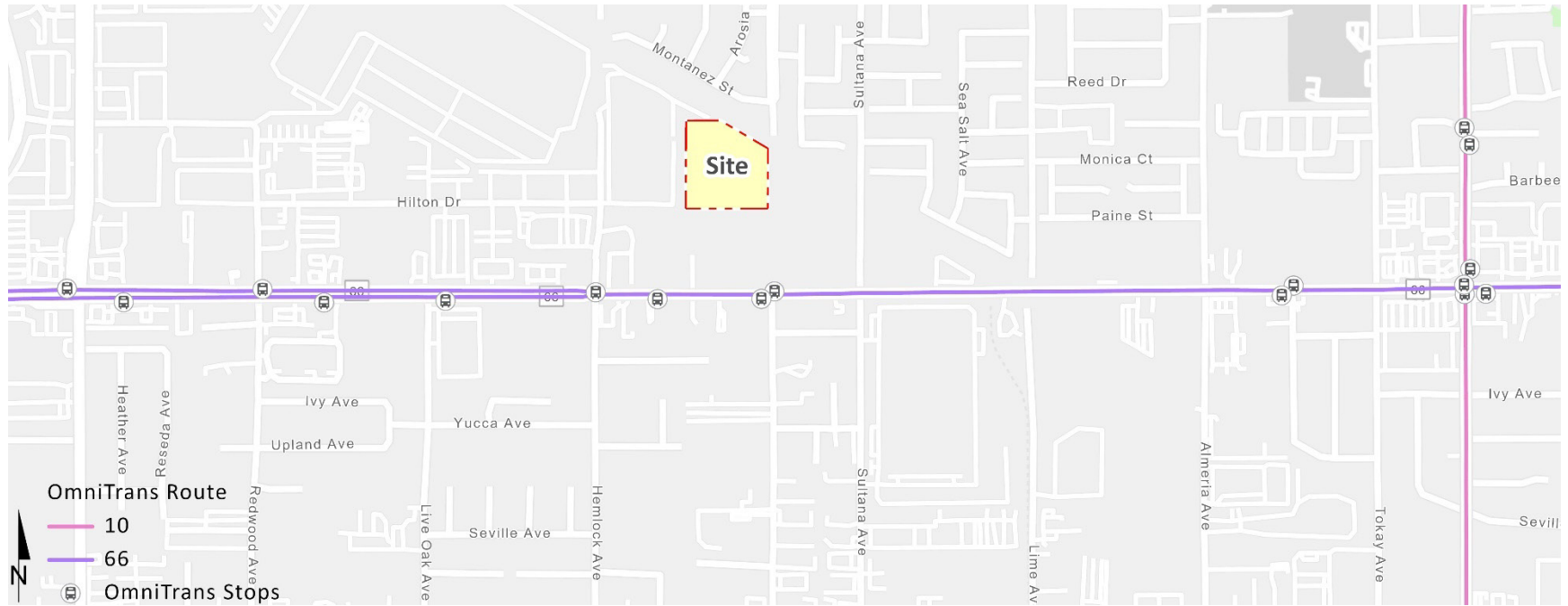
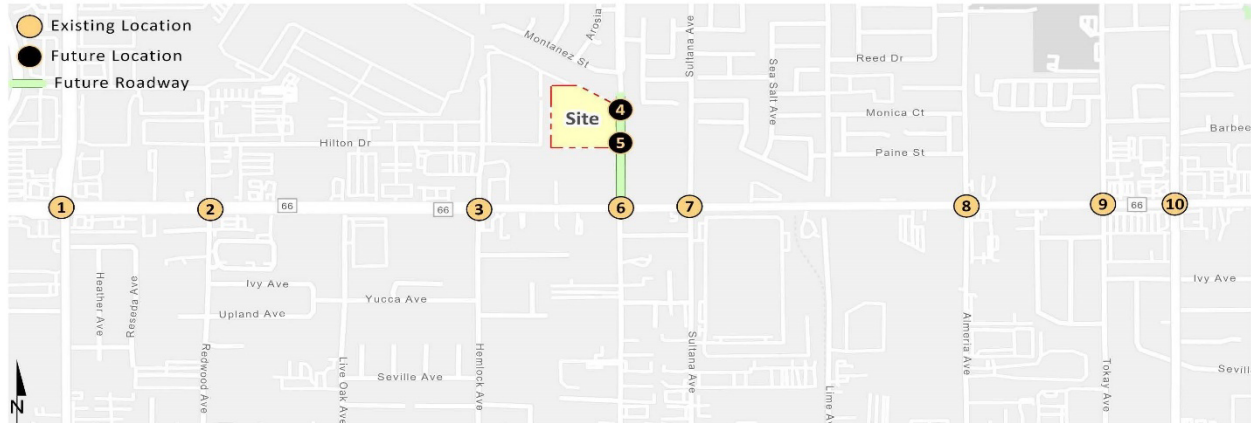


EXHIBIT 3-6: EXISTING (2022) TRAFFIC VOLUMES (ACTUAL VEHICLES)



1	2	3	4
Cherry Av. & Foothill Bl. (SR-66)	Redwood Av. & Foothill Bl. (SR-66)	Hemlock Av. & Foothill Bl. (SR-66)	Beech Av. & Driveway 1
27,000 110(144) 668(477) 142(294) 181(234) 421(831) 118(112) 29,050	29,150 85(134) 934(650) 192(132) 163(255) 374(784) 93(193) 25,500	2,350 31(45) 6(20) 9(26) 58(35) 545(1213) 33(62) 28,400	27,650 15(20) 1070(760) 53(58) 42(63) 29(35) 22(41) 3,650
		3,750 16(41) 2(13) 21(112) 30(60) 531(1127) 10(31) 25,550	26,750 65(53) 1242(676) 45(46) 23(22) 15(9) 73(36) 2,050
5	6	7	8
Beech Av. & Driveway 2	Beech Av. & Foothill Bl. (SR-66)	Sultana Av. & Foothill Bl. (SR-66)	Almeria Av. & Foothill Bl. (SR-66)
	28,650 1326(764) 188(109) 580(1204) 37(64) 36(50) 108(118) 27,100	7,950 424(165) 40(17) 40(30) 164(215) 487(1129) 23(17) 29,150	25,800 29(74) 1084(687) 16(16) 6(21) 45(110) 10(41) 2,900
			4,350 92(50) 26(9) 33(45) 24(86) 371(1164) 18(22) 25,750
			25,900 41(91) 706(632) 35(23) 22(21) 23(54) 18(31) 2,100
9	10		
Tokay Av. & Foothill Bl. (SR-66)	Citrus Av. & Foothill Bl. (SR-66)		
3,250 45(21) 22(21) 16(20) 11(49) 369(1173) 18(46) 25,800	25,600 23(40) 664(619) 13(46) 40(68) 34(97) 32(66) 4,500		
	21,400 112(72) 577(465) 125(120) 136(253) 362(820) 124(155) 26,400		
	25,950 76(106) 735(563) 219(268) 135(159) 135(159) 59(114) 23,300		

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

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.67 percent. As such, the above equation utilizing a factor of 13.05 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.67 percent (i.e., $1/0.0767 = 13.05$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-6. Note volumes shown on exhibits are represented in actual vehicles. The PCE volumes used for the peak hour operations analyses can be found in Appendix 3.1.

3.6 EXISTING (2022) INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 Intersection Capacity Analysis of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that all study area intersections are currently operating at an acceptable LOS during the peak hour, with the exception of the following intersections:

- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS D AM peak hour; LOS F PM peak hour
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS D AM and PM peak hours

The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

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

# Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
		AM	PM	AM	PM
1 Cherry Av. & Foothill Bl. (SR-66)	TS	33.1	32.4	C	C
2 Redwood Av. & Foothill Bl. (SR-66)	TS	11.2	11.3	B	B
3 Hemlock Av. & Foothill Bl. (SR-66)	TS	11.3	12.7	B	B
4 Beech Av. & Driveway 1		Future Intersection			
5 Beech Av. & Driveway 2		Future Intersection			
6 Beech Av. & Foothill Bl. (SR-66)	CSS	30.4	56.9	D	F
7 Sultana Av. & Foothill Bl. (SR-66)	TS	23.3	15.2	C	B
8 Almeria Av. & Foothill Bl. (SR-66)	TS	11.1	11.2	B	B
9 Tokay Av. & Foothill Bl. (SR-66)	TS	9.9	12.1	A	B
10 Citrus Av. & Foothill Bl. (SR-66)	TS	49.2	46.7	D	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

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

3.7 EXISTING (2022) TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The intersection of Beech Avenue at Foothill Boulevard (SR-66) currently warrants a traffic signal under Existing traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is to consist of the development of a single 168,760 square foot warehouse building. It is anticipated to have an Opening Year of 2024. Access to the Project site will be provided to Beech Avenue via two driveways (both will allow for full access). Regional access to the Project site is available from the I-10 Freeway via Citrus Avenue or Cherry Avenue.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation.

For purposes of this analysis, the Project trip generation has been evaluated assuming 25 percent of the building square footage as general light industrial use and the remaining 75 percent of the building square footage as general warehousing use. The mix of general light industrial and warehousing use would generate more trips (and therefore a conservative analysis) as compared to the proposed 168,760 square foot warehouse (100 percent warehousing use). The following land use codes and vehicle mixes have been utilized for the Project:

- ITE land use code 110 (General Light Industrial) has been used to derive site specific trip generation estimates for up to 42,190 square feet of the proposed Project. A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimum office space. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 126,569 square feet. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

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

The Project trip generation rates are provided in Table 4-1. Trip generation summary for the Project in actual vehicles is shown in Table 4-2. As shown in Table 4-2, the Project is anticipated to generate a total of 426 two-way trips per day with 52 AM peak hour trips and 48 PM peak hour trips (actual vehicles). The trip generation summary for the Project in PCE is shown in Table 4-3. For the purposes of the peak hour intersection operations analyses, the PCE trip generation has been utilized.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
General Light Industrial ³	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation									
General Light Industrial ³	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 2.0)			0.002	0.001	0.003	0.002	0.001	0.003	0.084
3-Axle Trucks (PCE = 2.5)			0.003	0.003	0.005	0.003	0.003	0.005	0.129
4+-Axle Trucks (PCE = 3.0)			0.012	0.007	0.019	0.009	0.010	0.019	0.470
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 2.0)			0.004	0.003	0.007	0.006	0.004	0.010	0.150
3-Axle Trucks (PCE = 2.5)			0.005	0.005	0.010	0.008	0.008	0.016	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

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

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
General Light Industrial	42.190 TSF							
Passenger Cars:		27	4	31	4	23	27	196
2-axle Trucks:		0	0	0	0	0	0	2
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	12
Total Trips (Actual Vehicles) ²		27	4	31	4	23	27	208
Warehousing								
	126.570 TSF							
Passenger Cars:		15	4	19	4	15	19	140
2-axle Trucks:		0	0	0	0	0	0	14
3-axle Trucks:		0	0	0	0	0	0	16
4+-axle Trucks:		1	1	2	1	1	2	48
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	78
Total Trips (Actual Vehicles) ²		16	5	21	5	16	21	218
Passenger Cars		42	8	50	8	38	46	336
Trucks		1	1	2	1	1	2	90
Total Trips (Actual Vehicles)²		43	9	52	9	39	48	426

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TABLE 4-3: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):								
General Light Industrial	42.190 TSF							
Passenger Cars:		27	4	31	4	23	27	196
2-axle Trucks:		0	0	0	0	0	0	4
3-axle Trucks:		0	0	0	0	0	0	6
4+-axle Trucks:		1	0	1	0	0	0	20
Total Truck Trips (PCE):		1	0	1	0	0	0	30
Total Trips (PCE) ²		28	4	32	4	23	27	226
Warehousing								
	126.570 TSF							
Passenger Cars:		15	4	19	4	15	19	140
2-axle Trucks:		1	0	1	1	1	2	20
3-axle Trucks:		1	1	2	1	1	2	32
4+-axle Trucks:		3	2	5	4	3	7	144
Total Truck Trips (PCE):		5	3	8	6	5	11	196
Total Trips (PCE) ²		20	7	27	10	20	30	336
Passenger Cars		42	8	50	8	38	46	336
Trucks		6	3	9	6	5	11	226
Total Trips (PCE)²		48	11	59	14	43	57	562

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Separate distributions have been developed for passenger cars and trucks. Exhibits 4-1 and 4-2 illustrate the passenger car and truck trip distribution patterns through the study area intersections, respectively. Truck distribution patterns will be based on City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is directed to Cherry Avenue and Citrus Avenue to the I-210 Freeway to the north, I-10 Freeway to the south, and I-15 Freeway to the west via City truck routes.

4.3 MODAL SPLIT

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

4.4 PROJECT TRIP ASSIGNMENT

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

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2.0 percent per year, compounded annually, for 2024 traffic conditions, consistent with other recent studies performed in the area. The total ambient growth is 4.04 percent for 2024 traffic conditions (compounded growth of 2.0 percent per year over 2 years or $1.02^{2\text{ years}}$). The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. Opening Year Cumulative (2024) traffic volumes are provided in Sections 6 of this TA. The traffic generated by the proposed Project was then manually added to the base volume to determine Opening Year Cumulative "With Project" forecasts.

EXHIBIT 4-1: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



EXHIBIT 4-2: PROJECT (TRUCKS) TRIP DISTRIBUTION

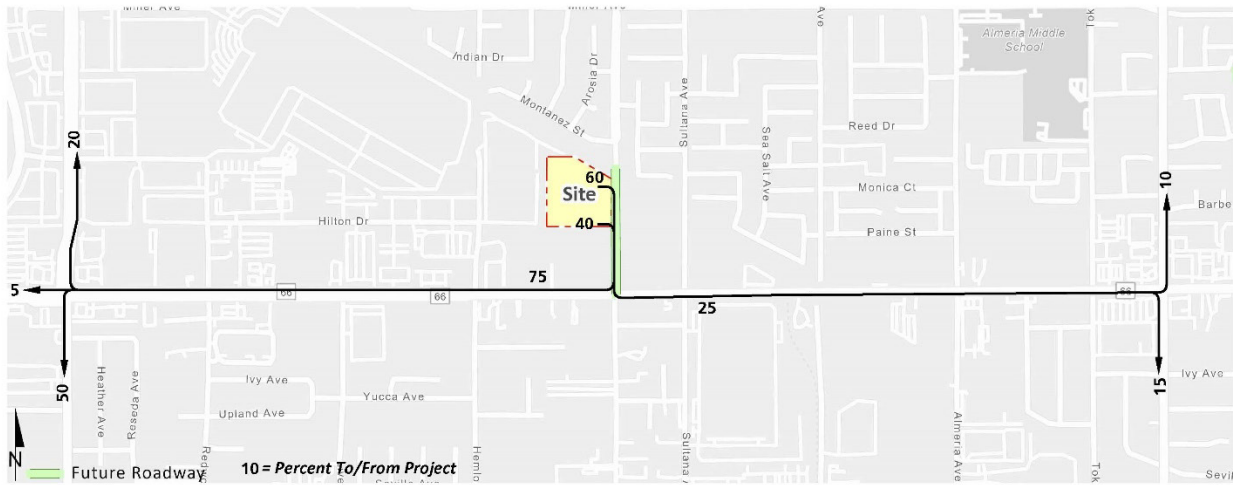
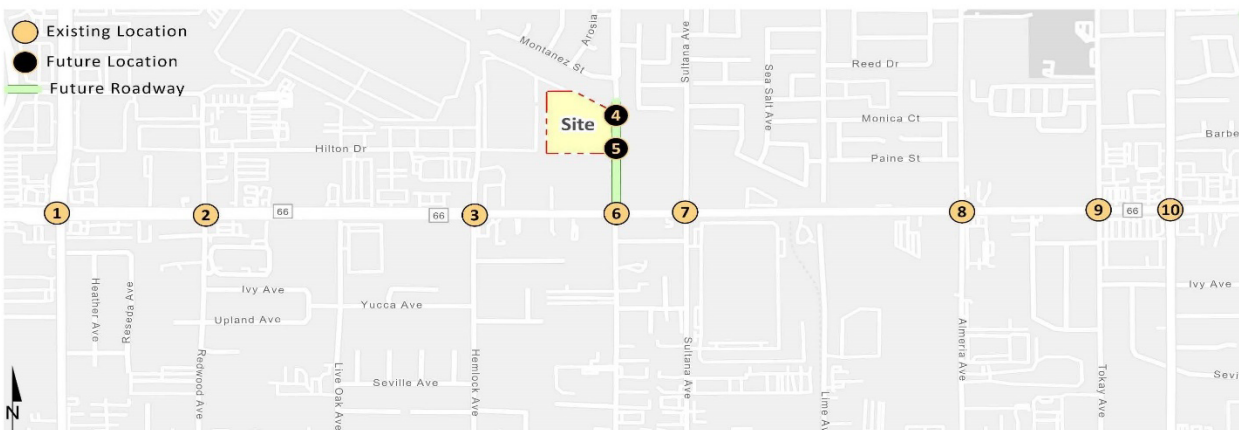


EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Cherry Av. & Foothill Bl. (SR-66)		2 Redwood Av. & Foothill Bl. (SR-66)		3 Hemlock Av. & Foothill Bl. (SR-66)		4 Beech Av. & Driveway 1	
Nominal	200		200		200		
4(1) ↓	↑ 1(4) ← 1(4) ↙ 2(6)	← 4(14) ↙ 0(2)	↗ 2(0)	← 4(16) ↙ 0(2)	↗ 2(0)	↖ 1(1)	↗ 1(1)
4(1) →	↗ 7(2)	15(4) →		18(4) →			
Nominal	100	200	200	200	200	Nominal	Nominal
5 Beech Av. & Driveway 2		6 Beech Av. & Foothill Bl. (SR-66)		7 Sultana Av. & Foothill Bl. (SR-66)		8 Almeria Av. & Foothill Bl. (SR-66)	
Nominal		450	200		200	Nominal	150
↓ 1(1)	↖ 1(1) ↑ 1(1)	↓ 4(18) ↙ 20(4)	↑ 23(5)	← 23(5)		↓ 4(1)	← 19(4)
8(38) ↓	↖ 42(8) ↑ 1(1)			5(21) →		↖ 1(4) ↗ 4(17)	
350	450	200	200	200	200	200	200
9 Tokay Av. & Foothill Bl. (SR-66)		10 Citrus Av. & Foothill Bl. (SR-66)		##(##) AM(PM) Peak Hour Intersection Volumes ## Average Daily Trips			
	150	Nominal	Nominal				
	← 19(4)	↓ 6(1)	← 4(1)				
4(17) →		↖ 1(6) ↗ 1(4) ↓ 2(8)	↖ 9(2) ↑ 9(2)				
150		150	100				

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Fontana. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-4. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-4 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 Background Traffic. Cumulative ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5 in actual vehicles.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast the near-term Opening Year Cumulative (2024) traffic conditions. An ambient growth factor of 2.0 percent per year, compounded annually, accounts for background (area-wide) traffic increases that occur over time up to the year 2024 from the year 2022. Traffic volumes generated by cumulative development projects are then added to assess the Opening Year Cumulative (2024) traffic conditions. Lastly, Project traffic is added to assess “With Project” traffic conditions. The 2024 roadway network are similar to the existing conditions roadway network with the exception of future roadways and intersections proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2024) Without Project
 - Existing 2022 volumes
 - Ambient growth traffic (4.04%)
 - Cumulative Development Traffic
- Opening Year Cumulative (2024) With Project
 - Existing 2022 volumes
 - Ambient growth traffic (4.04%)
 - Cumulative Development Traffic
 - Project Traffic

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

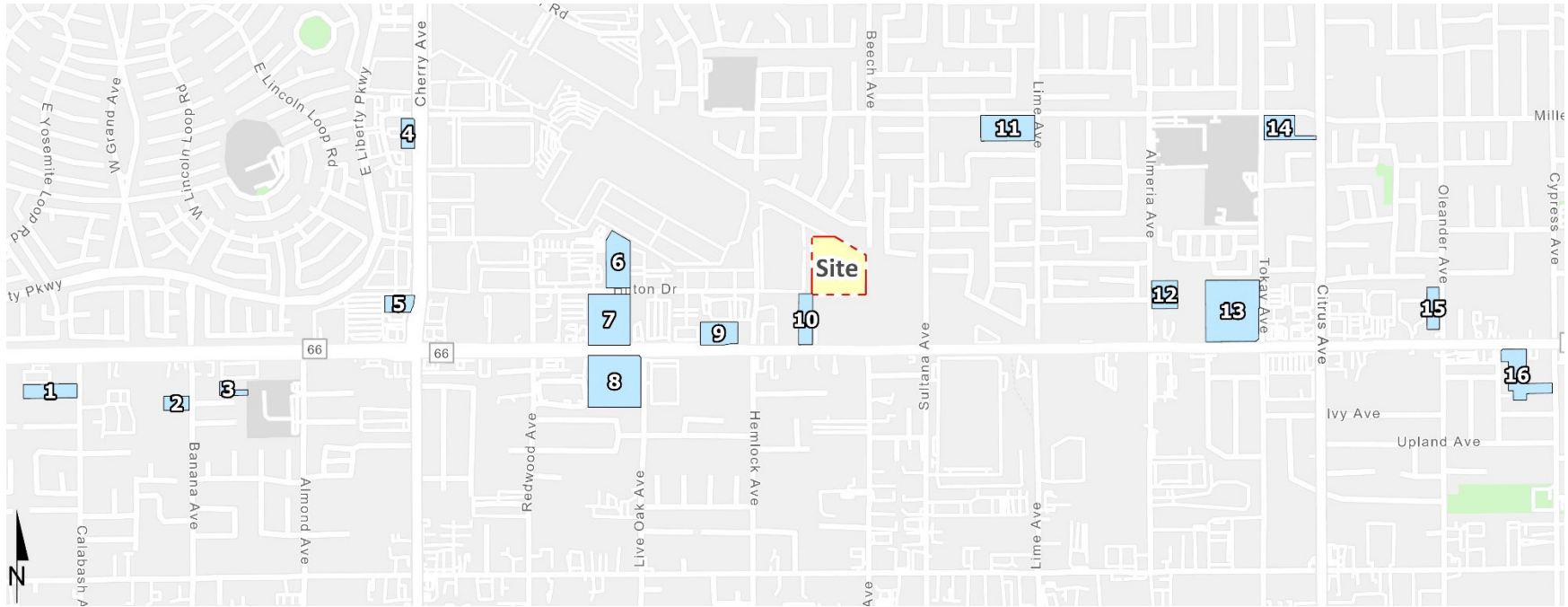
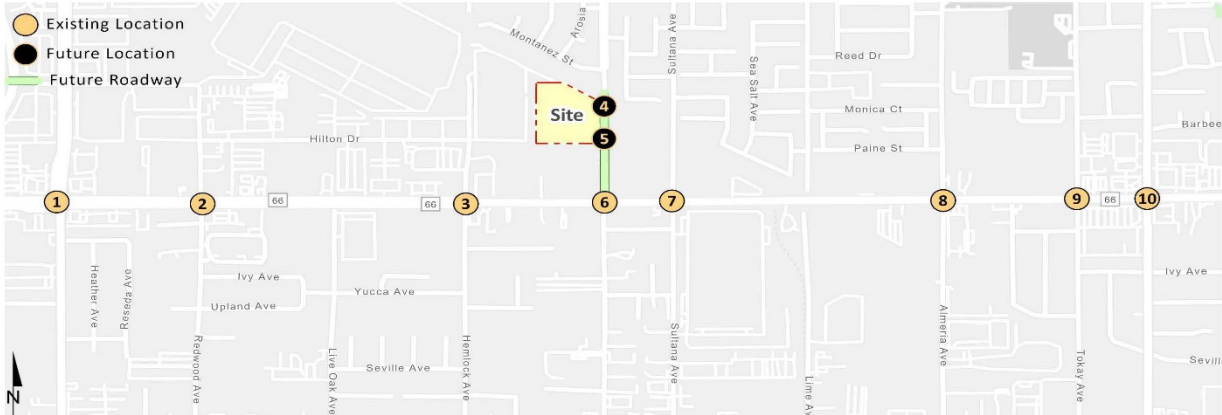


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Cherry Av. & Foothill Bl. (SR-66)		2 Redwood Av. & Foothill Bl. (SR-66)		3 Hemlock Av. & Foothill Bl. (SR-66)		4 Beech Av. & Driveway 1	
2,750	7,450	3,800	3,800	1,900	3,950		
11(8) ↓ 11(8) ↓ 59(91) ↓ 13(9) ↓ 68(130) ↓ 7(5) ↓	↑ 67(84) ← 96(108) ↑ 55(75) ↑ 2(8) ↑ 13(9) ↑ 48(83)	↓ 95(140) ↓ 91(151) ↓ 84(154)	← 124(127) ↑ 7(4) ↑ 2(7)	↓ 47(70) ↓ 41(86)	↑ 45(75) ← 83(61) ↑ 7(4) ↑ 2(7)		
3,500	2,450	7,450	150	1,900	150		
5 Beech Av. & Driveway 2		6 Beech Av. & Foothill Bl. (SR-66)		7 Sultana Av. & Foothill Bl. (SR-66)		8 Almeria Av. & Foothill Bl. (SR-66)	
			3,900	150	3,700	650	4,350
		91(159) →	← 130(138)	↓ 8(5) ↓ 3(9) ↓ 88(150)	← 122(133)	↓ 0(1) ↓ 1(0) ↓ 88(150)	↑ 14(30) ← 122(133)
		3,900		3,900		3,700	
9 Tokay Av. & Foothill Bl. (SR-66)		10 Citrus Av. & Foothill Bl. (SR-66)		##(##) AM(PM) Peak Hour Intersection Volumes ## Average Daily Trips			
	4,600	900	3,900				
164(155) →	← 102(200)	↓ 10(30) ↓ 2(1) ↓ 5(12) ↓ 27(19) ↓ 110(119) ↓ 27(17)	↑ 11(8) ← 84(141) ↑ 10(7) ↑ 9(29) ↑ 9(29) ↑ 3(11)				
4,600		4,600	850				

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

TAZ	Land Use	Quantity ¹
1 Fontana Calabash Townhomes	Multifamily Residential	50 DU
2 Serena Village East Multifamily	Multifamily Residential	22 DU
3 Banana North Apartments	Multifamily Residential	24 DU
4 Fontana Business Center	Warehousing	23.560 TSF
5 Courtyard at Cherry	Fast-Food Restaurant with Drive-Thru	4.000 TSF
6 Hilton Drive Warehouse	Warehousing	75.000 TSF
7 Hilton Logistics Center	Warehousing	76.809 TSF
8 Alta Fontana	Multifamily Residential	345 DU
	Commercial Retail	1.500 TSF
9 15074 Foothill Boulevard	Commercial Retail	118.000 TSF
10 Happy Senior Apartments	Senior Living - Attached	78 DU
11 Lime Avenue Development	Single Family Detached Residential	18 DU
12 Almeria Villages	Multifamily Residential	76 DU
13 Foothill and Tokay Multifamily	Multifamily Residential	400 DU
14 Miller Villas	Single Family Detached Residential	11 DU
15 Inspiration Village	Multifamily Residential	30 DU
16 Cypress Multifamily	Multifamily Residential	106 DU

¹ TSF = Thousand Square Feet; DU = Dwelling Units

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5 EAP (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2024) conditions and the resulting intersection operations and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2024) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways). This includes the extension of Beech Avenue between the proposed Project and Foothill Boulevard (SR-66).

5.2 EAP (2024) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2024) traffic conditions are shown on Exhibit 5-1.

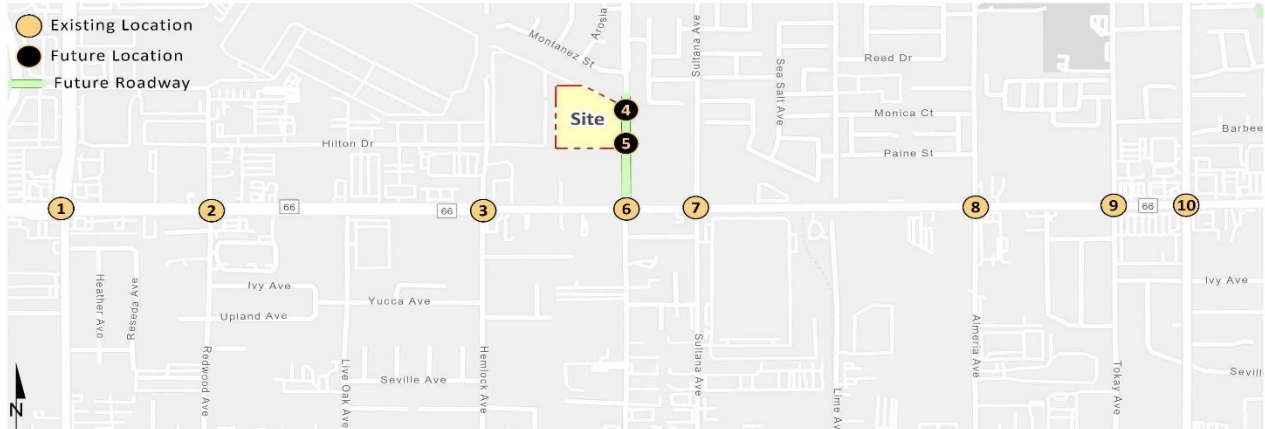
5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 Methodologies of this TA. The intersection analysis results are summarized on Table 5-1 for EAP traffic conditions, which indicate the following study area intersection is anticipated to operate at an unacceptable LOS with the addition of Project traffic under EAP traffic conditions:

- Cherry Av. & Foothill Bl. (SR-66) (#1) – LOS D AM and PM peak hours
- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS F AM and PM peak hours
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS E AM peak hour; LOS D PM peak hour

The intersection operations analysis worksheets for EAP traffic conditions are included in Appendix 5.1 of this TA.

EXHIBIT 5-1: EAP (2024) TRAFFIC VOLUMES



1 Cherry Av. & Foothill Bl. (SR-66)		2 Redwood Av. & Foothill Bl. (SR-66)		3 Hemlock Av. & Foothill Bl. (SR-66)		4 Beech Av. & Driveway 1	
28,150	30,500	2,450	28,950	3,900	28,050		
114(150) 695(496) 152(307)	89(143) 973(680) 202(143)	32(47) 6(21) 9(27)	16(21) 1117(805) 55(62)	17(43) 2(14) 22(117)	68(55) 1296(719) 47(50)		
188(243) 442(866) 123(117)	170(265) 389(816) 104(203)	60(36) 582(1266) 34(65)	44(66) 30(36) 25(43)	31(62) 570(1177) 10(32)	24(23) 16(9) 78(37)	1(1)	1(1)
30,250	26,600	29,750	3,800	26,750	2,150	Nominal	Nominal
5 Beech Av. & Driveway 2		6 Beech Av. & Foothill Bl. (SR-66)		7 Sultana Av. & Foothill Bl. (SR-66)		8 Almeria Av. & Foothill Bl. (SR-66)	
Nominal		450	30,000	8,300	27,050	4,600	27,150
1(1)		4(18) 5(21)	23(5) 1380(795) 196(113)	44(172) 42(18) 42(31)	30(77) 1151(720) 17(17)	100(53) 27(9) 34(47)	43(95) 754(662) 36(24)
8(38)	42(8) 1(1)	20(4) 603(1253) 38(67)	37(52) 112(123)	171(224) 512(1196) 24(18)	6(22) 47(114) 10(43)	26(93) 390(1228) 19(23)	23(22) 24(56) 19(32)
350	450	28,450	4,650	30,550	3,000	27,000	2,150
9 Tokay Av. & Foothill Bl. (SR-66)		10 Citrus Av. & Foothill Bl. (SR-66)					
3,350	26,850	22,300	27,050				
47(22) 23(22) 17(21)	24(42) 710(648) 14(48)	123(76) 600(484) 130(125)	79(110) 769(587) 228(279)				
11(51) 388(1237) 19(48)	42(71) 35(101) 33(69)	142(269) 378(857) 131(169)	149(167) 149(167) 61(119)				
27,000	4,650	27,600	24,300				

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

TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2024) CONDITIONS

# Intersection	Traffic Control ²	Existing (2022)				EAP (2024)				Project-Related	
		Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		Increase in Delay	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Cherry Av. & Foothill Bl. (SR-66)	TS	33.1	32.4	C	C	35.6	35.1	D	D	2.5	2.7
2 Redwood Av. & Foothill Bl. (SR-66)	TS	11.2	11.3	B	B	11.4	11.5	B	B	--	--
3 Hemlock Av. & Foothill Bl. (SR-66)	TS	11.3	12.7	B	B	12.2	13.2	B	B	--	--
4 Beech Av. & Driveway 1	CSS	Future Intersection				8.3	8.3	A	A	--	--
5 Beech Av. & Driveway 2	CSS	Future Intersection				8.3	8.5	A	A	--	--
6 Beech Av. & Foothill Bl. (SR-66)	CSS	30.4	56.9	D	F	73.1	121.5	F	F	42.7	64.6
7 Sultana Av. & Foothill Bl. (SR-66)	TS	23.3	15.2	C	B	27.9	15.9	C	B	--	--
8 Almeria Av. & Foothill Bl. (SR-66)	TS	11.1	11.2	B	B	11.4	11.5	B	B	--	--
9 Tokay Av. & Foothill Bl. (SR-66)	TS	9.9	12.1	A	B	10.0	12.3	A	B	--	--
10 Citrus Av. & Foothill Bl. (SR-66)	TS	49.2	46.7	D	D	57.7	53.6	E	D	8.5	6.9

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
 1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.
 2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2024) traffic conditions are based on the planning level ADT and peak hour volume-based traffic signal warrants. There are no additional study area intersections anticipated to planning level (ADT) or peak hour warrants under EAP traffic conditions (see Appendix 5.2) in addition to the location warranted under Existing traffic conditions.

5.5 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Project deficiencies and recommended improvements. Based on the City of Fontana deficiency criteria discussed in Section 2.5 Deficiency Criteria, roadway intersections were found to be deficient. Improvements necessary to improve project-related traffic deficiencies are shown in Table 5-2. The addition of Project traffic at the intersection of Cherry Avenue and Foothill Boulevard (SR-66) is anticipated to result in an increase of less than 8.0 seconds, which is the threshold for intersections operating at LOS C under pre-project conditions. As such, improvements have only been recommended at Beech Avenue at Foothill Boulevard (SR-66) and Citrus Avenue at Foothill Boulevard (SR-66).

Table 5-2 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAP (2024) traffic conditions. The improvements have been identified to improve the EAP (2024) deficiencies back to acceptable levels. Intersection analysis worksheets for EAP (2024) traffic conditions, with improvements, are provided in Appendix 5.3.

TABLE 5-2: INTERSECTION ANALYSIS FOR EAP (2024) CONDITIONS WITH IMPROVEMENTS

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
6 Beech Av. & Foothill Bl. (SR-66)																		
Without Improvements	CSS	0	1	0	0	1	0	1	2	0	1	2	0	73.1	121.5	F	F	
With Improvements	TS	0	1	0	0	1	0	1	2	0	1	2	0	15.3	16.0	B	B	
10 Citrus Av. & Foothill Bl. (SR-66)																		
Without Improvements	TS	1	2	0	1	2	0	1	2	1	1	2	1	57.7	53.6	E	D	
With Improvements	TS	1	2	0	1	2	0	1	2	1	2	2	0	36.0	38.0	D	D	

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

6 OPENING YEAR CUMULATIVE (2024) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2024) Without and With Project traffic forecasts, and the resulting intersection operations and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2024) traffic conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

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

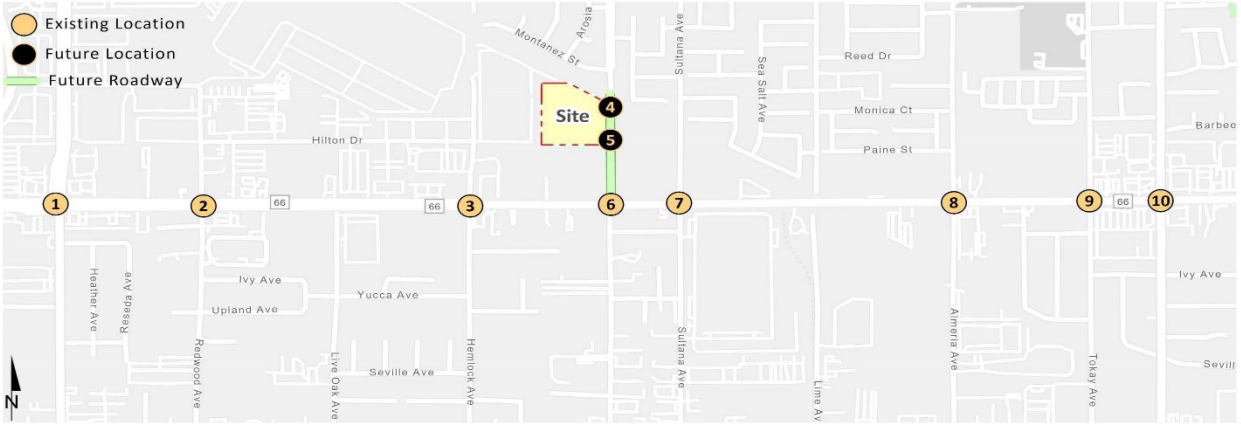
6.2 OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% plus traffic from pending and approved but not yet constructed known development projects in the area. The ADT and peak hour intersection turning movement volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2024) Without Project conditions are shown on Exhibit 6-1.

6.3 OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC VOLUME FORECASTS

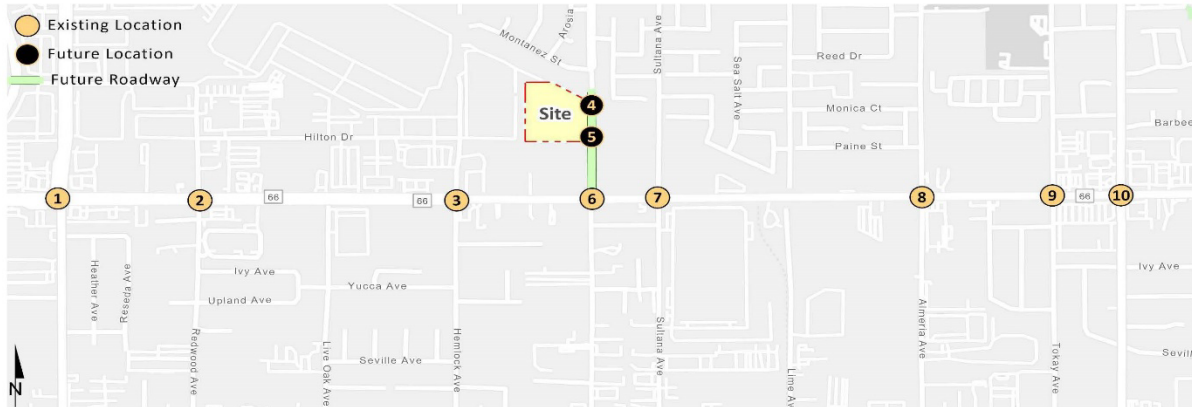
This scenario includes Existing traffic volumes, an ambient growth factor of 4.04%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The ADT and peak hour intersection turning movement volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2024) With Project traffic conditions are shown on Exhibit 6-2.

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



1	2	3	4
Cherry Av. & Foothill Bl. (SR-66)	Redwood Av. & Foothill Bl. (SR-66)	Hemlock Av. & Foothill Bl. (SR-66)	Beech Av. & Driveway 1
30,850 125(158) 706(504) 207(397) 201(252) 506(995) 130(122) 33,700	37,800 155(223) 1068(784) 255(212) 172(273) 402(825) 145(284) 28,950	6,250 127(187) 6(21) 9(27) 151(187) 651(1416) 34(65) 44(66) 30(36) 25(50) 3,950	32,550 16(21) 1237(918) 62(64) 5,800 17(43) 2(14) 69(187) 31(62) 593(1259) 10(32) 24(23) 16(9) 78(44) 2,300
5	6	7	8
Beech Av. & Driveway 2	Beech Av. & Foothill Bl. (SR-66)	Sultana Av. & Foothill Bl. (SR-66)	Almeria Av. & Foothill Bl. (SR-66)
	33,650 1510(933) 196(113) 694(1412) 38(67) 37(52) 112(123) 4,650	8,450 449(177) 42(18) 42(31) 174(233) 595(1325) 24(18) 6(22) 47(114) 10(43) 3,000	30,550 30(77) 1250(848) 17(17) 5,200 96(53) 27(9) 60(69) 26(89) 474(1361) 19(23) 23(22) 24(56) 19(32) 2,150
9	10	##(##) AM(PM) Peak Hour Intersection Volumes ## Average Daily Trips	
Tokay Av. & Foothill Bl. (SR-66)	Citrus Av. & Foothill Bl. (SR-66)		
3,350 47(22) 23(22) 17(21) 11(51) 548(1375) 19(48) 42(71) 35(101) 33(69) 4,650	31,250 24(42) 793(844) 14(48) 168(282) 487(972) 156(178) 127(105) 602(485) 135(137) 127(105) 602(485) 135(137) 149(194) 149(194) 64(130) 25,050		

EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Cherry Av. & Foothill Bl. (SR-66)		2 Redwood Av. & Foothill Bl. (SR-66)		3 Hemlock Av. & Foothill Bl. (SR-66)		4 Beech Av. & Driveway 1	
30,900	37,950	6,250	32,750	5,800	32,000		
125(158) 706(504) 211(398)	156(227) 1069(788) 257(218)	127(187) 6(21) 9(27)	16(21) 1241(932) 62(66)	17(43) 2(14) 69(187)	113(130) 1379(780) 54(54)		
201(252) 510(996) 130(122)	172(273) 402(825) 152(286)	151(187) 666(1420) 34(65)	44(66) 30(36) 27(50)	31(62) 611(1263) 10(32)	24(23) 16(9) 80(44)	1(1)	1(1)
33,750	29,050	37,200	3,950	28,700	2,300	Nominal	Nominal
5 Beech Av. & Driveway 2		6 Beech Av. & Foothill Bl. (SR-66)		7 Sultana Av. & Foothill Bl. (SR-66)		8 Almeria Av. & Foothill Bl. (SR-66)	
Nominal		450	33,900	8,450	30,750	5,250	31,450
1(1)		4(18) 5(21)	23(5) 1510(933) 196(113)	449(177) 42(18) 42(31)	30(77) 1273(853) 17(17)	100(54) 27(9) 60(69)	57(125) 876(795) 36(24)
8(38)	42(8) 1(1)	20(4) 694(1412) 38(67)	37(52) 112(123)	174(233) 600(1346) 24(18)	6(22) 47(114) 10(43)	27(93) 478(1378) 19(23)	23(22) 24(56) 19(32)
350	450	32,300	4,650	34,400	3,000	30,700	2,150
9 Tokay Av. & Foothill Bl. (SR-66)		10 Citrus Av. & Foothill Bl. (SR-66)					
3,350	31,450	23,200	30,950				
47(22) 23(22) 17(21)	24(42) 812(848) 14(48)	133(106) 602(485) 135(137)	90(118) 853(728) 238(286)				
11(51) 552(1392) 19(48)	42(71) 35(101) 33(69)	169(288) 488(976) 158(186)	158(196) 158(196) 64(130)				
31,600	4,650	32,250	25,150				

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

6.4 INTERSECTION OPERATIONS ANALYSIS

6.4.1 OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC CONDITIONS

Opening Year Cumulative (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 Intersection Capacity Analysis of this report. The intersection analysis results are summarized in Table 6-1, which indicate that all of study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under Opening Year Cumulative (2024) Without Project traffic conditions, with the exception of the following locations:

- Cherry Av. & Foothill Bl. (SR-66) (#1) – LOS D AM and PM peak hours
- Beech Av. & Foothill Bl. (SR-66) (#6) – LOS E AM peak hour; LOS F PM peak hour
- Sultana Av. & Foothill Bl. (SR-66) (#7) – LOS D AM peak hour only
- Citrus Av. & Foothill Bl. (SR-66) (#10) – LOS E AM and PM peak hours

The intersection operations analysis worksheets for Opening Year Cumulative (2024) Without Project traffic conditions are included in Appendix 6.1.

6.4.2 OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 6-1, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2024) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2024) With Project traffic conditions are included in Appendix 6.2.

TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

#	Intersection	Traffic Control ²	2024 Without Project				2024 With Project				Project-Related	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		Increase in Delay	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Cherry Av. & Foothill Bl. (SR-66)	TS	48.0	46.7	D	D	48.8	47.2	D	D	0.8	0.5
2	Redwood Av. & Foothill Bl. (SR-66)	TS	15.5	16.6	B	B	15.5	16.7	B	B	--	--
3	Hemlock Av. & Foothill Bl. (SR-66)	TS	15.5	14.9	B	B	15.5	15.1	B	B	--	--
4	Beech Av. & Driveway 1	CSS	Future Intersection				8.3	8.3	A	A	--	--
5	Beech Av. & Driveway 2	CSS	Future Intersection				8.3	8.5	A	A	--	--
6	Beech Av. & Foothill Bl. (SR-66)	CSS	45.0	125.2	E	F	118.1	212.0	F	F	73.1	86.8
7	Sultana Av. & Foothill Bl. (SR-66)	TS	36.2	17.4	D	B	38.9	17.7	D	B	2.7	--
8	Almeria Av. & Foothill Bl. (SR-66)	TS	11.7	12.2	B	B	11.9	12.3	B	B	--	--
9	Tokay Av. & Foothill Bl. (SR-66)	TS	10.0	12.5	A	B	10.0	12.5	A	B	--	--
10	Citrus Av. & Foothill Bl. (SR-66)	TS	67.8	70.6	E	E	70.4	71.9	E	E	2.6	1.3

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

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

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2024) traffic conditions are based on the planning level ADT and peak hour volume-based traffic signal warrants. There are no unsignalized intersections for Opening Year Cumulative (2024) traffic conditions that aren't warranted in an earlier analysis scenario. As such, no traffic signal warrants have been prepared for Opening Year Cumulative (2024) Without Project traffic conditions. There are no additional study area intersections anticipated to planning level (ADT) or peak hour warrants under Opening Year Cumulative (2024) With Project traffic conditions (see Appendix 6.3) in addition to the location warranted under Existing traffic conditions.

6.6 DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of deficiencies, based on the City of Fontana's deficiency criteria discussed in Section 2.5 Deficiency Criteria, and improvements needed to improve operations back to acceptable levels. Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2024) traffic conditions in an effort to achieve pre-project LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2024) traffic deficiencies are presented in Table 6-2.

The addition of Project traffic is anticipated increase the delays at Cherry Avenue at Foothill Boulevard (SR-66) and Sultana Avenue at Foothill Boulevard (SR-66) by less than 5 seconds which is below the City's threshold. As such, improvements have only been recommended at Beech Avenue at Foothill Boulevard (SR-66) and Citrus Avenue at Foothill Boulevard (SR-66). Worksheets for Opening Year Cumulative (2024) conditions, with improvements, HCM calculation worksheets are provided in Appendix 6.4.

TABLE 6-2: OPENING YEAR CUMULATIVE (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
6 Beech Av. & Foothill Bl. (SR-66)																		
Without Improvements	CSS	0	1	0	0	1	0	1	2	0	1	2	0	118.1	212.0	F	F	
With Improvements	TS	0	1	0	0	1	0	1	2	0	1	2	0	17.0	17.2	B	B	
10 Citrus Av. & Foothill Bl. (SR-66)																		
Without Improvements	TS	1	2	0	1	2	0	1	2	1	1	2	1	70.4	71.9	E	E	
With Improvements	TS	1	2	0	1	2	0	1	2	1	2	2	0	44.7	50.7	D	D	

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

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7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Fontana are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the City of Fontana DIF program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

7.1 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I", a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in May 2018. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study.

While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded in the past and will continue to fund new transportation facilities in San Bernardino County, including within the City of Fontana.

7.2 CITY OF FONTANA DEVELOPMENT IMPACT FEE (DIF)

The City of Fontana adopted the latest update to their DIF program in September 2021 (per Resolution No. 2021-094). Fees from new residential, commercial, and industrial development are collected to fund Measure "I" compliant regional facilities as well as local facilities. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the City's DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Engineering Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

7.3 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate. When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersections. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing (2022)	Project	2024 With Project	Total New Traffic	Project % of New Traffic ¹	
6	Beech Av. & Foothill Bl. (SR-66)	AM:	2,398	59	2,776	378	15.6%
		PM:	2,373	57	2,825	452	12.6%
10	Citrus Av. & Foothill Bl. (SR-66)	AM:	3,336	25	3,796	460	5.4%
		PM:	3,841	24	4,419	578	4.2%

¹ **BOLD** = Highest fair share percentage is highlighted.

8 VEHICLE MILES TRAVELED

Changes to CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's OPR released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) (**Technical Advisory**) (2). Based on OPR's Technical Advisory, specific procedures for complying with the new CEQA requirements for VMT analysis, the City of Fontana adopted [Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment \(City Guidelines\)](#) (1). The City Guidelines documents the City's VMT analysis methodology and adopted VMT impact thresholds. The VMT screening evaluation presented in this report has been developed based on these City Guidelines. Appendix 8.1 contains the full VMT memo.

8.1 PROJECT SCREENING

The City Guidelines describe specific "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project level VMT analysis. For the purposes of this analysis, the initial VMT screening process has been conducted with the SBCTA VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. Screening thresholds are described in the following four steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Local Serving Project Type Screening
- Step 4: Project net daily trips less than 500 ADT

Consistent with City Guidelines, a land use project needs only to satisfy one of the above screening thresholds to result in a less than significant impact.

8.1.1 STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);

¹ Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment A of Appendix 8.1, the Project site is located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. However, the Project as designed does not meet the secondary criteria.

TPA screening criteria is not met.

8.1.2 STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, “Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.”³ The Screening Tool uses the sub-regional San Bernardino County Transportation Analysis Model (SBTAM) to measure VMT performance within San Bernardino County for individual traffic analysis zones (TAZ’s) within each city. The Project’s physical location based on APN is input into the Screening Tool to determine the VMT generated within the respective TAZ as compared to the jurisdictional average inclusive of a particular threshold (i.e., 15% below baseline County of San Bernardino VMT per service population). Based on the Screening Tool results, the Project is not located within a low VMT generating zone as compared to the City’s adopted threshold of 15% below baseline County of San Bernardino VMT per service population (see Attachment A of Appendix 8.1).

Low VMT Area screening criteria is not met.

8.1.3 STEP 3: LOW (LOCAL SERVING) PROJECT TYPE SCREENING

The City Guidelines identify that local serving retail with buildings less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed Project is not considered a local serving use based on the examples provided in the City Guidelines.⁴

Low Project Type screening criteria is not met.

8.1.4 STEP 4: PROJECT NET DAILY TRIPS LESS THAN 500 ADT SCREENING

Projects that generate fewer than 500 net average daily trips (ADT) (stated in actual vehicles) are deemed to not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Substantial evidence in support of this daily

³ City Guidelines; Page 12.

⁴ City Guidelines; Page 13.

trip threshold is documented in the City Guidelines.⁵ The trip generation rates used for this analysis are based on the trip generation statistics published in the Institute of Transportation Engineer (ITE) Trip Generation Manual (11th Edition, 2021). (3) The proposed Project is estimated to generate 426 vehicle trip-ends per day, which would not exceed the City's screening threshold of 500 ADT (see Table 4-2).

Project net daily trips less than 500 ADT screening criteria is met.

8.2 CONCLUSION

Based on our findings, the Project was found to meet the project net daily trips less than 500 ADT screening criteria. Therefore, the Project would result in a less than significant impact for VMT; no further VMT analysis is required.

⁵ City Guidelines; Appendix B.

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9 REFERENCES

1. **City of Fontana Public Works Department.** Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment. Fontana : s.n., October 21, 2020.
2. **Office of Planning and Research.** Technical Advisory on Evaluating Transportation Impacts in CEQA. State of California : s.n., December 2018.
3. **Institute of Transportation Engineers.** Trip Generation Manual. 11th Edition. 2021.
4. **Transportation Research Board.** Highway Capacity Manual (HCM). 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. California Manual on Uniform Traffic Control Devices (CA MUTCD). 2014, Updated March 30, 2021 (Revision 6).

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

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

Case No. _____
 Related Cases - _____
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____
 Project Name: _____
 Project Address: _____
 Project Description: _____

	<u>Consultant</u>	<u>Developer</u>
Name:	_____	_____
Address:	_____	_____
Telephone:	_____	_____
Fax:	_____	_____

A. Trip Generation Source: _____

Current GP Land Use	Proposed Land Use
Current Zoning _____	Proposed Zoning _____
Current Trip Generation	Proposed Trip Generation
In Out Total	In Out Total
AM Trips _____	_____
PM Trips _____	_____
Internal Trip Allowance <input type="checkbox"/> Yes <input type="checkbox"/> No (_____ % Trip Discount)	
Pass-By Trip Allowance <input type="checkbox"/> Yes <input type="checkbox"/> No (_____ % Trip Discount)	

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

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

C. Background Traffic

Project Opening & Future Build-Out Year: _____ Annual Ambient Growth Rate: _____ %
 Phase Year(s) _____
 Other area projects to be analyzed: _____
 Model/Forecast methodology _____

Exhibit B – Scoping Agreement – Page 2

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

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

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

H. Existing Conditions

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

Recommended by:



Consultant's Representative Date

Approved Scoping Agreement:

City of Fontana Traffic Engineer Date

Scoping Agreement Submitted on _____

Revised on _____

July 12, 2022

Ms. Gia Kim
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

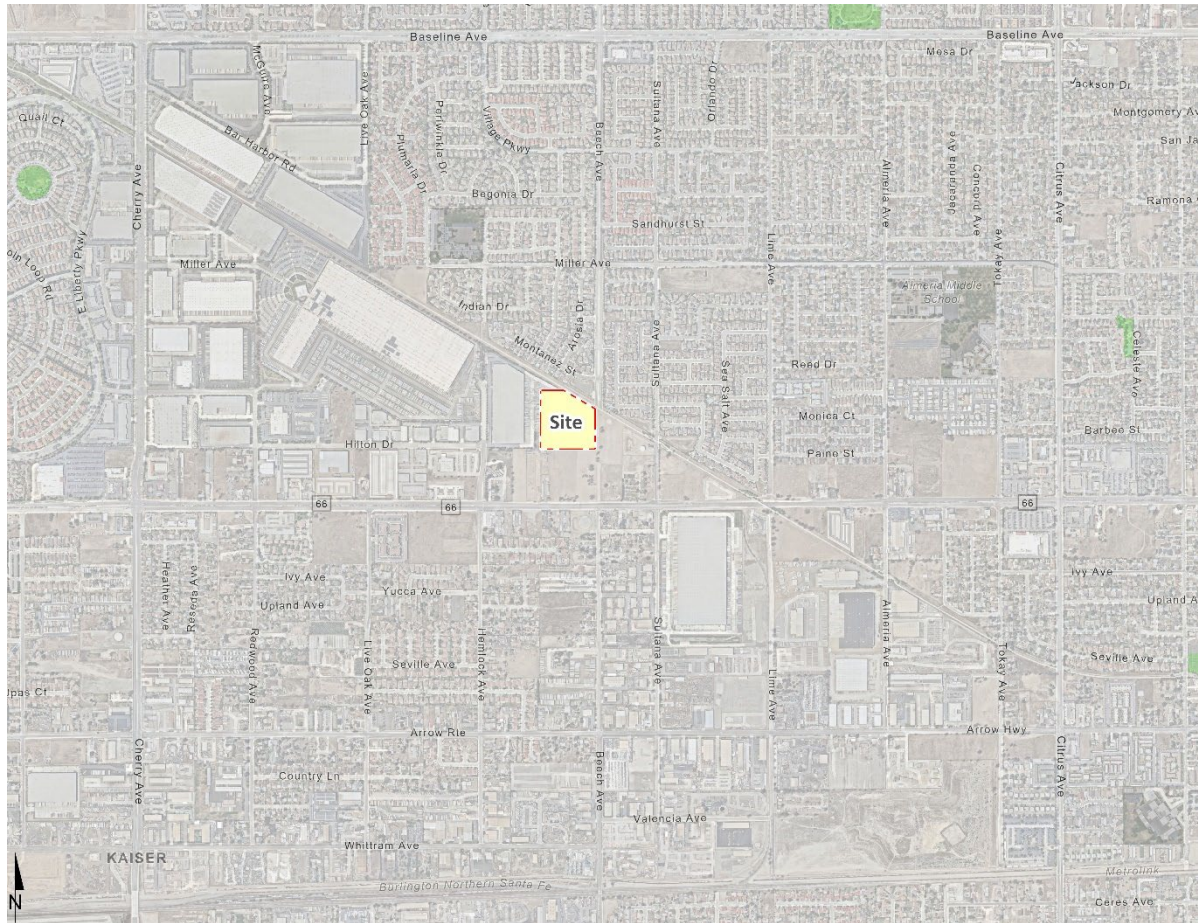
BEECH LOGISTICS CENTER (MCN22-059) SCOPING AGREEMENT

Ms. Gia Kim,

The firm of Urban Crossroads, Inc. is pleased to submit this letter documenting the recommended Scope of Work for the traffic assessment in support of the proposed Beech Logistics Center development (**Project**), which is located north of Foothill Boulevard and west of Beech Avenue in the City of Fontana. Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network.

Our goal is to obtain comments from City of Fontana staff, to ensure that the traffic assessment fully addresses the potential effects of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, trip distribution, and project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations. The following scoping agreement has been prepared consistent with the City's Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2020, referred to as **City's Guidelines**).

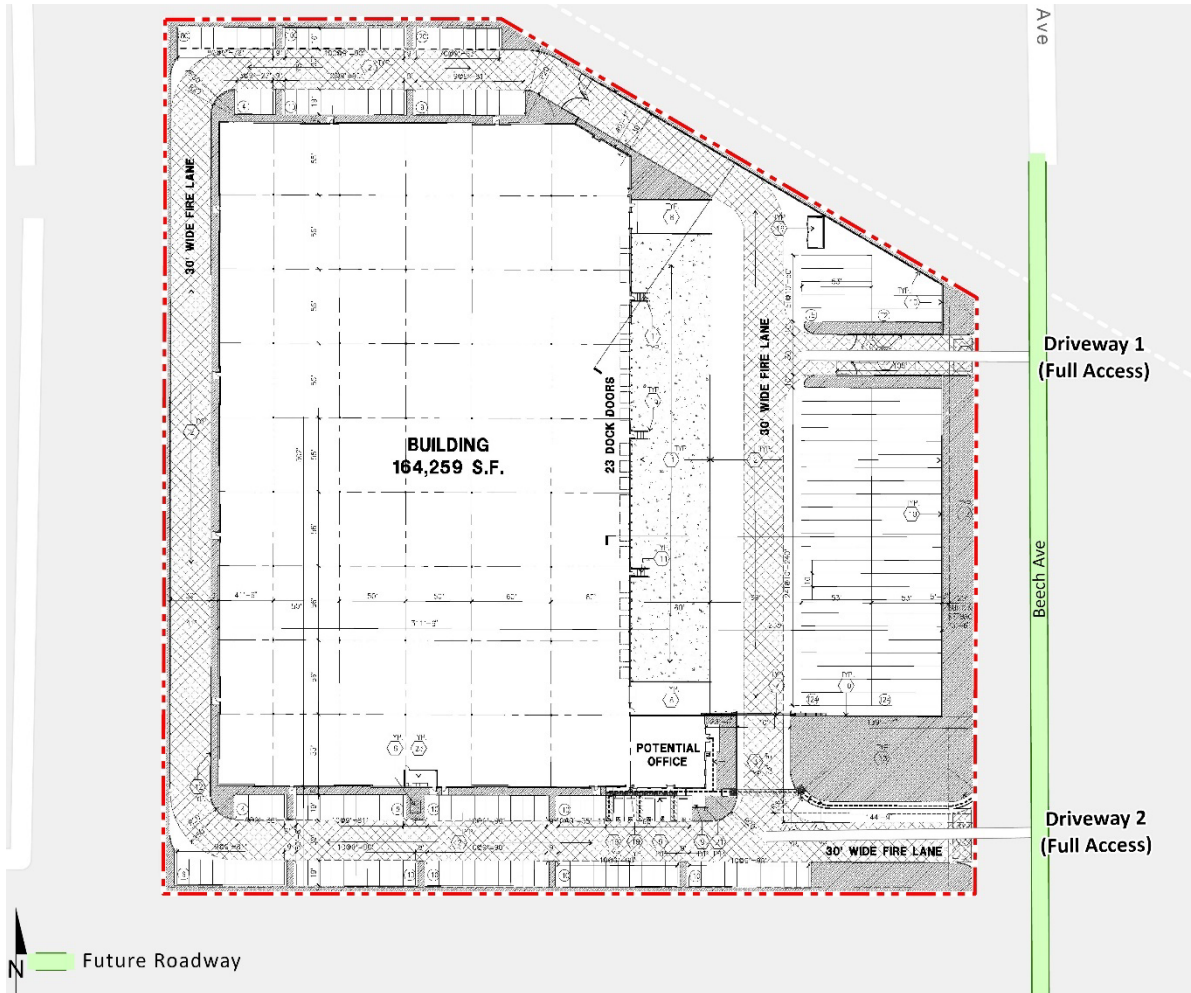
EXHIBIT 1: LOCATION MAP



It is our understanding that the Project is to consist of a single 168,759 square foot warehouse building. The Project is anticipated to be constructed in one phase by the year 2024. A preliminary site plan of which the traffic study will be based on, is shown on Exhibit 2. The following describes the access proposed for the site (all driveways will allow for full access):

- Driveway 1 on Beech Avenue – trucks access only
- Driveway 2 on Beech Avenue – passenger car and truck access

EXHIBIT 2: PRELIMINARY SITE PLAN



STUDY AREA

Consistent with City's Guidelines, the study area limits have been set based upon a threshold of 50 peak hour project trips. In other words, the study area includes any intersection of Collector roadway or higher classification street with another Collector roadway or higher classification street, at which the proposed Project will add 50 or more peak hour trips. The proposed intersection analysis locations have been identified on Exhibit 3. The study area intersections will be evaluated using the HCM 6th Edition methodology.

EXHIBIT 3: STUDY AREA

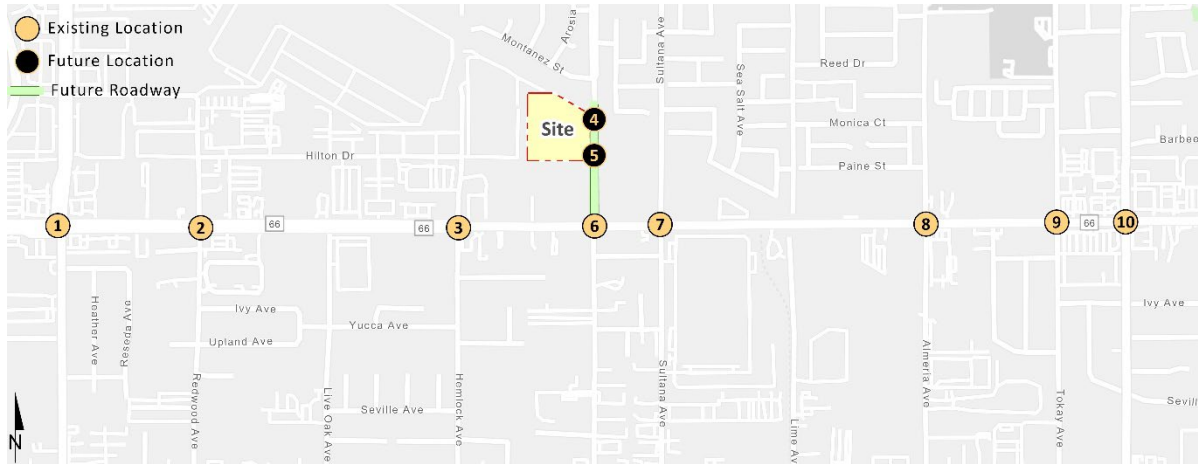


TABLE 1: LIST OF STUDY INTERSECTIONS

#	Intersections
1	Cherry Av. & Foothill Bl. (SR-66)
2	Redwood Av. & Foothill Bl. (SR-66)
3	Hemlock Av. & Foothill Bl. (SR-66)
4	Beech Av. & Driveway 1
5	Beech Av. & Driveway 2
6	Beech Av. & Foothill Bl. (SR-66)
7	Sultana Av. & Foothill Bl. (SR-66)
8	Almeria Av. & Foothill Bl. (SR-66)
9	Tokay Av. & Foothill Bl. (SR-66)
10	Citrus Av. & Foothill Bl. (SR-66)

ANALYSIS SCENARIOS

The following analysis scenarios will be analyzed for this traffic study:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (2024) Conditions – includes existing plus ambient growth factor and project traffic with no cumulative development traffic. This scenario would be used to determine any off-site construct obligations for the project.
- Opening Year Cumulative (2024) Without Project Conditions – includes existing plus ambient growth factor and traffic from other cumulative development projects.
- Opening Year Cumulative (2024) With Project Conditions – includes project traffic to the Opening Year Cumulative (2024) Without Project volumes. This scenario would be used to determine any cumulative off-site deficiencies and improvement needs.

LEVEL OF SERVICE (LOS) CRITERIA

The City of Fontana has set the goal for acceptable LOS as LOS C or better, wherever feasible (see Goal #1, Policy #12 of the City of Fontana General Plan Circulation Element). However, in some instances maintaining the LOS C threshold within a built environment may require extensive roadway widening that could affect existing uses, property rights and substantial costs associated with implementing these improvements. In the event that the improvements required to maintain LOS C is determined to be infeasible, the City of Fontana recognizes that LOS D may be considered the worst acceptable level of service in urbanized areas of the City.

DEFICIENCY CRITERIA

For the intersections that lie within the City of Fontana, determination of whether the Project has an adverse effect on intersection operations will be based on a comparison of without and with project levels of service. A deficiency occurs if project traffic increases the average delay at an intersection by more than the thresholds identified on Table 2. The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan. The deficiency criteria will be applied to Opening Year Cumulative traffic conditions to determine off-site construct obligations and will recommend improvements needed to reduce delays to pre-project conditions (as applicable).

TABLE 2: INTERSECTION DEFICIENCY CRITERIA

Pre-Project LOS	Deficiency Criteria ¹
LOS A/B	10.0 seconds
LOS C	8.0 seconds
LOS D	5.0 seconds
LOS E	2.0 seconds
LOS F	1.0 seconds

¹ Increase in delay.

PROJECT TRIP GENERATION

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. For purposes of this analysis, the following land use code and vehicle mix has been utilized for each building:

- ITE land use code 110 (General Light Industrial) has been used to derive site specific trip generation estimates for up to 42,190 square feet of the proposed Project. A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimum office space. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 126,569 square feet. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE’s latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

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

TABLE 3: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
General Light Industrial ³	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation									
General Light Industrial ³	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 2.0)			0.002	0.001	0.003	0.002	0.001	0.003	0.084
3-Axle Trucks (PCE = 2.5)			0.003	0.003	0.005	0.003	0.003	0.005	0.129
4+-Axle Trucks (PCE = 3.0)			0.012	0.007	0.019	0.009	0.010	0.019	0.470
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 2.0)			0.004	0.003	0.007	0.006	0.004	0.010	0.150
3-Axle Trucks (PCE = 2.5)			0.005	0.005	0.010	0.008	0.008	0.016	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

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

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District’s (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

The Project is estimated to generate a total of 426 two-way trips per day on a typical weekday with approximately 52 AM peak hour trips and 48 PM peak hour trips as shown in Table 4 (actual vehicles). For the purposes of the operations analysis, the PCE values shown in Table 5 will be used consistent with the City's Guidelines.

TABLE 4: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
General Light Industrial	42.190 TSF							
Passenger Cars:		27	4	31	4	23	27	196
2-axle Trucks:		0	0	0	0	0	0	2
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	12
Total Trips (Actual Vehicles) ²		27	4	31	4	23	27	208
Warehousing								
Warehousing	126.569 TSF							
Passenger Cars:		15	4	19	4	15	19	140
2-axle Trucks:		0	0	0	0	0	0	14
3-axle Trucks:		0	0	0	0	0	0	16
4+-axle Trucks:		1	1	2	1	1	2	48
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	78
Total Trips (Actual Vehicles) ²		16	5	21	5	16	21	218
Passenger Cars		42	8	50	8	38	46	336
Trucks		1	1	2	1	1	2	90
Total Trips (Actual Vehicles)²		43	9	52	9	39	48	426

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TABLE 5: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):								
Warehousing	42.190 TSF							
Passenger Cars:		27	4	31	4	23	27	196
2-axle Trucks:		0	0	0	0	0	0	4
3-axle Trucks:		0	0	0	0	0	0	6
4+-axle Trucks:		1	0	1	0	0	0	20
Total Truck Trips (PCE):		1	0	1	0	0	0	30
Total Trips (PCE) ²		28	4	32	4	23	27	226
Warehousing	126.569 TSF							
Passenger Cars:		15	4	19	4	15	19	140
2-axle Trucks:		1	0	1	1	1	2	20
3-axle Trucks:		1	1	2	1	1	2	32
4+-axle Trucks:		3	2	5	4	3	7	144
Total Truck Trips (PCE):		5	3	8	6	5	11	196
Total Trips (PCE) ²		20	7	27	10	20	30	336
Passenger Cars		42	8	50	8	38	46	336
Trucks		6	3	9	6	5	11	226
Total Trips (PCE)²		48	11	59	14	43	57	562

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

Table 6 summarizes the trip generation if the Project were to be developed with 100% warehousing use. As shown on Table 6, the trip generation shown is less than the actual vehicles and PCE trip generation shown on Tables 4 and 5, respectively. As such, the peak hour operations analysis will be based on the more conservative trip generation shown on Table 5 while the trip generation shown on Table 6 has been provided for informational purposes.

TABLE 6: PROJECT TRIP GENERATION – ALTERNATIVE

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehousing	168.759 TSF							
Passenger Cars:		20	5	25	6	20	26	188
2-axle Trucks:		0	0	0	1	0	1	18
3-axle Trucks:		0	0	0	1	1	2	22
4+-axle Trucks:		1	1	2	2	1	3	64
Total Truck Trips (Actual Vehicles):		1	1	2	4	2	6	104
Total Trips (Actual Vehicles)²		21	6	27	10	22	32	292
PCE:								
Warehousing	168.759 TSF							
Passenger Cars:		20	5	25	6	20	26	188
2-axle Trucks:		1	0	1	1	1	2	26
3-axle Trucks:		1	1	2	1	1	2	42
4+-axle Trucks:		4	3	7	5	4	9	190
Total Truck Trips (PCE):		6	4	10	7	6	13	258
Total Trips (PCE)²		26	9	35	13	26	39	446

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

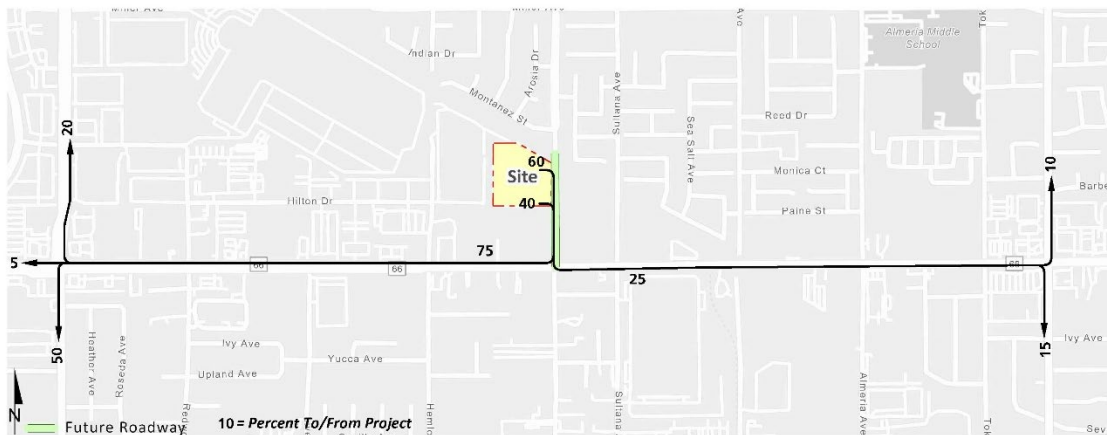
PROJECT TRIP DISTRIBUTIONS

The project trip distribution patterns for both passenger cars and trucks have been developed based on recent experience on other studies for similar land uses in the vicinity. Passenger car distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns will be based on City truck routes, proximity to the freeway system, and the Project Applicant’s input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is directed to Cherry Avenue and Citrus Avenue to the I-210 Freeway to the north, I-10 Freeway to the south, and I-15 Freeway to the west via City truck routes. The industrial passenger car and truck trip distributions are illustrated on Exhibits 3 and 4, respectively.

EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION



EXISTING COUNT DATA

Traffic counts (classified by vehicle type) have already been conducted in May 2022 at the identified analysis locations in order to collect traffic data while local schools are in session and operating on a typical bell schedule. Time periods to be counted will be from 7:00-9:00 AM and 4:00-6:00 PM and will include pedestrian and bicycle counts at each analysis location.

For the new intersections added by City staff at Redwood Avenue, Almeria Avenue, and Tokay Avenue along Foothill Boulevard (SR-66) will be collected while local schools are not in session. As such, a count will also be collected at Cherry Avenue and compared to the counts previously conducted in May 2022 to determine an adjustment factor to be applied to the new locations to account for school traffic.

AMBIENT GROWTH RATE

Consistent with other studies performed in the area, an ambient growth rate of 2.0% per year is proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate will be compounded over a two-year period (i.e., $1.02^{2 \text{ years}} = 1.0404$ or 4.04% for 2024).

SPECIAL ISSUES

The following special issues will be addressed as part of the TA:

- A truck turning template will be overlaid on the driveways anticipated to serve trucks.
- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Evaluate the peak hour queuing at the Project driveways located along the Project frontage of Beech Avenue.

CUMULATIVE DEVELOPMENT PROJECTS

It is requested that the City provide cumulative project information for this area of the City for inclusion in the development of background traffic in the traffic study.

If you have any questions or comments, I can be reached at cs0@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE

Principal

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APPENDIX 1.2: SITE ADJACENT QUEUING WORKSHEETS

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Queuing and Blocking Report

Opening Year Cumulative (2024) With Project - AM Peak Hour WITH IMPROVEMENTS 0/12/2022

Intersection: 4: Beech Av. & Driveway 1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	173
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Beech Av. & Driveway 2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	167
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report

Opening Year Cumulative (2024) With Project - PM Peak Hour WITH IMPROVEMENTS 0/12/2022

Intersection: 4: Beech Av. & Driveway 1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	173
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Beech Av. & Driveway 2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	24
95th Queue (ft)	48
Link Distance (ft)	167
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

APPENDIX 3.1: EXISTING TRAFFIC COUNTS

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Volume Development - AM Peak Hour

1: Cherry Av. & Foothill Bl. (SR-66)													
PHF:		0.880		7:30		Count Date: 5/24/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	170	446	106	159	760	115	196	464	124	213	968	93	3,812
EAP (PCE):	176	464	119	170	791	120	204	487	129	224	1,008	97	3,989
OYC 2025 NP (PCE):	178	477	159	225	802	131	217	551	136	277	1,104	164	4,421
OYC 2025 WP (PCE):	178	477	168	230	802	131	217	556	136	280	1,105	165	4,445

2: Redwood Av. & Foothill Bl. (SR-66)													
PHF:		0.891		7:30		Count Date: 1/27/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	44	32	22	10	6	54	69	579	34	53	1,109	17	2,029
EAP (PCE):	45	33	25	10	6	56	72	621	35	55	1,159	18	2,136
OYC 2025 NP (PCE):	45	33	25	10	6	152	164	687	35	62	1,279	18	2,517
OYC 2025 WP (PCE):	45	33	27	10	6	152	164	706	35	62	1,284	18	2,543

3: Hemlock Av. & Foothill Bl. (SR-66)													
PHF:		0.850		7:15		Count Date: 5/24/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	23	16	73	23	3	18	30	562	10	45	1,266	68	2,135
EAP (PCE):	24	16	78	24	3	18	31	606	10	47	1,322	70	2,249
OYC 2025 NP (PCE):	24	16	78	72	3	18	31	626	10	54	1,400	116	2,448
OYC 2025 WP (PCE):	24	16	80	72	3	18	31	647	10	54	1,405	116	2,476

4: Beech Av. & Driveway 1													
PHF:		0.920				Count Date:							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0
EAP (PCE):	4	0	0	0	0	0	0	0	2	0	0	0	6
OYC 2025 NP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2025 WP (PCE):	4	0	0	0	0	0	0	0	2	0	0	0	6

5: Beech Av. & Driveway 2													
PHF:		0.920				Count Date:							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0
EAP (PCE):	44	4	0	0	2	0	0	0	9	0	0	0	59
OYC 2025 NP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2025 WP (PCE):	44	4	0	0	2	0	0	0	9	0	0	0	59

6: Beech Av. & Foothill Bl. (SR-66)													
PHF:		0.877		7:30		Count Date: 5/24/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	41	0	119	0	0	0	0	624	41	198	1,376	0	2,398
EAP (PCE):	42	0	123	5	0	6	23	649	43	206	1,432	25	2,553
OYC 2025 NP (PCE):	42	0	123	0	0	0	0	741	43	206	1,563	0	2,717
OYC 2025 WP (PCE):	42	0	123	5	0	6	23	741	43	206	1,563	25	2,776

7: Sultana Av. & Foothill Bl. (SR-66)													
PHF:		0.889		7:15		Count Date: 5/24/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	10	45	12	42	41	431	169	529	29	16	1,133	29	2,486
EAP (PCE):	10	47	12	44	43	448	175	555	30	17	1,204	30	2,616
OYC 2025 NP (PCE):	10	47	12	44	43	456	178	639	30	17	1,302	30	2,809
OYC 2025 WP (PCE):	10	47	12	44	43	456	178	644	30	17	1,327	30	2,839

8: Almeria Av. & Foothill Bl. (SR-66)													
PHF:		0.881		7:30		Count Date: 6/6/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	27	23	21	33	26	92	25	405	24	43	735	42	1,494
EAP (PCE):	28	24	21	34	27	100	27	425	25	44	784	44	1,583
OYC 2025 NP (PCE):	28	24	21	60	27	96	27	509	25	44	887	58	1,806
OYC 2025 WP (PCE):	28	24	21	60	27	100	28	513	25	44	907	58	1,835

9: Tokay Av. & Foothill Bl. (SR-66)													
PHF:		0.927		7:15		Count Date: 6/6/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	41	36	34	16	23	47	13	400	18	15	697	23	1,361
EAP (PCE):	43	37	35	17	24	48	13	420	19	16	745	24	1,440
OYC 2025 NP (PCE):	43	37	35	17	24	48	13	580	19	16	828	24	1,683
OYC 2025 WP (PCE):	43	37	35	17	24	48	13	584	19	16	848	24	1,707

10: Citrus Av. & Foothill Bl. (SR-66)													
PHF:		0.951		7:30		Count Date: 5/24/2022							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	140	538	62	130	616	118	148	386	132	228	763	77	3,336
EAP (PCE):	154	560	65	135	640	130	156	403	139	237	798	80	3,496
OYC 2025 NP (PCE):	154	561	68	140	642	133	181	512	164	247	879	91	3,771
OYC 2025 WP (PCE):	163	561	68	140	642	140	183	513	166	247	883	91	3,796

Volume Development - PM Peak Hour

1: Cherry Av. & Foothill Bl. (SR-66)													
PHF: 0.978										Count Date: 5/24/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	260	846	205	305	570	158	260	845	121	138	670	139	4,513
EAP (PCE):	270	880	217	319	593	164	270	880	126	151	701	150	4,719
OYC 2025 NP (PCE):	278	889	297	409	601	172	279	1,010	131	219	806	230	5,319
OYC 2025 WP (PCE):	278	889	301	411	601	172	279	1,011	131	227	810	235	5,343

2: Redwood Av. & Foothill Bl. (SR-66)													
PHF: 0.975										Count Date: 1/27/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	63	35	41	28	25	54	42	1243	63	58	790	20	2,461
EAP (PCE):	66	36	43	29	25	56	44	1,300	66	62	838	21	2,586
OYC 2025 NP (PCE):	66	36	50	29	25	198	197	1,448	66	64	949	21	3,149
OYC 2025 WP (PCE):	66	36	50	29	25	198	197	1,455	66	66	966	21	3,175

3: Hemlock Av. & Foothill Bl. (SR-66)													
PHF: 0.957										Count Date: 5/24/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	22	10	37	117	14	43	66	1146	32	47	698	56	2,288
EAP (PCE):	23	10	38	122	15	45	69	1,200	33	51	745	58	2,409
OYC 2025 NP (PCE):	23	10	45	193	15	45	69	1,278	33	53	787	134	2,685
OYC 2025 WP (PCE):	23	10	45	193	15	45	69	1,286	33	55	806	134	2,714

4: Beech Av. & Driveway 1													
PHF: 0.920										Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0
EAP (PCE):	4	0	0	0	0	0	0	0	3	0	0	0	7
OYC 2025 NP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2025 WP (PCE):	4	0	0	0	0	0	0	0	3	0	0	0	7

5: Beech Av. & Driveway 2													
PHF: 0.920										Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0
EAP (PCE):	10	4	0	0	3	0	0	0	40	0	0	0	57
OYC 2025 NP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2025 WP (PCE):	10	4	0	0	3	0	0	0	40	0	0	0	57

6: Beech Av. & Foothill Bl. (SR-66)													
PHF: 0.916										Count Date: 5/24/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	52	0	126	0	0	0	0	1223	64	113	795	0	2,373
EAP (PCE):	54	0	131	22	0	21	8	1,272	67	118	827	6	2,526
OYC 2025 NP (PCE):	54	0	131	0	0	0	0	1,431	67	118	967	0	2,768
OYC 2025 WP (PCE):	54	0	131	22	0	21	8	1,431	67	118	967	6	2,825

7: Sultana Av. & Foothill Bl. (SR-66)													
PHF: 0.948										Count Date: 5/24/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	21	111	45	30	18	169	220	1158	21	16	718	74	2,601
EAP (PCE):	22	115	47	31	19	176	229	1,227	22	17	753	77	2,734
OYC 2025 NP (PCE):	22	115	47	31	19	181	238	1,356	22	17	881	77	3,005
OYC 2025 WP (PCE):	22	115	47	31	19	181	238	1,378	22	17	887	77	3,033

8: Almeria Av. & Foothill Bl. (SR-66)													
PHF: 0.883										Count Date: 6/6/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	26	54	32	45	9	50	86	1179	23	23	654	91	2,272
EAP (PCE):	27	56	33	47	9	53	93	1,245	24	24	685	95	2,392
OYC 2025 NP (PCE):	27	56	33	69	9	53	89	1,377	24	24	814	125	2,701
OYC 2025 WP (PCE):	27	56	33	69	9	54	93	1,395	24	24	819	125	2,729

9: Tokay Av. & Foothill Bl. (SR-66)													
PHF: 0.954										Count Date: 6/6/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	68	97	66	20	22	21	50	1192	47	46	642	40	2,310
EAP (PCE):	71	101	69	21	23	22	52	1,258	49	48	672	42	2,426
OYC 2025 NP (PCE):	71	101	69	21	23	22	52	1,396	49	48	868	42	2,760
OYC 2025 WP (PCE):	71	101	69	21	23	22	52	1,414	49	48	873	42	2,783

10: Citrus Av. & Foothill Bl. (SR-66)													
PHF: 0.962										Count Date: 5/24/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2022 PCE:	162	644	117	123	500	77	263	839	161	272	579	107	3,841
EAP (PCE):	171	669	122	128	520	82	279	876	176	283	603	111	4,020
OYC 2025 NP (PCE):	197	671	133	140	521	110	292	992	185	290	745	119	4,395
OYC 2025 WP (PCE):	200	671	133	140	521	112	298	996	193	290	746	119	4,419

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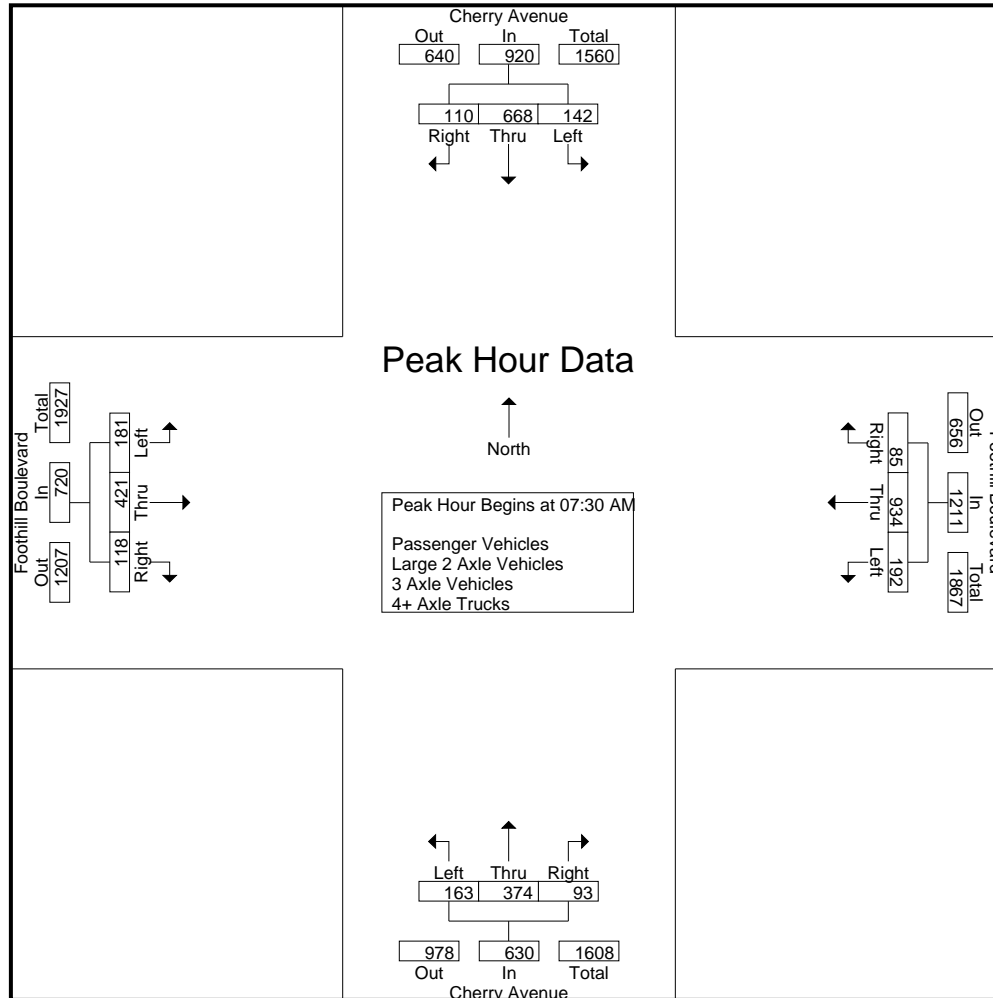
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	24	139	27	19	190	29	162	9	2	200	30	69	18	10	117	22	70	28	16	120	47	627	674
07:15 AM	26	147	20	11	193	44	228	8	3	280	39	76	13	9	128	24	71	32	24	127	47	728	775
07:30 AM	35	160	21	17	216	56	301	14	9	371	45	102	15	8	162	40	111	36	21	187	55	936	991
07:45 AM	33	197	33	24	263	51	247	26	11	324	50	114	29	21	193	54	117	38	26	209	82	989	1071
Total	118	643	101	71	862	180	938	57	25	1175	164	361	75	48	600	140	369	134	87	643	231	3280	3511
08:00 AM	42	159	24	18	225	52	218	23	10	293	32	83	22	15	137	48	99	23	10	170	53	825	878
08:15 AM	32	152	32	14	216	33	168	22	10	223	36	75	27	14	138	39	94	21	9	154	47	731	778
08:30 AM	37	111	23	18	171	32	122	18	4	172	27	87	11	10	125	23	77	20	10	120	42	588	630
08:45 AM	49	125	34	22	208	20	142	17	5	179	35	96	22	12	153	25	94	24	8	143	47	683	730
Total	160	547	113	72	820	137	650	80	29	867	130	341	82	51	553	135	364	88	37	587	189	2827	3016
Grand Total	278	1190	214	143	1682	317	1588	137	54	2042	294	702	157	99	1153	275	733	222	124	1230	420	6107	6527
Apprch %	16.5	70.7	12.7			15.5	77.8	6.7			25.5	60.9	13.6			22.4	59.6	18					
Total %	4.6	19.5	3.5		27.5	5.2	26	2.2		33.4	4.8	11.5	2.6		18.9	4.5	12	3.6		20.1	6.4	93.6	
Passenger Vehicles	257	1090	192		1672	292	1545	131		2020	278	600	141		1108	259	681	209		1267	0	0	6067
% Passenger Vehicles	92.4	91.6	89.7	93	91.6	92.1	97.3	95.6	96.3	96.4	94.6	85.5	89.8	89.9	88.5	94.2	92.9	94.1	95.2	93.6	0	0	93
Large 2 Axle Vehicles	10	24	6		44	12	21	1		34	9	26	5		44	5	26	9		45	0	0	167
% Large 2 Axle Vehicles	3.6	2	2.8	2.8	2.4	3.8	1.3	0.7	0	1.6	3.1	3.7	3.2	4	3.5	1.8	3.5	4.1	4	3.3	0	0	2.6
3 Axle Vehicles	3	26	3		33	5	7	1		14	2	24	4		33	1	7	0		8	0	0	88
% 3 Axle Vehicles	1.1	2.2	1.4	0.7	1.8	1.6	0.4	0.7	1.9	0.7	0.7	3.4	2.5	3	2.6	0.4	1	0	0	0.6	0	0	1.3
4+ Axle Trucks	8	50	13		76	8	15	4		28	5	52	7		67	10	19	4		34	0	0	205
% 4+ Axle Trucks	2.9	4.2	6.1	3.5	4.2	2.5	0.9	2.9	1.9	1.3	1.7	7.4	4.5	3	5.4	3.6	2.6	1.8	0.8	2.5	0	0	3.1

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	35	160	21	216	56	301	14	371	45	102	15	162	40	111	36	187	936
07:45 AM	33	197	33	263	51	247	26	324	50	114	29	193	54	117	38	209	989
08:00 AM	42	159	24	225	52	218	23	293	32	83	22	137	48	99	23	170	825
08:15 AM	32	152	32	216	33	168	22	223	36	75	27	138	39	94	21	154	731
Total Volume	142	668	110	920	192	934	85	1211	163	374	93	630	181	421	118	720	3481
% App. Total	15.4	72.6	12		15.9	77.1	7		25.9	59.4	14.8		25.1	58.5	16.4		
PHF	.845	.848	.833	.875	.857	.776	.817	.816	.815	.820	.802	.816	.838	.900	.776	.861	.880

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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:15 AM				07:30 AM				07:30 AM				
+0 mins.	35	160	21	216	44	228	8	280	45	102	15	162	40	111	36	187	
+15 mins.	33	197	33	263	56	301	14	371	50	114	29	193	54	117	38	209	
+30 mins.	42	159	24	225	51	247	26	324	32	83	22	137	48	99	23	170	
+45 mins.	32	152	32	216	52	218	23	293	36	75	27	138	39	94	21	154	
Total Volume	142	668	110	920	203	994	71	1268	163	374	93	630	181	421	118	720	
% App. Total	15.4	72.6	12		16	78.4	5.6		25.9	59.4	14.8		25.1	58.5	16.4		
PHF	.845	.848	.833	.875	.906	.826	.683	.854	.815	.820	.802	.816	.838	.900	.776	.861	

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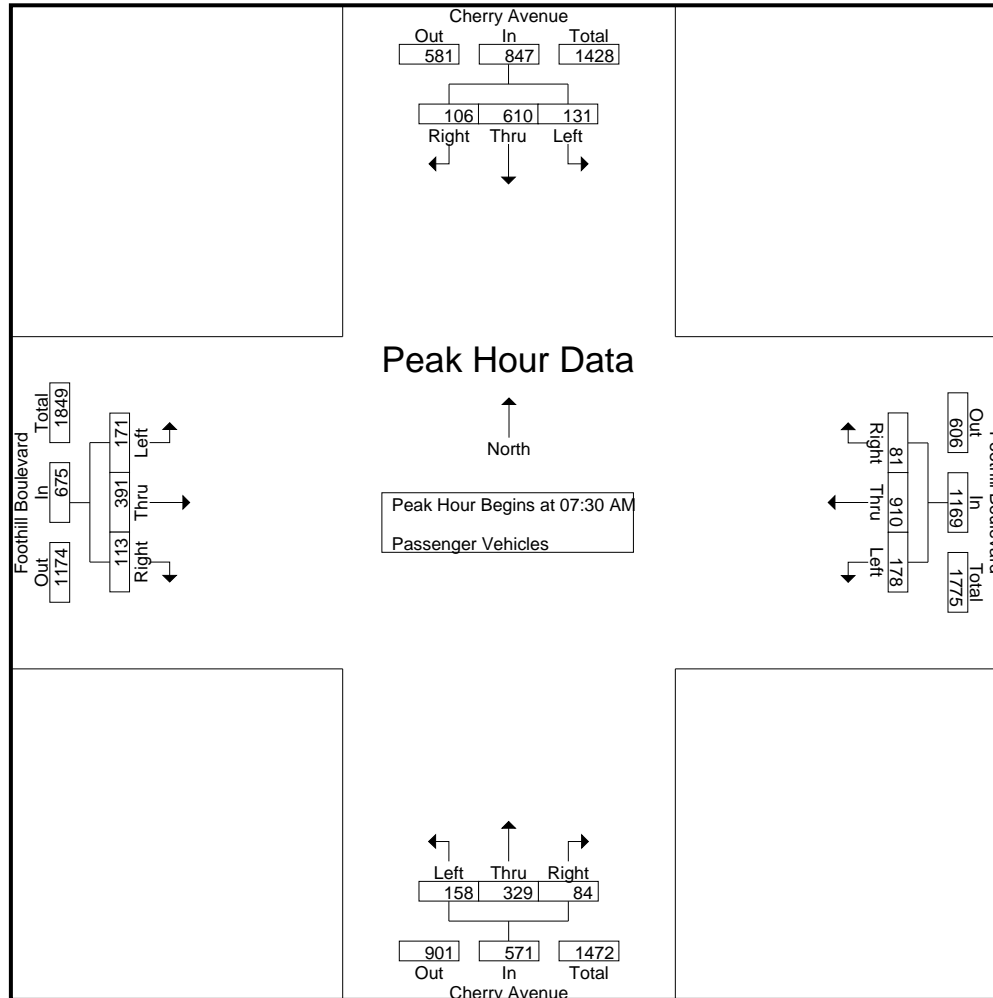
Groups Printed- Passenger Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	24	133	25	18	182	28	156	9	2	193	27	57	16	10	100	22	63	25	14	110	44	585	629
07:15 AM	23	140	16	8	179	42	223	8	3	273	35	63	13	9	111	23	69	30	22	122	42	685	727
07:30 AM	31	145	21	17	197	53	294	14	9	361	42	84	13	6	139	39	101	35	21	175	53	872	925
07:45 AM	31	180	32	24	243	49	244	25	11	318	49	104	26	18	179	50	110	35	25	195	78	935	1013
Total	109	598	94	67	801	172	917	56	25	1145	153	308	68	43	529	134	343	125	82	602	217	3077	3294
08:00 AM	38	146	23	18	207	50	208	22	9	280	32	73	20	14	125	46	96	23	10	165	51	777	828
08:15 AM	31	139	30	14	200	26	164	20	9	210	35	68	25	14	128	36	84	20	9	140	46	678	724
08:30 AM	33	98	21	17	152	24	119	16	4	159	24	69	8	7	101	21	73	17	9	111	37	523	560
08:45 AM	46	109	24	17	179	20	137	17	5	174	34	82	20	11	136	22	85	24	8	131	41	620	661
Total	148	492	98	66	738	120	628	75	27	823	125	292	73	46	490	125	338	84	36	547	175	2598	2773
Grand Total	257	1090	192	133	1539	292	1545	131	52	1968	278	600	141	89	1019	259	681	209	118	1149	392	5675	6067
Apprch %	16.7	70.8	12.5			14.8	78.5	6.7			27.3	58.9	13.8			22.5	59.3	18.2					
Total %	4.5	19.2	3.4		27.1	5.1	27.2	2.3		34.7	4.9	10.6	2.5		18	4.6	12	3.7		20.2	6.5	93.5	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	145	21	197	53	294	14	361	42	84	13	139	39	101	35	175	872
07:45 AM	31	180	32	243	49	244	25	318	49	104	26	179	50	110	35	195	935
08:00 AM	38	146	23	207	50	208	22	280	32	73	20	125	46	96	23	165	777
08:15 AM	31	139	30	200	26	164	20	210	35	68	25	128	36	84	20	140	678
Total Volume	131	610	106	847	178	910	81	1169	158	329	84	571	171	391	113	675	3262
% App. Total	15.5	72	12.5		15.2	77.8	6.9		27.7	57.6	14.7		25.3	57.9	16.7		
PHF	.862	.847	.828	.871	.840	.774	.810	.810	.806	.791	.808	.797	.855	.889	.807	.865	.872

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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	31	145	21	197	53	294	14	361	42	84	13	139	39	101	35	175	
+15 mins.	31	180	32	243	49	244	25	318	49	104	26	179	50	110	35	195	
+30 mins.	38	146	23	207	50	208	22	280	32	73	20	125	46	96	23	165	
+45 mins.	31	139	30	200	26	164	20	210	35	68	25	128	36	84	20	140	
Total Volume	131	610	106	847	178	910	81	1169	158	329	84	571	171	391	113	675	
% App. Total	15.5	72	12.5		15.2	77.8	6.9		27.7	57.6	14.7		25.3	57.9	16.7		
PHF	.862	.847	.828	.871	.840	.774	.810	.810	.806	.791	.808	.797	.855	.889	.807	.865	

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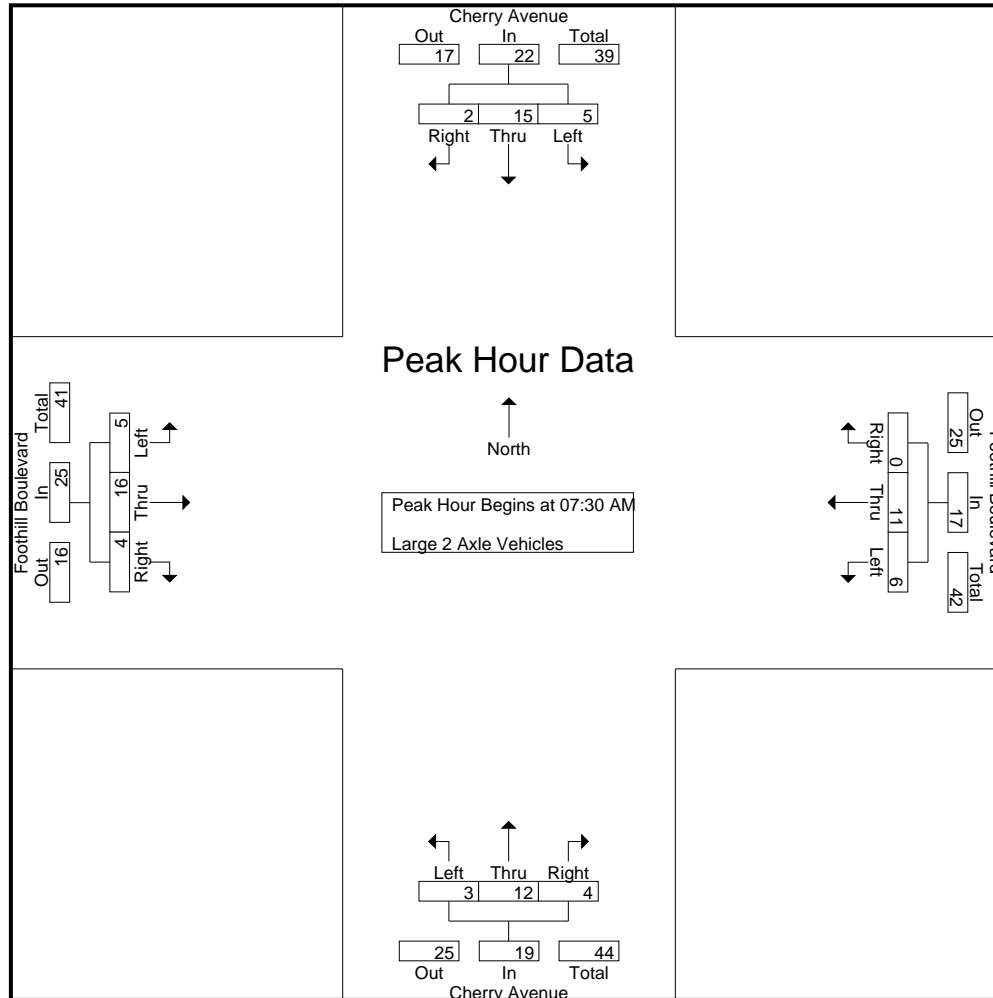
Groups Printed- Large 2 Axle Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	0	1	1	3	0	0	4	2	4	0	0	6	0	4	3	2	7	2	18	20
07:15 AM	1	1	1	1	3	1	4	0	0	5	2	1	0	0	3	0	1	1	1	2	2	13	15
07:30 AM	2	4	0	0	6	1	3	0	0	4	2	6	2	2	10	0	7	1	0	8	2	28	30
07:45 AM	0	4	0	0	4	1	2	0	0	3	1	1	0	0	2	2	3	2	1	7	1	16	17
Total	3	10	1	1	14	4	12	0	0	16	7	12	2	2	21	2	15	7	4	24	7	75	82
08:00 AM	3	6	1	0	10	0	6	0	0	6	0	3	1	1	4	1	2	0	0	3	1	23	24
08:15 AM	0	1	1	0	2	4	0	0	0	4	0	2	1	0	3	2	4	1	0	7	0	16	16
08:30 AM	2	2	1	1	5	4	2	1	0	7	2	7	1	1	10	0	1	1	1	2	3	24	27
08:45 AM	2	5	2	2	9	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	2	16	18
Total	7	14	5	3	26	8	9	1	0	18	2	14	3	2	19	3	11	2	1	16	6	79	85
Grand Total	10	24	6	4	40	12	21	1	0	34	9	26	5	4	40	5	26	9	5	40	13	154	167
Apprch %	25	60	15			35.3	61.8	2.9			22.5	65	12.5			12.5	65	22.5					
Total %	6.5	15.6	3.9		26	7.8	13.6	0.6		22.1	5.8	16.9	3.2		26	3.2	16.9	5.8		26	7.8	92.2	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	4	0	6	1	3	0	4	2	6	2	10	0	7	1	8	28
07:45 AM	0	4	0	4	1	2	0	3	1	1	0	2	2	3	2	7	16
08:00 AM	3	6	1	10	0	6	0	6	0	3	1	4	1	2	0	3	23
08:15 AM	0	1	1	2	4	0	0	4	0	2	1	3	2	4	1	7	16
Total Volume	5	15	2	22	6	11	0	17	3	12	4	19	5	16	4	25	83
% App. Total	22.7	68.2	9.1		35.3	64.7	0		15.8	63.2	21.1		20	64	16		
PHF	.417	.625	.500	.550	.375	.458	.000	.708	.375	.500	.500	.475	.625	.571	.500	.781	.741

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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	4	0	6	1	3	0	4	2	6	2	10	0	7	1	8	
+15 mins.	0	4	0	4	1	2	0	3	1	1	0	2	2	3	2	7	
+30 mins.	3	6	1	10	0	6	0	6	0	3	1	4	1	2	0	3	
+45 mins.	0	1	1	2	4	0	0	4	0	2	1	3	2	4	1	7	
Total Volume	5	15	2	22	6	11	0	17	3	12	4	19	5	16	4	25	
% App. Total	22.7	68.2	9.1		35.3	64.7	0		15.8	63.2	21.1		20	64	16		
PHF	.417	.625	.500	.550	.375	.458	.000	.708	.375	.500	.500	.475	.625	.571	.500	.781	

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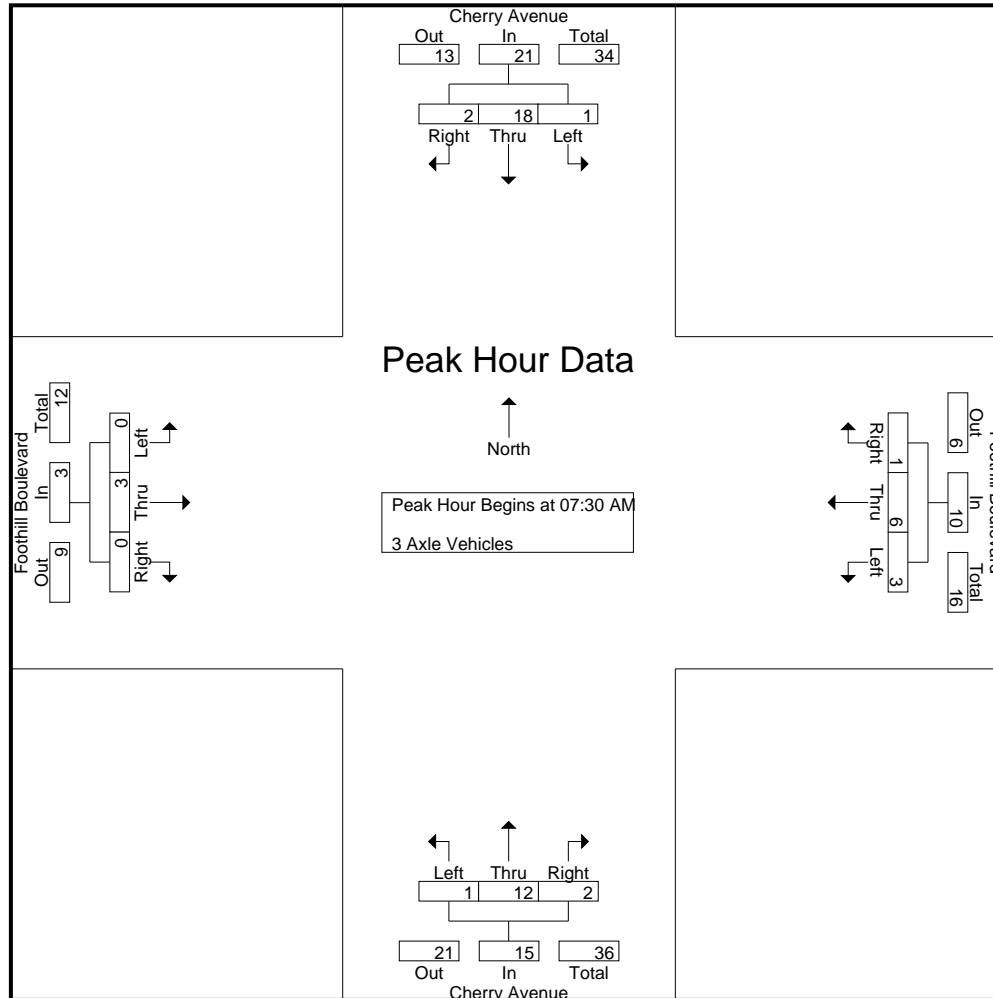
Groups Printed- 3 Axle Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	1	1	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	1	5	6
07:15 AM	0	1	0	0	1	1	1	0	0	2	1	4	0	0	5	1	1	0	0	2	0	10	10
07:30 AM	0	3	0	0	3	1	4	0	0	5	1	5	0	0	6	0	0	0	0	0	0	14	14
07:45 AM	0	7	1	0	8	0	0	0	0	0	0	4	1	1	5	0	1	0	0	1	1	14	15
Total	0	12	2	1	14	2	5	0	0	7	2	14	1	1	17	1	4	0	0	5	2	43	45
08:00 AM	1	3	0	0	4	1	1	1	1	3	0	1	1	0	2	0	0	0	0	0	1	9	10
08:15 AM	0	5	1	0	6	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	0	12	12
08:30 AM	1	2	0	0	3	1	0	0	0	1	0	4	2	2	6	0	0	0	0	0	2	10	12
08:45 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	9	9
Total	3	14	1	0	18	3	2	1	1	6	0	10	3	2	13	0	3	0	0	3	3	40	43
Grand Total	3	26	3	1	32	5	7	1	1	13	2	24	4	3	30	1	7	0	0	8	5	83	88
Apprch %	9.4	81.2	9.4			38.5	53.8	7.7			6.7	80	13.3			12.5	87.5	0					
Total %	3.6	31.3	3.6		38.6	6	8.4	1.2		15.7	2.4	28.9	4.8		36.1	1.2	8.4	0		9.6	5.7	94.3	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	1	4	0	5	1	5	0	6	0	0	0	0	14
07:45 AM	0	7	1	8	0	0	0	0	0	4	1	5	0	1	0	1	14
08:00 AM	1	3	0	4	1	1	1	3	0	1	1	2	0	0	0	0	9
08:15 AM	0	5	1	6	1	1	0	2	0	2	0	2	0	2	0	2	12
Total Volume	1	18	2	21	3	6	1	10	1	12	2	15	0	3	0	3	49
% App. Total	4.8	85.7	9.5		30	60	10		6.7	80	13.3		0	100	0		
PHF	.250	.643	.500	.656	.750	.375	.250	.500	.250	.600	.500	.625	.000	.375	.000	.375	.875

City of Fontana
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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	3	0	3	1	4	0	5	1	5	0	6	0	0	0	0	
+15 mins.	0	7	1	8	0	0	0	0	0	4	1	5	0	1	0	1	
+30 mins.	1	3	0	4	1	1	1	3	0	1	1	2	0	0	0	0	
+45 mins.	0	5	1	6	1	1	0	2	0	2	0	2	0	2	0	2	
Total Volume	1	18	2	21	3	6	1	10	1	12	2	15	0	3	0	3	
% App. Total	4.8	85.7	9.5		30	60	10		6.7	80	13.3		0	100	0		
PHF	.250	.643	.500	.656	.750	.375	.250	.500	.250	.600	.500	.625	.000	.375	.000	.375	

City of Fontana
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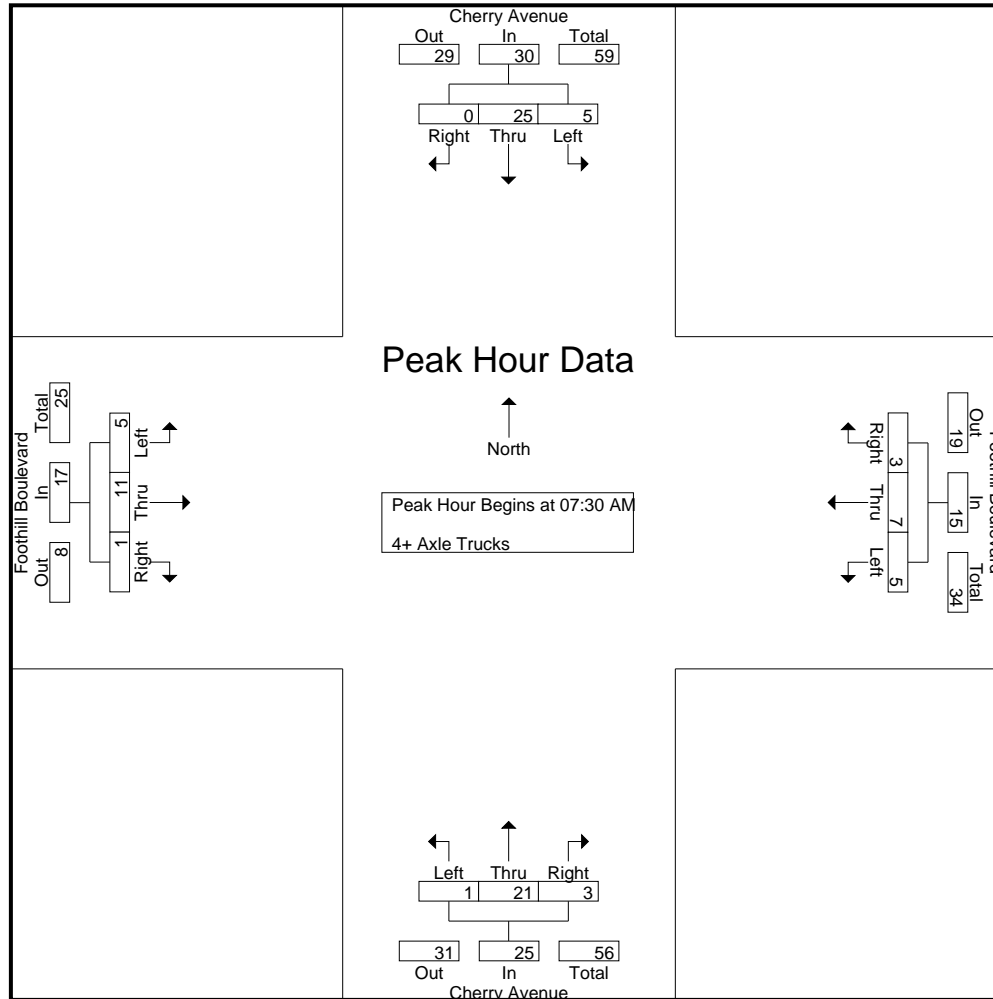
Groups Printed- 4+ Axle Trucks

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	4	1	0	5	0	3	0	0	3	1	7	2	0	10	0	1	0	0	1	0	0	19	19
07:15 AM	2	5	3	2	10	0	0	0	0	0	1	8	0	0	9	0	0	1	1	1	3	20	23	23
07:30 AM	2	8	0	0	10	1	0	0	0	1	0	7	0	0	7	1	3	0	0	4	0	22	22	22
07:45 AM	2	6	0	0	8	1	1	1	0	3	0	5	2	2	7	2	3	1	0	6	2	24	26	26
Total	6	23	4	2	33	2	4	1	0	7	2	27	4	2	33	3	7	2	1	12	5	85	90	90
08:00 AM	0	4	0	0	4	1	3	0	0	4	0	6	0	0	6	1	1	0	0	2	0	16	16	16
08:15 AM	1	7	0	0	8	2	3	2	1	7	1	3	1	0	5	1	4	0	0	5	1	25	26	26
08:30 AM	1	9	1	0	11	3	1	1	0	5	1	7	0	0	8	2	3	2	0	7	0	31	31	31
08:45 AM	0	7	8	3	15	0	4	0	0	4	1	9	2	1	12	3	4	0	0	7	4	38	42	42
Total	2	27	9	3	38	6	11	3	1	20	3	25	3	1	31	7	12	2	0	21	5	110	115	115
Grand Total	8	50	13	5	71	8	15	4	1	27	5	52	7	3	64	10	19	4	1	33	10	195	205	205
Apprch %	11.3	70.4	18.3			29.6	55.6	14.8			7.8	81.2	10.9			30.3	57.6	12.1						
Total %	4.1	25.6	6.7		36.4	4.1	7.7	2.1		13.8	2.6	26.7	3.6		32.8	5.1	9.7	2.1		16.9	4.9	95.1		

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	8	0	10	1	0	0	1	0	7	0	7	1	3	0	4	22
07:45 AM	2	6	0	8	1	1	1	3	0	5	2	7	2	3	1	6	24
08:00 AM	0	4	0	4	1	3	0	4	0	6	0	6	1	1	0	2	16
08:15 AM	1	7	0	8	2	3	2	7	1	3	1	5	1	4	0	5	25
Total Volume	5	25	0	30	5	7	3	15	1	21	3	25	5	11	1	17	87
% App. Total	16.7	83.3	0		33.3	46.7	20		4	84	12		29.4	64.7	5.9		
PHF	.625	.781	.000	.750	.625	.583	.375	.536	.250	.750	.375	.893	.625	.688	.250	.708	.870

City of Fontana
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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	8	0	10	1	0	0	1	0	7	0	7	1	3	0	4	
+15 mins.	2	6	0	8	1	1	1	3	0	5	2	7	2	3	1	6	
+30 mins.	0	4	0	4	1	3	0	4	0	6	0	6	1	1	0	2	
+45 mins.	1	7	0	8	2	3	2	7	1	3	1	5	1	4	0	5	
Total Volume	5	25	0	30	5	7	3	15	1	21	3	25	5	11	1	17	
% App. Total	16.7	83.3	0		33.3	46.7	20		4	84	12		29.4	64.7	5.9		
PHF	.625	.781	.000	.750	.625	.583	.375	.536	.250	.750	.375	.893	.625	.688	.250	.708	

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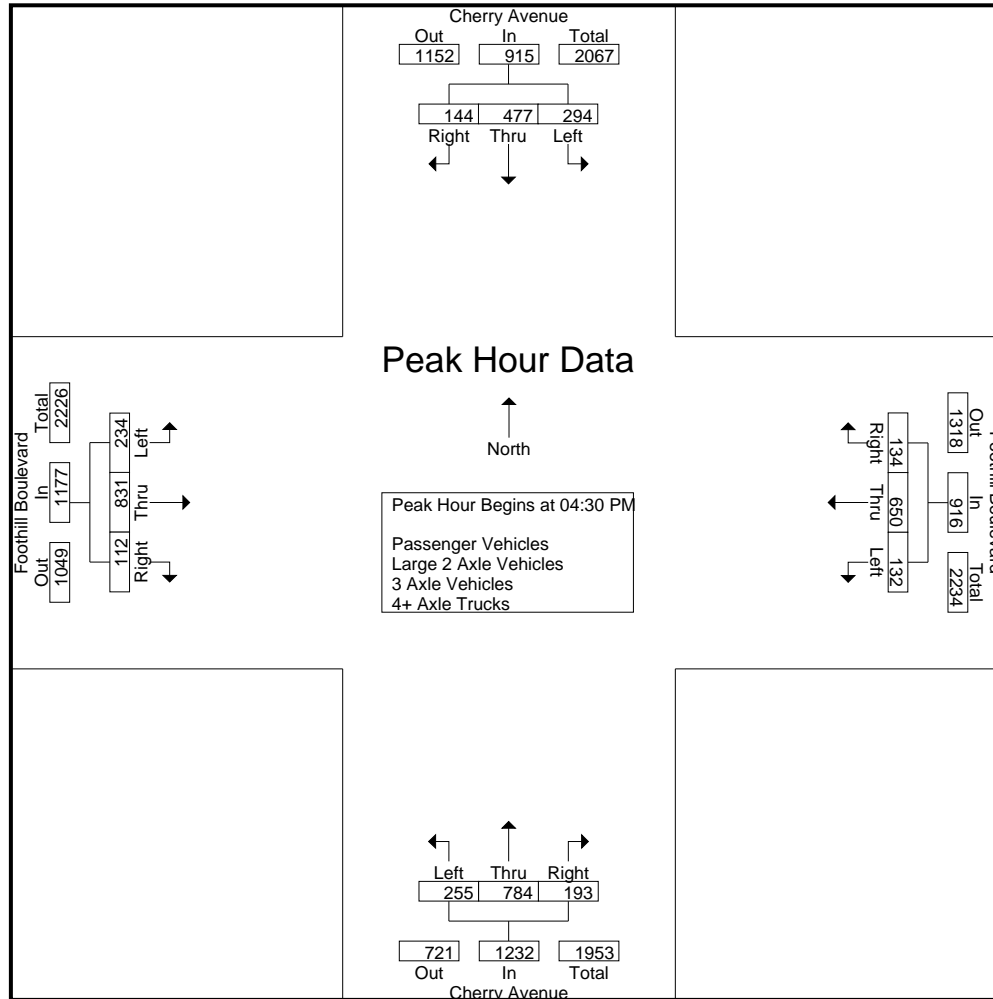
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	65	121	39	17	225	22	152	31	15	205	48	197	48	27	293	65	236	42	15	343	74	1066	1140
04:15 PM	74	106	33	8	213	38	157	35	20	230	61	154	36	19	251	60	221	40	21	321	68	1015	1083
04:30 PM	78	180	45	19	303	27	143	30	22	200	65	207	52	24	324	35	180	35	17	250	82	1077	1159
04:45 PM	73	98	32	20	203	40	183	33	14	256	54	159	41	24	254	63	220	21	11	304	69	1017	1086
Total	290	505	149	64	944	127	635	129	71	891	228	717	177	94	1122	223	857	138	64	1218	293	4175	4468
05:00 PM	75	113	36	20	224	31	140	35	18	206	67	222	47	23	336	63	200	33	17	296	78	1062	1140
05:15 PM	68	86	31	12	185	34	184	36	20	254	69	196	53	26	318	73	231	23	8	327	66	1084	1150
05:30 PM	52	95	31	20	178	29	145	21	14	195	60	174	49	26	283	55	185	27	15	267	75	923	998
05:45 PM	61	120	32	19	213	34	132	20	14	186	47	168	46	20	261	58	206	25	17	289	70	949	1019
Total	256	414	130	71	800	128	601	112	66	841	243	760	195	95	1198	249	822	108	57	1179	289	4018	4307
Grand Total	546	919	279	135	1744	255	1236	241	137	1732	471	1477	372	189	2320	472	1679	246	121	2397	582	8193	8775
Apprch %	31.3	52.7	16			14.7	71.4	13.9			20.3	63.7	16			19.7	70	10.3					
Total %	6.7	11.2	3.4		21.3	3.1	15.1	2.9		21.1	5.7	18	4.5		28.3	5.8	20.5	3		29.3	6.6	93.4	
Passenger Vehicles	537	815	256		1734	240	1206	237		1817	462	1383	350		2375	453	1656	232		2458	0	0	8384
% Passenger Vehicles	98.4	88.7	91.8	93.3	92.3	94.1	97.6	98.3	97.8	97.2	98.1	93.6	94.1	95.2	94.7	96	98.6	94.3	96.7	97.6	0	0	95.5
Large 2 Axle Vehicles	3	30	7		47	3	20	1		25	7	25	4		39	4	16	7		30	0	0	141
% Large 2 Axle Vehicles	0.5	3.3	2.5	5.2	2.5	1.2	1.6	0.4	0.7	1.3	1.5	1.7	1.1	1.6	1.6	0.8	1	2.8	2.5	1.2	0	0	1.6
3 Axle Vehicles	1	30	2		34	7	2	0		9	1	27	8		39	1	1	3		5	0	0	87
% 3 Axle Vehicles	0.2	3.3	0.7	0.7	1.8	2.7	0.2	0	0	0.5	0.2	1.8	2.2	1.6	1.6	0.2	0.1	1.2	0	0.2	0	0	1
4+ Axle Trucks	5	44	14		64	5	8	3		18	1	42	10		56	14	6	4		25	0	0	163
% 4+ Axle Trucks	0.9	4.8	5	0.7	3.4	2	0.6	1.2	1.5	1	0.2	2.8	2.7	1.6	2.2	3	0.4	1.6	0.8	1	0	0	1.9

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	78	180	45	303	27	143	30	200	65	207	52	324	35	180	35	250	1077
04:45 PM	73	98	32	203	40	183	33	256	54	159	41	254	63	220	21	304	1017
05:00 PM	75	113	36	224	31	140	35	206	67	222	47	336	63	200	33	296	1062
05:15 PM	68	86	31	185	34	184	36	254	69	196	53	318	73	231	23	327	1084
Total Volume	294	477	144	915	132	650	134	916	255	784	193	1232	234	831	112	1177	4240
% App. Total	32.1	52.1	15.7		14.4	71	14.6		20.7	63.6	15.7		19.9	70.6	9.5		
PHF	.942	.663	.800	.755	.825	.883	.931	.895	.924	.883	.910	.917	.801	.899	.800	.900	.978

City of Fontana
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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:30 PM				04:00 PM				
+0 mins.	65	121	39	225	27	143	30	200	65	207	52	324	65	236	42	343	
+15 mins.	74	106	33	213	40	183	33	256	54	159	41	254	60	221	40	321	
+30 mins.	78	180	45	303	31	140	35	206	67	222	47	336	35	180	35	250	
+45 mins.	73	98	32	203	34	184	36	254	69	196	53	318	63	220	21	304	
Total Volume	290	505	149	944	132	650	134	916	255	784	193	1232	223	857	138	1218	
% App. Total	30.7	53.5	15.8		14.4	71	14.6		20.7	63.6	15.7		18.3	70.4	11.3		
PHF	.929	.701	.828	.779	.825	.883	.931	.895	.924	.883	.910	.917	.858	.908	.821	.888	

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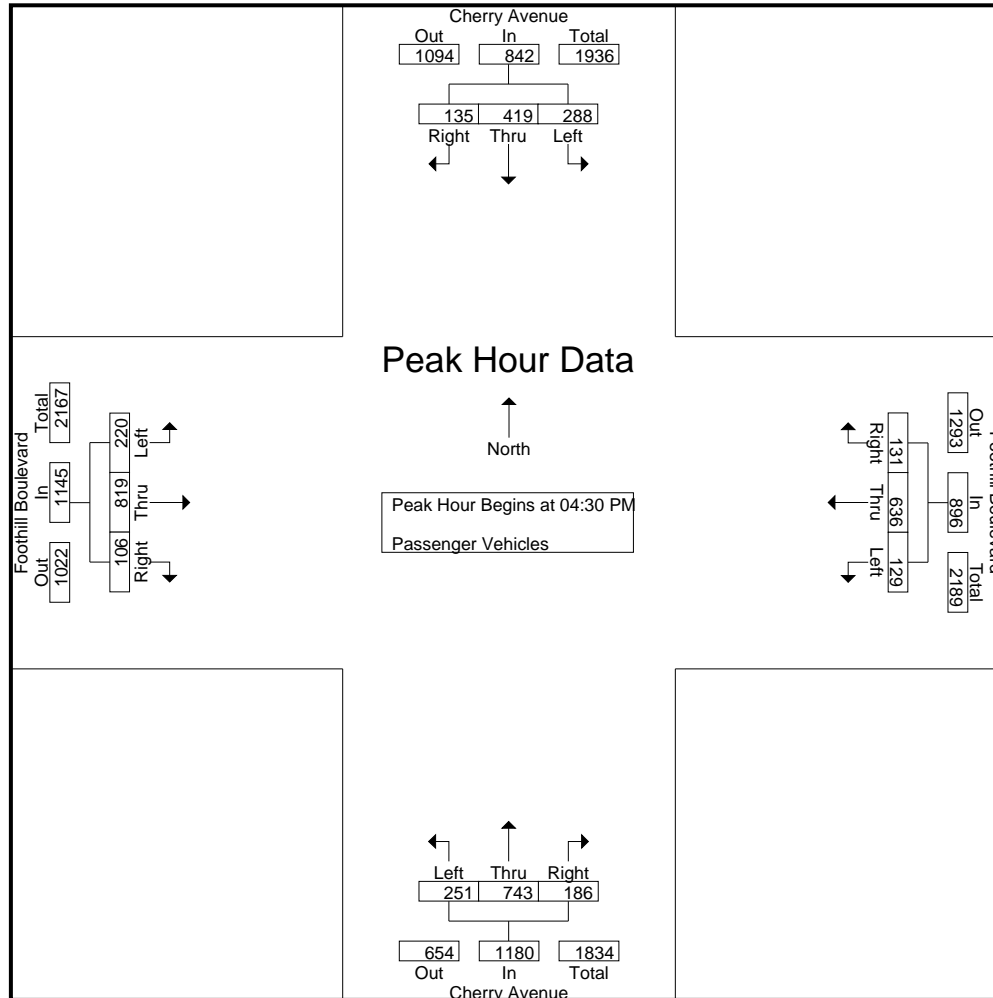
Groups Printed- Passenger Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	64	104	31	16	199	19	148	30	14	197	46	183	45	25	274	64	233	40	15	337	70	1007	1077
04:15 PM	72	95	31	8	198	34	150	35	20	219	60	139	32	19	231	59	219	36	19	314	66	962	1028
04:30 PM	77	162	44	18	283	27	139	29	21	195	65	194	49	21	308	31	176	32	17	239	77	1025	1102
04:45 PM	71	83	26	17	180	38	178	32	14	248	52	149	40	24	241	60	217	20	11	297	66	966	1032
Total	284	444	132	59	860	118	615	126	69	859	223	665	166	89	1054	214	845	128	62	1187	279	3960	4239
05:00 PM	74	95	35	19	204	30	139	35	18	204	66	210	44	23	320	60	197	32	16	289	76	1017	1093
05:15 PM	66	79	30	12	175	34	180	35	19	249	68	190	53	26	311	69	229	22	8	320	65	1055	1120
05:30 PM	52	82	28	18	162	26	142	21	14	189	59	160	43	23	262	55	181	25	14	261	69	874	943
05:45 PM	61	115	31	18	207	32	130	20	14	182	46	158	44	19	248	55	204	25	17	284	68	921	989
Total	253	371	124	67	748	122	591	111	65	824	239	718	184	91	1141	239	811	104	55	1154	278	3867	4145
Grand Total	537	815	256	126	1608	240	1206	237	134	1683	462	1383	350	180	2195	453	1656	232	117	2341	557	7827	8384
Apprch %	33.4	50.7	15.9			14.3	71.7	14.1			21	63	15.9			19.4	70.7	9.9					
Total %	6.9	10.4	3.3		20.5	3.1	15.4	3		21.5	5.9	17.7	4.5		28	5.8	21.2	3		29.9	6.6	93.4	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	77	162	44	283	27	139	29	195	65	194	49	308	31	176	32	239	1025
04:45 PM	71	83	26	180	38	178	32	248	52	149	40	241	60	217	20	297	966
05:00 PM	74	95	35	204	30	139	35	204	66	210	44	320	60	197	32	289	1017
05:15 PM	66	79	30	175	34	180	35	249	68	190	53	311	69	229	22	320	1055
Total Volume	288	419	135	842	129	636	131	896	251	743	186	1180	220	819	106	1145	4063
% App. Total	34.2	49.8	16		14.4	71	14.6		21.3	63	15.8		19.2	71.5	9.3		
PHF	.935	.647	.767	.744	.849	.883	.936	.900	.923	.885	.877	.922	.797	.894	.828	.895	.963

City of Fontana
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Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	77	162	44	283	27	139	29	195	65	194	49	308	31	176	32	239	
+15 mins.	71	83	26	180	38	178	32	248	52	149	40	241	60	217	20	297	
+30 mins.	74	95	35	204	30	139	35	204	66	210	44	320	60	197	32	289	
+45 mins.	66	79	30	175	34	180	35	249	68	190	53	311	69	229	22	320	
Total Volume	288	419	135	842	129	636	131	896	251	743	186	1180	220	819	106	1145	
% App. Total	34.2	49.8	16		14.4	71	14.6		21.3	63	15.8		19.2	71.5	9.3		
PHF	.935	.647	.767	.744	.849	.883	.936	.900	.923	.885	.877	.922	.797	.894	.828	.895	

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

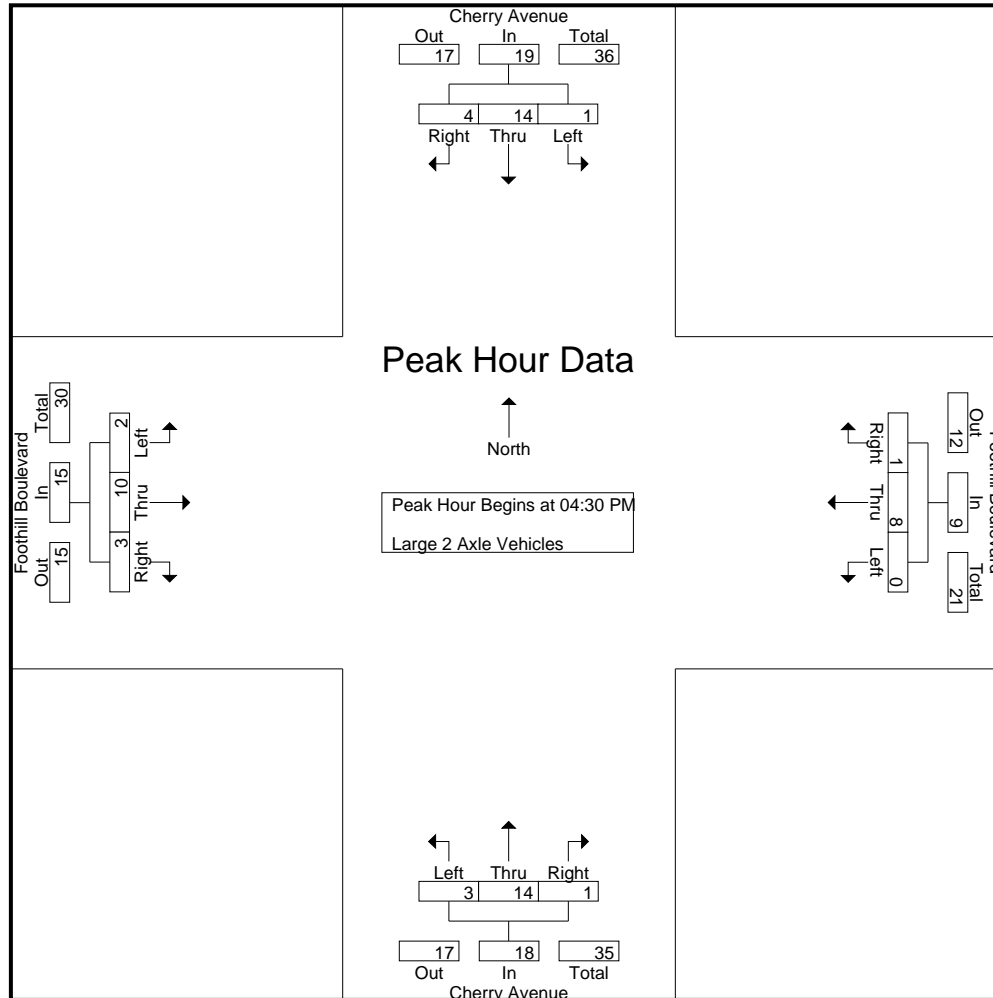
Groups Printed- Large 2 Axle Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	5	1	1	7	0	4	0	0	4	1	4	0	0	5	0	1	1	0	2	1	18	19
04:15 PM	1	4	0	0	5	1	5	0	0	6	1	6	0	0	7	0	1	3	2	4	2	22	24
04:30 PM	1	5	1	1	7	0	2	1	1	3	0	5	0	0	5	0	3	1	0	4	2	19	21
04:45 PM	0	2	2	2	4	0	5	0	0	5	2	2	1	0	5	0	3	0	0	3	2	17	19
Total	3	16	4	4	23	1	16	1	1	18	4	17	1	0	22	0	8	5	2	13	7	76	83
05:00 PM	0	6	1	1	7	0	0	0	0	0	1	4	0	0	5	2	3	1	1	6	2	18	20
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	0	7	7
05:30 PM	0	6	1	1	7	0	3	0	0	3	1	0	2	2	3	0	2	0	0	2	3	15	18
05:45 PM	0	1	1	1	2	2	0	0	0	2	1	1	1	1	3	2	2	0	0	4	2	11	13
Total	0	14	3	3	17	2	4	0	0	6	3	8	3	3	14	4	8	2	1	14	7	51	58
Grand Total	3	30	7	7	40	3	20	1	1	24	7	25	4	3	36	4	16	7	3	27	14	127	141
Apprch %	7.5	75	17.5			12.5	83.3	4.2			19.4	69.4	11.1			14.8	59.3	25.9					
Total %	2.4	23.6	5.5		31.5	2.4	15.7	0.8		18.9	5.5	19.7	3.1		28.3	3.1	12.6	5.5		21.3	9.9	90.1	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	5	1	7	0	2	1	3	0	5	0	5	0	3	1	4	19
04:45 PM	0	2	2	4	0	5	0	5	2	2	1	5	0	3	0	3	17
05:00 PM	0	6	1	7	0	0	0	0	1	4	0	5	2	3	1	6	18
05:15 PM	0	1	0	1	0	1	0	1	0	3	0	3	0	1	1	2	7
Total Volume	1	14	4	19	0	8	1	9	3	14	1	18	2	10	3	15	61
% App. Total	5.3	73.7	21.1		0	88.9	11.1		16.7	77.8	5.6		13.3	66.7	20		
PHF	.250	.583	.500	.679	.000	.400	.250	.450	.375	.700	.250	.900	.250	.833	.750	.625	.803

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	5	1	7	0	2	1	3	0	5	0	5	0	3	1	4	
+15 mins.	0	2	2	4	0	5	0	5	2	2	1	5	0	3	0	3	
+30 mins.	0	6	1	7	0	0	0	0	1	4	0	5	2	3	1	6	
+45 mins.	0	1	0	1	0	1	0	1	0	3	0	3	0	1	1	2	
Total Volume	1	14	4	19	0	8	1	9	3	14	1	18	2	10	3	15	
% App. Total	5.3	73.7	21.1		0	88.9	11.1		16.7	77.8	5.6		13.3	66.7	20		
PHF	.250	.583	.500	.679	.000	.400	.250	.450	.375	.700	.250	.900	.250	.833	.750	.625	

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

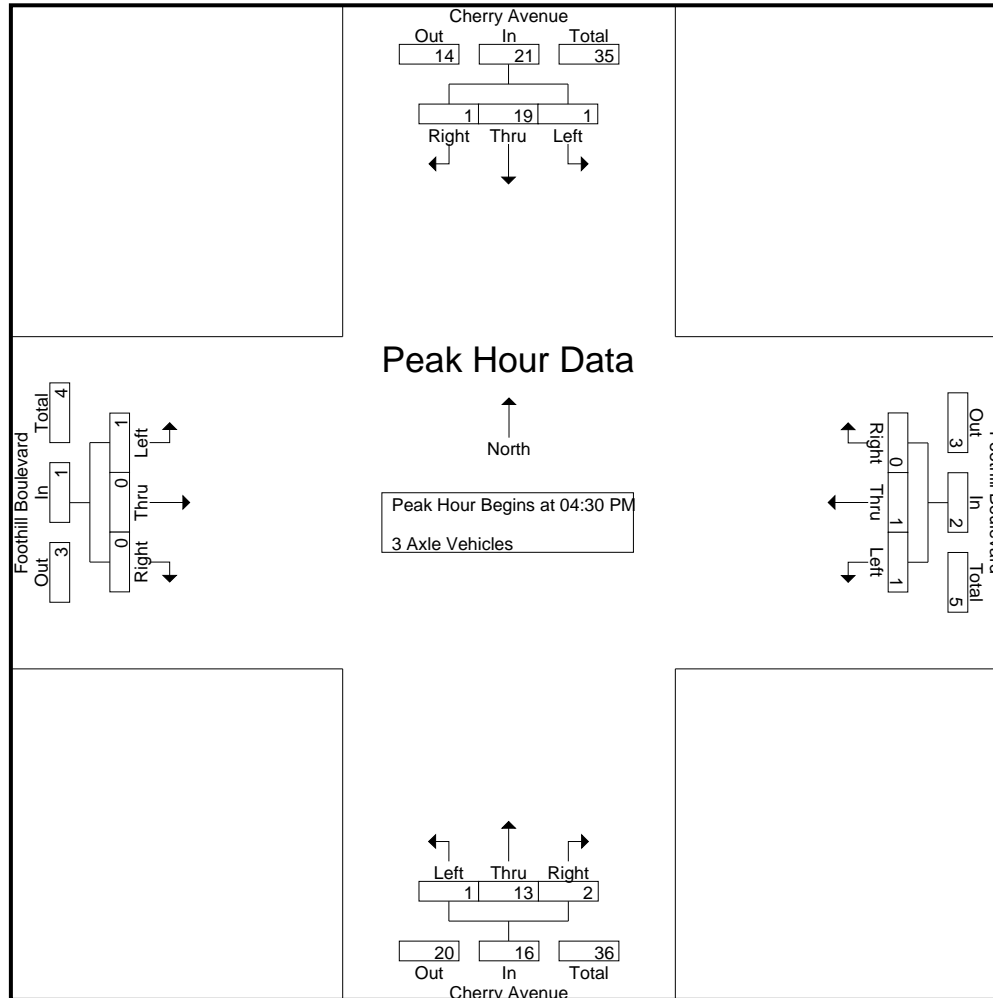
Groups Printed- 3 Axle Vehicles

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	2	0	0	2	3	0	0	0	3	0	4	0	0	4	0	0	1	0	1	0	0	10	10
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	6	3	0	9	0	1	1	0	2	0	0	14	14
04:30 PM	0	7	0	0	7	0	1	0	0	1	0	4	2	2	6	1	0	0	0	1	2	0	15	17
04:45 PM	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	11	11
Total	0	18	0	0	18	4	2	0	0	6	0	17	5	2	22	1	1	2	0	4	2	0	50	52
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	9	9
05:15 PM	1	0	1	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	5	5
05:30 PM	0	4	1	1	5	3	0	0	0	3	0	4	2	1	6	0	0	1	0	1	2	0	15	17
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	4
Total	1	12	2	1	15	3	0	0	0	3	1	10	3	1	14	0	0	1	0	1	2	0	33	35
Grand Total	1	30	2	1	33	7	2	0	0	9	1	27	8	3	36	1	1	3	0	5	4	0	83	87
Apprch %	3	90.9	6.1			77.8	22.2	0			2.8	75	22.2			20	20	60						
Total %	1.2	36.1	2.4		39.8	8.4	2.4	0		10.8	1.2	32.5	9.6		43.4	1.2	1.2	3.6		6	4.6	0	95.4	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	7	0	7	0	1	0	1	0	4	2	6	1	0	0	1	15
04:45 PM	0	7	0	7	1	0	0	1	0	3	0	3	0	0	0	0	11
05:00 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
05:15 PM	1	0	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total Volume	1	19	1	21	1	1	0	2	1	13	2	16	1	0	0	1	40
% App. Total	4.8	90.5	4.8		50	50	0		6.2	81.2	12.5		100	0	0		
PHF	.250	.679	.250	.750	.250	.250	.000	.500	.250	.813	.250	.667	.250	.000	.000	.250	.667

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
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City of Fontana
 N/S: Cherry Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	7	0	7	0	1	0	1	0	4	2	6	1	0	0	1	
+15 mins.	0	7	0	7	1	0	0	1	0	3	0	3	0	0	0	0	
+30 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	1	0	1	2	0	0	0	0	1	2	0	3	0	0	0	0	
Total Volume	1	19	1	21	1	1	0	2	1	13	2	16	1	0	0	1	
% App. Total	4.8	90.5	4.8		50	50	0		6.2	81.2	12.5		100	0	0		
PHF	.250	.679	.250	.750	.250	.250	.000	.500	.250	.813	.250	.667	.250	.000	.000	.250	

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

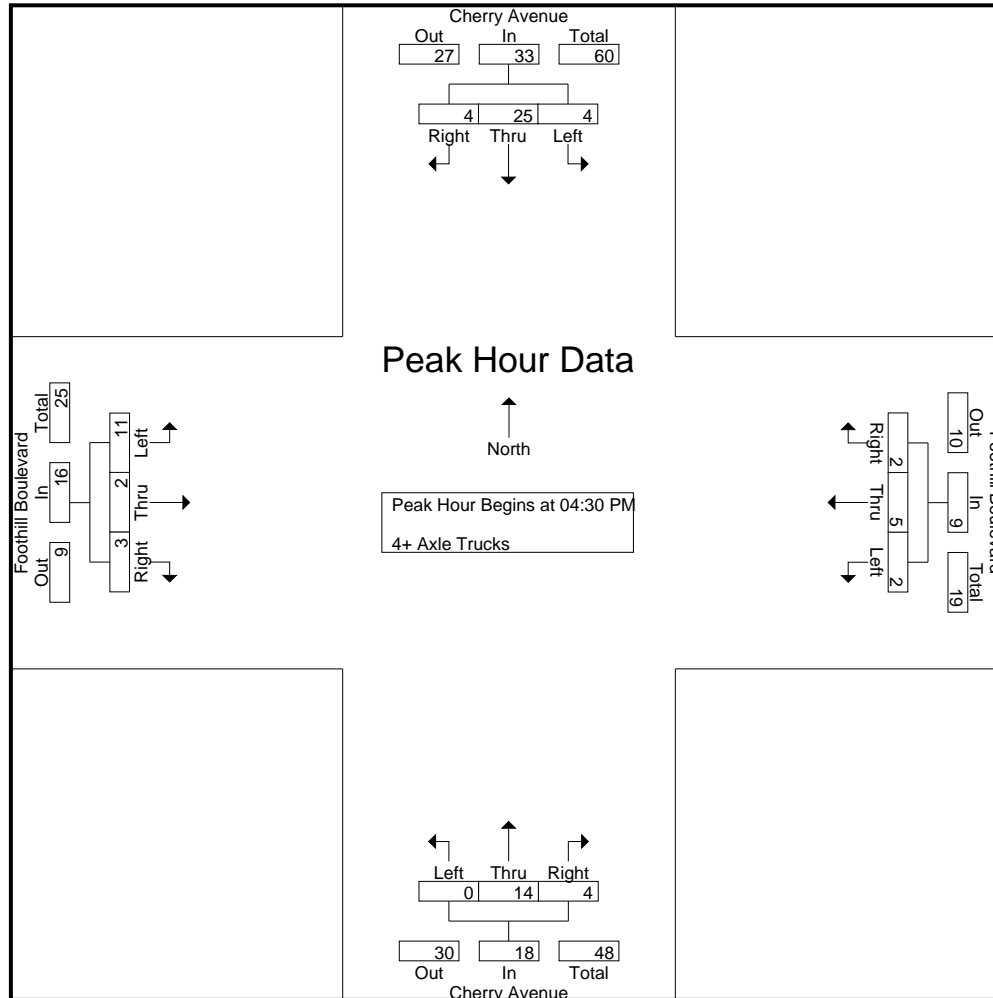
Groups Printed- 4+ Axle Trucks

Start Time	Cherry Avenue Southbound					Foothill Boulevard Westbound					Cherry Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	10	7	0	17	0	0	1	1	1	1	6	3	2	10	1	2	0	0	3	3	31	34
04:15 PM	1	5	2	0	8	3	1	0	0	4	0	3	1	0	4	1	0	0	0	1	0	17	17
04:30 PM	0	6	0	0	6	0	1	0	0	1	0	4	1	1	5	3	1	2	0	6	1	18	19
04:45 PM	2	6	4	1	12	1	0	1	0	2	0	5	0	0	5	3	0	1	0	4	1	23	24
Total	3	27	13	1	43	4	2	2	1	8	1	18	5	3	24	8	3	3	0	14	5	89	94
05:00 PM	1	7	0	0	8	1	1	0	0	2	0	4	3	0	7	1	0	0	0	1	0	18	18
05:15 PM	1	6	0	0	7	0	3	1	1	4	0	1	0	0	1	4	1	0	0	5	1	17	18
05:30 PM	0	3	1	0	4	0	0	0	0	0	0	10	2	0	12	0	2	1	1	3	1	19	20
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	9	0	0	9	1	0	0	0	1	0	13	13
Total	2	17	1	0	20	1	6	1	1	8	0	24	5	0	29	6	3	1	1	10	2	67	69
Grand Total	5	44	14	1	63	5	8	3	2	16	1	42	10	3	53	14	6	4	1	24	7	156	163
Apprch %	7.9	69.8	22.2			31.2	50	18.8			1.9	79.2	18.9			58.3	25	16.7					
Total %	3.2	28.2	9		40.4	3.2	5.1	1.9		10.3	0.6	26.9	6.4		34	9	3.8	2.6		15.4	4.3	95.7	

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	6	0	6	0	1	0	1	0	4	1	5	3	1	2	6	18
04:45 PM	2	6	4	12	1	0	1	2	0	5	0	5	3	0	1	4	23
05:00 PM	1	7	0	8	1	1	0	2	0	4	3	7	1	0	0	1	18
05:15 PM	1	6	0	7	0	3	1	4	0	1	0	1	4	1	0	5	17
Total Volume	4	25	4	33	2	5	2	9	0	14	4	18	11	2	3	16	76
% App. Total	12.1	75.8	12.1		22.2	55.6	22.2		0	77.8	22.2		68.8	12.5	18.8		
PHF	.500	.893	.250	.688	.500	.417	.500	.563	.000	.700	.333	.643	.688	.500	.375	.667	.826

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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

File Name : 01_FON_Che_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Cherry Avenue Southbound				Foothill Boulevard Westbound				Cherry Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	6	0	6	0	1	0	1	0	4	1	5	3	1	2	6	
+15 mins.	2	6	4	12	1	0	1	2	0	5	0	5	3	0	1	4	
+30 mins.	1	7	0	8	1	1	0	2	0	4	3	7	1	0	0	1	
+45 mins.	1	6	0	7	0	3	1	4	0	1	0	1	4	1	0	5	
Total Volume	4	25	4	33	2	5	2	9	0	14	4	18	11	2	3	16	
% App. Total	12.1	75.8	12.1		22.2	55.6	22.2		0	77.8	22.2		68.8	12.5	18.8		
PHF	.500	.893	.250	.688	.500	.417	.500	.563	.000	.700	.333	.643	.688	.500	.375	.667	

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



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Cherry Avenue Pedestrians	East Leg Miller Avenue Pedestrians	South Leg Cherry Avenue Pedestrians	West Leg Miller Avenue Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	1	0	1	5	7
7:30 AM	0	2	5	0	7
7:45 AM	0	1	0	0	1
8:00 AM	2	0	0	0	2
8:15 AM	0	1	1	1	3
8:30 AM	0	0	0	1	1
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	4	4	8	8	24

	North Leg Cherry Avenue Pedestrians	East Leg Miller Avenue Pedestrians	South Leg Cherry Avenue Pedestrians	West Leg Miller Avenue Pedestrians	
4:00 PM	1	0	0	2	3
4:15 PM	0	0	1	3	4
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	1	1	0	2
TOTAL VOLUMES:	2	1	2	7	12

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



Date: 5/24/2022
 Day: Tuesday

BICYCLES

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

	Southbound Cherry Avenue			Westbound Miller Avenue			Northbound Cherry Avenue			Eastbound Miller Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	2	0	0	2	0	7

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

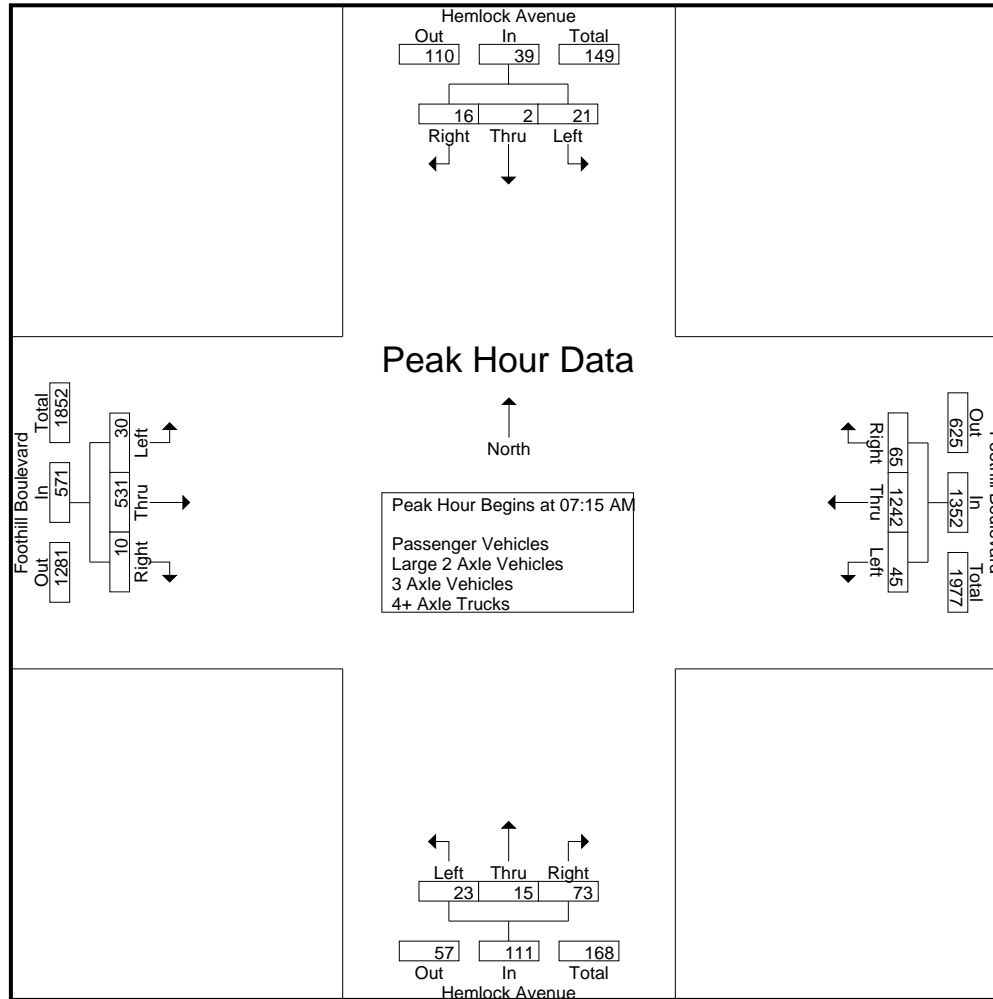
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	1	2	2	6	5	195	3	2	203	5	2	10	10	17	6	91	3	1	100	15	326	341
07:15 AM	3	0	3	2	6	6	256	13	3	275	4	2	18	18	24	6	103	1	0	110	23	415	438
07:30 AM	4	1	6	6	11	8	361	12	4	381	4	4	20	13	28	5	134	1	0	140	23	560	583
07:45 AM	7	1	4	3	12	17	363	25	4	405	6	5	14	11	25	11	152	5	0	168	18	610	628
Total	17	3	15	13	35	36	1175	53	13	1264	19	13	62	52	94	28	480	10	1	518	79	1911	1990
08:00 AM	7	0	3	2	10	14	262	15	3	291	9	4	21	14	34	8	142	3	0	153	19	488	507
08:15 AM	8	3	1	0	12	14	202	18	1	234	3	3	7	7	13	13	127	6	0	146	8	405	413
08:30 AM	9	2	6	6	17	8	149	17	0	174	4	2	5	3	11	9	109	3	0	121	9	323	332
08:45 AM	20	0	8	6	28	8	175	16	1	199	7	3	5	4	15	12	125	4	0	141	11	383	394
Total	44	5	18	14	67	44	788	66	5	898	23	12	38	28	73	42	503	16	0	561	47	1599	1646
Grand Total	61	8	33	27	102	80	1963	119	18	2162	42	25	100	80	167	70	983	26	1	1079	126	3510	3636
Apprch %	59.8	7.8	32.4			3.7	90.8	5.5			25.1	15	59.9			6.5	91.1	2.4					
Total %	1.7	0.2	0.9		2.9	2.3	55.9	3.4		61.6	1.2	0.7	2.8		4.8	2	28	0.7		30.7	3.5	96.5	
Passenger Vehicles	57	7	30		119	80	1920	114		2131	42	24	99		244	65	914	24		1004	0	0	3498
% Passenger Vehicles	93.4	87.5	90.9	92.6	92.2	100	97.8	95.8	94.4	97.8	100	96	99	98.8	98.8	92.9	93	92.3	100	93	0	0	96.2
Large 2 Axle Vehicles	2	1	1		5	0	21	4		26	0	1	1		3	2	39	2		43	0	0	77
% Large 2 Axle Vehicles	3.3	12.5	3	3.7	3.9	0	1.1	3.4	5.6	1.2	0	4	1	1.2	1.2	2.9	4	7.7	0	4	0	0	2.1
3 Axle Vehicles	2	0	1		3	0	6	1		7	0	0	0		0	1	10	0		11	0	0	21
% 3 Axle Vehicles	3.3	0	3	0	2.3	0	0.3	0.8	0	0.3	0	0	0	0	0	1.4	1	0	0	1	0	0	0.6
4+ Axle Trucks	0	0	1		2	0	16	0		16	0	0	0		0	2	20	0		22	0	0	40
% 4+ Axle Trucks	0	0	3	3.7	1.6	0	0.8	0	0	0.7	0	0	0	0	0	2.9	2	0	0	2	0	0	1.1

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	3	6	6	256	13	275	4	2	18	24	6	103	1	110	415
07:30 AM	4	1	6	11	8	361	12	381	4	4	20	28	5	134	1	140	560
07:45 AM	7	1	4	12	17	363	25	405	6	5	14	25	11	152	5	168	610
08:00 AM	7	0	3	10	14	262	15	291	9	4	21	34	8	142	3	153	488
Total Volume	21	2	16	39	45	1242	65	1352	23	15	73	111	30	531	10	571	2073
% App. Total	53.8	5.1	41		3.3	91.9	4.8		20.7	13.5	65.8		5.3	93	1.8		
PHF	.750	.500	.667	.813	.662	.855	.650	.835	.639	.750	.869	.816	.682	.873	.500	.850	.850

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:15 AM				07:15 AM				07:30 AM				
+0 mins.	7	0	3	10	6	256	13	275	4	2	18	24	5	134	1	140	
+15 mins.	8	3	1	12	8	361	12	381	4	4	20	28	11	152	5	168	
+30 mins.	9	2	6	17	17	363	25	405	6	5	14	25	8	142	3	153	
+45 mins.	20	0	8	28	14	262	15	291	9	4	21	34	13	127	6	146	
Total Volume	44	5	18	67	45	1242	65	1352	23	15	73	111	37	555	15	607	
% App. Total	65.7	7.5	26.9		3.3	91.9	4.8		20.7	13.5	65.8		6.1	91.4	2.5		
PHF	.550	.417	.563	.598	.662	.855	.650	.835	.639	.750	.869	.816	.712	.913	.625	.903	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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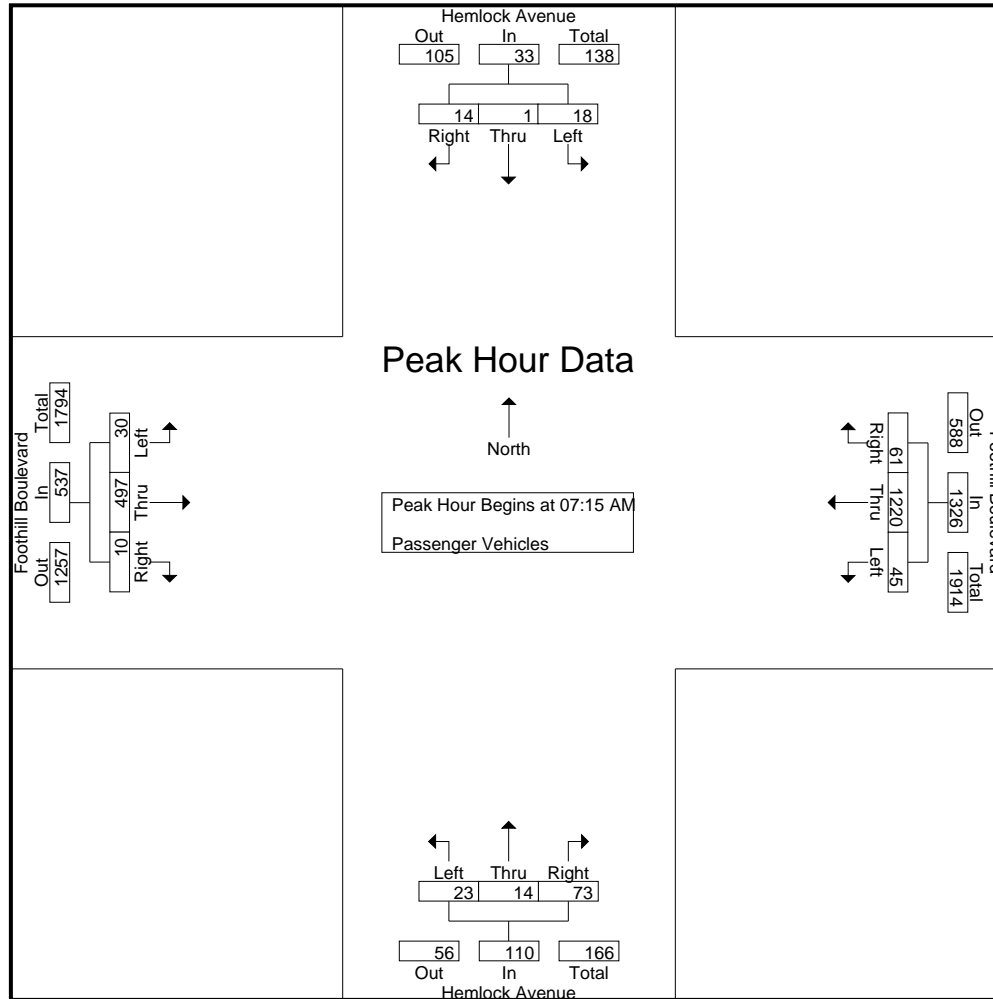
Groups Printed- Passenger Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	1	1	1	5	5	189	3	2	197	5	2	9	9	16	5	85	3	1	93	13	311	324
07:15 AM	3	0	1	1	4	6	253	11	2	270	4	2	18	18	24	6	94	1	0	101	21	399	420
07:30 AM	3	0	6	6	9	8	355	11	4	374	4	4	20	13	28	5	126	1	0	132	23	543	566
07:45 AM	6	1	4	3	11	17	357	24	4	398	6	4	14	11	24	11	142	5	0	158	18	591	609
Total	15	2	12	11	29	36	1154	49	12	1239	19	12	61	51	92	27	447	10	1	484	75	1844	1919
08:00 AM	6	0	3	2	9	14	255	15	3	284	9	4	21	14	34	8	135	3	0	146	19	473	492
08:15 AM	8	3	1	0	12	14	196	18	1	228	3	3	7	7	13	12	118	5	0	135	8	388	396
08:30 AM	8	2	6	6	16	8	142	17	0	167	4	2	5	3	11	8	99	2	0	109	9	303	312
08:45 AM	20	0	8	6	28	8	173	15	1	196	7	3	5	4	15	10	115	4	0	129	11	368	379
Total	42	5	18	14	65	44	766	65	5	875	23	12	38	28	73	38	467	14	0	519	47	1532	1579
Grand Total	57	7	30	25	94	80	1920	114	17	2114	42	24	99	79	165	65	914	24	1	1003	122	3376	3498
Apprch %	60.6	7.4	31.9			3.8	90.8	5.4			25.5	14.5	60			6.5	91.1	2.4					
Total %	1.7	0.2	0.9		2.8	2.4	56.9	3.4		62.6	1.2	0.7	2.9		4.9	1.9	27.1	0.7		29.7	3.5	96.5	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard 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	3	0	1	4	6	253	11	270	4	2	18	24	6	94	1	101	399
07:30 AM	3	0	6	9	8	355	11	374	4	4	20	28	5	126	1	132	543
07:45 AM	6	1	4	11	17	357	24	398	6	4	14	24	11	142	5	158	591
08:00 AM	6	0	3	9	14	255	15	284	9	4	21	34	8	135	3	146	473
Total Volume	18	1	14	33	45	1220	61	1326	23	14	73	110	30	497	10	537	2006
% App. Total	54.5	3	42.4		3.4	92	4.6		20.9	12.7	66.4		5.6	92.6	1.9		
PHF	.750	.250	.583	.750	.662	.854	.635	.833	.639	.875	.869	.809	.682	.875	.500	.850	.849

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	3	0	1	4	6	253	11	270	4	2	18	24	6	94	1	101	
+15 mins.	3	0	6	9	8	355	11	374	4	4	20	28	5	126	1	132	
+30 mins.	6	1	4	11	17	357	24	398	6	4	14	24	11	142	5	158	
+45 mins.	6	0	3	9	14	255	15	284	9	4	21	34	8	135	3	146	
Total Volume	18	1	14	33	45	1220	61	1326	23	14	73	110	30	497	10	537	
% App. Total	54.5	3	42.4		3.4	92	4.6		20.9	12.7	66.4		5.6	92.6	1.9		
PHF	.750	.250	.583	.750	.662	.854	.635	.833	.639	.875	.869	.809	.682	.875	.500	.850	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
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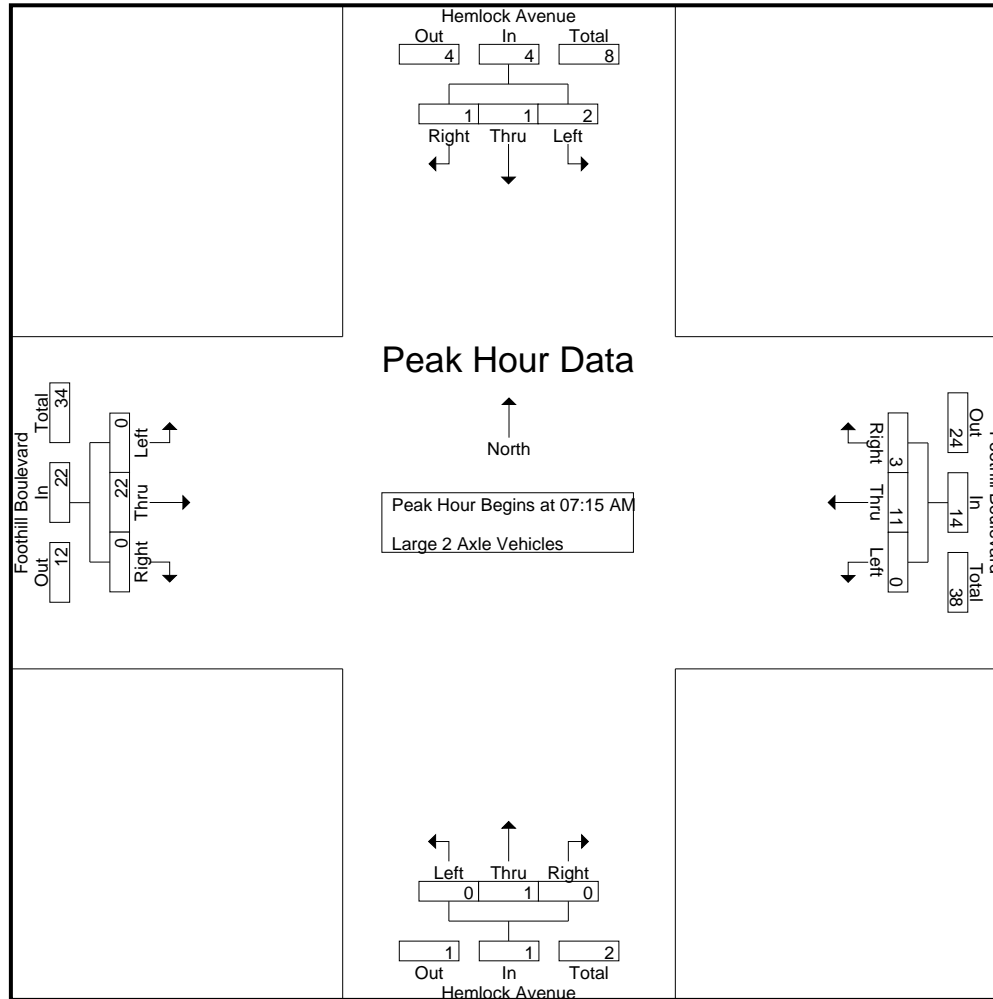
Groups Printed- Large 2 Axle Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	0	3	0	0	3	1	8	9
07:15 AM	0	0	1	1	1	0	2	2	1	4	0	0	0	0	0	0	5	0	0	5	2	10	12
07:30 AM	1	1	0	0	2	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	11	11
07:45 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	6	0	0	6	0	10	10
Total	2	1	1	1	4	0	11	3	1	14	0	1	1	1	2	0	19	0	0	19	3	39	42
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	10	10
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	7	7
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	8	8
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	6	0	0	8	0	10	10
Total	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	2	20	2	0	24	0	35	35
Grand Total	2	1	1	1	4	0	21	4	1	25	0	1	1	1	2	2	39	2	0	43	3	74	77
Apprch %	50	25	25			0	84	16			0	50	50			4.7	90.7	4.7					
Total %	2.7	1.4	1.4		5.4	0	28.4	5.4		33.8	0	1.4	1.4		2.7	2.7	52.7	2.7		58.1	3.9	96.1	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	2	2	4	0	0	0	0	0	5	0	5	10
07:30 AM	1	1	0	2	0	3	1	4	0	0	0	0	0	5	0	5	11
07:45 AM	1	0	0	1	0	2	0	2	0	1	0	1	0	6	0	6	10
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total Volume	2	1	1	4	0	11	3	14	0	1	0	1	0	22	0	22	41
% App. Total	50	25	25		0	78.6	21.4		0	100	0		0	100	0		
PHF	.500	.250	.250	.500	.000	.688	.375	.875	.000	.250	.000	.250	.000	.917	.000	.917	.932

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
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City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	1	1	0	2	2	4	0	0	0	0	0	5	0	5	
+15 mins.	1	1	0	2	0	3	1	4	0	0	0	0	0	5	0	5	
+30 mins.	1	0	0	1	0	2	0	2	0	1	0	1	0	6	0	6	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	
Total Volume	2	1	1	4	0	11	3	14	0	1	0	1	0	22	0	22	
% App. Total	50	25	25		0	78.6	21.4		0	100	0		0	100	0		
PHF	.500	.250	.250	.500	.000	.688	.375	.875	.000	.250	.000	.250	.000	.917	.000	.917	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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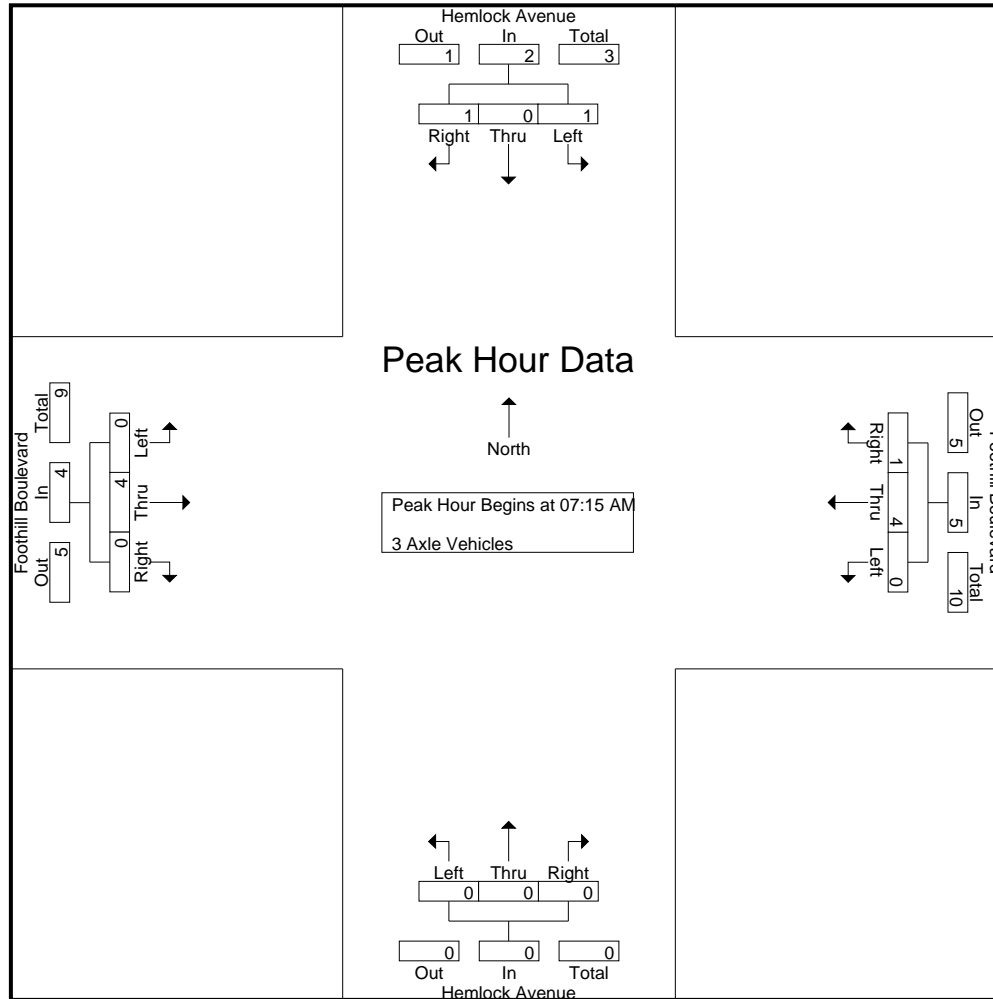
Groups Printed- 3 Axle Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
07:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	4	4
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2
Total	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	10	10
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	6	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Total	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	11	11
Grand Total	2	0	1	0	3	0	6	1	0	7	0	0	0	0	0	1	10	0	0	11	0	0	21	21
Apprch %	66.7	0	33.3			0	85.7	14.3			0	0	0			9.1	90.9	0			0	0		
Total %	9.5	0	4.8		14.3	0	28.6	4.8		33.3	0	0	0		0	4.8	47.6	0		52.4	0	0	100	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	1	2	0	4	1	5	0	0	0	0	0	4	0	4	11
% App. Total	50	0	50		0	80	20		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.688

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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City of Fontana
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 Weather: Clear

File Name : 02_FON_Hem_Foot AM
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	1	0	1	2	0	4	1	5	0	0	0	0	0	4	0	4	
% App. Total	50	0	50		0	80	20		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
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File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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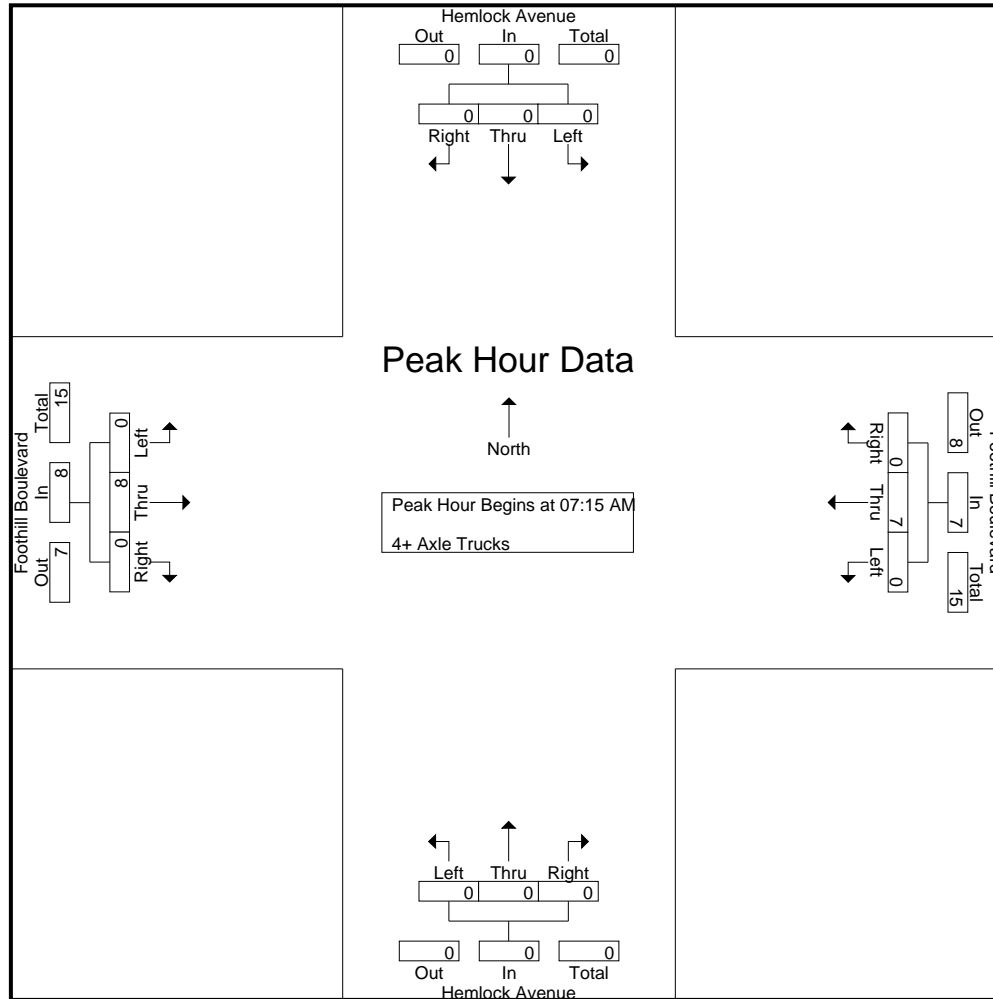
Groups Printed- 4+ Axle Trucks

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	1	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	0	0	1	1	1	0	7	0	0	7	0	0	0	0	0	1	9	0	0	10	1	18	19
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	8	8
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	11	0	0	12	0	21	21
Grand Total	0	0	1	1	1	0	16	0	0	16	0	0	0	0	0	2	20	0	0	22	1	39	40
Apprch %	0	0	100			0	100	0			0	0	0			9.1	90.9	0					
Total %	0	0	2.6		2.6	0	41	0		41	0	0	0		0	5.1	51.3	0		56.4	2.5	97.5	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	.536

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
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City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot AM
 Site Code : 05122442
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

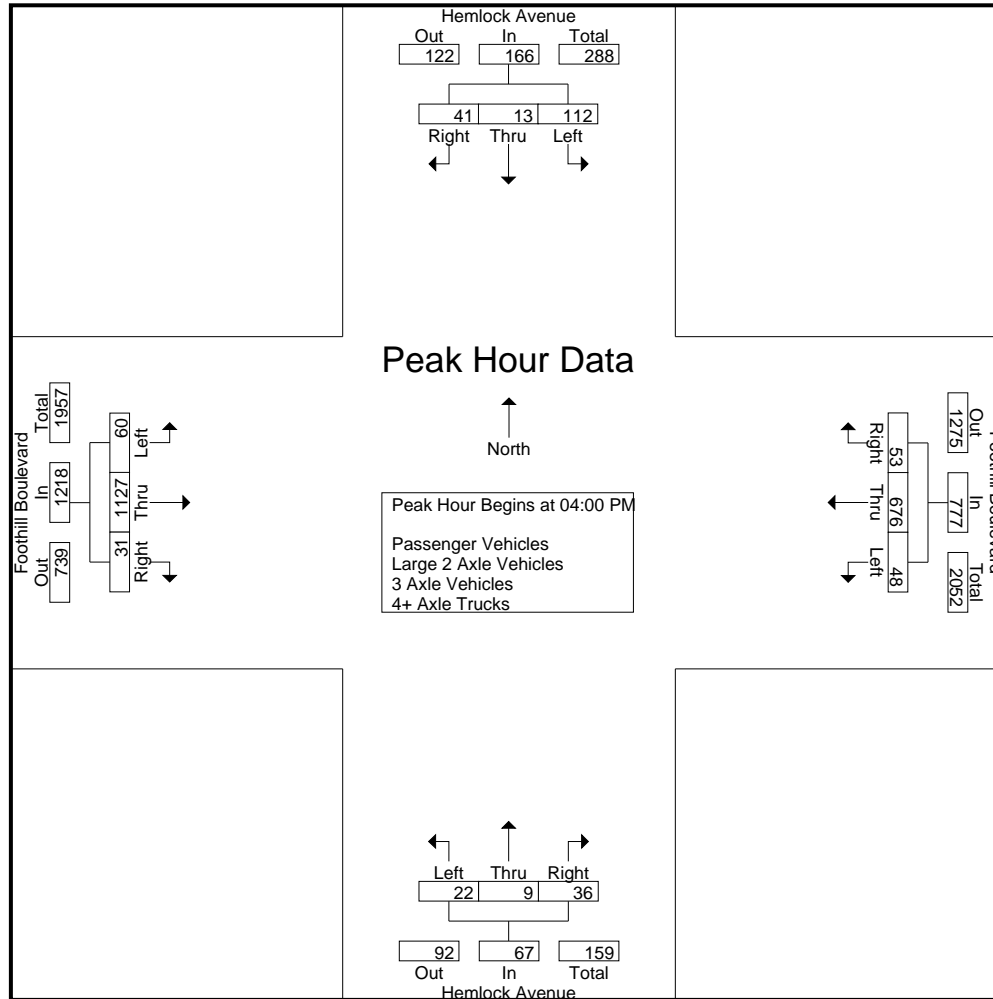
File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	29	6	8	7	43	16	155	27	2	198	6	4	10	7	20	9	289	8	4	306	20	567	587
04:15 PM	28	2	10	4	40	7	166	8	1	181	5	0	9	6	14	23	271	7	1	301	12	536	548
04:30 PM	27	2	10	6	39	8	170	7	2	185	5	4	9	9	18	15	318	7	1	340	18	582	600
04:45 PM	28	3	13	8	44	17	185	11	1	213	6	1	8	7	15	13	249	9	4	271	20	543	563
Total	112	13	41	25	166	48	676	53	6	777	22	9	36	29	67	60	1127	31	10	1218	70	2228	2298
05:00 PM	24	7	8	5	39	8	169	3	0	180	11	2	10	7	23	9	260	8	2	277	14	519	533
05:15 PM	23	1	6	4	30	12	159	4	0	175	8	2	13	10	23	15	295	9	2	319	16	547	563
05:30 PM	10	2	4	3	16	10	172	3	0	185	4	1	5	4	10	3	279	10	1	292	8	503	511
05:45 PM	12	0	2	1	14	11	186	4	0	201	5	0	9	9	14	6	273	4	0	283	10	512	522
Total	69	10	20	13	99	41	686	14	0	741	28	5	37	30	70	33	1107	31	5	1171	48	2081	2129
Grand Total	181	23	61	38	265	89	1362	67	6	1518	50	14	73	59	137	93	2234	62	15	2389	118	4309	4427
Apprch %	68.3	8.7	23			5.9	89.7	4.4			36.5	10.2	53.3			3.9	93.5	2.6					
Total %	4.2	0.5	1.4		6.1	2.1	31.6	1.6		35.2	1.2	0.3	1.7		3.2	2.2	51.8	1.4		55.4	2.7	97.3	
Passenger Vehicles	175	22	60		295	87	1335	64		1492	50	13	71		191	87	2208	60		2370	0	0	4348
% Passenger Vehicles	96.7	95.7	98.4	100	97.4	97.8	98	95.5	100	97.9	100	92.9	97.3	96.6	97.4	93.5	98.8	96.8	100	98.6	0	0	98.2
Large 2 Axle Vehicles	4	1	0		5	2	16	3		21	0	1	2		5	1	15	2		18	0	0	49
% Large 2 Axle Vehicles	2.2	4.3	0	0	1.7	2.2	1.2	4.5	0	1.4	0	7.1	2.7	3.4	2.6	1.1	0.7	3.2	0	0.7	0	0	1.1
3 Axle Vehicles	0	0	0		0	0	4	0		4	0	0	0		0	2	4	0		6	0	0	10
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	2.2	0.2	0	0	0.2	0	0	0.2
4+ Axle Trucks	2	0	1		3	0	7	0		7	0	0	0		0	3	7	0		10	0	0	20
% 4+ Axle Trucks	1.1	0	1.6	0	1	0	0.5	0	0	0.5	0	0	0	0	0	3.2	0.3	0	0	0.4	0	0	0.5

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard 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	29	6	8	43	16	155	27	198	6	4	10	20	9	289	8	306	567
04:15 PM	28	2	10	40	7	166	8	181	5	0	9	14	23	271	7	301	536
04:30 PM	27	2	10	39	8	170	7	185	5	4	9	18	15	318	7	340	582
04:45 PM	28	3	13	44	17	185	11	213	6	1	8	15	13	249	9	271	543
Total Volume	112	13	41	166	48	676	53	777	22	9	36	67	60	1127	31	1218	2228
% App. Total	67.5	7.8	24.7		6.2	87	6.8		32.8	13.4	53.7		4.9	92.5	2.5		
PHF	.966	.542	.788	.943	.706	.914	.491	.912	.917	.563	.900	.838	.652	.886	.861	.896	.957

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 Fontana
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 E/W: Foothill Boulevard
 Weather: Clear

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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:30 PM				04:00 PM				
+0 mins.	29	6	8	43	16	155	27	198	5	4	9	18	9	289	8	306	
+15 mins.	28	2	10	40	7	166	8	181	6	1	8	15	23	271	7	301	
+30 mins.	27	2	10	39	8	170	7	185	11	2	10	23	15	318	7	340	
+45 mins.	28	3	13	44	17	185	11	213	8	2	13	23	13	249	9	271	
Total Volume	112	13	41	166	48	676	53	777	30	9	40	79	60	1127	31	1218	
% App. Total	67.5	7.8	24.7		6.2	87	6.8		38	11.4	50.6		4.9	92.5	2.5		
PHF	.966	.542	.788	.943	.706	.914	.491	.912	.682	.563	.769	.859	.652	.886	.861	.896	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
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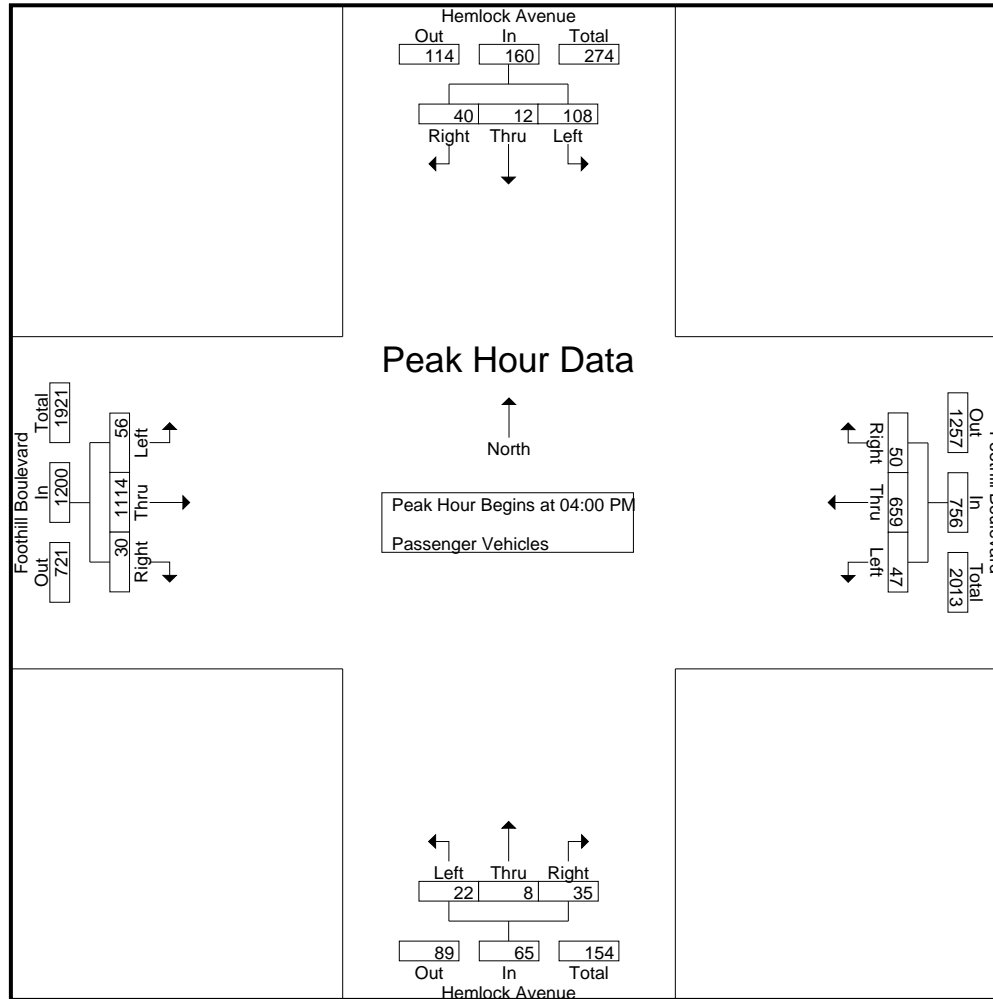
Groups Printed- Passenger Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	29	5	8	7	42	15	150	24	2	189	6	4	9	6	19	9	285	8	4	302	19	552	571
04:15 PM	26	2	9	4	37	7	159	8	1	174	5	0	9	6	14	20	268	6	1	294	12	519	531
04:30 PM	27	2	10	6	39	8	167	7	2	182	5	4	9	9	18	15	315	7	1	337	18	576	594
04:45 PM	26	3	13	8	42	17	183	11	1	211	6	0	8	7	14	12	246	9	4	267	20	534	554
Total	108	12	40	25	160	47	659	50	6	756	22	8	35	28	65	56	1114	30	10	1200	69	2181	2250
05:00 PM	24	7	8	5	39	8	167	3	0	178	11	2	10	7	23	8	256	8	2	272	14	512	526
05:15 PM	22	1	6	4	29	11	157	4	0	172	8	2	13	10	23	14	293	9	2	316	16	540	556
05:30 PM	10	2	4	3	16	10	168	3	0	181	4	1	5	4	10	3	275	9	1	287	8	494	502
05:45 PM	11	0	2	1	13	11	184	4	0	199	5	0	8	8	13	6	270	4	0	280	9	505	514
Total	67	10	20	13	97	40	676	14	0	730	28	5	36	29	69	31	1094	30	5	1155	47	2051	2098
Grand Total	175	22	60	38	257	87	1335	64	6	1486	50	13	71	57	134	87	2208	60	15	2355	116	4232	4348
Apprch %	68.1	8.6	23.3			5.9	89.8	4.3			37.3	9.7	53			3.7	93.8	2.5					
Total %	4.1	0.5	1.4		6.1	2.1	31.5	1.5		35.1	1.2	0.3	1.7		3.2	2.1	52.2	1.4		55.6	2.7	97.3	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	29	5	8	42	15	150	24	189	6	4	9	19	9	285	8	302	552
04:15 PM	26	2	9	37	7	159	8	174	5	0	9	14	20	268	6	294	519
04:30 PM	27	2	10	39	8	167	7	182	5	4	9	18	15	315	7	337	594
04:45 PM	26	3	13	42	17	183	11	211	6	0	8	14	12	246	9	267	554
Total Volume	108	12	40	160	47	659	50	756	22	8	35	65	56	1114	30	1200	2181
% App. Total	67.5	7.5	25		6.2	87.2	6.6		33.8	12.3	53.8		4.7	92.8	2.5		
PHF	.931	.600	.769	.952	.691	.900	.521	.896	.917	.500	.972	.855	.700	.884	.833	.890	.947

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

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City of Fontana
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 Weather: Clear

File Name : 02_FON_Hem_Foot PM
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	29	5	8	42	15	150	24	189	6	4	9	19	9	285	8	302	
+15 mins.	26	2	9	37	7	159	8	174	5	0	9	14	20	268	6	294	
+30 mins.	27	2	10	39	8	167	7	182	5	4	9	18	15	315	7	337	
+45 mins.	26	3	13	42	17	183	11	211	6	0	8	14	12	246	9	267	
Total Volume	108	12	40	160	47	659	50	756	22	8	35	65	56	1114	30	1200	
% App. Total	67.5	7.5	25		6.2	87.2	6.6		33.8	12.3	53.8		4.7	92.8	2.5		
PHF	.931	.600	.769	.952	.691	.900	.521	.896	.917	.500	.972	.855	.700	.884	.833	.890	

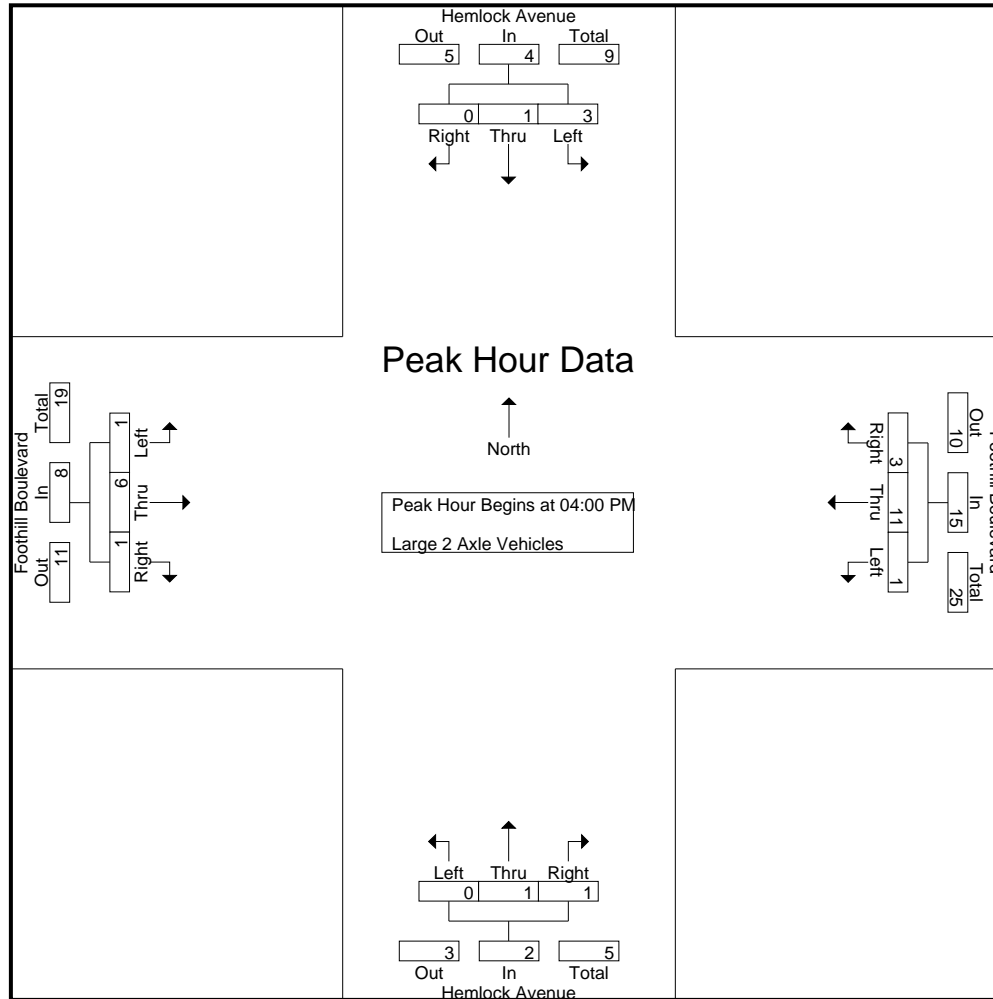
City of Fontana
 N/S: Hemlock Avenue
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 Weather: Clear

File Name : 02_FON_Hem_Foot PM
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Groups Printed- Large 2 Axle Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	0	0	1	1	2	3	0	6	0	0	1	1	1	0	3	0	0	3	1	11	12
04:15 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	8	8
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
04:45 PM	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	7	7
Total	3	1	0	0	4	1	11	3	0	15	0	1	1	1	2	1	6	1	0	8	1	29	30
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
05:15 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	6	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	0	3	0	0	3	1	5	6
Total	1	0	0	0	1	1	5	0	0	6	0	0	1	1	1	0	9	1	0	10	1	18	19
Grand Total	4	1	0	0	5	2	16	3	0	21	0	1	2	2	3	1	15	2	0	18	2	47	49
Aprch %	80	20	0			9.5	76.2	14.3			0	33.3	66.7			5.6	83.3	11.1					
Total %	8.5	2.1	0		10.6	4.3	34	6.4		44.7	0	2.1	4.3		6.4	2.1	31.9	4.3		38.3	4.1	95.9	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	1	2	3	6	0	0	1	1	0	3	0	3	11
04:15 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	1	1	2	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	2	0	0	2	0	2	0	2	0	1	0	1	1	1	0	2	7
Total Volume	3	1	0	4	1	11	3	15	0	1	1	2	1	6	1	8	29
% App. Total	75	25	0		6.7	73.3	20		0	50	50		12.5	75	12.5		
PHF	.375	.250	.000	.500	.250	.550	.250	.625	.000	.250	.250	.500	.250	.500	.250	.667	.659



City of Fontana
 N/S: Hemlock Avenue
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 Weather: Clear

File Name : 02_FON_Hem_Foot PM
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Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	0	1	1	2	3	6	0	0	1	1	0	3	0	3	
+15 mins.	1	0	0	1	0	5	0	5	0	0	0	0	0	1	1	2	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+45 mins.	2	0	0	2	0	2	0	2	0	1	0	1	1	1	0	2	
Total Volume	3	1	0	4	1	11	3	15	0	1	1	2	1	6	1	8	
% App. Total	75	25	0		6.7	73.3	20		0	50	50		12.5	75	12.5		
PHF	.375	.250	.000	.500	.250	.550	.250	.625	.000	.250	.250	.500	.250	.500	.250	.667	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
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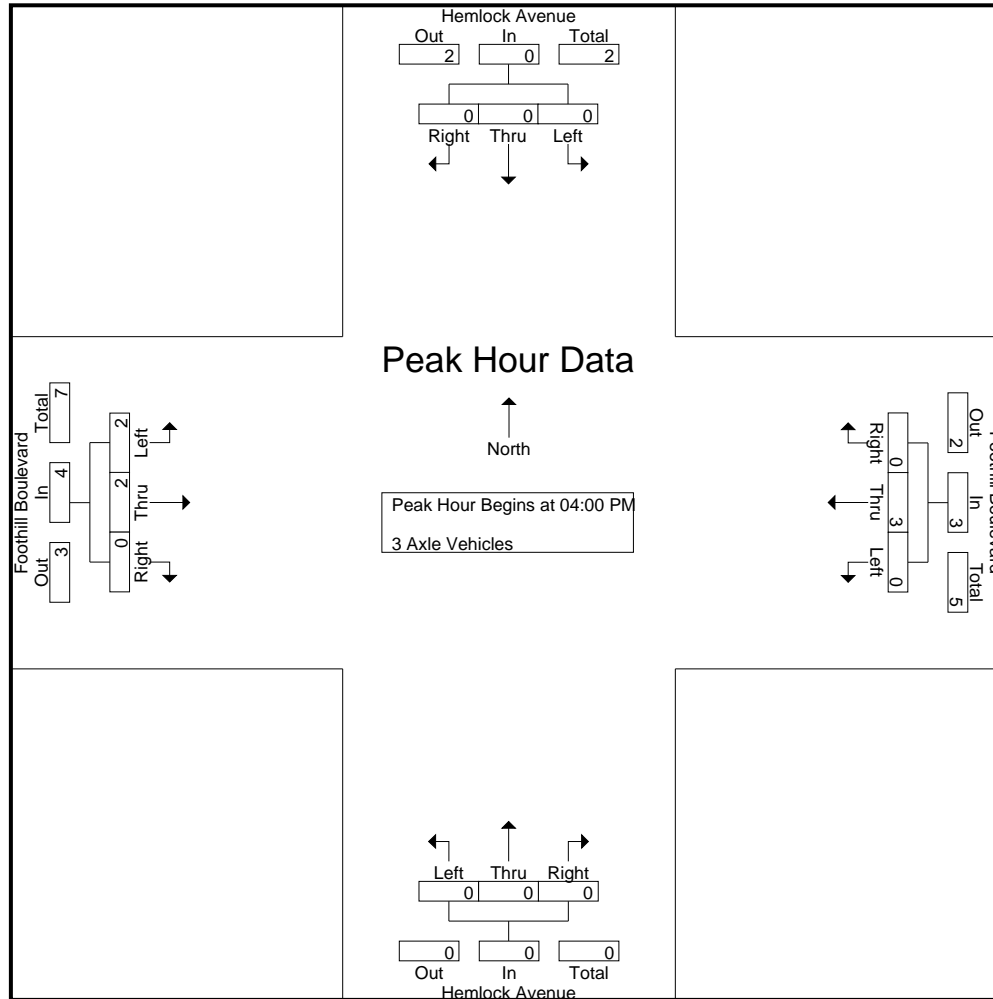
Groups Printed- 3 Axle Vehicles

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	4	4	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	0	7	7	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3	3
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	4	0	0	6	0	10	10	10
Apprch %	0	0	0			0	100	0			0	0	0			33.3	66.7	0						
Total %	0	0	0			0	40	0		40	0	0	0			20	40	0		60	0	100		

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	2	2	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.500	.000	.333	.438

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	2	2	0	4	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	50	50	0	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.500	.000	.333	

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

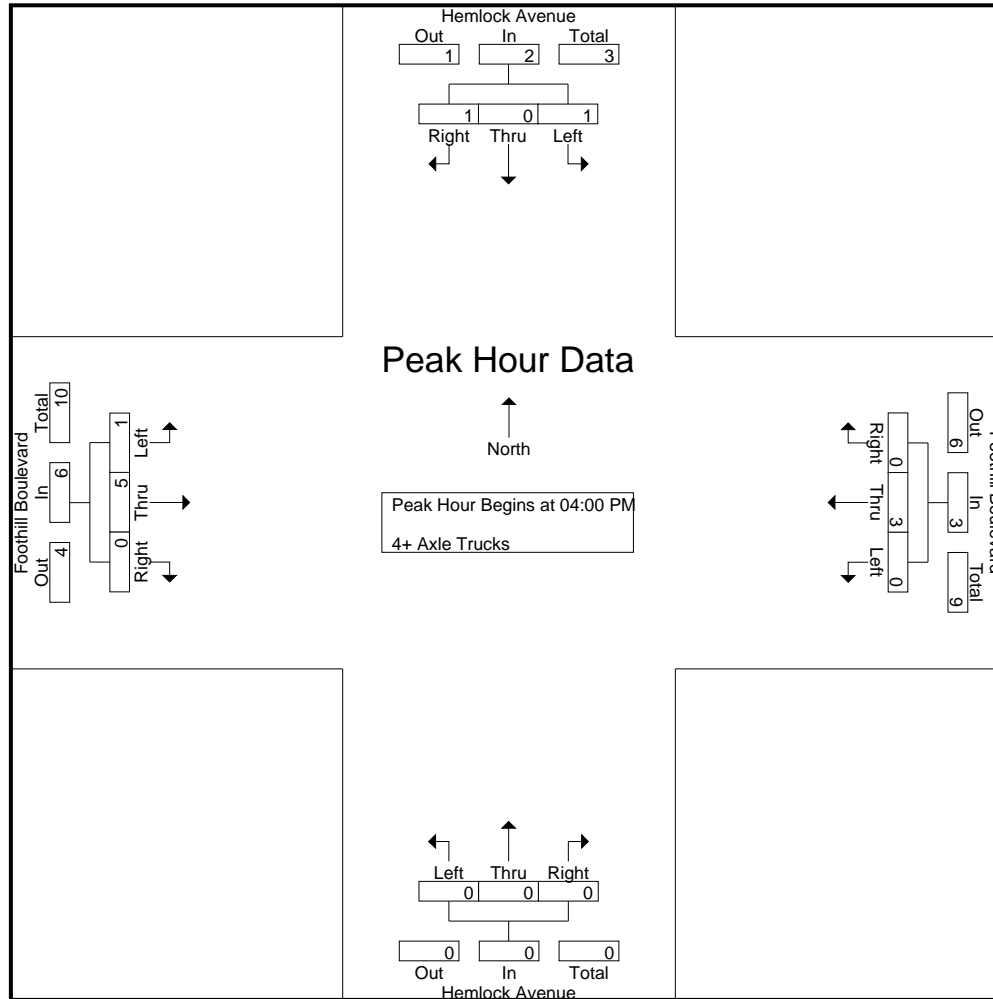
Groups Printed- 4+ Axle Trucks

Start Time	Hemlock Avenue Southbound					Foothill Boulevard Westbound					Hemlock Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
04:15 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
Total	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	11	11
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	2	2	0	0	4	0	0	9	9
Grand Total	2	0	1	0	3	0	7	0	0	7	0	0	0	0	0	3	7	0	0	10	0	0	20	20
Apprch %	66.7	0	33.3			0	100	0			0	0	0			30	70	0			0	0		
Total %	10	0	5		15	0	35	0		35	0	0	0		0	15	35	0		50	0	0	100	

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:15 PM	1	0	1	2	0	1	0	1	0	0	0	0	1	1	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	0	1	2	0	3	0	3	0	0	0	0	1	5	0	6	11
% App. Total	50	0	50		0	100	0		0	0	0		16.7	83.3	0		
PHF	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.625	.000	.750	.550

City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Hemlock Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Hem_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Hemlock Avenue Southbound				Foothill Boulevard Westbound				Hemlock Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+15 mins.	1	0	1	2	0	1	0	1	0	0	0	0	1	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
Total Volume	1	0	1	2	0	3	0	3	0	0	0	0	1	5	0	6	
% App. Total	50	0	50		0	100	0		0	0	0		16.7	83.3	0		
PHF	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.625	.000	.750	

Location: Fontana
 N/S: Hemlock Avenue
 E/W: Miller Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Hemlock Avenue Pedestrians	East Leg Miller Avenue Pedestrians	South Leg Hemlock Avenue Pedestrians	West Leg Miller Avenue Pedestrians	
7:00 AM	0	2	0	1	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	2	5

	North Leg Hemlock Avenue Pedestrians	East Leg Miller Avenue Pedestrians	South Leg Hemlock Avenue Pedestrians	West Leg Miller Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	0	1	0	2

Location: Fontana
 N/S: Hemlock Avenue
 E/W: Miller Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Hemlock Avenue			Westbound Miller Avenue			Northbound Hemlock Avenue			Eastbound Miller Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

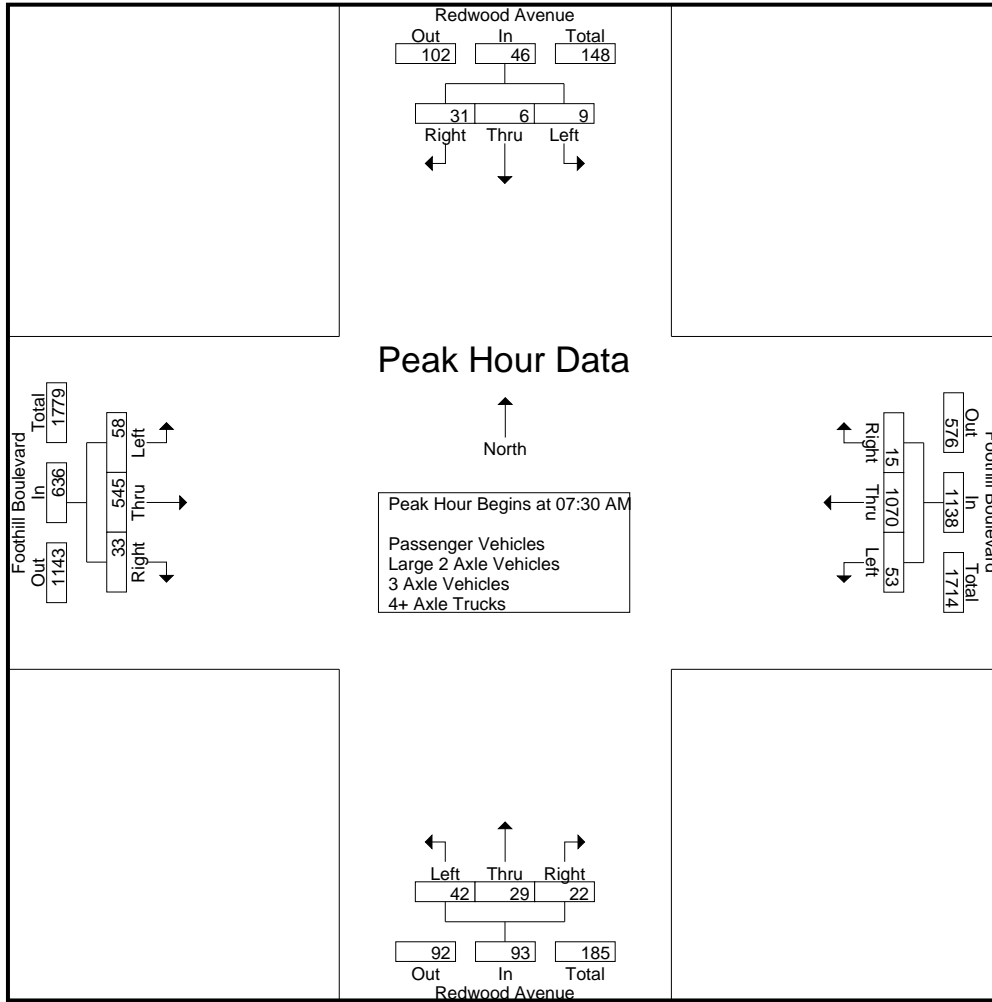
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	2	3	6	2	164	2	168	12	5	5	22	10	78	5	93	289
07:15 AM	3	0	9	12	5	198	3	206	6	3	4	13	10	102	9	121	352
07:30 AM	1	0	11	12	9	332	2	343	10	4	9	23	14	121	6	141	519
07:45 AM	2	2	12	16	21	323	6	350	13	7	7	27	14	120	10	144	537
Total	7	4	35	46	37	1017	13	1067	41	19	25	85	48	421	30	499	1697
08:00 AM	4	2	5	11	13	220	7	240	13	9	3	25	17	154	10	181	457
08:15 AM	2	2	3	7	10	195	0	205	6	9	3	18	13	150	7	170	400
08:30 AM	6	3	7	16	10	152	0	162	5	2	2	9	12	136	12	160	347
08:45 AM	4	2	2	8	8	163	5	176	6	5	5	16	10	108	12	130	330
Total	16	9	17	42	41	730	12	783	30	25	13	68	52	548	41	641	1534
Grand Total	23	13	52	88	78	1747	25	1850	71	44	38	153	100	969	71	1140	3231
Apprch %	26.1	14.8	59.1		4.2	94.4	1.4		46.4	28.8	24.8		8.8	85	6.2		
Total %	0.7	0.4	1.6	2.7	2.4	54.1	0.8	57.3	2.2	1.4	1.2	4.7	3.1	30	2.2	35.3	
Passenger Vehicles	20	13	27	60	77	1700	24	1801	66	42	37	145	88	921	70	1079	3085
% Passenger Vehicles	87	100	51.9	68.2	98.7	97.3	96	97.4	93	95.5	97.4	94.8	88	95	98.6	94.6	95.5
Large 2 Axle Vehicles	2	0	12	14	1	28	0	29	0	0	1	1	5	31	1	37	81
% Large 2 Axle Vehicles	8.7	0	23.1	15.9	1.3	1.6	0	1.6	0	0	2.6	0.7	5	3.2	1.4	3.2	2.5
3 Axle Vehicles	0	0	0	0	0	6	0	6	5	2	0	7	0	0	0	0	13
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	7	4.5	0	4.6	0	0	0	0	0.4
4+ Axle Trucks	1	0	13	14	0	13	1	14	0	0	0	0	7	17	0	24	52
% 4+ Axle Trucks	4.3	0	25	15.9	0	0.7	4	0.8	0	0	0	0	7	1.8	0	2.1	1.6

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	11	12	9	332	2	343	10	4	9	23	14	121	6	141	519
07:45 AM	2	2	12	16	21	323	6	350	13	7	7	27	14	120	10	144	537
08:00 AM	4	2	5	11	13	220	7	240	13	9	3	25	17	154	10	181	457
08:15 AM	2	2	3	7	10	195	0	205	6	9	3	18	13	150	7	170	400
Total Volume	9	6	31	46	53	1070	15	1138	42	29	22	93	58	545	33	636	1913
% App. Total	19.6	13	67.4		4.7	94	1.3		45.2	31.2	23.7		9.1	85.7	5.2		
PHF	.563	.750	.646	.719	.631	.806	.536	.813	.808	.806	.611	.861	.853	.885	.825	.878	.891

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 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				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	3	0	9	12	5	198	3	206	10	4	9	23	14	120	10	144
+15 mins.	1	0	11	12	9	332	2	343	13	7	7	27	17	154	10	181
+30 mins.	2	2	12	16	21	323	6	350	13	9	3	25	13	150	7	170
+45 mins.	4	2	5	11	13	220	7	240	6	9	3	18	12	136	12	160
Total Volume	10	4	37	51	48	1073	18	1139	42	29	22	93	56	560	39	655
% App. Total	19.6	7.8	72.5		4.2	94.2	1.6		45.2	31.2	23.7		8.5	85.5	6	
PHF	.625	.500	.771	.797	.571	.808	.643	.814	.808	.806	.611	.861	.824	.909	.813	.905

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- Passenger Vehicles

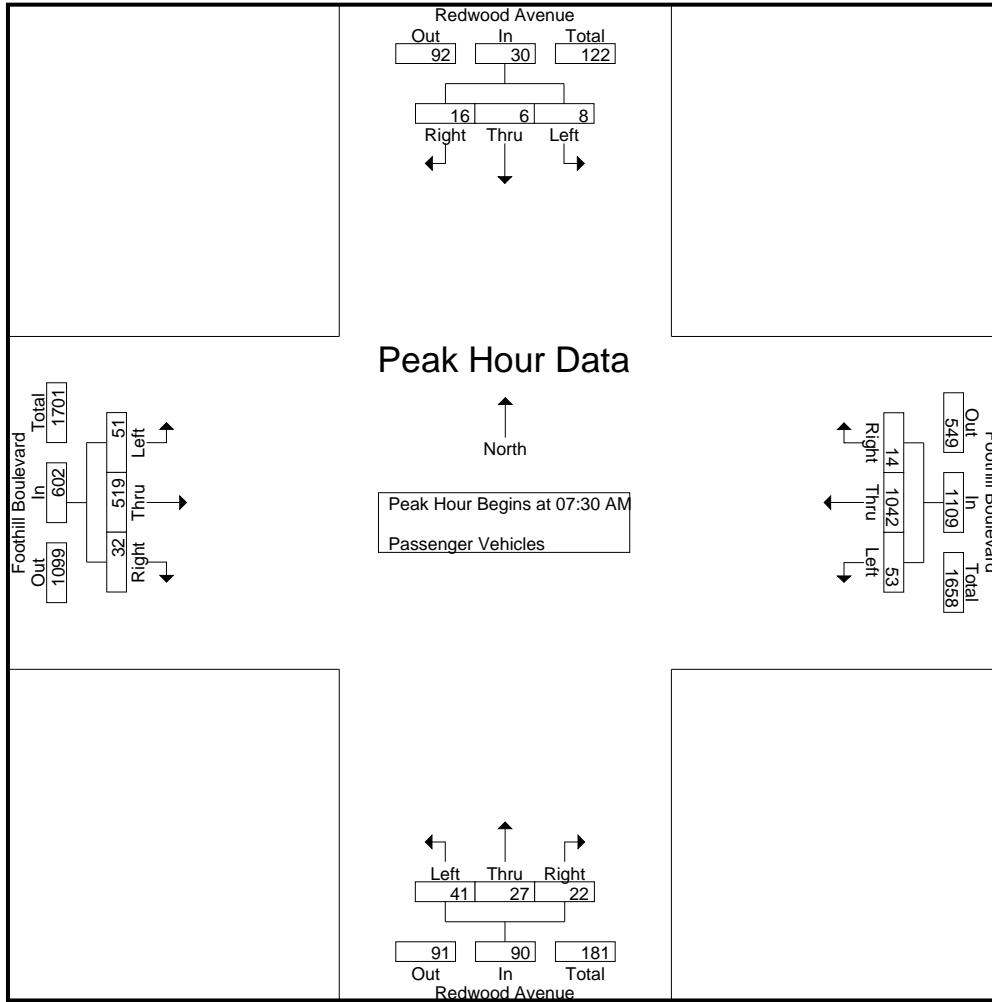
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	2	5	2	155	2	159	9	5	4	18	10	76	5	91	273
07:15 AM	2	0	4	6	5	196	3	204	6	3	4	13	9	95	9	113	336
07:30 AM	1	0	4	5	9	320	2	331	9	4	9	22	12	117	5	134	492
07:45 AM	2	2	6	10	21	320	5	346	13	7	7	27	11	114	10	135	518
Total	6	4	16	26	37	991	12	1040	37	19	24	80	42	402	29	473	1619
08:00 AM	3	2	4	9	13	215	7	235	13	9	3	25	16	148	10	174	443
08:15 AM	2	2	2	6	10	187	0	197	6	7	3	16	12	140	7	159	378
08:30 AM	5	3	4	12	9	148	0	157	5	2	2	9	9	128	12	149	327
08:45 AM	4	2	1	7	8	159	5	172	5	5	5	15	9	103	12	124	318
Total	14	9	11	34	40	709	12	761	29	23	13	65	46	519	41	606	1466
Grand Total	20	13	27	60	77	1700	24	1801	66	42	37	145	88	921	70	1079	3085
Apprch %	33.3	21.7	45		4.3	94.4	1.3		45.5	29	25.5		8.2	85.4	6.5		
Total %	0.6	0.4	0.9	1.9	2.5	55.1	0.8	58.4	2.1	1.4	1.2	4.7	2.9	29.9	2.3	35	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	1	0	4	5	9	320	2	331	9	4	9	22	12	117	5	134	492
07:45 AM	2	2	6	10	21	320	5	346	13	7	7	27	11	114	10	135	518
08:00 AM	3	2	4	9	13	215	7	235	13	9	3	25	16	148	10	174	443
08:15 AM	2	2	2	6	10	187	0	197	6	7	3	16	12	140	7	159	378
Total Volume	8	6	16	30	53	1042	14	1109	41	27	22	90	51	519	32	602	1831
% App. Total	26.7	20	53.3		4.8	94	1.3		45.6	30	24.4		8.5	86.2	5.3		
PHF	.667	.750	.667	.750	.631	.814	.500	.801	.788	.750	.611	.833	.797	.877	.800	.865	.884

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

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	4	5	9	320	2	331	9	4	9	22	12	117	5	134
+15 mins.	2	2	6	10	21	320	5	346	13	7	7	27	11	114	10	135
+30 mins.	3	2	4	9	13	215	7	235	13	9	3	25	16	148	10	174
+45 mins.	2	2	2	6	10	187	0	197	6	7	3	16	12	140	7	159
Total Volume	8	6	16	30	53	1042	14	1109	41	27	22	90	51	519	32	602
% App. Total	26.7	20	53.3		4.8	94	1.3		45.6	30	24.4		8.5	86.2	5.3	
PHF	.667	.750	.667	.750	.631	.814	.500	.801	.788	.750	.611	.833	.797	.877	.800	.865

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

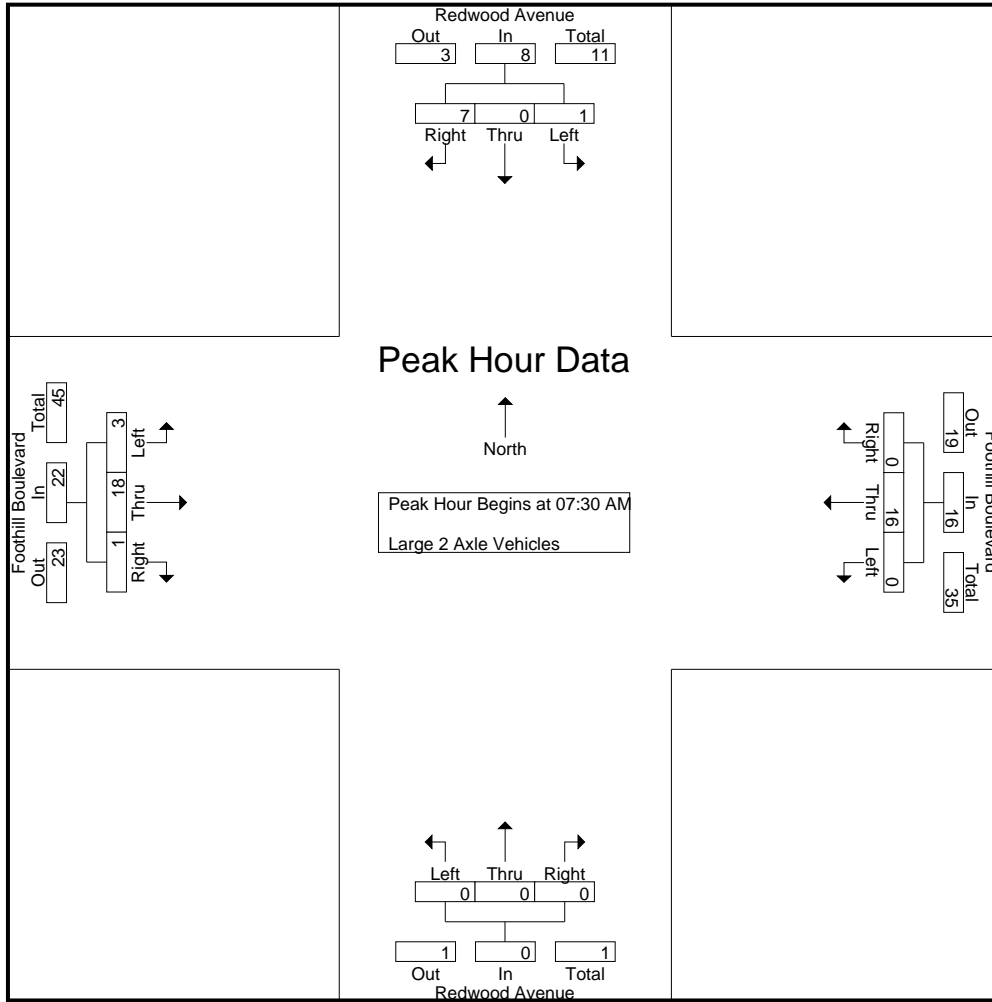
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	2	0	2	7
07:15 AM	1	0	2	3	0	1	0	1	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	4	4	0	7	0	7	0	0	0	0	1	2	1	4	15
07:45 AM	0	0	3	3	0	3	0	3	0	0	0	0	1	4	0	5	11
Total	1	0	9	10	0	15	0	15	0	0	1	1	2	12	1	15	41
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	1	4	0	5	8
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
08:30 AM	0	0	2	2	1	3	0	4	0	0	0	0	2	5	0	7	13
08:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
Total	1	0	3	4	1	13	0	14	0	0	0	0	3	19	0	22	40
Grand Total	2	0	12	14	1	28	0	29	0	0	1	1	5	31	1	37	81
Apprch %	14.3	0	85.7		3.4	96.6	0		0	0	100		13.5	83.8	2.7		
Total %	2.5	0	14.8	17.3	1.2	34.6	0	35.8	0	0	1.2	1.2	6.2	38.3	1.2	45.7	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	4	4	0	7	0	7	0	0	0	0	1	2	1	4	15
07:45 AM	0	0	3	3	0	3	0	3	0	0	0	0	1	4	0	5	11
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	1	4	0	5	8
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
Total Volume	1	0	7	8	0	16	0	16	0	0	0	0	3	18	1	22	46
% App. Total	12.5	0	87.5		0	100	0		0	0	0		13.6	81.8	4.5		
PHF	.250	.000	.438	.500	.000	.571	.000	.571	.000	.000	.000	.000	.750	.563	.250	.688	.767

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

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	4	4	0	7	0	7	0	0	0	0	1	2	1	4
+15 mins.	0	0	3	3	0	3	0	3	0	0	0	0	1	4	0	5
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	1	4	0	5
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8
Total Volume	1	0	7	8	0	16	0	16	0	0	0	0	3	18	1	22
% App. Total	12.5	0	87.5		0	100	0		0	0	0		13.6	81.8	4.5	
PHF	.250	.000	.438	.500	.000	.571	.000	.571	.000	.000	.000	.000	.750	.563	.250	.688

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

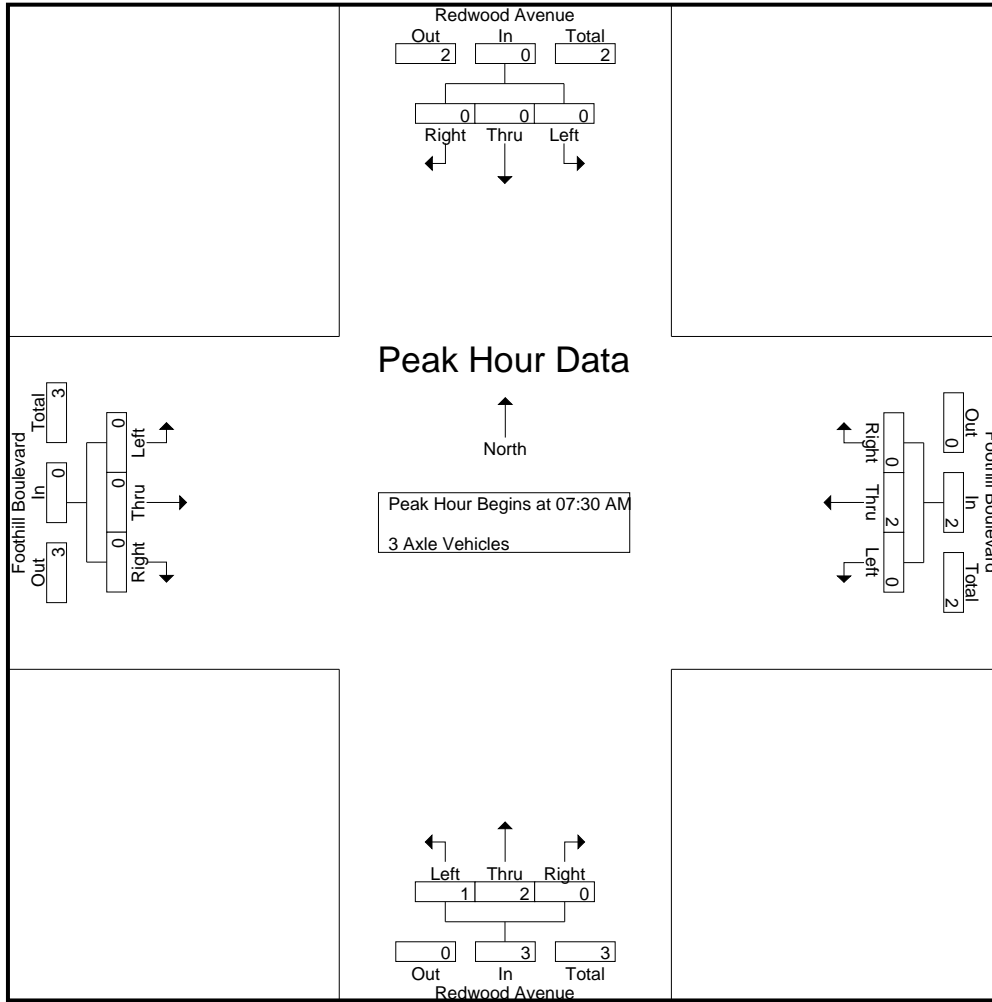
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	3	0	0	3	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	6	0	6	4	0	0	4	0	0	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
Grand Total	0	0	0	0	0	6	0	6	5	2	0	7	0	0	0	0	13
Apprch %	0	0	0		0	100	0		71.4	28.6	0		0	0	0		
Total %	0	0	0		0	46.2	0	46.2	38.5	15.4	0	53.8	0	0	0		

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	0	0	0	5
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.375	.000	.000	.000	.000	.417

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

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	33.3	66.7	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.375	.000	.000	.000	.000

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

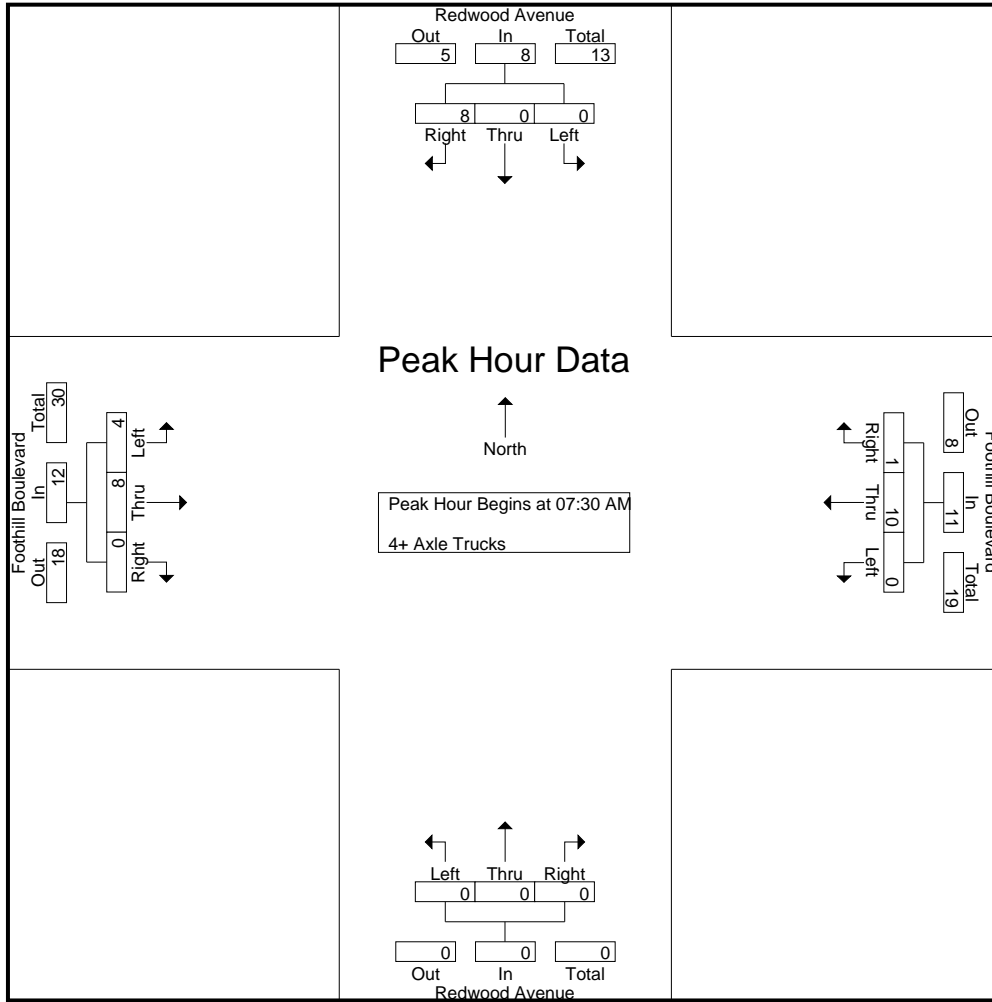
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	3	3	0	1	0	1	0	0	0	0	1	3	0	4	4	8
07:30 AM	0	0	3	3	0	3	0	3	0	0	0	0	1	2	0	3	3	9
07:45 AM	0	0	3	3	0	0	1	1	0	0	0	0	2	2	0	4	4	8
Total	0	0	10	10	0	5	1	6	0	0	0	0	4	7	0	11	11	27
08:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	2	6
08:15 AM	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3	3	8
08:30 AM	1	0	1	2	0	1	0	1	0	0	0	0	1	3	0	4	4	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4	4
Total	1	0	3	4	0	8	0	8	0	0	0	0	3	10	0	13	13	25
Grand Total	1	0	13	14	0	13	1	14	0	0	0	0	7	17	0	24	24	52
Apprch %	7.1	0	92.9		0	92.9	7.1		0	0	0		29.2	70.8	0			
Total %	1.9	0	25	26.9	0	25	1.9	26.9	0	0	0	0	13.5	32.7	0	46.2	46.2	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	0	3	3	0	3	0	3	0	0	0	0	1	2	0	3	3	9
07:45 AM	0	0	3	3	0	0	1	1	0	0	0	0	2	2	0	4	4	8
08:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	2	6
08:15 AM	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3	3	8
Total Volume	0	0	8	8	0	10	1	11	0	0	0	0	4	8	0	12	12	31
% App. Total	0	0	100		0	90.9	9.1		0	0	0		33.3	66.7	0			
PHF	.000	.000	.667	.667	.000	.625	.250	.688	.000	.000	.000	.000	.500	1.00	.000	.750	.750	.861

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

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

File Name : 01_FON_Red_FH AM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	3	3	0	3	0	3	0	0	0	0	1	2	0	3
+15 mins.	0	0	3	3	0	0	1	1	0	0	0	0	2	2	0	4
+30 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3
Total Volume	0	0	8	8	0	10	1	11	0	0	0	0	4	8	0	12
% App. Total	0	0	100		0	90.9	9.1		0	0	0		33.3	66.7	0	
PHF	.000	.000	.667	.667	.000	.625	.250	.688	.000	.000	.000	.000	.500	1.000	.000	.750

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

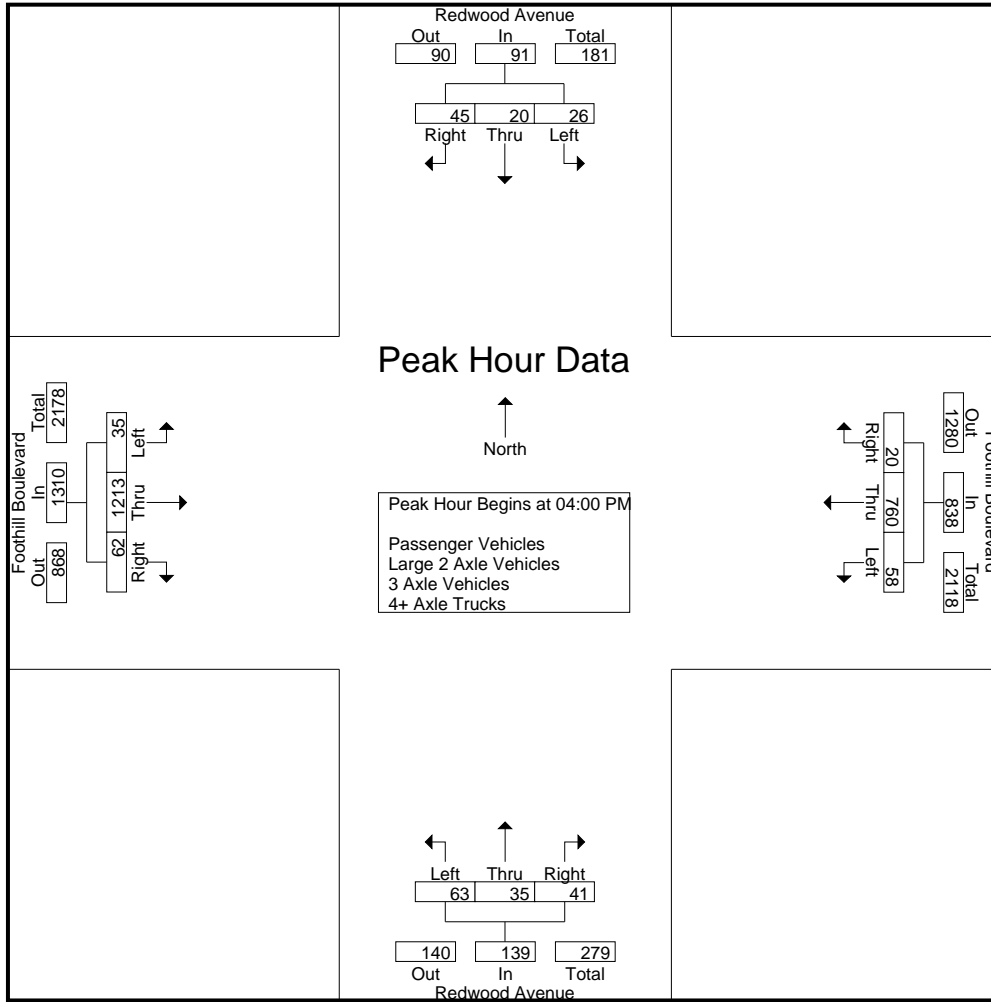
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	12	5	17	34	12	189	7	208	13	8	9	30	9	292	9	310	582
04:15 PM	0	3	8	11	7	180	5	192	16	11	15	42	11	307	22	340	585
04:30 PM	8	7	10	25	19	197	5	221	21	8	8	37	5	299	14	318	601
04:45 PM	6	5	10	21	20	194	3	217	13	8	9	30	10	315	17	342	610
Total	26	20	45	91	58	760	20	838	63	35	41	139	35	1213	62	1310	2378
05:00 PM	5	3	14	22	10	177	3	190	17	9	6	32	7	292	9	308	552
05:15 PM	3	3	4	10	18	150	3	171	18	6	3	27	6	308	17	331	539
05:30 PM	2	2	13	17	11	168	5	184	18	8	3	29	3	300	16	319	549
05:45 PM	2	4	4	10	21	175	4	200	13	2	4	19	4	293	19	316	545
Total	12	12	35	59	60	670	15	745	66	25	16	107	20	1193	61	1274	2185
Grand Total	38	32	80	150	118	1430	35	1583	129	60	57	246	55	2406	123	2584	4563
Apprch %	25.3	21.3	53.3		7.5	90.3	2.2		52.4	24.4	23.2		2.1	93.1	4.8		
Total %	0.8	0.7	1.8	3.3	2.6	31.3	0.8	34.7	2.8	1.3	1.2	5.4	1.2	52.7	2.7	56.6	
Passenger Vehicles	35	28	71	134	117	1386	34	1537	128	58	57	243	46	2376	122	2544	4458
% Passenger Vehicles	92.1	87.5	88.8	89.3	99.2	96.9	97.1	97.1	99.2	96.7	100	98.8	83.6	98.8	99.2	98.5	97.7
Large 2 Axle Vehicles	1	1	1	3	1	26	0	27	1	1	0	2	4	17	1	22	54
% Large 2 Axle Vehicles	2.6	3.1	1.2	2	0.8	1.8	0	1.7	0.8	1.7	0	0.8	7.3	0.7	0.8	0.9	1.2
3 Axle Vehicles	0	3	4	7	0	8	0	8	0	1	0	1	1	5	0	6	22
% 3 Axle Vehicles	0	9.4	5	4.7	0	0.6	0	0.5	0	1.7	0	0.4	1.8	0.2	0	0.2	0.5
4+ Axle Trucks	2	0	4	6	0	10	1	11	0	0	0	0	4	8	0	12	29
% 4+ Axle Trucks	5.3	0	5	4	0	0.7	2.9	0.7	0	0	0	0	7.3	0.3	0	0.5	0.6

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	12	5	17	34	12	189	7	208	13	8	9	30	9	292	9	310	582
04:15 PM	0	3	8	11	7	180	5	192	16	11	15	42	11	307	22	340	585
04:30 PM	8	7	10	25	19	197	5	221	21	8	8	37	5	299	14	318	601
04:45 PM	6	5	10	21	20	194	3	217	13	8	9	30	10	315	17	342	610
Total Volume	26	20	45	91	58	760	20	838	63	35	41	139	35	1213	62	1310	2378
% App. Total	28.6	22	49.5		6.9	90.7	2.4		45.3	25.2	29.5		2.7	92.6	4.7		
PHF	.542	.714	.662	.669	.725	.964	.714	.948	.750	.795	.683	.827	.795	.963	.705	.958	.975

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
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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				04:15 PM				04:00 PM			
+0 mins.	12	5	17	34	12	189	7	208	16	11	15	42	9	292	9	310
+15 mins.	0	3	8	11	7	180	5	192	21	8	8	37	11	307	22	340
+30 mins.	8	7	10	25	19	197	5	221	13	8	9	30	5	299	14	318
+45 mins.	6	5	10	21	20	194	3	217	17	9	6	32	10	315	17	342
Total Volume	26	20	45	91	58	760	20	838	67	36	38	141	35	1213	62	1310
% App. Total	28.6	22	49.5		6.9	90.7	2.4		47.5	25.5	27		2.7	92.6	4.7	
PHF	.542	.714	.662	.669	.725	.964	.714	.948	.798	.818	.633	.839	.795	.963	.705	.958

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- Passenger Vehicles

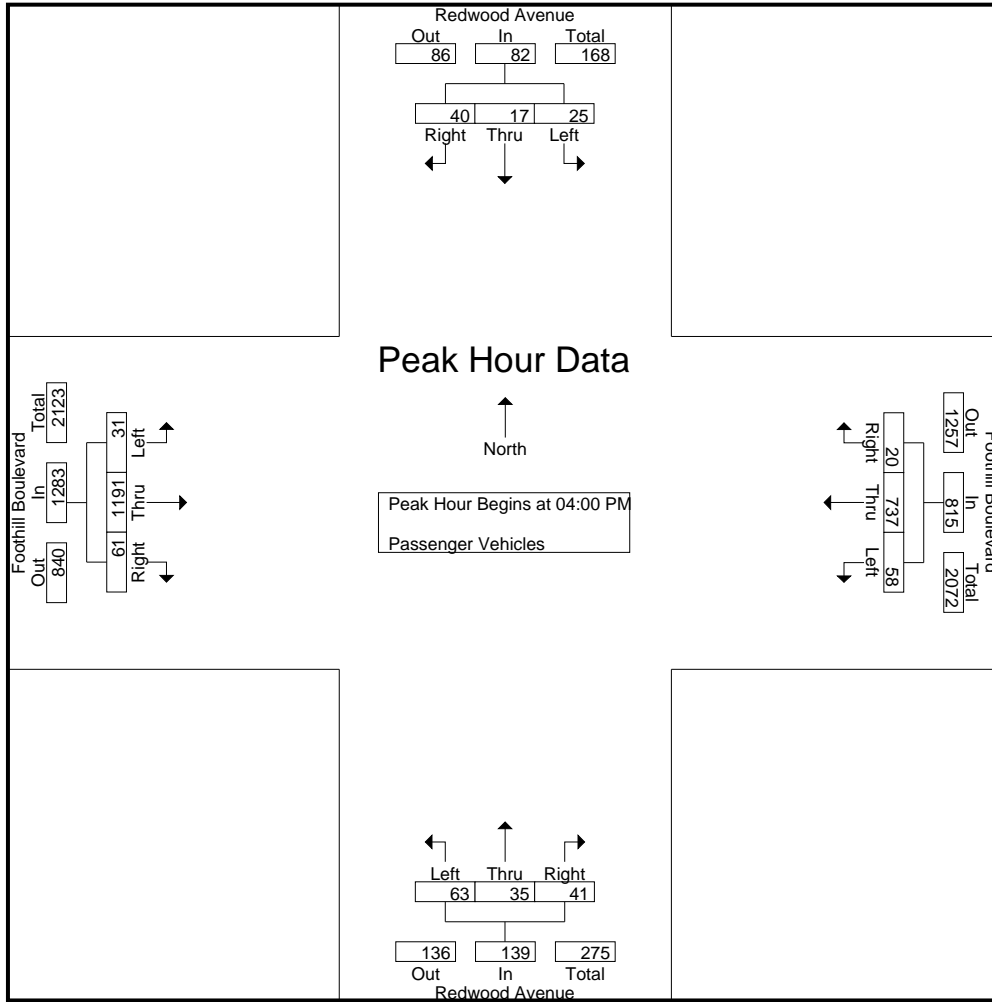
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	5	14	31	12	181	7	200	13	8	9	30	7	288	9	304	565
04:15 PM	0	3	7	10	7	177	5	189	16	11	15	42	10	301	21	332	573
04:30 PM	7	6	9	22	19	192	5	216	21	8	8	37	5	296	14	315	590
04:45 PM	6	3	10	19	20	187	3	210	13	8	9	30	9	306	17	332	591
Total	25	17	40	82	58	737	20	815	63	35	41	139	31	1191	61	1283	2319
05:00 PM	4	3	12	19	10	170	2	182	16	7	6	29	4	290	9	303	533
05:15 PM	3	2	3	8	17	146	3	166	18	6	3	27	4	306	17	327	528
05:30 PM	1	2	13	16	11	162	5	178	18	8	3	29	3	296	16	315	538
05:45 PM	2	4	3	9	21	171	4	196	13	2	4	19	4	293	19	316	540
Total	10	11	31	52	59	649	14	722	65	23	16	104	15	1185	61	1261	2139
Grand Total	35	28	71	134	117	1386	34	1537	128	58	57	243	46	2376	122	2544	4458
Apprch %	26.1	20.9	53		7.6	90.2	2.2		52.7	23.9	23.5		1.8	93.4	4.8		
Total %	0.8	0.6	1.6	3	2.6	31.1	0.8	34.5	2.9	1.3	1.3	5.5	1	53.3	2.7	57.1	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	12	5	14	31	12	181	7	200	13	8	9	30	7	288	9	304	565
04:15 PM	0	3	7	10	7	177	5	189	16	11	15	42	10	301	21	332	573
04:30 PM	7	6	9	22	19	192	5	216	21	8	8	37	5	296	14	315	590
04:45 PM	6	3	10	19	20	187	3	210	13	8	9	30	9	306	17	332	591
Total Volume	25	17	40	82	58	737	20	815	63	35	41	139	31	1191	61	1283	2319
% App. Total	30.5	20.7	48.8		7.1	90.4	2.5		45.3	25.2	29.5		2.4	92.8	4.8		
PHF	.521	.708	.714	.661	.725	.960	.714	.943	.750	.795	.683	.827	.775	.973	.726	.966	.981

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

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	12	5	14	31	12	181	7	200	13	8	9	30	7	288	9	304
+15 mins.	0	3	7	10	7	177	5	189	16	11	15	42	10	301	21	332
+30 mins.	7	6	9	22	19	192	5	216	21	8	8	37	5	296	14	315
+45 mins.	6	3	10	19	20	187	3	210	13	8	9	30	9	306	17	332
Total Volume	25	17	40	82	58	737	20	815	63	35	41	139	31	1191	61	1283
% App. Total	30.5	20.7	48.8		7.1	90.4	2.5		45.3	25.2	29.5		2.4	92.8	4.8	
PHF	.521	.708	.714	.661	.725	.960	.714	.943	.750	.795	.683	.827	.775	.973	.726	.966

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

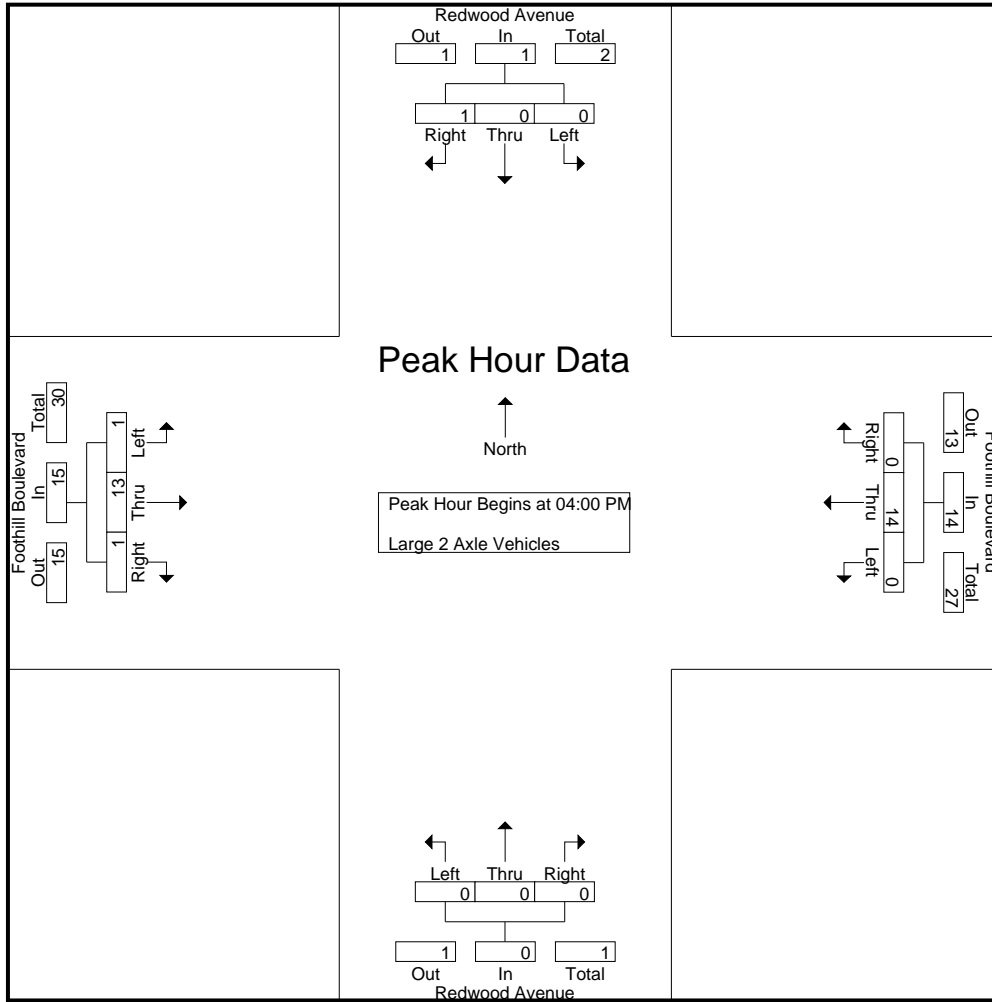
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	1	5	6
04:30 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	1	1	0	14	0	14	0	0	0	0	1	13	1	15	30
05:00 PM	0	0	0	0	0	3	0	3	1	1	0	2	2	0	0	2	7
05:15 PM	0	1	0	1	1	3	0	4	0	0	0	0	1	1	0	2	7
05:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	1	1	0	2	1	12	0	13	1	1	0	2	3	4	0	7	24
Grand Total	1	1	1	3	1	26	0	27	1	1	0	2	4	17	1	22	54
Apprch %	33.3	33.3	33.3		3.7	96.3	0		50	50	0		18.2	77.3	4.5		
Total %	1.9	1.9	1.9	5.6	1.9	48.1	0	50	1.9	1.9	0	3.7	7.4	31.5	1.9	40.7	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	1	5	6
04:30 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total Volume	0	0	1	1	0	14	0	14	0	0	0	0	1	13	1	15	30
% App. Total	0	0	100		0	100	0		0	0	0		6.7	86.7	6.7		
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.250	.542	.250	.625	.750

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

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	1
+30 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	0	2	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	6	6
Total Volume	0	0	1	1	0	14	0	14	0	0	0	0	1	13	1	15
% App. Total	0	0	100		0	100	0		0	0	0		6.7	86.7	6.7	
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.250	.542	.250	.625

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

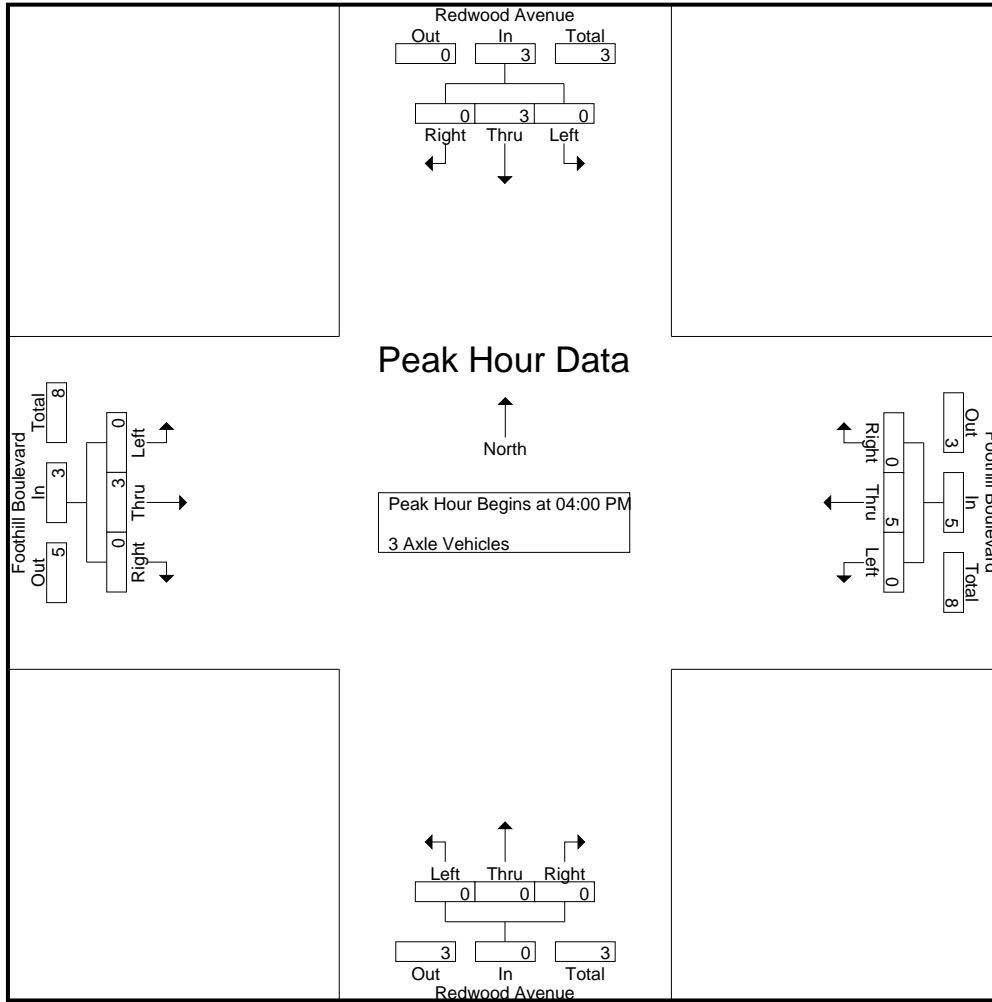
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Total	0	3	0	3	0	5	0	5	0	0	0	0	0	3	0	3	11
05:00 PM	0	0	2	2	0	2	0	2	0	1	0	1	0	1	0	1	6
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	4	0	3	0	3	0	1	0	1	1	2	0	3	11
Grand Total	0	3	4	7	0	8	0	8	0	1	0	1	1	5	0	6	22
Apprch %	0	42.9	57.1		0	100	0		0	100	0		16.7	83.3	0		
Total %	0	13.6	18.2	31.8	0	36.4	0	36.4	0	4.5	0	4.5	4.5	22.7	0	27.3	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Total Volume	0	3	0	3	0	5	0	5	0	0	0	0	0	3	0	3	11
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.550

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

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	3	0	3	0	5	0	5	0	0	0	0	0	3	0	3
% App. Total	0	100	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.375	.000	.375	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

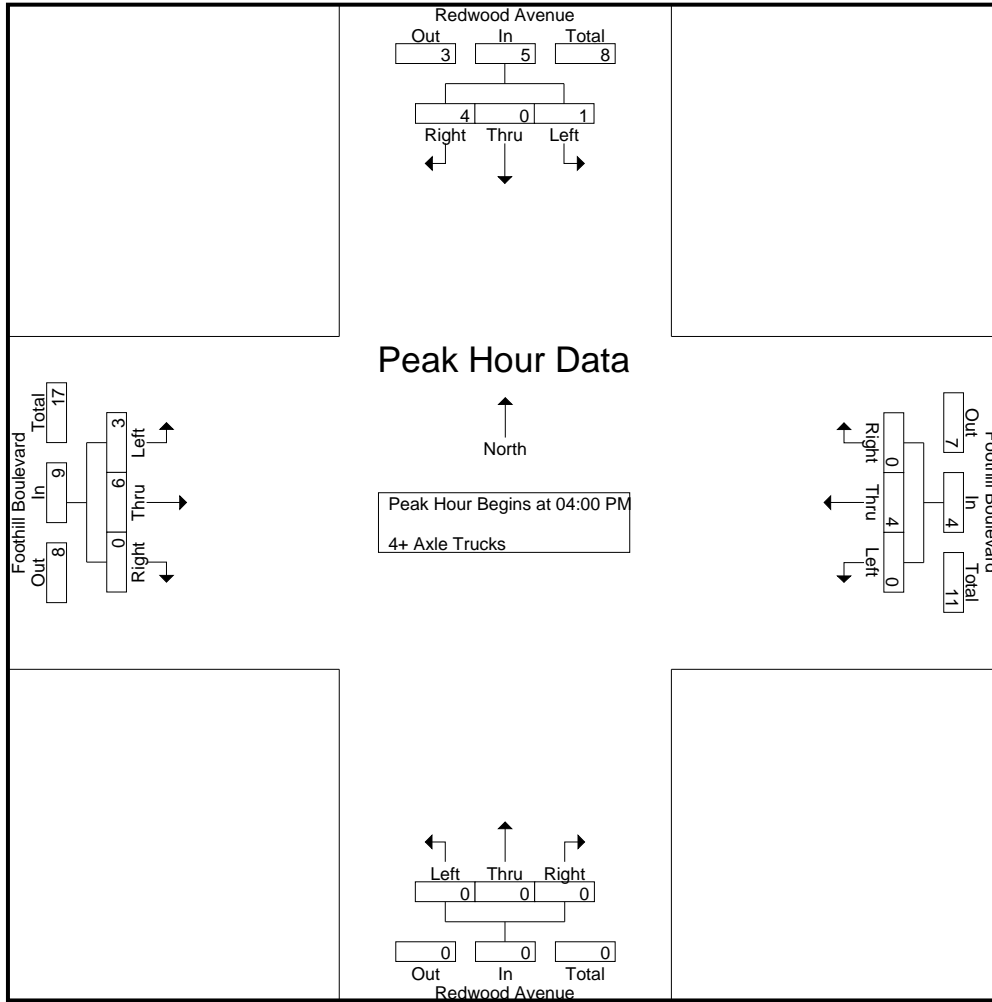
Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	2	1	0	3	7
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
Total	1	0	4	5	0	4	0	4	0	0	0	0	3	6	0	9	18
05:00 PM	1	0	0	1	0	2	1	3	0	0	0	0	1	1	0	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	6	1	7	0	0	0	0	1	2	0	3	11
Grand Total	2	0	4	6	0	10	1	11	0	0	0	0	4	8	0	12	29
Apprch %	33.3	0	66.7		0	90.9	9.1		0	0	0		33.3	66.7	0		
Total %	6.9	0	13.8	20.7	0	34.5	3.4	37.9	0	0	0	0	13.8	27.6	0	41.4	

Start Time	Redwood Avenue Southbound				Foothill Boulevard Westbound				Redwood Avenue Northbound				Foothill Boulevard 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	0	3	3	0	1	0	1	0	0	0	0	2	1	0	3	7
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
Total Volume	1	0	4	5	0	4	0	4	0	0	0	0	3	6	0	9	18
% App. Total	20	0	80		0	100	0		0	0	0		33.3	66.7	0		
PHF	.250	.000	.333	.417	.000	.500	.000	.500	.000	.000	.000	.000	.375	.750	.000	.750	.643

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

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

File Name : 01_FON_Red_FH PM
 Site Code : 05122856
 Start Date : 1/27/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	3	3	0	1	0	1	0	0	0	0	2	1	0	3
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3
Total Volume	1	0	4	5	0	4	0	4	0	0	0	0	3	6	0	9
% App. Total	20	0	80		0	100	0		0	0	0		33.3	66.7	0	
PHF	.250	.000	.333	.417	.000	.500	.000	.500	.000	.000	.000	.000	.375	.750	.000	.750

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

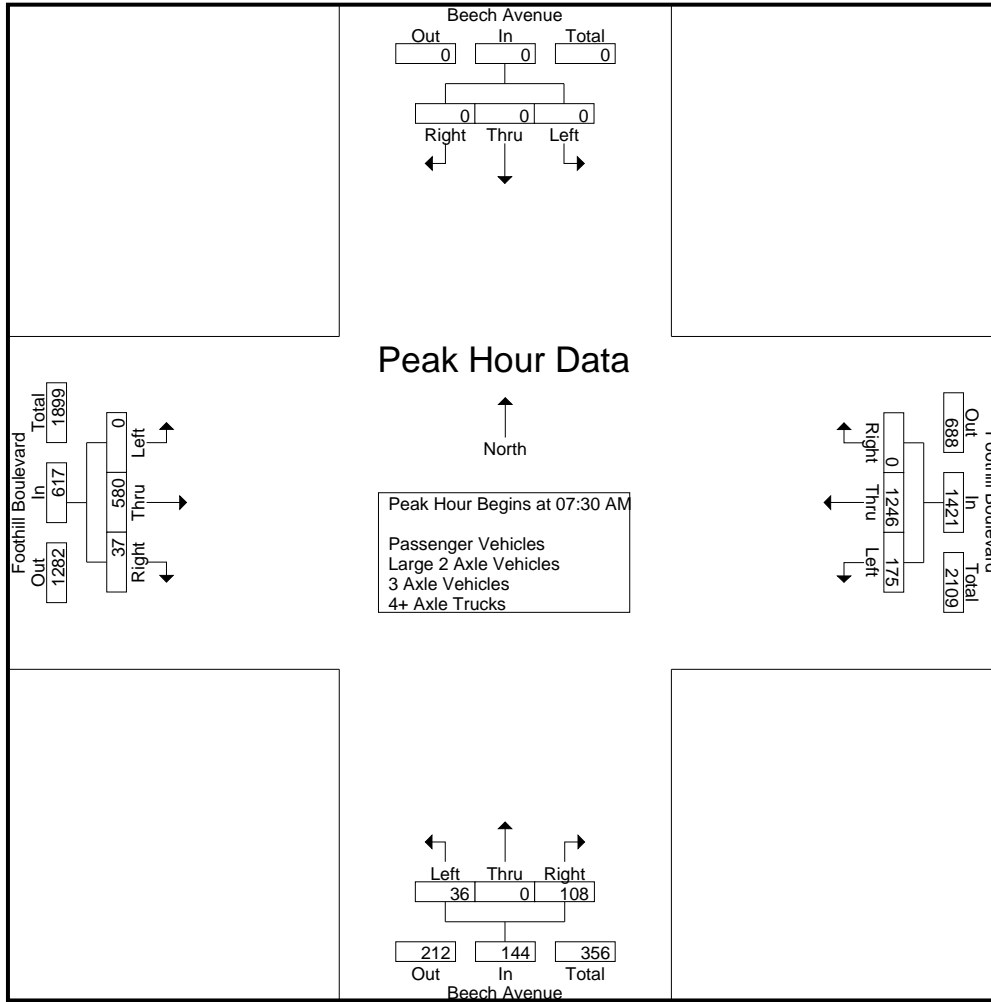
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	43	205	0	248	4	0	14	18	0	92	10	102	368
07:15 AM	0	0	0	0	48	256	0	304	6	0	18	24	1	93	12	106	434
07:30 AM	0	0	0	0	56	391	0	447	5	0	25	30	0	136	9	145	622
07:45 AM	0	0	0	0	44	363	0	407	13	0	32	45	0	149	15	164	616
Total	0	0	0	0	191	1215	0	1406	28	0	89	117	1	470	46	517	2040
08:00 AM	0	0	0	0	41	271	0	312	10	0	24	34	0	156	7	163	509
08:15 AM	0	0	0	0	34	221	0	255	8	0	27	35	0	139	6	145	435
08:30 AM	0	0	0	0	34	200	0	234	5	0	15	20	0	116	13	129	383
08:45 AM	0	0	0	0	31	187	0	218	3	0	17	20	0	142	15	157	395
Total	0	0	0	0	140	879	0	1019	26	0	83	109	0	553	41	594	1722
Grand Total	0	0	0	0	331	2094	0	2425	54	0	172	226	1	1023	87	1111	3762
Apprch %	0	0	0		13.6	86.4	0		23.9	0	76.1		0.1	92.1	7.8		
Total %	0	0	0	0	8.8	55.7	0	64.5	1.4	0	4.6	6	0	27.2	2.3	29.5	
Passenger Vehicles	0	0	0	0	320	2044	0	2364	49	0	159	208	1	959	79	1039	3611
% Passenger Vehicles	0	0	0	0	96.7	97.6	0	97.5	90.7	0	92.4	92	100	93.7	90.8	93.5	96
Large 2 Axle Vehicles	0	0	0	0	8	30	0	38	4	0	11	15	0	36	4	40	93
% Large 2 Axle Vehicles	0	0	0	0	2.4	1.4	0	1.6	7.4	0	6.4	6.6	0	3.5	4.6	3.6	2.5
3 Axle Vehicles	0	0	0	0	2	7	0	9	1	0	1	2	0	9	2	11	22
% 3 Axle Vehicles	0	0	0	0	0.6	0.3	0	0.4	1.9	0	0.6	0.9	0	0.9	2.3	1	0.6
4+ Axle Trucks	0	0	0	0	1	13	0	14	0	0	1	1	0	19	2	21	36
% 4+ Axle Trucks	0	0	0	0	0.3	0.6	0	0.6	0	0	0.6	0.4	0	1.9	2.3	1.9	1

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	56	391	0	447	5	0	25	30	0	136	9	145	622
07:45 AM	0	0	0	0	44	363	0	407	13	0	32	45	0	149	15	164	616
08:00 AM	0	0	0	0	41	271	0	312	10	0	24	34	0	156	7	163	509
08:15 AM	0	0	0	0	34	221	0	255	8	0	27	35	0	139	6	145	435
Total Volume	0	0	0	0	175	1246	0	1421	36	0	108	144	0	580	37	617	2182
% App. Total	0	0	0		12.3	87.7	0		25	0	75		0	94	6		
PHF	.000	.000	.000	.000	.781	.797	.000	.795	.692	.000	.844	.800	.000	.929	.617	.941	.877

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 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:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	48	256	0	304	5	0	25	30	0	136	9	145
+15 mins.	0	0	0	0	56	391	0	447	13	0	32	45	0	149	15	164
+30 mins.	0	0	0	0	44	363	0	407	10	0	24	34	0	156	7	163
+45 mins.	0	0	0	0	41	271	0	312	8	0	27	35	0	139	6	145
Total Volume	0	0	0	0	189	1281	0	1470	36	0	108	144	0	580	37	617
% App. Total	0	0	0	0	12.9	87.1	0		25	0	75		0	94	6	
PHF	.000	.000	.000	.000	.844	.819	.000	.822	.692	.000	.844	.800	.000	.929	.617	.941

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

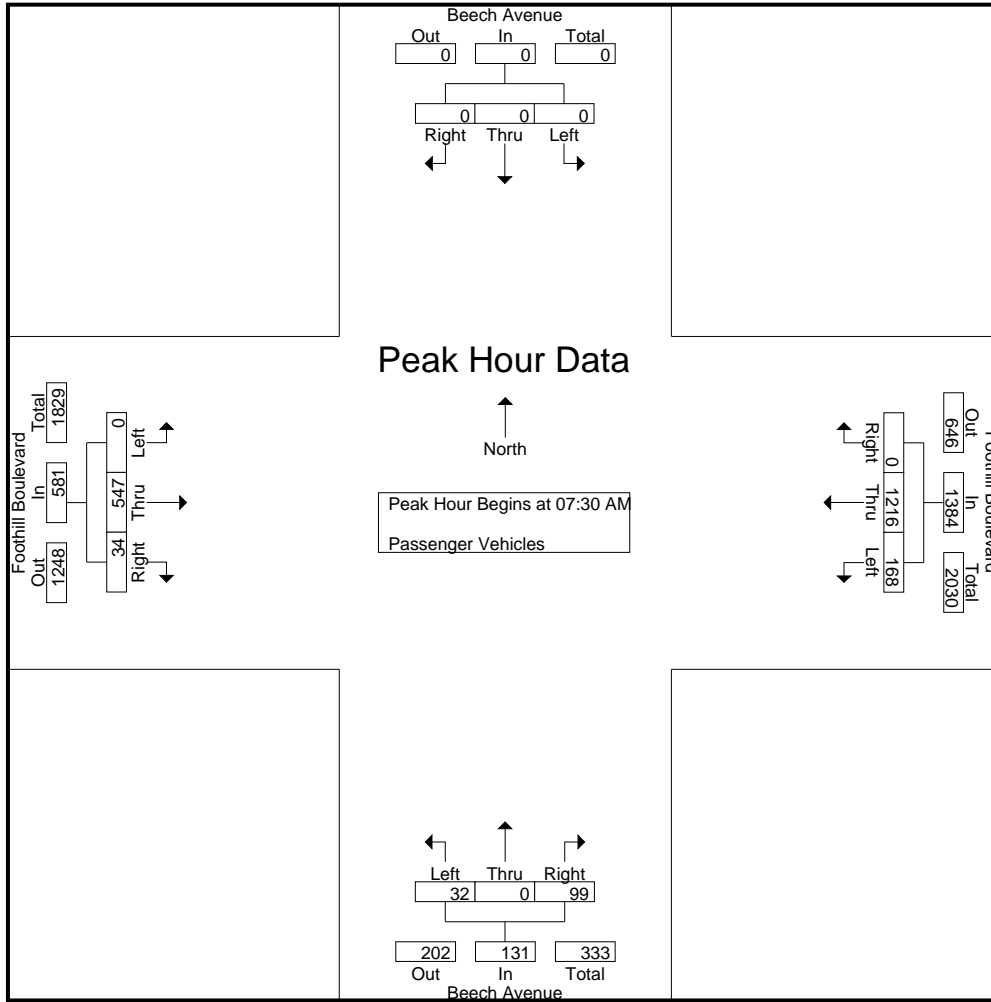
Groups Printed- Passenger Vehicles

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	43	201	0	244	4	0	12	16	0	85	9	94	354
07:15 AM	0	0	0	0	47	251	0	298	5	0	18	23	1	85	11	97	418
07:30 AM	0	0	0	0	53	382	0	435	5	0	24	29	0	131	8	139	603
07:45 AM	0	0	0	0	44	357	0	401	12	0	29	41	0	137	14	151	593
Total	0	0	0	0	187	1191	0	1378	26	0	83	109	1	438	42	481	1968
08:00 AM	0	0	0	0	40	261	0	301	7	0	22	29	0	149	6	155	485
08:15 AM	0	0	0	0	31	216	0	247	8	0	24	32	0	130	6	136	415
08:30 AM	0	0	0	0	34	192	0	226	5	0	13	18	0	106	12	118	362
08:45 AM	0	0	0	0	28	184	0	212	3	0	17	20	0	136	13	149	381
Total	0	0	0	0	133	853	0	986	23	0	76	99	0	521	37	558	1643
Grand Total	0	0	0	0	320	2044	0	2364	49	0	159	208	1	959	79	1039	3611
Apprch %	0	0	0	0	13.5	86.5	0	65.5	23.6	0	76.4	5.8	0.1	92.3	7.6	28.8	
Total %	0	0	0	0	8.9	56.6	0	65.5	1.4	0	4.4	5.8	0	26.6	2.2	28.8	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	53	382	0	435	5	0	24	29	0	131	8	139	603
07:45 AM	0	0	0	0	44	357	0	401	12	0	29	41	0	137	14	151	593
08:00 AM	0	0	0	0	40	261	0	301	7	0	22	29	0	149	6	155	485
08:15 AM	0	0	0	0	31	216	0	247	8	0	24	32	0	130	6	136	415
Total Volume	0	0	0	0	168	1216	0	1384	32	0	99	131	0	547	34	581	2096
% App. Total	0	0	0	0	12.1	87.9	0	65.5	24.4	0	75.6	5.8	0	94.1	5.9	28.8	
PHF	.000	.000	.000	.000	.792	.796	.000	.795	.667	.000	.853	.799	.000	.918	.607	.937	.869

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	53	382	0	435	5	0	24	29	0	131	8	139
+15 mins.	0	0	0	0	44	357	0	401	12	0	29	41	0	137	14	151
+30 mins.	0	0	0	0	40	261	0	301	7	0	22	29	0	149	6	155
+45 mins.	0	0	0	0	31	216	0	247	8	0	24	32	0	130	6	136
Total Volume	0	0	0	0	168	1216	0	1384	32	0	99	131	0	547	34	581
% App. Total	0	0	0	0	12.1	87.9	0		24.4	0	75.6		0	94.1	5.9	
PHF	.000	.000	.000	.000	.792	.796	.000	.795	.667	.000	.853	.799	.000	.918	.607	.937

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

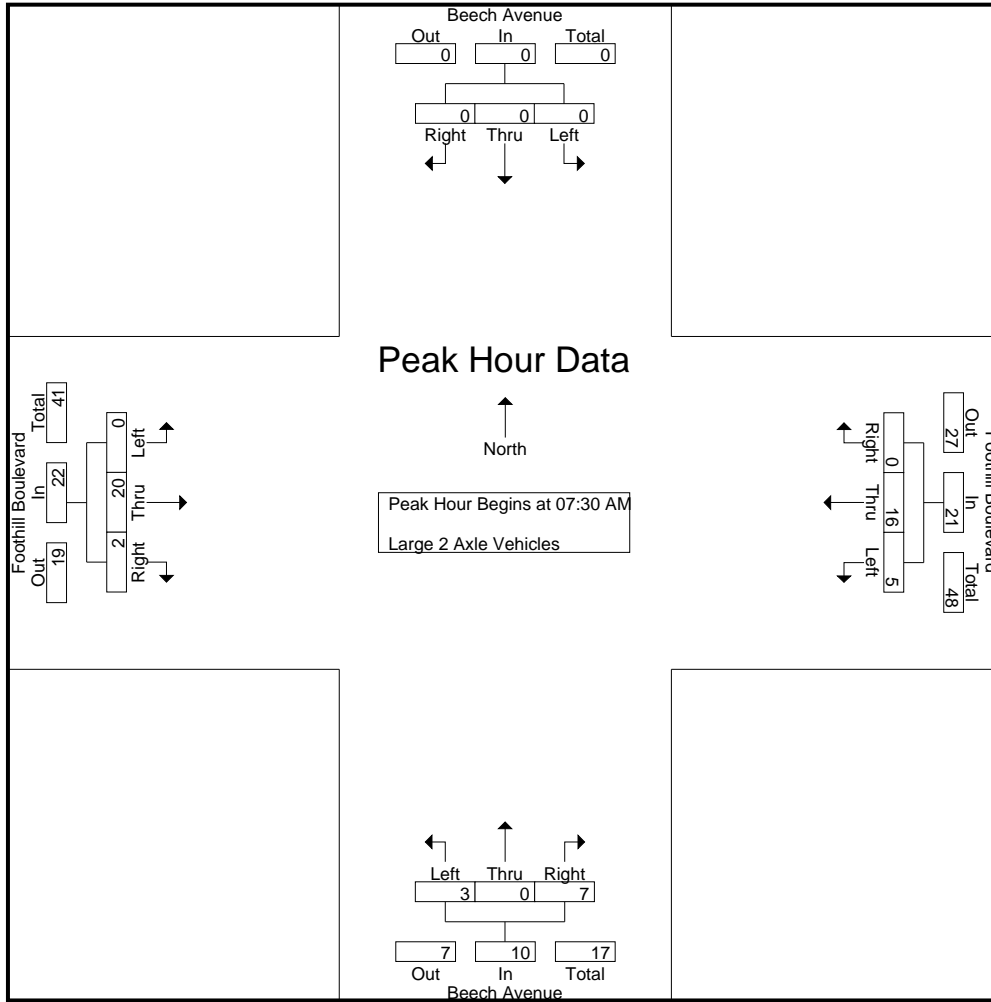
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	2	2	0	3	1	4	10
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
07:30 AM	0	0	0	0	3	6	0	9	0	0	1	1	0	3	1	4	14
07:45 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	8	0	8	13
Total	0	0	0	0	4	17	0	21	1	0	5	6	0	19	2	21	48
08:00 AM	0	0	0	0	1	6	0	7	3	0	1	4	0	5	1	6	17
08:15 AM	0	0	0	0	1	1	0	2	0	0	3	3	0	4	0	4	9
08:30 AM	0	0	0	0	0	4	0	4	0	0	2	2	0	5	0	5	11
08:45 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	3	1	4	8
Total	0	0	0	0	4	13	0	17	3	0	6	9	0	17	2	19	45
Grand Total	0	0	0	0	8	30	0	38	4	0	11	15	0	36	4	40	93
Apprch %	0	0	0		21.1	78.9	0		26.7	0	73.3		0	90	10		
Total %	0	0	0		8.6	32.3	0	40.9	4.3	0	11.8	16.1	0	38.7	4.3	43	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	3	6	0	9	0	0	1	1	0	3	1	4	14
07:45 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	8	0	8	13
08:00 AM	0	0	0	0	1	6	0	7	3	0	1	4	0	5	1	6	17
08:15 AM	0	0	0	0	1	1	0	2	0	0	3	3	0	4	0	4	9
Total Volume	0	0	0	0	5	16	0	21	3	0	7	10	0	20	2	22	53
% App. Total	0	0	0		23.8	76.2	0		30	0	70		0	90.9	9.1		
PHF	.000	.000	.000	.000	.417	.667	.000	.583	.250	.000	.583	.625	.000	.625	.500	.688	.779

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	3	6	0	9	0	0	1	1	0	3	1	4
+15 mins.	0	0	0	0	0	3	0	3	0	0	2	2	0	8	0	8
+30 mins.	0	0	0	0	1	6	0	7	3	0	1	4	0	5	1	6
+45 mins.	0	0	0	0	1	1	0	2	0	0	3	3	0	4	0	4
Total Volume	0	0	0	0	5	16	0	21	3	0	7	10	0	20	2	22
% App. Total	0	0	0	0	23.8	76.2	0		30	0	70		0	90.9	9.1	
PHF	.000	.000	.000	.000	.417	.667	.000	.583	.250	.000	.583	.625	.000	.625	.500	.688

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

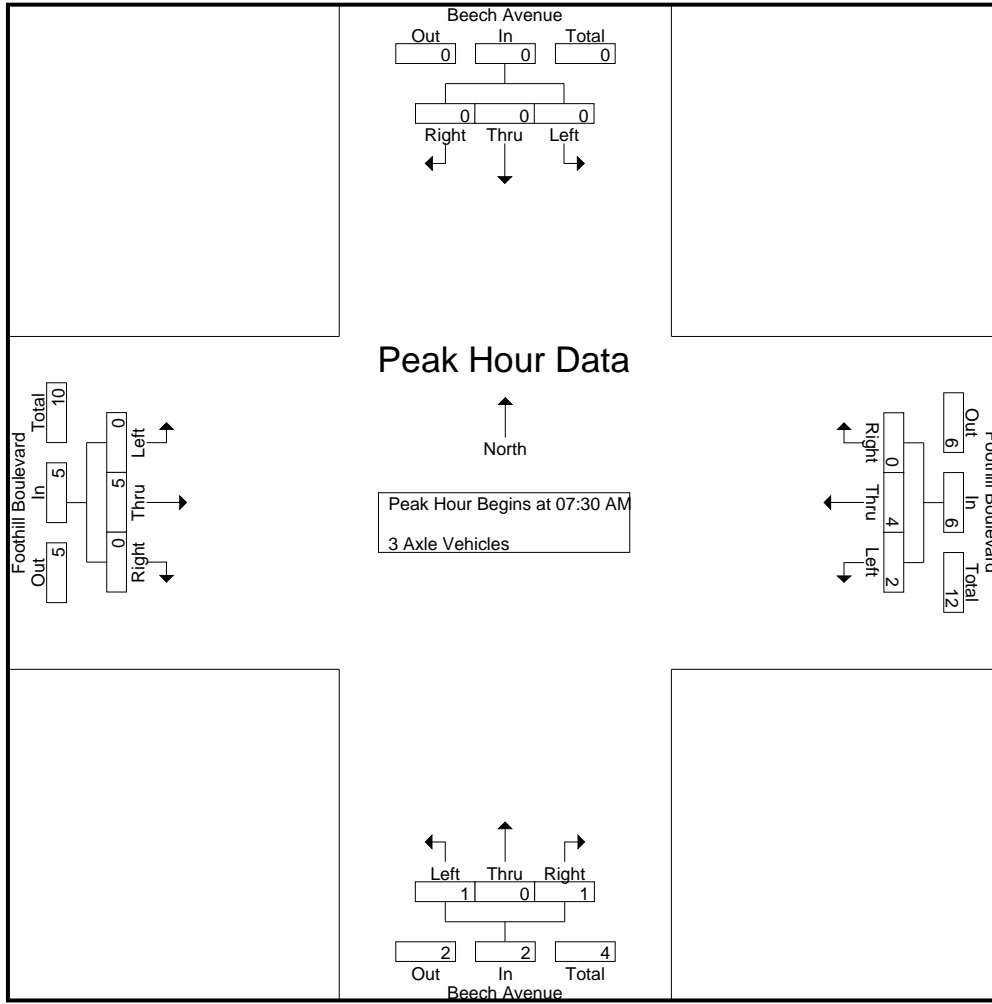
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
Total	0	0	0	0	0	3	0	3	1	0	1	2	0	5	0	5	10
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	2	4	0	6	0	0	0	0	0	4	2	6	12
Grand Total	0	0	0	0	2	7	0	9	1	0	1	2	0	9	2	11	22
Apprch %	0	0	0		22.2	77.8	0		50	0	50		0	81.8	18.2		
Total %	0	0	0		9.1	31.8	0	40.9	4.5	0	4.5	9.1	0	40.9	9.1	50	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	2	4	0	6	1	0	1	2	0	5	0	5	13
% App. Total	0	0	0		33.3	66.7	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.000	.250	.250	.000	.625	.000	.625	.813

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	2	4	0	6	1	0	1	2	0	5	0	5
% App. Total	0	0	0	0	33.3	66.7	0		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.000	.250	.250	.000	.625	.000	.625

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

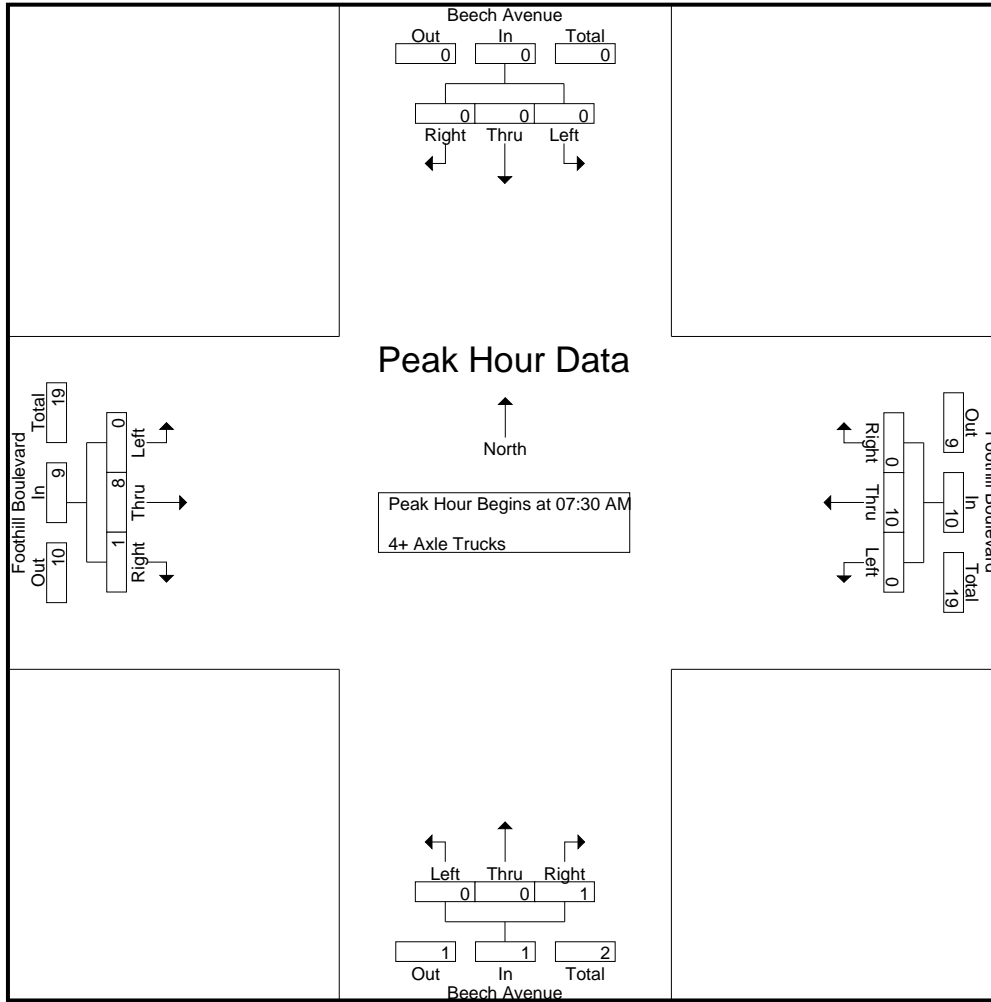
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	7
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	8	2	10	14
08:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	1	9	0	10	0	0	1	1	0	11	0	11	22
Grand Total	0	0	0	0	1	13	0	14	0	0	1	1	0	19	2	21	36
Apprch %	0	0	0		7.1	92.9	0		0	0	100		0	90.5	9.5		
Total %	0	0	0		2.8	36.1	0	38.9	0	0	2.8	2.8	0	52.8	5.6	58.3	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	10	0	10	0	0	1	1	0	8	1	9	20
% App. Total	0	0	0		0	100	0		0	0	100		0	88.9	11.1		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.667	.250	.563	.714

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	10	0	10	0	0	1	1	0	8	1	9
% App. Total	0	0	0	0	0	100	0	100	0	0	100		0	88.9	11.1	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.667	.250	.563

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

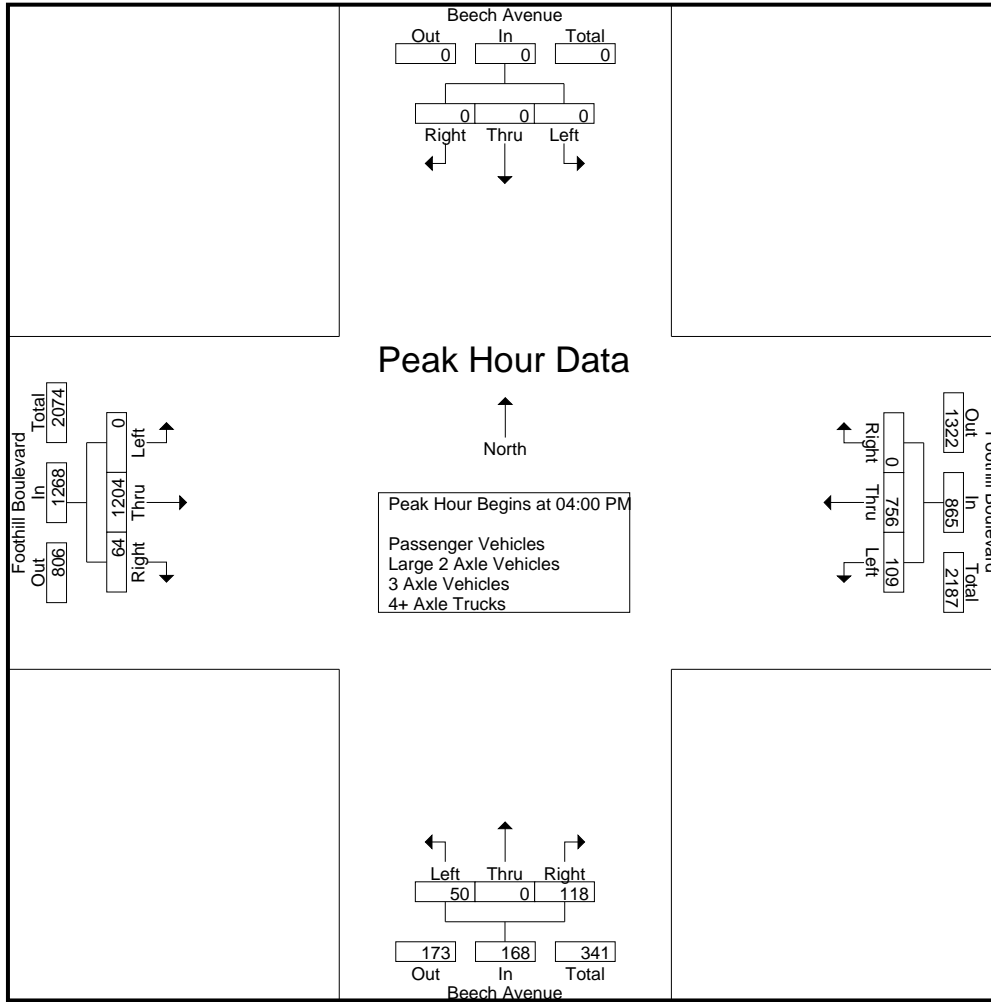
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	38	204	0	242	16	0	33	49	0	324	13	337	628
04:15 PM	0	0	0	0	27	174	0	201	14	0	30	44	0	305	19	324	569
04:30 PM	0	0	0	0	16	200	0	216	10	0	23	33	0	324	15	339	588
04:45 PM	0	0	0	0	28	178	0	206	10	0	32	42	0	251	17	268	516
Total	0	0	0	0	109	756	0	865	50	0	118	168	0	1204	64	1268	2301
05:00 PM	0	0	0	0	26	190	0	216	7	0	34	41	0	260	8	268	525
05:15 PM	0	0	0	0	19	185	0	204	9	0	29	38	0	306	15	321	563
05:30 PM	0	0	0	0	28	174	0	202	7	0	35	42	0	267	12	279	523
05:45 PM	0	0	0	0	24	166	0	190	6	0	24	30	0	256	13	269	489
Total	0	0	0	0	97	715	0	812	29	0	122	151	0	1089	48	1137	2100
Grand Total	0	0	0	0	206	1471	0	1677	79	0	240	319	0	2293	112	2405	4401
Apprch %	0	0	0		12.3	87.7	0		24.8	0	75.2		0	95.3	4.7		
Total %	0	0	0	0	4.7	33.4	0	38.1	1.8	0	5.5	7.2	0	52.1	2.5	54.6	
Passenger Vehicles	0	0	0	0	199	1442	0	1641	75	0	229	304	0	2264	109	2373	4318
% Passenger Vehicles	0	0	0	0	96.6	98	0	97.9	94.9	0	95.4	95.3	0	98.7	97.3	98.7	98.1
Large 2 Axle Vehicles	0	0	0	0	6	19	0	25	3	0	9	12	0	18	1	19	56
% Large 2 Axle Vehicles	0	0	0	0	2.9	1.3	0	1.5	3.8	0	3.8	3.8	0	0.8	0.9	0.8	1.3
3 Axle Vehicles	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	1	5	0	6	1	0	2	3	0	7	2	9	18
% 4+ Axle Trucks	0	0	0	0	0.5	0.3	0	0.4	1.3	0	0.8	0.9	0	0.3	1.8	0.4	0.4

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	38	204	0	242	16	0	33	49	0	324	13	337	628
04:15 PM	0	0	0	0	27	174	0	201	14	0	30	44	0	305	19	324	569
04:30 PM	0	0	0	0	16	200	0	216	10	0	23	33	0	324	15	339	588
04:45 PM	0	0	0	0	28	178	0	206	10	0	32	42	0	251	17	268	516
Total Volume	0	0	0	0	109	756	0	865	50	0	118	168	0	1204	64	1268	2301
% App. Total	0	0	0		12.6	87.4	0		29.8	0	70.2		0	95	5		
PHF	.000	.000	.000	.000	.717	.926	.000	.894	.781	.000	.894	.857	.000	.929	.842	.935	.916

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	38	204	0	242	16	0	33	49	0	324	13	337
+15 mins.	0	0	0	0	27	174	0	201	14	0	30	44	0	305	19	324
+30 mins.	0	0	0	0	16	200	0	216	10	0	23	33	0	324	15	339
+45 mins.	0	0	0	0	28	178	0	206	10	0	32	42	0	251	17	268
Total Volume	0	0	0	0	109	756	0	865	50	0	118	168	0	1204	64	1268
% App. Total	0	0	0	0	12.6	87.4	0		29.8	0	70.2		0	95	5	
PHF	.000	.000	.000	.000	.717	.926	.000	.894	.781	.000	.894	.857	.000	.929	.842	.935

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

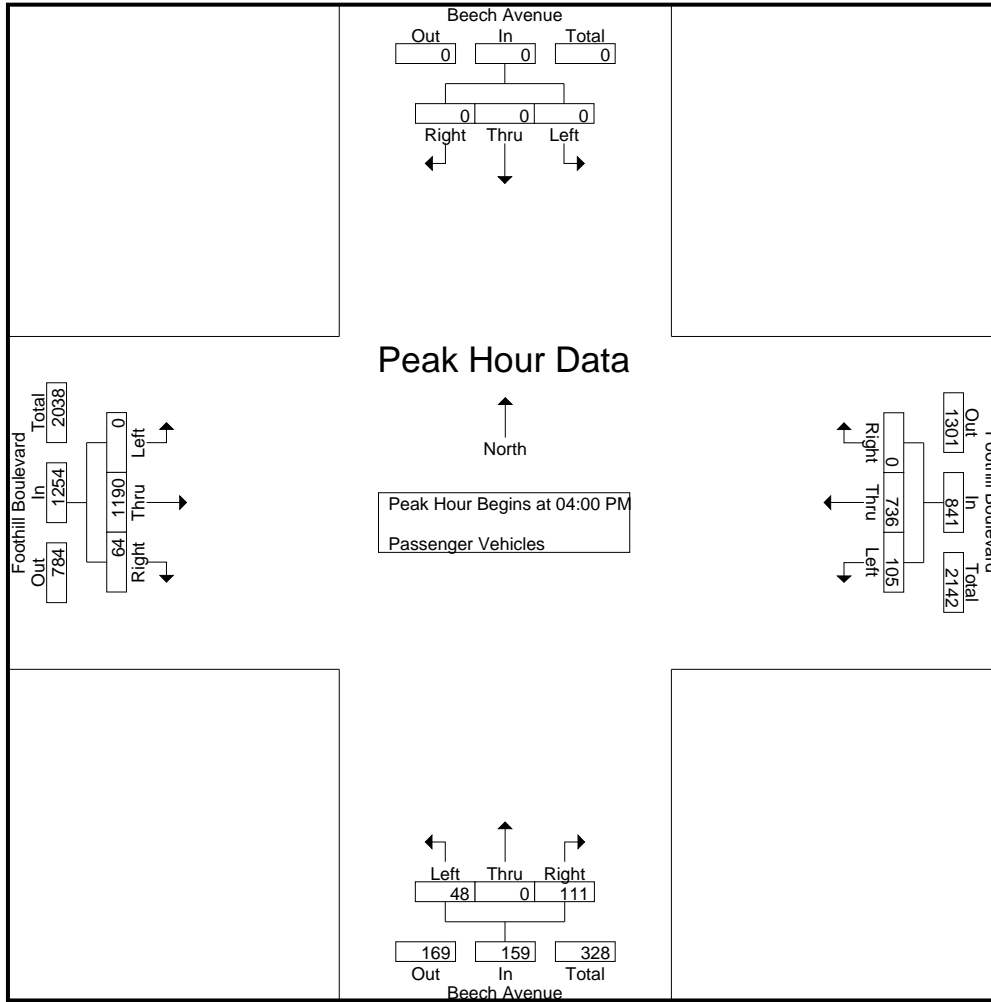
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	36	195	0	231	14	0	29	43	0	320	13	333	607
04:15 PM	0	0	0	0	25	168	0	193	14	0	28	42	0	300	19	319	554
04:30 PM	0	0	0	0	16	197	0	213	10	0	22	32	0	321	15	336	581
04:45 PM	0	0	0	0	28	176	0	204	10	0	32	42	0	249	17	266	512
Total	0	0	0	0	105	736	0	841	48	0	111	159	0	1190	64	1254	2254
05:00 PM	0	0	0	0	26	187	0	213	7	0	32	39	0	257	6	263	515
05:15 PM	0	0	0	0	17	183	0	200	8	0	28	36	0	303	15	318	554
05:30 PM	0	0	0	0	28	171	0	199	6	0	35	41	0	263	12	275	515
05:45 PM	0	0	0	0	23	165	0	188	6	0	23	29	0	251	12	263	480
Total	0	0	0	0	94	706	0	800	27	0	118	145	0	1074	45	1119	2064
Grand Total	0	0	0	0	199	1442	0	1641	75	0	229	304	0	2264	109	2373	4318
Apprch %	0	0	0		12.1	87.9	0		24.7	0	75.3		0	95.4	4.6		
Total %	0	0	0		4.6	33.4	0	38	1.7	0	5.3	7	0	52.4	2.5	55	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	36	195	0	231	14	0	29	43	0	320	13	333	607
04:15 PM	0	0	0	0	25	168	0	193	14	0	28	42	0	300	19	319	554
04:30 PM	0	0	0	0	16	197	0	213	10	0	22	32	0	321	15	336	581
04:45 PM	0	0	0	0	28	176	0	204	10	0	32	42	0	249	17	266	512
Total Volume	0	0	0	0	105	736	0	841	48	0	111	159	0	1190	64	1254	2254
% App. Total	0	0	0		12.5	87.5	0		30.2	0	69.8		0	94.9	5.1		
PHF	.000	.000	.000	.000	.729	.934	.000	.910	.857	.000	.867	.924	.000	.927	.842	.933	.928

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	36	195	0	231	14	0	29	43	0	320	13	333
+15 mins.	0	0	0	0	25	168	0	193	14	0	28	42	0	300	19	319
+30 mins.	0	0	0	0	16	197	0	213	10	0	22	32	0	321	15	336
+45 mins.	0	0	0	0	28	176	0	204	10	0	32	42	0	249	17	266
Total Volume	0	0	0	0	105	736	0	841	48	0	111	159	0	1190	64	1254
% App. Total	0	0	0	0	12.5	87.5	0		30.2	0	69.8		0	94.9	5.1	
PHF	.000	.000	.000	.000	.729	.934	.000	.910	.857	.000	.867	.924	.000	.927	.842	.933

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

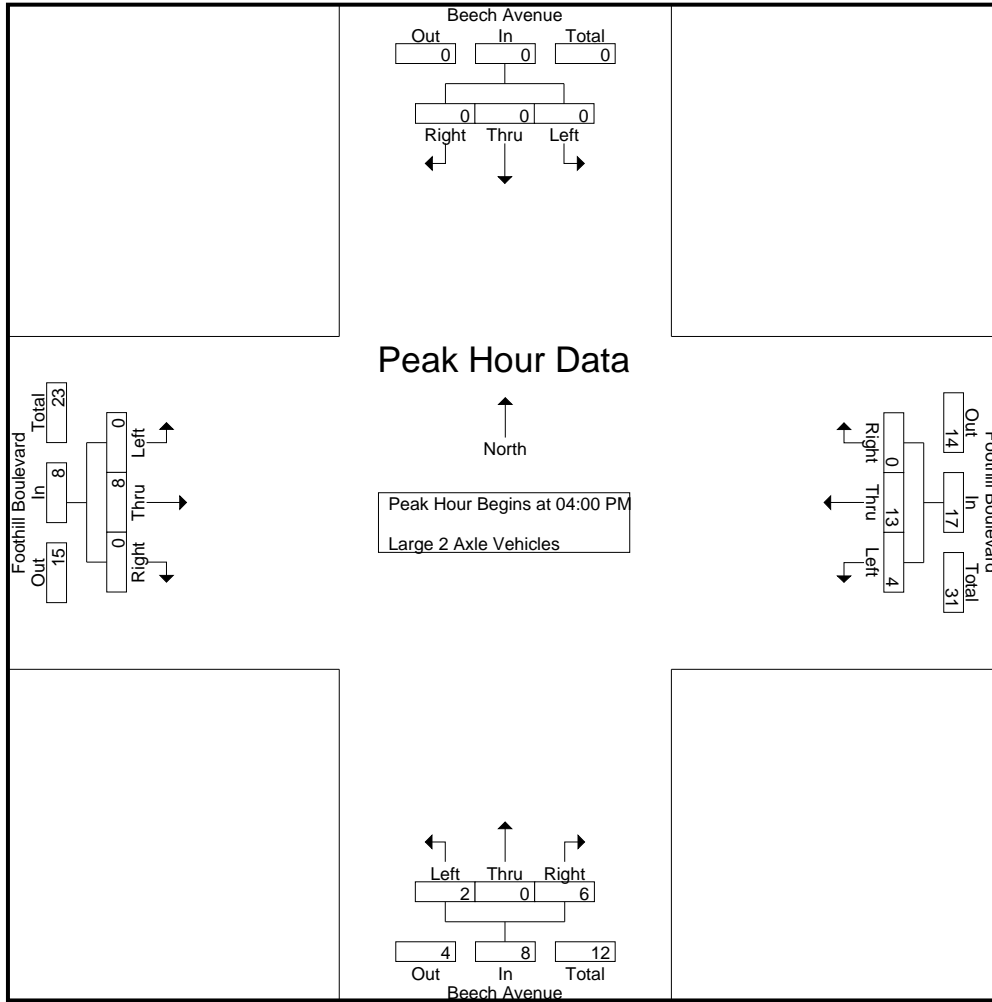
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	5	0	7	2	0	3	5	0	3	0	3	15
04:15 PM	0	0	0	0	2	4	0	6	0	0	2	2	0	2	0	2	10
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	4	13	0	17	2	0	6	8	0	8	0	8	33
05:00 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
05:15 PM	0	0	0	0	2	2	0	4	0	0	1	1	0	2	0	2	7
05:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	1	5	6
Total	0	0	0	0	2	6	0	8	1	0	3	4	0	10	1	11	23
Grand Total	0	0	0	0	6	19	0	25	3	0	9	12	0	18	1	19	56
Apprch %	0	0	0		24	76	0		25	0	75		0	94.7	5.3		
Total %	0	0	0	0	10.7	33.9	0	44.6	5.4	0	16.1	21.4	0	32.1	1.8	33.9	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	2	5	0	7	2	0	3	5	0	3	0	3	15
04:15 PM	0	0	0	0	2	4	0	6	0	0	2	2	0	2	0	2	10
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	4	13	0	17	2	0	6	8	0	8	0	8	33
% App. Total	0	0	0		23.5	76.5	0		25	0	75		0	100	0		
PHF	.000	.000	.000	.000	.500	.650	.000	.607	.250	.000	.500	.400	.000	.667	.000	.667	.550

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	2	5	0	7	2	0	3	5	0	3	0	3
+15 mins.	0	0	0	0	2	4	0	6	0	0	2	2	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	4	13	0	17	2	0	6	8	0	8	0	8
% App. Total	0	0	0	0	23.5	76.5	0	100	25	0	75	100	0	100	0	100
PHF	.000	.000	.000	.000	.500	.650	.000	.607	.250	.000	.500	.400	.000	.667	.000	.667

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

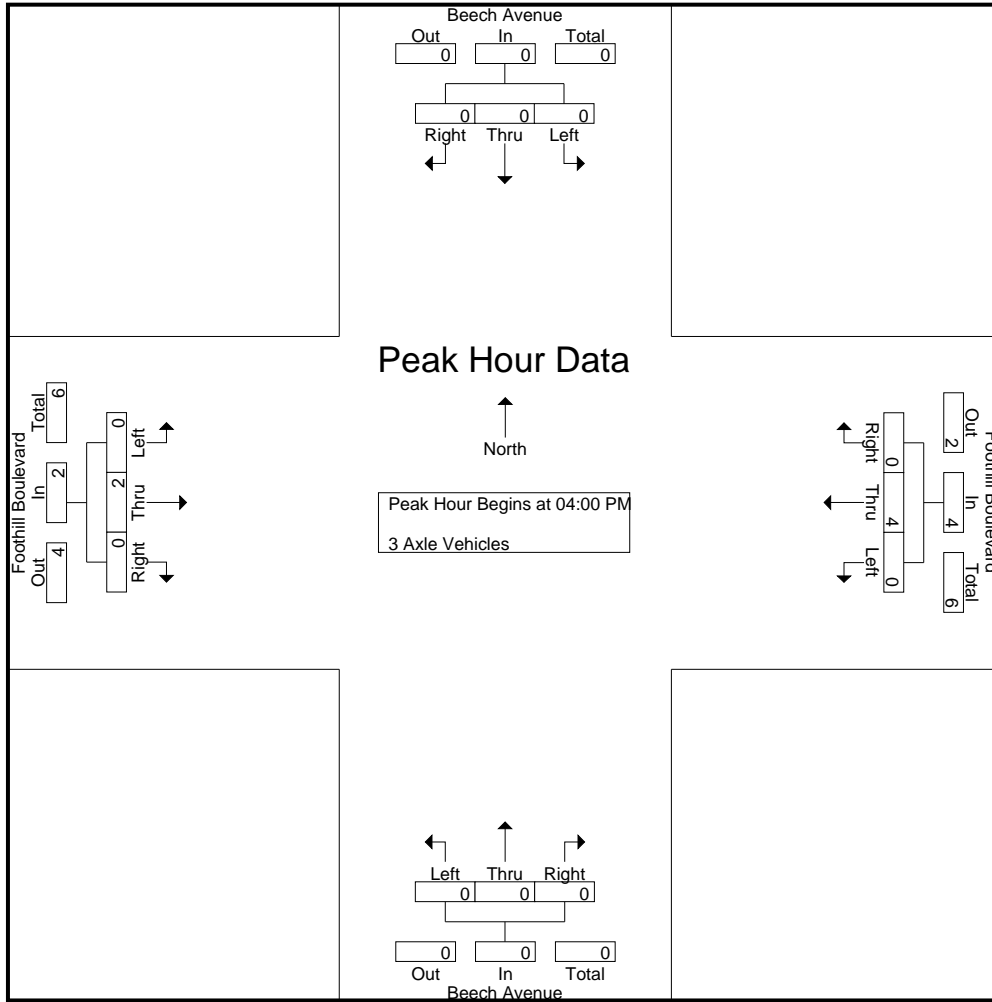
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.6	0	55.6	0	0	0		0	44.4	0	44.4	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

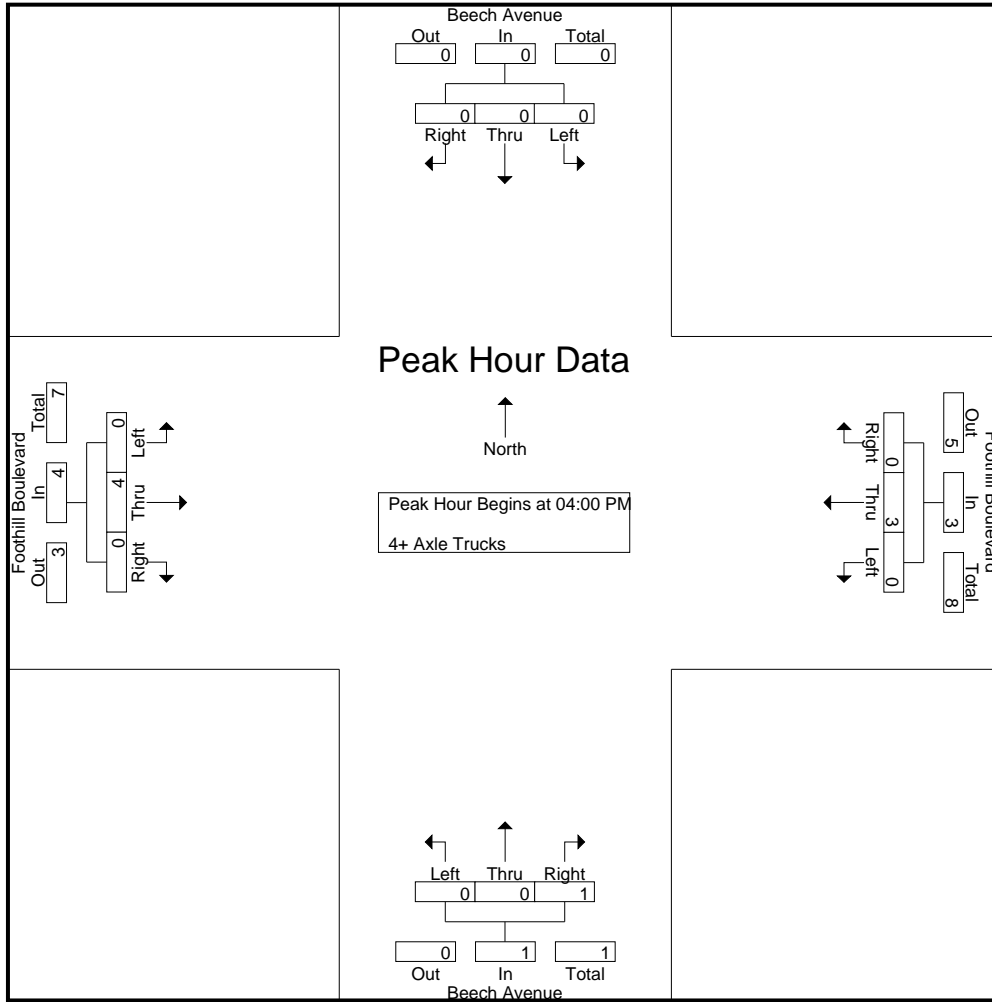
Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3	5
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
Total	0	0	0	0	1	2	0	3	1	0	1	2	0	3	2	5	10
Grand Total	0	0	0	0	1	5	0	6	1	0	2	3	0	7	2	9	18
Apprch %	0	0	0		16.7	83.3	0		33.3	0	66.7		0	77.8	22.2		
Total %	0	0	0		5.6	27.8	0	33.3	5.6	0	11.1	16.7	0	38.9	11.1	50	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.500

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

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 04_FON_Bee_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500

Location: Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Beech Avenue	East Leg Foothill Boulevard	South Leg Beech Avenue	West Leg Foothill Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Beech Avenue	East Leg Foothill Boulevard	South Leg Beech Avenue	West Leg Foothill Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	1	5

Location: Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Beech Avenue			Westbound Foothill Boulevard			Northbound Beech Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	2	0	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	1	0	0	0	4	0	1	0	8

	Southbound Beech Avenue			Westbound Foothill Boulevard			Northbound Beech Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

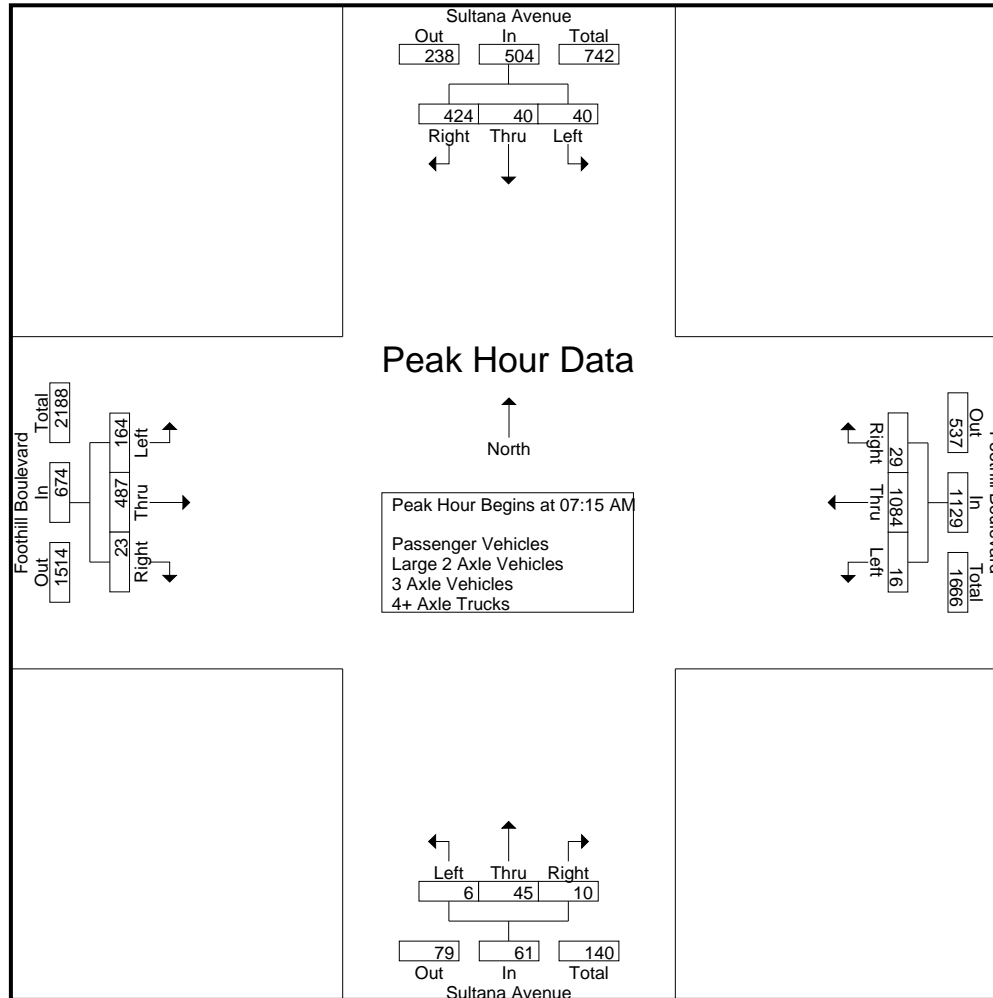
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	7	5	86	64	98	3	167	15	2	185	1	2	0	0	3	20	84	3	0	107	66	393	459
07:15 AM	15	11	94	75	120	2	218	10	1	230	0	12	0	0	12	42	86	2	1	130	77	492	569
07:30 AM	15	16	127	60	158	2	322	5	1	329	1	9	3	3	13	35	117	3	0	155	64	655	719
07:45 AM	7	10	133	49	150	9	291	7	1	307	3	14	2	1	19	41	141	8	4	190	55	666	721
Total	44	42	440	248	526	16	998	37	5	1051	5	37	5	4	47	138	428	16	5	582	262	2206	2468
08:00 AM	3	3	70	41	76	3	253	7	0	263	2	10	5	3	17	46	143	10	4	199	48	555	603
08:15 AM	10	2	72	51	84	2	180	2	0	184	1	10	2	0	13	43	129	4	0	176	51	457	508
08:30 AM	5	8	60	50	73	1	166	1	0	168	4	8	2	0	14	19	106	5	0	130	50	385	435
08:45 AM	4	4	41	32	49	1	163	6	0	170	3	5	3	3	11	17	134	10	0	161	35	391	426
Total	22	17	243	174	282	7	762	16	0	785	10	33	12	6	55	125	512	29	4	666	184	1788	1972
Grand Total	66	59	683	422	808	23	1760	53	5	1836	15	70	17	10	102	263	940	45	9	1248	446	3994	4440
Apprch %	8.2	7.3	84.5			1.3	95.9	2.9			14.7	68.6	16.7			21.1	75.3	3.6					
Total %	1.7	1.5	17.1		20.2	0.6	44.1	1.3		46	0.4	1.8	0.4		2.6	6.6	23.5	1.1		31.2	10	90	
Passenger Vehicles	64	57	671		1207	23	1703	53		1784	11	70	14		104	251	874	36		1169	0	0	4264
% Passenger Vehicles	97	96.6	98.2	98.3	98.1	100	96.8	100	100	96.9	73.3	100	82.4	90	92.9	95.4	93	80	88.9	93	0	0	96
Large 2 Axle Vehicles	2	2	9		19	0	39	0		39	0	0	0		0	11	45	1		57	0	0	115
% Large 2 Axle Vehicles	3	3.4	1.3	1.4	1.5	0	2.2	0	0	2.1	0	0	0	0	0	4.2	4.8	2.2	0	4.5	0	0	2.6
3 Axle Vehicles	0	0	2		3	0	6	0		6	0	0	1		1	1	8	0		9	0	0	19
% 3 Axle Vehicles	0	0	0.3	0.2	0.2	0	0.3	0	0	0.3	0	0	5.9	0	0.9	0.4	0.9	0	0	0.7	0	0	0.4
4+ Axle Trucks	0	0	1		1	0	12	0		12	4	0	2		7	0	13	8		22	0	0	42
% 4+ Axle Trucks	0	0	0.1	0	0.1	0	0.7	0	0	0.7	26.7	0	11.8	10	6.2	0	1.4	17.8	11.1	1.8	0	0	0.9

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	11	94	120	2	218	10	230	0	12	0	12	42	86	2	130	492
07:30 AM	15	16	127	158	2	322	5	329	1	9	3	13	35	117	3	155	655
07:45 AM	7	10	133	150	9	291	7	307	3	14	2	19	41	141	8	190	666
08:00 AM	3	3	70	76	3	253	7	263	2	10	5	17	46	143	10	199	555
Total Volume	40	40	424	504	16	1084	29	1129	6	45	10	61	164	487	23	674	2368
% App. Total	7.9	7.9	84.1		1.4	96	2.6		9.8	73.8	16.4		24.3	72.3	3.4		
PHF	.667	.625	.797	.797	.444	.842	.725	.858	.500	.804	.500	.803	.891	.851	.575	.847	.889

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

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City of Fontana
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 Weather: Clear

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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:45 AM				07:30 AM				
+0 mins.	7	5	86	98	2	218	10	230	3	14	2	19	35	117	3	155	
+15 mins.	15	11	94	120	2	322	5	329	2	10	5	17	41	141	8	190	
+30 mins.	15	16	127	158	9	291	7	307	1	10	2	13	46	143	10	199	
+45 mins.	7	10	133	150	3	253	7	263	4	8	2	14	43	129	4	176	
Total Volume	44	42	440	526	16	1084	29	1129	10	42	11	63	165	530	25	720	
% App. Total	8.4	8	83.7		1.4	96	2.6		15.9	66.7	17.5		22.9	73.6	3.5		
PHF	.733	.656	.827	.832	.444	.842	.725	.858	.625	.750	.550	.829	.897	.927	.625	.905	

City of Fontana
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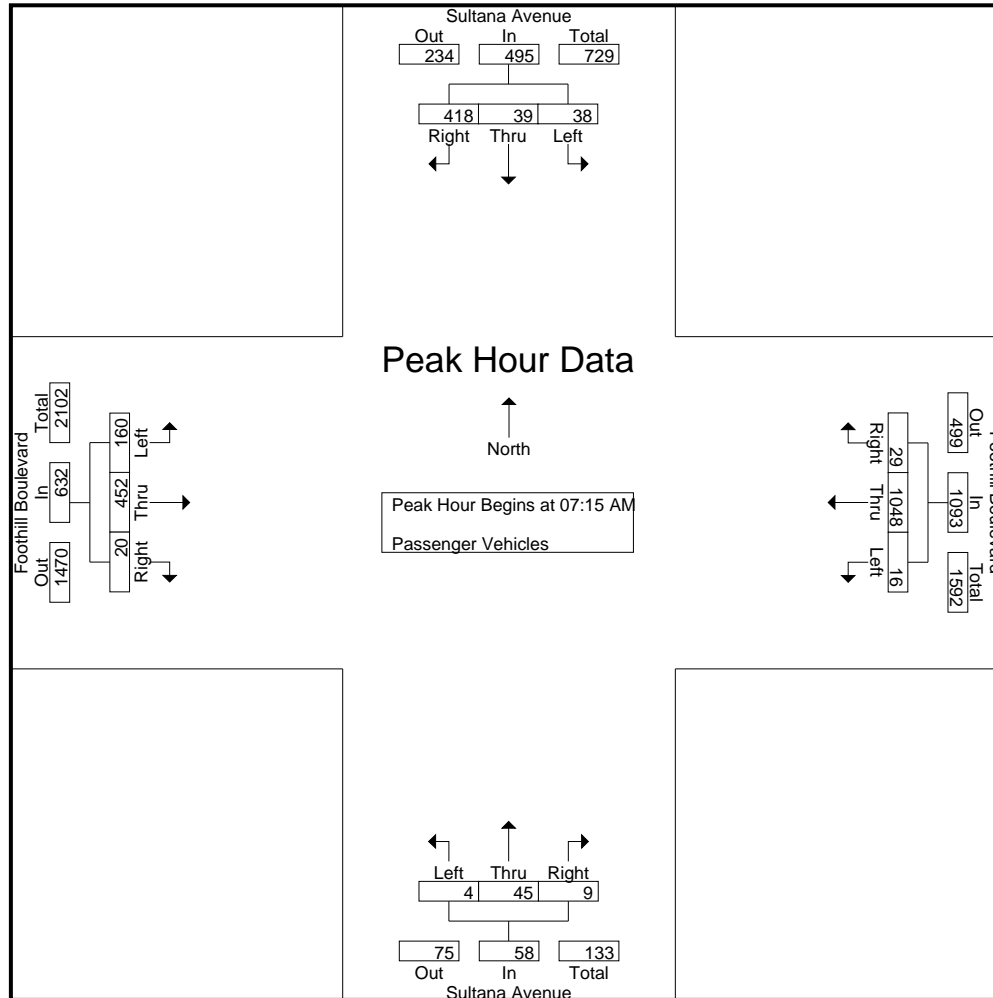
Groups Printed- Passenger Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	7	5	83	61	95	3	165	15	2	183	1	2	0	0	3	16	77	3	0	96	63	377	440
07:15 AM	15	11	92	74	118	2	210	10	1	222	0	12	0	0	12	40	79	2	1	121	76	473	549
07:30 AM	14	16	124	59	154	2	313	5	1	320	1	9	3	3	13	33	112	3	0	148	63	635	698
07:45 AM	6	9	133	49	148	9	284	7	1	300	2	14	1	1	17	41	126	7	3	174	54	639	693
Total	42	41	432	243	515	16	972	37	5	1025	4	37	4	4	45	130	394	15	4	539	256	2124	2380
08:00 AM	3	3	69	40	75	3	241	7	0	251	1	10	5	3	16	46	135	8	4	189	47	531	578
08:15 AM	10	2	69	50	81	2	175	2	0	179	0	10	1	0	11	42	118	3	0	163	50	434	484
08:30 AM	5	8	60	50	73	1	158	1	0	160	4	8	2	0	14	18	98	2	0	118	50	365	415
08:45 AM	4	3	41	32	48	1	157	6	0	164	2	5	2	2	9	15	129	8	0	152	34	373	407
Total	22	16	239	172	277	7	731	16	0	754	7	33	10	5	50	121	480	21	4	622	181	1703	1884
Grand Total	64	57	671	415	792	23	1703	53	5	1779	11	70	14	9	95	251	874	36	8	1161	437	3827	4264
Apprch %	8.1	7.2	84.7			1.3	95.7	3			11.6	73.7	14.7			21.6	75.3	3.1					
Total %	1.7	1.5	17.5		20.7	0.6	44.5	1.4		46.5	0.3	1.8	0.4		2.5	6.6	22.8	0.9		30.3	10.2	89.8	

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	11	92	118	2	210	10	222	0	12	0	12	40	79	2	121	473
07:30 AM	14	16	124	154	2	313	5	320	1	9	3	13	33	112	3	148	635
07:45 AM	6	9	133	148	9	284	7	300	2	14	1	17	41	126	7	174	639
08:00 AM	3	3	69	75	3	241	7	251	1	10	5	16	46	135	8	189	578
Total Volume	38	39	418	495	16	1048	29	1093	4	45	9	58	160	452	20	632	2278
% App. Total	7.7	7.9	84.4		1.5	95.9	2.7		6.9	77.6	15.5		25.3	71.5	3.2		
PHF	.633	.609	.786	.804	.444	.837	.725	.854	.500	.804	.450	.853	.870	.837	.625	.836	.891

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

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City of Fontana
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	15	11	92	118	2	210	10	222	0	12	0	12	40	79	2	121	
+15 mins.	14	16	124	154	2	313	5	320	1	9	3	13	33	112	3	148	
+30 mins.	6	9	133	148	9	284	7	300	2	14	1	17	41	126	7	174	
+45 mins.	3	3	69	75	3	241	7	251	1	10	5	16	46	135	8	189	
Total Volume	38	39	418	495	16	1048	29	1093	4	45	9	58	160	452	20	632	
% App. Total	7.7	7.9	84.4		1.5	95.9	2.7		6.9	77.6	15.5		25.3	71.5	3.2		
PHF	.633	.609	.786	.804	.444	.837	.725	.854	.500	.804	.450	.853	.870	.837	.625	.836	

City of Fontana
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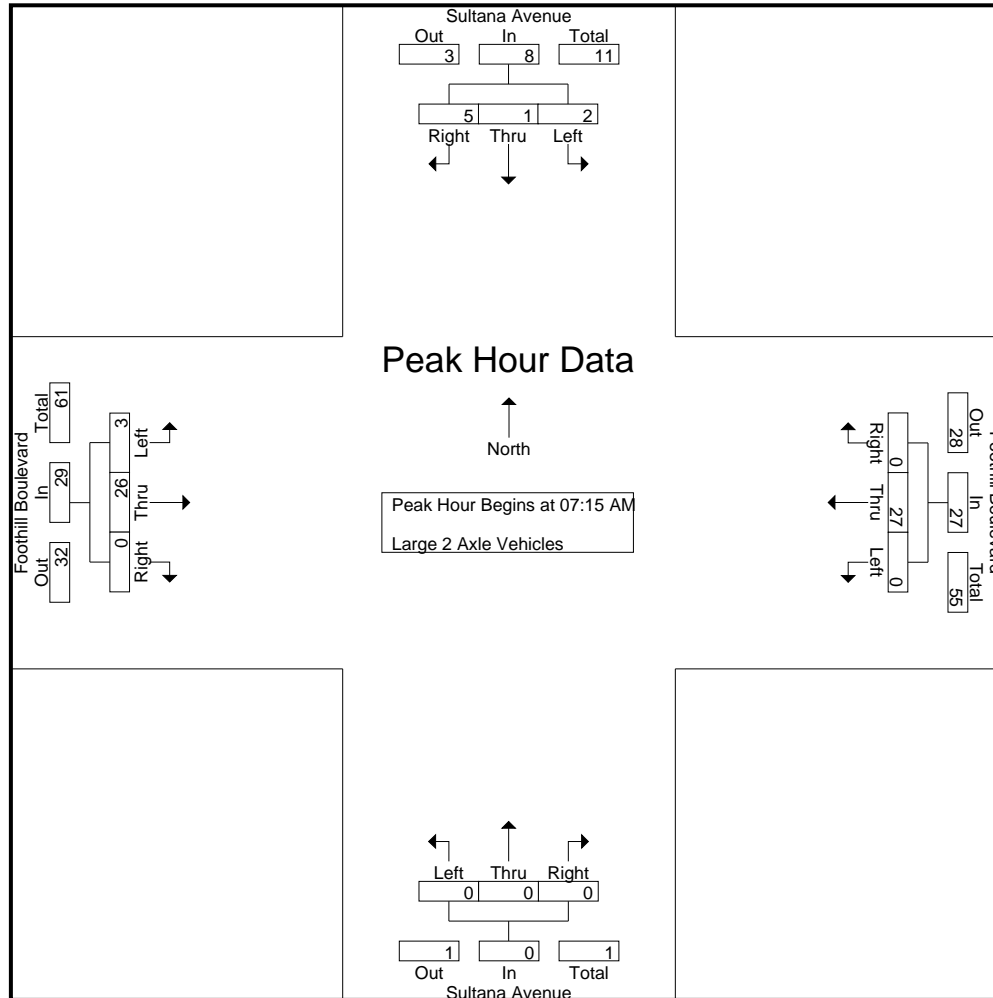
Groups Printed- Large 2 Axle Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	3	3	3	0	2	0	0	2	0	0	0	0	0	4	3	0	0	7	3	12	15
07:15 AM	0	0	2	1	2	0	7	0	0	7	0	0	0	0	0	2	4	0	0	6	1	15	16
07:30 AM	1	0	2	1	3	0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	1	15	16
07:45 AM	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	18	18
Total	2	1	7	5	10	0	20	0	0	20	0	0	0	0	0	7	23	0	0	30	5	60	65
08:00 AM	0	0	1	1	1	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	1	16	17
08:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	11	11
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	1	0	7	0	11	11
08:45 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	2	4	0	0	6	0	11	11
Total	0	1	2	1	3	0	19	0	0	19	0	0	0	0	0	4	22	1	0	27	1	49	50
Grand Total	2	2	9	6	13	0	39	0	0	39	0	0	0	0	0	11	45	1	0	57	6	109	115
Apprch %	15.4	15.4	69.2			0	100	0			0	0	0			19.3	78.9	1.8					
Total %	1.8	1.8	8.3		11.9	0	35.8	0		35.8	0	0	0		0	10.1	41.3	0.9		52.3	5.2	94.8	

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	2	2	0	7	0	7	0	0	0	0	2	4	0	6	15
07:30 AM	1	0	2	3	0	7	0	7	0	0	0	0	1	4	0	5	15
07:45 AM	1	1	0	2	0	4	0	4	0	0	0	0	0	12	0	12	18
08:00 AM	0	0	1	1	0	9	0	9	0	0	0	0	0	6	0	6	16
Total Volume	2	1	5	8	0	27	0	27	0	0	0	0	3	26	0	29	64
% App. Total	25	12.5	62.5		0	100	0		0	0	0		10.3	89.7	0		
PHF	.500	.250	.625	.667	.000	.750	.000	.750	.000	.000	.000	.000	.375	.542	.000	.604	.889

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	2	2	0	7	0	7	0	0	0	0	2	4	0	6	
+15 mins.	1	0	2	3	0	7	0	7	0	0	0	0	1	4	0	5	
+30 mins.	1	1	0	2	0	4	0	4	0	0	0	0	0	12	0	12	
+45 mins.	0	0	1	1	0	9	0	9	0	0	0	0	0	6	0	6	
Total Volume	2	1	5	8	0	27	0	27	0	0	0	0	3	26	0	29	
% App. Total	25	12.5	62.5		0	100	0		0	0	0		10.3	89.7	0		
PHF	.500	.250	.625	.667	.000	.750	.000	.750	.000	.000	.000	.000	.375	.542	.000	.604	

City of Fontana
 N/S: Sultana Avenue
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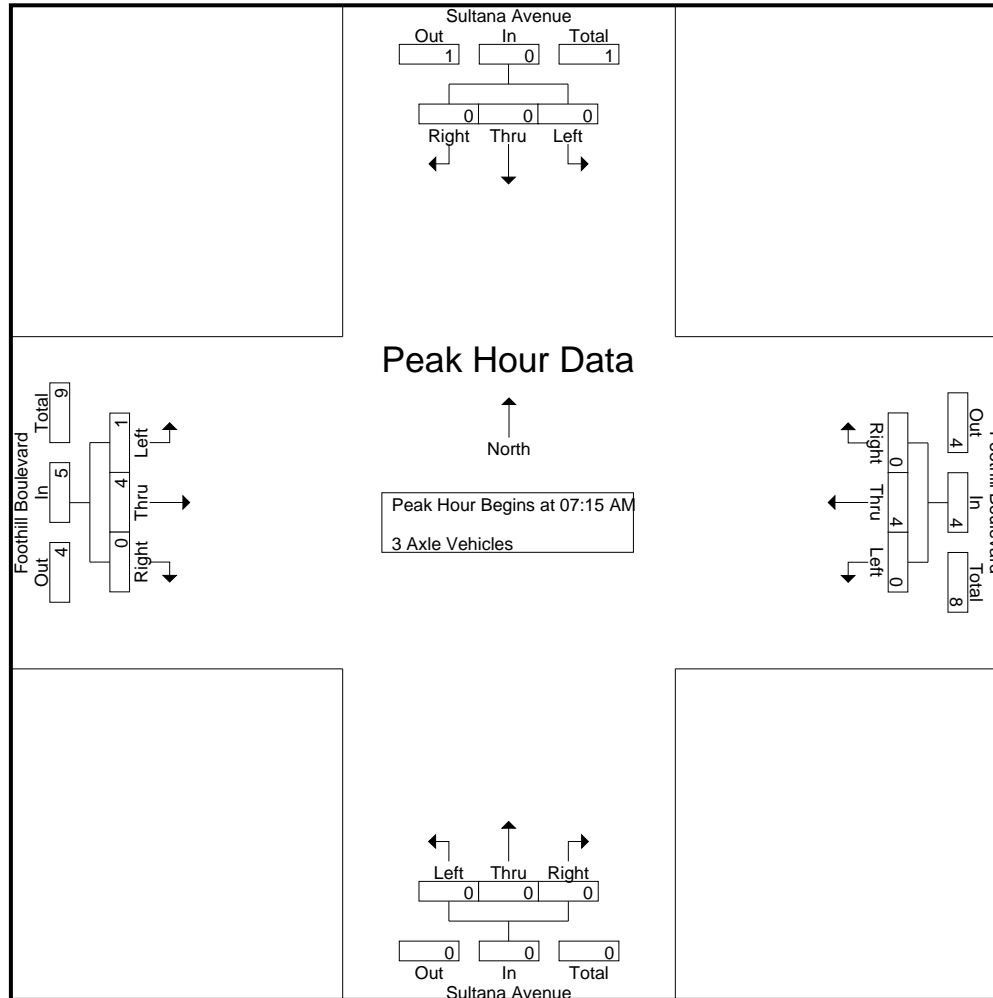
Groups Printed- 3 Axle Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	3	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	9	9
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	2	1	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	1	5	6	6
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	1	2	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	1	9	10	10
Grand Total	0	0	2	1	2	0	6	0	0	6	0	0	1	0	1	1	8	0	0	9	1	18	19	19
Apprch %	0	0	100			0	100	0			0	0	100			11.1	88.9	0						
Total %	0	0	11.1		11.1	0	33.3	0		33.3	0	0	5.6		5.6	5.6	44.4	0		50	5.3	94.7		

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	4	0	5	9
% App. Total	0	0	0	0	0	100	0		0	0	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.625	.750

City of Fontana
 N/S: Sultana Avenue
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	4	0	5	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	20	80	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.625	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot AM
 Site Code : 05122442
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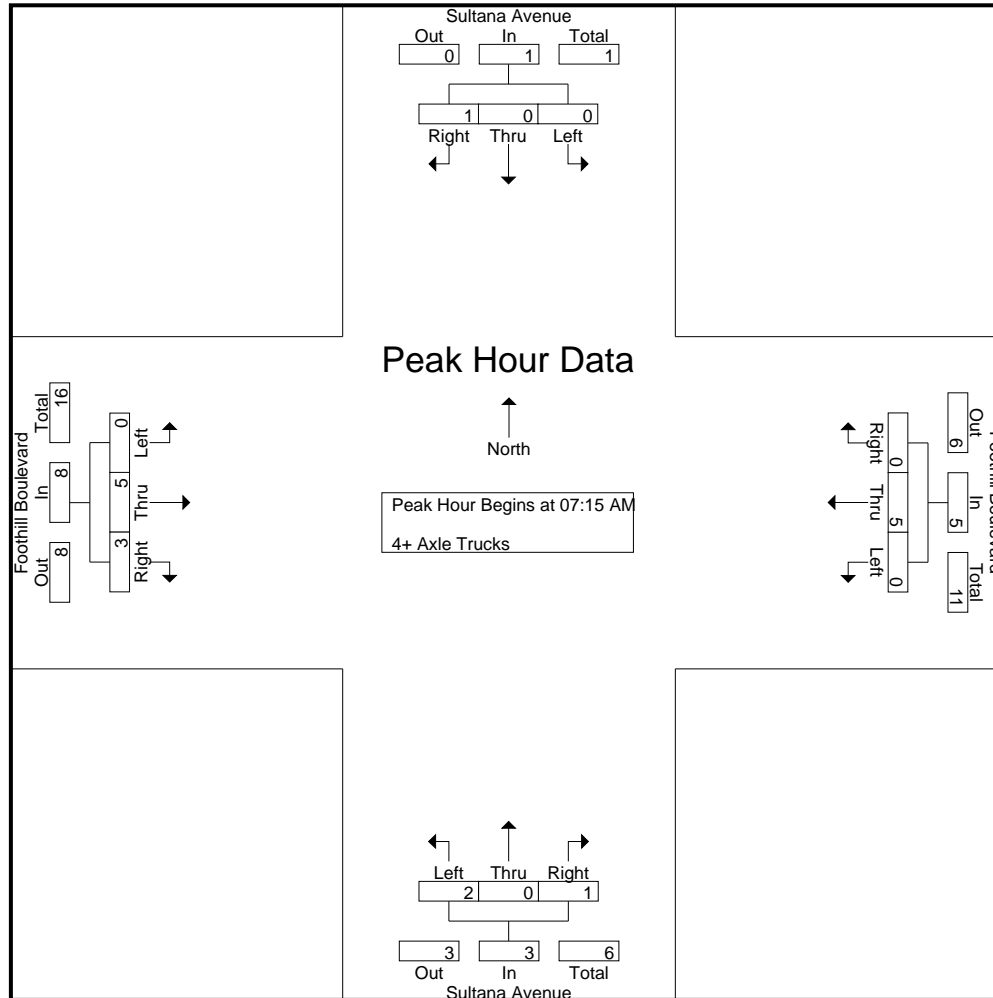
Groups Printed- 4+ Axle Trucks

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	1	1	1	2	1	0	7
Total	0	0	1	0	1	0	3	0	0	3	1	0	1	0	2	0	6	1	1	7	1	0	13
08:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	2	0	4	0	0	7
08:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	1	0	3	0	0	7
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	0	0	6
08:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	1	2	0	1	2	0	3	1	0	7
Total	0	0	0	0	0	0	9	0	0	9	3	0	1	1	4	0	7	7	0	14	1	0	27
Grand Total	0	0	1	0	1	0	12	0	0	12	4	0	2	1	6	0	13	8	1	21	2	0	40
Apprch %	0	0	100			0	100	0			66.7	0	33.3			0	61.9	38.1					
Total %	0	0	2.5		2.5	0	30	0		30	10	0	5		15	0	32.5	20		52.5	4.8		95.2

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	1	1	2	7
08:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	2	4	7
Total Volume	0	0	1	1	0	5	0	5	2	0	1	3	0	5	3	8	17
% App. Total	0	0	100		0	100	0		66.7	0	33.3		0	62.5	37.5		
PHF	.000	.000	.250	.250	.000	.417	.000	.417	.500	.000	.250	.375	.000	.625	.375	.500	.607

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot AM
 Site Code : 05122442
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City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot AM
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	3	0	3	1	0	1	2	0	1	1	2	
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	2	2	4	
Total Volume	0	0	1	1	0	5	0	5	2	0	1	3	0	5	3	8	
% App. Total	0	0	100		0	100	0		66.7	0	33.3		0	62.5	37.5		
PHF	.000	.000	.250	.250	.000	.417	.000	.417	.500	.000	.250	.375	.000	.625	.375	.500	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

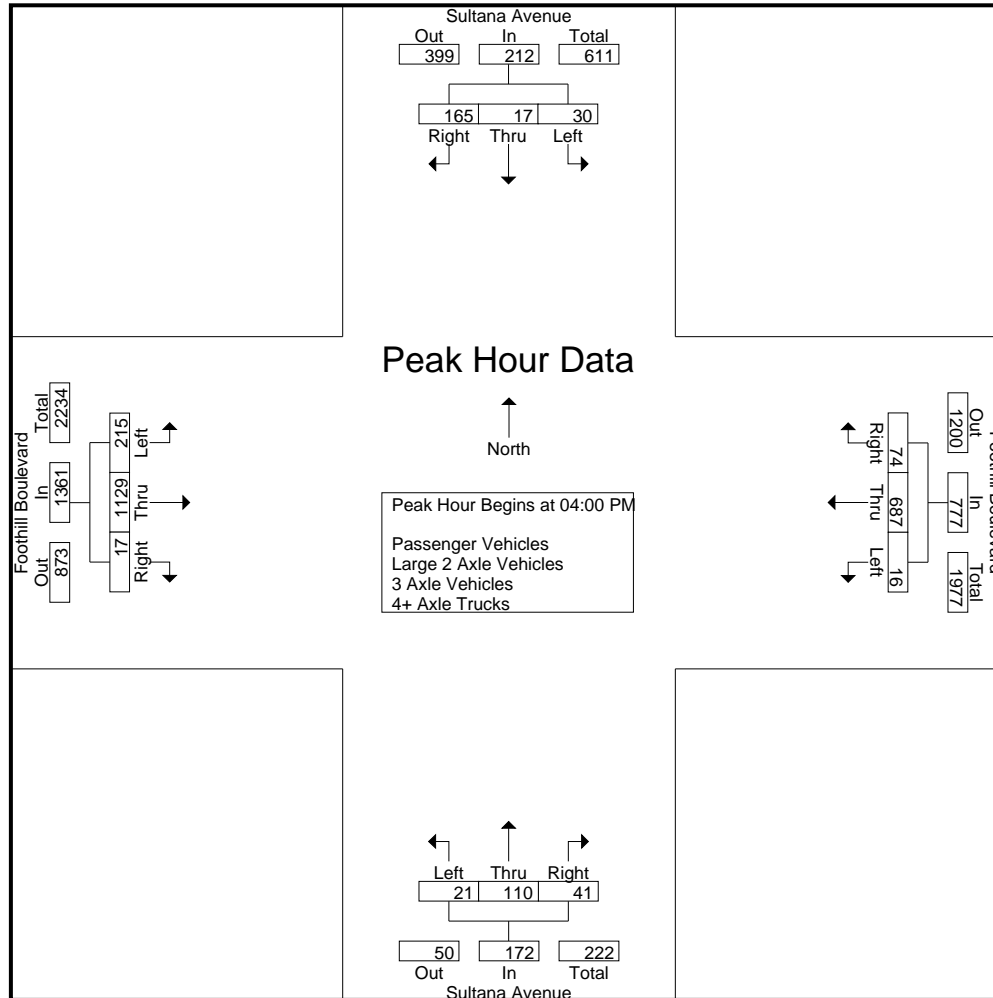
Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	7	4	62	44	73	4	166	21	6	191	5	23	10	9	38	57	297	9	1	363	60	665	725
04:15 PM	5	5	33	31	43	8	166	20	4	194	3	24	10	6	37	53	292	4	0	349	41	623	664
04:30 PM	12	4	37	21	53	1	175	12	9	188	9	38	15	7	62	44	300	3	0	347	37	650	687
04:45 PM	6	4	33	28	43	3	180	21	9	204	4	25	6	4	35	61	240	1	0	302	41	584	625
Total	30	17	165	124	212	16	687	74	28	777	21	110	41	26	172	215	1129	17	1	1361	179	2522	2701
05:00 PM	2	4	25	23	31	3	169	50	7	222	4	31	9	4	44	53	249	3	0	305	34	602	636
05:15 PM	7	4	38	33	49	1	145	21	3	167	2	17	6	4	25	58	288	0	0	346	40	587	627
05:30 PM	6	2	42	37	50	0	153	14	1	167	2	26	4	3	32	68	240	2	0	310	41	559	600
05:45 PM	5	4	38	30	47	1	164	10	5	175	2	13	1	0	16	68	227	4	0	299	35	537	572
Total	20	14	143	123	177	5	631	95	16	731	10	87	20	11	117	247	1004	9	0	1260	150	2285	2435
Grand Total	50	31	308	247	389	21	1318	169	44	1508	31	197	61	37	289	462	2133	26	1	2621	329	4807	5136
Apprch %	12.9	8	79.2			1.4	87.4	11.2			10.7	68.2	21.1			17.6	81.4	1					
Total %	1	0.6	6.4		8.1	0.4	27.4	3.5		31.4	0.6	4.1	1.3		6	9.6	44.4	0.5		54.5	6.4	93.6	
Passenger Vehicles	49	30	304		629	21	1280	169		1514	31	194	57		317	454	2088	20		2563	0	0	5023
% Passenger Vehicles	98	96.8	98.7	99.6	98.9	100	97.1	100	100	97.6	100	98.5	93.4	94.6	97.2	98.3	97.9	76.9	100	97.7	0	0	97.8
Large 2 Axle Vehicles	1	1	4		7	0	26	0		26	0	3	1		4	7	34	4		45	0	0	82
% Large 2 Axle Vehicles	2	3.2	1.3	0.4	1.1	0	2	0	0	1.7	0	1.5	1.6	0	1.2	1.5	1.6	15.4	0	1.7	0	0	1.6
3 Axle Vehicles	0	0	0		0	0	5	0		5	0	0	0		0	0	4	0		4	0	0	9
% 3 Axle Vehicles	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.2
4+ Axle Trucks	0	0	0		0	0	7	0		7	0	0	3		5	1	7	2		10	0	0	22
% 4+ Axle Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	4.9	5.4	1.5	0.2	0.3	7.7	0	0.4	0	0	0.4

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard 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	4	62	73	4	166	21	191	5	23	10	38	57	297	9	363	665
04:15 PM	5	5	33	43	8	166	20	194	3	24	10	37	53	292	4	349	623
04:30 PM	12	4	37	53	1	175	12	188	9	38	15	62	44	300	3	347	650
04:45 PM	6	4	33	43	3	180	21	204	4	25	6	35	61	240	1	302	584
Total Volume	30	17	165	212	16	687	74	777	21	110	41	172	215	1129	17	1361	2522
% App. Total	14.2	8	77.8		2.1	88.4	9.5		12.2	64	23.8		15.8	83	1.2		
PHF	.625	.850	.665	.726	.500	.954	.881	.952	.583	.724	.683	.694	.881	.941	.472	.937	.948

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 Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
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City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:15 PM				04:00 PM				
+0 mins.	7	4	62	73	8	166	20	194	3	24	10	37	57	297	9	363	
+15 mins.	5	5	33	43	1	175	12	188	9	38	15	62	53	292	4	349	
+30 mins.	12	4	37	53	3	180	21	204	4	25	6	35	44	300	3	347	
+45 mins.	6	4	33	43	3	169	50	222	4	31	9	44	61	240	1	302	
Total Volume	30	17	165	212	15	690	103	808	20	118	40	178	215	1129	17	1361	
% App. Total	14.2	8	77.8		1.9	85.4	12.7		11.2	66.3	22.5		15.8	83	1.2		
PHF	.625	.850	.665	.726	.469	.958	.515	.910	.556	.776	.667	.718	.881	.941	.472	.937	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
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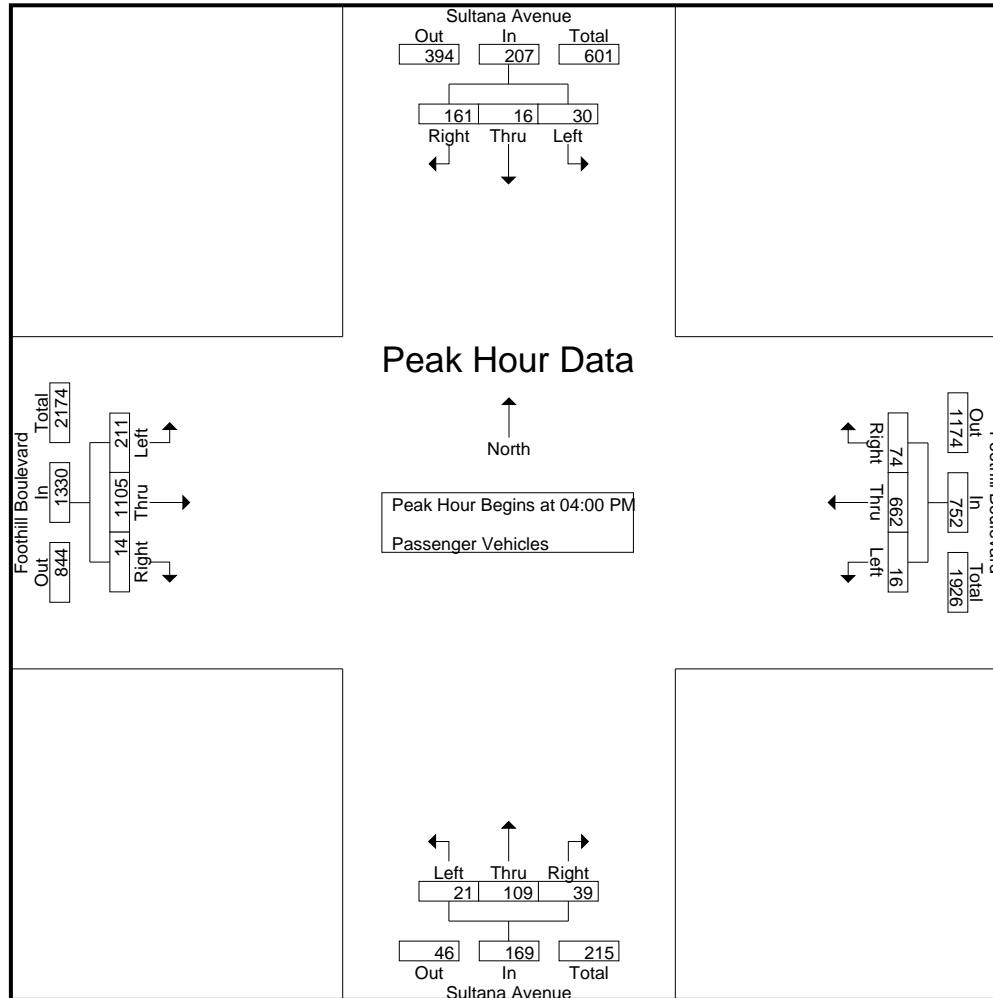
Groups Printed- Passenger Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	7	4	60	44	71	4	154	21	6	179	5	23	9	8	37	54	289	8	1	351	59	638	697
04:15 PM	5	4	33	31	42	8	158	20	4	186	3	23	10	6	36	52	285	2	0	339	41	603	644
04:30 PM	12	4	36	21	52	1	173	12	9	186	9	38	15	7	62	44	296	3	0	343	37	643	680
04:45 PM	6	4	32	27	42	3	177	21	9	201	4	25	5	3	34	61	235	1	0	297	39	574	613
Total	30	16	161	123	207	16	662	74	28	752	21	109	39	24	169	211	1105	14	1	1330	176	2458	2634
05:00 PM	2	4	25	23	31	3	167	50	7	220	4	30	9	4	43	51	240	3	0	294	34	588	622
05:15 PM	6	4	38	33	48	1	141	21	3	163	2	16	5	4	23	57	284	0	0	341	40	575	615
05:30 PM	6	2	42	37	50	0	149	14	1	163	2	26	3	3	31	67	236	2	0	305	41	549	590
05:45 PM	5	4	38	30	47	1	161	10	5	172	2	13	1	0	16	68	223	1	0	292	35	527	562
Total	19	14	143	123	176	5	618	95	16	718	10	85	18	11	113	243	983	6	0	1232	150	2239	2389
Grand Total	49	30	304	246	383	21	1280	169	44	1470	31	194	57	35	282	454	2088	20	1	2562	326	4697	5023
Apprch %	12.8	7.8	79.4			1.4	87.1	11.5			11	68.8	20.2			17.7	81.5	0.8			326	4697	5023
Total %	1	0.6	6.5		8.2	0.4	27.3	3.6		31.3	0.7	4.1	1.2		6	9.7	44.5	0.4		54.5	6.5	93.5	

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	4	60	71	4	154	21	179	5	23	9	37	54	289	8	351	638
04:15 PM	5	4	33	42	8	158	20	186	3	23	10	36	52	285	2	339	603
04:30 PM	12	4	36	52	1	173	12	186	9	38	15	62	44	296	3	343	643
04:45 PM	6	4	32	42	3	177	21	201	4	25	5	34	61	235	1	297	574
Total Volume	30	16	161	207	16	662	74	752	21	109	39	169	211	1105	14	1330	2458
% App. Total	14.5	7.7	77.8		2.1	88	9.8		12.4	64.5	23.1		15.9	83.1	1.1		
PHF	.625	1.00	.671	.729	.500	.935	.881	.935	.583	.717	.650	.681	.865	.933	.438	.947	.956

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
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City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
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Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	7	4	60	71	4	154	21	179	5	23	9	37	54	289	8	351	
+15 mins.	5	4	33	42	8	158	20	186	3	23	10	36	52	285	2	339	
+30 mins.	12	4	36	52	1	173	12	186	9	38	15	62	44	296	3	343	
+45 mins.	6	4	32	42	3	177	21	201	4	25	5	34	61	235	1	297	
Total Volume	30	16	161	207	16	662	74	752	21	109	39	169	211	1105	14	1330	
% App. Total	14.5	7.7	77.8		2.1	88	9.8		12.4	64.5	23.1		15.9	83.1	1.1		
PHF	.625	1.000	.671	.729	.500	.935	.881	.935	.583	.717	.650	.681	.865	.933	.438	.947	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
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File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

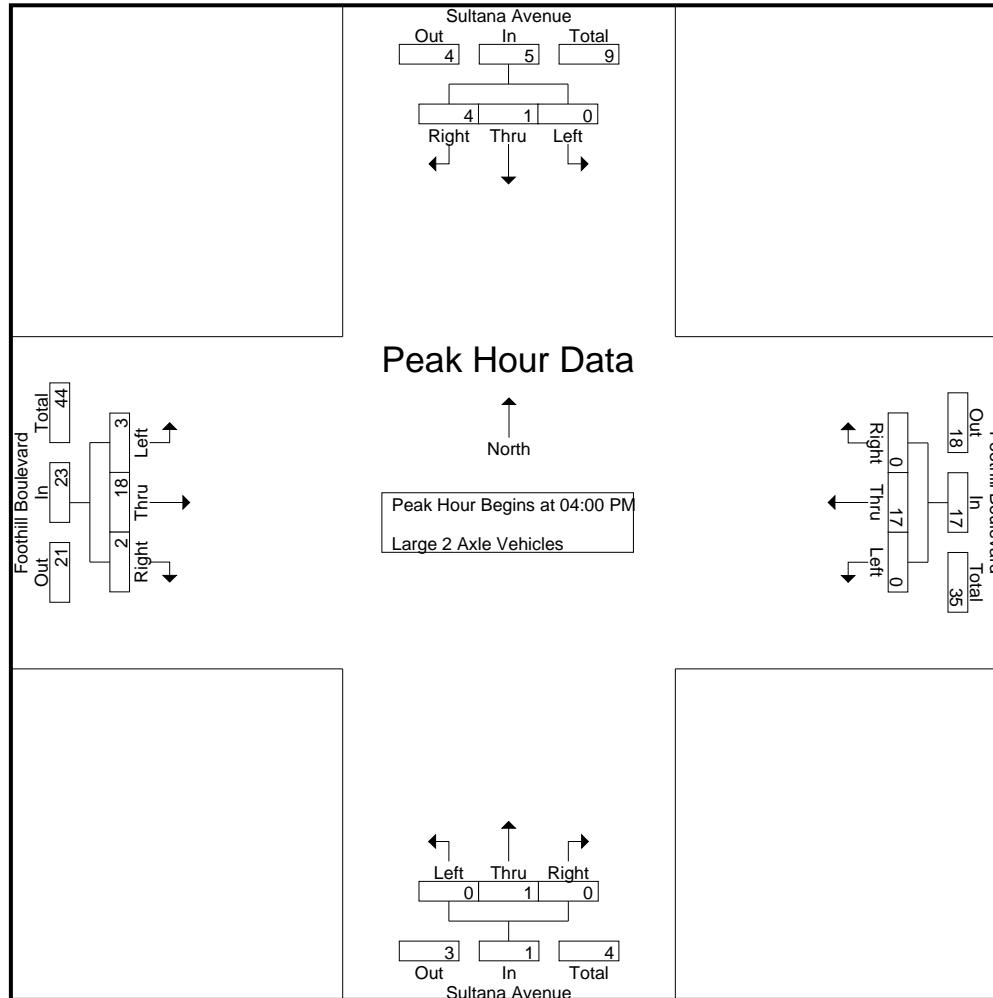
Groups Printed- Large 2 Axle Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	2	7	0	0	9	0	19	19
04:15 PM	0	1	0	0	1	0	6	0	0	6	0	1	0	0	1	1	4	2	0	7	0	15	15
04:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	5
04:45 PM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	7	8
Total	0	1	4	1	5	0	17	0	0	17	0	1	0	0	1	3	18	2	0	23	1	46	47
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	8	0	0	10	0	12	12
05:15 PM	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	1	3	0	0	4	0	10	10
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	0	8	8
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	0	5	5
Total	1	0	0	0	1	0	9	0	0	9	0	2	1	0	3	4	16	2	0	22	0	35	35
Grand Total	1	1	4	1	6	0	26	0	0	26	0	3	1	0	4	7	34	4	0	45	1	81	82
Apprch %	16.7	16.7	66.7			0	100	0			0	75	25			15.6	75.6	8.9					
Total %	1.2	1.2	4.9		7.4	0	32.1	0		32.1	0	3.7	1.2		4.9	8.6	42	4.9		55.6	1.2	98.8	

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	2	2	0	8	0	8	0	0	0	0	2	7	0	9	19
04:15 PM	0	1	0	1	0	6	0	6	0	1	0	1	1	4	2	7	15
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
Total Volume	0	1	4	5	0	17	0	17	0	1	0	1	3	18	2	23	46
% App. Total	0	20	80		0	100	0		0	100	0		13	78.3	8.7		
PHF	.000	.250	.500	.625	.000	.531	.000	.531	.000	.250	.000	.250	.375	.643	.250	.639	.605

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	2	2	0	8	0	8	0	0	0	0	2	7	0	9	
+15 mins.	0	1	0	1	0	6	0	6	0	1	0	1	1	4	2	7	
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	
+45 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	4	0	4	
Total Volume	0	1	4	5	0	17	0	17	0	1	0	1	3	18	2	23	
% App. Total	0	20	80		0	100	0		0	100	0		13	78.3	8.7		
PHF	.000	.250	.500	.625	.000	.531	.000	.531	.000	.250	.000	.250	.375	.643	.250	.639	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

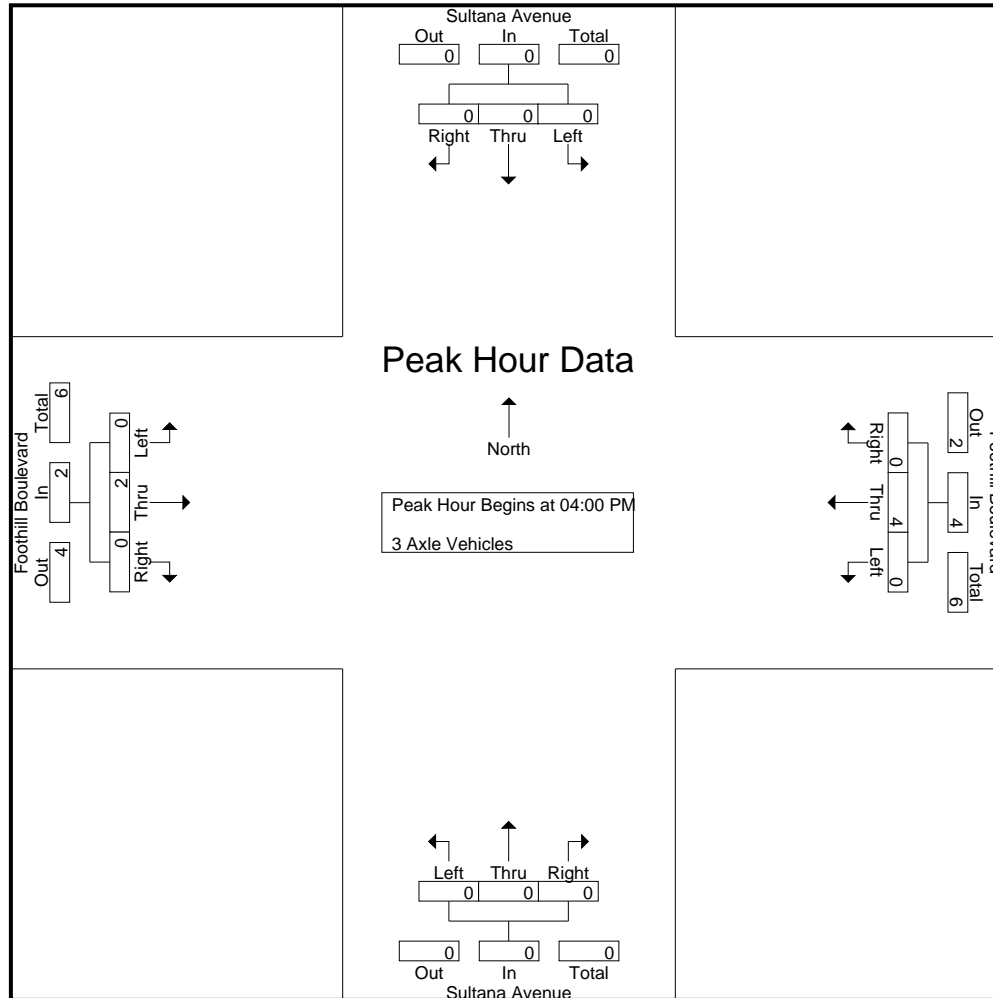
Groups Printed- 3 Axle Vehicles

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3	3
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	9	9	9
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0			0	100		
Total %	0	0	0			0	55.6	0		55.6	0	0	0			0	44.4	0		44.4	0	100		

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

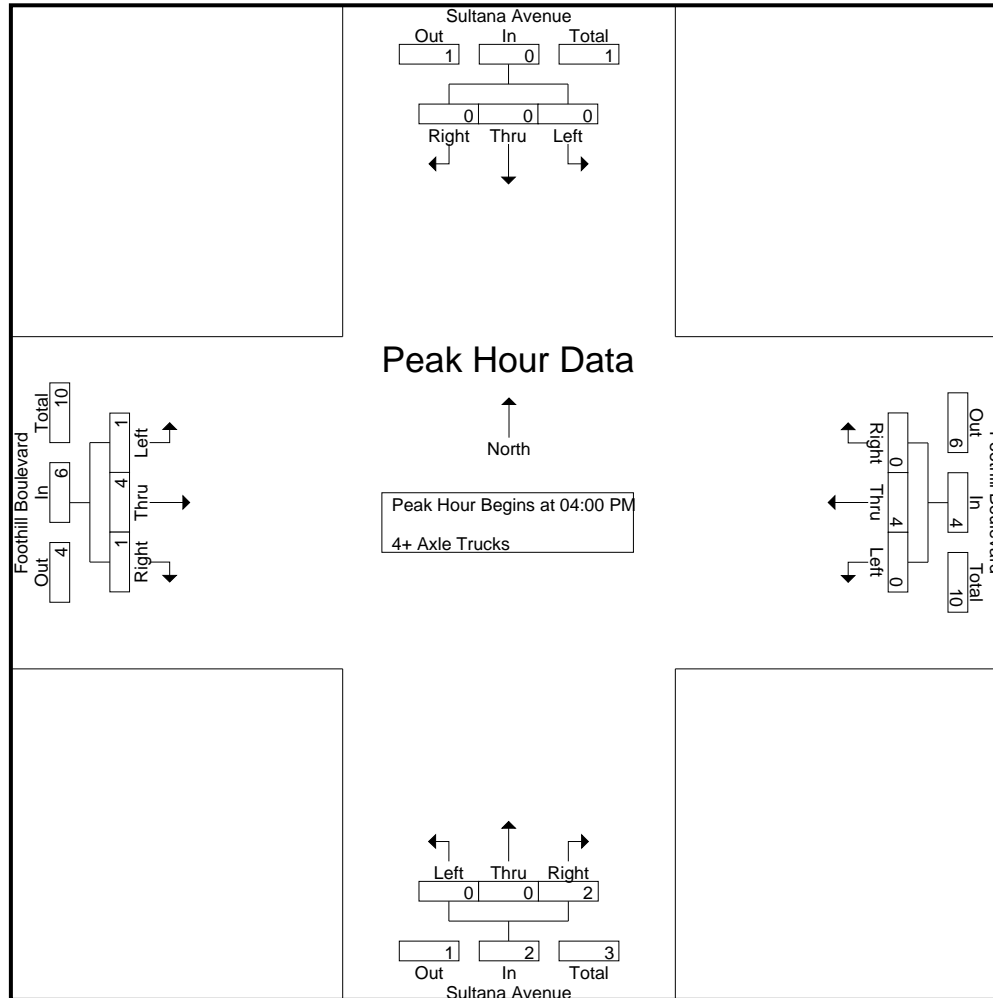
Groups Printed- 4+ Axle Trucks

Start Time	Sultana Avenue Southbound					Foothill Boulevard Westbound					Sultana Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	1	1	0	3	1	6	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	1	3	4
Total	0	0	0	0	0	0	4	0	0	4	0	0	2	2	2	1	4	1	0	6	2	12	14
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	4	4
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	1	0	4	0	8	8
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	3	2	3	1	7	2	0	10	2	20	22
Apprch %	0	0	0			0	100	0			0	0	100			10	70	20					
Total %	0	0	0			0	35	0		35	0	0	15		15	5	35	10		50	9.1	90.9	

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	1	1	1	3	6
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total Volume	0	0	0	0	0	4	0	4	0	0	2	2	1	4	1	6	12
% App. Total	0	0	0		0	100	0		0	0	100		16.7	66.7	16.7		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.250	.500	.250	.500	.500

City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Sultana Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 05_FON_Sul_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Sultana Avenue Southbound				Foothill Boulevard Westbound				Sultana Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	1	1	1	3	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	
Total Volume	0	0	0	0	0	4	0	4	0	0	2	2	1	4	1	6	
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	16.7	66.7	16.7	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.250	.500	.250	.500	

Location: Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg Foothill Boulevard	South Leg Citrus Avenue	West Leg Foothill Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Citrus Avenue	East Leg Foothill Boulevard	South Leg Citrus Avenue	West Leg Foothill Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

Location: Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Citrus Avenue			Westbound Foothill Boulevard			Northbound Citrus Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	3
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	1	0	0	0	0	1	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	1	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	3	0	0	0	0	1	1	2	1	1	14

	Southbound Citrus Avenue			Westbound Foothill Boulevard			Northbound Citrus Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	2	0	0	4

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

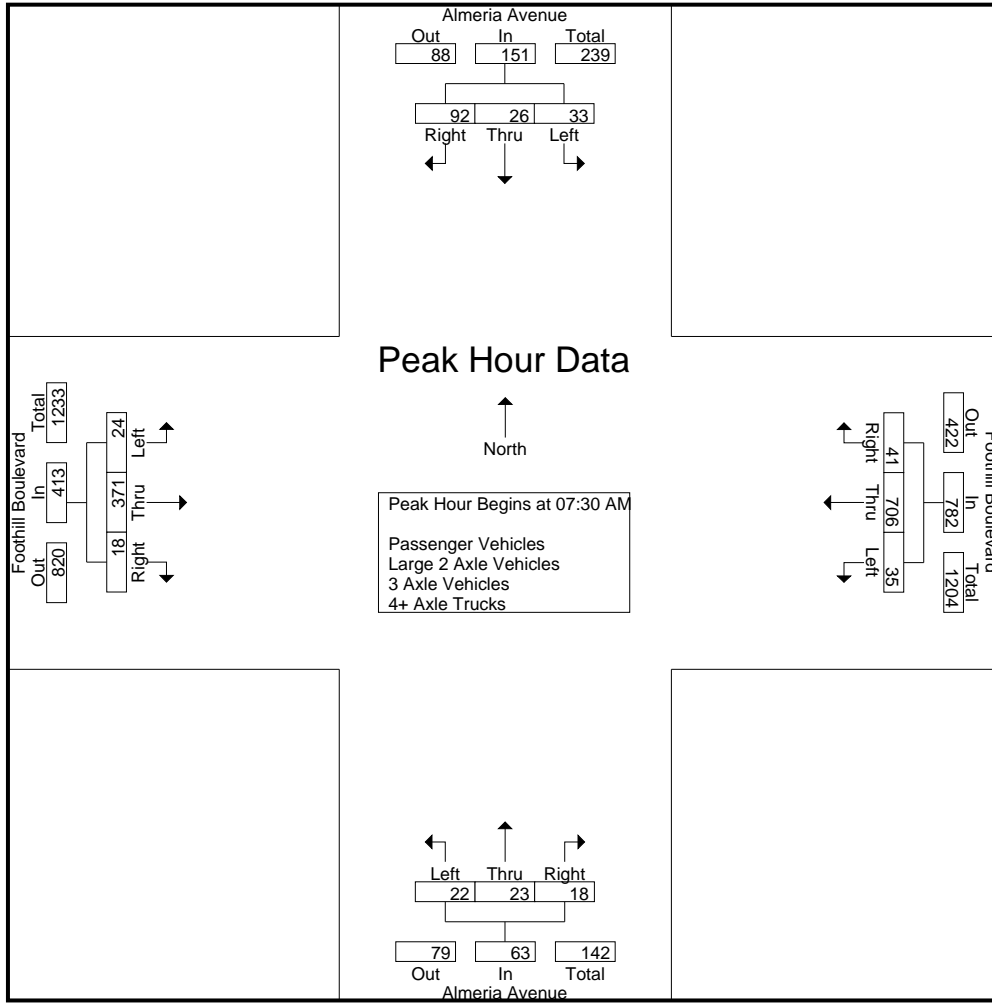
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard 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	11	4	23	38	6	137	2	145	1	2	1	4	4	73	7	84	271
07:15 AM	12	10	16	38	4	154	3	161	1	1	2	4	3	67	6	76	279
07:30 AM	15	5	24	44	7	210	10	227	7	6	3	16	4	105	4	113	400
07:45 AM	7	11	30	48	6	196	10	212	7	10	5	22	10	85	6	101	383
Total	45	30	93	168	23	697	25	745	16	19	11	46	21	330	23	374	1333
08:00 AM	6	4	20	30	10	132	12	154	6	2	6	14	6	88	4	98	296
08:15 AM	5	6	18	29	12	168	9	189	2	5	4	11	4	93	4	101	330
08:30 AM	9	5	20	34	6	116	4	126	2	4	6	12	2	89	6	97	269
08:45 AM	11	10	11	32	5	162	10	177	2	3	6	11	8	112	5	125	345
Total	31	25	69	125	33	578	35	646	12	14	22	48	20	382	19	421	1240
Grand Total	76	55	162	293	56	1275	60	1391	28	33	33	94	41	712	42	795	2573
Apprch %	25.9	18.8	55.3		4	91.7	4.3		29.8	35.1	35.1		5.2	89.6	5.3		
Total %	3	2.1	6.3	11.4	2.2	49.6	2.3	54.1	1.1	1.3	1.3	3.7	1.6	27.7	1.6	30.9	
Passenger Vehicles	76	55	159	290	51	1235	59	1345	21	33	29	83	39	673	28	740	2458
% Passenger Vehicles	100	100	98.1	99	91.1	96.9	98.3	96.7	75	100	87.9	88.3	95.1	94.5	66.7	93.1	95.5
Large 2 Axle Vehicles	0	0	3	3	2	24	1	27	1	0	2	3	2	18	7	27	60
% Large 2 Axle Vehicles	0	0	1.9	1	3.6	1.9	1.7	1.9	3.6	0	6.1	3.2	4.9	2.5	16.7	3.4	2.3
3 Axle Vehicles	0	0	0	0	1	9	0	10	3	0	1	4	0	9	0	9	23
% 3 Axle Vehicles	0	0	0	0	1.8	0.7	0	0.7	10.7	0	3	4.3	0	1.3	0	1.1	0.9
4+ Axle Trucks	0	0	0	0	2	7	0	9	3	0	1	4	0	12	7	19	32
% 4+ Axle Trucks	0	0	0	0	3.6	0.5	0	0.6	10.7	0	3	4.3	0	1.7	16.7	2.4	1.2

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	5	24	44	7	210	10	227	7	6	3	16	4	105	4	113	400
07:45 AM	7	11	30	48	6	196	10	212	7	10	5	22	10	85	6	101	383
08:00 AM	6	4	20	30	10	132	12	154	6	2	6	14	6	88	4	98	296
08:15 AM	5	6	18	29	12	168	9	189	2	5	4	11	4	93	4	101	330
Total Volume	33	26	92	151	35	706	41	782	22	23	18	63	24	371	18	413	1409
% App. Total	21.9	17.2	60.9		4.5	90.3	5.2		34.9	36.5	28.6		5.8	89.8	4.4		
PHF	.550	.591	.767	.786	.729	.840	.854	.861	.786	.575	.750	.716	.600	.883	.750	.914	.881

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 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:

	07:00 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	11	4	23	38	7	210	10	227	7	6	3	16	6	88	4	98
+15 mins.	12	10	16	38	6	196	10	212	7	10	5	22	4	93	4	101
+30 mins.	15	5	24	44	10	132	12	154	6	2	6	14	2	89	6	97
+45 mins.	7	11	30	48	12	168	9	189	2	5	4	11	8	112	5	125
Total Volume	45	30	93	168	35	706	41	782	22	23	18	63	20	382	19	421
% App. Total	26.8	17.9	55.4		4.5	90.3	5.2		34.9	36.5	28.6		4.8	90.7	4.5	
PHF	.750	.682	.775	.875	.729	.840	.854	.861	.786	.575	.750	.716	.625	.853	.792	.842

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- Passenger Vehicles

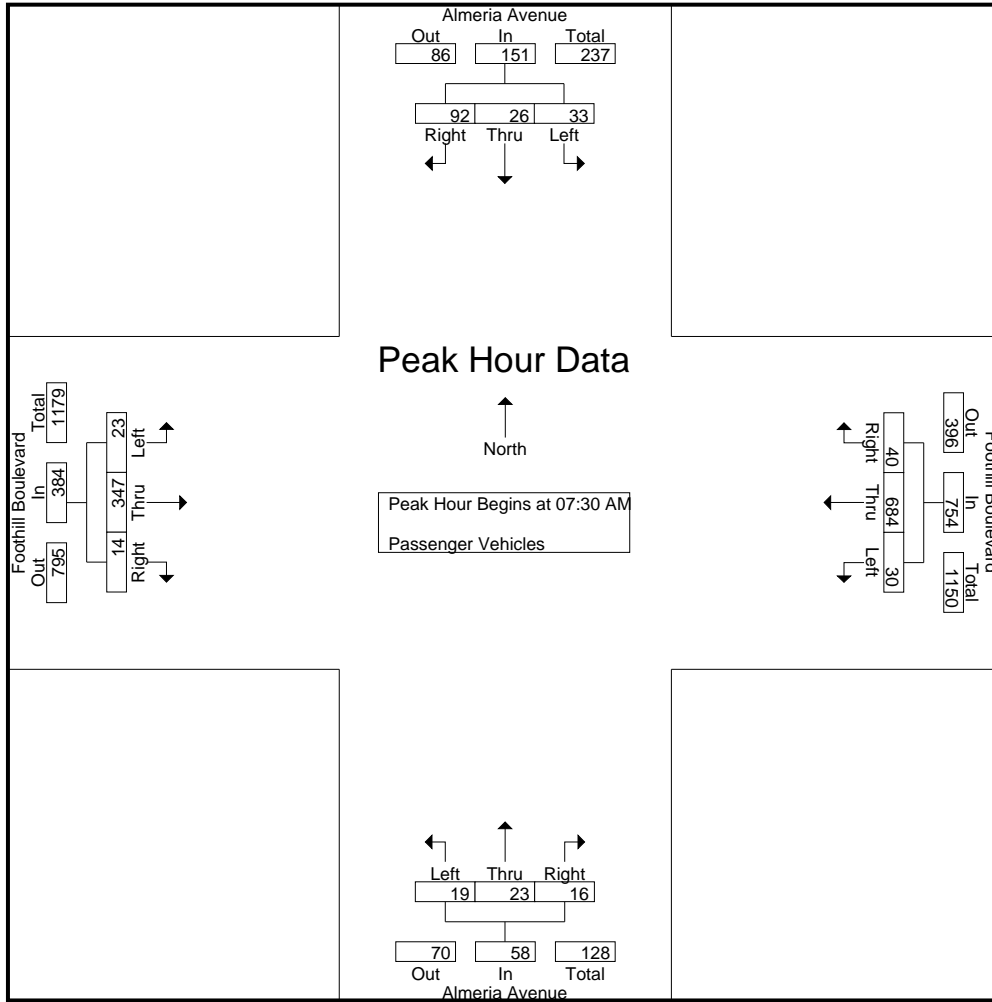
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	11	4	22	37	6	133	2	141	0	2	1	3	3	69	3	75	256
07:15 AM	12	10	15	37	4	149	3	156	0	1	2	3	3	65	4	72	268
07:30 AM	15	5	24	44	6	202	10	218	6	6	3	15	4	95	2	101	378
07:45 AM	7	11	30	48	5	191	10	206	6	10	5	21	9	78	6	93	368
Total	45	30	91	166	21	675	25	721	12	19	11	42	19	307	15	341	1270
08:00 AM	6	4	20	30	10	125	11	146	6	2	6	14	6	84	3	93	283
08:15 AM	5	6	18	29	9	166	9	184	1	5	2	8	4	90	3	97	318
08:30 AM	9	5	20	34	6	112	4	122	1	4	5	10	2	86	4	92	258
08:45 AM	11	10	10	31	5	157	10	172	1	3	5	9	8	106	3	117	329
Total	31	25	68	124	30	560	34	624	9	14	18	41	20	366	13	399	1188
Grand Total	76	55	159	290	51	1235	59	1345	21	33	29	83	39	673	28	740	2458
Apprch %	26.2	19	54.8		3.8	91.8	4.4		25.3	39.8	34.9		5.3	90.9	3.8		
Total %	3.1	2.2	6.5	11.8	2.1	50.2	2.4	54.7	0.9	1.3	1.2	3.4	1.6	27.4	1.1	30.1	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	15	5	24	44	6	202	10	218	6	6	3	15	4	95	2	101	378
07:45 AM	7	11	30	48	5	191	10	206	6	10	5	21	9	78	6	93	368
08:00 AM	6	4	20	30	10	125	11	146	6	2	6	14	6	84	3	93	283
08:15 AM	5	6	18	29	9	166	9	184	1	5	2	8	4	90	3	97	318
Total Volume	33	26	92	151	30	684	40	754	19	23	16	58	23	347	14	384	1347
% App. Total	21.9	17.2	60.9		4	90.7	5.3		32.8	39.7	27.6		6	90.4	3.6		
PHF	.550	.591	.767	.786	.750	.847	.909	.865	.792	.575	.667	.690	.639	.913	.583	.950	.891

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	15	5	24	44	6	202	10	218	6	6	3	15	4	95	2	101
+15 mins.	7	11	30	48	5	191	10	206	6	10	5	21	9	78	6	93
+30 mins.	6	4	20	30	10	125	11	146	6	2	6	14	6	84	3	93
+45 mins.	5	6	18	29	9	166	9	184	1	5	2	8	4	90	3	97
Total Volume	33	26	92	151	30	684	40	754	19	23	16	58	23	347	14	384
% App. Total	21.9	17.2	60.9		4	90.7	5.3		32.8	39.7	27.6		6	90.4	3.6	
PHF	.550	.591	.767	.786	.750	.847	.909	.865	.792	.575	.667	.690	.639	.913	.583	.950

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

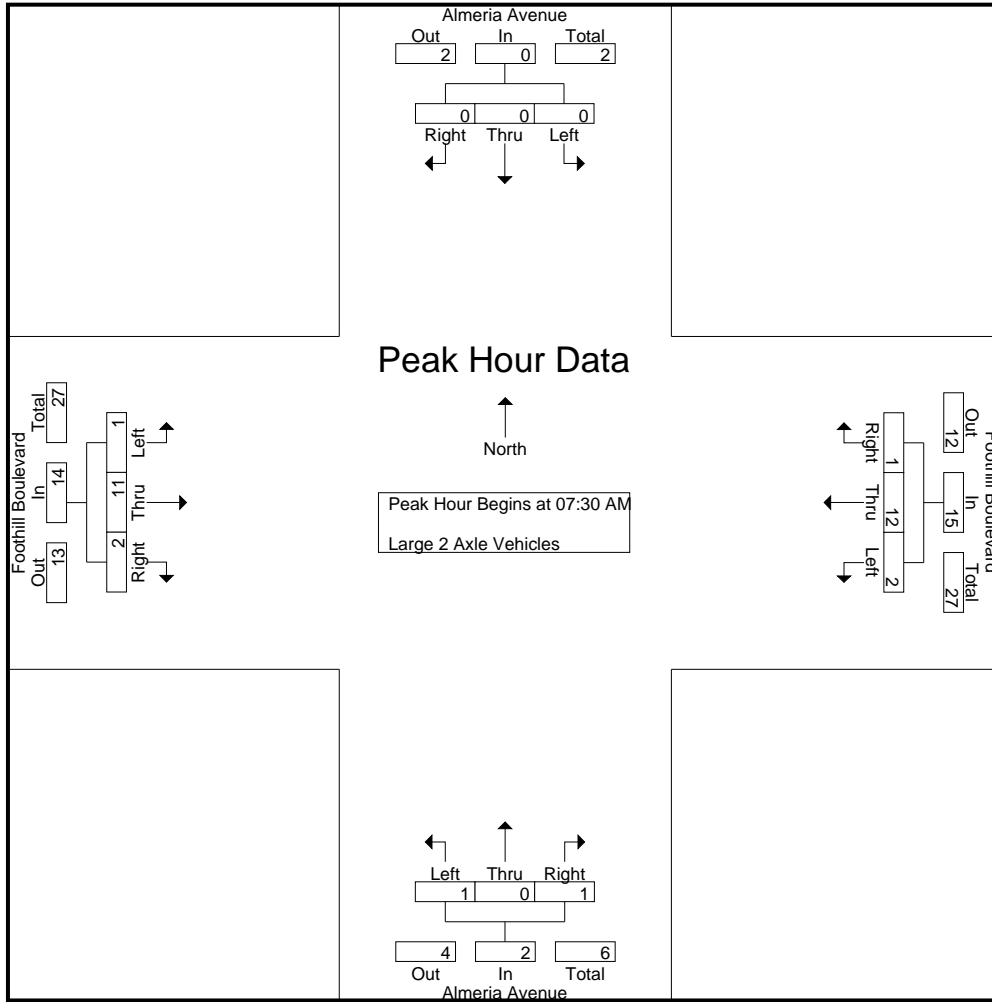
Groups Printed- Large 2 Axle Vehicles

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard 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	0	1	1	0	3	0	3	0	0	0	0	1	1	1	3	7
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	2	4	8
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	10
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
Total	0	0	2	2	0	14	0	14	0	0	0	0	2	10	4	16	32
08:00 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3	8
08:15 AM	0	0	0	0	2	0	0	2	1	0	1	2	0	1	1	2	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
08:45 AM	0	0	1	1	0	4	0	4	0	0	1	1	0	4	1	5	11
Total	0	0	1	1	2	10	1	13	1	0	2	3	0	8	3	11	28
Grand Total	0	0	3	3	2	24	1	27	1	0	2	3	2	18	7	27	60
Apprch %	0	0	100		7.4	88.9	3.7		33.3	0	66.7		7.4	66.7	25.9		
Total %	0	0	5	5	3.3	40	1.7	45	1.7	0	3.3	5	3.3	30	11.7	45	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	10
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
08:00 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3	8
08:15 AM	0	0	0	0	2	0	0	2	1	0	1	2	0	1	1	2	6
Total Volume	0	0	0	0	2	12	1	15	1	0	1	2	1	11	2	14	31
% App. Total	0	0	0		13.3	80	6.7		50	0	50		7.1	78.6	14.3		
PHF	.000	.000	.000	.000	.250	.600	.250	.750	.250	.000	.250	.250	.250	.688	.500	.700	.775

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4
+30 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	2	0	0	2	1	0	1	2	0	1	1	2
Total Volume	0	0	0	0	2	12	1	15	1	0	1	2	1	11	2	14
% App. Total	0	0	0	0	13.3	80	6.7	50	50	0	50	25	7.1	78.6	14.3	50
PHF	.000	.000	.000	.000	.250	.600	.250	.750	.250	.000	.250	.250	.250	.688	.500	.700

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

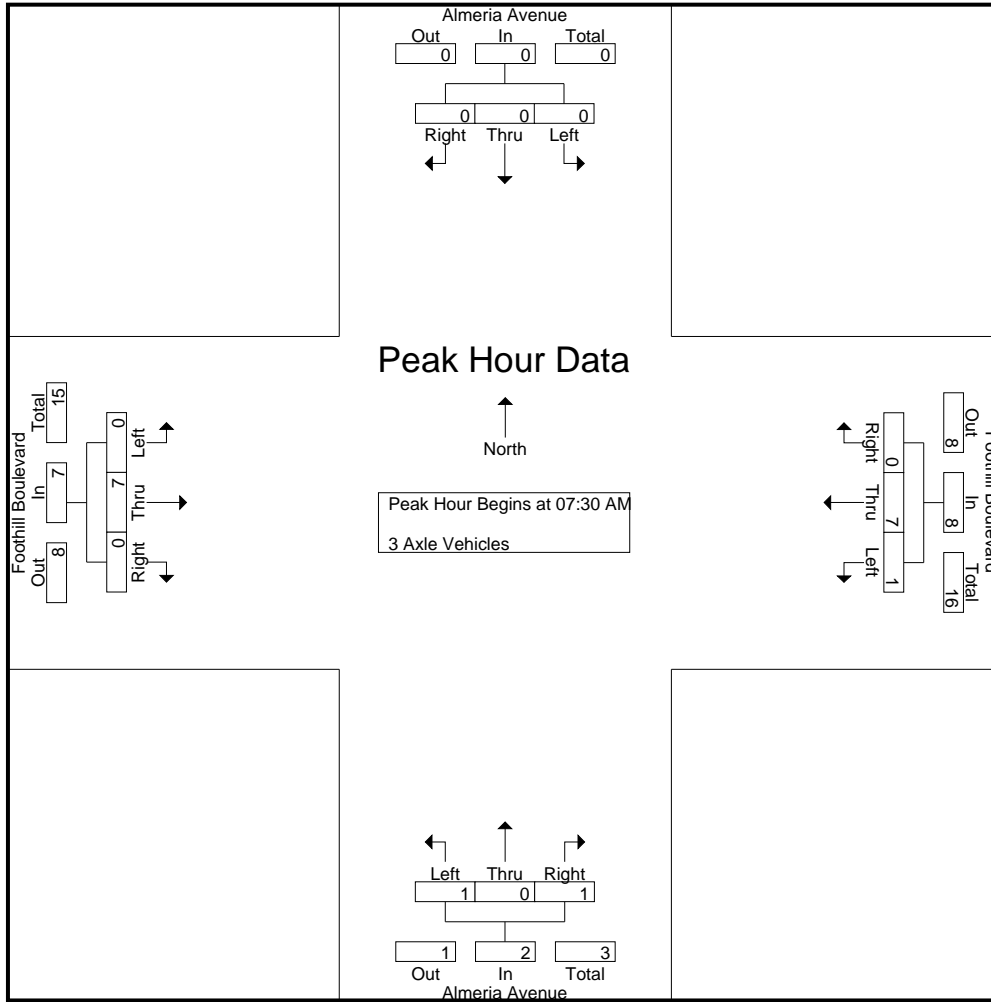
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	4	0	5	2	0	0	2	0	7	0	7	14
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	5	1	0	1	2	0	2	0	2	9
Grand Total	0	0	0	0	1	9	0	10	3	0	1	4	0	9	0	9	23
Apprch %	0	0	0		10	90	0		75	0	25		0	100	0		
Total %	0	0	0	0	4.3	39.1	0	43.5	13	0	4.3	17.4	0	39.1	0	39.1	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
Total Volume	0	0	0	0	1	7	0	8	1	0	1	2	0	7	0	7	17
% App. Total	0	0	0		12.5	87.5	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.500	.250	.000	.250	.500	.000	.583	.000	.583	.531

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
Total Volume	0	0	0	0	1	7	0	8	1	0	1	2	0	7	0	7
% App. Total	0	0	0	0	12.5	87.5	0	100	50	0	50	100	0	100	0	100
PHF	.000	.000	.000	.000	.250	.583	.000	.500	.250	.000	.250	.500	.000	.583	.000	.583

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

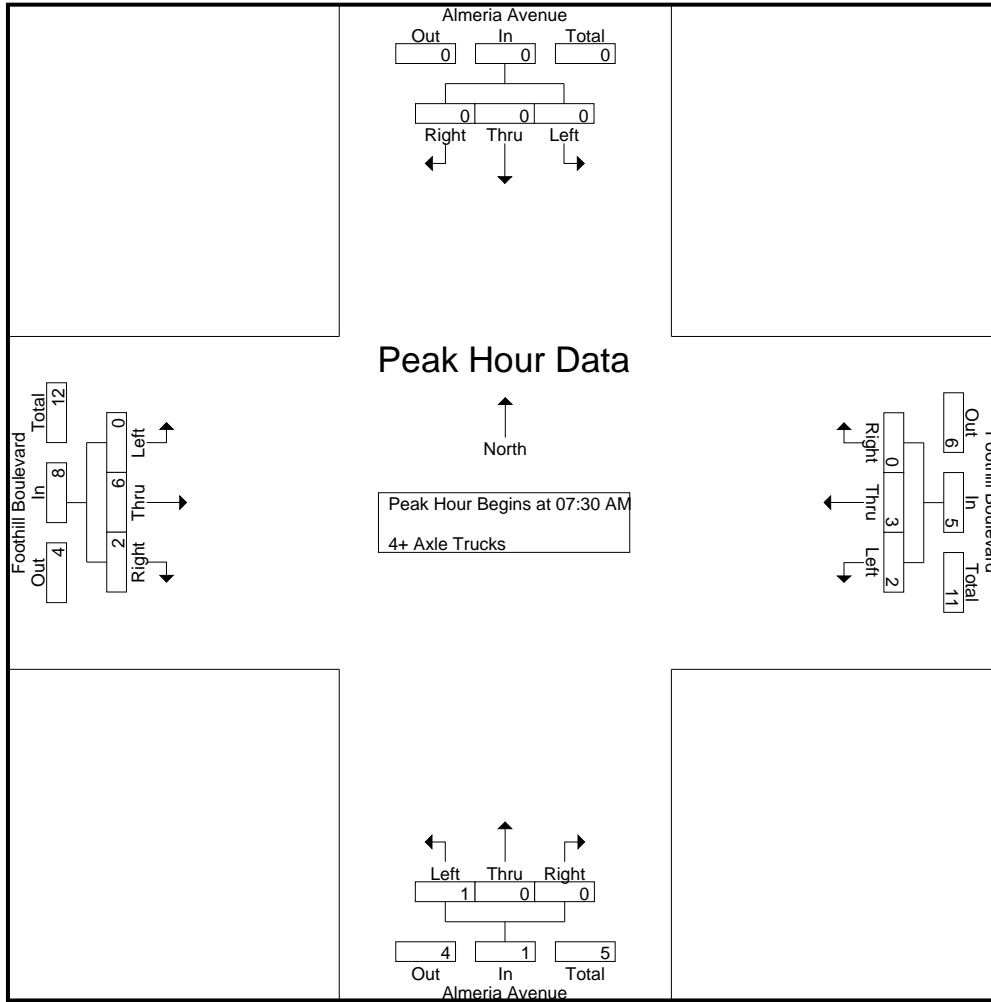
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	4	5
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
07:45 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	2	0	2	6
Total	0	0	0	0	1	4	0	5	2	0	0	2	0	6	4	10	17
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	1	4	6
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
Total	0	0	0	0	1	3	0	4	1	0	1	2	0	6	3	9	15
Grand Total	0	0	0	0	2	7	0	9	3	0	1	4	0	12	7	19	32
Apprch %	0	0	0		22.2	77.8	0		75	0	25		0	63.2	36.8		
Total %	0	0	0		6.2	21.9	0	28.1	9.4	0	3.1	12.5	0	37.5	21.9	59.4	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
07:45 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	2	0	2	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	2	3	0	5	1	0	0	1	0	6	2	8	14
% App. Total	0	0	0		40	60	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.500	.375	.000	.417	.250	.000	.000	.250	.000	.500	.500	.500	.583

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
+15 mins.	0	0	0	0	1	2	0	3	1	0	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	2	3	0	5	1	0	0	1	0	6	2	8
% App. Total	0	0	0	0	40	60	0	100	100	0	0	100	0	75	25	100
PHF	.000	.000	.000	.000	.500	.375	.000	.417	.250	.000	.000	.250	.000	.500	.500	.500

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

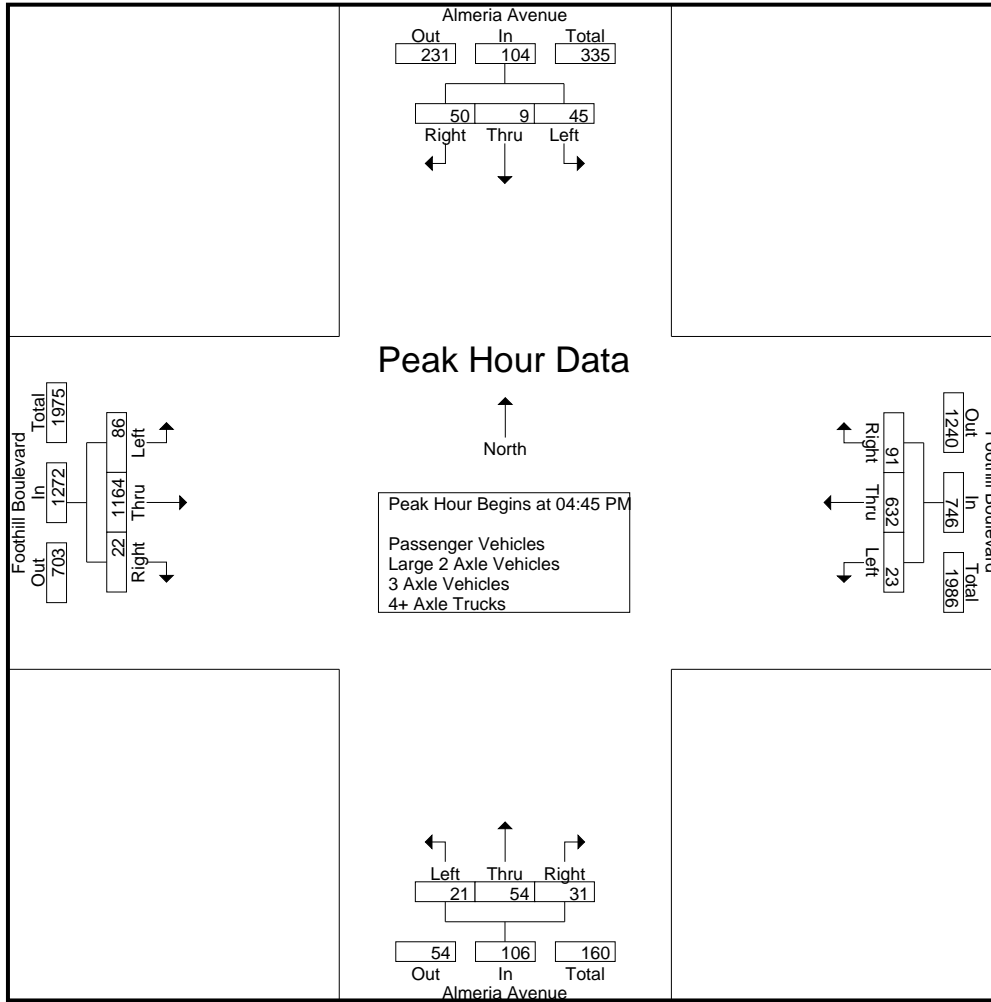
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard 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	8	7	15	30	2	154	12	168	4	9	8	21	22	271	7	300	519
04:15 PM	8	2	15	25	12	148	24	184	6	12	8	26	17	287	4	308	543
04:30 PM	11	6	12	29	10	133	19	162	11	7	7	25	10	253	7	270	486
04:45 PM	10	3	11	24	6	190	26	222	9	12	7	28	27	326	4	357	631
Total	37	18	53	108	30	625	81	736	30	40	30	100	76	1137	22	1235	2179
05:00 PM	17	0	14	31	6	118	24	148	5	17	7	29	18	327	5	350	558
05:15 PM	13	3	13	29	4	166	20	190	3	9	8	20	25	241	9	275	514
05:30 PM	5	3	12	20	7	158	21	186	4	16	9	29	16	270	4	290	525
05:45 PM	19	12	18	49	6	157	9	172	2	13	5	20	27	258	1	286	527
Total	54	18	57	129	23	599	74	696	14	55	29	98	86	1096	19	1201	2124
Grand Total	91	36	110	237	53	1224	155	1432	44	95	59	198	162	2233	41	2436	4303
Apprch %	38.4	15.2	46.4		3.7	85.5	10.8		22.2	48	29.8		6.7	91.7	1.7		
Total %	2.1	0.8	2.6	5.5	1.2	28.4	3.6	33.3	1	2.2	1.4	4.6	3.8	51.9	1	56.6	
Passenger Vehicles	91	36	109	236	53	1190	153	1396	39	94	58	191	161	2203	37	2401	4224
% Passenger Vehicles	100	100	99.1	99.6	100	97.2	98.7	97.5	88.6	98.9	98.3	96.5	99.4	98.7	90.2	98.6	98.2
Large 2 Axle Vehicles	0	0	0	0	0	17	2	19	2	1	1	4	1	24	2	27	50
% Large 2 Axle Vehicles	0	0	0	0	0	1.4	1.3	1.3	4.5	1.1	1.7	2	0.6	1.1	4.9	1.1	1.2
3 Axle Vehicles	0	0	1	1	0	10	0	10	0	0	0	0	0	3	0	3	14
% 3 Axle Vehicles	0	0	0.9	0.4	0	0.8	0	0.7	0	0	0	0	0	0.1	0	0.1	0.3
4+ Axle Trucks	0	0	0	0	0	7	0	7	3	0	0	3	0	3	2	5	15
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	6.8	0	0	1.5	0	0.1	4.9	0.2	0.3

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	3	11	24	6	190	26	222	9	12	7	28	27	326	4	357	631
05:00 PM	17	0	14	31	6	118	24	148	5	17	7	29	18	327	5	350	558
05:15 PM	13	3	13	29	4	166	20	190	3	9	8	20	25	241	9	275	514
05:30 PM	5	3	12	20	7	158	21	186	4	16	9	29	16	270	4	290	525
Total Volume	45	9	50	104	23	632	91	746	21	54	31	106	86	1164	22	1272	2228
% App. Total	43.3	8.7	48.1		3.1	84.7	12.2		19.8	50.9	29.2		6.8	91.5	1.7		
PHF	.662	.750	.893	.839	.821	.832	.875	.840	.583	.794	.861	.914	.796	.890	.611	.891	.883

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
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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:

	05:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	17	0	14	31	6	190	26	222	6	12	8	26	17	287	4	308
+15 mins.	13	3	13	29	6	118	24	148	11	7	7	25	10	253	7	270
+30 mins.	5	3	12	20	4	166	20	190	9	12	7	28	27	326	4	357
+45 mins.	19	12	18	49	7	158	21	186	5	17	7	29	18	327	5	350
Total Volume	54	18	57	129	23	632	91	746	31	48	29	108	72	1193	20	1285
% App. Total	41.9	14	44.2		3.1	84.7	12.2		28.7	44.4	26.9		5.6	92.8	1.6	
PHF	.711	.375	.792	.658	.821	.832	.875	.840	.705	.706	.906	.931	.667	.912	.714	.900

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

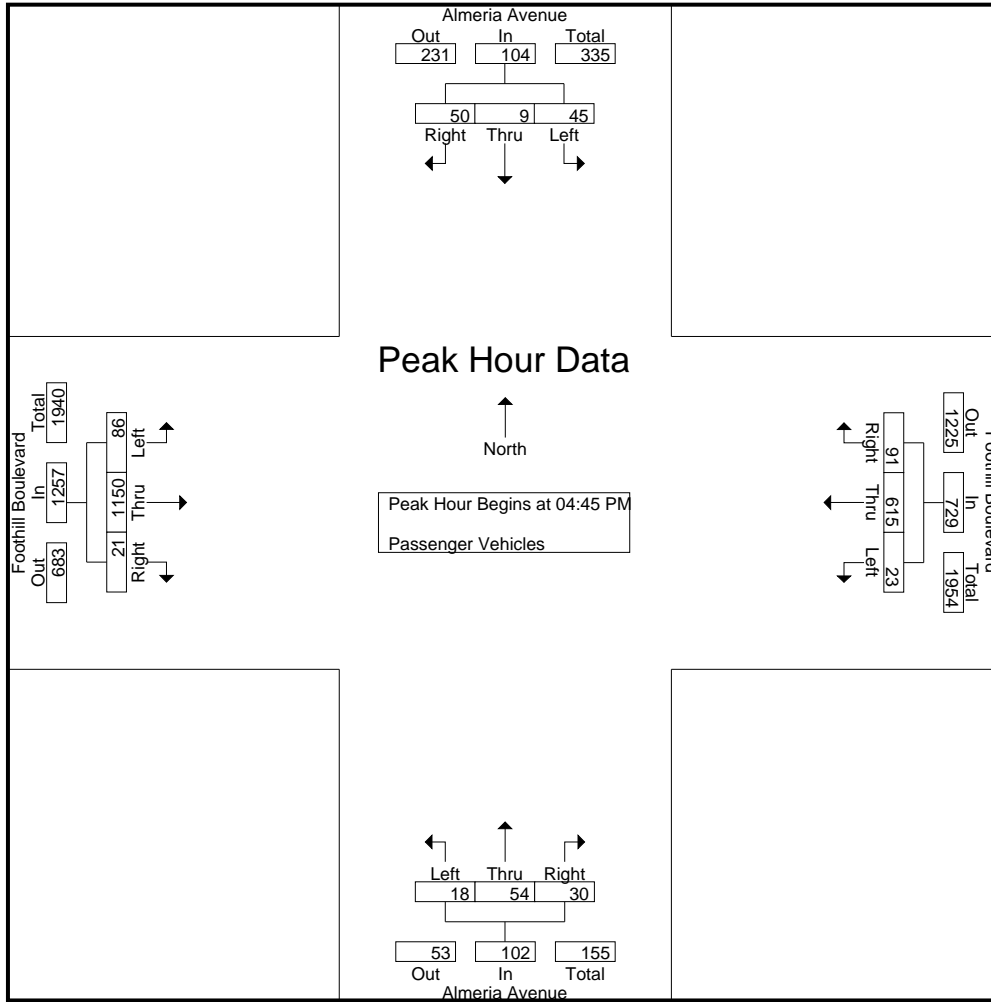
Groups Printed- Passenger Vehicles

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard 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	8	7	15	30	2	149	11	162	3	9	8	20	22	266	6	294	506
04:15 PM	8	2	15	25	12	146	23	181	6	11	8	25	16	284	3	303	534
04:30 PM	11	6	12	29	10	130	19	159	10	7	7	24	10	247	6	263	475
04:45 PM	10	3	11	24	6	181	26	213	8	12	7	27	27	323	4	354	618
Total	37	18	53	108	30	606	79	715	27	39	30	96	75	1120	19	1214	2133
05:00 PM	17	0	14	31	6	116	24	146	4	17	6	27	18	325	5	348	552
05:15 PM	13	3	13	29	4	164	20	188	3	9	8	20	25	238	8	271	508
05:30 PM	5	3	12	20	7	154	21	182	3	16	9	28	16	264	4	284	514
05:45 PM	19	12	17	48	6	150	9	165	2	13	5	20	27	256	1	284	517
Total	54	18	56	128	23	584	74	681	12	55	28	95	86	1083	18	1187	2091
Grand Total	91	36	109	236	53	1190	153	1396	39	94	58	191	161	2203	37	2401	4224
Apprch %	38.6	15.3	46.2		3.8	85.2	11		20.4	49.2	30.4		6.7	91.8	1.5		
Total %	2.2	0.9	2.6	5.6	1.3	28.2	3.6	33	0.9	2.2	1.4	4.5	3.8	52.2	0.9	56.8	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	3	11	24	6	181	26	213	8	12	7	27	27	323	4	354	618
05:00 PM	17	0	14	31	6	116	24	146	4	17	6	27	18	325	5	348	552
05:15 PM	13	3	13	29	4	164	20	188	3	9	8	20	25	238	8	271	508
05:30 PM	5	3	12	20	7	154	21	182	3	16	9	28	16	264	4	284	514
Total Volume	45	9	50	104	23	615	91	729	18	54	30	102	86	1150	21	1257	2192
% App. Total	43.3	8.7	48.1		3.2	84.4	12.5		17.6	52.9	29.4		6.8	91.5	1.7		
PHF	.662	.750	.893	.839	.821	.849	.875	.856	.563	.794	.833	.911	.796	.885	.656	.888	.887

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	10	3	11	24	6	181	26	213	8	12	7	27	27	323	4	354
+15 mins.	17	0	14	31	6	116	24	146	4	17	6	27	18	325	5	348
+30 mins.	13	3	13	29	4	164	20	188	3	9	8	20	25	238	8	271
+45 mins.	5	3	12	20	7	154	21	182	3	16	9	28	16	264	4	284
Total Volume	45	9	50	104	23	615	91	729	18	54	30	102	86	1150	21	1257
% App. Total	43.3	8.7	48.1		3.2	84.4	12.5		17.6	52.9	29.4		6.8	91.5	1.7	
PHF	.662	.750	.893	.839	.821	.849	.875	.856	.563	.794	.833	.911	.796	.885	.656	.888

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

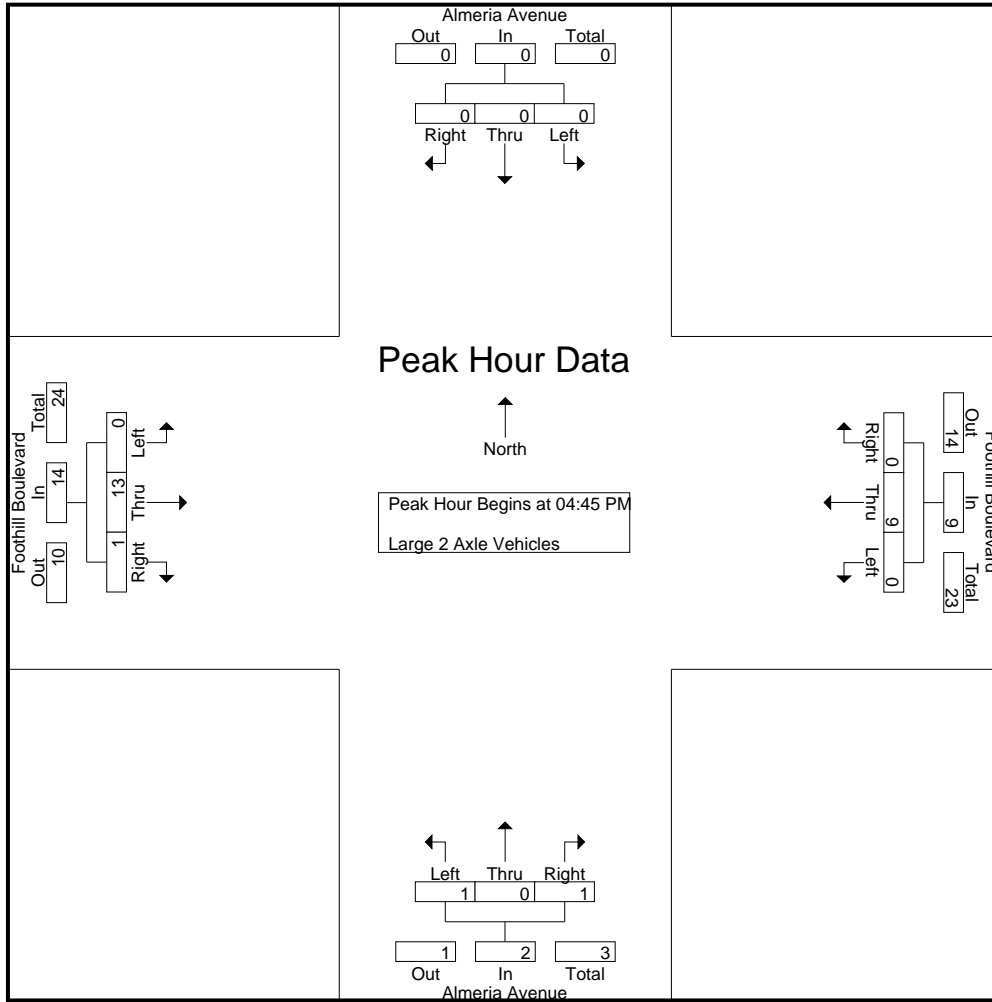
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	3	0	3	6
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0	2	4
04:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	5	1	6	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	7	2	9	1	1	0	2	1	12	1	14	25
05:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	10	0	10	1	0	1	2	0	12	1	13	25
Grand Total	0	0	0	0	0	17	2	19	2	1	1	4	1	24	2	27	50
Apprch %	0	0	0		0	89.5	10.5		50	25	25		3.7	88.9	7.4		
Total %	0	0	0		0	34	4	38	4	2	2	8	2	48	4	54	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total Volume	0	0	0	0	0	9	0	9	1	0	1	2	0	13	1	14	25
% App. Total	0	0	0		0	100	0		50	0	50		0	92.9	7.1		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.250	.250	.000	.542	.250	.583	.694

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	9	0	9	1	0	1	2	0	13	1	14
% App. Total	0	0	0	0	0	100	0	100	50	0	50	100	0	92.9	7.1	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.250	.250	.000	.542	.250	.583

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

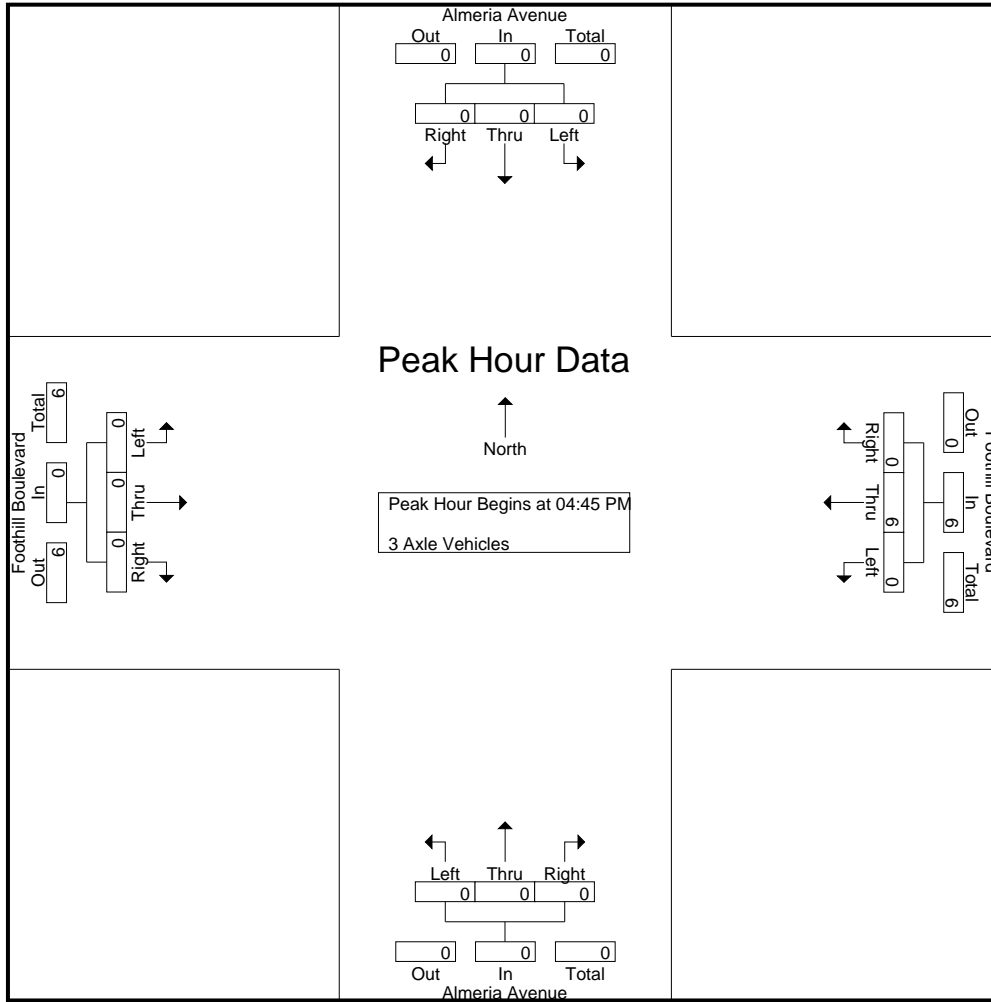
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	1	0	10	0	10	0	0	0	0	0	3	0	3	0	14
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0			
Total %	0	0	7.1	7.1	0	71.4	0	71.4	0	0	0	0	0	21.4	0	21.4		

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
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Groups Printed- 4+ Axle Trucks

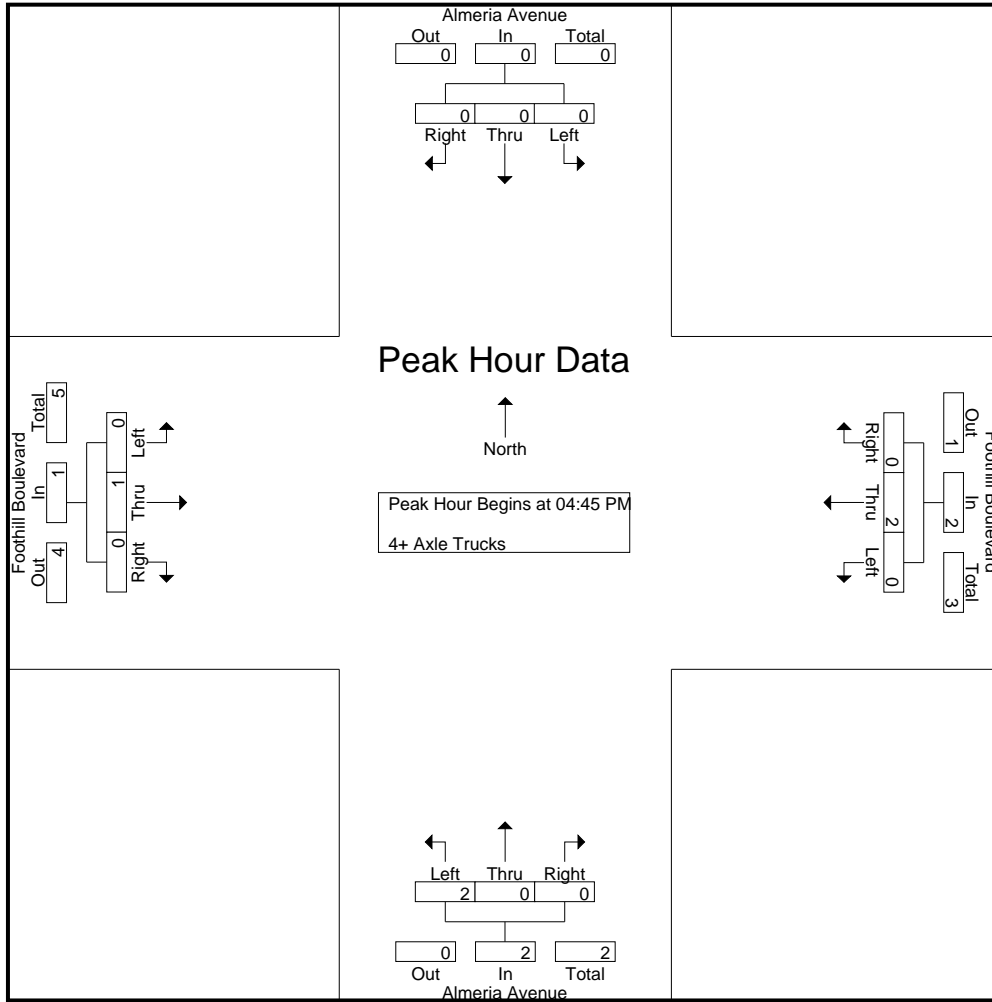
Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	2	0	0	2	0	2	2	4	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
Grand Total	0	0	0	0	0	7	0	7	3	0	0	3	0	3	2	5	15
Apprch %	0	0	0		0	100	0		100	0	0		0	60	40		
Total %	0	0	0		0	46.7	0	46.7	20	0	0	20	0	20	13.3	33.3	

Start Time	Almeria Avenue Southbound				Foothill Boulevard Westbound				Almeria Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.250	.000	.250	.625

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

City of Fontana
 N/S: Almeria Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 02_FON_Alm_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

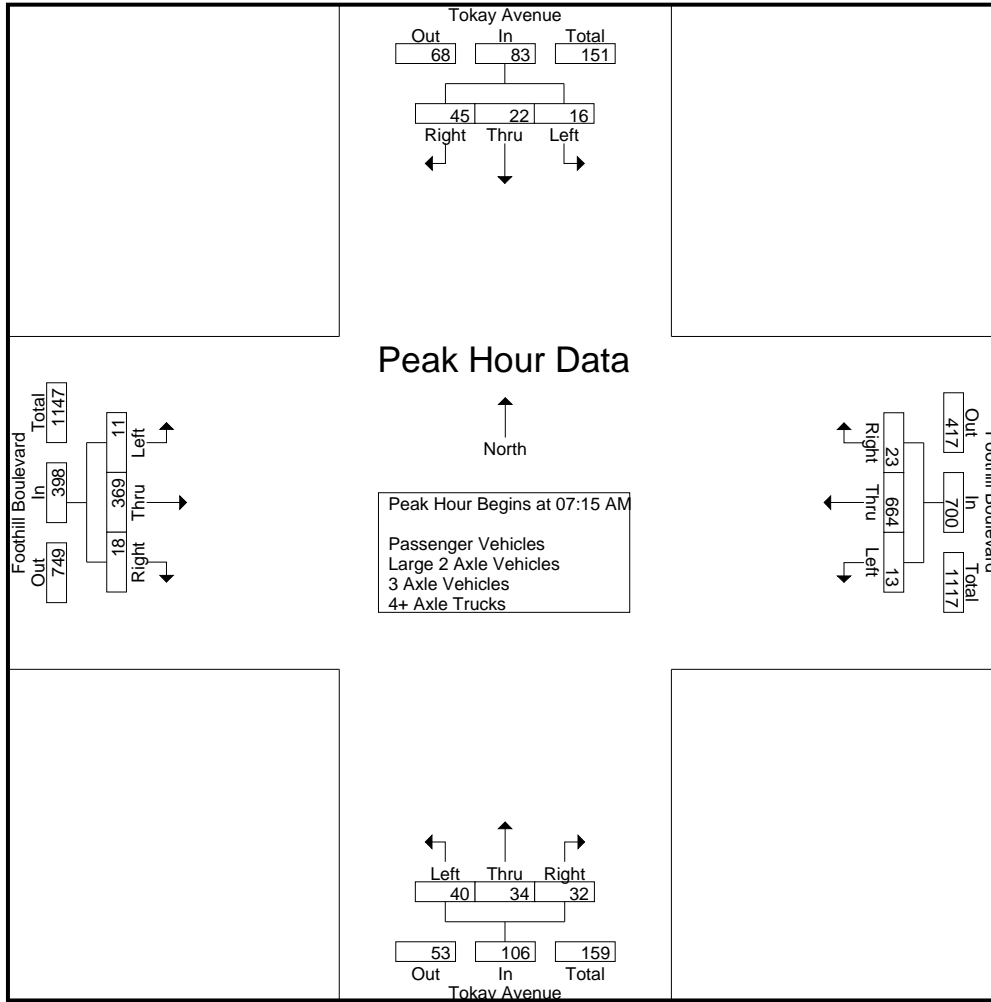
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	6	4	4	14	2	143	4	149	5	8	2	15	0	78	4	82	260
07:15 AM	6	7	11	24	3	151	6	160	4	9	10	23	4	77	4	85	292
07:30 AM	3	4	15	22	2	168	1	171	20	6	10	36	4	111	3	118	347
07:45 AM	4	5	8	17	2	194	7	203	7	6	6	19	1	94	5	100	339
Total	19	20	38	77	9	656	18	683	36	29	28	93	9	360	16	385	1238
08:00 AM	3	6	11	20	6	151	9	166	9	13	6	28	2	87	6	95	309
08:15 AM	5	3	5	13	10	143	8	161	11	1	7	19	3	80	6	89	282
08:30 AM	4	5	9	18	5	129	4	138	9	7	11	27	3	100	8	111	294
08:45 AM	7	4	4	15	7	149	8	164	10	11	13	34	3	114	15	132	345
Total	19	18	29	66	28	572	29	629	39	32	37	108	11	381	35	427	1230
Grand Total	38	38	67	143	37	1228	47	1312	75	61	65	201	20	741	51	812	2468
Apprch %	26.6	26.6	46.9		2.8	93.6	3.6		37.3	30.3	32.3		2.5	91.3	6.3		
Total %	1.5	1.5	2.7	5.8	1.5	49.8	1.9	53.2	3	2.5	2.6	8.1	0.8	30	2.1	32.9	
Passenger Vehicles	38	37	66	141	33	1184	47	1264	74	59	61	194	19	697	48	764	2363
% Passenger Vehicles	100	97.4	98.5	98.6	89.2	96.4	100	96.3	98.7	96.7	93.8	96.5	95	94.1	94.1	94.1	95.7
Large 2 Axle Vehicles	0	1	0	1	3	26	0	29	1	2	4	7	0	21	2	23	60
% Large 2 Axle Vehicles	0	2.6	0	0.7	8.1	2.1	0	2.2	1.3	3.3	6.2	3.5	0	2.8	3.9	2.8	2.4
3 Axle Vehicles	0	0	1	1	1	10	0	11	0	0	0	0	1	11	0	12	24
% 3 Axle Vehicles	0	0	1.5	0.7	2.7	0.8	0	0.8	0	0	0	0	5	1.5	0	1.5	1
4+ Axle Trucks	0	0	0	0	0	8	0	8	0	0	0	0	0	12	1	13	21
% 4+ Axle Trucks	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	1.6	2	1.6	0.9

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	7	11	24	3	151	6	160	4	9	10	23	4	77	4	85	292
07:30 AM	3	4	15	22	2	168	1	171	20	6	10	36	4	111	3	118	347
07:45 AM	4	5	8	17	2	194	7	203	7	6	6	19	1	94	5	100	339
08:00 AM	3	6	11	20	6	151	9	166	9	13	6	28	2	87	6	95	309
Total Volume	16	22	45	83	13	664	23	700	40	34	32	106	11	369	18	398	1287
% App. Total	19.3	26.5	54.2		1.9	94.9	3.3		37.7	32.1	30.2		2.8	92.7	4.5		
PHF	.667	.786	.750	.865	.542	.856	.639	.862	.500	.654	.800	.736	.688	.831	.750	.843	.927

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	6	7	11	24	2	168	1	171	9	13	6	28	2	87	6	95
+15 mins.	3	4	15	22	2	194	7	203	11	1	7	19	3	80	6	89
+30 mins.	4	5	8	17	6	151	9	166	9	7	11	27	3	100	8	111
+45 mins.	3	6	11	20	10	143	8	161	10	11	13	34	3	114	15	132
Total Volume	16	22	45	83	20	656	25	701	39	32	37	108	11	381	35	427
% App. Total	19.3	26.5	54.2		2.9	93.6	3.6		36.1	29.6	34.3		2.6	89.2	8.2	
PHF	.667	.786	.750	.865	.500	.845	.694	.863	.886	.615	.712	.794	.917	.836	.583	.809

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Groups Printed- Passenger Vehicles

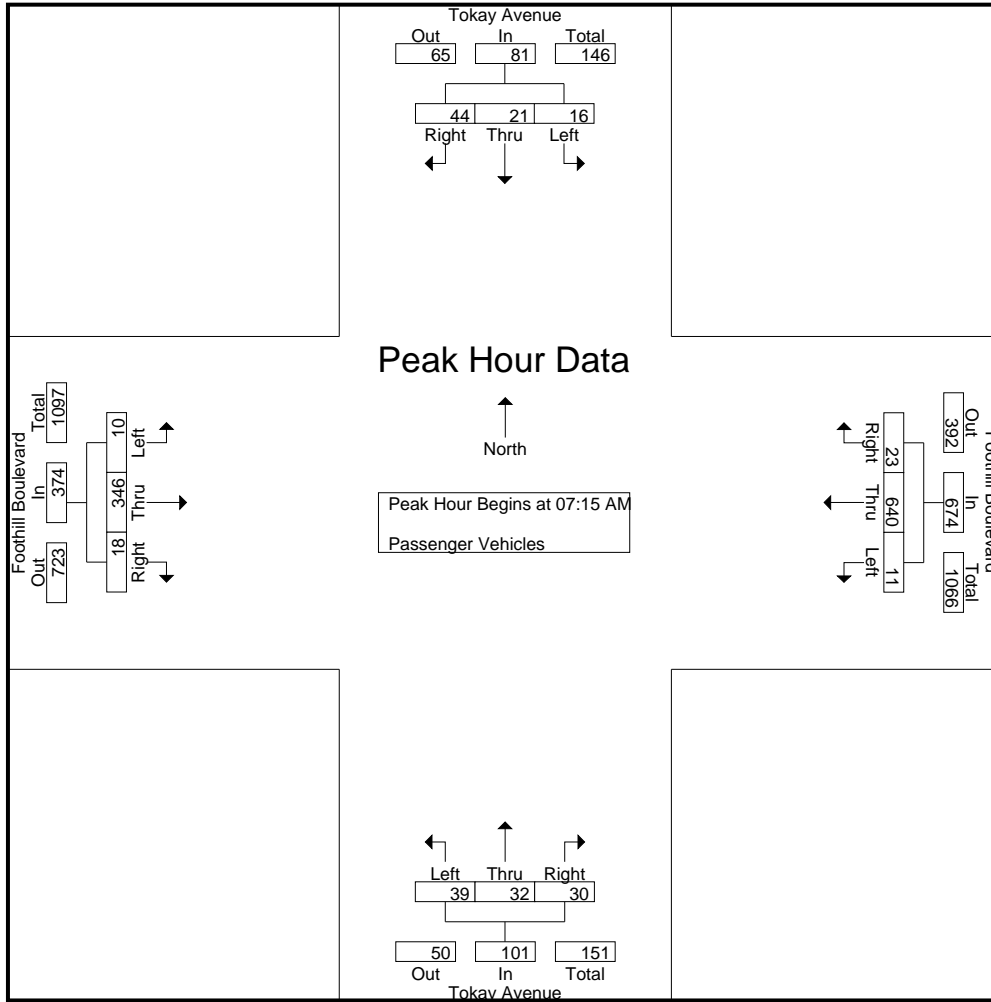
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	4	4	14	1	139	4	144	5	8	1	14	0	74	4	78	250
07:15 AM	6	7	10	23	2	145	6	153	4	8	10	22	4	74	4	82	280
07:30 AM	3	4	15	22	2	162	1	165	19	6	9	34	3	102	3	108	329
07:45 AM	4	5	8	17	2	189	7	198	7	6	6	19	1	88	5	94	328
Total	19	20	37	76	7	635	18	660	35	28	26	89	8	338	16	362	1187
08:00 AM	3	5	11	19	5	144	9	158	9	12	5	26	2	82	6	90	293
08:15 AM	5	3	5	13	10	137	8	155	11	1	6	18	3	74	6	83	269
08:30 AM	4	5	9	18	4	125	4	133	9	7	11	27	3	95	7	105	283
08:45 AM	7	4	4	15	7	143	8	158	10	11	13	34	3	108	13	124	331
Total	19	17	29	65	26	549	29	604	39	31	35	105	11	359	32	402	1176
Grand Total	38	37	66	141	33	1184	47	1264	74	59	61	194	19	697	48	764	2363
Apprch %	27	26.2	46.8		2.6	93.7	3.7		38.1	30.4	31.4		2.5	91.2	6.3		
Total %	1.6	1.6	2.8	6	1.4	50.1	2	53.5	3.1	2.5	2.6	8.2	0.8	29.5	2	32.3	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	6	7	10	23	2	145	6	153	4	8	10	22	4	74	4	82	280
07:30 AM	3	4	15	22	2	162	1	165	19	6	9	34	3	102	3	108	329
07:45 AM	4	5	8	17	2	189	7	198	7	6	6	19	1	88	5	94	328
08:00 AM	3	5	11	19	5	144	9	158	9	12	5	26	2	82	6	90	293
Total Volume	16	21	44	81	11	640	23	674	39	32	30	101	10	346	18	374	1230
% App. Total	19.8	25.9	54.3		1.6	95	3.4		38.6	31.7	29.7		2.7	92.5	4.8		
PHF	.667	.750	.733	.880	.550	.847	.639	.851	.513	.667	.750	.743	.625	.848	.750	.866	.935

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	6	7	10	23	2	145	6	153	4	8	10	22	4	74	4	82
+15 mins.	3	4	15	22	2	162	1	165	19	6	9	34	3	102	3	108
+30 mins.	4	5	8	17	2	189	7	198	7	6	6	19	1	88	5	94
+45 mins.	3	5	11	19	5	144	9	158	9	12	5	26	2	82	6	90
Total Volume	16	21	44	81	11	640	23	674	39	32	30	101	10	346	18	374
% App. Total	19.8	25.9	54.3		1.6	95	3.4		38.6	31.7	29.7		2.7	92.5	4.8	
PHF	.667	.750	.733	.880	.550	.847	.639	.851	.513	.667	.750	.743	.625	.848	.750	.866

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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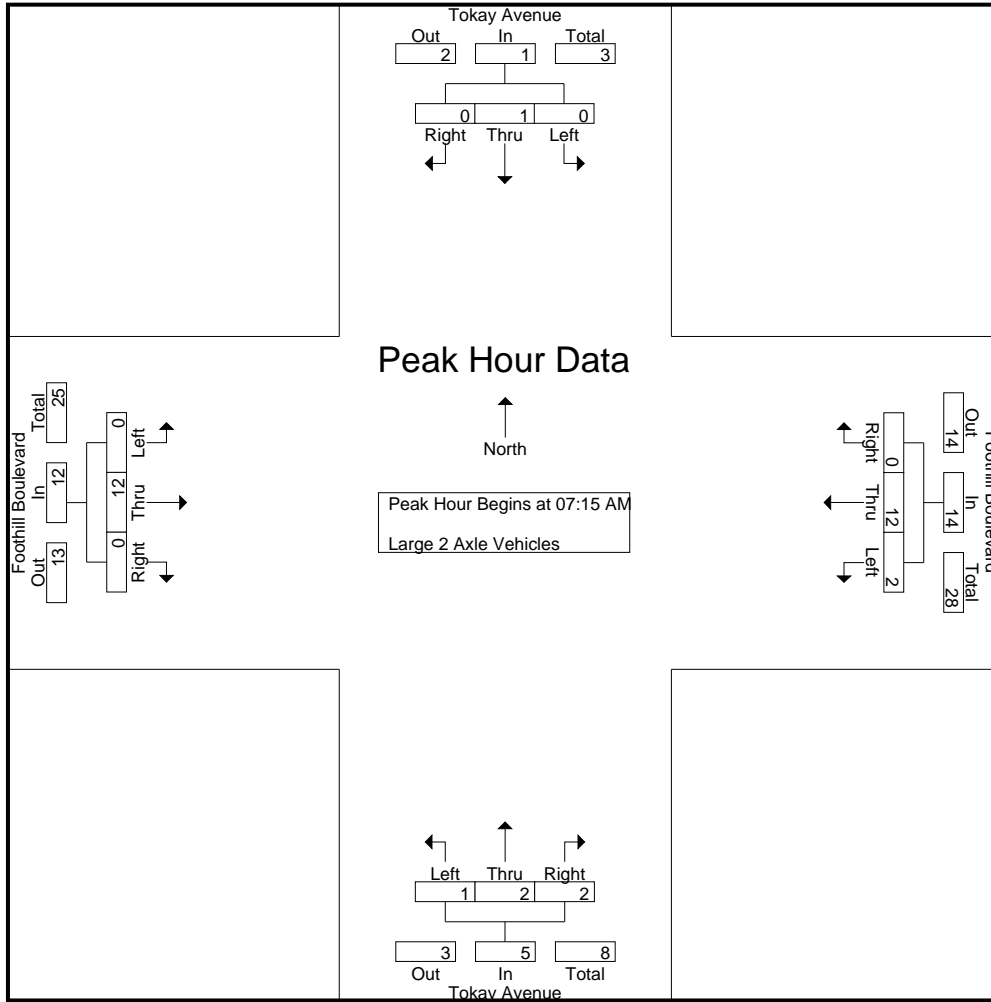
Groups Printed- Large 2 Axle Vehicles

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1	5
07:15 AM	0	0	0	0	1	4	0	5	0	1	0	1	0	2	0	2	8
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	4	0	4	8
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	1	11	0	12	1	1	2	4	0	10	0	10	26
08:00 AM	0	1	0	1	1	4	0	5	0	1	1	2	0	3	0	3	11
08:15 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	3	0	3	8
08:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	2	6	10
Total	0	1	0	1	2	15	0	17	0	1	2	3	0	11	2	13	34
Grand Total	0	1	0	1	3	26	0	29	1	2	4	7	0	21	2	23	60
Apprch %	0	100	0		10.3	89.7	0		14.3	28.6	57.1		0	91.3	8.7		
Total %	0	1.7	0	1.7	5	43.3	0	48.3	1.7	3.3	6.7	11.7	0	35	3.3	38.3	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	4	0	5	0	1	0	1	0	2	0	2	8
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	4	0	4	8
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	1	0	1	1	4	0	5	0	1	1	2	0	3	0	3	11
Total Volume	0	1	0	1	2	12	0	14	1	2	2	5	0	12	0	12	32
% App. Total	0	100	0		14.3	85.7	0		20	40	40		0	100	0		
PHF	.000	.250	.000	.250	.500	.750	.000	.700	.250	.500	.500	.625	.000	.750	.000	.750	.727

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	4	0	5	0	1	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	4	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+45 mins.	0	1	0	1	1	4	0	5	0	1	1	2	0	3	0	3
Total Volume	0	1	0	1	2	12	0	14	1	2	2	5	0	12	0	12
% App. Total	0	100	0	0	14.3	85.7	0	0	20	40	40	0	0	100	0	0
PHF	.000	.250	.000	.250	.500	.750	.000	.700	.250	.500	.500	.625	.000	.750	.000	.750

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Groups Printed- 3 Axle Vehicles

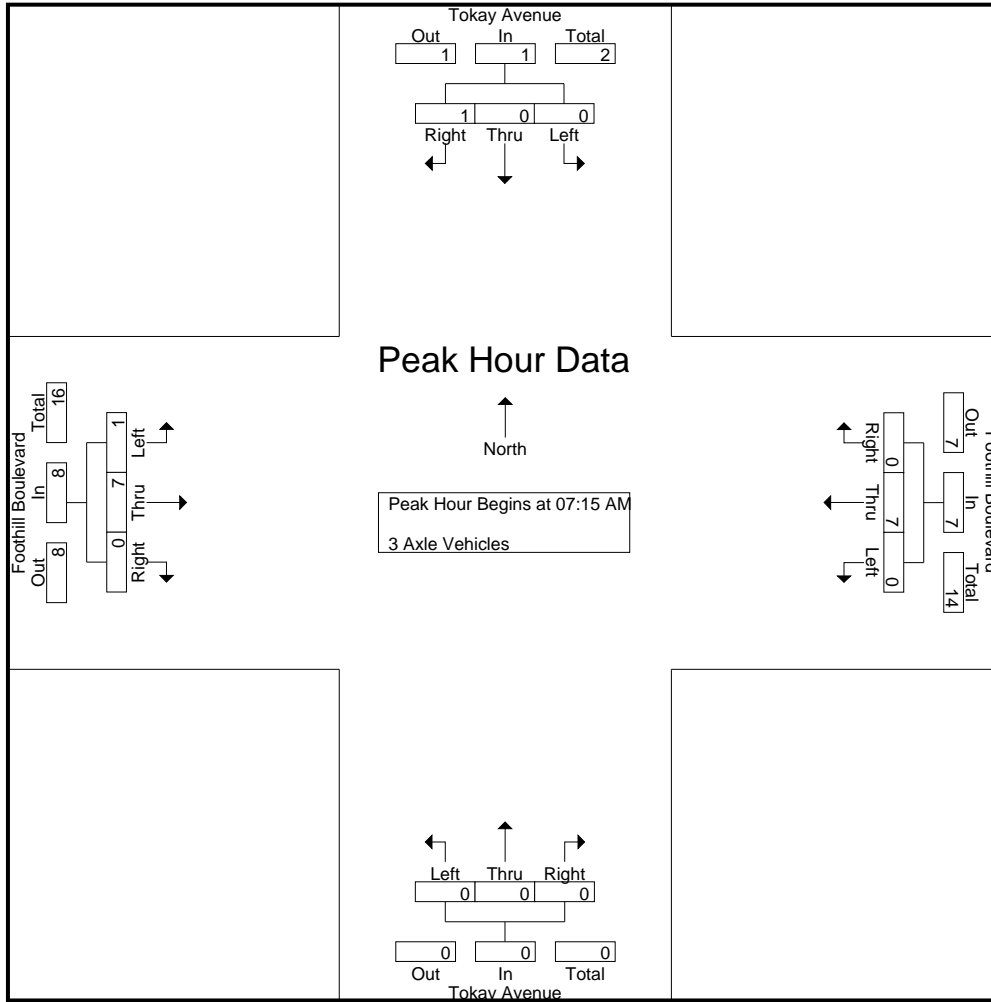
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	1	5	0	6	0	0	0	0	1	7	0	8	15
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Grand Total	0	0	1	1	1	10	0	11	0	0	0	0	1	11	0	12	24
Apprch %	0	0	100		9.1	90.9	0		0	0	0		8.3	91.7	0		
Total %	0	0	4.2	4.2	4.2	41.7	0	45.8	0	0	0	0	4.2	45.8	0	50	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	1	1	0	7	0	7	0	0	0	0	1	7	0	8	16
% App. Total	0	0	100		0	100	0		0	0	0		12.5	87.5	0		
PHF	.000	.000	.250	.250	.000	.438	.000	.438	.000	.000	.000	.000	.250	.583	.000	.500	.500

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	7	0	7	0	0	0	0	1	7	0	8
% App. Total	0	0	100		0	100	0		0	0	0		12.5	87.5	0	
PHF	.000	.000	.250	.250	.000	.438	.000	.438	.000	.000	.000	.000	.250	.583	.000	.500

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Groups Printed- 4+ Axle Trucks

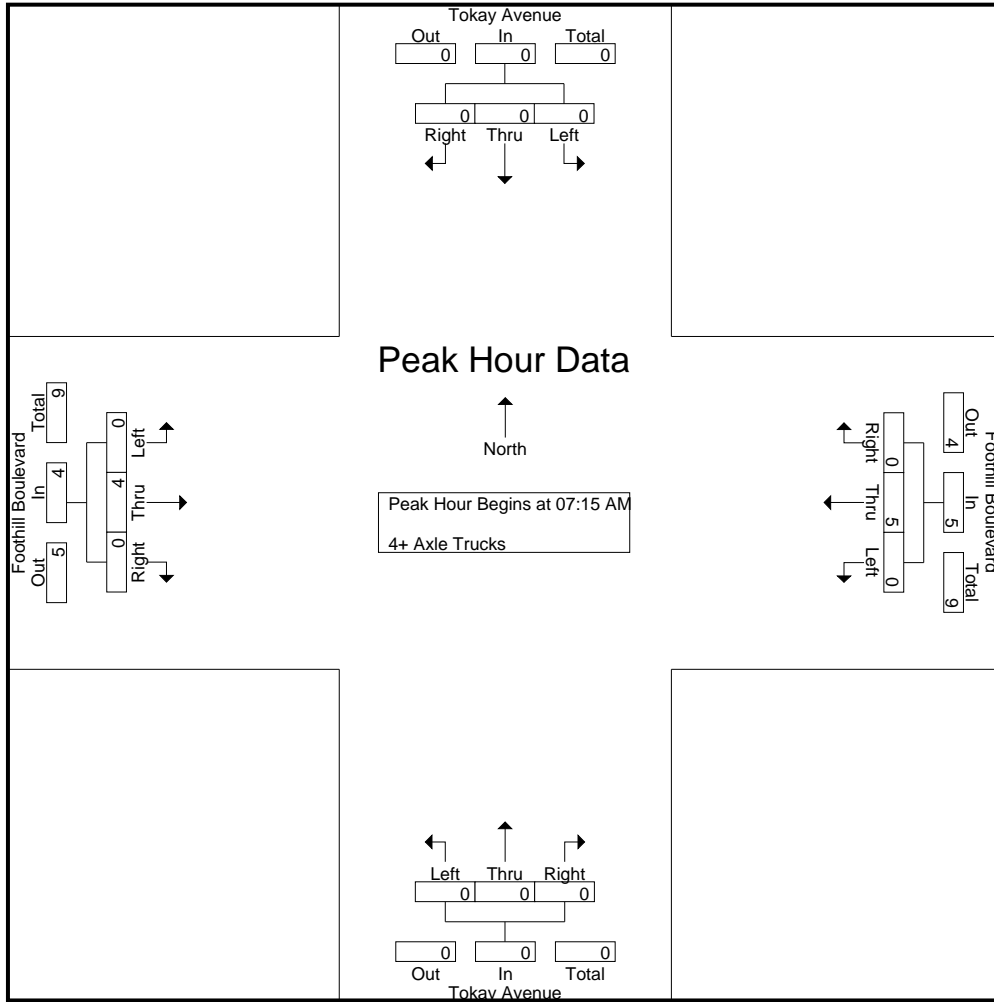
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	7	1	8	11
Grand Total	0	0	0	0	0	8	0	8	0	0	0	0	0	12	1	13	21
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	92.3	7.7	0	
Total %	0	0	0	0	0	38.1	0	38.1	0	0	0	0	0	57.1	4.8	61.9	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.450

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH AM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

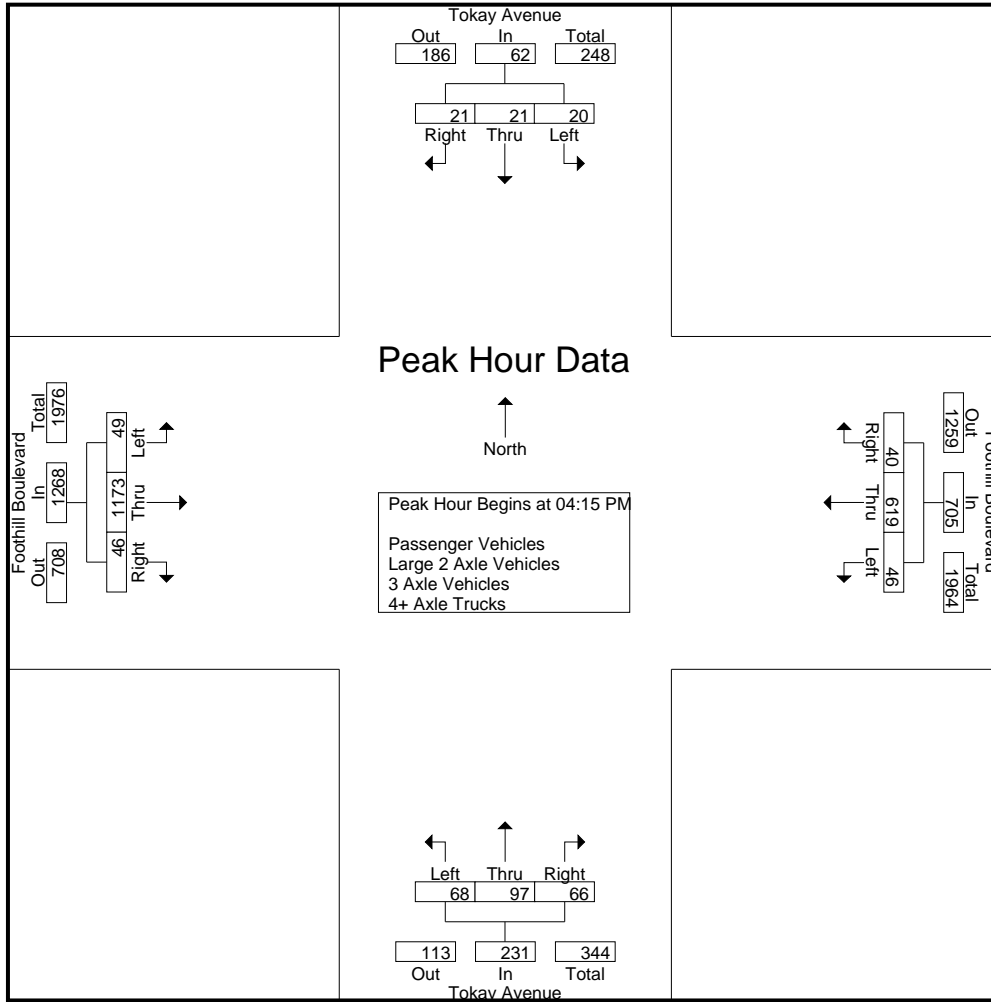
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard 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	5	12	5	22	8	152	7	167	12	11	17	40	6	278	16	300	529
04:15 PM	3	8	8	19	16	145	11	172	23	18	20	61	12	283	10	305	557
04:30 PM	7	4	5	16	9	146	11	166	17	38	14	69	11	268	11	290	541
04:45 PM	4	3	5	12	13	182	8	203	11	18	14	43	15	287	14	316	574
Total	19	27	23	69	46	625	37	708	63	85	65	213	44	1116	51	1211	2201
05:00 PM	6	6	3	15	8	146	10	164	17	23	18	58	11	335	11	357	594
05:15 PM	1	3	4	8	12	160	11	183	11	14	17	42	11	254	9	274	507
05:30 PM	7	6	2	15	7	167	16	190	17	32	20	69	20	257	10	287	561
05:45 PM	6	6	9	21	8	130	13	151	12	25	13	50	12	245	12	269	491
Total	20	21	18	59	35	603	50	688	57	94	68	219	54	1091	42	1187	2153
Grand Total	39	48	41	128	81	1228	87	1396	120	179	133	432	98	2207	93	2398	4354
Apprch %	30.5	37.5	32		5.8	88	6.2		27.8	41.4	30.8		4.1	92	3.9		
Total %	0.9	1.1	0.9	2.9	1.9	28.2	2	32.1	2.8	4.1	3.1	9.9	2.3	50.7	2.1	55.1	
Passenger Vehicles	39	47	41	127	81	1196	86	1363	120	179	133	432	97	2176	92	2365	4287
% Passenger Vehicles	100	97.9	100	99.2	100	97.4	98.9	97.6	100	100	100	100	99	98.6	98.9	98.6	98.5
Large 2 Axle Vehicles	0	1	0	1	0	18	1	19	0	0	0	0	1	25	1	27	47
% Large 2 Axle Vehicles	0	2.1	0	0.8	0	1.5	1.1	1.4	0	0	0	0	1	1.1	1.1	1.1	1.1
3 Axle Vehicles	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
% 3 Axle Vehicles	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0	0.1	0	0.1	0.2

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	8	8	19	16	145	11	172	23	18	20	61	12	283	10	305	557
04:30 PM	7	4	5	16	9	146	11	166	17	38	14	69	11	268	11	290	541
04:45 PM	4	3	5	12	13	182	8	203	11	18	14	43	15	287	14	316	574
05:00 PM	6	6	3	15	8	146	10	164	17	23	18	58	11	335	11	357	594
Total Volume	20	21	21	62	46	619	40	705	68	97	66	231	49	1173	46	1268	2266
% App. Total	32.3	33.9	33.9		6.5	87.8	5.7		29.4	42	28.6		3.9	92.5	3.6		
PHF	.714	.656	.656	.816	.719	.850	.909	.868	.739	.638	.825	.837	.817	.875	.821	.888	.954

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	04:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	5	12	5	22	13	182	8	203	23	18	20	61	12	283	10	305
+15 mins.	3	8	8	19	8	146	10	164	17	38	14	69	11	268	11	290
+30 mins.	7	4	5	16	12	160	11	183	11	18	14	43	15	287	14	316
+45 mins.	4	3	5	12	7	167	16	190	17	23	18	58	11	335	11	357
Total Volume	19	27	23	69	40	655	45	740	68	97	66	231	49	1173	46	1268
% App. Total	27.5	39.1	33.3		5.4	88.5	6.1		29.4	42	28.6		3.9	92.5	3.6	
PHF	.679	.563	.719	.784	.769	.900	.703	.911	.739	.638	.825	.837	.817	.875	.821	.888

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- Passenger Vehicles

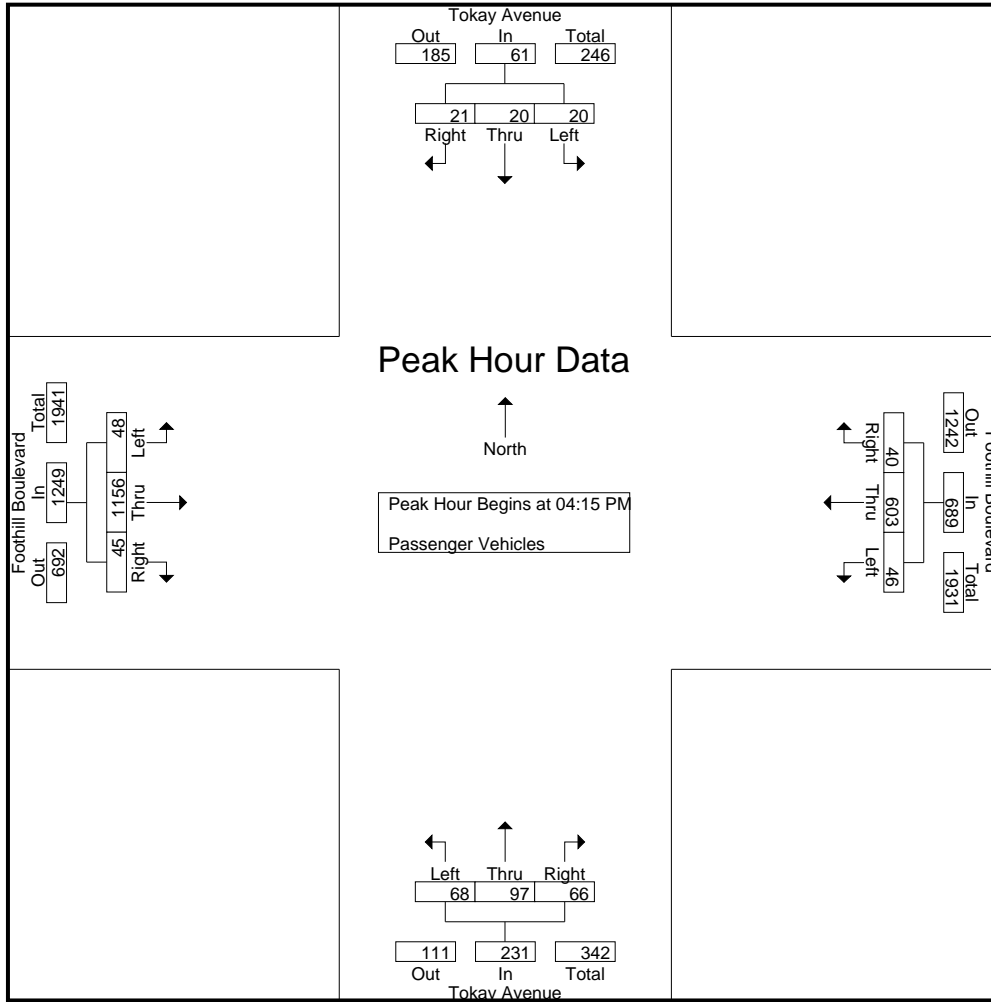
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	12	5	22	8	148	7	163	12	11	17	40	6	275	16	297	522
04:15 PM	3	7	8	18	16	143	11	170	23	18	20	61	12	279	10	301	550
04:30 PM	7	4	5	16	9	144	11	164	17	38	14	69	11	263	11	285	534
04:45 PM	4	3	5	12	13	172	8	193	11	18	14	43	14	282	14	310	558
Total	19	26	23	68	46	607	37	690	63	85	65	213	43	1099	51	1193	2164
05:00 PM	6	6	3	15	8	144	10	162	17	23	18	58	11	332	10	353	588
05:15 PM	1	3	4	8	12	158	11	181	11	14	17	42	11	250	9	270	501
05:30 PM	7	6	2	15	7	162	15	184	17	32	20	69	20	252	10	282	550
05:45 PM	6	6	9	21	8	125	13	146	12	25	13	50	12	243	12	267	484
Total	20	21	18	59	35	589	49	673	57	94	68	219	54	1077	41	1172	2123
Grand Total	39	47	41	127	81	1196	86	1363	120	179	133	432	97	2176	92	2365	4287
Apprch %	30.7	37	32.3		5.9	87.7	6.3		27.8	41.4	30.8		4.1	92	3.9		
Total %	0.9	1.1	1	3	1.9	27.9	2	31.8	2.8	4.2	3.1	10.1	2.3	50.8	2.1	55.2	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	3	7	8	18	16	143	11	170	23	18	20	61	12	279	10	301	550
04:30 PM	7	4	5	16	9	144	11	164	17	38	14	69	11	263	11	285	534
04:45 PM	4	3	5	12	13	172	8	193	11	18	14	43	14	282	14	310	558
05:00 PM	6	6	3	15	8	144	10	162	17	23	18	58	11	332	10	353	588
Total Volume	20	20	21	61	46	603	40	689	68	97	66	231	48	1156	45	1249	2230
% App. Total	32.8	32.8	34.4		6.7	87.5	5.8		29.4	42	28.6		3.8	92.6	3.6		
PHF	.714	.714	.656	.847	.719	.876	.909	.892	.739	.638	.825	.837	.857	.870	.804	.885	.948

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	3	7	8	18	16	143	11	170	23	18	20	61	12	279	10	301
+15 mins.	7	4	5	16	9	144	11	164	17	38	14	69	11	263	11	285
+30 mins.	4	3	5	12	13	172	8	193	11	18	14	43	14	282	14	310
+45 mins.	6	6	3	15	8	144	10	162	17	23	18	58	11	332	10	353
Total Volume	20	20	21	61	46	603	40	689	68	97	66	231	48	1156	45	1249
% App. Total	32.8	32.8	34.4		6.7	87.5	5.8		29.4	42	28.6		3.8	92.6	3.6	
PHF	.714	.714	.656	.847	.719	.876	.909	.892	.739	.638	.825	.837	.857	.870	.804	.885

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

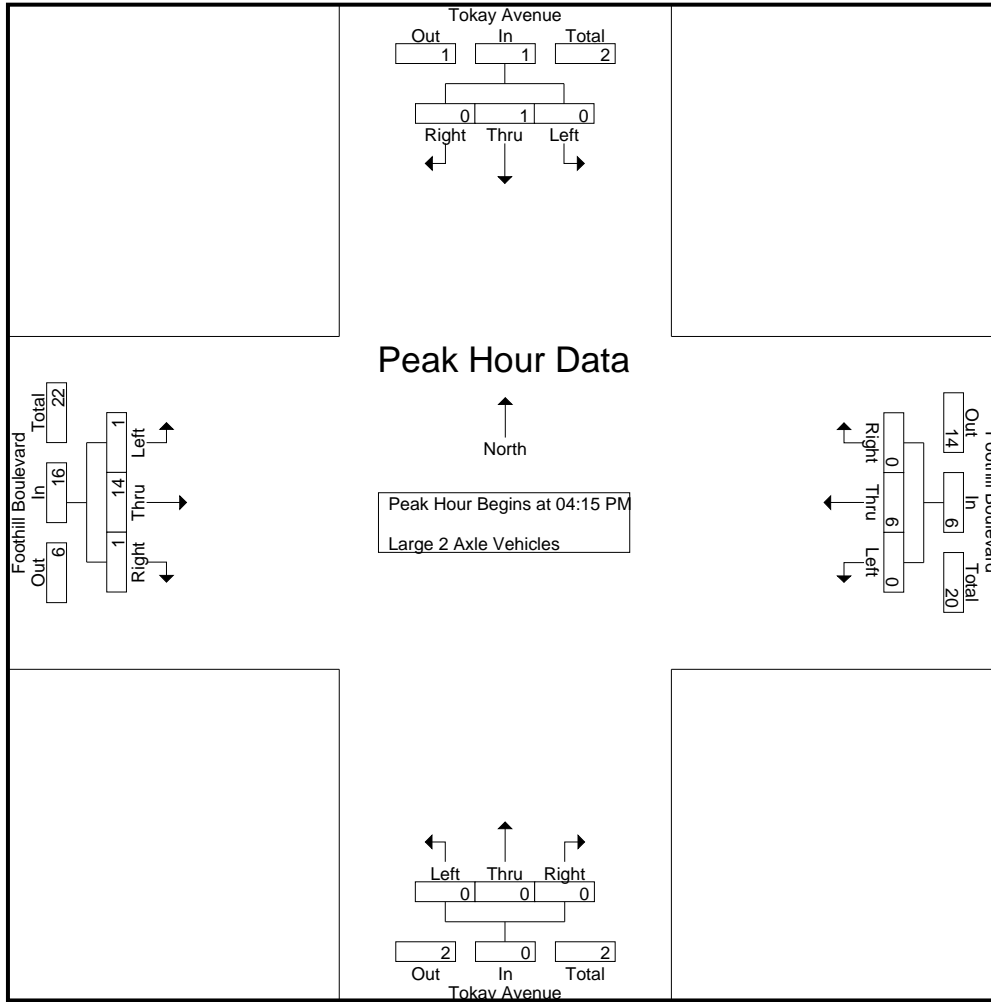
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	5	0	6	10
Total	0	1	0	1	0	8	0	8	0	0	0	0	1	13	0	14	23
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	5	0	5	9
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	10	1	11	0	0	0	0	0	12	1	13	24
Grand Total	0	1	0	1	0	18	1	19	0	0	0	0	1	25	1	27	47
Apprch %	0	100	0		0	94.7	5.3		0	0	0		3.7	92.6	3.7		
Total %	0	2.1	0	2.1	0	38.3	2.1	40.4	0	0	0	0	2.1	53.2	2.1	57.4	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	5	0	6	10
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
Total Volume	0	1	0	1	0	6	0	6	0	0	0	0	1	14	1	16	23
% App. Total	0	100	0		0	100	0		0	0	0		6.2	87.5	6.2		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.700	.250	.667	.575

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	1	5	0	6
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4
Total Volume	0	1	0	1	0	6	0	6	0	0	0	0	1	14	1	16
% App. Total	0	100	0	0	0	100	0	0	0	0	0	0	6.2	87.5	6.2	0
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.700	.250	.667

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

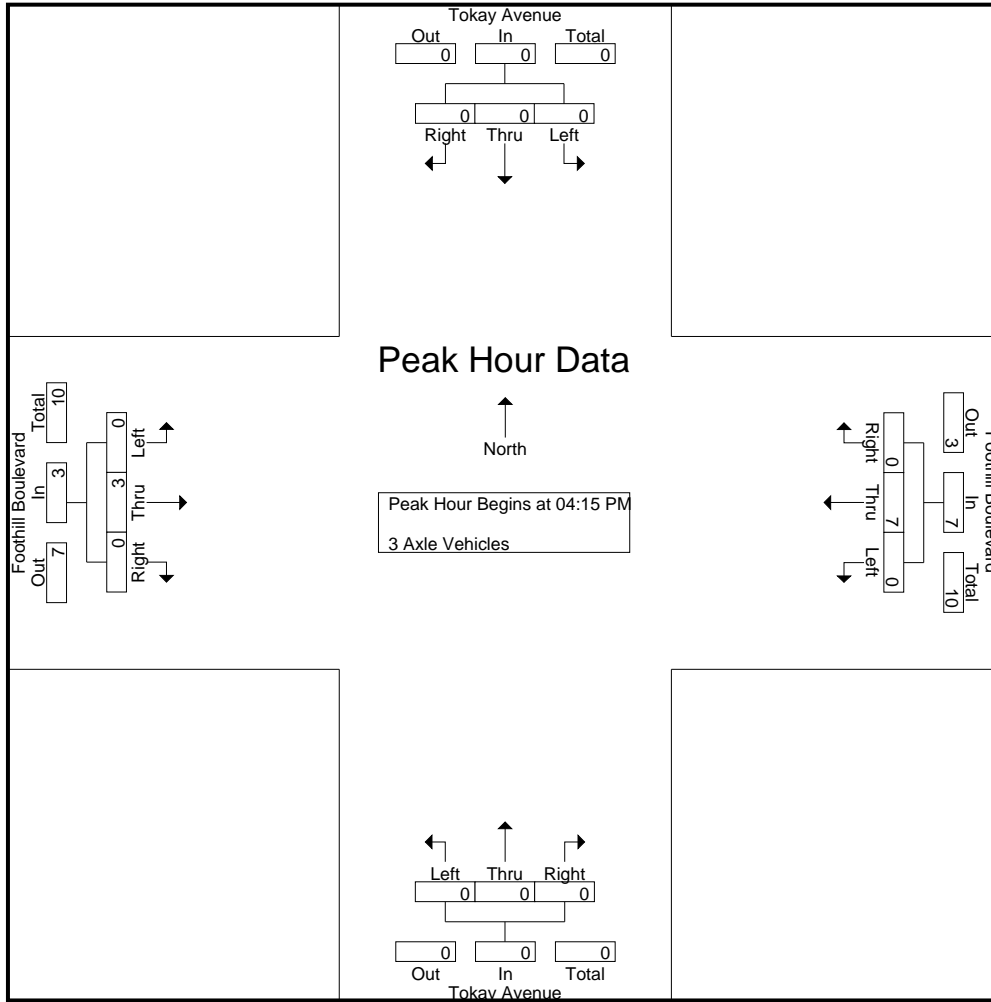
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.292	.000	.292	.000	.000	.000	.000	.000	.375	.000	.375	.417

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.292	.000	.292	.000	.000	.000	.000	.000	.375	.000	.375

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

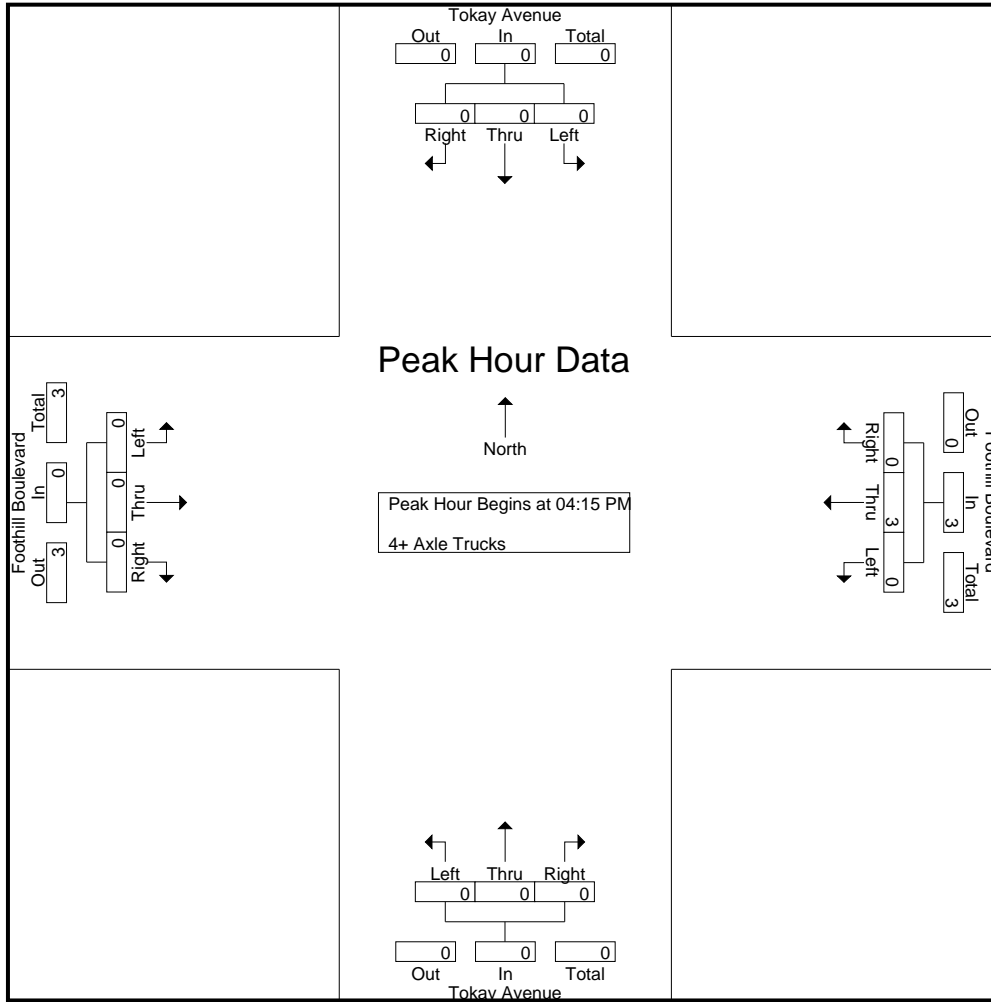
Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	75	0	75	0	0	0		0	25	0	25	

Start Time	Tokay Avenue Southbound				Foothill Boulevard Westbound				Tokay Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

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

City of Fontana
 N/S: Tokay Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 03_FON_Tok_FH PM
 Site Code : 05122856
 Start Date : 6/6/2022
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot AM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

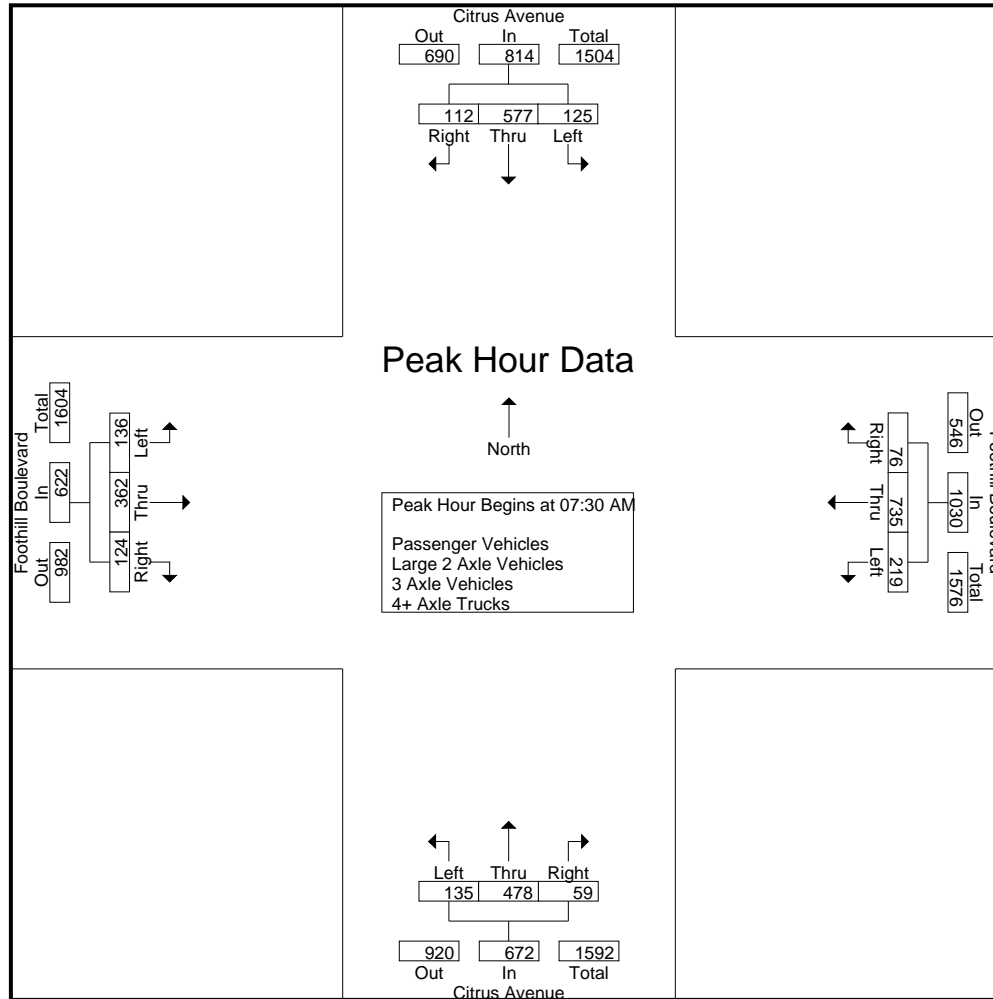
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	12	113	16	2	141	52	137	8	3	197	22	72	10	1	104	16	58	22	14	96	20	538	558
07:15 AM	16	151	27	1	194	42	160	18	4	220	30	94	11	2	135	18	71	28	19	117	26	666	692
07:30 AM	23	130	23	0	176	55	253	16	5	324	32	119	19	4	170	26	81	29	18	136	27	806	833
07:45 AM	25	168	31	5	224	48	185	20	8	253	48	114	13	2	175	39	94	40	24	173	39	825	864
Total	76	562	97	8	735	197	735	62	20	994	132	399	53	9	584	99	304	119	75	522	112	2835	2947
08:00 AM	42	127	32	3	201	62	162	18	5	242	37	119	10	4	166	31	108	32	21	171	33	780	813
08:15 AM	35	152	26	2	213	54	135	22	11	211	18	126	17	6	161	40	79	23	17	142	36	727	763
08:30 AM	37	129	30	2	196	75	108	20	11	203	19	82	19	3	120	30	87	24	18	141	34	660	694
08:45 AM	26	130	21	2	177	35	95	13	9	143	27	98	21	4	146	29	102	29	16	160	31	626	657
Total	140	538	109	9	787	226	500	73	36	799	101	425	67	17	593	130	376	108	72	614	134	2793	2927
Grand Total	216	1100	206	17	1522	423	1235	135	56	1793	233	824	120	26	1177	229	680	227	147	1136	246	5628	5874
Apprch %	14.2	72.3	13.5			23.6	68.9	7.5			19.8	70	10.2			20.2	59.9	20					
Total %	3.8	19.5	3.7		27	7.5	21.9	2.4		31.9	4.1	14.6	2.1		20.9	4.1	12.1	4		20.2	4.2	95.8	
Passenger Vehicles	210	1045	195		1466	407	1200	132		1793	226	753	110		1111	211	643	216		1208	0	0	5578
% Passenger Vehicles	97.2	95	94.7	94.1	95.3	96.2	97.2	97.8	96.4	97	97	91.4	91.7	84.6	92.4	92.1	94.6	95.2	93.9	94.2	0	0	95
Large 2 Axle Vehicles	5	32	5		42	9	25	3		39	5	34	9		52	9	28	8		51	0	0	184
% Large 2 Axle Vehicles	2.3	2.9	2.4	0	2.7	2.1	2	2.2	3.6	2.1	2.1	4.1	7.5	15.4	4.3	3.9	4.1	3.5	4.1	4	0	0	3.1
3 Axle Vehicles	1	7	3		12	1	2	0		3	1	19	1		21	7	4	0		11	0	0	47
% 3 Axle Vehicles	0.5	0.6	1.5	5.9	0.8	0.2	0.2	0	0	0.2	0.4	2.3	0.8	0	1.7	3.1	0.6	0	0	0.9	0	0	0.8
4+ Axle Trucks	0	16	3		19	6	8	0		14	1	18	0		19	2	5	3		13	0	0	65
% 4+ Axle Trucks	0	1.5	1.5	0	1.2	1.4	0.6	0	0	0.8	0.4	2.2	0	0	1.6	0.9	0.7	1.3	2	1	0	0	1.1

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	130	23	176	55	253	16	324	32	119	19	170	26	81	29	136	806
07:45 AM	25	168	31	224	48	185	20	253	48	114	13	175	39	94	40	173	825
08:00 AM	42	127	32	201	62	162	18	242	37	119	10	166	31	108	32	171	780
08:15 AM	35	152	26	213	54	135	22	211	18	126	17	161	40	79	23	142	763
Total Volume	125	577	112	814	219	735	76	1030	135	478	59	672	136	362	124	622	3138
% App. Total	15.4	70.9	13.8		21.3	71.4	7.4		20.1	71.1	8.8		21.9	58.2	19.9		
PHF	.744	.859	.875	.908	.883	.726	.864	.795	.703	.948	.776	.960	.850	.838	.775	.899	.951

City of Fontana
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 E/W: Foothill Boulevard
 Weather: Clear

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 Weather: Clear

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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:15 AM				07:30 AM				07:45 AM				
+0 mins.	25	168	31	224	42	160	18	220	32	119	19	170	39	94	40	173	
+15 mins.	42	127	32	201	55	253	16	324	48	114	13	175	31	108	32	171	
+30 mins.	35	152	26	213	48	185	20	253	37	119	10	166	40	79	23	142	
+45 mins.	37	129	30	196	62	162	18	242	18	126	17	161	30	87	24	141	
Total Volume	139	576	119	834	207	760	72	1039	135	478	59	672	140	368	119	627	
% App. Total	16.7	69.1	14.3		19.9	73.1	6.9		20.1	71.1	8.8		22.3	58.7	19		
PHF	.827	.857	.930	.931	.835	.751	.900	.802	.703	.948	.776	.960	.875	.852	.744	.906	

City of Fontana
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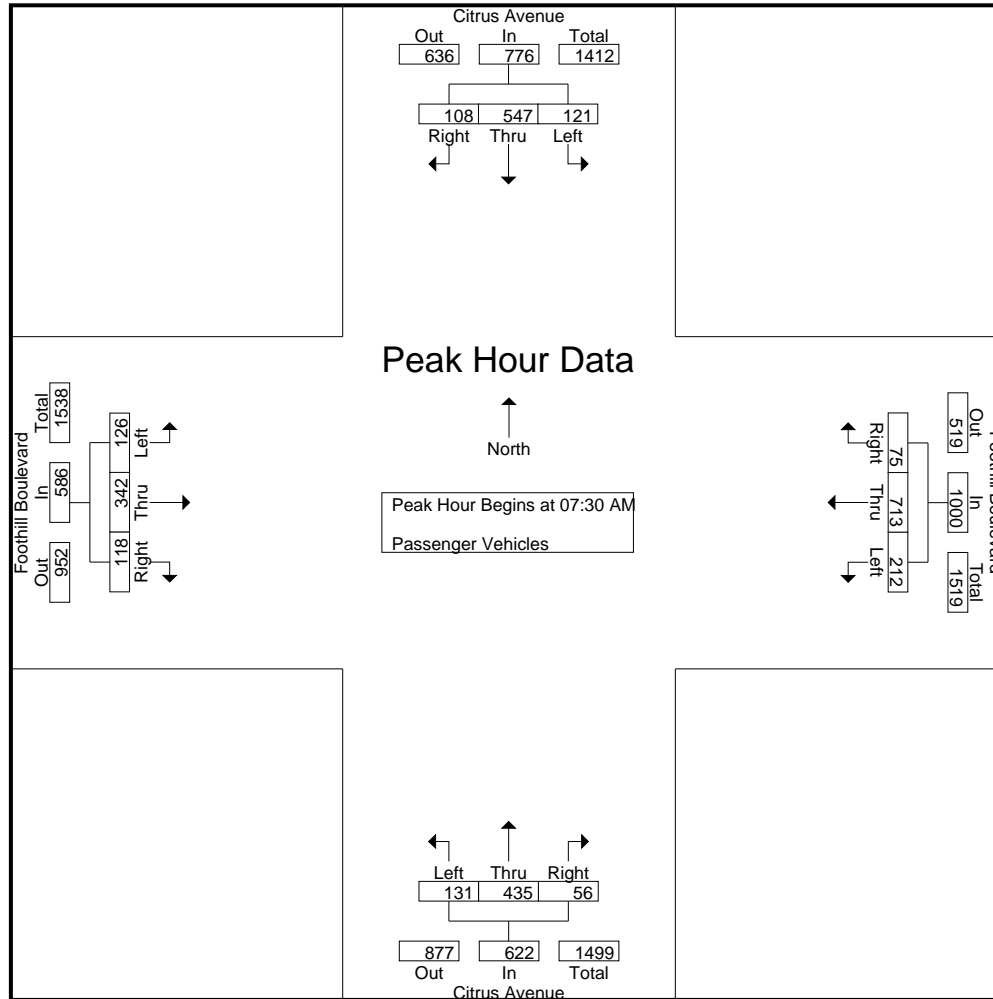
Groups Printed- Passenger Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	12	109	15	2	136	50	133	8	3	191	21	65	8	1	94	15	54	22	14	91	20	512	532
07:15 AM	15	146	25	1	186	39	156	18	4	213	29	84	7	1	120	14	66	28	19	108	25	627	652
07:30 AM	22	125	22	0	169	54	245	16	5	315	30	110	19	4	159	25	78	28	17	131	26	774	800
07:45 AM	24	160	31	5	215	47	183	19	7	249	47	103	13	2	163	35	89	39	23	163	37	790	827
Total	73	540	93	8	706	190	717	61	19	968	127	362	47	8	536	89	287	117	73	493	108	2703	2811
08:00 AM	40	120	29	3	189	60	157	18	5	235	36	105	10	4	151	30	100	30	19	160	31	735	766
08:15 AM	35	142	26	2	203	51	128	22	11	201	18	117	14	3	149	36	75	21	15	132	31	685	716
08:30 AM	36	121	29	2	186	73	105	19	11	197	18	78	19	3	115	27	82	23	17	132	33	630	663
08:45 AM	26	122	18	1	166	33	93	12	8	138	27	91	20	4	138	29	99	25	14	153	27	595	622
Total	137	505	102	8	744	217	483	71	35	771	99	391	63	14	553	122	356	99	65	577	122	2645	2767
Grand Total	210	1045	195	16	1450	407	1200	132	54	1739	226	753	110	22	1089	211	643	216	138	1070	230	5348	5578
Apprch %	14.5	72.1	13.4			23.4	69	7.6			20.8	69.1	10.1			19.7	60.1	20.2					
Total %	3.9	19.5	3.6		27.1	7.6	22.4	2.5		32.5	4.2	14.1	2.1		20.4	3.9	12	4		20	4.1	95.9	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	125	22	169	54	245	16	315	30	110	19	159	25	78	28	131	774
07:45 AM	24	160	31	215	47	183	19	249	47	103	13	163	35	89	39	163	790
08:00 AM	40	120	29	189	60	157	18	235	36	105	10	151	30	100	30	160	735
08:15 AM	35	142	26	203	51	128	22	201	18	117	14	149	36	75	21	132	685
Total Volume	121	547	108	776	212	713	75	1000	131	435	56	622	126	342	118	586	2984
% App. Total	15.6	70.5	13.9		21.2	71.3	7.5		21.1	69.9	9		21.5	58.4	20.1		
PHF	.756	.855	.871	.902	.883	.728	.852	.794	.697	.929	.737	.954	.875	.855	.756	.899	.944

City of Fontana
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City of Fontana
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 Weather: Clear

File Name : 06_FON_Citrus_Foot AM
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	22	125	22	169	54	245	16	315	30	110	19	159	25	78	28	131	
+15 mins.	24	160	31	215	47	183	19	249	47	103	13	163	35	89	39	163	
+30 mins.	40	120	29	189	60	157	18	235	36	105	10	151	30	100	30	160	
+45 mins.	35	142	26	203	51	128	22	201	18	117	14	149	36	75	21	132	
Total Volume	121	547	108	776	212	713	75	1000	131	435	56	622	126	342	118	586	
% App. Total	15.6	70.5	13.9		21.2	71.3	7.5		21.1	69.9	9		21.5	58.4	20.1		
PHF	.756	.855	.871	.902	.883	.728	.852	.794	.697	.929	.737	.954	.875	.855	.756	.899	

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
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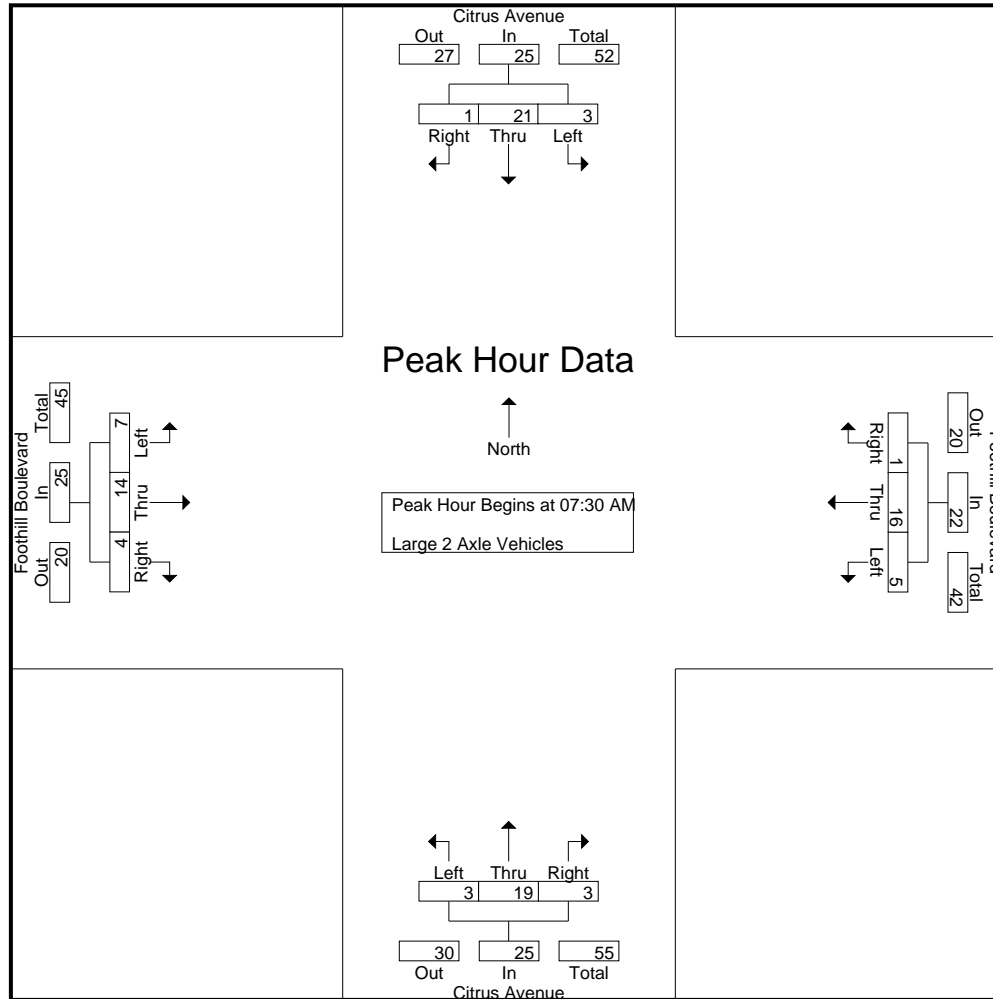
Groups Printed- Large 2 Axle Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	2	0	0	2	1	3	0	0	4	1	5	1	0	7	0	3	0	0	3	0	16	16
07:15 AM	1	2	2	0	5	1	3	0	0	4	1	5	4	1	10	1	5	0	0	6	1	25	26
07:30 AM	1	3	0	0	4	1	6	0	0	7	1	4	0	0	5	0	3	1	1	4	1	20	21
07:45 AM	0	6	0	0	6	1	1	1	1	3	1	7	0	0	8	3	4	0	0	7	1	24	25
Total	2	13	2	0	17	4	13	1	1	18	4	21	5	1	30	4	15	1	1	20	3	85	88
08:00 AM	2	4	1	0	7	2	5	0	0	7	1	4	0	0	5	1	6	2	2	9	2	28	30
08:15 AM	0	8	0	0	8	1	4	0	0	5	0	4	3	3	7	3	1	1	1	5	4	25	29
08:30 AM	1	6	1	0	8	0	1	1	0	2	0	1	0	0	1	1	3	1	1	5	1	16	17
08:45 AM	0	1	1	0	2	2	2	1	1	5	0	4	1	0	5	0	3	3	1	6	2	18	20
Total	3	19	3	0	25	5	12	2	1	19	1	13	4	3	18	5	13	7	5	25	9	87	96
Grand Total	5	32	5	0	42	9	25	3	2	37	5	34	9	4	48	9	28	8	6	45	12	172	184
Apprch %	11.9	76.2	11.9			24.3	67.6	8.1			10.4	70.8	18.8			20	62.2	17.8					
Total %	2.9	18.6	2.9		24.4	5.2	14.5	1.7		21.5	2.9	19.8	5.2		27.9	5.2	16.3	4.7		26.2	6.5	93.5	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	3	0	4	1	6	0	7	1	4	0	5	0	3	1	4	20
07:45 AM	0	6	0	6	1	1	1	3	1	7	0	8	3	4	0	7	24
08:00 AM	2	4	1	7	2	5	0	7	1	4	0	5	1	6	2	9	28
08:15 AM	0	8	0	8	1	4	0	5	0	4	3	7	3	1	1	5	25
Total Volume	3	21	1	25	5	16	1	22	3	19	3	25	7	14	4	25	97
% App. Total	12	84	4		22.7	72.7	4.5		12	76	12		28	56	16		
PHF	.375	.656	.250	.781	.625	.667	.250	.786	.750	.679	.250	.781	.583	.583	.500	.694	.866

City of Fontana
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 E/W: Foothill Boulevard
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	3	0	4	1	6	0	7	1	4	0	5	0	3	1	4	
+15 mins.	0	6	0	6	1	1	1	3	1	7	0	8	3	4	0	7	
+30 mins.	2	4	1	7	2	5	0	7	1	4	0	5	1	6	2	9	
+45 mins.	0	8	0	8	1	4	0	5	0	4	3	7	3	1	1	5	
Total Volume	3	21	1	25	5	16	1	22	3	19	3	25	7	14	4	25	
% App. Total	12	84	4		22.7	72.7	4.5		12	76	12		28	56	16		
PHF	.375	.656	.250	.781	.625	.667	.250	.786	.750	.679	.250	.781	.583	.583	.500	.694	

City of Fontana
 N/S: Citrus Avenue
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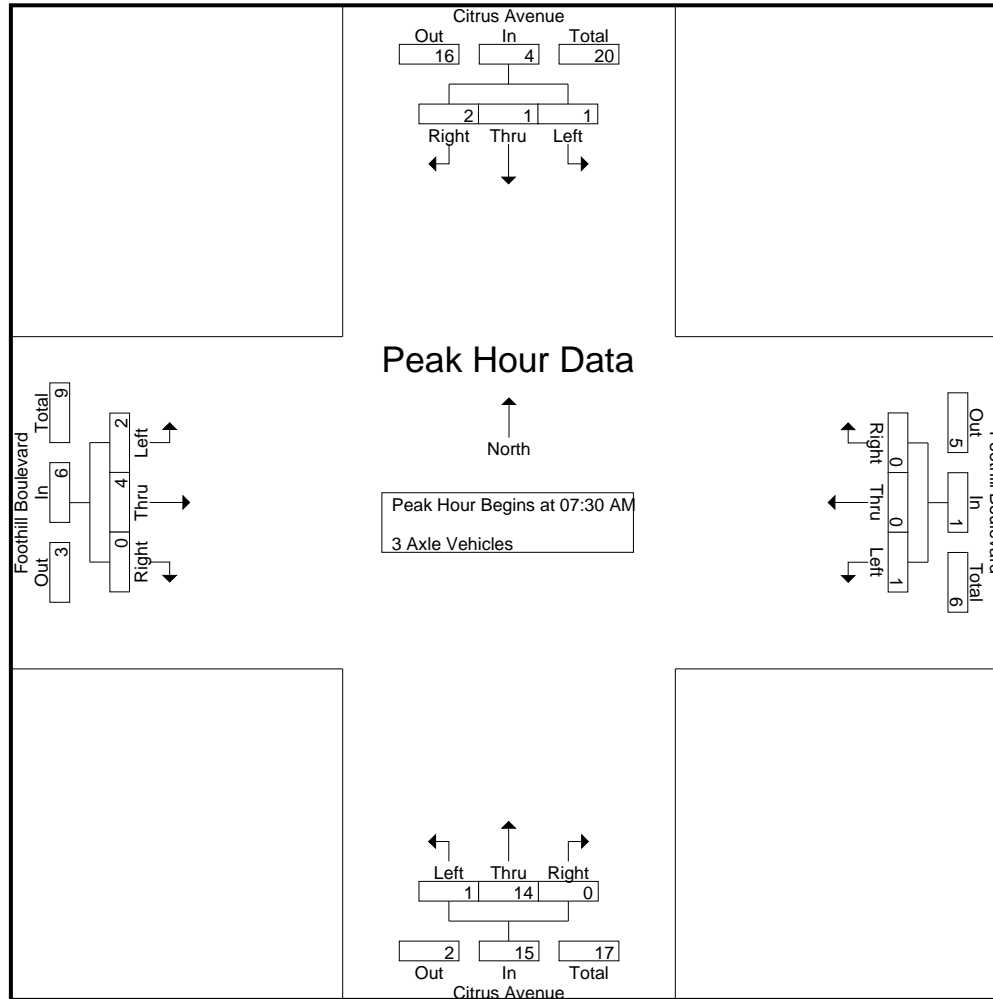
Groups Printed- 3 Axle Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	3	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	0	5	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	3
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	0	6	6
Total	1	1	1	0	3	0	0	0	0	0	1	6	1	0	8	5	1	0	0	6	0	0	17	17
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	0	9	9
08:15 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	1	2	0	0	3	0	0	8	8
08:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	5	5
08:45 AM	0	4	1	1	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	7	8
Total	0	6	2	1	8	1	2	0	0	3	0	13	0	0	13	2	3	0	0	5	1	0	29	30
Grand Total	1	7	3	1	11	1	2	0	0	3	1	19	1	0	21	7	4	0	0	11	1	0	46	47
Apprch %	9.1	63.6	27.3			33.3	66.7	0			4.8	90.5	4.8			63.6	36.4	0						
Total %	2.2	15.2	6.5		23.9	2.2	4.3	0		6.5	2.2	41.3	2.2		45.7	15.2	8.7	0		23.9	2.1	0	97.9	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	1	1	0	2	6
08:00 AM	0	0	1	1	0	0	0	0	0	7	0	7	0	1	0	1	9
08:15 AM	0	1	0	1	1	0	0	1	0	3	0	3	1	2	0	3	8
Total Volume	1	1	2	4	1	0	0	1	1	14	0	15	2	4	0	6	26
% App. Total	25	25	50		100	0	0		6.7	93.3	0		33.3	66.7	0		
PHF	.250	.250	.500	1.00	.250	.000	.000	.250	.250	.500	.000	.536	.500	.500	.000	.500	.722

City of Fontana
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	
+15 mins.	1	0	0	1	0	0	0	0	0	3	0	3	1	1	0	2	
+30 mins.	0	0	1	1	0	0	0	0	0	7	0	7	0	1	0	1	
+45 mins.	0	1	0	1	1	0	0	1	0	3	0	3	1	2	0	3	
Total Volume	1	1	2	4	1	0	0	1	1	14	0	15	2	4	0	6	
% App. Total	25	25	50		100	0	0		6.7	93.3	0		33.3	66.7	0		
PHF	.250	.250	.500	1.000	.250	.000	.000	.250	.250	.500	.000	.536	.500	.500	.000	.500	

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

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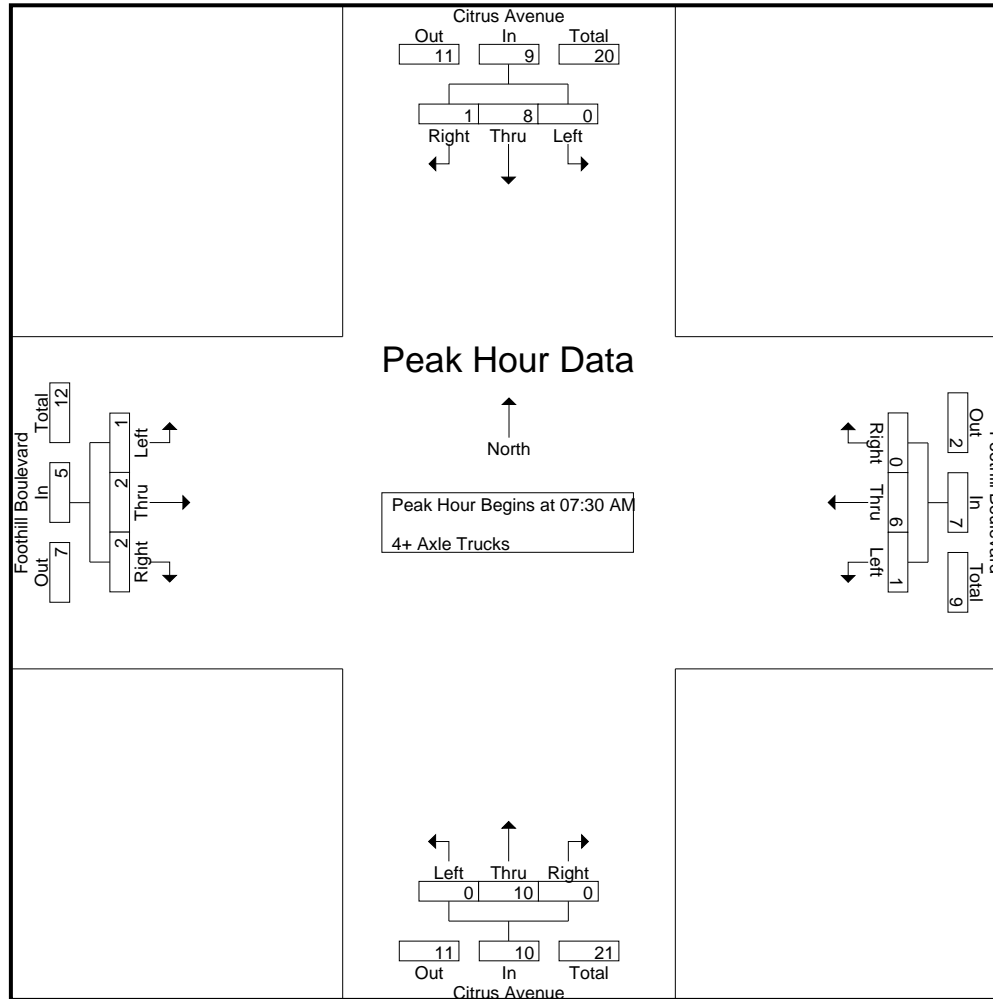
Groups Printed- 4+ Axle Trucks

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
07:00 AM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	7	7
07:15 AM	0	2	0	0	2	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	9	9
07:30 AM	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	0	0	0	0	1	0	9	9
07:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	1	1	1	1	1	1	1	1	5	6
Total	0	8	1	0	9	3	5	0	0	8	0	10	0	0	10	1	1	1	1	3	1	30	31					
08:00 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	8	8					
08:15 AM	0	1	0	0	1	1	3	0	0	4	0	2	0	0	2	0	1	1	1	2	1	9	10					
08:30 AM	0	1	0	0	1	2	0	0	0	2	1	2	0	0	3	1	2	0	0	3	0	9	9					
08:45 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	6	7					
Total	0	8	2	0	10	3	3	0	0	6	1	8	0	0	9	1	4	2	2	7	2	32	34					
Grand Total	0	16	3	0	19	6	8	0	0	14	1	18	0	0	19	2	5	3	3	10	3	62	65					
Apprch %	0	84.2	15.8			42.9	57.1	0			5.3	94.7	0			20	50	30										
Total %	0	25.8	4.8		30.6	9.7	12.9	0		22.6	1.6	29	0		30.6	3.2	8.1	4.8		16.1	4.6	95.4						

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	2	0	2	0	4	0	4	1	0	0	1	9
07:45 AM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	1	1	5
08:00 AM	0	3	1	4	0	0	0	0	0	3	0	3	0	1	0	1	8
08:15 AM	0	1	0	1	1	3	0	4	0	2	0	2	0	1	1	2	9
Total Volume	0	8	1	9	1	6	0	7	0	10	0	10	1	2	2	5	31
% App. Total	0	88.9	11.1		14.3	85.7	0		0	100	0		20	40	40		
PHF	.000	.667	.250	.563	.250	.500	.000	.438	.000	.625	.000	.625	.250	.500	.500	.625	.861

City of Fontana
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City of Fontana
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 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot AM
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	2	0	2	0	2	0	2	0	4	0	4	1	0	0	1	
+15 mins.	0	2	0	2	0	1	0	1	0	1	0	1	0	0	1	1	
+30 mins.	0	3	1	4	0	0	0	0	0	3	0	3	0	1	0	1	
+45 mins.	0	1	0	1	1	3	0	4	0	2	0	2	0	1	1	2	
Total Volume	0	8	1	9	1	6	0	7	0	10	0	10	1	2	2	5	
% App. Total	0	88.9	11.1		14.3	85.7	0		0	100	0		20	40	40		
PHF	.000	.667	.250	.563	.250	.500	.000	.438	.000	.625	.000	.625	.250	.500	.500	.625	

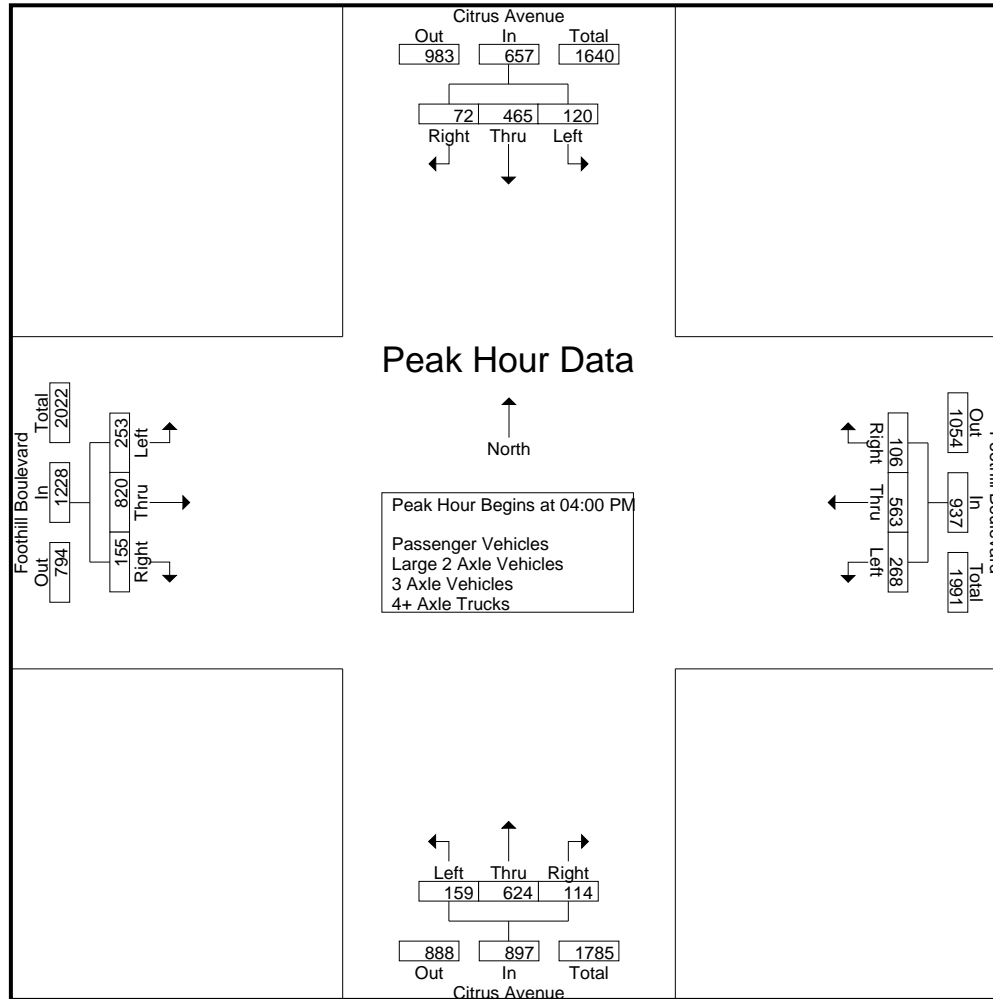
City of Fontana
 N/S: Citrus Avenue
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 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	33	106	11	2	150	61	147	25	8	233	41	137	31	6	209	66	219	40	18	325	34	917	951
04:15 PM	28	119	21	1	168	66	121	26	8	213	45	155	32	2	232	66	212	30	12	308	23	921	944
04:30 PM	26	128	19	1	173	64	156	29	10	249	29	173	21	2	223	72	205	44	26	321	39	966	1005
04:45 PM	33	112	21	2	166	77	139	26	8	242	44	159	30	1	233	49	184	41	21	274	32	915	947
Total	120	465	72	6	657	268	563	106	34	937	159	624	114	11	897	253	820	155	77	1228	128	3719	3847
05:00 PM	25	106	11	4	142	54	150	19	7	223	44	142	21	0	207	64	200	45	19	309	30	881	911
05:15 PM	32	117	12	0	161	68	117	37	12	222	35	147	27	2	209	61	184	52	24	297	38	889	927
05:30 PM	22	106	11	2	139	62	130	31	12	223	28	149	33	5	210	57	182	36	21	275	40	847	887
05:45 PM	28	113	14	0	155	67	122	24	10	213	29	139	17	1	185	65	195	22	14	282	25	835	860
Total	107	442	48	6	597	251	519	111	41	881	136	577	98	8	811	247	761	155	78	1163	133	3452	3585
Grand Total	227	907	120	12	1254	519	1082	217	75	1818	295	1201	212	19	1708	500	1581	310	155	2391	261	7171	7432
Apprch %	18.1	72.3	9.6			28.5	59.5	11.9			17.3	70.3	12.4			20.9	66.1	13					
Total %	3.2	12.6	1.7		17.5	7.2	15.1	3		25.4	4.1	16.7	3		23.8	7	22	4.3		33.3	3.5	96.5	
Passenger Vehicles	224	870	113		1218	510	1064	214		1863	292	1171	206		1686	490	1554	303		2502	0	0	7269
% Passenger Vehicles	98.7	95.9	94.2	91.7	96.2	98.3	98.3	98.6	100	98.4	99	97.5	97.2	89.5	97.6	98	98.3	97.7	100	98.3	0	0	97.8
Large 2 Axle Vehicles	3	22	5		31	7	12	2		21	2	21	6		31	6	23	4		33	0	0	116
% Large 2 Axle Vehicles	1.3	2.4	4.2	8.3	2.4	1.3	1.1	0.9	0	1.1	0.7	1.7	2.8	10.5	1.8	1.2	1.5	1.3	0	1.3	0	0	1.6
3 Axle Vehicles	0	10	1		11	0	2	1		3	1	1	0		2	1	2	0		3	0	0	19
% 3 Axle Vehicles	0	1.1	0.8	0	0.9	0	0.2	0.5	0	0.2	0.3	0.1	0	0	0.1	0.2	0.1	0	0	0.1	0	0	0.3
4+ Axle Trucks	0	5	1		6	2	4	0		6	0	8	0		8	3	2	3		8	0	0	28
% 4+ Axle Trucks	0	0.6	0.8	0	0.5	0.4	0.4	0	0	0.3	0	0.7	0	0	0.5	0.6	0.1	1	0	0.3	0	0	0.4

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	33	106	11	150	61	147	25	233	41	137	31	209	66	219	40	325	917
04:15 PM	28	119	21	168	66	121	26	213	45	155	32	232	66	212	30	308	921
04:30 PM	26	128	19	173	64	156	29	249	29	173	21	223	72	205	44	321	966
04:45 PM	33	112	21	166	77	139	26	242	44	159	30	233	49	184	41	274	915
Total Volume	120	465	72	657	268	563	106	937	159	624	114	897	253	820	155	1228	3719
% App. Total	18.3	70.8	11		28.6	60.1	11.3		17.7	69.6	12.7		20.6	66.8	12.6		
PHF	.909	.908	.857	.949	.870	.902	.914	.941	.883	.902	.891	.962	.878	.936	.881	.945	.962



City of Fontana
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	33	106	11	150	61	147	25	233	41	137	31	209	66	219	40	325	
+15 mins.	28	119	21	168	66	121	26	213	45	155	32	232	66	212	30	308	
+30 mins.	26	128	19	173	64	156	29	249	29	173	21	223	72	205	44	321	
+45 mins.	33	112	21	166	77	139	26	242	44	159	30	233	49	184	41	274	
Total Volume	120	465	72	657	268	563	106	937	159	624	114	897	253	820	155	1228	
% App. Total	18.3	70.8	11		28.6	60.1	11.3		17.7	69.6	12.7		20.6	66.8	12.6		
PHF	.909	.908	.857	.949	.870	.902	.914	.941	.883	.902	.891	.962	.878	.936	.881	.945	

City of Fontana
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 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
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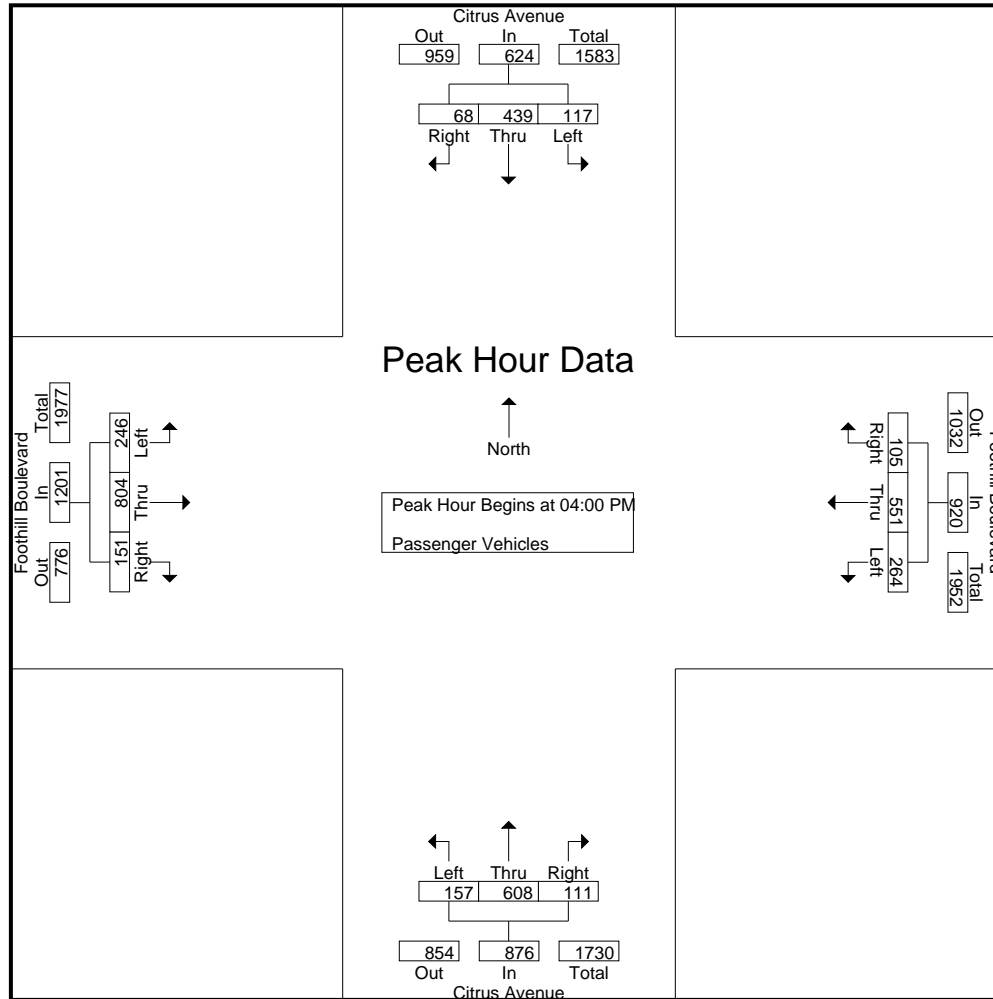
Groups Printed- Passenger Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	32	95	9	1	136	61	143	25	8	229	40	130	30	6	200	63	213	39	18	315	33	880	913
04:15 PM	28	115	19	1	162	64	117	25	8	206	45	152	30	1	227	64	209	28	12	301	22	896	918
04:30 PM	24	123	19	1	166	63	154	29	10	246	28	170	21	2	219	71	201	44	26	316	39	947	986
04:45 PM	33	106	21	2	160	76	137	26	8	239	44	156	30	1	230	48	181	40	21	269	32	898	930
Total	117	439	68	5	624	264	551	105	34	920	157	608	111	10	876	246	804	151	77	1201	126	3621	3747
05:00 PM	25	104	11	4	140	53	148	19	7	220	44	137	20	0	201	63	196	45	19	304	30	865	895
05:15 PM	32	115	10	0	157	65	116	36	12	217	34	145	26	2	205	60	182	49	24	291	38	870	908
05:30 PM	22	102	11	2	135	62	129	31	12	222	28	147	32	4	207	56	179	36	21	271	39	835	874
05:45 PM	28	110	13	0	151	66	120	23	10	209	29	134	17	1	180	65	193	22	14	280	25	820	845
Total	107	431	45	6	583	246	513	109	41	868	135	563	95	7	793	244	750	152	78	1146	132	3390	3522
Grand Total	224	870	113	11	1207	510	1064	214	75	1788	292	1171	206	17	1669	490	1554	303	155	2347	258	7011	7269
Apprch %	18.6	72.1	9.4			28.5	59.5	12			17.5	70.2	12.3			20.9	66.2	12.9					
Total %	3.2	12.4	1.6		17.2	7.3	15.2	3.1		25.5	4.2	16.7	2.9		23.8	7	22.2	4.3		33.5	3.5	96.5	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	32	95	9	136	61	143	25	229	40	130	30	200	63	213	39	315	880
04:15 PM	28	115	19	162	64	117	25	206	45	152	30	227	64	209	28	301	896
04:30 PM	24	123	19	166	63	154	29	246	28	170	21	219	71	201	44	316	947
04:45 PM	33	106	21	160	76	137	26	239	44	156	30	230	48	181	40	269	898
Total Volume	117	439	68	624	264	551	105	920	157	608	111	876	246	804	151	1201	3621
% App. Total	18.8	70.4	10.9		28.7	59.9	11.4		17.9	69.4	12.7		20.5	66.9	12.6		
PHF	.886	.892	.810	.940	.868	.894	.905	.935	.872	.894	.925	.952	.866	.944	.858	.950	.956

City of Fontana
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Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	32	95	9	136	61	143	25	229	40	130	30	200	63	213	39	315	
+15 mins.	28	115	19	162	64	117	25	206	45	152	30	227	64	209	28	301	
+30 mins.	24	123	19	166	63	154	29	246	28	170	21	219	71	201	44	316	
+45 mins.	33	106	21	160	76	137	26	239	44	156	30	230	48	181	40	269	
Total Volume	117	439	68	624	264	551	105	920	157	608	111	876	246	804	151	1201	
% App. Total	18.8	70.4	10.9		28.7	59.9	11.4		17.9	69.4	12.7		20.5	66.9	12.6		
PHF	.886	.892	.810	.940	.868	.894	.905	.935	.872	.894	.925	.952	.866	.944	.858	.950	

City of Fontana
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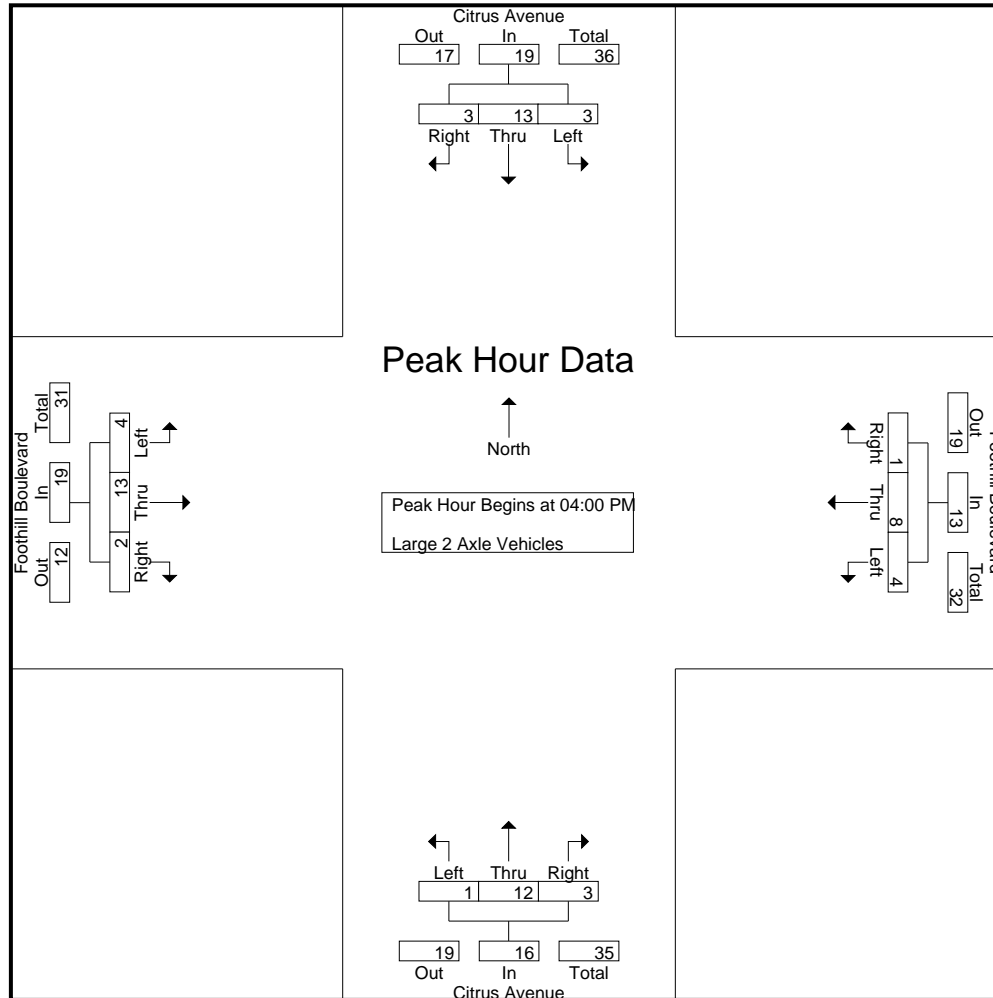
Groups Printed- Large 2 Axle Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	7	2	1	10	0	3	0	0	3	0	6	1	0	7	2	4	0	0	6	1	26	27
04:15 PM	0	2	1	0	3	2	3	1	0	6	0	1	2	1	3	1	3	1	0	5	1	17	18
04:30 PM	2	4	0	0	6	1	1	0	0	2	1	2	0	0	3	1	3	0	0	4	0	15	15
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	3	1	0	4	0	9	9
Total	3	13	3	1	19	4	8	1	0	13	1	12	3	1	16	4	13	2	0	19	2	67	69
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	4	1	0	5	1	4	0	0	5	0	13	13
05:15 PM	0	2	2	0	4	2	0	1	0	3	1	1	1	0	3	1	2	2	0	5	0	15	15
05:30 PM	0	4	0	0	4	0	1	0	0	1	0	2	1	1	3	0	3	0	0	3	1	11	12
05:45 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	7	7
Total	0	9	2	0	11	3	4	1	0	8	1	9	3	1	13	2	10	2	0	14	1	46	47
Grand Total	3	22	5	1	30	7	12	2	0	21	2	21	6	2	29	6	23	4	0	33	3	113	116
Apprch %	10	73.3	16.7			33.3	57.1	9.5			6.9	72.4	20.7			18.2	69.7	12.1					
Total %	2.7	19.5	4.4		26.5	6.2	10.6	1.8		18.6	1.8	18.6	5.3		25.7	5.3	20.4	3.5		29.2	2.6	97.4	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	7	2	10	0	3	0	3	0	6	1	7	2	4	0	6	26
04:15 PM	0	2	1	3	2	3	1	6	0	1	2	3	1	3	1	5	17
04:30 PM	2	4	0	6	1	1	0	2	1	2	0	3	1	3	0	4	15
04:45 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	3	1	4	9
Total Volume	3	13	3	19	4	8	1	13	1	12	3	16	4	13	2	19	67
% App. Total	15.8	68.4	15.8		30.8	61.5	7.7		6.2	75	18.8		21.1	68.4	10.5		
PHF	.375	.464	.375	.475	.500	.667	.250	.542	.250	.500	.375	.571	.500	.813	.500	.792	.644

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	1	7	2	10	0	3	0	3	0	6	1	7	2	4	0	6	
+15 mins.	0	2	1	3	2	3	1	6	0	1	2	3	1	3	1	5	
+30 mins.	2	4	0	6	1	1	0	2	1	2	0	3	1	3	0	4	
+45 mins.	0	0	0	0	1	1	0	2	0	3	0	3	0	3	1	4	
Total Volume	3	13	3	19	4	8	1	13	1	12	3	16	4	13	2	19	
% App. Total	15.8	68.4	15.8		30.8	61.5	7.7		6.2	75	18.8		21.1	68.4	10.5		
PHF	.375	.464	.375	.475	.500	.667	.250	.542	.250	.500	.375	.571	.500	.813	.500	.792	

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

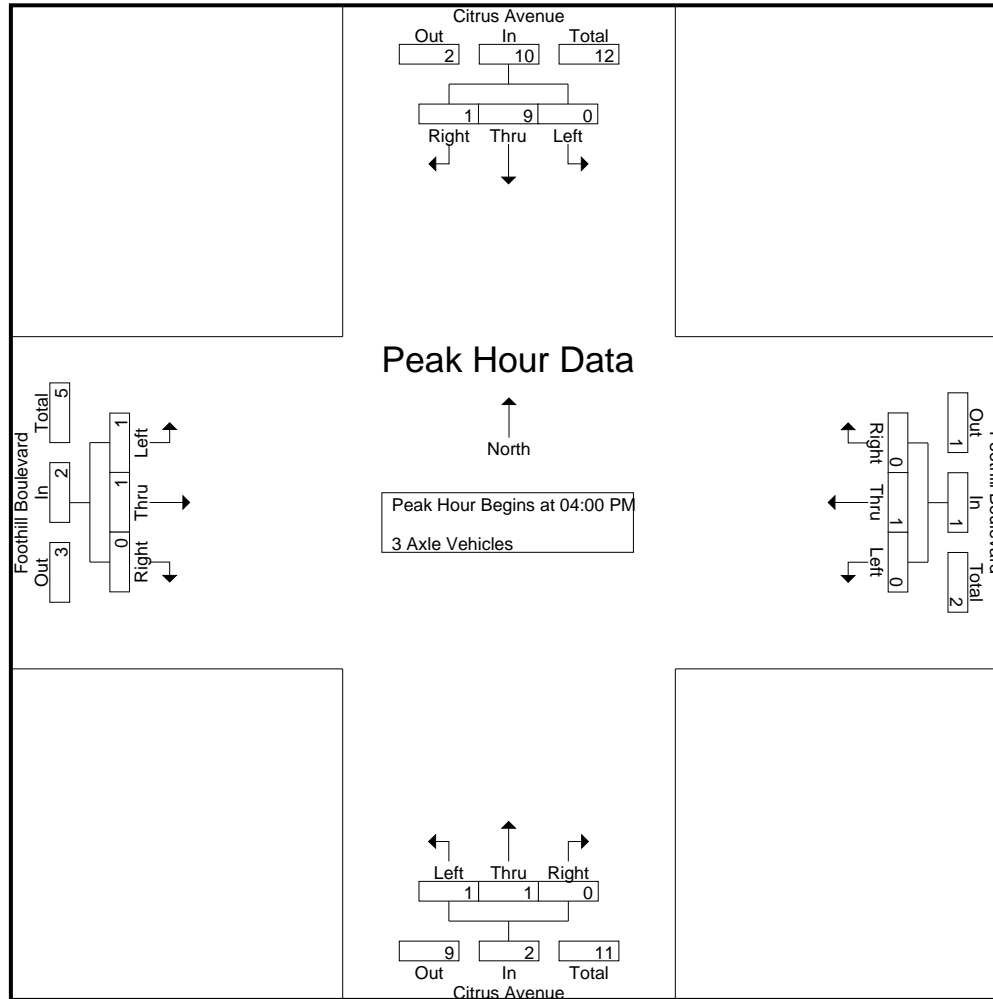
Groups Printed- 3 Axle Vehicles

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
04:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3	3
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3	3
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	9	1	0	10	0	1	0	0	1	1	1	0	0	2	1	1	0	0	2	0	0	0	0	2	0	15	15
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	2	2
Total	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	4	4
Grand Total	0	10	1	0	11	0	2	1	0	3	1	1	0	0	2	1	2	0	0	3	0	0	0	3	3	0	19	19
Apprch %	0	90.9	9.1			0	66.7	33.3			50	50	0			33.3	66.7	0										
Total %	0	52.6	5.3		57.9	0	10.5	5.3		15.8	5.3	5.3	0		10.5	5.3	10.5	0		15.8	0	0	0	15.8	15.8	0	100	100

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
04:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	9	1	10	0	1	0	1	1	1	0	2	1	1	0	2	15
% App. Total	0	90	10		0	100	0		50	50	0		50	50	0		
PHF	.000	.450	.250	.500	.000	.250	.000	.250	.250	.250	.000	.250	.250	.250	.000	.500	.750

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	
+15 mins.	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	9	1	10	0	1	0	1	1	1	0	2	1	1	0	2	
% App. Total	0	90	10		0	100	0		50	50	0		50	50	0		
PHF	.000	.450	.250	.500	.000	.250	.000	.250	.250	.250	.000	.250	.250	.250	.000	.500	

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 1

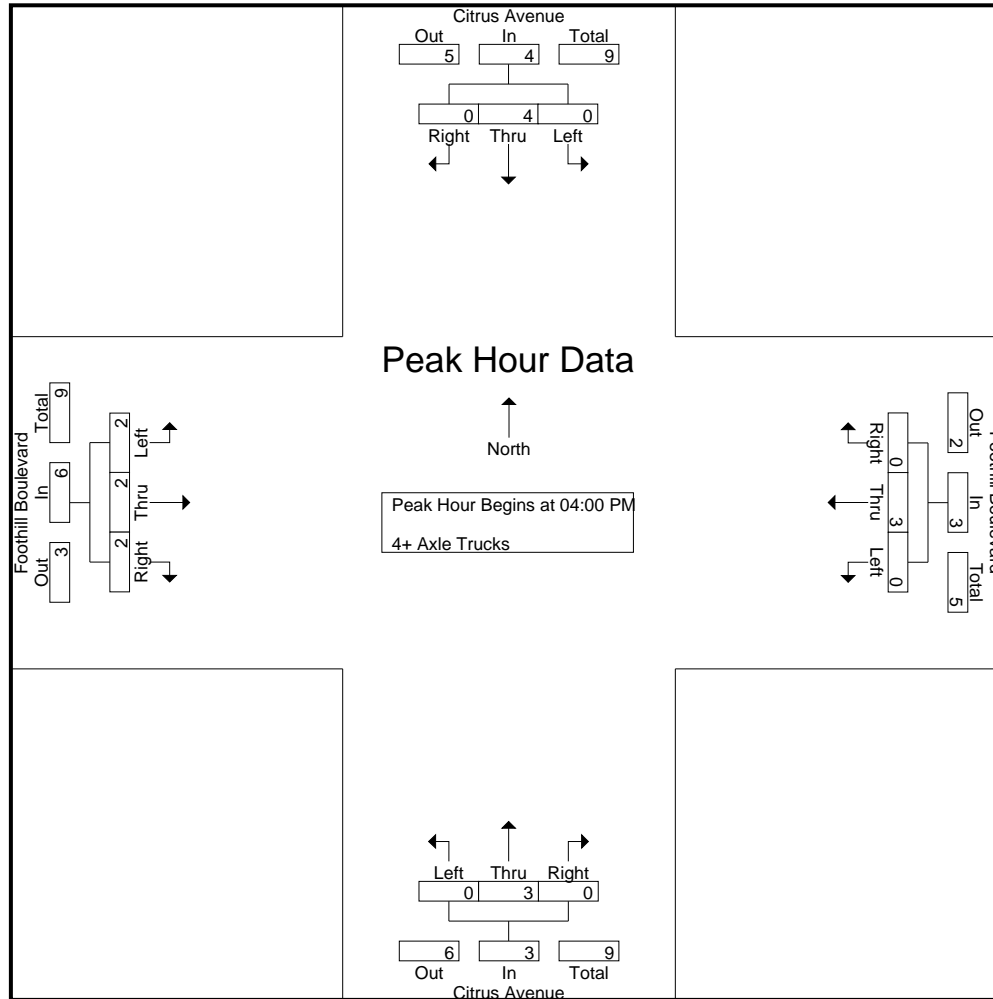
Groups Printed- 4+ Axle Trucks

Start Time	Citrus Avenue Southbound					Foothill Boulevard Westbound					Citrus Avenue Northbound					Foothill Boulevard Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	7	7
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
Total	0	4	0	0	4	0	3	0	0	3	0	3	0	0	3	2	2	2	0	6	0	16	16
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:45 PM	0	0	1	0	1	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	6
Total	0	1	1	0	2	2	1	0	0	3	0	5	0	0	5	1	0	1	0	2	0	12	12
Grand Total	0	5	1	0	6	2	4	0	0	6	0	8	0	0	8	3	2	3	0	8	0	28	28
Apprch %	0	83.3	16.7			33.3	66.7	0			0	100	0			37.5	25	37.5			0		
Total %	0	17.9	3.6		21.4	7.1	14.3	0		21.4	0	28.6	0		28.6	10.7	7.1	10.7		28.6	0	100	

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	1	2	1	4	7
04:15 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total Volume	0	4	0	4	0	3	0	3	0	3	0	3	2	2	2	6	16
% App. Total	0	100	0		0	100	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.500	.000	.500	.000	.750	.000	.750	.000	.375	.000	.375	.500	.250	.500	.375	.571

City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 2



City of Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : 06_FON_Citrus_Foot PM
 Site Code : 05122442
 Start Date : 5/24/2022
 Page No : 3

Start Time	Citrus Avenue Southbound				Foothill Boulevard Westbound				Citrus Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	1	0	1	0	0	0	0	1	2	1	4	
+15 mins.	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	
Total Volume	0	4	0	4	0	3	0	3	0	3	0	3	2	2	2	6	
% App. Total	0	100	0		0	100	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.500	.000	.500	.000	.750	.000	.750	.000	.375	.000	.375	.500	.250	.500	.375	

Location: Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue Pedestrians	East Leg Foothill Boulevard Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Foothill Boulevard Pedestrians	
7:00 AM	1	3	1	1	6
7:15 AM	0	0	0	5	5
7:30 AM	2	0	2	7	11
7:45 AM	2	2	0	0	4
8:00 AM	0	1	1	0	2
8:15 AM	0	0	0	1	1
8:30 AM	1	2	2	1	6
8:45 AM	4	3	3	1	11
TOTAL VOLUMES:	10	11	9	16	46

	North Leg Citrus Avenue Pedestrians	East Leg Foothill Boulevard Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Foothill Boulevard Pedestrians	
4:00 PM	1	1	2	1	5
4:15 PM	1	0	0	1	2
4:30 PM	0	4	0	2	6
4:45 PM	1	3	3	3	10
5:00 PM	1	1	4	1	7
5:15 PM	1	1	0	1	3
5:30 PM	0	0	0	0	0
5:45 PM	0	5	0	7	12
TOTAL VOLUMES:	5	15	9	16	45

Location: Fontana
 N/S: Citrus Avenue
 E/W: Foothill Boulevard



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Citrus Avenue			Westbound Foothill Boulevard			Northbound Citrus Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	2	1	0	0	1	0	0	4	0	0	1	0	9

	Southbound Citrus Avenue			Westbound Foothill Boulevard			Northbound Citrus Avenue			Eastbound Foothill Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
TOTAL VOLUMES:	0	5	0	0	1	0	1	2	0	0	2	0	11

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : FONBEFOAM
 Site Code : 04317815
 Start Date : 11/29/2017
 Page No : 1

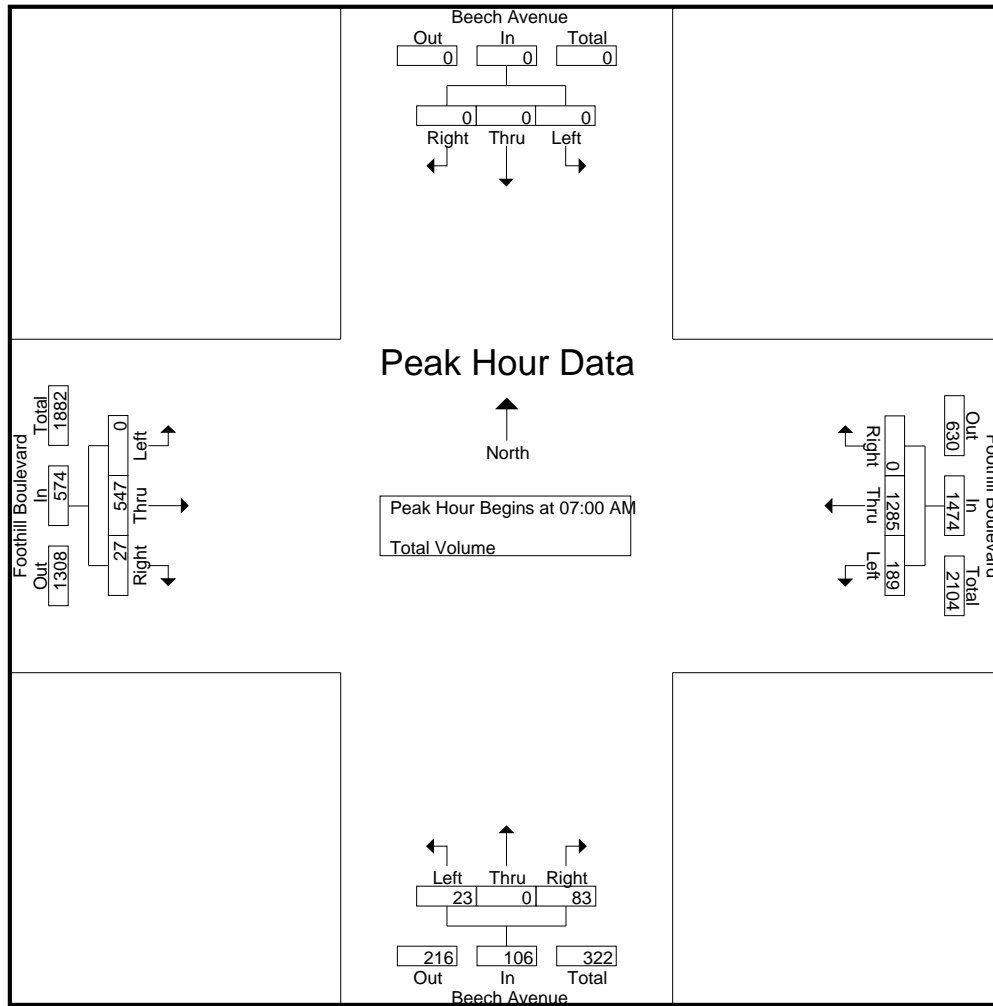
Groups Printed- Total Volume

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	45	270	0	315	6	0	26	32	0	137	2	139	486
07:15 AM	0	0	0	0	48	287	0	335	2	0	28	30	0	127	8	135	500
07:30 AM	0	0	0	0	53	384	0	437	7	0	9	16	0	133	7	140	593
07:45 AM	0	0	0	0	43	344	0	387	8	0	20	28	0	150	10	160	575
Total	0	0	0	0	189	1285	0	1474	23	0	83	106	0	547	27	574	2154
08:00 AM	0	0	0	0	33	230	0	263	13	0	14	27	0	171	14	185	475
08:15 AM	0	0	0	0	16	222	0	238	10	0	17	27	0	141	13	154	419
08:30 AM	0	0	0	0	30	209	0	239	7	0	17	24	0	156	5	161	424
08:45 AM	0	0	1	1	18	210	0	228	7	0	13	20	0	143	6	149	398
Total	0	0	1	1	97	871	0	968	37	0	61	98	0	611	38	649	1716
Grand Total	0	0	1	1	286	2156	0	2442	60	0	144	204	0	1158	65	1223	3870
Apprch %	0	0	100		11.7	88.3	0		29.4	0	70.6		0	94.7	5.3		
Total %	0	0	0	0	7.4	55.7	0	63.1	1.6	0	3.7	5.3	0	29.9	1.7	31.6	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	45	270	0	315	6	0	26	32	0	137	2	139	486
07:15 AM	0	0	0	0	48	287	0	335	2	0	28	30	0	127	8	135	500
07:30 AM	0	0	0	0	53	384	0	437	7	0	9	16	0	133	7	140	593
07:45 AM	0	0	0	0	43	344	0	387	8	0	20	28	0	150	10	160	575
Total Volume	0	0	0	0	189	1285	0	1474	23	0	83	106	0	547	27	574	2154
% App. Total	0	0	0	0	12.8	87.2	0		21.7	0	78.3		0	95.3	4.7		
PHF	.000	.000	.000	.000	.892	.837	.000	.843	.719	.000	.741	.828	.000	.912	.675	.897	.908

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : FONBEFOAM
 Site Code : 04317815
 Start Date : 11/29/2017
 Page No : 2



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

	08:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	45	270	0	315	6	0	26	32	0	150	10	160
+15 mins.	0	0	0	0	48	287	0	335	2	0	28	30	0	171	14	185
+30 mins.	0	0	0	0	53	384	0	437	7	0	9	16	0	141	13	154
+45 mins.	0	0	1	1	43	344	0	387	8	0	20	28	0	156	5	161
Total Volume	0	0	1	1	189	1285	0	1474	23	0	83	106	0	618	42	660
% App. Total	0	0	100		12.8	87.2	0		21.7	0	78.3		0	93.6	6.4	
PHF	.000	.000	.250	.250	.892	.837	.000	.843	.719	.000	.741	.828	.000	.904	.750	.892

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : FONBEFOPM
 Site Code : 04317815
 Start Date : 11/29/2017
 Page No : 1

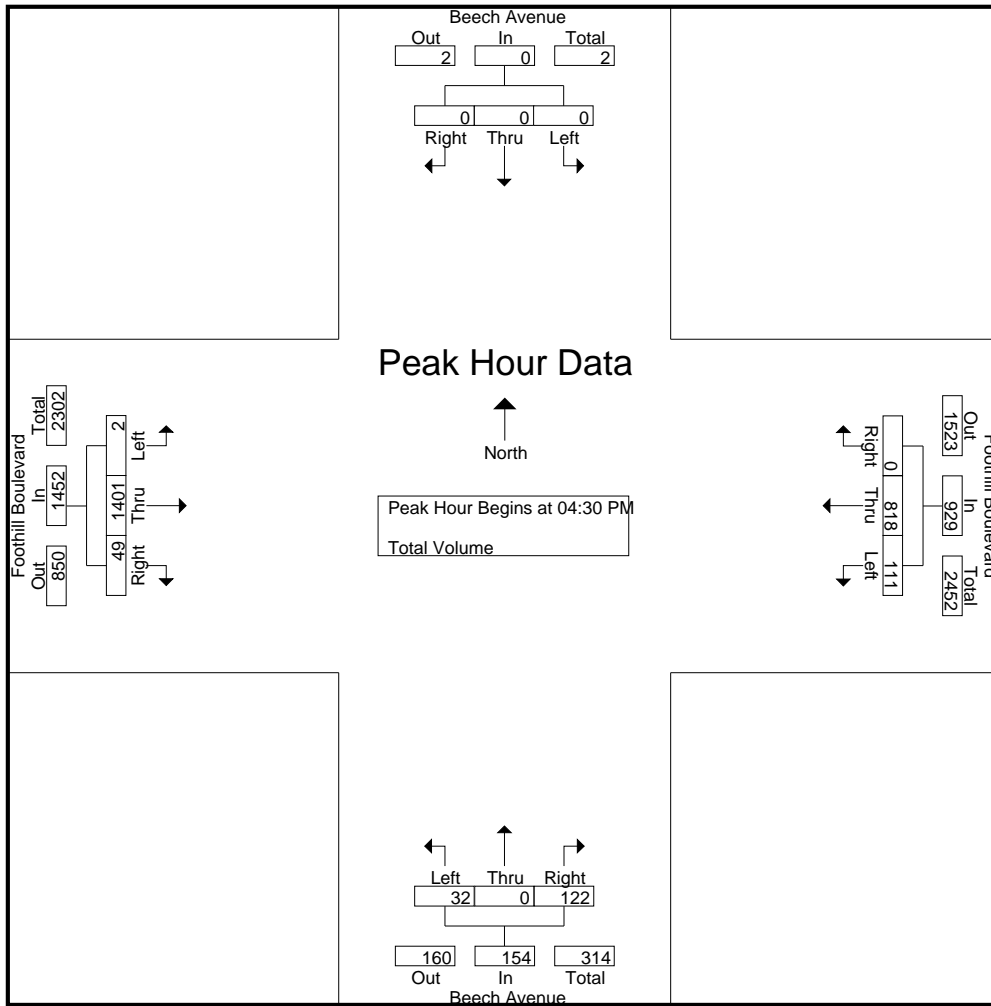
Groups Printed- Total Volume

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard 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	0	0	0	23	199	0	222	10	0	32	42	0	311	7	318	582
04:15 PM	0	0	0	0	28	226	0	254	10	0	29	39	1	309	10	320	613
04:30 PM	0	0	0	0	28	199	0	227	11	0	24	35	0	349	15	364	626
04:45 PM	0	0	0	0	26	218	0	244	9	0	33	42	1	370	9	380	666
Total	0	0	0	0	105	842	0	947	40	0	118	158	2	1339	41	1382	2487
05:00 PM	0	0	0	0	33	206	0	239	5	0	35	40	1	334	15	350	629
05:15 PM	0	0	0	0	24	195	0	219	7	0	30	37	0	348	10	358	614
05:30 PM	0	0	0	0	27	174	0	201	9	0	32	41	1	354	14	369	611
05:45 PM	0	0	0	0	37	190	0	227	11	0	28	39	1	299	11	311	577
Total	0	0	0	0	121	765	0	886	32	0	125	157	3	1335	50	1388	2431
Grand Total	0	0	0	0	226	1607	0	1833	72	0	243	315	5	2674	91	2770	4918
Apprch %	0	0	0		12.3	87.7	0		22.9	0	77.1		0.2	96.5	3.3		
Total %	0	0	0		4.6	32.7	0	37.3	1.5	0	4.9	6.4	0.1	54.4	1.9	56.3	

Start Time	Beech Avenue Southbound				Foothill Boulevard Westbound				Beech Avenue Northbound				Foothill Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	28	199	0	227	11	0	24	35	0	349	15	364	626
04:45 PM	0	0	0	0	26	218	0	244	9	0	33	42	1	370	9	380	666
05:00 PM	0	0	0	0	33	206	0	239	5	0	35	40	1	334	15	350	629
05:15 PM	0	0	0	0	24	195	0	219	7	0	30	37	0	348	10	358	614
Total Volume	0	0	0	0	111	818	0	929	32	0	122	154	2	1401	49	1452	2535
% App. Total	0	0	0		11.9	88.1	0		20.8	0	79.2		0.1	96.5	3.4		
PHF	.000	.000	.000	.000	.841	.938	.000	.952	.727	.000	.871	.917	.500	.947	.817	.955	.952

City of Fontana
 N/S: Beech Avenue
 E/W: Foothill Boulevard
 Weather: Clear

File Name : FONBEFOPM
 Site Code : 04317815
 Start Date : 11/29/2017
 Page No : 2



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

	04:00 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	28	226	0	254	9	0	33	42	1	370	9	380
+15 mins.	0	0	0	0	28	199	0	227	5	0	35	40	1	334	15	350
+30 mins.	0	0	0	0	26	218	0	244	7	0	30	37	0	348	10	358
+45 mins.	0	0	0	0	33	206	0	239	9	0	32	41	1	354	14	369
Total Volume	0	0	0	0	115	849	0	964	30	0	130	160	3	1406	48	1457
% App. Total	0	0	0	0	11.9	88.1	0		18.8	0	81.2		0.2	96.5	3.3	
PHF	.000	.000	.000	.000	.871	.939	.000	.949	.833	.000	.929	.952	.750	.950	.800	.959

Counts Unlimited, Inc.

City of Fontana
 Cherry Avenue
 N/ Foothill Boulevard
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON001
 Site Code: 051-22442

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	101	11	0	1	1	0	2	13	0	2	0	0	131
01:00	0	88	4	0	2	7	0	0	10	0	9	0	0	120
02:00	0	66	5	0	2	2	0	2	10	0	7	0	0	94
03:00	0	93	10	0	3	5	0	0	18	0	3	0	0	132
04:00	0	147	18	0	7	5	0	4	29	0	0	0	0	210
05:00	1	249	64	0	6	5	0	0	20	1	0	0	1	347
06:00	1	321	70	0	20	20	0	5	28	0	2	0	0	467
07:00	1	452	87	5	8	14	0	5	31	0	0	0	0	603
08:00	3	495	56	0	23	12	0	7	27	0	2	0	0	625
09:00	2	406	98	2	21	5	0	2	30	0	1	0	0	567
10:00	0	412	82	0	29	14	0	6	40	0	0	0	0	583
11:00	1	483	96	0	23	18	0	4	35	0	0	0	0	660
12 PM	3	563	102	0	35	21	0	4	29	0	2	0	0	759
13:00	0	551	96	0	23	18	0	4	27	1	1	0	0	721
14:00	4	725	143	0	20	15	1	6	28	0	1	0	0	943
15:00	2	818	155	1	18	17	0	8	22	0	1	0	0	1042
16:00	3	945	163	0	21	17	0	2	35	0	0	0	0	1186
17:00	5	997	151	0	13	14	0	8	22	0	1	1	0	1212
18:00	2	639	108	0	7	11	0	4	25	0	0	0	0	796
19:00	1	501	76	0	13	4	0	2	12	0	0	0	0	609
20:00	0	399	44	0	4	7	0	1	17	0	0	0	0	472
21:00	0	351	36	0	1	2	0	0	16	0	0	0	0	406
22:00	2	226	22	0	2	6	0	0	12	0	0	0	0	270
23:00	1	173	16	0	0	6	0	1	16	0	0	0	0	213
Total	32	10201	1713	8	302	246	1	77	552	2	32	1	1	13168
Percent	0.2%	77.5%	13.0%	0.1%	2.3%	1.9%	0.0%	0.6%	4.2%	0.0%	0.2%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	07:00	10:00	06:00		08:00	10:00	05:00	01:00		05:00	11:00
Vol.	3	495	98	5	29	20		7	40	1	9		1	660
PM Peak	17:00	17:00	16:00	15:00	12:00	12:00	14:00	15:00	16:00	13:00	12:00	17:00		17:00
Vol.	5	997	163	1	35	21	1	8	35	1	2	1		1212
Grand Total	32	10201	1713	8	302	246	1	77	552	2	32	1	1	13168
Percent	0.2%	77.5%	13.0%	0.1%	2.3%	1.9%	0.0%	0.6%	4.2%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Fontana
 Cherry Avenue
 N/ Foothill Boulevard
 24 Hour Directional Classification Count
 Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON001
 Site Code: 051-22442

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	127	7	0	4	2	0	0	13	0	2	0	0	155
01:00	0	110	7	0	0	3	0	1	8	0	1	0	0	130
02:00	0	79	10	0	0	2	0	1	6	0	0	0	0	98
03:00	0	115	8	0	4	4	0	0	6	0	0	0	0	137
04:00	1	229	28	0	2	4	0	2	7	0	1	0	0	274
05:00	3	337	91	0	1	5	0	0	14	0	0	0	0	451
06:00	2	523	85	2	20	12	0	2	37	0	0	0	0	683
07:00	1	723	72	2	11	11	0	1	34	0	0	0	0	855
08:00	3	657	115	2	26	16	0	3	28	1	2	0	0	853
09:00	1	481	77	0	19	11	0	1	26	0	0	0	0	616
10:00	2	487	95	1	21	15	0	5	27	1	1	0	0	655
11:00	3	571	92	0	24	21	0	4	31	0	0	0	0	746
12 PM	0	668	69	0	34	16	0	6	28	0	0	0	0	821
13:00	3	617	100	0	28	12	0	6	22	1	2	0	1	792
14:00	4	610	125	2	26	9	0	4	40	0	1	0	1	822
15:00	2	704	83	5	19	11	1	5	32	0	0	0	0	862
16:00	2	733	117	1	26	18	0	5	38	0	1	0	0	941
17:00	0	629	118	1	15	11	0	9	16	0	0	0	0	799
18:00	1	621	108	0	8	7	0	2	17	0	0	0	0	764
19:00	1	536	91	0	3	2	0	12	13	0	1	0	0	659
20:00	0	528	54	0	6	5	0	2	18	0	1	0	0	614
21:00	0	449	74	0	5	3	0	1	8	0	0	0	0	540
22:00	2	275	28	0	3	4	0	0	18	0	0	0	0	330
23:00	0	190	23	0	3	2	0	0	19	0	0	0	0	237
Total	31	10999	1677	16	308	206	1	72	506	3	13	0	2	13834
Percent	0.2%	79.5%	12.1%	0.1%	2.2%	1.5%	0.0%	0.5%	3.7%	0.0%	0.1%	0.0%	0.0%	
AM Peak	05:00	07:00	08:00	06:00	08:00	11:00		10:00	06:00	08:00	00:00			07:00
Vol.	3	723	115	2	26	21		5	37	1	2			855
PM Peak	14:00	16:00	14:00	15:00	12:00	16:00	15:00	19:00	14:00	13:00	13:00		13:00	16:00
Vol.	4	733	125	5	34	18	1	12	40	1	2		1	941
Grand Total	31	10999	1677	16	308	206	1	72	506	3	13	0	2	13834
Percent	0.2%	79.5%	12.1%	0.1%	2.2%	1.5%	0.0%	0.5%	3.7%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Fontana
 Cherry Avenue
 N/ Foothill Boulevard
 24 Hour Directional Classification Count
 Northbound, Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON001
 Site Code: 051-22442

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	228	18	0	5	3	0	2	26	0	4	0	0	286
01:00	0	198	11	0	2	10	0	1	18	0	10	0	0	250
02:00	0	145	15	0	2	4	0	3	16	0	7	0	0	192
03:00	0	208	18	0	7	9	0	0	24	0	3	0	0	269
04:00	1	376	46	0	9	9	0	6	36	0	1	0	0	484
05:00	4	586	155	0	7	10	0	0	34	1	0	0	1	798
06:00	3	844	155	2	40	32	0	7	65	0	2	0	0	1150
07:00	2	1175	159	7	19	25	0	6	65	0	0	0	0	1458
08:00	6	1152	171	2	49	28	0	10	55	1	4	0	0	1478
09:00	3	887	175	2	40	16	0	3	56	0	1	0	0	1183
10:00	2	899	177	1	50	29	0	11	67	1	1	0	0	1238
11:00	4	1054	188	0	47	39	0	8	66	0	0	0	0	1406
12 PM	3	1231	171	0	69	37	0	10	57	0	2	0	0	1580
13:00	3	1168	196	0	51	30	0	10	49	2	3	0	1	1513
14:00	8	1335	268	2	46	24	1	10	68	0	2	0	1	1765
15:00	4	1522	238	6	37	28	1	13	54	0	1	0	0	1904
16:00	5	1678	280	1	47	35	0	7	73	0	1	0	0	2127
17:00	5	1626	269	1	28	25	0	17	38	0	1	1	0	2011
18:00	3	1260	216	0	15	18	0	6	42	0	0	0	0	1560
19:00	2	1037	167	0	16	6	0	14	25	0	1	0	0	1268
20:00	0	927	98	0	10	12	0	3	35	0	1	0	0	1086
21:00	0	800	110	0	6	5	0	1	24	0	0	0	0	946
22:00	4	501	50	0	5	10	0	0	30	0	0	0	0	600
23:00	1	363	39	0	3	8	0	1	35	0	0	0	0	450
Total	63	21200	3390	24	610	452	2	149	1058	5	45	1	3	27002
Percent	0.2%	78.5%	12.6%	0.1%	2.3%	1.7%	0.0%	0.6%	3.9%	0.0%	0.2%	0.0%	0.0%	
AM Peak	08:00	07:00	11:00	07:00	10:00	11:00		10:00	10:00	05:00	01:00		05:00	08:00
Vol.	6	1175	188	7	50	39		11	67	1	10		1	1478
PM Peak	14:00	16:00	16:00	15:00	12:00	12:00	14:00	17:00	16:00	13:00	13:00	17:00	13:00	16:00
Vol.	8	1678	280	6	69	37	1	17	73	2	3	1	1	2127
Grand Total	63	21200	3390	24	610	452	2	149	1058	5	45	1	3	27002
Percent	0.2%	78.5%	12.6%	0.1%	2.3%	1.7%	0.0%	0.6%	3.9%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Fontana
 Foothill Boulevard
 W/ Beech Avenue
 24 Hour Directional Classification Count
 Eastbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON002
 Site Code: 051-22442

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	129	10	0	1	0	0	0	3	0	0	0	0	143
01:00	0	101	7	0	3	0	0	1	3	0	0	0	0	115
02:00	0	45	7	0	0	2	0	0	1	0	0	0	0	55
03:00	0	49	6	0	2	0	0	0	0	0	0	0	0	57
04:00	0	73	11	0	0	0	0	0	1	0	0	0	0	85
05:00	0	123	19	2	5	4	0	0	10	0	0	0	0	163
06:00	2	211	50	4	11	7	0	5	6	0	0	0	0	296
07:00	2	457	71	8	14	6	0	0	13	0	0	0	0	571
08:00	2	484	96	4	17	4	0	1	12	0	0	0	0	620
09:00	0	460	81	2	12	6	0	5	17	0	0	0	0	583
10:00	1	519	89	11	17	3	0	4	12	0	0	0	0	656
11:00	4	567	116	3	14	10	0	3	7	0	0	0	0	724
12 PM	3	638	92	3	17	4	0	1	9	0	0	0	0	767
13:00	1	731	114	5	24	6	0	1	6	0	0	0	0	888
14:00	3	852	149	10	20	4	0	3	6	0	0	0	0	1047
15:00	2	1006	213	4	16	1	0	2	7	0	0	0	0	1251
16:00	4	1097	179	3	15	2	0	1	3	0	0	0	0	1304
17:00	4	1047	160	3	8	2	0	1	4	0	0	0	0	1229
18:00	2	831	125	3	2	2	0	0	7	0	0	0	0	972
19:00	2	567	74	2	1	0	0	0	2	0	0	0	0	648
20:00	2	500	56	2	3	0	0	0	1	0	0	0	0	564
21:00	1	455	46	2	0	0	0	0	2	0	0	0	0	506
22:00	1	333	18	2	2	0	0	0	2	0	0	0	0	358
23:00	2	208	13	0	1	0	0	0	5	0	0	0	0	229
Total	38	11483	1802	73	205	63	0	28	139	0	0	0	0	13831
Percent	0.3%	83.0%	13.0%	0.5%	1.5%	0.5%	0.0%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	10:00	08:00	11:00		06:00	09:00					11:00
Vol.	4	567	116	11	17	10		5	17					724
PM Peak	16:00	16:00	15:00	14:00	13:00	13:00		14:00	12:00					16:00
Vol.	4	1097	213	10	24	6		3	9					1304
Grand Total	38	11483	1802	73	205	63	0	28	139	0	0	0	0	13831
Percent	0.3%	83.0%	13.0%	0.5%	1.5%	0.5%	0.0%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Fontana
 Foothill Boulevard
 W/ Beech Avenue
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON002
 Site Code: 051-22442

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	73	2	0	2	0	0	0	3	0	0	0	0	80
01:00	0	53	6	0	1	1	0	0	2	0	0	0	0	63
02:00	0	65	17	0	3	1	0	0	1	0	0	0	0	87
03:00	1	127	13	0	4	0	0	0	1	0	0	0	0	146
04:00	4	306	60	2	3	1	0	0	0	0	0	0	0	376
05:00	0	471	118	1	1	2	0	1	10	0	0	0	0	604
06:00	2	583	134	2	14	2	0	3	8	0	0	0	0	748
07:00	1	1102	147	5	14	3	0	2	5	0	0	0	0	1279
08:00	0	753	135	4	14	3	0	1	9	0	0	0	0	919
09:00	0	503	101	4	13	2	0	0	8	0	0	0	0	631
10:00	4	537	96	2	18	6	0	1	9	0	0	0	0	673
11:00	3	580	116	3	14	2	0	2	11	0	0	0	0	731
12 PM	3	618	96	4	11	6	0	1	7	0	0	0	0	746
13:00	1	628	97	5	16	4	0	1	4	0	0	0	0	756
14:00	2	755	115	5	23	7	0	4	5	0	0	0	0	916
15:00	2	651	112	8	14	0	1	7	4	0	0	0	0	799
16:00	3	690	103	6	8	3	1	4	3	0	0	0	0	821
17:00	0	668	89	4	4	1	0	1	3	0	0	0	0	770
18:00	2	592	70	2	5	2	0	0	3	0	0	0	0	676
19:00	0	424	48	2	3	0	0	0	1	0	0	0	0	478
20:00	0	366	38	0	2	1	0	0	0	0	0	0	0	407
21:00	0	292	19	2	0	1	0	0	0	0	0	0	0	314
22:00	3	154	8	1	4	1	0	0	0	0	0	0	0	171
23:00	0	99	0	0	1	0	0	0	0	0	0	0	0	100
Total	31	11090	1740	62	192	49	2	28	97	0	0	0	0	13291
Percent	0.2%	83.4%	13.1%	0.5%	1.4%	0.4%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	07:00	07:00	10:00	10:00		06:00	11:00					07:00
Vol.	4	1102	147	5	18	6		3	11					1279
PM Peak	12:00	14:00	14:00	15:00	14:00	14:00	15:00	15:00	12:00					14:00
Vol.	3	755	115	8	23	7	1	7	7					916
Grand Total	31	11090	1740	62	192	49	2	28	97	0	0	0	0	13291
Percent	0.2%	83.4%	13.1%	0.5%	1.4%	0.4%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Fontana
 Foothill Boulevard
 W/ Beech Avenue
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

FON002
 Site Code: 051-22442

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/22	0	202	12	0	3	0	0	0	6	0	0	0	0	223
01:00	0	154	13	0	4	1	0	1	5	0	0	0	0	178
02:00	0	110	24	0	3	3	0	0	2	0	0	0	0	142
03:00	1	176	19	0	6	0	0	0	1	0	0	0	0	203
04:00	4	379	71	2	3	1	0	0	1	0	0	0	0	461
05:00	0	594	137	3	6	6	0	1	20	0	0	0	0	767
06:00	4	794	184	6	25	9	0	8	14	0	0	0	0	1044
07:00	3	1559	218	13	28	9	0	2	18	0	0	0	0	1850
08:00	2	1237	231	8	31	7	0	2	21	0	0	0	0	1539
09:00	0	963	182	6	25	8	0	5	25	0	0	0	0	1214
10:00	5	1056	185	13	35	9	0	5	21	0	0	0	0	1329
11:00	7	1147	232	6	28	12	0	5	18	0	0	0	0	1455
12 PM	6	1256	188	7	28	10	0	2	16	0	0	0	0	1513
13:00	2	1359	211	10	40	10	0	2	10	0	0	0	0	1644
14:00	5	1607	264	15	43	11	0	7	11	0	0	0	0	1963
15:00	4	1657	325	12	30	1	1	9	11	0	0	0	0	2050
16:00	7	1787	282	9	23	5	1	5	6	0	0	0	0	2125
17:00	4	1715	249	7	12	3	0	2	7	0	0	0	0	1999
18:00	4	1423	195	5	7	4	0	0	10	0	0	0	0	1648
19:00	2	991	122	4	4	0	0	0	3	0	0	0	0	1126
20:00	2	866	94	2	5	1	0	0	1	0	0	0	0	971
21:00	1	747	65	4	0	1	0	0	2	0	0	0	0	820
22:00	4	487	26	3	6	1	0	0	2	0	0	0	0	529
23:00	2	307	13	0	2	0	0	0	5	0	0	0	0	329
Total	69	22573	3542	135	397	112	2	56	236	0	0	0	0	27122
Percent	0.3%	83.2%	13.1%	0.5%	1.5%	0.4%	0.0%	0.2%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	11:00	07:00	10:00	11:00		06:00	09:00					07:00
Vol.	7	1559	232	13	35	12		8	25					1850
PM Peak	16:00	16:00	15:00	14:00	14:00	14:00	15:00	15:00	12:00					16:00
Vol.	7	1787	325	15	43	11	1	9	16					2125
Grand Total	69	22573	3542	135	397	112	2	56	236	0	0	0	0	27122
Percent	0.3%	83.2%	13.1%	0.5%	1.5%	0.4%	0.0%	0.2%	0.9%	0.0%	0.0%	0.0%	0.0%	

**APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	464	124	213	968	93	170	446	106	159	760	115
Future Volume (vph)	196	464	124	213	968	93	170	446	106	159	760	115
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	12.0	45.5	45.5	12.0	45.5	16.0	16.0	46.5	46.5	16.0	46.5	12.0
Total Split (%)	10.0%	37.9%	37.9%	10.0%	37.9%	13.3%	13.3%	38.8%	38.8%	13.3%	38.8%	10.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	27.6	27.6	7.6	27.9	41.2	11.7	24.1	24.1	11.7	24.1	32.9
Actuated g/C Ratio	0.08	0.30	0.30	0.08	0.30	0.44	0.13	0.26	0.26	0.13	0.26	0.35
v/c Ratio	0.78	0.34	0.25	0.85	0.71	0.14	0.85	0.38	0.24	0.80	0.64	0.21
Control Delay	64.4	26.5	5.8	71.4	31.9	3.8	75.6	29.1	6.5	68.9	33.0	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	26.5	5.8	71.4	31.9	3.8	75.6	29.1	6.5	68.9	33.0	10.0
LOS	E	C	A	E	C	A	E	C	A	E	C	A
Approach Delay		32.7			36.5			36.8			36.0	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 92.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	



































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)

Ø1 16 s	Ø2 46.5 s	Ø3 12 s	Ø4 45.5 s
Ø5 16 s	Ø6 46.5 s	Ø7 12 s	Ø8 45.5 s

HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  			  	
Traffic Volume (veh/h)	196	464	124	213	968	93	170	446	106	159	760	115
Future Volume (veh/h)	196	464	124	213	968	93	170	446	106	159	760	115
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	527	66	242	1100	61	193	507	54	181	864	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1556	481	296	1556	674	228	1305	398	216	1270	530
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.13	0.25	0.25	0.12	0.24	0.24
Sat Flow, veh/h	3510	5187	1602	3510	5187	1607	1810	5187	1584	1810	5187	1608
Grp Volume(v), veh/h	223	527	66	242	1100	61	193	507	54	181	864	48
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1607	1810	1729	1584	1810	1729	1608
Q Serve(g_s), s	5.5	7.0	2.6	6.0	16.5	2.0	9.2	7.1	2.3	8.6	13.3	1.8
Cycle Q Clear(g_c), s	5.5	7.0	2.6	6.0	16.5	2.0	9.2	7.1	2.3	8.6	13.3	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1556	481	296	1556	674	228	1305	398	216	1270	530
V/C Ratio(X)	0.75	0.34	0.14	0.82	0.71	0.09	0.85	0.39	0.14	0.84	0.68	0.09
Avail Cap(c_a), veh/h	296	2303	711	296	2321	911	235	2404	734	235	2404	881
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	39.3	24.0	22.4	39.6	27.3	15.4	37.5	27.3	25.5	37.8	30.0	20.4
Incr Delay (d2), s/veh	9.4	0.1	0.1	15.3	0.6	0.1	22.1	0.2	0.2	19.6	0.6	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	2.6	2.7	0.9	3.1	6.4	0.7	5.2	2.8	0.8	4.8	5.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	24.1	22.6	54.9	27.9	15.4	59.7	27.5	25.6	57.4	30.7	20.4
LnGrp LOS	D	C	C	D	C	B	E	C	C	E	C	C
Approach Vol, veh/h		816			1403			754			1093	
Approach Delay, s/veh		30.7			32.0			35.6			34.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	27.9	12.0	32.8	15.7	27.3	12.0	32.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	*6.5				
Max Green Setting (Gmax), s	11.4	40.7	7.4	39.0	11.4	40.7	7.4	*39				
Max Q Clear Time (g_c+I1), s	10.6	9.1	8.0	9.0	11.2	15.3	7.5	18.5				
Green Ext Time (p_c), s	0.0	3.5	0.0	3.7	0.0	6.0	0.0	7.5				

Intersection Summary

HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

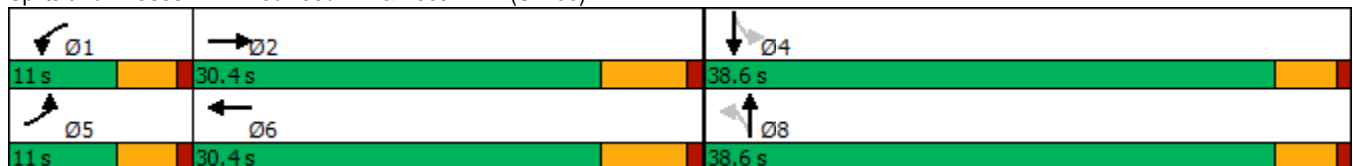


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗↖↗	↖	↗↖↗	↖	↗	↖	↗
Traffic Volume (vph)	69	579	53	1109	44	32	10	6
Future Volume (vph)	69	579	53	1109	44	32	10	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	11.0	30.4	11.0	30.4	38.6	38.6	38.6	38.6
Total Split (%)	13.8%	38.0%	13.8%	38.0%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	28.0	7.3	25.8	16.2	16.2	16.2	16.2
Actuated g/C Ratio	0.15	0.55	0.14	0.50	0.32	0.32	0.32	0.32
v/c Ratio	0.30	0.25	0.23	0.49	0.11	0.10	0.03	0.12
Control Delay	31.4	12.1	30.2	15.3	17.5	11.5	16.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	12.1	30.2	15.3	17.5	11.5	16.1	6.4
LOS	C	B	C	B	B	B	B	A
Approach Delay		14.1		16.0		14.2		7.7
Approach LOS		B		B		B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 51.3
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 15.0
 Intersection LOS: B
 Intersection Capacity Utilization 47.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	
Traffic Volume (veh/h)	69	579	34	53	1109	17	44	32	22	10	6	54
Future Volume (veh/h)	69	579	34	53	1109	17	44	32	22	10	6	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	651	38	60	1246	19	49	36	25	11	7	61
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	2024	118	108	2065	31	354	179	125	364	29	252
Arrive On Green	0.07	0.40	0.40	0.06	0.39	0.39	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5014	291	1810	5263	80	1354	1044	725	1363	168	1467
Grp Volume(v), veh/h	78	448	241	60	819	446	49	0	61	11	0	68
Grp Sat Flow(s),veh/h/ln	1810	1729	1848	1810	1729	1886	1354	0	1769	1363	0	1636
Q Serve(g_s), s	1.8	3.7	3.8	1.4	8.0	8.0	1.4	0.0	1.2	0.3	0.0	1.5
Cycle Q Clear(g_c), s	1.8	3.7	3.8	1.4	8.0	8.0	2.9	0.0	1.2	1.5	0.0	1.5
Prop In Lane	1.00		0.16	1.00		0.04	1.00		0.41	1.00		0.90
Lane Grp Cap(c), veh/h	128	1396	746	108	1357	740	354	0	304	364	0	281
V/C Ratio(X)	0.61	0.32	0.32	0.55	0.60	0.60	0.14	0.00	0.20	0.03	0.00	0.24
Avail Cap(c_a), veh/h	274	1983	1059	274	1983	1081	1213	0	1425	1228	0	1318
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	0.00	1.00
Uniform Delay (d), s/veh	19.0	8.6	8.6	19.3	10.2	10.2	16.4	0.0	15.0	15.7	0.0	15.1
Incr Delay (d2), s/veh	1.7	0.1	0.2	1.6	0.4	0.8	0.2	0.0	0.3	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	1.0	0.5	2.0	2.2	0.4	0.0	0.5	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	8.8	8.9	20.9	10.6	11.0	16.5	0.0	15.3	15.7	0.0	15.5
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		767			1325			110				79
Approach Delay, s/veh		10.0			11.2			15.9				15.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	23.2		11.8	7.6	22.8		11.8				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.4	24.2		34.0	6.4	24.2		34.0				
Max Q Clear Time (g_c+I1), s	3.4	5.8		3.5	3.8	10.0		4.9				
Green Ext Time (p_c), s	0.0	3.8		0.4	0.0	6.6		0.5				

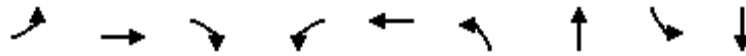
Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

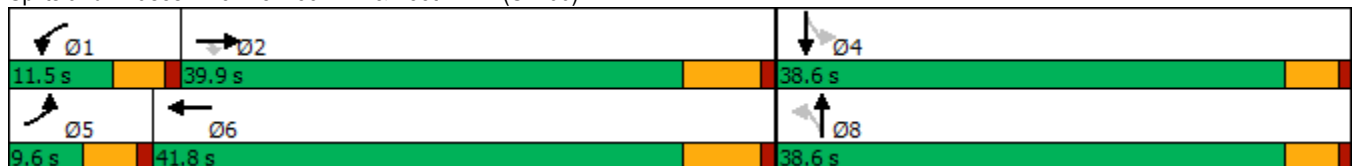


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↗	↘	↗
Traffic Volume (vph)	30	562	10	45	1266	23	16	23	3
Future Volume (vph)	30	562	10	45	1266	23	16	23	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	9.6	39.9	39.9	11.5	41.8	38.6	38.6	38.6	38.6
Total Split (%)	10.7%	44.3%	44.3%	12.8%	46.4%	42.9%	42.9%	42.9%	42.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	36.7	36.7	6.3	39.7	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.09	0.59	0.59	0.10	0.64	0.22	0.22	0.22	0.22
v/c Ratio	0.23	0.31	0.01	0.29	0.69	0.09	0.24	0.09	0.06
Control Delay	37.0	12.1	0.0	35.9	15.9	21.0	8.7	21.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	12.1	0.0	35.9	15.9	21.0	8.7	21.2	10.6
LOS	D	B	A	D	B	C	A	C	B
Approach Delay		13.1			16.6		11.2		16.1
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.3
 Intersection LOS: B
 Intersection Capacity Utilization 54.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↗		↘	↗	
Traffic Volume (veh/h)	30	562	10	45	1266	68	23	16	73	23	3	18
Future Volume (veh/h)	30	562	10	45	1266	68	23	16	73	23	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	661	12	53	1489	64	27	19	20	27	4	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1922	839	93	1923	82	301	100	106	276	81	122
Arrive On Green	0.04	0.53	0.53	0.05	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1575	1810	3523	151	1427	847	892	1390	686	1029
Grp Volume(v), veh/h	35	661	12	53	761	792	27	0	39	27	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1869	1427	0	1739	1390	0	1715
Q Serve(g_s), s	1.0	5.4	0.2	1.5	17.1	17.3	0.9	0.0	1.0	0.9	0.0	0.3
Cycle Q Clear(g_c), s	1.0	5.4	0.2	1.5	17.1	17.3	1.2	0.0	1.0	2.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.51	1.00		0.60
Lane Grp Cap(c), veh/h	69	1922	839	93	985	1020	301	0	206	276	0	203
V/C Ratio(X)	0.51	0.34	0.01	0.57	0.77	0.78	0.09	0.00	0.19	0.10	0.00	0.05
Avail Cap(c_a), veh/h	175	2351	1026	241	1242	1286	1070	0	1143	1025	0	1127
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	0.00	1.00
Uniform Delay (d), s/veh	24.4	6.9	5.7	24.0	9.2	9.3	20.7	0.0	20.6	21.5	0.0	20.2
Incr Delay (d2), s/veh	2.1	0.1	0.0	2.0	2.4	2.4	0.1	0.0	0.4	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.0	0.6	4.3	4.5	0.3	0.0	0.4	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	7.0	5.7	26.0	11.6	11.7	20.9	0.0	21.0	21.6	0.0	20.3
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		708			1606			66				37
Approach Delay, s/veh		8.0			12.1			20.9				21.3
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	33.7		10.7	6.6	34.4		10.7				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.9	33.7		34.0	5.0	35.6		34.0				
Max Q Clear Time (g_c+1), s	3.5	7.4		4.0	3.0	19.3		3.2				
Green Ext Time (p_c), s	0.0	4.2		0.1	0.0	8.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑↓				
Traffic Vol, veh/h	0	624	41	198	1376	0	41	0	119	0	0	0
Future Vol, veh/h	0	624	41	198	1376	0	41	0	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	709	47	225	1564	0	47	0	135	0	0	0

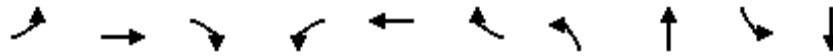
Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	756	0	0	1965	2747	378
Stage 1	-	-	-	-	-	-	733	733	-
Stage 2	-	-	-	-	-	-	1232	2014	-
Critical Hdwy	-	-	-	4.1	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	864	-	0	56	20	625
Stage 1	0	-	-	-	-	0	442	429	-
Stage 2	0	-	-	-	-	0	242	104	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	864	-	-	~ 41	0	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	0	-
Stage 1	-	-	-	-	-	-	442	0	-
Stage 2	-	-	-	-	-	-	179	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	30.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	318	-	-	864	-
HCM Lane V/C Ratio	0.572	-	-	0.26	-
HCM Control Delay (s)	30.4	-	-	10.6	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.3	-	-	1	-

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

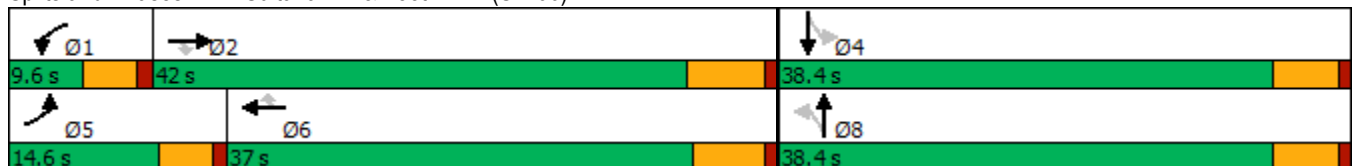


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘		↕		↕
Traffic Volume (vph)	169	529	29	16	1133	29	10	45	42	41
Future Volume (vph)	169	529	29	16	1133	29	10	45	42	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	14.6	42.0	42.0	9.6	37.0	37.0	38.4	38.4	38.4	38.4
Total Split (%)	16.2%	46.7%	46.7%	10.7%	41.1%	41.1%	42.7%	42.7%	42.7%	42.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	42.1	42.1	5.0	31.4	31.4		25.8		27.5
Actuated g/C Ratio	0.12	0.50	0.50	0.06	0.37	0.37		0.30		0.32
v/c Ratio	0.89	0.33	0.04	0.17	0.95	0.05		0.14		0.91
Control Delay	79.3	15.6	0.1	44.1	44.0	0.1		17.3		38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	79.3	15.6	0.1	44.1	44.0	0.1		17.3		38.7
LOS	E	B	A	D	D	A		B		D
Approach Delay		29.8			42.9			17.3		38.7
Approach LOS		C			D			B		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 84.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 90.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	529	29	16	1133	29	10	45	12	42	41	431
Future Volume (veh/h)	169	529	29	16	1133	29	10	45	12	42	41	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	190	594	23	18	1273	30	11	51	5	47	46	231
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	1847	806	38	1462	652	95	365	32	95	74	278
Arrive On Green	0.13	0.51	0.51	0.02	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1576	1810	3610	1610	153	1510	134	156	307	1149
Grp Volume(v), veh/h	190	594	23	18	1273	30	67	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1610	1797	0	0	1612	0	0
Q Serve(g_s), s	7.4	6.9	0.5	0.7	23.3	0.8	0.0	0.0	0.0	8.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	6.9	0.5	0.7	23.3	0.8	2.0	0.0	0.0	13.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.07	0.15		0.71
Lane Grp Cap(c), veh/h	231	1847	806	38	1462	652	493	0	0	447	0	0
V/C Ratio(X)	0.82	0.32	0.03	0.47	0.87	0.05	0.14	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	252	1847	806	126	1568	699	859	0	0	793	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.5	10.3	8.7	34.8	19.6	13.0	21.4	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	16.5	0.1	0.0	3.4	5.3	0.0	0.1	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.1	0.1	0.3	9.3	0.3	0.8	0.0	0.0	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	10.4	8.7	38.1	25.0	13.0	21.5	0.0	0.0	28.0	0.0	0.0
LnGrp LOS	D	B	A	D	C	B	C	A	A	C	A	A
Approach Vol, veh/h		807			1321			67				324
Approach Delay, s/veh		18.9			24.9			21.5				28.0
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	42.9		22.8	13.8	35.3		22.8				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	35.8		33.0	10.0	* 31		33.0				
Max Q Clear Time (g_c+I1), s	2.7	8.9		15.6	9.4	25.3		4.0				
Green Ext Time (p_c), s	0.0	3.7		1.8	0.0	3.8		0.3				

Intersection Summary

HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

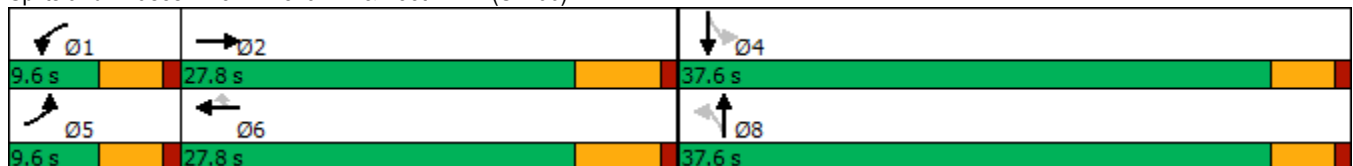


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	405	43	735	42	27	23	33	26
Future Volume (vph)	25	405	43	735	42	27	23	33	26
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	19.0	6.3	20.9	20.9		15.0		15.0
Actuated g/C Ratio	0.16	0.47	0.16	0.52	0.52		0.37		0.37
v/c Ratio	0.10	0.20	0.17	0.44	0.05		0.14		0.26
Control Delay	24.7	11.7	24.8	12.7	1.6		9.5		6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	24.7	11.7	24.8	12.7	1.6		9.5		6.8
LOS	C	B	C	B	A		A		A
Approach Delay		12.4		12.7			9.5		6.8
Approach LOS		B		B			A		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 40.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 46.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

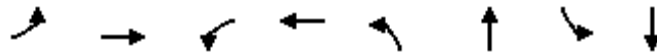


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑	↖		↕			↕	
Traffic Volume (veh/h)	25	405	24	43	735	42	27	23	21	33	26	92
Future Volume (veh/h)	25	405	24	43	735	42	27	23	21	33	26	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	460	27	49	835	48	31	26	24	38	30	105
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1700	99	96	1294	577	217	166	107	162	93	217
Arrive On Green	0.03	0.34	0.34	0.05	0.36	0.36	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5014	292	1810	3610	1610	400	758	487	218	426	994
Grp Volume(v), veh/h	28	316	171	49	835	48	81	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1810	1805	1610	1645	0	0	1638	0	0
Q Serve(g_s), s	0.6	2.6	2.6	1.0	7.4	0.8	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.6	2.6	2.6	1.0	7.4	0.8	1.4	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.16	1.00		1.00	0.38		0.30	0.22		0.61
Lane Grp Cap(c), veh/h	61	1172	626	96	1294	577	489	0	0	472	0	0
V/C Ratio(X)	0.46	0.27	0.27	0.51	0.65	0.08	0.17	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	235	1974	1055	235	2061	919	1465	0	0	1488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	9.3	9.3	17.8	10.3	8.2	12.3	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	0.2	1.6	0.5	0.1	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.7	0.4	1.9	0.2	0.5	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	9.4	9.5	19.3	10.9	8.2	12.5	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		515			932			81				173
Approach Delay, s/veh		10.0			11.2			12.5				13.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	18.9		13.0	5.9	19.6		13.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	3.0	4.6		5.4	2.6	9.4		3.4				
Green Ext Time (p_c), s	0.0	2.5		1.1	0.0	4.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

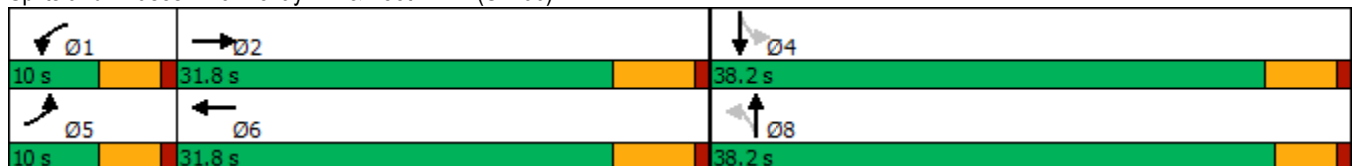


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	13	400	15	697	41	36	16	23
Future Volume (vph)	13	400	15	697	41	36	16	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	10.0	31.8	10.0	31.8	38.2	38.2	38.2	38.2
Total Split (%)	12.5%	39.8%	12.5%	39.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	20.9	7.0	20.9	16.3	16.3	16.0	16.0
Actuated g/C Ratio	0.20	0.60	0.20	0.60	0.47	0.47	0.46	0.46
v/c Ratio	0.04	0.14	0.04	0.25	0.07	0.09	0.03	0.09
Control Delay	23.1	9.7	23.0	10.1	10.0	6.6	10.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	9.7	23.0	10.1	10.0	6.6	10.5	5.7
LOS	C	A	C	B	A	A	B	A
Approach Delay		10.1		10.4		7.8		6.6
Approach LOS		B		B		A		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 34.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 31.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	13	400	18	15	697	23	41	36	34	16	23	47
Future Volume (veh/h)	13	400	18	15	697	23	41	36	34	16	23	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	430	19	16	749	25	44	39	37	17	25	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1573	69	37	1604	53	437	181	171	439	112	229
Arrive On Green	0.02	0.31	0.31	0.02	0.31	0.31	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5094	224	1810	5155	172	1344	896	850	1344	558	1138
Grp Volume(v), veh/h	14	291	158	16	502	272	44	0	76	17	0	76
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1869	1344	0	1747	1344	0	1695
Q Serve(g_s), s	0.3	2.1	2.1	0.3	3.9	3.9	0.9	0.0	1.2	0.4	0.0	1.2
Cycle Q Clear(g_c), s	0.3	2.1	2.1	0.3	3.9	3.9	2.2	0.0	1.2	1.6	0.0	1.2
Prop In Lane	1.00		0.12	1.00		0.09	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	33	1067	574	37	1076	582	437	0	352	439	0	342
V/C Ratio(X)	0.42	0.27	0.28	0.43	0.47	0.47	0.10	0.00	0.22	0.04	0.00	0.22
Avail Cap(c_a), veh/h	294	2704	1454	294	2704	1462	1525	0	1765	1502	0	1682
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	0.00	1.00
Uniform Delay (d), s/veh	16.1	8.7	8.7	16.1	9.2	9.2	12.0	0.0	11.1	11.7	0.0	11.1
Incr Delay (d2), s/veh	3.2	0.1	0.3	2.9	0.3	0.6	0.1	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.1	0.9	1.0	0.2	0.0	0.4	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	8.8	8.9	18.9	9.5	9.8	12.1	0.0	11.4	11.8	0.0	11.4
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		463			790			120				93
Approach Delay, s/veh		9.2			9.8			11.7				11.5
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	16.1		11.9	5.2	16.1		11.9				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	5.4	26.0		* 34				
Max Q Clear Time (g_c+1), s	2.3	4.1		3.6	2.3	5.9		4.2				
Green Ext Time (p_c), s	0.0	2.5		0.4	0.0	4.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

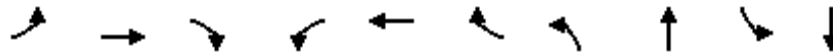
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕↘	↘	↕↘
Traffic Volume (vph)	148	386	132	228	763	77	140	538	130	616
Future Volume (vph)	148	386	132	228	763	77	140	538	130	616
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	10.0	28.6	28.6	12.0	30.6	30.6	10.0	34.4	10.0	34.4
Total Split (%)	11.8%	33.6%	33.6%	14.1%	36.0%	36.0%	11.8%	40.5%	11.8%	40.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	19.8	19.8	7.5	21.8	21.8	5.5	22.3	5.5	22.3
Actuated g/C Ratio	0.07	0.26	0.26	0.10	0.29	0.29	0.07	0.29	0.07	0.29
v/c Ratio	1.20	0.43	0.26	1.35	0.77	0.14	1.13	0.60	1.05	0.73
Control Delay	179.3	25.4	5.3	220.2	31.0	0.9	157.0	24.9	135.0	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	179.3	25.4	5.3	220.2	31.0	0.9	157.0	24.9	135.0	27.7
LOS	F	C	A	F	C	A	F	C	F	C
Approach Delay		55.6			69.2			49.9		43.9
Approach LOS		E			E			D		D

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 75.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 55.7

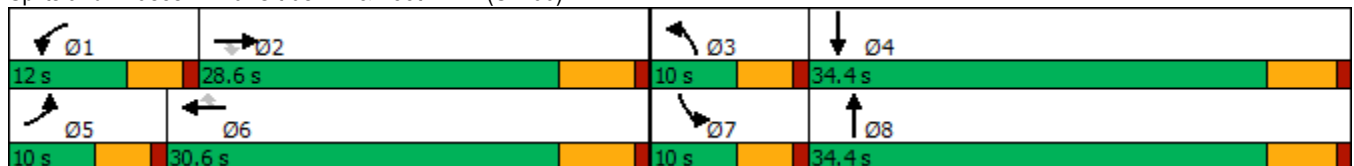
Intersection LOS: E

Intersection Capacity Utilization 74.8%

ICU Level of Service D

Analysis Period (min) 15

























Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	386	132	228	763	77	140	538	62	130	616	118
Future Volume (veh/h)	148	386	132	228	763	77	140	538	62	130	616	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	406	55	240	803	50	147	566	48	137	648	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	911	406	190	1014	452	139	928	79	139	847	147
Arrive On Green	0.08	0.25	0.25	0.11	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3369	285	1810	3073	535
Grp Volume(v), veh/h	156	406	55	240	803	50	147	303	311	137	380	381
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1849	1810	1805	1804
Q Serve(g_s), s	5.4	6.7	1.9	7.4	14.5	1.6	5.4	10.3	10.3	5.3	13.6	13.6
Cycle Q Clear(g_c), s	5.4	6.7	1.9	7.4	14.5	1.6	5.4	10.3	10.3	5.3	13.6	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.30
Lane Grp Cap(c), veh/h	139	911	406	190	1014	452	139	497	509	139	497	497
V/C Ratio(X)	1.12	0.45	0.14	1.26	0.79	0.11	1.06	0.61	0.61	0.99	0.76	0.77
Avail Cap(c_a), veh/h	139	1171	522	190	1273	568	139	744	762	139	744	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	22.1	20.3	31.5	23.4	18.8	32.5	22.2	22.2	32.4	23.4	23.4
Incr Delay (d2), s/veh	113.0	0.3	0.1	152.3	2.8	0.1	92.6	1.2	1.2	71.7	2.7	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	6.5	2.6	0.7	11.0	5.8	0.6	5.8	4.1	4.2	4.9	5.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	145.5	22.5	20.5	183.7	26.2	18.9	125.0	23.4	23.4	104.1	26.0	26.1
LnGrp LOS	F	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		617			1093			761			898	
Approach Delay, s/veh		53.4			60.4			43.0			38.0	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	23.5	10.0	24.8	10.0	25.5	10.0	24.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	22.8	5.4	29.0	5.4	24.8	5.4	29.0				
Max Q Clear Time (g_c+I1), s	9.4	8.7	7.4	15.6	7.4	16.5	7.3	12.3				
Green Ext Time (p_c), s	0.0	2.2	0.0	3.7	0.0	3.3	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									

Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

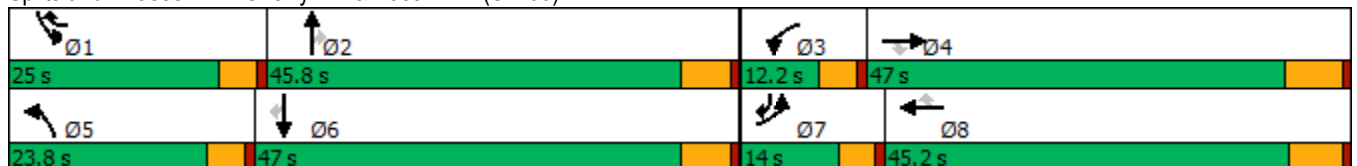
10/12/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	845	121	138	670	139	260	846	205	305	570	158
Future Volume (vph)	260	845	121	138	670	139	260	846	205	305	570	158
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	14.0	47.0	47.0	12.2	45.2	25.0	23.8	45.8	45.8	25.0	47.0	14.0
Total Split (%)	10.8%	36.2%	36.2%	9.4%	34.8%	19.2%	18.3%	35.2%	35.2%	19.2%	36.2%	10.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	25.6	25.6	7.4	23.7	46.2	19.6	26.1	26.1	20.8	27.3	38.1
Actuated g/C Ratio	0.09	0.25	0.25	0.07	0.23	0.45	0.19	0.26	0.26	0.20	0.27	0.37
v/c Ratio	0.80	0.66	0.25	0.56	0.57	0.19	0.76	0.65	0.40	0.84	0.42	0.25
Control Delay	66.5	37.0	6.9	57.9	36.4	9.3	57.3	36.6	11.6	62.6	32.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	37.0	6.9	57.9	36.4	9.3	57.3	36.6	11.6	62.6	32.0	12.9
LOS	E	D	A	E	D	A	E	D	B	E	C	B
Approach Delay		40.3			35.6			36.8			38.1	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 101.9
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 37.8
 Intersection LOS: D
 Intersection Capacity Utilization 71.7%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		 	  	
Traffic Volume (veh/h)	260	845	121	138	670	139	260	846	205	305	570	158
Future Volume (veh/h)	260	845	121	138	670	139	260	846	205	305	570	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	265	862	69	141	684	66	265	863	110	311	582	89
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	1275	391	214	1085	643	304	1283	393	349	1413	589
Arrive On Green	0.10	0.25	0.25	0.06	0.21	0.21	0.17	0.25	0.25	0.19	0.27	0.27
Sat Flow, veh/h	3510	5187	1589	3510	5187	1589	1810	5187	1588	1810	5187	1586
Grp Volume(v), veh/h	265	862	69	141	684	66	265	863	110	311	582	89
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1589	1810	1729	1588	1810	1729	1586
Q Serve(g_s), s	6.3	12.8	2.9	3.3	10.2	2.2	12.1	12.8	4.8	14.2	7.8	3.2
Cycle Q Clear(g_c), s	6.3	12.8	2.9	3.3	10.2	2.2	12.1	12.8	4.8	14.2	7.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	1275	391	214	1085	643	304	1283	393	349	1413	589
V/C Ratio(X)	0.77	0.68	0.18	0.66	0.63	0.10	0.87	0.67	0.28	0.89	0.41	0.15
Avail Cap(c_a), veh/h	388	2470	757	314	2378	1040	408	2439	747	434	2512	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	29.0	25.3	39.1	30.6	15.9	34.5	28.9	25.9	33.4	25.4	17.9
Incr Delay (d2), s/veh	7.0	0.6	0.2	1.3	0.6	0.1	11.8	0.6	0.4	15.3	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	2.9	5.0	1.0	1.4	4.0	0.7	6.0	5.0	1.7	7.3	3.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	29.7	25.5	40.3	31.3	15.9	46.3	29.5	26.3	48.7	25.6	18.0
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	B
Approach Vol, veh/h		1196			891			1238			982	
Approach Delay, s/veh		32.7			31.6			32.8			32.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	26.8	9.8	27.4	18.9	29.0	12.9	24.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	20.4	40.0	7.6	40.5	19.2	41.2	9.4	* 39				
Max Q Clear Time (g_c+I1), s	16.2	14.8	5.3	14.8	14.1	9.8	8.3	12.2				
Green Ext Time (p_c), s	0.2	6.3	0.0	6.1	0.2	4.2	0.1	4.8				

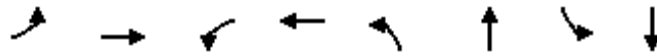
Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

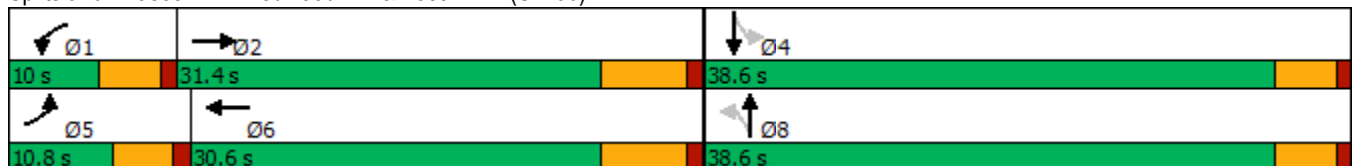


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	42	1243	58	790	63	35	28	25
Future Volume (vph)	42	1243	58	790	63	35	28	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.8	31.4	10.0	30.6	38.6	38.6	38.6	38.6
Total Split (%)	13.5%	39.3%	12.5%	38.3%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	26.0	6.8	27.6	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.14	0.53	0.14	0.56	0.33	0.33	0.33	0.33
v/c Ratio	0.17	0.49	0.24	0.28	0.15	0.13	0.07	0.14
Control Delay	29.6	14.0	31.2	11.4	17.7	10.1	16.9	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	14.0	31.2	11.4	17.7	10.1	16.9	8.5
LOS	C	B	C	B	B	B	B	A
Approach Delay		14.5		12.7		13.5		10.7
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 49.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶		↶	↶		↶	↶	
Traffic Volume (veh/h)	42	1243	63	58	790	20	63	35	41	28	25	54
Future Volume (veh/h)	42	1243	63	58	790	20	63	35	41	28	25	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1268	64	59	806	20	64	36	42	29	26	55
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	2047	103	106	2169	54	359	150	175	363	102	215
Arrive On Green	0.05	0.40	0.40	0.06	0.42	0.42	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5057	255	1810	5206	129	1338	799	933	1342	543	1150
Grp Volume(v), veh/h	43	867	465	59	535	291	64	0	78	29	0	81
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1877	1338	0	1732	1342	0	1693
Q Serve(g_s), s	1.0	8.8	8.8	1.4	4.7	4.7	1.9	0.0	1.7	0.8	0.0	1.8
Cycle Q Clear(g_c), s	1.0	8.8	8.8	1.4	4.7	4.7	3.7	0.0	1.7	2.5	0.0	1.8
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.54	1.00		0.68
Lane Grp Cap(c), veh/h	84	1400	751	106	1441	782	359	0	324	363	0	317
V/C Ratio(X)	0.51	0.62	0.62	0.56	0.37	0.37	0.18	0.00	0.24	0.08	0.00	0.26
Avail Cap(c_a), veh/h	255	1979	1061	222	1916	1040	1142	0	1337	1148	0	1307
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	0.00	1.00
Uniform Delay (d), s/veh	20.5	10.4	10.4	20.2	8.9	8.9	16.9	0.0	15.2	16.3	0.0	15.3
Incr Delay (d2), s/veh	1.8	0.5	0.8	1.7	0.2	0.3	0.2	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	2.5	0.5	1.2	1.3	0.5	0.0	0.6	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	10.9	11.3	21.9	9.0	9.2	17.1	0.0	15.6	16.4	0.0	15.7
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1375			885			142				110
Approach Delay, s/veh		11.4			9.9			16.3				15.9
Approach LOS		B			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	24.0		12.8	6.6	24.6		12.8				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.4	25.2		34.0	6.2	24.4		34.0				
Max Q Clear Time (g_c+I1), s	3.4	10.8		4.5	3.0	6.7		5.7				
Green Ext Time (p_c), s	0.0	7.1		0.5	0.0	4.6		0.6				

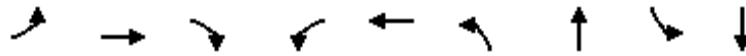
Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

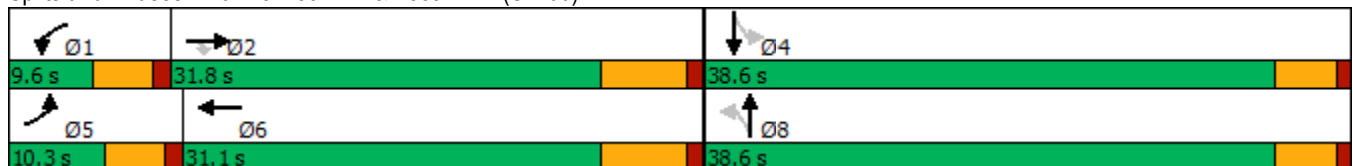


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↗	↘	↗
Traffic Volume (vph)	66	1146	32	47	698	22	10	117	14
Future Volume (vph)	66	1146	32	47	698	22	10	117	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.3	31.8	31.8	9.6	31.1	38.6	38.6	38.6	38.6
Total Split (%)	12.9%	39.8%	39.8%	12.0%	38.9%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	30.0	30.0	5.5	29.6	14.7	14.7	14.7	14.7
Actuated g/C Ratio	0.11	0.55	0.55	0.10	0.55	0.27	0.27	0.27	0.27
v/c Ratio	0.34	0.60	0.04	0.27	0.40	0.06	0.10	0.33	0.12
Control Delay	34.4	17.1	0.1	33.3	13.8	16.7	7.9	20.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	17.1	0.1	33.3	13.8	16.7	7.9	20.4	8.1
LOS	C	B	A	C	B	B	A	C	A
Approach Delay		17.6			15.0		10.7		16.4
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 54.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 16.4
 Intersection LOS: B
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

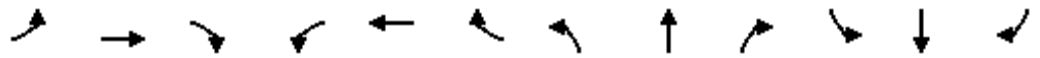
Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1146	32	47	698	56	22	10	37	117	14	43
Future Volume (veh/h)	66	1146	32	47	698	56	22	10	37	117	14	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	1194	23	49	727	52	23	10	9	122	15	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1578	688	91	1447	103	389	170	153	402	141	178
Arrive On Green	0.06	0.44	0.44	0.05	0.42	0.42	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1575	1810	3411	244	1396	921	829	1416	762	965
Grp Volume(v), veh/h	69	1194	23	49	385	394	23	0	19	122	0	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1850	1396	0	1751	1416	0	1726
Q Serve(g_s), s	1.7	13.1	0.4	1.2	7.3	7.3	0.7	0.0	0.4	3.7	0.0	0.8
Cycle Q Clear(g_c), s	1.7	13.1	0.4	1.2	7.3	7.3	1.4	0.0	0.4	4.1	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.47	1.00		0.56
Lane Grp Cap(c), veh/h	114	1578	688	91	766	785	389	0	324	402	0	319
V/C Ratio(X)	0.60	0.76	0.03	0.54	0.50	0.50	0.06	0.00	0.06	0.30	0.00	0.11
Avail Cap(c_a), veh/h	219	1966	858	193	956	980	1141	0	1267	1165	0	1249
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	0.00	1.00
Uniform Delay (d), s/veh	21.4	11.1	7.6	21.8	9.9	9.9	16.5	0.0	15.8	17.5	0.0	15.9
Incr Delay (d2), s/veh	1.9	1.3	0.0	1.8	0.5	0.5	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.5	0.1	0.5	1.9	2.0	0.2	0.0	0.2	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	12.5	7.6	23.6	10.4	10.4	16.6	0.0	15.9	17.9	0.0	16.1
LnGrp LOS	C	B	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1286			828			42				156
Approach Delay, s/veh		13.0			11.2			16.2				17.5
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	26.7		13.3	7.6	26.1		13.3				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.0	25.6		34.0	5.7	24.9		34.0				
Max Q Clear Time (g_c+I1), s	3.2	15.1		6.1	3.7	9.3		3.4				
Green Ext Time (p_c), s	0.0	5.5		0.5	0.0	3.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑↓				
Traffic Vol, veh/h	0	1223	64	113	795	0	52	0	126	0	0	0
Future Vol, veh/h	0	1223	64	113	795	0	52	0	126	0	0	0
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1329	70	123	864	0	57	0	137	0	0	0

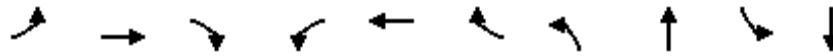
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	1403	0	0	2046 2478 704
Stage 1	-	-	-	-	-	-	1368 1368 -
Stage 2	-	-	-	-	-	-	678 1110 -
Critical Hdwy	-	-	-	4.1	-	-	6.8 6.5 6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8 5.5 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8 5.5 -
Follow-up Hdwy	-	-	-	2.2	-	-	3.5 4 3.3
Pot Cap-1 Maneuver	0	-	-	493	-	0	~ 50 30 384
Stage 1	0	-	-	-	-	0	205 217 -
Stage 2	0	-	-	-	-	0	471 287 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	491	-	-	~ 37 0 383
Mov Cap-2 Maneuver	-	-	-	-	-	-	134 0 -
Stage 1	-	-	-	-	-	-	204 0 -
Stage 2	-	-	-	-	-	-	353 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	56.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	248	-	-	491	-
HCM Lane V/C Ratio	0.78	-	-	0.25	-
HCM Control Delay (s)	56.9	-	-	14.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	5.8	-	-	1	-

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

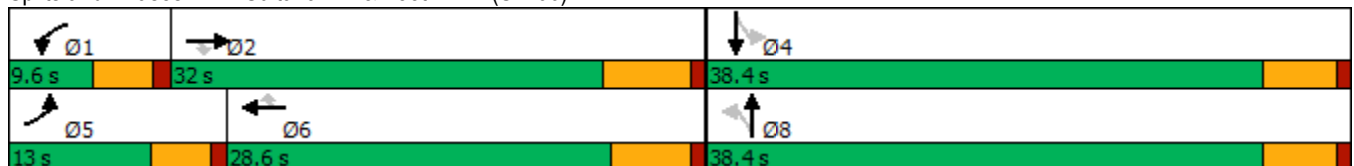


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘		↕		↕
Traffic Volume (vph)	220	1158	21	16	718	74	21	111	30	18
Future Volume (vph)	220	1158	21	16	718	74	21	111	30	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	13.0	32.0	32.0	9.6	28.6	28.6	38.4	38.4	38.4	38.4
Total Split (%)	16.3%	40.0%	40.0%	12.0%	35.8%	35.8%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	29.4	29.4	5.2	17.7	17.7		14.2		14.2
Actuated g/C Ratio	0.15	0.52	0.52	0.09	0.31	0.31		0.25		0.25
v/c Ratio	0.84	0.65	0.03	0.10	0.67	0.14		0.41		0.43
Control Delay	56.6	16.0	0.0	31.1	21.6	4.4		17.9		8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	56.6	16.0	0.0	31.1	21.6	4.4		17.9		8.0
LOS	E	B	A	C	C	A		B		A
Approach Delay		22.1			20.2			17.9		8.0
Approach LOS		C			C			B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 57
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 20.1
 Intersection LOS: C
 Intersection Capacity Utilization 67.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1158	21	16	718	74	21	111	45	30	18	169
Future Volume (veh/h)	220	1158	21	16	718	74	21	111	45	30	18	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	1219	21	17	756	49	22	117	20	32	19	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	1611	702	38	1114	497	113	269	42	160	98	144
Arrive On Green	0.16	0.45	0.45	0.02	0.31	0.31	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1573	1810	3610	1610	135	1443	227	310	528	771
Grp Volume(v), veh/h	232	1219	21	17	756	49	159	0	0	98	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1573	1810	1805	1610	1805	0	0	1609	0	0
Q Serve(g_s), s	5.8	13.2	0.4	0.4	8.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	13.2	0.4	0.4	8.6	1.0	3.6	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.13	0.33		0.48
Lane Grp Cap(c), veh/h	287	1611	702	38	1114	497	424	0	0	402	0	0
V/C Ratio(X)	0.81	0.76	0.03	0.44	0.68	0.10	0.37	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	325	1989	867	193	1758	784	1338	0	0	1187	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	10.8	7.3	22.6	14.2	11.5	16.9	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	11.1	1.3	0.0	3.0	0.7	0.1	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.5	0.1	0.2	2.7	0.3	1.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	12.2	7.3	25.6	14.9	11.6	17.5	0.0	0.0	16.7	0.0	0.0
LnGrp LOS	C	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1472			822			159				98
Approach Delay, s/veh		14.9			14.9			17.5				16.7
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	27.1		14.1	12.0	20.7		14.1				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	25.8		33.0	8.4	* 23		33.0				
Max Q Clear Time (g_c+I1), s	2.4	15.2		4.3	7.8	10.6		5.6				
Green Ext Time (p_c), s	0.0	5.6		0.5	0.0	3.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

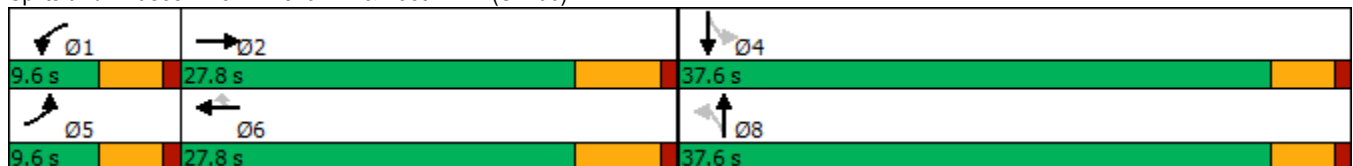


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕	↙		↕↕		↕↕
Traffic Volume (vph)	86	1179	23	654	91	26	54	45	9
Future Volume (vph)	86	1179	23	654	91	26	54	45	9
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	27.2	6.3	21.4	21.4		15.3		15.3
Actuated g/C Ratio	0.14	0.59	0.14	0.47	0.47		0.33		0.33
v/c Ratio	0.40	0.45	0.11	0.44	0.13		0.22		0.22
Control Delay	34.0	11.8	27.3	15.4	4.8		12.3		9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	34.0	11.8	27.3	15.4	4.8		12.3		9.6
LOS	C	B	C	B	A		B		A
Approach Delay		13.3		14.5			12.3		9.6
Approach LOS		B		B			B		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 46
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 50.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗	↖		↕			↕	
Traffic Volume (veh/h)	86	1179	23	23	654	91	26	54	32	45	9	50
Future Volume (veh/h)	86	1179	23	23	654	91	26	54	32	45	9	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1340	26	26	743	103	30	61	36	51	10	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2146	42	57	1294	577	155	186	91	216	65	143
Arrive On Green	0.08	0.41	0.41	0.03	0.36	0.36	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5238	102	1810	3610	1610	241	988	486	468	347	762
Grp Volume(v), veh/h	98	885	481	26	743	103	127	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1882	1810	1805	1610	1716	0	0	1577	0	0
Q Serve(g_s), s	2.1	8.2	8.2	0.6	6.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	8.2	8.2	0.6	6.7	1.8	2.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.24		0.28	0.43		0.48
Lane Grp Cap(c), veh/h	149	1416	771	57	1294	577	433	0	0	424	0	0
V/C Ratio(X)	0.66	0.62	0.62	0.46	0.57	0.18	0.29	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	224	1882	1024	224	1965	876	1475	0	0	1359	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	9.5	9.5	19.2	10.5	8.9	14.3	0.0	0.0	14.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.5	0.8	2.1	0.4	0.1	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.9	2.2	0.2	1.8	0.4	0.9	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	9.9	10.3	21.4	10.9	9.0	14.7	0.0	0.0	14.6	0.0	0.0
LnGrp LOS	B	A	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1464			872			127				118
Approach Delay, s/veh		10.7			11.0			14.7				14.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	22.4		12.2	7.9	20.3		12.2				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+1), s	2.6	10.2		4.4	4.1	8.7		4.5				
Green Ext Time (p_c), s	0.0	6.4		0.7	0.0	4.1		0.7				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

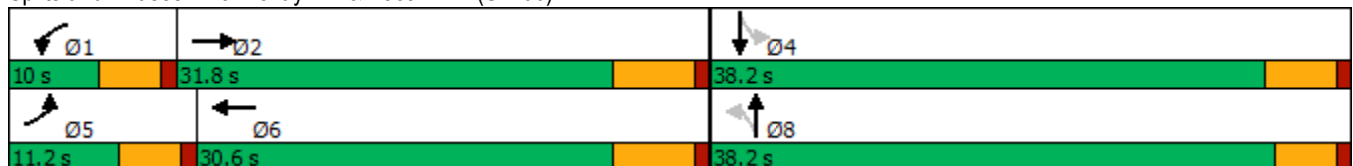


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	50	1192	46	642	68	97	20	22
Future Volume (vph)	50	1192	46	642	68	97	20	22
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	11.2	31.8	10.0	30.6	38.2	38.2	38.2	38.2
Total Split (%)	14.0%	39.8%	12.5%	38.3%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	26.0	6.4	25.5	15.6	15.6	15.3	15.3
Actuated g/C Ratio	0.14	0.53	0.13	0.52	0.32	0.32	0.31	0.31
v/c Ratio	0.21	0.48	0.20	0.27	0.16	0.28	0.05	0.08
Control Delay	29.6	13.7	30.7	12.4	17.6	13.6	17.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	13.7	30.7	12.4	17.6	13.6	17.1	11.3
LOS	C	B	C	B	B	B	B	B
Approach Delay		14.3		13.5		14.8		13.2
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 49.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 14.1
 Intersection LOS: B
 Intersection Capacity Utilization 57.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	50	1192	47	46	642	40	68	97	66	20	22	21
Future Volume (veh/h)	50	1192	47	46	642	40	68	97	66	20	22	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1255	49	48	676	42	72	102	69	21	23	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	2029	79	91	1960	121	420	222	150	314	188	179
Arrive On Green	0.05	0.40	0.40	0.05	0.39	0.39	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5122	200	1810	4994	309	1383	1057	715	1233	893	854
Grp Volume(v), veh/h	53	847	457	48	467	251	72	0	171	21	0	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1864	1810	1729	1844	1383	0	1771	1233	0	1746
Q Serve(g_s), s	1.3	8.9	8.9	1.2	4.3	4.3	2.0	0.0	3.8	0.7	0.0	0.9
Cycle Q Clear(g_c), s	1.3	8.9	8.9	1.2	4.3	4.3	3.0	0.0	3.8	4.5	0.0	0.9
Prop In Lane	1.00		0.11	1.00		0.17	1.00		0.40	1.00		0.49
Lane Grp Cap(c), veh/h	97	1370	738	91	1357	724	420	0	372	314	0	367
V/C Ratio(X)	0.55	0.62	0.62	0.53	0.34	0.35	0.17	0.00	0.46	0.07	0.00	0.12
Avail Cap(c_a), veh/h	263	1982	1068	215	1890	1008	1154	0	1312	952	0	1270
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	0.00	1.00
Uniform Delay (d), s/veh	20.9	11.0	11.0	21.0	9.7	9.7	15.7	0.0	15.7	17.6	0.0	14.5
Incr Delay (d2), s/veh	1.8	0.5	0.9	1.8	0.2	0.3	0.2	0.0	0.9	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.4	2.6	0.5	1.1	1.2	0.6	0.0	1.5	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	11.4	11.8	22.8	9.8	10.0	15.9	0.0	16.6	17.7	0.0	14.7
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1357			766			243				66
Approach Delay, s/veh		12.0			10.7			16.4				15.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	23.8		14.7	7.0	23.6		14.7				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	6.6	24.8		* 34				
Max Q Clear Time (g_c+I1), s	3.2	10.9		6.5	3.3	6.3		5.8				
Green Ext Time (p_c), s	0.0	7.1		0.2	0.0	4.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

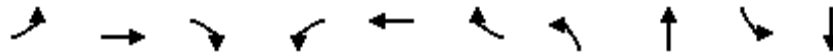
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

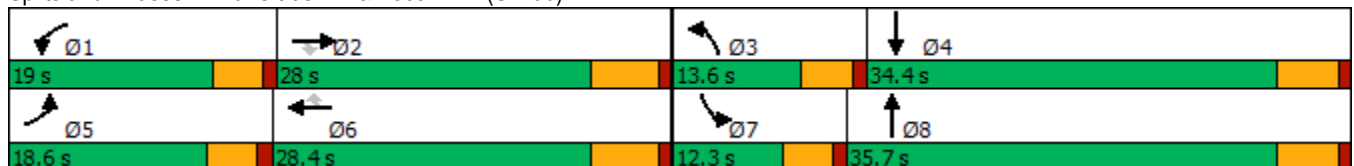


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↗
Traffic Volume (vph)	263	839	161	272	579	107	162	644	123	500
Future Volume (vph)	263	839	161	272	579	107	162	644	123	500
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	18.6	28.0	28.0	19.0	28.4	28.4	13.6	35.7	12.3	34.4
Total Split (%)	19.6%	29.5%	29.5%	20.0%	29.9%	29.9%	14.3%	37.6%	12.9%	36.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	22.3	22.3	14.4	22.7	22.7	9.0	25.5	7.7	24.2
Actuated g/C Ratio	0.15	0.25	0.25	0.16	0.25	0.25	0.10	0.28	0.09	0.27
v/c Ratio	0.98	0.98	0.32	0.98	0.67	0.22	0.94	0.78	0.83	0.63
Control Delay	89.8	62.4	6.7	90.1	35.4	4.8	96.7	34.9	82.7	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	62.4	6.7	90.1	35.4	4.8	96.7	34.9	82.7	31.1
LOS	F	E	A	F	D	A	F	C	F	C
Approach Delay		61.0			47.5			45.8		40.1
Approach LOS		E			D			D		D

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 90.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 50.2
 Intersection LOS: D
 Intersection Capacity Utilization 83.6%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	839	161	272	579	107	162	644	117	123	500	77
Future Volume (veh/h)	263	839	161	272	579	107	162	644	117	123	500	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	874	88	283	603	76	169	671	111	128	521	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	911	406	296	928	414	185	820	135	158	793	112
Arrive On Green	0.16	0.25	0.25	0.16	0.26	0.26	0.10	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3100	512	1810	3175	449
Grp Volume(v), veh/h	274	874	88	283	603	76	169	390	392	128	295	300
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1808	1810	1805	1819
Q Serve(g_s), s	13.2	21.0	3.8	13.6	13.1	3.2	8.1	17.9	17.9	6.1	12.9	13.0
Cycle Q Clear(g_c), s	13.2	21.0	3.8	13.6	13.1	3.2	8.1	17.9	17.9	6.1	12.9	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.25
Lane Grp Cap(c), veh/h	288	911	406	296	928	414	185	477	478	158	451	454
V/C Ratio(X)	0.95	0.96	0.22	0.96	0.65	0.18	0.91	0.82	0.82	0.81	0.66	0.66
Avail Cap(c_a), veh/h	288	911	406	296	928	414	185	622	623	158	595	600
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	36.6	32.4	26.0	36.5	29.2	25.5	39.1	30.4	30.4	39.4	29.6	29.6
Incr Delay (d2), s/veh	39.6	20.5	0.3	39.9	1.6	0.2	41.5	6.5	6.6	24.2	1.6	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	8.6	11.1	1.4	8.9	5.5	1.2	5.6	8.1	8.2	3.7	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	53.0	26.3	76.4	30.8	25.7	80.6	36.9	37.0	63.6	31.2	31.3
LnGrp LOS	E	D	C	E	C	C	F	D	D	E	C	C
Approach Vol, veh/h		1236			962			951			723	
Approach Delay, s/veh		56.2			43.8			44.7			37.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	28.0	13.6	27.4	18.6	28.4	12.3	28.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.4	22.2	9.0	29.0	14.0	22.6	7.7	30.3				
Max Q Clear Time (g_c+I1), s	15.6	23.0	10.1	15.0	15.2	15.1	8.1	19.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	2.3	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			46.7									
HCM 6th LOS			D									

**APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL WARRANT
ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

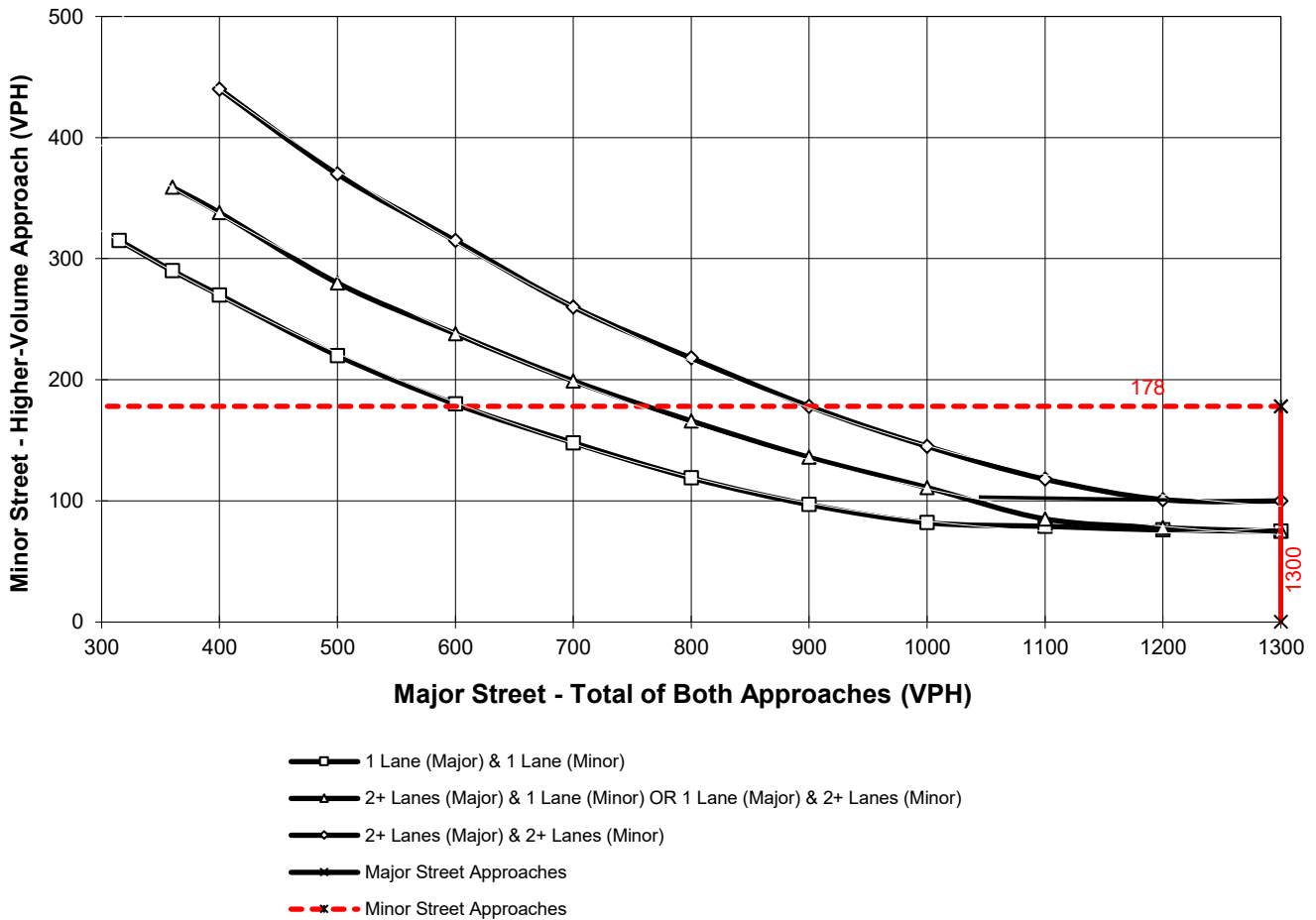
Major Street Name = **Foothill Bl. (SR-66)**

Total of Both Approaches (VPH) = **2195**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Beech Av.**

High Volume Approach (VPH) = **178**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.1: EAP (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	487	129	224	1008	97	176	464	119	170	791	120
Future Volume (vph)	204	487	129	224	1008	97	176	464	119	170	791	120
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	12.0	45.5	45.5	12.0	45.5	16.0	16.0	46.5	46.5	16.0	46.5	12.0
Total Split (%)	10.0%	37.9%	37.9%	10.0%	37.9%	13.3%	13.3%	38.8%	38.8%	13.3%	38.8%	10.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	28.5	28.5	7.6	28.8	42.1	11.6	24.8	24.8	11.6	24.8	33.6
Actuated g/C Ratio	0.08	0.30	0.30	0.08	0.30	0.45	0.12	0.26	0.26	0.12	0.26	0.36
v/c Ratio	0.83	0.35	0.25	0.91	0.72	0.14	0.90	0.39	0.26	0.87	0.66	0.22
Control Delay	70.1	26.8	5.7	81.7	32.6	4.1	84.5	29.5	6.3	79.2	33.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	26.8	5.7	81.7	32.6	4.1	84.5	29.5	6.3	79.2	33.6	10.4
LOS	E	C	A	F	C	A	F	C	A	E	C	B
Approach Delay		34.2			38.8			38.6			38.2	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 94.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	



































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)

Ø1	Ø2	Ø3	Ø4
16 s	46.5 s	12 s	45.5 s
Ø5	Ø6	Ø7	Ø8
16 s	46.5 s	12 s	45.5 s

HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  			  	
Traffic Volume (veh/h)	204	487	129	224	1008	97	176	464	119	170	791	120
Future Volume (veh/h)	204	487	129	224	1008	97	176	464	119	170	791	120
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	553	72	255	1145	65	200	527	69	193	899	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	286	1586	490	286	1586	693	227	1300	397	227	1299	534
Arrive On Green	0.08	0.31	0.31	0.08	0.31	0.31	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	3510	5187	1602	3510	5187	1607	1810	5187	1584	1810	5187	1608
Grp Volume(v), veh/h	232	553	72	255	1145	65	200	527	69	193	899	53
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1607	1810	1729	1584	1810	1729	1608
Q Serve(g_s), s	5.9	7.5	3.0	6.5	17.9	2.2	9.9	7.7	3.1	9.5	14.3	2.1
Cycle Q Clear(g_c), s	5.9	7.5	3.0	6.5	17.9	2.2	9.9	7.7	3.1	9.5	14.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1586	490	286	1586	693	227	1300	397	227	1299	534
V/C Ratio(X)	0.81	0.35	0.15	0.89	0.72	0.09	0.88	0.41	0.17	0.85	0.69	0.10
Avail Cap(c_a), veh/h	286	2227	688	286	2245	897	227	2325	710	227	2325	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	24.5	22.9	41.3	28.1	15.3	39.0	28.4	26.7	38.9	30.9	21.0
Incr Delay (d2), s/veh	15.0	0.1	0.1	26.7	0.7	0.1	29.4	0.2	0.2	24.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.9	1.1	3.8	6.9	0.7	6.0	3.0	1.1	5.5	5.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	24.6	23.1	68.0	28.8	15.4	68.5	28.6	26.9	62.9	31.5	21.0
LnGrp LOS	E	C	C	E	C	B	E	C	C	E	C	C
Approach Vol, veh/h		857			1465			796			1145	
Approach Delay, s/veh		33.0			35.0			38.5			36.3	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	28.6	12.0	34.3	16.0	28.5	12.0	34.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	11.4	40.7	7.4	39.0	11.4	40.7	7.4	* 39				
Max Q Clear Time (g_c+I1), s	11.5	9.7	8.5	9.5	11.9	16.3	7.9	19.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	3.9	0.0	6.3	0.0	7.6				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

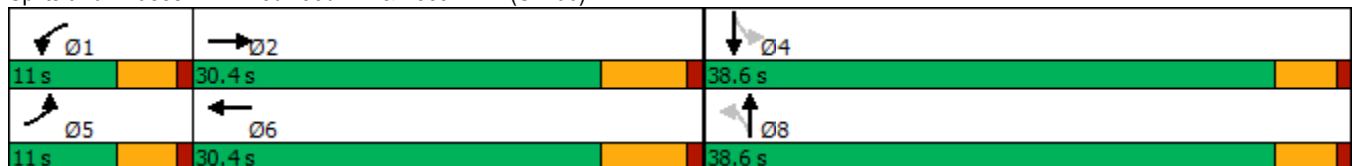


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗
Traffic Volume (vph)	72	621	55	1159	45	33	10	6
Future Volume (vph)	72	621	55	1159	45	33	10	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	11.0	30.4	11.0	30.4	38.6	38.6	38.6	38.6
Total Split (%)	13.8%	38.0%	13.8%	38.0%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	28.9	7.3	26.7	16.2	16.2	16.2	16.2
Actuated g/C Ratio	0.14	0.55	0.14	0.51	0.31	0.31	0.31	0.31
v/c Ratio	0.31	0.26	0.25	0.50	0.12	0.11	0.03	0.13
Control Delay	32.3	12.1	30.7	15.6	17.9	11.4	16.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	12.1	30.7	15.6	17.9	11.4	16.3	6.3
LOS	C	B	C	B	B	B	B	A
Approach Delay		14.1		16.2		14.3		7.6
Approach LOS		B		B		B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 52.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 15.1
 Intersection LOS: B
 Intersection Capacity Utilization 49.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	72	621	35	55	1159	18	45	33	25	10	6	56
Future Volume (veh/h)	72	621	35	55	1159	18	45	33	25	10	6	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	698	39	62	1302	20	51	37	28	11	7	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	2063	115	110	2101	32	351	174	132	359	28	256
Arrive On Green	0.07	0.41	0.41	0.06	0.40	0.40	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5028	280	1810	5263	81	1352	1004	760	1358	164	1472
Grp Volume(v), veh/h	81	479	258	62	856	466	51	0	65	11	0	70
Grp Sat Flow(s),veh/h/ln	1810	1729	1850	1810	1729	1885	1352	0	1763	1358	0	1635
Q Serve(g_s), s	1.9	4.1	4.1	1.4	8.6	8.6	1.5	0.0	1.4	0.3	0.0	1.6
Cycle Q Clear(g_c), s	1.9	4.1	4.1	1.4	8.6	8.6	3.1	0.0	1.4	1.7	0.0	1.6
Prop In Lane	1.00		0.15	1.00		0.04	1.00		0.43	1.00		0.90
Lane Grp Cap(c), veh/h	130	1419	759	110	1380	753	351	0	306	359	0	284
V/C Ratio(X)	0.62	0.34	0.34	0.56	0.62	0.62	0.15	0.00	0.21	0.03	0.00	0.25
Avail Cap(c_a), veh/h	267	1931	1033	267	1931	1053	1176	0	1383	1188	0	1283
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	0.00	1.00
Uniform Delay (d), s/veh	19.5	8.7	8.8	19.8	10.4	10.4	16.8	0.0	15.4	16.1	0.0	15.5
Incr Delay (d2), s/veh	1.8	0.1	0.3	1.7	0.5	0.8	0.2	0.0	0.3	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	1.1	0.5	2.2	2.4	0.4	0.0	0.5	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	8.9	9.0	21.5	10.9	11.2	17.0	0.0	15.7	16.1	0.0	15.9
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		818			1384			116				81
Approach Delay, s/veh		10.2			11.5			16.3				15.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	24.0		12.1	7.7	23.5		12.1				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.4	24.2		34.0	6.4	24.2		34.0				
Max Q Clear Time (g_c+I1), s	3.4	6.1		3.7	3.9	10.6		5.1				
Green Ext Time (p_c), s	0.0	4.1		0.4	0.0	6.7		0.5				

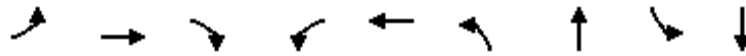
Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

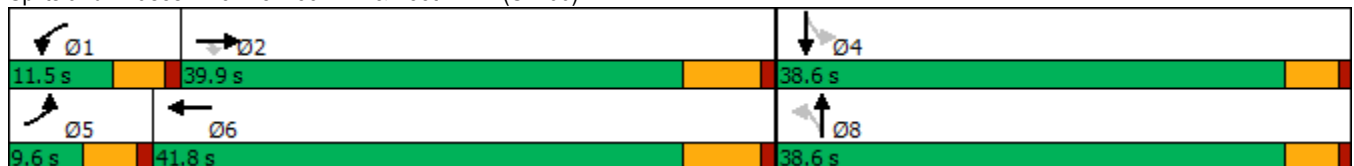


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	31	606	10	47	1322	24	16	24	3
Future Volume (vph)	31	606	10	47	1322	24	16	24	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	9.6	39.9	39.9	11.5	41.8	38.6	38.6	38.6	38.6
Total Split (%)	10.7%	44.3%	44.3%	12.8%	46.4%	42.9%	42.9%	42.9%	42.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	36.7	36.7	6.3	39.7	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.09	0.59	0.59	0.10	0.64	0.22	0.22	0.22	0.22
v/c Ratio	0.23	0.33	0.01	0.30	0.71	0.09	0.25	0.10	0.06
Control Delay	37.1	12.3	0.0	36.0	16.5	21.1	8.5	21.3	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	12.3	0.0	36.0	16.5	21.1	8.5	21.3	10.6
LOS	D	B	A	D	B	C	A	C	B
Approach Delay		13.3			17.2		11.1		16.3
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

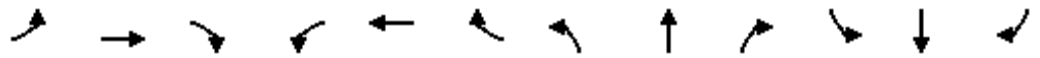
Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	31	606	10	47	1322	70	24	16	78	24	3	18
Future Volume (veh/h)	31	606	10	47	1322	70	24	16	78	24	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	713	12	55	1555	66	28	19	26	28	4	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1948	850	94	1949	82	302	90	123	271	85	127
Arrive On Green	0.04	0.54	0.54	0.05	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1575	1810	3525	149	1427	727	994	1383	686	1029
Grp Volume(v), veh/h	36	713	12	55	793	828	28	0	45	28	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1869	1427	0	1721	1383	0	1715
Q Serve(g_s), s	1.1	6.1	0.2	1.6	18.9	19.2	1.0	0.0	1.3	1.0	0.0	0.3
Cycle Q Clear(g_c), s	1.1	6.1	0.2	1.6	18.9	19.2	1.2	0.0	1.3	2.3	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.58	1.00		0.60
Lane Grp Cap(c), veh/h	70	1948	850	94	998	1034	302	0	212	271	0	211
V/C Ratio(X)	0.51	0.37	0.01	0.58	0.79	0.80	0.09	0.00	0.21	0.10	0.00	0.05
Avail Cap(c_a), veh/h	168	2253	983	231	1190	1233	1025	0	1084	971	0	1080
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	0.00	1.00
Uniform Delay (d), s/veh	25.5	7.1	5.8	25.0	9.6	9.7	21.4	0.0	21.3	22.3	0.0	20.9
Incr Delay (d2), s/veh	2.2	0.1	0.0	2.1	3.2	3.3	0.1	0.0	0.5	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	0.0	0.6	5.1	5.3	0.3	0.0	0.5	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	7.2	5.8	27.2	12.9	13.0	21.6	0.0	21.8	22.5	0.0	21.0
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		761			1676			73				38
Approach Delay, s/veh		8.2			13.4			21.7				22.1
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	35.3		11.3	6.7	36.1		11.3				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.9	33.7		34.0	5.0	35.6		34.0				
Max Q Clear Time (g_c+I1), s	3.6	8.1		4.3	3.1	21.2		3.3				
Green Ext Time (p_c), s	0.0	4.5		0.1	0.0	8.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay											12.2	
HCM 6th LOS											B	

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	4	0	0	0
Future Vol, veh/h	0	2	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	4	0	0	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	9	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1017	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1015	1090	1635	-	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1090	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	9	44	4	2	0
Future Vol, veh/h	0	9	44	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	48	4	2	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	102	2	2	0	0
Stage 1	2	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	901	1088	1634	-	-
Stage 1	1026	-	-	-	-
Stage 2	929	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	875	1088	1634	-	-
Mov Cap-2 Maneuver	875	-	-	-	-
Stage 1	996	-	-	-	-
Stage 2	929	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1634	-	1088	-	-
HCM Lane V/C Ratio	0.029	-	0.009	-	-
HCM Control Delay (s)	7.3	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	23	649	43	206	1432	25	42	0	123	5	0	6
Future Vol, veh/h	23	649	43	206	1432	25	42	0	123	5	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	738	49	234	1627	28	48	0	140	6	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1655	0	0	787	0	0	2097	2938	394	2530	2948	828
Stage 1	-	-	-	-	-	-	815	815	-	2109	2109	-
Stage 2	-	-	-	-	-	-	1282	2123	-	421	839	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	395	-	-	841	-	-	~ 31	15	611	14	15	318
Stage 1	-	-	-	-	-	-	342	394	-	54	93	-
Stage 2	-	-	-	-	-	-	178	92	-	586	384	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	395	-	-	841	-	-	~ 23	10	611	8	10	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	34	-	38	44	-
Stage 1	-	-	-	-	-	-	319	368	-	50	67	-
Stage 2	-	-	-	-	-	-	126	66	-	422	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.4	73.1	64.2
HCM LOS			F	F

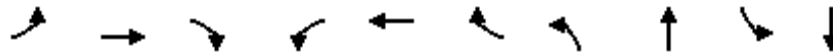
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	395	-	-	841	-	-	73
HCM Lane V/C Ratio	0.848	0.066	-	-	0.278	-	-	0.171
HCM Control Delay (s)	73.1	14.8	-	-	10.9	-	-	64.2
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	6.5	0.2	-	-	1.1	-	-	0.6

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

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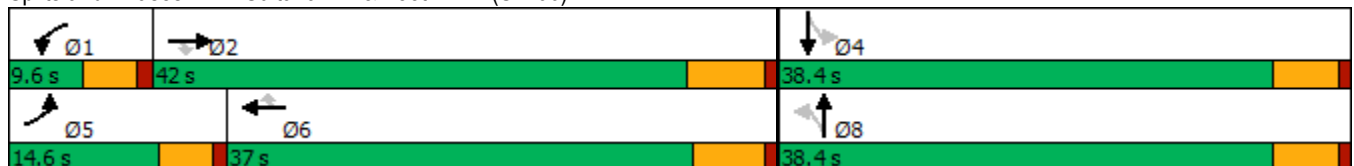


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘		↕		↕
Traffic Volume (vph)	175	555	30	17	1204	30	10	47	44	43
Future Volume (vph)	175	555	30	17	1204	30	10	47	44	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	14.6	42.0	42.0	9.6	37.0	37.0	38.4	38.4	38.4	38.4
Total Split (%)	16.2%	46.7%	46.7%	10.7%	41.1%	41.1%	42.7%	42.7%	42.7%	42.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	42.0	42.0	5.0	31.4	31.4		26.7		28.7
Actuated g/C Ratio	0.12	0.49	0.49	0.06	0.37	0.37		0.31		0.33
v/c Ratio	0.94	0.35	0.04	0.18	1.03	0.05		0.15		0.92
Control Delay	89.1	16.2	0.1	44.6	61.7	0.1		17.2		41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	89.1	16.2	0.1	44.6	61.7	0.1		17.2		41.4
LOS	F	B	A	D	E	A		B		D
Approach Delay		32.4			60.0			17.2		41.4
Approach LOS		C			E			B		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 86
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 47.0
 Intersection LOS: D
 Intersection Capacity Utilization 94.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	555	30	17	1204	30	10	47	12	44	43	448
Future Volume (veh/h)	175	555	30	17	1204	30	10	47	12	44	43	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	624	24	19	1353	31	11	53	5	49	48	250
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	1847	806	39	1455	649	93	379	33	93	75	295
Arrive On Green	0.13	0.51	0.51	0.02	0.40	0.40	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3610	1576	1810	3610	1610	149	1491	128	154	296	1160
Grp Volume(v), veh/h	197	624	24	19	1353	31	69	0	0	347	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1610	1768	0	0	1611	0	0
Q Serve(g_s), s	8.1	7.8	0.6	0.8	27.3	0.9	0.0	0.0	0.0	9.5	0.0	0.0
Cycle Q Clear(g_c), s	8.1	7.8	0.6	0.8	27.3	0.9	2.2	0.0	0.0	15.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.07	0.14		0.72
Lane Grp Cap(c), veh/h	236	1847	806	39	1455	649	504	0	0	463	0	0
V/C Ratio(X)	0.83	0.34	0.03	0.48	0.93	0.05	0.14	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	237	1847	806	119	1477	659	805	0	0	747	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.4	11.0	9.2	36.9	21.7	13.9	22.0	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	20.7	0.1	0.0	3.4	10.7	0.0	0.1	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.5	0.2	0.4	12.0	0.3	0.9	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	11.1	9.2	40.3	32.4	13.9	22.1	0.0	0.0	29.4	0.0	0.0
LnGrp LOS	D	B	A	D	C	B	C	A	A	C	A	A
Approach Vol, veh/h		845			1403			69				347
Approach Delay, s/veh		20.8			32.1			22.1				29.4
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	45.2		24.8	14.5	36.9		24.8				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	35.8		33.0	10.0	* 31		33.0				
Max Q Clear Time (g_c+I1), s	2.8	9.8		17.5	10.1	29.3		4.2				
Green Ext Time (p_c), s	0.0	3.9		1.8	0.0	1.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

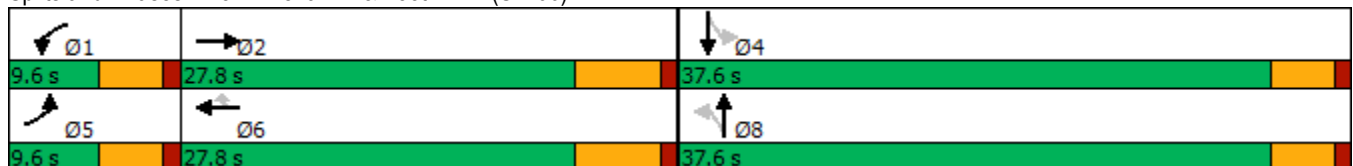


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕	↙		↕↕		↕↕
Traffic Volume (vph)	27	425	44	784	44	28	24	34	27
Future Volume (vph)	27	425	44	784	44	28	24	34	27
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.2	20.3	6.2	22.1	22.1		14.9		14.9
Actuated g/C Ratio	0.15	0.49	0.15	0.53	0.53		0.36		0.36
v/c Ratio	0.12	0.20	0.19	0.46	0.06		0.14		0.28
Control Delay	25.3	11.5	25.5	13.0	1.8		10.0		7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	25.3	11.5	25.5	13.0	1.8		10.0		7.0
LOS	C	B	C	B	A		A		A
Approach Delay		12.3		13.1			10.0		7.0
Approach LOS		B		B			A		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 41.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 48.9%
 ICU Level of Service A
 Analysis Period (min) 15






















Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

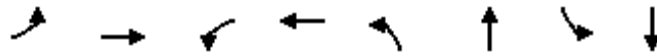
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	425	25	44	784	44	28	24	21	34	27	100
Future Volume (veh/h)	27	425	25	44	784	44	28	24	21	34	27	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	483	28	50	891	50	32	27	24	39	31	114
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1771	102	96	1335	595	215	166	104	156	89	221
Arrive On Green	0.04	0.35	0.35	0.05	0.37	0.37	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5018	289	1810	3610	1610	413	763	478	212	411	1014
Grp Volume(v), veh/h	31	332	179	50	891	50	83	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1848	1810	1805	1610	1654	0	0	1637	0	0
Q Serve(g_s), s	0.7	2.7	2.8	1.1	8.2	0.8	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.7	2.7	2.8	1.1	8.2	0.8	1.5	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		1.00	0.39		0.29	0.21		0.62
Lane Grp Cap(c), veh/h	66	1220	652	96	1335	595	486	0	0	466	0	0
V/C Ratio(X)	0.47	0.27	0.27	0.52	0.67	0.08	0.17	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	227	1906	1019	227	1990	888	1414	0	0	1436	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.9	9.2	9.3	18.4	10.5	8.2	12.8	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.1	0.2	1.6	0.6	0.1	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.8	0.4	2.1	0.2	0.5	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	9.4	9.5	20.0	11.1	8.2	13.0	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	C	A	A	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		542			991			83				184
Approach Delay, s/veh		10.1			11.4			13.0				14.2
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	19.9		13.3	6.1	20.6		13.3				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	3.1	4.8		5.8	2.7	10.2		3.5				
Green Ext Time (p_c), s	0.0	2.6		1.2	0.0	4.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				11.4								
HCM 6th LOS				B								

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

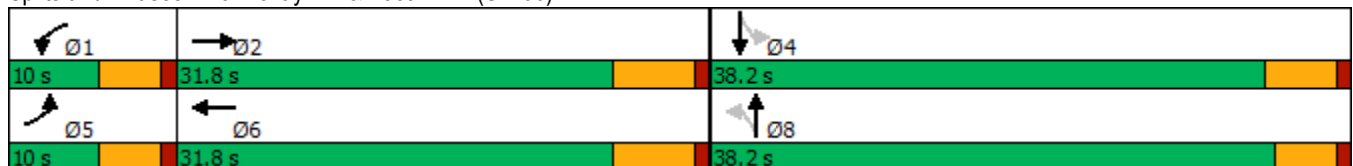


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	13	420	16	745	43	37	17	24
Future Volume (vph)	13	420	16	745	43	37	17	24
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	10.0	31.8	10.0	31.8	38.2	38.2	38.2	38.2
Total Split (%)	12.5%	39.8%	12.5%	39.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.1	21.8	7.1	21.8	16.4	16.4	16.1	16.1
Actuated g/C Ratio	0.20	0.61	0.20	0.61	0.46	0.46	0.45	0.45
v/c Ratio	0.04	0.15	0.05	0.26	0.07	0.09	0.03	0.10
Control Delay	23.9	9.5	23.8	9.9	10.6	7.0	11.2	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	9.5	23.8	9.9	10.6	7.0	11.2	6.1
LOS	C	A	C	A	B	A	B	A
Approach Delay		9.9		10.2		8.3		7.1
Approach LOS		A		B		A		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 35.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 32.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	13	420	19	16	745	24	43	37	35	17	24	48
Future Volume (veh/h)	13	420	19	16	745	24	43	37	35	17	24	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	452	20	17	801	26	46	40	38	18	26	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1626	71	39	1666	54	431	181	172	432	114	229
Arrive On Green	0.02	0.32	0.32	0.02	0.32	0.32	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5094	224	1810	5161	167	1342	896	851	1342	565	1131
Grp Volume(v), veh/h	14	306	166	17	536	291	46	0	78	18	0	78
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1870	1342	0	1747	1342	0	1696
Q Serve(g_s), s	0.3	2.3	2.3	0.3	4.2	4.3	1.0	0.0	1.3	0.4	0.0	1.3
Cycle Q Clear(g_c), s	0.3	2.3	2.3	0.3	4.2	4.3	2.3	0.0	1.3	1.7	0.0	1.3
Prop In Lane	1.00		0.12	1.00		0.09	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	33	1104	594	39	1116	604	431	0	354	432	0	343
V/C Ratio(X)	0.42	0.28	0.28	0.43	0.48	0.48	0.11	0.00	0.22	0.04	0.00	0.23
Avail Cap(c_a), veh/h	286	2631	1415	286	2631	1423	1479	0	1718	1457	0	1638
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	0.00	1.00
Uniform Delay (d), s/veh	16.6	8.7	8.7	16.5	9.3	9.3	12.4	0.0	11.4	12.1	0.0	11.4
Incr Delay (d2), s/veh	3.2	0.1	0.3	2.7	0.3	0.6	0.1	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.6	0.1	1.0	1.1	0.3	0.0	0.4	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	8.8	8.9	19.2	9.6	9.9	12.5	0.0	11.7	12.1	0.0	11.7
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		486			844			124				96
Approach Delay, s/veh		9.2			9.9			12.0				11.8
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	16.7		12.1	5.2	16.8		12.1				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	5.4	26.0		* 34				
Max Q Clear Time (g_c+I1), s	2.3	4.3		3.7	2.3	6.3		4.3				
Green Ext Time (p_c), s	0.0	2.6		0.4	0.0	4.8		0.6				

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

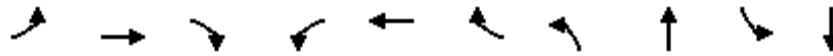
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

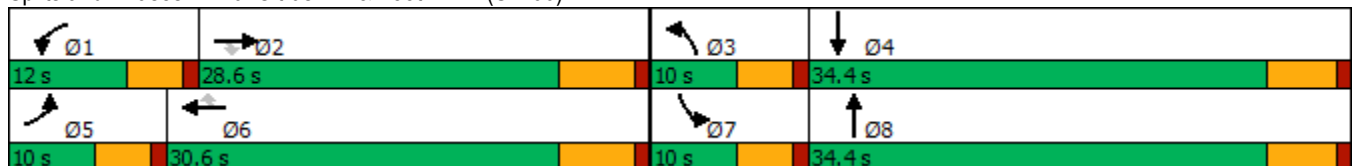


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↘	↑↑
Traffic Volume (vph)	156	403	139	237	798	80	154	560	135	640
Future Volume (vph)	156	403	139	237	798	80	154	560	135	640
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	10.0	28.6	28.6	12.0	30.6	30.6	10.0	34.4	10.0	34.4
Total Split (%)	11.8%	33.6%	33.6%	14.1%	36.0%	36.0%	11.8%	40.5%	11.8%	40.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	20.5	20.5	7.5	22.5	22.5	5.5	23.4	5.5	23.4
Actuated g/C Ratio	0.07	0.26	0.26	0.10	0.29	0.29	0.07	0.30	0.07	0.30
v/c Ratio	1.29	0.44	0.27	1.43	0.80	0.15	1.28	0.61	1.12	0.75
Control Delay	214.1	25.9	5.9	254.9	32.7	1.1	208.4	25.1	155.8	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	214.1	25.9	5.9	254.9	32.7	1.1	208.4	25.1	155.8	28.3
LOS	F	C	A	F	C	A	F	C	F	C
Approach Delay		64.0			77.6			61.4		47.3
Approach LOS		E			E			E		D

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 77.4
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 63.4
 Intersection LOS: E
 Intersection Capacity Utilization 78.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	156	403	139	237	798	80	154	560	65	135	640	130
Future Volume (veh/h)	156	403	139	237	798	80	154	560	65	135	640	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	424	62	249	840	53	162	589	51	142	674	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	934	416	184	1033	461	135	955	83	135	862	161
Arrive On Green	0.07	0.26	0.26	0.10	0.29	0.29	0.07	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3362	291	1810	3036	567
Grp Volume(v), veh/h	164	424	62	249	840	53	162	316	324	142	400	400
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1848	1810	1805	1798
Q Serve(g_s), s	5.4	7.2	2.2	7.4	15.7	1.8	5.4	11.0	11.1	5.4	14.8	14.9
Cycle Q Clear(g_c), s	5.4	7.2	2.2	7.4	15.7	1.8	5.4	11.0	11.1	5.4	14.8	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.32
Lane Grp Cap(c), veh/h	135	934	416	184	1033	461	135	513	525	135	513	511
V/C Ratio(X)	1.22	0.45	0.15	1.35	0.81	0.12	1.20	0.62	0.62	1.06	0.78	0.78
Avail Cap(c_a), veh/h	135	1134	506	184	1233	550	135	721	738	135	721	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	22.6	20.7	32.6	24.1	19.1	33.6	22.6	22.6	33.6	23.9	23.9
Incr Delay (d2), s/veh	147.9	0.3	0.2	188.9	3.6	0.1	142.5	1.2	1.2	93.0	3.7	3.7
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	7.7	2.8	0.8	12.7	6.4	0.6	7.6	4.4	4.5	5.7	6.2	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.5	23.0	20.9	221.5	27.7	19.2	176.1	23.8	23.8	126.6	27.6	27.6
LnGrp LOS	F	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		650			1142			802			942	
Approach Delay, s/veh		62.8			69.6			54.5			42.5	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	24.6	10.0	26.0	10.0	26.6	10.0	26.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	22.8	5.4	29.0	5.4	24.8	5.4	29.0				
Max Q Clear Time (g_c+I1), s	9.4	9.2	7.4	16.9	7.4	17.7	7.4	13.1				
Green Ext Time (p_c), s	0.0	2.2	0.0	3.8	0.0	3.1	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

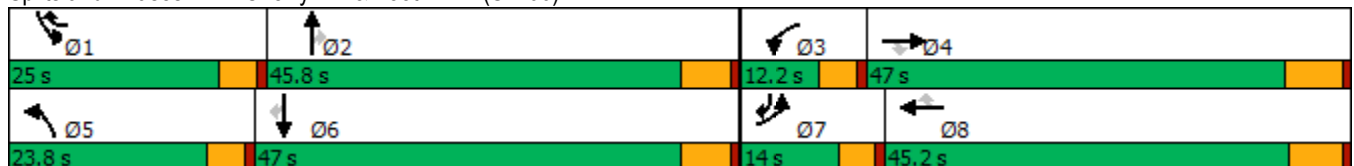
Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	880	126	151	701	150	270	880	217	319	593	164
Future Volume (vph)	270	880	126	151	701	150	270	880	217	319	593	164
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	14.0	47.0	47.0	12.2	45.2	25.0	23.8	45.8	45.8	25.0	47.0	14.0
Total Split (%)	10.8%	36.2%	36.2%	9.4%	34.8%	19.2%	18.3%	35.2%	35.2%	19.2%	36.2%	10.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	26.4	26.4	7.5	24.6	47.1	19.6	26.9	26.9	20.8	28.1	38.9
Actuated g/C Ratio	0.09	0.26	0.26	0.07	0.24	0.46	0.19	0.26	0.26	0.20	0.27	0.38
v/c Ratio	0.85	0.68	0.26	0.61	0.58	0.20	0.81	0.67	0.42	0.90	0.43	0.26
Control Delay	72.5	37.6	6.8	60.5	36.8	9.8	61.8	37.2	12.8	70.9	32.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	37.6	6.8	60.5	36.8	9.8	61.8	37.2	12.8	70.9	32.4	13.2
LOS	E	D	A	E	D	A	E	D	B	E	C	B
Approach Delay		42.0			36.3			38.2			40.9	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 103.5	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	880	126	151	701	150	270	880	217	319	593	164
Future Volume (veh/h)	270	880	126	151	701	150	270	880	217	319	593	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	276	898	75	154	715	77	276	898	122	326	605	95
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	1292	396	225	1110	661	312	1299	398	361	1439	600
Arrive On Green	0.10	0.25	0.25	0.06	0.21	0.21	0.17	0.25	0.25	0.20	0.28	0.28
Sat Flow, veh/h	3510	5187	1589	3510	5187	1589	1810	5187	1588	1810	5187	1586
Grp Volume(v), veh/h	276	898	75	154	715	77	276	898	122	326	605	95
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1589	1810	1729	1588	1810	1729	1586
Q Serve(g_s), s	7.0	14.3	3.4	3.9	11.4	2.7	13.5	14.2	5.7	16.0	8.7	3.6
Cycle Q Clear(g_c), s	7.0	14.3	3.4	3.9	11.4	2.7	13.5	14.2	5.7	16.0	8.7	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	1292	396	225	1110	661	312	1299	398	361	1439	600
V/C Ratio(X)	0.79	0.70	0.19	0.68	0.64	0.12	0.88	0.69	0.31	0.90	0.42	0.16
Avail Cap(c_a), veh/h	364	2316	710	294	2230	1004	383	2287	700	407	2356	880
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	39.9	30.9	26.8	41.6	32.5	16.4	36.6	30.8	27.6	35.5	26.8	18.8
Incr Delay (d2), s/veh	10.0	0.7	0.2	2.1	0.6	0.1	16.3	0.7	0.4	20.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.6	1.2	1.7	4.5	0.9	7.0	5.6	2.1	8.6	3.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	31.6	27.1	43.7	33.1	16.5	53.0	31.5	28.0	55.7	27.0	18.9
LnGrp LOS	D	C	C	D	C	B	D	C	C	E	C	B
Approach Vol, veh/h		1249			946			1296			1026	
Approach Delay, s/veh		35.4			33.5			35.7			35.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	28.5	10.4	29.1	20.2	31.0	13.6	25.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	20.4	40.0	7.6	40.5	19.2	41.2	9.4	* 39				
Max Q Clear Time (g_c+I1), s	18.0	16.2	5.9	16.3	15.5	10.7	9.0	13.4				
Green Ext Time (p_c), s	0.1	6.5	0.0	6.3	0.1	4.4	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

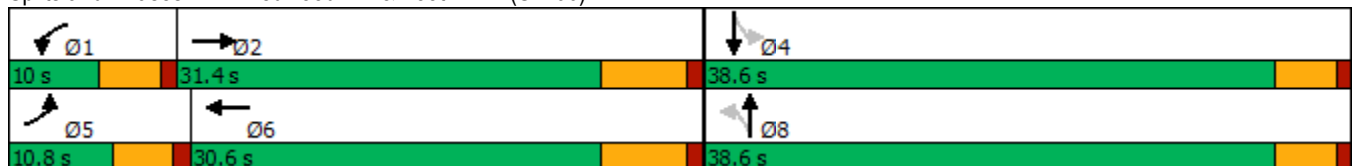


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↑	↙	↑
Traffic Volume (vph)	44	1300	62	838	66	36	29	25
Future Volume (vph)	44	1300	62	838	66	36	29	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.8	31.4	10.0	30.6	38.6	38.6	38.6	38.6
Total Split (%)	13.5%	39.3%	12.5%	38.3%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	27.4	6.6	28.9	15.7	15.7	15.7	15.7
Actuated g/C Ratio	0.14	0.54	0.13	0.57	0.31	0.31	0.31	0.31
v/c Ratio	0.18	0.50	0.27	0.30	0.16	0.14	0.07	0.15
Control Delay	29.9	14.2	32.2	11.4	18.0	10.1	17.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	14.2	32.2	11.4	18.0	10.1	17.0	8.5
LOS	C	B	C	B	B	B	B	A
Approach Delay		14.7		12.8		13.7		10.8
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 50.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

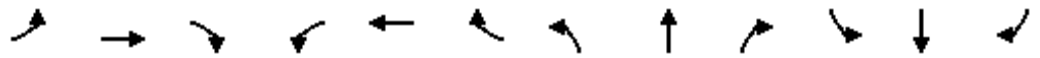
Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

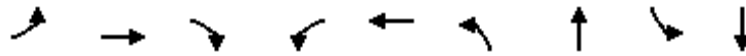


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	44	1300	66	62	838	21	66	36	43	29	25	56
Future Volume (veh/h)	44	1300	66	62	838	21	66	36	43	29	25	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1327	67	63	855	21	67	37	44	30	26	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	2084	105	109	2212	54	353	148	176	356	99	217
Arrive On Green	0.05	0.41	0.41	0.06	0.42	0.42	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5057	255	1810	5207	128	1336	791	940	1338	530	1161
Grp Volume(v), veh/h	45	907	487	63	567	309	67	0	81	30	0	83
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1877	1336	0	1731	1338	0	1691
Q Serve(g_s), s	1.1	9.5	9.5	1.5	5.1	5.1	2.0	0.0	1.8	0.9	0.0	1.9
Cycle Q Clear(g_c), s	1.1	9.5	9.5	1.5	5.1	5.1	3.9	0.0	1.8	2.7	0.0	1.9
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.54	1.00		0.69
Lane Grp Cap(c), veh/h	86	1425	764	109	1469	797	353	0	323	356	0	316
V/C Ratio(X)	0.52	0.64	0.64	0.58	0.39	0.39	0.19	0.00	0.25	0.08	0.00	0.26
Avail Cap(c_a), veh/h	248	1928	1034	216	1866	1013	1108	0	1302	1112	0	1272
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	0.00	1.00
Uniform Delay (d), s/veh	21.0	10.6	10.6	20.7	8.9	8.9	17.4	0.0	15.7	16.8	0.0	15.7
Incr Delay (d2), s/veh	1.8	0.5	0.9	1.8	0.2	0.3	0.3	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	2.7	0.6	1.3	1.4	0.6	0.0	0.7	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	11.1	11.5	22.4	9.1	9.3	17.7	0.0	16.1	16.9	0.0	16.2
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1439			939			148				113
Approach Delay, s/veh		11.6			10.1			16.8				16.4
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	24.8		13.0	6.8	25.4		13.0				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.4	25.2		34.0	6.2	24.4		34.0				
Max Q Clear Time (g_c+I1), s	3.5	11.5		4.7	3.1	7.1		5.9				
Green Ext Time (p_c), s	0.0	7.2		0.6	0.0	4.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

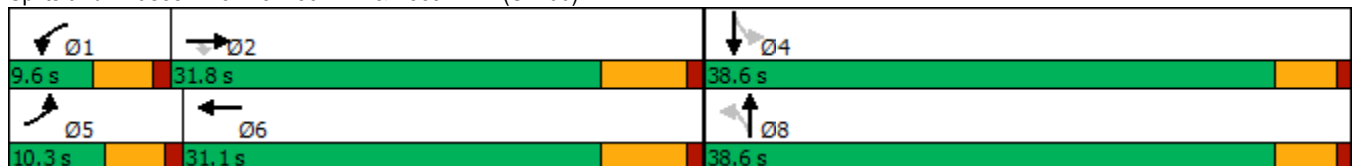


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↗	↘	↗
Traffic Volume (vph)	69	1200	33	51	745	23	10	122	15
Future Volume (vph)	69	1200	33	51	745	23	10	122	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.3	31.8	31.8	9.6	31.1	38.6	38.6	38.6	38.6
Total Split (%)	12.9%	39.8%	39.8%	12.0%	38.9%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	30.2	30.2	5.5	29.8	14.7	14.7	14.7	14.7
Actuated g/C Ratio	0.11	0.55	0.55	0.10	0.55	0.27	0.27	0.27	0.27
v/c Ratio	0.36	0.63	0.04	0.29	0.43	0.07	0.10	0.34	0.13
Control Delay	35.2	17.8	0.1	34.3	14.2	16.7	7.8	20.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	17.8	0.1	34.3	14.2	16.7	7.8	20.7	8.1
LOS	D	B	A	C	B	B	A	C	A
Approach Delay		18.2			15.4		10.7		16.5
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 54.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 63.6%
 ICU Level of Service B
 Analysis Period (min) 15

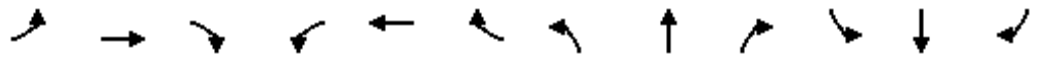
Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1200	33	51	745	58	23	10	38	122	15	45
Future Volume (veh/h)	69	1200	33	51	745	58	23	10	38	122	15	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1250	24	53	776	54	24	10	10	127	16	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	1605	700	95	1481	103	380	160	160	396	137	180
Arrive On Green	0.06	0.44	0.44	0.05	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1575	1810	3418	238	1393	872	872	1414	745	978
Grp Volume(v), veh/h	72	1250	24	53	410	420	24	0	20	127	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1851	1393	0	1743	1414	0	1724
Q Serve(g_s), s	1.9	14.2	0.4	1.4	8.0	8.0	0.7	0.0	0.5	3.9	0.0	0.9
Cycle Q Clear(g_c), s	1.9	14.2	0.4	1.4	8.0	8.0	1.6	0.0	0.5	4.4	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.50	1.00		0.57
Lane Grp Cap(c), veh/h	116	1605	700	95	782	802	380	0	321	396	0	317
V/C Ratio(X)	0.62	0.78	0.03	0.56	0.52	0.52	0.06	0.00	0.06	0.32	0.00	0.12
Avail Cap(c_a), veh/h	213	1912	835	187	930	954	1104	0	1226	1131	0	1213
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	0.00	1.00
Uniform Delay (d), s/veh	22.0	11.4	7.6	22.3	10.0	10.0	17.1	0.0	16.3	18.1	0.0	16.4
Incr Delay (d2), s/veh	2.0	1.8	0.0	1.9	0.5	0.5	0.1	0.0	0.1	0.5	0.0	0.2
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	0.7	3.9	0.1	0.5	2.1	2.2	0.2	0.0	0.2	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	13.2	7.6	24.2	10.6	10.6	17.2	0.0	16.4	18.6	0.0	16.6
LnGrp LOS	C	B	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1346			883			44				164
Approach Delay, s/veh		13.7			11.4			16.8				18.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	27.7		13.5	7.7	27.1		13.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.0	25.6		34.0	5.7	24.9		34.0				
Max Q Clear Time (g_c+I1), s	3.4	16.2		6.4	3.9	10.0		3.6				
Green Ext Time (p_c), s	0.0	5.3		0.5	0.0	4.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	4	0	0	0
Future Vol, veh/h	0	3	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	4	0	0	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	9	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1017	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1015	1090	1635	-	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1090	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	40	10	4	3	0
Future Vol, veh/h	0	40	10	4	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	43	11	4	3	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	29	3	3	0	0
Stage 1	3	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	991	1087	1632	-	-
Stage 1	1025	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	984	1087	1632	-	-
Mov Cap-2 Maneuver	984	-	-	-	-
Stage 1	1018	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.007	-	0.04	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	8	1272	67	118	827	6	54	0	131	22	0	21
Future Vol, veh/h	8	1272	67	118	827	6	54	0	131	22	0	21
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	1383	73	128	899	7	59	0	142	24	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	906	0	0	1460	0	0	2148	2604	732	1869	2637	453
Stage 1	-	-	-	-	-	-	1442	1442	-	1159	1159	-
Stage 2	-	-	-	-	-	-	706	1162	-	710	1478	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	759	-	-	469	-	-	~ 28	25	368	45	24	559
Stage 1	-	-	-	-	-	-	142	199	-	212	272	-
Stage 2	-	-	-	-	-	-	397	272	-	395	192	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	759	-	-	467	-	-	~ 21	18	367	~ 22	17	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	96	-	75	48	-
Stage 1	-	-	-	-	-	-	140	196	-	209	197	-
Stage 2	-	-	-	-	-	-	276	197	-	239	189	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.9			121.5			47.5		
HCM LOS							F			E		

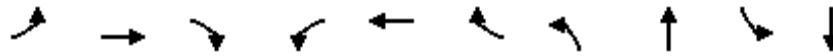
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	196	759	-	-	467	-	-	130
HCM Lane V/C Ratio	1.026	0.011	-	-	0.275	-	-	0.36
HCM Control Delay (s)	121.5	9.8	-	-	15.6	-	-	47.5
HCM Lane LOS	F	A	-	-	C	-	-	E
HCM 95th %tile Q(veh)	9	0	-	-	1.1	-	-	1.5

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

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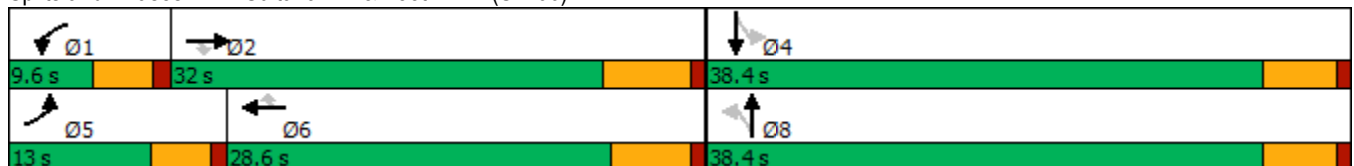


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘		↕		↕
Traffic Volume (vph)	229	1227	22	17	753	77	22	115	31	19
Future Volume (vph)	229	1227	22	17	753	77	22	115	31	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	13.0	32.0	32.0	9.6	28.6	28.6	38.4	38.4	38.4	38.4
Total Split (%)	16.3%	40.0%	40.0%	12.0%	35.8%	35.8%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	29.9	29.9	5.2	18.2	18.2		14.4		14.4
Actuated g/C Ratio	0.15	0.52	0.52	0.09	0.32	0.32		0.25		0.25
v/c Ratio	0.89	0.69	0.03	0.11	0.70	0.14		0.43		0.45
Control Delay	63.5	16.7	0.0	31.4	22.1	4.6		18.5		8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	63.5	16.7	0.0	31.4	22.1	4.6		18.5		8.1
LOS	E	B	A	C	C	A		B		A
Approach Delay		23.7			20.7			18.5		8.1
Approach LOS		C			C			B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 57.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 21.1
 Intersection LOS: C
 Intersection Capacity Utilization 70.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷		↷			↷	
Traffic Volume (veh/h)	229	1227	22	17	753	77	22	115	47	31	19	176
Future Volume (veh/h)	229	1227	22	17	753	77	22	115	47	31	19	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1292	22	18	793	52	23	121	22	33	20	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1650	719	40	1141	509	110	264	44	153	93	151
Arrive On Green	0.16	0.46	0.46	0.02	0.32	0.32	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1573	1810	3610	1610	137	1426	239	299	501	816
Grp Volume(v), veh/h	241	1292	22	18	793	52	166	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1573	1810	1805	1610	1801	0	0	1617	0	0
Q Serve(g_s), s	6.2	14.6	0.4	0.5	9.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	14.6	0.4	0.5	9.3	1.1	3.9	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.13	0.31		0.50
Lane Grp Cap(c), veh/h	296	1650	719	40	1141	509	418	0	0	396	0	0
V/C Ratio(X)	0.81	0.78	0.03	0.45	0.70	0.10	0.40	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	315	1930	841	188	1706	761	1295	0	0	1153	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	11.1	7.2	23.3	14.5	11.7	17.6	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	13.1	1.9	0.0	2.9	0.8	0.1	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.9	0.1	0.2	3.0	0.3	1.4	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	12.9	7.2	26.2	15.2	11.8	18.2	0.0	0.0	17.4	0.0	0.0
LnGrp LOS	C	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1555			863			166				107
Approach Delay, s/veh		15.9			15.3			18.2				17.4
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	28.3		14.3	12.5	21.4		14.3				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	25.8		33.0	8.4	* 23		33.0				
Max Q Clear Time (g_c+I1), s	2.5	16.6		4.6	8.2	11.3		5.9				
Green Ext Time (p_c), s	0.0	5.4		0.6	0.0	4.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

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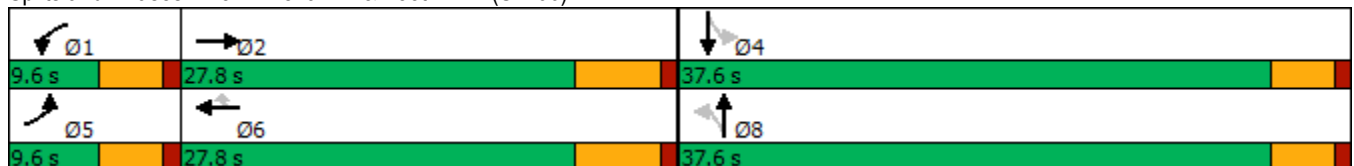


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	1245	24	685	95	27	56	47	9
Future Volume (vph)	93	1245	24	685	95	27	56	47	9
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	28.5	5.6	16.7	16.7		14.2		14.2
Actuated g/C Ratio	0.12	0.59	0.12	0.35	0.35		0.30		0.30
v/c Ratio	0.50	0.47	0.13	0.62	0.17		0.26		0.25
Control Delay	37.9	12.2	27.8	17.5	4.9		12.9		9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	37.9	12.2	27.8	17.5	4.9		12.9		9.9
LOS	D	B	C	B	A		B		A
Approach Delay		13.9		16.4			12.9		9.9
Approach LOS		B		B			B		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 47.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 14.5
 Intersection LOS: B
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑	↗		↕			↕	
Traffic Volume (veh/h)	93	1245	24	24	685	95	27	56	33	47	9	53
Future Volume (veh/h)	93	1245	24	24	685	95	27	56	33	47	9	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	1415	27	27	778	108	31	64	38	53	10	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	2188	42	58	1317	588	152	186	93	213	64	146
Arrive On Green	0.08	0.42	0.42	0.03	0.36	0.36	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5240	100	1810	3610	1610	239	986	490	473	337	771
Grp Volume(v), veh/h	106	934	508	27	778	108	133	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1882	1810	1805	1610	1715	0	0	1581	0	0
Q Serve(g_s), s	2.4	8.9	8.9	0.6	7.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	8.9	8.9	0.6	7.2	1.9	2.7	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.23		0.29	0.43		0.49
Lane Grp Cap(c), veh/h	154	1444	786	58	1317	588	431	0	0	423	0	0
V/C Ratio(X)	0.69	0.65	0.65	0.46	0.59	0.18	0.31	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	218	1832	997	218	1913	853	1435	0	0	1322	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	9.6	9.6	19.7	10.7	9.0	14.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.5	1.0	2.1	0.4	0.1	0.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.1	2.4	0.2	1.9	0.5	1.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	10.2	10.6	21.9	11.1	9.1	15.1	0.0	0.0	15.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1548			913			133				123
Approach Delay, s/veh		11.0			11.2			15.1				15.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	23.1		12.4	8.1	21.0		12.4				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	2.6	10.9		4.5	4.4	9.2		4.7				
Green Ext Time (p_c), s	0.0	6.4		0.8	0.0	4.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

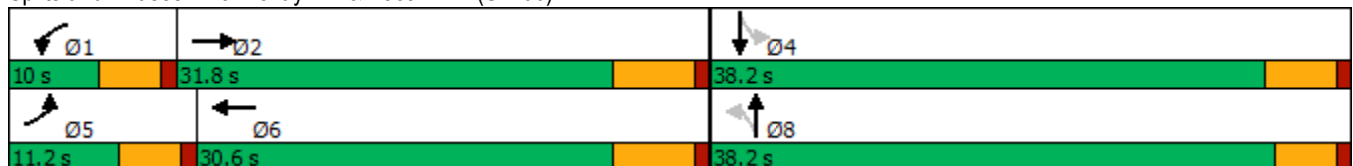


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕↕↕	↘	↕↕↕	↘	↕	↘	↕
Traffic Volume (vph)	52	1258	48	672	71	101	21	23
Future Volume (vph)	52	1258	48	672	71	101	21	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	11.2	31.8	10.0	30.6	38.2	38.2	38.2	38.2
Total Split (%)	14.0%	39.8%	12.5%	38.3%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	26.8	6.4	26.3	15.6	15.6	15.4	15.4
Actuated g/C Ratio	0.14	0.53	0.13	0.52	0.31	0.31	0.31	0.31
v/c Ratio	0.22	0.50	0.22	0.28	0.17	0.30	0.06	0.08
Control Delay	30.1	13.9	31.2	12.3	17.9	14.0	17.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	13.9	31.2	12.3	17.9	14.0	17.3	11.4
LOS	C	B	C	B	B	B	B	B
Approach Delay		14.5		13.5		15.2		13.3
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 50.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 14.3
 Intersection LOS: B
 Intersection Capacity Utilization 60.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	52	1258	49	48	672	42	71	101	69	21	23	22
Future Volume (veh/h)	52	1258	49	48	672	42	71	101	69	21	23	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1324	52	51	707	44	75	106	73	22	24	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	2080	82	94	2014	125	410	217	149	299	184	177
Arrive On Green	0.05	0.41	0.41	0.05	0.40	0.40	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5121	201	1810	4993	309	1380	1048	722	1224	892	855
Grp Volume(v), veh/h	55	894	482	51	489	262	75	0	179	22	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1864	1810	1729	1844	1380	0	1770	1224	0	1746
Q Serve(g_s), s	1.4	9.6	9.6	1.3	4.6	4.6	2.2	0.0	4.2	0.8	0.0	1.0
Cycle Q Clear(g_c), s	1.4	9.6	9.6	1.3	4.6	4.6	3.2	0.0	4.2	4.9	0.0	1.0
Prop In Lane	1.00		0.11	1.00		0.17	1.00		0.41	1.00		0.49
Lane Grp Cap(c), veh/h	99	1405	757	94	1395	744	410	0	366	299	0	361
V/C Ratio(X)	0.56	0.64	0.64	0.54	0.35	0.35	0.18	0.00	0.49	0.07	0.00	0.13
Avail Cap(c_a), veh/h	257	1932	1041	210	1842	983	1121	0	1278	913	0	1238
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	0.00	1.00
Uniform Delay (d), s/veh	21.5	11.1	11.1	21.5	9.6	9.7	16.4	0.0	16.3	18.5	0.0	15.0
Incr Delay (d2), s/veh	1.8	0.5	0.9	1.8	0.2	0.3	0.2	0.0	1.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	2.9	0.5	1.2	1.3	0.6	0.0	1.6	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	11.6	12.0	23.3	9.8	9.9	16.6	0.0	17.3	18.6	0.0	15.2
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		1431			802			254				69
Approach Delay, s/veh		12.1			10.7			17.1				16.3
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	24.7		14.8	7.1	24.6		14.8				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	6.6	24.8		* 34				
Max Q Clear Time (g_c+I1), s	3.3	11.6		6.9	3.4	6.6		6.2				
Green Ext Time (p_c), s	0.0	7.3		0.3	0.0	4.2		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

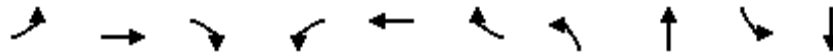
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕	↘	↕
Traffic Volume (vph)	279	876	176	283	603	111	171	669	128	520
Future Volume (vph)	279	876	176	283	603	111	171	669	128	520
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	18.6	28.0	28.0	19.0	28.4	28.4	13.6	35.7	12.3	34.4
Total Split (%)	19.6%	29.5%	29.5%	20.0%	29.9%	29.9%	14.3%	37.6%	12.9%	36.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	22.2	22.2	14.4	22.6	22.6	9.0	26.3	7.7	25.0
Actuated g/C Ratio	0.15	0.24	0.24	0.16	0.25	0.25	0.10	0.29	0.08	0.27
v/c Ratio	1.05	1.04	0.34	1.04	0.70	0.23	1.00	0.80	0.88	0.64
Control Delay	107.4	75.7	6.7	102.7	36.7	5.4	111.4	35.5	90.2	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.4	75.7	6.7	102.7	36.7	5.4	111.4	35.5	90.2	31.2
LOS	F	E	A	F	D	A	F	D	F	C
Approach Delay		73.3			51.9			49.0		41.5
Approach LOS		E			D			D		D

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 91.1

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 56.4

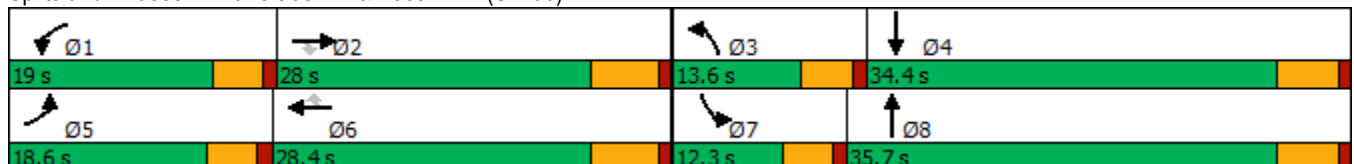
Intersection LOS: E

Intersection Capacity Utilization 86.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗	↖	↖	↗↗		↖	↗↗	
Traffic Volume (veh/h)	279	876	176	283	603	111	171	669	122	128	520	82
Future Volume (veh/h)	279	876	176	283	603	111	171	669	122	128	520	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	912	103	295	628	81	178	697	116	133	542	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	285	902	402	293	918	410	183	841	140	157	813	118
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.10	0.27	0.27	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3097	515	1810	3163	459
Grp Volume(v), veh/h	291	912	103	295	628	81	178	406	407	133	309	312
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1807	1810	1805	1817
Q Serve(g_s), s	14.0	22.2	4.6	14.4	13.9	3.5	8.7	18.8	18.8	6.4	13.6	13.7
Cycle Q Clear(g_c), s	14.0	22.2	4.6	14.4	13.9	3.5	8.7	18.8	18.8	6.4	13.6	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.25
Lane Grp Cap(c), veh/h	285	902	402	293	918	410	183	490	491	157	464	467
V/C Ratio(X)	1.02	1.01	0.26	1.01	0.68	0.20	0.97	0.83	0.83	0.85	0.67	0.67
Avail Cap(c_a), veh/h	285	902	402	293	918	410	183	616	616	157	589	593
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	37.4	33.3	26.7	37.2	29.9	26.0	39.8	30.4	30.4	40.0	29.6	29.6
Incr Delay (d2), s/veh	58.6	32.7	0.3	54.0	2.1	0.2	57.5	7.5	7.6	31.5	1.9	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	10.5	13.1	1.7	10.4	5.9	1.3	6.6	8.7	8.7	4.1	5.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	66.0	27.0	91.2	32.0	26.2	97.3	37.9	38.0	71.5	31.5	31.6
LnGrp LOS	F	F	C	F	C	C	F	D	D	E	C	C
Approach Vol, veh/h		1306			1004			991			754	
Approach Delay, s/veh		69.6			48.9			48.6			38.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	28.0	13.6	28.2	18.6	28.4	12.3	29.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.4	22.2	9.0	29.0	14.0	22.6	7.7	30.3				
Max Q Clear Time (g_c+I1), s	16.4	24.2	10.7	15.7	16.0	15.9	8.4	20.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	2.3	0.0	3.3				

Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									

**APPENDIX 5.2: EAP (2024) CONDITIONS TRAFFIC SIGNAL WARRANT
ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP 2024</u>
Jurisdiction: <u>City of Fontana</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Major Street: <u>Beech Av.</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Minor Street: <u>Driveway 1</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>27</u>	vpd	Minor Street Future ADT =		<u>27</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Not Satisfied				
<u>Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 27	1 27	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 27	1 27	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	XX	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	0%				
	<u>B</u>				
	0%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2024) Conditions - Weekday PM Peak Hour**

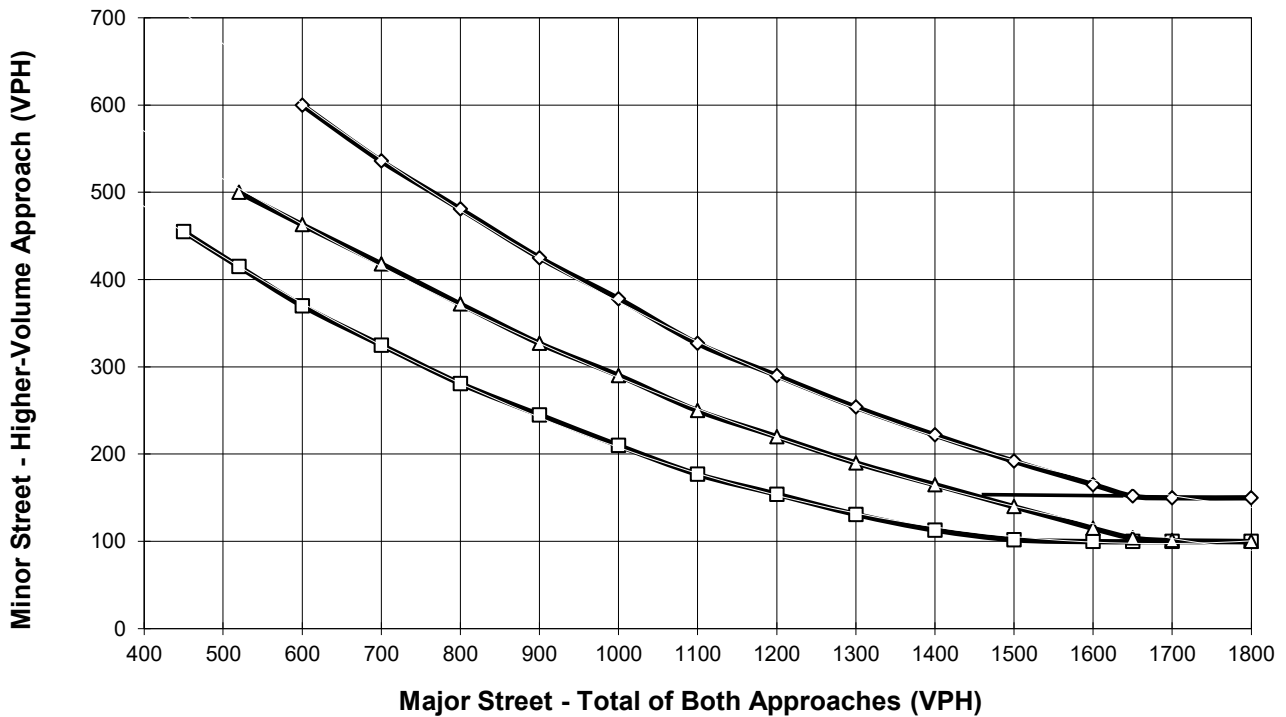
Major Street Name = **Beech Avenue**

Total of Both Approaches (VPH) = **4**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 1**

High Volume Approach (VPH) = **3**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP 2024</u>
Jurisdiction: <u>City of Fontana</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Major Street: <u>Beech Av.</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Minor Street: <u>Driveway 2</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>240</u>	vpd	Minor Street Future ADT =		<u>186</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
XX		EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		<u>(One Direction Only)</u>	
		XX			
Number of lanes for moving traffic on each approach		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 240	1 186	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		<u>(One Direction Only)</u>	
		XX			
Number of lanes for moving traffic on each approach		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 240	1 186	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>			
		XX			
No one condition satisfied, but following conditions fulfilled 80% of more		80%		80%	
	<u>A</u>	<u>B</u>			
	3%	2%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Beech Avenue**

Total of Both Approaches (VPH) = **17**

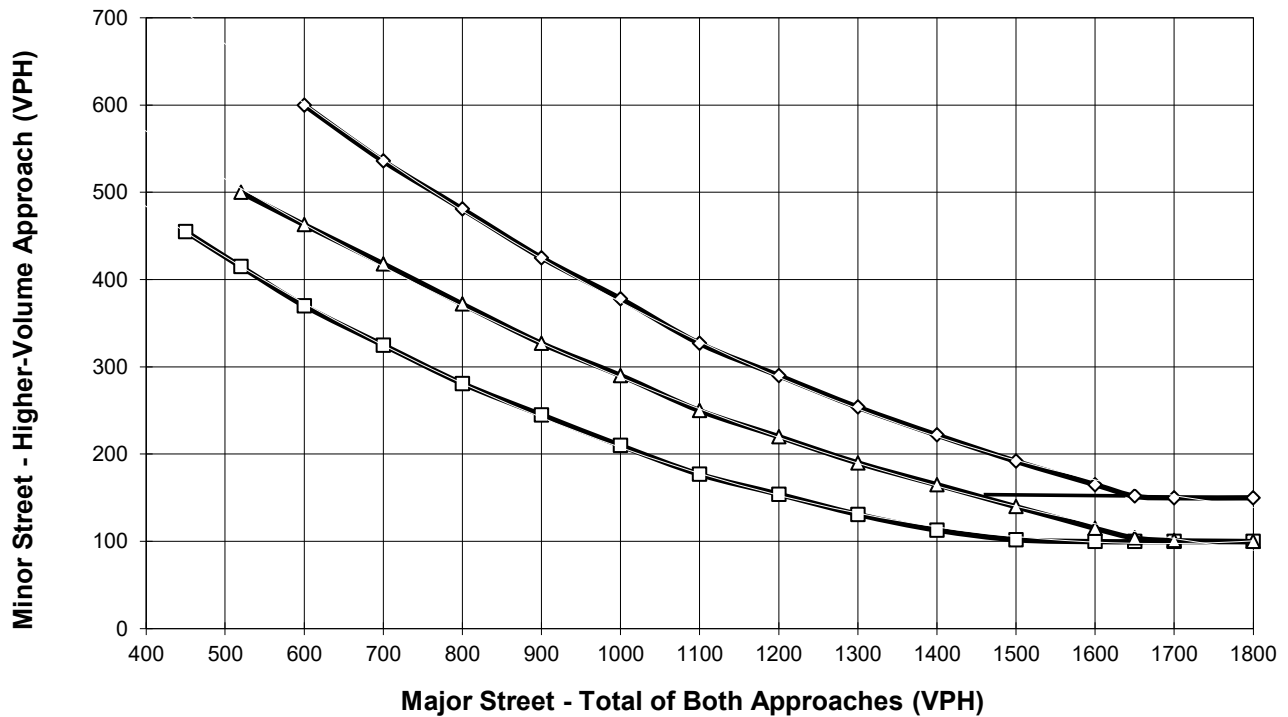
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 2**

High Volume Approach (VPH) = **40**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



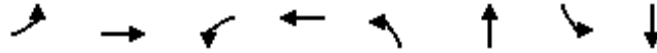
- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 5.3: EAP (2024) CONDITIONS INTERSECTION OPERATIONS
ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings
6: Beech Av. & Foothill Bl. (SR-66)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕		↕		↕
Traffic Volume (vph)	23	649	206	1432	42	0	5	0
Future Volume (vph)	23	649	206	1432	42	0	5	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	37.6	37.6	37.6	37.6
Total Split (s)	9.7	40.2	22.2	52.7	37.6	37.6	37.6	37.6
Total Split (%)	9.7%	40.2%	22.2%	52.7%	37.6%	37.6%	37.6%	37.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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)	4.6	6.2	4.6	6.2		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	28.0	13.5	43.1		13.8		13.8
Actuated g/C Ratio	0.07	0.39	0.19	0.60		0.19		0.19
v/c Ratio	0.20	0.56	0.69	0.76		0.46		0.03
Control Delay	41.6	19.9	40.9	16.2		12.5		0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	41.6	19.9	40.9	16.2		12.5		0.2
LOS	D	B	D	B		B		A
Approach Delay		20.6		19.3		12.5		0.2
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 71.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	




















Splits and Phases: 6: Beech Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
6: Beech Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

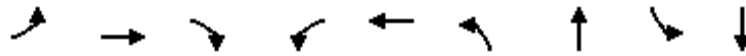
10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	649	43	206	1432	25	42	0	123	5	0	6
Future Volume (veh/h)	23	649	43	206	1432	25	42	0	123	5	0	6
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		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	738	49	234	1627	28	48	0	140	6	0	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1513	100	285	2064	35	118	17	185	173	28	137
Arrive On Green	0.03	0.44	0.44	0.16	0.57	0.57	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	3436	228	1810	3631	62	291	111	1171	567	179	871
Grp Volume(v), veh/h	26	388	399	234	808	847	188	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1859	1810	1805	1889	1573	0	0	1618	0	0
Q Serve(g_s), s	0.9	9.6	9.6	7.9	22.0	22.1	4.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	9.6	9.6	7.9	22.0	22.1	7.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.03	0.26		0.74	0.46		0.54
Lane Grp Cap(c), veh/h	53	795	818	285	1026	1074	320	0	0	339	0	0
V/C Ratio(X)	0.50	0.49	0.49	0.82	0.79	0.79	0.59	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	147	975	1004	506	1334	1396	886	0	0	864	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	12.6	12.6	25.7	10.6	10.6	25.3	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.5	0.5	2.3	2.4	2.4	1.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.1	3.2	3.1	6.2	6.5	2.7	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	13.0	13.0	28.0	13.0	13.0	27.0	0.0	0.0	22.5	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h		813			1889			188				13
Approach Delay, s/veh		13.6			14.9			27.0				22.5
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	33.9		14.5	6.4	42.0		14.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	17.6	34.0		33.0	5.1	46.5		33.0				
Max Q Clear Time (g_c+I1), s	9.9	11.6		2.4	2.9	24.1		9.1				
Green Ext Time (p_c), s	0.2	4.3		0.0	0.0	11.7		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				15.3								
HCM 6th LOS				B								

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

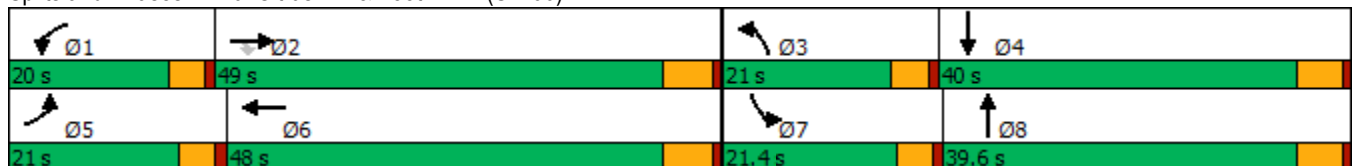


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙↗	↑↑	↙	↑↑	↙	↑↑
Traffic Volume (vph)	156	403	139	237	798	154	560	135	640
Future Volume (vph)	156	403	139	237	798	154	560	135	640
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	9.6	34.4	9.6	34.4
Total Split (s)	21.0	49.0	49.0	20.0	48.0	21.0	39.6	21.4	40.0
Total Split (%)	16.2%	37.7%	37.7%	15.4%	36.9%	16.2%	30.5%	16.5%	30.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	3.6	4.4
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	37.4	37.4	12.6	36.0	13.9	31.9	13.1	31.1
Actuated g/C Ratio	0.12	0.32	0.32	0.11	0.31	0.12	0.28	0.11	0.27
v/c Ratio	0.75	0.36	0.24	0.66	0.83	0.75	0.67	0.70	0.85
Control Delay	73.7	31.9	5.8	60.7	45.2	73.4	42.2	70.5	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	31.9	5.8	60.7	45.2	73.4	42.2	70.5	50.1
LOS	E	C	A	E	D	E	D	E	D
Approach Delay		36.1			48.5		48.4		53.1
Approach LOS		D			D		D		D

Intersection Summary























Cycle Length: 130
 Actuated Cycle Length: 116
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 47.2
 Intersection LOS: D
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)
 10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	403	139	237	798	80	154	560	65	135	640	130
Future Volume (veh/h)	156	403	139	237	798	80	154	560	65	135	640	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	424	62	249	840	53	162	589	51	142	674	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1138	508	325	1030	65	196	947	82	175	820	153
Arrive On Green	0.11	0.32	0.32	0.09	0.30	0.30	0.11	0.28	0.28	0.10	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	3510	3448	218	1810	3362	291	1810	3036	567
Grp Volume(v), veh/h	164	424	62	249	440	453	162	316	324	142	400	400
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1861	1810	1805	1848	1810	1805	1798
Q Serve(g_s), s	8.5	8.7	2.6	6.6	21.6	21.6	8.4	14.5	14.6	7.3	19.9	19.9
Cycle Q Clear(g_c), s	8.5	8.7	2.6	6.6	21.6	21.6	8.4	14.5	14.6	7.3	19.9	19.9
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.16	1.00		0.32
Lane Grp Cap(c), veh/h	198	1138	508	325	539	556	196	508	520	175	487	485
V/C Ratio(X)	0.83	0.37	0.12	0.77	0.82	0.82	0.83	0.62	0.62	0.81	0.82	0.82
Avail Cap(c_a), veh/h	311	1634	729	566	798	823	311	647	662	319	654	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	25.3	23.3	42.3	31.0	31.0	41.7	29.9	29.9	42.3	32.7	32.7
Incr Delay (d2), s/veh	5.4	0.2	0.1	1.4	4.2	4.0	4.9	1.2	1.2	3.4	6.2	6.3
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	3.9	3.5	1.0	2.8	9.4	9.6	3.9	6.2	6.3	3.3	9.1	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	25.5	23.4	43.7	35.2	35.1	46.6	31.1	31.1	45.7	38.9	39.0
LnGrp LOS	D	C	C	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		650			1142			802			942	
Approach Delay, s/veh		30.8			37.0			34.2			40.0	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	35.9	14.9	31.2	15.0	34.3	13.8	32.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	15.4	43.2	16.4	34.6	16.4	42.2	16.8	34.2				
Max Q Clear Time (g_c+I1), s	8.6	10.7	10.4	21.9	10.5	23.6	9.3	16.6				
Green Ext Time (p_c), s	0.2	2.9	0.1	3.9	0.1	5.0	0.1	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				36.0								
HCM 6th LOS				D								

Timings
6: Beech Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

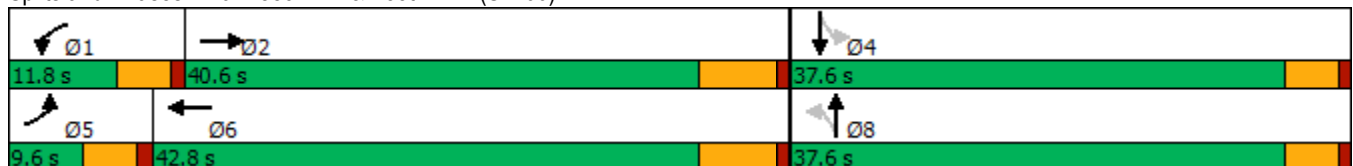


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕		↕		↕
Traffic Volume (vph)	8	1272	118	827	54	0	22	0
Future Volume (vph)	8	1272	118	827	54	0	22	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	37.6	37.6	37.6	37.6
Total Split (s)	9.6	40.6	11.8	42.8	37.6	37.6	37.6	37.6
Total Split (%)	10.7%	45.1%	13.1%	47.6%	41.8%	41.8%	41.8%	41.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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)	4.6	6.2	4.6	6.2		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	34.9	7.3	45.3		13.9		13.9
Actuated g/C Ratio	0.07	0.49	0.10	0.63		0.19		0.19
v/c Ratio	0.07	0.83	0.70	0.40		0.49		0.13
Control Delay	36.2	23.3	55.4	9.6		12.4		1.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	36.2	23.3	55.4	9.6		12.4		1.4
LOS	D	C	E	A		B		A
Approach Delay		23.3		15.3		12.4		1.4
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 71.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.1
 Intersection LOS: B
 Intersection Capacity Utilization 68.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Beech Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
6: Beech Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1272	67	118	827	6	54	0	131	22	0	21
Future Volume (veh/h)	8	1272	67	118	827	6	54	0	131	22	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1383	73	128	899	7	59	0	142	24	0	23
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	1692	89	164	2072	16	136	19	188	198	28	129
Arrive On Green	0.01	0.49	0.49	0.09	0.56	0.56	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3487	184	1810	3671	29	350	113	1115	637	164	768
Grp Volume(v), veh/h	9	714	742	128	442	464	201	0	0	47	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1895	1578	0	0	1569	0	0
Q Serve(g_s), s	0.3	20.3	20.5	4.2	8.5	8.5	4.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	20.3	20.5	4.2	8.5	8.5	7.2	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.02	0.29		0.71	0.51		0.49
Lane Grp Cap(c), veh/h	21	876	906	164	1019	1069	343	0	0	355	0	0
V/C Ratio(X)	0.43	0.82	0.82	0.78	0.43	0.43	0.59	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	150	1031	1065	216	1096	1151	929	0	0	891	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	13.2	13.2	26.8	7.6	7.6	23.8	0.0	0.0	21.4	0.0	0.0
Incr Delay (d2), s/veh	5.1	4.5	4.5	8.9	0.3	0.3	1.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.8	7.1	2.0	2.1	2.2	2.7	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	17.7	17.7	35.7	7.9	7.9	25.4	0.0	0.0	21.6	0.0	0.0
LnGrp LOS	C	B	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1465			1034			201				47
Approach Delay, s/veh		17.8			11.3			25.4				21.6
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	35.4		14.8	5.3	40.2		14.8				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	7.2	34.4		33.0	5.0	36.6		33.0				
Max Q Clear Time (g_c+I1), s	6.2	22.5		3.4	2.3	10.5		9.2				
Green Ext Time (p_c), s	0.0	6.8		0.2	0.0	5.3		1.3				

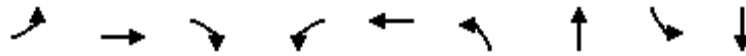
Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

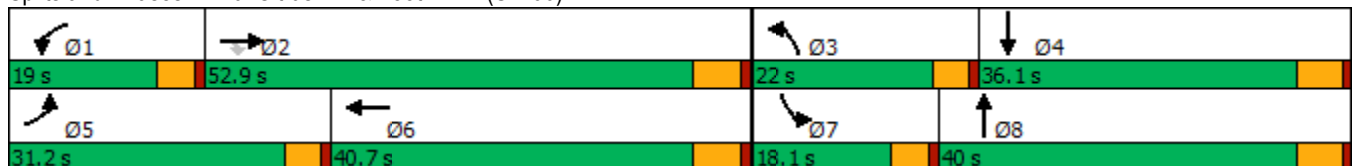


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↘	↑↑	↘	↑↑
Traffic Volume (vph)	279	876	176	283	603	171	669	128	520
Future Volume (vph)	279	876	176	283	603	171	669	128	520
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	9.6	34.4	9.6	34.4
Total Split (s)	31.2	52.9	52.9	19.0	40.7	22.0	40.0	18.1	36.1
Total Split (%)	24.0%	40.7%	40.7%	14.6%	31.3%	16.9%	30.8%	13.9%	27.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	3.6	4.4
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.3	38.9	38.9	13.1	29.6	14.9	31.4	11.8	28.3
Actuated g/C Ratio	0.19	0.34	0.34	0.11	0.25	0.13	0.27	0.10	0.24
v/c Ratio	0.84	0.76	0.28	0.75	0.82	0.77	0.85	0.73	0.72
Control Delay	68.2	39.2	5.1	64.7	48.9	73.5	50.4	76.1	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	39.2	5.1	64.7	48.9	73.5	50.4	76.1	46.2
LOS	E	D	A	E	D	E	D	E	D
Approach Delay		40.8			53.4		54.5		51.5
Approach LOS		D			D		D		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 116.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 49.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	279	876	176	283	603	111	171	669	122	128	520	82
Future Volume (veh/h)	279	876	176	283	603	111	171	669	122	128	520	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	912	103	295	628	81	178	697	116	133	542	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	327	1151	513	370	783	101	212	844	140	164	778	113
Arrive On Green	0.18	0.32	0.32	0.11	0.24	0.24	0.12	0.27	0.27	0.09	0.25	0.25
Sat Flow, veh/h	1810	3610	1610	3510	3216	414	1810	3097	515	1810	3163	459
Grp Volume(v), veh/h	291	912	103	295	352	357	178	406	407	133	309	312
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1825	1810	1805	1807	1810	1805	1817
Q Serve(g_s), s	15.1	22.1	4.5	7.9	17.6	17.7	9.2	20.3	20.3	6.9	14.9	15.0
Cycle Q Clear(g_c), s	15.1	22.1	4.5	7.9	17.6	17.7	9.2	20.3	20.3	6.9	14.9	15.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.28	1.00		0.25
Lane Grp Cap(c), veh/h	327	1151	513	370	439	444	212	492	492	164	444	447
V/C Ratio(X)	0.89	0.79	0.20	0.80	0.80	0.80	0.84	0.83	0.83	0.81	0.69	0.70
Avail Cap(c_a), veh/h	501	1771	790	527	656	664	328	651	651	254	577	581
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	38.4	29.8	23.8	41.9	34.1	34.2	41.5	32.8	32.8	42.8	32.9	32.9
Incr Delay (d2), s/veh	8.6	1.4	0.2	3.5	4.3	4.4	6.4	6.6	6.6	5.3	2.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	9.1	1.7	3.5	7.8	7.9	4.4	9.3	9.3	3.2	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	31.2	24.0	45.5	38.4	38.5	47.9	39.3	39.4	48.1	35.4	35.5
LnGrp LOS	D	C	C	D	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1306			1004			991			754	
Approach Delay, s/veh		34.2			40.5			40.9			37.7	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	36.4	15.9	29.0	22.0	29.2	13.3	31.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.4	47.1	17.4	30.7	26.6	34.9	13.5	34.6				
Max Q Clear Time (g_c+1), s	9.9	24.1	11.2	17.0	17.1	19.7	8.9	22.3				
Green Ext Time (p_c), s	0.2	6.5	0.1	3.0	0.3	3.5	0.1	3.9				

Intersection Summary												
HCM 6th Ctrl Delay				38.0								
HCM 6th LOS				D								

**APPENDIX 6.1: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	551	136	277	1104	164	178	477	159	225	802	131
Future Volume (vph)	217	551	136	277	1104	164	178	477	159	225	802	131
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	12.0	45.5	45.5	12.0	45.5	16.0	16.0	46.5	46.5	16.0	46.5	12.0
Total Split (%)	10.0%	37.9%	37.9%	10.0%	37.9%	13.3%	13.3%	38.8%	38.8%	13.3%	38.8%	10.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	31.3	31.3	7.5	31.6	44.8	11.6	25.6	25.6	11.6	25.6	34.4
Actuated g/C Ratio	0.08	0.32	0.32	0.08	0.32	0.46	0.12	0.26	0.26	0.12	0.26	0.35
v/c Ratio	0.92	0.38	0.25	1.17	0.75	0.24	0.95	0.40	0.33	1.20	0.67	0.25
Control Delay	85.5	26.9	5.5	151.7	33.2	7.3	95.9	30.8	6.0	166.2	35.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	26.9	5.5	151.7	33.2	7.3	95.9	30.8	6.0	166.2	35.1	11.6
LOS	F	C	A	F	C	A	F	C	A	F	D	B
Approach Delay		37.8			51.7			40.1			57.9	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.9
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 48.4
 Intersection LOS: D
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min) 15































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)

Ø1	Ø2	Ø3	Ø4
16 s	46.5 s	12 s	45.5 s
Ø5	Ø6	Ø7	Ø8
16 s	46.5 s	12 s	45.5 s

HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			  				
Traffic Volume (veh/h)	217	551	136	277	1104	164	178	477	159	225	802	131
Future Volume (veh/h)	217	551	136	277	1104	164	178	477	159	225	802	131
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	626	80	315	1255	141	202	542	115	256	911	66
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	1683	520	274	1683	715	218	1297	396	218	1297	528
Arrive On Green	0.08	0.32	0.32	0.08	0.32	0.32	0.12	0.25	0.25	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1603	3510	5187	1607	1810	5187	1584	1810	5187	1608
Grp Volume(v), veh/h	247	626	80	315	1255	141	202	542	115	256	911	66
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1607	1810	1729	1584	1810	1729	1608
Q Serve(g_s), s	6.6	8.8	3.4	7.4	20.4	5.1	10.5	8.3	5.6	11.4	15.1	2.7
Cycle Q Clear(g_c), s	6.6	8.8	3.4	7.4	20.4	5.1	10.5	8.3	5.6	11.4	15.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1683	520	274	1683	715	218	1297	396	218	1297	528
V/C Ratio(X)	0.90	0.37	0.15	1.15	0.75	0.20	0.93	0.42	0.29	1.18	0.70	0.13
Avail Cap(c_a), veh/h	274	2136	660	274	2153	861	218	2229	681	218	2229	817
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	43.3	24.6	22.7	43.6	28.5	16.0	41.2	29.7	28.7	41.6	32.3	22.3
Incr Delay (d2), s/veh	29.3	0.1	0.1	100.5	1.1	0.1	40.7	0.2	0.4	116.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.4	1.2	6.9	8.0	1.7	6.9	3.3	2.0	11.9	6.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	24.7	22.9	144.1	29.6	16.1	81.9	30.0	29.1	158.0	33.0	22.4
LnGrp LOS	E	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		953			1711			859			1233	
Approach Delay, s/veh		37.0			49.6			42.1			58.4	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	29.5	12.0	37.2	16.0	29.5	12.0	37.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	11.4	40.7	7.4	39.0	11.4	40.7	7.4	* 39				
Max Q Clear Time (g_c+I1), s	13.4	10.3	9.4	10.8	12.5	17.1	8.6	22.4				
Green Ext Time (p_c), s	0.0	4.0	0.0	4.4	0.0	6.3	0.0	8.1				

Intersection Summary

HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

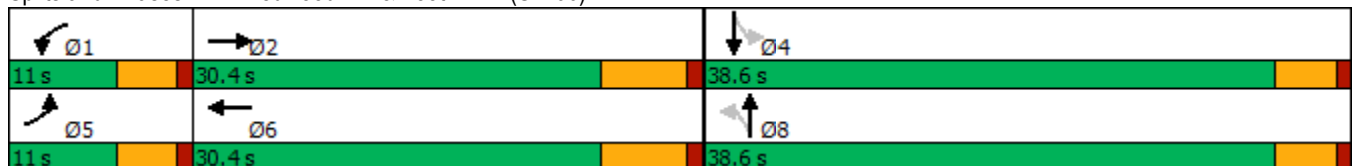


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	164	687	62	1279	45	33	10	6
Future Volume (vph)	164	687	62	1279	45	33	10	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	11.0	30.4	11.0	30.4	38.6	38.6	38.6	38.6
Total Split (%)	13.8%	38.0%	13.8%	38.0%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	28.8	6.1	23.9	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.11	0.48	0.10	0.40	0.23	0.23	0.23	0.23
v/c Ratio	0.94	0.33	0.38	0.71	0.19	0.15	0.04	0.35
Control Delay	83.4	12.7	34.6	19.3	19.3	11.9	16.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	12.7	34.6	19.3	19.3	11.9	16.4	5.6
LOS	F	B	C	B	B	B	B	A
Approach Delay		25.8		20.0		15.1		6.2
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 60.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

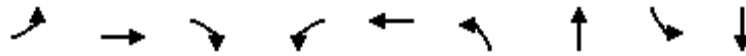


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶		↶	↶		↶	↶	
Traffic Volume (veh/h)	164	687	35	62	1279	18	45	33	25	10	6	152
Future Volume (veh/h)	164	687	35	62	1279	18	45	33	25	10	6	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	772	39	70	1437	20	51	37	28	11	7	171
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	2296	116	112	2056	29	241	183	139	347	12	284
Arrive On Green	0.13	0.45	0.45	0.06	0.39	0.39	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	5057	255	1810	5271	73	1225	1004	760	1358	64	1556
Grp Volume(v), veh/h	184	527	284	70	943	514	51	0	65	11	0	178
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1887	1225	0	1763	1358	0	1620
Q Serve(g_s), s	5.0	5.0	5.0	1.9	11.7	11.7	2.0	0.0	1.6	0.4	0.0	5.1
Cycle Q Clear(g_c), s	5.0	5.0	5.0	1.9	11.7	11.7	7.2	0.0	1.6	1.9	0.0	5.1
Prop In Lane	1.00		0.14	1.00		0.04	1.00		0.43	1.00		0.96
Lane Grp Cap(c), veh/h	227	1570	842	112	1349	736	241	0	322	347	0	296
V/C Ratio(X)	0.81	0.34	0.34	0.63	0.70	0.70	0.21	0.00	0.20	0.03	0.00	0.60
Avail Cap(c_a), veh/h	227	1640	880	227	1640	895	834	0	1175	1004	0	1080
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	0.00	1.00
Uniform Delay (d), s/veh	21.7	9.0	9.0	23.4	13.0	13.0	22.4	0.0	17.7	18.5	0.0	19.1
Incr Delay (d2), s/veh	18.2	0.1	0.2	2.2	1.0	1.9	0.4	0.0	0.3	0.0	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	3.0	1.3	1.5	0.8	3.5	4.0	0.6	0.0	0.6	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	9.1	9.2	25.5	14.1	14.9	22.9	0.0	18.0	18.6	0.0	21.1
LnGrp LOS	D	A	A	C	B	B	C	A	B	B	A	C
Approach Vol, veh/h		995			1527			116				189
Approach Delay, s/veh		14.8			14.9			20.1				21.0
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	29.4		13.9	11.0	26.1		13.9				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.4	24.2		34.0	6.4	24.2		34.0				
Max Q Clear Time (g_c+I1), s	3.9	7.0		7.1	7.0	13.7		9.2				
Green Ext Time (p_c), s	0.0	4.4		1.2	0.0	6.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↘	↙	↑↑	↙	↘	↙	↘
Traffic Volume (vph)	31	626	10	54	1400	24	16	72	3
Future Volume (vph)	31	626	10	54	1400	24	16	72	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	9.6	39.9	39.9	11.5	41.8	38.6	38.6	38.6	38.6
Total Split (%)	10.7%	44.3%	44.3%	12.8%	46.4%	42.9%	42.9%	42.9%	42.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	36.7	36.7	6.5	39.8	14.2	14.2	14.2	14.2
Actuated g/C Ratio	0.08	0.59	0.59	0.10	0.64	0.23	0.23	0.23	0.23
v/c Ratio	0.23	0.35	0.01	0.34	0.78	0.09	0.25	0.29	0.06
Control Delay	37.3	12.6	0.0	37.0	18.6	20.9	8.4	24.1	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	12.6	0.0	37.0	18.6	20.9	8.4	24.1	10.6
LOS	D	B	A	D	B	C	A	C	B
Approach Delay		13.5			19.2		10.9		21.0
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.3
 Intersection LOS: B
 Intersection Capacity Utilization 64.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	626	10	54	1400	116	24	16	78	72	3	18
Future Volume (veh/h)	31	626	10	54	1400	116	24	16	78	72	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	736	12	64	1647	120	28	19	26	85	4	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1977	863	100	1926	139	307	98	134	277	92	138
Arrive On Green	0.04	0.55	0.55	0.06	0.56	0.56	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3610	1575	1810	3409	246	1427	727	994	1383	686	1029
Grp Volume(v), veh/h	36	736	12	64	865	902	28	0	45	85	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1850	1427	0	1721	1383	0	1715
Q Serve(g_s), s	1.1	6.8	0.2	2.0	23.4	24.3	1.0	0.0	1.4	3.4	0.0	0.3
Cycle Q Clear(g_c), s	1.1	6.8	0.2	2.0	23.4	24.3	1.3	0.0	1.4	4.8	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.58	1.00		0.60
Lane Grp Cap(c), veh/h	68	1977	863	100	1020	1045	307	0	231	277	0	230
V/C Ratio(X)	0.53	0.37	0.01	0.64	0.85	0.86	0.09	0.00	0.19	0.31	0.00	0.04
Avail Cap(c_a), veh/h	154	2077	906	213	1097	1124	944	0	999	893	0	995
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	0.00	1.00
Uniform Delay (d), s/veh	27.7	7.5	6.0	27.1	10.6	10.8	22.7	0.0	22.5	24.7	0.0	22.1
Incr Delay (d2), s/veh	2.3	0.1	0.0	2.5	6.1	6.8	0.1	0.0	0.4	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	0.0	0.8	7.2	7.8	0.3	0.0	0.6	1.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	7.6	6.0	29.6	16.7	17.6	22.8	0.0	22.9	25.3	0.0	22.2
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		784			1831			73				95
Approach Delay, s/veh		8.6			17.6			22.9				25.0
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	38.3		12.5	6.8	39.3		12.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.9	33.7		34.0	5.0	35.6		34.0				
Max Q Clear Time (g_c+I1), s	4.0	8.8		6.8	3.1	26.3		3.4				
Green Ext Time (p_c), s	0.0	4.7		0.3	0.0	6.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				15.5								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑↓				
Traffic Vol, veh/h	0	741	43	206	1563	0	42	0	123	0	0	0
Future Vol, veh/h	0	741	43	206	1563	0	42	0	123	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	842	49	234	1776	0	48	0	140	0	0	0

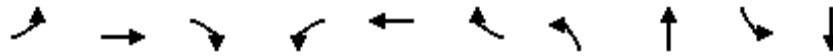
Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	891	0	0	2223	3111	446
Stage 1	-	-	-	-	-	-	867	867	-
Stage 2	-	-	-	-	-	-	1356	2244	-
Critical Hdwy	-	-	-	4.1	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	769	-	0	~ 38	12	565
Stage 1	0	-	-	-	-	0	377	373	-
Stage 2	0	-	-	-	-	0	208	79	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	769	-	-	~ 26	0	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	0	-
Stage 1	-	-	-	-	-	-	377	0	-
Stage 2	-	-	-	-	-	-	145	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	45
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	769	-
HCM Lane V/C Ratio	0.702	-	-	0.304	-
HCM Control Delay (s)	45	-	-	11.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	4.8	-	-	1.3	-

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

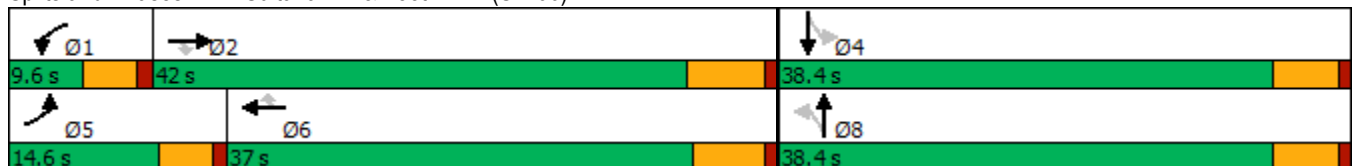


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↕		↕
Traffic Volume (vph)	178	639	30	17	1302	30	10	47	44	43
Future Volume (vph)	178	639	30	17	1302	30	10	47	44	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	14.6	42.0	42.0	9.6	37.0	37.0	38.4	38.4	38.4	38.4
Total Split (%)	16.2%	46.7%	46.7%	10.7%	41.1%	41.1%	42.7%	42.7%	42.7%	42.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	41.9	41.9	5.0	31.3	31.3		27.0		29.2
Actuated g/C Ratio	0.12	0.48	0.48	0.06	0.36	0.36		0.31		0.34
v/c Ratio	0.96	0.41	0.04	0.18	1.12	0.05		0.14		0.93
Control Delay	93.7	17.0	0.1	44.7	93.0	0.1		17.2		42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	93.7	17.0	0.1	44.7	93.0	0.1		17.2		42.6
LOS	F	B	A	D	F	A		B		D
Approach Delay		32.5			90.3			17.2		42.6
Approach LOS		C			F			B		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 86.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 61.9
 Intersection LOS: E
 Intersection Capacity Utilization 97.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	178	639	30	17	1302	30	10	47	12	44	43	456
Future Volume (veh/h)	178	639	30	17	1302	30	10	47	12	44	43	456
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	718	24	19	1463	31	11	53	5	49	48	259
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1841	804	39	1454	648	93	383	33	92	75	304
Arrive On Green	0.13	0.51	0.51	0.02	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1576	1810	3610	1610	150	1477	127	150	288	1171
Grp Volume(v), veh/h	200	718	24	19	1463	31	69	0	0	356	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1610	1755	0	0	1610	0	0
Q Serve(g_s), s	8.4	9.4	0.6	0.8	31.2	0.9	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	9.4	0.6	0.8	31.2	0.9	2.2	0.0	0.0	16.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.07	0.14		0.73
Lane Grp Cap(c), veh/h	234	1841	804	39	1454	648	509	0	0	470	0	0
V/C Ratio(X)	0.86	0.39	0.03	0.48	1.01	0.05	0.14	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	234	1841	804	117	1454	648	789	0	0	735	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.0	11.6	9.4	37.5	23.1	14.1	22.1	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	24.5	0.1	0.0	3.4	25.2	0.0	0.1	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.1	0.2	0.4	16.4	0.3	0.9	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	11.7	9.5	40.9	48.3	14.1	22.2	0.0	0.0	29.7	0.0	0.0
LnGrp LOS	E	B	A	D	F	B	C	A	A	C	A	A
Approach Vol, veh/h		942			1513			69				356
Approach Delay, s/veh		21.4			47.5			22.2				29.7
Approach LOS		C			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	45.7		25.5	14.6	37.4		25.5				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	35.8		33.0	10.0	* 31		33.0				
Max Q Clear Time (g_c+I1), s	2.8	11.4		18.2	10.4	33.2		4.2				
Green Ext Time (p_c), s	0.0	4.6		1.9	0.0	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

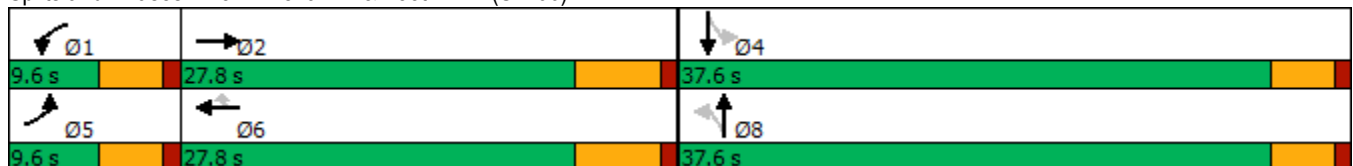


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕	↙		↕↕		↕↕
Traffic Volume (vph)	27	509	44	887	58	28	24	60	27
Future Volume (vph)	27	509	44	887	58	28	24	60	27
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	18.9	5.3	21.0	21.0		13.8		13.8
Actuated g/C Ratio	0.11	0.40	0.11	0.45	0.45		0.29		0.29
v/c Ratio	0.15	0.29	0.25	0.63	0.09		0.18		0.40
Control Delay	26.6	12.3	27.6	15.7	3.2		10.6		10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	26.6	12.3	27.6	15.7	3.2		10.6		10.3
LOS	C	B	C	B	A		B		B
Approach Delay		13.0		15.5			10.6		10.3
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 47.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 54.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖		↕			↕	
Traffic Volume (veh/h)	27	509	25	44	887	58	28	24	21	60	27	96
Future Volume (veh/h)	27	509	25	44	887	58	28	24	21	60	27	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	578	28	50	1008	66	32	27	24	68	31	109
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	1910	92	95	1419	633	212	165	105	195	83	182
Arrive On Green	0.04	0.38	0.38	0.05	0.39	0.39	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5070	244	1810	3610	1610	433	765	488	380	384	840
Grp Volume(v), veh/h	31	393	213	50	1008	66	83	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	1805	1610	1686	0	0	1604	0	0
Q Serve(g_s), s	0.7	3.4	3.4	1.1	9.9	1.1	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.7	3.4	3.4	1.1	9.9	1.1	1.6	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.13	1.00		1.00	0.39		0.29	0.33		0.52
Lane Grp Cap(c), veh/h	65	1303	699	95	1419	633	482	0	0	459	0	0
V/C Ratio(X)	0.47	0.30	0.30	0.53	0.71	0.10	0.17	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	214	1799	966	214	1878	838	1344	0	0	1339	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.0	9.3	9.3	19.5	10.8	8.1	13.6	0.0	0.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	0.2	1.7	0.8	0.1	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.4	2.7	0.3	0.6	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	9.4	9.5	21.2	11.6	8.2	13.8	0.0	0.0	15.5	0.0	0.0
LnGrp LOS	C	A	A	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		637			1124			83			208	
Approach Delay, s/veh		10.0			11.9			13.8			15.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	21.7		13.7	6.1	22.4		13.7				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	3.1	5.4		6.8	2.7	11.9		3.6				
Green Ext Time (p_c), s	0.0	3.2		1.3	0.0	4.7		0.5				

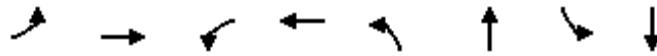
Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

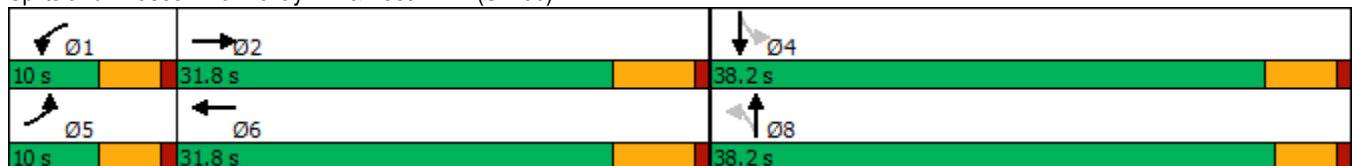


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	13	580	16	828	43	37	17	24
Future Volume (vph)	13	580	16	828	43	37	17	24
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	10.0	31.8	10.0	31.8	38.2	38.2	38.2	38.2
Total Split (%)	12.5%	39.8%	12.5%	39.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	22.6	7.0	22.6	16.3	16.3	16.0	16.0
Actuated g/C Ratio	0.19	0.62	0.19	0.62	0.45	0.45	0.44	0.44
v/c Ratio	0.04	0.20	0.05	0.29	0.08	0.10	0.03	0.10
Control Delay	24.4	9.4	24.2	9.9	11.2	7.3	11.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	9.4	24.2	9.9	11.2	7.3	11.7	6.4
LOS	C	A	C	A	B	A	B	A
Approach Delay		9.8		10.1		8.7		7.4
Approach LOS		A		B		A		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 36.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	13	580	19	16	828	24	43	37	35	17	24	48
Future Volume (veh/h)	13	580	19	16	828	24	43	37	35	17	24	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	624	20	17	890	26	46	40	38	18	26	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1752	56	39	1776	52	418	178	169	420	112	225
Arrive On Green	0.02	0.34	0.34	0.02	0.34	0.34	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5163	165	1810	5180	151	1342	896	851	1342	565	1131
Grp Volume(v), veh/h	14	417	227	17	594	322	46	0	78	18	0	78
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1873	1342	0	1747	1342	0	1696
Q Serve(g_s), s	0.3	3.2	3.2	0.3	4.8	4.8	1.1	0.0	1.3	0.4	0.0	1.4
Cycle Q Clear(g_c), s	0.3	3.2	3.2	0.3	4.8	4.8	2.4	0.0	1.3	1.7	0.0	1.4
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	33	1173	634	39	1185	642	418	0	347	420	0	337
V/C Ratio(X)	0.43	0.36	0.36	0.43	0.50	0.50	0.11	0.00	0.22	0.04	0.00	0.23
Avail Cap(c_a), veh/h	276	2537	1372	276	2537	1374	1423	0	1656	1402	0	1579
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	0.00	1.00
Uniform Delay (d), s/veh	17.2	8.8	8.8	17.1	9.2	9.2	12.9	0.0	11.9	12.6	0.0	11.9
Incr Delay (d2), s/veh	3.2	0.2	0.3	2.8	0.3	0.6	0.1	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.8	0.1	1.1	1.2	0.3	0.0	0.5	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	9.0	9.1	19.9	9.6	9.9	13.1	0.0	12.2	12.7	0.0	12.3
LnGrp LOS	C	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		658			933			124				96
Approach Delay, s/veh		9.3			9.9			12.5				12.3
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	17.8		12.3	5.2	18.0		12.3				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	5.4	26.0		* 34				
Max Q Clear Time (g_c+I1), s	2.3	5.2		3.7	2.3	6.8		4.4				
Green Ext Time (p_c), s	0.0	3.6		0.4	0.0	5.3		0.6				

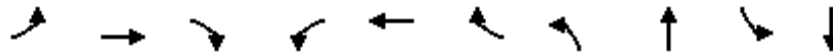
Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

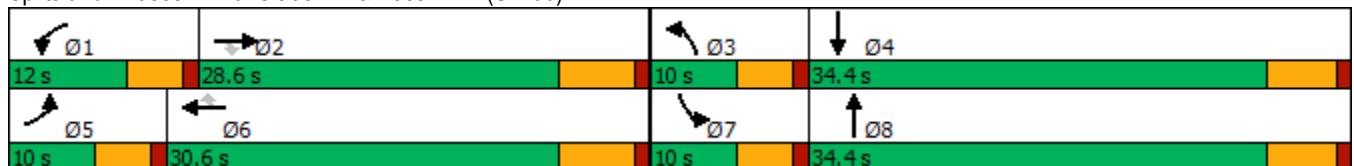


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↗↗	↶	↶	↗↗	↶	↶	↗↗	↶	↗↗
Traffic Volume (vph)	181	512	164	247	879	91	154	561	140	642
Future Volume (vph)	181	512	164	247	879	91	154	561	140	642
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	10.0	28.6	28.6	12.0	30.6	30.6	10.0	34.4	10.0	34.4
Total Split (%)	11.8%	33.6%	33.6%	14.1%	36.0%	36.0%	11.8%	40.5%	11.8%	40.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	21.6	21.6	7.5	23.6	23.6	5.4	23.7	5.4	23.7
Actuated g/C Ratio	0.07	0.27	0.27	0.10	0.30	0.30	0.07	0.30	0.07	0.30
v/c Ratio	1.54	0.54	0.30	1.52	0.85	0.16	1.31	0.61	1.19	0.76
Control Delay	307.5	27.4	5.8	293.2	36.0	1.9	217.4	25.6	175.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	307.5	27.4	5.8	293.2	36.0	1.9	217.4	25.6	175.5	28.9
LOS	F	C	A	F	D	A	F	C	F	C
Approach Delay		82.5			85.6			63.3		51.3
Approach LOS		F			F			E		D

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 78.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 71.9
 Intersection LOS: E
 Intersection Capacity Utilization 81.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑	↖	↗	↑↑		↗	↑↑	
Traffic Volume (veh/h)	181	512	164	247	879	91	154	561	68	140	642	133
Future Volume (veh/h)	181	512	164	247	879	91	154	561	68	140	642	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	539	89	260	925	65	162	591	55	147	676	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	989	441	179	1086	484	130	944	88	130	855	163
Arrive On Green	0.07	0.27	0.27	0.10	0.30	0.30	0.07	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3339	310	1810	3025	577
Grp Volume(v), veh/h	191	539	89	260	925	65	162	319	327	147	403	402
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1844	1810	1805	1796
Q Serve(g_s), s	5.4	9.5	3.2	7.4	18.0	2.2	5.4	11.5	11.6	5.4	15.5	15.5
Cycle Q Clear(g_c), s	5.4	9.5	3.2	7.4	18.0	2.2	5.4	11.5	11.6	5.4	15.5	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.32
Lane Grp Cap(c), veh/h	130	989	441	179	1086	484	130	510	521	130	510	508
V/C Ratio(X)	1.46	0.54	0.20	1.45	0.85	0.13	1.24	0.63	0.63	1.13	0.79	0.79
Avail Cap(c_a), veh/h	130	1099	490	179	1195	533	130	699	714	130	699	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	23.2	20.9	33.7	24.6	19.1	34.7	23.4	23.4	34.7	24.8	24.8
Incr Delay (d2), s/veh	245.8	0.5	0.2	232.7	5.7	0.1	157.7	1.3	1.2	116.9	4.3	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	11.1	3.7	1.1	14.6	7.7	0.8	8.0	4.7	4.8	6.5	6.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	280.5	23.7	21.1	266.5	30.3	19.2	192.4	24.7	24.7	151.6	29.1	29.2
LnGrp LOS	F	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		819			1250			808			952	
Approach Delay, s/veh		83.3			78.8			58.3			48.0	
Approach LOS		F			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	26.3	10.0	26.6	10.0	28.3	10.0	26.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	22.8	5.4	29.0	5.4	24.8	5.4	29.0				
Max Q Clear Time (g_c+1), s	9.4	11.5	7.4	17.5	7.4	20.0	7.4	13.6				
Green Ext Time (p_c), s	0.0	2.7	0.0	3.7	0.0	2.5	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

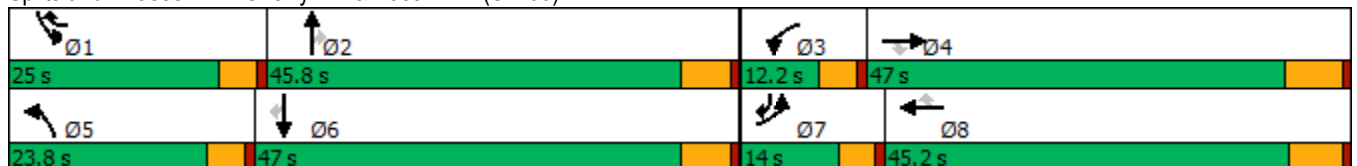
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1010	131	219	806	230	278	889	297	409	601	172
Future Volume (vph)	279	1010	131	219	806	230	278	889	297	409	601	172
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	14.0	47.0	47.0	12.2	45.2	25.0	23.8	45.8	45.8	25.0	47.0	14.0
Total Split (%)	10.8%	36.2%	36.2%	9.4%	34.8%	19.2%	18.3%	35.2%	35.2%	19.2%	36.2%	10.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	29.9	29.9	7.7	28.4	50.7	19.5	28.4	28.4	20.7	29.6	40.3
Actuated g/C Ratio	0.09	0.28	0.28	0.07	0.26	0.47	0.18	0.26	0.26	0.19	0.27	0.37
v/c Ratio	0.93	0.72	0.25	0.90	0.61	0.30	0.88	0.67	0.58	1.21	0.43	0.28
Control Delay	87.0	38.9	6.5	88.0	37.4	12.8	73.0	38.7	23.1	158.6	33.8	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	38.9	6.5	88.0	37.4	12.8	73.0	38.7	23.1	158.6	33.8	14.3
LOS	F	D	A	F	D	B	E	D	C	F	C	B
Approach Delay		45.4			41.7			42.1			74.1	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 108.5
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 50.0
 Intersection LOS: D
 Intersection Capacity Utilization 83.5%
 ICU Level of Service E
 Analysis Period (min) 15





































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		  	  	
Traffic Volume (veh/h)	279	1010	131	219	806	230	278	889	297	409	601	172
Future Volume (veh/h)	279	1010	131	219	806	230	278	889	297	409	601	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	1031	80	223	822	159	284	907	204	417	613	104
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1395	428	262	1303	722	315	1272	389	362	1408	579
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.17	0.25	0.25	0.20	0.27	0.27
Sat Flow, veh/h	3510	5187	1590	3510	5187	1589	1810	5187	1588	1810	5187	1586
Grp Volume(v), veh/h	285	1031	80	223	822	159	284	907	204	417	613	104
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1589	1810	1729	1588	1810	1729	1586
Q Serve(g_s), s	8.2	18.5	3.9	6.4	14.4	6.2	15.7	16.3	11.3	20.4	9.9	4.5
Cycle Q Clear(g_c), s	8.2	18.5	3.9	6.4	14.4	6.2	15.7	16.3	11.3	20.4	9.9	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1395	428	262	1303	722	315	1272	389	362	1408	579
V/C Ratio(X)	0.88	0.74	0.19	0.85	0.63	0.22	0.90	0.71	0.52	1.15	0.44	0.18
Avail Cap(c_a), veh/h	324	2062	632	262	1985	931	341	2036	623	362	2097	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	34.0	28.7	46.6	33.9	17.0	41.2	35.2	33.3	40.7	30.7	22.1
Incr Delay (d2), s/veh	22.4	0.8	0.2	21.7	0.5	0.2	23.7	0.8	1.1	95.0	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	4.4	7.5	1.5	3.5	5.8	2.1	8.7	6.6	4.3	18.2	4.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	34.8	28.9	68.2	34.4	17.2	64.9	35.9	34.4	135.8	30.9	22.2
LnGrp LOS	E	C	C	E	C	B	E	D	C	F	C	C
Approach Vol, veh/h		1396			1204			1395			1134	
Approach Delay, s/veh		41.2			38.4			41.6			68.7	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	30.8	12.2	33.9	22.3	33.4	14.0	32.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	20.4	40.0	7.6	40.5	19.2	41.2	9.4	* 39				
Max Q Clear Time (g_c+I1), s	22.4	18.3	8.4	20.5	17.7	11.9	10.2	16.4				
Green Ext Time (p_c), s	0.0	6.7	0.0	6.9	0.1	4.4	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

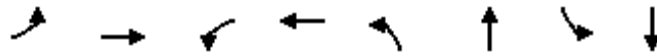
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

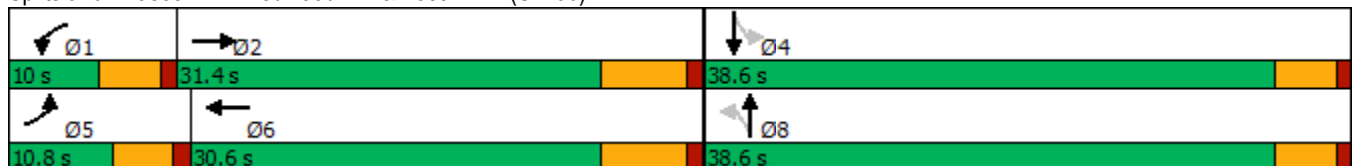


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	197	1448	64	949	66	36	29	25
Future Volume (vph)	197	1448	64	949	66	36	29	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.8	31.4	10.0	30.6	38.6	38.6	38.6	38.6
Total Split (%)	13.5%	39.3%	12.5%	38.3%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	25.7	5.5	19.8	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.12	0.46	0.10	0.35	0.25	0.25	0.25	0.25
v/c Ratio	0.97	0.66	0.37	0.54	0.27	0.19	0.09	0.41
Control Delay	89.5	16.6	35.6	16.6	20.5	10.0	17.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.5	16.6	35.6	16.6	20.5	10.0	17.3	6.5
LOS	F	B	D	B	C	A	B	A
Approach Delay		25.0		17.7		14.5		7.7
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 56.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

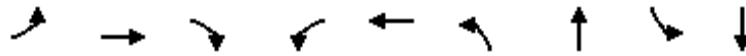


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	197	1448	66	64	949	21	66	36	50	29	25	198
Future Volume (veh/h)	197	1448	66	64	949	21	66	36	50	29	25	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	1478	67	65	968	21	67	37	51	30	26	202
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	2133	97	108	1849	40	242	152	209	368	39	305
Arrive On Green	0.13	0.42	0.42	0.06	0.35	0.35	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5086	231	1810	5224	113	1171	723	997	1330	187	1452
Grp Volume(v), veh/h	201	1005	540	65	640	349	67	0	88	30	0	228
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1729	1880	1171	0	1721	1330	0	1639
Q Serve(g_s), s	5.4	11.8	11.8	1.7	7.3	7.3	2.8	0.0	2.1	1.0	0.0	6.3
Cycle Q Clear(g_c), s	5.4	11.8	11.8	1.7	7.3	7.3	9.1	0.0	2.1	3.1	0.0	6.3
Prop In Lane	1.00		0.12	1.00		0.06	1.00		0.58	1.00		0.89
Lane Grp Cap(c), veh/h	227	1450	779	108	1224	665	242	0	361	368	0	344
V/C Ratio(X)	0.89	0.69	0.69	0.60	0.52	0.52	0.28	0.00	0.24	0.08	0.00	0.66
Avail Cap(c_a), veh/h	227	1760	946	197	1704	926	800	0	1181	1002	0	1125
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	0.00	1.00
Uniform Delay (d), s/veh	21.3	11.8	11.8	22.7	12.7	12.7	22.1	0.0	16.3	17.6	0.0	18.0
Incr Delay (d2), s/veh	30.8	0.9	1.7	2.0	0.3	0.6	0.6	0.0	0.3	0.1	0.0	2.2
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	3.9	3.3	3.7	0.7	2.1	2.4	0.7	0.0	0.8	0.3	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	12.7	13.5	24.7	13.0	13.3	22.7	0.0	16.6	17.7	0.0	20.1
LnGrp LOS	D	B	B	C	B	B	C	A	B	B	A	C
Approach Vol, veh/h		1746			1054			155				258
Approach Delay, s/veh		17.5			13.9			19.3				19.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	27.0		15.0	10.8	23.7		15.0				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.4	25.2		34.0	6.2	24.4		34.0				
Max Q Clear Time (g_c+I1), s	3.7	13.8		8.3	7.4	9.3		11.1				
Green Ext Time (p_c), s	0.0	7.0		1.6	0.0	5.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

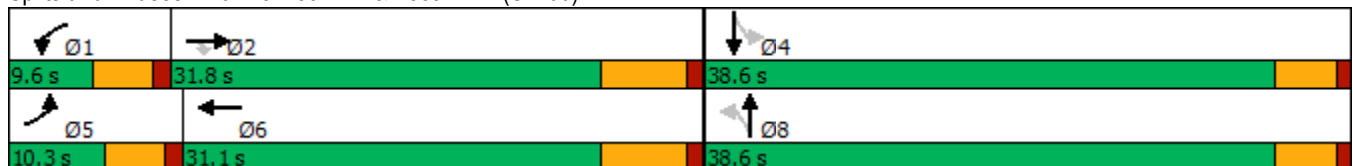


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↗	↘	↗
Traffic Volume (vph)	69	1278	33	53	787	23	10	193	15
Future Volume (vph)	69	1278	33	53	787	23	10	193	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.3	31.8	31.8	9.6	31.1	38.6	38.6	38.6	38.6
Total Split (%)	12.9%	39.8%	39.8%	12.0%	38.9%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	27.4	27.4	5.2	24.6	15.9	15.9	16.3	16.3
Actuated g/C Ratio	0.09	0.46	0.46	0.09	0.41	0.26	0.26	0.27	0.27
v/c Ratio	0.42	0.81	0.04	0.35	0.66	0.07	0.12	0.54	0.13
Control Delay	38.8	23.1	0.1	37.8	19.5	16.2	7.1	24.5	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	23.1	0.1	37.8	19.5	16.2	7.1	24.5	7.8
LOS	D	C	A	D	B	B	A	C	A
Approach Delay		23.4			20.5		9.8		20.5
Approach LOS		C			C		A		C

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.7
 Intersection Capacity Utilization 69.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C






















Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1278	33	53	787	134	23	10	45	193	15	45
Future Volume (veh/h)	69	1278	33	53	787	134	23	10	45	193	15	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1331	24	55	820	134	24	10	17	201	16	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1622	708	96	1361	222	390	124	211	399	146	192
Arrive On Green	0.06	0.45	0.45	0.05	0.44	0.44	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1575	1810	3095	506	1393	632	1075	1405	745	978
Grp Volume(v), veh/h	72	1331	24	55	478	476	24	0	27	201	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1796	1393	0	1707	1405	0	1724
Q Serve(g_s), s	2.0	16.4	0.4	1.5	10.3	10.3	0.7	0.0	0.7	7.0	0.0	0.9
Cycle Q Clear(g_c), s	2.0	16.4	0.4	1.5	10.3	10.3	1.6	0.0	0.7	7.6	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.63	1.00		0.57
Lane Grp Cap(c), veh/h	113	1622	708	96	794	790	390	0	335	399	0	339
V/C Ratio(X)	0.64	0.82	0.03	0.57	0.60	0.60	0.06	0.00	0.08	0.50	0.00	0.11
Avail Cap(c_a), veh/h	202	1807	789	177	879	874	1042	0	1135	1057	0	1146
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	0.00	1.00
Uniform Delay (d), s/veh	23.4	12.3	7.9	23.6	10.9	10.9	17.5	0.0	16.8	19.9	0.0	16.9
Incr Delay (d2), s/veh	2.2	2.9	0.0	2.0	1.0	1.0	0.1	0.0	0.1	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.9	0.1	0.6	2.9	2.9	0.2	0.0	0.2	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	15.2	7.9	25.7	11.9	11.9	17.6	0.0	16.9	20.9	0.0	17.0
LnGrp LOS	C	B	A	C	B	B	B	A	B	C	A	B
Approach Vol, veh/h		1427			1009			51			238	
Approach Delay, s/veh		15.6			12.6			17.2			20.3	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	29.2		14.6	7.8	28.7		14.6				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.0	25.6		34.0	5.7	24.9		34.0				
Max Q Clear Time (g_c+I1), s	3.5	18.4		9.6	4.0	12.3		3.6				
Green Ext Time (p_c), s	0.0	4.5		0.8	0.0	4.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↑↑				
Traffic Vol, veh/h	0	1431	67	118	967	0	54	0	131	0	0	0
Future Vol, veh/h	0	1431	67	118	967	0	54	0	131	0	0	0
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1555	73	128	1051	0	59	0	142	0	0	0

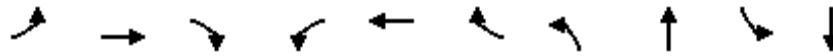
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	1632	0	0	2378 2903 818
Stage 1	-	-	-	-	-	-	1596 1596 -
Stage 2	-	-	-	-	-	-	782 1307 -
Critical Hdwy	-	-	-	4.1	-	-	6.8 6.5 6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8 5.5 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8 5.5 -
Follow-up Hdwy	-	-	-	2.2	-	-	3.5 4 3.3
Pot Cap-1 Maneuver	0	-	-	403	-	0	~ 30 16 323
Stage 1	0	-	-	-	-	0	155 168 -
Stage 2	0	-	-	-	-	0	417 232 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	401	-	-	~ 20 0 322
Mov Cap-2 Maneuver	-	-	-	-	-	-	99 0 -
Stage 1	-	-	-	-	-	-	154 0 -
Stage 2	-	-	-	-	-	-	284 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2	125.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	401	-
HCM Lane V/C Ratio	1.037	-	-	0.32	-
HCM Control Delay (s)	125.2	-	-	18.1	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	9.1	-	-	1.4	-

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

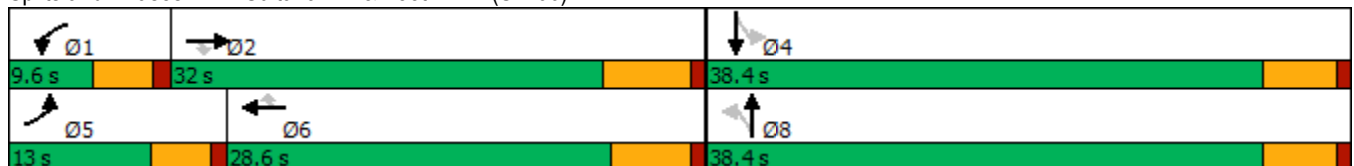


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↘	↙	↑↑	↘		↕		↕
Traffic Volume (vph)	238	1356	22	17	881	77	22	115	31	19
Future Volume (vph)	238	1356	22	17	881	77	22	115	31	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	13.0	32.0	32.0	9.6	28.6	28.6	38.4	38.4	38.4	38.4
Total Split (%)	16.3%	40.0%	40.0%	12.0%	35.8%	35.8%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	32.6	32.6	5.1	21.1	21.1		14.4		14.4
Actuated g/C Ratio	0.14	0.54	0.54	0.08	0.35	0.35		0.24		0.24
v/c Ratio	0.98	0.73	0.03	0.12	0.73	0.13		0.45		0.47
Control Delay	83.7	17.5	0.0	32.3	23.2	4.5		19.8		8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	83.7	17.5	0.0	32.3	23.2	4.5		19.8		8.4
LOS	F	B	A	C	C	A		B		A
Approach Delay		27.0			21.9			19.8		8.4
Approach LOS		C			C			B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 74.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	238	1356	22	17	881	77	22	115	47	31	19	181
Future Volume (veh/h)	238	1356	22	17	881	77	22	115	47	31	19	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	251	1427	22	18	927	52	23	121	22	33	20	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1753	764	40	1242	554	104	251	42	142	83	152
Arrive On Green	0.16	0.49	0.49	0.02	0.34	0.34	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1573	1810	3610	1610	138	1423	238	292	471	864
Grp Volume(v), veh/h	251	1427	22	18	927	52	166	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1573	1810	1805	1610	1799	0	0	1627	0	0
Q Serve(g_s), s	6.9	17.3	0.4	0.5	11.6	1.1	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	17.3	0.4	0.5	11.6	1.1	4.2	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.13	0.29		0.53
Lane Grp Cap(c), veh/h	296	1753	764	40	1242	554	398	0	0	378	0	0
V/C Ratio(X)	0.85	0.81	0.03	0.45	0.75	0.09	0.42	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	296	1815	791	176	1604	715	1217	0	0	1087	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.8	11.2	6.9	24.8	14.9	11.4	19.1	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	19.0	2.9	0.0	2.9	1.4	0.1	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.9	0.1	0.2	3.9	0.3	1.6	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	14.1	6.9	27.7	16.3	11.5	19.8	0.0	0.0	19.1	0.0	0.0
LnGrp LOS	D	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1700			997			166				113
Approach Delay, s/veh		17.8			16.2			19.8				19.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	31.1		14.5	13.0	23.9		14.5				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	25.8		33.0	8.4	* 23		33.0				
Max Q Clear Time (g_c+I1), s	2.5	19.3		5.0	8.9	13.6		6.2				
Green Ext Time (p_c), s	0.0	4.5		0.6	0.0	4.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

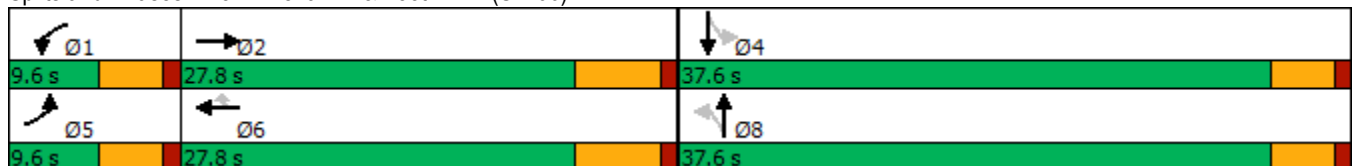


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	89	1377	24	814	125	27	56	69	9
Future Volume (vph)	89	1377	24	814	125	27	56	69	9
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	31.3	5.5	19.9	19.9		14.2		14.2
Actuated g/C Ratio	0.11	0.61	0.11	0.39	0.39		0.28		0.28
v/c Ratio	0.52	0.50	0.14	0.66	0.20		0.27		0.33
Control Delay	40.2	12.6	29.0	18.4	4.5		13.9		12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	40.2	12.6	29.0	18.4	4.5		13.9		12.8
LOS	D	B	C	B	A		B		B
Approach Delay		14.3		16.9			13.9		12.8
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 50.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.1
 Intersection LOS: B
 Intersection Capacity Utilization 58.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑	↗		↕			↕	
Traffic Volume (veh/h)	89	1377	24	24	814	125	27	56	33	69	9	53
Future Volume (veh/h)	89	1377	24	24	814	125	27	56	33	69	9	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	1565	27	27	925	142	31	64	38	78	10	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	2264	39	58	1379	615	147	190	94	250	55	122
Arrive On Green	0.08	0.43	0.43	0.03	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5251	91	1810	3610	1610	236	990	490	644	290	636
Grp Volume(v), veh/h	101	1031	561	27	925	142	133	0	0	148	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1884	1810	1805	1610	1716	0	0	1570	0	0
Q Serve(g_s), s	2.4	10.5	10.5	0.6	9.2	2.6	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	10.5	10.5	0.6	9.2	2.6	2.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.23		0.29	0.53		0.41
Lane Grp Cap(c), veh/h	147	1491	812	58	1379	615	431	0	0	427	0	0
V/C Ratio(X)	0.69	0.69	0.69	0.47	0.67	0.23	0.31	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	208	1751	954	208	1828	815	1373	0	0	1252	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	10.0	10.0	20.7	11.2	9.1	15.3	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	1.0	1.7	2.2	0.6	0.2	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	3.0	0.3	2.5	0.6	1.1	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	11.0	11.8	22.8	11.7	9.3	15.7	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1693			1094			133				148
Approach Delay, s/veh		11.9			11.7			15.7				16.0
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	24.5		12.9	8.1	22.4		12.9				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	2.6	12.5		5.2	4.4	11.2		4.8				
Green Ext Time (p_c), s	0.0	6.2		0.9	0.0	4.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

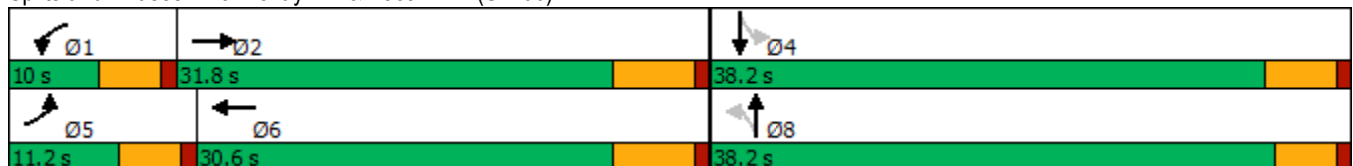


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	52	1396	48	868	71	101	21	23
Future Volume (vph)	52	1396	48	868	71	101	21	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	11.2	31.8	10.0	30.6	38.2	38.2	38.2	38.2
Total Split (%)	14.0%	39.8%	12.5%	38.3%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.2	24.0	5.6	23.5	14.2	14.2	13.9	13.9
Actuated g/C Ratio	0.11	0.44	0.10	0.43	0.26	0.26	0.25	0.25
v/c Ratio	0.27	0.67	0.28	0.43	0.21	0.36	0.07	0.10
Control Delay	31.6	16.5	33.0	13.8	18.7	15.0	17.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	16.5	33.0	13.8	18.7	15.0	17.7	11.7
LOS	C	B	C	B	B	B	B	B
Approach Delay		17.0		14.8		16.1		13.6
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 54.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 62.7%
 ICU Level of Service B
 Analysis Period (min) 15

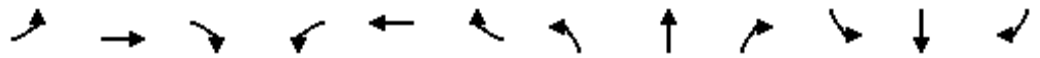
Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	52	1396	49	48	868	42	71	101	69	21	23	22
Future Volume (veh/h)	52	1396	49	48	868	42	71	101	69	21	23	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1469	52	51	914	44	75	106	73	22	24	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	2191	78	93	2146	103	395	210	144	284	178	171
Arrive On Green	0.05	0.43	0.43	0.05	0.42	0.42	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5143	182	1810	5071	244	1380	1048	722	1224	892	855
Grp Volume(v), veh/h	55	988	533	51	623	335	75	0	179	22	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1867	1810	1729	1856	1380	0	1770	1224	0	1746
Q Serve(g_s), s	1.4	11.1	11.1	1.3	6.1	6.1	2.3	0.0	4.4	0.8	0.0	1.1
Cycle Q Clear(g_c), s	1.4	11.1	11.1	1.3	6.1	6.1	3.4	0.0	4.4	5.1	0.0	1.1
Prop In Lane	1.00		0.10	1.00		0.13	1.00		0.41	1.00		0.49
Lane Grp Cap(c), veh/h	98	1473	795	93	1463	786	395	0	354	284	0	349
V/C Ratio(X)	0.56	0.67	0.67	0.55	0.43	0.43	0.19	0.00	0.51	0.08	0.00	0.13
Avail Cap(c_a), veh/h	247	1860	1004	202	1774	952	1078	0	1230	875	0	1192
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	0.00	1.00
Uniform Delay (d), s/veh	22.3	11.1	11.1	22.4	9.8	9.8	17.3	0.0	17.2	19.5	0.0	15.9
Incr Delay (d2), s/veh	1.9	0.7	1.2	1.9	0.2	0.4	0.2	0.0	1.1	0.1	0.0	0.2
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	0.6	3.0	3.3	0.5	1.6	1.8	0.7	0.0	1.7	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	11.8	12.4	24.3	10.0	10.2	17.5	0.0	18.3	19.6	0.0	16.1
LnGrp LOS	C	B	B	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1576			1009			254				69
Approach Delay, s/veh		12.4			10.8			18.1				17.2
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.4		14.9	7.2	26.3		14.9				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	6.6	24.8		* 34				
Max Q Clear Time (g_c+I1), s	3.3	13.1		7.1	3.4	8.1		6.4				
Green Ext Time (p_c), s	0.0	7.5		0.3	0.0	5.3		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

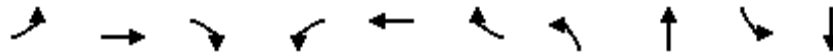
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

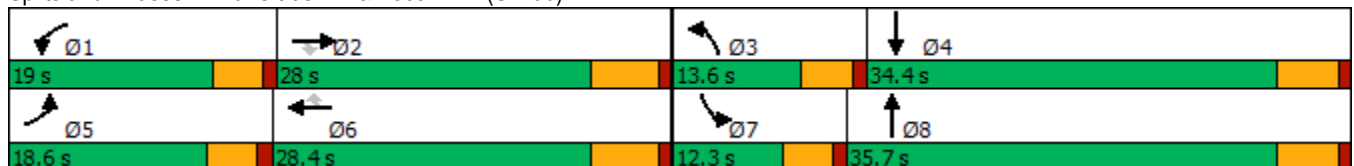


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕↘	↘	↕↘
Traffic Volume (vph)	292	992	185	290	745	119	197	671	140	521
Future Volume (vph)	292	992	185	290	745	119	197	671	140	521
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	18.6	28.0	28.0	19.0	28.4	28.4	13.6	35.7	12.3	34.4
Total Split (%)	19.6%	29.5%	29.5%	20.0%	29.9%	29.9%	14.3%	37.6%	12.9%	36.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	22.2	22.2	14.4	22.6	22.6	9.0	26.5	7.7	25.2
Actuated g/C Ratio	0.15	0.24	0.24	0.16	0.25	0.25	0.10	0.29	0.08	0.28
v/c Ratio	1.10	1.18	0.36	1.06	0.87	0.25	1.15	0.81	0.96	0.67
Control Delay	121.6	124.0	6.7	110.1	45.4	6.2	154.0	35.8	108.2	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.6	124.0	6.7	110.1	45.4	6.2	154.0	35.8	108.2	31.5
LOS	F	F	A	F	D	A	F	D	F	C
Approach Delay		108.7			57.6			59.0		45.4
Approach LOS		F			E			E		D

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 91.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 72.9
 Intersection LOS: E
 Intersection Capacity Utilization 91.0%
 ICU Level of Service F
 Analysis Period (min) 15



























Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	292	992	185	290	745	119	197	671	133	140	521	110
Future Volume (veh/h)	292	992	185	290	745	119	197	671	133	140	521	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	304	1033	113	302	776	89	205	699	128	146	543	109
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	898	400	292	914	408	182	838	153	156	781	156
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.10	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3047	558	1810	2998	599
Grp Volume(v), veh/h	304	1033	113	302	776	89	205	414	413	146	326	326
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1800	1810	1805	1792
Q Serve(g_s), s	14.0	22.2	5.1	14.4	18.3	3.9	9.0	19.2	19.3	7.2	14.6	14.7
Cycle Q Clear(g_c), s	14.0	22.2	5.1	14.4	18.3	3.9	9.0	19.2	19.3	7.2	14.6	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.33
Lane Grp Cap(c), veh/h	284	898	400	292	914	408	182	497	495	156	470	467
V/C Ratio(X)	1.07	1.15	0.28	1.03	0.85	0.22	1.12	0.83	0.83	0.94	0.69	0.70
Avail Cap(c_a), veh/h	284	898	400	292	914	408	182	613	611	156	586	582
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	37.6	33.5	27.1	37.4	31.7	26.3	40.1	30.4	30.4	40.5	29.8	29.8
Incr Delay (d2), s/veh	73.6	80.6	0.4	61.9	7.6	0.3	103.7	8.0	8.1	52.4	2.6	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	11.6	19.0	1.9	11.0	8.3	1.5	9.1	9.0	9.0	5.3	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.2	114.2	27.5	99.3	39.3	26.6	143.9	38.5	38.6	93.0	32.4	32.5
LnGrp LOS	F	F	C	F	D	C	F	D	D	F	C	C
Approach Vol, veh/h		1450			1167			1032			798	
Approach Delay, s/veh		106.8			53.9			59.4			43.5	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	28.0	13.6	28.7	18.6	28.4	12.3	30.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.4	22.2	9.0	29.0	14.0	22.6	7.7	30.3				
Max Q Clear Time (g_c+I1), s	16.4	24.2	11.0	16.7	16.0	20.3	9.2	21.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	1.2	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			70.6									
HCM 6th LOS			E									

**APPENDIX 6.2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	556	136	280	1105	165	178	477	168	230	802	131
Future Volume (vph)	217	556	136	280	1105	165	178	477	168	230	802	131
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	12.0	45.5	45.5	12.0	45.5	16.0	16.0	46.5	46.5	16.0	46.5	12.0
Total Split (%)	10.0%	37.9%	37.9%	10.0%	37.9%	13.3%	13.3%	38.8%	38.8%	13.3%	38.8%	10.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	31.3	31.3	7.5	31.7	44.9	11.6	25.7	25.7	11.6	25.7	34.4
Actuated g/C Ratio	0.08	0.32	0.32	0.08	0.32	0.46	0.12	0.26	0.26	0.12	0.26	0.35
v/c Ratio	0.92	0.38	0.25	1.19	0.75	0.24	0.95	0.40	0.34	1.23	0.67	0.24
Control Delay	85.7	26.9	5.5	155.8	33.3	7.3	96.2	30.8	6.0	174.9	35.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.7	26.9	5.5	155.8	33.3	7.3	96.2	30.8	6.0	174.9	35.1	11.6
LOS	F	C	A	F	C	A	F	C	A	F	D	B
Approach Delay		37.8			52.6			39.8			60.0	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 49.1	Intersection LOS: D
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	




































Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)

Ø1 16 s	Ø2 46.5 s	Ø3 12 s	Ø4 45.5 s
Ø5 16 s	Ø6 46.5 s	Ø7 12 s	Ø8 45.5 s

HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		 	  	
Traffic Volume (veh/h)	217	556	136	280	1105	165	178	477	168	230	802	131
Future Volume (veh/h)	217	556	136	280	1105	165	178	477	168	230	802	131
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	632	80	318	1256	143	202	542	125	261	911	66
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	1684	520	274	1684	715	218	1297	396	218	1297	528
Arrive On Green	0.08	0.32	0.32	0.08	0.32	0.32	0.12	0.25	0.25	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1603	3510	5187	1607	1810	5187	1584	1810	5187	1608
Grp Volume(v), veh/h	247	632	80	318	1256	143	202	542	125	261	911	66
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1607	1810	1729	1584	1810	1729	1608
Q Serve(g_s), s	6.6	8.9	3.4	7.4	20.4	5.1	10.5	8.3	6.1	11.4	15.1	2.7
Cycle Q Clear(g_c), s	6.6	8.9	3.4	7.4	20.4	5.1	10.5	8.3	6.1	11.4	15.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1684	520	274	1684	715	218	1297	396	218	1297	528
V/C Ratio(X)	0.90	0.38	0.15	1.16	0.75	0.20	0.93	0.42	0.32	1.20	0.70	0.13
Avail Cap(c_a), veh/h	274	2135	660	274	2152	860	218	2228	680	218	2228	817
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	43.3	24.6	22.7	43.7	28.5	16.0	41.3	29.8	28.9	41.7	32.3	22.3
Incr Delay (d2), s/veh	29.4	0.1	0.1	104.6	1.1	0.1	40.8	0.2	0.5	125.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.4	1.2	7.1	8.0	1.8	6.9	3.3	2.2	12.4	6.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	24.7	22.9	148.3	29.6	16.2	82.0	30.0	29.4	166.7	33.0	22.4
LnGrp LOS	E	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		959			1717			869			1238	
Approach Delay, s/veh		36.9			50.5			42.0			60.6	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	29.5	12.0	37.2	16.0	29.5	12.0	37.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	*6.5				
Max Green Setting (Gmax), s	11.4	40.7	7.4	39.0	11.4	40.7	7.4	*39				
Max Q Clear Time (g_c+I1), s	13.4	10.3	9.4	10.9	12.5	17.1	8.6	22.4				
Green Ext Time (p_c), s	0.0	4.0	0.0	4.4	0.0	6.3	0.0	8.1				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

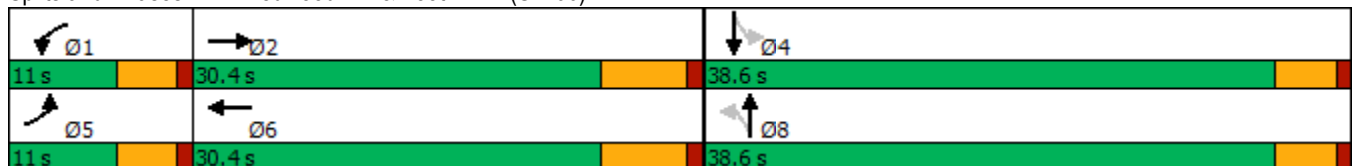


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↖↖	↖	↖↖↖	↖	↖	↖	↖
Traffic Volume (vph)	164	706	62	1284	45	33	10	6
Future Volume (vph)	164	706	62	1284	45	33	10	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	11.0	30.4	11.0	30.4	38.6	38.6	38.6	38.6
Total Split (%)	13.8%	38.0%	13.8%	38.0%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	28.8	6.1	24.0	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.11	0.48	0.10	0.40	0.23	0.23	0.23	0.23
v/c Ratio	0.94	0.34	0.38	0.71	0.19	0.16	0.04	0.35
Control Delay	83.4	12.8	34.6	19.4	19.3	11.6	16.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	12.8	34.6	19.4	19.3	11.6	16.4	5.6
LOS	F	B	C	B	B	B	B	A
Approach Delay		25.6		20.1		14.9		6.2
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

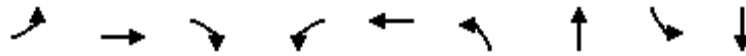


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	
Traffic Volume (veh/h)	164	706	35	62	1284	18	45	33	27	10	6	152
Future Volume (veh/h)	164	706	35	62	1284	18	45	33	27	10	6	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	793	39	70	1443	20	51	37	30	11	7	171
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	2302	113	112	2060	29	241	177	144	344	12	284
Arrive On Green	0.13	0.45	0.45	0.06	0.39	0.39	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	5065	248	1810	5272	73	1225	971	787	1355	64	1556
Grp Volume(v), veh/h	184	541	291	70	947	516	51	0	67	11	0	178
Grp Sat Flow(s),veh/h/ln	1810	1729	1855	1810	1729	1887	1225	0	1758	1355	0	1620
Q Serve(g_s), s	5.1	5.2	5.2	1.9	11.7	11.7	2.0	0.0	1.7	0.4	0.0	5.2
Cycle Q Clear(g_c), s	5.1	5.2	5.2	1.9	11.7	11.7	7.2	0.0	1.7	2.0	0.0	5.2
Prop In Lane	1.00		0.13	1.00		0.04	1.00		0.45	1.00		0.96
Lane Grp Cap(c), veh/h	227	1572	843	112	1351	737	241	0	321	344	0	295
V/C Ratio(X)	0.81	0.34	0.35	0.63	0.70	0.70	0.21	0.00	0.21	0.03	0.00	0.60
Avail Cap(c_a), veh/h	227	1638	879	227	1638	894	833	0	1170	999	0	1078
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	0.00	1.00
Uniform Delay (d), s/veh	21.8	9.0	9.0	23.4	13.0	13.0	22.5	0.0	17.7	18.6	0.0	19.2
Incr Delay (d2), s/veh	18.4	0.1	0.2	2.2	1.0	1.9	0.4	0.0	0.3	0.0	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	3.0	1.4	1.5	0.8	3.5	4.0	0.6	0.0	0.7	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	9.1	9.3	25.5	14.1	15.0	22.9	0.0	18.1	18.6	0.0	21.2
LnGrp LOS	D	A	A	C	B	B	C	A	B	B	A	C
Approach Vol, veh/h		1016			1533			118				189
Approach Delay, s/veh		14.8			14.9			20.2				21.0
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	29.4		13.9	11.0	26.2		13.9				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.4	24.2		34.0	6.4	24.2		34.0				
Max Q Clear Time (g_c+I1), s	3.9	7.2		7.2	7.1	13.7		9.2				
Green Ext Time (p_c), s	0.0	4.6		1.2	0.0	6.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↙	↘	↙	↘
Traffic Volume (vph)	31	647	10	54	1405	24	16	72	3
Future Volume (vph)	31	647	10	54	1405	24	16	72	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	9.6	39.9	39.9	11.5	41.8	38.6	38.6	38.6	38.6
Total Split (%)	10.7%	44.3%	44.3%	12.8%	46.4%	42.9%	42.9%	42.9%	42.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	36.7	36.7	6.5	39.8	14.2	14.2	14.2	14.2
Actuated g/C Ratio	0.08	0.59	0.59	0.10	0.64	0.23	0.23	0.23	0.23
v/c Ratio	0.23	0.36	0.01	0.34	0.79	0.09	0.25	0.29	0.06
Control Delay	37.3	12.7	0.0	37.0	18.7	20.9	8.4	24.1	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	12.7	0.0	37.0	18.7	20.9	8.4	24.1	10.6
LOS	D	B	A	D	B	C	A	C	B
Approach Delay		13.6			19.3		10.9		21.0
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 64.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	647	10	54	1405	116	24	16	80	72	3	18
Future Volume (veh/h)	31	647	10	54	1405	116	24	16	80	72	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	761	12	64	1653	120	28	19	28	85	4	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1979	864	100	1928	139	307	93	137	274	92	138
Arrive On Green	0.04	0.55	0.55	0.06	0.57	0.57	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3610	1575	1810	3410	245	1427	694	1022	1380	686	1029
Grp Volume(v), veh/h	36	761	12	64	868	905	28	0	47	85	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1850	1427	0	1716	1380	0	1715
Q Serve(g_s), s	1.1	7.1	0.2	2.0	23.6	24.4	1.0	0.0	1.4	3.4	0.0	0.3
Cycle Q Clear(g_c), s	1.1	7.1	0.2	2.0	23.6	24.4	1.3	0.0	1.4	4.9	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.60	1.00		0.60
Lane Grp Cap(c), veh/h	68	1979	864	100	1021	1046	307	0	230	274	0	230
V/C Ratio(X)	0.53	0.38	0.01	0.64	0.85	0.87	0.09	0.00	0.20	0.31	0.00	0.04
Avail Cap(c_a), veh/h	154	2073	905	213	1095	1122	942	0	994	889	0	994
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	0.00	1.00
Uniform Delay (d), s/veh	27.7	7.6	6.0	27.1	10.7	10.8	22.7	0.0	22.6	24.8	0.0	22.1
Incr Delay (d2), s/veh	2.3	0.1	0.0	2.5	6.2	6.9	0.1	0.0	0.4	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.0	0.8	7.2	7.8	0.3	0.0	0.6	1.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	7.7	6.0	29.7	16.8	17.8	22.8	0.0	23.0	25.4	0.0	22.2
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		809			1837			75				95
Approach Delay, s/veh		8.7			17.7			23.0				25.1
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	38.4		12.5	6.8	39.4		12.5				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	6.9	33.7		34.0	5.0	35.6		34.0				
Max Q Clear Time (g_c+I1), s	4.0	9.1		6.9	3.1	26.4		3.4				
Green Ext Time (p_c), s	0.0	4.9		0.3	0.0	6.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				15.5								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	2	4	0	0	0
Future Vol, veh/h	0	2	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	4	0	0	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	9	1	1	0	0
Stage 1	1	-	-	-	-
Stage 2	8	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	1017	1090	1635	-	-
Stage 1	1028	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	1015	1090	1635	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-
Stage 1	1026	-	-	-	-
Stage 2	1020	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1090	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	9	44	4	2	0
Future Vol, veh/h	0	9	44	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	48	4	2	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	102	2	2	0	0
Stage 1	2	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	901	1088	1634	-	-
Stage 1	1026	-	-	-	-
Stage 2	929	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	875	1088	1634	-	-
Mov Cap-2 Maneuver	875	-	-	-	-
Stage 1	996	-	-	-	-
Stage 2	929	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1634	-	1088	-	-
HCM Lane V/C Ratio	0.029	-	0.009	-	-
HCM Control Delay (s)	7.3	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	23	741	43	206	1563	25	42	0	123	5	0	6
Future Vol, veh/h	23	741	43	206	1563	25	42	0	123	5	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	842	49	234	1776	28	48	0	140	6	0	7

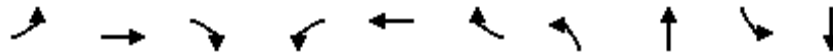
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1804	0	0	891	0	0	2275	3191	446	2731	3201	902
Stage 1	-	-	-	-	-	-	919	919	-	2258	2258	-
Stage 2	-	-	-	-	-	-	1356	2272	-	473	943	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	346	-	-	769	-	-	~ 22	10	565	10	10	285
Stage 1	-	-	-	-	-	-	296	353	-	43	78	-
Stage 2	-	-	-	-	-	-	160	77	-	546	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	346	-	-	769	-	-	~ 16	6	565	~ 5	6	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	24	-	30	33	-
Stage 1	-	-	-	-	-	-	274	327	-	40	54	-
Stage 2	-	-	-	-	-	-	109	54	-	380	318	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.3			118.1			81.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	346	-	-	769	-	-	59
HCM Lane V/C Ratio	1.003	0.076	-	-	0.304	-	-	0.212
HCM Control Delay (s)	118.1	16.3	-	-	11.7	-	-	81.7
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	8.4	0.2	-	-	1.3	-	-	0.7

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

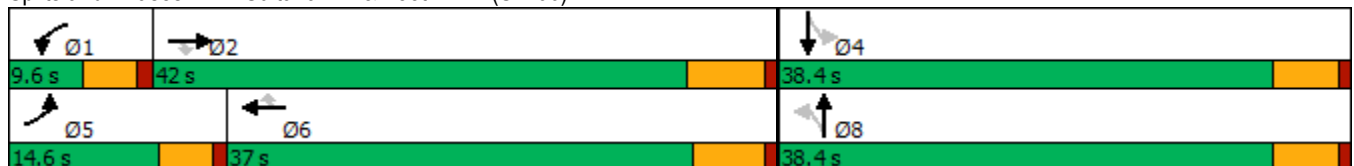


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↕		↕
Traffic Volume (vph)	178	644	30	17	1327	30	10	47	44	43
Future Volume (vph)	178	644	30	17	1327	30	10	47	44	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	14.6	42.0	42.0	9.6	37.0	37.0	38.4	38.4	38.4	38.4
Total Split (%)	16.2%	46.7%	46.7%	10.7%	41.1%	41.1%	42.7%	42.7%	42.7%	42.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	41.9	41.9	5.0	31.3	31.3		27.0		29.2
Actuated g/C Ratio	0.12	0.48	0.48	0.06	0.36	0.36		0.31		0.34
v/c Ratio	0.96	0.41	0.04	0.18	1.14	0.05		0.14		0.93
Control Delay	93.7	17.0	0.1	44.7	101.4	0.1		17.2		42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	93.7	17.0	0.1	44.7	101.4	0.1		17.2		42.6
LOS	F	B	A	D	F	A		B		D
Approach Delay		32.4			98.5			17.2		42.6
Approach LOS		C			F			B		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 86.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 66.0
 Intersection LOS: E
 Intersection Capacity Utilization 98.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	178	644	30	17	1327	30	10	47	12	44	43	456
Future Volume (veh/h)	178	644	30	17	1327	30	10	47	12	44	43	456
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	724	24	19	1491	31	11	53	5	49	48	259
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1841	804	39	1454	648	93	383	33	92	75	304
Arrive On Green	0.13	0.51	0.51	0.02	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1576	1810	3610	1610	150	1477	127	150	288	1171
Grp Volume(v), veh/h	200	724	24	19	1491	31	69	0	0	356	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1576	1810	1805	1610	1755	0	0	1610	0	0
Q Serve(g_s), s	8.4	9.5	0.6	0.8	31.2	0.9	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	9.5	0.6	0.8	31.2	0.9	2.2	0.0	0.0	16.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.07	0.14		0.73
Lane Grp Cap(c), veh/h	234	1841	804	39	1454	648	509	0	0	470	0	0
V/C Ratio(X)	0.86	0.39	0.03	0.48	1.03	0.05	0.14	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	234	1841	804	117	1454	648	789	0	0	735	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.0	11.6	9.4	37.5	23.1	14.1	22.1	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	24.5	0.1	0.0	3.4	30.4	0.0	0.1	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.1	0.2	0.4	17.4	0.3	0.9	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	11.8	9.5	40.9	53.5	14.1	22.2	0.0	0.0	29.7	0.0	0.0
LnGrp LOS	E	B	A	D	F	B	C	A	A	C	A	A
Approach Vol, veh/h		948			1541			69				356
Approach Delay, s/veh		21.4			52.6			22.2				29.7
Approach LOS		C			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	45.7		25.5	14.6	37.4		25.5				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	35.8		33.0	10.0	* 31		33.0				
Max Q Clear Time (g_c+I1), s	2.8	11.5		18.2	10.4	33.2		4.2				
Green Ext Time (p_c), s	0.0	4.6		1.9	0.0	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

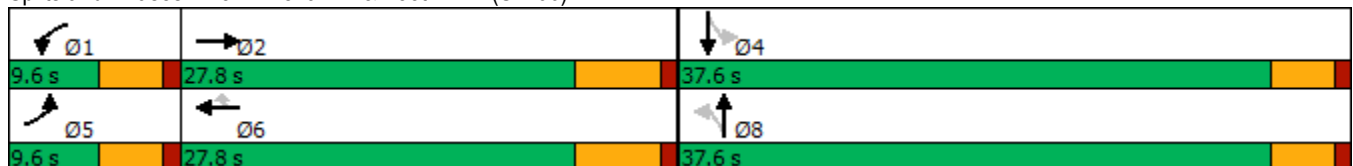


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕	↙		↕↕		↕↕
Traffic Volume (vph)	28	513	44	907	58	28	24	60	27
Future Volume (vph)	28	513	44	907	58	28	24	60	27
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	21.8	5.3	21.8	21.8		13.9		13.9
Actuated g/C Ratio	0.11	0.44	0.11	0.44	0.44		0.28		0.28
v/c Ratio	0.17	0.27	0.26	0.65	0.09		0.18		0.42
Control Delay	28.7	11.6	29.8	17.3	3.3		11.9		11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	28.7	11.6	29.8	17.3	3.3		11.9		11.4
LOS	C	B	C	B	A		B		B
Approach Delay		12.5		17.1			11.9		11.4
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 49.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 14.9
 Intersection LOS: B
 Intersection Capacity Utilization 55.0%
 ICU Level of Service B
 Analysis Period (min) 15




















Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



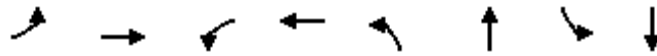
HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	513	25	44	907	58	28	24	21	60	27	100
Future Volume (veh/h)	28	513	25	44	907	58	28	24	21	60	27	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	583	28	50	1031	66	32	27	24	68	31	114
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	1936	92	95	1433	639	211	165	105	191	80	185
Arrive On Green	0.04	0.38	0.38	0.05	0.40	0.40	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	5072	242	1810	3610	1610	436	766	489	371	374	858
Grp Volume(v), veh/h	32	396	215	50	1031	66	83	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	1805	1610	1691	0	0	1604	0	0
Q Serve(g_s), s	0.7	3.4	3.5	1.2	10.3	1.1	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	3.4	3.5	1.2	10.3	1.1	1.6	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		1.00	0.39		0.29	0.32		0.54
Lane Grp Cap(c), veh/h	67	1320	708	95	1433	639	481	0	0	456	0	0
V/C Ratio(X)	0.48	0.30	0.30	0.53	0.72	0.10	0.17	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	212	1779	955	212	1857	828	1329	0	0	1324	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	9.2	9.2	19.7	10.9	8.1	13.8	0.0	0.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	0.2	1.7	1.0	0.1	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.4	2.8	0.3	0.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	9.4	9.5	21.4	11.8	8.2	14.0	0.0	0.0	15.8	0.0	0.0
LnGrp LOS	C	A	A	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		643			1147			83			213	
Approach Delay, s/veh		10.0			12.1			14.0			15.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	22.1		13.8	6.2	22.8		13.8				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	3.2	5.5		7.0	2.7	12.3		3.6				
Green Ext Time (p_c), s	0.0	3.2		1.4	0.0	4.7		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

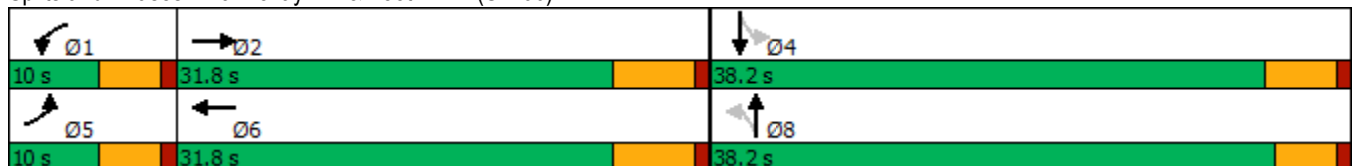


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	13	584	16	848	43	37	17	24
Future Volume (vph)	13	584	16	848	43	37	17	24
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	10.0	31.8	10.0	31.8	38.2	38.2	38.2	38.2
Total Split (%)	12.5%	39.8%	12.5%	39.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	22.9	7.0	22.9	16.3	16.3	16.0	16.0
Actuated g/C Ratio	0.19	0.62	0.19	0.62	0.44	0.44	0.44	0.44
v/c Ratio	0.04	0.20	0.05	0.29	0.08	0.10	0.03	0.10
Control Delay	24.5	9.4	24.4	9.9	11.3	7.4	11.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	9.4	24.4	9.9	11.3	7.4	11.8	6.4
LOS	C	A	C	A	B	A	B	A
Approach Delay		9.7		10.1		8.8		7.4
Approach LOS		A		B		A		A

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 36.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 34.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	13	584	19	16	848	24	43	37	35	17	24	48
Future Volume (veh/h)	13	584	19	16	848	24	43	37	35	17	24	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	628	20	17	912	26	46	40	38	18	26	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	1777	56	39	1802	51	415	177	169	417	112	224
Arrive On Green	0.02	0.34	0.34	0.02	0.35	0.35	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5165	164	1810	5184	148	1342	896	851	1342	565	1131
Grp Volume(v), veh/h	14	420	228	17	608	330	46	0	78	18	0	78
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1873	1342	0	1747	1342	0	1696
Q Serve(g_s), s	0.3	3.2	3.3	0.3	5.0	5.0	1.1	0.0	1.3	0.4	0.0	1.4
Cycle Q Clear(g_c), s	0.3	3.2	3.3	0.3	5.0	5.0	2.4	0.0	1.3	1.7	0.0	1.4
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	33	1190	643	39	1202	651	415	0	346	417	0	336
V/C Ratio(X)	0.43	0.35	0.35	0.43	0.51	0.51	0.11	0.00	0.23	0.04	0.00	0.23
Avail Cap(c_a), veh/h	273	2514	1360	273	2514	1362	1410	0	1641	1389	0	1565
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	0.00	1.00
Uniform Delay (d), s/veh	17.4	8.8	8.8	17.3	9.2	9.2	13.1	0.0	12.0	12.8	0.0	12.1
Incr Delay (d2), s/veh	3.2	0.2	0.3	2.8	0.3	0.6	0.1	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.8	0.1	1.1	1.3	0.3	0.0	0.5	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	8.9	9.1	20.0	9.6	9.9	13.2	0.0	12.4	12.8	0.0	12.4
LnGrp LOS	C	A	A	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		662			955			124				96
Approach Delay, s/veh		9.2			9.9			12.7				12.5
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	18.1		12.3	5.2	18.2		12.3				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	5.4	26.0		* 34				
Max Q Clear Time (g_c+1), s	2.3	5.3		3.7	2.3	7.0		4.4				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	5.4		0.6				

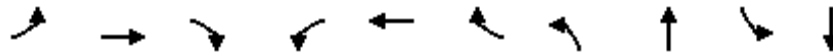
Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

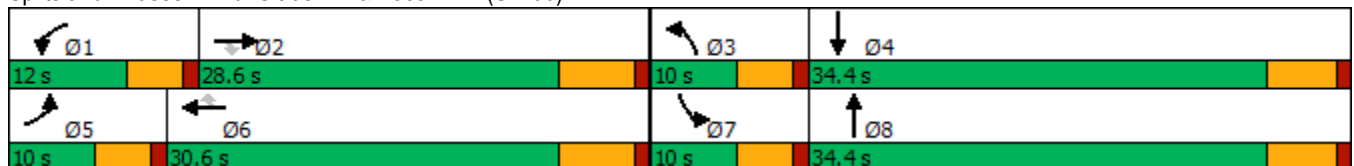


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙	↑↑	↗	↙	↑↑	↙	↑↑
Traffic Volume (vph)	183	513	166	247	883	91	163	561	140	642
Future Volume (vph)	183	513	166	247	883	91	163	561	140	642
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	10.0	28.6	28.6	12.0	30.6	30.6	10.0	34.4	10.0	34.4
Total Split (%)	11.8%	33.6%	33.6%	14.1%	36.0%	36.0%	11.8%	40.5%	11.8%	40.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	21.7	21.7	7.5	23.7	23.7	5.4	24.0	5.4	24.0
Actuated g/C Ratio	0.07	0.27	0.27	0.09	0.30	0.30	0.07	0.30	0.07	0.30
v/c Ratio	1.57	0.55	0.31	1.53	0.86	0.16	1.40	0.61	1.20	0.76
Control Delay	319.4	27.5	5.8	296.3	36.5	1.9	252.0	25.5	179.1	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	319.4	27.5	5.8	296.3	36.5	1.9	252.0	25.5	179.1	28.9
LOS	F	C	A	F	D	A	F	C	F	C
Approach Delay		85.4			86.5			72.1		51.6
Approach LOS		F			F			E		D

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 79.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 74.8
 Intersection LOS: E
 Intersection Capacity Utilization 82.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	183	513	166	247	883	91	163	561	68	140	642	140
Future Volume (veh/h)	183	513	166	247	883	91	163	561	68	140	642	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	540	91	260	929	65	172	591	55	147	676	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	990	442	178	1086	484	130	950	88	130	852	171
Arrive On Green	0.07	0.27	0.27	0.10	0.30	0.30	0.07	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3339	310	1810	2995	602
Grp Volume(v), veh/h	193	540	91	260	929	65	172	319	327	147	407	405
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1844	1810	1805	1792
Q Serve(g_s), s	5.4	9.6	3.3	7.4	18.2	2.2	5.4	11.6	11.6	5.4	15.7	15.7
Cycle Q Clear(g_c), s	5.4	9.6	3.3	7.4	18.2	2.2	5.4	11.6	11.6	5.4	15.7	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.34
Lane Grp Cap(c), veh/h	130	990	442	178	1086	484	130	513	525	130	513	510
V/C Ratio(X)	1.49	0.55	0.21	1.46	0.86	0.13	1.32	0.62	0.62	1.13	0.79	0.79
Avail Cap(c_a), veh/h	130	1094	488	178	1190	531	130	696	711	130	696	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	23.3	21.0	33.9	24.8	19.2	34.9	23.4	23.4	34.9	24.9	24.9
Incr Delay (d2), s/veh	255.1	0.5	0.2	235.6	5.9	0.1	189.6	1.2	1.2	118.8	4.5	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	11.4	3.7	1.2	14.7	7.8	0.8	9.1	4.7	4.8	6.5	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	290.0	23.8	21.2	269.6	30.7	19.3	224.5	24.6	24.6	153.7	29.4	29.5
LnGrp LOS	F	C	C	F	C	B	F	C	C	F	C	C
Approach Vol, veh/h		824			1254			818			959	
Approach Delay, s/veh		85.8			79.6			66.7			48.5	
Approach LOS		F			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	26.4	10.0	26.8	10.0	28.4	10.0	26.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	22.8	5.4	29.0	5.4	24.8	5.4	29.0				
Max Q Clear Time (g_c+I1), s	9.4	11.6	7.4	17.7	7.4	20.2	7.4	13.6				
Green Ext Time (p_c), s	0.0	2.7	0.0	3.7	0.0	2.4	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	70.4
HCM 6th LOS	E

Timings
1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

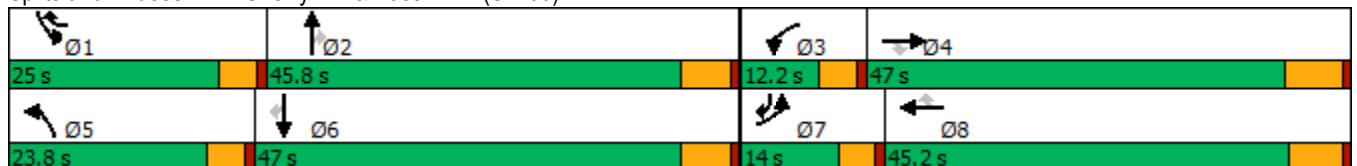
10/12/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1011	131	227	810	235	278	889	301	411	601	172
Future Volume (vph)	279	1011	131	227	810	235	278	889	301	411	601	172
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	45.5	9.6	45.2	9.6	9.6	44.8	44.8	9.6	44.8	9.6
Total Split (s)	14.0	47.0	47.0	12.2	45.2	25.0	23.8	45.8	45.8	25.0	47.0	14.0
Total Split (%)	10.8%	36.2%	36.2%	9.4%	34.8%	19.2%	18.3%	35.2%	35.2%	19.2%	36.2%	10.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.2	4.6	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	29.9	29.9	7.7	28.4	50.7	19.5	28.3	28.3	20.7	29.6	40.3
Actuated g/C Ratio	0.09	0.28	0.28	0.07	0.26	0.47	0.18	0.26	0.26	0.19	0.27	0.37
v/c Ratio	0.93	0.72	0.25	0.93	0.61	0.31	0.88	0.67	0.59	1.22	0.43	0.28
Control Delay	87.1	38.9	6.5	94.5	37.4	12.9	73.0	38.7	23.5	160.7	33.8	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	38.9	6.5	94.5	37.4	12.9	73.0	38.7	23.5	160.7	33.8	14.3
LOS	F	D	A	F	D	B	E	D	C	F	C	B
Approach Delay		45.4			43.1			42.1			75.0	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 108.5
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 50.5
 Intersection LOS: D
 Intersection Capacity Utilization 83.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Cherry Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 1: Cherry Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

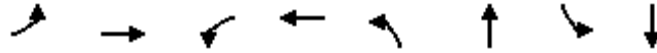
10/12/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1011	131	227	810	235	278	889	301	411	601	172
Future Volume (veh/h)	279	1011	131	227	810	235	278	889	301	411	601	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	1032	80	232	827	164	284	907	208	419	613	104
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1396	428	262	1304	722	315	1272	390	362	1408	579
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.17	0.25	0.25	0.20	0.27	0.27
Sat Flow, veh/h	3510	5187	1590	3510	5187	1589	1810	5187	1588	1810	5187	1586
Grp Volume(v), veh/h	285	1032	80	232	827	164	284	907	208	419	613	104
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1589	1810	1729	1588	1810	1729	1586
Q Serve(g_s), s	8.2	18.5	3.9	6.7	14.5	6.4	15.7	16.3	11.6	20.4	10.0	4.6
Cycle Q Clear(g_c), s	8.2	18.5	3.9	6.7	14.5	6.4	15.7	16.3	11.6	20.4	10.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1396	428	262	1304	722	315	1272	390	362	1408	579
V/C Ratio(X)	0.88	0.74	0.19	0.89	0.63	0.23	0.90	0.71	0.53	1.16	0.44	0.18
Avail Cap(c_a), veh/h	324	2061	631	262	1984	930	341	2035	623	362	2096	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	34.0	28.7	46.7	34.0	17.1	41.2	35.2	33.4	40.8	30.7	22.1
Incr Delay (d2), s/veh	22.5	0.8	0.2	27.6	0.5	0.2	23.7	0.8	1.1	97.3	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	4.4	7.5	1.5	3.8	5.8	2.2	8.7	6.6	4.4	18.4	4.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	34.8	28.9	74.3	34.5	17.3	64.9	35.9	34.5	138.1	30.9	22.2
LnGrp LOS	E	C	C	E	C	B	E	D	C	F	C	C
Approach Vol, veh/h		1397			1223			1399			1136	
Approach Delay, s/veh		41.3			39.7			41.6			69.6	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	30.8	12.2	33.9	22.3	33.5	14.0	32.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	* 6.5				
Max Green Setting (Gmax), s	20.4	40.0	7.6	40.5	19.2	41.2	9.4	* 39				
Max Q Clear Time (g_c+I1), s	22.4	18.3	8.7	20.5	17.7	12.0	10.2	16.5				
Green Ext Time (p_c), s	0.0	6.7	0.0	6.9	0.1	4.4	0.0	6.0				
Intersection Summary												
HCM 6th Ctrl Delay			47.2									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

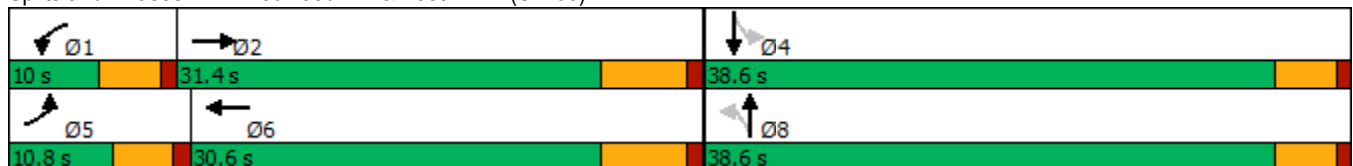


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↕
Traffic Volume (vph)	197	1455	66	966	66	36	29	25
Future Volume (vph)	197	1455	66	966	66	36	29	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.8	31.4	10.0	30.6	38.6	38.6	38.6	38.6
Total Split (%)	13.5%	39.3%	12.5%	38.3%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	25.8	5.5	19.9	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.12	0.46	0.10	0.35	0.25	0.25	0.25	0.25
v/c Ratio	0.97	0.66	0.38	0.55	0.27	0.19	0.09	0.41
Control Delay	90.0	16.6	36.1	16.7	20.5	10.0	17.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	16.6	36.1	16.7	20.5	10.0	17.3	6.5
LOS	F	B	D	B	C	A	B	A
Approach Delay		25.0		17.9		14.5		7.7
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 56.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 72.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Redwood Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 2: Redwood Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

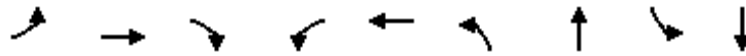


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	197	1455	66	66	966	21	66	36	50	29	25	198
Future Volume (veh/h)	197	1455	66	66	966	21	66	36	50	29	25	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	1485	67	67	986	21	67	37	51	30	26	202
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	2135	96	110	1859	40	241	152	209	367	39	305
Arrive On Green	0.12	0.42	0.42	0.06	0.36	0.36	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5087	230	1810	5227	111	1171	723	997	1330	187	1452
Grp Volume(v), veh/h	201	1009	543	67	652	355	67	0	88	30	0	228
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1729	1880	1171	0	1721	1330	0	1639
Q Serve(g_s), s	5.4	11.9	11.9	1.8	7.4	7.5	2.8	0.0	2.1	1.0	0.0	6.3
Cycle Q Clear(g_c), s	5.4	11.9	11.9	1.8	7.4	7.5	9.1	0.0	2.1	3.1	0.0	6.3
Prop In Lane	1.00		0.12	1.00		0.06	1.00		0.58	1.00		0.89
Lane Grp Cap(c), veh/h	226	1451	780	110	1230	668	241	0	361	367	0	344
V/C Ratio(X)	0.89	0.70	0.70	0.61	0.53	0.53	0.28	0.00	0.24	0.08	0.00	0.66
Avail Cap(c_a), veh/h	226	1753	942	197	1697	923	796	0	1177	998	0	1121
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	0.00	1.00
Uniform Delay (d), s/veh	21.4	11.8	11.8	22.8	12.7	12.7	22.2	0.0	16.4	17.6	0.0	18.0
Incr Delay (d2), s/veh	31.6	0.9	1.7	2.0	0.4	0.7	0.6	0.0	0.3	0.1	0.0	2.2
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	3.9	3.4	3.8	0.7	2.2	2.4	0.8	0.0	0.8	0.3	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	12.8	13.6	24.8	13.1	13.4	22.8	0.0	16.7	17.7	0.0	20.2
LnGrp LOS	D	B	B	C	B	B	C	A	B	B	A	C
Approach Vol, veh/h		1753			1074			155				258
Approach Delay, s/veh		17.6			13.9			19.3				19.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	27.1		15.0	10.8	23.9		15.0				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.4	25.2		34.0	6.2	24.4		34.0				
Max Q Clear Time (g_c+1), s	3.8	13.9		8.3	7.4	9.5		11.1				
Green Ext Time (p_c), s	0.0	7.0		1.6	0.0	5.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				16.7								
HCM 6th LOS				B								

Timings
3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

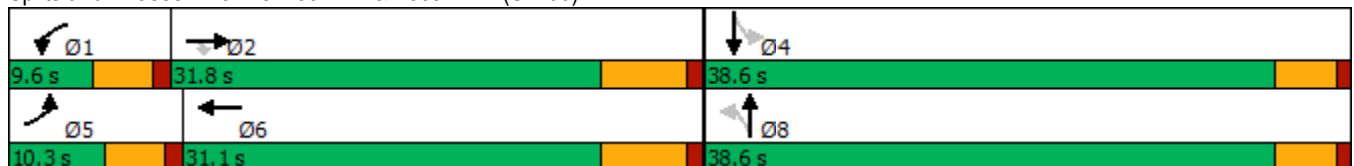


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↗	↘	↗
Traffic Volume (vph)	69	1286	33	55	806	23	10	193	15
Future Volume (vph)	69	1286	33	55	806	23	10	193	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	28.2	38.6	38.6	38.6	38.6
Total Split (s)	10.3	31.8	31.8	9.6	31.1	38.6	38.6	38.6	38.6
Total Split (%)	12.9%	39.8%	39.8%	12.0%	38.9%	48.3%	48.3%	48.3%	48.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	27.5	27.5	5.2	24.8	15.9	15.9	16.3	16.3
Actuated g/C Ratio	0.09	0.46	0.46	0.09	0.41	0.26	0.26	0.27	0.27
v/c Ratio	0.42	0.81	0.04	0.37	0.67	0.07	0.12	0.54	0.13
Control Delay	38.8	23.3	0.1	38.4	19.8	16.2	7.1	24.6	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	23.3	0.1	38.4	19.8	16.2	7.1	24.6	7.8
LOS	D	C	A	D	B	B	A	C	A
Approach Delay		23.5			20.8		9.8		20.6
Approach LOS		C			C		A		C

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Hemlock Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 3: Hemlock Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1286	33	55	806	134	23	10	45	193	15	45
Future Volume (veh/h)	69	1286	33	55	806	134	23	10	45	193	15	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1340	24	57	840	134	24	10	17	201	16	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1624	709	98	1372	219	389	124	211	398	146	192
Arrive On Green	0.06	0.45	0.45	0.05	0.44	0.44	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1575	1810	3107	496	1393	632	1075	1405	745	978
Grp Volume(v), veh/h	72	1340	24	57	488	486	24	0	27	201	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1798	1393	0	1707	1405	0	1724
Q Serve(g_s), s	2.0	16.7	0.4	1.6	10.6	10.6	0.7	0.0	0.7	7.0	0.0	0.9
Cycle Q Clear(g_c), s	2.0	16.7	0.4	1.6	10.6	10.6	1.6	0.0	0.7	7.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.63	1.00		0.57
Lane Grp Cap(c), veh/h	113	1624	709	98	797	794	389	0	335	398	0	339
V/C Ratio(X)	0.64	0.83	0.03	0.58	0.61	0.61	0.06	0.00	0.08	0.51	0.00	0.11
Avail Cap(c_a), veh/h	201	1798	785	176	874	871	1037	0	1129	1051	0	1140
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	0.00	1.00
Uniform Delay (d), s/veh	23.5	12.4	7.9	23.7	11.0	11.0	17.6	0.0	16.9	20.0	0.0	17.0
Incr Delay (d2), s/veh	2.2	3.0	0.0	2.0	1.1	1.1	0.1	0.0	0.1	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.0	0.1	0.6	3.0	3.0	0.2	0.0	0.3	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	15.4	7.9	25.8	12.1	12.1	17.7	0.0	17.0	21.0	0.0	17.1
LnGrp LOS	C	B	A	C	B	B	B	A	B	C	A	B
Approach Vol, veh/h		1436			1031			51				238
Approach Delay, s/veh		15.8			12.8			17.3				20.4
Approach LOS		B			B			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	29.3		14.7	7.8	28.9		14.7				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	5.0	25.6		34.0	5.7	24.9		34.0				
Max Q Clear Time (g_c+I1), s	3.6	18.7		9.7	4.0	12.6		3.6				
Green Ext Time (p_c), s	0.0	4.4		0.8	0.0	4.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	4	0	0	0
Future Vol, veh/h	0	3	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	4	0	0	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	9	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1017	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1015	1090	1635	-	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1090	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	40	10	4	3	0
Future Vol, veh/h	0	40	10	4	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	43	11	4	3	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	29	3	3	0	0
Stage 1	3	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	991	1087	1632	-	-
Stage 1	1025	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	984	1087	1632	-	-
Mov Cap-2 Maneuver	984	-	-	-	-
Stage 1	1018	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.007	-	0.04	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	16.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	8	1431	67	118	967	6	54	0	131	22	0	21
Future Vol, veh/h	8	1431	67	118	967	6	54	0	131	22	0	21
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	1555	73	128	1051	7	59	0	142	24	0	23

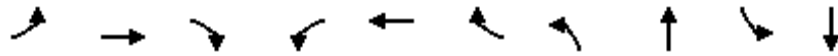
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1058	0	0	1632	0	0	2396	2928	818	2107	2961	529
Stage 1	-	-	-	-	-	-	1614	1614	-	1311	1311	-
Stage 2	-	-	-	-	-	-	782	1314	-	796	1650	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	666	-	-	403	-	-	~ 18	15	323	30	15	499
Stage 1	-	-	-	-	-	-	111	164	-	171	231	-
Stage 2	-	-	-	-	-	-	358	230	-	351	158	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	666	-	-	401	-	-	~ 13	10	322	~ 12	10	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	75	-	47	23	-
Stage 1	-	-	-	-	-	-	109	161	-	169	157	-
Stage 2	-	-	-	-	-	-	233	157	-	193	155	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	212	91.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	666	-	-	401	-	-	84
HCM Lane V/C Ratio	1.257	0.013	-	-	0.32	-	-	0.556
HCM Control Delay (s)	212	10.5	-	-	18.1	-	-	91.9
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	11.6	0	-	-	1.4	-	-	2.5

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

Timings
7: Sultana Av. & Foothill Bl. (SR-66)

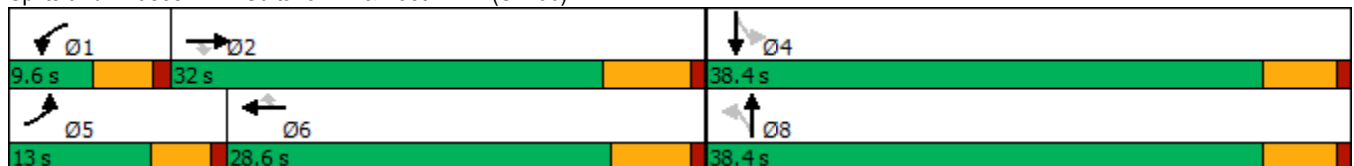


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶	↶	↶	↶↶	↶		↶↷		↶↷
Traffic Volume (vph)	238	1378	22	17	887	77	22	115	31	19
Future Volume (vph)	238	1378	22	17	887	77	22	115	31	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2		1	6			8		4
Permitted Phases			2			6	8		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	28.2	9.6	27.8	27.8	38.4	38.4	26.6	26.6
Total Split (s)	13.0	32.0	32.0	9.6	28.6	28.6	38.4	38.4	38.4	38.4
Total Split (%)	16.3%	40.0%	40.0%	12.0%	35.8%	35.8%	48.0%	48.0%	48.0%	48.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8		5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	32.7	32.7	5.1	21.3	21.3		14.4		14.4
Actuated g/C Ratio	0.14	0.54	0.54	0.08	0.35	0.35		0.24		0.24
v/c Ratio	0.98	0.74	0.03	0.12	0.74	0.13		0.45		0.47
Control Delay	84.1	17.7	0.0	32.3	23.3	4.4		19.8		8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	84.1	17.7	0.0	32.3	23.3	4.4		19.8		8.4
LOS	F	B	A	C	C	A		B		A
Approach Delay		27.2			21.9			19.8		8.4
Approach LOS		C			C			B		A

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 60.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 74.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 7: Sultana Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 7: Sultana Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	238	1378	22	17	887	77	22	115	47	31	19	181
Future Volume (veh/h)	238	1378	22	17	887	77	22	115	47	31	19	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	251	1451	22	18	934	52	23	121	22	33	20	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	1757	766	40	1247	556	104	251	42	142	83	152
Arrive On Green	0.16	0.49	0.49	0.02	0.35	0.35	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1574	1810	3610	1610	138	1423	238	292	471	864
Grp Volume(v), veh/h	251	1451	22	18	934	52	166	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1610	1799	0	0	1627	0	0
Q Serve(g_s), s	6.9	17.7	0.4	0.5	11.8	1.1	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	17.7	0.4	0.5	11.8	1.1	4.2	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.13	0.29		0.53
Lane Grp Cap(c), veh/h	295	1757	766	40	1247	556	397	0	0	377	0	0
V/C Ratio(X)	0.85	0.83	0.03	0.45	0.75	0.09	0.42	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	295	1811	789	176	1600	714	1214	0	0	1084	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	11.3	6.9	24.8	14.9	11.4	19.2	0.0	0.0	18.7	0.0	0.0
Incr Delay (d2), s/veh	19.3	3.2	0.0	2.9	1.5	0.1	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.1	0.1	0.2	3.9	0.3	1.6	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	14.5	6.9	27.8	16.3	11.5	19.9	0.0	0.0	19.1	0.0	0.0
LnGrp LOS	D	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1724			1004			166				113
Approach Delay, s/veh		18.2			16.3			19.9				19.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	31.2		14.5	13.0	24.0		14.5				
Change Period (Y+Rc), s	4.6	6.2		5.4	4.6	* 6.2		5.4				
Max Green Setting (Gmax), s	5.0	25.8		33.0	8.4	* 23		33.0				
Max Q Clear Time (g_c+I1), s	2.5	19.7		5.0	8.9	13.8		6.2				
Green Ext Time (p_c), s	0.0	4.2		0.6	0.0	4.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

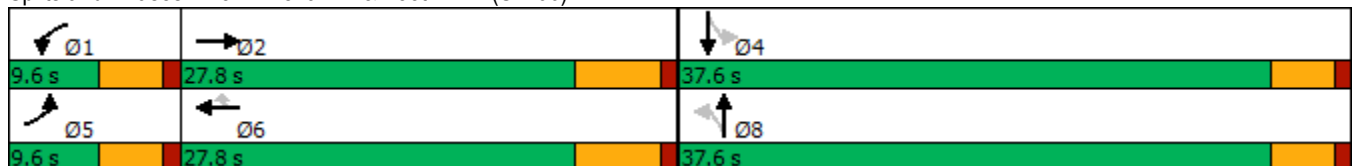


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕	↙		↕↕		↕↕
Traffic Volume (vph)	93	1395	24	819	125	27	56	69	9
Future Volume (vph)	93	1395	24	819	125	27	56	69	9
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (s)	9.6	27.8	9.6	27.8	27.8	37.6	37.6	37.6	37.6
Total Split (%)	12.8%	37.1%	12.8%	37.1%	37.1%	50.1%	50.1%	50.1%	50.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6
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		0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	31.4	5.5	20.0	20.0		14.2		14.2
Actuated g/C Ratio	0.11	0.62	0.11	0.39	0.39		0.28		0.28
v/c Ratio	0.54	0.51	0.14	0.66	0.20		0.27		0.33
Control Delay	41.4	12.7	29.0	18.5	4.5		13.9		12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	41.4	12.7	29.0	18.5	4.5		13.9		12.8
LOS	D	B	C	B	A		B		B
Approach Delay		14.5		16.9			13.9		12.8
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 51
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Almeria Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 8: Almeria Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑	↗		↕			↕	
Traffic Volume (veh/h)	93	1395	24	24	819	125	27	56	33	69	9	54
Future Volume (veh/h)	93	1395	24	24	819	125	27	56	33	69	9	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	1585	27	27	931	142	31	64	38	78	10	61
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	2274	39	58	1379	615	147	190	94	248	55	123
Arrive On Green	0.08	0.43	0.43	0.03	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	5252	89	1810	3610	1610	236	990	490	640	288	643
Grp Volume(v), veh/h	106	1043	569	27	931	142	133	0	0	149	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1884	1810	1805	1610	1716	0	0	1571	0	0
Q Serve(g_s), s	2.5	10.7	10.7	0.6	9.4	2.6	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.5	10.7	10.7	0.6	9.4	2.6	2.8	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.23		0.29	0.52		0.41
Lane Grp Cap(c), veh/h	150	1497	816	58	1379	615	430	0	0	426	0	0
V/C Ratio(X)	0.71	0.70	0.70	0.47	0.68	0.23	0.31	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	207	1743	949	207	1819	812	1366	0	0	1247	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	10.1	10.1	20.8	11.2	9.1	15.4	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	2.9	1.0	1.9	2.2	0.6	0.2	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.7	3.1	0.3	2.6	0.6	1.1	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	11.1	11.9	22.9	11.9	9.3	15.8	0.0	0.0	16.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1718			1100			133				149
Approach Delay, s/veh		12.0			11.8			15.8				16.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	24.7		13.0	8.2	22.5		13.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.0	22.0		33.0	5.0	22.0		33.0				
Max Q Clear Time (g_c+I1), s	2.6	12.7		5.3	4.5	11.4		4.8				
Green Ext Time (p_c), s	0.0	6.2		0.9	0.0	4.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Timings
9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

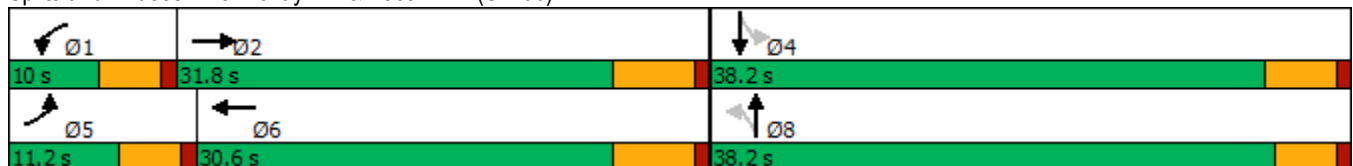


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕
Traffic Volume (vph)	52	1414	48	873	71	101	21	23
Future Volume (vph)	52	1414	48	873	71	101	21	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	37.6	37.6	38.2	38.2
Total Split (s)	11.2	31.8	10.0	30.6	38.2	38.2	38.2	38.2
Total Split (%)	14.0%	39.8%	12.5%	38.3%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	3.6	4.2	4.2
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	4.6	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	24.7	5.6	24.1	14.2	14.2	13.9	13.9
Actuated g/C Ratio	0.11	0.45	0.10	0.44	0.26	0.26	0.25	0.25
v/c Ratio	0.28	0.67	0.28	0.43	0.21	0.36	0.07	0.10
Control Delay	31.8	16.5	33.2	13.7	18.8	15.1	17.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	16.5	33.2	13.7	18.8	15.1	17.7	11.7
LOS	C	B	C	B	B	B	B	B
Approach Delay		17.0		14.7		16.2		13.6
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 55.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: Tokay Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 9: Tokay Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	52	1414	49	48	873	42	71	101	69	21	23	22
Future Volume (veh/h)	52	1414	49	48	873	42	71	101	69	21	23	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1488	52	51	919	44	75	106	73	22	24	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	2204	77	93	2158	103	393	209	144	282	178	170
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5146	180	1810	5072	242	1380	1048	722	1224	892	855
Grp Volume(v), veh/h	55	1000	540	51	626	337	75	0	179	22	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1868	1810	1729	1856	1380	0	1770	1224	0	1746
Q Serve(g_s), s	1.4	11.3	11.3	1.3	6.2	6.2	2.3	0.0	4.4	0.8	0.0	1.1
Cycle Q Clear(g_c), s	1.4	11.3	11.3	1.3	6.2	6.2	3.4	0.0	4.4	5.2	0.0	1.1
Prop In Lane	1.00		0.10	1.00		0.13	1.00		0.41	1.00		0.49
Lane Grp Cap(c), veh/h	98	1481	800	93	1472	790	393	0	353	282	0	348
V/C Ratio(X)	0.56	0.68	0.68	0.55	0.43	0.43	0.19	0.00	0.51	0.08	0.00	0.14
Avail Cap(c_a), veh/h	246	1852	1000	201	1766	948	1073	0	1225	870	0	1187
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	0.00	1.00
Uniform Delay (d), s/veh	22.4	11.2	11.2	22.5	9.8	9.8	17.4	0.0	17.3	19.6	0.0	16.0
Incr Delay (d2), s/veh	1.9	0.7	1.3	1.9	0.2	0.4	0.2	0.0	1.1	0.1	0.0	0.2
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	0.6	3.1	3.4	0.5	1.6	1.8	0.7	0.0	1.7	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	11.9	12.5	24.4	10.0	10.2	17.6	0.0	18.5	19.7	0.0	16.2
LnGrp LOS	C	B	B	C	A	B	B	A	B	B	A	B
Approach Vol, veh/h		1595			1014			254				69
Approach Delay, s/veh		12.5			10.8			18.2				17.3
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.6		14.9	7.2	26.5		14.9				
Change Period (Y+Rc), s	4.6	5.8		5.2	4.6	5.8		* 5.2				
Max Green Setting (Gmax), s	5.4	26.0		33.0	6.6	24.8		* 34				
Max Q Clear Time (g_c+1), s	3.3	13.3		7.2	3.4	8.2		6.4				
Green Ext Time (p_c), s	0.0	7.5		0.3	0.0	5.3		1.3				

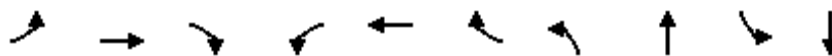
Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

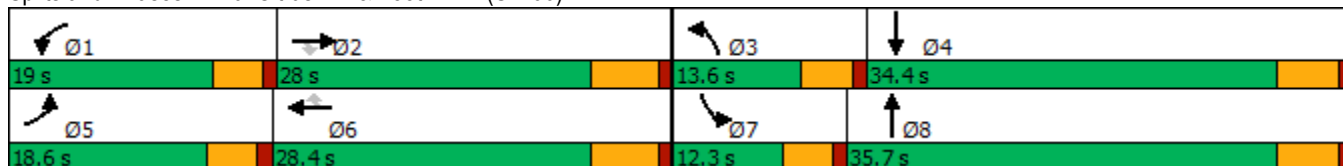


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕↘	↘	↕↘
Traffic Volume (vph)	298	996	193	290	746	119	200	671	140	521
Future Volume (vph)	298	996	193	290	746	119	200	671	140	521
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2		1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	27.8	9.6	34.4	9.6	34.4
Total Split (s)	18.6	28.0	28.0	19.0	28.4	28.4	13.6	35.7	12.3	34.4
Total Split (%)	19.6%	29.5%	29.5%	20.0%	29.9%	29.9%	14.3%	37.6%	12.9%	36.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	22.2	22.2	14.4	22.6	22.6	9.0	26.5	7.7	25.2
Actuated g/C Ratio	0.15	0.24	0.24	0.16	0.25	0.25	0.10	0.29	0.08	0.28
v/c Ratio	1.12	1.18	0.37	1.06	0.87	0.25	1.17	0.81	0.96	0.67
Control Delay	128.3	126.2	6.7	110.1	45.5	6.2	159.5	35.8	108.2	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.3	126.2	6.7	110.1	45.5	6.2	159.5	35.8	108.2	31.5
LOS	F	F	A	F	D	A	F	D	F	C
Approach Delay		111.1			57.6			60.4		45.4
Approach LOS		F			E			E		D

Intersection Summary

Cycle Length: 95
 Actuated Cycle Length: 91.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 74.1
 Intersection LOS: E
 Intersection Capacity Utilization 91.1%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	996	193	290	746	119	200	671	133	140	521	112
Future Volume (veh/h)	298	996	193	290	746	119	200	671	133	140	521	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	1038	121	302	777	89	208	699	128	146	543	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	898	400	292	914	408	182	838	153	156	778	159
Arrive On Green	0.16	0.25	0.25	0.16	0.25	0.25	0.10	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3047	558	1810	2987	608
Grp Volume(v), veh/h	310	1038	121	302	777	89	208	414	413	146	327	327
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1800	1810	1805	1790
Q Serve(g_s), s	14.0	22.2	5.4	14.4	18.3	3.9	9.0	19.2	19.3	7.2	14.6	14.7
Cycle Q Clear(g_c), s	14.0	22.2	5.4	14.4	18.3	3.9	9.0	19.2	19.3	7.2	14.6	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.34
Lane Grp Cap(c), veh/h	284	898	400	292	914	408	182	497	495	156	470	467
V/C Ratio(X)	1.09	1.16	0.30	1.03	0.85	0.22	1.14	0.83	0.83	0.94	0.70	0.70
Avail Cap(c_a), veh/h	284	898	400	292	914	408	182	613	611	156	586	582
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	37.6	33.5	27.2	37.4	31.7	26.3	40.1	30.4	30.4	40.5	29.8	29.8
Incr Delay (d2), s/veh	80.3	82.9	0.4	61.9	7.7	0.3	109.3	8.0	8.1	52.4	2.6	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	12.2	19.3	2.0	11.0	8.4	1.5	9.4	9.0	9.0	5.3	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.0	116.4	27.7	99.3	39.4	26.6	149.5	38.5	38.6	93.0	32.4	32.6
LnGrp LOS	F	F	C	F	D	C	F	D	D	F	C	C
Approach Vol, veh/h		1469			1168			1035			800	
Approach Delay, s/veh		109.4			53.9			60.8			43.6	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	28.0	13.6	28.7	18.6	28.4	12.3	30.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.4	22.2	9.0	29.0	14.0	22.6	7.7	30.3				
Max Q Clear Time (g_c+1), s	16.4	24.2	11.0	16.7	16.0	20.3	9.2	21.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	1.2	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			71.9									
HCM 6th LOS			E									

**APPENDIX 6.3: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>2024 WP</u>
Jurisdiction: <u>City of Fontana</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Major Street: <u>Beech Av.</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Minor Street: <u>Driveway 1</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>27</u>	vpd	Minor Street Future ADT =		<u>27</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 27	1 27	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 27	1 27	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more		2 CONDITIONS 80%		2 CONDITIONS 80%	
	<u>A</u>				
	0%				
	<u>B</u>				
	0%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2024 With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Beech Avenue**

Total of Both Approaches (VPH) = **4**

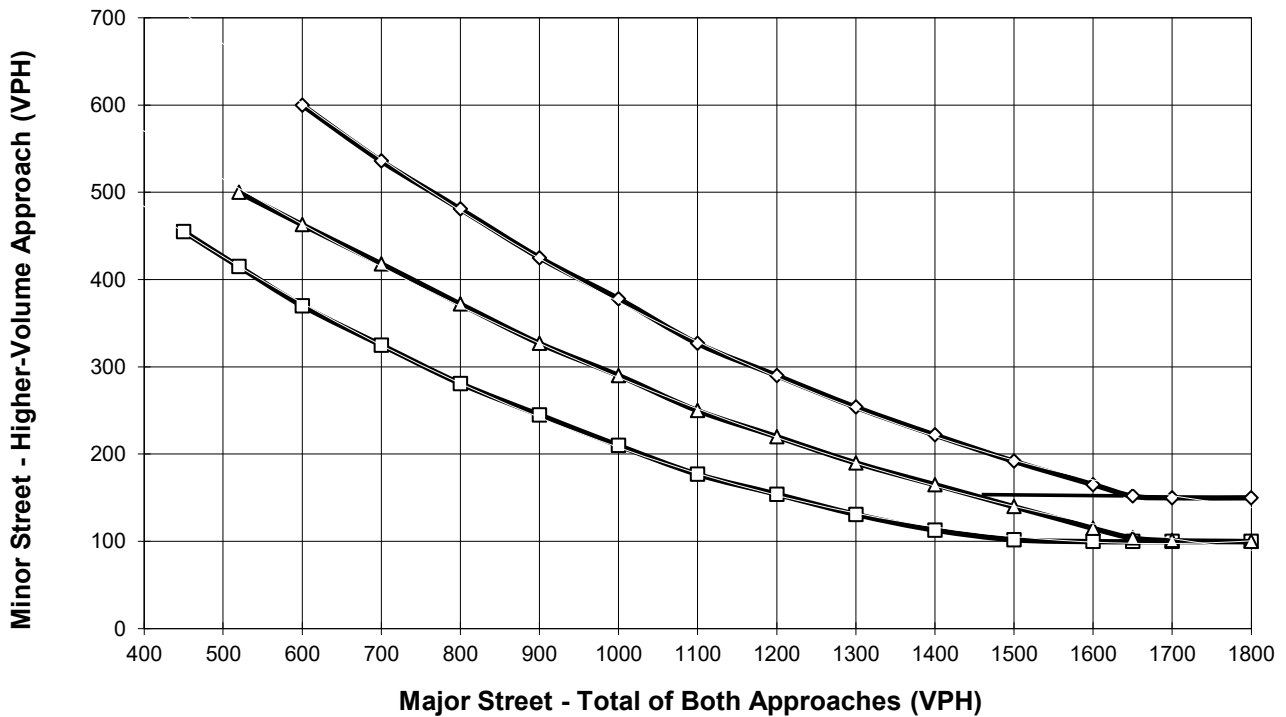
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 1**

High Volume Approach (VPH) = **3**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>2024 WP</u>
Jurisdiction: <u>City of Fontana</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Major Street: <u>Beech Av.</u>				<u>CS</u>		<u>DATE 10/12/22</u>
Minor Street: <u>Driveway 2</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>240</u>	vpd	Minor Street Future ADT =		<u>186</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input type="checkbox"/>	
					or	URBAN (U)
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
XX		EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 240</u>	<u>1 186</u>	8,000	5,600	2,400	1,680
<u>2 +</u>	<u>1</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 240</u>	<u>1 186</u>	12,000	8,400	1,200	850
<u>2 +</u>	<u>1</u>	14,400	10,080	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	3%				
	B				
	2%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2024 With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Beech Avenue**

Total of Both Approaches (VPH) = **17**

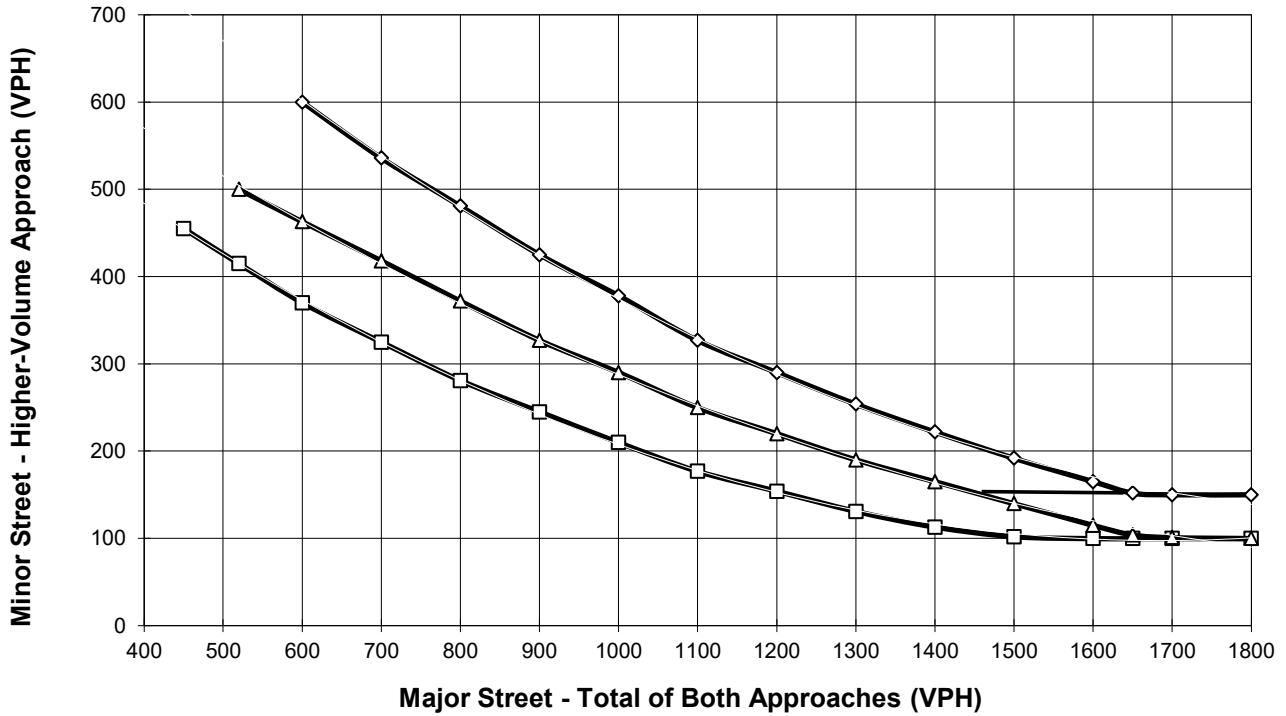
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 2**

High Volume Approach (VPH) = **40**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 6.4: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Timings
6: Beech Av. & Foothill Bl. (SR-66)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕		↕		↕
Traffic Volume (vph)	23	741	206	1563	42	0	5	0
Future Volume (vph)	23	741	206	1563	42	0	5	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	37.6	37.6	37.6	37.6
Total Split (s)	9.7	40.2	22.2	52.7	37.6	37.6	37.6	37.6
Total Split (%)	9.7%	40.2%	22.2%	52.7%	37.6%	37.6%	37.6%	37.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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)	4.6	6.2	4.6	6.2		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	32.7	13.5	47.6		13.8		13.8
Actuated g/C Ratio	0.07	0.43	0.18	0.63		0.18		0.18
v/c Ratio	0.21	0.58	0.73	0.80		0.48		0.03
Control Delay	42.8	19.9	45.0	17.2		12.9		0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	42.8	19.9	45.0	17.2		12.9		0.2
LOS	D	B	D	B		B		A
Approach Delay		20.5		20.4		12.9		0.2
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 75.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Beech Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
6: Beech Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	
Traffic Volume (veh/h)	23	741	43	206	1563	25	42	0	123	5	0	6
Future Volume (veh/h)	23	741	43	206	1563	25	42	0	123	5	0	6
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		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	842	49	234	1776	28	48	0	140	6	0	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	1602	93	281	2143	34	112	17	182	165	26	132
Arrive On Green	0.03	0.46	0.46	0.16	0.59	0.59	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	3467	202	1810	3637	57	293	109	1171	559	169	850
Grp Volume(v), veh/h	26	438	453	234	880	924	188	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1864	1810	1805	1890	1572	0	0	1579	0	0
Q Serve(g_s), s	1.0	11.7	11.7	8.5	26.5	26.8	5.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	11.7	11.7	8.5	26.5	26.8	7.7	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.03	0.26		0.74	0.46		0.54
Lane Grp Cap(c), veh/h	52	834	861	281	1063	1113	312	0	0	323	0	0
V/C Ratio(X)	0.50	0.53	0.53	0.83	0.83	0.83	0.60	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	136	903	932	468	1235	1292	820	0	0	795	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.5	13.0	13.0	27.8	11.2	11.2	27.4	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.5	0.5	2.4	4.2	4.2	1.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.8	3.9	3.5	8.1	8.5	3.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	13.5	13.5	30.3	15.4	15.4	29.3	0.0	0.0	24.5	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h		917			2038			188				13
Approach Delay, s/veh		14.1			17.1			29.3				24.5
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	37.6		15.2	6.5	46.3		15.2				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	17.6	34.0		33.0	5.1	46.5		33.0				
Max Q Clear Time (g_c+1), s	10.5	13.7		2.4	3.0	28.8		9.7				
Green Ext Time (p_c), s	0.2	4.9		0.0	0.0	11.3		1.2				

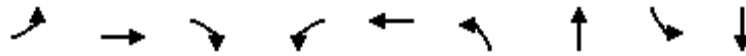
Intersection Summary

HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

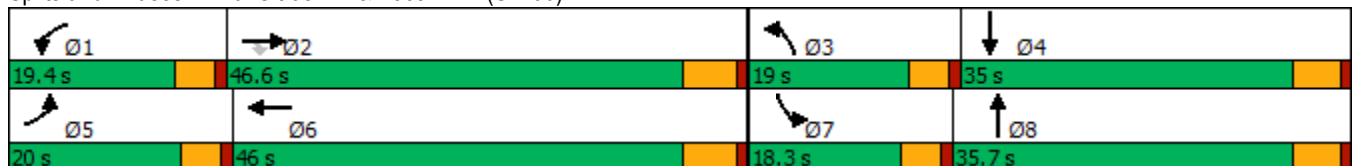


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↘	↑↑	↘	↑↑
Traffic Volume (vph)	183	513	166	247	883	163	561	140	642
Future Volume (vph)	183	513	166	247	883	163	561	140	642
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	9.6	34.4	9.6	34.4
Total Split (s)	20.0	46.6	46.6	19.4	46.0	19.0	35.7	18.3	35.0
Total Split (%)	16.7%	38.8%	38.8%	16.2%	38.3%	15.8%	29.8%	15.3%	29.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	3.6	4.4
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.5	39.4	39.4	12.5	37.4	13.3	29.8	12.2	28.7
Actuated g/C Ratio	0.13	0.34	0.34	0.11	0.33	0.12	0.26	0.11	0.25
v/c Ratio	0.85	0.43	0.26	0.68	0.88	0.82	0.71	0.77	0.92
Control Delay	81.0	30.7	5.1	59.5	46.0	80.1	43.6	76.4	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	30.7	5.1	59.5	46.0	80.1	43.6	76.4	57.8
LOS	F	C	A	E	D	F	D	E	E
Approach Delay		36.5			48.7		51.1		60.6
Approach LOS		D			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 49.3
 Intersection LOS: D
 Intersection Capacity Utilization 85.7%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



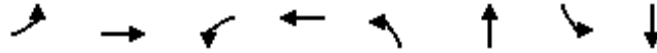
HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	513	166	247	883	91	163	561	68	140	642	140
Future Volume (veh/h)	183	513	166	247	883	91	163	561	68	140	642	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	540	91	260	929	65	172	591	55	147	676	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1249	557	328	1081	76	203	899	84	177	764	154
Arrive On Green	0.12	0.35	0.35	0.09	0.32	0.32	0.11	0.27	0.27	0.10	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	3510	3422	239	1810	3339	310	1810	2995	602
Grp Volume(v), veh/h	193	540	91	260	490	504	172	319	327	147	407	405
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1857	1810	1805	1844	1810	1805	1792
Q Serve(g_s), s	11.0	12.1	4.1	7.7	26.9	26.9	9.8	16.6	16.6	8.4	22.9	22.9
Cycle Q Clear(g_c), s	11.0	12.1	4.1	7.7	26.9	26.9	9.8	16.6	16.6	8.4	22.9	22.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.17	1.00		0.34
Lane Grp Cap(c), veh/h	224	1249	557	328	570	586	203	486	497	177	461	457
V/C Ratio(X)	0.86	0.43	0.16	0.79	0.86	0.86	0.85	0.66	0.66	0.83	0.88	0.89
Avail Cap(c_a), veh/h	264	1395	622	492	687	707	247	518	529	235	506	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	26.5	23.9	46.8	33.9	33.9	46.0	34.2	34.2	46.8	37.8	37.8
Incr Delay (d2), s/veh	19.4	0.2	0.1	2.7	9.3	9.0	17.5	2.8	2.7	13.2	15.8	16.1
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	6.0	5.0	1.5	3.4	12.6	12.9	5.3	7.4	7.6	4.3	11.8	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	26.8	24.1	49.5	43.2	43.0	63.5	37.0	37.0	59.9	53.6	53.9
LnGrp LOS	E	C	C	D	D	D	E	D	D	E	D	D
Approach Vol, veh/h		824			1254			818			959	
Approach Delay, s/veh		35.4			44.4			42.6			54.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	42.3	16.4	32.3	17.7	39.1	14.9	33.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	14.8	40.8	14.4	29.6	15.4	40.2	13.7	30.3				
Max Q Clear Time (g_c+I1), s	9.7	14.1	11.8	24.9	13.0	28.9	10.4	18.6				
Green Ext Time (p_c), s	0.2	3.7	0.1	2.0	0.1	4.4	0.1	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				44.7								
HCM 6th LOS				D								

Timings
6: Beech Av. & Foothill Bl. (SR-66)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕		↕		↕
Traffic Volume (vph)	8	1431	118	967	54	0	22	0
Future Volume (vph)	8	1431	118	967	54	0	22	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	28.2	9.6	28.2	37.6	37.6	37.6	37.6
Total Split (s)	9.6	49.8	12.6	52.8	37.6	37.6	37.6	37.6
Total Split (%)	9.6%	49.8%	12.6%	52.8%	37.6%	37.6%	37.6%	37.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	3.6	3.6	3.6
All-Red Time (s)	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)	4.6	6.2	4.6	6.2		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	44.0	8.1	55.2		14.3		14.3
Actuated g/C Ratio	0.06	0.54	0.10	0.67		0.17		0.17
v/c Ratio	0.08	0.85	0.72	0.44		0.55		0.15
Control Delay	42.0	23.1	61.9	9.2		18.6		2.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	42.0	23.1	61.9	9.2		18.6		2.5
LOS	D	C	E	A		B		A
Approach Delay		23.2		14.9		18.6		2.5
Approach LOS		C		B		B		A

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 82	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	




















Splits and Phases: 6: Beech Av. & Foothill Bl. (SR-66)



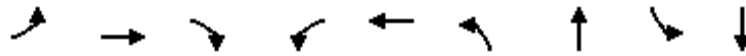
HCM 6th Signalized Intersection Summary
6: Beech Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1431	67	118	967	6	54	0	131	22	0	21
Future Volume (veh/h)	8	1431	67	118	967	6	54	0	131	22	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1555	73	128	1051	7	59	0	142	24	0	23
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	1860	87	163	2235	15	124	18	182	177	24	119
Arrive On Green	0.01	0.53	0.53	0.09	0.61	0.61	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	3511	164	1810	3676	24	356	107	1113	612	145	725
Grp Volume(v), veh/h	9	797	831	128	516	542	201	0	0	47	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1870	1810	1805	1896	1576	0	0	1482	0	0
Q Serve(g_s), s	0.4	26.4	26.8	4.9	11.2	11.2	6.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	26.4	26.8	4.9	11.2	11.2	8.6	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	0.29		0.71	0.51		0.49
Lane Grp Cap(c), veh/h	21	956	990	163	1098	1153	324	0	0	319	0	0
V/C Ratio(X)	0.43	0.83	0.84	0.79	0.47	0.47	0.62	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	127	1107	1147	204	1183	1243	788	0	0	744	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.9	14.1	14.2	31.7	7.6	7.6	28.4	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	5.2	4.9	5.0	11.6	0.3	0.3	1.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.2	9.6	2.5	2.9	3.1	3.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	19.0	19.2	43.3	8.0	7.9	30.3	0.0	0.0	25.7	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1637			1186			201				47
Approach Delay, s/veh		19.2			11.8			30.3				25.7
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	43.9		16.2	5.4	49.4		16.2				
Change Period (Y+Rc), s	4.6	6.2		4.6	4.6	6.2		4.6				
Max Green Setting (Gmax), s	8.0	43.6		33.0	5.0	46.6		33.0				
Max Q Clear Time (g_c+I1), s	6.9	28.8		3.6	2.4	13.2		10.6				
Green Ext Time (p_c), s	0.0	8.9		0.2	0.0	6.9		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Timings
10: Citrus Av. & Foothill Bl. (SR-66)

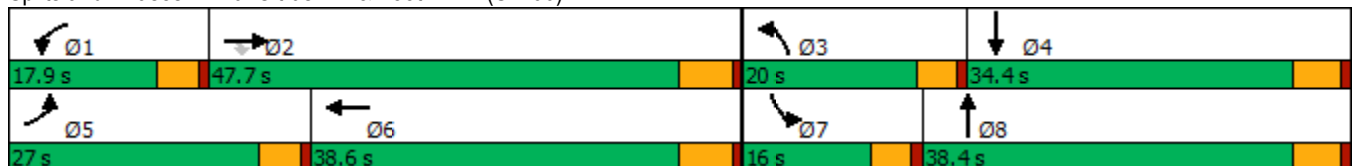


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙↘	↕	↙	↕	↙	↕
Traffic Volume (vph)	298	996	193	290	746	200	671	140	521
Future Volume (vph)	298	996	193	290	746	200	671	140	521
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	27.8	9.6	27.8	9.6	34.4	9.6	34.4
Total Split (s)	27.0	47.7	47.7	17.9	38.6	20.0	38.4	16.0	34.4
Total Split (%)	22.5%	39.8%	39.8%	14.9%	32.2%	16.7%	32.0%	13.3%	28.7%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	3.6	4.4
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	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.5	40.6	40.6	12.6	31.6	14.9	31.0	11.0	27.1
Actuated g/C Ratio	0.19	0.35	0.35	0.11	0.27	0.13	0.27	0.10	0.23
v/c Ratio	0.93	0.82	0.29	0.79	0.92	0.90	0.88	0.85	0.79
Control Delay	80.8	41.1	6.1	66.8	56.2	88.4	51.2	91.7	48.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	41.1	6.1	66.8	56.2	88.4	51.2	91.7	48.3
LOS	F	D	A	E	E	F	D	F	D
Approach Delay		44.5			58.9		58.6		56.1
Approach LOS		D			E		E		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.7
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 88.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 10: Citrus Av. & Foothill Bl. (SR-66)



HCM 6th Signalized Intersection Summary
 10: Citrus Av. & Foothill Bl. (SR-66)

Beech Logistics Center (JN 14726)

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗↖	↑↑		↗	↑↑		↖	↑↑	
Traffic Volume (veh/h)	298	996	193	290	746	119	200	671	133	140	521	112
Future Volume (veh/h)	298	996	193	290	746	119	200	671	133	140	521	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	1038	121	302	777	89	208	699	128	146	543	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	339	1271	567	364	877	100	237	800	146	175	681	139
Arrive On Green	0.19	0.35	0.35	0.10	0.27	0.27	0.13	0.26	0.26	0.10	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	3510	3264	374	1810	3047	558	1810	2987	608
Grp Volume(v), veh/h	310	1038	121	302	430	436	208	414	413	146	327	327
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1833	1810	1805	1800	1810	1805	1790
Q Serve(g_s), s	18.5	28.8	5.8	9.3	25.2	25.2	12.4	24.2	24.2	8.7	18.8	19.0
Cycle Q Clear(g_c), s	18.5	28.8	5.8	9.3	25.2	25.2	12.4	24.2	24.2	8.7	18.8	19.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.31	1.00		0.34
Lane Grp Cap(c), veh/h	339	1271	567	364	485	492	237	474	473	175	411	408
V/C Ratio(X)	0.92	0.82	0.21	0.83	0.89	0.89	0.88	0.87	0.87	0.84	0.80	0.80
Avail Cap(c_a), veh/h	368	1374	613	424	538	546	253	541	539	187	475	472
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	43.9	32.4	25.0	48.4	38.6	38.7	47.0	38.8	38.9	48.9	40.1	40.1
Incr Delay (d2), s/veh	24.7	3.7	0.2	10.0	15.3	15.1	25.0	13.4	13.5	23.7	8.0	8.4
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	10.3	12.5	2.2	4.4	12.7	12.8	7.1	12.1	12.1	5.0	9.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	36.2	25.2	58.4	53.9	53.8	72.0	52.2	52.4	72.6	48.1	48.5
LnGrp LOS	E	D	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1469			1168			1035			800	
Approach Delay, s/veh		42.1			55.0			56.3			52.7	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	44.5	19.0	30.5	25.2	35.4	15.2	34.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	13.3	41.9	15.4	29.0	22.4	32.8	11.4	33.0				
Max Q Clear Time (g_c+I1), s	11.3	30.8	14.4	21.0	20.5	27.2	10.7	26.2				
Green Ext Time (p_c), s	0.1	5.3	0.0	2.4	0.1	2.4	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

APPENDIX 8.1: VMT ANALYSIS

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July 6, 2022

Mr. Peter Schafer
Ares Management LLC
4675 MacArthur Court, Suite 625
Newport Beach, CA 92660

BEECH LOGISTICS CENTER (MCN22-059) VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

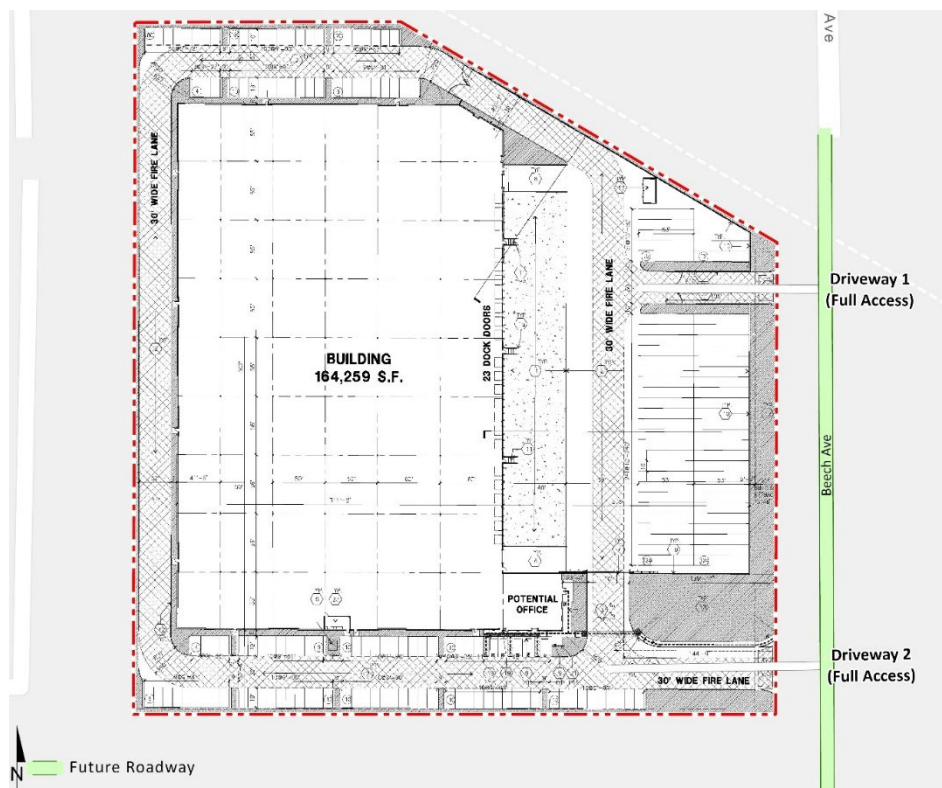
Mr. Peter Schafer,

The following VMT Screening Evaluation has been prepared for the proposed Beech Logistics Center (MCN22-059) development (**Project**), which is located north of Foothill Boulevard and west of Beech Avenue in the City of Fontana.

PROJECT OVERVIEW

It is our understanding that the Project is to consist of a single 168,759 square foot warehouse building. A preliminary site plan for the proposed Project is shown on Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, specific procedures for complying with the new CEQA requirements for VMT analysis, the City of Fontana has adopted their Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (**City Guidelines**) (2), which documents the City's VMT analysis methodology and approved impact thresholds. The VMT screening evaluation presented in this report has been developed based on the adopted City Guidelines.

PROJECT SCREENING

The City Guidelines describe specific "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project level VMT analysis. For the purposes of this analysis, the initial VMT screening process has been conducted with the SBCTA VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. Screening thresholds are described in the following four steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Local Serving Project Type Screening
- Step 4: Project net daily trips less than 500 ADT

Consistent with City Guidelines, a land use project needs only to satisfy one of the above screening thresholds to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent

¹ Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment A, the Project site is located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. However, the Project as designed does not meet the secondary criteria.

TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, “Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.”³ The Screening Tool uses the sub-regional San Bernardino County Transportation Analysis Model (SBTAM) to measure VMT performance within San Bernardino County for individual traffic analysis zones (TAZ’s) within each city. The Project’s physical location based on APN is input into the Screening Tool to determine the VMT generated within the respective TAZ as compared to the jurisdictional average inclusive of a particular threshold (i.e., 15% below baseline County of San Bernardino VMT per service population). Based on the Screening Tool results, the Project is not located within a low VMT generating zone as compared to the City’s adopted threshold of 15% below baseline County of San Bernardino VMT per service population. (See Attachment A).

Low VMT Area screening criteria is not met.

STEP 3: LOCAL SERVING PROJECT TYPE SCREENING

The City Guidelines identify that local serving retail with buildings less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence

³ City Guidelines; Page 12.

to the contrary. The proposed Project is not considered a local serving use based on the examples provided in the City Guidelines.⁴

Low Project Type screening criteria is not met.

STEP 4: PROJECT NET DAILY TRIPS LESS THAN 500 ADT SCREENING

Projects that generate fewer than 500 net average daily trips (ADT) (stated in actual vehicles) are deemed to not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Substantial evidence in support of this daily trip threshold is documented in the City Guidelines.⁵ The trip generation rates used for this analysis are based on the trip generation statistics published in the Institute of Transportation Engineer (ITE) Trip Generation Manual (11th Edition, 2021) (3). The proposed Project is estimated to generate 426 vehicle trip-ends per day, which would not exceed the City's screening threshold of 500 ADT (See Attachment B).

Project net daily trips less than 500 ADT screening criteria is met.

CONCLUSION

Based on our findings, the Project was found to meet the project net daily trips less than 500 ADT screening criteria. Therefore, the Project would result in a less than significant impact for VMT; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate

⁴ City Guidelines; Page 13.

⁵ City Guidelines; Appendix B.

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Fontana Traffic Engineering Division.** *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* City of Fontana : s.n., October 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
SBCTA VMT SCREENING TOOL

SBCTA VMT Screening Tool Powered by Fehr & Peers User's Guide

Beech Ave, Fontana, CA, 92337, X

Show search results for Beech Ave, F...

Complete #1 - 4, Then Click 'Run'

VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*

2022

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below County Baseline (-15%)

[Help](#) Run

Project Area VMT (1 of 2)

Assessor Parcel Number (APN)	111016114
Traffic Analysis Zone (TAZ)	53716401
TAZ VMT	67.8
Jurisdiction VMT	33.3
% Difference	103.66%
VMT Metric	OD VMT Per Service Population
Threshold	28.3

[Zoom to](#) ...

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area

City of Fontana, San Bernardino County, Bureau

ATTACHMENT B
PROJECT TRIP GENERATION

TABLE 1: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
General Light Industrial ³	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376

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

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
General Light Industrial	42.190 TSF							
Passenger Cars:		27	4	31	4	23	27	196
2-axle Trucks:		0	0	0	0	0	0	2
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	12
Total Trips (Actual Vehicles) ²		27	4	31	4	23	27	208
Warehousing	126.569 TSF							
Passenger Cars:		15	4	19	4	15	19	140
2-axle Trucks:		0	0	0	0	0	0	14
3-axle Trucks:		0	0	0	0	0	0	16
4+-axle Trucks:		1	1	2	1	1	2	48
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	78
Total Trips (Actual Vehicles) ²		16	5	21	5	16	21	218
Passenger Cars		42	8	50	8	38	46	336
Trucks		1	1	2	1	1	2	90
Total Trips (Actual Vehicles)²		43	9	52	9	39	48	426

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

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