

TRANSPORTATION ANALYSIS

MEAD VALLEY WELLNESS VILLAGE PROJECT UNINCORPORATED RIVERSIDE COUNTY, CALIFORNIA

This Transportation Analysis has been prepared under the supervision of
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LSA

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LIST OF ABBREVIATIONS AND ACRONYMS

AL	Assisted Living
APN	Assessor's Parcel Number
ARC	Arlington Recovery Community
CHC	Community Health Center
County	County of Riverside
HCM	Highway Capacity Manual
HQTA	High-Quality Transit Area
I	Interstate
ITE	Institute of Transportation Engineers
Lago	Lago Crisis Residential Treatment Facility
LOS	level(s) of service
MH	mental health
MHUC	Mental Health Urgent Care
MHRC	Mental Health Rehabilitation Center
mph	mile(s) per hour
NBTL	northbound through left
NBLTR	northbound left through right
PCE	passenger car equivalent
PRC	Public Resources Code
project	Mead Valley Wellness Village Project
RTA	Riverside Transit Agency
SAPT	Substance Abuse Prevention and Treatment

sf	square foot/feet
STH	Supportive Transition Housing
SUD	Substance Use Disorder Treatment
TA	Transportation Analysis
TA Guidelines	<i>Riverside County Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled</i>
VMT	vehicle miles traveled
WIC	Women, Infants, and Children

1.0 INTRODUCTION

This Transportation Analysis (TA) has been prepared to assess the transportation and related circulation impacts associated with the proposed Mead Valley Wellness Village (project) to be constructed in Mead Valley, an unincorporated area in Riverside County (Assessor's Parcel Number [APN] 317-260-034-0). The project site is approximately 0.3 mile west of Interstate (I) 215, and it is bounded by Placentia Avenue to the north, Water Street to the south, Harvill Avenue to the east, and a small residential parcel and vacant land to the west. Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

This TA is intended to satisfy the requirements established in the *Riverside County Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled* (TA Guidelines), dated December 2020. This report includes a vehicle miles traveled (VMT) analysis for the California Environmental Quality Act (CEQA) compliance purposes and a Level of Service (LOS) analysis for General Plan consistency purposes only, as recommended in the TIA Guidelines. VMT is the sole basis for determining CEQA-related transportation impacts under *CEQA Guidelines* Section 15064.3(b).

The scope of work for this TA, including vehicle miles traveled (VMT) analysis, project trip generation, trip distribution, study area, and analysis methodologies, has been approved by County of Riverside (County) staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included as Appendix A.

The LOS portion of the TA examines traffic operations in the project vicinity for the following scenarios:

- Existing (2023) Conditions
- Project Completion (2027) plus Project Conditions
- Cumulative (2027) plus Project Conditions

Traffic conditions in the study area were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.1 PROJECT DESCRIPTION

The proposed project includes five buildings, surface parking spaces, landscaping, and walkways in a campus setting. The five buildings would range in size from one to three stories and would include: (1) a 99,250-square-foot (sf) community wellness and education center, (2) a 40,854 sf children and youth services facility, (3) a 50,989 sf urgent care services facility, (4) 192,495 sf of supportive transitional housing building for those receiving treatment, and (5) a 66,773 sf extended residential care building for those receiving treatment. In addition to the Wellness Village, the proposed project includes potential buildout of a conceptual future building that would include up to 20,000 sf of administrative/office uses on the project site independent from and unrelated to the Wellness Village. The administrative building would be constructed as part of future development of the

proposed project adjacent to Placentia Avenue. However, full build out of the proposed project has been considered in a single phase for the TA.

A 2,793 sf market is proposed as part of the project in the community wellness and education center building. The market would likely sell produce, grab-and-go meals, and other food and drink items. The market would be operated by a third-party and is intended to primarily serve the occupants and visitors of the site, not the general public. However, a small percentage of customers could be members of the general public. Given the scope of this use, the market is assumed as an amenity to the community wellness and education center building instead of as a separate, stand-alone use.

With inclusion of the future administration building, the six buildings would total approximately 470,361 sf. Among these buildings, the children and youth services building would include approximately 24 beds associated with the children and youth services crisis residential component and approximately 6 beds associated with the short term residential therapeutic program, for a total of approximately 30 beds. The urgent care services building would include approximately 16 beds associated with the crisis residential component and approximately 40 beds associated the substance use disorder residential component, for a total of approximately 56 beds. This building would also include approximately 12 “non-bed” spots associated with adult mental health urgent care services, approximately 12 spots associated with the children’s mental health urgent care services, and approximately 15 spots associated with the sobering center. The supportive transitional housing building would provide approximately 296 beds (76 beds for the recovery residence and approximately 220 beds for supportive housing). The extended residential care building would provide approximately 140 beds (50 beds for mental health [MH] rehabilitation and 90 beds for adult residences). The proposed project would develop approximately 522 total beds. Overall, the proposed project would develop the project site with approximately 522 beds. Of the approximately 522 beds, 442 are expected to be used by those patients staying and receiving treatment for more than 30 days. The anticipated project opening year is 2027.

It should be noted that as part of the approved scoping agreement for the TA, the trip generation was estimated by considering a 97,781 sf community wellness and education center and 30,000 sf administrative/office uses. As stated above, the proposed project has been slightly modified. The community wellness and education center has been increased to 99,250 sf and the administrative building has been decreased to 20,000 sf. The overall square footage of the project has decreased by 8,531 sf from the project contemplated in the approved scoping agreement. As such, the trip generation of the approved scoping letter provides a more conservative estimate than the modified project description, and this TA utilizes the trip generation from the approved scoping letter throughout. The site is currently a vacant lot. Figure 1-2 illustrates the conceptual site plan. As illustrated on Figure 1-2, access to the proposed project would be provided via five full-access driveways (one on Placentia Avenue, two on Water Street, and two on Harvill Avenue).

1.2 STUDY AREA

The study area was approved by County staff via the County’s Scoping Agreement process (Appendix A). The study area includes the following intersections:

1. Project Driveway 1/Placentia Avenue (County)
2. Project Driveway 2/Water Street (County)
3. Project Driveway 3/Water Street (County)
4. Harvill Avenue/Placentia Avenue (County)
5. Harvill Avenue/Project Driveway 4 (County)
6. Harvill Avenue/Project Driveway 5 (County)
7. Harvill Avenue/Water Street (County)
8. I-215 Southbound Ramps/Placentia Avenue (Caltrans)
9. I-215 Northbound Ramps/Placentia Avenue (Caltrans)

Figure 1-3 illustrates the study area intersections.

1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections

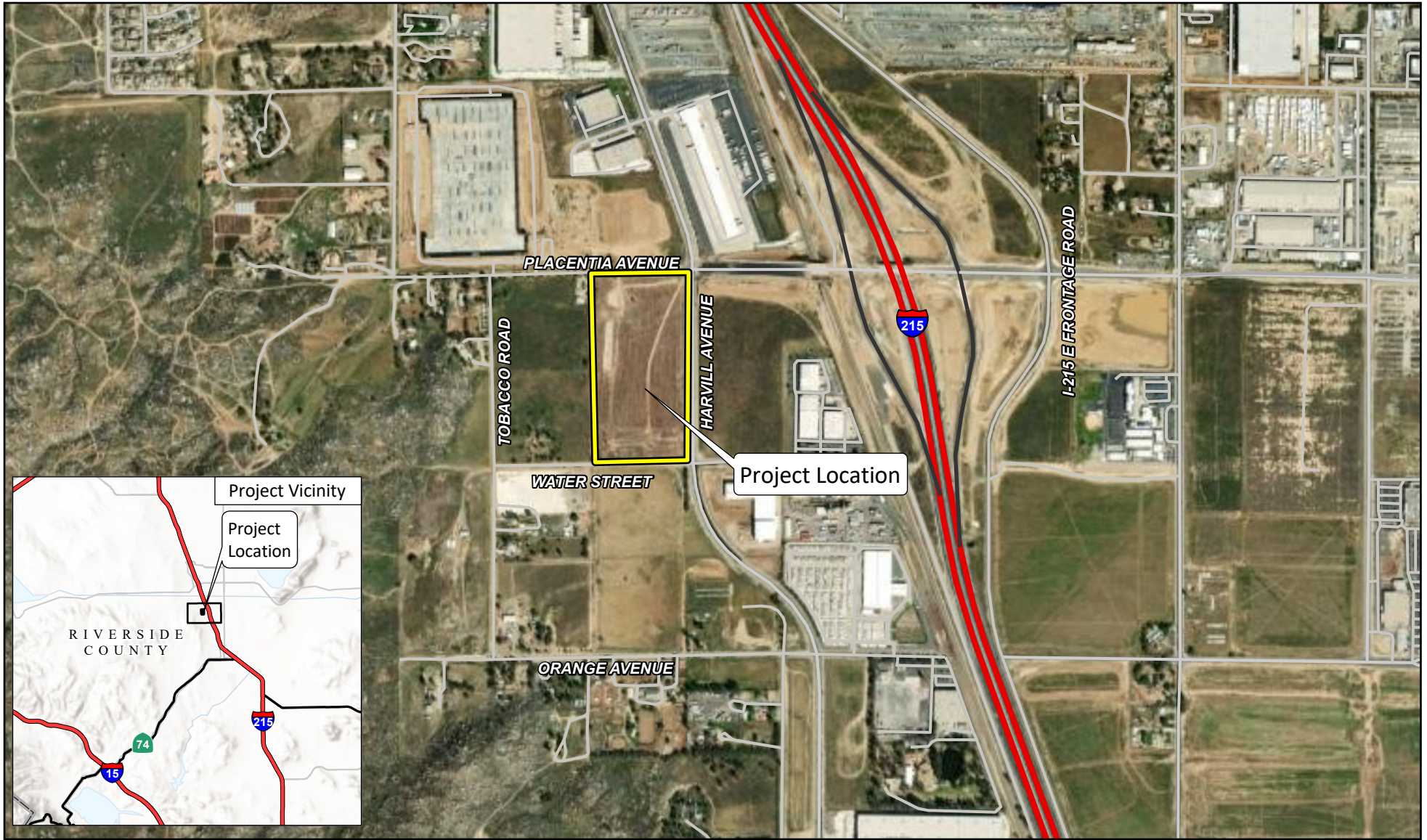
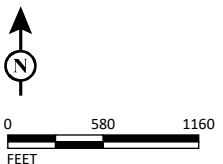


FIGURE 1-1

LSA

LEGEND

 Project Location



SOURCE: OpenStreetMap; Google Earth.

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Mead Valley Wellness Village Project
 Transportation Analysis
 Regional and Project Location

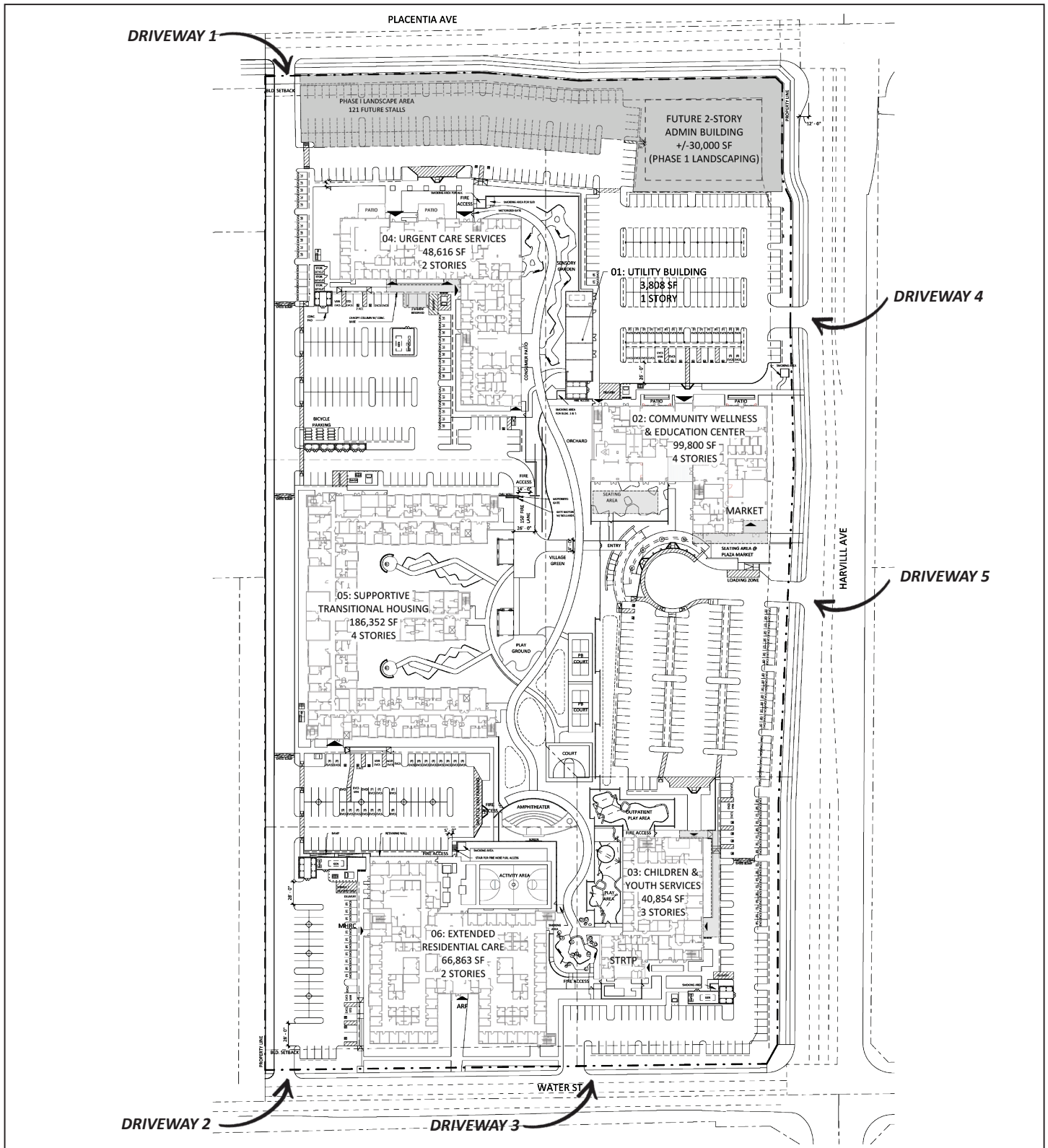
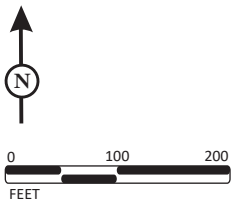


FIGURE 1-2

LSA



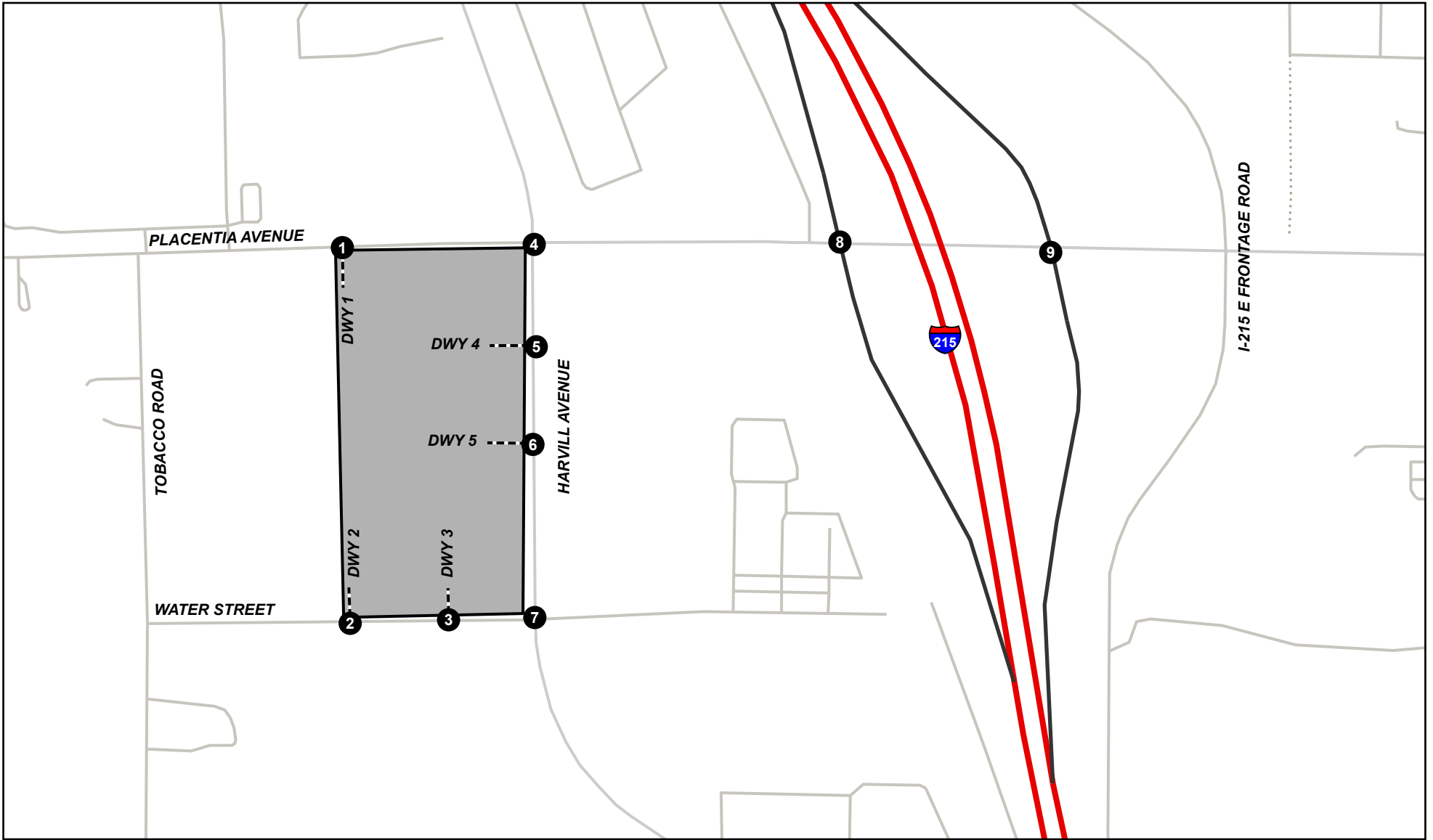
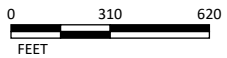


FIGURE 1-3

LSA

LEGEND

- Project Location
- Project Driveways
- Study Intersections



SOURCE: OpenStreetMap.

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Mead Valley Wellness Village Project
 Transportation Analysis
 Study Area Intersections

2.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, and pursuant to Public Resources Code (PRC) Section 21099, transportation impacts are to be evaluated based on a project's effect on VMT. Vehicle delay and LOS can no longer be considered significant impacts on the environment under CEQA (PRC Section 21099). VMT is the sole basis for determining a project's CEQA-related transportation impacts.

The Riverside County TA Guidelines were used for the evaluation of the proposed project's VMT. The TA Guidelines include the VMT screening criteria, VMT analysis methodology, recommended VMT metrics, and VMT impact thresholds.

The TA Guidelines recommend several analytical steps as part of the VMT evaluation for land use projects within the County. As recommended in the TA Guidelines, the first step would be to determine the land use types of the project. As described in the project description section of this TA, the primary land uses for the proposed project are several types of medical facilities, along with office and a small retail component. As such, the proposed project could be classified as a mixed-use facility, though the project VMT would be driven by mostly the staff and patients of the medical facilities.

2.1 METHODOLOGY

As recommended in the TA Guidelines, once the land uses are determined, projects need to be evaluated against the VMT screening criteria. The TA Guidelines provide multiple VMT screening criteria for land use projects. The proposed project was compared with the VMT screening criteria established in the "Figure 3- Screening Criteria for Development Projects" section of the TA Guidelines to determine whether the proposed project could be screened out. Following is a brief description of the proposed project in relation to the VMT screening criteria:

- **Small Project:** The guidelines state that certain sizes of projects or projects generating fewer than 110 daily trips could be screened out of a detailed VMT analysis. As discussed in Section 6.0, Project Traffic, the proposed project is estimated to generate 2,862 daily trips. Therefore, the proposed project does not satisfy this screening criterion.
- **Project Located in a High-Quality Transit Area (HQTA):** The proposed project is not located within an HQTA; therefore, this screening criterion does not apply to the proposed project. However, it should be noted that a transit stop is proposed to be constructed along Harvill Avenue that is anticipated to be served by the Riverside Transit Agency (RTA).
- **Local-Serving Retail:** While the proposed project includes a small retail component, as previously stated, the proposed project consists of several types of medical facilities and office land uses. Therefore, while this criterion is applicable to the retail component of the proposed project, the entire project could not be screened out using this criterion.

- **Provision of Affordable Housing:** The proposed project is not an affordable housing project; therefore, this screening criterion does not apply.
- **Redevelopment Project:** The proposed project is not a redevelopment project that proposes to replace any existing land uses with higher VMT. Therefore, the proposed project does not satisfy this screening criterion.
- **Local Essential Service:** As included in the TA Guidelines, the introduction of new Local Essential Services shortens nondiscretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. The proposed project is a local essential service that will provide behavioral care and facilities to the local population in the Mead Valley-Perris-Menifee area of Riverside County. Although these services are currently available at different facilities located throughout western Riverside County, the integrated nature of the proposed project would provide these services locally to residents at a single location. Currently, residents in this area are required to travel approximately 10.4 miles, on average, to receive services at regional facilities in other locations within Riverside County (including Riverside and Hemet). Figure 2-1 illustrates the locations of existing County facilities in Riverside, Hemet, San Jacinto, and Indio that offer similar services. These facilities have also been selected for trip generation surveys given the similarities of services they provide, albeit partially. The list and description of these facilities are included in project trip generation section of the report. Currently, local residents travel to these or other distant facilities within the County for services the Wellness Village will provide. Similarly, based on information from the project applicant about the existing residential programs and recovery residences, only one recovery residence is within the Mead Valley area and one mental health urgent care unit is within 5 miles of the Mead Valley area. The majority of the trips and VMT for the proposed project would be visits from healthcare consumers utilizing the proposed medical facilities. By developing the proposed project in an area without such existing facilities and roughly equidistant to existing facilities, trips would be rerouted from other similar regional facilities farther away, resulting in shorter trip lengths for local residents to receive behavioral health care services. In addition, outpatient services on site will be primarily for Wellness Village residents, as there are two other Community Health Center (CHC) locations in close proximity. As such, since the proposed project would provide services closer to the community, it is considered a Local Essential Service. Therefore, the proposed project is eligible to be screened out from any further VMT analysis.

As described in detail the project description and trip generation section of this TA, the proposed project would provide multiple behavioral health services, that are currently available at different locations within the county, within a single campus. This means that patients would be able to receive a variety of behavioral health and related services in just one trip to the Wellness Village, rather than the current condition, which requires patients to travel to multiple different locations to receive various services. Further, many patients at the Wellness Village will temporarily reside at the project site while receiving services, eliminating the need for routine travel between a residence and various medical appointments. The Wellness Village will provide a full continuum of behavioral health services. Once patients arrive at the Wellness Village, many will remain on site for up to 30 days without the need to travel off-site. RUHS carefully designed the project site with necessary on-site services on the campus, so that consumers

would not have to leave the project site during their stay. For example, various levels of outpatient services have been provided on site for consumer efficiency and to eliminate the need for traveling to multiple locations. In addition, food services would be provided for all residential programs, including the apartments, each of which is equipped with a kitchenette. Residents of the apartments are anticipated to visit the market on site for groceries and the cafeteria to purchase meals. Further, the proposed project would provide on-site vocational training; a Giving Store for consumers to obtain donated items, such as clothing; on-site haircut facilities; a pet motel; and a gym. All of these services eliminate the need for off-site travel and further reduce the overall VMT for the project.

In addition, patients from the Perris-Menifee-Mead Valley Area who had to travel further away to access care and treatment would instead use the proposed project. With a lack of local facilities available currently, residents need to drive to distant facilities to obtain necessary services.

Finally, based on the data at other similar County facilities, such as the Arlington Recovery Community (ARC), the Lago Crisis Residential Treatment Facility (Lago), and the Riverside Mental Health Rehabilitation Center (MHRC), the majority of residents at the proposed project may not have a personal vehicle; many are dropped off at the facility and/or take public transit. A bus stop will be added on Harvill Avenue to support such transportation options, which will be served by the RTA. Many County residents seeking healthcare services at the project will utilize the bus to access services. Additionally, given the proximity of the project to existing transit along Perris Boulevard, the RTA may further extend/expand the existing regional transit network for better access to the project in the future. The project is approximately 0.6 mile from a High Quality Transit Area, which is defined by the Southern California Association of Governments as an area within 0.5 mile of a well-served transit stop or a transit corridor with a 15-minute or less service frequency during peak commute hours.

Additionally, the proposed project, with an integrated campus providing a multitude of services on site and the ability for patients to reside temporarily on site while receiving those services, would reduce regional VMT by shortening trip lengths. Therefore, the proposed project would not result in a significant VMT impact. The project will also provide on-site transportation services for consumers via electrified golf carts to enable access to other buildings on campus as necessary.

- **Map-Based Screening:** The TA Guidelines state that projects located in low VMT zones could be screened out from a detailed VMT analysis. Western Riverside Council of Governments (WRCOG) has developed a map-based screening tool using the Riverside County Transportation Model (RIVCOM) for projects within the County. As such, by virtue of using the screening tool, the project could be evaluated whether it is within a low VMT zone. The low-VMT zone is defined as an area where the average VMT is lower than the average VMT for the region. The input parameters include project location (parcel number), appropriate VMT metric, and VMT threshold. The output of the tool exhibits whether a project is within a low VMT zone.

The TA Guidelines recommend using VMT per capita for residential uses and VMT per employee for office and industrial land uses, while using a net change in VMT as the threshold basis for

retail, medical office, and similar customer/patron-based land uses. Currently, the WRCOG screening tool does not include the ability to determine a project is in a low-VMT zone by net change in regional VMT. However, the screening tool does include an option of using the Origin-Destination (OD) VMT per service population metric. OD VMT includes VMT for all trips that originate or have a destination in the area. Hence it includes trips from customers and employees. The service population metric considers residents and commuters for any particular project. This metric can be used as an appropriate VMT metric for land uses that include both customer and employee trips and VMT similar to this project. Currently, the tool is configured to account for all project-related trips, including employees and the customer base for using the service population metric. Therefore, the VMT per service population metric was used to evaluate the project location against the County threshold within the WRCOG screening tool. Figure 2-2 illustrates the output of the tool and indicates that the project is located within a low-VMT zone using VMT per service population metric. As such, the project could also be eligible to be screened out from a detailed VMT analysis by virtue of being located within a low-VMT zone.

In summary, the proposed project is a Local Essential Service that would bring services close to the community and reduce travel for further facilities. In addition, the proposed project is within a low VMT zone. As such, based on its nature of services provided and location, the proposed project would reduce overall regional VMT. Therefore, the proposed project would not have a significant VMT impact.

2.2 LIST OF CHAPTER 2.0 FIGURES

- Figure 2-1: Location of Existing Behavioral Health Facilities in Riverside County
- Figure 2-2: Project Location VMT per Service Population

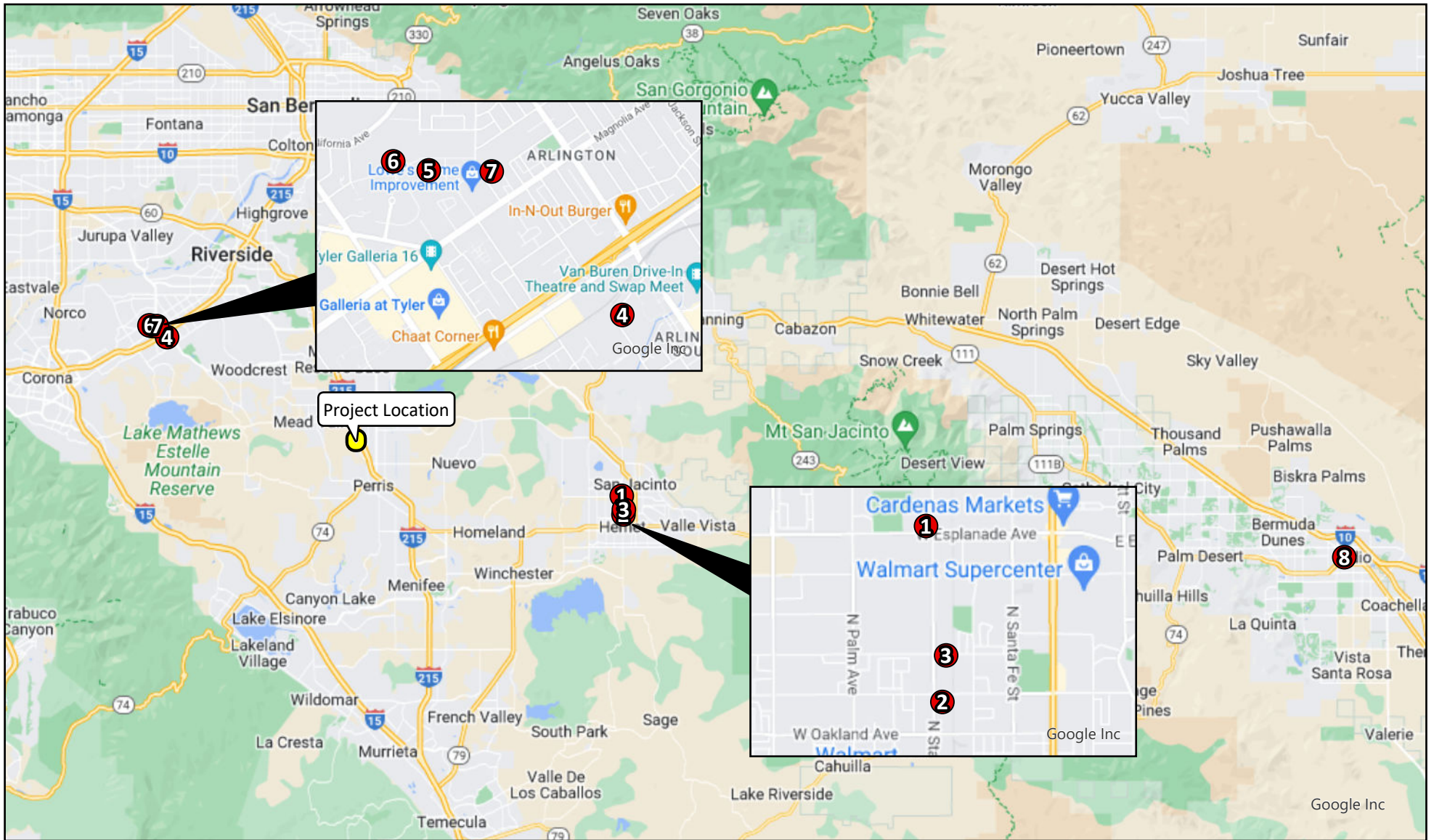




FIGURE 2-1

LSA

LEGEND

-  Project location
-  Existing Behavioral Health Facilities



0 25000 50000
FEET

SOURCE: Google Streetmap, 2021.

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Mead Valley Wellness Village Project
Transportation Analysis
Location of Existing Behavioral Health Facilities in Riverside County

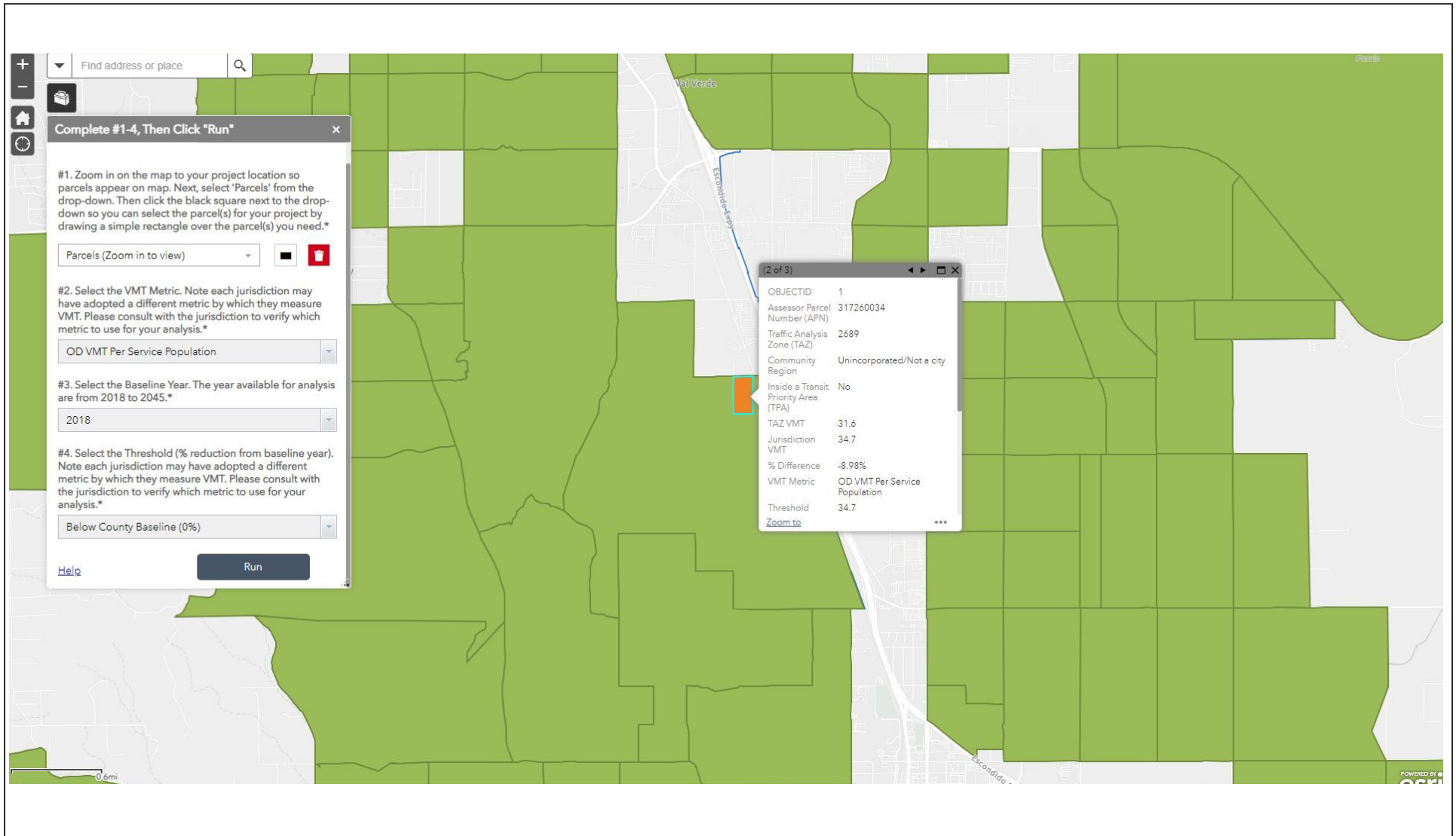


FIGURE 2-2

LSA



Mead Valley Wellness Village Project
Transportation Analysis

Project Location VMT per Service Population

3.0 ANALYSIS METHODOLOGY

3.1 LEVEL OF SERVICE DEFINITIONS

LOS is a measure used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, delay, and congestion. LOS can be characterized for the whole intersection, for each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board's Special Report 209, *Highway Capacity Manual (HCM)*. The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 3-A. Table 3-B shows the LOS criteria for unsignalized and signalized intersections using the HCM methodologies.

For all study area intersections, the *Highway Capacity Manual 7th Edition (HCM 7)* analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using Synchro 12 software, which uses HCM 7 methodologies.

As noted above, and pursuant to State law, the LOS analysis cannot provide a basis for finding the proposed project has a significant environmental impact under CEQA. It is provided for informational purposes only to evaluate the proposed project's consistency with General Plan policies.

3.2 LEVEL OF SERVICE PROCEDURES

Study intersections analyzed in this report are under the jurisdictions of the County of Riverside. Per the County of Riverside *General Plan* (dated July 7, 2020), LOS D shall apply as the General Plan LOS target standard to all developments proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley, and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans. LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

The project is located within the Mead Valley area of Riverside County. As discussed above, the County considers LOS D as the General Plan LOS target standard within the Mead Valley Area. Therefore, LOS D has been considered as the LOS target standard for study intersections under the County's jurisdiction.

Per the California Department of Transportation (Caltrans) District 8 Office of Intergovernmental Review, Community and Regional Planning, LOS D is considered the LOS target standard for State highways and freeway ramps within the district jurisdiction.

3.3 GENERAL PLAN LEVEL OF SERVICE CONSISTENCY CRITERIA

To achieve General Plan target LOS within the study area, the County's TA Guidelines states that operational improvements would be required under the following conditions:

- When existing traffic conditions exceed the General Plan target LOS.
- When added to existing traffic, project traffic deteriorates the LOS to below the target LOS.
- When cumulative traffic exceeds the target LOS.

According to the *Guide for the Preparation of Traffic Impact Studies*, dated December 2002, "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible." As stated above, per the Caltrans District 8 Office of Intergovernmental Review, Community and Regional Planning, LOS D is considered the LOS target standard for State highways and freeway ramps within the district jurisdiction. Therefore, for intersections under the jurisdictions of Caltrans, improvement would be required when the project causes an unsatisfactory condition (deterioration from LOS A–D to E or F) or when the project contributes to an existing or forecast deficiency. In such cases, the project would need to identify improvements to improve the intersection LOS to an acceptable level.

3.4 LIST OF CHAPTER 3.0 TABLES

- Table 3-A: Intersection Level of Service Definitions
- Table 3-B: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM)

Table 3-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual (7th Edition).

LOS = level of service

Table 3-B: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM)

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual (7th Edition).

HCM = Highway Capacity Manual

sec. = seconds

4.0 CIRCULATION NETWORK SETTING

This section provides a description of the existing circulation network within the study area. Figure 4-1 illustrates the existing study intersection geometrics and traffic control. Figure 4-2 illustrates the proposed intersection geometrics and traffic control with the project.

4.1 CIRCULATION NETWORK

4.1.1 Existing Circulation Network

Within the project vicinity, all major roadways are classified based on the roadway designation provided in the Riverside County General Plan's Circulation Element, Mead Valley Area Plan, revised September 2021. Figure 4-3 illustrates the classifications of major roadways within Riverside County. The following briefly describes major roadways within the study area:

- **Interstate 215:** I-215, which is also known as the Escondido Freeway, is an interstate facility that runs from Murrieta, California, to San Bernadino, California. I-215 connects to Placentia Avenue in Riverside County via a full-access diamond interchange. The posted speed limit is 65 miles per hour (mph).
- **Placentia Avenue:** This east-west roadway is designated as a secondary roadway west of Harvill Avenue and an arterial roadway east of Harvill Avenue in the County of Riverside General Plan. Placentia Avenue is currently a three-lane facility with one lane in the eastbound direction and two lanes in the westbound direction between Patterson Avenue and Harvill Avenue. Placentia Avenue is a four-lane facility with two lanes in each direction west of Harvill Avenue.
- **Water Street:** Water Street is an east-west roadway and is not designated in the County of Riverside General Plan. Water Street is an unpaved road west of Harvill Avenue and a two-lane paved facility east of Harvill Avenue.
- **Harvill Avenue:** This north-south roadway is designated as a major roadway in the County of Riverside General Plan. Harvill Avenue is currently a four-lane facility with two lanes in each direction. The posted speed limit is 50 mph.

4.2 TRUCK, TRAIL, BICYCLE, AND TRANSIT NETWORK

4.2.1 Truck Routes

In the study region, Harvill Avenue and Placentia Avenue have been designated as truck routes. Figure 4-4 provides a visual representation of the truck routes in the City of Perris, encompassing the study area.

4.2.2 Trail And Bicycle Network

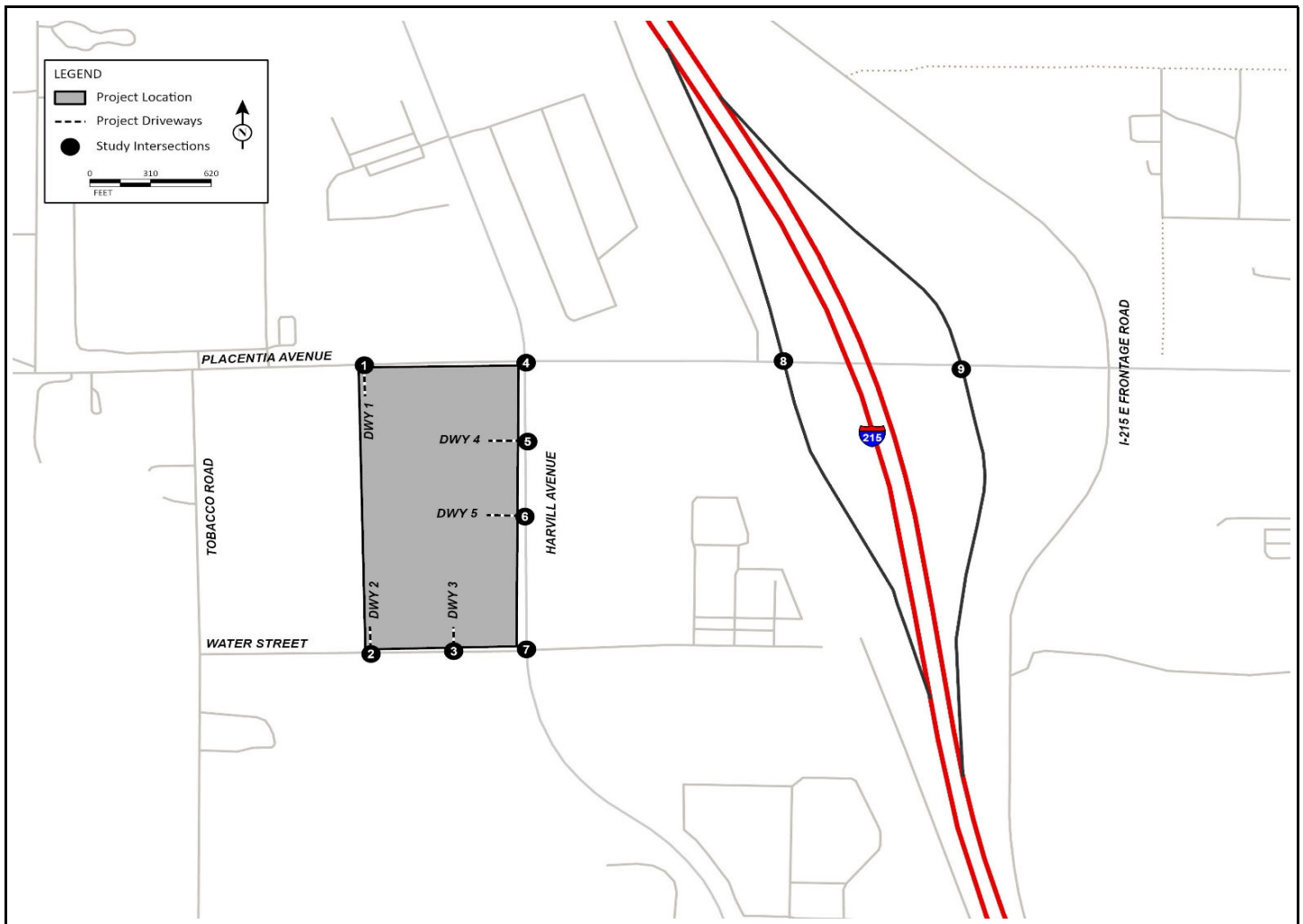
The Mead Valley Area Plan (September 2021) identifies goals and policies concerning pedestrian and bicycle accommodations. Specifically, Goal MVAP 11.1 of the Area Plan is to maintain and improve trail and bikeway networks to reflect Figure 4-5, aligning with the Non-motorized Transportation section of the General Plan Circulation Element. The Mead Valley Area Plan identifies trail systems to accommodate a wide range of activities ranging from equestrians, pedestrians and bicycle users. There are currently no existing trails or bikeways within the study area. However, there is a Regional Trail designated along Placentia Avenue. Figure 4-5 illustrates the trails and bikeway network within the Mead Valley Area Plan as included in the County of Riverside General Plan. The County's bikeway system is included as part of the County of Riverside's circulation system Trails and Bikeways Plan mapping (Figure 4-5). It should be noted that the proposed project would be constructing an extension of the regional trail (bike facilities, equestrian facilities, etc.) along the project frontage on Placentia Avenue and Harvill Avenue.

4.2.3 Transit Network

Within the study area, there are currently no public transit routes serving the immediate project vicinity. However, the project would provide a bus stop along Harvill Avenue. As such, considering the nature of the project, the RTA is anticipated to extend/expand the regional transit network for better access to the project in the future.

4.3 LIST OF CHAPTER 4.0 FIGURES

- Figure 4-1: Existing Study Intersection Geometrics and Traffic Control
- Figure 4-2: With Project Intersection Geometrics and Traffic Control
- Figure 4-3: Mead Valley Area Plan Circulation
- Figure 4-4: City of Perris Truck Routes
- Figure 4-5: Mead Valley Area Plan Trails and Bikeway System



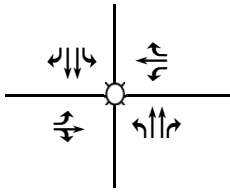
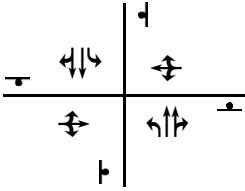
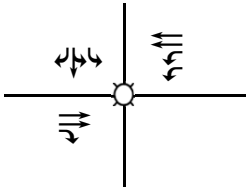
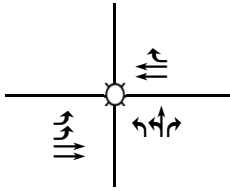
<p><i>Future Intersection</i></p> <p>1 Project Driveway 1/Placentia Avenue</p>	<p><i>Future Intersection</i></p> <p>2 Project Driveway 2/Water Street</p>	<p><i>Future Intersection</i></p> <p>3 Project Driveway 3/Water Street</p>	 <p>4 Harvill Avenue/Placentia Avenue</p>	<p><i>Future Intersection</i></p> <p>5 Harvill Avenue/Project Driveway 4</p>
<p><i>Future Intersection</i></p> <p>6 Harvill Avenue/Project Driveway 5</p>	 <p>7 Harvill Avenue/Water Street</p>	 <p>8 I-215 Southbound Ramps/Placentia Avenue</p>	 <p>9 I-215 Northbound Ramps/Placentia Avenue</p>	

FIGURE 4-1



Legend

- ⊠ Signal
- ◀ Stop Sign

Mead Valley Wellness Village Project
Transportation Analysis

Existing Study Intersection Geometrics and Traffic Control

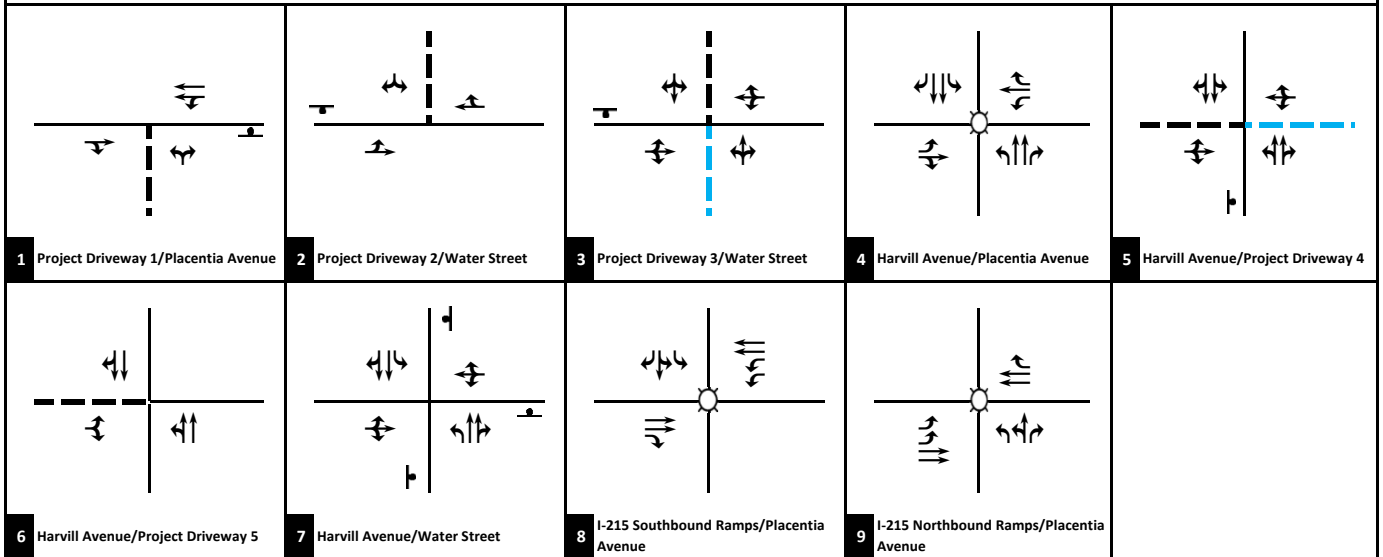
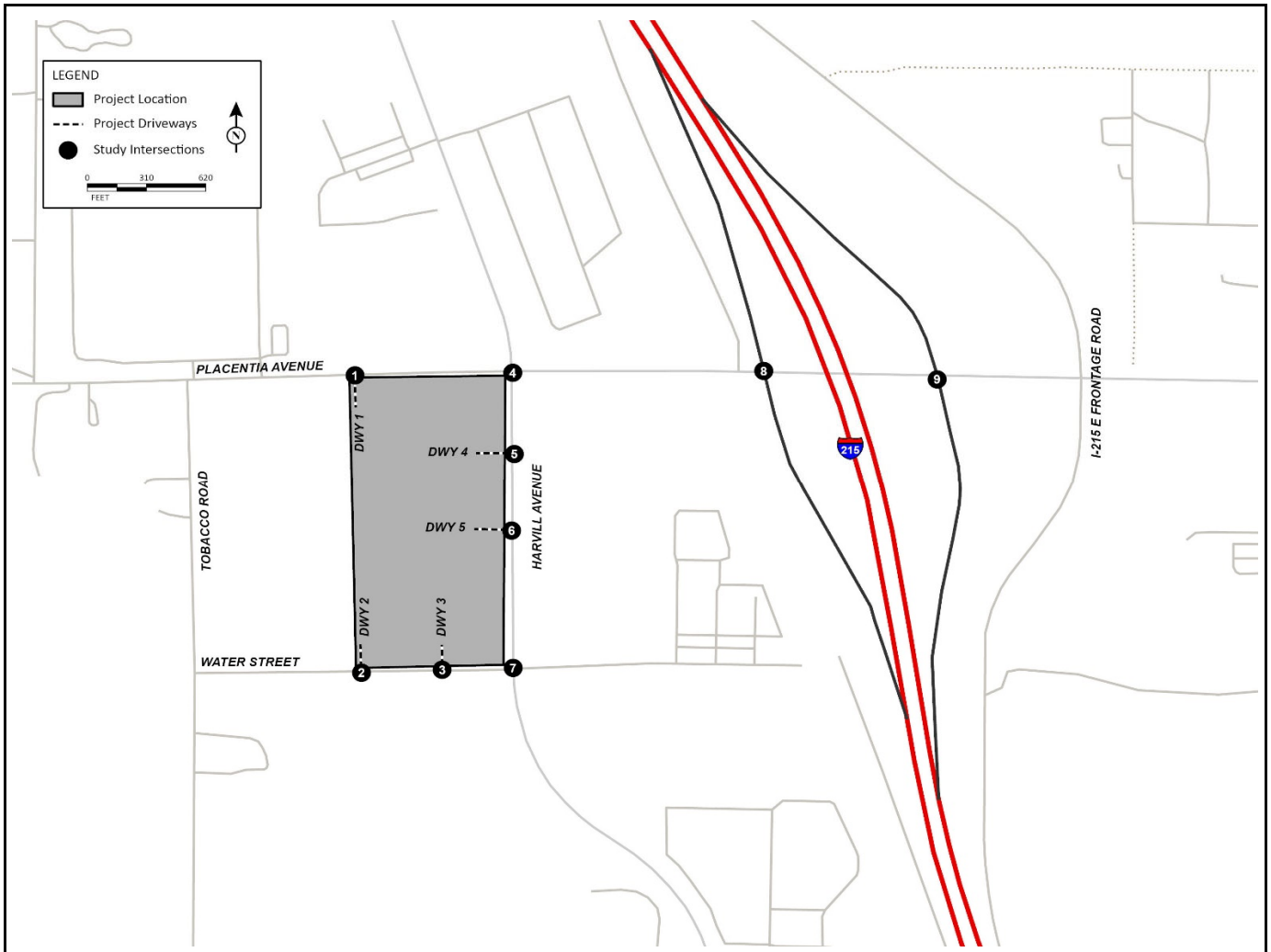


FIGURE 4-2

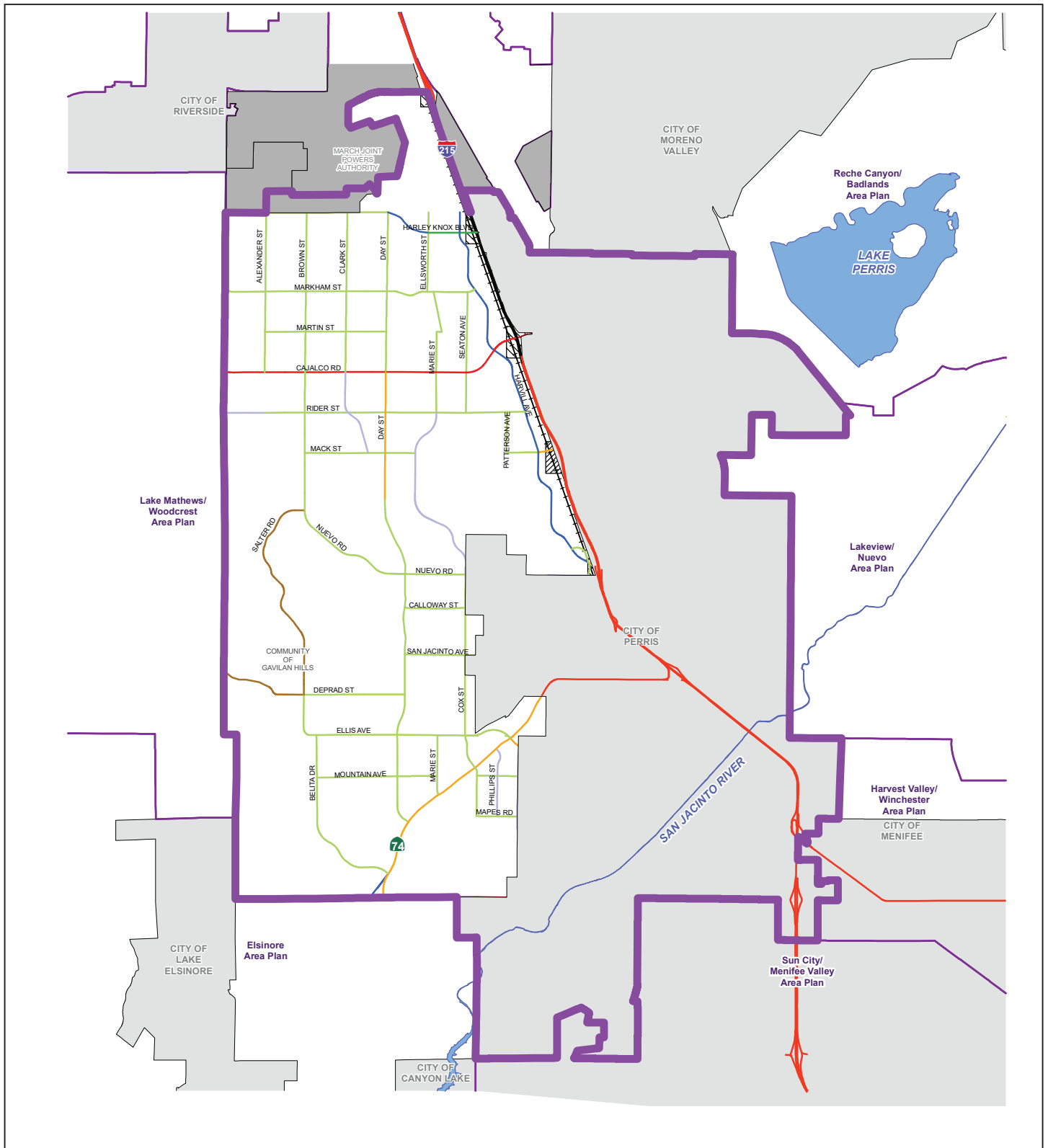
LSA

Legend

- ⊗ Signal
- ◀ Stop Sign
- D De-Facto Right Turn
- F Free Right Turn
- Project Driveway
- - - Future Driveway for Cumulative Projects

*Mead Valley Wellness Village Project
Transportation Analysis*

With Project Intersection Geometrics and Traffic Control



LSA

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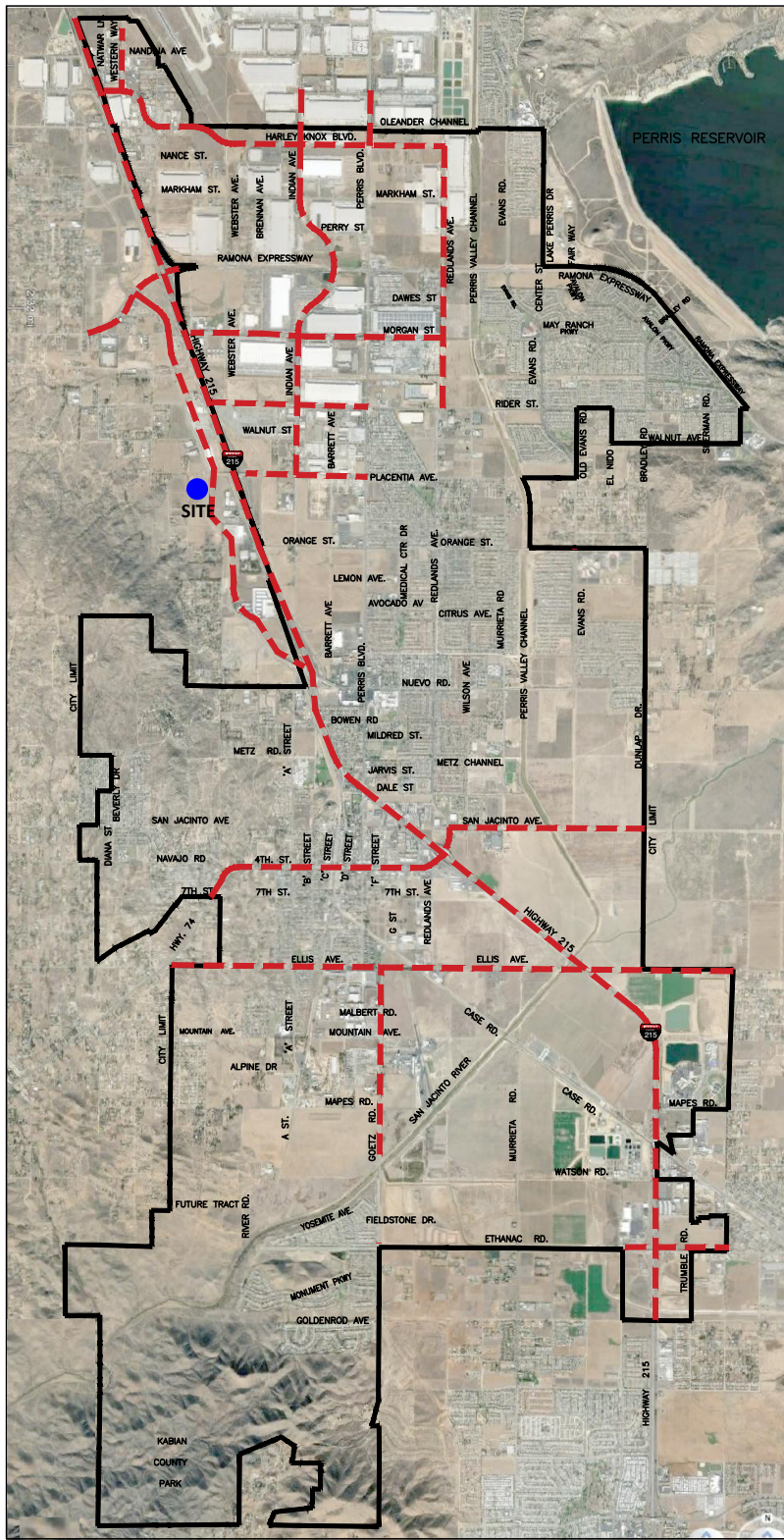
FIGURE 4-3

Mead Valley Wellness Village Project
Transportation Analysis

Mead Valley Area Plan Circulation

SOURCE: Riverside County Transportation

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LSA

LEGEND
 - - - - - TRUCK ROUTES
 _____ PERRIS CITY LIMITS



FIGURE 4-4

Mead Valley Wellness Village Project
 Transportation Analysis
 City of Perris Truck Route

SOURCE: City of Perris, August, 2022.
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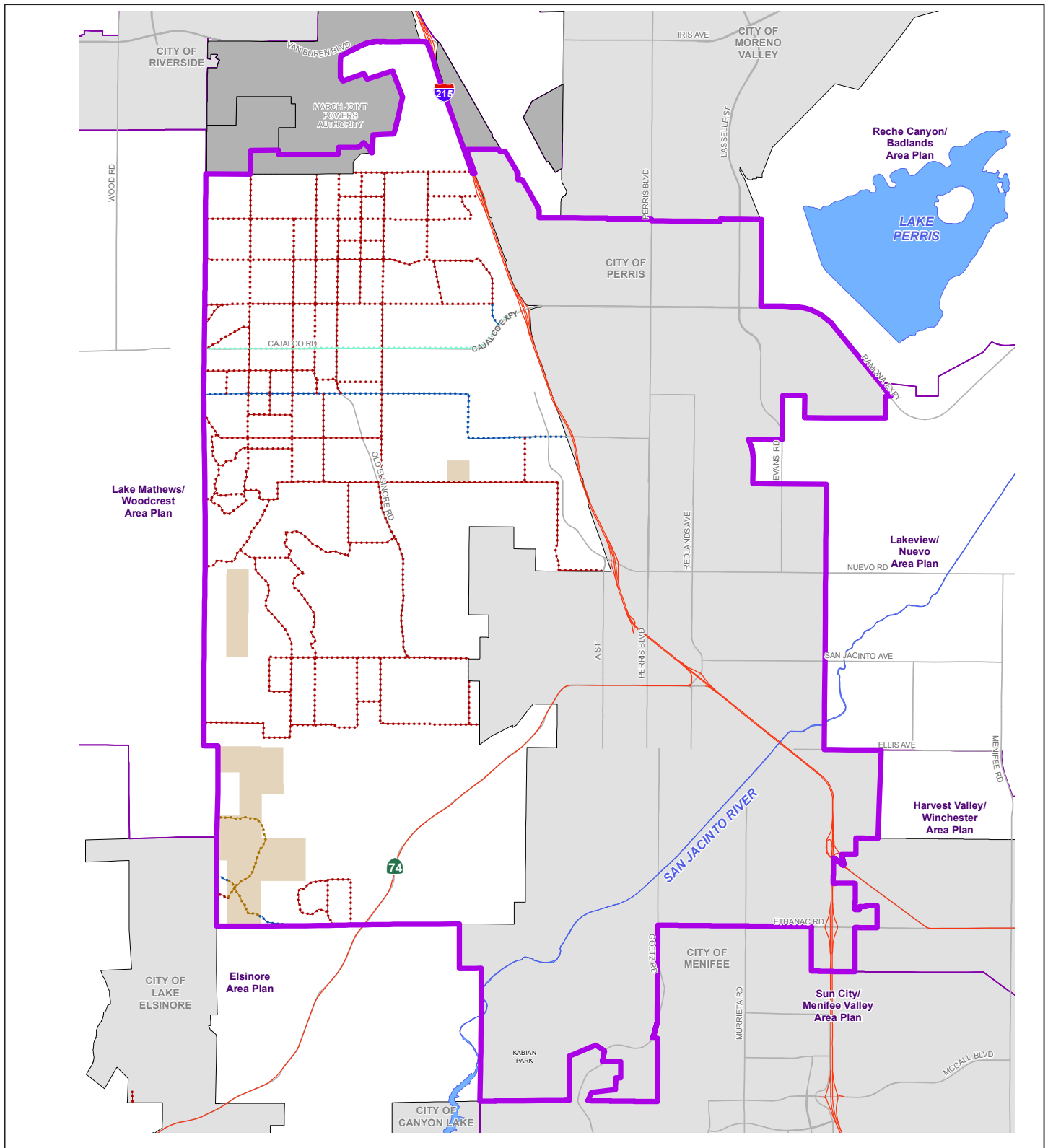


FIGURE 4-5

LSA

LEGEND

- Regional Trail: Urban/Suburban
- Community Trail
- Class II Bike Path
- Non-County Trail (Public and Quasi-Public Lands)
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies
- Bureau of Land Management (BLM) Lands



Mead Valley Wellness Village Project
Transportation Analysis

Mead Valley Area Plan Trails and Bikeway System

5.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

5.1 EXISTING TRAFFIC VOLUMES

Existing traffic volumes at the study intersections were developed using vehicle traffic counts collected by Counts Unlimited in September 2023. Traffic counts were collected for the a.m. and p.m. peak hours at study intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at four intersections. Counts were converted to passenger car equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. As recommended in the TA Guidelines, PCE volumes at study intersections were computed using a factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four or more axles.

Figure 5-1 illustrates existing peak-hour traffic volumes at study intersections. Detailed counts are included in Appendix B. Detailed volume development worksheets are included in Appendix C.

5.2 CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the County's Scoping Agreement process (Appendix A), traffic volumes for cumulative (2027) conditions were developed by applying a 2.0 percent per annum growth rate to the existing traffic volumes at study intersections and adding trips from cumulative projects in the area.

Cumulative projects are land use projects in the vicinity of the proposed project that are expected to add traffic within the study area. Information concerning cumulative projects in the vicinity of the proposed project was obtained from County staff and from the City of Perris. Figure 5-2 illustrates the cumulative project locations. Table 5-A lists the cumulative projects and their corresponding trip generation considered for this analysis. The trip generation for cumulative projects was developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) and/or information from approved traffic studies where available. As shown in Table 5-A, the cumulative projects are expected to generate 59,649 net daily trips, with 4,885 net a.m. peak-hour trips and 5,053 net p.m. peak-hour trips.

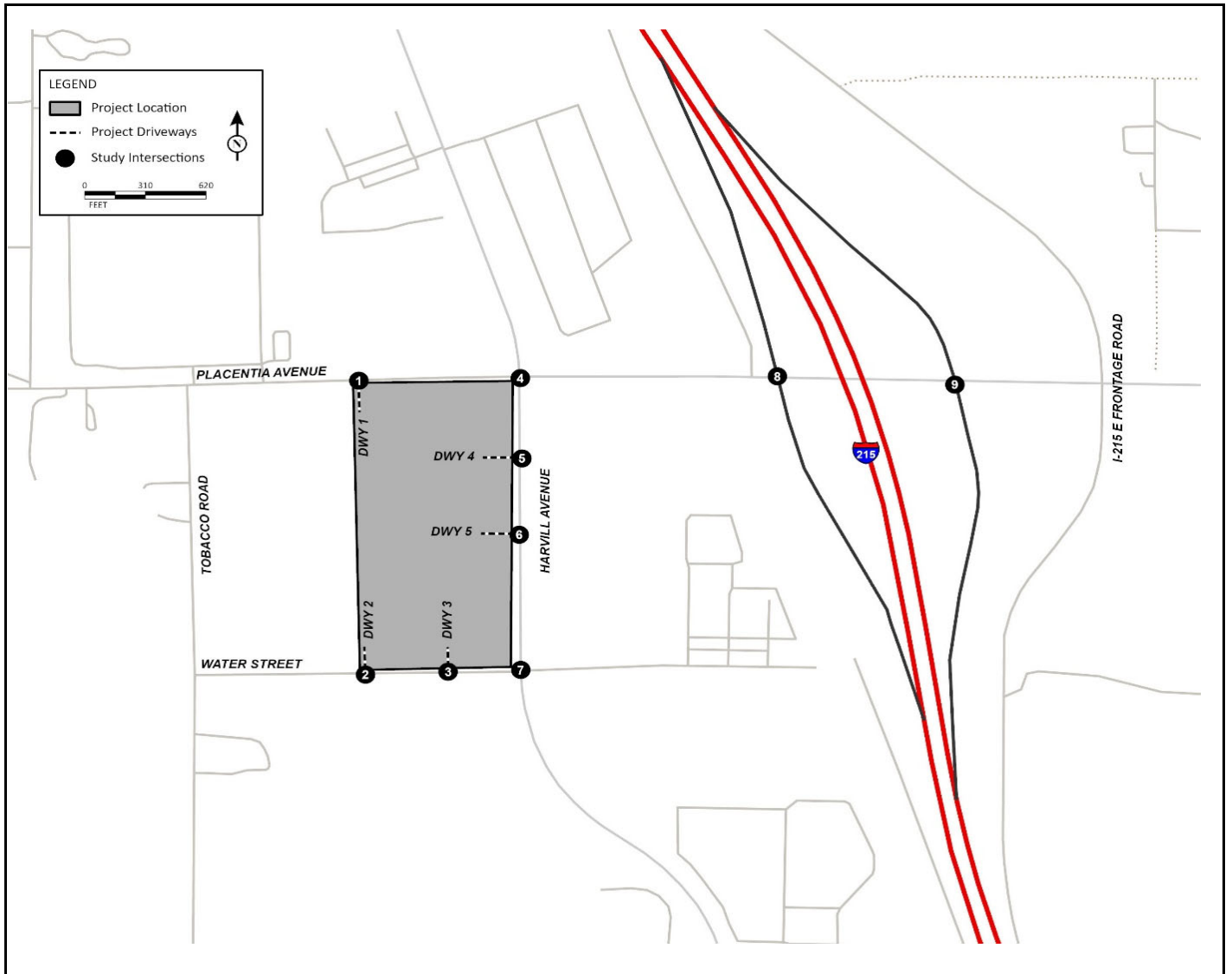
Cumulative project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and regional arterials. Figure 5-3 illustrates the peak-hour cumulative project trip assignment at study area intersections. As previously mentioned, a per-annum growth rate was applied to the existing traffic volumes. The cumulative project trips were added to the existing plus ambient growth traffic volumes to develop cumulative without project traffic volumes.

It should be noted that developing Cumulative without Project traffic volumes is only an intermediate step to developing traffic volumes for Cumulative (2027) plus Project conditions, which is one of the recommended LOS analysis scenarios outlined in the County's TA Guidelines. As such,

as approved during the scoping agreement process, a detailed LOS analysis was not conducted for the Cumulative without Project scenario.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Existing (2023) Peak Hour Traffic Volumes
- Figure 5-2: Cumulative Project Locations
- Figure 5-3: Cumulative Project Trip Assignment
- Table 5-A: Cumulative Projects Trip Generation



<p><i>Future Intersection</i></p>	<p><i>Future Intersection</i></p>	<p><i>Future Intersection</i></p>	<table border="1"> <tr> <td>5/1</td> <td>74/218</td> <td>145/325</td> <td>399/213</td> </tr> <tr> <td>4/1</td> <td>24/30</td> <td>12/7</td> <td>25/40</td> </tr> <tr> <td>8/6</td> <td>8/6</td> <td>354/108</td> <td>98/86</td> </tr> <tr> <td></td> <td></td> <td>107/117</td> <td></td> </tr> </table>	5/1	74/218	145/325	399/213	4/1	24/30	12/7	25/40	8/6	8/6	354/108	98/86			107/117		<p><i>Future Intersection</i></p>												
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4/1	24/30	12/7	25/40																													
8/6	8/6	354/108	98/86																													
		107/117																														
<p>1 Project Driveway 1/Placentia Avenue</p>	<p>2 Project Driveway 2/Water Street</p>	<p>3 Project Driveway 3/Water Street</p>	<p>4 Harvill Avenue/Placentia Avenue</p>	<p>5 Harvill Avenue/Project Driveway 4</p>																												
<p><i>Future Intersection</i></p>	<table border="1"> <tr> <td>1/1</td> <td>170/298</td> <td>9/11</td> <td>8/19</td> </tr> <tr> <td>2/3</td> <td>5/3</td> <td>0/1</td> <td>1/7</td> </tr> <tr> <td></td> <td></td> <td>463/210</td> <td>3/0</td> </tr> </table>	1/1	170/298	9/11	8/19	2/3	5/3	0/1	1/7			463/210	3/0	<table border="1"> <tr> <td>37/39</td> <td>3/6</td> <td>200/362</td> <td>485/300</td> </tr> <tr> <td>245/387</td> <td>31/85</td> <td></td> <td>190/325</td> </tr> </table>	37/39	3/6	200/362	485/300	245/387	31/85		190/325	<table border="1"> <tr> <td>51/56</td> <td>394/693</td> <td>256/76</td> <td>20/2</td> </tr> <tr> <td></td> <td></td> <td>694/190</td> <td></td> </tr> </table>	51/56	394/693	256/76	20/2			694/190		
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		694/190																														
<p>6 Harvill Avenue/Project Driveway 5</p>	<p>7 Harvill Avenue/Water Street</p>	<p>8 I-215 Southbound Ramps/Placentia Avenue</p>	<p>9 I-215 Northbound Ramps/Placentia Avenue</p>																													

FIGURE 5-1



XXX / YYY
AM / PM Peak Hour Traffic Volumes

Mead Valley Wellness Village Project
Transportation Analysis

Existing Peak Hour Traffic Volumes



FIGURE 5-2


LSA

LEGEND

 Project Location

Cumulative Projects

 Riverside County

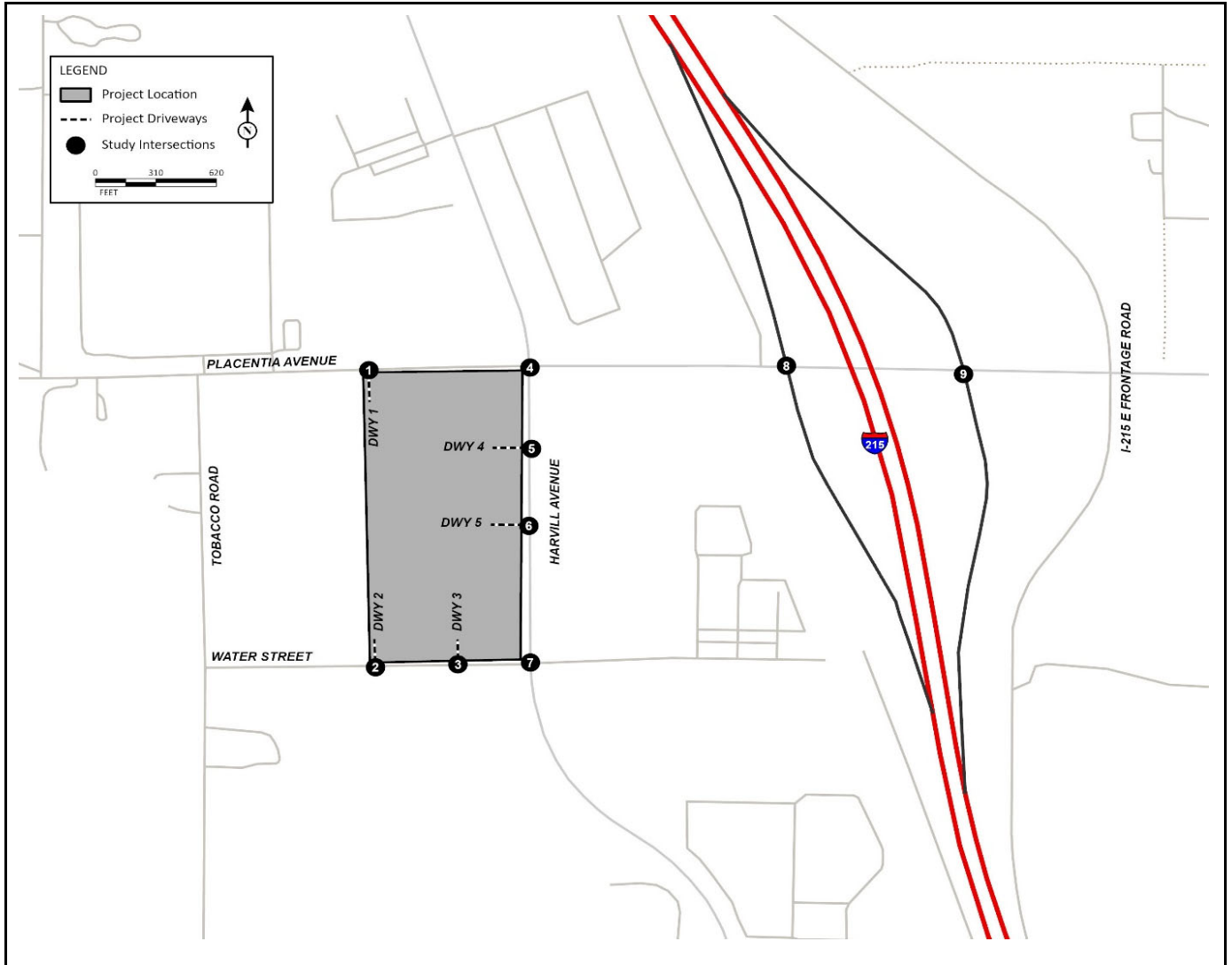
 City of Perris



SOURCE: Google Imagery, 2021; ESRI Streetmap, 2021.

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Mead Valley Wellness Village Project
 Transportation Analysis
 Cumulative Project Location



1 Project Driveway 1/Placentia Avenue	2 Project Driveway 2/Water Street	3 Project Driveway 3/Water Street	4 Harvill Avenue/Placentia Avenue	5 Harvill Avenue/Project Driveway 4
6 Harvill Avenue/Project Driveway 5	7 Harvill Avenue/Water Street	8 I-215 Southbound Ramps/Placentia Avenue	9 I-215 Northbound Ramps/Placentia Avenue	

FIGURE 5-3



XXX / YYY
 AM / PM Peak Hour Trips
 - - - - Project Driveway
 - - - - Future Driveway

Mead Valley Wellness Village Project
 Transportation Analysis
 Cumulative Projects Trip Assignment

Table 5-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
R1 . PPT220050									
Southwest corner of Seaton Avenue and Cajalco Road									
	High-Cube Cold Storage Warehouse ¹	150.526 TSF							
	Trip Generation (Cars)		11	1	12	3	11	14	206
	PCE Trip Generation (2-Axle Trucks)		1	2	3	1	1	2	60
	PCE Trip Generation (3-Axle Trucks)		0	1	1	1	0	1	26
	PCE Trip Generation (4+ Axle Trucks)		2	5	7	4	4	8	184
	Truck PCE Trip Generation		3	8	11	6	5	11	270
	Trip PCE Generation (Total)		14	9	23	9	16	25	476
	High-Cube Fulfillment Center Warehouse - Non-Sort ¹	852.984 TSF							
	Trip Generation (Cars)		68	20	88	34	88	122	1,494
	PCE Trip Generation (2-4-Axle Trucks)		7	7	14	9	10	19	276
	PCE Trip Generation (5+-Axle Trucks)		14	14	28	12	14	26	556
	Truck PCE Trip Generation		21	21	42	21	24	45	832
	Trip PCE Generation (Total)		89	41	130	55	112	167	2,326
	Active Park ¹	14.940 Acres							
	Trip Generation (Cars)		15	15	30	30	30	60	748
	Auto Trips		94	36	130	67	129	196	2,448
	Truck PCE Trips		24	29	53	27	29	56	1,102
	Total PCE Trip Generation		118	65	183	94	158	252	3,550
R2 . PPT210133									
Southeast corner of Seaton Avenue and Cajalco Expressway									
	High-Cube Fulfillment Center Warehouse - WRCOG ²	350.481 TSF							
	Trip Generation (Cars)		24	6	30	16	24	40	515
	PCE Trip Generation (2-Axle Trucks)		2	3	5	3	3	6	77
	PCE Trip Generation (3-Axle Trucks)		2	2	4	2	4	6	82
	PCE Trip Generation (4+ Axle Trucks)		12	12	24	15	18	33	420
	Total Truck Trip Generation		6	7	13	8	10	18	232
	Auto Trips		24	6	30	16	24	40	515
	Truck PCE Trips		16	17	33	20	25	45	579
	Total PCE Trip Generation		40	23	63	36	49	85	1,094
R3 . PPT220008									
Southwest corner of Harvill Avenue and Perry Street									
	High-Cube Fulfillment Center Warehouse - WRCOG ²	307.616 TSF							
	Trip Generation (Cars)		21	5	26	14	21	35	452
	PCE Trip Generation (2-Axle Trucks)		2	3	5	3	2	5	68
	PCE Trip Generation (3-Axle Trucks)		2	2	4	2	4	6	72
	PCE Trip Generation (4+ Axle Trucks)		9	12	21	12	15	27	366
	Total Truck Trip Generation		5	7	12	7	8	15	203
	Auto Trips		21	5	26	14	21	35	452
	Truck PCE Trips		13	17	30	17	21	38	506
	Total PCE Trip Generation		34	22	56	31	42	73	958
R4 . PP25699									
Northeast corner of Cajalco Expressway and Harvill Avenue									
	Strip Retail Plaza (<40k)	14.912 TSF							
	Trips/Unit ³		1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation		21	14	35	49	49	98	812
	Pass-by Trips ⁴		0	0	0	(20)	(20)	(39)	(325)
	Net New Trips		21	14	35	29	29	59	487
	Marijuana Dispensary	4.646 TSF							
	Trips/Unit ⁵		5.48	5.06	10.54	9.46	9.46	18.92	211.12
	Trip Generation		25	24	49	44	44	88	981
	Total Trip Generation		46	38	84	73	73	147	1468

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
R5 . PPT190029								
South of Cajalco Road and 1100 ft West of Harvill Avenue								
	Warehousing ⁶	36.000 TSF						
	Trip Generation (Cars)		3	1	4	1	3	4
	PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (4+ Axle Trucks)		3	0	3	3	0	3
	Total Truck Trip Generation		1	0	1	1	0	1
	Auto Trips		3	1	4	1	3	4
	Truck PCE Trips		3	0	3	3	0	3
	Total PCE Trip Generation		6	1	7	4	3	7
R6 . PPT220024								
990 ft South of Cajalco Road and West of Patterson Avenue								
	Warehousing ⁶	107.968 TSF						
	Trip Generation (Cars)		10	3	13	4	9	13
	PCE Trip Generation (2-Axle Trucks)		2	0	2	2	0	2
	PCE Trip Generation (3-Axle Trucks)		2	0	2	2	0	2
	PCE Trip Generation (4+ Axle Trucks)		6	3	9	6	6	12
	Total Truck Trip Generation		4	1	5	4	2	6
	Auto Trips		10	3	13	4	9	13
	Truck PCE Trips		10	3	13	10	6	16
	Total PCE Trip Generation		20	6	26	14	15	29
R7 . PPT220004								
Southwest corner of Patterson Avenue and Rider Street								
	High-Cube Fullfillment Center Warehouse - Non-Sort ⁷	591.203 TSF						
	Trip Generation (Cars)		47	14	61	2	61	85
	PCE Trip Generation (2-4-Axle Trucks)		5	5	10	6	7	13
	PCE Trip Generation (5+-Axle Trucks)		10	10	20	8	9	17
	Truck PCE Trip Generation		15	15	30	14	16	30
	Trip PCE Generation (Total)		62	29	91	16	77	115
	Single-Family Detached Housing ⁷							
	Existing Single Family Detached Housing	2 DU	1	2	3	2	1	3
	Proposed Single Family Detached Housing	3 DU	0	1	1	1	1	2
	Trip Generation		-1	-1	-2	-1	0	-1
	Auto Trips		46	13	59	1	61	84
	Truck PCE Trips		15	15	30	14	16	30
	Total PCE Trip Generation		61	28	89	15	77	114
R8 . PPT220001								
Northeast corner of Harvill Avenue and Cajalco Road								
	General Light Industrial ⁸	99.770 TSF						
	Trip Generation (Cars)		51	7	58	7	44	51
	PCE Trip Generation (2-Axle Trucks)		5	3	8	3	5	8
	PCE Trip Generation (3-Axle Trucks)		4	2	6	2	2	4
	PCE Trip Generation (4+ Axle Trucks)		15	9	24	9	12	21
	Total Truck Trip Generation		10	6	16	6	8	14
	Auto Trips		51	7	58	7	44	51
	Truck PCE Trips		24	14	38	14	19	33
	Total PCE Trip Generation		75	21	96	21	63	84

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
R9 . PPT220026								
	990 ft South of Cajalco Road and East of Patterson Avenue							
	Warehousing ⁶	100.190 TSF						
	Trip Generation (Cars)		9	3	12	3	9	12
	PCE Trip Generation (2-Axle Trucks)		2	0	2	2	0	2
	PCE Trip Generation (3-Axle Trucks)		0	2	2	2	0	2
	PCE Trip Generation (4+ Axle Trucks)		6	3	9	6	3	9
	Total Truck Trip Generation		3	2	5	4	1	5
	Auto Trips		9	3	12	3	9	12
	Truck PCE Trips		8	5	13	10	3	13
	Total PCE Trip Generation		17	8	25	13	12	25
R10 . PPT190032								
	Northeast corner of Patterson Avenue and Rider Street							
	Intermodal Truck Terminal ⁹	53.275 TSF						
	Total Truck Trip Generation		30	6	36	6	24	30
	Auto Trips		35	4	39	5	30	35
	Truck PCE Trips		48	11	59	11	37	48
	Total PCE Trip Generation		83	15	98	16	67	83
R11 . PPT190039								
	Northeast corner of Harvill Avenue and Rider Street							
	High-Cube Fullfillment Center Warehouse - WRCOG ²	334.992 TSF						
	Trip Generation (Cars)		23	5	28	15	23	38
	PCE Trip Generation (2-Axle Trucks)		2	3	5	3	3	6
	PCE Trip Generation (3-Axle Trucks)		2	2	4	2	4	6
	PCE Trip Generation (4+ Axle Trucks)		12	12	24	15	15	30
	Total Truck Trip Generation		6	7	13	8	9	17
	Auto Trips		23	5	28	15	23	38
	Truck PCE Trips		16	17	33	20	22	42
	Total PCE Trip Generation		39	22	61	35	45	80
R12 . PPT220047								
	Northeast corner of Tobacco Road and Water Street							
	Warehousing ¹⁰	194.479 TSF						
	Trip Generation (Cars)		23	6	29	7	22	29
	PCE Trip Generation (2-Axle Trucks)		1	0	1	1	1	2
	PCE Trip Generation (3-Axle Trucks)		1	1	2	1	1	2
	PCE Trip Generation (4+ Axle Trucks)		4	3	7	6	5	11
	Truck PCE Trip Generation		6	4	10	8	7	15
	Auto Trips		23	6	29	7	22	29
	Truck PCE Trips		6	4	10	8	7	15
	Total PCE Trip Generation		29	10	39	15	29	44
R13 . PPT220002								
	Southwest corner of Harvill Avenue and Water Street							
	Warehousing ¹¹	434.823 TSF						
	Trip Generation (Cars)		34	10	44	18	45	63
	PCE Trip Generation (2-4-Axle Trucks)		3	4	7	4	5	9
	PCE Trip Generation (5+-Axle Trucks)		7	7	14	6	7	13
	Truck PCE Trip Generation		10	11	21	10	12	22
	Auto Trips		34	10	44	18	45	63
	Truck PCE Trips		10	11	21	10	12	22
	Total PCE Trip Generation		44	21	65	28	57	85

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
R14 . PP26241								
	Northeast corner of Harvill Avenue and Placentia Avenue							
	Truck Stop ¹²	4 VFP						
	Trips/Unit		6.85	7.12	13.97	8.17	7.25	15.42
	Truck PCE Trips		81	84	165	99	87	186
								224.00
								2,688
	Truck Service Centre ¹³	433 Stalls						
	Trip Generation (Cars)		9	2	11	11	17	28
	PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (3-Axle Trucks)		2	4	6	4	4	8
	PCE Trip Generation (4+ Axle Trucks)		6	12	18	15	12	27
								309
								14
								112
								408
	Total Truck Trip Generation		84	6	9	7	6	13
	Auto Trips		9	2	11	11	17	28
	Truck PCE Trips		8	16	24	19	16	35
	Total PCE Trip Generation		17	18	35	30	33	63
								201
								309
								534
								843
	Total Auto Trips		9	2	11	11	17	28
	Total Truck PCE Trips		89	100	189	118	103	221
	Total PCE Trip Generation		98	102	200	129	120	249
								309
								3,222
								3,531
R15 . PPT210021								
	Northwest corner of Harvill Avenue and Orange Avenue							
	RV Storage ¹⁴	145 Trailer Stalls						
	Trips/Unit		0.02	0.02	0.03	0.02	0.02	0.04
	Truck PCE Trips		2	2	4	3	3	6
								0.48
								70
R16 . PPT230028								
	Southwest corner of Webster Avenue and Harvill Avenue							
	Truck Service Centre ¹⁵	4 Bays						
	Trip Generation (Cars)		5	2	7	2	9	11
	PCE Trip Generation (2-Axle Trucks)		3	0	3	0	0	0
	PCE Trip Generation (3-Axle Trucks)		2	0	2	2	0	2
	PCE Trip Generation (4+ Axle Trucks)		0	0	0	0	0	0
								74
								14
								12
								9
	Total Truck Trip Generation		3	0	3	1	0	1
	Auto Trips		5	2	7	2	9	11
	Truck PCE Trips		5	0	5	2	0	2
	Total PCE Trip Generation		10	2	12	4	9	13
								18
								74
								35
								109
P1 . Harvest Landing Specific Plan Phase 1								
	North of Nuevo Road, South of Placentia Avenue and West of Perris Boulevard							
	Single-Family Detached Housing ¹⁶	270 DU						
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94
	Trip Generation		49	140	189	159	95	254
								9.43
								2,546
	Shopping Plaza (40-150k) - Supermarket - Yes	73.181 TSF						
	Trips/Unit ¹⁷		2.19	1.34	3.53	4.33	4.70	9.03
	Trip Generation		160	98	258	317	344	661
	Pass-by Trips ¹⁸		0	0	0	(127)	(138)	(264)
	Net New Trips		160	98	258	190	206	397
								94.49
								6,915
								(2,766)
								4,149
	High-Cube Fullfillment Center Warehouse - WRCOG ²	539.702 TSF						
	Trip Generation (Cars)		37	8	45	24	37	61
	PCE Trip Generation (2-Axle Trucks)		3	3	6	5	5	10
	PCE Trip Generation (3-Axle Trucks)		4	4	8	4	6	10
	PCE Trip Generation (4+ Axle Trucks)		18	18	36	24	27	51
								793
								117
								126
								645
	Total Truck Trip Generation		10	10	20	13	15	28
	Total Industrial Auto Trips		37	8	45	24	37	61
	Truck PCE Trips		25	25	50	33	38	71
	Total PCE Trip Generation		62	33	95	57	75	132
								356
								793
								888
								1,681
	Total Auto Trips		246	246	492	500	476	976
	Total Truck PCE Trips		25	25	50	33	38	71
	Total Pass-by Trips		0	0	0	(127)	(138)	(264)
	Total Net PCE Trip Generation		271	271	542	406	376	783
								10,254
								888
								(2,766)
								8,376

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily	
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
P2 . Mosque									
	Northeast corner of Barrett Avenue and Orange Avenue Mosque ¹⁹								
	Trip Generation		37	2	39	2	37	39	174
P3 . Baret Apartments									
	Southeast corner of Barrett Avenue and Perris Boulevard Multifamily Housing (Mid-Rise) Not Close to Rail Transit ²⁰	228 DU							
	Trips/Unit		0.09	0.28	0.37	0.24	0.15	0.39	4.54
	Trip Generation		21	64	85	55	34	89	1,035
P4 . Habit and QSR									
	Northwest corner of Perris Boulevard and Orange Avenue Fast Casual Restaurant	8.000 TSF							
	Trips/Unit ²¹		0.72	0.71	1.43	6.90	5.65	12.55	97.14
	Trip Generation		6	6	12	55	45	100	777
	Pass-by Trips ²²		0	0	0	(24)	(19)	(43)	(334)
	Net New Trips		6	6	12	31	26	57	443
P5 . Patriot Industrial									
	Southwest corner of Perris Boulevard and Morgan Street Warehousing ²³	286.892 TSF							
	Trip Generation (Cars)		27	8	35	11	29	40	362
	PCE Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	34
	PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	57
	PCE Trip Generation (4+ Axle Trucks)		21	6	27	9	21	30	258
	Truck PCE Trip Generation		28	9	37	12	28	40	349
	Auto Trips		27	8	35	11	29	40	362
	Truck PCE Trips		28	9	37	12	28	40	349
	Total PCE Trip Generation		55	17	72	23	57	80	711
P6 . 7- Eleven Auto Carwash									
	Southwest corner of Perris Boulevard and Rider Street Automated Car Wash ²⁴	4.100 TSF							
	Trips/Unit		5.66	3.32	8.98	7.10	7.10	14.20	163.09
	Trip Generation		23	14	37	29	29	58	669
P7 . Gas Station, Carwash and Hotel									
	Northwest corner of Perris Boulevard and Placentia Avenue Hotel ²⁵	12.00 TSF							
	Trip Generation		5	4	9	6	5	11	150
	Automated Car Wash ²⁴	5.00 TSF							
	Trips/Unit		5.66	3.32	8.98	7.10	7.10	14.20	163.09
	Trip Generation		28	17	45	36	36	72	815
	Convenience Store/Gas Station ²⁶	5.00 TSF							
	Trips/Unit		20.30	20.29	40.59	24.24	24.24	48.48	624.20
	Trip Generation		102	101	203	121	121	242	3,121
	Pass-by Trips ²⁴		(61)	(61)	(122)	(68)	(68)	(136)	(1,810)
	Net New Trips		41	40	81	53	53	106	1,311
	Total Auto Trips		135	122	257	163	162	325	4,086
	Total Pass-by Trips		(61)	(61)	(122)	(68)	(68)	(136)	(1,810)
	Total Net New Trips		74	61	135	95	94	189	2,276

Table 5-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
P8 . Burge Industrial 1									
Northeast corner of Perris Boulevard and Commerce Drive									
	Warehousing ⁶	18.276 TSF							
	Trip Generation (Cars)		2	0	2	1	1	2	
	PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	
	PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	
	PCE Trip Generation (4+ Axle Trucks)		0	3	3	0	3	3	
	Total Truck Trip Generation		0	1	1	0	1	1	
	Auto Trips		2	0	2	1	1	2	
	Truck PCE Trips		0	3	3	0	3	3	
	Total PCE Trip Generation		2	3	5	1	4	5	
P9 . Burge Industrial 2									
Southeast corner of Perris Boulevard and Commerce Drive									
	Warehousing ⁶	43.354 TSF							
	Trip Generation (Cars)		4	1	5	2	3	5	
	PCE Trip Generation (2-Axle Trucks)		0	2	2	0	2	2	
	PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	
	PCE Trip Generation (4+ Axle Trucks)		3	0	3	3	0	3	
	Total Truck Trip Generation		1	1	2	1	1	2	
	Auto Trips		4	1	5	2	3	5	
	Truck PCE Trips		3	2	5	3	2	5	
	Total PCE Trip Generation		7	3	10	5	5	10	
P10 . Calvio Industrial									
Northeast corner of Perris Boulevard and Rider Street									
	General Light Industrial ⁸	43.000 TSF							
	Trip Generation (Cars)		22	3	25	3	19	22	
	PCE Trip Generation (2-Axle Trucks)		2	2	4	2	2	4	
	PCE Trip Generation (3-Axle Trucks)		2	0	2	2	0	2	
	PCE Trip Generation (4+ Axle Trucks)		6	3	9	3	6	9	
	Total Truck Trip Generation		4	2	6	3	3	6	
	Auto Trips		22	3	25	3	19	22	
	Truck PCE Trips		10	5	15	7	8	15	
	Total PCE Trip Generation		32	8	40	10	27	37	
P11 . OLC 3									
Northeast corner of Perris Boulevard and Ramona Expressway									
	High-Cube Fulfillment Center Warehouse - WRCOG ²⁸	774.419 TSF							
	Trip Generation (Cars)		61	18	79	31	80	111	
	PCE Trip Generation (2-4-Axle Trucks)		6	6	12	8	9	17	
	PCE Trip Generation (5+-Axle Trucks)		13	13	26	11	12	23	
	Total Auto Trips		61	18	79	31	80	111	
	Truck PCE Trips		19	19	38	19	21	40	
	Total PCE Trip Generation		80	37	117	50	101	151	
	Strip Retail Plaza (<40k) ²⁸	30.825 TSF							
	Trip Generation		44	29	73	102	101	203	
	Internal Capture		(4)	(4)	(8)	(51)	(29)	(80)	
	Pass-by Trips		0	0	0	(20)	(20)	(41)	
	Net New Trips		40	25	65	31	52	82	
	High-Turnover (Sit-Down) Restaurant ²⁸	5.000 TSF							
	Trip Generation		26	22	48	28	18	46	
	Internal Capture		0	0	0	(1)	(2)	(3)	
	Pass-by Trips		0	0	0	(12)	(12)	(23)	
	Net New Trips		26	22	48	15	4	20	
	Fast-Food Restaurant without Drive-Through Window ²⁸	23.775 TSF							
	Trip Generation		595	431	1,027	395	395	790	
	Internal Capture		(3)	(3)	(6)	(19)	(34)	(53)	
	Pass-by Trips		(214)	(214)	(428)	(199)	(199)	(398)	
	Net New Trips		378	214	593	177	162	339	

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily	
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
	Fast-Food Restaurant with Drive-Through Window ²⁸	10.400	TSF						
	Trip Generation			237	227	464	179	165	344
	Internal Capture			(1)	(1)	(2)	(9)	(15)	(24)
	Pass-by Trips			(113)	(113)	(226)	(83)	(83)	(166)
	Net New Trips			123	113	236	87	67	154
	Total Auto Trips			963	727	1,691	735	759	1,494
	Total Internal Capture			(8)	(8)	(16)	(80)	(80)	(160)
	Total Pass-by Trips			(327)	(327)	(654)	(314)	(314)	(628)
	Truck PCE Trips			19	19	38	19	21	40
	Total PCE Trip Generation			647	411	1,059	360	386	746
P12 . Pulliam Industrial									
Southeast corner of Perris Boulevard and Commerce Drive									
	General Light Industrial ⁸	16.000	TSF						
	Trip Generation (Cars)			8	1	9	1	7	8
	PCE Trip Generation (2-Axle Trucks)			0	2	2	0	2	2
	PCE Trip Generation (3-Axle Trucks)			0	0	0	0	0	0
	PCE Trip Generation (4+ Axle Trucks)			3	0	3	3	0	3
	Total Truck Trip Generation			1	1	2	1	1	2
	Auto Trips			8	1	9	1	7	8
	Truck PCE Trips			3	2	5	3	2	5
	Total PCE Trip Generation			11	3	14	4	9	13
P13 . Tommy's Carwash & QSR									
Southeast corner of Perris Boulevard and Orange Avenue									
	Automated Car Wash ²⁴	4.000	TSF						
	Trips/Unit			5.66	3.32	8.98	7.10	7.10	14.20
	Trip Generation			23	13	36	28	28	56
	High-Turnover (Sit-Down) Restaurant ²⁹	4.500	TSF						
	Trip Generation			595	431	1,027	395	395	790
	Internal Capture			(3)	(3)	(6)	(19)	(34)	(53)
	Pass-by Trips			(214)	(214)	(428)	(199)	(199)	(398)
	Net New Trips			375	211	587	158	128	286
	Total Auto Trips			618	444	1,063	423	423	846
	Total Internal Capture			(3)	(3)	(6)	(19)	(34)	(53)
	Total Pass-by Trips			(214)	(214)	(428)	(199)	(199)	(398)
	Total Net New Trips			401	227	629	205	190	395
P14 . Chartwell Industrial									
Southwest corner of Redlands Boulevard and Rider Street									
	Warehousing ³⁰	132.000	TSF						
	Trip Generation (Cars)			16	4	20	5	15	20
	PCE Trip Generation (2-Axle Trucks)			0	0	0	0	0	0
	PCE Trip Generation (3-Axle Trucks)			0	0	0	0	0	0
	PCE Trip Generation (4+ Axle Trucks)			3	3	6	3	3	6
	Total Truck Trip Generation			1	1	2	1	1	2
	Auto Trips			16	4	20	5	15	20
	Truck PCE Trips			3	3	6	3	3	6
	Total PCE Trip Generation			19	7	26	8	18	26
P15 . Redlands Avenue West Industrial									
Southwest corner of Redlands Boulevard and Rider Street									
	High-Cube Fulfillment Center Warehouse - Non-Sort ³¹	334.447	TSF						
	Trip Generation (Cars)			37	9	46	19	30	49
	PCE Trip Generation (2-Axle Trucks)			2	0	2	0	0	0
	PCE Trip Generation (3-Axle Trucks)			2	0	2	0	0	0
	PCE Trip Generation (4+ Axle Trucks)			6	3	9	3	3	6
	Total Truck Trip Generation			4	1	5	1	1	2
	Auto Trips			37	9	46	19	30	49
	Truck PCE Trips			10	3	13	3	3	6
	Total PCE Trip Generation			47	12	59	22	33	55

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
P16 . Rider 2 and 4 High-Cube Warehouse								
	Southeast corner of Redlands Boulevard and Morgan Street							
	High-Cube Transload and Short-Term Storage Warehouse ³²	1373.449 TSF						
	Trip Generation (Cars)		60	18	78	31	77	108
	PCE Trip Generation (2-Axle Trucks)		7	3	10	3	7	10
	PCE Trip Generation (3-Axle Trucks)		11	3	14	3	9	12
	PCE Trip Generation (4+ Axle Trucks)		50	13	63	17	42	59
	Auto Trips		60	18	78	31	77	108
	Truck PCE Trips		68	19	87	23	58	81
	Total PCE Trip Generation		128	37	165	54	135	189
P17 . First Industrial Goodwin								
	Southeast corner of Redlands Avenue and Rider Sreet							
	Warehousing ⁶	338.000 TSF						
	Trip Generation (Cars)		31	9	40	12	30	42
	PCE Trip Generation (2-Axle Trucks)		3	3	6	3	3	6
	PCE Trip Generation (3-Axle Trucks)		4	2	6	4	2	6
	PCE Trip Generation (4+ Axle Trucks)		18	15	33	18	15	33
	Total Truck Trip Generation		10	8	18	10	8	18
	Auto Trips		31	9	40	12	30	42
	Truck PCE Trips		25	20	45	25	20	45
	Total PCE Trip Generation		56	29	85	37	50	87
P18 . Redlands Avenue East Industrial								
	Southeast corner of Redlands Avenue and Rider Sreet							
	High-Cube Fullfillment Center Warehouse - Non-Sort ³³	254.511 TSF						
	Trip Generation (Cars)		28	7	35	15	23	38
	PCE Trip Generation (2-Axle Trucks)		2	0	2	0	0	0
	PCE Trip Generation (3-Axle Trucks)		2	0	2	0	0	0
	PCE Trip Generation (4+ Axle Trucks)		6	3	9	3	3	6
	Total Truck Trip Generation		4	1	5	1	1	2
	Auto Trips		28	7	35	15	23	38
	Truck PCE Trips		10	3	13	3	3	6
	Total PCE Trip Generation		38	10	48	18	26	44
P19 . Redlands Industrial								
	Northeast corner of Redlands Avenue and Placentia Avenue							
	General Light Industrial ³⁴	121.100 TSF						
	Trip Generation (Cars)		55	7	62	7	48	55
	PCE Trip Generation (2-Axle Trucks)		8	1	9	1	7	8
	PCE Trip Generation (3-Axle Trucks)		9	1	10	1	7	8
	PCE Trip Generation (4+ Axle Trucks)		44	6	50	6	38	44
	Total Truck Trip Generation		24	4	28	4	20	24
	Auto Trips		55	7	62	7	48	55
	Truck PCE Trips		61	8	69	8	52	60
	Total PCE Trip Generation		116	15	131	15	100	115
P20 . First Industrial Goodwin 2								
	Southwest corner of Wilson Avenue and Rider Sreet							
	General Light Industrial ⁸	248.000 TSF						
	Trip Generation (Cars)		127	17	144	18	109	127
	PCE Trip Generation (2-Axle Trucks)		12	8	20	9	8	17
	PCE Trip Generation (3-Axle Trucks)		8	6	14	6	6	12
	PCE Trip Generation (4+ Axle Trucks)		36	21	57	27	24	51
	Total Truck Trip Generation		24	15	39	18	16	34
	Auto Trips		127	17	144	18	109	127
	Truck PCE Trips		56	35	91	42	38	80
	Total PCE Trip Generation		183	52	235	60	147	207

Table 5-A - Cumulative Projects Trip Generation

Project		A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units	In	Out	Total	In	Out		Total
P21 . First Industrial Wilson								
	Southwest corner of Wilson Avenue and Rider Sreet							
	Warehousing ³⁵	192.623 TSF						
	Trip Generation (Cars)		23	6	29	7	22	29
	PCE Trip Generation (2-Axle Trucks)		0	0	0	2	0	2
	PCE Trip Generation (3-Axle Trucks)		0	0	0	2	2	4
	PCE Trip Generation (4+ Axle Trucks)		3	3	6	6	6	12
	Total Truck Trip Generation		1	1	2	4	3	7
	Auto Trips		23	6	29	7	22	29
	Truck PCE Trips		3	3	6	10	8	18
	Total PCE Trip Generation		26	9	35	17	30	47
P22 . Wilson Industrial								
	Northwest corner of Wilson Avenue and Placentia Avenue							
	Warehousing ³⁶	83.910 TSF						
	Trip Generation (Cars)		10	3	13	4	9	13
	PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (4+ Axle Trucks)		3	3	6	3	3	6
	Total Truck Trip Generation		1	1	2	1	1	2
	Auto Trips		10	3	13	4	9	13
	Truck PCE Trips		3	3	6	3	3	6
	Total PCE Trip Generation		13	6	19	7	12	19
P23 . Wilson Industrial 2								
	Southeast corner of Wilson Avenue and Rider Street							
	Warehousing ³⁷	155.000 TSF						
	Trip Generation (Cars)		19	5	24	6	19	25
	PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0
	PCE Trip Generation (3-Axle Trucks)		0	0	0	2	0	2
	PCE Trip Generation (4+ Axle Trucks)		3	3	6	6	3	9
	Total Truck Trip Generation		1	1	2	3	1	4
	Auto Trips		19	5	24	6	19	25
	Truck PCE Trips		3	3	6	8	3	11
	Total PCE Trip Generation		22	8	30	14	22	36
P24 . Placentia Avenue Industrial Warehouse								
	Northeast corner of Wilson Avenue and Placentia Avenue							
	High-Cube Fullfillment Center Warehouse - WRCOG ²	508.776 TSF						
	Trip Generation (Cars)		35	8	43	23	35	58
	PCE Trip Generation (2-Axle Trucks)		3	3	6	5	5	10
	PCE Trip Generation (3-Axle Trucks)		4	2	6	4	6	10
	PCE Trip Generation (4+ Axle Trucks)		18	18	36	21	27	48
	Total Truck Trip Generation		10	9	19	12	15	27
	Auto Trips		35	8	43	23	35	58
	Truck PCE Trips		25	23	48	30	38	68
	Total PCE Trip Generation		60	31	91	53	73	126
P25 . Nova Homes								
	Northeast corner of Wilson Avenue and Water Avenue							
	Single-Family Detached Housing ¹⁶	76 DU						
	Trips/Unit ¹¹		0.18	0.52	0.70	0.59	0.35	0.94
	Trip Generation		14	40	54	45	27	72
P26 . May Ranch								
	Southwest corner of Evans Road and Rider Sreet							
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ³⁸	300 DU						
	Trip Generation		29	91	120	96	57	153

Table 5-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
		Total Gross Trip Generation (Cars)	3,029	2,003	5,034	2,532	3,064	5,618	65,131
		Total Gross Truck PCE Trips	644	433	1,077	522	634	1,156	16,013
		Total Internal Capture	(11)	(11)	(22)	(99)	(114)	(213)	(1,764)
		Total Pass-By Trips	(602)	(602)	(1,204)	(751)	(757)	(1,508)	(19,731)
		Total Net Trip Generation	3,060	1,823	4,885	2,204	2,827	5,053	59,649

- Notes:
- DU = Dwelling Units; RM = Rooms; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
 - ¹ Trip generation taken from "Mead Valley Commerce Center Traffic Analysis" by Urban Crossroads.
 - ² Passenger vehicle and truck rates were obtained from Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program "High-Cube Warehouse Trip Generation Study", dated January 2019. Passenger vehicles and truck inbound and outbound splits were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban." The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 21.9% 2-axle trucks, 17.7% 3-axle trucks, and 60.3% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.
 - ³ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 840 - "Strip Retail Plaza (<40k)", Setting/Location - "General Urban/Suburban".
 - ⁴ Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 840 - "Strip Retail Plaza (<40k)." A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.
 - ⁵ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use - "Marijuana Dispensary", Setting/Location - "General Urban/Suburban".
 - ⁶ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 150 - "Warehousing", Setting/Location - "General Urban/Suburban".
 - ⁷ Trip generation taken from "Rider & Patterson Business Center Traffic Analysis" by Urban Crossroads.
 - ⁸ Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial", Setting/Location - "General Urban/Suburban." Project trips were converted to trucks and passenger vehicles based on the City of Fontana Truck Trip Generation Study, dated August 2003. As such, 21.4 percent of project traffic will be trucks. Based on Vehicle Mix from the Fontana study, the truck mix is 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks. All truck trips were converted to PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.
 - ⁹ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 30 - "Intermodal Truck Terminal", Setting/Location - "General Urban/Suburban".
 - ¹⁰ Trip generation taken from "Tobacco Road and Water Street Traffic Analysis" by Urban Crossroads (April, 2022).
 - ¹¹ Trip generation taken from "Harvill & Water Warehouse Traffic Analysis" by Urban Crossroads.
 - ¹² Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 950 - "Truck Stop", Setting/Location - "General Urban/Suburban".
 - ¹³ Trip generation taken from "19438 and 19440 Kendall Drive Project" Memo by LSA Associates, Inc. (May, 2023).
 - ¹⁴ Trip generation taken from "7400 Marine Way RV Storage" access study by LSA Associates, Inc. (October 2021).
 - ¹⁵ Trip generation taken from "Dhillon Truck and Trailer Repair Facility" Memo by LSA Associates, Inc. (April, 2021).
 - ¹⁶ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban".
 - ¹⁷ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 821 - "Shopping Plaza (40-150k) - Supermarket - Yes", Setting/Location - "General Urban/Suburban".
 - ¹⁸ Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 821 - "Shopping Plaza (40-150k)." A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.
 - ¹⁹ Trip generation taken from "Islamic Community Center of Redlands" Traffic Impact Analysis by Kunzman Associates, Inc. (June, 2016).
 - ²⁰ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 221 - "Multifamily Housing (Mid-Rise) Not Close to Rail Transit", Setting/Location - "General Urban/Suburban".
 - ²¹ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 930 - "Fast Casual Restaurant", Setting/Location - "General Urban/Suburban".
 - ²² Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 930 - "Fast Casual Restaurant." A pass-by rate of 43% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.
 - ²³ Trip generation taken from "Perris Boulevard and Morgan Street Industrial Park Project" Transportation Impact Analysis by Dudek (July, 2021).
 - ²⁴ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 948 - "Automated Car Wash", Setting/Location - "General Urban/Suburban".
 - ²⁵ Trip generation taken from "Springhills Suites Hotel" traffic study by LSA Associates, Inc. (October 2023).
 - ²⁶ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 945 - "Convenience Store/Gas Station - VFP (2-8)", Setting/Location - "General Urban/Suburban".
 - ²⁷ Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 945 - "Convenience Store/Gas Station - VFP (2-8)." A pass-by rate of 60% was used for the a.m. peak hour and a pass-by rate of 56% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.
 - ²⁸ Trip generation taken from "OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project" Draft Environmental Impact Report by HELIX Environmental Planning, Inc.(September, 2023).
 - ²⁹ Rates from ITE *Trip Generation Manual*, (11th Edition), Land Use 932 - "High-Turnover (Sit-Down) Restaurant", Setting/Location - "General Urban/Suburban".
 - ³⁰ Trip generation taken from "SWC Rider-Redland's Warehouse Project (DPR #21-00003)" Scoping Agreement and VMT Analysis Review #4 by RK Engineering Group, Inc.(January, 2022).
 - ³¹ Trip generation taken from "Redlands Avenue West Industrial Project" Traffic Impact Analysis by Ganddini Group (March, 2022).
 - ³² Trip generation taken from "IDI Rider 2 and 4 High Cube Warehouses and Perris Valley Storm Drain Channel Improvement Project" Traffic Impact Analysis Report by Urban Crossroads (October, 2019).
 - ³³ Trip generation taken from "Redlands Avenue East Industrial Project" Traffic Impact Analysis by Ganddini Group (March, 2022).
 - ³⁴ Trip generation taken from "Redlands and Placentia Industrial Project" Traffic Impact Analysis by EPD Solutions, Inc. (November, 2022).
 - ³⁵ Trip generation taken from "FIR Wilson 3 Warehouse Project" Scoping Agreement and VMT Analysis Review by RK Engineering Group, Inc.(August, 2022).
 - ³⁶ Trip generation taken from "LCI Wilson Warehouse Project" Transportation Study Screening Assessment by Ganddini Group (March, 2023).
 - ³⁷ Trip generation taken from "Wilson 2 Warehouse Development" Focused Traffic Impact Analysis (TIA) by Albert A. Webb Associates (May, 2021).
 - ³⁸ Trip generation taken from "Evans Road and Rider Street Multi-Family Housing" Traffic Impact Analysis by Translutions, inc. (April, 2023).

6.0 PROJECT TRAFFIC

6.1 PROJECT TRIP GENERATION

The proposed project includes six buildings that would serve different functions but would be integrated in this campus. The majority of these uses do not have specific trip generation rates in the ITE *Trip Generation* Manual, 11th Edition (2021). Therefore, trip rates for these facilities have been developed from survey data of similar facilities in Riverside County. The trip generation for the Supportive Transition Housing (STH) component of the proposed project was developed using trip rates for ITE Land Use 254 – Assisted Living, and the trip generation for the administrative building of the proposed project was developed using trip rates for ITE Land Use 710 – General Office Building. The trip generation for the four remaining components (buildings) of the proposed project was based on surveyed trip rates for the following eight similar existing facilities in the region:

1. Riverside County Older Adults and Substance Abuse Prevention and Treatment (SAPT)—1370 South State Street, Suites A and B, San Jacinto, 92583
2. Hemet Adult MH Clinic—650 North State Street, Hemet, 92543
3. Hemet Family Care Center—880 North State Street, Hemet, 92543
4. Riverside County MH—3125 Myers Street, Riverside, 92503
5. Riverside Mental Health Urgent Care (MHUC) and Lago—9890 County Farm Road, Buildings 2 and 3, Riverside, 92503
6. ARC and Sobering Center—10001 and 10003 County Farm Road, Riverside, 92503
7. MHRC—3933 Harrison Street, Riverside, 92503
8. Desert Sage Assisted Living (AL)—82485 Miles Avenue, Indio, 92201

A brief description for the development of trip generation rates for the six proposed buildings is provided below. It is important to note that the trip generation conservatively assumes that each of the proposed buildings are open to the general public and are individual trip generators.

1. **Community Wellness and Education Center Building:** This building will include Adult MH, CHC Clinic/Dental/Imaging/Women, Infants, and Children Program (WIC), and Mature Adult/MH SAPT Clinic/Other uses. Additionally, a 2,793 sf market is proposed in the community wellness and education center building. The market would likely sell produce, grab-and-go meals, and other food and drink items. The market would be operated by a third party and is intended to primarily serve the occupants and visitors of the site, not the general public. However, a small percentage of customers could be members of the general public. Given the scope of this use, the market is assumed as an amenity to the community wellness and education center building instead of as a separate, stand-alone use. The trip generation rates for the Adult MH component were developed using the survey data from the Hemet Adult MH Clinic at 650 North State

Street, Hemet. Similarly, the trip generation rates for the CHC Clinic/Dental/Imaging/WIC facility were developed using the survey data from the Hemet Family Care Center at 880 North State Street, Hemet. Lastly, the trip generation rates for the Mature Adult/MH SAPT Clinic/Other uses were developed using the survey data from the Riverside County Older Adults and SAPT facility at 1370 South State Street, Suites A and B, San Jacinto.

2. **Children and Youth Services Building:** This building will include a children and youth outpatient MH program, a children's crisis residential program, and a children's intensive MH treatment program. The trip generation rates for these programs were developed using the survey data from the Riverside County MH facility at 3125 Myers Street, Riverside.
3. **Urgent Care Services Building:** This building will include Urgent Care and Crisis/Sobering/Substance Use Disorder Treatment (SUD)/Support/Other uses. The trip generation rates for the Urgent Care use were developed using the survey data from the Riverside MHUC and Lago at 9890 County Farm Road, Buildings 2 and 3, Riverside. Similarly, the trip generation rates for the Crisis/Sobering/SUD/Support/Other uses were developed using the survey data from the ARC and Sobering Center at 10001 and 10003 County Farm Road, Riverside.
4. **Supportive Transition Housing Building:** The trip generation for this building was developed using rates for Land Use 254 – "Assisted Living" from the ITE *Trip Generation Manual* (11th Edition).
5. **Extended Residential Care Building:** This building will include MH Rehabilitation and Adult Residential uses. The trip generation rates for the MH Rehabilitation use were developed using the survey data from the MHRC at 3933 Harrison Street, Riverside. Similarly, the trip generation rates for the Adult Residential use were developed using the survey data from the Desert Sage AL facility at 82485 Miles Avenue, Indio.
6. **Administrative Building:** The trip generation for this building was developed using rates for Land Use 710 – "General Office Building" from the ITE *Trip Generation Manual* (11th Edition).

The trip rates were based on Counts Unlimited surveys conducted on November 9, 10, 16, and 17, 2022. The survey data is included as an attachment to the approved Scoping Agreement.

Additionally, based on information from the applicant, approximately 30 percent of the project trips would be internal trips. As such, these trips would be among the facilities within the campus by walking or other modes and would not use the surrounding roadway system. Therefore, these trips were subtracted from the gross trip generation to determine the net external trips for the proposed project.

As mentioned in Section 1.1 Project Description, trip generation as included in the approved scoping letter has been considered for this analysis purposes as a conservative estimate. Table 6-A summarizes the daily, a.m. peak-hour, and p.m. peak-hour project trip generation, as included in the approved scoping agreement process.

As shown in Table 6-A, the proposed project is estimated to generate 2,862 daily external trips, with 281 trips occurring during the a.m. peak hour and 252 trips occurring during the p.m. peak hour.

6.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages were developed based on the location of the proposed project in relation to surrounding land uses, the regional roadway network, and existing traffic volumes. Figure 6-1 illustrates the proposed project trip distribution at the study intersections.

The project trip assignment is the product of the project trip generation and trip distribution percentages. Figure 6-2 illustrates the project trip assignment at study intersections.

6.3 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Project Trip Distribution
- Figure 6-2: Project Trip Assignment
- Table 6-A: Project Trip Generation

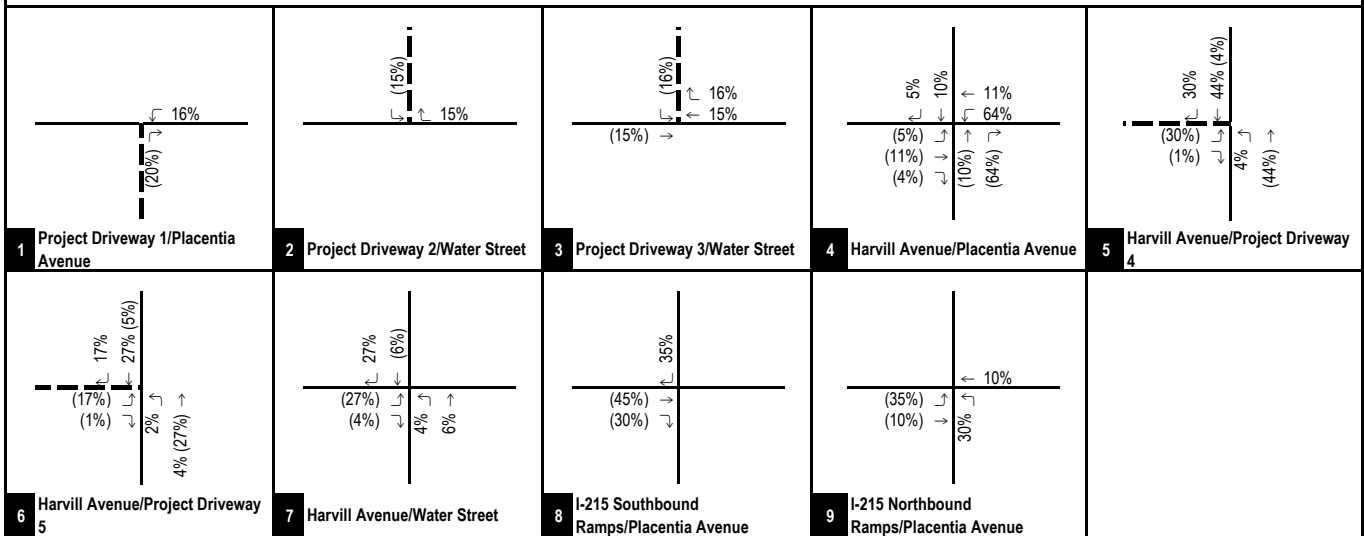
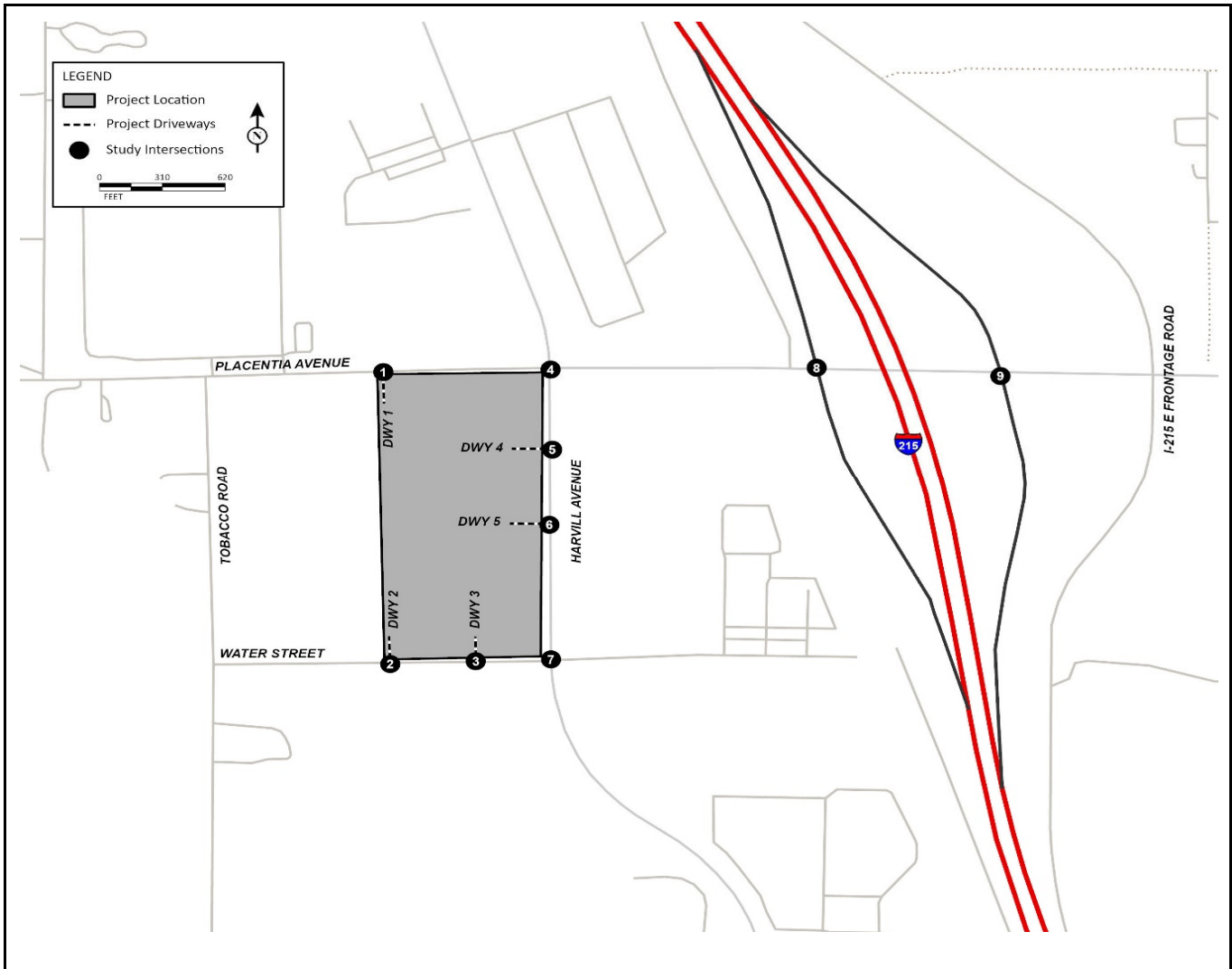


FIGURE 6-1

LSA

XX% (YY%)

Inbound (Outbound) Trip Distribution

--- Project Driveway

Mead Valley Wellness Village Project
Transportation Analysis

Project Trip Distribution

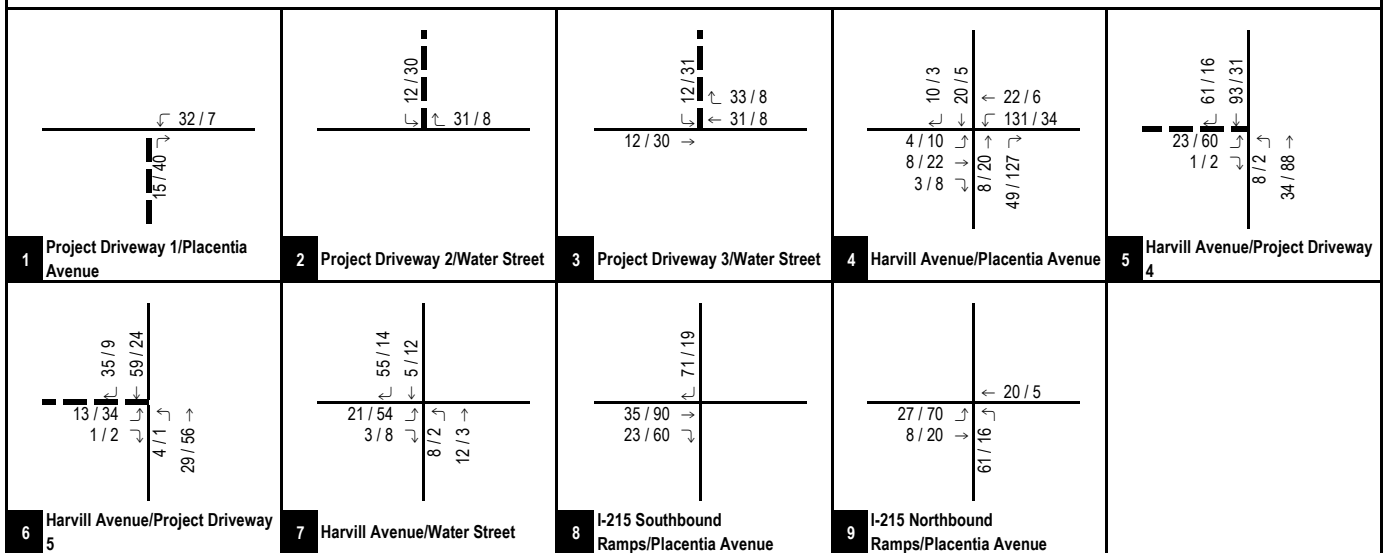
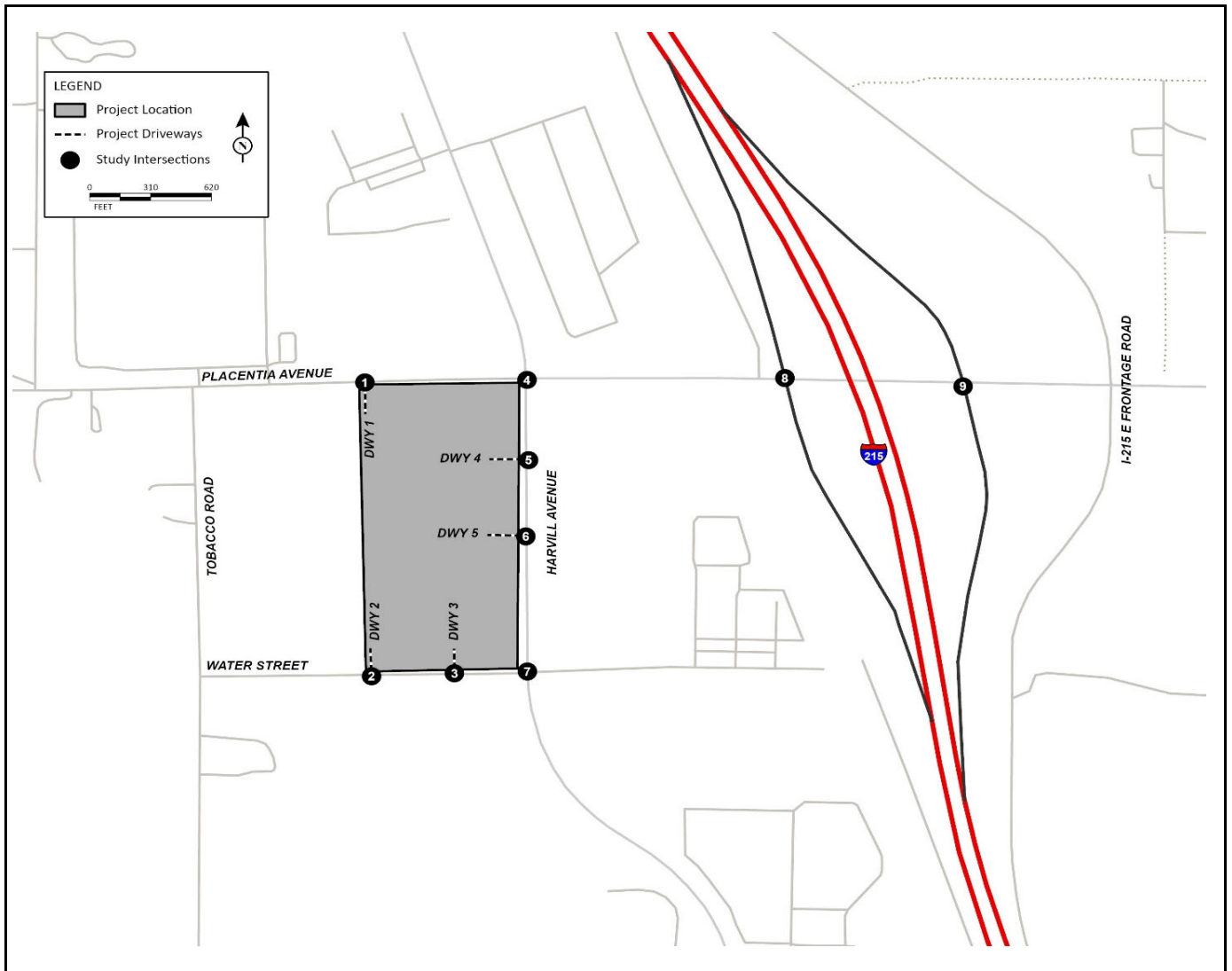


FIGURE 6-2

LSA

XXX / YYY

AM / PM Peak Hour Trips

----- Project Driveway

Mead Valley Wellness Village Project
Transportation Analysis

Project Trip Assignment

Table 6-A: Project Trip Generation

Land Use		No.	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
Type	In					Out	Total	In	Out	Total	
Trip Rates¹											
Riverside County SAPT	1	1.000	tsf	2.02	0.19	0.13	0.32	0.00	0.06	0.06	
Hemet Adult MH Clinic	2	1.000	tsf	21.10	1.59	0.27	1.86	0.21	1.72	1.93	
Hemet Family Care Center	3	1.000	tsf	34.00	3.26	0.28	3.54	0.28	3.69	3.97	
Riverside County MH	4	1.000	tsf	16.25	1.23	0.49	1.72	0.22	0.92	1.14	
Riverside MHUC and Lago	5	1.000	tsf	17.79	1.09	0.25	1.34	0.38	1.09	1.47	
ARC and Sobering Center	6	1.000	tsf	11.79	0.57	0.43	1.00	0.22	0.48	0.70	
Riverside MHRC	7	1	bed	6.39	0.27	0.27	0.54	0.12	0.29	0.41	
Desert Sage AL	8	1	bed	0.92	0.06	0.06	0.12	0.02	0.02	0.04	
Assisted Living ²	254	1	bed	2.60	0.11	0.07	0.18	0.09	0.15	0.24	
Office (<300 tsf) ²	710	1.000	tsf	10.840	1.340	0.180	1.520	0.240	1.200	1.440	
Trip Generation											
Community Wellness and Education Center (CWEC) Building											
Mature Adult/MH SAPT Clinic/Other	1	62.287	tsf	126	12	8	20	0	4	4	
Adult MH	2	16.036	tsf	338	25	5	30	3	28	31	
CHC Clinic/Dental/Imaging/WIC	3	19.458	tsf	662	63	6	69	5	72	77	
Subtotal				1,126	100	19	119	8	104	112	
Internal Capture ³		30%		(338)	(30)	(6)	(36)	(2)	(32)	(34)	
Total				788	70	13	83	6	72	78	
Children and Youth Services (CYS) Building											
All	4	40.854	tsf	664	50	20	70	9	38	47	
Internal Capture ³		30%		(199)	(15)	(6)	(21)	(3)	(11)	(14)	
Total				465	35	14	49	6	27	33	
Urgent Care Services (UCS) Building											
Urgent Care	5	10.198	tsf	181	11	3	14	4	11	15	
Crisis/Sobering/SUD/Support/Other	6	40.791	tsf	481	23	18	41	9	20	29	
Subtotal				662	34	21	55	13	31	44	
Internal Capture ³		30%		(199)	(10)	(7)	(17)	(4)	(9)	(13)	
Total				463	24	14	38	9	22	31	
Supportive Transition Housing (STH) Building											
Recovery Residence	254	76	beds	198	8	6	14	7	11	18	
Supportive Housing	254	220	beds	572	24	16	40	20	33	53	
Subtotal				770	32	22	54	27	44	71	
Internal Capture ³		30%		(231)	(10)	(6)	(16)	(8)	(13)	(21)	
Total				539	22	16	38	19	31	50	
Extended Residential Care (ERC) Building											
MH Rehabilitation	7	50	beds	320	14	13	27	6	15	21	
Adult Residential	8	90	beds	83	5	6	11	2	2	4	
Subtotal				403	19	19	38	8	17	25	
Internal Capture ³		30%		(121)	(6)	(5)	(11)	(2)	(6)	(8)	
Total				282	13	14	27	6	11	17	



Future Administrative Building										
Administrative Office Building	710	30.000	tsf	325	40	6	46	7	36	43
Grand Total				2,862	204	77	281	53	199	252

¹ Trip rates based on Counts Unlimited surveys conducted on November 9, 10, 16, and 17, 2022, at the following 8 locations:

1. Riverside County Older Adults and Substance Abuse Prevention and Treatment (SAPT) – 1370 South State Street, Suites A and B, San Jacinto 92583
2. Hemet Adult Mental Health (MH) Clinic – 650 North State Street, Hemet 92543
3. Hemet Family Care Center – 880 North State Street, Hemet 92543
4. Riverside County Mental Health (MH) – 3125 Myers Street, Riverside 92503
5. Riverside Mental Health Urgent Care (MHUC) and Lago Crisis Residential Treatment Facility (Lago) – 9890 County Farm Road, Buildings 2 and 3, Riverside 92503
6. Arlington Recovery Community (ARC) and Sobering Center – 10001 and 10003 County Farm Road, Riverside 92503
7. Riverside Mental Health Rehabilitation Center (MHRC) – 3933 Harrison Street, Riverside 92503
8. Desert Sage Assisted Living (AL) – 82485 Miles Avenue, Indio 92201

² Trip rates based on the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).

Land Use 254 – Assisted Living

Land Use 710 – General Office Building

³ Internal Capture based on information from Riverside University Health System.

tsf = thousand square feet

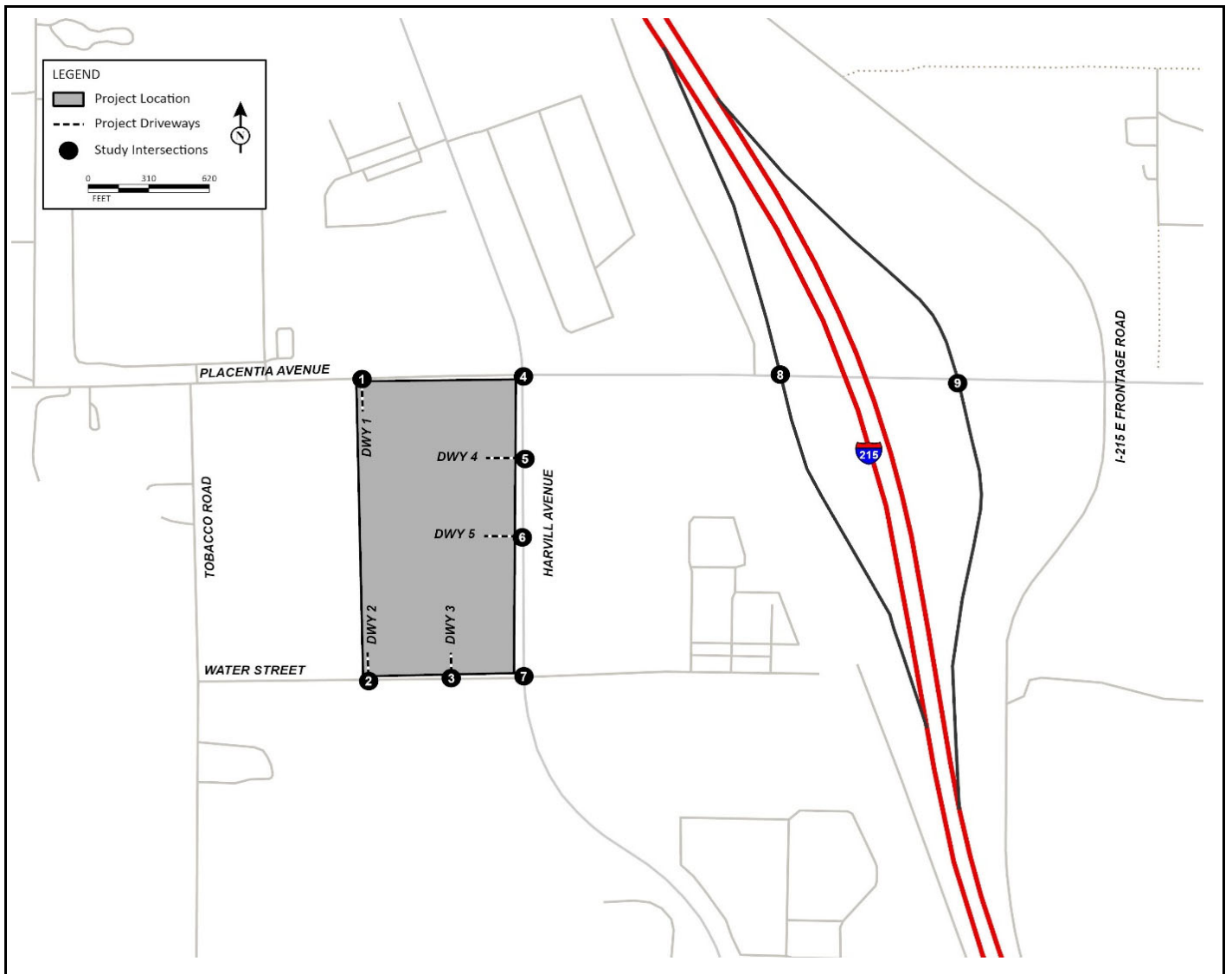
7.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Traffic volumes for project completion (2027) plus project conditions were developed by applying a 2.0 percent per annum growth rate to the existing traffic volumes and adding the project traffic. Cumulative (2027) plus project traffic volumes were developed by adding project traffic to the Cumulative (2027) without project traffic volumes. Figures 7-1 and 7-2 illustrate “plus project” peak-hour traffic volumes at study intersections under the project completion (2027) and cumulative (2027) scenarios, respectively.

Detailed volume development worksheets are included in Appendix C.

7.1 LIST OF CHAPTER 7.0 FIGURES

- Figure 7-1: Project Completion (2027) Plus Project Peak Hour Traffic Volumes
- Figure 7-2: Cumulative (2027) Plus Project Peak Hour Traffic Volumes



1 Project Driveway 1/Placentia Avenue	2 Project Driveway 2/Water Street	3 Project Driveway 3/Water Street	4 Harvill Avenue/Placentia Avenue	5 Harvill Avenue/Project Driveway 4
6 Harvill Avenue/Project Driveway 5	7 Harvill Avenue/Water Street	8 I-215 Southbound Ramps/Placentia Avenue	9 I-215 Northbound Ramps/Placentia Avenue	

FIGURE 7-1

LSA

XXXX / YYYY

AM / PM Peak Hour Traffic Volumes

--- Project Driveway

Mead Valley Wellness Village Project
Transportation Analysis

Project Completion (2027) Plus Project Peak Hour Traffic Volumes

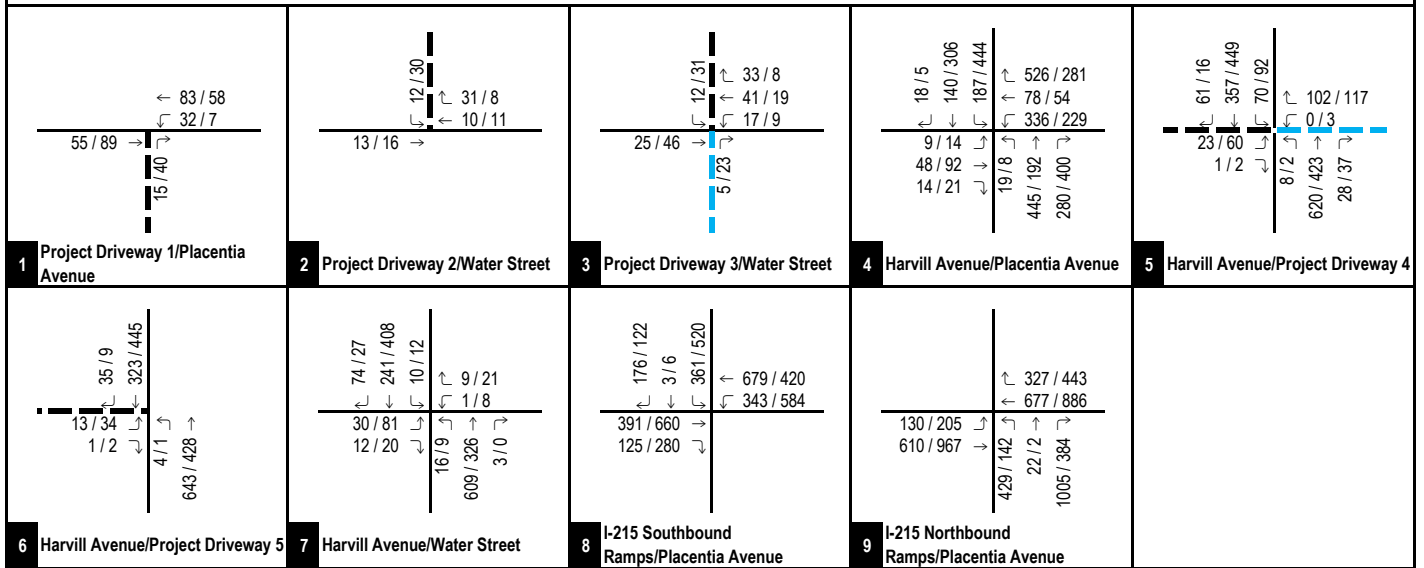
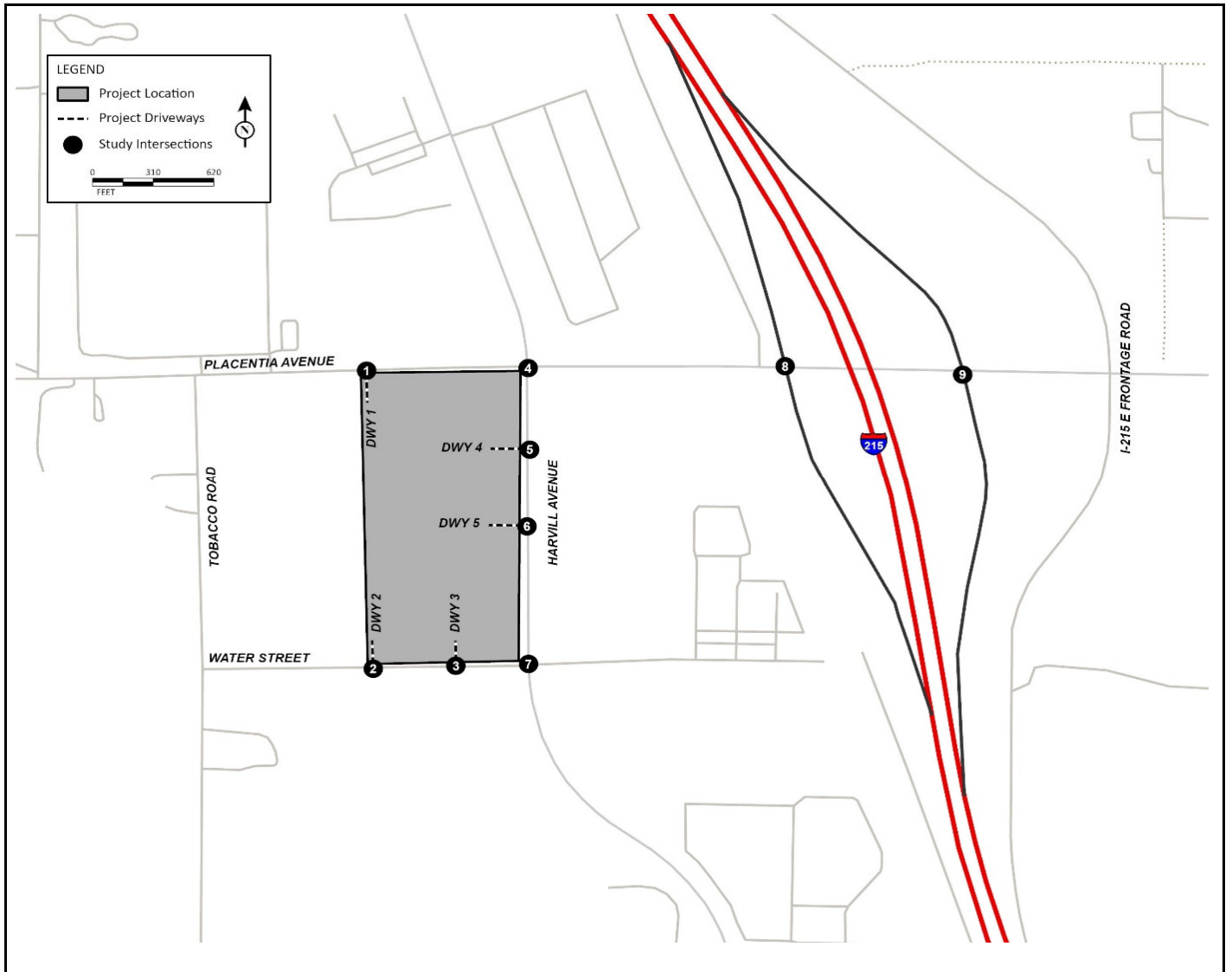


FIGURE 7-2



XXXX / YYYY

AM / PM Peak Hour Traffic Volumes

--- Project Driveway

--- Future Driveway

Mead Valley Wellness Village Project
Transportation Analysis

Cumulative (2027) Plus Project Peak Hour Traffic Volumes

8.0 INTERSECTION LEVELS OF SERVICE

8.1 EXISTING LEVELS OF SERVICE

Previously referenced Figure 4-1 illustrates existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 8-A summarizes the results of this analysis and shows that the following intersection is currently operating at a deficient LOS under existing conditions:

- I-215 Northbound Ramps/Placentia Avenue (LOS F [139.5 seconds] in the a.m. peak hour)

All other study intersections are currently operating at a satisfactory LOS under existing conditions. Detailed intersection LOS worksheets are included in Appendix D.

8.2 PROJECT COMPLETION (2027) PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for project completion (2027) plus project conditions using the methodologies previously discussed. Table 8-B summarizes the results of this analysis and shows that the following intersection would continue to operate at a deficient LOS under project completion (2027) plus project conditions:

- I-215 Northbound Ramps/Placentia Avenue (LOS F [154.4 seconds] in the a.m. peak hour)

All other study intersections are forecast to operate at a satisfactory LOS under project completion (2027) plus project conditions. Detailed intersection LOS worksheets are included in Appendix D.

8.3 CUMULATIVE (2027) PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for cumulative (2027) plus project conditions using the methodologies previously discussed. Table 8-C summarizes the results of this analysis and shows that the following intersection would continue to operate at a deficient LOS under cumulative (2027) plus project conditions:

- I-215 Northbound Ramps/Placentia Avenue (LOS F [more than 200 seconds] in the a.m. peak hour)

All other study intersections are forecast to operate at a satisfactory LOS under cumulative (2027) plus project conditions. Detailed intersection LOS worksheets are included in Appendix D.

8.4 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Intersection Levels of Service
- Table 8-B: Project Completion (2027) Plus Project Intersection Levels of Service
- Table 8-C: Cumulative (2027) Plus Project Intersection Levels of Service

Table 8-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	No Project			
				A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Project Driveway 1/Placentia Avenue	Riverside County	D	-	<i>Future Intersection</i>		<i>Future Intersection</i>	
2 . Project Driveway 2/Water Street	Riverside County	D	-	<i>Future Intersection</i>		<i>Future Intersection</i>	
3 . Project Driveway 3/Water Street	Riverside County	D	-	<i>Future Intersection</i>		<i>Future Intersection</i>	
4 . Harvill Avenue/Placentia Avenue	Riverside County	D	Signal	27.2	C	23.7	C
5 . Harvill Avenue/Project Driveway 4	Riverside County	D	-	<i>Future Intersection</i>		<i>Future Intersection</i>	
6 . Harvill Avenue/Project Driveway 5	Riverside County	D	-	<i>Future Intersection</i>		<i>Future Intersection</i>	
7 . Harvill Avenue/Water Street	Riverside County	D	AWSC	10.6	B	8.7	A
8 . I-215 Southbound Ramps/Placentia Avenue	Caltrans	D	Signal	16.0	B	22.2	C
9 . I-215 Northbound Ramps/Placentia Avenue	Caltrans	D	Signal	139.5	F *	10.7	B

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 8-B - Project Completion (2027) plus Project Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project				Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Project Driveway 1/Placentia Avenue	Riverside County	D	OWSC	8.5	A	8.7	A	No
2 . Project Driveway 2/Water Street	Riverside County	D	OWSC	8.7	A	8.7	A	No
3 . Project Driveway 3/Water Street	Riverside County	D	OWSC	8.9	A	8.9	A	No
4 . Harvill Avenue/Placentia Avenue	Riverside County	D	Signal	30.6	C	34.5	C	No
5 . Harvill Avenue/Project Driveway 4	Riverside County	D	OWSC	14.5	B	11.9	B	No
6 . Harvill Avenue/Project Driveway 5	Riverside County	D	OWSC	13.2	B	13.3	B	No
7 . Harvill Avenue/Water Street	Riverside County	D	AWSC	11.7	B	9.7	A	No
8 . I-215 Southbound Ramps/Placentia Avenue	Caltrans	D	Signal	18.4	B	22.7	C	No
9 . I-215 Northbound Ramps/Placentia Avenue	Caltrans	D	Signal	154.4	F *	12.2	B	Yes

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 8-C - Cumulative (2027) plus Project Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project				Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Project Driveway 1/Placentia Avenue	Riverside County	D	OWSC	8.6	A	8.9	A	No
2 . Project Driveway 2/Water Street	Riverside County	D	OWSC	8.8	A	8.9	A	No
3 . Project Driveway 3/Water Street	Riverside County	D	TWSC	9.4	A	9.3	A	No
4 . Harvill Avenue/Placentia Avenue	Riverside County	D	Signal	50.9	D	43.4	D	No
5 . Harvill Avenue/Project Driveway 4	Riverside County	D	TWSC	29.4	D	18.1	C	No
6 . Harvill Avenue/Project Driveway 5	Riverside County	D	OWSC	15.0	B	15.7	C	No
7 . Harvill Avenue/Water Street	Riverside County	D	AWSC	14.8	B	11.6	B	No
8 . I-215 Southbound Ramps/Placentia Avenue	Caltrans	D	Signal	25.0	C	30.9	C	No
9 . I-215 Northbound Ramps/Placentia Avenue	Caltrans	D	Signal	>200	F *	27.9	C	Yes

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

9.0 SITE ACCESS AND DRIVEWAY SIGHT DISTANCE ANALYSIS

As shown on Figure 1-2, access to the proposed project would be provided via five full-access driveways (one on Placentia Avenue, two on Water Street, and two on Harvill Avenue).

9.1 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the new driveways proposed as part of the project along Placentia Avenue, Water Street, and Harvill Avenue. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object.

For purposes of this analysis, the stopping sight distance and corner sight distance have been evaluated. This analysis focuses on stopping sight distance and corner sight distance due to their direct relevance to the adequacy of traffic entering and exiting the project driveways. Stopping sight distance is critical for vehicles to come to a safe halt, while corner sight distance is vital for ensuring unobstructed visibility around corners, particularly at intersections or driveways. This analysis aims to effectively address the key safety concerns associated with the project's traffic volumes and driveway interactions. According to the *Caltrans Highway Design Manual (HDM)* (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the major roadways abutting the project (i.e., Placentia Avenue, Water Street, and Harvill Avenue). The posted speed limit on Harvill Avenue is 50 mph. There is currently no posted speed limit on Water Street and Placentia Avenue. A 25 mph speed limit was assumed for local streets with no posted speed limits. Therefore, for the purpose of this analysis, a 25 mph speed limit has been assumed as the design speed for Water Street. As previously mentioned, Placentia Avenue is designated as a secondary roadway west of Harvill Avenue and as an arterial roadway east of Harvill Avenue in the County of Riverside General Plan. For the purposes of this analysis, a design speed of 35 mph has been assumed for Placentia Avenue. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 430 feet for a design speed of 50 mph, 250 feet for a design speed of 35 mph, and 150 feet for a design speed of 25 mph. Therefore, the minimum stopping sight distance has been considered as 250 feet for Project Driveway 1 (along Placentia Avenue), 150 feet for Project Driveway 2 and Project Driveway 3 (along Water Street), and 430 feet for Project Driveway 4 and Project Driveway 5 (along Harvill Avenue).

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless they are signalized. However, as a conservative approach, corner sight distances were also evaluated for the project driveways. The minimum corner sight distance was based on design speed, time gap, and type of vehicles from the minor roads (project driveways) to enter the major roads (Placentia Avenue, Water Street, and Harvill Avenue). Based on the requirements established in the HDM and applying the criteria described above, it was determined that a minimum corner sight distance of 390 feet would be required for left-turn maneuvers and a minimum corner sight distance of 335 feet would be

required for right-turn maneuvers coming out of Project Driveway 1. For Project Driveway 2 and Project Driveway 3, a minimum corner sight distance of 280 feet would be required for left-turn maneuvers and a minimum corner sight distance of 240 feet would be required for right-turn maneuvers. Additionally, for Project Driveway 4 and Project Driveway 5, a minimum corner sight distance of 555 feet would be required for left-turn maneuvers and a minimum corner sight distance of 480 feet would be required for right-turn maneuvers.

Since the corner sight distances required at the project driveways would be greater than the stopping sight distances, sight triangle figures were created using corner sight distances. As a conservative measure, left-turn corner sight distances were used for both right- and left-turn sight triangles for both project driveways. As illustrated on Figure 9-1, Project Driveway 1 would provide adequate sight distance for left- and right-turn maneuvers onto Placentia Avenue. As illustrated on Figure 9-2 and Figure 9-3, Project Driveway 2 and Project Driveway 3 would provide adequate sight distance for left- and right-turn maneuvers onto Water Street. As illustrated on Figure 9-4 and Figure 9-5, Project Driveway 4 and Project Driveway 5 would provide adequate sight distance for left- and right-turn maneuvers onto Harvill Avenue. The proposed project would not construct any walls or provide landscaping that would affect sight distance.

9.2 DRIVEWAY SPACING

As previously illustrated on Figure 1-2, Project Driveway 1 would be approximately 615 feet west of the intersection of Harvill Avenue/Placentia Avenue. Project Driveway 2 and Project Driveway 3 would be approximately 625 feet and 275 feet west of the intersection of Harvill Avenue/Water Street, respectively. Similarly, Project Driveway 4 and Project Driveway 5 would be approximately 305 feet and 660 feet south of the intersection of Harvill Avenue/Placentia Avenue, respectively, and 930 feet and 585 feet north of the intersection of Harvill Avenue/Water Street. As such, none of the driveways would be within close proximity of any existing and future intersections, and there would be sufficient spacing between all existing and future intersections, including the project driveway intersections.

9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Corner Sight Distance Analysis at Project Driveway 1
- Figure 9-2: Corner Sight Distance Analysis at Project Driveway 2
- Figure 9-3: Corner Sight Distance Analysis at Project Driveway 3
- Figure 9-4: Corner Sight Distance Analysis at Project Driveway 4
- Figure 9-5: Corner Sight Distance Analysis at Project Driveway 5

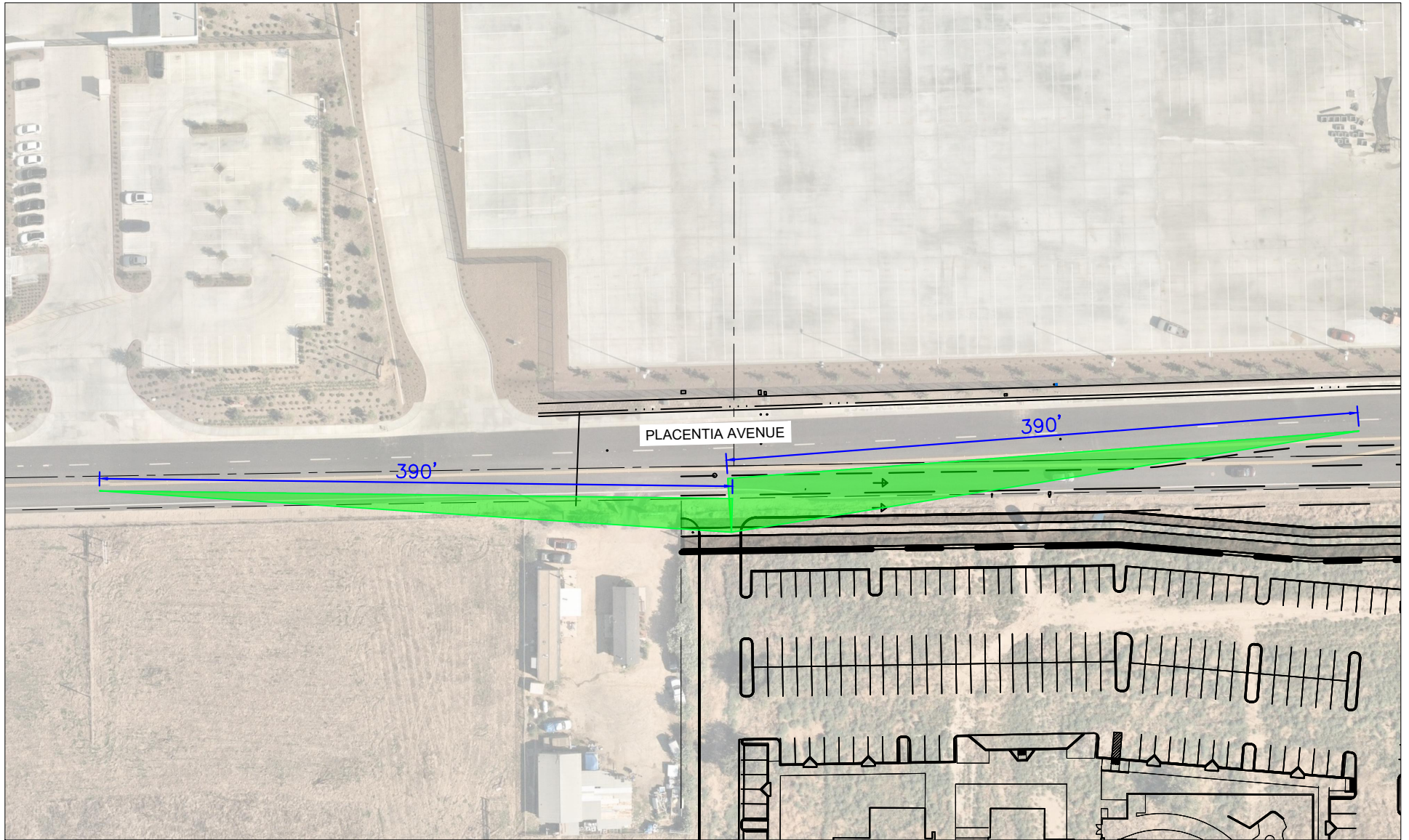
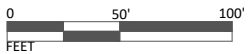


FIGURE 9-1

LSA



SOURCE: Boulder Associates, November 2023

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Mead Valley Wellness Village Project
Transportation Analysis

Corner Sight Distance at Project Driveway 1

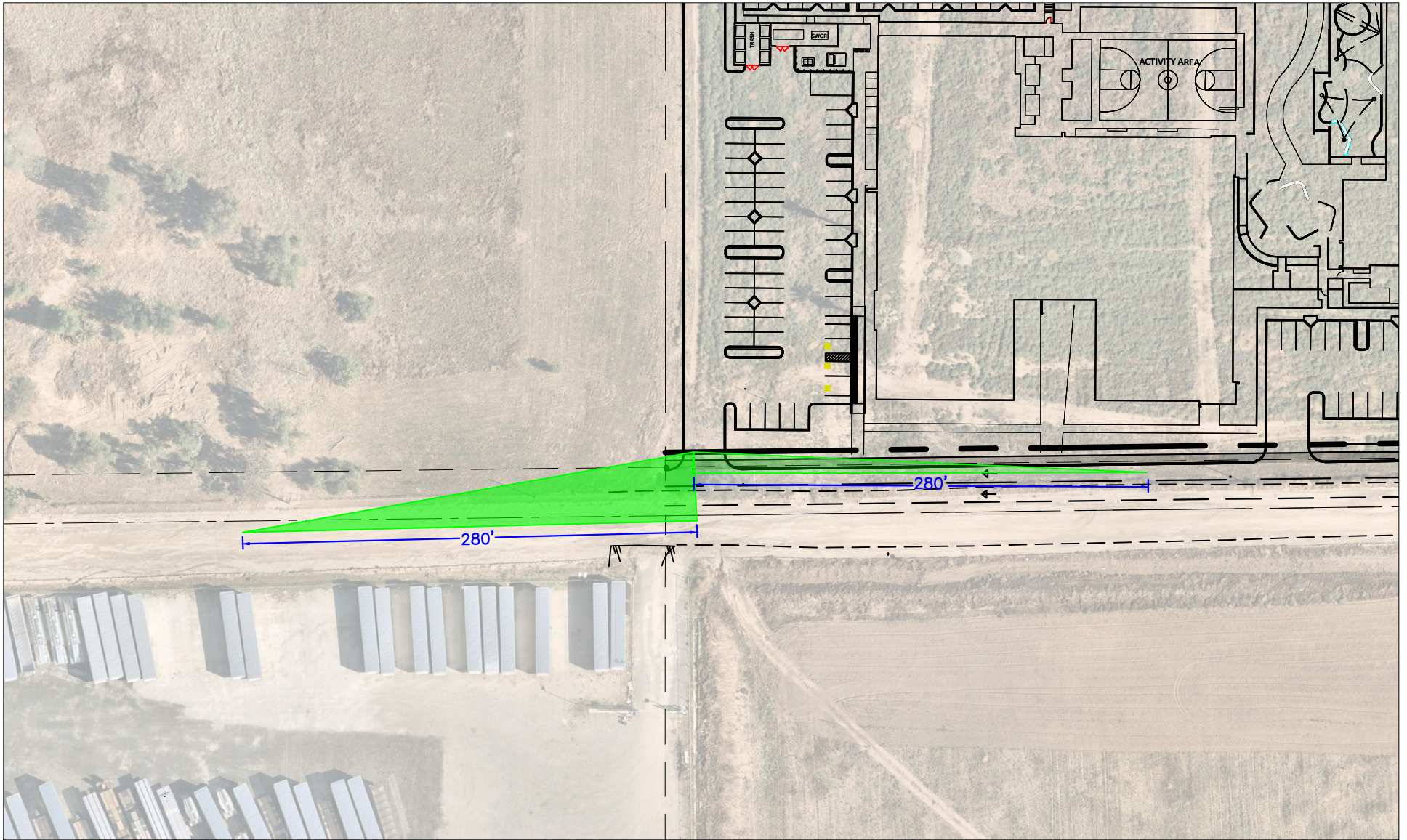
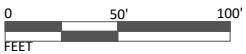


FIGURE 9-2

LSA



SOURCE: Boulder Associates, November 2023

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Mead Valley Wellness Village Project
Transportation Analysis

Corner Sight Distance at Project Driveway 2

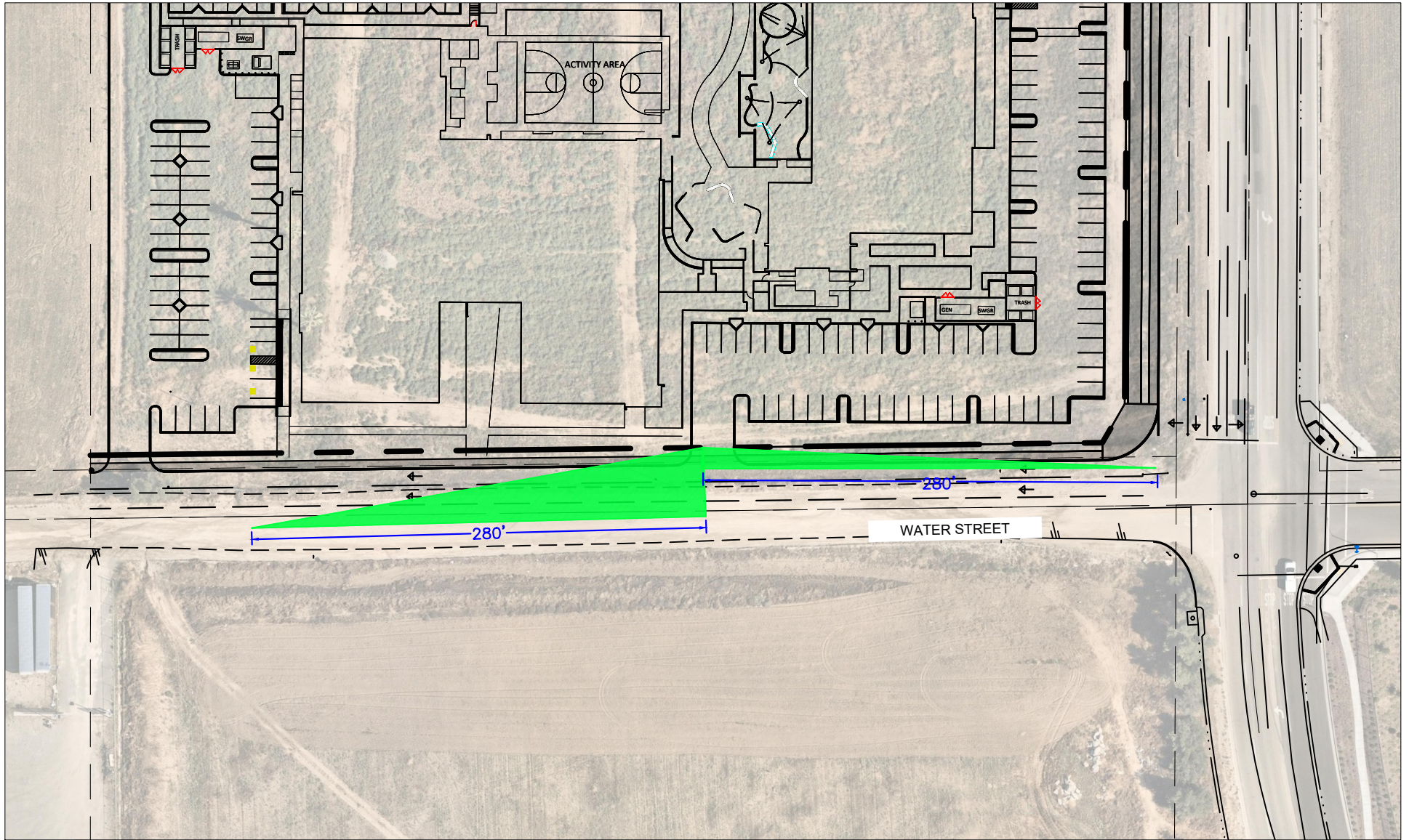
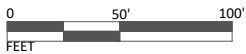


FIGURE 9-3

LSA



SOURCE: Boulder Associates, November 2023

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Mead Valley Wellness Village Project
Transportation Analysis

Corner Sight Distance at Project Driveway 3

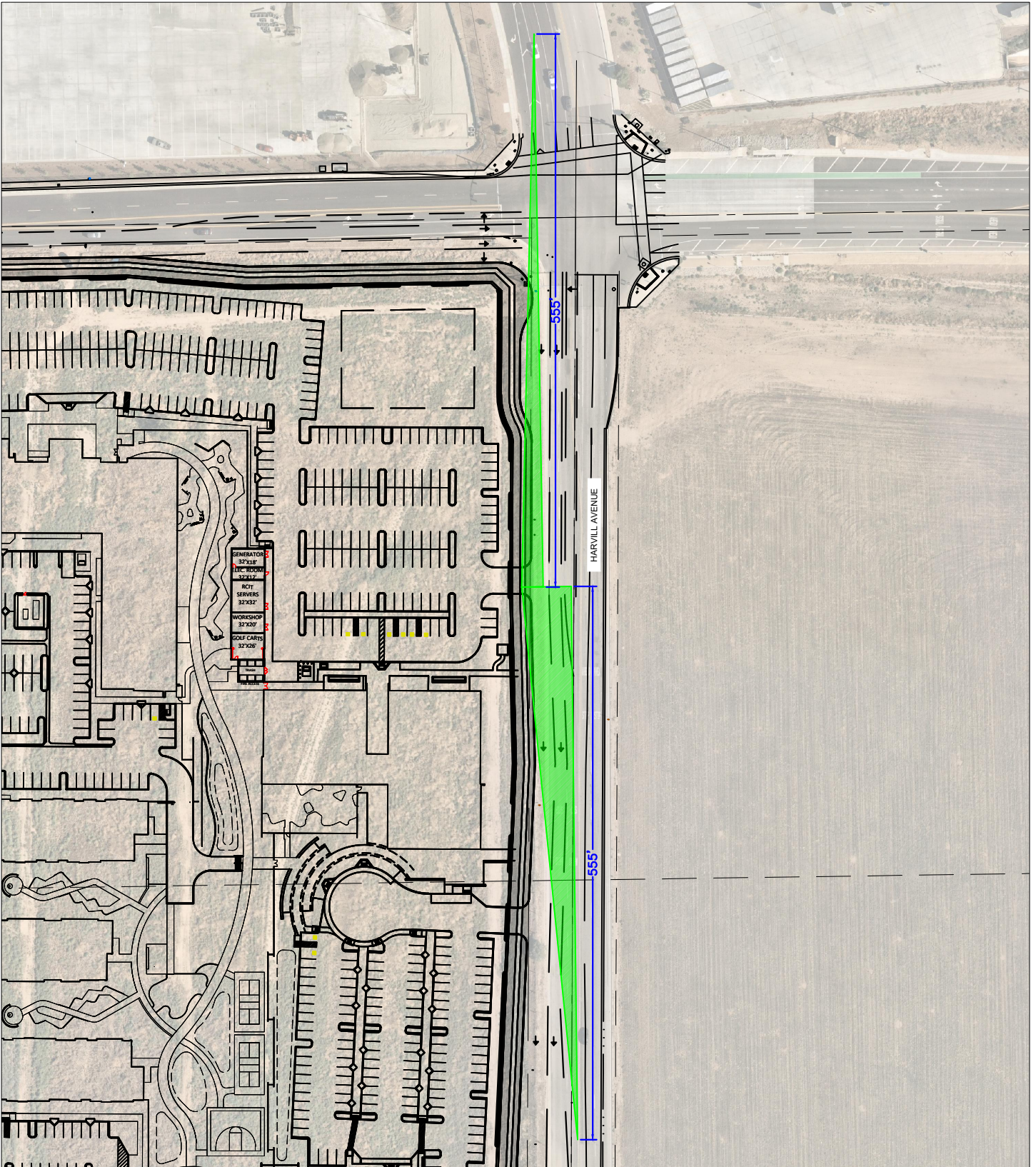


FIGURE 9-4

LSA



0 50' 100'
FEET

SOURCE: Boulder Associates, November 2023

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Mead Valley Wellness Village Project
Transportation Analysis

Corner Sight Distance at Project Driveway 4

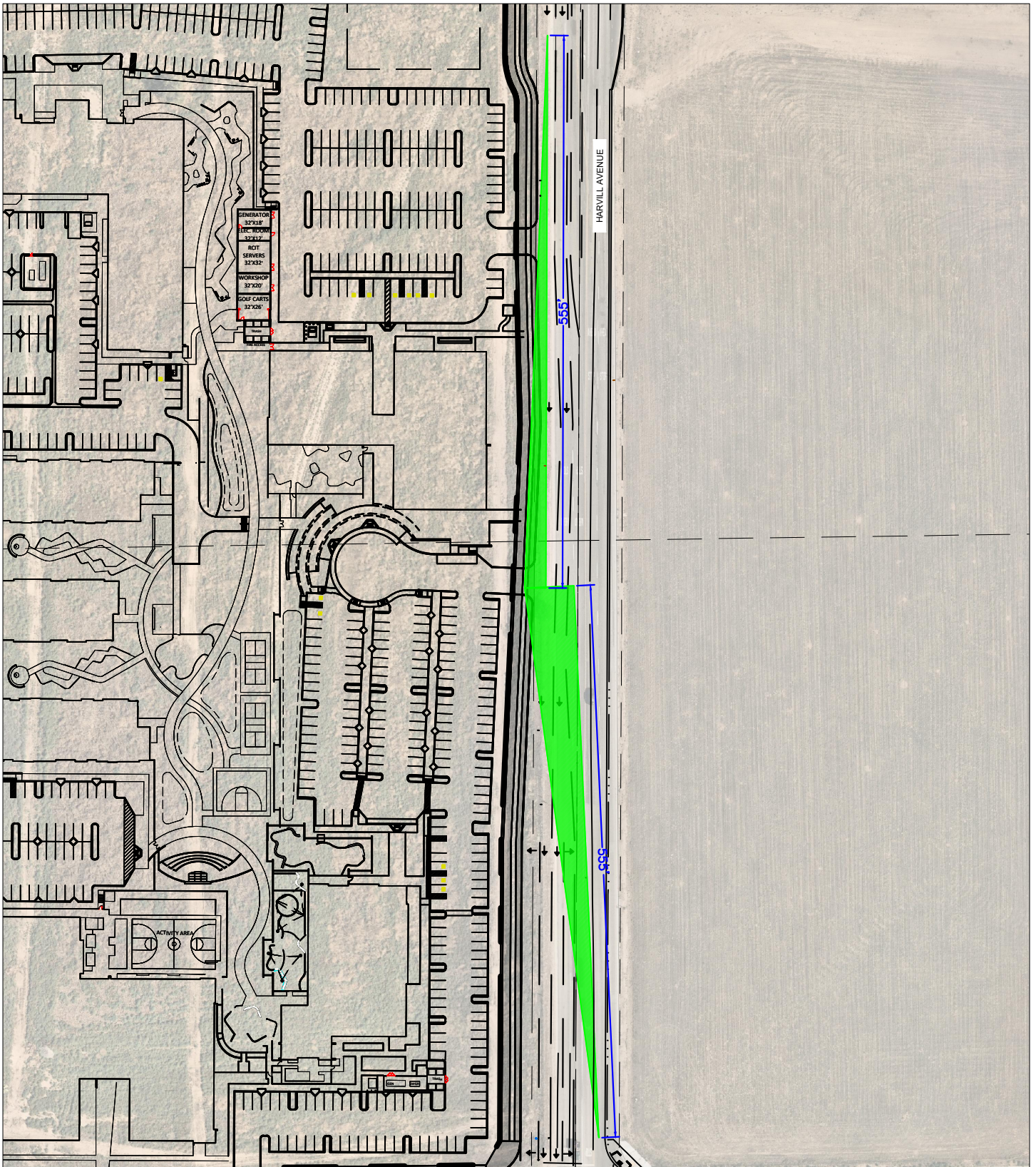
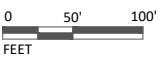


FIGURE 9-5

LSA



SOURCE: Boulder Associates, November 2023

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Mead Valley Wellness Village Project
Transportation Analysis

Corner Sight Distance at Project Driveway 5

10.0 CIRCULATION IMPROVEMENTS

10.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at the study intersection where an operational deficiency has been identified based on the results of the LOS analysis. Table 10-A summarizes the recommended improvements for study intersections for all analysis scenarios. Tables 10-B, 10-C, and 10-D summarize the post-improvement intersection LOS under existing, project completion (2027) plus project, and cumulative (2027) plus project year conditions, respectively. Detailed LOS worksheets are included in Appendix D.

It should be noted that the intersection of I-215 Northbound Ramps/Placentia Avenue is currently operating at a deficient LOS and is forecasted to deteriorate further under the project completion (2027) plus project and cumulative (2027) plus project conditions. As such, the project adds to the existing deficiency at this location. As shown in Table 10-A, restriping the northbound through left (NBTL) to northbound left through right (NBLTR), along with optimizing the signal timing, would eliminate the forecasted operational deficiency. As shown in Table 10-B through Table 10-D, with implementation of these improvements, the resulting LOS at I-215 Northbound Ramps/Placentia Avenue would be LOS D or better. Figure 10-1 illustrates the plus project with recommended improvements study intersection geometrics and traffic control.

The proposed improvements address LOS conditions, which are not CEQA impacts. Moreover, because the proposed project is being funded with grants under the State's Behavioral Health Continuum Infrastructure Program, "it is deemed consistent and in conformity with any applicable local plan, standard, or requirement" pursuant to California Welfare and Institutions Code §5960.3. In other words, the project would be consistent with all applicable General Plan policies, including policies related to the LOS D target standard. Thus, impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, would be less than significant and would not require mitigation measures. As such, the proposed improvements are not mitigation measures required to reduce, eliminate, or avoid a significant environmental impact. Nevertheless, the County may include as a condition of approval the payment of a fair-share percentage to fund the recommended restriping improvements. The project's fair-share percentage is 9.99 percent for the intersection at I-215 Northbound Ramps/Placentia Avenue. Any condition of approval for the proposed improvements would not be mitigation measures required to reduce, eliminate, or avoid a significant environmental impact under CEQA.

10.2 FUNDING SOURCES AND MECHANISMS

As described in the TA Guidelines, if there is a funding mechanism (fee program) in place for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency (plus project conditions) and there is no funding mechanism in place, that project would be responsible for the implementation of the improvement. At locations where a project adds to or creates a forecast deficiency and there is no funding mechanism in place, that project is responsible for its fair-share payment. As recommended in

Section 9.1, Recommended Improvements, the County may condition the project to require payment of its fair share for the recommended improvements at the intersection of I-215 Northbound Ramps/Placentia Avenue.

10.2.1 Project Fair Share

In the absence of a fee program where there is an existing and/or forecasted LOS-related operational deficiency on the roadway network, the County may condition the project to require payment of its respective fair share for the proposed improvements. As previously mentioned, these proposed improvements address LOS conditions, which are not CEQA impacts. Moreover, because the proposed project is being funded with grants under the State's Behavioral Health Continuum Infrastructure Program, "it is deemed consistent and in conformity with any applicable local plan, standard, or requirement" pursuant to California Welfare and Institutions Code §5960.3. In other words, the project would be consistent with all applicable General Plan policies, including policies related to the LOS D target standards.

The project's fair share has been calculated based on project traffic as a percentage of total growth of existing traffic to cumulative (2027) plus project volumes. The project's fair share percentage is determined as the highest fair share value, considering both the a.m. and p.m. peak hours if both peak hours are estimated to have an existing or forecasted LOS related operational deficiency, or the specific peak hour having an existing or forecasted LOS related operational deficiency.

Table 10-E summarizes the recommended improvement for the deficient intersection, the funding mechanism, and the project's fair-share percentage for the improvements. As shown in Table 10-E, the project fair share percentage is 9.99 percent for the intersection at I-215 Northbound Ramps/Placentia Avenue. The proposed improvements are not mitigation measures required to reduce, eliminate, or avoid a significant environmental impact under CEQA. The County may include this fair-share payment as a condition of approval.

10.3 LIST OF CHAPTER 10.0 FIGURES AND TABLES

- Figure 10-1: Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Table 10-A: Recommended Improvements for Intersections
- Table 10-B: Existing with Recommended Improvements Intersection Levels of Service
- Table 10-C: Project Completion (2027) Plus Project with Recommended Improvements Intersection Levels of Service
- Table 10-D: Cumulative (2027) Plus Project with Recommended Improvements Intersection Levels of Service
- Table 10-E: Intersection Improvement Funding Mechanism and Fair Share

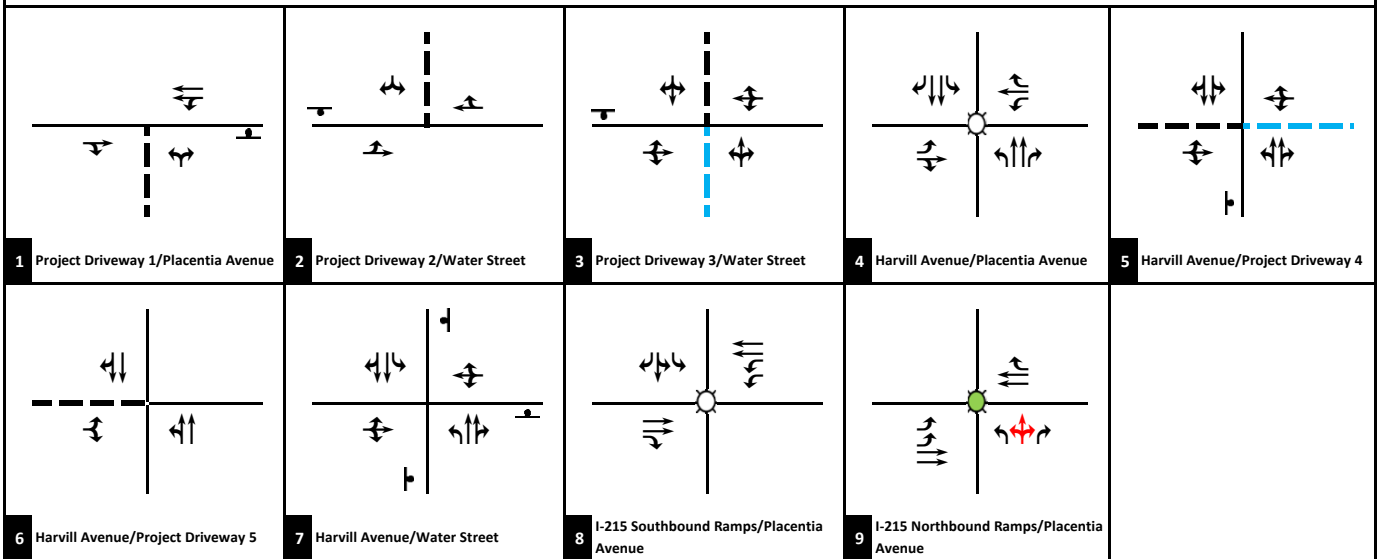
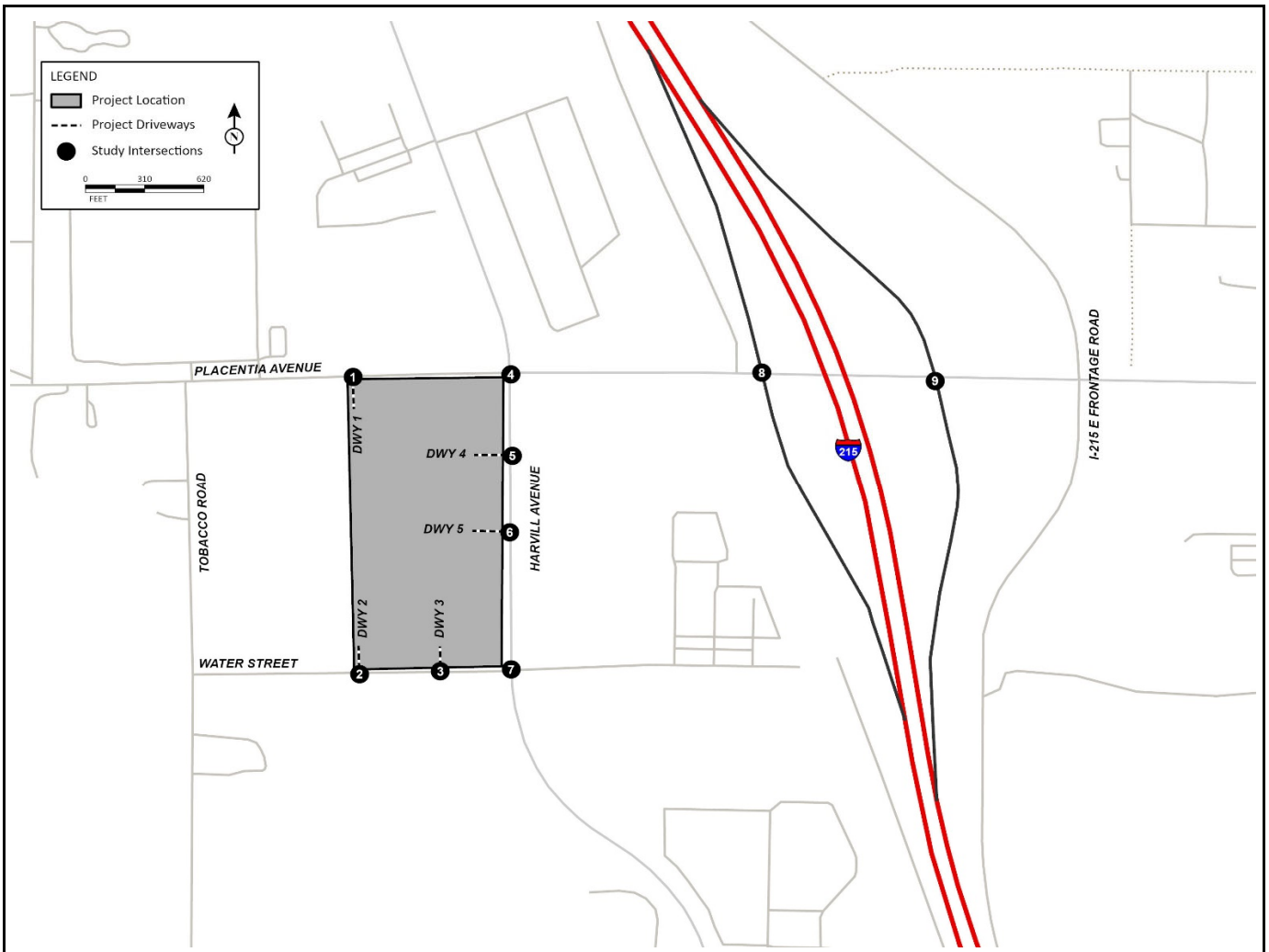


FIGURE 10-1



Recommended Improvements in all Scenarios

Legend

Optimized Signal Timing in Cumulative Scenario

Signal

D De-Facto Right Turn -- Project Driveways

Stop Sign

F Free Right Turn -- Future Driveways

Mead Valley Wellness Village Project
Transportation Analysis

Plus Project with Improvements Study Intersection Geometrics and Traffic Control

Table 10-A - Recommended Improvements for Intersections

Intersection	Jurisdiction	Total Improvements	Existing Improvements ¹	Project Completion (2027) Plus Project Improvements	Cumulative (2027) Plus Project Improvements
9 I-215 Northbound Ramps/Placentia Avenue	Caltrans	Restripe NBTL to NBLTR; Optimize Signal Timing for a.m. peak hour.	Restripe NBTL to NBLTR	Restripe NBTL to NBLTR	Restripe NBTL to NBLTR; Optimize Signal Timing for a.m. peak hour.

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

¹ Recommended improvements for Existing improvements is for informational purposes only.

Table 10-B - Existing with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Existing Without Improvements				Existing With Improvements				
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
9 . I-215 Northbound Ramps/Placentia Avenue	Caltrans	D	Signal	139.5	F *	10.7	B	Signal	33.5	C	9.9	A

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
 Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 10-C - Project Completion (2027) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements					
			Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour			
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS		
9 . I-215 Northbound Ramps/Placenti	Caltrans	D	Signal	154.4	F *			12.2	B	Signal	47.1	D	11.4	B

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
 Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
 * Exceeds LOS Standard

Table 10-D - Cumulative (2027) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
			Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS	
9 . I-215 Northbound Ramps/Placenti	Caltrans	D	Signal	>200	F *		27.9	C	Signal	27.9	C	16.8	B

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 10-E - Intersection Improvement Fair Share

Intersection	Improvements	A.M. Peak Hour					P.M. Peak Hour					Project Fair Share %
		Total Volume		Total Growth	Project Trips	AM Fair Share %	Total Volume		Total Growth	Project Trips	PM Fair Share %	
		Existing	Cumulative + Project				Existing	Cumulative + Project				
9 . I-215 Northbound Ramps/Placentia Avenue	Restripe NBTL to NBLTR; Optimize Signal Timing for a.m. peak hour.	2,039	3,200	1,161	116	9.99%	1,839	3,029	1,190	111	9.33%	9.99%

Notes:

Bold = Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours are impacted by the project or only in the peak hour where there is an operational deficiency.
 EBL = Eastbound Left. WBL = Westbound Left. TWLTL = Two Way Left Turn Lane.

11.0 INTERSECTION QUEUEING ANALYSIS

11.1 INTERSECTION QUEUEING ANALYSIS

Intersection queueing analysis was performed for all study intersections. This queueing analysis has been prepared for disclosure and informational purposes only and is not for determining the project's CEQA transportation impacts. Table 11-A, Table 11-B, and Table 11-C list the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the study intersections under existing, project completion (2027) plus project condition, and cumulative (2027) plus project conditions. The queues for the signalized intersections have been reported from Synchro, while for unsignalized intersections, the SimTraffic queues have been reported since Synchro does not consistently report queues at unsignalized intersections. As shown in Table 11-A and Table 11-B, the available turn pocket storage lengths are sufficient to accommodate the existing and projected queues under existing and project completion (2027) plus project scenarios. As such, the project traffic does not result in significant queues at the study intersections, However, as shown in Table 11-C, some of the projected queues under cumulative (2027) plus project condition exceed the available turn pocket storage lengths due to addition of traffic from other projects in the vicinity.

Detailed queueing worksheets are included in Appendix E.

11.2 LIST OF CHAPTER 11.0 TABLES

- Table 11-A: Existing Intersection Queuing Analysis
- Table 11-B: Project Completion (2027) plus Project Intersection Queuing Analysis
- Table 11-C: Cumulative (2027) plus Project Intersection Queuing Analysis

Table 11-A - Existing Intersection Queuing Analysis

Intersection	Movement	Storage Length ¹ (ft/lane)	Without Project ²	
			AM Peak Hour	PM Peak Hour
4 . Harvill Avenue/Placentia Avenue Signal	EBL	160	5	0
	WBL	310	85	80
	NBL	130	30	15
	NBR	100	50	60
	SBL	250	110	165
	SBR	250	0	0
7 . Harvill Avenue/Water Street AWSC	NBL	100	0	10
	SBL	150	30	35
8 . I-215 Southbound Ramps/Placentia Avenue Signal	EBR	250	0	30
	2xWBL	250	65	135
	SBL	340	110	170
9 . I-215 Northbound Ramps/Placentia Avenue Signal	2xEBL	255	35	30
	WBR	350	45	30
	NBL	570	105	55

Notes:

ft/lane = feet per lane

TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control; AWSC = All-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Projected queues exceeds the existing turn pocket storage length.

¹ Storage length for all movements obtained from Google Earth measurements.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 12.

Table 11-B - Project Completion (2027) plus Project Intersection Queuing Analysis

Intersection	Movement	Storage Length ¹ (ft/ln)	Plus Project ²	
			AM Peak Hour	PM Peak Hour
4 . Harvill Avenue/Placentia Avenue Signal	EBL	160	20	20
	WBL	310	190	125
	NBL	130	30	20
	NBR	100	65	85
	SBL	250	130	230
	SBR	250	0	0
7 . Harvill Avenue/Water Street AWSC	NBL	100	25	15
	SBL	150	35	35
8 . I-215 Southbound Ramps/Placentia Avenue Signal	EBR	250	10	40
	2xWBL	250	65	145
	SBL	340	115	175
9 . I-215 Northbound Ramps/Placentia Avenue Signal	2xEBL	255	50	55
	WBR	350	45	35
	NBL	570	135	65

Notes:

ft/ln = feet per lane

TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control; AWSC = All-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Projected queues exceeds the existing turn pocket storage length.

¹ Storage length for all movements obtained from Google Earth measurements.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 12.

Table 11-C - Cumulative (2027) plus Project Intersection Queuing Analysis

Intersection	Movement	Storage Length ¹ (ft/ln)	Plus Project ²	
			AM Peak Hour	PM Peak Hour
4 . Harvill Avenue/Placentia Avenue Signal	EBL	160	25	25
	WBL	310	245	200
	NBL	130	40	20
	NBR	100	105	165
	SBL	250	245	255
	SBR	250	0	0
7 . Harvill Avenue/Water Street AWSC	NBL	100	40	35
	SBL	150	30	40
8 . I-215 Southbound Ramps/Placentia Avenue Signal	EBR	250	40	60
	2xWBL	250	125	270
	SBL	340	165	215
9 . I-215 Northbound Ramps/Placentia Avenue Signal	2xEBL	255	70	70
	WBR	350	50	55
	NBL	570	190	75

Notes:

ft/ln = feet per lane

TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control; AWSC = All-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Projected queues exceeds the existing turn pocket storage length.

¹ Storage length for all movements obtained from Google Earth measurements.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 12.

12.0 SUMMARY AND CONCLUSIONS

The proposed project includes five buildings, one administrative/office building, surface parking spaces, landscaping, and walkways in a campus setting. The six buildings would range in size from one to three stories and would include: (1) a 99,250 sf community wellness and education center, (2) a 40,854 sf children and youth services facility, (3) 50,989 sf urgent care services facility, (4) 192,495 sf of supportive transitional housing, (5) a 66,773 sf extended residential care facility and (6) a 20,000 sf administrative building.

12.1 VEHICLE MILES TRAVELED SUMMARY

Per the TA Guidelines, local essential services could be screened out from a detailed VMT analysis. The proposed project is a local essential service assessable to the local community and within a low VMT zone. As such, the proposed project, is expected to reduce the need for extensive travel and is screened out from a detailed VMT analysis. Given its operational nature, integrated services provided on site along with temporary housing, and location, the proposed project would have a less than significant VMT impact.

12.2 EXISTING CONDITIONS SUMMARY

Eight study intersections are currently operating at a satisfactory LOS under existing conditions. The I-215 Northbound Ramps/Placentia Avenue intersection operates at a deficient LOS F under existing conditions.

12.3 PROJECT COMPLETION (2027) CONDITIONS SUMMARY

Eight study intersections are forecast to operate at a satisfactory LOS under project completion (2027) plus project conditions. The I-215 Northbound Ramps/Placentia Avenue intersection would operate at a deficient LOS F under project completion (2027) plus project conditions.

12.4 CUMULATIVE (2027) CONDITIONS SUMMARY

Eight study intersections are forecast to operate at a satisfactory LOS under cumulative (2027) plus project conditions. The I-215 Northbound Ramps/Placentia Avenue intersection would operate at a deficient LOS F under cumulative (2027) plus project conditions.

12.5 SITE ACCESS AND DRIVEWAY SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveways along Placentia Avenue, Water Street, and Harvill Avenue to evaluate safe access in and out of the project site. Based on this analysis, the project driveways would provide adequate corner sight distance and stopping sight distance for drivers accessing the project site.

12.6 IMPROVEMENTS SUMMARY

Based on Section 10.1, Recommended Improvements, of this report, and although not required under CEQA, the recommended improvements include restriping the existing NBTL lane to a NBLTR lane and optimizing the signal timing at I-215 Northbound Ramps/Placentia Avenue. These

recommended improvements would eliminate the anticipated operational deficiency and improve LOS to D or better. The implementation of these improvements is anticipated to reduce congestion and improve the efficiency of left-turning movements, contributing to satisfactory traffic operations. As previously described, the project's fair share percentage is determined as the highest fair share value, considering both the a.m. and p.m. peak hours if both operates deficiently, or the specific peak hour with existing or forecasted operational deficiency. The project would contribute a 9.99 percent fair share towards the cost of the recommended improvements for I-215 Northbound Ramps/Placentia Avenue.

12.7 INTERSECTION QUEUEING ANALYSIS

As shown in Table 11-A and Table 11-B, the available turn pocket storage lengths are adequate to accommodate the existing and projected queues under existing and project completion (2027) plus project scenarios. As shown in Table 11-C, some of the projected queues under cumulative (2027) plus project condition exceeds the available turn pocket storage lengths due to addition of traffic from other projects in the vicinity. However, intersection queueing improvements are not required under CEQA for the proposed project.

APPENDIX A

SCOPING AGREEMENT



CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 28, 2023

Kevin Tsang, P.E.
Riverside County, TLMA
Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501

Subject: Scope of Work for the Riverside County Behavioral Health Campus Project
Transportation Analysis (LSA Project Number PMB2201)

Dear Mr. Tsang:

LSA will be preparing a Transportation Analysis (TA) for the proposed Riverside County Behavioral Health Campus Project (project). The proposed project would be built on land owned by the County of Riverside (County) in an unincorporated area of Riverside County, just west of the City of Perris (Assessor's Parcel Number [APN] 317-260-034-0). The project site is approximately 0.3 mile west of Interstate 215 (I-215) and it is bounded by Placentia Avenue to the north, Water Street to the south, Harvill Avenue to the east, and a vacant lot to the west.

The proposed project includes six public health buildings, surface parking spaces, landscaping, and walkways in a campus setting. The six public health buildings would range in size from one to three stories and would include: (a) 97,781-square-foot (sf) community wellness and education center, (b) 40,854 sf children and youth services, (c) 50,989 sf urgent care services, (d) 192,495 sf supportive transitional housing, (e) 66,773 sf extended residential care, and (f) 30,000-sf administrative building. The administrative building would be constructed as part of Phase 2 of the proposed project adjacent to Placentia Avenue. However, full buildout of the proposed project will be considered in a single phase for TA purposes.

The six buildings would total approximately 478,892 sf. Among these buildings, the supportive transitional housing building would provide 296 beds (76 beds for the recovery residence and 220 beds for supportive housing). The extended residential care building would provide 140 beds (50 beds for mental health rehabilitation and 90 beds for adult residences). The proposed project would develop 436 total beds.

The project site is currently vacant. Figure 1 (all figures provided in Attachment A) illustrates the regional and project locations. Figure 2 illustrates the conceptual site plan for the proposed project. As illustrated in Figure 2, access to the proposed project would be provided via five driveways (one on Placentia Avenue, two on Water Street, and two on Harvill Avenue).

LSA anticipates that the following scope of work will be required to conduct the TA for the proposed project.

SCOPE OF WORK

Project Trip Generation

The proposed project includes six buildings that would serve different functions but would be integrated in this campus. The majority of these uses do not have specific trip generation rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021). Therefore, trip rates for these facilities have been developed from survey data of similar facilities in Riverside County. The trip generation for the Supportive Transition Housing (STH) component of the proposed project was developed using trip rates for ITE Land Use 254 – Assisted Living and the trip generation for the administrative building of the proposed project was developed using trip rates for ITE Land Use 710 – General Office Building. The trip generation for the four remaining components (buildings) of the proposed project was based on surveyed trip rates for the following eight similar existing facilities in the region:

1. Riverside County Older Adults and Substance Abuse Prevention and Treatment (SAPT) – 1370 South State Street, Suites A and B, San Jacinto, 92583
2. Hemet Adult Mental Health (MH) Clinic – 650 North State Street, Hemet, 92543
3. Hemet Family Care Center – 880 North State Street, Hemet, 92543
4. Riverside County MH – 3125 Myers Street, Riverside, 92503
5. Riverside Mental Health Urgent Care (MHUC) and Lago Crisis Residential Treatment Facility (Lago) – 9890 County Farm Road, Buildings 2 and 3, Riverside, 92503
6. Arlington Recovery Community (ARC) and Sobering Center – 10001 and 10003 County Farm Road, Riverside, 92503
7. Riverside Mental Health Rehabilitation Center (MHRC) – 3933 Harrison Street, Riverside, 92503
8. Desert Sage Assisted Living (AL) – 82485 Miles Avenue, Indio, 92201

A brief description for the development of trip generation rates for the five proposed buildings is provided below.

1. Community Wellness and Education Center Building

This building will include Adult MH, Community Health Center (CHC) Clinic/Dental/Imaging/Women, Infants, and Children Program (WIC), and Mature Adult/MH SAPT Clinic/Other uses. The trip generation rates for the Adult MH component were developed using the survey data from the Hemet Adult MH Clinic at 650 North State Street, Hemet. Similarly, the trip generation rates for the CHC Clinic/Dental/Imaging/WIC facility were developed using the survey data from the Hemet Family Care Center at 880 North State Street, Hemet. Lastly, the trip generation rates for the Mature Adult/MH SAPT Clinic/Other uses were developed using the survey data from the Riverside County Older Adults and SAPT facility at 1370 South State Street, Suites A and B, San Jacinto.

2. Children and Youth Services Building

This building will include a children and youth outpatient mental health program, a children’s crisis residential program, and a children’s intensive mental health treatment program. The trip generation rates for these programs were developed using the survey data from the Riverside County MH facility at 3125 Myers Street, Riverside.

3. Urgent Care Services Building

This building will include Urgent Care and Crisis/Sobering/Substance Use Disorder Treatment (SUD)/Support/Other uses. The trip generation rates for the Urgent Care were developed using the survey data from the Riverside MHUC and Lago at 9890 County Farm Road, Buildings 2 and 3, Riverside. Similarly, the trip generation rates for the Crisis/Sobering/SUD/Support/Other uses were developed using the survey data from the ARC and Sobering Center at 10001 and 10003 County Farm Road, Riverside.

4. Supportive Transition Housing Building

The trip generation for this building was developed using rates for Land Use 254 – “Assisted Living”, from the ITE *Trip Generation Manual* (11th Edition).

5. Extended Residential Care Building

This building will include MH Rehabilitation and Adult Residential uses. The trip generation rates for the MH Rehabilitation use were developed using the survey data from the MHRC at 3933 Harrison Street, Riverside. Similarly, the trip generation rates for the Adult Residential use were developed using the survey data from the Desert Sage AL facility at 82485 Miles Avenue, Indio.

6. Administrative Building

The trip generation for this building was developed using rates for Land Use 710 – “Assisted Living”, from the ITE *Trip Generation Manual* (11th Edition).

The trip rates were based on Counts Unlimited surveys conducted on November 9, 10, 16, and 17, 2022, and the survey data is provided as Attachment C.

Additionally, based on information obtained from the applicant, approximately 30 percent of the project trips would be internal trips. As such, these trips would be among the facilities within the campus by walking or other modes and would not use the surrounding roadway system. Therefore, these trips were subtracted from the trip generation to determine the net external trips for the proposed project. Table A (Attachment B) summarizes the daily, a.m. peak-hour, and p.m. peak-hour project trip generation. As shown in Table A, the proposed project is estimated to generate 2,862 daily external trips, with 281 trips occurring during the a.m. peak hour and 252 trips occurring during the p.m. peak hour.

Trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Figure 4 illustrates the project trip distribution at study area intersections.

The project trip assignment is the product of the project trip generation and the project trip distribution percentages. Figure 5 illustrates the project trip assignment at the study area intersections.

Study Area Intersection Analysis

The TA for the proposed project will satisfy the County's requirements for disclosing potential operational deficiencies and improvements. The TA would follow the *County of Riverside Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled*, dated December 2020 (County Guidelines). As per the County Guidelines, the study area shall generally include any intersection of two "Collector" or higher classification streets on which the proposed project will add 50 or more peak-hour trips or other intersections where addition of project trips may create significant impacts. As shown in Figure 3, the following intersections are proposed for analysis:

1. Project Driveway 1/Placentia Avenue (County)
2. Project Driveway 2/Water Street (County)
3. Project Driveway 3/Placentia Avenue (County)
4. Project Driveway 4/Water Street (County)
5. Harvill Avenue/Placentia Avenue (County)
6. Harvill Avenue/Project Driveway 5 (County)
7. Harvill Avenue/Project Driveway 6 (County)
8. Harvill Avenue/Water Street (County)
9. I-215 Southbound Ramps/Placentia Avenue (California Department of Transportation [Caltrans])
10. I-215 Northbound Ramps/Placentia Avenue (Caltrans)

All study area intersections will be analyzed during the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. In accordance with the County Guidelines, intersection levels of service (LOS) will be calculated using the *Highway Capacity Manual 7* (HCM 7) analysis methodologies and the Synchro 12 software for both signalized and unsignalized intersections.

Analysis Scenarios

The TA will be prepared to meet the requirements of the County Guidelines. The project opening year is anticipated to be 2027. The project does not require a General Plan Amendment or Zone change. Therefore, LSA proposes to analyze a.m. and p.m. peak hour traffic operations at the study area intersections for the following scenarios:

- Existing (2023) Conditions
- Project Completion (2027) plus Project Conditions
- Cumulative (2027) plus Project Conditions

Volume Development and Analysis Methodology

Traffic volumes for existing year traffic conditions will be based on traffic count data collected at study area intersections.

Project completion without project traffic volumes will be developed by applying a 2 percent per annum growth rate to existing year traffic volumes. The project completion year is estimated to be 2027.

Cumulative without project traffic volumes will be developed by adding trips from approved and pending development projects in the vicinity of the proposed project to the project completion without project traffic volumes. Information for approved and pending projects near the proposed project will be obtained from the County and other adjacent jurisdictions.

Project completion plus project and cumulative plus project traffic volumes will be developed by adding project traffic to the corresponding without project traffic volumes.

As previously stated, the TA will analyze traffic operations at study area intersections during the a.m. and p.m. peak hours for Existing, Project Completion plus Project, and Cumulative plus Project conditions. Intersection LOS will be calculated using HCM 7 analysis methodologies and the Synchro 12 software.

Analysis of Traffic Operations and Recommended Circulation Improvements

LOS for all analysis scenarios will be examined to determine operational deficiencies based on the LOS standards and operational deficiency threshold criteria as applicable for the County and neighboring jurisdictions. Circulation improvements will be recommended to offset any deficiencies. Improvements may include the addition of intersection turn lanes and signalization. The LOS with the proposed improvements will be calculated and summarized along with a comparison of the LOS without improvements.

Signal Warrant Analysis

A signal warrant analysis will be conducted at unsignalized intersections if a signal is recommended as an improvement. Peak-hour approach volumes for the study area intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices*.

Development Impact Fee/Transportation Uniform Mitigation Fee/Fair Share Contributions

LSA will evaluate whether the recommended improvements are included as part of the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program or any other fee program. If it is determined that the improvement is not covered through the TUMF or any other fee programs, the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing to cumulative year conditions.

Intersection Queuing Analysis

An intersection queuing analysis will be performed at all study area intersections. Queues for signalized intersections will be obtained from Synchro, while queues for unsignalized intersections will be obtained from SimTraffic.

Site Access and Driveway Sight Distance Analysis

A site access analysis will be included in the TA to examine traffic safety operations at the proposed project driveways. The TA will also include a discussion on the distance of the driveway from the adjacent intersections. The TA will also evaluate the sight distance and other potential safety issues at the project driveway as recommended in the County Guidelines.

Vehicle Miles Traveled Analysis

The proposed project would provide area residents with essential medical services that are not currently offered in the project vicinity. As such, patients would not need to travel further away for these medical services. Therefore, it is anticipated that the project would reduce regional VMT. A VMT analysis will be conducted for the project using empirical data. The empirical data will be collected by the applicant to understand where existing facility-users/patients are currently traveling to obtain these medical services. The VMT analysis will describe how the proposed project would reduce travel and regional VMT by providing local access to these medical facilities.

Should you have any questions, please do not hesitate to contact me at (949) 553-0666 or at dean.arizabal@lsa.net.

Sincerely,

LSA Associates, Inc.



Dean Arizabal
Principal

Attachments: A: Figures 1-5
Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution
Figure 5: Project Net Trip Assignment
B: Table A: Project Trip Generation
C: Counts Unlimited Survey Data

ATTACHMENT A

FIGURES 1–5

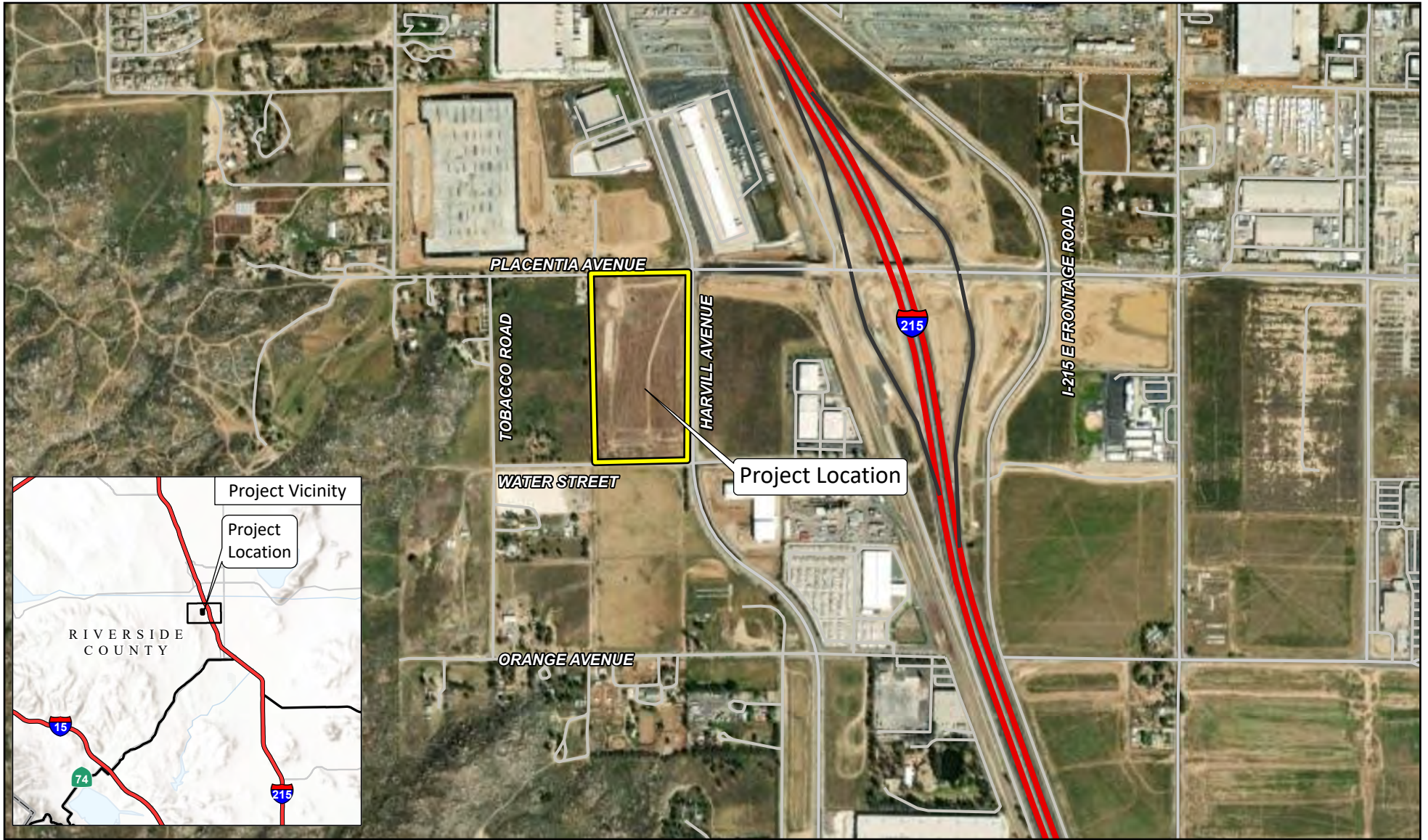
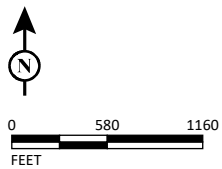


FIGURE 1

LSA



SOURCE: OpenStreetMap; Google Earth.

P:\PMB2201 Riv Co Behavioral Health\Tech Studies\Transportation\GIS\Figure 1_Project Location\Figure 1_Project Location.aprx (8/18/2023)

Riverside County Behavioral Health Campus Project
 Transportation Analysis
 Regional and Project Location

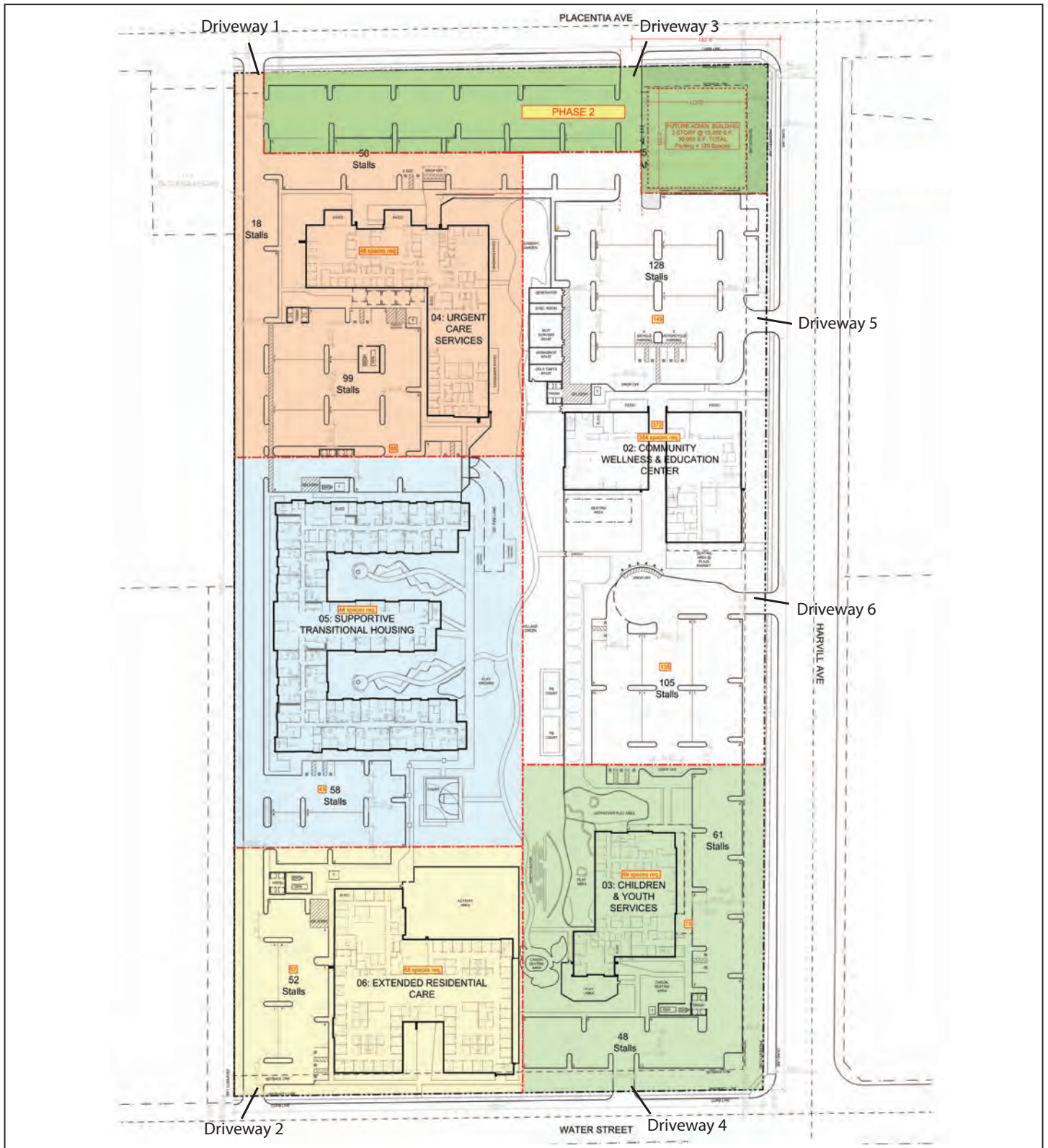
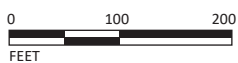


FIGURE 2

LSA



SOURCE: Boulder Associate, August 11, 2023

P:\PMB2201 Riv Co Behavioral Health\Tech Studies\Transportation\GIS\fig2_Site Plan.ai (8/25/2023)

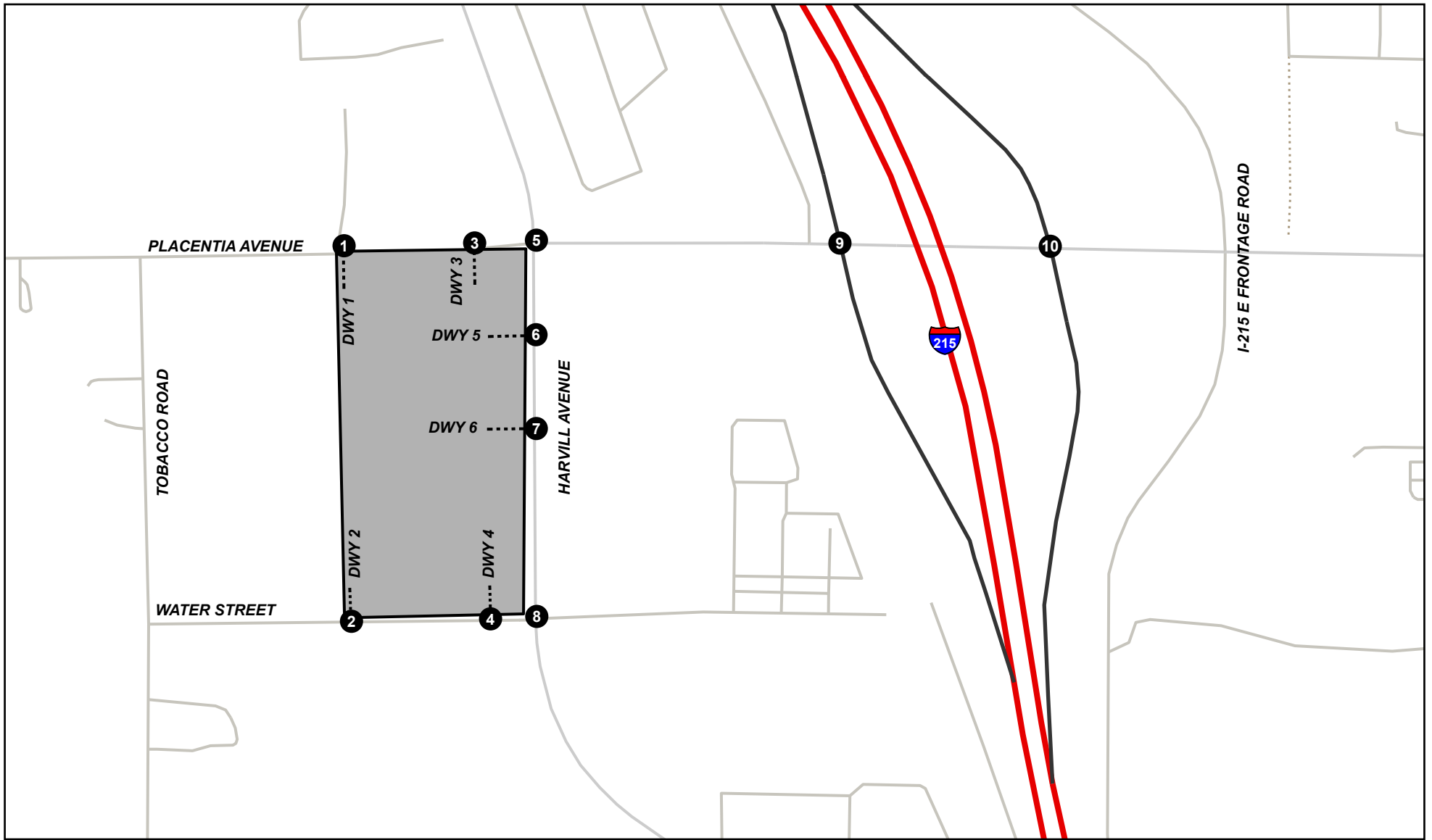
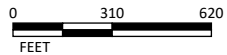


FIGURE 3

LSA

LEGEND

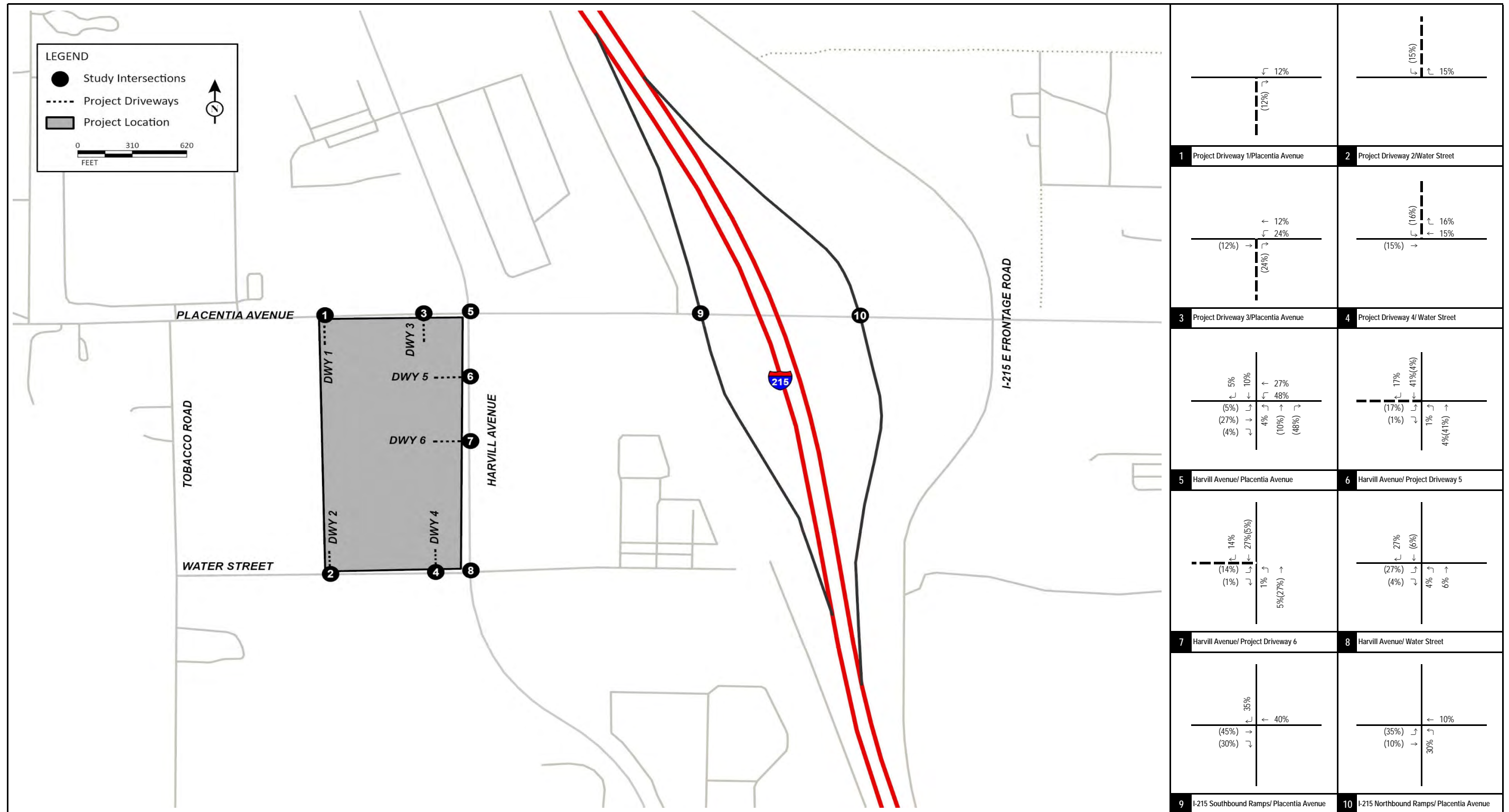
- Study Intersections
- Project Driveways
- Project Location



SOURCE: OpenStreetMap.

P:\PMB2201 Riv Co Behavioral Health\Tech Studies\Transportation\GIS\Figure 3_Study Intersections\Figure 3_Study Intersections.aprx (8/18/2023)

Riverside County Behavioral Health Campus Project
Transportation Analysis
Study Area Intersections

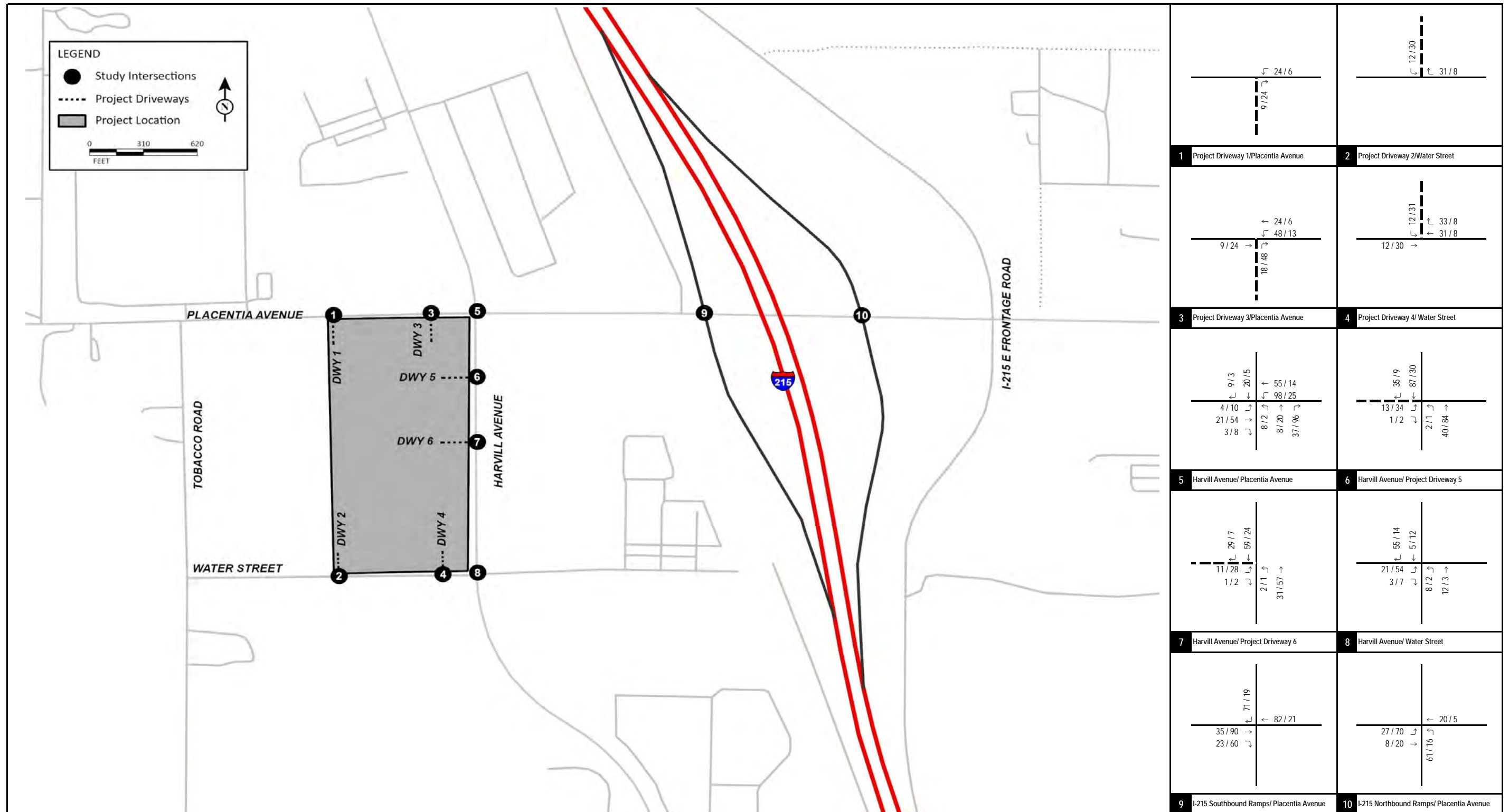


LSA

XX% (YY%)
 Inbound (Outbound) Trip Distribution
 --- Project Driveway

FIGURE 4

Riverside County Behavioral Health Campus Project
 Transportation Analysis
 Project Trip Distribution



LSA

XX / YY

AM / PM Peak Hour Trips

----- Project Driveway

FIGURE 5

Riverside County Behavioral Health Campus Project
Transportation Analysis
Project Trip Assignment

ATTACHMENT B

TABLE A

Table A: Project Trip Generation

Land Use		No.	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
Type	In					Out	Total	In	Out	Total	
Trip Rates¹											
Riverside County SAPT	1	1.000	tsf	2.02	0.19	0.13	0.32	0.00	0.06	0.06	
Hemet Adult MH Clinic	2	1.000	tsf	21.10	1.59	0.27	1.86	0.21	1.72	1.93	
Hemet Family Care Center	3	1.000	tsf	34.00	3.26	0.28	3.54	0.28	3.69	3.97	
Riverside County MH	4	1.000	tsf	16.25	1.23	0.49	1.72	0.22	0.92	1.14	
Riverside MHUC and Lago	5	1.000	tsf	17.79	1.09	0.25	1.34	0.38	1.09	1.47	
ARC and Sobering Center	6	1.000	tsf	11.79	0.57	0.43	1.00	0.22	0.48	0.70	
Riverside MHRC	7	1	bed	6.39	0.27	0.27	0.54	0.12	0.29	0.41	
Desert Sage AL	8	1	bed	0.92	0.06	0.06	0.12	0.02	0.02	0.04	
Assisted Living ²	254	1	bed	2.60	0.11	0.07	0.18	0.09	0.15	0.24	
Office (<300 tsf) ²	710	1.000	tsf	10.840	1.340	0.180	1.520	0.240	1.200	1.440	
Trip Generation											
Community Wellness and Education Center (CWEC) Building											
Mature Adult/MH SAPT Clinic/Other	1	62.287	tsf	126	12	8	20	0	4	4	
Adult MH	2	16.036	tsf	338	25	5	30	3	28	31	
CHC Clinic/Dental/Imaging/WIC	3	19.458	tsf	662	63	6	69	5	72	77	
Subtotal				1,126	100	19	119	8	104	112	
Internal Capture ³		30%		(338)	(30)	(6)	(36)	(2)	(32)	(34)	
Total				788	70	13	83	6	72	78	
Children and Youth Services (CYS) Building											
All	4	40.854	tsf	664	50	20	70	9	38	47	
Internal Capture ³		30%		(199)	(15)	(6)	(21)	(3)	(11)	(14)	
Total				465	35	14	49	6	27	33	
Urgent Care Services (UCS) Building											
Urgent Care	5	10.198	tsf	181	11	3	14	4	11	15	
Crisis/Sobering/SUD/Support/Other	6	40.791	tsf	481	23	18	41	9	20	29	
Subtotal				662	34	21	55	13	31	44	
Internal Capture ³		30%		(199)	(10)	(7)	(17)	(4)	(9)	(13)	
Total				463	24	14	38	9	22	31	

Supportive Transition Housing (STH) Building										
Recovery Residence	254	76	beds	198	8	6	14	7	11	18
Supportive Housing	254	220	beds	572	24	16	40	20	33	53
Subtotal				770	32	22	54	27	44	71
Internal Capture ³	30%			(231)	(10)	(6)	(16)	(8)	(13)	(21)
Total				539	22	16	38	19	31	50
Extended Residential Care (ERC) Building										
MH Rehabilitation	7	50	beds	320	14	13	27	6	15	21
Adult Residential	8	90	beds	83	5	6	11	2	2	4
Subtotal				403	19	19	38	8	17	25
Internal Capture ³	30%			(121)	(6)	(5)	(11)	(2)	(6)	(8)
Total				282	13	14	27	6	11	17
Future Administrative Building										
Administrative Office Building	710	30.000	tsf	325	40	6	46	7	36	43
Grand Total				2,862	204	77	281	53	199	252
<p>¹ Trip rates based on Counts Unlimited surveys conducted on November 9, 10, 16, and 17, 2022, at the following 8 locations:</p> <ol style="list-style-type: none"> 1. Riverside County Older Adults and Substance Abuse Prevention and Treatment (SAPT) – 1370 South State Street, Suites A and B, San Jacinto 92583 2. Hemet Adult Mental Health (MH) Clinic – 650 North State Street, Hemet 92543 3. Hemet Family Care Center – 880 North State Street, Hemet 92543 4. Riverside County Mental Health (MH) – 3125 Myers Street, Riverside 92503 5. Riverside Mental Health Urgent Care (MHUC) and Lago Crisis Residential Treatment Facility (Lago) – 9890 County Farm Road, Buildings 2 and 3, Riverside 92503 6. Arlington Recovery Community (ARC) and Sobering Center – 10001 and 10003 County Farm Road, Riverside 92503 7. Riverside Mental Health Rehabilitation Center (MHRC) – 3933 Harrison Street, Riverside 92503 8. Desert Sage Assisted Living (AL) – 82485 Miles Avenue, Indio 92201 <p>² Trip rates based on the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> Manual, 11th Edition (2021).</p> <p>Land Use 254 – Assisted Living Land Use 710 – General Office Building</p> <p>³ Internal Capture based on information from Riverside University Health System.</p> <p>tsf = thousand square feet</p>										

ATTACHMENT C

COUNTS UNLIMITED SURVEY DATA



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	1	1
2:30	0	0	0
2:45	1	1	2
3:00	1	1	2
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	1	0	1
4:30	1	1	2
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	3	0	3
6:00	2	0	2
6:15	1	1	2
6:30	1	0	1
6:45	4	0	4
7:00	8	0	8
7:15	1	1	2
7:30	2	0	2
7:45	1	0	1
8:00	2	0	2
8:15	5	1	6
8:30	2	1	3
8:45	3	0	3
9:00	3	2	5
9:15	0	1	1
9:30	0	0	0
9:45	0	1	1
10:00	3	2	5
10:15	2	4	6
10:30	3	3	6
10:45	4	1	5
11:00	0	3	3
11:15	2	4	6
11:30	2	1	3
11:45	1	1	2
12:00	2	2	4
12:15	3	0	3
12:30	5	5	10
12:45	7	4	11
13:00	4	3	7
13:15	1	2	3
13:30	1	2	3
13:45	3	0	3
14:00	0	3	3
14:15	2	4	6
14:30	3	0	3
14:45	6	3	9
15:00	1	0	1
15:15	3	6	9
15:30	4	5	9
15:45	3	8	11
16:00	2	3	5
16:15	1	1	2
16:30	2	8	10
16:45	1	3	4
17:00	0	3	3
17:15	2	4	6
17:30	1	3	4
17:45	0	3	3
18:00	1	1	2
18:15	0	2	2
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	1	0	1
19:30	0	1	1
19:45	1	1	2
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	1	1	2
21:15	1	1	2
21:30	1	2	3
21:45	0	0	0
22:00	0	1	1
22:15	1	0	1
22:30	0	0	0
22:45	0	0	0
23:00	3	2	5
23:15	0	1	1
23:30	0	3	3
23:45	0	0	0
TOTAL	127	124	251



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Reynolds Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	3	1	4
6:30	0	0	0
6:45	2	0	2
7:00	3	0	3
7:15	1	0	1
7:30	0	1	1
7:45	1	0	1
8:00	1	2	3
8:15	0	1	1
8:30	1	0	1
8:45	0	0	0
9:00	1	0	1
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	2	0	2
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
12:00	0	1	1
12:15	0	0	0
12:30	0	0	0
12:45	1	0	1
13:00	1	0	1
13:15	0	0	0
13:30	0	0	0
13:45	1	0	1
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	2	0	2
15:00	0	0	0
15:15	0	1	1
15:30	0	6	6
15:45	0	1	1
16:00	0	1	1
16:15	0	2	2
16:30	0	0	0
16:45	1	1	2
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	1	0	1
19:15	0	0	0
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	1	0	1
22:30	0	1	1
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	0	3	3
23:45	0	0	0
TOTAL	25	23	48



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	1	1
2:30	0	0	0
2:45	1	1	2
3:00	1	1	2
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	1	0	1
4:30	1	1	2
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	3	0	3
6:00	2	0	2
6:15	4	2	6
6:30	1	0	1
6:45	6	0	6
7:00	11	0	11
7:15	2	1	3
7:30	2	1	3
7:45	2	0	2
8:00	3	2	5
8:15	5	2	7
8:30	3	1	4
8:45	3	0	3
9:00	4	2	6
9:15	0	1	1
9:30	0	0	0
9:45	0	1	1
10:00	3	2	5
10:15	2	4	6
10:30	5	3	8
10:45	4	1	5
11:00	0	3	3
11:15	2	4	6
11:30	2	1	3
11:45	1	1	2
12:00	2	3	5
12:15	3	0	3
12:30	5	5	10
12:45	8	4	12
13:00	5	3	8
13:15	1	2	3
13:30	1	2	3
13:45	4	0	4
14:00	0	3	3
14:15	2	4	6
14:30	4	0	4
14:45	8	3	11
15:00	1	0	1
15:15	3	7	10
15:30	4	11	15
15:45	3	9	12
16:00	2	4	6
16:15	1	3	4
16:30	2	8	10
16:45	2	4	6
17:00	0	3	3
17:15	2	4	6
17:30	1	3	4
17:45	0	3	3
18:00	1	1	2
18:15	0	2	2
18:30	0	0	0
18:45	0	0	0
19:00	1	0	1
19:15	1	0	1
19:30	0	2	2
19:45	1	1	2
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	1	1	2
21:15	1	1	2
21:30	1	2	3
21:45	0	0	0
22:00	0	1	1
22:15	2	0	2
22:30	0	1	1
22:45	1	0	1
23:00	3	2	5
23:15	0	1	1
23:30	0	6	6
23:45	0	0	0
TOTAL	152	147	299



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	2	2	4
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	3	0	3
6:00	2	0	2
6:15	2	1	3
6:30	0	0	0
6:45	3	0	3
7:00	6	0	6
7:15	4	0	4
7:30	3	2	5
7:45	2	0	2
8:00	3	1	4
8:15	4	1	5
8:30	3	1	4
8:45	1	0	1
9:00	0	1	1
9:15	1	1	2
9:30	1	0	1
9:45	1	2	3
10:00	0	1	1
10:15	2	7	9
10:30	2	1	3
10:45	5	2	7
11:00	0	2	2
11:15	2	1	3
11:30	4	2	6
11:45	1	2	3
12:00	0	1	1
12:15	3	3	6
12:30	4	3	7
12:45	3	6	9
13:00	2	0	2
13:15	6	3	9
13:30	2	3	5
13:45	5	2	7
14:00	1	2	3
14:15	2	2	4
14:30	4	3	7
14:45	4	3	7
15:00	1	3	4
15:15	2	3	5
15:30	1	3	4
15:45	0	5	5
16:00	1	1	2
16:15	2	4	6
16:30	2	4	6
16:45	1	7	8
17:00	1	9	10
17:15	2	1	3
17:30	0	0	0
17:45	1	1	2
18:00	2	4	6
18:15	1	2	3
18:30	0	0	0
18:45	1	0	1
19:00	2	4	6
19:15	1	1	2
19:30	0	2	2
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	1	1	2
22:00	0	0	0
22:15	0	1	1
22:30	2	1	3
22:45	0	1	1
23:00	0	0	0
23:15	0	1	1
23:30	0	2	2
23:45	0	1	1
TOTAL	119	124	243



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Reynolds Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	1	1
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	4	0	4
7:00	2	0	2
7:15	2	1	3
7:30	1	0	1
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	1	0	1
8:45	2	2	4
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	1	0	1
10:45	1	0	1
11:00	0	0	0
11:15	0	0	0
11:30	1	0	1
11:45	0	0	0
12:00	0	1	1
12:15	0	0	0
12:30	1	0	1
12:45	0	0	0
13:00	0	0	0
13:15	1	0	1
13:30	0	1	1
13:45	1	0	1
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	3	0	3
15:00	0	1	1
15:15	1	2	3
15:30	0	3	3
15:45	0	4	4
16:00	0	0	0
16:15	0	1	1
16:30	0	0	0
16:45	0	0	0
17:00	0	1	1
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	1	1	2
18:45	0	0	0
19:00	0	1	1
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	1	1
22:30	1	0	1
22:45	0	0	0
23:00	2	1	3
23:15	0	0	0
23:30	1	3	4
23:45	0	0	0
TOTAL	28	25	53



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	2	3	5
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	3	0	3
6:00	2	0	2
6:15	3	1	4
6:30	0	0	0
6:45	7	0	7
7:00	8	0	8
7:15	6	1	7
7:30	4	2	6
7:45	2	0	2
8:00	3	1	4
8:15	4	1	5
8:30	4	1	5
8:45	3	2	5
9:00	0	1	1
9:15	1	1	2
9:30	1	0	1
9:45	1	2	3
10:00	0	1	1
10:15	2	7	9
10:30	3	1	4
10:45	6	2	8
11:00	0	2	2
11:15	2	1	3
11:30	5	2	7
11:45	1	2	3
12:00	0	2	2
12:15	3	3	6
12:30	5	3	8
12:45	3	6	9
13:00	2	0	2
13:15	7	3	10
13:30	2	4	6
13:45	6	2	8
14:00	1	2	3
14:15	2	2	4
14:30	4	3	7
14:45	7	3	10
15:00	1	4	5
15:15	3	5	8
15:30	1	6	7
15:45	0	9	9
16:00	1	1	2
16:15	2	5	7
16:30	2	4	6
16:45	1	7	8
17:00	1	10	11
17:15	2	1	3
17:30	0	0	0
17:45	1	1	2
18:00	2	4	6
18:15	1	2	3
18:30	1	1	2
18:45	1	0	1
19:00	2	5	7
19:15	1	1	2
19:30	0	2	2
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	1	1	2
22:00	0	0	0
22:15	0	2	2
22:30	3	1	4
22:45	0	1	1
23:00	2	1	3
23:15	0	1	1
23:30	1	5	6
23:45	0	1	1
TOTAL	147	149	296



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	2	0	2
5:15	0	2	2
5:30	2	0	2
5:45	3	2	5
6:00	2	0	2
6:15	1	0	1
6:30	1	0	1
6:45	3	0	3
7:00	7	0	7
7:15	3	1	4
7:30	2	1	3
7:45	0	0	0
8:00	3	0	3
8:15	1	2	3
8:30	2	0	2
8:45	2	1	3
9:00	1	2	3
9:15	0	0	0
9:30	3	2	5
9:45	2	2	4
10:00	1	0	1
10:15	2	2	4
10:30	5	3	8
10:45	2	2	4
11:00	0	0	0
11:15	0	1	1
11:30	0	1	1
11:45	2	1	3
12:00	0	3	3
12:15	6	0	6
12:30	3	3	6
12:45	2	1	3
13:00	2	2	4
13:15	2	4	6
13:30	4	3	7
13:45	6	2	8
14:00	1	1	2
14:15	3	3	6
14:30	1	2	3
14:45	3	3	6
15:00	1	2	3
15:15	1	3	4
15:30	3	7	10
15:45	2	1	3
16:00	1	3	4
16:15	1	4	5
16:30	2	2	4
16:45	0	4	4
17:00	2	6	8
17:15	1	3	4
17:30	0	0	0
17:45	1	0	1
18:00	0	3	3
18:15	0	1	1
18:30	1	1	2
18:45	0	0	0
19:00	2	1	3
19:15	1	0	1
19:30	1	2	3
19:45	0	0	0
20:00	1	0	1
20:15	0	2	2
20:30	1	0	1
20:45	1	0	1
21:00	0	1	1
21:15	0	2	2
21:30	0	0	0
21:45	0	0	0
22:00	0	1	1
22:15	2	1	3
22:30	0	1	1
22:45	1	0	1
23:00	1	1	2
23:15	0	0	0
23:30	0	4	4
23:45	0	0	0
TOTAL	112	108	220



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Reynolds Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	4	0	4
7:00	3	0	3
7:15	0	0	0
7:30	0	0	0
7:45	2	3	5
8:00	1	0	1
8:15	1	1	2
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	1	0	1
9:45	0	1	1
10:00	0	0	0
10:15	1	1	2
10:30	1	0	1
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
12:00	0	0	0
12:15	1	0	1
12:30	0	0	0
12:45	0	0	0
13:00	1	1	2
13:15	0	0	0
13:30	1	1	2
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	1	1	2
14:45	2	1	3
15:00	0	0	0
15:15	0	0	0
15:30	1	3	4
15:45	0	2	2
16:00	0	0	0
16:15	0	0	0
16:30	0	2	2
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	1	2	3
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	1	1	2
20:45	0	1	1
21:00	0	1	1
21:15	1	0	1
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	1	1	2
23:45	0	1	1
TOTAL	26	24	50



City: Riverside
 Location: 9890 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	2	0	2
5:15	0	2	2
5:30	2	0	2
5:45	3	2	5
6:00	2	0	2
6:15	2	0	2
6:30	1	0	1
6:45	7	0	7
7:00	10	0	10
7:15	3	1	4
7:30	2	1	3
7:45	2	3	5
8:00	4	0	4
8:15	2	3	5
8:30	2	0	2
8:45	2	1	3
9:00	1	2	3
9:15	0	0	0
9:30	4	2	6
9:45	2	3	5
10:00	1	0	1
10:15	3	3	6
10:30	6	3	9
10:45	2	2	4
11:00	0	0	0
11:15	0	1	1
11:30	0	1	1
11:45	2	1	3
12:00	0	3	3
12:15	7	0	7
12:30	3	3	6
12:45	2	1	3
13:00	3	3	6
13:15	2	4	6
13:30	5	4	9
13:45	6	2	8
14:00	1	1	2
14:15	3	3	6
14:30	2	3	5
14:45	5	4	9
15:00	1	2	3
15:15	1	3	4
15:30	4	10	14
15:45	2	3	5
16:00	1	3	4
16:15	1	4	5
16:30	2	4	6
16:45	0	4	4
17:00	2	6	8
17:15	1	3	4
17:30	0	0	0
17:45	1	0	1
18:00	0	3	3
18:15	0	1	1
18:30	1	1	2
18:45	0	0	0
19:00	2	1	3
19:15	1	0	1
19:30	2	4	6
19:45	0	0	0
20:00	1	0	1
20:15	0	2	2
20:30	2	1	3
20:45	1	1	2
21:00	0	2	2
21:15	1	2	3
21:30	0	0	0
21:45	0	0	0
22:00	0	1	1
22:15	2	1	3
22:30	0	1	1
22:45	1	0	1
23:00	1	1	2
23:15	0	0	0
23:30	1	5	6
23:45	0	1	1
TOTAL	138	132	270



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	0	1	1
0:30	0	1	1
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	1	3
6:00	2	0	2
6:15	3	1	4
6:30	0	1	1
6:45	3	0	3
7:00	3	0	3
7:15	4	1	5
7:30	1	2	3
7:45	2	0	2
8:00	3	0	3
8:15	3	1	4
8:30	2	0	2
8:45	1	1	2
9:00	0	2	2
9:15	0	1	1
9:30	3	1	4
9:45	1	0	1
10:00	2	6	8
10:15	1	2	3
10:30	1	1	2
10:45	2	1	3
11:00	2	0	2
11:15	2	1	3
11:30	0	0	0
11:45	2	1	3
12:00	1	1	2
12:15	0	2	2
12:30	1	3	4
12:45	1	2	3
13:00	4	3	7
13:15	4	3	7
13:30	3	1	4
13:45	1	0	1
14:00	1	1	2
14:15	3	1	4
14:30	0	2	2
14:45	1	0	1
15:00	2	1	3
15:15	3	5	8
15:30	2	5	7
15:45	0	1	1
16:00	2	0	2
16:15	1	1	2
16:30	3	11	14
16:45	0	2	2
17:00	1	5	6
17:15	0	2	2
17:30	0	1	1
17:45	0	2	2
18:00	2	3	5
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	2	2
19:45	1	0	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	1	0	1
21:00	1	2	3
21:15	0	0	0
21:30	0	0	0
21:45	2	0	2
22:00	1	2	3
22:15	1	0	1
22:30	0	0	0
22:45	1	1	2
23:00	1	0	1
23:15	0	0	0
23:30	0	2	2
23:45	0	0	0
TOTAL	92	94	186



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Reynolds Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	1	1
0:15	0	1	1
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	1	0	1
6:45	3	0	3
7:00	3	0	3
7:15	0	0	0
7:30	1	1	2
7:45	1	0	1
8:00	0	0	0
8:15	0	1	1
8:30	0	0	0
8:45	1	0	1
9:00	0	0	0
9:15	0	0	0
9:30	0	1	1
9:45	1	0	1
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	1	1
12:00	1	1	2
12:15	0	0	0
12:30	2	1	3
12:45	0	0	0
13:00	1	2	3
13:15	0	0	0
13:30	0	0	0
13:45	4	1	5
14:00	0	0	0
14:15	0	1	1
14:30	2	0	2
14:45	1	0	1
15:00	1	1	2
15:15	0	1	1
15:30	0	1	1
15:45	0	3	3
16:00	0	0	0
16:15	1	0	1
16:30	0	4	4
16:45	0	0	0
17:00	2	0	2
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	1	1
20:00	1	0	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	1	1
21:15	0	0	0
21:30	1	0	1
21:45	0	0	0
22:00	0	0	0
22:15	1	0	1
22:30	0	0	0
22:45	0	0	0
23:00	1	1	2
23:15	0	0	0
23:30	0	2	2
23:45	0	1	1
TOTAL	30	28	58



City: Riverside
 Location: 9890 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	1	2
0:15	0	2	2
0:30	0	1	1
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	1	3
6:00	2	0	2
6:15	3	1	4
6:30	1	1	2
6:45	6	0	6
7:00	6	0	6
7:15	4	1	5
7:30	2	3	5
7:45	3	0	3
8:00	3	0	3
8:15	3	2	5
8:30	2	0	2
8:45	2	1	3
9:00	0	2	2
9:15	0	1	1
9:30	3	2	5
9:45	2	0	2
10:00	2	6	8
10:15	1	2	3
10:30	1	1	2
10:45	2	1	3
11:00	2	0	2
11:15	2	1	3
11:30	0	0	0
11:45	2	2	4
12:00	2	2	4
12:15	0	2	2
12:30	3	4	7
12:45	1	2	3
13:00	5	5	10
13:15	4	3	7
13:30	3	1	4
13:45	5	1	6
14:00	1	1	2
14:15	3	2	5
14:30	2	2	4
14:45	2	0	2
15:00	3	2	5
15:15	3	6	9
15:30	2	6	8
15:45	0	4	4
16:00	2	0	2
16:15	2	1	3
16:30	3	15	18
16:45	0	2	2
17:00	3	5	8
17:15	0	2	2
17:30	0	1	1
17:45	0	2	2
18:00	2	3	5
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	2	2
19:45	1	1	2
20:00	1	0	1
20:15	0	0	0
20:30	0	0	0
20:45	1	0	1
21:00	1	3	4
21:15	0	0	0
21:30	1	0	1
21:45	2	0	2
22:00	1	2	3
22:15	2	0	2
22:30	0	0	0
22:45	1	1	2
23:00	2	1	3
23:15	0	0	0
23:30	0	4	4
23:45	0	1	1
TOTAL	122	122	244



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: North Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	0	1
0:30	0	1	1
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	1	1	2
6:15	0	0	0
6:30	0	0	0
6:45	2	0	2
7:00	1	0	1
7:15	0	1	1
7:30	3	1	4
7:45	1	0	1
8:00	0	2	2
8:15	3	0	3
8:30	0	0	0
8:45	1	1	2
9:00	0	0	0
9:15	3	3	6
9:30	1	1	2
9:45	0	0	0
10:00	0	0	0
10:15	2	1	3
10:30	0	1	1
10:45	1	2	3
11:00	0	0	0
11:15	2	1	3
11:30	0	0	0
11:45	0	0	0
12:00	0	0	0
12:15	0	0	0
12:30	0	1	1
12:45	3	0	3
13:00	1	1	2
13:15	2	0	2
13:30	0	2	2
13:45	0	0	0
14:00	0	0	0
14:15	1	0	1
14:30	1	1	2
14:45	1	0	1
15:00	0	1	1
15:15	1	0	1
15:30	2	2	4
15:45	1	1	2
16:00	1	0	1
16:15	0	0	0
16:30	0	3	3
16:45	0	0	0
17:00	1	2	3
17:15	0	1	1
17:30	0	1	1
17:45	1	0	1
18:00	1	2	3
18:15	1	0	1
18:30	1	1	2
18:45	0	0	0
19:00	1	0	1
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	0	1	1
20:30	1	1	2
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	1	0	1
22:00	0	1	1
22:15	0	1	1
22:30	1	0	1
22:45	1	0	1
23:00	1	0	1
23:15	1	0	1
23:30	1	1	2
23:45	0	0	0
TOTAL	50	43	93



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: South Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	0	1	1
0:30	0	3	3
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	1	1
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	0	2
6:00	6	0	6
6:15	1	1	2
6:30	1	2	3
6:45	4	0	4
7:00	4	4	8
7:15	0	0	0
7:30	2	2	4
7:45	5	1	6
8:00	4	0	4
8:15	5	1	6
8:30	1	3	4
8:45	2	0	2
9:00	2	0	2
9:15	2	3	5
9:30	1	0	1
9:45	2	0	2
10:00	1	0	1
10:15	0	1	1
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	1	1
11:30	1	0	1
11:45	0	3	3
12:00	1	1	2
12:15	2	2	4
12:30	1	1	2
12:45	3	3	6
13:00	1	0	1
13:15	3	3	6
13:30	3	2	5
13:45	2	0	2
14:00	0	1	1
14:15	1	1	2
14:30	0	7	7
14:45	0	1	1
15:00	0	1	1
15:15	0	2	2
15:30	2	0	2
15:45	2	2	4
16:00	2	1	3
16:15	1	1	2
16:30	0	5	5
16:45	0	0	0
17:00	0	4	4
17:15	0	1	1
17:30	0	3	3
17:45	0	0	0
18:00	0	0	0
18:15	0	1	1
18:30	0	0	0
18:45	1	1	2
19:00	0	0	0
19:15	0	1	1
19:30	0	3	3
19:45	0	1	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	2	1	3
21:15	0	0	0
21:30	1	0	1
21:45	2	0	2
22:00	1	0	1
22:15	1	2	3
22:30	0	0	0
22:45	1	1	2
23:00	0	0	0
23:15	1	0	1
23:30	0	0	0
23:45	0	0	0
TOTAL	82	81	163



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 9, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	1	1	2
0:30	0	4	4
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	1	1
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	0	2
6:00	7	1	8
6:15	1	1	2
6:30	1	2	3
6:45	6	0	6
7:00	5	4	9
7:15	0	1	1
7:30	5	3	8
7:45	6	1	7
8:00	4	2	6
8:15	8	1	9
8:30	1	3	4
8:45	3	1	4
9:00	2	0	2
9:15	5	6	11
9:30	2	1	3
9:45	2	0	2
10:00	1	0	1
10:15	2	2	4
10:30	0	1	1
10:45	1	2	3
11:00	0	0	0
11:15	2	2	4
11:30	1	0	1
11:45	0	3	3
12:00	1	1	2
12:15	2	2	4
12:30	1	2	3
12:45	6	3	9
13:00	2	1	3
13:15	5	3	8
13:30	3	4	7
13:45	2	0	2
14:00	0	1	1
14:15	2	1	3
14:30	1	8	9
14:45	1	1	2
15:00	0	2	2
15:15	1	2	3
15:30	4	2	6
15:45	3	3	6
16:00	3	1	4
16:15	1	1	2
16:30	0	8	8
16:45	0	0	0
17:00	1	6	7
17:15	0	2	2
17:30	0	4	4
17:45	1	0	1
18:00	1	2	3
18:15	1	1	2
18:30	1	1	2
18:45	1	1	2
19:00	1	0	1
19:15	0	1	1
19:30	0	3	3
19:45	0	1	1
20:00	0	1	1
20:15	0	1	1
20:30	1	1	2
20:45	0	0	0
21:00	2	1	3
21:15	0	0	0
21:30	1	1	2
21:45	3	0	3
22:00	1	1	2
22:15	1	3	4
22:30	1	0	1
22:45	2	1	3
23:00	1	0	1
23:15	2	0	2
23:30	1	1	2
23:45	0	0	0
TOTAL	132	124	256



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: North Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	3	3
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	2	0	2
7:15	0	0	0
7:30	2	0	2
7:45	2	1	3
8:00	1	2	3
8:15	2	0	2
8:30	0	2	2
8:45	1	0	1
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	3	3	6
10:00	2	0	2
10:15	1	1	2
10:30	0	2	2
10:45	0	1	1
11:00	0	0	0
11:15	1	0	1
11:30	0	0	0
11:45	1	1	2
12:00	2	0	2
12:15	1	1	2
12:30	0	2	2
12:45	1	0	1
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	1	1
14:15	1	2	3
14:30	0	0	0
14:45	3	1	4
15:00	1	1	2
15:15	1	1	2
15:30	1	0	1
15:45	3	3	6
16:00	1	1	2
16:15	1	0	1
16:30	1	2	3
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	2	2
17:45	0	0	0
18:00	0	0	0
18:15	1	0	1
18:30	0	0	0
18:45	1	0	1
19:00	0	1	1
19:15	0	0	0
19:30	1	1	2
19:45	0	0	0
20:00	2	2	4
20:15	0	0	0
20:30	1	2	3
20:45	1	1	2
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	0	1
22:45	0	0	0
23:00	2	0	2
23:15	0	1	1
23:30	0	0	0
23:45	0	0	0
TOTAL	46	42	88



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: South Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	0	0	0
0:30	0	4	4
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	1	1
2:00	2	2	4
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	1	1
5:45	6	0	6
6:00	2	0	2
6:15	1	0	1
6:30	3	4	7
6:45	1	0	1
7:00	1	4	5
7:15	0	0	0
7:30	4	0	4
7:45	4	1	5
8:00	1	0	1
8:15	1	3	4
8:30	2	4	6
8:45	1	0	1
9:00	3	0	3
9:15	1	0	1
9:30	1	0	1
9:45	6	2	8
10:00	3	0	3
10:15	2	1	3
10:30	0	4	4
10:45	1	1	2
11:00	0	0	0
11:15	0	1	1
11:30	0	0	0
11:45	1	2	3
12:00	0	1	1
12:15	2	3	5
12:30	1	1	2
12:45	1	2	3
13:00	2	1	3
13:15	2	0	2
13:30	1	1	2
13:45	3	1	4
14:00	0	0	0
14:15	1	0	1
14:30	4	11	15
14:45	1	1	2
15:00	0	0	0
15:15	0	0	0
15:30	1	1	2
15:45	4	2	6
16:00	1	0	1
16:15	1	1	2
16:30	0	3	3
16:45	1	2	3
17:00	0	4	4
17:15	0	1	1
17:30	1	5	6
17:45	0	0	0
18:00	0	0	0
18:15	0	1	1
18:30	1	0	1
18:45	0	1	1
19:00	0	1	1
19:15	0	2	2
19:30	0	2	2
19:45	0	2	2
20:00	0	0	0
20:15	1	0	1
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	4	0	4
22:00	0	0	0
22:15	0	1	1
22:30	1	2	3
22:45	0	0	0
23:00	1	0	1
23:15	1	0	1
23:30	1	2	3
23:45	0	0	0
TOTAL	88	92	180



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 10, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	0	0	0
0:30	0	7	7
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	1	1
2:00	2	2	4
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	1	1
5:45	6	0	6
6:00	2	0	2
6:15	1	0	1
6:30	3	4	7
6:45	1	0	1
7:00	3	4	7
7:15	0	0	0
7:30	6	0	6
7:45	6	2	8
8:00	2	2	4
8:15	3	3	6
8:30	2	6	8
8:45	2	0	2
9:00	3	0	3
9:15	1	0	1
9:30	1	0	1
9:45	9	5	14
10:00	5	0	5
10:15	3	2	5
10:30	0	6	6
10:45	1	2	3
11:00	0	0	0
11:15	1	1	2
11:30	0	0	0
11:45	2	3	5
12:00	2	1	3
12:15	3	4	7
12:30	1	3	4
12:45	2	2	4
13:00	2	1	3
13:15	2	0	2
13:30	1	1	2
13:45	3	1	4
14:00	0	1	1
14:15	2	2	4
14:30	4	11	15
14:45	4	2	6
15:00	1	1	2
15:15	1	1	2
15:30	2	1	3
15:45	7	5	12
16:00	2	1	3
16:15	2	1	3
16:30	1	5	6
16:45	1	2	3
17:00	0	4	4
17:15	0	1	1
17:30	1	7	8
17:45	0	0	0
18:00	0	0	0
18:15	1	1	2
18:30	1	0	1
18:45	1	1	2
19:00	0	2	2
19:15	0	2	2
19:30	1	3	4
19:45	0	2	2
20:00	2	2	4
20:15	1	0	1
20:30	1	2	3
20:45	1	2	3
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	4	0	4
22:00	0	0	0
22:15	0	1	1
22:30	2	2	4
22:45	0	0	0
23:00	3	0	3
23:15	1	1	2
23:30	1	2	3
23:45	0	0	0
TOTAL	134	134	268



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: North Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
0:15	0	0	0
0:30	0	2	2
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	1	1	2
4:15	2	0	2
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	0	1	1
7:30	1	0	1
7:45	0	0	0
8:00	0	1	1
8:15	1	0	1
8:30	1	2	3
8:45	1	1	2
9:00	3	0	3
9:15	1	1	2
9:30	0	0	0
9:45	1	0	1
10:00	0	0	0
10:15	3	1	4
10:30	0	1	1
10:45	2	0	2
11:00	0	2	2
11:15	1	0	1
11:30	0	0	0
11:45	1	0	1
12:00	1	2	3
12:15	1	0	1
12:30	2	2	4
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	2	2	4
13:45	1	0	1
14:00	3	0	3
14:15	0	2	2
14:30	0	0	0
14:45	2	0	2
15:00	0	1	1
15:15	0	1	1
15:30	1	1	2
15:45	2	2	4
16:00	0	0	0
16:15	1	2	3
16:30	0	1	1
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	1	2	3
17:45	3	1	4
18:00	2	3	5
18:15	1	0	1
18:30	0	0	0
18:45	0	1	1
19:00	0	0	0
19:15	0	1	1
19:30	2	1	3
19:45	1	2	3
20:00	0	1	1
20:15	1	0	1
20:30	0	1	1
20:45	0	0	0
21:00	0	1	1
21:15	1	0	1
21:30	1	0	1
21:45	0	0	0
22:00	1	0	1
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	1	0	1
23:30	0	0	0
23:45	0	0	0
TOTAL	53	43	96



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: South Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	1	2	3
0:15	0	1	1
0:30	0	1	1
0:45	0	0	0
1:00	0	1	1
1:15	0	0	0
1:30	1	0	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	1	1
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	2	0	2
4:00	1	0	1
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	6	0	6
6:00	0	0	0
6:15	0	0	0
6:30	0	3	3
6:45	0	0	0
7:00	3	3	6
7:15	3	1	4
7:30	2	0	2
7:45	7	0	7
8:00	1	1	2
8:15	3	0	3
8:30	3	1	4
8:45	7	4	11
9:00	3	1	4
9:15	0	0	0
9:30	0	0	0
9:45	2	0	2
10:00	0	0	0
10:15	0	3	3
10:30	0	0	0
10:45	0	1	1
11:00	3	2	5
11:15	1	4	5
11:30	1	2	3
11:45	0	0	0
12:00	2	0	2
12:15	0	1	1
12:30	0	2	2
12:45	2	0	2
13:00	1	3	4
13:15	1	2	3
13:30	2	0	2
13:45	4	3	7
14:00	5	2	7
14:15	0	0	0
14:30	2	5	7
14:45	1	3	4
15:00	0	2	2
15:15	0	3	3
15:30	1	2	3
15:45	2	0	2
16:00	1	0	1
16:15	0	2	2
16:30	1	3	4
16:45	0	2	2
17:00	0	0	0
17:15	0	4	4
17:30	1	4	5
17:45	0	3	3
18:00	0	1	1
18:15	0	2	2
18:30	0	1	1
18:45	0	1	1
19:00	0	1	1
19:15	0	1	1
19:30	0	1	1
19:45	0	1	1
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	1	0	1
21:00	0	0	0
21:15	1	0	1
21:30	0	0	0
21:45	2	0	2
22:00	2	0	2
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	1	0	1
23:15	1	0	1
23:30	0	1	1
23:45	0	0	0
TOTAL	86	91	177



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Wednesday, November 16, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	2	2	4
0:15	0	1	1
0:30	0	3	3
0:45	0	0	0
1:00	0	1	1
1:15	0	0	0
1:30	1	0	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	1	1
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	2	0	2
4:00	2	1	3
4:15	2	0	2
4:30	1	0	1
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	6	0	6
6:00	0	0	0
6:15	0	0	0
6:30	0	3	3
6:45	1	0	1
7:00	4	3	7
7:15	3	2	5
7:30	3	0	3
7:45	7	0	7
8:00	1	2	3
8:15	4	0	4
8:30	4	3	7
8:45	8	5	13
9:00	6	1	7
9:15	1	1	2
9:30	0	0	0
9:45	3	0	3
10:00	0	0	0
10:15	3	4	7
10:30	0	1	1
10:45	2	1	3
11:00	3	4	7
11:15	2	4	6
11:30	1	2	3
11:45	1	0	1
12:00	3	2	5
12:15	1	1	2
12:30	2	4	6
12:45	2	0	2
13:00	1	3	4
13:15	1	2	3
13:30	4	2	6
13:45	5	3	8
14:00	8	2	10
14:15	0	2	2
14:30	2	5	7
14:45	3	3	6
15:00	0	3	3
15:15	0	4	4
15:30	2	3	5
15:45	4	2	6
16:00	1	0	1
16:15	1	4	5
16:30	1	4	5
16:45	0	2	2
17:00	0	0	0
17:15	0	4	4
17:30	2	6	8
17:45	3	4	7
18:00	2	4	6
18:15	1	2	3
18:30	0	1	1
18:45	0	2	2
19:00	0	1	1
19:15	0	2	2
19:30	2	2	4
19:45	1	3	4
20:00	0	2	2
20:15	1	0	1
20:30	0	1	1
20:45	1	0	1
21:00	0	1	1
21:15	2	0	2
21:30	1	0	1
21:45	2	0	2
22:00	3	0	3
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	1	0	1
23:15	2	0	2
23:30	0	1	1
23:45	0	0	0
TOTAL	139	134	273



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: North Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	0	1
0:30	0	1	1
0:45	0	1	1
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	2	0	2
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	2	0	2
4:30	0	2	2
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	0	0	0
7:30	1	0	1
7:45	2	0	2
8:00	0	0	0
8:15	0	1	1
8:30	3	2	5
8:45	1	0	1
9:00	0	1	1
9:15	3	0	3
9:30	2	2	4
9:45	0	1	1
10:00	0	0	0
10:15	0	1	1
10:30	3	2	5
10:45	1	1	2
11:00	2	0	2
11:15	3	2	5
11:30	3	1	4
11:45	4	4	8
12:00	0	1	1
12:15	0	1	1
12:30	2	0	2
12:45	0	2	2
13:00	0	0	0
13:15	4	3	7
13:30	2	0	2
13:45	3	3	6
14:00	2	2	4
14:15	1	1	2
14:30	0	0	0
14:45	1	0	1
15:00	1	2	3
15:15	0	1	1
15:30	1	0	1
15:45	1	1	2
16:00	2	2	4
16:15	0	0	0
16:30	1	2	3
16:45	1	3	4
17:00	0	1	1
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	3	0	3
18:15	0	1	1
18:30	1	0	1
18:45	0	0	0
19:00	0	0	0
19:15	0	1	1
19:30	0	1	1
19:45	1	0	1
20:00	0	0	0
20:15	0	0	0
20:30	0	1	1
20:45	1	0	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	1	0	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	65	51	116



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: South Driveway on County Farm Road
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	2	2
0:30	0	0	0
0:45	0	2	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	1	0	1
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	5	0	5
6:00	0	0	0
6:15	0	0	0
6:30	1	4	5
6:45	2	0	2
7:00	2	1	3
7:15	1	1	2
7:30	1	0	1
7:45	6	1	7
8:00	1	3	4
8:15	1	0	1
8:30	1	3	4
8:45	4	2	6
9:00	4	2	6
9:15	0	1	1
9:30	0	1	1
9:45	1	0	1
10:00	0	0	0
10:15	1	2	3
10:30	0	1	1
10:45	1	0	1
11:00	1	1	2
11:15	2	2	4
11:30	2	0	2
11:45	0	3	3
12:00	0	1	1
12:15	1	1	2
12:30	2	4	6
12:45	5	4	9
13:00	2	1	3
13:15	4	3	7
13:30	2	2	4
13:45	3	1	4
14:00	0	1	1
14:15	1	1	2
14:30	1	5	6
14:45	1	0	1
15:00	0	0	0
15:15	0	1	1
15:30	0	0	0
15:45	1	1	2
16:00	1	1	2
16:15	2	3	5
16:30	0	1	1
16:45	0	2	2
17:00	0	2	2
17:15	0	2	2
17:30	0	3	3
17:45	0	0	0
18:00	0	2	2
18:15	1	2	3
18:30	0	0	0
18:45	0	1	1
19:00	0	0	0
19:15	0	0	0
19:30	0	2	2
19:45	0	2	2
20:00	1	0	1
20:15	0	1	1
20:30	1	0	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	2	0	2
22:00	2	0	2
22:15	0	0	0
22:30	0	3	3
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	1	1	2
23:45	1	0	1
TOTAL	77	88	165



City: Riverside
 Location: 10001/10003 County Farm Road
 Date: Thursday, November 17, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	2	3
0:30	0	1	1
0:45	0	3	3
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	3	1	4
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	1	0	1
4:15	2	0	2
4:30	0	2	2
4:45	1	0	1
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	5	0	5
6:00	0	0	0
6:15	0	0	0
6:30	1	4	5
6:45	3	0	3
7:00	3	1	4
7:15	1	1	2
7:30	2	0	2
7:45	8	1	9
8:00	1	3	4
8:15	1	1	2
8:30	4	5	9
8:45	5	2	7
9:00	4	3	7
9:15	3	1	4
9:30	2	3	5
9:45	1	1	2
10:00	0	0	0
10:15	1	3	4
10:30	3	3	6
10:45	2	1	3
11:00	3	1	4
11:15	5	4	9
11:30	5	1	6
11:45	4	7	11
12:00	0	2	2
12:15	1	2	3
12:30	4	4	8
12:45	5	6	11
13:00	2	1	3
13:15	8	6	14
13:30	4	2	6
13:45	6	4	10
14:00	2	3	5
14:15	2	2	4
14:30	1	5	6
14:45	2	0	2
15:00	1	2	3
15:15	0	2	2
15:30	1	0	1
15:45	2	2	4
16:00	3	3	6
16:15	2	3	5
16:30	1	3	4
16:45	1	5	6
17:00	0	3	3
17:15	0	2	2
17:30	0	3	3
17:45	0	0	0
18:00	3	2	5
18:15	1	3	4
18:30	1	0	1
18:45	0	1	1
19:00	0	0	0
19:15	0	1	1
19:30	0	3	3
19:45	1	2	3
20:00	1	0	1
20:15	0	1	1
20:30	1	1	2
20:45	1	0	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	3	0	3
22:00	2	0	2
22:15	0	0	0
22:30	0	3	3
22:45	2	0	2
23:00	0	0	0
23:15	0	0	0
23:30	1	1	2
23:45	1	0	1
TOTAL	142	139	281



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Harrison Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	1	2	3
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	1	2
5:45	1	0	1
6:00	0	0	0
6:15	0	0	0
6:30	3	3	6
6:45	1	2	3
7:00	2	2	4
7:15	1	2	3
7:30	2	1	3
7:45	3	0	3
8:00	1	2	3
8:15	0	0	0
8:30	1	0	1
8:45	0	0	0
9:00	1	0	1
9:15	0	0	0
9:30	0	1	1
9:45	2	1	3
10:00	1	1	2
10:15	0	0	0
10:30	0	0	0
10:45	1	0	1
11:00	1	2	3
11:15	0	0	0
11:30	1	2	3
11:45	0	0	0
12:00	1	0	1
12:15	2	0	2
12:30	1	1	2
12:45	2	0	2
13:00	0	1	1
13:15	2	3	5
13:30	0	0	0
13:45	1	0	1
14:00	0	1	1
14:15	1	0	1
14:30	1	2	3
14:45	1	1	2
15:00	2	0	2
15:15	1	4	5
15:30	2	2	4
15:45	1	4	5
16:00	1	3	4
16:15	2	1	3
16:30	1	1	2
16:45	0	0	0
17:00	1	1	2
17:15	0	1	1
17:30	1	1	2
17:45	1	1	2
18:00	1	1	2
18:15	2	1	3
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	1	0	1
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	1	1
22:15	1	1	2
22:30	2	1	3
22:45	0	1	1
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	57	57	114



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Dykes Lane
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	0	1
1:15	0	1	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	2	2
2:45	1	0	1
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	1	1
5:15	0	0	0
5:30	0	0	0
5:45	1	0	1
6:00	0	0	0
6:15	2	2	4
6:30	9	0	9
6:45	16	2	18
7:00	4	1	5
7:15	3	4	7
7:30	1	5	6
7:45	0	1	1
8:00	4	0	4
8:15	0	0	0
8:30	2	1	3
8:45	2	0	2
9:00	0	2	2
9:15	2	0	2
9:30	1	3	4
9:45	0	0	0
10:00	3	1	4
10:15	1	3	4
10:30	1	0	1
10:45	2	1	3
11:00	0	0	0
11:15	0	1	1
11:30	1	0	1
11:45	1	1	2
12:00	1	4	5
12:15	1	0	1
12:30	1	1	2
12:45	2	1	3
13:00	1	1	2
13:15	0	1	1
13:30	0	0	0
13:45	3	1	4
14:00	1	0	1
14:15	5	1	6
14:30	5	2	7
14:45	5	2	7
15:00	2	0	2
15:15	0	7	7
15:30	1	6	7
15:45	1	2	3
16:00	1	1	2
16:15	1	1	2
16:30	1	1	2
16:45	0	1	1
17:00	0	0	0
17:15	0	2	2
17:30	1	1	2
17:45	1	0	1
18:00	1	1	2
18:15	2	10	12
18:30	1	4	5
18:45	1	2	3
19:00	4	3	7
19:15	1	4	5
19:30	2	3	5
19:45	1	3	4
20:00	0	1	1
20:15	1	0	1
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	4	0	4
22:00	1	1	2
22:15	1	1	2
22:30	1	3	4
22:45	3	2	5
23:00	1	0	1
23:15	1	3	4
23:30	1	7	8
23:45	1	0	1
TOTAL	122	118	240



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	0	1
1:15	0	1	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	2	3
2:45	2	2	4
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	1	1
5:15	0	0	0
5:30	1	1	2
5:45	2	0	2
6:00	0	0	0
6:15	2	2	4
6:30	12	3	15
6:45	17	4	21
7:00	6	3	9
7:15	4	6	10
7:30	3	6	9
7:45	3	1	4
8:00	5	2	7
8:15	0	0	0
8:30	3	1	4
8:45	2	0	2
9:00	1	2	3
9:15	2	0	2
9:30	1	4	5
9:45	2	1	3
10:00	4	2	6
10:15	1	3	4
10:30	1	0	1
10:45	3	1	4
11:00	1	2	3
11:15	0	1	1
11:30	2	2	4
11:45	1	1	2
12:00	2	4	6
12:15	3	0	3
12:30	2	2	4
12:45	4	1	5
13:00	1	2	3
13:15	2	4	6
13:30	0	0	0
13:45	4	1	5
14:00	1	1	2
14:15	6	1	7
14:30	6	4	10
14:45	6	3	9
15:00	4	0	4
15:15	1	11	12
15:30	3	8	11
15:45	2	6	8
16:00	2	4	6
16:15	3	2	5
16:30	2	2	4
16:45	0	1	1
17:00	1	1	2
17:15	0	3	3
17:30	2	2	4
17:45	2	1	3
18:00	2	2	4
18:15	4	11	15
18:30	1	4	5
18:45	1	2	3
19:00	4	3	7
19:15	1	4	5
19:30	2	3	5
19:45	1	3	4
20:00	0	2	2
20:15	2	0	2
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	4	0	4
22:00	1	2	3
22:15	2	2	4
22:30	3	4	7
22:45	3	3	6
23:00	1	0	1
23:15	1	3	4
23:30	1	7	8
23:45	1	0	1
TOTAL	179	175	354



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Harrison Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	1	0	1
6:00	0	0	0
6:15	1	1	2
6:30	0	1	1
6:45	1	0	1
7:00	1	1	2
7:15	2	0	2
7:30	1	1	2
7:45	0	1	1
8:00	0	1	1
8:15	1	0	1
8:30	2	0	2
8:45	4	1	5
9:00	0	0	0
9:15	2	1	3
9:30	2	1	3
9:45	1	1	2
10:00	4	0	4
10:15	0	1	1
10:30	1	1	2
10:45	2	0	2
11:00	2	4	6
11:15	2	0	2
11:30	0	0	0
11:45	2	2	4
12:00	0	3	3
12:15	1	1	2
12:30	1	2	3
12:45	2	1	3
13:00	1	1	2
13:15	0	0	0
13:30	0	1	1
13:45	0	1	1
14:00	1	1	2
14:15	0	0	0
14:30	0	1	1
14:45	1	3	4
15:00	2	0	2
15:15	0	2	2
15:30	0	1	1
15:45	0	0	0
16:00	1	2	3
16:15	0	1	1
16:30	1	2	3
16:45	2	0	2
17:00	1	2	3
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	2	2	4
18:15	0	2	2
18:30	3	2	5
18:45	2	2	4
19:00	0	0	0
19:15	2	2	4
19:30	1	1	2
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	2	0	2
22:00	1	2	3
22:15	0	1	1
22:30	1	0	1
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	0	1	1
23:45	0	0	0
TOTAL	62	60	122



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Dykes Lane
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	1	2	3
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	3	3
2:15	2	0	2
2:30	1	0	1
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	2	0	2
5:45	6	0	6
6:00	2	0	2
6:15	11	0	11
6:30	11	5	16
6:45	6	1	7
7:00	7	0	7
7:15	2	6	8
7:30	3	8	11
7:45	0	1	1
8:00	3	0	3
8:15	2	0	2
8:30	2	3	5
8:45	2	1	3
9:00	0	1	1
9:15	0	2	2
9:30	0	0	0
9:45	1	0	1
10:00	2	4	6
10:15	3	3	6
10:30	1	0	1
10:45	1	1	2
11:00	0	2	2
11:15	0	9	9
11:30	2	8	10
11:45	5	0	5
12:00	2	0	2
12:15	10	0	10
12:30	1	2	3
12:45	2	0	2
13:00	0	1	1
13:15	1	0	1
13:30	1	2	3
13:45	0	0	0
14:00	3	0	3
14:15	3	1	4
14:30	2	2	4
14:45	7	1	8
15:00	0	1	1
15:15	2	2	4
15:30	2	11	13
15:45	0	0	0
16:00	1	15	16
16:15	0	4	4
16:30	0	1	1
16:45	2	2	4
17:00	1	3	4
17:15	1	2	3
17:30	0	0	0
17:45	1	0	1
18:00	1	5	6
18:15	3	3	6
18:30	2	1	3
18:45	2	0	2
19:00	3	3	6
19:15	2	1	3
19:30	2	6	8
19:45	0	1	1
20:00	1	0	1
20:15	0	1	1
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	1	0	1
22:00	1	0	1
22:15	0	1	1
22:30	3	0	3
22:45	4	2	6
23:00	0	0	0
23:15	0	8	8
23:30	0	4	4
23:45	1	1	2
TOTAL	150	150	300



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	1	2	3
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	3	3
2:15	2	0	2
2:30	1	0	1
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	3	0	3
5:45	7	0	7
6:00	2	0	2
6:15	12	1	13
6:30	11	6	17
6:45	7	1	8
7:00	8	1	9
7:15	4	6	10
7:30	4	9	13
7:45	0	2	2
8:00	3	1	4
8:15	3	0	3
8:30	4	3	7
8:45	6	2	8
9:00	0	1	1
9:15	2	3	5
9:30	2	1	3
9:45	2	1	3
10:00	6	4	10
10:15	3	4	7
10:30	2	1	3
10:45	3	1	4
11:00	2	6	8
11:15	2	9	11
11:30	2	8	10
11:45	7	2	9
12:00	2	3	5
12:15	11	1	12
12:30	2	4	6
12:45	4	1	5
13:00	1	2	3
13:15	1	0	1
13:30	1	3	4
13:45	0	1	1
14:00	4	1	5
14:15	3	1	4
14:30	2	3	5
14:45	8	4	12
15:00	2	1	3
15:15	2	4	6
15:30	2	12	14
15:45	0	0	0
16:00	2	17	19
16:15	0	5	5
16:30	1	3	4
16:45	4	2	6
17:00	2	5	7
17:15	1	2	3
17:30	0	0	0
17:45	1	0	1
18:00	3	7	10
18:15	3	5	8
18:30	5	3	8
18:45	4	2	6
19:00	3	3	6
19:15	4	3	7
19:30	3	7	10
19:45	0	1	1
20:00	1	0	1
20:15	0	1	1
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	1	2	3
21:45	3	0	3
22:00	2	2	4
22:15	0	2	2
22:30	4	0	4
22:45	5	2	7
23:00	0	0	0
23:15	0	8	8
23:30	0	5	5
23:45	1	1	2
TOTAL	212	210	422



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Harrison Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	1	0	1
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	1	1
5:45	2	1	3
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	3	2	5
7:00	0	0	0
7:15	2	0	2
7:30	1	2	3
7:45	1	0	1
8:00	1	0	1
8:15	0	1	1
8:30	2	0	2
8:45	0	0	0
9:00	1	0	1
9:15	2	0	2
9:30	0	0	0
9:45	1	0	1
10:00	1	1	2
10:15	0	3	3
10:30	0	3	3
10:45	3	2	5
11:00	1	0	1
11:15	1	2	3
11:30	1	0	1
11:45	1	1	2
12:00	2	0	2
12:15	0	1	1
12:30	1	1	2
12:45	0	0	0
13:00	0	0	0
13:15	0	1	1
13:30	0	1	1
13:45	0	0	0
14:00	1	0	1
14:15	0	0	0
14:30	0	0	0
14:45	0	2	2
15:00	2	0	2
15:15	3	2	5
15:30	3	3	6
15:45	0	0	0
16:00	2	3	5
16:15	1	0	1
16:30	0	3	3
16:45	1	0	1
17:00	1	0	1
17:15	0	3	3
17:30	0	1	1
17:45	1	2	3
18:00	1	1	2
18:15	0	2	2
18:30	2	3	5
18:45	1	0	1
19:00	1	1	2
19:15	0	0	0
19:30	0	0	0
19:45	0	1	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	2	1	3
22:00	0	0	0
22:15	1	1	2
22:30	0	0	0
22:45	2	1	3
23:00	1	0	1
23:15	0	0	0
23:30	1	1	2
23:45	0	0	0
TOTAL	58	55	113



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Dykes Lane
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	1	2
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	1	1	2
5:45	3	0	3
6:00	0	0	0
6:15	2	0	2
6:30	8	1	9
6:45	12	0	12
7:00	5	1	6
7:15	1	8	9
7:30	0	3	3
7:45	0	0	0
8:00	0	0	0
8:15	3	0	3
8:30	0	0	0
8:45	0	1	1
9:00	0	0	0
9:15	2	0	2
9:30	1	1	2
9:45	0	1	1
10:00	4	2	6
10:15	3	1	4
10:30	0	0	0
10:45	1	1	2
11:00	3	3	6
11:15	1	0	1
11:30	1	0	1
11:45	1	2	3
12:00	1	6	7
12:15	2	1	3
12:30	2	2	4
12:45	5	0	5
13:00	1	0	1
13:15	1	1	2
13:30	1	2	3
13:45	3	1	4
14:00	1	0	1
14:15	2	1	3
14:30	1	1	2
14:45	3	0	3
15:00	3	0	3
15:15	1	6	7
15:30	0	3	3
15:45	1	4	5
16:00	2	5	7
16:15	0	2	2
16:30	0	2	2
16:45	2	1	3
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	2	0	2
18:00	0	2	2
18:15	1	10	11
18:30	2	5	7
18:45	5	4	9
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	2	1	3
20:00	1	0	1
20:15	0	0	0
20:30	0	1	1
20:45	0	0	0
21:00	1	0	1
21:15	0	0	0
21:30	0	0	0
21:45	1	0	1
22:00	1	1	2
22:15	3	0	3
22:30	0	4	4
22:45	2	0	2
23:00	0	1	1
23:15	0	7	7
23:30	1	5	6
23:45	1	0	1
TOTAL	109	107	216



City: Riverside
 Location: 3933 Harrison Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	1	2
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	1	0	1
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	1	0	1
5:30	1	2	3
5:45	5	1	6
6:00	0	0	0
6:15	3	0	3
6:30	8	1	9
6:45	15	2	17
7:00	5	1	6
7:15	3	8	11
7:30	1	5	6
7:45	1	0	1
8:00	1	0	1
8:15	3	1	4
8:30	2	0	2
8:45	0	1	1
9:00	1	0	1
9:15	4	0	4
9:30	1	1	2
9:45	1	1	2
10:00	5	3	8
10:15	3	4	7
10:30	0	3	3
10:45	4	3	7
11:00	4	3	7
11:15	2	2	4
11:30	2	0	2
11:45	2	3	5
12:00	3	6	9
12:15	2	2	4
12:30	3	3	6
12:45	5	0	5
13:00	1	0	1
13:15	1	2	3
13:30	1	3	4
13:45	3	1	4
14:00	2	0	2
14:15	2	1	3
14:30	1	1	2
14:45	3	2	5
15:00	5	0	5
15:15	4	8	12
15:30	3	6	9
15:45	1	4	5
16:00	4	8	12
16:15	1	2	3
16:30	0	5	5
16:45	3	1	4
17:00	1	0	1
17:15	0	3	3
17:30	0	1	1
17:45	3	2	5
18:00	1	3	4
18:15	1	12	13
18:30	4	8	12
18:45	6	4	10
19:00	1	1	2
19:15	0	0	0
19:30	0	0	0
19:45	2	2	4
20:00	1	0	1
20:15	0	0	0
20:30	0	1	1
20:45	0	0	0
21:00	1	0	1
21:15	0	0	0
21:30	0	0	0
21:45	3	1	4
22:00	1	1	2
22:15	4	1	5
22:30	0	4	4
22:45	4	1	5
23:00	1	1	2
23:15	0	7	7
23:30	2	6	8
23:45	1	0	1
TOTAL	167	162	329



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Harrison Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	2	0	2
6:15	0	3	3
6:30	1	2	3
6:45	2	3	5
7:00	2	0	2
7:15	3	1	4
7:30	2	2	4
7:45	2	1	3
8:00	0	0	0
8:15	4	3	7
8:30	7	4	11
8:45	2	4	6
9:00	1	1	2
9:15	1	3	4
9:30	1	0	1
9:45	0	0	0
10:00	0	0	0
10:15	2	1	3
10:30	1	2	3
10:45	1	1	2
11:00	1	1	2
11:15	3	2	5
11:30	0	0	0
11:45	2	2	4
12:00	1	1	2
12:15	3	3	6
12:30	1	0	1
12:45	3	2	5
13:00	0	1	1
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	2	2	4
14:15	1	0	1
14:30	1	1	2
14:45	1	1	2
15:00	0	0	0
15:15	2	2	4
15:30	1	2	3
15:45	0	1	1
16:00	0	0	0
16:15	3	2	5
16:30	0	0	0
16:45	1	2	3
17:00	2	3	5
17:15	0	1	1
17:30	0	0	0
17:45	1	2	3
18:00	1	1	2
18:15	0	0	0
18:30	1	2	3
18:45	1	2	3
19:00	0	0	0
19:15	1	1	2
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	0	2	2
22:00	1	1	2
22:15	0	0	0
22:30	1	0	1
22:45	0	0	0
23:00	1	0	1
23:15	1	0	1
23:30	2	2	4
23:45	0	0	0
TOTAL	75	75	150



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Dykes Lane
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	1	1
5:30	0	0	0
5:45	2	0	2
6:00	1	0	1
6:15	13	1	14
6:30	7	2	9
6:45	7	0	7
7:00	3	0	3
7:15	1	3	4
7:30	1	4	5
7:45	6	3	9
8:00	0	2	2
8:15	4	0	4
8:30	2	0	2
8:45	5	1	6
9:00	1	0	1
9:15	5	1	6
9:30	1	1	2
9:45	0	0	0
10:00	0	1	1
10:15	1	0	1
10:30	0	1	1
10:45	2	3	5
11:00	1	14	15
11:15	2	0	2
11:30	0	0	0
11:45	4	2	6
12:00	5	0	5
12:15	12	0	12
12:30	0	0	0
12:45	0	8	8
13:00	0	0	0
13:15	0	0	0
13:30	2	0	2
13:45	2	0	2
14:00	1	0	1
14:15	3	1	4
14:30	3	4	7
14:45	3	1	4
15:00	5	1	6
15:15	0	3	3
15:30	0	8	8
15:45	0	0	0
16:00	0	1	1
16:15	1	2	3
16:30	0	0	0
16:45	1	8	9
17:00	0	14	14
17:15	1	3	4
17:30	0	0	0
17:45	1	1	2
18:00	1	2	3
18:15	2	0	2
18:30	2	2	4
18:45	3	1	4
19:00	4	0	4
19:15	0	1	1
19:30	0	4	4
19:45	1	0	1
20:00	0	0	0
20:15	0	0	0
20:30	1	0	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	0	0	0
22:00	1	0	1
22:15	2	0	2
22:30	0	3	3
22:45	2	0	2
23:00	1	0	1
23:15	0	7	7
23:30	0	4	4
23:45	0	0	0
TOTAL	131	120	251



City: Riverside
 Location: 3933 Harrison Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	1	1
5:30	1	0	1
5:45	2	0	2
6:00	3	0	3
6:15	13	4	17
6:30	8	4	12
6:45	9	3	12
7:00	5	0	5
7:15	4	4	8
7:30	3	6	9
7:45	8	4	12
8:00	0	2	2
8:15	8	3	11
8:30	9	4	13
8:45	7	5	12
9:00	2	1	3
9:15	6	4	10
9:30	2	1	3
9:45	0	0	0
10:00	0	1	1
10:15	3	1	4
10:30	1	3	4
10:45	3	4	7
11:00	2	15	17
11:15	5	2	7
11:30	0	0	0
11:45	6	4	10
12:00	6	1	7
12:15	15	3	18
12:30	1	0	1
12:45	3	10	13
13:00	0	1	1
13:15	0	0	0
13:30	2	0	2
13:45	2	0	2
14:00	3	2	5
14:15	4	1	5
14:30	4	5	9
14:45	4	2	6
15:00	5	1	6
15:15	2	5	7
15:30	1	10	11
15:45	0	1	1
16:00	0	1	1
16:15	4	4	8
16:30	0	0	0
16:45	2	10	12
17:00	2	17	19
17:15	1	4	5
17:30	0	0	0
17:45	2	3	5
18:00	2	3	5
18:15	2	0	2
18:30	3	4	7
18:45	4	3	7
19:00	4	0	4
19:15	1	2	3
19:30	0	5	5
19:45	1	0	1
20:00	0	0	0
20:15	0	0	0
20:30	1	0	1
20:45	0	0	0
21:00	0	1	1
21:15	0	0	0
21:30	2	2	4
21:45	0	2	2
22:00	2	1	3
22:15	2	0	2
22:30	1	3	4
22:45	2	0	2
23:00	2	1	3
23:15	1	7	8
23:30	2	6	8
23:45	0	0	0
TOTAL	206	197	403



City: Riverside
 Location: 82485 Miles Avenue
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Miles Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	1	1
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	2	0	2
6:15	0	0	0
6:30	0	2	2
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	1	1	2
7:45	3	1	4
8:00	0	1	1
8:15	2	0	2
8:30	0	0	0
8:45	0	1	1
9:00	0	1	1
9:15	1	0	1
9:30	1	0	1
9:45	0	0	0
10:00	1	0	1
10:15	1	0	1
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	1	4	5
11:30	0	0	0
11:45	0	0	0
12:00	1	1	2
12:15	1	0	1
12:30	0	1	1
12:45	0	1	1
13:00	1	1	2
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	1	1
14:15	0	1	1
14:30	0	0	0
14:45	2	0	2
15:00	0	1	1
15:15	0	0	0
15:30	0	0	0
15:45	0	2	2
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	1	0	1
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	1	1
19:15	1	0	1
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	1	1
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	0	1	1
23:45	0	0	0
TOTAL	23	25	48



City: Riverside
 Location: 82485 Miles Avenue
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Miles Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	0	1	1
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	1	1	2
7:15	3	0	3
7:30	0	3	3
7:45	0	0	0
8:00	0	1	1
8:15	0	0	0
8:30	0	1	1
8:45	1	0	1
9:00	0	0	0
9:15	0	0	0
9:30	1	1	2
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	2	0	2
11:15	0	1	1
11:30	1	1	2
11:45	0	0	0
12:00	0	0	0
12:15	0	0	0
12:30	1	0	1
12:45	0	0	0
13:00	0	0	0
13:15	2	0	2
13:30	0	3	3
13:45	0	0	0
14:00	0	0	0
14:15	0	1	1
14:30	0	0	0
14:45	0	4	4
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	1	2	3
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	1	0	1
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	2	0	2
23:00	0	0	0
23:15	0	0	0
23:30	0	1	1
23:45	0	0	0
TOTAL	19	22	41



City: Riverside
 Location: 82485 Miles Avenue
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Miles Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	0	0
5:30	0	0	0
5:45	3	0	3
6:00	1	2	3
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	0	2	2
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	1	0	1
8:30	0	0	0
8:45	3	0	3
9:00	0	0	0
9:15	0	2	2
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	1	1	2
10:30	0	0	0
10:45	1	1	2
11:00	0	0	0
11:15	2	0	2
11:30	0	3	3
11:45	0	1	1
12:00	0	0	0
12:15	0	1	1
12:30	0	0	0
12:45	2	0	2
13:00	0	0	0
13:15	0	0	0
13:30	1	0	1
13:45	0	0	0
14:00	1	0	1
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	0	2	2
15:15	0	0	0
15:30	0	0	0
15:45	1	1	2
16:00	1	2	3
16:15	0	0	0
16:30	0	1	1
16:45	0	0	0
17:00	1	1	2
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	1	1
18:15	1	0	1
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	1	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	1	0	1
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	24	23	47



City: Riverside
 Location: 82485 Miles Avenue
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Miles Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	1	0	1
6:15	0	0	0
6:30	0	0	0
6:45	1	1	2
7:00	0	1	1
7:15	1	0	1
7:30	0	3	3
7:45	2	0	2
8:00	0	1	1
8:15	1	1	2
8:30	0	0	0
8:45	1	1	2
9:00	0	0	0
9:15	1	0	1
9:30	0	0	0
9:45	0	1	1
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	1	1
11:15	1	0	1
11:30	1	0	1
11:45	1	1	2
12:00	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	1	0	1
13:00	0	0	0
13:15	1	0	1
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	1	1	2
14:30	0	1	1
14:45	2	0	2
15:00	0	2	2
15:15	0	1	1
15:30	0	0	0
15:45	0	1	1
16:00	1	0	1
16:15	1	1	2
16:30	0	0	0
16:45	0	1	1
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	1	1
18:30	0	0	0
18:45	0	0	0
19:00	0	1	1
19:15	0	0	0
19:30	1	0	1
19:45	0	1	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	1	1
22:45	1	0	1
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	22	26	48



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 9, 2022
 Driveway: North Driveway
 Count Type: Driveway

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



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 9, 2022
 Driveway: South Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	0	0	0
7:15	5	0	5
7:30	6	0	6
7:45	10	1	11
8:00	5	0	5
8:15	3	0	3
8:30	4	0	4
8:45	0	0	0
9:00	0	0	0
9:15	1	1	2
9:30	2	0	2
9:45	0	1	1
10:00	3	1	4
10:15	2	1	3
10:30	2	0	2
10:45	0	1	1
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	1	1
12:00	0	1	1
12:15	0	1	1
12:30	1	0	1
12:45	1	1	2
13:00	2	2	4
13:15	1	0	1
13:30	1	0	1
13:45	0	0	0
14:00	0	1	1
14:15	0	0	0
14:30	1	2	3
14:45	0	0	0
15:00	0	0	0
15:15	1	0	1
15:30	0	0	0
15:45	1	1	2
16:00	1	2	3
16:15	1	1	2
16:30	2	3	5
16:45	1	1	2
17:00	1	5	6
17:15	1	1	2
17:30	0	10	10
17:45	0	2	2
18:00	1	4	5
18:15	0	0	0
18:30	0	3	3
18:45	0	0	0
19:00	1	1	2
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	0	1
22:45	0	0	0
23:00	0	1	1
23:15	0	0	0
23:30	1	0	1
23:45	0	0	0
TOTAL	65	52	117



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Rudicill Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	2	3
1:15	0	1	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	0	2
6:00	0	0	0
6:15	0	0	0
6:30	2	0	2
6:45	0	0	0
7:00	2	0	2
7:15	5	2	7
7:30	9	0	9
7:45	22	5	27
8:00	20	1	21
8:15	8	0	8
8:30	8	2	10
8:45	3	2	5
9:00	2	4	6
9:15	2	3	5
9:30	1	0	1
9:45	1	2	3
10:00	1	5	6
10:15	2	5	7
10:30	3	4	7
10:45	0	2	2
11:00	1	3	4
11:15	3	1	4
11:30	3	4	7
11:45	3	1	4
12:00	0	4	4
12:15	1	2	3
12:30	1	2	3
12:45	7	1	8
13:00	3	6	9
13:15	5	2	7
13:30	2	3	5
13:45	0	3	3
14:00	3	1	4
14:15	4	3	7
14:30	3	3	6
14:45	9	6	15
15:00	5	2	7
15:15	1	4	5
15:30	3	1	4
15:45	6	8	14
16:00	2	4	6
16:15	3	3	6
16:30	1	9	10
16:45	7	4	11
17:00	3	10	13
17:15	5	5	10
17:30	2	20	22
17:45	3	8	11
18:00	4	6	10
18:15	1	2	3
18:30	1	3	4
18:45	0	2	2
19:00	0	3	3
19:15	0	5	5
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	0	2	2
20:30	0	0	0
20:45	0	1	1
21:00	1	1	2
21:15	0	0	0
21:30	0	0	0
21:45	1	0	1
22:00	0	0	0
22:15	1	0	1
22:30	0	1	1
22:45	2	1	3
23:00	0	1	1
23:15	0	0	0
23:30	1	0	1
23:45	0	0	0
TOTAL	195	192	387



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	2	3
1:15	0	1	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	2	4
6:00	0	0	0
6:15	0	0	0
6:30	2	0	2
6:45	1	0	1
7:00	2	0	2
7:15	10	2	12
7:30	15	0	15
7:45	33	6	39
8:00	26	1	27
8:15	11	1	12
8:30	13	2	15
8:45	4	3	7
9:00	2	4	6
9:15	3	4	7
9:30	3	0	3
9:45	1	5	6
10:00	6	6	12
10:15	5	7	12
10:30	5	4	9
10:45	0	3	3
11:00	1	3	4
11:15	3	2	5
11:30	3	4	7
11:45	3	3	6
12:00	0	6	6
12:15	1	3	4
12:30	2	3	5
12:45	9	2	11
13:00	6	9	15
13:15	6	2	8
13:30	3	4	7
13:45	1	3	4
14:00	3	2	5
14:15	5	4	9
14:30	6	5	11
14:45	9	7	16
15:00	5	2	7
15:15	2	4	6
15:30	4	2	6
15:45	8	9	17
16:00	3	8	11
16:15	5	4	9
16:30	4	12	16
16:45	8	6	14
17:00	4	16	20
17:15	6	6	12
17:30	2	32	34
17:45	3	10	13
18:00	5	10	15
18:15	1	2	3
18:30	1	7	8
18:45	0	2	2
19:00	2	7	9
19:15	0	5	5
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	0	2	2
20:30	0	0	0
20:45	0	1	1
21:00	1	1	2
21:15	0	0	0
21:30	0	1	1
21:45	2	0	2
22:00	0	0	0
22:15	1	0	1
22:30	1	1	2
22:45	2	1	3
23:00	0	2	2
23:15	0	0	0
23:30	2	0	2
23:45	0	0	0
TOTAL	279	270	549



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 10, 2022
 Driveway: North Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	1	1
7:30	0	0	0
7:45	0	0	0
8:00	1	0	1
8:15	1	0	1
8:30	2	0	2
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	1	0	1
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	1	0	1
11:30	0	0	0
11:45	0	1	1
12:00	0	0	0
12:15	0	0	0
12:30	1	0	1
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	1	0	1
13:45	0	0	0
14:00	0	0	0
14:15	1	1	2
14:30	2	0	2
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	2	1	3
15:45	1	0	1
16:00	0	0	0
16:15	0	0	0
16:30	3	0	3
16:45	0	0	0
17:00	1	1	2
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	1	1	2
18:15	0	0	0
18:30	0	1	1
18:45	0	1	1
19:00	0	1	1
19:15	1	0	1
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	20	9	29



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 10, 2022
 Driveway: South Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	2	0	2
7:00	1	0	1
7:15	3	0	3
7:30	5	0	5
7:45	3	0	3
8:00	8	0	8
8:15	3	0	3
8:30	4	1	5
8:45	1	3	4
9:00	2	0	2
9:15	0	0	0
9:30	1	1	2
9:45	0	1	1
10:00	1	0	1
10:15	1	3	4
10:30	0	2	2
10:45	1	0	1
11:00	0	0	0
11:15	0	1	1
11:30	0	2	2
11:45	1	1	2
12:00	1	5	6
12:15	1	0	1
12:30	1	2	3
12:45	2	1	3
13:00	2	1	3
13:15	1	1	2
13:30	1	1	2
13:45	0	0	0
14:00	0	1	1
14:15	1	0	1
14:30	0	1	1
14:45	0	1	1
15:00	0	0	0
15:15	3	1	4
15:30	0	0	0
15:45	0	2	2
16:00	0	1	1
16:15	1	1	2
16:30	0	4	4
16:45	1	3	4
17:00	0	1	1
17:15	0	6	6
17:30	0	4	4
17:45	0	2	2
18:00	0	2	2
18:15	0	0	0
18:30	0	0	0
18:45	1	1	2
19:00	1	0	1
19:15	0	0	0
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	54	59	113



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Rudicill Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	1	1	2
1:00	0	0	0
1:15	0	2	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	1	2
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	4	0	4
7:00	2	0	2
7:15	5	1	6
7:30	6	2	8
7:45	15	0	15
8:00	16	3	19
8:15	10	3	13
8:30	6	0	6
8:45	5	1	6
9:00	1	3	4
9:15	4	1	5
9:30	3	2	5
9:45	3	2	5
10:00	2	1	3
10:15	2	0	2
10:30	0	3	3
10:45	3	1	4
11:00	1	4	5
11:15	1	2	3
11:30	3	5	8
11:45	4	2	6
12:00	2	3	5
12:15	3	12	15
12:30	1	2	3
12:45	6	6	12
13:00	5	5	10
13:15	0	7	7
13:30	2	3	5
13:45	5	3	8
14:00	2	3	5
14:15	10	3	13
14:30	0	2	2
14:45	3	2	5
15:00	2	5	7
15:15	4	6	10
15:30	7	3	10
15:45	7	2	9
16:00	8	3	11
16:15	2	3	5
16:30	2	6	8
16:45	1	3	4
17:00	3	17	20
17:15	4	9	13
17:30	2	11	13
17:45	1	5	6
18:00	2	4	6
18:15	0	6	6
18:30	0	6	6
18:45	1	2	3
19:00	2	1	3
19:15	1	0	1
19:30	0	0	0
19:45	0	3	3
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	1	0	1
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	1	0	1
23:45	0	0	0
TOTAL	188	187	375



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	1	1	2
1:00	0	0	0
1:15	0	2	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	2	3
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	6	0	6
7:00	3	0	3
7:15	8	2	10
7:30	11	2	13
7:45	18	0	18
8:00	25	3	28
8:15	14	3	17
8:30	12	1	13
8:45	6	4	10
9:00	3	3	6
9:15	4	1	5
9:30	4	3	7
9:45	4	3	7
10:00	3	1	4
10:15	3	3	6
10:30	0	5	5
10:45	4	1	5
11:00	1	4	5
11:15	2	3	5
11:30	3	7	10
11:45	5	4	9
12:00	3	8	11
12:15	4	12	16
12:30	3	4	7
12:45	8	7	15
13:00	7	6	13
13:15	1	8	9
13:30	4	4	8
13:45	5	3	8
14:00	2	4	6
14:15	12	4	16
14:30	2	3	5
14:45	3	3	6
15:00	2	5	7
15:15	7	7	14
15:30	9	4	13
15:45	8	4	12
16:00	8	4	12
16:15	3	4	7
16:30	5	10	15
16:45	2	6	8
17:00	4	19	23
17:15	4	15	19
17:30	2	15	17
17:45	1	7	8
18:00	3	7	10
18:15	0	6	6
18:30	0	7	7
18:45	2	4	6
19:00	3	2	5
19:15	2	0	2
19:30	0	1	1
19:45	0	3	3
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	1	0	1
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	1	0	1
23:45	0	0	0
TOTAL	262	255	517



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 16, 2022
 Driveway: North Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	4	1	5
4:15	0	0	0
4:30	0	1	1
4:45	1	2	3
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	2	2
6:00	0	1	1
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	1	1
7:15	0	0	0
7:30	1	0	1
7:45	1	0	1
8:00	2	1	3
8:15	1	0	1
8:30	1	0	1
8:45	2	0	2
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	1	0	1
10:00	0	0	0
10:15	0	2	2
10:30	1	1	2
10:45	0	0	0
11:00	1	2	3
11:15	0	0	0
11:30	0	0	0
11:45	0	1	1
12:00	0	0	0
12:15	0	0	0
12:30	0	1	1
12:45	1	0	1
13:00	0	0	0
13:15	1	0	1
13:30	0	0	0
13:45	0	1	1
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	1	0	1
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	1	1
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	19	19	38



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 16, 2022
 Driveway: South Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	3	0	3
3:15	5	0	5
3:30	3	0	3
3:45	8	0	8
4:00	4	0	4
4:15	8	0	8
4:30	1	0	1
4:45	1	0	1
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	3	1	4
6:00	0	2	2
6:15	0	10	10
6:30	0	2	2
6:45	0	0	0
7:00	1	1	2
7:15	0	1	1
7:30	0	1	1
7:45	0	0	0
8:00	0	2	2
8:15	1	1	2
8:30	0	1	1
8:45	1	2	3
9:00	1	0	1
9:15	1	3	4
9:30	0	1	1
9:45	0	0	0
10:00	0	1	1
10:15	2	0	2
10:30	1	0	1
10:45	1	1	2
11:00	0	0	0
11:15	0	1	1
11:30	0	3	3
11:45	0	0	0
12:00	2	2	4
12:15	0	1	1
12:30	0	3	3
12:45	0	2	2
13:00	0	2	2
13:15	1	4	5
13:30	0	4	4
13:45	1	4	5
14:00	0	1	1
14:15	0	0	0
14:30	0	0	0
14:45	0	1	1
15:00	0	0	0
15:15	0	1	1
15:30	0	0	0
15:45	0	1	1
16:00	0	0	0
16:15	1	0	1
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	52	60	112



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Rudicill Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	1	0	1
3:00	0	0	0
3:15	5	2	7
3:30	9	0	9
3:45	17	1	18
4:00	5	1	6
4:15	7	2	9
4:30	8	1	9
4:45	6	2	8
5:00	0	0	0
5:15	2	2	4
5:30	1	4	5
5:45	5	2	7
6:00	1	2	3
6:15	2	2	4
6:30	4	3	7
6:45	3	2	5
7:00	0	9	9
7:15	4	6	10
7:30	2	3	5
7:45	1	3	4
8:00	3	4	7
8:15	7	3	10
8:30	2	3	5
8:45	5	3	8
9:00	1	2	3
9:15	4	4	8
9:30	4	1	5
9:45	4	2	6
10:00	3	0	3
10:15	3	3	6
10:30	1	3	4
10:45	6	1	7
11:00	3	3	6
11:15	3	2	5
11:30	2	3	5
11:45	9	5	14
12:00	5	7	12
12:15	2	6	8
12:30	1	4	5
12:45	3	6	9
13:00	3	6	9
13:15	1	8	9
13:30	1	11	12
13:45	2	3	5
14:00	1	9	10
14:15	2	7	9
14:30	0	2	2
14:45	1	5	6
15:00	0	3	3
15:15	1	0	1
15:30	0	2	2
15:45	2	0	2
16:00	0	0	0
16:15	0	1	1
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	1	1	2
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	1	0	1
19:45	1	0	1
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	1	0	1
21:00	0	1	1
21:15	0	2	2
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	1	2
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	174	175	349



City: Riverside
 Location: 3840 Myers Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	2	0	2
3:00	3	0	3
3:15	10	3	13
3:30	12	0	12
3:45	25	1	26
4:00	13	2	15
4:15	15	2	17
4:30	9	2	11
4:45	8	4	12
5:00	0	0	0
5:15	3	2	5
5:30	1	4	5
5:45	8	5	13
6:00	1	5	6
6:15	2	12	14
6:30	4	5	9
6:45	3	2	5
7:00	1	11	12
7:15	4	7	11
7:30	3	4	7
7:45	2	3	5
8:00	5	7	12
8:15	9	4	13
8:30	3	4	7
8:45	8	5	13
9:00	2	2	4
9:15	5	7	12
9:30	4	2	6
9:45	5	2	7
10:00	3	1	4
10:15	5	5	10
10:30	3	4	7
10:45	7	2	9
11:00	4	5	9
11:15	3	3	6
11:30	2	6	8
11:45	9	6	15
12:00	7	9	16
12:15	2	7	9
12:30	1	8	9
12:45	4	8	12
13:00	3	8	11
13:15	3	12	15
13:30	1	15	16
13:45	3	8	11
14:00	1	10	11
14:15	2	7	9
14:30	0	2	2
14:45	1	6	7
15:00	1	3	4
15:15	1	1	2
15:30	0	2	2
15:45	2	1	3
16:00	0	0	0
16:15	1	2	3
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	1	1	2
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	1	0	1
19:45	1	0	1
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	1	0	1
21:00	0	1	1
21:15	0	2	2
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	1	2
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	245	254	499



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 17, 2022
 Driveway: North Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	2	0	2
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	1	1
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	1	2
6:30	0	1	1
6:45	1	0	1
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	1	2	3
8:15	0	2	2
8:30	1	0	1
8:45	1	0	1
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	1	1
10:00	0	0	0
10:15	1	0	1
10:30	0	1	1
10:45	1	0	1
11:00	0	0	0
11:15	1	0	1
11:30	0	1	1
11:45	1	1	2
12:00	1	0	1
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
13:00	0	2	2
13:15	0	1	1
13:30	0	1	1
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	0	1	1
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	13	16	29



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 17, 2022
 Driveway: South Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	1	1	2
2:30	0	0	0
2:45	1	0	1
3:00	1	0	1
3:15	3	0	3
3:30	4	0	4
3:45	10	0	10
4:00	2	2	4
4:15	3	0	3
4:30	4	0	4
4:45	2	0	2
5:00	0	2	2
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	1	0	1
6:15	1	1	2
6:30	0	2	2
6:45	0	0	0
7:00	0	1	1
7:15	0	1	1
7:30	0	1	1
7:45	0	0	0
8:00	0	2	2
8:15	2	0	2
8:30	1	3	4
8:45	1	1	2
9:00	2	1	3
9:15	1	4	5
9:30	1	0	1
9:45	2	1	3
10:00	2	0	2
10:15	0	0	0
10:30	0	0	0
10:45	1	1	2
11:00	0	3	3
11:15	1	2	3
11:30	2	0	2
11:45	2	2	4
12:00	1	1	2
12:15	1	1	2
12:30	0	0	0
12:45	2	5	7
13:00	0	3	3
13:15	2	2	4
13:30	0	5	5
13:45	1	2	3
14:00	0	0	0
14:15	0	0	0
14:30	0	2	2
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	1	1
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	1	1	2
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	59	54	113



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Rudicill Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	2	1	3
2:45	0	0	0
3:00	3	0	3
3:15	9	2	11
3:30	7	1	8
3:45	14	2	16
4:00	11	0	11
4:15	9	3	12
4:30	8	3	11
4:45	2	2	4
5:00	4	3	7
5:15	5	5	10
5:30	3	1	4
5:45	3	3	6
6:00	2	2	4
6:15	2	2	4
6:30	3	5	8
6:45	6	4	10
7:00	4	5	9
7:15	4	4	8
7:30	1	1	2
7:45	0	3	3
8:00	2	2	4
8:15	4	8	12
8:30	6	5	11
8:45	6	2	8
9:00	7	2	9
9:15	2	8	10
9:30	5	6	11
9:45	2	3	5
10:00	2	4	6
10:15	3	5	8
10:30	3	0	3
10:45	5	2	7
11:00	5	4	9
11:15	5	6	11
11:30	3	4	7
11:45	3	4	7
12:00	5	5	10
12:15	3	5	8
12:30	2	6	8
12:45	4	8	12
13:00	5	13	18
13:15	1	10	11
13:30	2	4	6
13:45	2	13	15
14:00	1	5	6
14:15	1	3	4
14:30	1	3	4
14:45	0	1	1
15:00	0	5	5
15:15	0	0	0
15:30	0	1	1
15:45	1	1	2
16:00	0	1	1
16:15	0	0	0
16:30	0	0	0
16:45	1	1	2
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	1	1	2
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	1	1	2
19:00	0	1	1
19:15	1	0	1
19:30	1	0	1
19:45	0	1	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	199	207	406



City: Riverside
 Location: 3840 Myers Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway Totals
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	1	1	2
2:30	2	1	3
2:45	1	0	1
3:00	4	0	4
3:15	12	2	14
3:30	11	1	12
3:45	25	2	27
4:00	15	2	17
4:15	12	3	15
4:30	12	3	15
4:45	4	2	6
5:00	4	6	10
5:15	5	5	10
5:30	3	1	4
5:45	3	3	6
6:00	3	2	5
6:15	4	4	8
6:30	3	8	11
6:45	7	4	11
7:00	4	6	10
7:15	4	5	9
7:30	1	2	3
7:45	0	3	3
8:00	3	6	9
8:15	6	10	16
8:30	8	8	16
8:45	8	3	11
9:00	9	3	12
9:15	3	12	15
9:30	6	6	12
9:45	4	5	9
10:00	4	4	8
10:15	4	5	9
10:30	3	1	4
10:45	7	3	10
11:00	5	7	12
11:15	7	8	15
11:30	5	5	10
11:45	6	7	13
12:00	7	6	13
12:15	4	6	10
12:30	2	6	8
12:45	6	13	19
13:00	5	18	23
13:15	3	13	16
13:30	2	10	12
13:45	3	15	18
14:00	1	5	6
14:15	1	3	4
14:30	1	5	6
14:45	0	1	1
15:00	0	6	6
15:15	0	0	0
15:30	0	1	1
15:45	1	2	3
16:00	0	1	1
16:15	0	0	0
16:30	0	0	0
16:45	1	1	2
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	1	1	2
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	1	1	2
19:00	1	2	3
19:15	1	0	1
19:30	1	0	1
19:45	0	1	1
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	271	277	548



City: Hemet
 Location: 1370 State Street Suite A & B
 Date: Wednesday, November 9, 2022
 Driveway: Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	1	0	1
7:45	0	0	0
8:00	1	1	2
8:15	0	0	0
8:30	1	1	2
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	1	1
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	1	0	1
12:00	1	0	1
12:15	2	1	3
12:30	0	0	0
12:45	1	0	1
13:00	0	0	0
13:15	4	1	5
13:30	0	0	0
13:45	1	1	2
14:00	0	0	0
14:15	1	1	2
14:30	0	0	0
14:45	0	0	0
15:00	0	1	1
15:15	0	0	0
15:30	0	1	1
15:45	0	1	1
16:00	0	0	0
16:15	0	1	1
16:30	0	0	0
16:45	0	1	1
17:00	0	0	0
17:15	0	1	1
17:30	0	1	1
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	14	14	28



City: Hemet
 Location: 1370 State Street Suite A & B
 Date: Thursday, November 10, 2022
 Driveway: Driveway
 Count Type: Driveway

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



City: Hemet
 Location: 1370 State Street Suite A & B
 Date: Wednesday, November 16, 2022
 Driveway: Driveway
 Count Type: Driveway

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



City: Hemet
 Location: 1370 State Street Suite A & B
 Date: Thursday, November 17, 2022
 Driveway: Driveway
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	1	0	1
7:45	0	0	0
8:00	0	0	0
8:15	1	1	2
8:30	0	0	0
8:45	2	0	2
9:00	0	1	1
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	1	0	1
10:30	0	0	0
10:45	1	2	3
11:00	2	0	2
11:15	1	2	3
11:30	0	0	0
11:45	0	0	0
12:00	1	0	1
12:15	0	1	1
12:30	0	0	0
12:45	0	1	1
13:00	1	0	1
13:15	0	0	0
13:30	1	0	1
13:45	1	1	2
14:00	0	1	1
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	1	0	1
15:15	0	1	1
15:30	1	2	3
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	1	0	1
17:15	0	0	0
17:30	0	0	0
17:45	0	2	2
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	16	15	31



City: Hemet
 Location: 650 State Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on State Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	0	1
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	1	2
3:30	0	0	0
3:45	0	0	0
4:00	1	0	1
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	2	1	3
7:15	5	0	5
7:30	7	1	8
7:45	10	0	10
8:00	6	2	8
8:15	2	2	4
8:30	3	1	4
8:45	3	1	4
9:00	2	1	3
9:15	5	3	8
9:30	1	5	6
9:45	2	3	5
10:00	4	2	6
10:15	4	0	4
10:30	3	1	4
10:45	3	4	7
11:00	3	6	9
11:15	2	1	3
11:30	4	6	10
11:45	4	6	10
12:00	1	3	4
12:15	6	0	6
12:30	4	4	8
12:45	10	6	16
13:00	4	3	7
13:15	2	3	5
13:30	2	2	4
13:45	0	5	5
14:00	7	4	11
14:15	2	5	7
14:30	3	3	6
14:45	1	2	3
15:00	1	5	6
15:15	10	5	15
15:30	2	4	6
15:45	3	1	4
16:00	6	5	11
16:15	1	4	5
16:30	1	4	5
16:45	1	2	3
17:00	1	13	14
17:15	0	2	2
17:30	0	9	9
17:45	0	2	2
18:00	0	2	2
18:15	0	0	0
18:30	0	0	0
18:45	1	0	1
19:00	0	0	0
19:15	1	1	2
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	1	1
20:30	1	0	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	1	1	2
23:15	1	1	2
23:30	0	0	0
23:45	0	0	0
TOTAL	151	151	302



City: Hemet
 Location: 650 State Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway on State Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	1	2
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	1	2
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	4	2	6
7:15	6	0	6
7:30	6	0	6
7:45	5	1	6
8:00	6	0	6
8:15	6	3	9
8:30	3	0	3
8:45	2	3	5
9:00	4	3	7
9:15	4	5	9
9:30	7	2	9
9:45	10	7	17
10:00	2	4	6
10:15	10	5	15
10:30	3	4	7
10:45	2	5	7
11:00	3	3	6
11:15	4	5	9
11:30	2	5	7
11:45	2	4	6
12:00	3	7	10
12:15	2	2	4
12:30	4	3	7
12:45	8	7	15
13:00	2	3	5
13:15	5	3	8
13:30	3	1	4
13:45	6	2	8
14:00	4	8	12
14:15	5	5	10
14:30	2	4	6
14:45	7	5	12
15:00	5	2	7
15:15	0	3	3
15:30	2	5	7
15:45	3	4	7
16:00	1	3	4
16:15	0	1	1
16:30	4	3	7
16:45	6	16	22
17:00	2	10	12
17:15	0	1	1
17:30	0	2	2
17:45	1	7	8
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	1	1
19:15	0	1	1
19:30	1	0	1
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	1	1
23:15	0	0	0
23:30	1	1	2
23:45	0	0	0
TOTAL	171	174	345



City: Hemet
 Location: 650 State Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on State Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	1	1	2
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	2	0	2
7:00	0	2	2
7:15	10	0	10
7:30	8	1	9
7:45	7	5	12
8:00	10	3	13
8:15	4	2	6
8:30	3	0	3
8:45	4	4	8
9:00	3	2	5
9:15	5	2	7
9:30	1	1	2
9:45	2	0	2
10:00	2	5	7
10:15	1	3	4
10:30	3	2	5
10:45	1	2	3
11:00	2	2	4
11:15	1	5	6
11:30	4	5	9
11:45	4	0	4
12:00	4	4	8
12:15	2	1	3
12:30	0	0	0
12:45	3	4	7
13:00	3	2	5
13:15	1	1	2
13:30	3	4	7
13:45	4	1	5
14:00	1	4	5
14:15	3	1	4
14:30	3	4	7
14:45	5	2	7
15:00	1	4	5
15:15	6	4	10
15:30	1	1	2
15:45	3	2	5
16:00	2	6	8
16:15	1	2	3
16:30	0	1	1
16:45	2	5	7
17:00	3	16	19
17:15	1	3	4
17:30	0	5	5
17:45	0	5	5
18:00	0	0	0
18:15	1	1	2
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	1	0	1
19:45	0	0	0
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	1	1
23:15	1	1	2
23:30	0	0	0
23:45	1	1	2
TOTAL	135	135	270



City: Hemet
 Location: 650 State Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway on State Street
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	1	2
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	1	0	1
6:45	0	0	0
7:00	1	1	2
7:15	8	1	9
7:30	6	0	6
7:45	6	1	7
8:00	9	1	10
8:15	3	3	6
8:30	1	1	2
8:45	6	3	9
9:00	4	3	7
9:15	4	1	5
9:30	1	2	3
9:45	5	2	7
10:00	3	3	6
10:15	4	4	8
10:30	0	1	1
10:45	2	2	4
11:00	2	0	2
11:15	2	2	4
11:30	5	3	8
11:45	8	6	14
12:00	3	9	12
12:15	2	4	6
12:30	5	4	9
12:45	6	2	8
13:00	4	3	7
13:15	3	3	6
13:30	5	2	7
13:45	3	7	10
14:00	3	2	5
14:15	7	3	10
14:30	2	3	5
14:45	5	4	9
15:00	5	5	10
15:15	3	6	9
15:30	3	5	8
15:45	1	1	2
16:00	0	1	1
16:15	1	3	4
16:30	1	2	3
16:45	3	10	13
17:00	0	8	8
17:15	2	9	11
17:30	0	6	6
17:45	0	3	3
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	1	0	1
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	1	0	1
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	1	1	2
23:00	1	1	2
23:15	1	1	2
23:30	0	1	1
23:45	1	0	1
TOTAL	155	152	307



City: Indio
 Location: 880 State Street
 Date: Wednesday, November 9, 2022
 Driveway: Driveway on Fruitvale Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	3	1	4
6:30	2	0	2
6:45	2	0	2
7:00	6	1	7
7:15	8	0	8
7:30	4	0	4
7:45	10	0	10
8:00	4	0	4
8:15	6	1	7
8:30	1	2	3
8:45	5	1	6
9:00	3	2	5
9:15	2	1	3
9:30	0	2	2
9:45	2	2	4
10:00	9	4	13
10:15	4	4	8
10:30	0	0	0
10:45	1	7	8
11:00	4	5	9
11:15	1	1	2
11:30	0	5	5
11:45	0	1	1
12:00	1	4	5
12:15	3	2	5
12:30	5	4	9
12:45	2	4	6
13:00	5	0	5
13:15	3	1	4
13:30	2	3	5
13:45	5	3	8
14:00	1	1	2
14:15	1	4	5
14:30	2	1	3
14:45	1	1	2
15:00	3	1	4
15:15	0	5	5
15:30	1	0	1
15:45	2	1	3
16:00	1	3	4
16:15	0	3	3
16:30	0	7	7
16:45	0	2	2
17:00	0	11	11
17:15	2	6	8
17:30	1	6	7
17:45	1	6	7
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	1	0	1
19:45	0	0	0
20:00	0	1	1
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	120	120	240



City: Indio
 Location: 880 State Street
 Date: Thursday, November 10, 2022
 Driveway: Driveway on Fruitvale Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	2	0	2
6:30	1	0	1
6:45	5	0	5
7:00	9	0	9
7:15	0	0	0
7:30	4	0	4
7:45	3	0	3
8:00	9	0	9
8:15	3	0	3
8:30	4	2	6
8:45	2	3	5
9:00	2	0	2
9:15	2	1	3
9:30	2	4	6
9:45	2	1	3
10:00	2	0	2
10:15	2	4	6
10:30	4	1	5
10:45	2	7	9
11:00	3	3	6
11:15	1	4	5
11:30	3	2	5
11:45	1	4	5
12:00	1	1	2
12:15	5	1	6
12:30	3	2	5
12:45	0	2	2
13:00	2	0	2
13:15	2	1	3
13:30	4	6	10
13:45	3	0	3
14:00	1	4	5
14:15	1	1	2
14:30	0	4	4
14:45	4	3	7
15:00	4	2	6
15:15	0	3	3
15:30	1	1	2
15:45	1	1	2
16:00	2	1	3
16:15	1	0	1
16:30	1	6	7
16:45	0	4	4
17:00	0	15	15
17:15	2	4	6
17:30	1	8	9
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	1	0	1
23:00	0	0	0
23:15	0	1	1
23:30	1	0	1
23:45	0	2	2
TOTAL	109	109	218



City: Indio
 Location: 880 State Street
 Date: Wednesday, November 16, 2022
 Driveway: Driveway on Fruitvale Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	1	0	1
6:15	1	0	1
6:30	0	0	0
6:45	5	0	5
7:00	0	0	0
7:15	11	0	11
7:30	7	2	9
7:45	5	1	6
8:00	5	1	6
8:15	10	1	11
8:30	3	2	5
8:45	0	2	2
9:00	6	3	9
9:15	2	4	6
9:30	1	4	5
9:45	3	5	8
10:00	4	5	9
10:15	7	5	12
10:30	0	0	0
10:45	5	5	10
11:00	0	4	4
11:15	3	4	7
11:30	2	5	7
11:45	7	4	11
12:00	1	6	7
12:15	2	2	4
12:30	6	1	7
12:45	7	3	10
13:00	1	1	2
13:15	6	3	9
13:30	3	4	7
13:45	5	1	6
14:00	0	1	1
14:15	6	2	8
14:30	2	6	8
14:45	4	5	9
15:00	0	2	2
15:15	1	4	5
15:30	0	0	0
15:45	0	1	1
16:00	0	1	1
16:15	2	2	4
16:30	0	5	5
16:45	0	2	2
17:00	0	12	12
17:15	0	5	5
17:30	0	5	5
17:45	0	1	1
18:00	1	1	2
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	1	0	1
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	1	1
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	136	134	270



City: Indio
 Location: 880 State Street
 Date: Thursday, November 17, 2022
 Driveway: Driveway on Fruitvale Avenue
 Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	2	0	2
6:30	1	0	1
6:45	1	0	1
7:00	3	0	3
7:15	12	0	12
7:30	3	2	5
7:45	5	0	5
8:00	6	0	6
8:15	2	0	2
8:30	4	2	6
8:45	7	2	9
9:00	1	3	4
9:15	2	1	3
9:30	3	0	3
9:45	4	4	8
10:00	9	5	14
10:15	2	4	6
10:30	1	0	1
10:45	1	1	2
11:00	1	5	6
11:15	2	4	6
11:30	2	3	5
11:45	1	8	9
12:00	5	6	11
12:15	1	2	3
12:30	4	6	10
12:45	1	1	2
13:00	2	0	2
13:15	1	1	2
13:30	1	0	1
13:45	1	1	2
14:00	3	0	3
14:15	3	4	7
14:30	1	0	1
14:45	3	0	3
15:00	4	4	8
15:15	3	2	5
15:30	1	1	2
15:45	1	4	5
16:00	2	5	7
16:15	0	4	4
16:30	0	1	1
16:45	0	2	2
17:00	0	11	11
17:15	1	8	9
17:30	0	3	3
17:45	1	1	2
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	2	2
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	1	0	1
21:30	0	0	0
21:45	1	0	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	1	1
23:15	1	0	1
23:30	0	0	0
23:45	0	0	0
TOTAL	117	114	231



City: Riverside
Location: Site 1. Riverside MHUC
9890 County Farm Rd, Riverside
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	1	2	3
1:00	0	0	0
2:00	1	1	1
3:00	0	1	1
4:00	1	1	2
5:00	4	1	5
6:00	12	1	14
7:00	17	4	21
8:00	12	4	16
9:00	5	5	10
10:00	11	10	21
11:00	5	6	11
12:00	12	11	23
13:00	15	10	25
14:00	12	9	21
15:00	8	22	30
16:00	6	17	23
17:00	4	11	15
18:00	2	5	7
19:00	3	5	8
20:00	2	1	3
21:00	2	3	5
22:00	3	3	6
23:00	3	8	10
AVERAGE	140	138	278



City: Riverside
Location: Site 2. Arlington Recovery and Sobering
10001/10003 County Farm Rd, Riverside
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	2	6	8
1:00	0	1	1
2:00	2	2	3
3:00	1	1	2
4:00	3	1	4
5:00	6	0	6
6:00	7	4	11
7:00	16	6	21
8:00	13	10	23
9:00	11	6	17
10:00	6	7	13
11:00	8	8	16
12:00	9	10	19
13:00	13	9	21
14:00	9	12	21
15:00	7	9	16
16:00	5	11	16
17:00	2	12	14
18:00	4	6	9
19:00	2	7	9
20:00	3	4	6
21:00	5	1	6
22:00	4	3	6
23:00	4	2	5
AVERAGE	137	133	270



City: Riverside
Location: Site 3. Riverside MHRC
3933 Harrison St, Riverside
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	1	1	1
1:00	1	0	1
2:00	2	2	4
3:00	1	1	1
4:00	1	0	1
5:00	6	2	8
6:00	31	8	38
7:00	16	16	31
8:00	14	6	20
9:00	7	5	13
10:00	11	10	20
11:00	10	15	25
12:00	17	10	27
13:00	5	5	10
14:00	15	8	23
15:00	9	19	29
16:00	7	17	24
17:00	5	11	16
18:00	12	18	30
19:00	7	9	16
20:00	1	2	3
21:00	4	2	6
22:00	9	7	16
23:00	4	13	17
AVERAGE	191	186	377



City: Indio
Location: Site 4. Desert Sage Assisted Living
82485 Miles Ave, Indio
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	0	1	1
4:00	1	0	1
5:00	2	0	2
6:00	2	2	3
7:00	3	3	6
8:00	2	2	4
9:00	1	1	2
10:00	1	1	2
11:00	2	3	5
12:00	2	1	3
13:00	1	1	2
14:00	2	2	4
15:00	1	3	4
16:00	1	1	2
17:00	1	0	1
18:00	0	1	1
19:00	1	1	1
20:00	0	1	1
21:00	0	1	1
22:00	1	0	1
23:00	0	1	1
AVERAGE	22	24	46



City: Riverside
Location: Site 5. Riverside County Mental Health
3125 Myers St, Riverside
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	1
1:00	0	1	2
2:00	2	1	3
3:00	26	3	28
4:00	22	5	27
5:00	8	8	15
6:00	9	11	20
7:00	30	13	43
8:00	40	16	57
9:00	16	16	31
10:00	16	14	29
11:00	16	19	35
12:00	16	27	43
13:00	14	35	49
14:00	12	18	30
15:00	13	13	26
16:00	10	15	25
17:00	7	30	37
18:00	4	12	15
19:00	3	5	8
20:00	0	2	2
21:00	1	2	3
22:00	1	1	2
23:00	1	1	1
AVERAGE	264	264	528



City: San Jacinto
Location: Site 6. Riverside County SAPT
1370 S. State St, Suites A-B, San Jacinto
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	0	0	0
5:00	0	0	0
6:00	0	0	0
7:00	1	0	1
8:00	3	2	6
9:00	2	2	3
10:00	2	2	4
11:00	1	1	2
12:00	2	2	4
13:00	3	1	5
14:00	1	1	2
15:00	1	3	3
16:00	0	1	1
17:00	0	1	1
18:00	0	1	1
19:00	0	0	0
20:00	0	0	0
21:00	0	0	0
22:00	0	0	0
23:00	0	0	0
AVERAGE	16	16	32



City: Hemet
Location: Site 7. Hemet Mental Health Clinic
650 N. State St, Hemet
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	1	0	1
1:00	0	0	0
2:00	0	0	0
3:00	1	1	2
4:00	0	0	0
5:00	0	0	1
6:00	1	0	1
7:00	23	4	27
8:00	18	7	25
9:00	15	11	26
10:00	12	12	24
11:00	13	15	28
12:00	16	15	31
13:00	13	11	24
14:00	15	15	30
15:00	12	14	27
16:00	8	17	25
17:00	3	25	28
18:00	1	1	1
19:00	1	1	2
20:00	1	1	1
21:00	0	0	0
22:00	0	0	1
23:00	2	3	5
AVERAGE	153	153	306



City: Hemet
Location: Site 8. Hemet Family Care Center
880 N. State St, Hemet
Driveway: 4-DAY AVERAGE HOURLY TOTALS
Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	0	0	0
5:00	0	0	0
6:00	7	0	7
7:00	23	2	24
8:00	18	5	23
9:00	9	9	19
10:00	13	13	26
11:00	8	16	23
12:00	12	12	24
13:00	12	6	18
14:00	8	9	18
15:00	6	8	14
16:00	2	12	14
17:00	2	26	28
18:00	0	0	1
19:00	1	1	1
20:00	0	0	0
21:00	1	0	1
22:00	0	0	0
23:00	1	1	2
AVERAGE	121	119	240

APPENDIX B

TRAFFIC COUNTS AND SIGNAL TIMING SHEETS

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

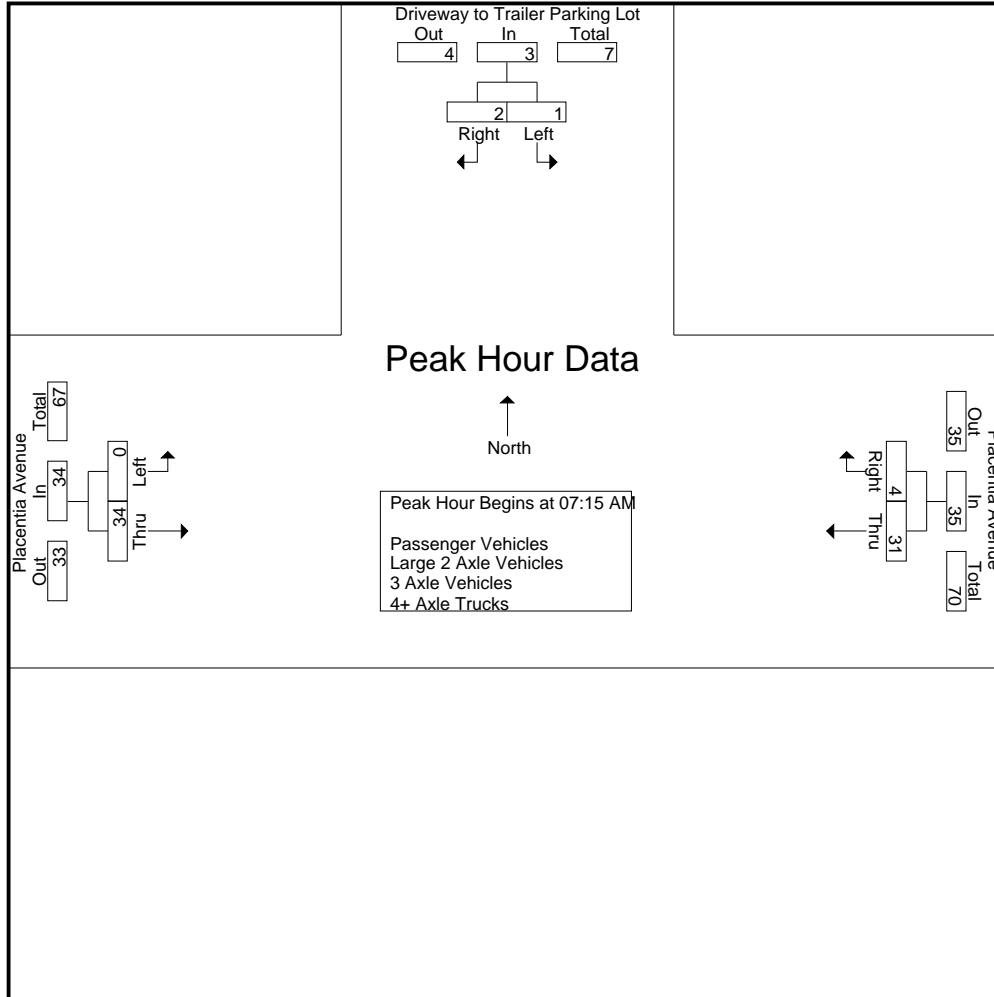
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	10	0	10	0	3	3	13
07:15 AM	0	0	0	11	0	11	0	6	6	17
07:30 AM	0	0	0	6	3	9	0	7	7	16
07:45 AM	1	1	2	8	1	9	0	12	12	23
Total	1	1	2	35	4	39	0	28	28	69
08:00 AM	0	1	1	6	0	6	0	9	9	16
08:15 AM	0	0	0	7	0	7	0	9	9	16
08:30 AM	0	0	0	8	0	8	0	0	0	8
08:45 AM	0	0	0	5	0	5	0	4	4	9
Total	0	1	1	26	0	26	0	22	22	49
Grand Total	1	2	3	61	4	65	0	50	50	118
Apprch %	33.3	66.7		93.8	6.2		0	100		
Total %	0.8	1.7	2.5	51.7	3.4	55.1	0	42.4	42.4	
Passenger Vehicles	0	0	0	58	0	58	0	42	42	100
% Passenger Vehicles	0	0	0	95.1	0	89.2	0	84	84	84.7
Large 2 Axle Vehicles	1	2	3	3	4	7	0	5	5	15
% Large 2 Axle Vehicles	100	100	100	4.9	100	10.8	0	10	10	12.7
3 Axle Vehicles	0	0	0	0	0	0	0	1	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	2	2	0.8
4+ Axle Trucks	0	0	0	0	0	0	0	2	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	4	4	1.7

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	0	0	11	0	11	0	6	6	17
07:30 AM	0	0	0	6	3	9	0	7	7	16
07:45 AM	1	1	2	8	1	9	0	12	12	23
08:00 AM	0	1	1	6	0	6	0	9	9	16
Total Volume	1	2	3	31	4	35	0	34	34	72
% App. Total	33.3	66.7		88.6	11.4		0	100		
PHF	.250	.500	.375	.705	.333	.795	.000	.708	.708	.783

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	0	0	0	10	0	10	0	7	7
+15 mins.	0	0	0	11	0	11	0	12	12
+30 mins.	1	1	2	6	3	9	0	9	9
+45 mins.	0	1	1	8	1	9	0	9	9
Total Volume	1	2	3	35	4	39	0	37	37
% App. Total	33.3	66.7		89.7	10.3		0	100	
PHF	.250	.500	.375	.795	.333	.886	.000	.771	.771

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

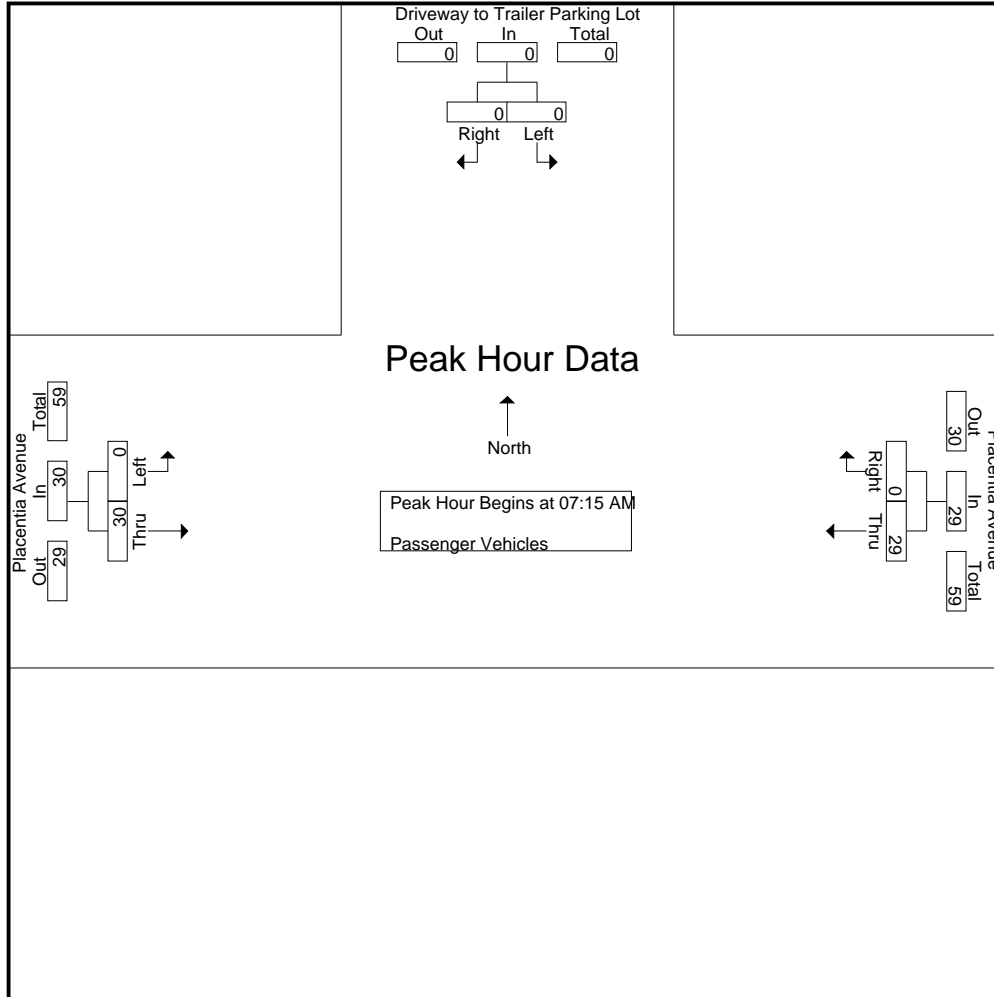
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	9	0	9	0	2	2	11
07:15 AM	0	0	0	11	0	11	0	6	6	17
07:30 AM	0	0	0	5	0	5	0	4	4	9
07:45 AM	0	0	0	7	0	7	0	11	11	18
Total	0	0	0	32	0	32	0	23	23	55
08:00 AM	0	0	0	6	0	6	0	9	9	15
08:15 AM	0	0	0	7	0	7	0	6	6	13
08:30 AM	0	0	0	8	0	8	0	0	0	8
08:45 AM	0	0	0	5	0	5	0	4	4	9
Total	0	0	0	26	0	26	0	19	19	45
Grand Total	0	0	0	58	0	58	0	42	42	100
Apprch %	0	0	0	100	0	100	0	100	100	
Total %	0	0	0	58	0	58	0	42	42	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	11	0	11	0	6	6	17
07:30 AM	0	0	0	5	0	5	0	4	4	9
07:45 AM	0	0	0	7	0	7	0	11	11	18
08:00 AM	0	0	0	6	0	6	0	9	9	15
Total Volume	0	0	0	29	0	29	0	30	30	59
% App. Total	0	0	0	100	0	100	0	100	100	
PHF	.000	.000	.000	.659	.000	.659	.000	.682	.682	.819

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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	11	0	11	0	6	6
+15 mins.	0	0	0	5	0	5	0	4	4
+30 mins.	0	0	0	7	0	7	0	11	11
+45 mins.	0	0	0	6	0	6	0	9	9
Total Volume	0	0	0	29	0	29	0	30	30
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.659	.000	.659	.000	.682	.682

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

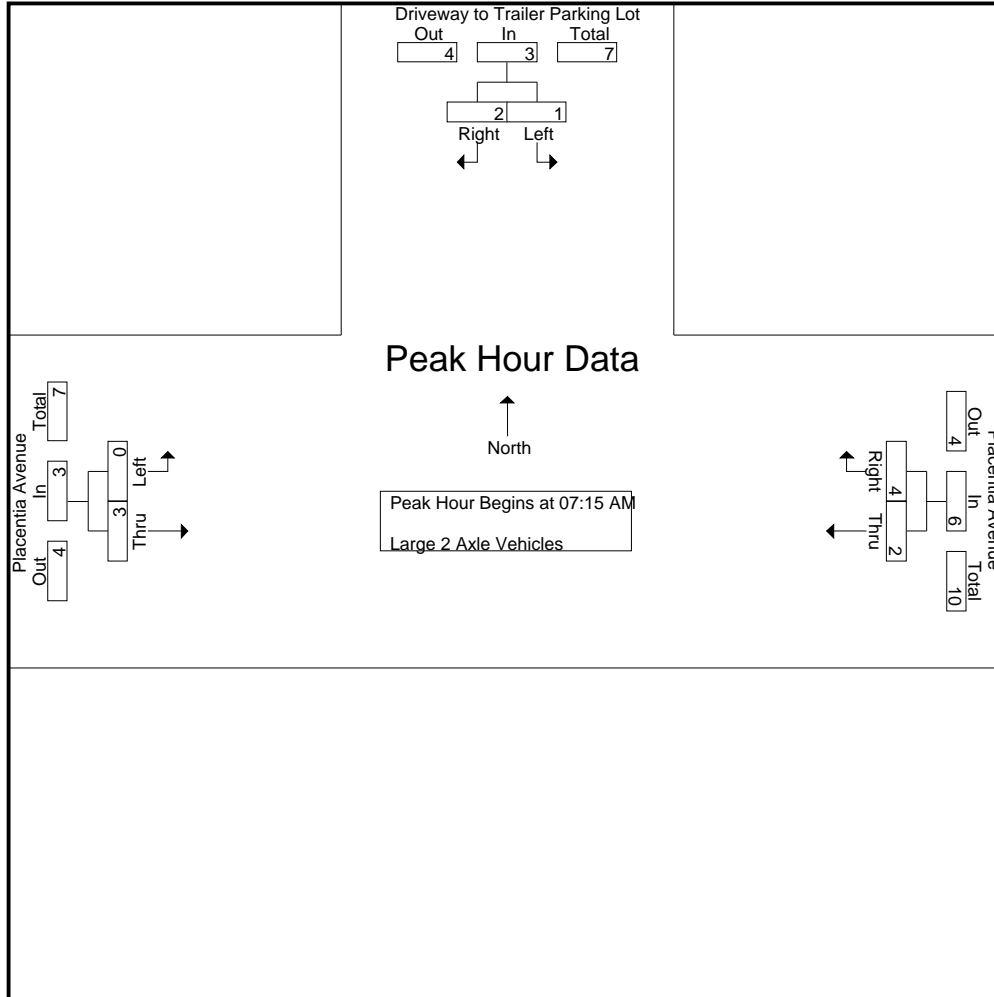
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	3	4	0	2	2	6
07:45 AM	1	1	2	1	1	2	0	1	1	5
Total	1	1	2	3	4	7	0	3	3	12
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	2	2	3
Grand Total	1	2	3	3	4	7	0	5	5	15
Apprch %	33.3	66.7		42.9	57.1		0	100		
Total %	6.7	13.3	20	20	26.7	46.7	0	33.3	33.3	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	3	4	0	2	2	6
07:45 AM	1	1	2	1	1	2	0	1	1	5
08:00 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	1	2	3	2	4	6	0	3	3	12
% App. Total	33.3	66.7		33.3	66.7		0	100		
PHF	.250	.500	.375	.500	.333	.375	.000	.375	.375	.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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	3	4	0	2	2
+30 mins.	1	1	2	1	1	2	0	1	1
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	1	2	3	2	4	6	0	3	3
% App. Total	33.3	66.7		33.3	66.7		0	100	
PHF	.250	.500	.375	.500	.333	.375	.000	.375	.375

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

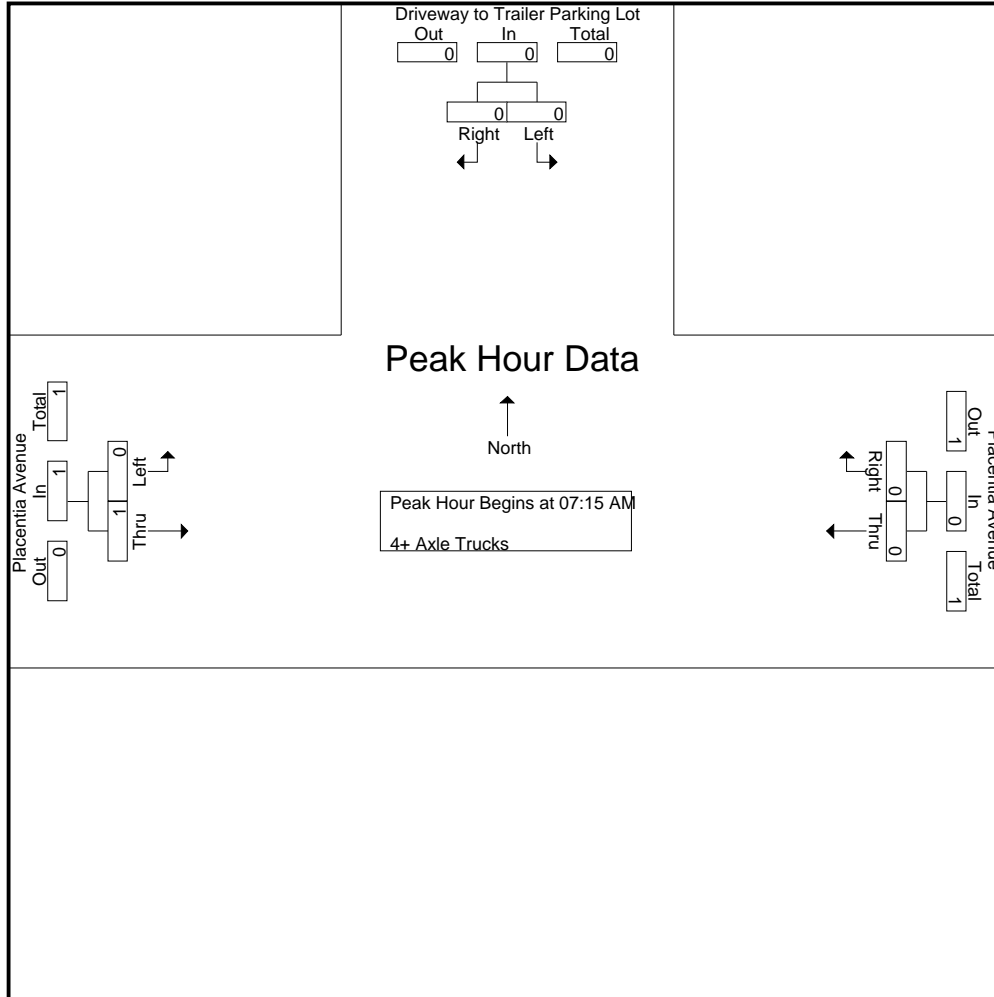
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	2	2
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

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

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

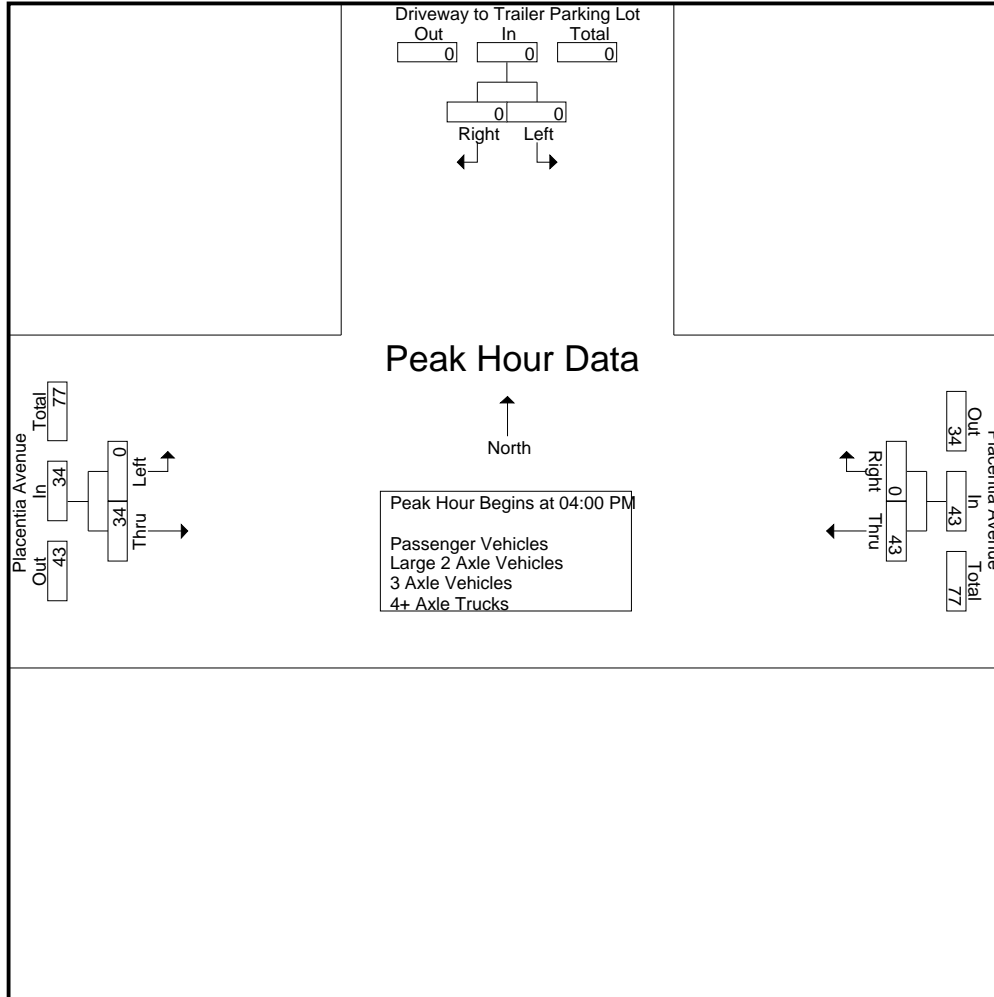
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	11	0	11	0	7	7	18
04:15 PM	0	0	0	8	0	8	0	9	9	17
04:30 PM	0	0	0	12	0	12	0	12	12	24
04:45 PM	0	0	0	12	0	12	0	6	6	18
Total	0	0	0	43	0	43	0	34	34	77
05:00 PM	0	0	0	11	0	11	0	6	6	17
05:15 PM	0	0	0	8	0	8	0	8	8	16
05:30 PM	0	0	0	10	0	10	0	6	6	16
05:45 PM	0	0	0	7	0	7	0	6	6	13
Total	0	0	0	36	0	36	0	26	26	62
Grand Total	0	0	0	79	0	79	0	60	60	139
Apprch %	0	0		100	0		0	100		
Total %	0	0		56.8	0	56.8	0	43.2	43.2	
Passenger Vehicles	0	0	0	72	0	72	0	59	59	131
% Passenger Vehicles	0	0	0	91.1	0	91.1	0	98.3	98.3	94.2
Large 2 Axle Vehicles	0	0	0	3	0	3	0	1	1	4
% Large 2 Axle Vehicles	0	0	0	3.8	0	3.8	0	1.7	1.7	2.9
3 Axle Vehicles	0	0	0	3	0	3	0	0	0	3
% 3 Axle Vehicles	0	0	0	3.8	0	3.8	0	0	0	2.2
4+ Axle Trucks	0	0	0	1	0	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	1.3	0	1.3	0	0	0	0.7

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	11	0	11	0	7	7	18
04:15 PM	0	0	0	8	0	8	0	9	9	17
04:30 PM	0	0	0	12	0	12	0	12	12	24
04:45 PM	0	0	0	12	0	12	0	6	6	18
Total Volume	0	0	0	43	0	43	0	34	34	77
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.896	.000	.896	.000	.708	.708	.802

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLoT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	11	0	11	0	7	7
+15 mins.	0	0	0	8	0	8	0	9	9
+30 mins.	0	0	0	12	0	12	0	12	12
+45 mins.	0	0	0	12	0	12	0	6	6
Total Volume	0	0	0	43	0	43	0	34	34
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.896	.000	.896	.000	.708	.708

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

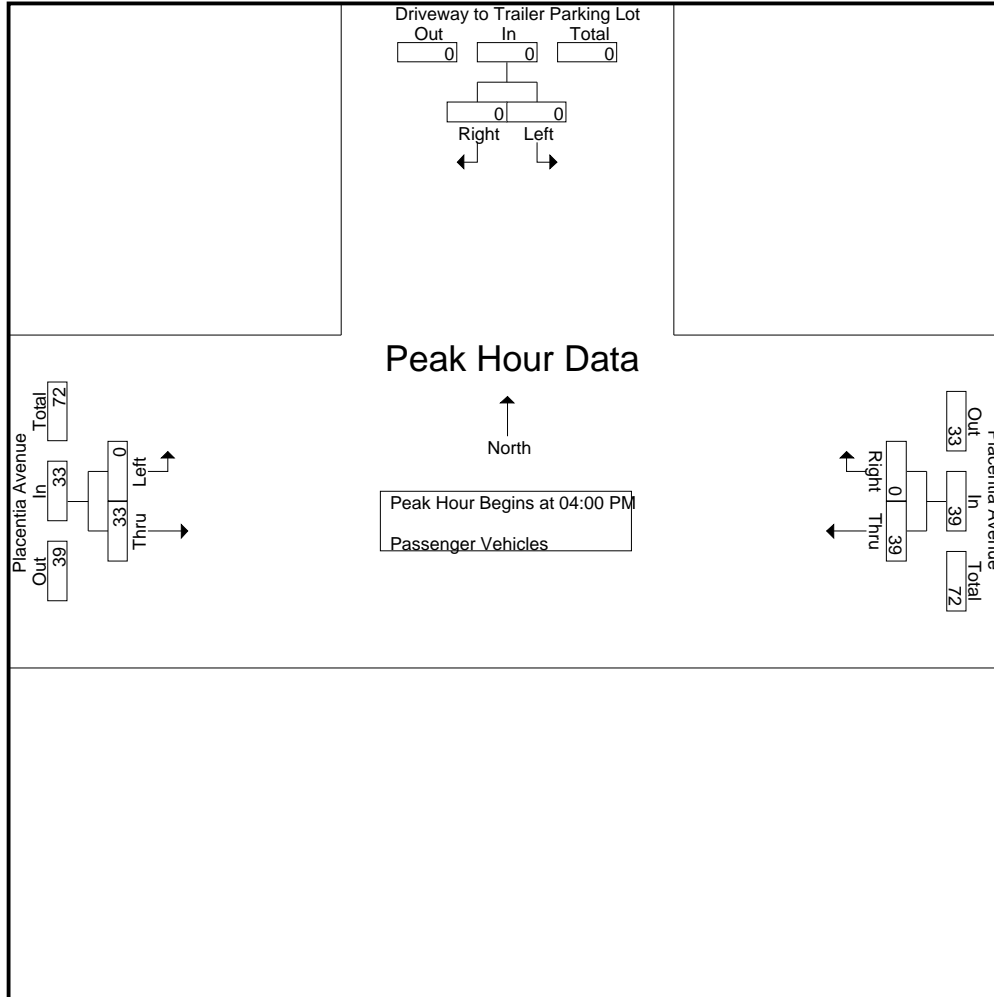
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	11	0	11	0	7	7	18
04:15 PM	0	0	0	5	0	5	0	8	8	13
04:30 PM	0	0	0	11	0	11	0	12	12	23
04:45 PM	0	0	0	12	0	12	0	6	6	18
Total	0	0	0	39	0	39	0	33	33	72
05:00 PM	0	0	0	11	0	11	0	6	6	17
05:15 PM	0	0	0	6	0	6	0	8	8	14
05:30 PM	0	0	0	10	0	10	0	6	6	16
05:45 PM	0	0	0	6	0	6	0	6	6	12
Total	0	0	0	33	0	33	0	26	26	59
Grand Total	0	0	0	72	0	72	0	59	59	131
Apprch %	0	0	0	100	0	100	0	100	100	
Total %	0	0	0	55	0	55	0	45	45	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	11	0	11	0	7	7	18
04:15 PM	0	0	0	5	0	5	0	8	8	13
04:30 PM	0	0	0	11	0	11	0	12	12	23
04:45 PM	0	0	0	12	0	12	0	6	6	18
Total Volume	0	0	0	39	0	39	0	33	33	72
% App. Total	0	0	0	100	0	100	0	100	100	
PHF	.000	.000	.000	.813	.000	.813	.000	.688	.688	.783

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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	11	0	11	0	7	7
+15 mins.	0	0	0	5	0	5	0	8	8
+30 mins.	0	0	0	11	0	11	0	12	12
+45 mins.	0	0	0	12	0	12	0	6	6
Total Volume	0	0	0	39	0	39	0	33	33
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.813	.000	.813	.000	.688	.688

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

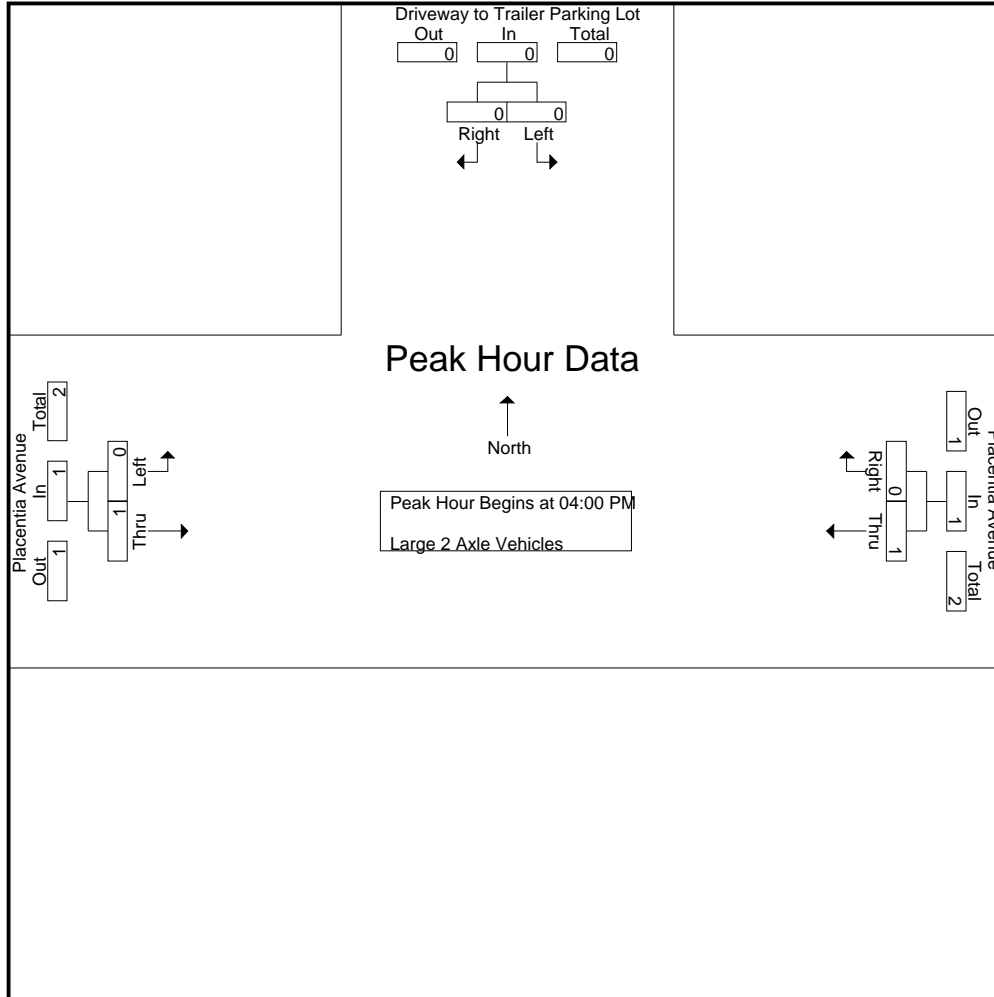
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	2
Grand Total	0	0	0	3	0	3	0	1	1	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		75	0	75	0	25	25	

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

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

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

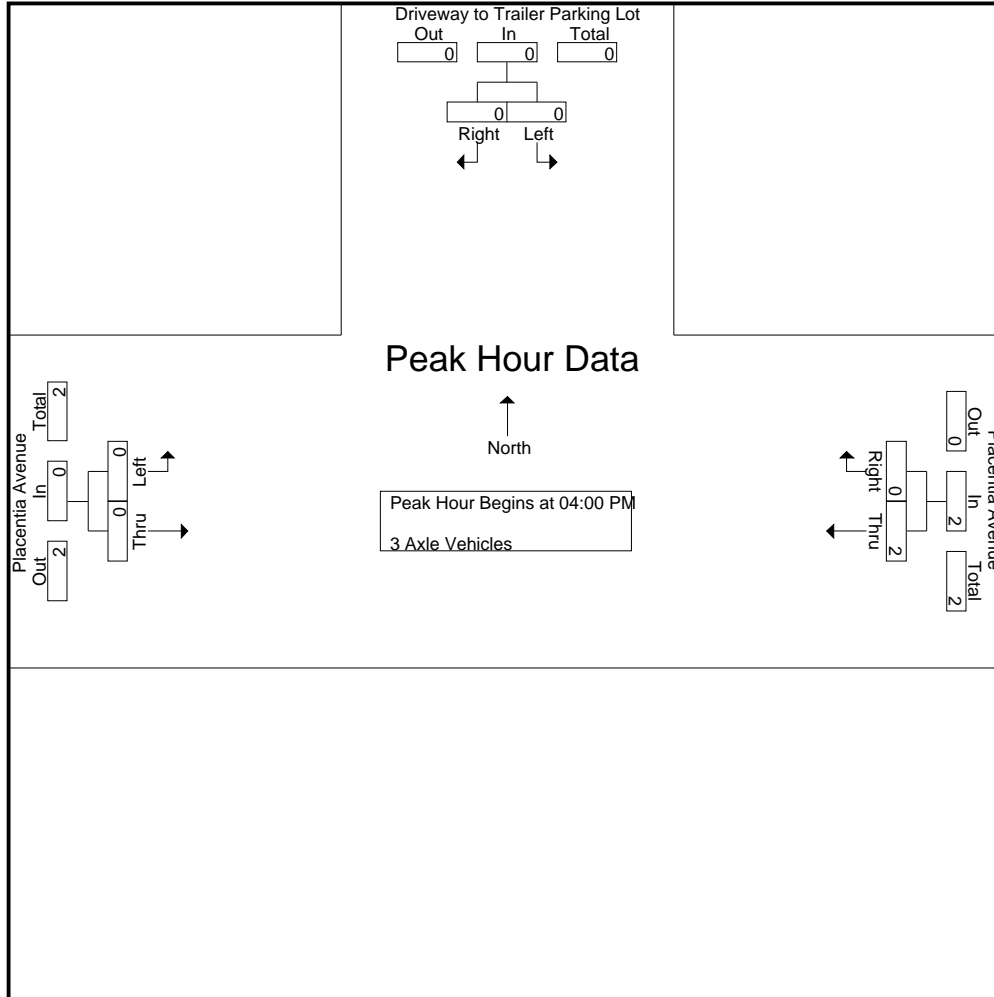
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	3	0	3	0	0	0	3
Apprch %	0	0		100	0		0	0		
Total %	0	0		100	0	100	0	0		

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

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

City of Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPLOT_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

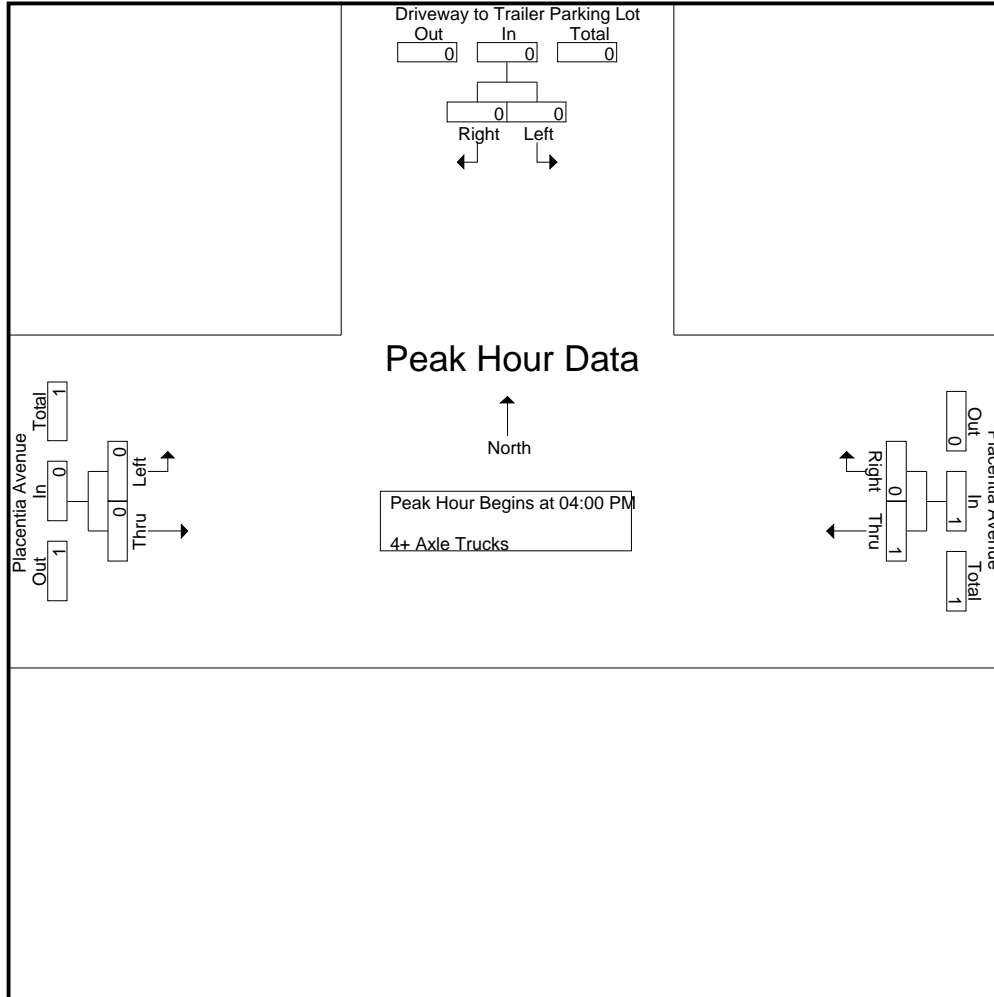
Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0		100	0	100	0	0		

Start Time	Driveway to Trailer Parking Lot Southbound			Placentia Avenue Westbound			Placentia Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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 Perris
 N/S: Driveway to Trailer Parking Lot
 E/W: Placentia Avenue
 Weather: Clear

File Name : 01_PER_DW TPlot_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

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

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

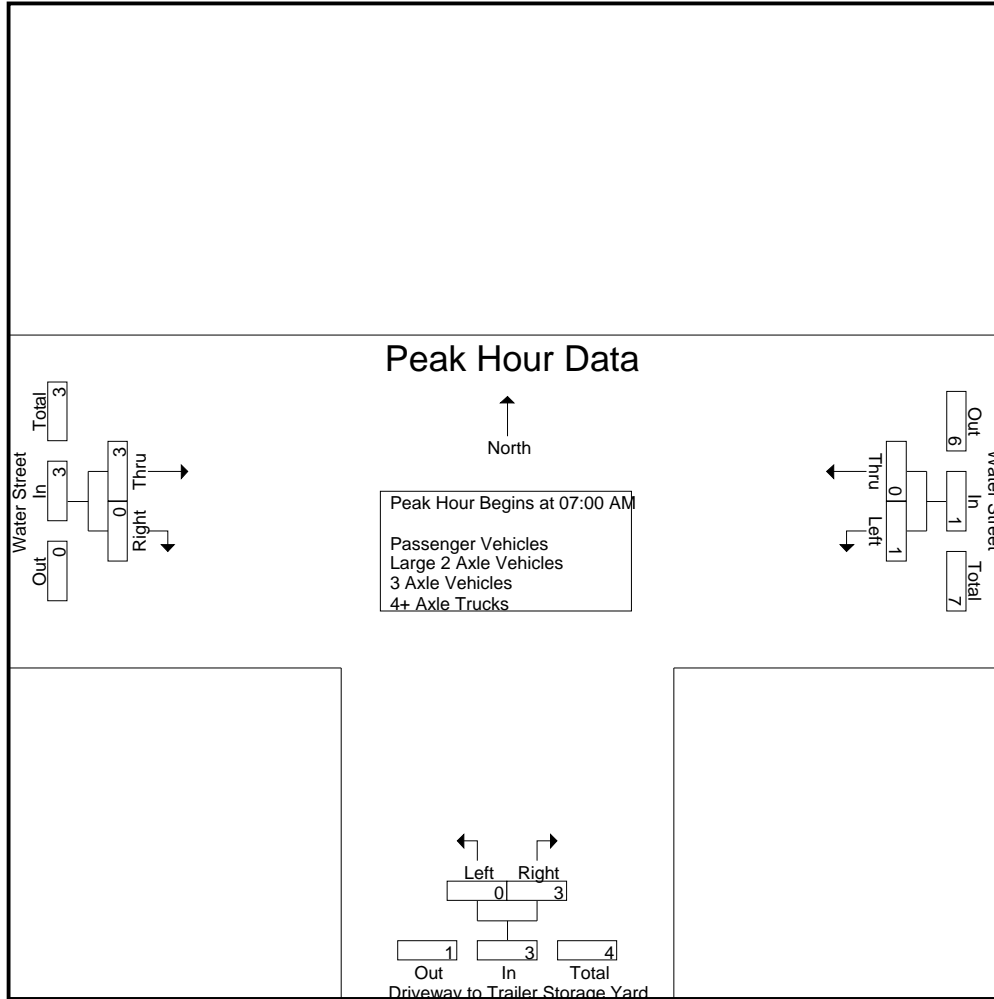
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	0	3	3	3	0	3	7
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	3	0	3	0	1	1	0	1	1	5
Grand Total	4	0	4	0	4	4	3	1	4	12
Apprch %	100	0		0	100		75	25		
Total %	33.3	0	33.3	0	33.3	33.3	25	8.3	33.3	
Passenger Vehicles	4	0	4	0	4	4	2	1	3	11
% Passenger Vehicles	100	0	100	0	100	100	66.7	100	75	91.7
Large 2 Axle Vehicles	0	0	0	0	0	0	1	0	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	33.3	0	25	8.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	1	0	3	3	3	0	3	7
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.375	.375	.750	.000	.750	.583

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
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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:

	08:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	0	1	1	1	0	1
+15 mins.	1	0	1	0	0	0	1	0	1
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	1	0	1	0	0	0	1	0	1
Total Volume	3	0	3	0	3	3	3	0	3
% App. Total	100	0		0	100		100	0	
PHF	.750	.000	.750	.000	.375	.375	.750	.000	.750

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

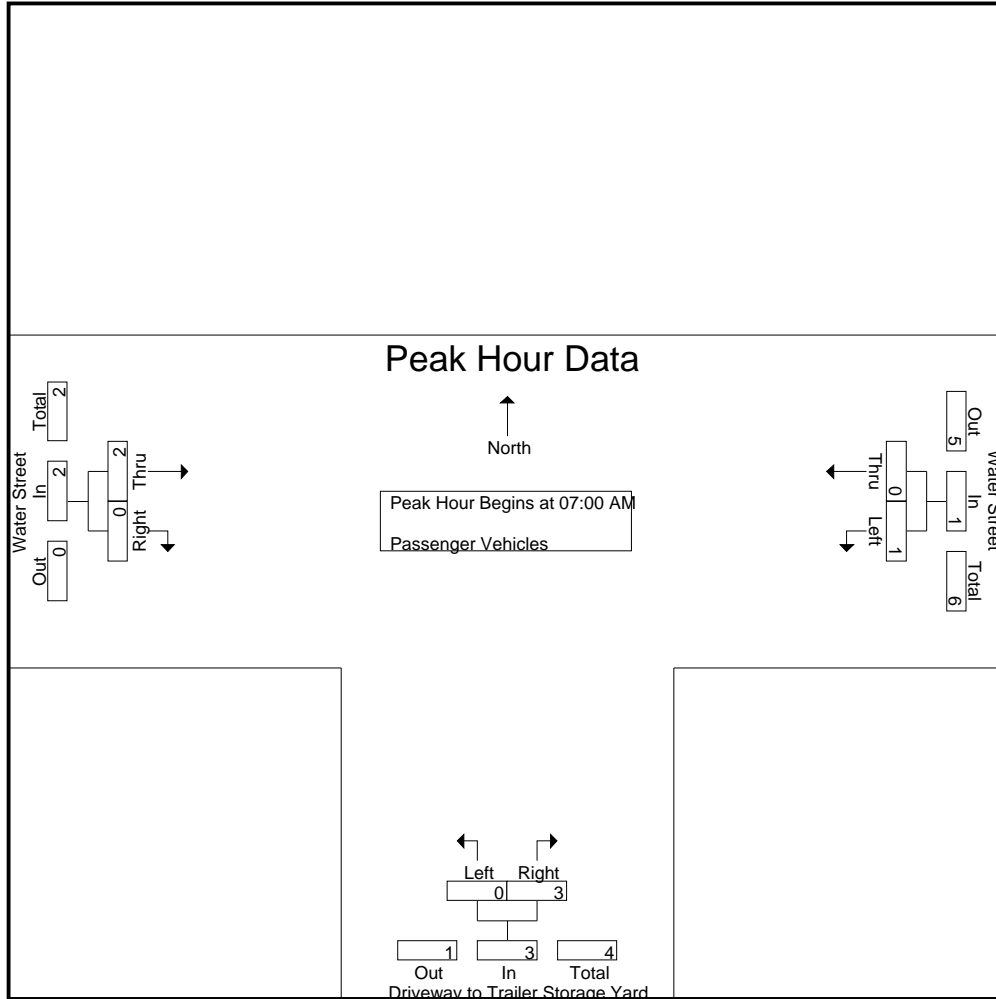
Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	3	3	2	0	2	6
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	3	0	3	0	1	1	0	1	1	5
Grand Total	4	0	4	0	4	4	2	1	3	11
Apprch %	100	0		0	100		66.7	33.3		
Total %	36.4	0	36.4	0	36.4	36.4	18.2	9.1	27.3	

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	3	3	2	0	2	6
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.375	.375	.500	.000	.500	.500

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

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	0	1	1	1	0	1
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	3	3	2	0	2
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.375	.375	.500	.000	.500

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

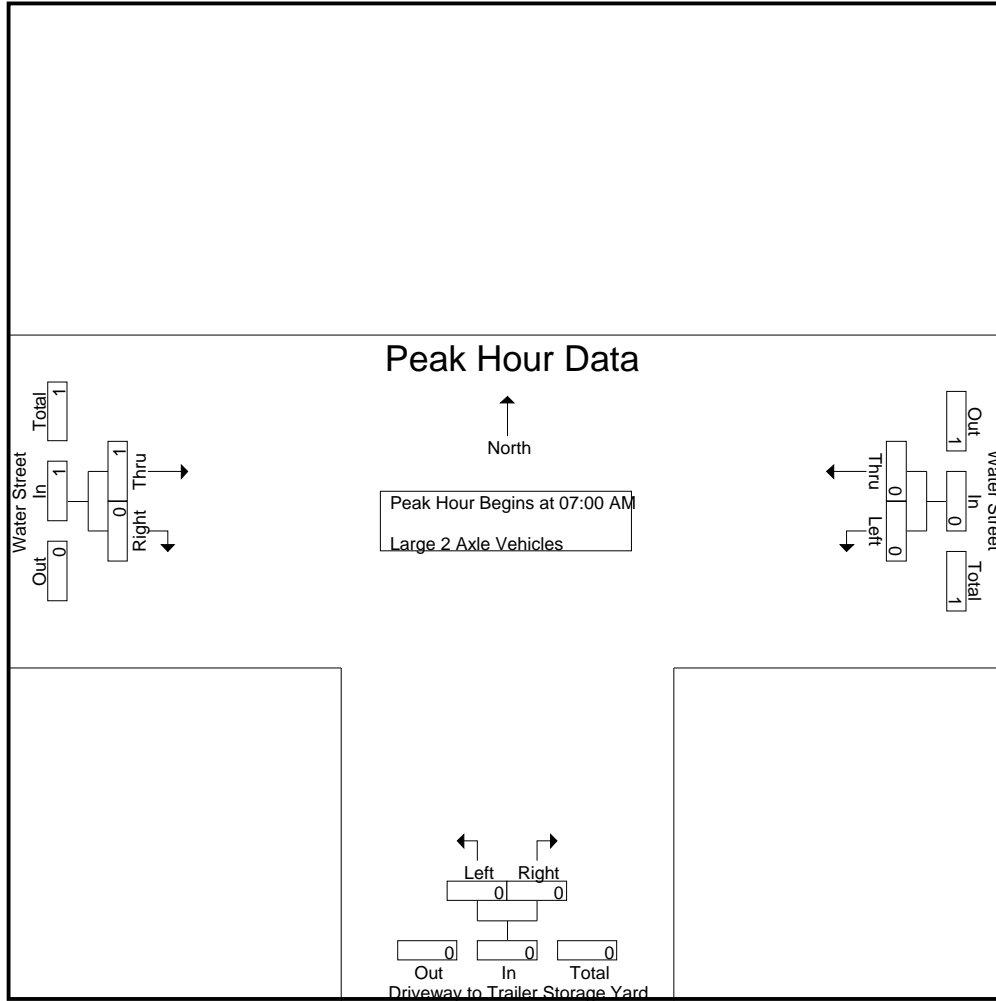
Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0	0	0	0	100	0	0	0
Total %	0	0	0	0	0	0	100	0	100	0

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

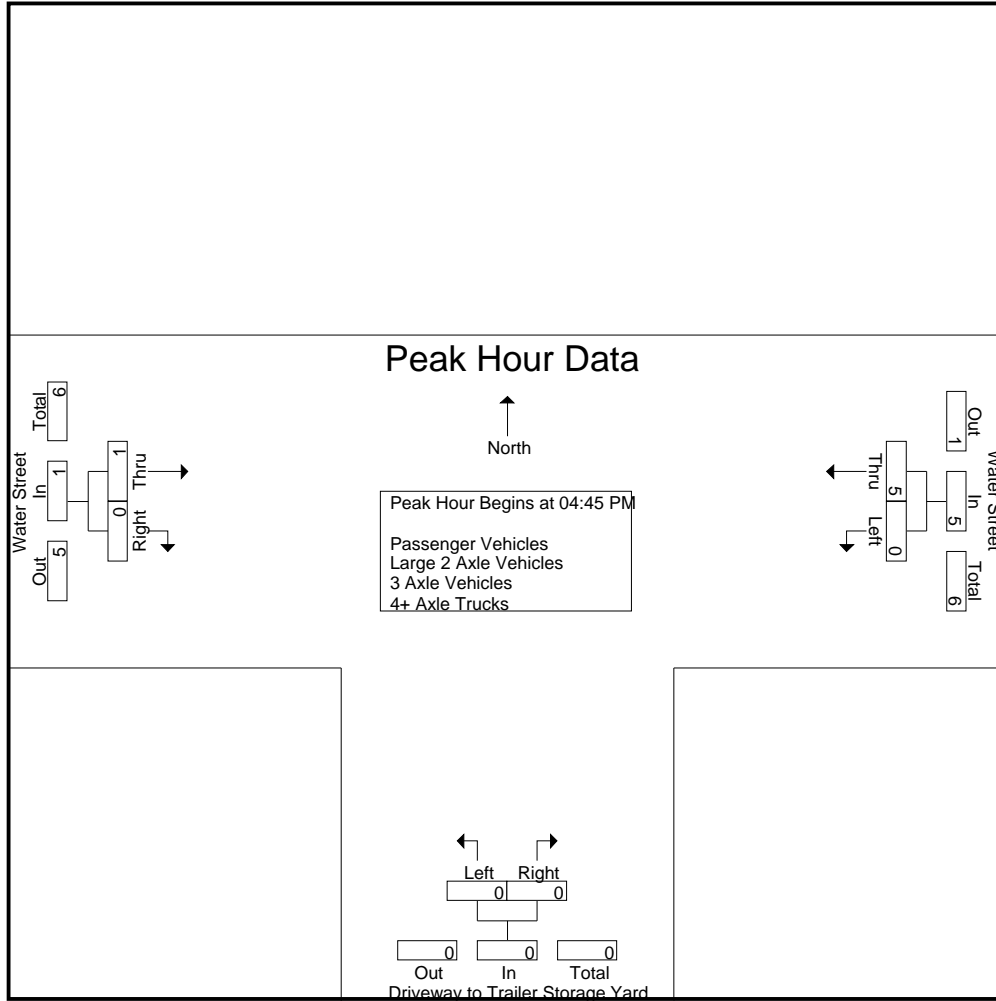
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	1	0	1	6
Grand Total	0	5	5	0	3	3	1	0	1	9
Apprch %	0	100		0	100		100	0		
Total %	0	55.6	55.6	0	33.3	33.3	11.1	0	11.1	
Passenger Vehicles	0	5	5	0	1	1	1	0	1	7
% Passenger Vehicles	0	100	100	0	33.3	33.3	100	0	100	77.8
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	2	2	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	66.7	66.7	0	0	0	22.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	5	5	0	0	0	1	0	1	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.417	.417	.000	.000	.000	.250	.000	.250	.500

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	3	3	0	1	1	0	0	0
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	5	5	0	3	3	1	0	1
% App. Total	0	100		0	100		100	0	
PHF	.000	.417	.417	.000	.750	.750	.250	.000	.250

City of Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

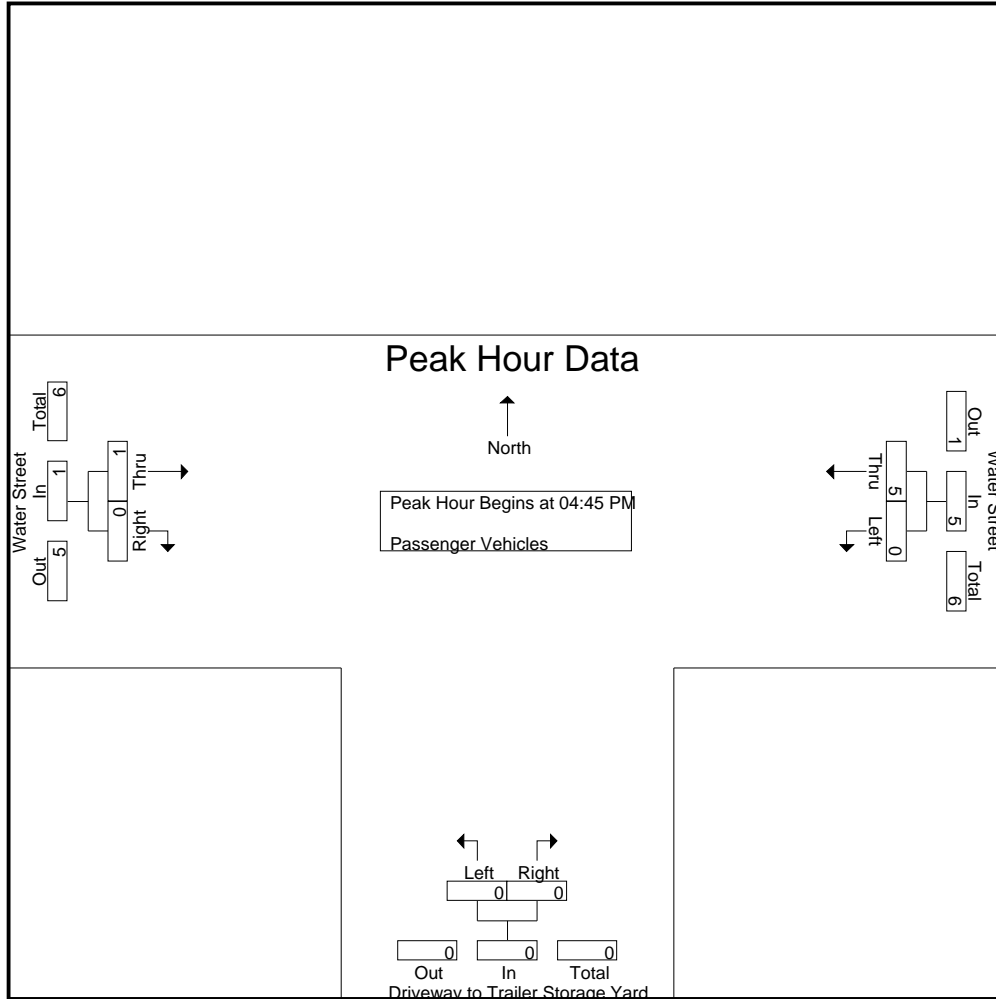
Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	1	0	1	6
Grand Total	0	5	5	0	1	1	1	0	1	7
Apprch %	0	100		0	100		100	0		
Total %	0	71.4	71.4	0	14.3	14.3	14.3	0	14.3	

Start Time	Water Street Westbound			Driveway to Trailer Storage Yard Northbound			Water Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	5	5	0	0	0	1	0	1	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.417	.417	.000	.000	.000	.250	.000	.250	.500

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 Perris
 N/S: Driveway to Trailer Storage Yard
 E/W: Water Street
 Weather: Clear

File Name : 02_PER_DW Stor_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	5	5	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.417	.417	.000	.000	.000	.250	.000	.250

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

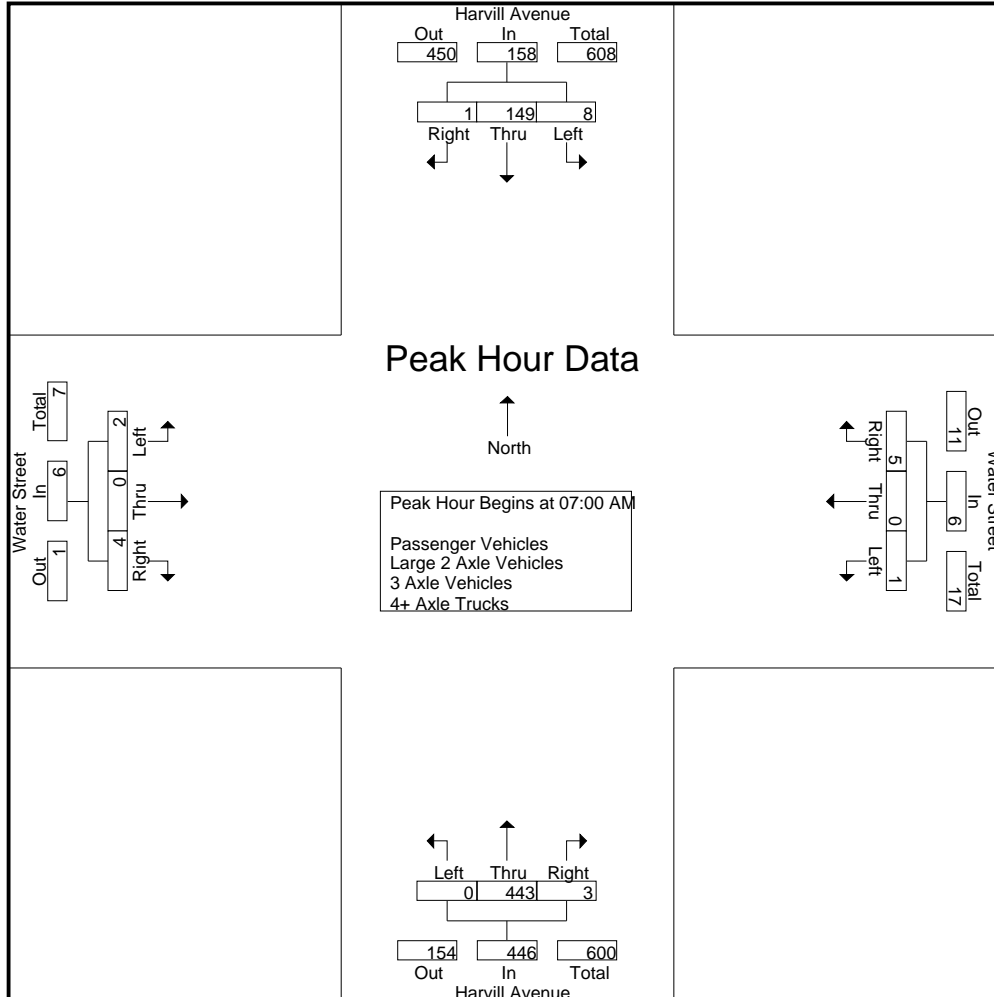
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	26	1	30	1	0	1	2	0	161	2	163	1	0	1	2	197
07:15 AM	3	35	0	38	0	0	1	1	0	108	1	109	0	0	1	1	149
07:30 AM	1	36	0	37	0	0	1	1	0	91	0	91	1	0	1	2	131
07:45 AM	1	52	0	53	0	0	2	2	0	83	0	83	0	0	1	1	139
Total	8	149	1	158	1	0	5	6	0	443	3	446	2	0	4	6	616
08:00 AM	1	46	1	48	1	0	3	4	0	88	0	88	0	0	0	0	140
08:15 AM	2	45	1	48	0	0	0	0	0	74	0	74	0	0	0	0	122
08:30 AM	2	19	1	22	0	0	0	0	0	50	1	51	0	0	0	0	73
08:45 AM	1	31	0	32	0	0	2	2	0	34	0	34	0	0	1	1	69
Total	6	141	3	150	1	0	5	6	0	246	1	247	0	0	1	1	404
Grand Total	14	290	4	308	2	0	10	12	0	689	4	693	2	0	5	7	1020
Apprch %	4.5	94.2	1.3		16.7	0	83.3		0	99.4	0.6		28.6	0	71.4		
Total %	1.4	28.4	0.4	30.2	0.2	0	1	1.2	0	67.5	0.4	67.9	0.2	0	0.5	0.7	
Passenger Vehicles	9	260	4	273	1	0	4	5	0	656	4	660	2	0	4	6	944
% Passenger Vehicles	64.3	89.7	100	88.6	50	0	40	41.7	0	95.2	100	95.2	100	0	80	85.7	92.5
Large 2 Axle Vehicles	3	16	0	19	0	0	4	4	0	21	0	21	0	0	1	1	45
% Large 2 Axle Vehicles	21.4	5.5	0	6.2	0	0	40	33.3	0	3	0	3	0	0	20	14.3	4.4
3 Axle Vehicles	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
% 3 Axle Vehicles	7.1	0.7	0	1	0	0	10	8.3	0	0.1	0	0.1	0	0	0	0	0.5
4+ Axle Trucks	1	12	0	13	1	0	1	2	0	11	0	11	0	0	0	0	26
% 4+ Axle Trucks	7.1	4.1	0	4.2	50	0	10	16.7	0	1.6	0	1.6	0	0	0	0	2.5

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street 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	3	26	1	30	1	0	1	2	0	161	2	163	1	0	1	2	197
07:15 AM	3	35	0	38	0	0	1	1	0	108	1	109	0	0	1	1	149
07:30 AM	1	36	0	37	0	0	1	1	0	91	0	91	1	0	1	2	131
07:45 AM	1	52	0	53	0	0	2	2	0	83	0	83	0	0	1	1	139
Total Volume	8	149	1	158	1	0	5	6	0	443	3	446	2	0	4	6	616
% App. Total	5.1	94.3	0.6		16.7	0	83.3		0	99.3	0.7		33.3	0	66.7		
PHF	.667	.716	.250	.745	.250	.000	.625	.750	.000	.688	.375	.684	.500	.000	1.00	.750	.782

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
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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:

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	1	36	0	37	0	0	1	1	0	161	2	163	1	0	1	2
+15 mins.	1	52	0	53	0	0	1	1	0	108	1	109	0	0	1	1
+30 mins.	1	46	1	48	0	0	2	2	0	91	0	91	1	0	1	2
+45 mins.	2	45	1	48	1	0	3	4	0	83	0	83	0	0	1	1
Total Volume	5	179	2	186	1	0	7	8	0	443	3	446	2	0	4	6
% App. Total	2.7	96.2	1.1		12.5	0	87.5		0	99.3	0.7		33.3	0	66.7	
PHF	.625	.861	.500	.877	.250	.000	.583	.500	.000	.688	.375	.684	.500	.000	1.000	.750

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

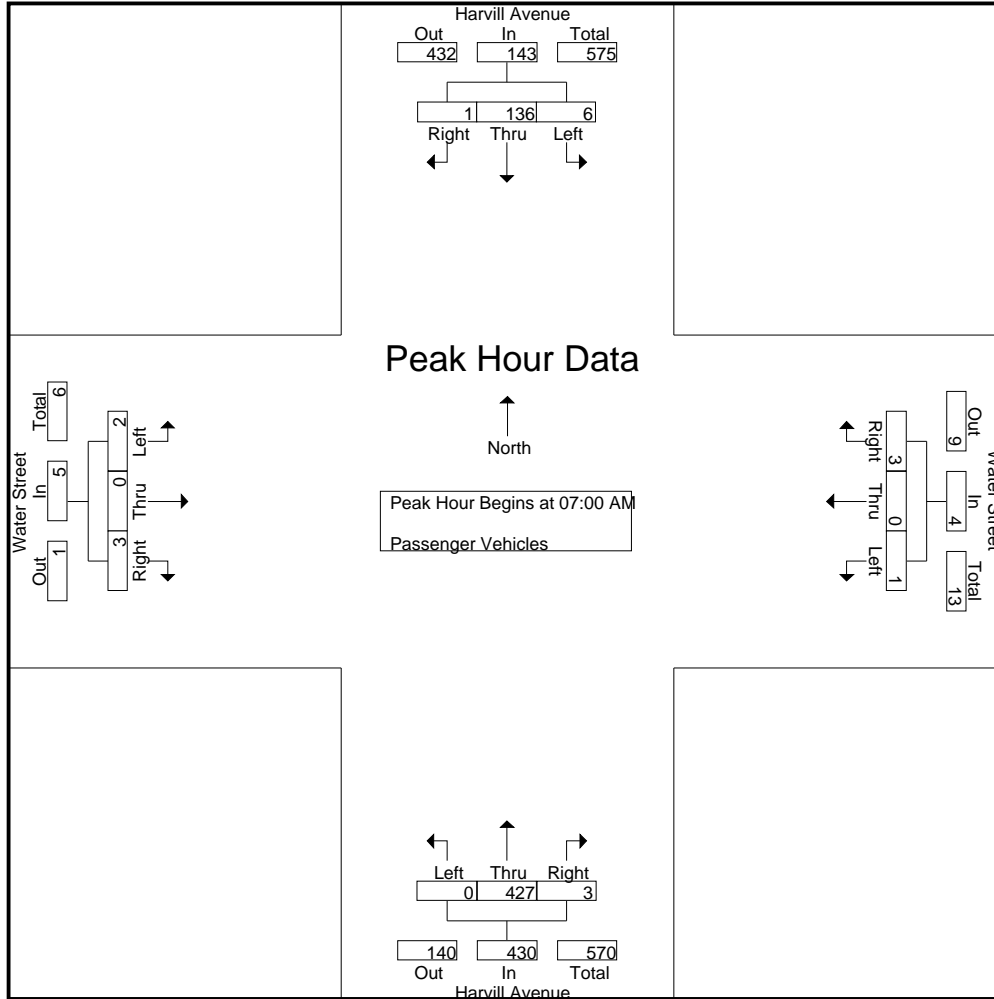
Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	23	1	27	1	0	1	2	0	156	2	158	1	0	1	2	189
07:15 AM	2	32	0	34	0	0	1	1	0	102	1	103	0	0	1	1	139
07:30 AM	1	33	0	34	0	0	0	0	0	88	0	88	1	0	1	2	124
07:45 AM	0	48	0	48	0	0	1	1	0	81	0	81	0	0	0	0	130
Total	6	136	1	143	1	0	3	4	0	427	3	430	2	0	3	5	582
08:00 AM	1	42	1	44	0	0	1	1	0	81	0	81	0	0	0	0	126
08:15 AM	1	41	1	43	0	0	0	0	0	67	0	67	0	0	0	0	110
08:30 AM	1	16	1	18	0	0	0	0	0	48	1	49	0	0	0	0	67
08:45 AM	0	25	0	25	0	0	0	0	0	33	0	33	0	0	1	1	59
Total	3	124	3	130	0	0	1	1	0	229	1	230	0	0	1	1	362
Grand Total	9	260	4	273	1	0	4	5	0	656	4	660	2	0	4	6	944
Apprch %	3.3	95.2	1.5		20	0	80		0	99.4	0.6		33.3	0	66.7		
Total %	1	27.5	0.4	28.9	0.1	0	0.4	0.5	0	69.5	0.4	69.9	0.2	0	0.4	0.6	

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	23	1	27	1	0	1	2	0	156	2	158	1	0	1	2	189
07:15 AM	2	32	0	34	0	0	1	1	0	102	1	103	0	0	1	1	139
07:30 AM	1	33	0	34	0	0	0	0	0	88	0	88	1	0	1	2	124
07:45 AM	0	48	0	48	0	0	1	1	0	81	0	81	0	0	0	0	130
Total Volume	6	136	1	143	1	0	3	4	0	427	3	430	2	0	3	5	582
% App. Total	4.2	95.1	0.7		25	0	75		0	99.3	0.7		40	0	60		
PHF	.500	.708	.250	.745	.250	.000	.750	.500	.000	.684	.375	.680	.500	.000	.750	.625	.770

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	23	1	27	1	0	1	2	0	156	2	158	1	0	1	2
+15 mins.	2	32	0	34	0	0	1	1	0	102	1	103	0	0	1	1
+30 mins.	1	33	0	34	0	0	0	0	0	88	0	88	1	0	1	2
+45 mins.	0	48	0	48	0	0	1	1	0	81	0	81	0	0	0	0
Total Volume	6	136	1	143	1	0	3	4	0	427	3	430	2	0	3	5
% App. Total	4.2	95.1	0.7		25	0	75		0	99.3	0.7		40	0	60	
PHF	.500	.708	.250	.745	.250	.000	.750	.500	.000	.684	.375	.680	.500	.000	.750	.625

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:15 AM	1	1	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	1	1	6
Total	2	3	0	5	0	0	1	1	0	13	0	13	0	0	1	1	20
08:00 AM	0	3	0	3	0	0	2	2	0	6	0	6	0	0	0	0	11
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	1	5	0	6	0	0	1	1	0	1	0	1	0	0	0	0	8
Total	1	13	0	14	0	0	3	3	0	8	0	8	0	0	0	0	25
Grand Total	3	16	0	19	0	0	4	4	0	21	0	21	0	0	1	1	45
Apprch %	15.8	84.2	0		0	0	100		0	100	0		0	0	100		
Total %	6.7	35.6	0	42.2	0	0	8.9	8.9	0	46.7	0	46.7	0	0	2.2	2.2	

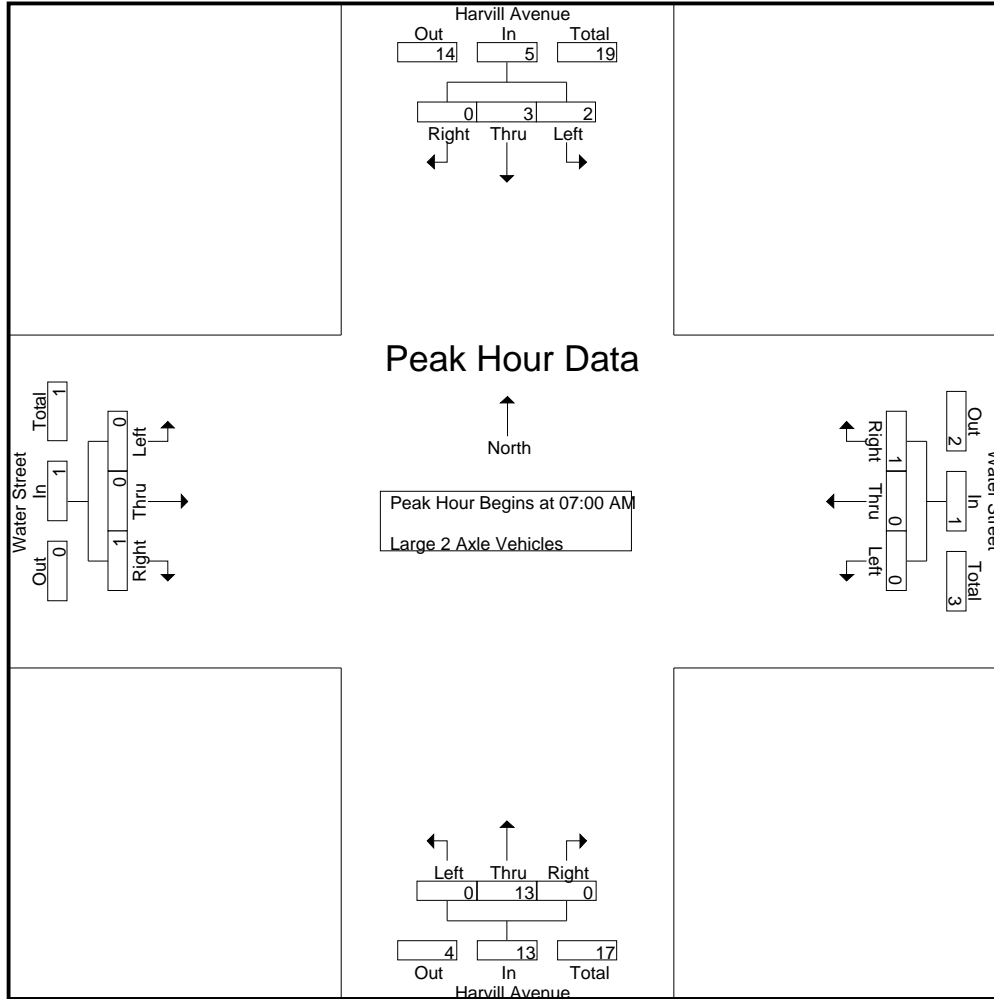
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:15 AM	1	1	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	1	1	6
Total Volume	2	3	0	5	0	0	1	1	0	13	0	13	0	0	1	1	20
% App. Total	40	60	0		0	0	100		0	100	0		0	0	100		
PHF	.500	.750	.000	.625	.000	.000	.250	.250	.000	.542	.000	.542	.000	.000	.250	.250	.625

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	1	1	0	2	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	1	1	0	2	0	0	1	1	0	2	0	2	0	0	1	1
Total Volume	2	3	0	5	0	0	1	1	0	13	0	13	0	0	1	1
% App. Total	40	60	0		0	0	100		0	100	0		0	0	100	
PHF	.500	.750	.000	.625	.000	.000	.250	.250	.000	.542	.000	.542	.000	.000	.250	.250

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	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	1	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Grand Total	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Apprch %	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
Total %	20	40	0	60	0	0	20	20	0	20	0	20	0	0	0	0	

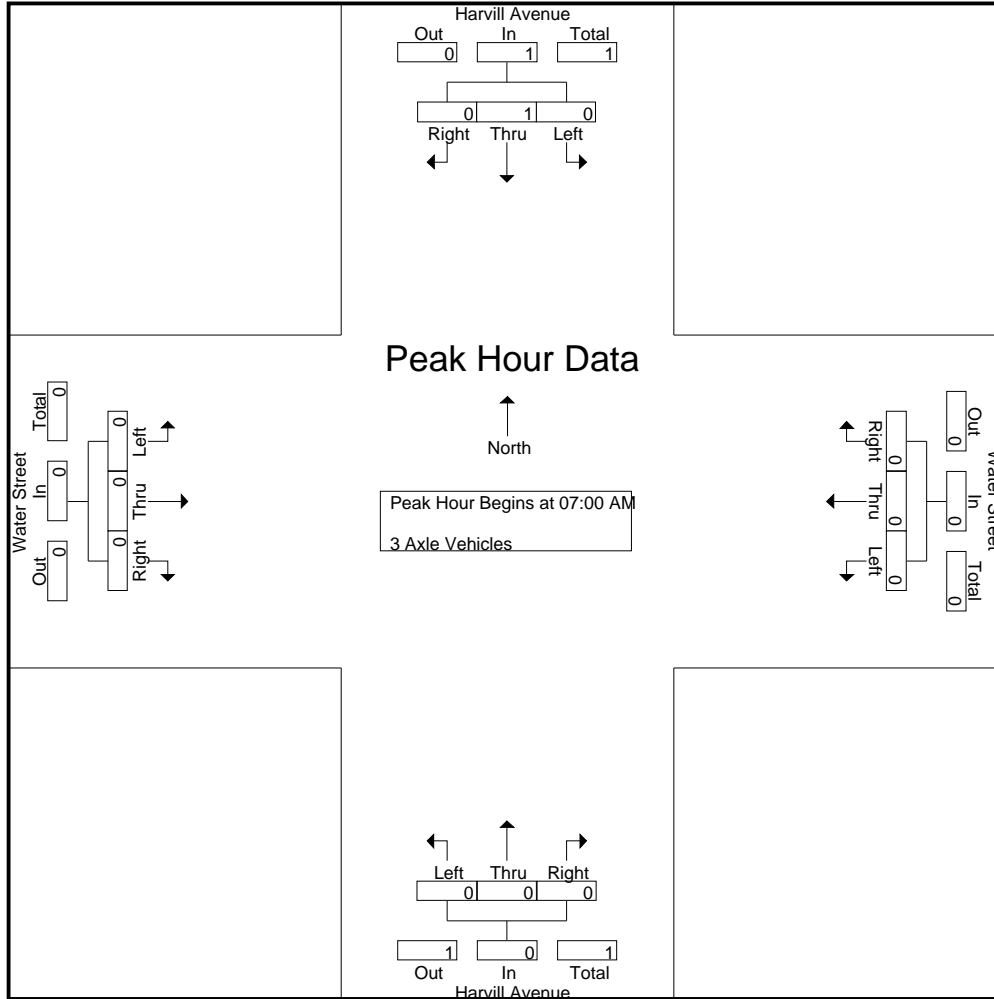
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	9	0	0	1	1	0	3	0	3	0	0	0	0	13
08:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	0	4	1	0	0	1	0	8	0	8	0	0	0	0	13
Grand Total	1	12	0	13	1	0	1	2	0	11	0	11	0	0	0	0	26
Apprch %	7.7	92.3	0		50	0	50		0	100	0		0	0	0		
Total %	3.8	46.2	0	50	3.8	0	3.8	7.7	0	42.3	0	42.3	0	0	0	0	

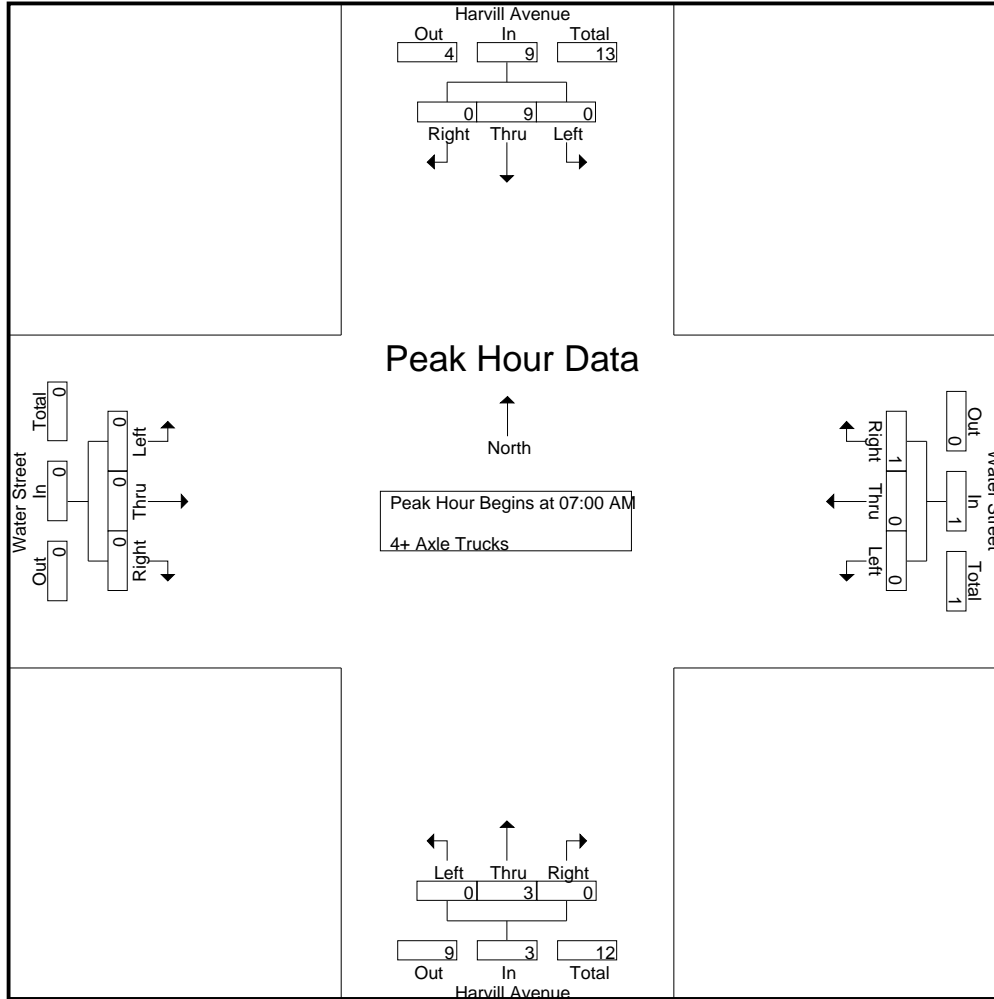
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	9	0	9	0	0	1	1	0	3	0	3	0	0	0	0	13
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.650

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	0	0	1	1	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
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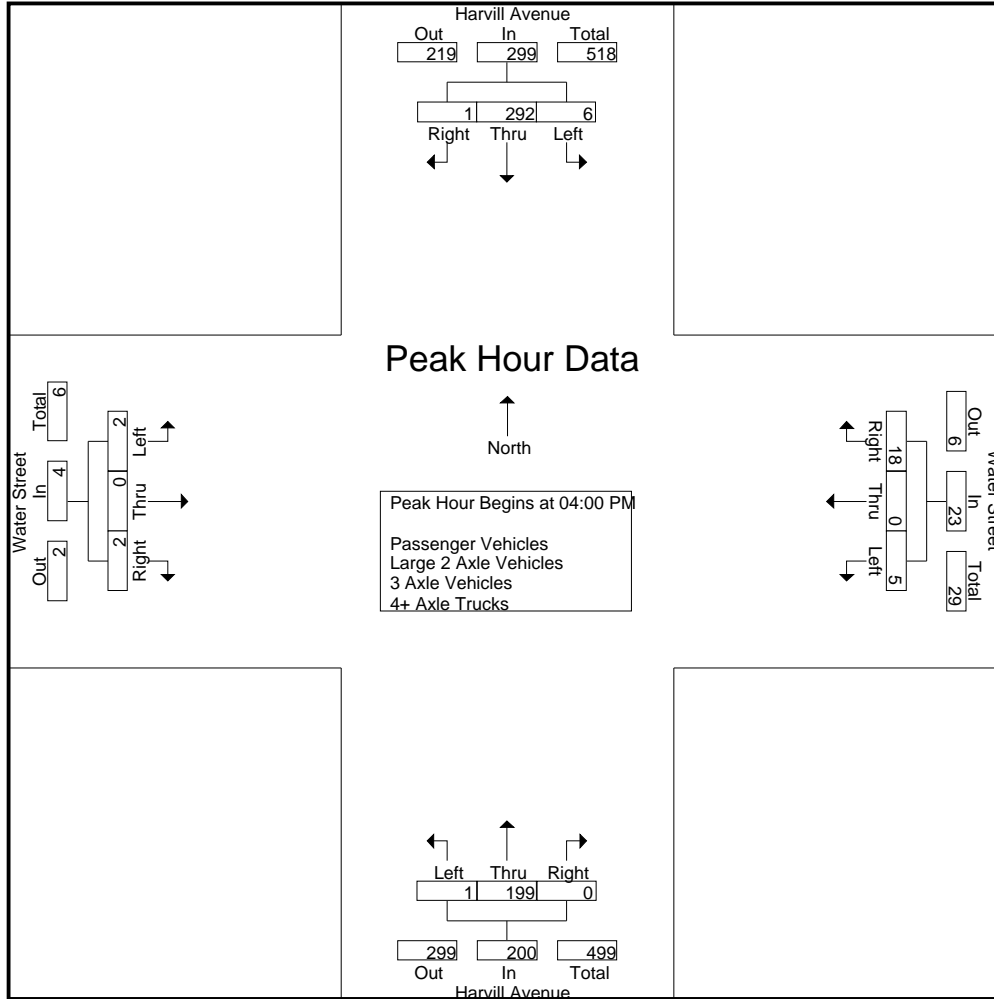
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	79	0	80	0	0	3	3	0	57	0	57	0	0	0	0	140
04:15 PM	3	67	1	71	3	0	10	13	0	37	0	37	1	0	1	2	123
04:30 PM	2	78	0	80	1	0	4	5	1	59	0	60	0	0	1	1	146
04:45 PM	0	68	0	68	1	0	1	2	0	46	0	46	1	0	0	1	117
Total	6	292	1	299	5	0	18	23	1	199	0	200	2	0	2	4	526
05:00 PM	1	71	0	72	1	0	3	4	0	43	0	43	0	0	0	0	119
05:15 PM	2	44	1	47	0	0	1	1	2	44	1	47	0	0	0	0	95
05:30 PM	1	68	1	70	0	0	1	1	2	40	0	42	0	0	1	1	114
05:45 PM	1	75	0	76	0	0	0	0	0	45	0	45	0	0	0	0	121
Total	5	258	2	265	1	0	5	6	4	172	1	177	0	0	1	1	449
Grand Total	11	550	3	564	6	0	23	29	5	371	1	377	2	0	3	5	975
Apprch %	2	97.5	0.5		20.7	0	79.3		1.3	98.4	0.3		40	0	60		
Total %	1.1	56.4	0.3	57.8	0.6	0	2.4	3	0.5	38.1	0.1	38.7	0.2	0	0.3	0.5	
Passenger Vehicles	5	532	3	540	5	0	21	26	5	354	1	360	1	0	2	3	929
% Passenger Vehicles	45.5	96.7	100	95.7	83.3	0	91.3	89.7	100	95.4	100	95.5	50	0	66.7	60	95.3
Large 2 Axle Vehicles	0	14	0	14	0	0	1	1	0	11	0	11	0	0	0	0	26
% Large 2 Axle Vehicles	0	2.5	0	2.5	0	0	4.3	3.4	0	3	0	2.9	0	0	0	0	2.7
3 Axle Vehicles	1	2	0	3	0	0	1	1	0	1	0	1	1	0	1	2	7
% 3 Axle Vehicles	9.1	0.4	0	0.5	0	0	4.3	3.4	0	0.3	0	0.3	50	0	33.3	40	0.7
4+ Axle Trucks	5	2	0	7	1	0	0	1	0	5	0	5	0	0	0	0	13
% 4+ Axle Trucks	45.5	0.4	0	1.2	16.7	0	0	3.4	0	1.3	0	1.3	0	0	0	0	1.3

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street 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	1	79	0	80	0	0	3	3	0	57	0	57	0	0	0	0	140
04:15 PM	3	67	1	71	3	0	10	13	0	37	0	37	1	0	1	2	123
04:30 PM	2	78	0	80	1	0	4	5	1	59	0	60	0	0	1	1	146
04:45 PM	0	68	0	68	1	0	1	2	0	46	0	46	1	0	0	1	117
Total Volume	6	292	1	299	5	0	18	23	1	199	0	200	2	0	2	4	526
% App. Total	2	97.7	0.3		21.7	0	78.3		0.5	99.5	0		50	0	50		
PHF	.500	.924	.250	.934	.417	.000	.450	.442	.250	.843	.000	.833	.500	.000	.500	.500	.901

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
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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				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	1	79	0	80	3	0	10	13	0	57	0	57	0	0	0	0
+15 mins.	3	67	1	71	1	0	4	5	0	37	0	37	1	0	1	2
+30 mins.	2	78	0	80	1	0	1	2	1	59	0	60	0	0	1	1
+45 mins.	0	68	0	68	1	0	3	4	0	46	0	46	1	0	0	1
Total Volume	6	292	1	299	6	0	18	24	1	199	0	200	2	0	2	4
% App. Total	2	97.7	0.3		25	0	75		0.5	99.5	0		50	0	50	
PHF	.500	.924	.250	.934	.500	.000	.450	.462	.250	.843	.000	.833	.500	.000	.500	.500

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	72	0	73	0	0	3	3	0	55	0	55	0	0	0	0	131
04:15 PM	1	67	1	69	3	0	9	12	0	30	0	30	1	0	0	1	112
04:30 PM	1	77	0	78	1	0	4	5	1	59	0	60	0	0	1	1	144
04:45 PM	0	66	0	66	0	0	1	1	0	46	0	46	0	0	0	0	113
Total	3	282	1	286	4	0	17	21	1	190	0	191	1	0	1	2	500
05:00 PM	1	69	0	70	1	0	2	3	0	40	0	40	0	0	0	0	113
05:15 PM	0	44	1	45	0	0	1	1	2	43	1	46	0	0	0	0	92
05:30 PM	0	63	1	64	0	0	1	1	2	37	0	39	0	0	1	1	105
05:45 PM	1	74	0	75	0	0	0	0	0	44	0	44	0	0	0	0	119
Total	2	250	2	254	1	0	4	5	4	164	1	169	0	0	1	1	429
Grand Total	5	532	3	540	5	0	21	26	5	354	1	360	1	0	2	3	929
Apprch %	0.9	98.5	0.6		19.2	0	80.8		1.4	98.3	0.3		33.3	0	66.7		
Total %	0.5	57.3	0.3	58.1	0.5	0	2.3	2.8	0.5	38.1	0.1	38.8	0.1	0	0.2	0.3	

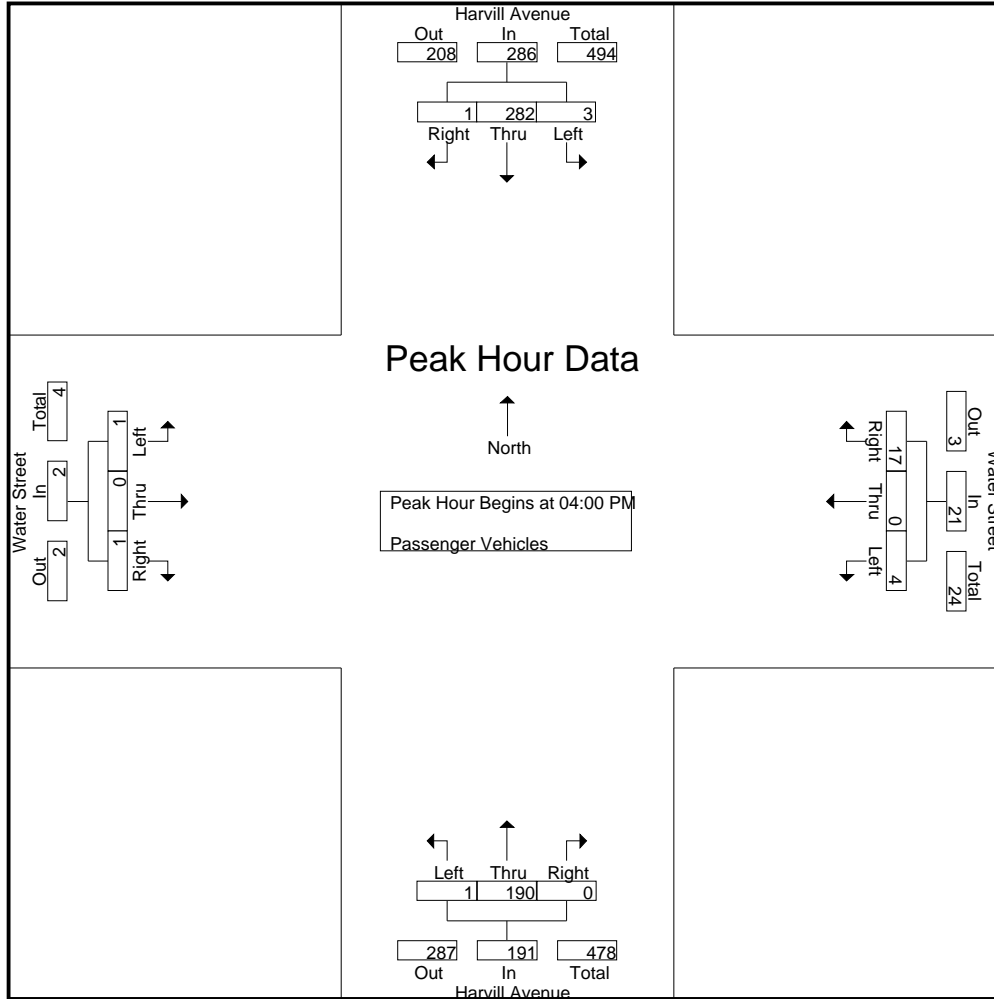
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	72	0	73	0	0	3	3	0	55	0	55	0	0	0	0	131
04:15 PM	1	67	1	69	3	0	9	12	0	30	0	30	1	0	0	1	112
04:30 PM	1	77	0	78	1	0	4	5	1	59	0	60	0	0	1	1	144
04:45 PM	0	66	0	66	0	0	1	1	0	46	0	46	0	0	0	0	113
Total Volume	3	282	1	286	4	0	17	21	1	190	0	191	1	0	1	2	500
% App. Total	1	98.6	0.3		19	0	81		0.5	99.5	0		50	0	50		
PHF	.750	.916	.250	.917	.333	.000	.472	.438	.250	.805	.000	.796	.250	.000	.250	.500	.868

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 Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
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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	72	0	73	0	0	3	3	0	55	0	55	0	0	0	0
+15 mins.	1	67	1	69	3	0	9	12	0	30	0	30	1	0	0	1
+30 mins.	1	77	0	78	1	0	4	5	1	59	0	60	0	0	1	1
+45 mins.	0	66	0	66	0	0	1	1	0	46	0	46	0	0	0	0
Total Volume	3	282	1	286	4	0	17	21	1	190	0	191	1	0	1	2
% App. Total	1	98.6	0.3		19	0	81		0.5	99.5	0		50	0	50	
PHF	.750	.916	.250	.917	.333	.000	.472	.438	.250	.805	.000	.796	.250	.000	.250	.500

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	1	1	0	4	0	4	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
Grand Total	0	14	0	14	0	0	1	1	0	11	0	11	0	0	0	0	26
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	53.8	0	53.8	0	0	3.8	3.8	0	42.3	0	42.3	0	0	0	0	

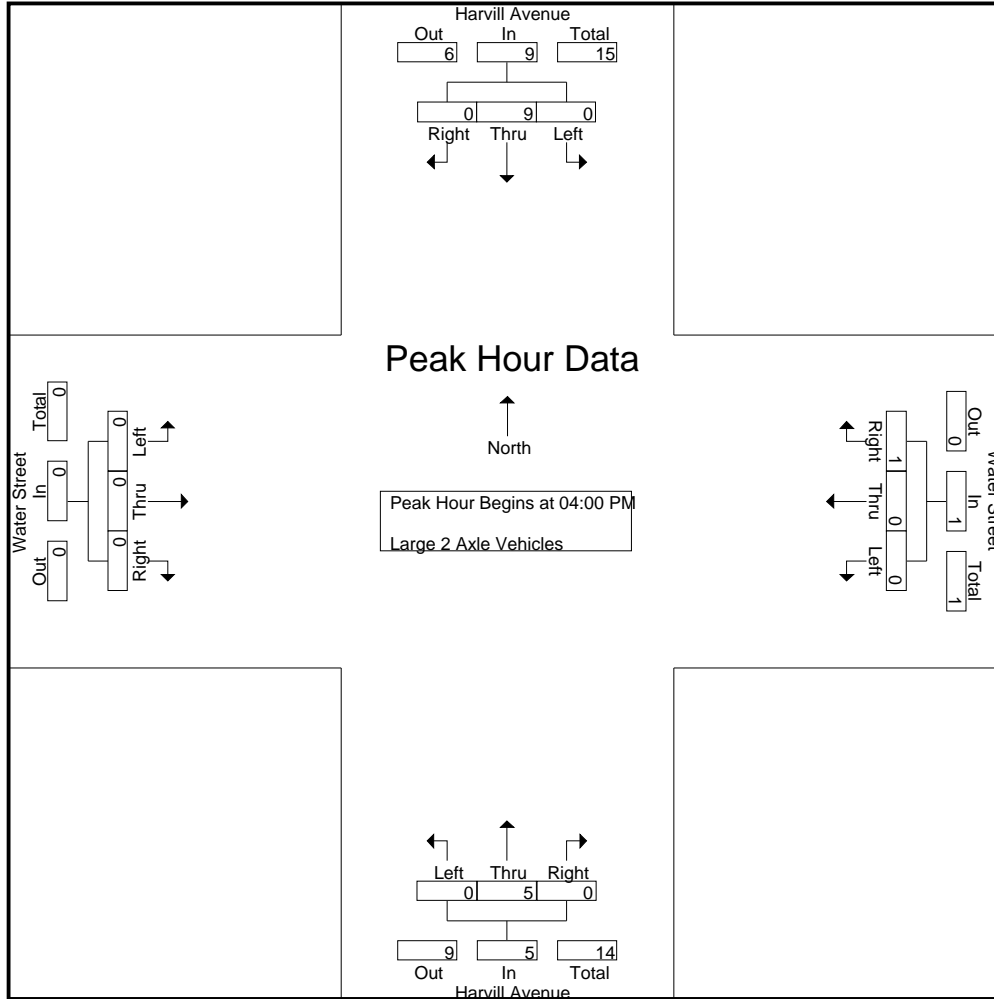
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	1	1	0	4	0	4	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	9	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.313	.000	.313	.000	.000	.000	.000	.536

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 Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	4	0	4	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	0	0	1	1	0	5	0	5	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.313	.000	.313	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

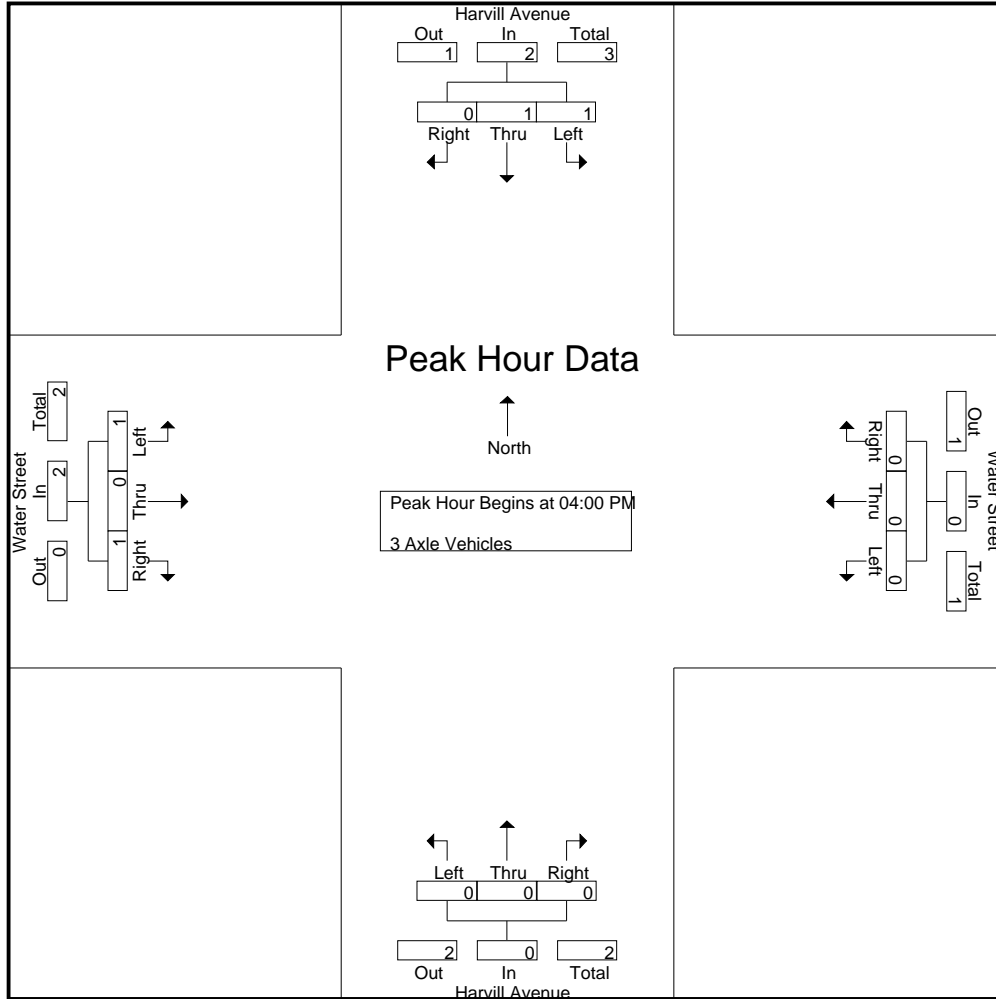
Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4	4
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	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	0
Total	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	3
Grand Total	1	2	0	3	0	0	1	1	0	1	0	1	1	0	1	2	7	7
Apprch %	33.3	66.7	0		0	0	100		0	100	0		50	0	50			
Total %	14.3	28.6	0	42.9	0	0	14.3	14.3	0	14.3	0	14.3	14.3	0	14.3	28.6		

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4	4
% App. Total	50	50	0		0	0	0		0	0	0		50	0	50			
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	1.00	1.00

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	50	50	0		0	0	0		0	0	0		50	0	50	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

City of Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
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	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	2	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Grand Total	5	2	0	7	1	0	0	1	0	5	0	5	0	0	0	0	13
Apprch %	71.4	28.6	0		100	0	0		0	100	0		0	0	0		
Total %	38.5	15.4	0	53.8	7.7	0	0	7.7	0	38.5	0	38.5	0	0	0	0	

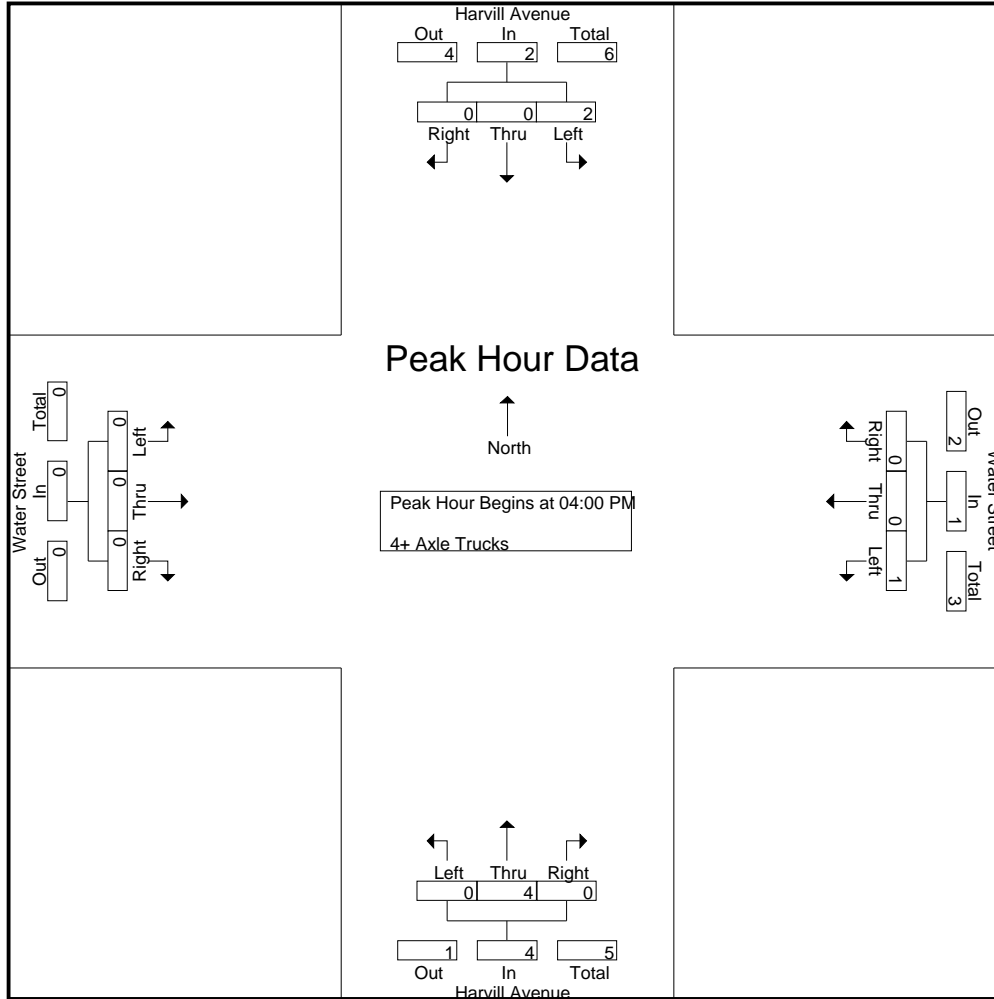
Start Time	Harvill Avenue Southbound				Water Street Westbound				Harvill Avenue Northbound				Water Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
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	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
% App. Total	100	0	0		100	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.333	.000	.333	.000	.000	.000	.000	.350

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 Perris
 N/S: Harvill Avenue
 E/W: Water Street
 Weather: Clear

File Name : 03_PER_Har_Wat PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	0	3	0	3	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	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	1	0	4	0	4	0	0	0	0
% App. Total	100	0	0	100	100	0	0	100	0	100	0	100	0	0	0	0
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.333	.000	.333	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

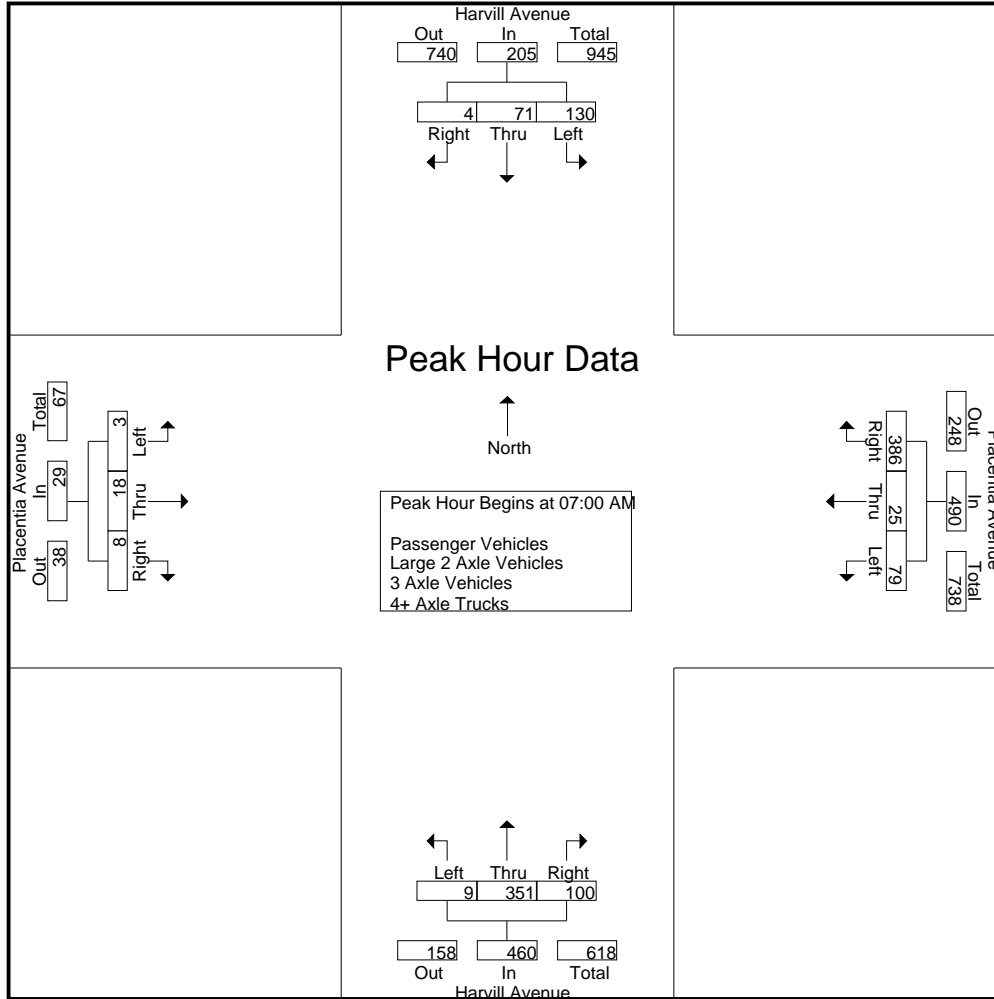
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	18	15	1	34	15	9	99	123	1	145	24	170	0	3	0	3	330
07:15 AM	21	18	1	40	19	9	118	146	2	92	16	110	0	5	1	6	302
07:30 AM	38	17	1	56	21	2	95	118	4	65	25	94	3	4	1	8	276
07:45 AM	53	21	1	75	24	5	74	103	2	49	35	86	0	6	6	12	276
Total	130	71	4	205	79	25	386	490	9	351	100	460	3	18	8	29	1184
08:00 AM	39	28	0	67	17	5	47	69	1	52	36	89	1	4	4	9	234
08:15 AM	37	21	2	60	19	5	42	66	1	41	30	72	2	5	3	10	208
08:30 AM	34	15	0	49	8	6	51	65	2	35	18	55	0	0	0	0	169
08:45 AM	20	23	0	43	10	3	44	57	3	18	15	36	0	2	2	4	140
Total	130	87	2	219	54	19	184	257	7	146	99	252	3	11	9	23	751
Grand Total	260	158	6	424	133	44	570	747	16	497	199	712	6	29	17	52	1935
Apprch %	61.3	37.3	1.4		17.8	5.9	76.3		2.2	69.8	27.9		11.5	55.8	32.7		
Total %	13.4	8.2	0.3	21.9	6.9	2.3	29.5	38.6	0.8	25.7	10.3	36.8	0.3	1.5	0.9	2.7	
Passenger Vehicles	241	143	4	388	112	44	548	704	14	485	181	680	4	25	17	46	1818
% Passenger Vehicles	92.7	90.5	66.7	91.5	84.2	100	96.1	94.2	87.5	97.6	91	95.5	66.7	86.2	100	88.5	94
Large 2 Axle Vehicles	6	10	2	18	9	0	12	21	1	11	6	18	2	0	0	2	59
% Large 2 Axle Vehicles	2.3	6.3	33.3	4.2	6.8	0	2.1	2.8	6.2	2.2	3	2.5	33.3	0	0	3.8	3
3 Axle Vehicles	8	1	0	9	2	0	3	5	0	0	2	2	0	1	0	1	17
% 3 Axle Vehicles	3.1	0.6	0	2.1	1.5	0	0.5	0.7	0	0	1	0.3	0	3.4	0	1.9	0.9
4+ Axle Trucks	5	4	0	9	10	0	7	17	1	1	10	12	0	3	0	3	41
% 4+ Axle Trucks	1.9	2.5	0	2.1	7.5	0	1.2	2.3	6.2	0.2	5	1.7	0	10.3	0	5.8	2.1

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	18	15	1	34	15	9	99	123	1	145	24	170	0	3	0	3	330
07:15 AM	21	18	1	40	19	9	118	146	2	92	16	110	0	5	1	6	302
07:30 AM	38	17	1	56	21	2	95	118	4	65	25	94	3	4	1	8	276
07:45 AM	53	21	1	75	24	5	74	103	2	49	35	86	0	6	6	12	276
Total Volume	130	71	4	205	79	25	386	490	9	351	100	460	3	18	8	29	1184
% App. Total	63.4	34.6	2		16.1	5.1	78.8		2	76.3	21.7		10.3	62.1	27.6		
PHF	.613	.845	1.00	.683	.823	.694	.818	.839	.563	.605	.714	.676	.250	.750	.333	.604	.897

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla 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:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	38	17	1	56	15	9	99	123	1	145	24	170	3	4	1	8
+15 mins.	53	21	1	75	19	9	118	146	2	92	16	110	0	6	6	12
+30 mins.	39	28	0	67	21	2	95	118	4	65	25	94	1	4	4	9
+45 mins.	37	21	2	60	24	5	74	103	2	49	35	86	2	5	3	10
Total Volume	167	87	4	258	79	25	386	490	9	351	100	460	6	19	14	39
% App. Total	64.7	33.7	1.6		16.1	5.1	78.8		2	76.3	21.7		15.4	48.7	35.9	
PHF	.788	.777	.500	.860	.823	.694	.818	.839	.563	.605	.714	.676	.500	.792	.583	.813

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
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Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	15	15	1	31	12	9	98	119	1	143	23	167	0	2	0	2	319
07:15 AM	18	16	1	35	17	9	111	137	2	90	15	107	0	5	1	6	285
07:30 AM	34	17	0	51	18	2	93	113	2	65	23	90	2	3	1	6	260
07:45 AM	50	20	0	70	20	5	73	98	2	47	35	84	0	5	6	11	263
Total	117	68	2	187	67	25	375	467	7	345	96	448	2	15	8	25	1127
08:00 AM	39	26	0	65	15	5	44	64	1	48	31	80	1	4	4	9	218
08:15 AM	34	19	2	55	17	5	40	62	1	40	24	65	1	4	3	8	190
08:30 AM	31	12	0	43	7	6	49	62	2	34	17	53	0	0	0	0	158
08:45 AM	20	18	0	38	6	3	40	49	3	18	13	34	0	2	2	4	125
Total	124	75	2	201	45	19	173	237	7	140	85	232	2	10	9	21	691
Grand Total	241	143	4	388	112	44	548	704	14	485	181	680	4	25	17	46	1818
Apprch %	62.1	36.9	1		15.9	6.2	77.8		2.1	71.3	26.6		8.7	54.3	37		
Total %	13.3	7.9	0.2	21.3	6.2	2.4	30.1	38.7	0.8	26.7	10	37.4	0.2	1.4	0.9	2.5	

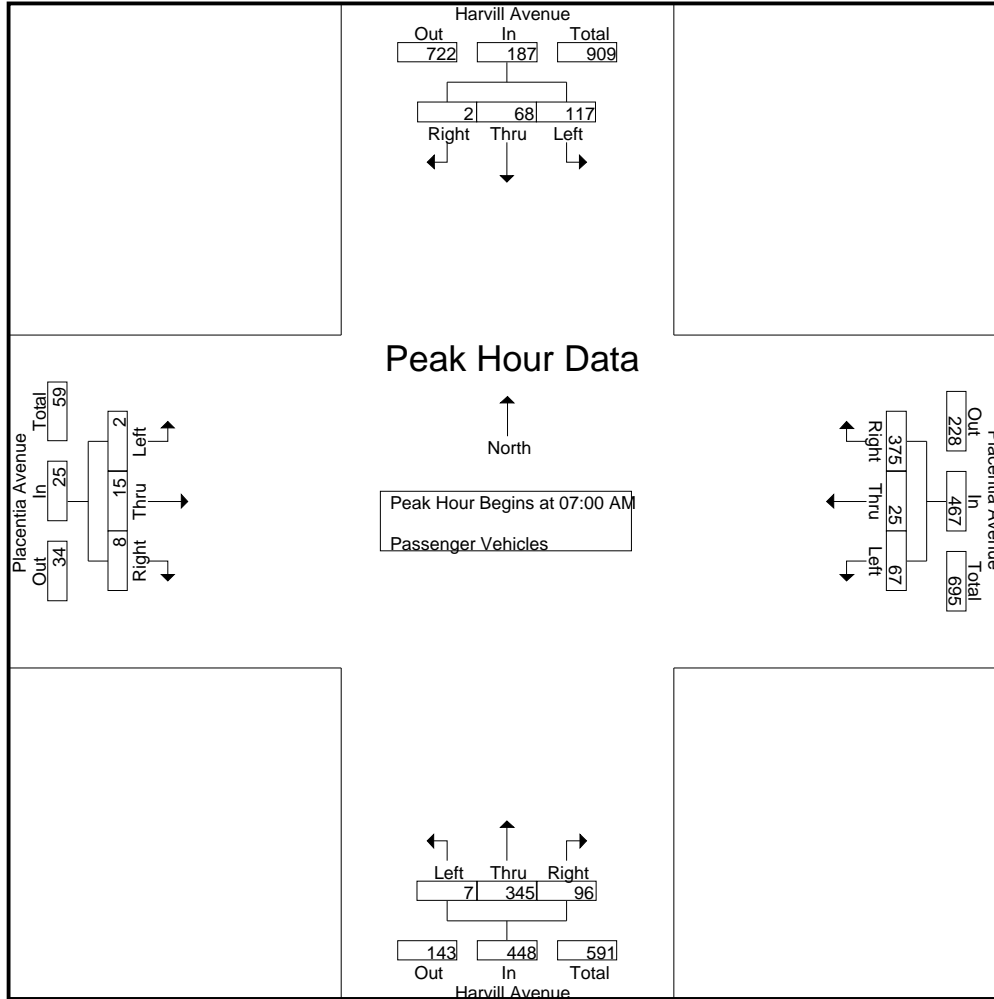
Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	15	1	31	12	9	98	119	1	143	23	167	0	2	0	2	319
07:15 AM	18	16	1	35	17	9	111	137	2	90	15	107	0	5	1	6	285
07:30 AM	34	17	0	51	18	2	93	113	2	65	23	90	2	3	1	6	260
07:45 AM	50	20	0	70	20	5	73	98	2	47	35	84	0	5	6	11	263
Total Volume	117	68	2	187	67	25	375	467	7	345	96	448	2	15	8	25	1127
% App. Total	62.6	36.4	1.1		14.3	5.4	80.3		1.6	77	21.4		8	60	32		
PHF	.585	.850	.500	.668	.838	.694	.845	.852	.875	.603	.686	.671	.250	.750	.333	.568	.883

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	15	15	1	31	12	9	98	119	1	143	23	167	0	2	0	2
+15 mins.	18	16	1	35	17	9	111	137	2	90	15	107	0	5	1	6
+30 mins.	34	17	0	51	18	2	93	113	2	65	23	90	2	3	1	6
+45 mins.	50	20	0	70	20	5	73	98	2	47	35	84	0	5	6	11
Total Volume	117	68	2	187	67	25	375	467	7	345	96	448	2	15	8	25
% App. Total	62.6	36.4	1.1		14.3	5.4	80.3		1.6	77	21.4		8	60	32	
PHF	.585	.850	.500	.668	.838	.694	.845	.852	.875	.603	.686	.671	.250	.750	.333	.568

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
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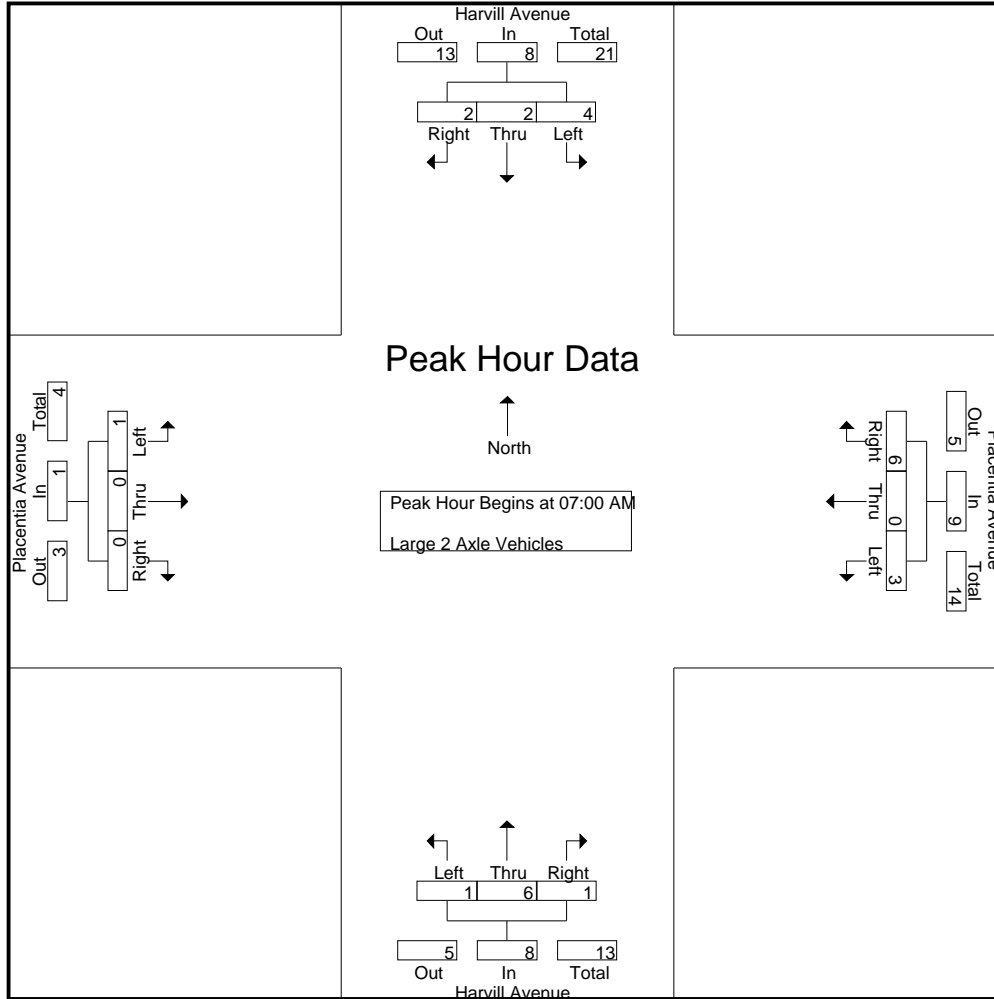
Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	1	1	0	2	1	0	3	4	0	2	1	3	0	0	0	0	9
07:30 AM	2	0	1	3	1	0	2	3	1	0	0	1	1	0	0	1	8
07:45 AM	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
Total	4	2	2	8	3	0	6	9	1	6	1	8	1	0	0	1	26
08:00 AM	0	1	0	1	2	0	1	3	0	4	4	8	0	0	0	0	12
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	2	3	0	5	0	0	2	2	0	1	0	1	0	0	0	0	8
08:45 AM	0	3	0	3	4	0	3	7	0	0	1	1	0	0	0	0	11
Total	2	8	0	10	6	0	6	12	0	5	5	10	1	0	0	1	33
Grand Total	6	10	2	18	9	0	12	21	1	11	6	18	2	0	0	2	59
Apprch %	33.3	55.6	11.1		42.9	0	57.1		5.6	61.1	33.3		100	0	0		
Total %	10.2	16.9	3.4	30.5	15.3	0	20.3	35.6	1.7	18.6	10.2	30.5	3.4	0	0	3.4	

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	1	1	0	2	1	0	3	4	0	2	1	3	0	0	0	0	9
07:30 AM	2	0	1	3	1	0	2	3	1	0	0	1	1	0	0	1	8
07:45 AM	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
Total Volume	4	2	2	8	3	0	6	9	1	6	1	8	1	0	0	1	26
% App. Total	50	25	25		33.3	0	66.7		12.5	75	12.5		100	0	0		
PHF	.500	.500	.500	.667	.750	.000	.500	.563	.250	.750	.250	.667	.250	.000	.000	.250	.722

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	1	1	0	2	1	0	3	4	0	2	1	3	0	0	0	0
+30 mins.	2	0	1	3	1	0	2	3	1	0	0	1	1	0	0	1
+45 mins.	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0
Total Volume	4	2	2	8	3	0	6	9	1	6	1	8	1	0	0	1
% App. Total	50	25	25		33.3	0	66.7		12.5	75	12.5		100	0	0	
PHF	.500	.500	.500	.667	.750	.000	.500	.563	.250	.750	.250	.667	.250	.000	.000	.250

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	6
08:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	3	0	0	3	1	0	1	2	0	0	1	1	0	1	0	1	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	2
Total	3	1	0	4	1	0	3	4	0	0	2	2	0	1	0	1	1	11
Grand Total	8	1	0	9	2	0	3	5	0	0	2	2	0	1	0	1	1	17
Apprch %	88.9	11.1	0		40	0	60		0	0	100		0	100	0			
Total %	47.1	5.9	0	52.9	11.8	0	17.6	29.4	0	0	11.8	11.8	0	5.9	0	5.9		

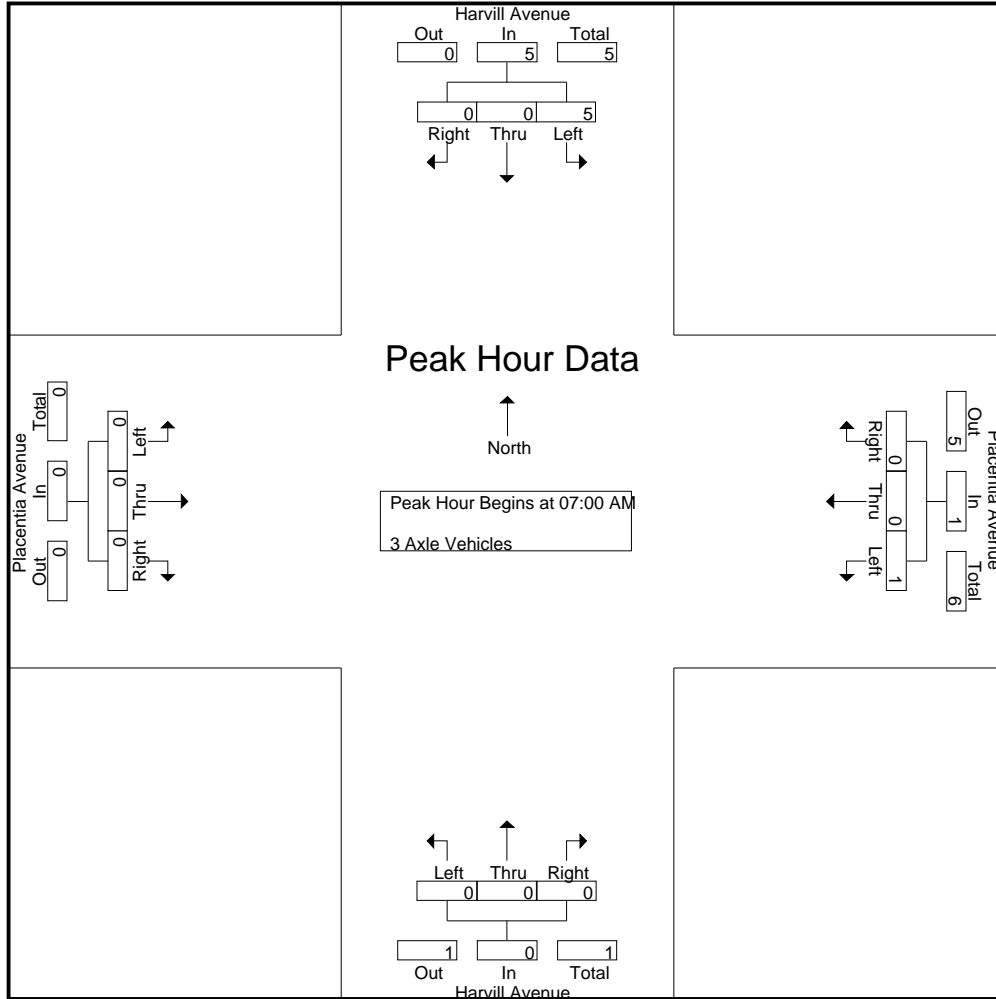
Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.625	.000	.000	.625	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	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.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.625	.000	.000	.625	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
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Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	3	0	1	4	0	0	1	1	0	1	0	1	6
07:15 AM	0	1	0	1	1	0	4	5	0	0	0	0	0	0	0	0	6
07:30 AM	2	0	0	2	2	0	0	2	1	0	2	3	0	1	0	1	8
07:45 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	1	0	1	5
Total	4	1	0	5	8	0	5	13	1	0	3	4	0	3	0	3	25
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	1	0	1	1	0	1	2	0	1	5	6	0	0	0	0	9
08:30 AM	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	4	2	0	2	4	0	1	7	8	0	0	0	0	16
Grand Total	5	4	0	9	10	0	7	17	1	1	10	12	0	3	0	3	41
Apprch %	55.6	44.4	0		58.8	0	41.2		8.3	8.3	83.3		0	100	0		
Total %	12.2	9.8	0	22	24.4	0	17.1	41.5	2.4	2.4	24.4	29.3	0	7.3	0	7.3	

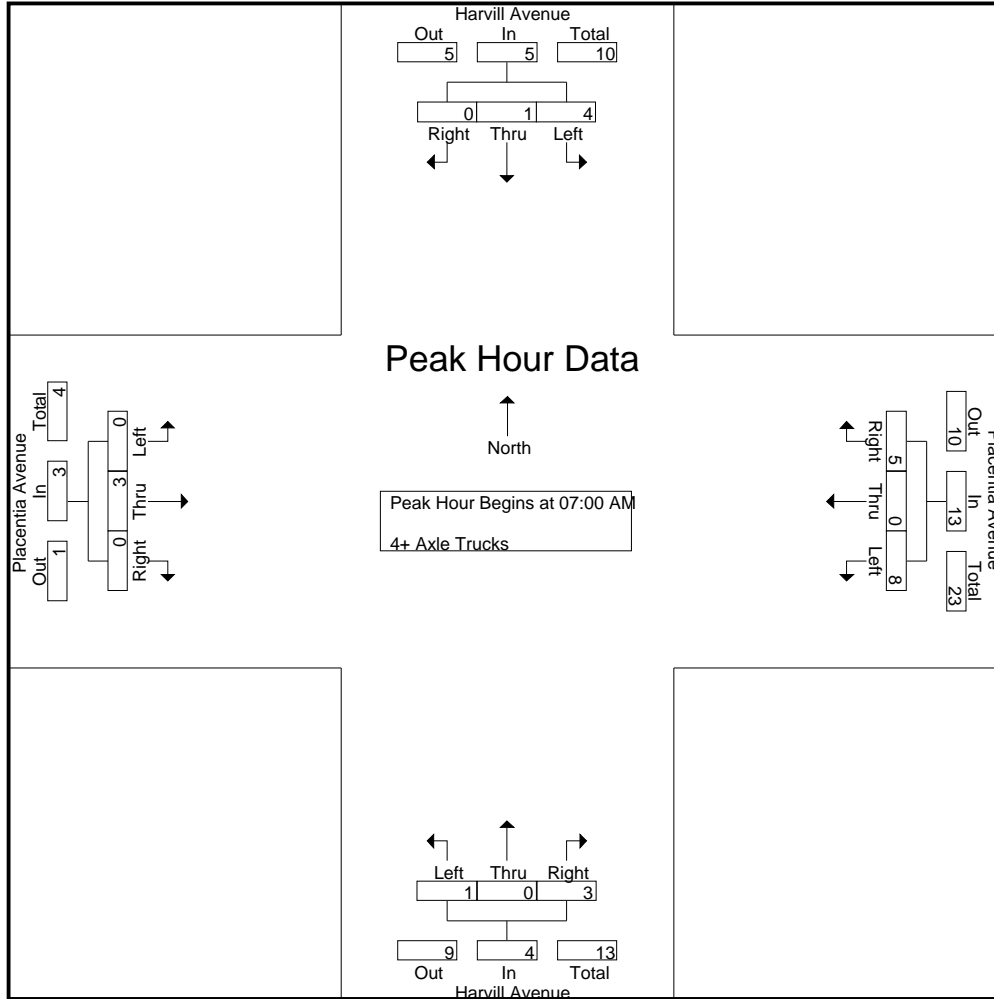
Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	3	0	1	4	0	0	1	1	0	1	0	1	6
07:15 AM	0	1	0	1	1	0	4	5	0	0	0	0	0	0	0	0	6
07:30 AM	2	0	0	2	2	0	0	2	1	0	2	3	0	1	0	1	8
07:45 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	1	0	1	5
Total Volume	4	1	0	5	8	0	5	13	1	0	3	4	0	3	0	3	25
% App. Total	80	20	0		61.5	0	38.5		25	0	75		0	100	0		
PHF	.500	.250	.000	.625	.667	.000	.313	.650	.250	.000	.375	.333	.000	.750	.000	.750	.781

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	3	0	1	4	0	0	1	1	0	1	0	1
+15 mins.	0	1	0	1	1	0	4	5	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	2	0	0	2	1	0	2	3	0	1	0	1
+45 mins.	2	0	0	2	2	0	0	2	0	0	0	0	0	1	0	1
Total Volume	4	1	0	5	8	0	5	13	1	0	3	4	0	3	0	3
% App. Total	80	20	0		61.5	0	38.5		25	0	75		0	100	0	
PHF	.500	.250	.000	.625	.667	.000	.313	.650	.250	.000	.375	.333	.000	.750	.000	.750

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

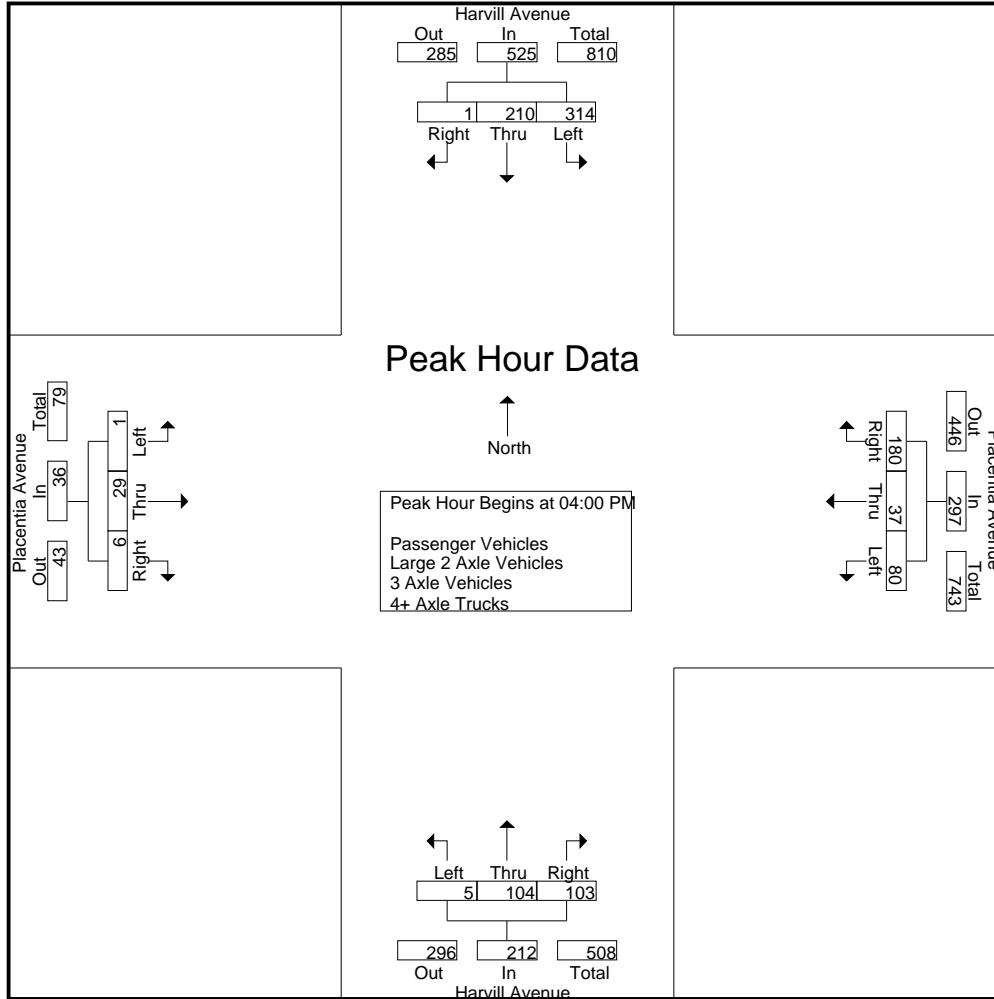
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	73	54	0	127	25	9	54	88	1	28	26	55	0	6	1	7	277
04:15 PM	94	54	1	149	19	7	46	72	1	18	32	51	0	8	2	10	282
04:30 PM	82	59	0	141	14	11	37	62	3	31	28	62	0	11	2	13	278
04:45 PM	65	43	0	108	22	10	43	75	0	27	17	44	1	4	1	6	233
Total	314	210	1	525	80	37	180	297	5	104	103	212	1	29	6	36	1070
05:00 PM	70	49	1	120	24	8	35	67	2	25	22	49	0	1	4	5	241
05:15 PM	86	29	0	115	18	8	36	62	0	35	13	48	2	5	2	9	234
05:30 PM	83	54	0	137	12	10	43	65	2	26	15	43	1	5	0	6	251
05:45 PM	59	52	0	111	21	6	39	66	2	21	21	44	0	5	3	8	229
Total	298	184	1	483	75	32	153	260	6	107	71	184	3	16	9	28	955
Grand Total	612	394	2	1008	155	69	333	557	11	211	174	396	4	45	15	64	2025
Apprch %	60.7	39.1	0.2		27.8	12.4	59.8		2.8	53.3	43.9		6.2	70.3	23.4		
Total %	30.2	19.5	0.1	49.8	7.7	3.4	16.4	27.5	0.5	10.4	8.6	19.6	0.2	2.2	0.7	3.2	
Passenger Vehicles	595	383	2	980	142	64	294	500	10	205	161	376	4	44	15	63	1919
% Passenger Vehicles	97.2	97.2	100	97.2	91.6	92.8	88.3	89.8	90.9	97.2	92.5	94.9	100	97.8	100	98.4	94.8
Large 2 Axle Vehicles	8	8	0	16	6	2	7	15	0	4	8	12	0	1	0	1	44
% Large 2 Axle Vehicles	1.3	2	0	1.6	3.9	2.9	2.1	2.7	0	1.9	4.6	3	0	2.2	0	1.6	2.2
3 Axle Vehicles	1	1	0	2	2	3	8	13	0	1	2	3	0	0	0	0	18
% 3 Axle Vehicles	0.2	0.3	0	0.2	1.3	4.3	2.4	2.3	0	0.5	1.1	0.8	0	0	0	0	0.9
4+ Axle Trucks	8	2	0	10	5	0	24	29	1	1	3	5	0	0	0	0	44
% 4+ Axle Trucks	1.3	0.5	0	1	3.2	0	7.2	5.2	9.1	0.5	1.7	1.3	0	0	0	0	2.2

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	73	54	0	127	25	9	54	88	1	28	26	55	0	6	1	7	277
04:15 PM	94	54	1	149	19	7	46	72	1	18	32	51	0	8	2	10	282
04:30 PM	82	59	0	141	14	11	37	62	3	31	28	62	0	11	2	13	278
04:45 PM	65	43	0	108	22	10	43	75	0	27	17	44	1	4	1	6	233
Total Volume	314	210	1	525	80	37	180	297	5	104	103	212	1	29	6	36	1070
% App. Total	59.8	40	0.2		26.9	12.5	60.6		2.4	49.1	48.6		2.8	80.6	16.7		
PHF	.835	.890	.250	.881	.800	.841	.833	.844	.417	.839	.805	.855	.250	.659	.750	.692	.949

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	73	54	0	127	25	9	54	88	1	28	26	55	0	6	1	7
+15 mins.	94	54	1	149	19	7	46	72	1	18	32	51	0	8	2	10
+30 mins.	82	59	0	141	14	11	37	62	3	31	28	62	0	11	2	13
+45 mins.	65	43	0	108	22	10	43	75	0	27	17	44	1	4	1	6
Total Volume	314	210	1	525	80	37	180	297	5	104	103	212	1	29	6	36
% App. Total	59.8	40	0.2		26.9	12.5	60.6		2.4	49.1	48.6		2.8	80.6	16.7	
PHF	.835	.890	.250	.881	.800	.841	.833	.844	.417	.839	.805	.855	.250	.659	.750	.692

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	72	50	0	122	23	9	49	81	1	28	24	53	0	6	1	7	263
04:15 PM	88	53	1	142	18	5	41	64	0	17	26	43	0	7	2	9	258
04:30 PM	82	58	0	140	13	10	30	53	3	31	28	62	0	11	2	13	268
04:45 PM	63	43	0	106	20	10	40	70	0	26	16	42	1	4	1	6	224
Total	305	204	1	510	74	34	160	268	4	102	94	200	1	28	6	35	1013
05:00 PM	68	49	1	118	22	8	31	61	2	23	21	46	0	1	4	5	230
05:15 PM	84	29	0	113	15	7	31	53	0	34	13	47	2	5	2	9	222
05:30 PM	81	50	0	131	11	10	38	59	2	26	13	41	1	5	0	6	237
05:45 PM	57	51	0	108	20	5	34	59	2	20	20	42	0	5	3	8	217
Total	290	179	1	470	68	30	134	232	6	103	67	176	3	16	9	28	906
Grand Total	595	383	2	980	142	64	294	500	10	205	161	376	4	44	15	63	1919
Apprch %	60.7	39.1	0.2		28.4	12.8	58.8		2.7	54.5	42.8		6.3	69.8	23.8		
Total %	31	20	0.1	51.1	7.4	3.3	15.3	26.1	0.5	10.7	8.4	19.6	0.2	2.3	0.8	3.3	

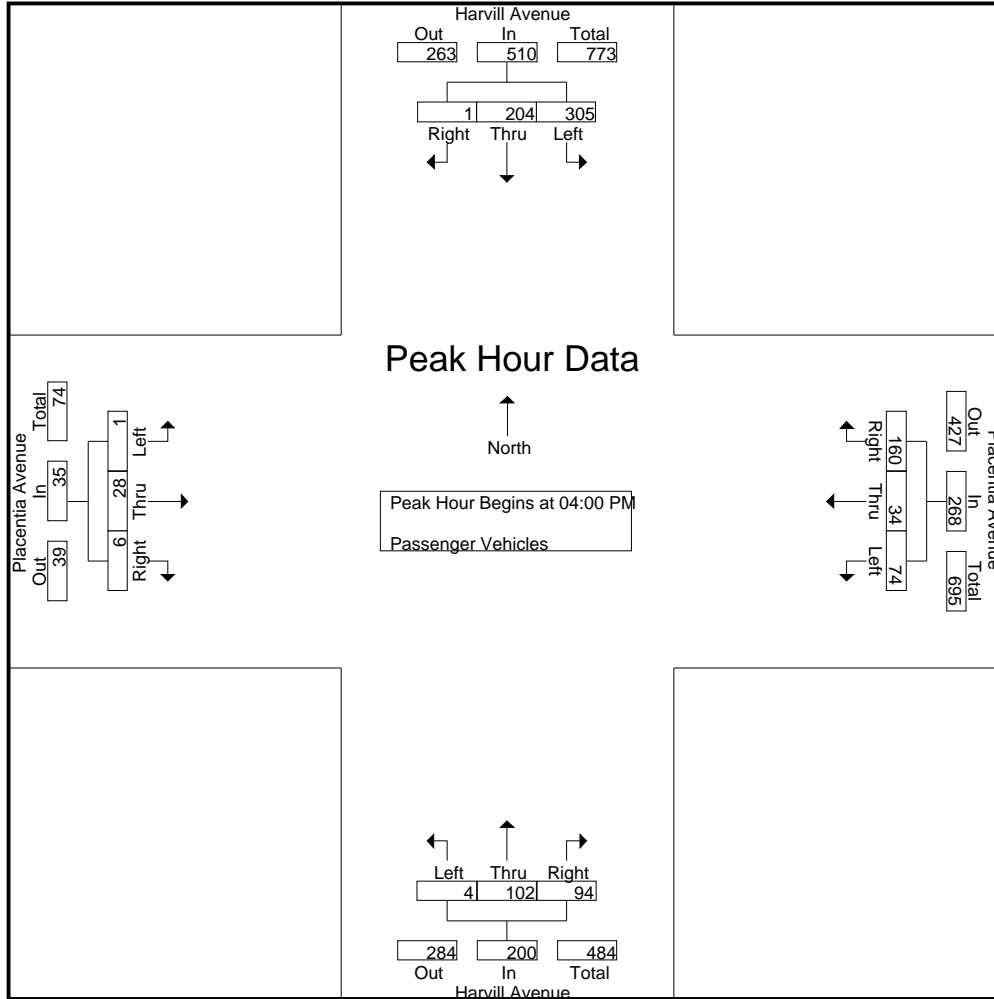
Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	72	50	0	122	23	9	49	81	1	28	24	53	0	6	1	7	263
04:15 PM	88	53	1	142	18	5	41	64	0	17	26	43	0	7	2	9	258
04:30 PM	82	58	0	140	13	10	30	53	3	31	28	62	0	11	2	13	268
04:45 PM	63	43	0	106	20	10	40	70	0	26	16	42	1	4	1	6	224
Total Volume	305	204	1	510	74	34	160	268	4	102	94	200	1	28	6	35	1013
% App. Total	59.8	40	0.2		27.6	12.7	59.7		2	51	47		2.9	80	17.1		
PHF	.866	.879	.250	.898	.804	.850	.816	.827	.333	.823	.839	.806	.250	.636	.750	.673	.945

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 Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	72	50	0	122	23	9	49	81	1	28	24	53	0	6	1	7
+15 mins.	88	53	1	142	18	5	41	64	0	17	26	43	0	7	2	9
+30 mins.	82	58	0	140	13	10	30	53	3	31	28	62	0	11	2	13
+45 mins.	63	43	0	106	20	10	40	70	0	26	16	42	1	4	1	6
Total Volume	305	204	1	510	74	34	160	268	4	102	94	200	1	28	6	35
% App. Total	59.8	40	0.2		27.6	12.7	59.7		2	51	47		2.9	80	17.1	
PHF	.866	.879	.250	.898	.804	.850	.816	.827	.333	.823	.839	.806	.250	.636	.750	.673

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

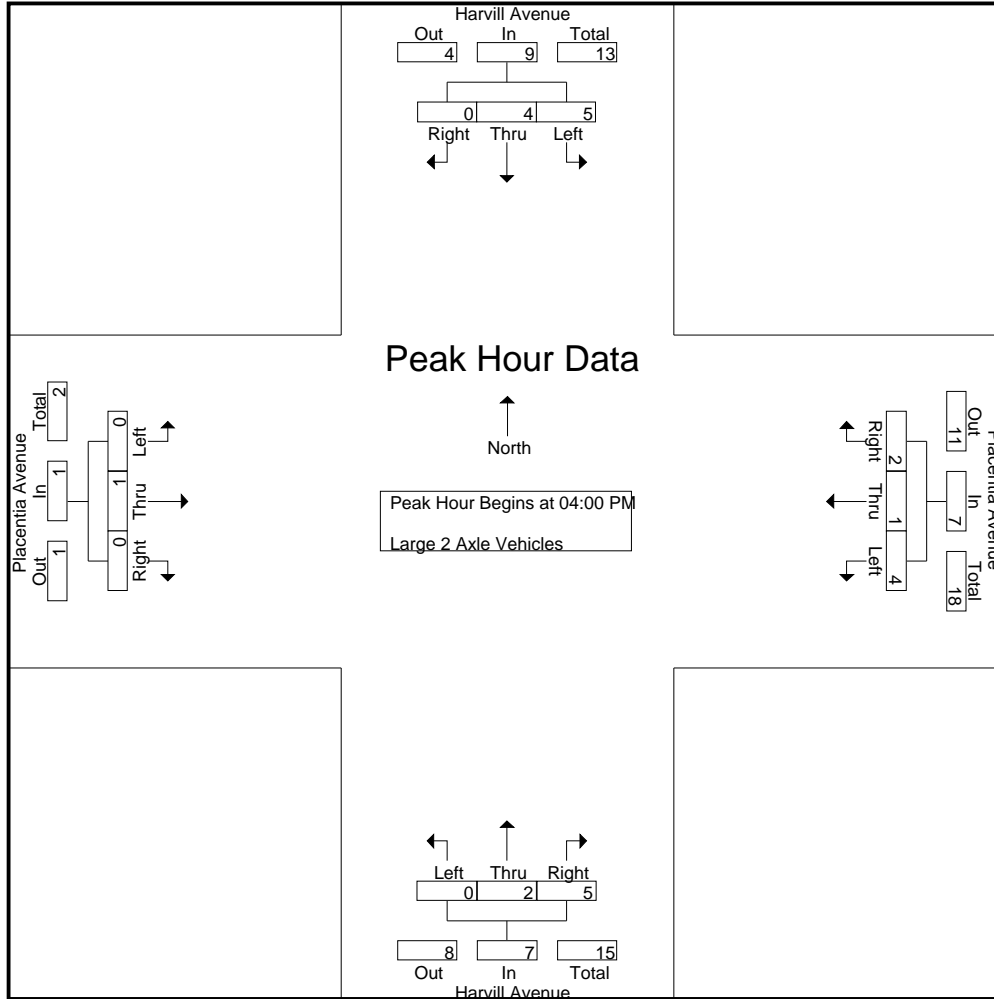
Groups Printed- Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	1	3	0	4	2	0	1	3	0	0	1	1	0	0	0	0	8
04:15 PM	4	0	0	4	0	1	1	2	0	1	4	5	0	1	0	1	12
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	3
Total	5	4	0	9	4	1	2	7	0	2	5	7	0	1	0	1	24
05:00 PM	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	4
05:15 PM	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:30 PM	0	3	0	3	0	0	1	1	0	0	2	2	0	0	0	0	6
05:45 PM	2	1	0	3	0	0	1	1	0	1	1	2	0	0	0	0	6
Total	3	4	0	7	2	1	5	8	0	2	3	5	0	0	0	0	20
Grand Total	8	8	0	16	6	2	7	15	0	4	8	12	0	1	0	1	44
Apprch %	50	50	0		40	13.3	46.7		0	33.3	66.7		0	100	0		
Total %	18.2	18.2	0	36.4	13.6	4.5	15.9	34.1	0	9.1	18.2	27.3	0	2.3	0	2.3	

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	3	0	4	2	0	1	3	0	0	1	1	0	0	0	0	8
04:15 PM	4	0	0	4	0	1	1	2	0	1	4	5	0	1	0	1	12
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	3
Total Volume	5	4	0	9	4	1	2	7	0	2	5	7	0	1	0	1	24
% App. Total	55.6	44.4	0		57.1	14.3	28.6		0	28.6	71.4		0	100	0		
PHF	.313	.333	.000	.563	.500	.250	.500	.583	.000	.500	.313	.350	.000	.250	.000	.250	.500

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2

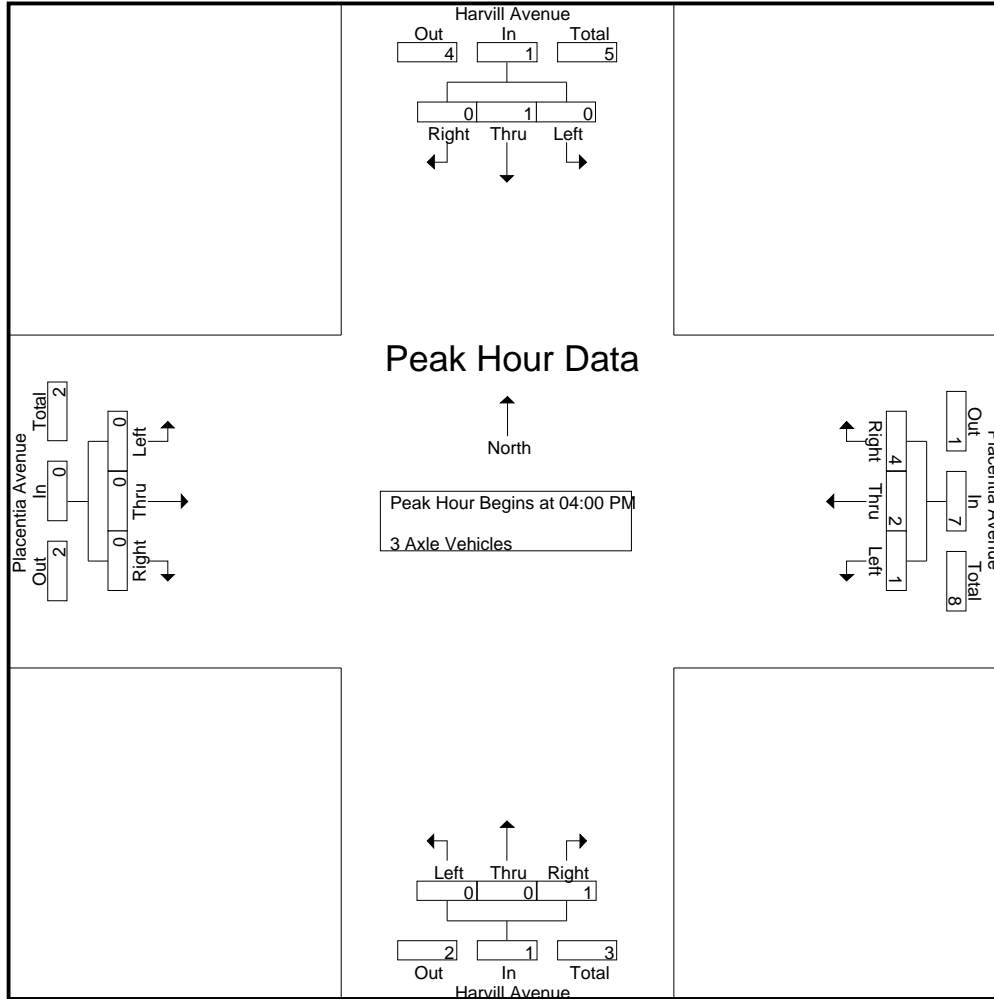


Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	3	0	4	2	0	1	3	0	0	1	1	0	0	0	0
+15 mins.	4	0	0	4	0	1	1	2	0	1	4	5	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	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0
Total Volume	5	4	0	9	4	1	2	7	0	2	5	7	0	1	0	1
% App. Total	55.6	44.4	0		57.1	14.3	28.6		0	28.6	71.4		0	100	0	
PHF	.313	.333	.000	.563	.500	.250	.500	.583	.000	.500	.313	.350	.000	.250	.000	.250

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	1	0	1	1	2	4	7	0	0	1	1	0	0	0	0
% App. Total	0	100	0		14.3	28.6	57.1		0	0	100		0	0	0	
PHF	.000	.250	.000	.250	.250	.500	.333	.350	.000	.000	.250	.250	.000	.000	.000	.000

City of Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue 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	4	4	0	0	1	1	0	0	0	0	5
04:15 PM	2	1	0	3	1	0	3	4	1	0	2	3	0	0	0	0	10
04:30 PM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
04:45 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Total	4	1	0	5	1	0	14	15	1	0	3	4	0	0	0	0	24
05:00 PM	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
05:15 PM	1	0	0	1	3	0	2	5	0	0	0	0	0	0	0	0	6
05:30 PM	2	1	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	1	0	4	5	0	0	0	0	0	0	0	0	5
Total	4	1	0	5	4	0	10	14	0	1	0	1	0	0	0	0	20
Grand Total	8	2	0	10	5	0	24	29	1	1	3	5	0	0	0	0	44
Apprch %	80	20	0		17.2	0	82.8		20	20	60		0	0	0		
Total %	18.2	4.5	0	22.7	11.4	0	54.5	65.9	2.3	2.3	6.8	11.4	0	0	0	0	

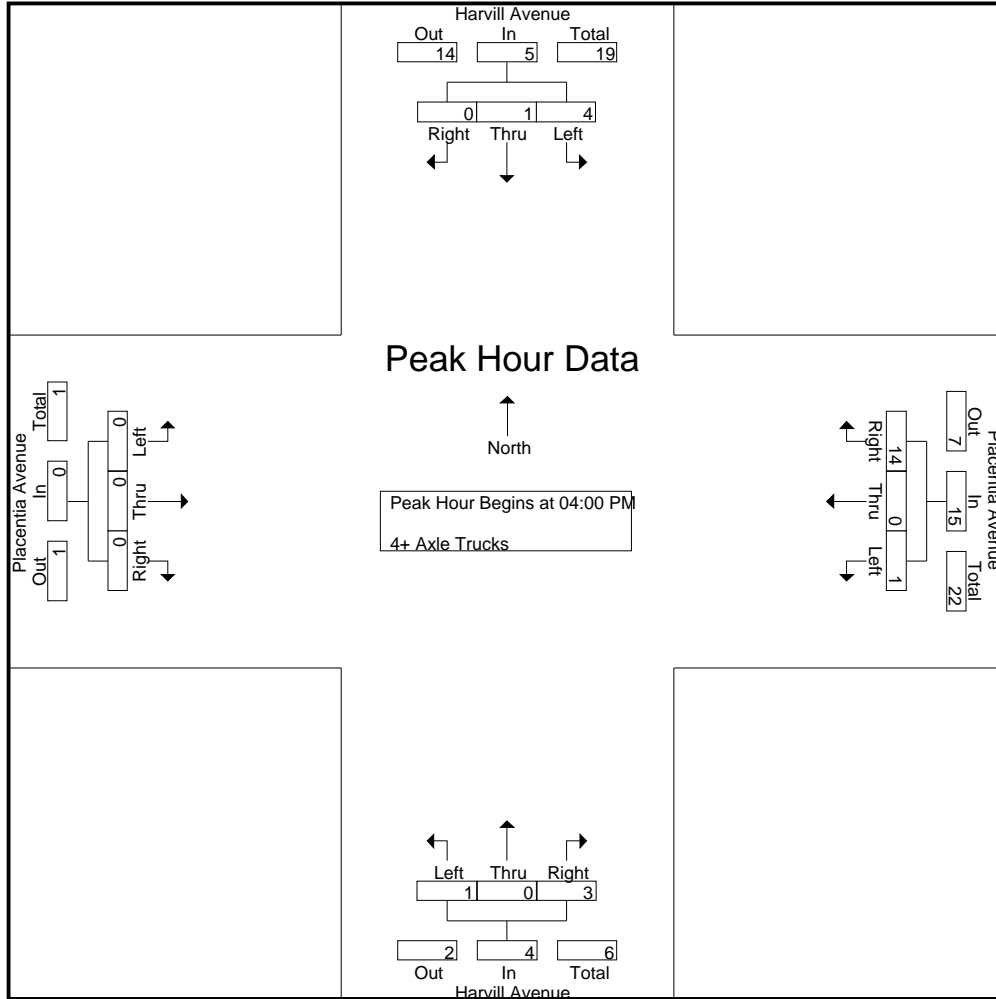
Start Time	Harvill Avenue Southbound				Placentia Avenue Westbound				Harvill Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	4	4	0	0	1	1	0	0	0	0	5
04:15 PM	2	1	0	3	1	0	3	4	1	0	2	3	0	0	0	0	10
04:30 PM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
04:45 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Total Volume	4	1	0	5	1	0	14	15	1	0	3	4	0	0	0	0	24
% App. Total	80	20	0		6.7	0	93.3		25	0	75		0	0	0		
PHF	.500	.250	.000	.417	.250	.000	.875	.938	.250	.000	.375	.333	.000	.000	.000	.000	.600

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 Perris
 N/S: Harvill Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 04_PER_Har_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	4	4	0	0	1	1	0	0	0	0
+15 mins.	2	1	0	3	1	0	3	4	1	0	2	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	4	1	0	5	1	0	14	15	1	0	3	4	0	0	0	0
% App. Total	80	20	0		6.7	0	93.3		25	0	75		0	0	0	
PHF	.500	.250	.000	.417	.250	.000	.875	.938	.250	.000	.375	.333	.000	.000	.000	.000

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

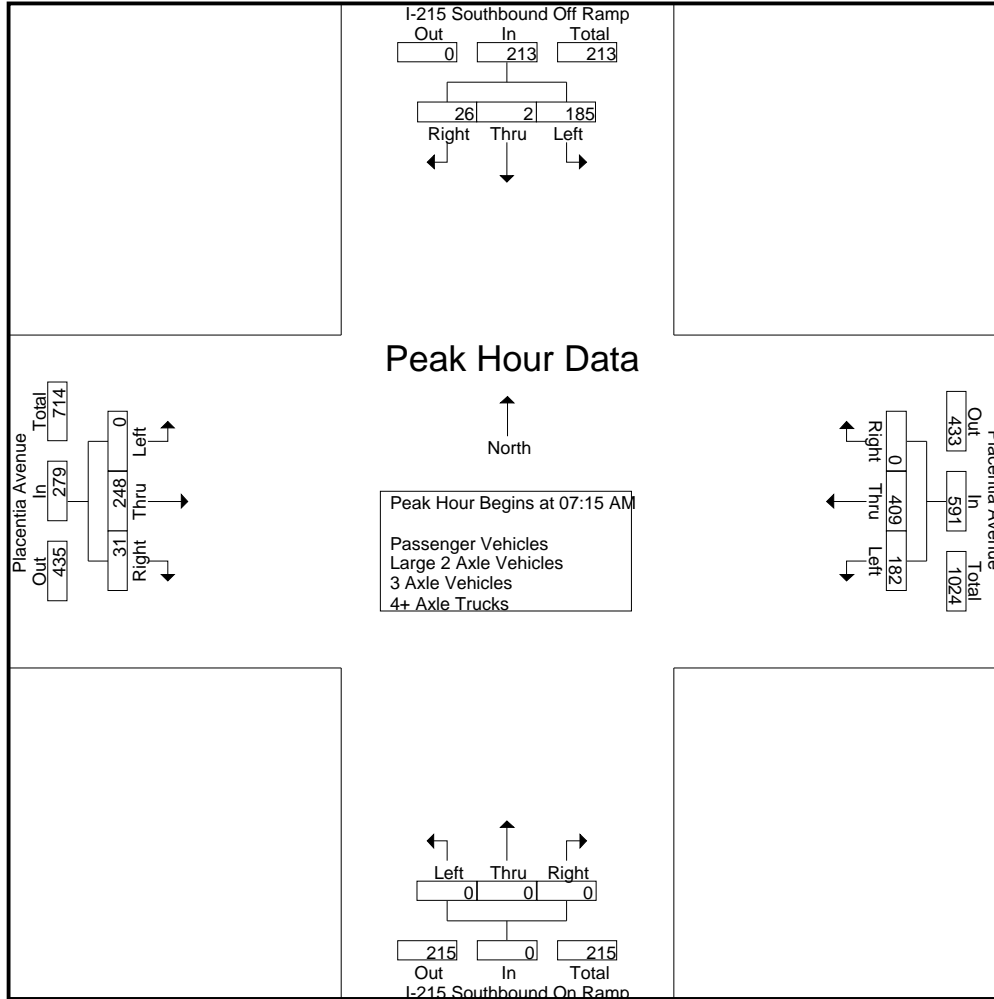
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	40	0	10	50	32	112	0	144	0	0	0	0	0	37	7	44	238
07:15 AM	40	0	11	51	55	133	0	188	0	0	0	0	0	35	6	41	280
07:30 AM	49	2	7	58	42	107	0	149	0	0	0	0	0	55	11	66	273
07:45 AM	45	0	5	50	51	100	0	151	0	0	0	0	0	81	6	87	288
Total	174	2	33	209	180	452	0	632	0	0	0	0	0	208	30	238	1079
08:00 AM	51	0	3	54	34	69	0	103	0	0	0	0	0	77	8	85	242
08:15 AM	36	0	7	43	33	57	0	90	0	0	0	0	0	57	12	69	202
08:30 AM	36	0	10	46	35	58	0	93	0	0	0	0	0	45	8	53	192
08:45 AM	39	0	7	46	30	46	0	76	0	0	0	0	0	29	8	37	159
Total	162	0	27	189	132	230	0	362	0	0	0	0	0	208	36	244	795
Grand Total	336	2	60	398	312	682	0	994	0	0	0	0	0	416	66	482	1874
Apprch %	84.4	0.5	15.1		31.4	68.6	0		0	0	0		0	86.3	13.7		
Total %	17.9	0.1	3.2	21.2	16.6	36.4	0	53	0	0	0	0	0	22.2	3.5	25.7	
Passenger Vehicles	307	1	49	357	283	650	0	933	0	0	0	0	0	384	58	442	1732
% Passenger Vehicles	91.4	50	81.7	89.7	90.7	95.3	0	93.9	0	0	0	0	0	92.3	87.9	91.7	92.4
Large 2 Axle Vehicles	18	1	3	22	17	18	0	35	0	0	0	0	0	8	3	11	68
% Large 2 Axle Vehicles	5.4	50	5	5.5	5.4	2.6	0	3.5	0	0	0	0	0	1.9	4.5	2.3	3.6
3 Axle Vehicles	1	0	1	2	6	4	0	10	0	0	0	0	0	9	2	11	23
% 3 Axle Vehicles	0.3	0	1.7	0.5	1.9	0.6	0	1	0	0	0	0	0	2.2	3	2.3	1.2
4+ Axle Trucks	10	0	7	17	6	10	0	16	0	0	0	0	0	15	3	18	51
% 4+ Axle Trucks	3	0	11.7	4.3	1.9	1.5	0	1.6	0	0	0	0	0	3.6	4.5	3.7	2.7

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	40	0	11	51	55	133	0	188	0	0	0	0	0	35	6	41	280
07:30 AM	49	2	7	58	42	107	0	149	0	0	0	0	0	55	11	66	273
07:45 AM	45	0	5	50	51	100	0	151	0	0	0	0	0	81	6	87	288
08:00 AM	51	0	3	54	34	69	0	103	0	0	0	0	0	77	8	85	242
Total Volume	185	2	26	213	182	409	0	591	0	0	0	0	0	248	31	279	1083
% App. Total	86.9	0.9	12.2		30.8	69.2	0		0	0	0		0	88.9	11.1		
PHF	.907	.250	.591	.918	.827	.769	.000	.786	.000	.000	.000	.000	.000	.765	.705	.802	.940

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
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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				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	40	0	11	51	32	112	0	144	0	0	0	0	0	55	11	66
+15 mins.	49	2	7	58	55	133	0	188	0	0	0	0	0	81	6	87
+30 mins.	45	0	5	50	42	107	0	149	0	0	0	0	0	77	8	85
+45 mins.	51	0	3	54	51	100	0	151	0	0	0	0	0	57	12	69
Total Volume	185	2	26	213	180	452	0	632	0	0	0	0	0	270	37	307
% App. Total	86.9	0.9	12.2		28.5	71.5	0		0	0	0		0	87.9	12.1	
PHF	.907	.250	.591	.918	.818	.850	.000	.840	.000	.000	.000	.000	.000	.833	.771	.882

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	38	0	7	45	26	109	0	135	0	0	0	0	0	33	6	39	219
07:15 AM	35	0	10	45	53	125	0	178	0	0	0	0	0	32	5	37	260
07:30 AM	49	1	5	55	42	105	0	147	0	0	0	0	0	49	10	59	261
07:45 AM	40	0	4	44	48	96	0	144	0	0	0	0	0	77	6	83	271
Total	162	1	26	189	169	435	0	604	0	0	0	0	0	191	27	218	1011
08:00 AM	48	0	3	51	31	64	0	95	0	0	0	0	0	73	8	81	227
08:15 AM	31	0	5	36	31	55	0	86	0	0	0	0	0	48	11	59	181
08:30 AM	33	0	8	41	26	56	0	82	0	0	0	0	0	43	6	49	172
08:45 AM	33	0	7	40	26	40	0	66	0	0	0	0	0	29	6	35	141
Total	145	0	23	168	114	215	0	329	0	0	0	0	0	193	31	224	721
Grand Total	307	1	49	357	283	650	0	933	0	0	0	0	0	384	58	442	1732
Apprch %	86	0.3	13.7		30.3	69.7	0		0	0	0	0	0	86.9	13.1		
Total %	17.7	0.1	2.8	20.6	16.3	37.5	0	53.9	0	0	0	0	0	22.2	3.3	25.5	

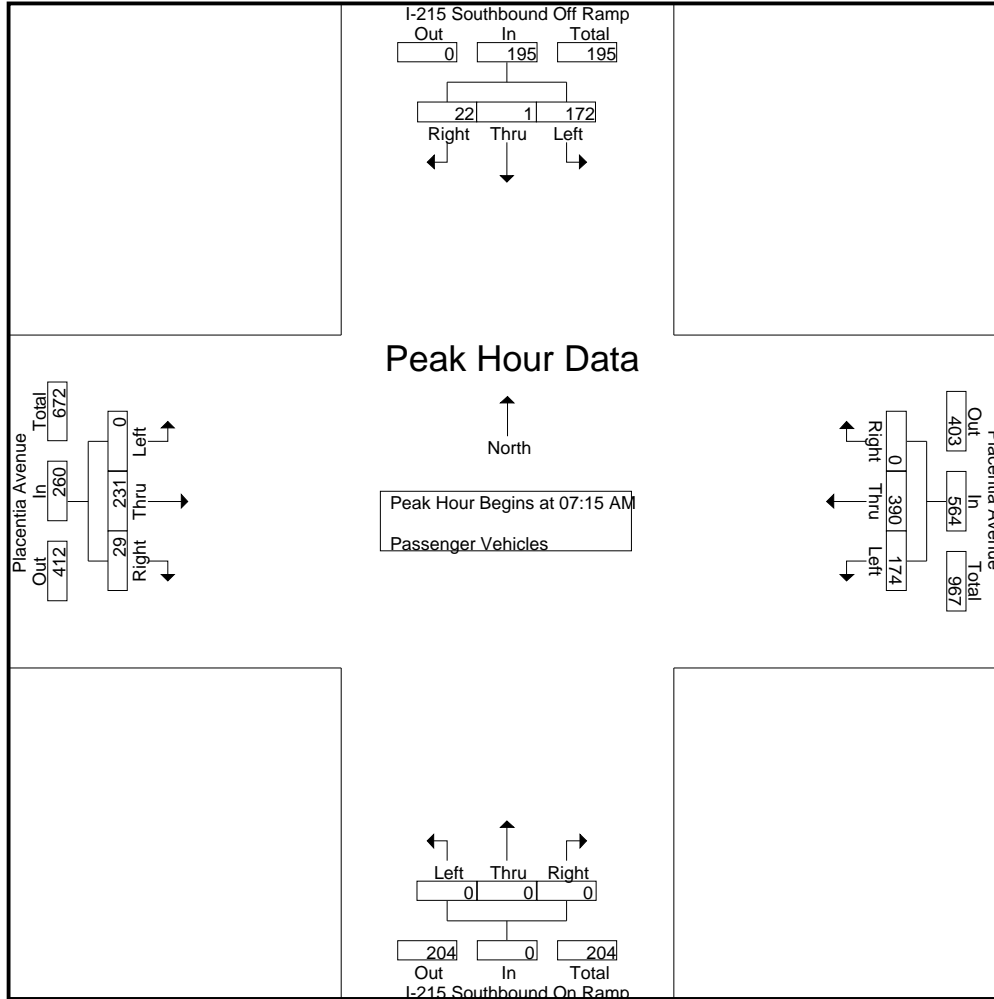
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	35	0	10	45	53	125	0	178	0	0	0	0	0	32	5	37	260
07:30 AM	49	1	5	55	42	105	0	147	0	0	0	0	0	49	10	59	261
07:45 AM	40	0	4	44	48	96	0	144	0	0	0	0	0	77	6	83	271
08:00 AM	48	0	3	51	31	64	0	95	0	0	0	0	0	73	8	81	227
Total Volume	172	1	22	195	174	390	0	564	0	0	0	0	0	231	29	260	1019
% App. Total	88.2	0.5	11.3		30.9	69.1	0		0	0	0	0	0	88.8	11.2		
PHF	.878	.250	.550	.886	.821	.780	.000	.792	.000	.000	.000	.000	.000	.750	.725	.783	.940

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
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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.	35	0	10	45	53	125	0	178	0	0	0	0	0	32	5	37
+15 mins.	49	1	5	55	42	105	0	147	0	0	0	0	0	49	10	59
+30 mins.	40	0	4	44	48	96	0	144	0	0	0	0	0	77	6	83
+45 mins.	48	0	3	51	31	64	0	95	0	0	0	0	0	73	8	81
Total Volume	172	1	22	195	174	390	0	564	0	0	0	0	0	231	29	260
% App. Total	88.2	0.5	11.3		30.9	69.1	0		0	0	0		0	88.8	11.2	
PHF	.878	.250	.550	.886	.821	.780	.000	.792	.000	.000	.000	.000	.000	.750	.725	.783

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	2	0	0	2	3	1	0	4	0	0	0	0	0	1	0	1	7
07:15 AM	3	0	1	4	1	4	0	5	0	0	0	0	0	1	1	2	11
07:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:45 AM	2	0	0	2	3	2	0	5	0	0	0	0	0	0	0	0	7
Total	7	1	1	9	7	9	0	16	0	0	0	0	0	4	1	5	30
08:00 AM	2	0	0	2	0	3	0	3	0	0	0	0	0	3	0	3	8
08:15 AM	5	0	0	5	2	0	0	2	0	0	0	0	0	0	0	0	7
08:30 AM	3	0	2	5	7	1	0	8	0	0	0	0	0	1	1	2	15
08:45 AM	1	0	0	1	1	5	0	6	0	0	0	0	0	0	1	1	8
Total	11	0	2	13	10	9	0	19	0	0	0	0	0	4	2	6	38
Grand Total	18	1	3	22	17	18	0	35	0	0	0	0	0	8	3	11	68
Apprch %	81.8	4.5	13.6		48.6	51.4	0		0	0	0		0	72.7	27.3		
Total %	26.5	1.5	4.4	32.4	25	26.5	0	51.5	0	0	0	0	0	11.8	4.4	16.2	

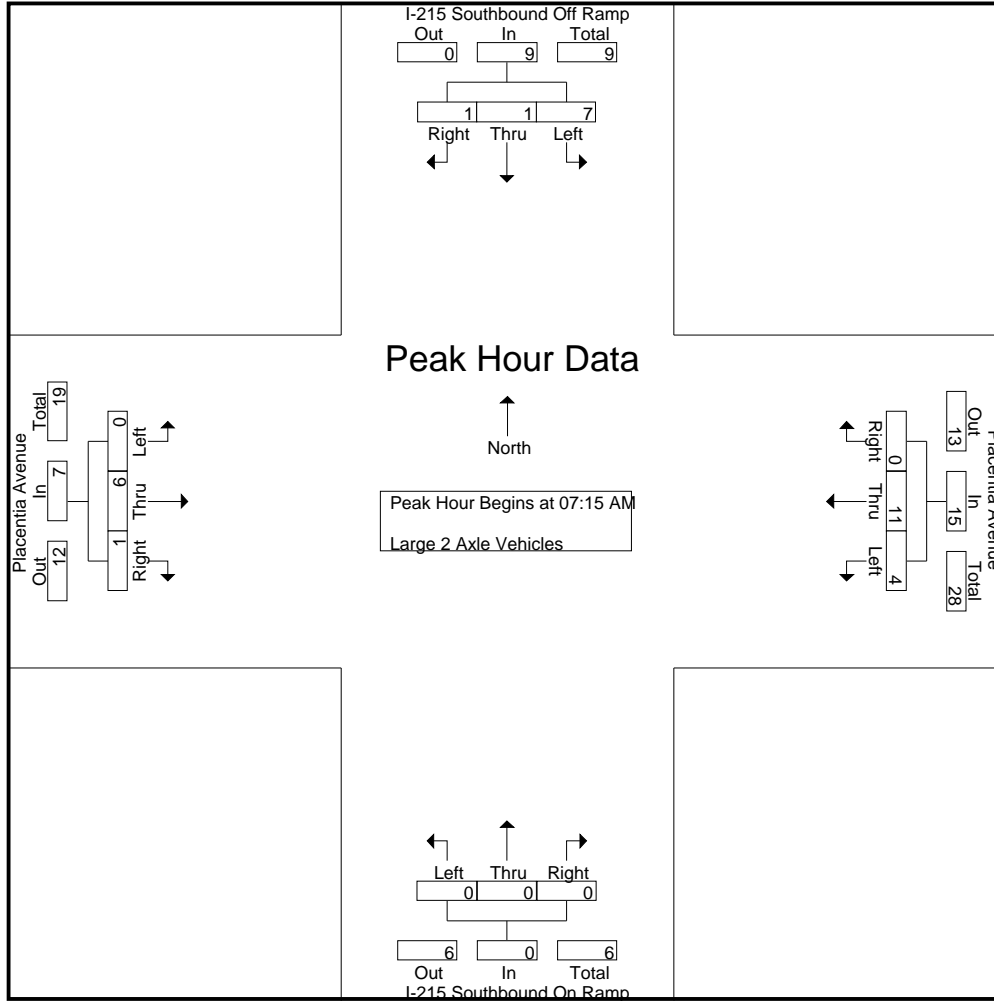
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	3	0	1	4	1	4	0	5	0	0	0	0	0	1	1	2	11
07:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:45 AM	2	0	0	2	3	2	0	5	0	0	0	0	0	0	0	0	7
08:00 AM	2	0	0	2	0	3	0	3	0	0	0	0	0	3	0	3	8
Total Volume	7	1	1	9	4	11	0	15	0	0	0	0	0	6	1	7	31
% App. Total	77.8	11.1	11.1		26.7	73.3	0		0	0	0		0	85.7	14.3		
PHF	.583	.250	.250	.563	.333	.688	.000	.750	.000	.000	.000	.000	.000	.500	.250	.583	.705

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	0	1	4	1	4	0	5	0	0	0	0	0	1	1	2
+15 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	2	0	0	2	3	2	0	5	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	7	1	1	9	4	11	0	15	0	0	0	0	0	6	1	7
% App. Total	77.8	11.1	11.1		26.7	73.3	0		0	0	0		0	85.7	14.3	
PHF	.583	.250	.250	.563	.333	.688	.000	.750	.000	.000	.000	.000	.000	.500	.250	.583

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	7
08:00 AM	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	1	5	7
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	1	4
Total	1	0	1	2	5	3	0	8	0	0	0	0	0	4	2	6	16
Grand Total	1	0	1	2	6	4	0	10	0	0	0	0	0	9	2	11	23
Apprch %	50	0	50		60	40	0		0	0	0		0	81.8	18.2		
Total %	4.3	0	4.3	8.7	26.1	17.4	0	43.5	0	0	0	0	0	39.1	8.7	47.8	

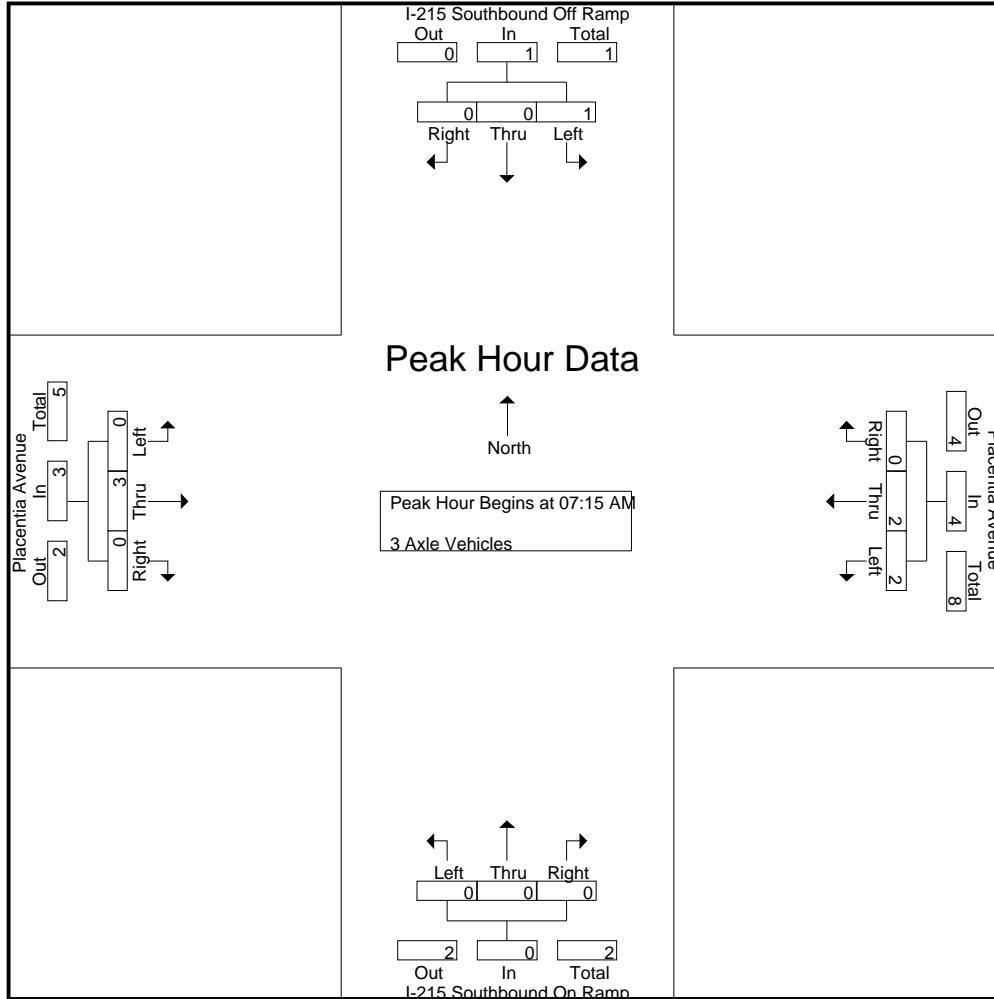
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
Total Volume	1	0	0	1	2	2	0	4	0	0	0	0	0	3	0	3	8
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.500	.000	.333	.000	.000	.000	.000	.000	.375	.000	.375	.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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				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	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	2	0	4	0	0	0	0	0	3	0	3
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.250	.500	.000	.333	.000	.000	.000	.000	.000	.375	.000	.375

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	3	3	2	2	0	4	0	0	0	0	0	1	1	2	9
07:15 AM	2	0	0	2	1	4	0	5	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	5	7
07:45 AM	3	0	1	4	0	1	0	1	0	0	0	0	0	3	0	3	8
Total	5	0	6	11	3	7	0	10	0	0	0	0	0	8	2	10	31
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5	7
08:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	1	2	4
08:45 AM	5	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	6
Total	5	0	1	6	3	3	0	6	0	0	0	0	0	7	1	8	20
Grand Total	10	0	7	17	6	10	0	16	0	0	0	0	0	15	3	18	51
Apprch %	58.8	0	41.2		37.5	62.5	0		0	0	0	0	0	83.3	16.7		
Total %	19.6	0	13.7	33.3	11.8	19.6	0	31.4	0	0	0	0	0	29.4	5.9	35.3	

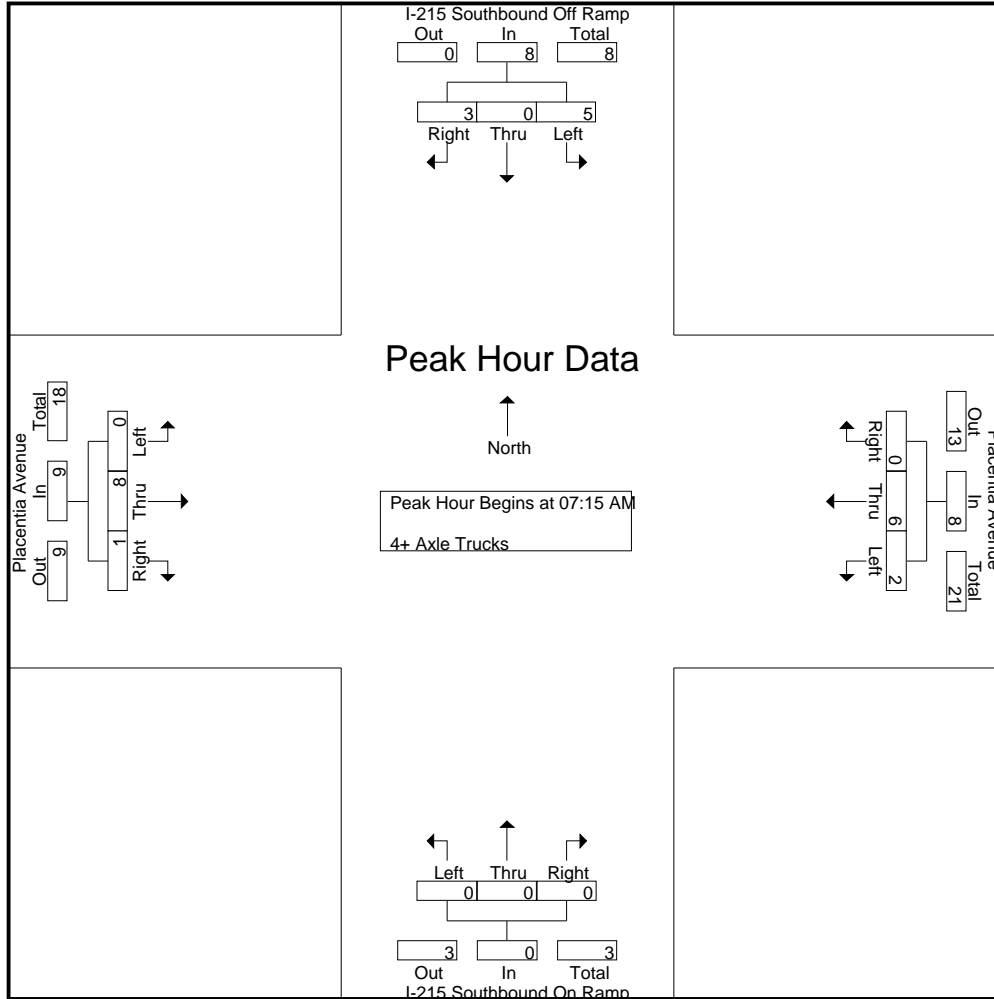
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	0	0	2	1	4	0	5	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	5	7
07:45 AM	3	0	1	4	0	1	0	1	0	0	0	0	0	3	0	3	8
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	5	0	3	8	2	6	0	8	0	0	0	0	0	8	1	9	25
% App. Total	62.5	0	37.5		25	75	0		0	0	0	0	0	88.9	11.1		
PHF	.417	.000	.375	.500	.500	.375	.000	.400	.000	.000	.000	.000	.000	.500	.250	.450	.781

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla AM
 Site Code : 00323853
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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.	2	0	0	2	1	4	0	5	0	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	5
+30 mins.	3	0	1	4	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
Total Volume	5	0	3	8	2	6	0	8	0	0	0	0	0	8	1	9
% App. Total	62.5	0	37.5		25	75	0		0	0	0		0	88.9	11.1	
PHF	.417	.000	.375	.500	.500	.375	.000	.400	.000	.000	.000	.000	.000	.500	.250	.450

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

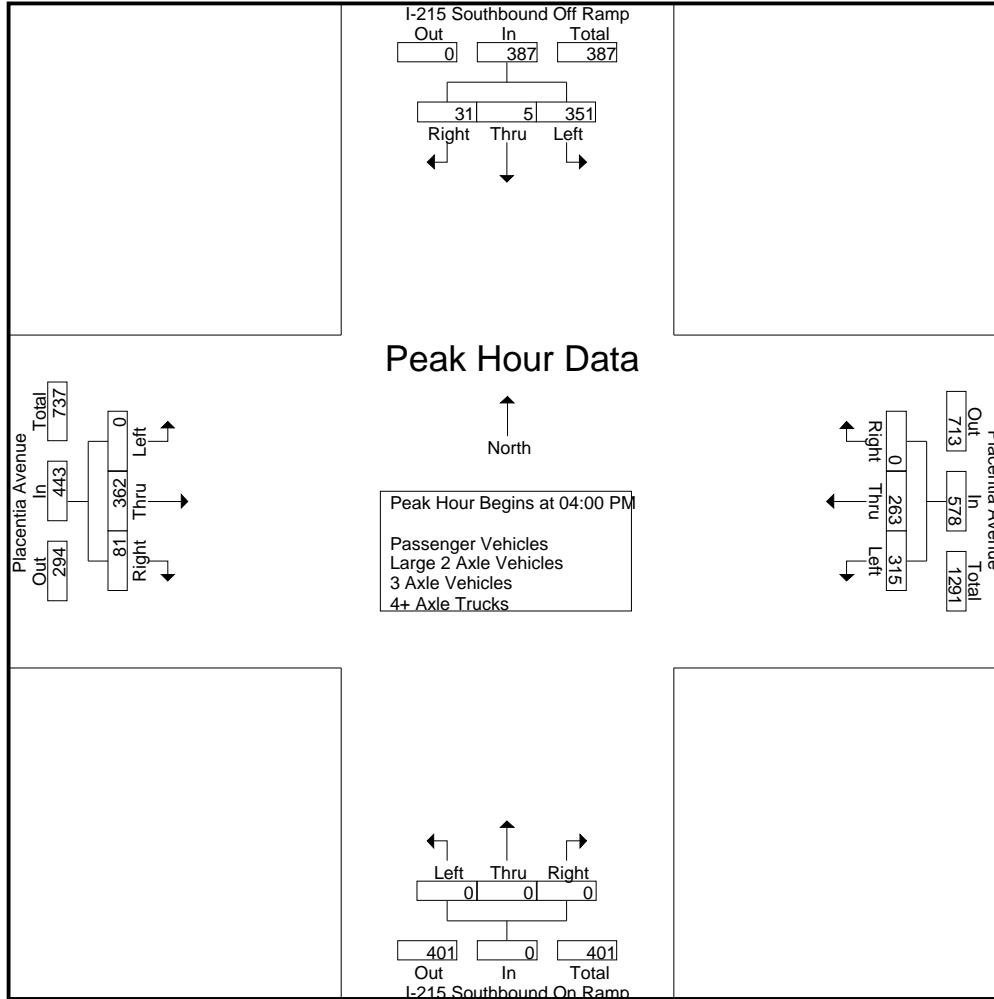
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	88	0	7	95	81	80	0	161	0	0	0	0	0	91	18	109	365
04:15 PM	82	2	10	94	76	62	0	138	0	0	0	0	0	111	27	138	370
04:30 PM	86	1	7	94	81	55	0	136	0	0	0	0	0	93	24	117	347
04:45 PM	95	2	7	104	77	66	0	143	0	0	0	0	0	67	12	79	326
Total	351	5	31	387	315	263	0	578	0	0	0	0	0	362	81	443	1408
05:00 PM	97	1	8	106	84	57	0	141	0	0	0	0	0	77	16	93	340
05:15 PM	80	1	8	89	64	52	0	116	0	0	0	0	0	71	20	91	296
05:30 PM	94	0	9	103	60	53	0	113	0	0	0	0	0	77	21	98	314
05:45 PM	87	0	14	101	47	51	0	98	0	0	0	0	0	70	22	92	291
Total	358	2	39	399	255	213	0	468	0	0	0	0	0	295	79	374	1241
Grand Total	709	7	70	786	570	476	0	1046	0	0	0	0	0	657	160	817	2649
Apprch %	90.2	0.9	8.9		54.5	45.5	0		0	0	0	0	0	80.4	19.6		
Total %	26.8	0.3	2.6	29.7	21.5	18	0	39.5	0	0	0	0	0	24.8	6	30.8	
Passenger Vehicles	694	6	56	756	552	433	0	985	0	0	0	0	0	631	155	786	2527
% Passenger Vehicles	97.9	85.7	80	96.2	96.8	91	0	94.2	0	0	0	0	0	96	96.9	96.2	95.4
Large 2 Axle Vehicles	7	1	1	9	11	14	0	25	0	0	0	0	0	12	4	16	50
% Large 2 Axle Vehicles	1	14.3	1.4	1.1	1.9	2.9	0	2.4	0	0	0	0	0	1.8	2.5	2	1.9
3 Axle Vehicles	0	0	4	4	2	9	0	11	0	0	0	0	0	4	0	4	19
% 3 Axle Vehicles	0	0	5.7	0.5	0.4	1.9	0	1.1	0	0	0	0	0	0.6	0	0.5	0.7
4+ Axle Trucks	8	0	9	17	5	20	0	25	0	0	0	0	0	10	1	11	53
% 4+ Axle Trucks	1.1	0	12.9	2.2	0.9	4.2	0	2.4	0	0	0	0	0	1.5	0.6	1.3	2

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	88	0	7	95	81	80	0	161	0	0	0	0	0	91	18	109	365
04:15 PM	82	2	10	94	76	62	0	138	0	0	0	0	0	111	27	138	370
04:30 PM	86	1	7	94	81	55	0	136	0	0	0	0	0	93	24	117	347
04:45 PM	95	2	7	104	77	66	0	143	0	0	0	0	0	67	12	79	326
Total Volume	351	5	31	387	315	263	0	578	0	0	0	0	0	362	81	443	1408
% App. Total	90.7	1.3	8		54.5	45.5	0		0	0	0	0	0	81.7	18.3		
PHF	.924	.625	.775	.930	.972	.822	.000	.898	.000	.000	.000	.000	.000	.815	.750	.803	.951

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
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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:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	95	2	7	104	81	80	0	161	0	0	0	0	0	91	18	109
+15 mins.	97	1	8	106	76	62	0	138	0	0	0	0	0	111	27	138
+30 mins.	80	1	8	89	81	55	0	136	0	0	0	0	0	93	24	117
+45 mins.	94	0	9	103	77	66	0	143	0	0	0	0	0	67	12	79
Total Volume	366	4	32	402	315	263	0	578	0	0	0	0	0	362	81	443
% App. Total	91	1	8		54.5	45.5	0		0	0	0		0	81.7	18.3	
PHF	.943	.500	.889	.948	.972	.822	.000	.898	.000	.000	.000	.000	.000	.815	.750	.803

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	83	0	7	90	80	72	0	152	0	0	0	0	0	88	18	106	348
04:15 PM	80	1	8	89	72	55	0	127	0	0	0	0	0	100	26	126	342
04:30 PM	84	1	5	90	80	50	0	130	0	0	0	0	0	93	23	116	336
04:45 PM	95	2	7	104	74	61	0	135	0	0	0	0	0	65	11	76	315
Total	342	4	27	373	306	238	0	544	0	0	0	0	0	346	78	424	1341
05:00 PM	95	1	6	102	82	53	0	135	0	0	0	0	0	74	16	90	327
05:15 PM	78	1	5	84	63	46	0	109	0	0	0	0	0	70	19	89	282
05:30 PM	93	0	6	99	55	49	0	104	0	0	0	0	0	73	21	94	297
05:45 PM	86	0	12	98	46	47	0	93	0	0	0	0	0	68	21	89	280
Total	352	2	29	383	246	195	0	441	0	0	0	0	0	285	77	362	1186
Grand Total	694	6	56	756	552	433	0	985	0	0	0	0	0	631	155	786	2527
Apprch %	91.8	0.8	7.4		56	44	0		0	0	0	0	0	80.3	19.7		
Total %	27.5	0.2	2.2	29.9	21.8	17.1	0	39	0	0	0	0	0	25	6.1	31.1	

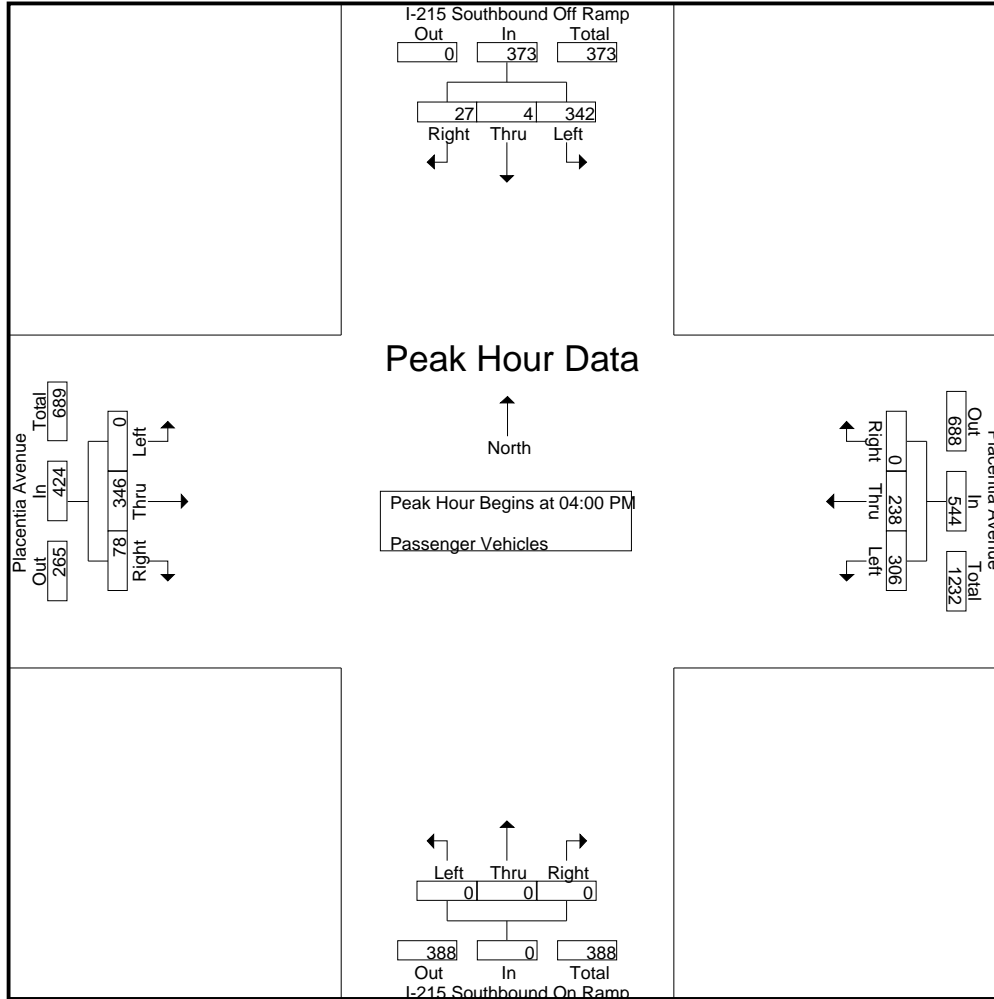
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	83	0	7	90	80	72	0	152	0	0	0	0	0	88	18	106	348
04:15 PM	80	1	8	89	72	55	0	127	0	0	0	0	0	100	26	126	342
04:30 PM	84	1	5	90	80	50	0	130	0	0	0	0	0	93	23	116	336
04:45 PM	95	2	7	104	74	61	0	135	0	0	0	0	0	65	11	76	315
Total Volume	342	4	27	373	306	238	0	544	0	0	0	0	0	346	78	424	1341
% App. Total	91.7	1.1	7.2		56.2	43.8	0		0	0	0	0	0	81.6	18.4		
PHF	.900	.500	.844	.897	.956	.826	.000	.895	.000	.000	.000	.000	.000	.865	.750	.841	.963

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
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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.	83	0	7	90	80	72	0	152	0	0	0	0	0	88	18	106
+15 mins.	80	1	8	89	72	55	0	127	0	0	0	0	0	100	26	126
+30 mins.	84	1	5	90	80	50	0	130	0	0	0	0	0	93	23	116
+45 mins.	95	2	7	104	74	61	0	135	0	0	0	0	0	65	11	76
Total Volume	342	4	27	373	306	238	0	544	0	0	0	0	0	346	78	424
% App. Total	91.7	1.1	7.2		56.2	43.8	0		0	0	0		0	81.6	18.4	
PHF	.900	.500	.844	.897	.956	.826	.000	.895	.000	.000	.000	.000	.000	.865	.750	.841

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	4	0	0	4	0	3	0	3	0	0	0	0	0	2	0	2	9
04:15 PM	0	1	0	1	3	2	0	5	0	0	0	0	0	6	1	7	13
04:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	5	1	0	6	5	7	0	12	0	0	0	0	0	8	2	10	28
05:00 PM	1	0	1	2	2	3	0	5	0	0	0	0	0	0	0	0	7
05:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	2	6
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	1	3	5
Total	2	0	1	3	6	7	0	13	0	0	0	0	0	4	2	6	22
Grand Total	7	1	1	9	11	14	0	25	0	0	0	0	0	12	4	16	50
Apprch %	77.8	11.1	11.1		44	56	0		0	0	0		0	75	25		
Total %	14	2	2	18	22	28	0	50	0	0	0	0	0	24	8	32	

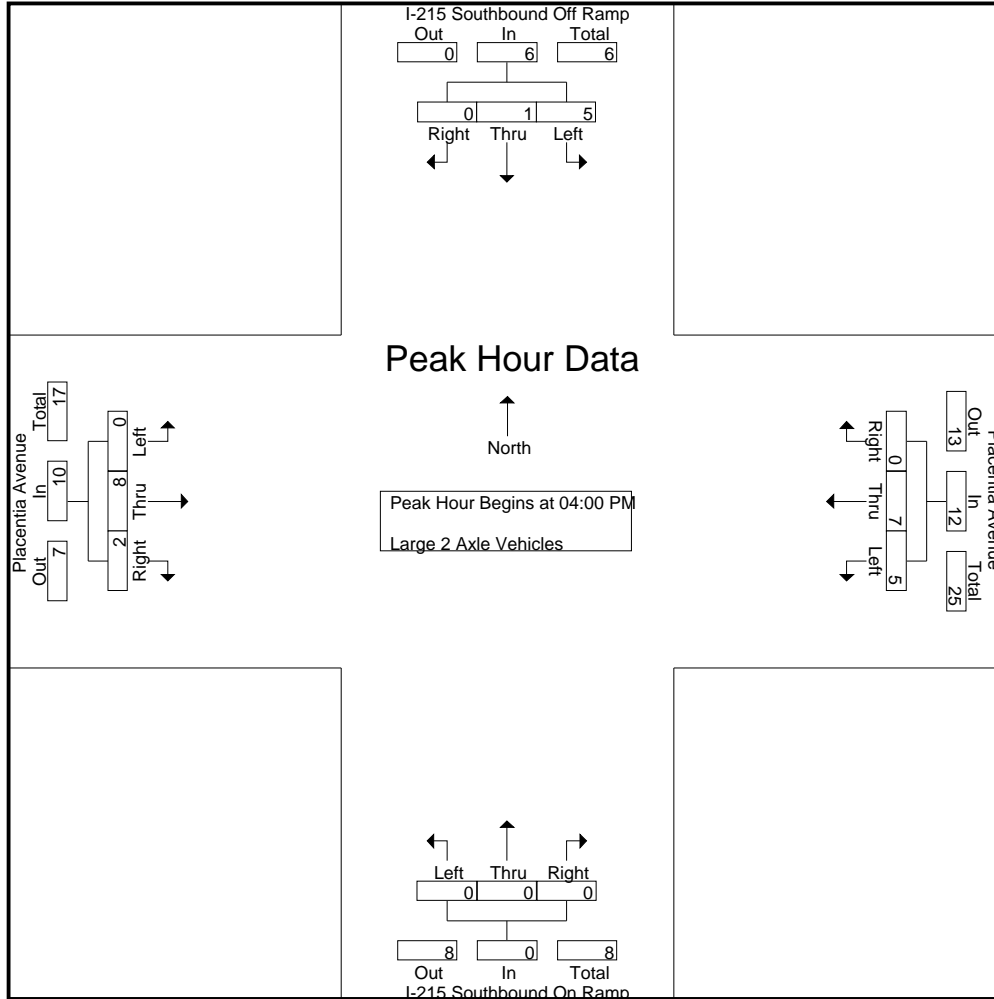
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	0	0	4	0	3	0	3	0	0	0	0	0	2	0	2	9
04:15 PM	0	1	0	1	3	2	0	5	0	0	0	0	0	6	1	7	13
04:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total Volume	5	1	0	6	5	7	0	12	0	0	0	0	0	8	2	10	28
% App. Total	83.3	16.7	0		41.7	58.3	0		0	0	0		0	80	20		
PHF	.313	.250	.000	.375	.417	.583	.000	.600	.000	.000	.000	.000	.000	.333	.500	.357	.538

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
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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.	4	0	0	4	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	1	0	1	3	2	0	5	0	0	0	0	0	6	1	7
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0
Total Volume	5	1	0	6	5	7	0	12	0	0	0	0	0	8	2	10
% App. Total	83.3	16.7	0		41.7	58.3	0		0	0	0		0	80	20	
PHF	.313	.250	.000	.375	.417	.583	.000	.600	.000	.000	.000	.000	.000	.333	.500	.357

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
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Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	7	0	8	0	0	0	0	0	2	0	2	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	1	2	0	3	0	0	0	0	0	2	0	2	9
Grand Total	0	0	4	4	2	9	0	11	0	0	0	0	0	4	0	4	19
Apprch %	0	0	100		18.2	81.8	0		0	0	0		0	100	0		
Total %	0	0	21.1	21.1	10.5	47.4	0	57.9	0	0	0	0	0	21.1	0	21.1	

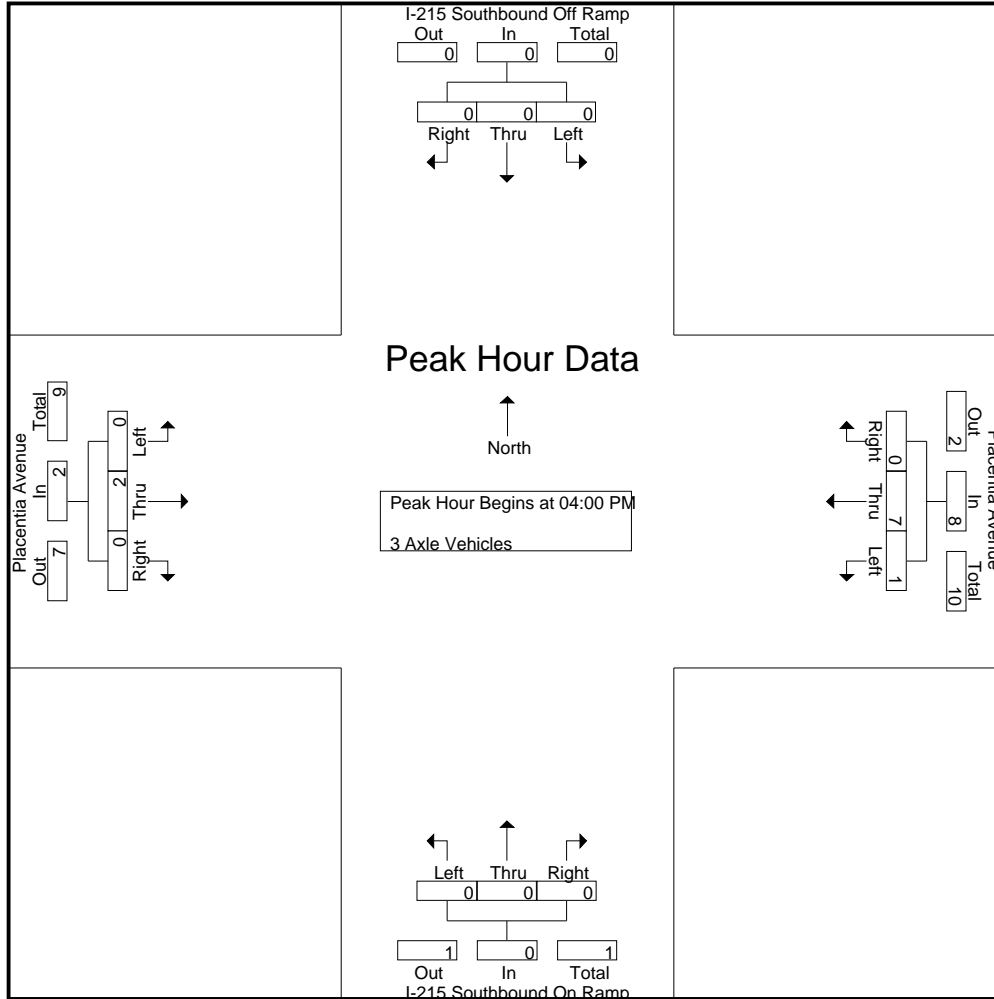
Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	1	7	0	8	0	0	0	0	0	2	0	2	10
% App. Total	0	0	0		12.5	87.5	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.625

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 Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
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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	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	7	0	8	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	12.5	87.5	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

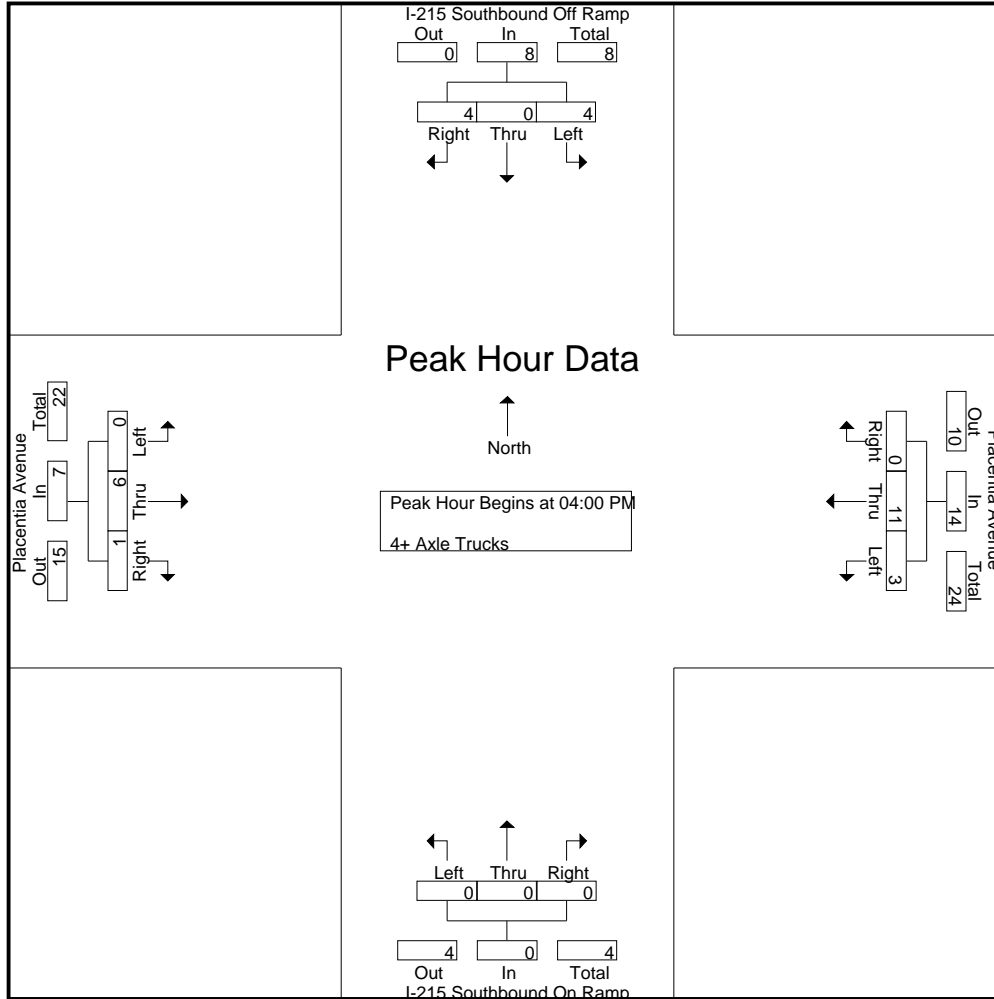
Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	1	0	0	1	1	4	0	5	0	0	0	0	0	1	0	1	7
04:15 PM	2	0	2	4	1	2	0	3	0	0	0	0	0	4	0	4	11
04:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	1	2	6
Total	4	0	4	8	3	11	0	14	0	0	0	0	0	6	1	7	29
05:00 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
05:15 PM	2	0	2	4	0	3	0	3	0	0	0	0	0	1	0	1	8
05:30 PM	1	0	1	2	2	2	0	4	0	0	0	0	0	2	0	2	8
05:45 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
Total	4	0	5	9	2	9	0	11	0	0	0	0	0	4	0	4	24
Grand Total	8	0	9	17	5	20	0	25	0	0	0	0	0	10	1	11	53
Apprch %	47.1	0	52.9		20	80	0		0	0	0		0	90.9	9.1		
Total %	15.1	0	17	32.1	9.4	37.7	0	47.2	0	0	0	0	0	18.9	1.9	20.8	

Start Time	I-215 Southbound Off Ramp Southbound				Placentia Avenue Westbound				I-215 Southbound On Ramp Northbound				Placentia Avenue 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	0	0	1	1	4	0	5	0	0	0	0	0	1	0	1	7
04:15 PM	2	0	2	4	1	2	0	3	0	0	0	0	0	4	0	4	11
04:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	1	2	6
Total Volume	4	0	4	8	3	11	0	14	0	0	0	0	0	6	1	7	29
% App. Total	50	0	50		21.4	78.6	0		0	0	0		0	85.7	14.3		
PHF	.500	.000	.500	.500	.750	.688	.000	.700	.000	.000	.000	.000	.000	.375	.250	.438	.659

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 05_PER_215S_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	1	4	0	5	0	0	0	0	0	1	0	1
+15 mins.	2	0	2	4	1	2	0	3	0	0	0	0	0	4	0	4
+30 mins.	1	0	2	3	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	1	1	2
Total Volume	4	0	4	8	3	11	0	14	0	0	0	0	0	6	1	7
% App. Total	50	0	50		21.4	78.6	0		0	0	0		0	85.7	14.3	
PHF	.500	.000	.500	.500	.750	.688	.000	.700	.000	.000	.000	.000	.000	.375	.250	.438

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

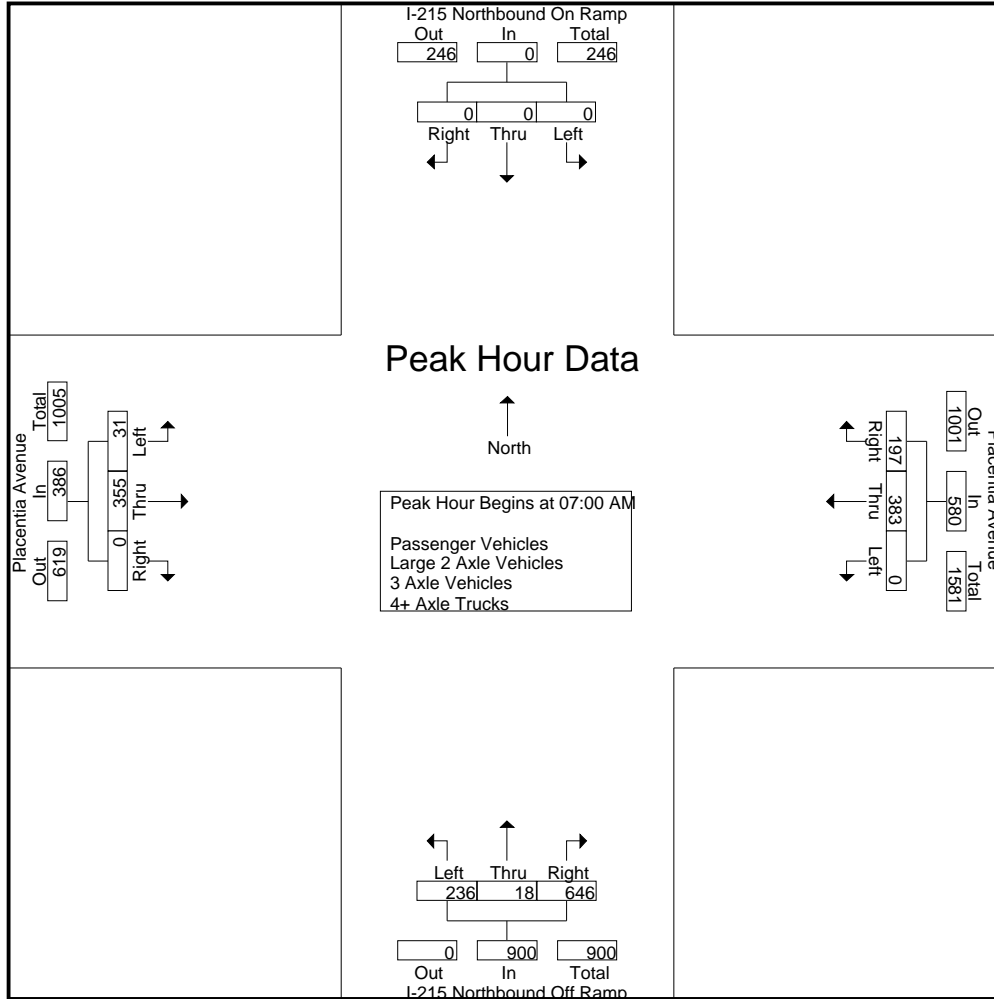
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	86	59	145	61	3	151	215	6	73	0	79	439
07:15 AM	0	0	0	0	0	103	54	157	77	7	157	241	5	70	0	75	473
07:30 AM	0	0	0	0	0	89	45	134	52	7	187	246	10	92	0	102	482
07:45 AM	0	0	0	0	0	105	39	144	46	1	151	198	10	120	0	130	472
Total	0	0	0	0	0	383	197	580	236	18	646	900	31	355	0	386	1866
08:00 AM	0	0	0	0	0	71	48	119	25	1	91	117	13	119	0	132	368
08:15 AM	0	0	0	0	0	76	51	127	19	0	69	88	9	77	0	86	301
08:30 AM	0	0	0	0	0	77	55	132	9	0	47	56	6	76	0	82	270
08:45 AM	0	0	0	0	0	68	51	119	12	1	25	38	6	63	0	69	226
Total	0	0	0	0	0	292	205	497	65	2	232	299	34	335	0	369	1165
Grand Total	0	0	0	0	0	675	402	1077	301	20	878	1199	65	690	0	755	3031
Apprch %	0	0	0		0	62.7	37.3		25.1	1.7	73.2		8.6	91.4	0		
Total %	0	0	0	0	0	22.3	13.3	35.5	9.9	0.7	29	39.6	2.1	22.8	0	24.9	
Passenger Vehicles	0	0	0	0	0	630	389	1019	285	19	820	1124	47	648	0	695	2838
% Passenger Vehicles	0	0	0	0	0	93.3	96.8	94.6	94.7	95	93.4	93.7	72.3	93.9	0	92.1	93.6
Large 2 Axle Vehicles	0	0	0	0	0	29	7	36	7	0	23	30	0	23	0	23	89
% Large 2 Axle Vehicles	0	0	0	0	0	4.3	1.7	3.3	2.3	0	2.6	2.5	0	3.3	0	3	2.9
3 Axle Vehicles	0	0	0	0	0	6	0	6	4	0	7	11	6	4	0	10	27
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.6	1.3	0	0.8	0.9	9.2	0.6	0	1.3	0.9
4+ Axle Trucks	0	0	0	0	0	10	6	16	5	1	28	34	12	15	0	27	77
% 4+ Axle Trucks	0	0	0	0	0	1.5	1.5	1.5	1.7	5	3.2	2.8	18.5	2.2	0	3.6	2.5

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	0	86	59	145	61	3	151	215	6	73	0	79	439
07:15 AM	0	0	0	0	0	103	54	157	77	7	157	241	5	70	0	75	473
07:30 AM	0	0	0	0	0	89	45	134	52	7	187	246	10	92	0	102	482
07:45 AM	0	0	0	0	0	105	39	144	46	1	151	198	10	120	0	130	472
Total Volume	0	0	0	0	0	383	197	580	236	18	646	900	31	355	0	386	1866
% App. Total	0	0	0		0	66	34		26.2	2	71.8		8	92	0		
PHF	.000	.000	.000	.000	.000	.912	.835	.924	.766	.643	.864	.915	.775	.740	.000	.742	.968

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
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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:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	86	59	145	61	3	151	215	10	92	0	102
+15 mins.	0	0	0	0	0	103	54	157	77	7	157	241	10	120	0	130
+30 mins.	0	0	0	0	0	89	45	134	52	7	187	246	13	119	0	132
+45 mins.	0	0	0	0	0	105	39	144	46	1	151	198	9	77	0	86
Total Volume	0	0	0	0	0	383	197	580	236	18	646	900	42	408	0	450
% App. Total	0	0	0	0	0	66	34		26.2	2	71.8		9.3	90.7	0	
PHF	.000	.000	.000	.000	.000	.912	.835	.924	.766	.643	.864	.915	.808	.850	.000	.852

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	78	58	136	59	3	146	208	3	69	0	72	416
07:15 AM	0	0	0	0	0	97	54	151	74	7	147	228	4	64	0	68	447
07:30 AM	0	0	0	0	0	88	43	131	52	6	177	235	6	90	0	96	462
07:45 AM	0	0	0	0	0	101	36	137	42	1	140	183	7	115	0	122	442
Total	0	0	0	0	0	364	191	555	227	17	610	854	20	338	0	358	1767
08:00 AM	0	0	0	0	0	66	47	113	23	1	85	109	11	114	0	125	347
08:15 AM	0	0	0	0	0	71	50	121	18	0	62	80	5	67	0	72	273
08:30 AM	0	0	0	0	0	69	54	123	8	0	43	51	5	72	0	77	251
08:45 AM	0	0	0	0	0	60	47	107	9	1	20	30	6	57	0	63	200
Total	0	0	0	0	0	266	198	464	58	2	210	270	27	310	0	337	1071
Grand Total	0	0	0	0	0	630	389	1019	285	19	820	1124	47	648	0	695	2838
Apprch %	0	0	0		0	61.8	38.2		25.4	1.7	73		6.8	93.2	0		
Total %	0	0	0		0	22.2	13.7	35.9	10	0.7	28.9	39.6	1.7	22.8	0	24.5	

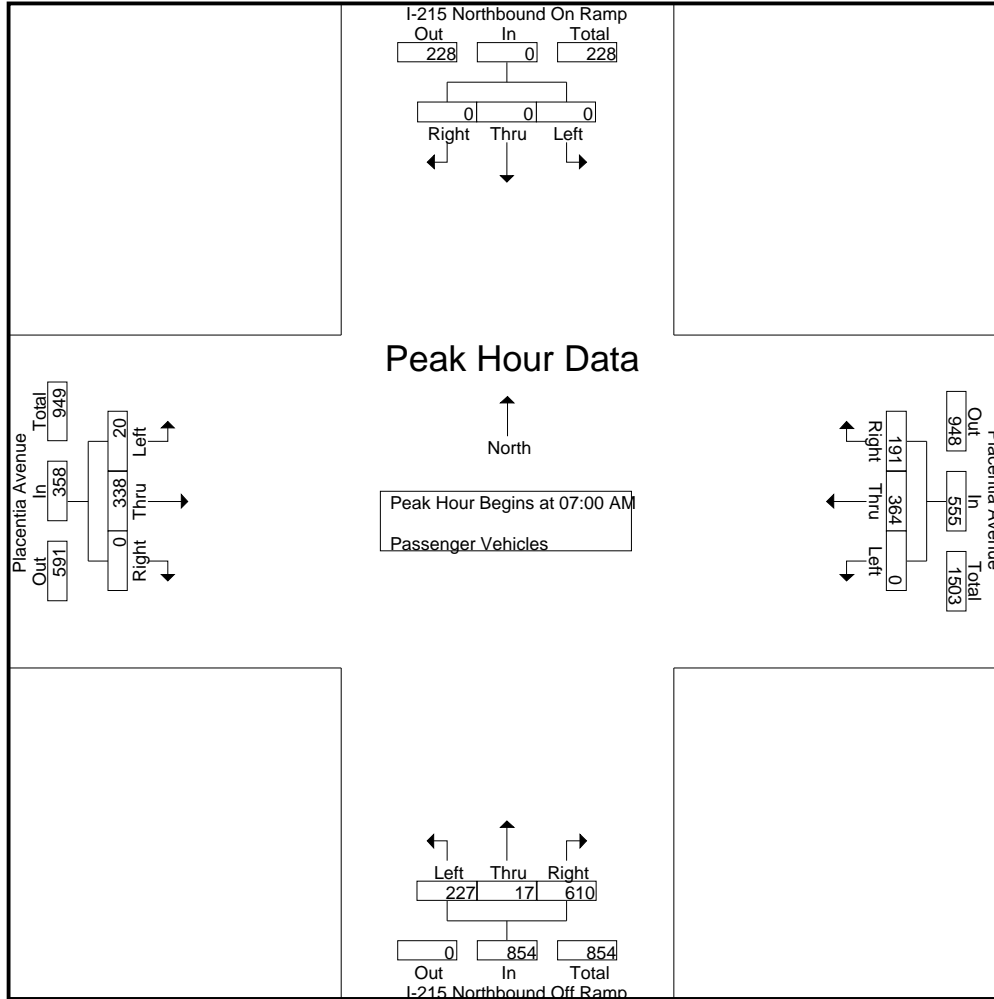
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	78	58	136	59	3	146	208	3	69	0	72	416
07:15 AM	0	0	0	0	0	97	54	151	74	7	147	228	4	64	0	68	447
07:30 AM	0	0	0	0	0	88	43	131	52	6	177	235	6	90	0	96	462
07:45 AM	0	0	0	0	0	101	36	137	42	1	140	183	7	115	0	122	442
Total Volume	0	0	0	0	0	364	191	555	227	17	610	854	20	338	0	358	1767
% App. Total	0	0	0		0	65.6	34.4		26.6	2	71.4		5.6	94.4	0		
PHF	.000	.000	.000	.000	.000	.901	.823	.919	.767	.607	.862	.909	.714	.735	.000	.734	.956

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	78	58	136	59	3	146	208	3	69	0	72
+15 mins.	0	0	0	0	0	97	54	151	74	7	147	228	4	64	0	68
+30 mins.	0	0	0	0	0	88	43	131	52	6	177	235	6	90	0	96
+45 mins.	0	0	0	0	0	101	36	137	42	1	140	183	7	115	0	122
Total Volume	0	0	0	0	0	364	191	555	227	17	610	854	20	338	0	358
% App. Total	0	0	0	0	0	65.6	34.4		26.6	2	71.4		5.6	94.4	0	
PHF	.000	.000	.000	.000	.000	.901	.823	.919	.767	.607	.862	.909	.714	.735	.000	.734

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	1	5	1	0	3	4	0	3	0	3	12
07:15 AM	0	0	0	0	0	4	0	4	1	0	5	6	0	3	0	3	13
07:30 AM	0	0	0	0	0	1	1	2	0	0	4	4	0	2	0	2	8
07:45 AM	0	0	0	0	0	3	1	4	2	0	3	5	0	1	0	1	10
Total	0	0	0	0	0	12	3	15	4	0	15	19	0	9	0	9	43
08:00 AM	0	0	0	0	0	2	1	3	1	0	2	3	0	4	0	4	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	6	0	6	11
08:30 AM	0	0	0	0	0	7	1	8	0	0	2	2	0	3	0	3	13
08:45 AM	0	0	0	0	0	5	2	7	2	0	2	4	0	1	0	1	12
Total	0	0	0	0	0	17	4	21	3	0	8	11	0	14	0	14	46
Grand Total	0	0	0	0	0	29	7	36	7	0	23	30	0	23	0	23	89
Apprch %	0	0	0		0	80.6	19.4		23.3	0	76.7		0	100	0		
Total %	0	0	0		0	32.6	7.9	40.4	7.9	0	25.8	33.7	0	25.8	0	25.8	

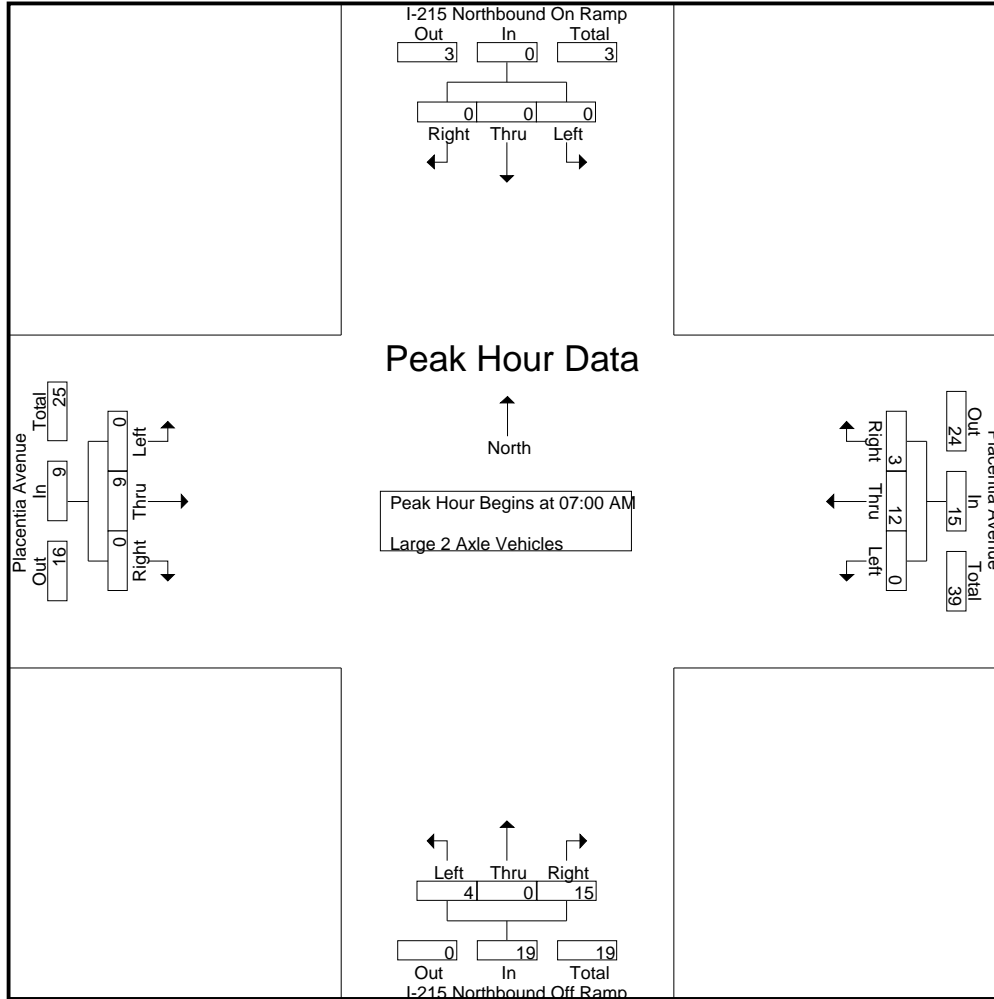
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	1	5	1	0	3	4	0	3	0	3	12
07:15 AM	0	0	0	0	0	4	0	4	1	0	5	6	0	3	0	3	13
07:30 AM	0	0	0	0	0	1	1	2	0	0	4	4	0	2	0	2	8
07:45 AM	0	0	0	0	0	3	1	4	2	0	3	5	0	1	0	1	10
Total Volume	0	0	0	0	0	12	3	15	4	0	15	19	0	9	0	9	43
% App. Total	0	0	0		0	80	20		21.1	0	78.9		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.750	.750	.500	.000	.750	.792	.000	.750	.000	.750	.827

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	4	1	5	1	0	3	4	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	1	0	5	6	0	3	0	3
+30 mins.	0	0	0	0	0	1	1	2	0	0	4	4	0	2	0	2
+45 mins.	0	0	0	0	0	3	1	4	2	0	3	5	0	1	0	1
Total Volume	0	0	0	0	0	12	3	15	4	0	15	19	0	9	0	9
% App. Total	0	0	0	0	0	80	20		21.1	0	78.9		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.750	.750	.500	.000	.750	.792	.000	.750	.000	.750

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	1	1	2	0	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
Total	0	0	0	0	0	1	0	1	2	0	2	4	4	1	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	0	0	0	0	1	0	3	4	1	2	0	3	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
08:45 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0	4
Total	0	0	0	0	0	5	0	5	2	0	5	7	2	3	0	5	17
Grand Total	0	0	0	0	0	6	0	6	4	0	7	11	6	4	0	10	27
Apprch %	0	0	0		0	100	0		36.4	0	63.6		60	40	0		
Total %	0	0	0		0	22.2	0	22.2	14.8	0	25.9	40.7	22.2	14.8	0	37	

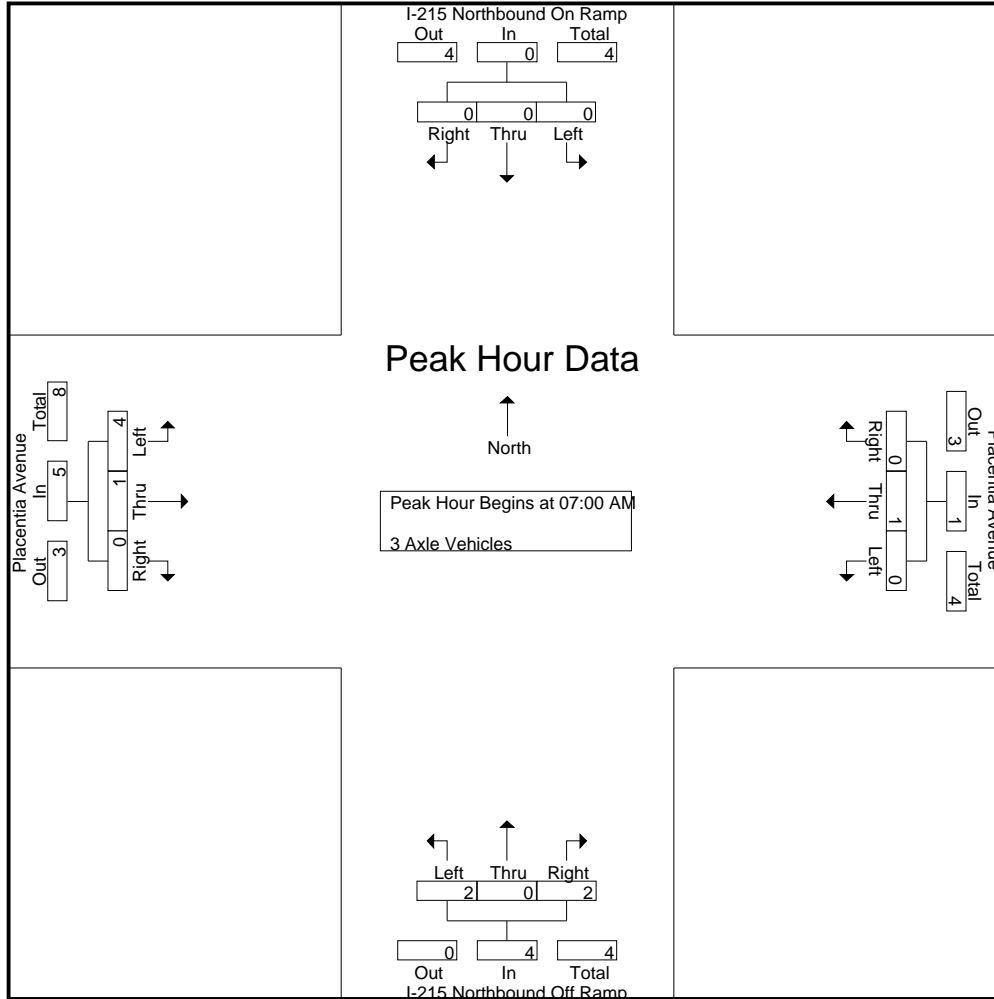
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
Total Volume	0	0	0	0	0	1	0	1	2	0	2	4	4	1	0	5	10
% App. Total	0	0	0		0	100	0		50	0	50		80	20	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.500	.500	.500	.250	.000	.625	.625

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	1	1	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	0	0	0	2	0	0	2	1	0	0	1
Total Volume	0	0	0	0	0	1	0	1	2	0	2	4	4	1	0	5
% App. Total	0	0	0	0	0	100	0	0	50	0	50	0	80	20	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.500	.500	.500	.250	.000	.625

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	1	0	1	2	1	1	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	2	0	4	6	0	2	0	2	10
07:30 AM	0	0	0	0	0	0	1	1	0	1	6	7	4	0	0	4	12
07:45 AM	0	0	0	0	0	1	2	3	0	0	8	8	2	4	0	6	17
Total	0	0	0	0	0	6	3	9	3	1	19	23	7	7	0	14	46
08:00 AM	0	0	0	0	0	1	0	1	1	0	4	5	2	0	0	2	8
08:15 AM	0	0	0	0	0	2	1	3	0	0	2	2	3	2	0	5	10
08:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	2	3	0	0	2	2	0	5	0	5	10
Total	0	0	0	0	0	4	3	7	2	0	9	11	5	8	0	13	31
Grand Total	0	0	0	0	0	10	6	16	5	1	28	34	12	15	0	27	77
Apprch %	0	0	0		0	62.5	37.5		14.7	2.9	82.4		44.4	55.6	0		
Total %	0	0	0		0	13	7.8	20.8	6.5	1.3	36.4	44.2	15.6	19.5	0	35.1	

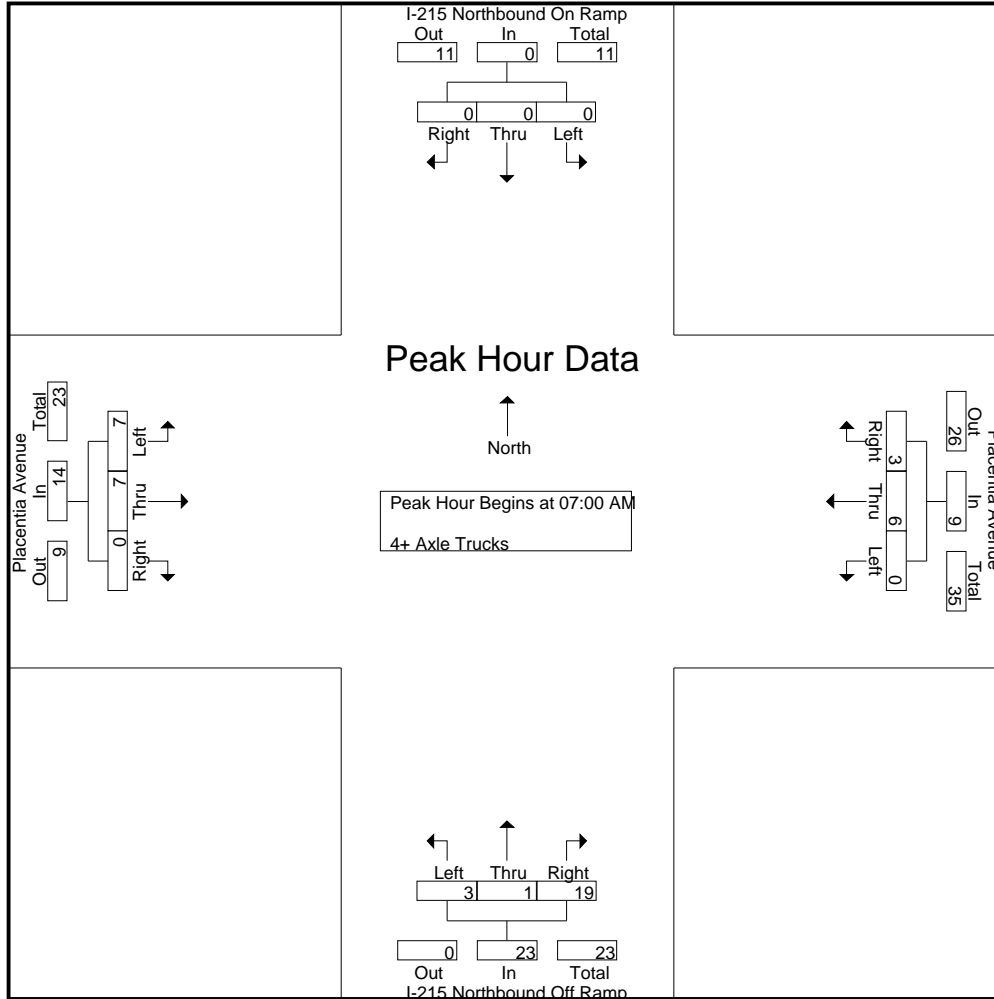
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	1	0	1	2	1	1	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	2	0	4	6	0	2	0	2	10
07:30 AM	0	0	0	0	0	0	1	1	0	1	6	7	4	0	0	4	12
07:45 AM	0	0	0	0	0	1	2	3	0	0	8	8	2	4	0	6	17
Total Volume	0	0	0	0	0	6	3	9	3	1	19	23	7	7	0	14	46
% App. Total	0	0	0	0	0	66.7	33.3		13	4.3	82.6		50	50	0		
PHF	.000	.000	.000	.000	.000	.500	.375	.750	.375	.250	.594	.719	.438	.438	.000	.583	.676

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla AM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	1	2	1	1	0	2
+15 mins.	0	0	0	0	0	2	0	2	2	0	4	6	0	2	0	2
+30 mins.	0	0	0	0	0	0	1	1	0	1	6	7	4	0	0	4
+45 mins.	0	0	0	0	0	1	2	3	0	0	8	8	2	4	0	6
Total Volume	0	0	0	0	0	6	3	9	3	1	19	23	7	7	0	14
% App. Total	0	0	0	0	0	66.7	33.3		13	4.3	82.6		50	50	0	
PHF	.000	.000	.000	.000	.000	.500	.375	.750	.375	.250	.594	.719	.438	.438	.000	.583

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

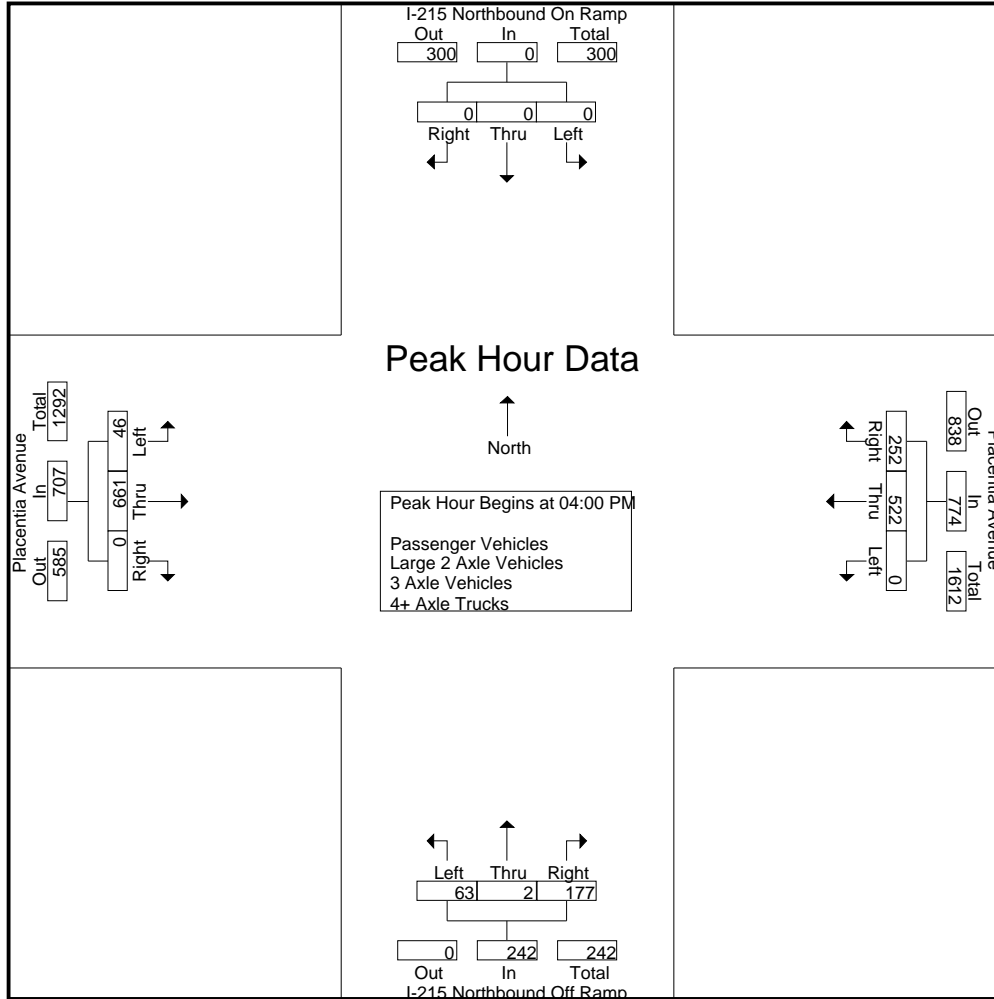
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	136	79	215	24	1	44	69	13	162	0	175	459
04:15 PM	0	0	0	0	0	131	47	178	14	0	40	54	19	164	0	183	415
04:30 PM	0	0	0	0	0	131	67	198	11	0	37	48	8	174	0	182	428
04:45 PM	0	0	0	0	0	124	59	183	14	1	56	71	6	161	0	167	421
Total	0	0	0	0	0	522	252	774	63	2	177	242	46	661	0	707	1723
05:00 PM	0	0	0	0	0	125	61	186	12	0	43	55	13	164	0	177	418
05:15 PM	0	0	0	0	0	99	59	158	11	0	47	58	5	155	0	160	376
05:30 PM	0	0	0	0	0	116	59	175	8	1	46	55	5	176	0	181	411
05:45 PM	0	0	0	0	0	96	57	153	5	1	41	47	5	151	0	156	356
Total	0	0	0	0	0	436	236	672	36	2	177	215	28	646	0	674	1561
Grand Total	0	0	0	0	0	958	488	1446	99	4	354	457	74	1307	0	1381	3284
Apprch %	0	0	0		0	66.3	33.7		21.7	0.9	77.5		5.4	94.6	0		
Total %	0	0	0	0	0	29.2	14.9	44	3	0.1	10.8	13.9	2.3	39.8	0	42.1	
Passenger Vehicles	0	0	0	0	0	917	461	1378	79	4	333	416	64	1274	0	1338	3132
% Passenger Vehicles	0	0	0	0	0	95.7	94.5	95.3	79.8	100	94.1	91	86.5	97.5	0	96.9	95.4
Large 2 Axle Vehicles	0	0	0	0	0	16	9	25	8	0	3	11	4	16	0	20	56
% Large 2 Axle Vehicles	0	0	0	0	0	1.7	1.8	1.7	8.1	0	0.8	2.4	5.4	1.2	0	1.4	1.7
3 Axle Vehicles	0	0	0	0	0	7	4	11	4	0	8	12	1	3	0	4	27
% 3 Axle Vehicles	0	0	0	0	0	0.7	0.8	0.8	4	0	2.3	2.6	1.4	0.2	0	0.3	0.8
4+ Axle Trucks	0	0	0	0	0	18	14	32	8	0	10	18	5	14	0	19	69
% 4+ Axle Trucks	0	0	0	0	0	1.9	2.9	2.2	8.1	0	2.8	3.9	6.8	1.1	0	1.4	2.1

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	0	136	79	215	24	1	44	69	13	162	0	175	459
04:15 PM	0	0	0	0	0	131	47	178	14	0	40	54	19	164	0	183	415
04:30 PM	0	0	0	0	0	131	67	198	11	0	37	48	8	174	0	182	428
04:45 PM	0	0	0	0	0	124	59	183	14	1	56	71	6	161	0	167	421
Total Volume	0	0	0	0	0	522	252	774	63	2	177	242	46	661	0	707	1723
% App. Total	0	0	0	0	0	67.4	32.6		26	0.8	73.1		6.5	93.5	0		
PHF	.000	.000	.000	.000	.000	.960	.797	.900	.656	.500	.790	.852	.605	.950	.000	.966	.938

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	136	79	215	24	1	44	69	19	164	0	183
+15 mins.	0	0	0	0	0	131	47	178	14	0	40	54	8	174	0	182
+30 mins.	0	0	0	0	0	131	67	198	11	0	37	48	6	161	0	167
+45 mins.	0	0	0	0	0	124	59	183	14	1	56	71	13	164	0	177
Total Volume	0	0	0	0	0	522	252	774	63	2	177	242	46	663	0	709
% App. Total	0	0	0	0	0	67.4	32.6		26	0.8	73.1		6.5	93.5	0	
PHF	.000	.000	.000	.000	.000	.960	.797	.900	.656	.500	.790	.852	.605	.953	.000	.969

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	129	74	203	21	1	42	64	13	156	0	169	436
04:15 PM	0	0	0	0	0	122	45	167	11	0	38	49	12	155	0	167	383
04:30 PM	0	0	0	0	0	126	64	190	10	0	33	43	8	172	0	180	413
04:45 PM	0	0	0	0	0	119	56	175	11	1	54	66	5	160	0	165	406
Total	0	0	0	0	0	496	239	735	53	2	167	222	38	643	0	681	1638
05:00 PM	0	0	0	0	0	121	58	179	11	0	40	51	11	161	0	172	402
05:15 PM	0	0	0	0	0	97	57	154	5	0	44	49	5	151	0	156	359
05:30 PM	0	0	0	0	0	111	53	164	6	1	42	49	5	171	0	176	389
05:45 PM	0	0	0	0	0	92	54	146	4	1	40	45	5	148	0	153	344
Total	0	0	0	0	0	421	222	643	26	2	166	194	26	631	0	657	1494
Grand Total	0	0	0	0	0	917	461	1378	79	4	333	416	64	1274	0	1338	3132
Apprch %	0	0	0		0	66.5	33.5		19	1	80		4.8	95.2	0		
Total %	0	0	0		0	29.3	14.7	44	2.5	0.1	10.6	13.3	2	40.7	0	42.7	

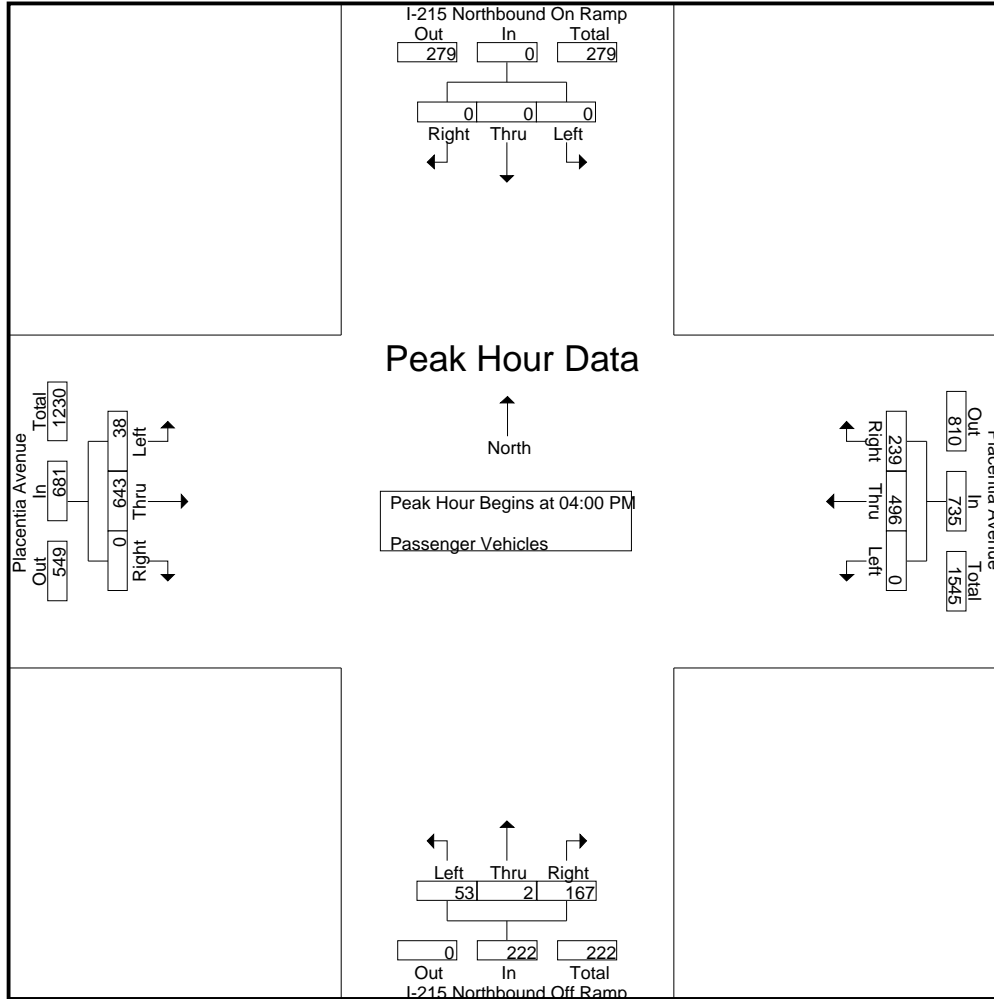
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	129	74	203	21	1	42	64	13	156	0	169	436
04:15 PM	0	0	0	0	0	122	45	167	11	0	38	49	12	155	0	167	383
04:30 PM	0	0	0	0	0	126	64	190	10	0	33	43	8	172	0	180	413
04:45 PM	0	0	0	0	0	119	56	175	11	1	54	66	5	160	0	165	406
Total Volume	0	0	0	0	0	496	239	735	53	2	167	222	38	643	0	681	1638
% App. Total	0	0	0		0	67.5	32.5		23.9	0.9	75.2		5.6	94.4	0		
PHF	.000	.000	.000	.000	.000	.961	.807	.905	.631	.500	.773	.841	.731	.935	.000	.946	.939

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 Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	129	74	203	21	1	42	64	13	156	0	169
+15 mins.	0	0	0	0	0	122	45	167	11	0	38	49	12	155	0	167
+30 mins.	0	0	0	0	0	126	64	190	10	0	33	43	8	172	0	180
+45 mins.	0	0	0	0	0	119	56	175	11	1	54	66	5	160	0	165
Total Volume	0	0	0	0	0	496	239	735	53	2	167	222	38	643	0	681
% App. Total	0	0	0	0	0	67.5	32.5		23.9	0.9	75.2		5.6	94.4	0	
PHF	.000	.000	.000	.000	.000	.961	.807	.905	.631	.500	.773	.841	.731	.935	.000	.946

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	2	5	1	0	0	1	0	4	0	4	10
04:15 PM	0	0	0	0	0	4	0	4	1	0	0	1	4	4	0	8	13
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	10	3	13	3	0	0	3	4	9	0	13	29
05:00 PM	0	0	0	0	0	3	1	4	1	0	1	2	0	1	0	1	7
05:15 PM	0	0	0	0	0	1	1	2	3	0	0	3	0	1	0	1	6
05:30 PM	0	0	0	0	0	1	3	4	1	0	2	3	0	2	0	2	9
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	6	6	12	5	0	3	8	0	7	0	7	27
Grand Total	0	0	0	0	0	16	9	25	8	0	3	11	4	16	0	20	56
Apprch %	0	0	0		0	64	36		72.7	0	27.3		20	80	0		
Total %	0	0	0		0	28.6	16.1	44.6	14.3	0	5.4	19.6	7.1	28.6	0	35.7	

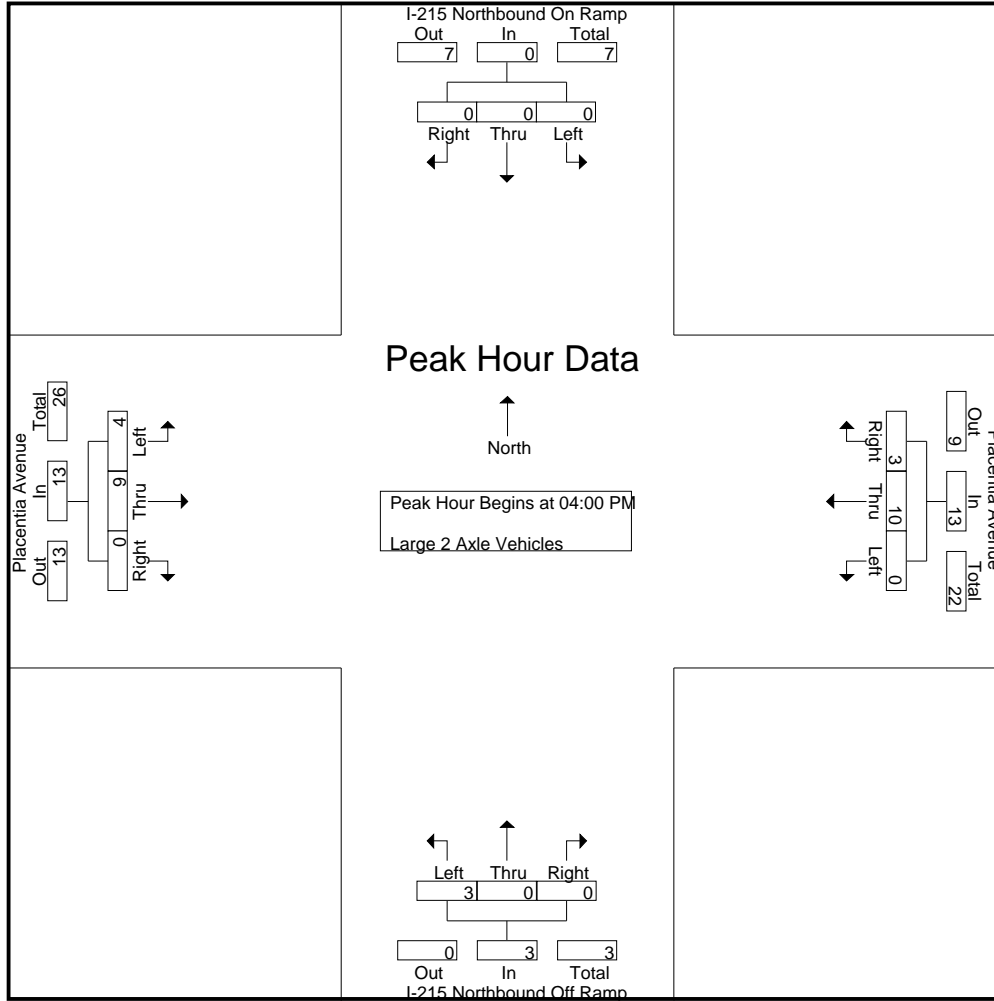
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	2	5	1	0	0	1	0	4	0	4	10
04:15 PM	0	0	0	0	0	4	0	4	1	0	0	1	4	4	0	8	13
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Volume	0	0	0	0	0	10	3	13	3	0	0	3	4	9	0	13	29
% App. Total	0	0	0		0	76.9	23.1		100	0	0		30.8	69.2	0		
PHF	.000	.000	.000	.000	.000	.625	.375	.650	.750	.000	.000	.750	.250	.563	.000	.406	.558

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 Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	2	5	1	0	0	1	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	1	0	0	1	4	4	0	8
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	10	3	13	3	0	0	3	4	9	0	13
% App. Total	0	0	0	0	0	76.9	23.1	100	100	0	0	100	30.8	69.2	0	100
PHF	.000	.000	.000	.000	.000	.625	.375	.650	.750	.000	.000	.750	.250	.563	.000	.406

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	2	2	0	1	0	1	4
04:15 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	1	0	1	5
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	2	2	1	0	0	1	4
Total	0	0	0	0	0	6	1	7	2	0	7	9	1	2	0	3	19
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	1	1	1	0	1	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
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	1	3	4	2	0	1	3	0	1	0	1	8
Grand Total	0	0	0	0	0	7	4	11	4	0	8	12	1	3	0	4	27
Apprch %	0	0	0		0	63.6	36.4		33.3	0	66.7		25	75	0		
Total %	0	0	0		0	25.9	14.8	40.7	14.8	0	29.6	44.4	3.7	11.1	0	14.8	

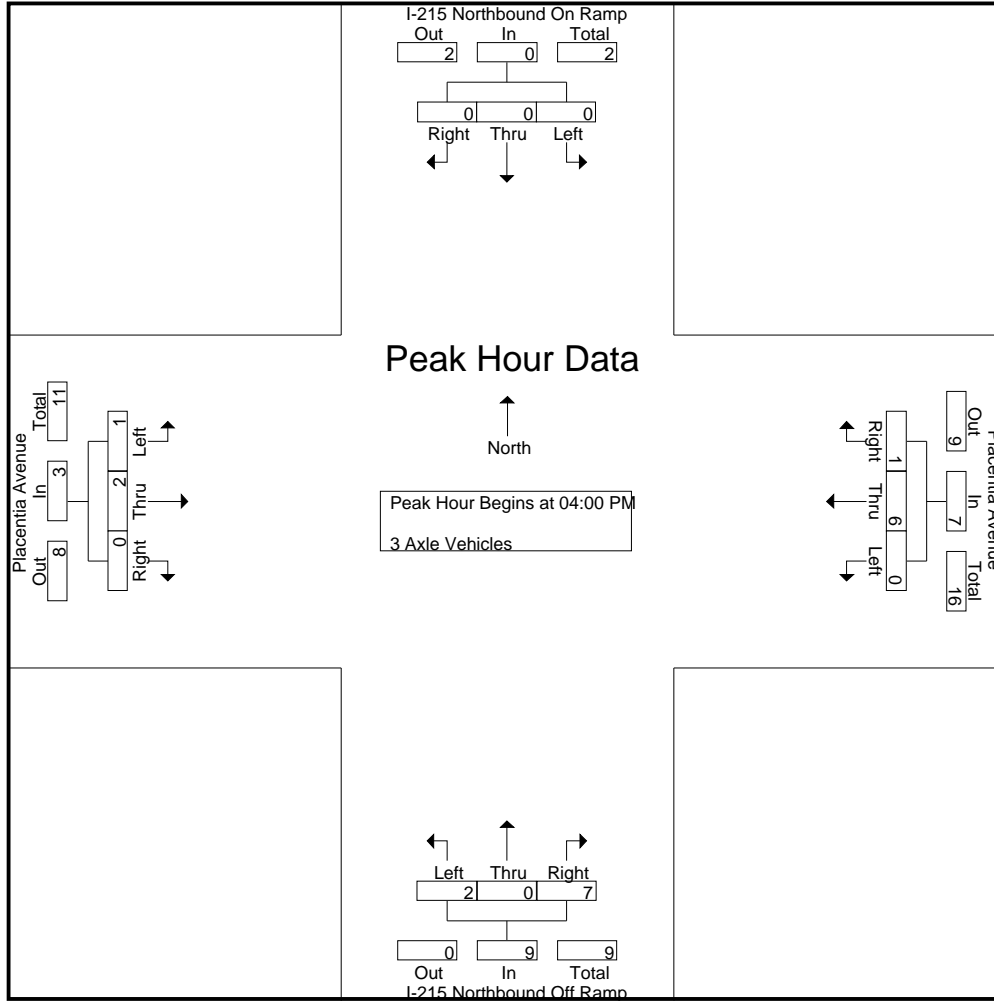
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
04:15 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	1	0	1	5
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	2	2	1	0	0	1	4
Total Volume	0	0	0	0	0	6	1	7	2	0	7	9	1	2	0	3	19
% App. Total	0	0	0		0	85.7	14.3		22.2	0	77.8		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.583	.500	.000	.875	.750	.250	.500	.000	.750	.792

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 Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	1	0	1
+30 mins.	0	0	0	0	0	2	1	3	1	0	2	3	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	2	2	1	0	0	1
Total Volume	0	0	0	0	0	6	1	7	2	0	7	9	1	2	0	3
% App. Total	0	0	0	0	0	85.7	14.3		22.2	0	77.8		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.583	.500	.000	.875	.750	.250	.500	.000	.750

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue 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	3	6	2	0	0	2	0	1	0	1	9
04:15 PM	0	0	0	0	0	3	2	5	1	0	1	2	3	4	0	7	14
04:30 PM	0	0	0	0	0	2	1	3	0	0	2	2	0	1	0	1	6
04:45 PM	0	0	0	0	0	2	3	5	2	0	0	2	0	1	0	1	8
Total	0	0	0	0	0	10	9	19	5	0	3	8	3	7	0	10	37
05:00 PM	0	0	0	0	0	1	1	2	0	0	2	2	2	1	0	3	7
05:15 PM	0	0	0	0	0	1	0	1	2	0	2	4	0	3	0	3	8
05:30 PM	0	0	0	0	0	4	2	6	0	0	2	2	0	3	0	3	11
05:45 PM	0	0	0	0	0	2	2	4	1	0	1	2	0	0	0	0	6
Total	0	0	0	0	0	8	5	13	3	0	7	10	2	7	0	9	32
Grand Total	0	0	0	0	0	18	14	32	8	0	10	18	5	14	0	19	69
Apprch %	0	0	0		0	56.2	43.8		44.4	0	55.6		26.3	73.7	0		
Total %	0	0	0		0	26.1	20.3	46.4	11.6	0	14.5	26.1	7.2	20.3	0	27.5	

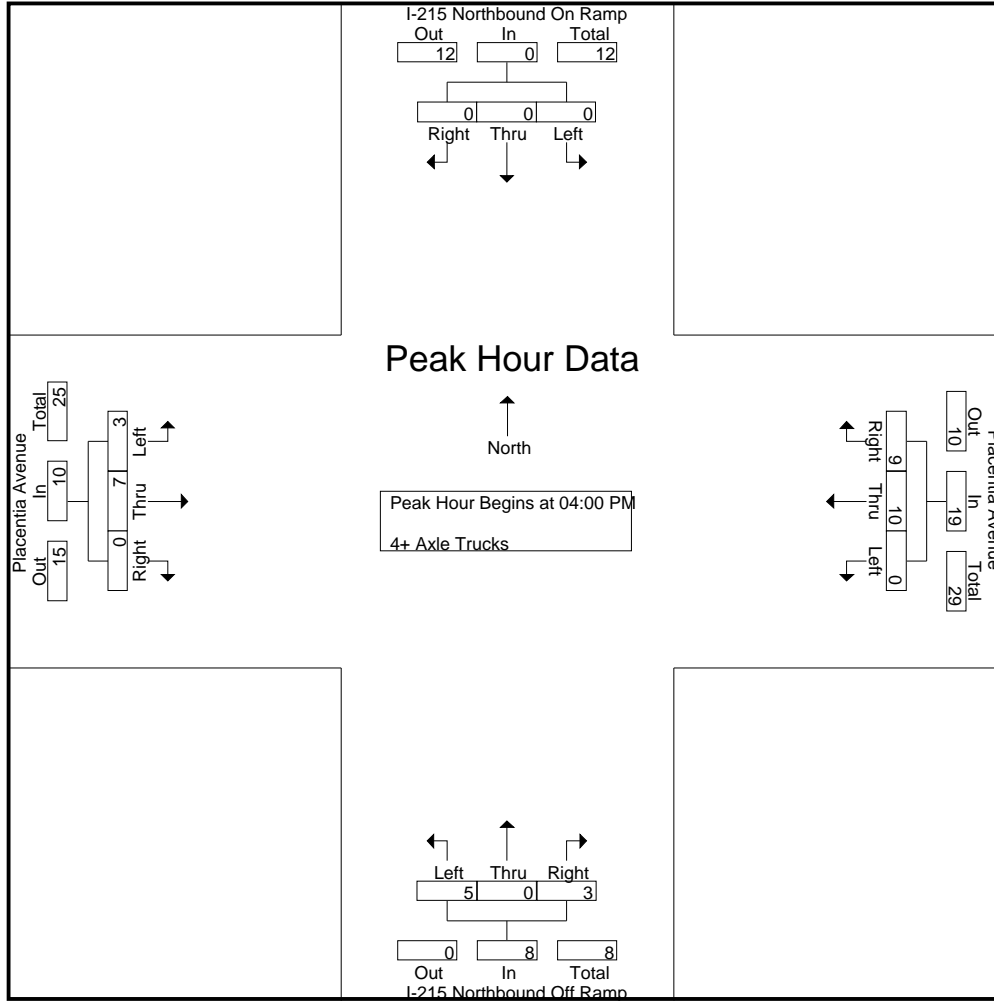
Start Time	I-215 Northbound On Ramp Southbound				Placentia Avenue Westbound				I-215 Northbound Off Ramp Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	3	6	2	0	0	2	0	1	0	1	9
04:15 PM	0	0	0	0	0	3	2	5	1	0	1	2	3	4	0	7	14
04:30 PM	0	0	0	0	0	2	1	3	0	0	2	2	0	1	0	1	6
04:45 PM	0	0	0	0	0	2	3	5	2	0	0	2	0	1	0	1	8
Total Volume	0	0	0	0	0	10	9	19	5	0	3	8	3	7	0	10	37
% App. Total	0	0	0		0	52.6	47.4		62.5	0	37.5		30	70	0		
PHF	.000	.000	.000	.000	.000	.833	.750	.792	.625	.000	.375	1.00	.250	.438	.000	.357	.661

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 Perris
 N/S: I-215 Northbound Ramps
 E/W: Placentia Avenue
 Weather: Clear

File Name : 06_PER_215N_Pla PM
 Site Code : 00323853
 Start Date : 9/21/2023
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	3	6	2	0	0	2	0	1	0	1
+15 mins.	0	0	0	0	0	3	2	5	1	0	1	2	3	4	0	7
+30 mins.	0	0	0	0	0	2	1	3	0	0	2	2	0	1	0	1
+45 mins.	0	0	0	0	0	2	3	5	2	0	0	2	0	1	0	1
Total Volume	0	0	0	0	0	10	9	19	5	0	3	8	3	7	0	10
% App. Total	0	0	0	0	0	52.6	47.4		62.5	0	37.5		30	70	0	
PHF	.000	.000	.000	.000	.000	.833	.750	.792	.625	.000	.375	1.000	.250	.438	.000	.357

Location: 215 N/B @ PLACENTIA AVENUE

Designed By:

System:

District:

Installed By: SG

Master At: 215 S/B @ PLACENTIA AVENU

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

Intersection Layout

	FLASH
1)	[]
P 2) E/B PLACENTIA AVENUE	[]
H 3)	[]
A 4)	[]
S 5) E/B PLACENTIA AVE-LEFT TO N/B 215	[]
E 6) W/B PLACENTIA AVENUE	[]
7)	[]
8) N/B 215 OFF RAMP	[]
O A)	[]
V B)	[]
E C)	[]
R D)	[]
L E)	[]
A F)	[]
P	[]

Comments and Notes:

RAM Checksum

Page 2: 3608	Page 8: BB1F
Page 3: 45B8	Page 9: D2FD
Page 4: 84DA	Page 10: 1461
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: D68F
Page 7: 7E90	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	.....

Phase Features (2-1-1-4)	
Double Entry	.....
Rest In Walk	.....
Rest In Red	.....
Walk 2	.....
Max Green 2	.....
Max Green 3	.....

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	.....
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	.....
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	.....
Pedestrian	.....
Bicycle	.....

Phase Locks (2-1-1-3)	
Red	.....
Yellow	.....
Force/Max	.....

Call To Phase (2-1-2-1)		Omit On Green	
1	.....	1	.....
2	.....	2	.....
3	.....	3	.....
4	.....	4	.....
5	.....	5	.....
6	.....	6	.....
7	.....	7	.....
8	.....	8	.....

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	.....
Yellow Flash Overlap	.....
Flash In Red Phases	.....
Flash In Red Overlap	.....

Special Operation (2-1-2-3)	
Single Exit Phase	.....
Driveway Signal Phases	.....
Driveway Signal Overlaps	.....
Leading Ped Phases	.....

Protected Permissive (2-1-2-4)	
Protected Permissive	.....

Pedestrian (2-1-3)	
P1	.....
P2	. 2
P3	.....
P4	.....
P5	.....
P6	..... 6 . .
P7	.....
P8	.....

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

**P
H
A
S
E**

**T
I
M
I
N
G**

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	24	0	0	0	24	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	40	0	0	25	40	0	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.4	3.0	3.0	3.9	4.4	3.0	4.5
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

		[Offsets]			Green Factors or Press [F] to Select Force-Off										
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	110		.....	51				68			28	35		30
Plan 2	Green Factor	90		.....	45				55			23	27		23
Plan 3	Green Factor	90		.....	45				55			23	27		23
Plan 4	Green Factor			.....										
Plan 5	Green Factor			.....										
Plan 6	Green Factor			.....										
Plan 7	Green Factor			.....										
Plan 8	Green Factor			.....										
Plan 9	Green Factor			.....										

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....
Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9	
Plan	OffSet	15 or 254 = Flash	
	A	14 or 255 = Free	
		Offset A, B, or C	
Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL
Detector Reset		(4-3)	
Local Manual (4-4)		OFF	

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....										
Plan 12	Green Factor			.....										
Plan 13	Green Factor			.....										
Plan 14	Green Factor			.....										
Plan 15	Green Factor			.....										
Plan 16	Green Factor			.....										
Plan 17	Green Factor			.....										
Plan 18	Green Factor			.....										
Plan 19	Green Factor			.....										

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....										
Plan 22	Green Factor			.....										
Plan 23	Green Factor			.....										
Plan 24	Green Factor			.....										
Plan 25	Green Factor			.....										
Plan 26	Green Factor			.....										
Plan 27	Green Factor			.....										
Plan 28	Green Factor			.....										
Plan 29	Green Factor			.....										

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4....	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4....	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4....	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4....	NO	I7L	14			10	6.4
15	LIMITED	...4....	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4....	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3.....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4....	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	...5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	...5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	....6..	NO	J3L	26			10	6.3
27	CALL+EXTEND	....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	.....8	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	.....8	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	.....8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	.....8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	.....8	NO	J7U	33			10	4.8
34	CALL+EXTEND	.....8	NO	J7L	34			10	6.5
35	CALL+EXTEND	.....8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	.....8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	...5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	...5...	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	.....8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4....	NO	I12L	42			10	5.3
43	PEDESTRIAN	....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	.....8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans
-----------------	-------

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0500	2	A			A			A			A			A			A
1630	3	A			A			A			A			A			A
1830	2	A			A			A			A			A			A
2100	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	1	1

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	0

IP Address	172	25	54	144
Netmask	255	255	255	192
Broadcast	172	25	54	255
Gateway	172	25	54	129

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
 - 1-8 Vehicle 1-8
 - 9-14 Overlap A-F
 - 21-28 Ped 1-8
 - 41-47 Special Functions
 - 41 Protected Permissive Flashing Phase 1
 - 43 Protected Permissive Flashing Phase 3
 - 45 Protected Permissive Flashing Phase 5
 - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	0.0	OPT	0	0
Plan 11-19	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

Location: 215 S/B @ PLACENTIA AVENUE

Designed By:

System:

District: 08-RIVERSIDE

Installed By: SG

Master At: 215 S/B @ PLACENTIA AVE

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:
10/31/2022

Intersection Layout

	FLASH
1) W/B PLACENTIA AVENUE-LEFT TO S/	[]
P 2) E/B PLACENTIA AVENUE	[]
H 3)	[]
A 4) S/B 215 OFF RAMP	[]
S 5)	[]
E 6) W/B PLACENTIA AVENUE	[]
7)	[]
8)	[]
O A)	[]
V B)	[]
E C)	[]
R D)	[]
L E)	[]
A F)	[]
P	[]

Comments and Notes:

RAM Checksum

Page 2: 454D	Page 8: BB1F
Page 3: D65D	Page 9: D2FD
Page 4: E629	Page 10: 7E28
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: 2FBE
Page 7: 729E	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

P
H
A
S
E

T
I
M
I
N
G

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	30	0	0	0	30	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	35	0	40	0	40	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	2.0	0.0	3.0	0.0	2.0	0.0	0.0
Maximum Gap	3.0	2.0	0.0	3.0	0.0	2.0	0.0	0.0
Minimum Gap	3.0	2.0	0.0	3.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.9	4.4	3.0	4.5	3.0	4.4	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

		[Offsets]			Green Factors or Press [F] to Select Force-Off										
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	110		.....				20	33		40		58		
Plan 2	Green Factor	90		.....				17	21		35		43		
Plan 3	Green Factor	90		.....				17	26		30		48		
Plan 4	Green Factor			.....										
Plan 5	Green Factor			.....										
Plan 6	Green Factor			.....										
Plan 7	Green Factor			.....										
Plan 8	Green Factor			.....										
Plan 9	Green Factor			.....										

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....										
Plan 12	Green Factor			.....										
Plan 13	Green Factor			.....										
Plan 14	Green Factor			.....										
Plan 15	Green Factor			.....										
Plan 16	Green Factor			.....										
Plan 17	Green Factor			.....										
Plan 18	Green Factor			.....										
Plan 19	Green Factor			.....										

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....										
Plan 22	Green Factor			.....										
Plan 23	Green Factor			.....										
Plan 24	Green Factor			.....										
Plan 25	Green Factor			.....										
Plan 26	Green Factor			.....										
Plan 27	Green Factor			.....										
Plan 28	Green Factor			.....										
Plan 29	Green Factor			.....										

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	1.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	1.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4...	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4...	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4...	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4...	NO	I7L	14			10	6.4
15	LIMITED	...4...	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4...	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	...4...	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	...4...	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4...	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	...5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	...5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	...6...	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	...6...	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	...6...	NO	J3U	25			10	4.6
26	CALL+EXTEND	...6...	NO	J3L	26			10	6.3
27	CALL+EXTEND	...6...	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	...6...	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	...7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	...7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	...8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	...8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	...8	NO	J7U	33			10	4.8
34	CALL+EXTEND	...8	NO	J7L	34			10	6.5
35	LIMITED	...8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	...8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	...5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	...7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	...6...	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	...8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4...	NO	I12L	42			10	5.3
43	PEDESTRIAN	...6...	NO	I13U	43			10	5.2
44	PEDESTRIAN	...8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans
-----------------	-------

CIC Values (5-6-2)

	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0500	2	A			A			A			A			A			A
1630	3	A			A			A			A			A			A
1830	2	A			A			A			A			A			A
2100	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	1	1

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	0

IP Address	172	25	54	133
Netmask	255	255	255	192
Broadcast	172	25	54	255
Gateway	172	25	54	129

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
 - 1-8 Vehicle 1-8
 - 9-14 Overlap A-F
 - 21-28 Ped 1-8
 - 41-47 Special Functions
 - 41 Protected Permissive Flashing Phase 1
 - 43 Protected Permissive Flashing Phase 3
 - 45 Protected Permissive Flashing Phase 5
 - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	0.0	OPT	0	0
Plan 11-19	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

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Location: **SG1609; Harvill Ave and Placentia Ave**

1.1 Operation Mode	254
---------------------------	-----

1.2 Unit Setup	
Auto Ped Clr	No
Red Revert (0-25.5s)	3.0
Min Yel (0-25.5s)	3.6
Tx Dmd Mode	Disabled
Tx Dmd Type	4-Phase

B.3 System Information	
System Id	1609
Name	
Location	Harvil&Placentia

Note:	McCain Flex Controller / McCain 352i Controller Cabinet

1.3 Startup																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases			Y				Y									
Next Phases				X				X								
Veh Call	X	X	X	X			X	X								
Ped Call	X	X						X								
Flash (0-255 s)	0															
All Red (0-255 s)	6															

1.4 Channel Setup (1-16)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V			V	V					P	P	P	P
Source	1	2	3	4			7	8					2		1	8
Flash Red	X	X	X	X			X	X								

2.4 Phase Enable and Rings																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enabled	X	X	X	X			X	X								
Ring 1	X	X	X	X												
Ring 2							X	X								
Ring 3																
Ring 4																

2.5 Phase Concurrency																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase 1																
Phase 2																
Phase 3							X	X								
Phase 4							X	X								
Phase 5																
Phase 6																
Phase 7			X	X												
Phase 8			X	X												
Phase 9																
Phase 10																
Phase 11																
Phase 12																
Phase 13																
Phase 14																
Phase 15																
Phase 16																

Non-default timing parameters (highlighted) on the following sheets:																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
21																				

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Location: **SG1609; Harvill Ave and Placentia Ave**

2.3 Phase Sequence 1 (1-8)								
	1	2	3	4	5	6	7	8
Ring 1	X	X	X	X				
Ring 2							X	X
Ring 3								
Ring 4								

2.3 Phase Sequence 1 (9-16)								
	9	10	11	12	13	14	15	16
Ring 1								
Ring 2								
Ring 3								
Ring 4								

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Location: **SG1609; Harvill Ave and Placentia Ave**

2.1 Phase Parameters - Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	6	5	4	6			4	6								
Passage /10 (10 = 1 s)	40	30	25	40			25	40								
Max. 1	40	20	20	40			25	40								
Max. 2	40	20	20	40			25	40								
Yel Change /10 (10 = 1 s)	52	44	41	52			41	52								
Red Clear /10 (10 = 1 s)	15	15	5	15			5	15								
Walk	7	7						7								
Pedestrian Clear	26	23						26								
Added Initial /10 (10 = 1 s)																
Max. Initial																
Tim Before Reduction (TBR)																
Cars Before Reduction (CBR)																
Time to Reduce (TTR)																
Reduce By /10 (10 = 1 s)																
Min Gap /10 (10 = 1 s)	10	10	10	10			10	10								
Dynamic Max Limit																
Dynamic Max Step /10 (10 = 1 s)																
Red Revert /10 (10 = 1 s)	30	30	30	30			30	30								
Conditional Service Min																
Alternate Min Green																
Alternate Passage /10 (10 = 1 s)																
Alternate Walk																
Alternate Ped Clear																
Advanced Walk																
Delay Walk																
Start Delay Time /10 (10 = 1 s)																
Green Clear /10 (10 = 1 s)																

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Location: **SG1609; Harvill Ave and Placentia Ave**

2.2 Phase Options - Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit																
Ped Omit																
Min Veh Recall																
Max Veh Recall																
Soft Veh Recall				X				X								
Ped Recall																
Pedestrian Recycle																
Condition Service																
Detector Memory Lock																
Dual Entry																
Simultaneous Gap				X				X								
Guaranteed Passage																
Added Initial Calc																
Rest in Walk																
Red Rest																
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
No Backup																
Max Walk																
Max Extension																
Sequential Timing																
No Min Yellow																
FDW PED Recycle																

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Location: **SG1609; Harvill Ave and Placentia Ave**

3.1 Vehicle Overlap - Set 1 (1-8)								
	OLA	2	3	4	5	6	7	8
Type	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
Included Phases								
Modifier Phases								
Excluded Phases								
Excluded Peds								
Excluded Walks								
No Trail Green Ph								
Detector Call Ph								
Trailing Green (0-25.5 s)								
Trailing Yellow (0-25.5 s)								
Trailing Red (0-25.5 s)								
Start Delay (0-25.5 s)								
Actuated Only								
Detector Lock								
No Min Yellow								

3.1 Vehicle Overlap - Set 1 (9-16)								
	9	10	11	12	13	14	15	16
Type	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
Included Phases								
Modifier Phases								
Excluded Phases								
Excluded Peds								
Excluded Walks								
No Trail Green Ph								
Detector Call Ph								
Trailing Green								
Trailing Yellow								
Trailing Red								
Start Delay (0-25.5 s)								
Actuated Only								
Detector Lock								
No Min Yellow								

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Location: **SG1609; Harvill Ave and Placentia Ave**

3.2 Pedestrian Overlap - Set 1	1	2	3	4	5	6	7	8
Included Phases								
Excluded Phases								
Detector Call Phases								
Intervals								
Actuated Only								

3.2 Pedestrian Overlap - Set 1	9	10	11	12	13	14	15	16
Included Phases								
Excluded Phases								
Detector Call Phases								
Intervals								
Actuated Only								

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Location: **SG1609; Harvill Ave and Placentia Ave**

4.1 Vehicle Detector - Set 1																																																
	ADVANCE								MID								PRESENCE								BICYCLE								RIGHT-TURN															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40								
Call Phase	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Switch Phase																																																
Call	Y		Y	Y			Y	Y	Y		Y	Y				Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y			Y	Y	Y														
Passage	Y	Y	Y	Y			Y	Y	Y	Y	Y				Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y			Y	Y	Y															
Add Init																																																
Queue																																																
Yellow Lock																																																
Red Lock																																																
Volume																																																
Occupancy																																																
Delay /10 (10 = 1 s)																				50								50																				
Extend /10 (10 = 1 s)																												90	100	100	80																	
Queue Limit (s)																																																
VOS Length (m / ft)																																																
Alt Passage																																																
Alt Min Green																																																
Adaptive																																																
Detector Status	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y				Y	Y	Y	Y	Y	Y				Y	Y	Y	Y	Y				Y	Y	Y													
Extra Call Phases																																																
Call Overlaps																																																

4.2 Ped Detector - Set 1																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase																
Alternate Walk																

Location: **SG1609; Harvill Ave and Placentia Ave**

5.1 Coordination Constants	
Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time (0-255 s)								
Offset Time (0-254 s)								
Split (1-250)								
Sequence (1-16)								
Correction Mode								
Coord Max Mode								
Coord Force Mode								
Perm Strategy								
Omit Strategy								
No Early Return								
TX Diamond Type								
Max 2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Vehicle Overlap Set	1	1	1	1	1	1	1	1
PED Overlap Set	1	1	1	1	1	1	1	1
Vehicle Detector Set	1	1	1	1	1	1	1	1
PED Detector Set	1	1	1	1	1	1	1	1
Vehicle Det. Diag Set	1	1	1	1	1	1	1	1
Ped Det. Diag Set	1	1	1	1	1	1	1	1
Transit Priority Set	1	1	1	1	1	1	1	1
Detector Reset								

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Location: **SG1609; Harvill Ave and Placentia Ave**

5.3 Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)																
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit																
Manual Omit																

5.3 Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)																
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit																
Manual Omit																

5.3 Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)																
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit																
Manual Omit																

5.3 Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)																
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit																
Manual Omit																

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Location: **SG1609; Harvill Ave and Placentia Ave**

6.5 DayPlan		1	
Event	Hour	Minute	Action
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			

6.5 DayPlan		2	
Event	Hour	Minute	Action
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			

6.5 DayPlan		3	
Event	Hour	Minute	Action
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			

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6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern								
Auxiliary Function								
Special Function								
Detector Reset								
Detector VOS Log								
Speed Trap Log								
Cycle MOE Log								
Hi-Res Log								

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern								
Auxiliary Function								
Special Function								
Detector Reset								
Detector VOS Log								
Speed Trap Log								
Cycle MOE Log								
Hi-Res Log								

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern								
Auxiliary Function								
Special Function								
Detector Reset								
Detector VOS Log								
Speed Trap Log								
Cycle MOE Log								
Hi-Res Log								

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Location: **SG1609; Harvill Ave and Placentia Ave**

7 Preempts	Default	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases	None	RR1	RR2	EVA	EVB	EVC	EVD	SE1	SE2
Track Overlaps	None								
Track PEDS	None								
Track PED Overlap	None								
Dwell Phases	None			2	4,7	1	3,8		
Dwell Overlaps	None								
Dwell PEDS	None								
Dwell PED Overlaps	None								
Cycling Phases	None								
Cycling Overlaps	None								
Cycling PEDS	None								
Cycling Ped Overlap	None								
Exit Phases	None								
Locking	Yes								
Override Flash	Yes								
Override Preempt +1	Yes								
Flash Dwell	No	Yes							
Enter All Red	No								
Ignore No Backup	No								
Max Presence Flash	NO								
Track Green	0 s	1							
Delay	0 s								
Maximum Presence	0 s			120	120	120	120		
Minimum Duration	0 s								
Minimum Dwell	0 s			5	5	5	5		
Linked Preempt	0								
Enter Min Green	255 s			6	6	6	6		
Enter Min Walk	255 s			7	7	7	7		
Enter Min Ped Clear	255 s			0	0	0	0		
Enter Min Yellow	25.5 s			4.4	5.2	5.2	5.2		
Enter Min Red Clear	25.5 s			1.5	1.5	1.5	1.5		
Track Min Yellow	25.5 s								
Track Min Red Clear	25.5 s								
Exit PED Clear	0.0 s								
Exit Yellow	0.0 s								
Exit Red Clear	0.0 s								

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Location: **SG1609; Harvill Ave and Placentia Ave**

8.1 TSP Global Options		Set 1	Strategy 1	Strategy 2	Strategy 3	Strategy 4	Strategy 5	Strategy 6
Enable		Enable						
1		Override +1						
2		Service Phases						
3		Call Phases						
4		Omit Phases						
5		Omit PED's						
6		Queue Jump Phases						
7		ETA						
8		Input Function						
9		Input Index						
10		Input Type						
11		Request Mode						
12		Checkout Mode						
13		Checkout Timeout						
14		Max Pressence						
15		Max Pressence Clear						
16		Min On Time						
Headway		Min Off Time						
Lockout		Delay Time						
Node		Extend Time						
Name		Headway Time						
		Preempt Lockout						
		Arrival Time						

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8.3 TSP Phase Adjustment Times																
Strategy 1																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																
Strategy 2																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																
Strategy 3																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																
Strategy 4																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																
Strategy 5																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																
Strategy 6																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce																
Extend																
Q Jump																

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1.6 Logic Gate	1				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	2				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	3				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	4				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	5				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	6				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	7				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	8				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

1.6 Logic Gate	9				
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Unused				
IN1	Unused				
IN2	Unused				
IN3	Unused				
IN4	Unused				
OUT	Unused				

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Location: **SG1609; Harvill Ave and Placentia Ave**

1.5.3.1 2070 FIO Input Mapping					
Pins	Function	IDX	Pins	Function	IDX
C1-39	Vehicle Detector	2	C1-67	Ped Detector	1
C1-40	Vehicle Detector	16	C1-68	Ped Detector	3
C1-41	Vehicle Detector	8	C1-69	Ped Detector	2
C1-42	Vehicle Detector	22	C1-70	Ped Detector	4
C1-43	Vehicle Detector	3	C1-71	Preempt (EVA)	3
C1-44	Vehicle Detector	17	C1-72	Preempt (EVB)	4
C1-45	Vehicle Detector	9	C1-73	Preempt (EVC)	5
C1-46	Vehicle Detector	23	C1-74	Preempt (EVD)	6
C1-47	Vehicle Detector	6	C1-75	Unused Input	
C1-48	Vehicle Detector	20	C1-76	Vehicle Detector	5
C1-49	Vehicle Detector	12	C1-77	Vehicle Detector	19
C1-50	Vehicle Detector	26	C1-78	Vehicle Detector	11
C1-51	Preempt (RR1)	1	C1-79	Vehicle Detector	25
C1-52	Preempt (RR2)	2	C1-80	LOGIC INPUT	
C1-53	Alarm Input		C1-81	CMU Flash	
C1-54	Unused Input		C1-82	Stop Time	
C1-55	Vehicle Detector	15	C11-15	Unused Input	
C1-56	Vehicle Detector	1	C11-16	Unused Input	
C1-57	Vehicle Detector	21	C11-17	Unused Input	
C1-58	Vehicle Detector	7	C11-18	Unused Input	
C1-59	Vehicle Detector	27	C11-19	Unused Input	
C1-60	Vehicle Detector	13	C11-20	Unused Input	
C1-61	Vehicle Detector	28	C11-21	Unused Input	
C1-62	Vehicle Detector	14	C11-22	Unused Input	
C11-10	Unused Input		C11-23	Unused Input	
C11-11	Unused Input		C11-24	Unused Input	
C11-12	Unused Input		C11-25	Unused Input	
C11-13	Unused Input		C11-26	Unused Input	
C1-63	Vehicle Detector	4	C11-27	Unused Input	
C1-64	Vehicle Detector	18	C11-28	Unused Input	
C1-65	Vehicle Detector	10	C11-29	Unused Input	
C1-66	Vehicle Detector	24	C11-30	Unused Input	

1.5.3.2 2070 FIO Output Mapping					
Pins	Function	IDX	Pins	Function	IDX
C1-02	Channel Red	6	C1-35	Channel Yellow	3
C1-03	Channel Green	6	C1-36	Channel Yellow	9
C1-04	Channel Red	5	C1-37	Channel Yellow	6
C1-05	Channel Yellow	5	C1-38	Channel Yellow	12
C1-06	Channel Green	5	C1-100	Unused Output	
C1-07	Channel Red	4	C1-101	Flash Status	
C1-08	Channel Yellow	4	C1-102	Detector Reset	
C1-09	Channel Green	4	C1-103	Watchdog	
C1-10	Channel Red	3	C1-83	Unused Output	
C1-11	Channel Green	3	C1-84	Unused Output	
C1-12	Channel Red	2	C1-85	Unused Output	
C1-13	Channel Yellow	2	C1-86	Unused Output	
C1-15	Channel Green	2	C1-87	Unused Output	
C1-16	Channel Red	1	C1-88	Channel Red	15
C1-17	Channel Yellow	1	C1-89	Channel Yellow	15
C1-18	Channel Green	1	C1-90	Channel Green	15
C1-19	Channel Red	12	C1-91	Unused Output	
C1-20	Channel Green	12	C1-93	Unused Output	
C1-21	Channel Red	16	C1-94	Channel Red	14
C1-22	Channel Yellow	16	C1-95	Channel Yellow	14
C1-23	Channel Green	16	C1-96	Channel Green	14
C1-24	Channel Red	13	C1-97	Unused Output	
C1-25	Channel Yellow	13	C1-98	Unused Output	
C1-26	Channel Green	13	C1-99	Unused Output	
C1-27	Channel Red	9	C11-1	Unused Output	
C1-28	Channel Green	9	C11-2	Unused Output	
C1-29	Channel Red	8	C11-3	Unused Output	
C1-30	Channel Yellow	8	C11-4	Unused Output	
C1-31	Channel Green	8	C11-5	Unused Output	
C1-32	Channel Red	7	C11-6	Unused Output	
C1-33	Channel Yellow	7	C11-7	Unused Output	
C1-34	Channel Green	7	C11-8	Unused Output	

Location: **SG1609; Harvill Ave and Placentia Ave**

4.5 Extra VEH Detector Calls Set 1		
DET	Call Phases	Call VEH Overlap
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

4.6 Extra PED Detector Calls		
DET	Call Phases	Call PED Overlap
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Location: **SG1609; Harvill Ave and Placentia Ave**

9.3.1 Alarm & Event Log Setup	
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Pattern Change	X
Command Change	X
Door Ajar Status Change	X
Detector Status Change	X
Preempt Status Change	X
Alarm Status Change	X
Response Fault	X
Command Change	X
Data Change Keyboard	X
Access Code	X
Controller Download	X
Priority Request	X

9.3.2 Speed Trap Log Setup:	
Volume Occupancy Period	
VOS Log Combined Periods	

9.3.2 Speed Trap Log Setup:	0:00:00
-----------------------------	---------

9.3.3.2 Speed Trap												
Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12
Detector 1												
Detector 2												
Distance												

9.3.3.3 Speed Trap Bin Ranges												
Bin	1	2	3	4	5	6	7	8	9	10	11	12
MPH												

9.3.4 High Resolution Log Setup	
Active Phase Events	
Active Phase Events	
Barrier / Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet / System Events	

9.4 Enable Logs	
Speed Trap Log Mode	Disable
VOS Log Mode	Disable
Cycle MOE Log Mode	Disable
High Resolution	Disable

9.3.5 Log Units:	ENGLISH
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County of Riverside
Transportation Department

Location: **SG1609; Harvill Ave and Placentia Ave**

B.1.1 Menu Security Options			
Enable:		Allow Read-Only:	
		Timeout (min):	

B.1.2 Menu Security Users																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id																
Pin																
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

County of Riverside
Transportation Department

Location: **SG1609; Harvill Ave and Placentia Ave**

A.1 Serial Comms						
Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	9600	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.5-6 Time Sync	
NTP Server Address	
NTP Start Hour	
NTP Start Minute	
NTP Interval Hour	
NTP Interval Minute	
GPS Start Hour	
GPS Start Minute	
GPS Interval Hour	
GPS Interval Minute	
Enable NTP Svr	

A.2 Ethernet Comms		
Port	1	2
IP Address	0.0.0.0	0.0.0.0
Net Mask	0.0.0.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.3 Unit Comms	
Unit Backup Time	
Current Backup Timer	
Current Backup Mode	

A.8 SPaT	
Unicast Enable	
Dest IP Address	
Dest Port	

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
1 Project Driveway 1/Placentia Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	15	15	0	40	40
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	36	0	36	37	0	37
EBR	0	0	0	0	0	0
WBL	0	32	32	0	7	7
WBT	42	0	42	48	0	48
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	15	15	0	40	40
Departure	0	32	32	0	7	7
Total	0	47	47	0	47	47
East Leg						
Approach	42	32	74	48	7	55
Departure	36	15	51	37	40	77
Total	78	47	125	85	47	132
West Leg						
Approach	36	0	36	37	0	37
Departure	42	0	42	48	0	48
Total	78	0	78	85	0	85
Total Approaches						
Approach	78	47	125	85	47	132
Departure	78	47	125	85	47	132
Total	156	94	250	170	94	264

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
2 Project Driveway 2/Water Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	12	12	0	30	30
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	7	0	7	6	0	6
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1	0	1	2	0	2
WBR	0	31	31	0	8	8
North Leg						
Approach	0	12	12	0	30	30
Departure	0	31	31	0	8	8
Total	0	43	43	0	38	38
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1	31	32	2	8	10
Departure	7	12	19	6	30	36
Total	8	43	51	8	38	46
West Leg						
Approach	7	0	7	6	0	6
Departure	1	0	1	2	0	2
Total	8	0	8	8	0	8
Total Approaches						
Approach	8	43	51	8	38	46
Departure	8	43	51	8	38	46
Total	16	86	102	16	76	92

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
3 Project Driveway 3/Water Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	12	12	0	31	31
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	7	12	19	6	30	36
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1	31	32	2	8	10
WBR	0	33	33	0	8	8
North Leg						
Approach	0	12	12	0	31	31
Departure	0	33	33	0	8	8
Total	0	45	45	0	39	39
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1	64	65	2	16	18
Departure	7	24	31	6	61	67
Total	8	88	96	8	77	85
West Leg						
Approach	7	12	19	6	30	36
Departure	1	31	32	2	8	10
Total	8	43	51	8	38	46
Total Approaches						
Approach	8	88	96	8	77	85
Departure	8	88	96	8	77	85
Total	16	176	192	16	154	170

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
4 Harvill Avenue/Placentia Avenue						
NBL	12	0	12	7	0	7
NBT	354	8	362	108	20	128
NBR	107	49	156	117	127	244
SBL	145	0	145	325	0	325
SBT	74	20	94	218	5	223
SBR	5	10	15	1	3	4
EBL	4	4	8	1	10	11
EBT	24	8	32	30	22	52
EBR	8	3	11	6	8	14
WBL	98	131	229	86	34	120
WBT	25	22	47	40	6	46
WBR	399	0	399	213	0	213
North Leg						
Approach	224	30	254	544	8	552
Departure	757	12	769	322	30	352
Total	981	42	1,023	866	38	904
South Leg						
Approach	473	57	530	232	147	379
Departure	180	154	334	310	47	357
Total	653	211	864	542	194	736
East Leg						
Approach	522	153	675	339	40	379
Departure	276	57	333	472	149	621
Total	798	210	1,008	811	189	1,000
West Leg						
Approach	36	15	51	37	40	77
Departure	42	32	74	48	9	57
Total	78	47	125	85	49	134
Total Approaches						
Approach	1,255	255	1,510	1,152	235	1,387
Departure	1,255	255	1,510	1,152	235	1,387
Total	2,510	510	3,020	2,304	470	2,774

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
5 Harvill Avenue/Project Driveway 4						
NBL	0	8	8	0	2	2
NBT	473	34	507	232	88	320
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	180	93	273	310	31	341
SBR	0	61	61	0	16	16
EBL	0	23	23	0	60	60
EBT	0	0	0	0	0	0
EBR	0	1	1	0	2	2
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	180	154	334	310	47	357
Departure	473	57	530	232	148	380
Total	653	211	864	542	195	737
South Leg						
Approach	473	42	515	232	90	322
Departure	180	94	274	310	33	343
Total	653	136	789	542	123	665
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	24	24	0	62	62
Departure	0	69	69	0	18	18
Total	0	93	93	0	80	80
Total Approaches						
Approach	653	220	873	542	199	741
Departure	653	220	873	542	199	741
Total	1,306	440	1,746	1,084	398	1,482

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
6 Harvill Avenue/Project Driveway 5						
NBL	0	4	4	0	1	1
NBT	473	29	502	232	56	288
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	180	59	239	310	24	334
SBR	0	35	35	0	9	9
EBL	0	13	13	0	34	34
EBT	0	0	0	0	0	0
EBR	0	1	1	0	2	2
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	180	94	274	310	33	343
Departure	473	42	515	232	90	322
Total	653	136	789	542	123	665
South Leg						
Approach	473	33	506	232	57	289
Departure	180	60	240	310	26	336
Total	653	93	746	542	83	625
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	14	14	0	36	36
Departure	0	39	39	0	10	10
Total	0	53	53	0	46	46
Total Approaches						
Approach	653	141	794	542	126	668
Departure	653	141	794	542	126	668
Total	1,306	282	1,588	1,084	252	1,336

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
7 Harvill Avenue/Water Street						
NBL	0	8	8	1	2	3
NBT	463	12	475	210	3	213
NBR	3	0	3	0	0	0
SBL	9	0	9	11	0	11
SBT	170	5	175	298	12	310
SBR	1	55	56	1	14	15
EBL	2	21	23	3	54	57
EBT	0	0	0	0	0	0
EBR	5	3	8	3	8	11
WBL	1	0	1	7	0	7
WBT	0	0	0	0	0	0
WBR	8	0	8	19	0	19
North Leg						
Approach	180	60	240	310	26	336
Departure	473	33	506	232	57	289
Total	653	93	746	542	83	625
South Leg						
Approach	466	20	486	211	5	216
Departure	176	8	184	308	20	328
Total	642	28	670	519	25	544
East Leg						
Approach	9	0	9	26	0	26
Departure	12	0	12	11	0	11
Total	21	0	21	37	0	37
West Leg						
Approach	7	24	31	6	62	68
Departure	1	63	64	2	16	18
Total	8	87	95	8	78	86
Total Approaches						
Approach	662	104	766	553	93	646
Departure	662	104	766	553	93	646
Total	1,324	208	1,532	1,106	186	1,292

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
8 I-215 Southbound Ramps/Placentia Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	200	0	200	362	0	362
SBT	3	0	3	6	0	6
SBR	37	71	108	39	19	58
EBL	0	0	0	0	0	0
EBT	245	35	280	387	90	477
EBR	31	23	54	85	60	145
WBL	190	0	190	325	0	325
WBT	485	0	485	300	0	300
WBR	0	0	0	0	0	0
North Leg						
Approach	240	71	311	407	19	426
Departure	0	0	0	0	0	0
Total	240	71	311	407	19	426
South Leg						
Approach	0	0	0	0	0	0
Departure	224	23	247	416	60	476
Total	224	23	247	416	60	476
East Leg						
Approach	675	0	675	625	0	625
Departure	445	35	480	749	90	839
Total	1,120	35	1,155	1,374	90	1,464
West Leg						
Approach	276	58	334	472	150	622
Departure	522	71	593	339	19	358
Total	798	129	927	811	169	980
Total Approaches						
Approach	1,191	129	1,320	1,504	169	1,673
Departure	1,191	129	1,320	1,504	169	1,673
Total	2,382	258	2,640	3,008	338	3,346

Table C-1 - Existing (2023) Peak Hour Volume Summary

	Existing Without Project	Net Project Trips	Existing plus Project	Existing Without Project	Net Project Trips	Existing plus Project
9 I-215 Northbound Ramps/Placentia Avenue						
NBL	256	61	317	76	16	92
NBT	20	0	20	2	0	2
NBR	694	0	694	190	0	190
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	51	27	78	56	70	126
EBT	394	8	402	693	20	713
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	419	20	439	549	5	554
WBR	205	0	205	273	0	273
North Leg						
Approach	0	0	0	0	0	0
Departure	276	27	303	331	70	401
Total	276	27	303	331	70	401
South Leg						
Approach	970	61	1,031	268	16	284
Departure	0	0	0	0	0	0
Total	970	61	1,031	268	16	284
East Leg						
Approach	624	20	644	822	5	827
Departure	1,088	8	1,096	883	20	903
Total	1,712	28	1,740	1,705	25	1,730
West Leg						
Approach	445	35	480	749	90	839
Departure	675	81	756	625	21	646
Total	1,120	116	1,236	1,374	111	1,485
Total Approaches						
Approach	2,039	116	2,155	1,839	111	1,950
Departure	2,039	116	2,155	1,839	111	1,950
Total	4,078	232	4,310	3,678	222	3,900

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing	2023	PC	Net	PC	Existing	2023	PC	Net	PC
	No Project	-2027 Growth	No Project	Project Trips	Plus Project	No Project	-2027 Growth	No Project	Project Trips	Plus Project
1 Project Driveway 1/Placentia Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	15	15	0	0	0	40	40
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	36	3	39	0	39	37	3	40	0	40
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	32	32	0	0	0	7	7
WBT	42	3	45	0	45	48	4	52	0	52
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	15	15	0	0	0	40	40
Departure	0	0	0	32	32	0	0	0	7	7
Total	0	0	0	47	47	0	0	0	47	47
East Leg										
Approach	42	3	45	32	77	48	4	52	7	59
Departure	36	3	39	15	54	37	3	40	40	80
Total	78	6	84	47	131	85	7	92	47	139
West Leg										
Approach	36	3	39	0	39	37	3	40	0	40
Departure	42	3	45	0	45	48	4	52	0	52
Total	78	6	84	0	84	85	7	92	0	92
Total Approaches										
Approach	78	6	84	47	131	85	7	92	47	139
Departure	78	6	84	47	131	85	7	92	47	139
Total	156	12	168	94	262	170	14	184	94	278

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
2 Project Driveway 2/Water Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	12	12	0	0	0	30	30
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	7	1	8	0	8	6	0	6	0	6
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1	0	1	0	1	2	0	2	0	2
WBR	0	0	0	31	31	0	0	0	8	8
North Leg										
Approach	0	0	0	12	12	0	0	0	30	30
Departure	0	0	0	31	31	0	0	0	8	8
Total	0	0	0	43	43	0	0	0	38	38
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1	0	1	31	32	2	0	2	8	10
Departure	7	1	8	12	20	6	0	6	30	36
Total	8	1	9	43	52	8	1	9	38	46
West Leg										
Approach	7	1	8	0	8	6	0	6	0	6
Departure	1	0	1	0	1	2	0	2	0	2
Total	8	1	9	0	9	8	1	9	0	8
Total Approaches										
Approach	8	1	9	43	52	8	1	9	38	46
Departure	8	1	9	43	52	8	1	9	38	46
Total	16	1	17	86	104	16	1	17	76	92

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
3 Project Driveway 3/Water Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	12	12	0	0	0	31	31
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	7	1	8	12	20	6	0	6	30	36
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1	0	1	31	32	2	0	2	8	10
WBR	0	0	0	33	33	0	0	0	8	8
North Leg										
Approach	0	0	0	12	12	0	0	0	31	31
Departure	0	0	0	33	33	0	0	0	8	8
Total	0	0	0	45	45	0	0	0	39	39
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	1	0	1	64	65	2	0	2	16	18
Departure	7	1	8	24	32	6	0	6	61	67
Total	8	1	9	88	97	8	1	9	77	85
West Leg										
Approach	7	1	8	12	20	6	0	6	30	36
Departure	1	0	1	31	32	2	0	2	8	10
Total	8	1	9	43	52	8	1	9	38	46
Total Approaches										
Approach	8	1	9	88	97	8	1	9	77	85
Departure	8	1	9	88	97	8	1	9	77	85
Total	16	1	17	176	194	16	1	17	154	170

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
4 Harvill Avenue/Placentia Avenue										
NBL	12	1	13	0	13	7	1	8	0	8
NBT	354	28	382	8	390	108	9	117	20	137
NBR	107	9	116	49	165	117	9	126	127	253
SBL	145	12	157	0	157	325	26	351	0	351
SBT	74	6	80	20	100	218	17	235	5	240
SBR	5	0	5	10	15	1	0	1	3	4
EBL	4	0	4	4	8	1	0	1	10	11
EBT	24	2	26	8	34	30	2	32	22	54
EBR	8	1	9	3	12	6	0	6	8	14
WBL	98	8	106	131	237	86	7	93	34	127
WBT	25	2	27	22	49	40	3	43	6	49
WBR	399	32	431	0	431	213	17	230	0	230
North Leg										
Approach	224	18	242	30	272	544	44	588	8	595
Departure	757	61	818	12	829	322	26	348	30	378
Total	981	78	1,059	42	1,101	866	69	935	38	973
South Leg										
Approach	473	38	511	57	568	232	19	251	147	398
Departure	180	14	194	154	349	310	25	335	47	381
Total	653	52	705	211	917	542	43	585	194	779
East Leg										
Approach	522	42	564	153	717	339	27	366	40	406
Departure	276	22	298	57	356	472	38	510	149	658
Total	798	64	862	210	1,073	811	65	876	189	1,064
West Leg										
Approach	36	3	39	15	54	37	3	40	40	79
Departure	42	3	45	32	77	48	4	52	9	61
Total	78	6	84	47	131	85	7	92	49	140
Total Approaches										
Approach	1,255	100	1,355	255	1,611	1,152	92	1,244	235	1,478
Departure	1,255	100	1,355	255	1,611	1,152	92	1,244	235	1,478
Total	2,510	201	2,711	510	3,222	2,304	184	2,488	470	2,956

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
5 Harvill Avenue/Project Driveway 4										
NBL	0	0	0	8	8	0	0	0	2	2
NBT	473	38	511	34	545	232	19	251	88	339
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	180	14	194	93	287	310	25	335	31	366
SBR	0	0	0	61	61	0	0	0	16	16
EBL	0	0	0	23	23	0	0	0	60	60
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	1	1	0	0	0	2	2
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	180	14	194	154	348	310	25	335	47	382
Departure	473	38	511	57	568	232	19	251	148	399
Total	653	52	705	211	916	542	43	585	195	781
South Leg										
Approach	473	38	511	42	553	232	19	251	90	341
Departure	180	14	194	94	288	310	25	335	33	368
Total	653	52	705	136	841	542	43	585	123	709
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	24	24	0	0	0	62	62
Departure	0	0	0	69	69	0	0	0	18	18
Total	0	0	0	93	93	0	0	0	80	80
Total Approaches										
Approach	653	52	705	220	925	542	43	585	199	785
Departure	653	52	705	220	925	542	43	585	199	785
Total	1,306	104	1,410	440	1,850	1,084	87	1,171	398	1,570

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
6 Harvill Avenue/Project Driveway 5										
NBL	0	0	0	4	4	0	0	0	1	1
NBT	473	38	511	29	540	232	19	251	56	307
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	180	14	194	59	253	310	25	335	24	359
SBR	0	0	0	35	35	0	0	0	9	9
EBL	0	0	0	13	13	0	0	0	34	34
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	1	1	0	0	0	2	2
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	180	14	194	94	288	310	25	335	33	368
Departure	473	38	511	42	553	232	19	251	90	341
Total	653	52	705	136	841	542	43	585	123	709
South Leg										
Approach	473	38	511	33	544	232	19	251	57	308
Departure	180	14	194	60	254	310	25	335	26	361
Total	653	52	705	93	798	542	43	585	83	669
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	14	14	0	0	0	36	36
Departure	0	0	0	39	39	0	0	0	10	10
Total	0	0	0	53	53	0	0	0	46	46
Total Approaches										
Approach	653	52	705	141	846	542	43	585	126	712
Departure	653	52	705	141	846	542	43	585	126	712
Total	1,306	104	1,410	282	1,692	1,084	87	1,171	252	1,424

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
7 Harvill Avenue/Water Street										
NBL	0	0	0	8	8	1	0	1	2	3
NBT	463	37	500	12	512	210	17	227	3	230
NBR	3	0	3	0	3	0	0	0	0	0
SBL	9	1	10	0	10	11	1	12	0	12
SBT	170	14	184	5	189	298	24	322	12	334
SBR	1	0	1	55	56	1	0	1	14	15
EBL	2	0	2	21	23	3	0	3	54	57
EBT	0	0	0	0	0	0	0	0	0	0
EBR	5	0	5	3	8	3	0	3	8	11
WBL	1	0	1	0	1	7	1	8	0	8
WBT	0	0	0	0	0	0	0	0	0	0
WBR	8	1	9	0	9	19	2	21	0	21
North Leg										
Approach	180	14	194	60	255	310	25	335	26	361
Departure	473	38	511	33	544	232	19	251	57	308
Total	653	52	705	93	799	542	43	585	83	669
South Leg										
Approach	466	37	503	20	523	211	17	228	5	233
Departure	176	14	190	8	198	308	25	333	20	353
Total	642	51	693	28	721	519	42	561	25	586
East Leg										
Approach	9	1	10	0	10	26	2	28	0	29
Departure	12	1	13	0	13	11	1	12	0	12
Total	21	2	23	0	23	37	3	40	0	41
West Leg										
Approach	7	1	8	24	31	6	0	6	62	68
Departure	1	0	1	63	64	2	0	2	16	18
Total	8	1	9	87	95	8	1	9	78	86
Total Approaches										
Approach	662	53	715	104	819	553	44	597	93	691
Departure	662	53	715	104	819	553	44	597	93	691
Total	1,324	106	1,430	208	1,638	1,106	88	1,194	186	1,382

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
8 I-215 Southbound Ramps/Placentia Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	200	16	216	0	216	362	29	391	0	391
SBT	3	0	3	0	3	6	0	6	0	6
SBR	37	3	40	71	111	39	3	42	19	61
EBL	0	0	0	0	0	0	0	0	0	0
EBT	245	20	265	35	300	387	31	418	90	508
EBR	31	2	33	23	56	85	7	92	60	152
WBL	190	15	205	0	205	325	26	351	0	351
WBT	485	39	524	0	524	300	24	324	0	324
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	240	19	259	71	330	407	33	440	19	458
Departure	0	0	0	0	0	0	0	0	0	0
Total	240	19	259	71	330	407	33	440	19	458
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	224	18	242	23	264	416	33	449	60	509
Total	224	18	242	23	264	416	33	449	60	509
East Leg										
Approach	675	54	729	0	729	625	50	675	0	675
Departure	445	36	481	35	516	749	60	809	90	899
Total	1,120	90	1,210	35	1,245	1,374	110	1,484	90	1,574
West Leg										
Approach	276	22	298	58	356	472	38	510	150	660
Departure	522	42	564	71	635	339	27	366	19	385
Total	798	64	862	129	991	811	65	876	169	1,045
Total Approaches										
Approach	1,191	95	1,286	129	1,415	1,504	120	1,624	169	1,793
Departure	1,191	95	1,286	129	1,415	1,504	120	1,624	169	1,793
Total	2,382	191	2,573	258	2,830	3,008	241	3,249	338	3,586

Table C-2 - Project Completion (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project	Existing No Project	2023 -2027 Growth	PC No Project	Net Project Trips	PC Plus Project
9 I-215 Northbound Ramps/Placentia Avenue										
NBL	256	20	276	61	337	76	6	82	16	98
NBT	20	2	22	0	22	2	0	2	0	2
NBR	694	56	750	0	750	190	15	205	0	205
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	51	4	55	27	82	56	4	60	70	130
EBT	394	32	426	8	434	693	55	748	20	768
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	419	34	453	20	473	549	44	593	5	598
WBR	205	16	221	0	221	273	22	295	0	295
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	276	22	298	27	325	331	26	357	70	427
Total	276	22	298	27	325	331	26	357	70	427
South Leg										
Approach	970	78	1,048	61	1,109	268	21	289	16	305
Departure	0	0	0	0	0	0	0	0	0	0
Total	970	78	1,048	61	1,109	268	21	289	16	305
East Leg										
Approach	624	50	674	20	694	822	66	888	5	893
Departure	1,088	87	1,175	8	1,184	883	71	954	20	973
Total	1,712	137	1,849	28	1,878	1,705	136	1,841	25	1,866
West Leg										
Approach	445	36	481	35	516	749	60	809	90	898
Departure	675	54	729	81	810	625	50	675	21	696
Total	1,120	90	1,210	116	1,326	1,374	110	1,484	111	1,594
Total Approaches										
Approach	2,039	163	2,202	116	2,319	1,839	147	1,986	111	2,096
Departure	2,039	163	2,202	116	2,319	1,839	147	1,986	111	2,096
Total	4,078	326	4,404	232	4,638	3,678	294	3,972	222	4,192

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing	2023	Cumulative	Cumulative	Net	Cumulative	Existing	2023	Cumulative	Cumulative	Net	Cumulative
	No Project	-2027 Growth	Project Trips	No Project	Project Trips	Plus Project	No Project	-2027 Growth	Project Trips	No Project	Project Trips	Plus Project
1 Project Driveway 1/Placentia Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	15	15	0	0	0	0	40	40
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	36	3	16	55	0	55	37	3	49	89	0	89
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	32	32	0	0	0	0	7	7
WBT	42	3	38	83	0	83	48	4	6	58	0	58
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	15	15	0	0	0	0	40	40
Departure	0	0	0	0	32	32	0	0	0	0	7	7
Total	0	0	0	0	47	47	0	0	0	0	47	47
East Leg												
Approach	42	3	38	83	32	115	48	4	6	58	7	65
Departure	36	3	16	55	15	70	37	3	49	89	40	129
Total	78	6	54	138	47	185	85	7	55	147	47	194
West Leg												
Approach	36	3	16	55	0	55	37	3	49	89	0	89
Departure	42	3	38	83	0	83	48	4	6	58	0	58
Total	78	6	54	138	0	138	85	7	55	147	0	147
Total Approaches												
Approach	78	6	54	138	47	185	85	7	55	147	47	194
Departure	78	6	54	138	47	185	85	7	55	147	47	194
Total	156	12	108	276	94	370	170	14	110	294	94	388

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
2 Project Driveway 2/Water Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	12	12	0	0	0	0	30	30
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	7	1	5	13	0	13	6	0	10	16	0	16
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1	0	9	10	0	10	2	0	9	11	0	11
WBR	0	0	0	0	31	31	0	0	0	0	8	8
North Leg												
Approach	0	0	0	0	12	12	0	0	0	0	30	30
Departure	0	0	0	0	31	31	0	0	0	0	8	8
Total	0	0	0	0	43	43	0	0	0	0	38	38
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1	0	9	10	31	41	2	0	9	11	8	19
Departure	7	1	5	13	12	25	6	0	10	16	30	46
Total	8	1	14	23	43	66	8	1	19	28	38	65
West Leg												
Approach	7	1	5	13	0	13	6	0	10	16	0	16
Departure	1	0	9	10	0	10	2	0	9	11	0	11
Total	8	1	14	23	0	23	8	1	19	28	0	27
Total Approaches												
Approach	8	1	14	23	43	66	8	1	19	28	38	65
Departure	8	1	14	23	43	66	8	1	19	28	38	65
Total	16	1	28	45	86	132	16	1	38	55	76	130

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
3 Project Driveway 3/Water Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	5	5	0	5	0	0	23	23	0	23
SBL	0	0	0	0	12	12	0	0	0	0	31	31
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	7	1	5	13	12	25	6	0	10	16	30	46
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	17	17	0	17	0	0	9	9	0	9
WBT	1	0	9	10	31	41	2	0	9	11	8	19
WBR	0	0	0	0	33	33	0	0	0	0	8	8
North Leg												
Approach	0	0	0	0	12	12	0	0	0	0	31	31
Departure	0	0	0	0	33	33	0	0	0	0	8	8
Total	0	0	0	0	45	45	0	0	0	0	39	39
South Leg												
Approach	0	0	5	5	0	5	0	0	23	23	0	23
Departure	0	0	17	17	0	17	0	0	9	9	0	9
Total	0	0	22	22	0	22	0	0	32	32	0	32
East Leg												
Approach	1	0	26	27	64	91	2	0	18	20	16	36
Departure	7	1	10	18	24	42	6	0	33	39	61	100
Total	8	1	36	45	88	133	8	1	51	60	77	136
West Leg												
Approach	7	1	5	13	12	25	6	0	10	16	30	46
Departure	1	0	9	10	31	41	2	0	9	11	8	19
Total	8	1	14	23	43	66	8	1	19	28	38	65
Total Approaches												
Approach	8	1	36	45	88	133	8	1	51	60	77	136
Departure	8	1	36	45	88	133	8	1	51	60	77	136
Total	16	1	72	89	176	266	16	1	102	119	154	272

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
4 Harvill Avenue/Placentia Avenue												
NBL	12	1	6	19	0	19	7	1	0	8	0	8
NBT	354	28	55	437	8	445	108	9	55	172	20	192
NBR	107	9	115	231	49	280	117	9	147	273	127	400
SBL	145	12	30	187	0	187	325	26	93	444	0	444
SBT	74	6	40	120	20	140	218	17	66	301	5	306
SBR	5	0	3	8	10	18	1	0	1	2	3	5
EBL	4	0	1	5	4	9	1	0	3	4	10	14
EBT	24	2	14	40	8	48	30	2	38	70	22	92
EBR	8	1	2	11	3	14	6	0	7	13	8	21
WBL	98	8	99	205	131	336	86	7	102	195	34	229
WBT	25	2	29	56	22	78	40	3	5	48	6	54
WBR	399	32	95	526	0	526	213	17	51	281	0	281
North Leg												
Approach	224	18	73	315	30	345	544	44	160	748	8	755
Departure	757	61	151	969	12	980	322	26	109	457	30	487
Total	981	78	224	1,283	42	1,325	866	69	269	1,204	38	1,242
South Leg												
Approach	473	38	176	687	57	744	232	19	202	453	147	600
Departure	180	14	141	335	154	490	310	25	175	510	47	556
Total	653	52	317	1,022	211	1,234	542	43	377	962	194	1,156
East Leg												
Approach	522	42	223	787	153	940	339	27	158	524	40	564
Departure	276	22	159	457	57	515	472	38	278	788	149	936
Total	798	64	382	1,244	210	1,455	811	65	436	1,312	189	1,500
West Leg												
Approach	36	3	17	56	15	71	37	3	48	88	40	127
Departure	42	3	38	83	32	115	48	4	6	58	9	67
Total	78	6	55	139	47	186	85	7	54	146	49	194
Total Approaches												
Approach	1,255	100	489	1,844	255	2,100	1,152	92	568	1,812	235	2,046
Departure	1,255	100	489	1,844	255	2,100	1,152	92	568	1,812	235	2,046
Total	2,510	201	978	3,689	510	4,200	2,304	184	1,136	3,624	470	4,092

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
5 Harvill Avenue/Project Driveway 4												
NBL	0	0	0	0	8	8	0	0	0	0	2	2
NBT	473	38	75	586	34	620	232	19	84	335	88	423
NBR	0	0	28	28	0	28	0	0	37	37	0	37
SBL	0	0	70	70	0	70	0	0	92	92	0	92
SBT	180	14	70	264	93	357	310	25	83	418	31	449
SBR	0	0	0	0	61	61	0	0	0	0	16	16
EBL	0	0	0	0	23	23	0	0	0	0	60	60
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	1	1	0	0	0	0	2	2
WBL	0	0	0	0	0	0	0	0	3	3	0	3
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	102	102	0	102	0	0	117	117	0	117
North Leg												
Approach	180	14	140	334	154	488	310	25	175	510	47	557
Departure	473	38	177	688	57	745	232	19	201	452	148	600
Total	653	52	317	1,022	211	1,233	542	43	376	961	195	1,157
South Leg												
Approach	473	38	103	614	42	656	232	19	121	372	90	462
Departure	180	14	70	264	94	358	310	25	86	421	33	454
Total	653	52	173	878	136	1,014	542	43	207	792	123	916
East Leg												
Approach	0	0	102	102	0	102	0	0	120	120	0	120
Departure	0	0	98	98	0	98	0	0	129	129	0	129
Total	0	0	200	200	0	200	0	0	249	249	0	249
West Leg												
Approach	0	0	0	0	24	24	0	0	0	0	62	62
Departure	0	0	0	0	69	69	0	0	0	0	18	18
Total	0	0	0	0	93	93	0	0	0	0	80	80
Total Approaches												
Approach	653	52	345	1,050	220	1,270	542	43	416	1,001	199	1,201
Departure	653	52	345	1,050	220	1,270	542	43	416	1,001	199	1,201
Total	1,306	104	690	2,100	440	2,540	1,084	87	832	2,003	398	2,402

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
6 Harvill Avenue/Project Driveway 5												
NBL	0	0	0	0	4	4	0	0	0	0	1	1
NBT	473	38	103	614	29	643	232	19	121	372	56	428
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	180	14	70	264	59	323	310	25	86	421	24	445
SBR	0	0	0	0	35	35	0	0	0	0	9	9
EBL	0	0	0	0	13	13	0	0	0	0	34	34
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	1	1	0	0	0	0	2	2
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	180	14	70	264	94	358	310	25	86	421	33	454
Departure	473	38	103	614	42	656	232	19	121	372	90	462
Total	653	52	173	878	136	1,014	542	43	207	792	123	916
South Leg												
Approach	473	38	103	614	33	647	232	19	121	372	57	429
Departure	180	14	70	264	60	324	310	25	86	421	26	447
Total	653	52	173	878	93	971	542	43	207	792	83	876
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	14	14	0	0	0	0	36	36
Departure	0	0	0	0	39	39	0	0	0	0	10	10
Total	0	0	0	0	53	53	0	0	0	0	46	46
Total Approaches												
Approach	653	52	173	878	141	1,019	542	43	207	792	126	919
Departure	653	52	173	878	141	1,019	542	43	207	792	126	919
Total	1,306	104	346	1,756	282	2,038	1,084	87	414	1,585	252	1,838

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
7 Harvill Avenue/Water Street												
NBL	0	0	8	8	8	16	1	0	6	7	2	9
NBT	463	37	97	597	12	609	210	17	96	323	3	326
NBR	3	0	0	3	0	3	0	0	0	0	0	0
SBL	9	1	0	10	0	10	11	1	0	12	0	12
SBT	170	14	52	236	5	241	298	24	74	396	12	408
SBR	1	0	18	19	55	74	1	0	12	13	14	27
EBL	2	0	7	9	21	30	3	0	24	27	54	81
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	5	0	4	9	3	12	3	0	9	12	8	20
WBL	1	0	0	1	0	1	7	1	0	8	0	8
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	8	1	0	9	0	9	19	2	0	21	0	21
North Leg												
Approach	180	14	70	264	60	325	310	25	86	421	26	447
Departure	473	38	104	615	33	648	232	19	120	371	57	428
Total	653	52	174	879	93	973	542	43	206	791	83	875
South Leg												
Approach	466	37	105	608	20	628	211	17	102	330	5	335
Departure	176	14	56	246	8	254	308	25	83	416	20	436
Total	642	51	161	854	28	882	519	42	185	746	25	771
East Leg												
Approach	9	1	0	10	0	10	26	2	0	28	0	29
Departure	12	1	0	13	0	13	11	1	0	12	0	12
Total	21	2	0	23	0	23	37	3	0	40	0	41
West Leg												
Approach	7	1	11	19	24	42	6	0	33	39	62	101
Departure	1	0	26	27	63	90	2	0	18	20	16	36
Total	8	1	37	46	87	132	8	1	51	60	78	137
Total Approaches												
Approach	662	53	186	901	104	1,005	553	44	221	818	93	912
Departure	662	53	186	901	104	1,005	553	44	221	818	93	912
Total	1,324	106	372	1,802	208	2,010	1,106	88	442	1,636	186	1,824

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
8 I-215 Southbound Ramps/Placentia Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	200	16	145	361	0	361	362	29	129	520	0	520
SBT	3	0	0	3	0	3	6	0	0	6	0	6
SBR	37	3	65	105	71	176	39	3	61	103	19	122
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	245	20	91	356	35	391	387	31	152	570	90	660
EBR	31	2	69	102	23	125	85	7	128	220	60	280
WBL	190	15	138	343	0	343	325	26	233	584	0	584
WBT	485	39	155	679	0	679	300	24	96	420	0	420
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	240	19	210	469	71	540	407	33	190	630	19	648
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	19	210	469	71	540	407	33	190	630	19	648
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	224	18	207	449	23	471	416	33	361	810	60	870
Total	224	18	207	449	23	471	416	33	361	810	60	870
East Leg												
Approach	675	54	293	1,022	0	1,022	625	50	329	1,004	0	1,004
Departure	445	36	236	717	35	752	749	60	281	1,090	90	1,180
Total	1,120	90	529	1,739	35	1,774	1,374	110	610	2,094	90	2,184
West Leg												
Approach	276	22	160	458	58	516	472	38	280	790	150	940
Departure	522	42	220	784	71	855	339	27	157	523	19	542
Total	798	64	380	1,242	129	1,371	811	65	437	1,313	169	1,482
Total Approaches												
Approach	1,191	95	663	1,949	129	2,078	1,504	120	799	2,423	169	2,592
Departure	1,191	95	663	1,949	129	2,078	1,504	120	799	2,423	169	2,592
Total	2,382	191	1,326	3,899	258	4,156	3,008	241	1,598	4,847	338	5,184

Table C-3 - Cumulative (2027) plus Project Peak Hour Volume Summary
























	AM Peak Hour						PM Peak Hour					
	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Existing No Project	2023 -2027 Growth	Cumulative Project Trips	Cumulative No Project	Net Project Trips	Cumulative Plus Project
9 I-215 Northbound Ramps/Placentia Avenue												
NBL	256	20	92	368	61	429	76	6	44	126	16	142
NBT	20	2	0	22	0	22	2	0	0	2	0	2
NBR	694	56	255	1,005	0	1,005	190	15	179	384	0	384
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	51	4	48	103	27	130	56	4	75	135	70	205
EBT	394	32	176	602	8	610	693	55	199	947	20	967
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	419	34	204	657	20	677	549	44	288	881	5	886
WBR	205	16	106	327	0	327	273	22	148	443	0	443
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	276	22	154	452	27	479	331	26	223	580	70	650
Total	276	22	154	452	27	479	331	26	223	580	70	650
South Leg												
Approach	970	78	347	1,395	61	1,456	268	21	223	512	16	528
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	970	78	347	1,395	61	1,456	268	21	223	512	16	528
East Leg												
Approach	624	50	310	984	20	1,004	822	66	436	1,324	5	1,329
Departure	1,088	87	431	1,606	8	1,615	883	71	378	1,332	20	1,351
Total	1,712	137	741	2,590	28	2,619	1,705	136	814	2,655	25	2,680
West Leg												
Approach	445	36	224	705	35	740	749	60	274	1,083	90	1,172
Departure	675	54	296	1,025	81	1,106	625	50	332	1,007	21	1,028
Total	1,120	90	520	1,730	116	1,846	1,374	110	606	2,090	111	2,200
Total Approaches												
Approach	2,039	163	881	3,083	116	3,200	1,839	147	933	2,919	111	3,029
Departure	2,039	163	881	3,083	116	3,200	1,839	147	933	2,919	111	3,029
Total	4,078	326	1,762	6,166	232	6,400	3,678	294	1,866	5,838	222	6,058

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Existing 2023 NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	24	8	98	25	399	12	354	107	145	74	5
Future Volume (veh/h)	4	24	8	98	25	399	12	354	107	145	74	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	4	27	9	110	28	448	13	398	120	163	83	6
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	70	52	17	576	605	513	23	688	307	208	1056	471
Arrive On Green	0.04	0.04	0.04	0.32	0.32	0.32	0.01	0.19	0.19	0.11	0.29	0.29
Sat Flow, veh/h	1810	1364	455	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	4	0	36	110	28	448	13	398	120	163	83	6
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.2	0.0	1.4	3.1	0.7	18.6	0.5	7.1	4.6	6.2	1.2	0.2
Cycle Q Clear(g_c), s	0.2	0.0	1.4	3.1	0.7	18.6	0.5	7.1	4.6	6.2	1.2	0.2
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	70	576	605	513	23	688	307	208	1056	471
V/C Ratio(X)	0.06	0.00	0.51	0.19	0.05	0.87	0.56	0.58	0.39	0.78	0.08	0.01
Avail Cap(c_a), veh/h	512	0	514	1023	1075	911	512	2042	911	640	2042	911
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	0.00	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	32.8	0.0	33.4	17.5	16.7	22.8	34.7	26.0	25.0	30.5	18.1	17.8
Incr Delay (d2), s/veh	0.3	0.0	5.7	0.2	0.0	4.8	15.0	1.1	1.2	4.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	1.2	0.3	6.9	0.3	2.9	1.7	2.8	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.1	0.0	39.1	17.7	16.7	27.6	49.7	27.2	26.2	35.3	18.2	17.8
LnGrp LOS	C		D	B	B	C	D	C	C	D	B	B
Approach Vol, veh/h		40			586			531			252	
Approach Delay, s/veh		38.5			25.2			27.5			29.2	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.2	5.5	27.4		8.6	12.7	20.2				
Change Period (Y+Rc), s		6.7	4.6	6.7		5.9	4.6	6.7				
Max Green Setting (Gmax), s		40.0	20.0	40.0		20.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s		20.6	2.5	3.2		3.4	8.2	9.1				
Green Ext Time (p_c), s		1.9	0.0	0.7		0.1	0.3	4.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.2								
HCM 7th LOS				C								

Intersection												
Intersection Delay, s/veh	10.6											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	5	1	0	8	0	463	3	9	170	1
Future Vol, veh/h	2	0	5	1	0	8	0	463	3	9	170	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	6	1	0	10	0	594	4	12	218	1
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	8.7		11.4	8.8
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	29%	11%	100%	0%	0%
Vol Thru, %	100%	100%	98%	0%	0%	0%	100%	98%
Vol Right, %	0%	0%	2%	71%	89%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	309	157	7	9	9	113	58
LT Vol	0	0	0	2	1	9	0	0
Through Vol	0	309	154	0	0	0	113	57
RT Vol	0	0	3	5	8	0	0	1
Lane Flow Rate	0	396	202	9	12	12	145	74
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.522	0.265	0.015	0.018	0.018	0.204	0.104
Departure Headway (Hd)	4.751	4.751	4.738	5.881	5.666	5.565	5.062	5.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	764	762	608	631	645	711	711
Service Time	2.451	2.451	2.438	3.621	3.406	3.284	2.782	2.769
HCM Lane V/C Ratio	0	0.518	0.265	0.015	0.019	0.019	0.204	0.104
HCM Control Delay, s/veh	7.5	12.5	9.1	8.7	8.5	8.4	9.1	8.4
HCM Lane LOS	N	B	A	A	A	A	A	A
HCM 95th-tile Q	0	3.1	1.1	0	0.1	0.1	0.8	0.3

HCM 7th Signalized Intersection Summary
 8: I-215 SB Ramp & Placentia Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	245	31	190	485	0	0	0	0	200	3	37
Future Volume (veh/h)	0	245	31	190	485	0	0	0	0	200	3	37
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	261	33	202	516	0				215	0	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2355	1050	285	2847	0				322	0	143
Arrive On Green	0.00	0.65	0.65	0.16	1.00	0.00				0.09	0.00	0.09
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	261	33	202	516	0				215	0	39
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	2.4	0.6	4.8	0.0	0.0				5.1	0.0	2.0
Cycle Q Clear(g_c), s	0.0	2.4	0.6	4.8	0.0	0.0				5.1	0.0	2.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2355	1050	285	2847	0				322	0	143
V/C Ratio(X)	0.00	0.11	0.03	0.71	0.18	0.00				0.67	0.00	0.27
Avail Cap(c_a), veh/h	0	2355	1050	671	2847	0				1423	0	633
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.8	5.5	36.3	0.0	0.0				39.3	0.0	37.9
Incr Delay (d2), s/veh	0.0	0.1	0.1	3.2	0.1	0.0				2.4	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.2	2.0	0.1	0.0				2.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	5.9	5.5	39.4	0.1	0.0				41.7	0.0	38.9
LnGrp LOS		A	A	D	A					D		D
Approach Vol, veh/h		294			718						254	
Approach Delay, s/veh		5.9			11.2						41.2	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	2.1	63.5		13.4		75.6						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	17.0	21.0		35.0		43.0						
Max Q Clear Time (g_c+I), s	10.0	4.4		7.1		2.0						
Green Ext Time (p_c), s	0.4	0.9		0.8		2.1						

Intersection Summary

HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	51	394	0	0	419	205	256	20	694	0	0	0
Future Volume (veh/h)	51	394	0	0	419	205	256	20	694	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	53	410	0	0	436	214	282	0	723			
Peak Hour Factor	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			
Cap, veh/h	144	2235	0	0	1888	842	935	0	416			
Arrive On Green	0.01	0.20	0.00	0.00	0.52	0.52	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	53	410	0	0	436	214	282	0	723			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	1.3	8.4	0.0	0.0	5.8	6.5	5.6	0.0	23.0			
Cycle Q Clear(g_c), s	1.3	8.4	0.0	0.0	5.8	6.5	5.6	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	144	2235	0	0	1888	842	935	0	416			
V/C Ratio(X)	0.37	0.18	0.00	0.00	0.23	0.25	0.30	0.00	1.74			
Avail Cap(c_a), veh/h	907	2235	0	0	1888	842	935	0	416			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.8	16.8	0.0	0.0	11.5	11.7	26.5	0.0	33.0			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.3	0.7	0.2	0.0	341.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	3.3	0.0	0.0	2.1	2.2	2.3	0.0	47.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	17.0	0.0	0.0	11.8	12.4	26.7	0.0	374.8			
LnGrp LOS	D	B			B	B	C		F			
Approach Vol, veh/h		463			650			1005				
Approach Delay, s/veh		20.0			12.0			277.1				
Approach LOS		C			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			8.6	51.9		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		10.4			3.3	8.5		25.0				
Green Ext Time (p_c), s		1.6			0.1	1.9		0.0				

Intersection Summary
























HCM 7th Control Delay, s/veh	139.5
HCM 7th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Existing 2023 NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	30	6	86	40	213	7	108	117	325	218	1
Future Volume (veh/h)	1	30	6	86	40	213	7	108	117	325	218	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1	34	7	97	45	239	8	121	131	365	245	1
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	76	64	13	351	368	312	15	490	219	427	1311	585
Arrive On Green	0.04	0.04	0.04	0.19	0.19	0.19	0.01	0.14	0.14	0.24	0.36	0.36
Sat Flow, veh/h	1810	1529	315	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	1	0	41	97	45	239	8	121	131	365	245	1
Grp Sat Flow(s),veh/h/ln	1810	0	1843	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.0	0.0	1.3	2.8	1.2	8.5	0.3	1.8	4.7	11.7	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.3	2.8	1.2	8.5	0.3	1.8	4.7	11.7	2.8	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	77	351	368	312	15	490	219	427	1311	585
V/C Ratio(X)	0.01	0.00	0.53	0.28	0.12	0.77	0.53	0.25	0.60	0.86	0.19	0.00
Avail Cap(c_a), veh/h	595	0	606	1190	1249	1059	595	2374	1059	744	2374	1059
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	0.00	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	27.9	0.0	28.6	20.9	20.2	23.2	30.0	23.5	24.7	22.3	13.2	12.3
Incr Delay (d2), s/veh	0.1	0.0	5.6	0.4	0.1	3.9	19.9	0.4	3.7	3.8	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	1.1	0.5	3.2	0.2	0.7	1.8	4.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.0	0.0	34.2	21.3	20.4	27.1	49.9	23.9	28.4	26.0	13.3	12.3
LnGrp LOS	C		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		42			381			260			611	
Approach Delay, s/veh		34.0			24.9			27.0			20.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.5	5.1	28.8		8.4	18.9	15.0				
Change Period (Y+Rc), s		6.7	4.6	6.7		5.9	4.6	6.7				
Max Green Setting (Gmax), s		40.0	20.0	40.0		20.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s		10.5	2.3	4.8		3.3	13.7	6.7				
Green Ext Time (p_c), s		1.3	0.0	2.2		0.1	0.6	1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.7									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved changes to right turn type.												

Intersection												
Intersection Delay, s/veh	8.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	3	7	0	19	1	210	0	11	298	1
Future Vol, veh/h	3	0	3	7	0	19	1	210	0	11	298	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	4	9	0	24	1	269	0	14	382	1
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	8.5		8.4	7.6
HCM LOS	A		A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	50%	27%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%	100%	99%
Vol Right, %	0%	0%	0%	50%	73%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	105	105	6	26	11	199	100
LT Vol	1	0	0	3	7	11	0	0
Through Vol	0	105	105	0	0	0	199	99
RT Vol	0	0	0	3	19	0	0	1
Lane Flow Rate	1	135	135	8	33	14	255	129
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.185	0.121	0.012	0.05	0.02	0.333	0.168
Departure Headway (Hd)	5.437	4.936	3.232	5.755	5.44	5.209	4.709	4.702
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	661	731	1113	623	660	679	754	753
Service Time	3.144	2.643	0.939	3.475	3.157	3.005	2.504	2.497
HCM Lane V/C Ratio	0.002	0.185	0.121	0.013	0.05	0.021	0.338	0.171
HCM Control Delay, s/veh	8.2	8.8	6.4	8.5	8.4	8.1	9.9	8.5
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.7	0.4	0	0.2	0.1	1.5	0.6

HCM 7th Signalized Intersection Summary
8: I-215 SB Ramp & Placentia Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	387	85	325	300	0	0	0	0	362	6	39
Future Volume (veh/h)	0	387	85	325	300	0	0	0	0	362	6	39
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	412	90	346	319	0				389	0	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2010	896	437	2658	0				511	0	227
Arrive On Green	0.00	0.56	0.56	0.17	0.98	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	412	90	346	319	0				389	0	41
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	5.1	2.3	8.4	0.2	0.0				9.2	0.0	2.0
Cycle Q Clear(g_c), s	0.0	5.1	2.3	8.4	0.2	0.0				9.2	0.0	2.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2010	896	437	2658	0				511	0	227
V/C Ratio(X)	0.00	0.20	0.10	0.79	0.12	0.00				0.76	0.00	0.18
Avail Cap(c_a), veh/h	0	2010	896	671	2658	0				1220	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	9.3	36.0	0.2	0.0				36.8	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.2	0.2	3.6	0.1	0.0				2.4	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
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.8	3.5	0.1	0.0				4.0	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.1	9.5	39.6	0.3	0.0				39.1	0.0	34.1
LnGrp LOS		B	A	D	A					D		C
Approach Vol, veh/h		502			665						430	
Approach Delay, s/veh		10.0			20.8						38.7	
Approach LOS		A			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	6.0	55.0		18.1		70.9						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	26.0			30.0		48.0						
Max Q Clear Time (g_c+110), s	7.1			11.2		2.2						
Green Ext Time (p_c), s	0.7	1.6		1.4		1.2						

Intersection Summary

HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	56	693	0	0	549	273	76	2	190	0	0	0
Future Volume (veh/h)	56	693	0	0	549	273	76	2	190	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	58	722	0	0	572	284	80	0	198			
Peak Hour Factor	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			
Cap, veh/h	150	2631	0	0	2278	1016	538	0	240			
Arrive On Green	0.09	1.00	0.00	0.00	0.63	0.63	0.15	0.00	0.15			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	58	722	0	0	572	284	80	0	198			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	6.2	7.0	1.7	0.0	10.6			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	6.2	7.0	1.7	0.0	10.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	150	2631	0	0	2278	1016	538	0	240			
V/C Ratio(X)	0.39	0.27	0.00	0.00	0.25	0.28	0.15	0.00	0.83			
Avail Cap(c_a), veh/h	907	2631	0	0	2278	1016	935	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	7.2	7.4	33.0	0.0	36.8			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.3	0.7	0.1	0.0	7.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	2.0	2.1	0.7	0.0	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	0.2	0.0	0.0	7.5	8.0	33.1	0.0	43.9			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		780			856			278				
Approach Delay, s/veh		3.2			7.7			40.8				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.3			8.7	61.6		18.7				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			3.4	9.0		12.6				
Green Ext Time (p_c), s		3.1			0.1	2.6		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕↕	↕↕	
Traffic Vol, veh/h	39	0	32	45	0	15
Future Vol, veh/h	39	0	32	45	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	0	36	51	0	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	44	0	141
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	97
Critical Hdwy	-	-	4.1	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1578	-	850
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	922
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1578	-	830
Mov Cap-2 Maneuver	-	-	-	-	830
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	900

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.09	8.55
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1032	-	-	1578	-
HCM Lane V/C Ratio	0.016	-	-	0.023	-
HCM Control Delay (s/veh)	8.5	-	-	7.3	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	8	1	31	12	0
Future Vol, veh/h	0	8	1	31	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	1	43	17	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	34 23
Stage 1	-	-	-	-	23 -
Stage 2	-	-	-	-	11 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1577	-	-	-	984 1060
Stage 1	-	-	-	-	1005 -
Stage 2	-	-	-	-	1017 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	984 1060
Mov Cap-2 Maneuver	-	-	-	-	984 -
Stage 1	-	-	-	-	1005 -
Stage 2	-	-	-	-	1017 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.72
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	984
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Control Delay (s/veh)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	20	32	33	12	0
Future Vol, veh/h	0	20	32	33	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	22	35	36	13	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	71	0	-	0	74 53
Stage 1	-	-	-	-	53 -
Stage 2	-	-	-	-	22 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1543	-	-	-	934 1020
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	1006 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1543	-	-	-	934 1020
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	1006 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	934
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s/veh)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Project Completion 2027 WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	34	12	237	49	431	13	390	165	157	100	15
Future Volume (veh/h)	8	34	12	237	49	431	13	390	165	157	100	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	38	13	266	55	484	15	438	185	176	112	17
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	83	62	21	615	646	547	26	718	320	218	1102	492
Arrive On Green	0.05	0.05	0.05	0.34	0.34	0.34	0.01	0.20	0.20	0.12	0.31	0.31
Sat Flow, veh/h	1810	1354	463	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	9	0	51	266	55	484	15	438	185	176	112	17
Grp Sat Flow(s),veh/h/ln	1810	0	1817	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.4	0.0	2.2	9.2	1.6	23.0	0.7	9.0	8.4	7.7	1.8	0.6
Cycle Q Clear(g_c), s	0.4	0.0	2.2	9.2	1.6	23.0	0.7	9.0	8.4	7.7	1.8	0.6
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	83	615	646	547	26	718	320	218	1102	492
V/C Ratio(X)	0.11	0.00	0.61	0.43	0.09	0.88	0.59	0.61	0.58	0.81	0.10	0.03
Avail Cap(c_a), veh/h	447	0	448	893	938	795	447	1782	795	558	1782	795
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	0.00	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	37.1	0.0	38.0	20.7	18.2	25.2	39.7	29.6	29.4	34.7	20.2	19.8
Incr Delay (d2), s/veh	0.6	0.0	7.2	0.5	0.1	8.4	14.8	1.2	2.3	5.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.1	3.6	0.6	9.2	0.4	3.8	3.3	3.5	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	0.0	45.1	21.2	18.2	33.6	54.5	30.8	31.7	39.9	20.2	19.8
LnGrp LOS	D		D	C	B	C	D	C	C	D	C	B
Approach Vol, veh/h		60			805			638			305	
Approach Delay, s/veh		44.0			28.5			31.6			31.6	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.2	5.7	31.4		9.6	14.4	22.8				
Change Period (Y+Rc), s		6.7	4.6	6.7		5.9	4.6	6.7				
Max Green Setting (Gmax), s		40.0	20.0	40.0		20.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s		25.0	2.7	3.8		4.2	9.7	11.0				
Green Ext Time (p_c), s		2.5	0.0	1.0		0.2	0.3	5.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.6									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑		↑↑	
Traffic Vol, veh/h	23	1	8	545	287	61
Future Vol, veh/h	23	1	8	545	287	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	25	1	9	592	312	66

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	659	189	378	0	0
Stage 1	345	-	-	-	-
Stage 2	314	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	401	827	1191	-	-
Stage 1	694	-	-	-	-
Stage 2	720	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	827	1191	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	720	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.46	0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	407	-	-
HCM Lane V/C Ratio	0.007	-	0.064	-	-
HCM Control Delay (s/veh)	8	0.1	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	13	1	4	540	253	35
Future Vol, veh/h	13	1	4	540	253	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	14	1	4	587	275	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	596	157	313	0	0
Stage 1	294	-	-	-	-
Stage 2	302	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	439	868	1259	-	-
Stage 1	736	-	-	-	-
Stage 2	730	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	438	868	1259	-	-
Mov Cap-2 Maneuver	438	-	-	-	-
Stage 1	733	-	-	-	-
Stage 2	730	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.21	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1259	-	454	-	-
HCM Lane V/C Ratio	0.003	-	0.034	-	-
HCM Control Delay (s/veh)	7.9	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	23	0	8	1	0	9	8	512	3	10	189	56
Future Vol, veh/h	23	0	8	1	0	9	8	512	3	10	189	56
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	0	10	1	0	12	10	656	4	13	242	72
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	10	8.9	13.1	9.3
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	74%	10%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	0%	0%	100%	53%
Vol Right, %	0%	0%	2%	26%	90%	0%	0%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	341	174	31	10	10	126	119
LT Vol	8	0	0	23	1	10	0	0
Through Vol	0	341	171	0	0	0	126	63
RT Vol	0	0	3	8	9	0	0	56
Lane Flow Rate	10	438	223	40	13	13	162	153
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.016	0.601	0.305	0.074	0.021	0.021	0.236	0.209
Departure Headway (Hd)	5.445	4.944	4.932	6.674	5.968	5.767	5.265	4.935
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	656	731	728	534	595	619	680	725
Service Time	3.186	2.684	2.672	4.452	3.754	3.516	3.014	2.683
HCM Lane V/C Ratio	0.015	0.599	0.306	0.075	0.022	0.021	0.238	0.211
HCM Control Delay, s/veh	8.3	14.9	9.8	10	8.9	8.6	9.6	9
HCM Lane LOS	A	B	A	A	A	A	A	A
HCM 95th-tile Q	0	4.1	1.3	0.2	0.1	0.1	0.9	0.8

HCM 7th Signalized Intersection Summary
 8: I-215 SB Ramp & Placentia Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	300	56	205	524	0	0	0	0	216	3	111
Future Volume (veh/h)	0	300	56	205	524	0	0	0	0	216	3	111
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	319	60	218	557	0				232	0	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2271	1013	308	2786	0				383	0	170
Arrive On Green	0.00	0.63	0.63	0.09	0.77	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	319	60	218	557	0				232	0	118
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	3.2	1.3	5.4	3.7	0.0				5.5	0.0	6.3
Cycle Q Clear(g_c), s	0.0	3.2	1.3	5.4	3.7	0.0				5.5	0.0	6.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2271	1013	308	2786	0				383	0	170
V/C Ratio(X)	0.00	0.14	0.06	0.71	0.20	0.00				0.61	0.00	0.69
Avail Cap(c_a), veh/h	0	2271	1013	671	2786	0				1423	0	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.95	0.95	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	6.4	39.5	2.7	0.0				38.0	0.0	38.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	2.9	0.2	0.0				1.5	0.0	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.4	2.3	0.7	0.0				2.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.8	6.5	42.4	2.9	0.0				39.6	0.0	43.3
LnGrp LOS		A	A	D	A					D		D
Approach Vol, veh/h		379			775						350	
Approach Delay, s/veh		6.8			14.0						40.8	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	2.7	61.4		14.9		74.1						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	17.0	21.0		35.0		43.0						
Max Q Clear Time (g_c+1), s	17.4	5.2		8.3		5.7						
Green Ext Time (p_c), s	0.5	1.1		1.1		2.3						

Intersection Summary

HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp

RivCo Behavioral Health Campus Project
 Project Completion 2027 WP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	82	434	0	0	473	221	337	22	750	0	0	0
Future Volume (veh/h)	82	434	0	0	473	221	337	22	750	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No		No					
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	85	452	0	0	493	230	367	0	781			
Peak Hour Factor	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			
Cap, veh/h	173	2235	0	0	1858	829	935	0	416			
Arrive On Green	0.02	0.20	0.00	0.00	0.51	0.51	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	85	452	0	0	493	230	367	0	781			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	2.1	9.2	0.0	0.0	6.8	7.2	7.4	0.0	23.0			
Cycle Q Clear(g_c), s	2.1	9.2	0.0	0.0	6.8	7.2	7.4	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	173	2235	0	0	1858	829	935	0	416			
V/C Ratio(X)	0.49	0.20	0.00	0.00	0.27	0.28	0.39	0.00	1.88			
Avail Cap(c_a), veh/h	907	2235	0	0	1858	829	935	0	416			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	17.2	0.0	0.0	12.1	12.2	27.2	0.0	33.0			
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.3	0.8	0.3	0.0	403.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	3.8	0.0	0.0	2.5	2.4	3.0	0.0	54.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	17.4	0.0	0.0	12.5	13.1	27.5	0.0	436.7			
LnGrp LOS	D	B			B	B	C		F			
Approach Vol, veh/h		537			723			1148				
Approach Delay, s/veh		21.5			12.7			305.9				
Approach LOS		C			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			9.3	51.2		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		11.2			4.1	9.2		25.0				
Green Ext Time (p_c), s		1.8			0.1	2.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	154.4
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕↕	↕↕	
Traffic Vol, veh/h	40	0	7	52	0	40
Future Vol, veh/h	40	0	7	52	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	0	8	58	0	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	45	0	90
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	45
Critical Hdwy	-	-	4.1	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1576	-	911
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	978
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1576	-	906
Mov Cap-2 Maneuver	-	-	-	-	906
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	973

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.89	8.65
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1031	-	-	1576	-
HCM Lane V/C Ratio	0.044	-	-	0.005	-
HCM Control Delay (s/veh)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	6	2	8	30	0
Future Vol, veh/h	0	6	2	8	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	3	11	42	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	17
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	8
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1618	-	-	-	1007
Stage 1	-	-	-	-	1020
Stage 2	-	-	-	-	1020
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1618	-	-	-	1007
Mov Cap-2 Maneuver	-	-	-	-	1007
Stage 1	-	-	-	-	1020
Stage 2	-	-	-	-	1020

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.73
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1618	-	-	-	1007
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s/veh)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	36	10	8	31	0
Future Vol, veh/h	0	36	10	8	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	11	9	34	0
























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	20	0	-	0	54 15
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	39 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1610	-	-	-	959 1070
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	989 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	959 1070
Mov Cap-2 Maneuver	-	-	-	-	959 -
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	989 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	959
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Control Delay (s/veh)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Project Completion 2027 WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	54	14	127	49	230	8	137	253	351	240	4
Future Volume (veh/h)	11	54	14	127	49	230	8	137	253	351	240	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	12	61	16	143	55	258	9	154	284	394	270	4
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	108	86	23	353	370	314	16	806	359	435	1641	732
Arrive On Green	0.06	0.06	0.06	0.19	0.19	0.19	0.01	0.22	0.22	0.24	0.45	0.45
Sat Flow, veh/h	1810	1451	381	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	12	0	77	143	55	258	9	154	284	394	270	4
Grp Sat Flow(s),veh/h/ln	1810	0	1831	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.5	0.0	3.5	5.9	2.0	13.0	0.4	2.9	14.1	17.9	3.7	0.1
Cycle Q Clear(g_c), s	0.5	0.0	3.5	5.9	2.0	13.0	0.4	2.9	14.1	17.9	3.7	0.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	0	109	353	370	314	16	806	359	435	1641	732
V/C Ratio(X)	0.11	0.00	0.71	0.41	0.15	0.82	0.55	0.19	0.79	0.91	0.16	0.01
Avail Cap(c_a), veh/h	427	0	432	854	897	760	427	1705	760	534	1705	760
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	0.00	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	37.7	0.0	39.1	29.8	28.3	32.7	41.8	26.7	31.0	31.3	13.6	12.6
Incr Delay (d2), s/veh	0.5	0.0	8.1	0.8	0.2	5.4	19.8	0.2	5.5	16.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.7	2.5	0.9	5.3	0.3	1.2	5.7	9.3	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	0.0	47.2	30.6	28.5	38.1	61.6	26.9	36.5	47.4	13.7	12.6
LnGrp LOS	D		D	C	C	D	E	C	D	D	B	B
Approach Vol, veh/h		89			456			447			668	
Approach Delay, s/veh		46.0			34.6			33.7			33.6	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.2	5.4	45.2		10.9	25.0	25.6				
Change Period (Y+Rc), s		6.7	4.6	6.7		5.9	4.6	6.7				
Max Green Setting (Gmax), s		40.0	20.0	40.0		20.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s		15.0	2.4	5.7		5.5	19.9	16.1				
Green Ext Time (p_c), s		1.5	0.0	2.5		0.2	0.4	2.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.5									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved changes to right turn type.												

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	60	2	2	339	366	16
Future Vol, veh/h	60	2	2	339	366	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	2	-	-	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	65	2	2	368	398	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	595	208	415	0	0
Stage 1	407	-	-	-	-
Stage 2	189	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	440	805	1155	-	-
Stage 1	647	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	439	805	1155	-	-
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	831	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.92	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1155	-	588	-	-
HCM Lane V/C Ratio	0.002	-	0.115	-	-
HCM Control Delay (s/veh)	8.1	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	34	2	1	307	359	9
Future Vol, veh/h	34	2	1	307	359	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	37	2	1	334	390	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	564	200	400	0	0
Stage 1	395	-	-	-	-
Stage 2	169	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	460	814	1170	-	-
Stage 1	655	-	-	-	-
Stage 2	850	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	460	814	1170	-	-
Mov Cap-2 Maneuver	460	-	-	-	-
Stage 1	655	-	-	-	-
Stage 2	850	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.33	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1170	-	471	-	-
HCM Lane V/C Ratio	0.001	-	0.083	-	-
HCM Control Delay (s/veh)	8.1	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	57	0	11	8	0	21	3	230	0	12	334	15
Future Vol, veh/h	57	0	11	8	0	21	3	230	0	12	334	15
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	73	0	14	10	0	27	4	295	0	15	428	19
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	10.3	9	8.3	10.6
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	84%	28%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%	100%	88%
Vol Right, %	0%	0%	0%	16%	72%	0%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	115	115	68	29	12	223	126
LT Vol	3	0	0	57	8	12	0	0
Through Vol	0	115	115	0	0	0	223	111
RT Vol	0	0	0	11	21	0	0	15
Lane Flow Rate	4	147	147	87	37	15	285	162
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.006	0.218	0.148	0.154	0.061	0.024	0.407	0.227
Departure Headway (Hd)	5.839	5.335	3.623	6.376	5.905	5.631	5.128	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	669	979	558	610	633	699	708
Service Time	3.6	3.096	1.383	4.168	3.605	3.388	2.885	2.801
HCM Lane V/C Ratio	0.007	0.22	0.15	0.156	0.061	0.024	0.408	0.229
HCM Control Delay, s/veh	8.6	9.6	7	10.3	9	8.5	11.4	9.3
HCM Lane LOS	A	A	A	B	A	A	B	A
HCM 95th-tile Q	0	0.8	0.5	0.5	0.2	0.1	2	0.9

HCM 7th Signalized Intersection Summary
 8: I-215 SB Ramp & Placentia Ave

RivCo Behavioral Health Campus Project
 Project Completion 2027 WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	508	152	351	324	0	0	0	0	391	6	61
Future Volume (veh/h)	0	508	152	351	324	0	0	0	0	391	6	61
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	540	162	373	345	0				420	0	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1943	867	467	2622	0				547	0	244
Arrive On Green	0.00	0.54	0.54	0.13	0.73	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	540	162	373	345	0				420	0	65
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	7.2	4.6	9.2	2.6	0.0				9.9	0.0	3.2
Cycle Q Clear(g_c), s	0.0	7.2	4.6	9.2	2.6	0.0				9.9	0.0	3.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1943	867	467	2622	0				547	0	244
V/C Ratio(X)	0.00	0.28	0.19	0.80	0.13	0.00				0.77	0.00	0.27
Avail Cap(c_a), veh/h	0	1943	867	671	2622	0				1220	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.2	10.6	37.4	3.7	0.0				36.3	0.0	33.4
Incr Delay (d2), s/veh	0.0	0.3	0.4	4.3	0.1	0.0				2.3	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	1.5	4.0	0.7	0.0				4.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.4	10.9	41.7	3.8	0.0				38.6	0.0	34.0
LnGrp LOS		B	B	D	A					D		C
Approach Vol, veh/h		702			718						485	
Approach Delay, s/veh		11.3			23.5						37.9	
Approach LOS		B			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	6.7	53.3		19.0		70.0						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	26.0			30.0		48.0						
Max Q Clear Time (g_c+fl), s	9.2			11.9		4.6						
Green Ext Time (p_c), s	0.7	2.2		1.5		1.3						

Intersection Summary

HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	130	768	0	0	598	295	98	2	205	0	0	0
Future Volume (veh/h)	130	768	0	0	598	295	98	2	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	135	800	0	0	623	307	103	0	214			
Peak Hour Factor	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			
Cap, veh/h	207	2593	0	0	2181	973	576	0	256			
Arrive On Green	0.12	1.00	0.00	0.00	0.60	0.60	0.16	0.00	0.16			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	135	800	0	0	623	307	103	0	214			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	7.3	8.3	2.2	0.0	11.5			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	7.3	8.3	2.2	0.0	11.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	207	2593	0	0	2181	973	576	0	256			
V/C Ratio(X)	0.65	0.31	0.00	0.00	0.29	0.32	0.18	0.00	0.83			
Avail Cap(c_a), veh/h	907	2593	0	0	2181	973	935	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.4	0.0	0.0	0.0	8.4	8.6	32.4	0.0	36.3			
Incr Delay (d2), s/veh	1.2	0.3	0.0	0.0	0.3	0.9	0.1	0.0	7.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.0	0.0	2.4	2.6	0.9	0.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.3	0.0	0.0	8.8	9.5	32.5	0.0	43.9			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		935			930			317				
Approach Delay, s/veh		5.9			9.0			40.2				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.3			10.2	59.2		19.7				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			5.3	10.3		13.5				
Green Ext Time (p_c), s		3.5			0.2	2.8		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑	↑	
Traffic Vol, veh/h	55	0	32	83	0	15
Future Vol, veh/h	55	0	32	83	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	0	36	93	0	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	62	0	180
Stage 1	-	-	-	-	62
Stage 2	-	-	-	-	119
Critical Hdwy	-	-	4.1	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1554	-	806
Stage 1	-	-	-	-	966
Stage 2	-	-	-	-	900
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1554	-	787
Mov Cap-2 Maneuver	-	-	-	-	787
Stage 1	-	-	-	-	966
Stage 2	-	-	-	-	878

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.12	8.63
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1009	-	-	1554	-
HCM Lane V/C Ratio	0.017	-	-	0.023	-
HCM Control Delay (s/veh)	8.6	-	-	7.4	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	13	10	31	12	0
Future Vol, veh/h	0	13	10	31	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	18	14	43	17	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	57	0	-	0	53 35
Stage 1	-	-	-	-	35 -
Stage 2	-	-	-	-	18 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1560	-	-	-	960 1043
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	1010 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1560	-	-	-	960 1043
Mov Cap-2 Maneuver	-	-	-	-	960 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	1010 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	960
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Control Delay (s/veh)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	25	0	17	41	33	0	0	5	12	0	0
Future Vol, veh/h	0	25	0	17	41	33	0	0	5	12	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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	27	0	18	45	36	0	0	5	13	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	27	0	0	109	145	27	127	127	63
Stage 1	-	-	-	-	-	-	27	27	-	99	99	-
Stage 2	-	-	-	-	-	-	82	117	-	27	27	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1530	-	-	1600	-	-	875	750	1054	852	768	1008
Stage 1	-	-	-	-	-	-	995	877	-	912	817	-
Stage 2	-	-	-	-	-	-	932	802	-	995	877	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1530	-	-	1600	-	-	864	741	1054	837	758	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	864	741	-	837	758	-
Stage 1	-	-	-	-	-	-	995	877	-	912	807	-
Stage 2	-	-	-	-	-	-	921	793	-	990	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.36	8.43	9.37
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1054	1530	-	-	1600	-	-	837
HCM Lane V/C Ratio	0.005	-	-	-	0.012	-	-	0.016
HCM Control Delay (s/veh)	8.4	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Cumulative 2027 WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	48	14	336	78	526	19	445	280	187	140	18
Future Volume (veh/h)	9	48	14	336	78	526	19	445	280	187	140	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	10	54	16	378	88	591	21	500	315	210	157	20
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	95	74	22	639	671	568	31	901	402	242	1322	590
Arrive On Green	0.05	0.05	0.05	0.35	0.35	0.35	0.02	0.25	0.25	0.13	0.37	0.37
Sat Flow, veh/h	1810	1408	417	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	10	0	70	378	88	591	21	500	315	210	157	20
Grp Sat Flow(s),veh/h/ln	1810	0	1825	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.6	0.0	4.3	19.4	3.6	40.0	1.3	13.7	20.7	12.9	3.3	0.9
Cycle Q Clear(g_c), s	0.6	0.0	4.3	19.4	3.6	40.0	1.3	13.7	20.7	12.9	3.3	0.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	0	96	639	671	568	31	901	402	242	1322	590
V/C Ratio(X)	0.10	0.00	0.73	0.59	0.13	1.04	0.68	0.55	0.78	0.87	0.12	0.03
Avail Cap(c_a), veh/h	319	0	322	639	671	568	319	1274	568	399	1322	590
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	0.00	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	51.1	0.0	52.9	30.0	24.9	36.7	55.4	37.0	39.7	48.1	23.8	23.0
Incr Delay (d2), s/veh	0.5	0.0	10.0	1.5	0.1	48.5	17.7	0.8	5.9	8.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	8.3	1.6	22.6	0.7	6.0	8.6	6.3	1.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	62.9	31.4	25.0	85.1	73.0	37.8	45.5	56.8	23.8	23.1
LnGrp LOS	D		E	C	C	F	E	D	D	E	C	C
Approach Vol, veh/h		80			1057			836			387	
Approach Delay, s/veh		61.5			60.9			41.6			41.7	
Approach LOS		E			E			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		46.7	6.5	48.2		11.9	19.8	35.0				
Change Period (Y+Rc), s		6.7	4.6	6.7		5.9	4.6	6.7				
Max Green Setting (Gmax), s		40.0	20.0	40.0		20.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s		42.0	3.3	5.3		6.3	14.9	22.7				
Green Ext Time (p_c), s		0.0	0.0	1.4		0.2	0.3	5.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				50.9								
HCM 7th LOS				D								

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	1	0	0	102	8	620	28	70	357	61
Future Vol, veh/h	23	0	1	0	0	102	8	620	28	70	357	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	0	1	0	0	111	9	674	30	76	388	66

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	928	1295	227	1053	1313	352	454	0	0	704	0	0
Stage 1	573	573	-	707	707	-	-	-	-	-	-	-
Stage 2	354	722	-	346	607	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	226	164	782	183	160	650	1117	-	-	903	-	-
Stage 1	477	507	-	397	441	-	-	-	-	-	-	-
Stage 2	641	434	-	648	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	168	147	782	164	143	650	1117	-	-	903	-	-
Mov Cap-2 Maneuver	168	147	-	164	143	-	-	-	-	-	-	-
Stage 1	472	458	-	393	437	-	-	-	-	-	-	-
Stage 2	527	430	-	585	442	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	29.42		11.68		0.17		1.82	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	173	650	903	-	-
HCM Lane V/C Ratio	0.008	-	-	0.151	0.171	0.084	-	-
HCM Control Delay (s/veh)	8.2	0.1	-	29.4	11.7	9.4	0.7	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0.3	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	13	1	4	643	323	35
Future Vol, veh/h	13	1	4	643	323	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	14	1	4	699	351	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	728	195	389	0	0
Stage 1	370	-	-	-	-
Stage 2	358	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	363	820	1180	-	-
Stage 1	675	-	-	-	-
Stage 2	684	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	361	820	1180	-	-
Mov Cap-2 Maneuver	361	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	684	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.98	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1180	-	376	-	-
HCM Lane V/C Ratio	0.004	-	0.04	-	-
HCM Control Delay (s/veh)	8.1	0	15	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	30	0	12	1	0	9	16	609	3	10	241	74
Future Vol, veh/h	30	0	12	1	0	9	16	609	3	10	241	74
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	0	15	1	0	12	21	781	4	13	309	95
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	10.7	9.4	17.4	10.4
HCM LOS	B	A	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	71%	10%	100%	0%	0%
Vol Thru, %	0%	100%	99%	0%	0%	0%	100%	52%
Vol Right, %	0%	0%	1%	29%	90%	0%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	406	206	42	10	10	161	154
LT Vol	16	0	0	30	1	10	0	0
Through Vol	0	406	203	0	0	0	161	80
RT Vol	0	0	3	12	9	0	0	74
Lane Flow Rate	21	521	264	54	13	13	206	198
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.032	0.738	0.374	0.107	0.023	0.021	0.314	0.283
Departure Headway (Hd)	5.605	5.103	5.093	7.128	6.513	5.993	5.491	5.154
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	635	703	703	506	553	592	649	691
Service Time	3.375	2.873	2.863	4.828	4.216	3.779	3.276	2.938
HCM Lane V/C Ratio	0.033	0.741	0.376	0.107	0.024	0.022	0.317	0.287
HCM Control Delay, s/veh	8.6	21	10.9	10.7	9.4	8.9	10.8	10
HCM Lane LOS	A	C	B	B	A	A	B	A
HCM 95th-tile Q	0.1	6.6	1.7	0.4	0.1	0.1	1.3	1.2

HCM 7th Signalized Intersection Summary
 8: I-215 SB Ramp & Placentia Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	391	125	343	679	0	0	0	0	361	3	176
Future Volume (veh/h)	0	391	125	343	679	0	0	0	0	361	3	176
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	416	133	365	722	0				386	0	187
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1930	861	466	2608	0				561	0	250
Arrive On Green	0.00	0.53	0.53	0.04	0.24	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	416	133	365	722	0				386	0	187
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	5.4	3.7	9.2	14.5	0.0				9.0	0.0	9.9
Cycle Q Clear(g_c), s	0.0	5.4	3.7	9.2	14.5	0.0				9.0	0.0	9.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1930	861	466	2608	0				561	0	250
V/C Ratio(X)	0.00	0.22	0.15	0.78	0.28	0.00				0.69	0.00	0.75
Avail Cap(c_a), veh/h	0	1930	861	671	2608	0				1423	0	633
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.77	0.77	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	10.5	41.3	14.9	0.0				35.6	0.0	35.9
Incr Delay (d2), s/veh	0.0	0.2	0.3	3.4	0.2	0.0				1.5	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	1.2	4.3	6.9	0.0				3.9	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.1	10.8	44.7	15.2	0.0				37.1	0.0	40.4
LnGrp LOS		B	B	D	B					D		D
Approach Vol, veh/h		549			1087						573	
Approach Delay, s/veh		11.0			25.1						38.2	
Approach LOS		B			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	6.7	53.0		19.3		69.7						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	17.0	21.0		35.0		43.0						
Max Q Clear Time (g_c+fl), s	11.2	7.4		11.9		16.5						
Green Ext Time (p_c), s	0.6	1.5		1.9		3.0						

Intersection Summary

HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	130	610	0	0	677	327	429	22	1005	0	0	0
Future Volume (veh/h)	130	610	0	0	677	327	429	22	1005	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No		No					
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	135	635	0	0	705	341	463	0	1047			
Peak Hour Factor	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			
Cap, veh/h	212	2235	0	0	1818	811	935	0	416			
Arrive On Green	0.02	0.20	0.00	0.00	0.50	0.50	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	135	635	0	0	705	341	463	0	1047			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	3.4	13.2	0.0	0.0	10.7	11.9	9.7	0.0	23.0			
Cycle Q Clear(g_c), s	3.4	13.2	0.0	0.0	10.7	11.9	9.7	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	212	2235	0	0	1818	811	935	0	416			
V/C Ratio(X)	0.64	0.28	0.00	0.00	0.39	0.42	0.50	0.00	2.52			
Avail Cap(c_a), veh/h	907	2235	0	0	1818	811	935	0	416			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.6	18.7	0.0	0.0	13.6	13.9	28.1	0.0	33.0			
Incr Delay (d2), s/veh	1.1	0.3	0.0	0.0	0.6	1.6	0.4	0.0	689.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.3	0.0	0.0	4.0	4.1	4.0	0.0	88.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	19.0	0.0	0.0	14.3	15.5	28.5	0.0	722.4			
LnGrp LOS	D	B			B	B	C		F			
Approach Vol, veh/h		770			1046			1510				
Approach Delay, s/veh		23.4			14.7			509.6				
Approach LOS		C			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			10.3	50.2		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		15.2			5.4	13.9		25.0				
Green Ext Time (p_c), s		2.6			0.2	3.0		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	241.4
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑	↑	
Traffic Vol, veh/h	89	0	7	58	0	40
Future Vol, veh/h	89	0	7	58	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	0	8	65	0	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	148
Stage 1	-	-	-	-	100
Stage 2	-	-	-	-	48
Critical Hdwy	-	-	4.1	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1505	-	842
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	974
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	837
Mov Cap-2 Maneuver	-	-	-	-	837
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	969

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.83	8.93
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	961	-	-	1505	-
HCM Lane V/C Ratio	0.047	-	-	0.005	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	16	11	8	30	0
Future Vol, veh/h	0	16	11	8	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	22	15	11	42	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	26	0	-	0	43 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	22 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1601	-	-	-	973 1063
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	1006 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	973 1063
Mov Cap-2 Maneuver	-	-	-	-	973 -
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	1006 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.87
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	973
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Control Delay (s/veh)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	46	0	9	19	8	0	0	23	31	0	0
Future Vol, veh/h	0	46	0	9	19	8	0	0	23	31	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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	50	0	10	21	9	0	0	25	34	0	0
























Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	29	0	0	50	0	0	90	99	50	95	95	25
Stage 1	-	-	-	-	-	-	50	50	-	45	45	-
Stage 2	-	-	-	-	-	-	40	49	-	50	50	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1597	-	-	1570	-	-	899	795	1024	893	799	1057
Stage 1	-	-	-	-	-	-	968	857	-	975	862	-
Stage 2	-	-	-	-	-	-	980	858	-	968	857	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1570	-	-	894	790	1024	866	794	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	790	-	866	794	-
Stage 1	-	-	-	-	-	-	968	857	-	975	856	-
Stage 2	-	-	-	-	-	-	974	853	-	945	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.83	8.6	9.32
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1597	-	-	1570	-	-	866
HCM Lane V/C Ratio	0.024	-	-	-	0.006	-	-	0.039
HCM Control Delay (s/veh)	8.6	0	-	-	7.3	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 7th Signalized Intersection Summary
4: Harvill Ave & Placentia Ave

RivCo Behavioral Health Campus Project
Cumulative 2027 WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	92	21	229	54	280	8	191	400	443	305	5
Future Volume (veh/h)	14	92	21	229	54	280	8	191	400	443	305	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	16	103	24	257	61	315	9	215	449	498	343	6
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	159	131	31	406	426	361	16	1117	498	576	1678	748
Arrive On Green	0.09	0.09	0.09	0.22	0.22	0.22	0.01	0.31	0.31	0.16	0.46	0.46
Sat Flow, veh/h	1810	1490	347	1810	1900	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	16	0	127	257	61	315	9	215	449	498	343	6
Grp Sat Flow(s),veh/h/ln	1810	0	1837	1810	1900	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	0.9	0.0	7.6	14.3	2.9	21.0	0.6	4.9	29.8	15.4	6.3	0.2
Cycle Q Clear(g_c), s	0.9	0.0	7.6	14.3	2.9	21.0	0.6	4.9	29.8	15.4	6.3	0.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	162	406	426	361	16	1117	498	576	1678	748
V/C Ratio(X)	0.10	0.00	0.78	0.63	0.14	0.87	0.57	0.19	0.90	0.86	0.20	0.01
Avail Cap(c_a), veh/h	324	0	329	649	681	577	324	1295	577	787	1678	748
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	0.00	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	46.8	0.0	49.8	39.1	34.7	41.7	55.1	28.3	36.9	45.4	17.7	16.0
Incr Delay (d2), s/veh	0.3	0.0	8.1	1.6	0.2	8.5	21.8	0.1	16.7	6.9	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.7	6.3	1.3	9.0	0.3	2.1	13.5	7.1	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.1	0.0	57.9	40.8	34.8	50.3	76.8	28.4	53.5	52.3	17.7	16.0
LnGrp LOS	D		E	D	C	D	E	C	D	D	B	B
Approach Vol, veh/h	143				633		673				847	
Approach Delay, s/veh	56.7				44.9		45.8				38.0	
Approach LOS	E				D		D				D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	31.7		5.6		58.5		15.7		22.9		41.2	
Change Period (Y+Rc), s	6.7		4.6		6.7		5.9		4.6		6.7	
Max Green Setting (Gmax), s	40.0		20.0		40.0		20.0		25.0		40.0	
Max Q Clear Time (g_c+I1), s	23.0		2.6		8.3		9.6		17.4		31.8	
Green Ext Time (p_c), s	2.0		0.0		3.2		0.4		0.9		2.7	
Intersection Summary												
HCM 7th Control Delay, s/veh			43.4									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved changes to right turn type.												

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	0	2	3	0	117	2	422	37	92	448	16
Future Vol, veh/h	60	0	2	3	0	117	2	422	37	92	448	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	0	2	3	0	127	2	459	40	100	487	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	929	1199	252	927	1188	249	504	0	0	499	0	0
Stage 1	696	696	-	483	483	-	-	-	-	-	-	-
Stage 2	234	503	-	443	704	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	225	187	754	226	190	757	1071	-	-	1076	-	-
Stage 1	403	446	-	539	556	-	-	-	-	-	-	-
Stage 2	754	545	-	569	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	167	166	754	201	169	757	1071	-	-	1076	-	-
Mov Cap-2 Maneuver	336	317	-	392	335	-	-	-	-	-	-	-
Stage 1	402	398	-	537	555	-	-	-	-	-	-	-
Stage 2	626	543	-	506	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.1	10.91	0.05	1.98
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	342	739	1076	-	-
HCM Lane V/C Ratio	0.002	-	-	0.197	0.176	0.093	-	-
HCM Control Delay (s/veh)	8.4	0	-	18.1	10.9	8.7	0.7	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0.3	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	34	2	1	427	444	9
Future Vol, veh/h	34	2	1	427	444	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	37	2	1	464	483	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	722	246	492	0	0
Stage 1	487	-	-	-	-
Stage 2	234	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	366	760	1082	-	-
Stage 1	589	-	-	-	-
Stage 2	789	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	366	760	1082	-	-
Mov Cap-2 Maneuver	366	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	789	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.66	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1082	-	377	-	-
HCM Lane V/C Ratio	0.001	-	0.104	-	-
HCM Control Delay (s/veh)	8.3	0	15.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	81	0	20	8	0	21	9	325	0	12	407	27
Future Vol, veh/h	81	0	20	8	0	21	9	325	0	12	407	27
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	104	0	26	10	0	27	12	417	0	15	522	35
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	12	9.8	9.7	13
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	28%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%	100%	83%
Vol Right, %	0%	0%	0%	20%	72%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	163	163	101	29	12	271	163
LT Vol	9	0	0	81	8	12	0	0
Through Vol	0	163	163	0	0	0	271	136
RT Vol	0	0	0	20	21	0	0	27
Lane Flow Rate	12	208	208	129	37	15	348	209
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.02	0.334	0.235	0.249	0.068	0.026	0.536	0.315
Departure Headway (Hd)	6.282	5.776	4.056	6.934	6.551	6.058	5.552	5.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	570	623	883	518	546	592	651	663
Service Time	4.013	3.507	1.786	4.673	4.298	3.785	3.279	3.162
HCM Lane V/C Ratio	0.021	0.334	0.236	0.249	0.068	0.025	0.535	0.315
HCM Control Delay, s/veh	9.1	11.4	8	12	9.8	8.9	14.5	10.7
HCM Lane LOS	A	B	A	B	A	A	B	B
HCM 95th-tile Q	0.1	1.5	0.9	1	0.2	0.1	3.2	1.3

HCM 7th Signalized Intersection Summary
 8: I-215 SB Ramp & Placentia Ave

RivCo Behavioral Health Campus Project
 Cumulative 2027 WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	659	280	584	419	0	0	0	0	520	6	122
Future Volume (veh/h)	0	659	280	584	419	0	0	0	0	520	6	122
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	701	298	621	446	0				557	0	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1581	705	671	2469	0				700	0	312
Arrive On Green	0.00	0.44	0.44	0.06	0.23	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3705	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	701	298	621	446	0				557	0	130
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	12.1	11.4	15.7	8.9	0.0				13.1	0.0	6.3
Cycle Q Clear(g_c), s	0.0	12.1	11.4	15.7	8.9	0.0				13.1	0.0	6.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1581	705	671	2469	0				700	0	312
V/C Ratio(X)	0.00	0.44	0.42	0.93	0.18	0.00				0.80	0.00	0.42
Avail Cap(c_a), veh/h	0	1581	705	671	2469	0				1220	0	543
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.69	0.69	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.4	17.2	41.1	14.3	0.0				34.2	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.6	1.3	16.9	0.1	0.0				2.1	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	4.0	8.8	3.4	0.0				5.6	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.1	18.5	58.0	14.5	0.0				36.3	0.0	32.4
LnGrp LOS		B	B	E	B					D		C
Approach Vol, veh/h		999			1067						687	
Approach Delay, s/veh		18.2			39.8						35.6	
Approach LOS		B			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.9	44.4		22.7		66.3						
Change Period (Y+Rc), s	4.9	5.4		5.5		5.4						
Max Green Setting (Gmax), s	26.0			30.0		48.0						
Max Q Clear Time (g_c+11), s	14.1			15.1		10.9						
Green Ext Time (p_c), s	0.0	2.8		2.2		1.8						

Intersection Summary

HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp

RivCo Behavioral Health Campus Project
 Cumulative 2027 WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	205	966	0	0	885	443	142	2	384	0	0	0
Future Volume (veh/h)	205	966	0	0	885	443	142	2	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No		No					
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	214	1006	0	0	922	461	149	0	400			
Peak Hour Factor	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			
Cap, veh/h	302	2235	0	0	1726	770	935	0	416			
Arrive On Green	0.03	0.20	0.00	0.00	0.48	0.48	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	214	1006	0	0	922	461	149	0	400			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	5.4	21.7	0.0	0.0	15.9	18.6	2.8	0.0	21.8			
Cycle Q Clear(g_c), s	5.4	21.7	0.0	0.0	15.9	18.6	2.8	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	302	2235	0	0	1726	770	935	0	416			
V/C Ratio(X)	0.71	0.45	0.00	0.00	0.53	0.60	0.16	0.00	0.96			
Avail Cap(c_a), veh/h	907	2235	0	0	1726	770	935	0	416			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.1	22.1	0.0	0.0	16.3	17.0	25.5	0.0	32.6			
Incr Delay (d2), s/veh	0.9	0.5	0.0	0.0	1.2	3.4	0.1	0.0	34.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	10.4	0.0	0.0	6.1	6.8	1.2	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	22.6	0.0	0.0	17.5	20.4	25.6	0.0	66.7			
LnGrp LOS	D	C			B	C	C		E			
Approach Vol, veh/h		1220			1383			549				
Approach Delay, s/veh		26.2			18.4			55.5				
Approach LOS		C			B			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			12.5	48.0		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		23.7			7.4	20.6		23.8				
Green Ext Time (p_c), s		4.6			0.3	2.8		0.0				
























Intersection Summary

HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C
























Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
























HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	51	394	0	0	419	205	256	20	694	0	0	0
Future Volume (veh/h)	51	394	0	0	419	205	256	20	694	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	53	410	0	0	436	214	185	0	825			
Peak Hour Factor	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			
Cap, veh/h	144	2235	0	0	1888	842	468	0	832			
Arrive On Green	0.03	0.41	0.00	0.00	0.52	0.52	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	53	410	0	0	436	214	185	0	825			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	1.3	6.4	0.0	0.0	5.8	6.5	7.5	0.0	22.7			
Cycle Q Clear(g_c), s	1.3	6.4	0.0	0.0	5.8	6.5	7.5	0.0	22.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	144	2235	0	0	1888	842	468	0	832			
V/C Ratio(X)	0.37	0.18	0.00	0.00	0.23	0.25	0.40	0.00	0.99			
Avail Cap(c_a), veh/h	907	2235	0	0	1888	842	468	0	832			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.1	11.8	0.0	0.0	11.5	11.7	27.3	0.0	32.9			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.3	0.7	0.5	0.0	29.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	2.3	0.0	0.0	2.1	2.2	3.1	0.0	11.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	12.0	0.0	0.0	11.8	12.4	27.8	0.0	61.9			
LnGrp LOS	D	B			B	B	C		E			
Approach Vol, veh/h		463			650			1010				
Approach Delay, s/veh		15.5			12.0			55.6				
Approach LOS		B			B			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			8.6	51.9		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		8.4			3.3	8.5		24.7				
Green Ext Time (p_c), s		1.6			0.1	1.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh					33.5							
HCM 7th LOS					C							
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	56	693	0	0	549	273	76	2	190	0	0	0
Future Volume (veh/h)	56	693	0	0	549	273	76	2	190	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	58	722	0	0	572	284	53	0	227			
Peak Hour Factor	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			
Cap, veh/h	150	2807	0	0	2454	1095	181	0	322			
Arrive On Green	0.09	1.00	0.00	0.00	0.68	0.68	0.10	0.00	0.10			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	58	722	0	0	572	284	53	0	227			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	5.4	6.1	2.4	0.0	6.1			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	5.4	6.1	2.4	0.0	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	150	2807	0	0	2454	1095	181	0	322			
V/C Ratio(X)	0.39	0.26	0.00	0.00	0.23	0.26	0.29	0.00	0.71			
Avail Cap(c_a), veh/h	907	2807	0	0	2454	1095	468	0	832			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	5.4	5.5	37.1	0.0	38.8			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.2	0.6	0.9	0.0	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			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	1.6	1.7	1.1	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	0.2	0.0	0.0	5.6	6.1	38.0	0.0	41.6			
LnGrp LOS	D	A			A	A	D		D			
Approach Vol, veh/h		780			856			280				
Approach Delay, s/veh		3.2			5.8			40.9				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.6			8.7	65.9		14.4				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			3.4	8.1		8.1				
Green Ext Time (p_c), s		3.1			0.1	2.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	82	434	0	0	473	221	337	22	750	0	0	0
Future Volume (veh/h)	82	434	0	0	473	221	337	22	750	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	85	452	0	0	493	230	242	0	913			
Peak Hour Factor	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			
Cap, veh/h	173	2235	0	0	1858	829	468	0	832			
Arrive On Green	0.02	0.20	0.00	0.00	0.51	0.51	0.26	0.00	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	85	452	0	0	493	230	242	0	913			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	2.1	9.2	0.0	0.0	6.8	7.2	10.2	0.0	23.0			
Cycle Q Clear(g_c), s	2.1	9.2	0.0	0.0	6.8	7.2	10.2	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	173	2235	0	0	1858	829	468	0	832			
V/C Ratio(X)	0.49	0.20	0.00	0.00	0.27	0.28	0.52	0.00	1.10			
Avail Cap(c_a), veh/h	907	2235	0	0	1858	829	468	0	832			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	17.2	0.0	0.0	12.1	12.2	28.2	0.0	33.0			
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.3	0.8	1.0	0.0	61.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	3.8	0.0	0.0	2.5	2.4	4.3	0.0	15.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	17.4	0.0	0.0	12.5	13.1	29.3	0.0	94.1			
LnGrp LOS	D	B			B	B	C		F			
Approach Vol, veh/h		537			723			1155				
Approach Delay, s/veh		21.5			12.7			80.5				
Approach LOS		C			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			9.3	51.2		28.5				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		11.2			4.1	9.2		25.0				
Green Ext Time (p_c), s		1.8			0.1	2.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh					47.1							
HCM 7th LOS					D							
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp
























RivCo Behavioral Health Campus Project
 Project Completion 2027 WP - PM Peak Hour MIT

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	130	768	0	0	598	295	98	2	205	0	0	0
Future Volume (veh/h)	130	768	0	0	598	295	98	2	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	135	800	0	0	623	307	69	0	251			
Peak Hour Factor	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			
Cap, veh/h	207	2776	0	0	2364	1055	196	0	349			
Arrive On Green	0.12	1.00	0.00	0.00	0.65	0.65	0.11	0.00	0.11			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	135	800	0	0	623	307	69	0	251			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	6.4	7.2	3.1	0.0	6.7			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	6.4	7.2	3.1	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	207	2776	0	0	2364	1055	196	0	349			
V/C Ratio(X)	0.65	0.29	0.00	0.00	0.26	0.29	0.35	0.00	0.72			
Avail Cap(c_a), veh/h	907	2776	0	0	2364	1055	468	0	832			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.4	0.0	0.0	0.0	6.4	6.5	36.8	0.0	38.4			
Incr Delay (d2), s/veh	1.2	0.2	0.0	0.0	0.3	0.7	1.1	0.0	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			
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.0	0.0	2.0	2.1	1.4	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.2	0.0	0.0	6.7	7.2	37.8	0.0	41.2			
LnGrp LOS	D	A			A	A	D		D			
Approach Vol, veh/h		935			930			320				
Approach Delay, s/veh		5.9			6.9			40.4				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.9			10.2	63.7		15.1				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			5.3	9.2		8.7				
Green Ext Time (p_c), s		3.5			0.2	2.8		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.4								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	610	0	0	677	327	429	22	1005	0	0	0
Future Volume (veh/h)	130	610	0	0	677	327	429	22	1005	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	135	635	0	0	705	341	306	0	1214			
Peak Hour Factor	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			
Cap, veh/h	205	1672	0	0	1263	563	750	0	1334			
Arrive On Green	0.04	0.31	0.00	0.00	0.35	0.35	0.41	0.00	0.41			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	135	635	0	0	705	341	306	0	1214			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	3.4	12.2	0.0	0.0	14.0	15.5	10.6	0.0	31.5			
Cycle Q Clear(g_c), s	3.4	12.2	0.0	0.0	14.0	15.5	10.6	0.0	31.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	205	1672	0	0	1263	563	750	0	1334			
V/C Ratio(X)	0.66	0.38	0.00	0.00	0.56	0.61	0.41	0.00	0.91			
Avail Cap(c_a), veh/h	248	1672	0	0	1263	563	803	0	1429			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.9	20.7	0.0	0.0	23.4	23.9	18.4	0.0	24.5			
Incr Delay (d2), s/veh	2.5	0.6	0.0	0.0	1.8	4.8	0.4	0.0	8.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	5.3	0.0	0.0	5.8	6.2	4.1	0.0	12.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	21.3	0.0	0.0	25.2	28.6	18.7	0.0	33.1			
LnGrp LOS	D	C			C	C	B		C			
Approach Vol, veh/h		770			1046			1520				
Approach Delay, s/veh		25.4			26.3			30.2				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		46.6			10.1	36.5		42.4				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		38.5			6.3	27.3		39.5				
Max Q Clear Time (g_c+I1), s		14.2			5.4	17.5		33.5				
Green Ext Time (p_c), s		2.5			0.0	2.6		3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh					27.9							
HCM 7th LOS					C							
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary
 9: Placentia Ave & I-215 NB Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	205	966	0	0	885	443	142	2	384	0	0	0
Future Volume (veh/h)	205	966	0	0	885	443	142	2	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	214	1006	0	0	922	461	99	0	453			
Peak Hour Factor	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			
Cap, veh/h	298	2539	0	0	2034	907	315	0	561			
Arrive On Green	0.08	0.70	0.00	0.00	0.56	0.56	0.17	0.00	0.17			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1810	0	3220			
Grp Volume(v), veh/h	214	1006	0	0	922	461	99	0	453			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	5.3	10.2	0.0	0.0	13.3	15.6	4.3	0.0	12.0			
Cycle Q Clear(g_c), s	5.3	10.2	0.0	0.0	13.3	15.6	4.3	0.0	12.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	298	2539	0	0	2034	907	315	0	561			
V/C Ratio(X)	0.72	0.40	0.00	0.00	0.45	0.51	0.31	0.00	0.81			
Avail Cap(c_a), veh/h	907	2539	0	0	2034	907	468	0	832			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	5.4	0.0	0.0	11.4	11.9	32.1	0.0	35.3			
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.0	0.7	2.0	0.6	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	2.8	0.0	0.0	4.7	5.2	1.8	0.0	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	5.8	0.0	0.0	12.1	13.9	32.7	0.0	39.0			
LnGrp LOS	D	A			B	B	C		D			
Approach Vol, veh/h		1220			1383			552				
Approach Delay, s/veh		11.9			12.7			37.9				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			12.5	55.5		21.0				
Change Period (Y+Rc), s		5.4			4.9	5.4		5.5				
Max Green Setting (Gmax), s		55.0			23.0	27.0		23.0				
Max Q Clear Time (g_c+I1), s		12.2			7.3	17.6		14.0				
Green Ext Time (p_c), s		4.7			0.3	3.5		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.8									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

APPENDIX E

QUEING ANALYSIS WORKSHEETS

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	12	56	131	58	185	24	137	136	54	144	43	47
Average Queue (ft)	0	13	35	10	74	10	67	73	28	55	17	13
95th Queue (ft)	4	36	82	36	145	28	104	121	50	107	40	34
Link Distance (ft)		1344		976	976		1241	1241			1328	1328
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160		310			130			100	250		
Storage Blk Time (%)							0	3				
Queuing Penalty (veh)							0	3				

Intersection: 4: Harvill Ave & Placentia Ave

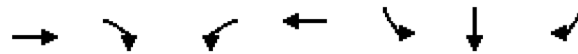
Movement	SB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	6
95th Queue (ft)	22
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	T	TR	L	T	TR
Maximum Queue (ft)	31	31	57	56	31	53	55
Average Queue (ft)	9	7	39	40	8	30	31
95th Queue (ft)	32	27	58	59	30	38	47
Link Distance (ft)	1350	1304	1391	1391		1241	1241
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	33	202	516	109	107	39
v/c Ratio	0.12	0.03	0.49	0.19	0.51	0.50	0.14
Control Delay (s/veh)	9.6	0.1	40.9	1.8	44.1	43.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	0.1	40.9	1.8	44.1	43.6	1.1
Queue Length 50th (ft)	32	0	43	7	61	60	0
Queue Length 95th (ft)	61	0	64	13	109	107	2
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	2095	975	669	2718	675	677	690
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.03	0.30	0.19	0.16	0.16	0.06
Intersection Summary							

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	53	410	436	214	144	144	723
v/c Ratio	0.23	0.21	0.25	0.24	0.26	0.26	0.86
Control Delay (s/veh)	53.1	13.0	17.0	3.7	21.8	21.7	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.1	13.0	17.0	3.7	21.8	21.7	20.9
Queue Length 50th (ft)	15	46	86	0	57	57	129
Queue Length 95th (ft)	35	96	129	44	103	103	#315
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2283	1718	880	580	585	854
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.25	0.24	0.25	0.25	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

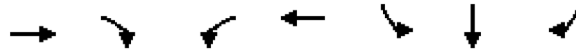
Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	81	87	38	96	24	70	51	52	188	115	128
Average Queue (ft)	15	43	12	36	3	29	20	35	98	41	40
95th Queue (ft)	45	79	31	72	15	53	46	56	165	84	84
Link Distance (ft)	1329		976	976		1241	1241			1328	1328
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		310			130			100	250		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	31	31	26	56	55	31	54	80
Average Queue (ft)	2	22	1	32	33	9	34	45
95th Queue (ft)	15	44	9	48	51	32	48	67
Link Distance (ft)	1346	1304		1391	1391		1241	1241
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	412	90	346	319	196	195	41
v/c Ratio	0.23	0.11	0.63	0.13	0.65	0.64	0.11
Control Delay (s/veh)	15.1	4.3	37.2	10.3	43.5	43.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	4.3	37.2	10.3	43.5	43.2	1.0
Queue Length 50th (ft)	66	0	96	41	109	108	0
Queue Length 95th (ft)	121	29	135	96	167	165	3
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	1764	835	675	2530	578	581	604
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.11	0.51	0.13	0.34	0.34	0.07
Intersection Summary							

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	58	722	572	284	40	41	198
v/c Ratio	0.24	0.25	0.23	0.24	0.26	0.26	0.61
Control Delay (s/veh)	37.3	2.2	6.4	1.5	40.5	40.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	2.2	6.4	1.5	40.5	40.6	14.0
Queue Length 50th (ft)	14	71	57	0	22	23	0
Queue Length 95th (ft)	26	0	101	29	51	52	59
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2838	2475	1196	443	446	564
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.25	0.23	0.24	0.09	0.09	0.35

Intersection Summary

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	38	54	195	81	256	43	153	158	85	192	62	69
Average Queue (ft)	3	18	116	11	91	9	85	87	36	68	17	25
95th Queue (ft)	17	42	187	39	189	30	145	140	61	129	44	54
Link Distance (ft)		610		975	975		249	249			1328	1328
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160		310			130			100	250		
Storage Blk Time (%)							1	4	0			
Queuing Penalty (veh)							0	7	0			

Intersection: 4: Harvill Ave & Placentia Ave

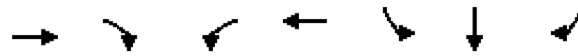
Movement	SB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	9
95th Queue (ft)	29
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	31	31	30	56	58	31	55	56
Average Queue (ft)	18	11	5	42	45	11	32	37
95th Queue (ft)	43	34	24	61	64	35	42	55
Link Distance (ft)	216	1304		1391	1391		590	590
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	319	60	218	557	117	116	118
v/c Ratio	0.16	0.06	0.51	0.21	0.52	0.52	0.38
Control Delay (s/veh)	10.3	1.4	47.3	1.3	43.6	43.3	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.3	1.4	47.3	1.3	43.6	43.3	10.1
Queue Length 50th (ft)	41	0	65	12	65	65	0
Queue Length 95th (ft)	76	10	65	13	113	112	44
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	2057	959	669	2695	675	677	707
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.06	0.33	0.21	0.17	0.17	0.17
Intersection Summary							

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	85	452	493	230	186	188	781
v/c Ratio	0.33	0.26	0.37	0.31	0.27	0.27	0.87
Control Delay (s/veh)	53.8	14.7	21.7	4.0	20.3	20.3	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.8	14.7	21.7	4.0	20.3	20.3	23.6
Queue Length 50th (ft)	25	58	107	0	72	73	194
Queue Length 95th (ft)	49	111	143	44	135	137	#478
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2233	1330	740	688	693	902
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.20	0.37	0.31	0.27	0.27	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	40	80	153	60	78	23	48	70	115	272	152	117
Average Queue (ft)	4	25	68	14	35	4	33	25	51	134	55	51
95th Queue (ft)	19	62	125	39	64	17	50	58	83	226	104	95
Link Distance (ft)		610		975	975		249	249			1328	1328
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160		310			130			100	250		
Storage Blk Time (%)									0	0		
Queuing Penalty (veh)									0	0		

Intersection: 4: Harvill Ave & Placentia Ave

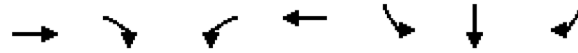
Movement	SB
Directions Served	R
Maximum Queue (ft)	25
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	55	31	27	55	55	31	68	82
Average Queue (ft)	29	16	2	29	36	11	38	41
95th Queue (ft)	45	42	13	47	57	34	58	64
Link Distance (ft)	216	1304		1391	1391		590	590
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	540	162	373	345	212	210	65
v/c Ratio	0.32	0.19	0.65	0.14	0.65	0.65	0.17
Control Delay (s/veh)	17.1	4.0	36.4	11.9	42.2	41.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.1	4.0	36.4	11.9	42.2	41.8	4.2
Queue Length 50th (ft)	94	0	104	56	117	116	0
Queue Length 95th (ft)	167	40	144	108	174	173	19
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	1692	843	680	2484	578	581	604
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.19	0.55	0.14	0.37	0.36	0.11

Intersection Summary

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	135	800	623	307	52	52	214
v/c Ratio	0.44	0.29	0.27	0.27	0.30	0.30	0.63
Control Delay (s/veh)	40.1	1.7	8.3	1.8	40.4	40.4	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.1	1.7	8.3	1.8	40.4	40.4	15.3
Queue Length 50th (ft)	29	0	71	0	29	29	7
Queue Length 95th (ft)	52	0	128	35	61	61	67
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2807	2291	1137	443	445	566
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.29	0.27	0.27	0.12	0.12	0.38

Intersection Summary

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	20	81	281	82	330	45	176	155	137	316	109	106
Average Queue (ft)	7	34	152	34	122	13	113	105	58	129	28	38
95th Queue (ft)	21	71	242	71	233	38	156	155	101	244	71	80
Link Distance (ft)		610		975	975		254	254			1328	1328
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160		310			130			100	250		
Storage Blk Time (%)							6	9	1	1		
Queuing Penalty (veh)							1	26	2	1		

Intersection: 4: Harvill Ave & Placentia Ave

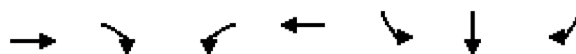
Movement	SB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	8
95th Queue (ft)	27
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	53	31	31	77	56	31	54	74
Average Queue (ft)	23	7	12	42	46	7	31	42
95th Queue (ft)	47	27	36	65	64	27	47	64
Link Distance (ft)	222	1304		1391	1391		590	590
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	416	133	365	722	192	195	187
v/c Ratio	0.24	0.16	0.64	0.29	0.62	0.63	0.45
Control Delay (s/veh)	15.8	4.0	38.8	1.8	41.3	41.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	4.0	38.8	1.8	41.3	41.6	11.3
Queue Length 50th (ft)	70	0	71	13	105	107	16
Queue Length 95th (ft)	125	36	125	34	161	163	66
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	1725	841	678	2510	675	677	728
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.16	0.54	0.29	0.28	0.29	0.26

Intersection Summary

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	135	635	705	341	232	238	1047
v/c Ratio	0.44	0.33	0.50	0.41	0.39	0.40	1.41
Control Delay (s/veh)	51.5	13.0	21.7	3.5	25.9	26.0	211.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	13.0	21.7	3.5	25.9	26.0	211.8
Queue Length 50th (ft)	41	103	154	0	102	105	~688
Queue Length 95th (ft)	68	125	190	47	189	193	#975
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2233	1405	836	592	596	745
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.28	0.50	0.41	0.39	0.40	1.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 4: Harvill Ave & Placentia Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	40	124	239	76	185	25	112	268	200	324	370	121
Average Queue (ft)	6	55	112	22	58	3	62	73	95	137	181	53
95th Queue (ft)	22	104	200	55	112	16	101	153	165	253	298	108
Link Distance (ft)		603		970	970		255	255				1326
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								1				
Storage Bay Dist (ft)	160		310			130			100	250	250	
Storage Blk Time (%)							0	2	6	0	2	
Queuing Penalty (veh)							0	6	6	0	3	

Intersection: 4: Harvill Ave & Placentia Ave

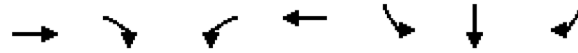
Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	112	25
Average Queue (ft)	48	1
95th Queue (ft)	98	9
Link Distance (ft)	1326	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 7: Harvill Ave & Water Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	78	31	30	54	56	31	71	94
Average Queue (ft)	33	16	10	31	41	12	42	47
95th Queue (ft)	54	42	33	45	59	36	63	72
Link Distance (ft)	222	1304		1391	1391		590	590
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100			150		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queues
8: I-215 SB Ramp & Placentia Ave



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	701	298	621	446	282	277	130
v/c Ratio	0.54	0.39	0.78	0.19	0.70	0.69	0.27
Control Delay (s/veh)	26.0	4.7	29.8	7.4	40.1	39.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	4.7	29.8	7.4	40.1	39.3	5.9
Queue Length 50th (ft)	167	0	170	63	153	149	0
Queue Length 95th (ft)	241	57	#270	142	213	210	37
Internal Link Dist (ft)	1014			682		611	
Turn Bay Length (ft)		250	250		340		
Base Capacity (vph)	1305	774	798	2321	578	580	631
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.39	0.78	0.19	0.49	0.48	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Placentia Ave & I-215 NB Ramp



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	214	1006	922	461	75	75	400
v/c Ratio	0.55	0.43	0.52	0.45	0.20	0.20	0.87
Control Delay (s/veh)	38.6	4.0	18.1	3.2	27.9	27.9	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	4.0	18.1	3.2	27.9	27.9	42.8
Queue Length 50th (ft)	56	156	188	0	34	34	146
Queue Length 95th (ft)	70	0	268	55	71	71	#287
Internal Link Dist (ft)		682	1449			1018	
Turn Bay Length (ft)	255			350	570		
Base Capacity (vph)	906	2365	1767	1026	443	445	512
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.43	0.52	0.45	0.17	0.17	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.