

**APPENDIX H1**  
**TRAFFIC IMPACT ANALYSIS**

# TRANSPORTATION IMPACT ANALYSIS

## Coronado Condos

*PREPARED FOR:*  
*City of Menifee*  
*29844 Haun Rd.*  
*Menifee, CA 92586*

*August 14, 2023*

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# 1 EXECUTIVE SUMMARY

This study analyzes the forecast traffic conditions associated with the proposed development of the Coronado Condos (Project) located on Thornton Avenue approximately 600 feet west of Murrieta Road in the City of Menifee. The Project proposes to construct a multi-family condominium project comprised of 73 residential units on approximately 9.7-acre site. Vehicular access to the site will be provided via Thornton Avenue and Esther Lane. The Project is anticipated to be completed in Year 2025. The Project is forecast to generate approximately 755 daily trips with 56 AM peak hour trips and 74 PM peak hour trips.

## 1.1 LEVEL OF SERVICE ANALYSIS RESULTS

This study evaluates traffic conditions that include AM and PM peak hour intersections level of service (LOS) analysis and roadway segment volume-to-capacity (v/c) analysis. According to the *City's LOS Traffic Study Guidelines* revised October 2020, the City has identified LOS D as the threshold for acceptable operating conditions for intersections and roadway segments, except at constrained located in close proximity to Interstate 215 (I-215), where LOS E is accepted during peak hours. The results of the LOS analysis is as follows:

**Existing Conditions** - The results of the Existing conditions analysis show that all study intersections currently operate at acceptable LOS D or better. In addition, all study roadway segments currently operate at acceptable LOS D or better.

**Existing Plus Project Conditions** – The results of the Existing Plus Project conditions analysis shows that all study intersections operate at acceptable LOS D or better. All study roadway segments operate at acceptable LOS D or better under Existing Plus Project conditions. Since all study intersections and roadway segments operate at an acceptable LOS, no improvements are required of the project.

**Opening Year 2025 Without Project Conditions** – The results of the Opening Year 2025 Without Project conditions analysis shows that all study intersections currently operate at acceptable LOS E or better with the exception of the following intersection:

- McCall Boulevard & I-215 SB Ramps (Int. 8) LOSF in PM Peak Hour

Since McCall Boulevard & Bradley Road intersection is close to the I-215 interchange, the intersection operating at LOS E in the AM and PM peak hours is considered acceptable. At McCall Boulevard & I-215 NB Ramps, the PM peak hour is operating at LOS E which is also considered acceptable. All study roadway segments operate at acceptable LOS D or better under Opening Year 2025 Without Project conditions.

**Opening Year 2025 Plus Project Conditions** - With the addition of project-related traffic, all study intersections continue to operate at acceptable LOS E or better for the Opening Year 2025 Plus Project conditions the exception of the following intersections:

- McCall Boulevard & I-215 SB Ramps (Int. 8) LOS F in PM Peak Hour
- McCall Boulevard & I-215 NB Ramps (Int. 9) LOS F in PM Peak Hour

McCall Boulevard and Bradley Road continues to operate at LOS E during the AM and PM peak hour with the addition of project-related traffic. Therefore, this location's operating condition is considered acceptable due to its close proximity to the I-215 interchange.

All study roadway segments operate at acceptable LOS D or better under Opening Year 2025 Plus Project conditions.

### **Fair Share Contributions**

At McCall Boulevard & I-215 SB Ramps, the LOS without and with Project conditions is "F" and there are 57 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required towards the planned improvements at the I-215/McCall Boulevard interchange and calculated to be 3.8%.

At McCall Boulevard & I-215 NB Ramps, the pre-Project condition was acceptable and the "Plus Project" condition was LOS F during the PM peak hour. Therefore, a fair share contribution is required towards the planned improvements at the I-215/McCall Boulevard interchange and calculated to be 2.0%.

## **1.2 SITE ACCESS AND CIRCULATION**

A conceptual striping layout was prepared for the proposed northbound left-turn lane at Murrieta Road & Esther Lane. The layout shows a 40-foot left-turn pocket can be provided in the northbound approach which could accommodate storage for approximately 2 vehicles. The queuing analysis shows that less than one vehicle would be in the queue turning left during either the AM or PM peak hours. Therefore, the 40-foot left-turn lane provides adequate storage for the Project and existing traffic on Esther Lane.

A queuing analysis was also conducted for the existing northbound left-turn lane at Murrieta Road & Thornton Avenue. The results of the analysis shows that the existing 100-foot left-turn lane provides more than enough storage for existing traffic and Project traffic. Therefore, extending the existing turn lane is not needed.

## **1.3 VEHICLE MILES TRAVELED**

To satisfy California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) screening assessment and analysis was prepared for the Project under a separate memorandum.

## 2 INTRODUCTION

This study analyzes the forecast traffic conditions associated with the proposed Project located on Thornton Avenue approximately 600 feet west of Murrieta Road in the City of Menifee, refer to **Exhibit 1, Regional Vicinity Map**. Surrounding cities include the City of Perris to the north, City of Murrieta to the south, City of Hemet to the east, and City of Lake Elsinore to the west.

The site is bound by Thornton Avenue to the north, Esther Lane to the south, single family residential to the west, and vacant land to the east; refer to **Exhibit 2** showing the Project Location Map. Regional access to the site is provided via Interstate 215. Local access is provided via McCall Boulevard and Murrieta Road. **Exhibit 3** shows the Project Site Plan. The Project plans to construct a multi-family condominium project comprised of 73 residential units on approximately 9.7 acres of undeveloped land. The Project is anticipated to be fully constructed in Year 2025. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition), the proposed Project is forecast to generate approximately 755 daily trips with 56 AM peak hour trips and 74 PM peak hour trips.

### 2.1 STUDY AREA

The study evaluates the following nine (9) intersections during the AM and PM peak hours in the vicinity of the Project site:

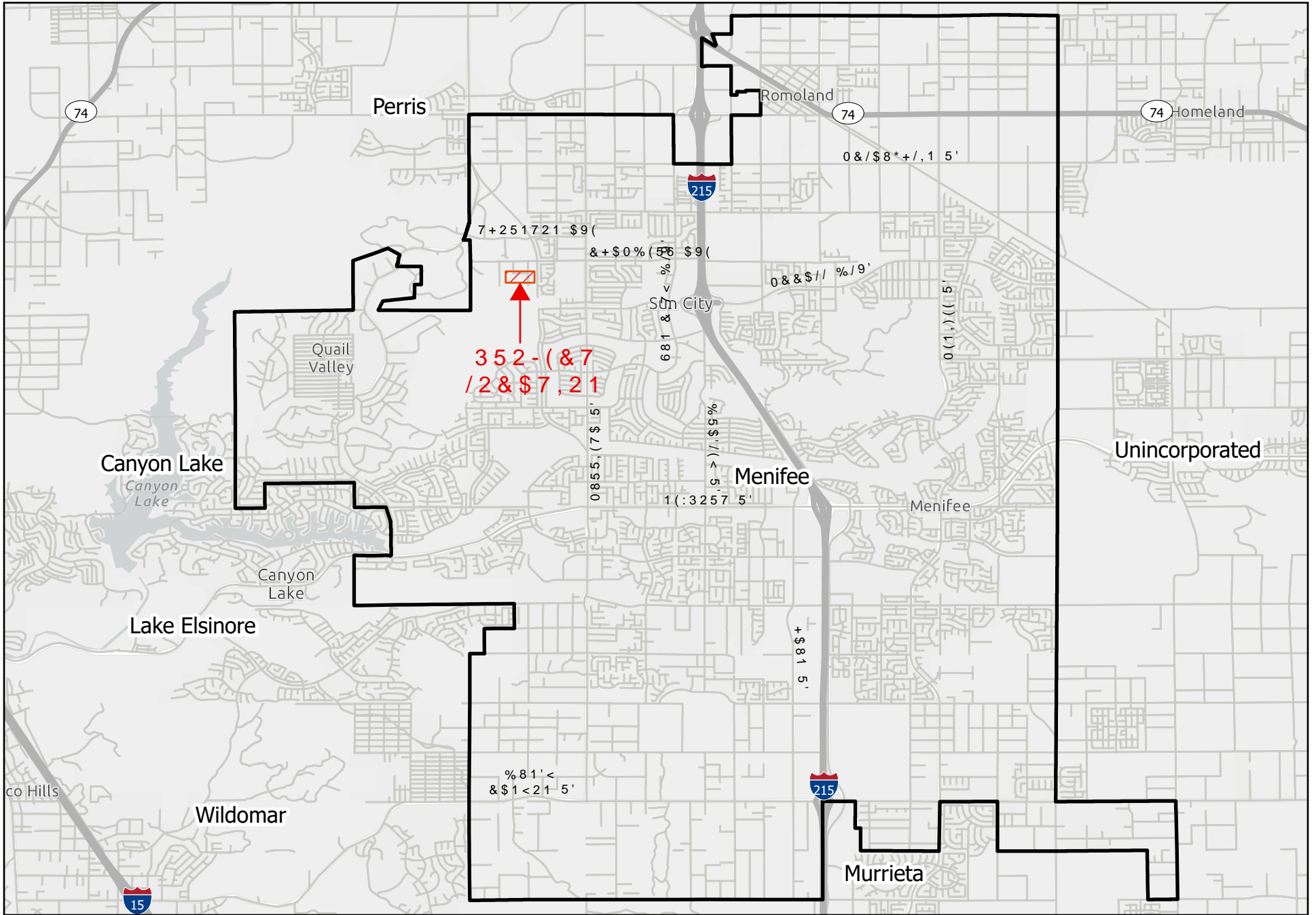
1. Thornton Avenue & Amber Rock (Two-Way Stop Control)
2. Thornton Avenue & Murrieta Boulevard (Two-Way Stop Control)
3. Murrieta Road & Esther Lane (Two-Way Stop Control)
4. Murrieta Road & Chambers Avenue (All-Way Stop Control)
5. Murrieta Road & McCall Boulevard (Signalized)
6. McCall Boulevard & Sun City Boulevard (Signalized)
7. McCall Boulevard & Bradley Road (Signalized)
8. McCall Boulevard & I-215 Southbound Ramps (Signalized)
9. McCall Boulevard & I-215 Northbound Ramps (Signalized)

The study evaluates the following five (5) roadway segments in the vicinity of the Project site:

1. Murrieta Road from Esther Lane to Chambers Avenue
2. Murrieta Road from Chambers Avenue to McCall Boulevard
3. McCall Boulevard from Murrieta Road to Sun City Boulevard
4. McCall Boulevard from Sun City Boulevard to Bradley Road
5. McCall Boulevard from Bradley Road to I-215 Southbound Ramps

**Exhibit 4** shows the study locations. These nine (9) intersections and five (5) roadway segments have been identified in coordination with City staff as potential locations impacted by the proposed Project. These study locations are analyzed for the following conditions:

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







Not to Scale

Legend



Project Location

**Michael Baker**

INTERNATIONAL

Date  
H:\pdata\

**Project Location**

Exhibit 2










Not to Scale

**Legend**

-  Project Location
-  Study Intersections
-  Study Segments



Not to Scale



### 3 ANALYSIS METHODOLOGY

As required by the City of Menifee, this transportation impact analysis has been prepared in accordance with the *City of Menifee LOS Traffic Study Guidelines Guidelines revised October 2020* (City Guidelines). Michael Baker reviewed the study area, trip generation estimates, trip distribution, and other assumptions with City staff per the TIA Scoping Agreement contained in **Appendix A**.

#### 3.1 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on traffic control and experienced delay at the intersection. The intersection analysis conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM 6<sup>th</sup> Edition)* and performed utilizing *Synchro 11* traffic analysis software.

The *HCM* analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections as shown in **Table 1**.

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection.

Unsignalized intersection LOS for all-way stops and roundabouts is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay.

**TABLE 1 - LEVEL OF SERVICE & DELAY RANGE**

Level of Service	Control Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10.0	≤ 10.0	Operates with very low delay and most vehicles do not stop.
B	> 10.0 to 20.0	> 10.0 to 15.0	Operates with good progression with some restricted movements.
C	> 20.0 to 35.0	>15.1 to 25.0	Operates with significant number of vehicles stopping with some backup and light congestion.
D	> 35.0 to 55.0	> 25.0 to 35.0	Operates with noticeable congestion, longer delays occur, and many vehicles stop.
E	> 55.0 to 80.0	> 35.1 to 50.0	Operates with significant delay, extensive queuing and unfavorable progression.
F	> 80.0	> 50.0	Operates at a level that is unacceptable to most drivers. Arrival rates exceed capacity of the intersection. Extensive queuing occurs.

### 3.2 ROADWAY SEGMENT ANALYSIS METHODOLOGY

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity. **Table 2** presents the roadway segment capacity thresholds by LOS contained in the *City's Guidelines* and consistent with the Riverside County Transportation Department.

**TABLE 2 – ROADWAY SEGMENT CAPACITY THRESHOLDS**

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) Volume		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,100
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
Ramp <sup>1</sup>	1	16,000	18,000	20,000

*Source: City of Menifee LOS Traffic Study Guidelines, Oct 2020: Attachment B*

<sup>1</sup> Ramp Capacity is given as a one-way traffic volume.

### 3.3 LEVEL OF SERVICE ANALYSIS PERFORMANCE STANDARDS

The City of Menifee has identified LOS “D” as the threshold for acceptable operating conditions for intersections and roadway segments, except at constrained locations in close proximity to I-215, where LOS “E” is accepted during peak hours.

Improvements or fair share contributions are required if a project does not meet the following LOS standards:

- 1.) If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in an unacceptable LOS (E or F).

- 2.) If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a “cumulative” project impact in which the project would be required to contribute a fair share payment toward reducing the impact.

All fair share contributions are calculated using the following equation:

$$d = \frac{c}{(b - a)}$$

Where:  
a = Existing Traffic Volume  
b = Opening Year Cumulative With Project Volume  
c = Proposed Project Trips  
d = Fair Share Percentage

Source: City of Menifee LOS Traffic Study Guidelines (Oct 2020)

### Caltrans Facilities

Within the study area, there are two (2) intersections that are within Caltrans jurisdiction which include the I-215 Northbound Ramps & McCall Boulevard and I-215 Southbound Ramps & McCall Boulevard. For purposes of this analysis, the requirements for improvements established for the study locations within the City’s jurisdiction were also applied to the study intersections within Caltrans jurisdiction.

## 4 EXISTING CONDITIONS

### 4.1 SURROUNDING ROADWAY NETWORK

The characteristics of the roadway system in the vicinity of the project site are described below:

**McCall Boulevard** is a four-lane divided roadway trending in the east-west direction. McCall Boulevard is classified as a 4-lane Major within the study area per the City's General Plan. Within the study area, there are no Class II bike lanes on either side of the road between Murrieta Road and the I-215 interchange. Sidewalks are provided on both sides of the street. The posted speed limit is 35 MPH.

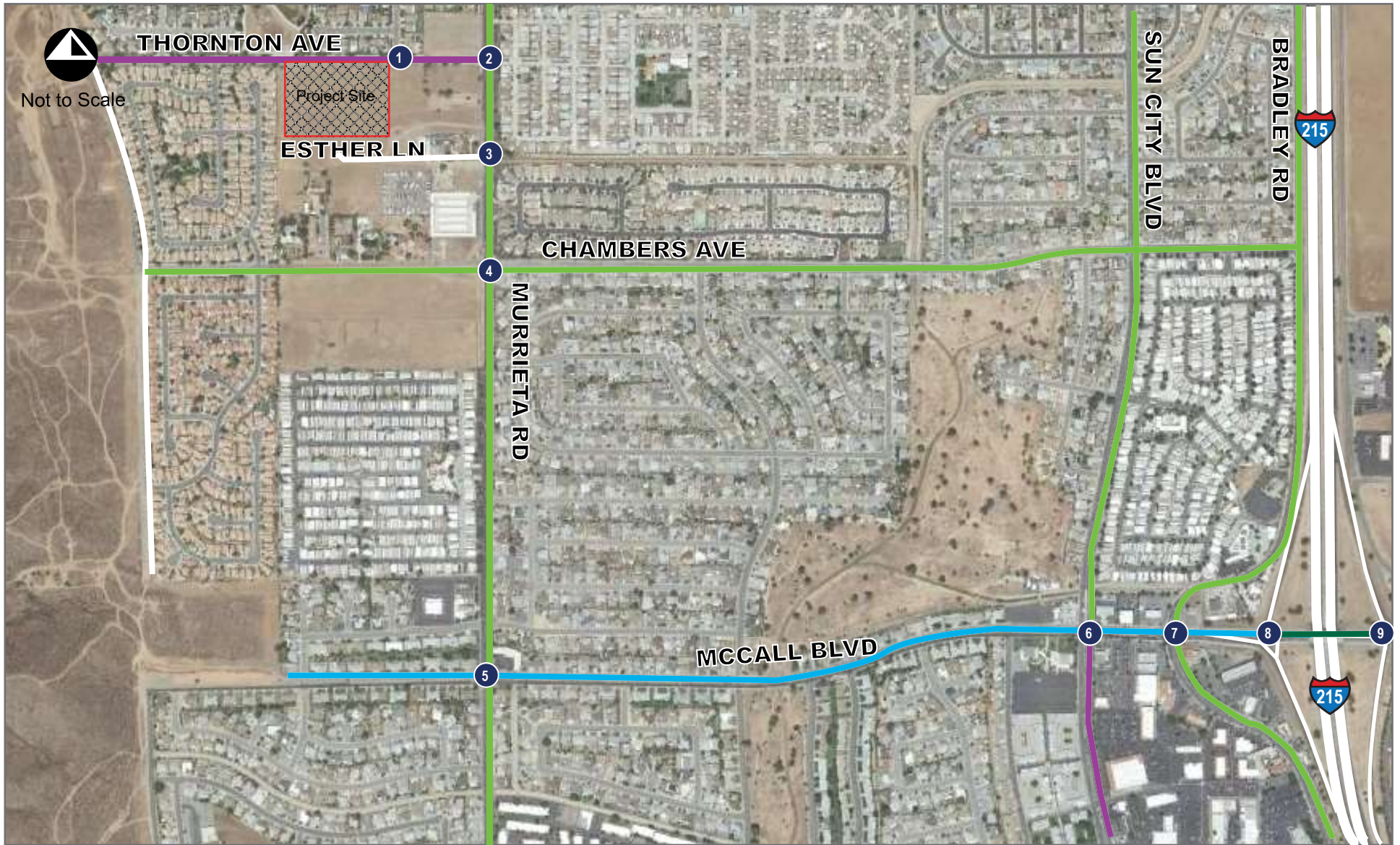
**Murrieta Road** is a four-lane undivided roadway trending in the north-south direction with left turn lanes provided at roadways and driveways along the corridor. Murrieta Road is classified as a Secondary roadway per the City's General Plan. Sidewalks are provided on both sides of the street with no Class II bicycle facilities within the study area. On-street parking is not permitted, and the posted speed limit is 40 MPH.

**Thornton Avenue** is a two-lane undivided roadway trending in the east-west direction in a residential community. There are no Class II bike facilities provided on either side of the roadway. Sidewalks are provided intermittently on both sides of the street and on-street parking is not permitted. The posted speed limit is 25 MPH. The applicant will improve the south side of Thornton Avenue along the project frontage with curb, gutter and 6-foot sidewalk in accordance with the City's roadway design standards.







**Esther Lane** is a two-lane undivided roadway trending in the east-west direction that is currently unpaved. Esther Lane is not classified in the City's General Plan. This roadway will provide vehicular access to the project site. The applicant will construct 20-foot half-width improvements along the north side of Esther Lane from Murrieta Road to the project driveway with curb, gutter and 6-foot sidewalk.

**Exhibit 5** shows the City's Roadway Network per the adopted General Plan dated May 20, 2020.





**Legend**

-  Project Location
-  Study Intersections
-  Urban Arterial (6 Lanes, Divided)
-  Major (4 Lanes, Divided)
-  Secondary (4 Lanes, Undivided)
-  Collector / Interconnected Local (2 Lanes)

### 4.2 EXISTING TRAFFIC VOLUMES

To determine the existing operations of the study intersections, peak hour intersection movement counts were collected on Wednesday, June 7<sup>th</sup>, 2023. Morning (AM) peak period counts were collected between 7:00 AM to 9:00 AM and evening (PM) peak period counts were collected from 4:00 PM – 6:00 PM. The counts used in this analysis represent the highest hour within the peak periods counted for each intersection. 24-hour machine counts on study roadway segments were collected on June 7<sup>th</sup>, 2023. Detailed count data is contained in **Appendix B**.

**Exhibit 6** shows the Existing study intersection lane geometry.

**Exhibit 7** shows the Existing daily and AM/PM peak hour volumes at the study intersections.

### 4.3 EXISTING PEAK HOUR STUDY INTERSECTION LOS

**Table 3** summarizes Existing conditions AM/PM peak hour level of service for all study intersections. Detailed analysis sheets are contained in **Appendix C**.

**TABLE 3 – EXISTING AM/PM PEAK HOUR INTERSECTION LOS**

Study Intersection	Traffic Control	Existing Conditions	
		AM	PM
		Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS
1 - Thornton Avenue & Amber Rock	TWSC	9.0 - A	9.1 - A
2 - Thornton Avenue & Murrieta Road	TWSC	10.6 - B	12.5 - B
3 - Murrieta Road & Esther Lane	TWSC	9.9 - A	11.4 - B
4 - Murrieta Road & Chambers Avenue	AWSC	13.0 - B	12.3 - B
5 - Murrieta Road & McCall Boulevard	Signal	32.0 - C	32.3 - C
6 - McCall Boulevard & Sun City Boulevard	Signal	27.2 - C	48.0 - D
7 - McCall Boulevard & Bradley Road	Signal	54.0 - D	48.9 - D
8 - McCall Boulevard & I-215 Southbound Ramps	Signal	27.6 - C	47.0 - D
9 - McCall Boulevard & I-215 Northbound Ramps	Signal	22.0 - C	43.5 - D

Note: Deficient intersection operation indicated in **bold**.

<sup>1</sup> Delay is expressed in seconds per vehicle.

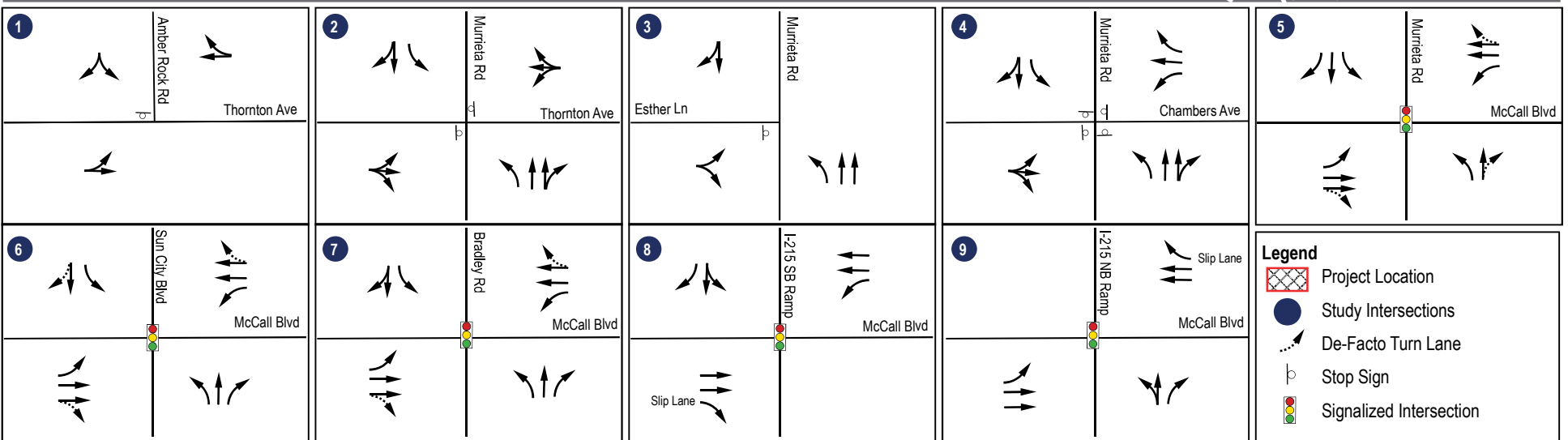
LOS = level of service.

TWSC = Two Way Stop Control

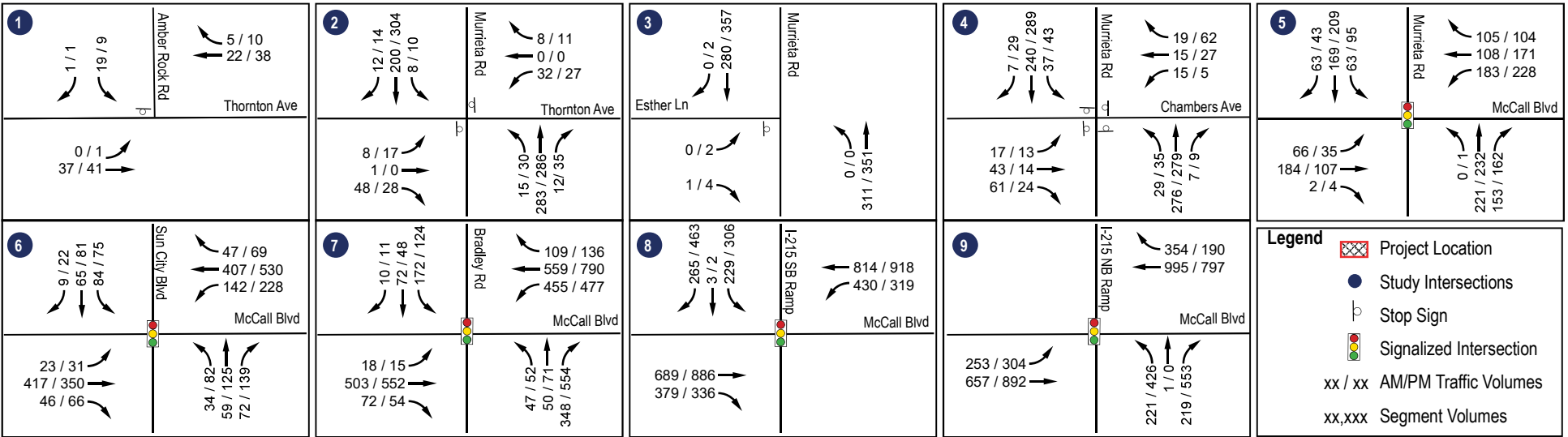
AWSC = All Way Stop Control

As shown in **Table 3**, all study intersections are currently operating at an acceptable level of service (D or better under Existing conditions).











### 4.4 EXISTING ROADWAY SEGMENT LOS ANALYSIS

Operating conditions and LOS for roadway segments are calculated based on the capacity of the roadway determined by the existing functional classification of the roadway and existing daily traffic volumes. **Table 4** summarizes existing conditions average daily traffic LOS for all five study roadway segments based on the City’s Roadway Segment Capacity Thresholds (refer to Table 2 in this TIA). As shown, all of the study roadway segments currently operate at LOS C or better.

**TABLE 4 – EXISTING ROADWAY SEGMENT LOS ANALYSIS**

Roadway	Segment	No. Lanes	Roadway Classification	LOS E Capacity	Existing Condition		
					ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	4	Secondary	25,900	9,356	0.36	C
	Chambers Avenue to McCall Boulevard	4	Secondary	25,900	9,029	0.35	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	4	Major	34,100	10,066	0.30	C
	Sun City Boulevard to Bradley Road	4	Major	34,100	13,900	0.41	C
	Bradley Road to I-215 SB Ramps	4	Major	34,100	24,640	0.72	C

ADT= Average Daily Traffic  
LOS= Level of Service  
V/C= Volume to Capacity Ratio

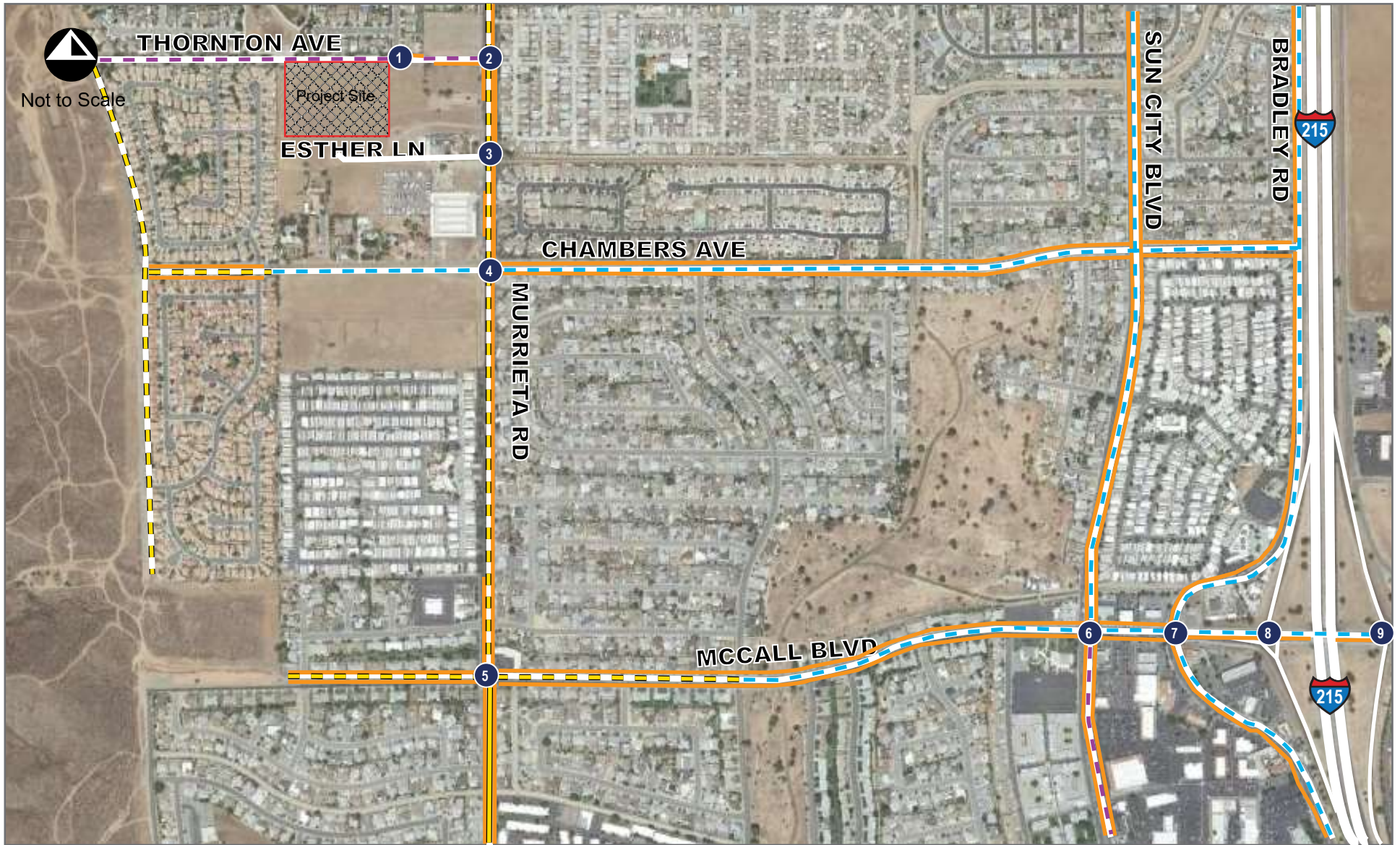
### 4.5 EXISTING PEDESTRIAN AND BICYCLE FACILITIES

As shown in **Exhibit 8**, sidewalks are provided intermittently on Thornton Avenue; however, the project will provide a curb, gutter, and sidewalk along the project frontage. Sidewalks are also provided intermittently on Murrieta Road and McCall Boulevard.








Existing bike lanes are not currently provided on either side of Thornton Avenue, and McCall Boulevard. An existing bike lane is provided on the south end of Murrieta Road. A Class III bike lane is proposed on Thornton Avenue, fronting the project site. The proposed Class III bike lane on Thornton Avenue will connect to a proposed Class II bike lane on Murrieta Road that will join Murrieta Road’s existing bike lane and the proposed Class II NEV/bike lane on McCall Boulevard. These bicycle facilities provide an alternative travel option to residents.

### 4.6 EXISTING TRANSIT SERVICE

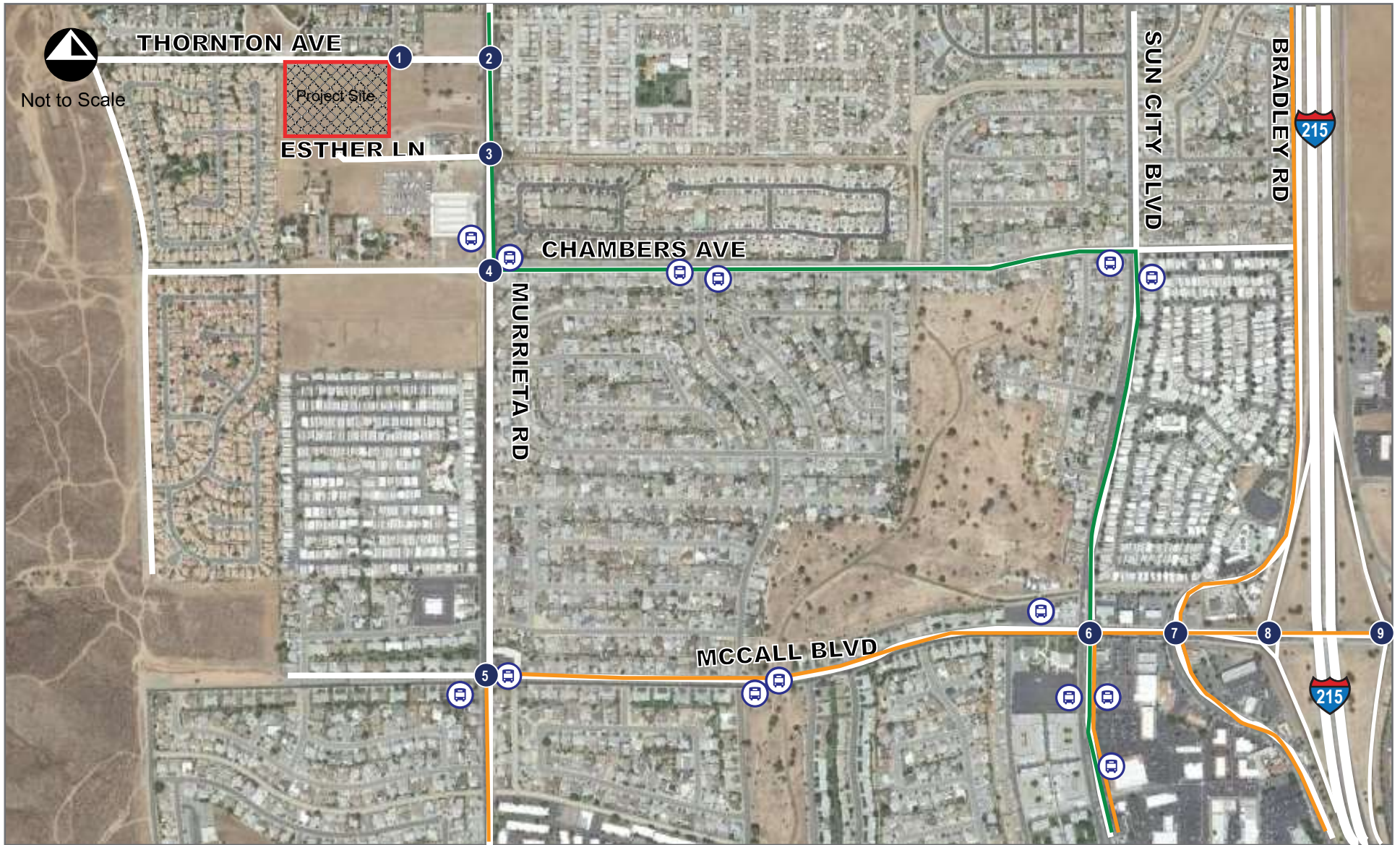
Transit service near the Project site is provided by Riverside Transit Agency (RTA). As shown in **Exhibit 9**, There are two local bus routes near the Project site, Route 61 and Route 74. Local bus Route 61 travels north along Murrieta Road with bus stops at McCall Boulevard as well as other locations along the route. Local bus Route 74 travels south along Murrieta Road with bus stops at Chambers Avenue and Sun City Boulevard, as well as other locations along the route. The closest bus stop to the project site is located approximately 1,300 feet (7 min walk) at the northwest corner of Murrieta Road and Chambers Avenue. The bus stop does not include any amenities. Headways at bus stops along Route 61 occur every 1 ½ hours during the weekdays and every 2 hours on the weekends. Along route 74, headways occur every hour and a half during the weekdays and every hour during the weekends.








**Legend**

-  Project Location
-  Proposed Community On-Street NEV/Bike Lanes (Class II)
-  Study Intersections
-  Proposed Community On-Street Bike Lanes (Class II)
-  Existing Sidewalk
-  Proposed Class III Bike Routes
-  Existing Bike Lane





**Legend**

-  Project Location
-  Study Intersections
-  RVT Route 61
-  RVT Route 74
-  Bus Stop

## 5 PROPOSED PROJECT

The Project proposes to to construct a multi-family condominium project comprised of 73 residential units on approximately 9.7 acres of undeveloped land.

Regional access to the site is provided via the Interstate 215 and McCall Boulevard interchange. Vehicular access to the site will be provided via two new streets i.e. Street “A” via Thornton Avenue and Street “C” via Esther Lane.

### 5.1 PROJECT FORECAST TRIP GENERATION

In order to calculate vehicle trips forecast to be generated by the proposed Project, the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition)* was used to calculate the trip generation rates as summarized in **Table 5** utilizing the fitted curve equations which are based on the proposed land use quantity. Given the nature of the Project, single family residential trip generation rates align more with the proposed development and therefore used in this analysis.

**Table 6** summarizes the vehicular trip generation forecast to be generated by the project using the rates shown in **Table 5**. The site is vacant and undeveloped, therefore, a trip generation credit has not been applied. As shown, the proposed Project is forecast to generate approximately 755 daily vehicle trips with 56 AM peak hour trips (14 in / 42 out) and 74 PM peak hour trips (47 in / 27 out).

**TABLE 5 - ITE TRIP GENERATION RATES**

Land Use	ITE Code <sup>1</sup>	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
			Total	In : Out	Total	In : Out
Single Family Residential	210	$\ln(T)=0.92\ln(x)+2.68$	$\ln(T)=0.91\ln(x)+0.12$	26% : 74%	$\ln(T)=0.94\ln(x)+0.27$	63% : 37%

<sup>1</sup> Source: ITE Trip Generation Manual, 11th Edition. Rates shown are based on fitted curve equation.

**TABLE 6 - PROPOSED PROJECT TRIP GENERATION**

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
<b>Proposed Project</b>						
Single Family Residential	73 Units	755	56	14 : 42	74	47 : 27

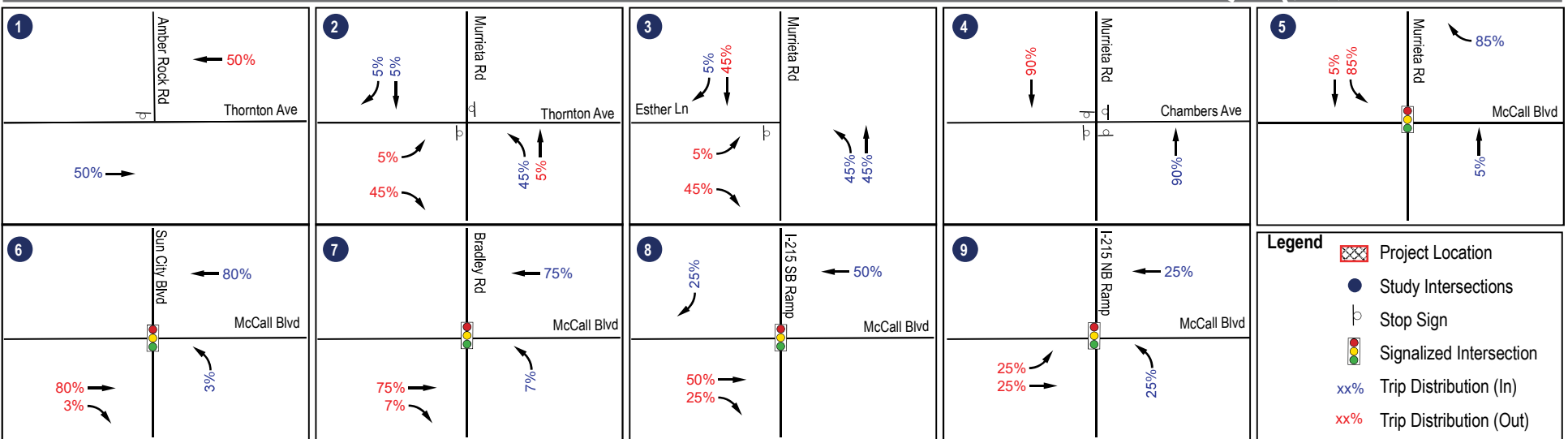
### 5.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT OF PROPOSED PROJECT

Project trips were assigned onto the surrounding roadway network based on the location of the Project relative to the area transportation network such as access to freeway interchange and primary arterials.

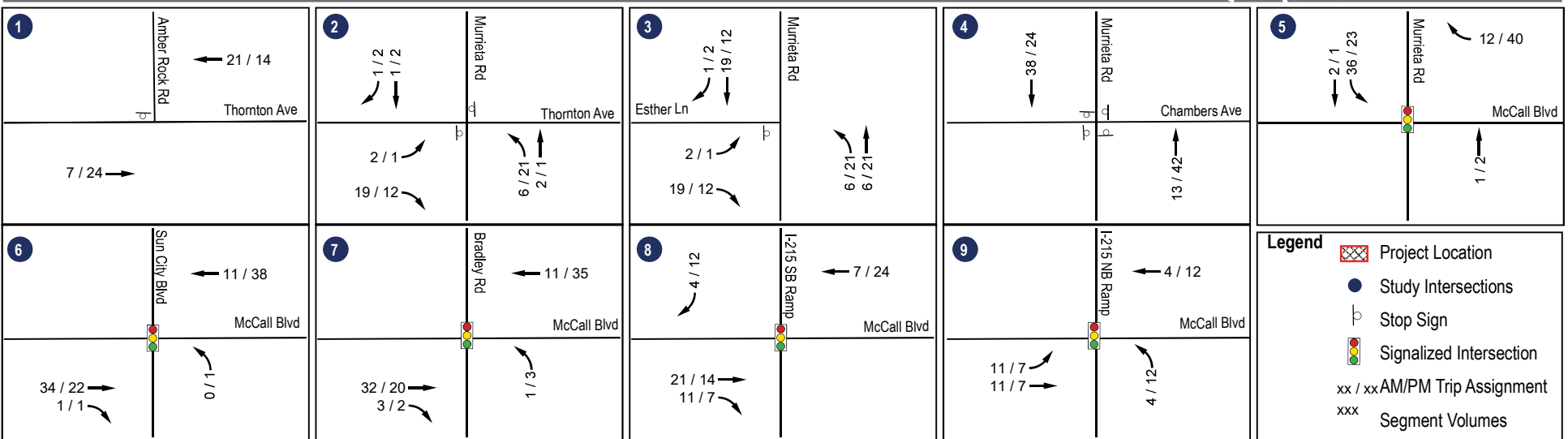
**Exhibit 10** shows the forecast trip percent distribution of the proposed project within the study area. As shown, 10% of project-related traffic is expected to travel north via Murrieta Road, 90% to the south via Murrieta Road, 85% to the east via McCall Boulevard towards the I-215 interchange.

**Exhibit 11** shows the corresponding forecast assignment of AM and PM peak hour project-generated trips assuming the trip percent distribution shown in Exhibit 10.









## 6 EXISTING PLUS PROJECT CONDITIONS

This chapter of the report evaluates the Existing Plus Project conditions. Existing Plus Project traffic volumes were derived by adding project only daily, AM and PM peak hour traffic volumes to Existing daily, AM and PM peak hour traffic volumes. **Exhibit 12** shows the Existing Plus Project daily and AM/PM peak hour volumes at the study intersections.

### 6.1 EXISTING PLUS PROJECT PEAK HOUR STUDY INTERSECTION LOS

**Table 7** compares the Existing Conditions AM/PM peak hour LOS to the Existing Plus Project AM/PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix D**.

**TABLE 7 – EXISTING & EXISTING PLUS PROJECT AM/PM PEAK HOUR INTERSECTION LOS**

Study Intersection	Existing Conditions		Existing Plus Project Conditions		Project Trips		Fair Share Required?
	AM	PM	AM	PM	AM	PM	
	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS			
1 - Thornton Ave & Amber Rock	9.0 - A	9.1 - A	9.2 - A	9.5 - A	23	27	No
2 - Thornton Ave & Murrieta Rd	10.6 - B	12.5 - B	10.9 - B	12.8 - B	26	30	No
3 - Murrieta Rd & Esther Ln	9.9 - A	11.4 - B	11.0 - B	11.5 - B	43	51	No
4 - Murrieta Rd & Chambers Ave	13.0 - B	12.3 - B	14.2 - B	13.3 - B	41	47	No
5 - Murrieta Rd & McCall Blvd	32.0 - C	32.3 - C	37.4 - D	36.1 - D	41	47	No
6 - McCall Blvd & Sun City Blvd	27.2 - C	48.0 - D	27.3 - C	48.2 - D	37	43	No
7 - McCall Blvd & Bradley Rd	54.0 - D	48.9 - D	54.3 - D	49.2 - D	37	42	No
8 - McCall Blvd & I-215 SB Ramps	27.6 - C	47.0 - D	29.4 - C	49.6 - D	35	40	No
9 - McCall Blvd & I-215 NB Ramps	22.0 - C	43.5 - D	22.6 - C	44.3 - D	24	26	No

Deficient intersection operation indicated in **bold**.

<sup>1</sup> Delay is expressed in seconds per vehicle. LOS = level of service.

As shown in **Table 7**, all study intersections are operating at an acceptable level of service (D or better) under Existing Plus Project Conditions in the AM and PM peak hour. According to the City's Guidelines, projects that add more than 50 project-related trips to an intersection that is operating below the City's standards is required to pay a fair share contribution to improve the location. As shown, a fair share contribution is not required of the Project.

## 6.2 EXISTING PLUS PROJECT ROADWAY SEGMENT LOS ANALYSIS

**Table 8** presents a LOS comparison of the Existing Conditions roadway segment analysis and Existing Plus Project Conditions analysis. As shown, all of the study roadway segments are forecast to operate at LOS C or better when project traffic is added to the existing roadway network.

Since all of the study roadway segments operate above the City's LOS standard, a fair share contribution towards improvements is not required of the Project.

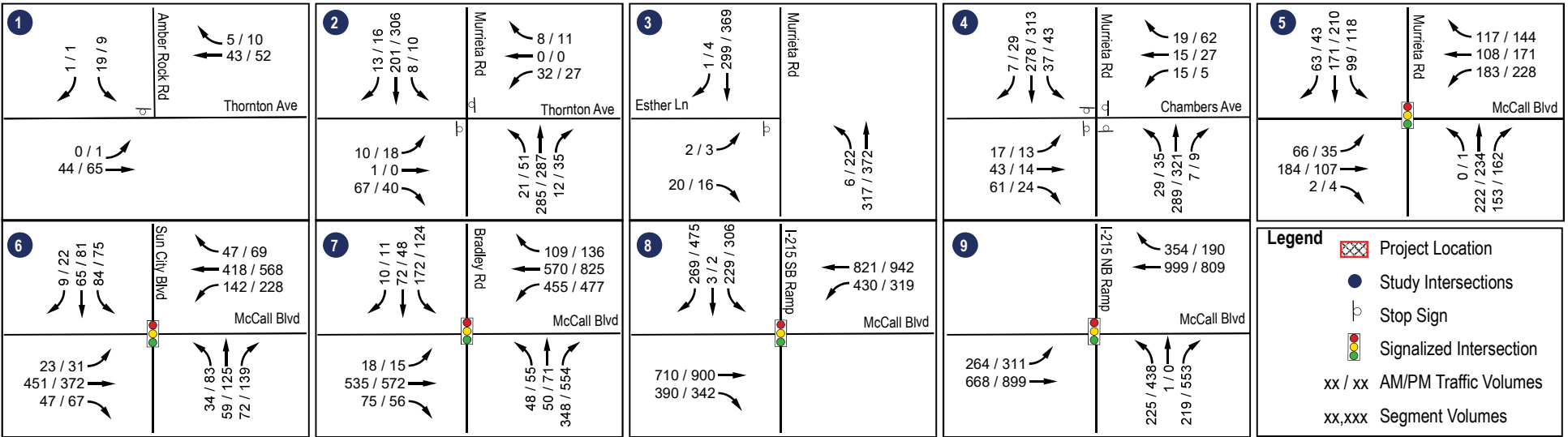
**TABLE 8 – EXISTING & EXISTING PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON**

Roadway	Segment	Roadway Classification	LOS E Capacity	Existing			Existing Plus Project			Fair Share Required?
				ADT	V/C	LOS	ADT	V/C	LOS	
Murrieta Road	Esther Lane to Chambers Avenue	Secondary	25,900	9,356	0.36	C	10,036	0.39	C	No
	Chambers Avenue to McCall Boulevard	Secondary	25,900	9,029	0.35	C	9,709	0.37	C	No
McCall Boulevard	Murrieta Road to Sun City Boulevard	Major	34,100	10,066	0.30	C	10,708	0.31	C	No
	Sun City Boulevard to Bradley Road	Major	34,100	13,900	0.41	C	14,504	0.43	C	No
	Bradley Road to I-215 SB Ramps	Major	34,100	24,640	0.72	C	25,207	0.74	C	No

LOS= Level of Service

V/C= Volume to Capacity Ratio





# 7 OPENING YEAR 2025 WITHOUT PROJECT CONDITIONS

## 7.1 CUMULATIVE PROJECTS

Based on consultation with City staff and review of the City’s Land Development Project map dated May 2023, Michael Baker found 13 cumulative projects that would add project-related traffic to the study area. **Exhibit 13** shows the location of the cumulative projects.

**Table 9** presents the trip generation for the 13 cumulative projects including absorption rates in accordance with the City’s Guidelines and pass-by trip reductions for commercial projects using ITE’s Trip Generation Handbook. As shown, the cumulative projects are expected to generate a total of 33,236 daily vehicle trips with 2,490 AM peak hour and 3,379 PM peak hour trips.

**TABLE 9 – CUMULATIVE PROJECTS TRIP GENERATION SUMMARY**

ID	(Ref#) Project Name	Land Use	Intensity	ADT	AM Peak Hour			PM Peak Hour		
					Total	Inbound	Outbound	Total	Inbound	Outbound
1	12 - Underwood (KB Homes)	Residential - Single Family Detached (543 DU)	136 DU	1,339	99	25	74	133	84	49
2	18 - Stonegate (Enclave)	Residential - Single Family Detached (177 DU)	89.0 DU	902	67	17	50	89	56	33
3	20 - Kensington Apartments	Residential - Multifamily Housing (Low-Rise, 221 DU)	111 DU	787	57	14	43	68	43	25
4	54 - Legado	Residential - Single Family Detached (1022 DU)	256 DU	2,392	175	44	131	240	151	89
		Retail - Shopping Center (>150k)	20.1 AC	12,723	289	179	110	1,131	543	588
		Pass by Trip Reductions	34%	(4,326)	0	0	0	(385)	(185)	(200)
		Total Shopping Center Trips		8,397	289	179	110	746	358	388
		Recreational - Multipurpose Recreational Facility	12.9 AC	97	0	0	0	23	13	10
		Recreational - Recreational Community Center	1.9 AC	717	48	32	16	99	47	52
		Recreational - Public Park	7.9 AC	94	0	0	0	23	13	10
<b>Total:</b>				<b>11,697</b>	<b>512</b>	<b>255</b>	<b>257</b>	<b>1,131</b>	<b>582</b>	<b>549</b>
5	58 - Vista Ridge	Residential - Multifamily Housing (Low-Rise)	30 DU	268	32	8	24	33	21	12
6	74 - Wooside Homes (Skyview)	Residential - Single Family Detached (246 DU)	62 DU	645	48	12	36	63	40	23
7	96 - Valley Blvd. Tract Map	Residential - Single Family Detached	68 DU	708	52	13	39	69	44	25
8	101 - McCall Plaza	Services - Convenience Store/Gas Station	3100 SF	4,649	385	193	192	442	221	221
		Pass by Trip Reductions	56%	(2,603)	0	0	0	(248)	(124)	(124)
		Total Convenience Store/Gas Station Trips		2,046	385	193	192	194	97	97
		Services - High Turnover Restaurant	3100 SF	332	30	16	14	28	17	11
		Pass by Trip Reductions	43%	(143)	0	0	0	(12)	(7)	(5)
		Total High Turnover Restaurant Trips		189	30	16	14	16	10	6
		Services - Automated Car Wash	2080 SF	300	0	0	0	30	15	15
		Services - Fast Casual Restaurant	3200 SF	311	5	2	3	42	23	19
Retail - Strip Retail Plaza	1000 SF	272	6	4	2	15	8	7		
<b>Total:</b>				<b>3,118</b>	<b>426</b>	<b>215</b>	<b>211</b>	<b>297</b>	<b>153</b>	<b>145</b>
9	157 - McCall-Encanto Gas Station	Services - Convenience Store/Gas Station	6400 SF	2,750	193	96	97	221	111	110
		Pass by Trip Reductions	56%	(1,540)	0	0	0	(124)	(62)	(62)
		Total Gas Station Trips		1,210	193	96	97	97	49	48
		Services - Automated Car Wash	1140 SF	160	0	0	0	16	8	8
		Services - Fast-Food Restaurant with Drive-Through	3900 SF	1,823	174	89	85	129	67	62
		Pass by Trip Reductions	50%	(912)	0	0	0	(65)	(34)	(31)
		Total Fast-Food Restaurant with Drive-Through Window Trips		912	174	89	85	65	34	31
<b>Total:</b>				<b>2,282</b>	<b>560</b>	<b>281</b>	<b>279</b>	<b>339</b>	<b>173</b>	<b>167</b>
10	180 - Villago Villas	Residential - Single Family Detached	24 DU	271	20	5	15	26	16	10
11	199 - Cypress and Sands Apartments	Residential - Multifamily Housing (Low-Rise, 136 DU)	68 DU	511	44	11	33	50	31	19
12	202 - Beyond Menifee	Retail - Shopping Plaza (40-150k)	90000 SF	8,339	318	197	121	809	388	421
		Office - General Office Building	90000 SF	1,059	153	135	18	152	26	126
		Residential - Multifamily Housing (Low-Rise, 240 DU)	120 DU	845	60	14	46	72	45	27
		<b>Total:</b>				<b>10,243</b>	<b>531</b>	<b>346</b>	<b>185</b>	<b>1,033</b>
13	209 - TR/PP Di Capri	Residential - Multifamily Housing (Low-Rise)	61 DU	466	42	10	32	47	29	18
<b>Total Cumulative Project Trips</b>				<b>33,236</b>	<b>2,490</b>	<b>1,212</b>	<b>1,278</b>	<b>3,379</b>	<b>1,731</b>	<b>1,648</b>



SF = Square Feet; VFP = Vehical Fuel Pump; DU=Dwelling Unit

Traffic from these 13 cumulative projects were distributed onto the roadway network and the study intersections and roadway segments. **Exhibit 14** shows the cumulative project only daily and AM/PM peak hour traffic volumes.



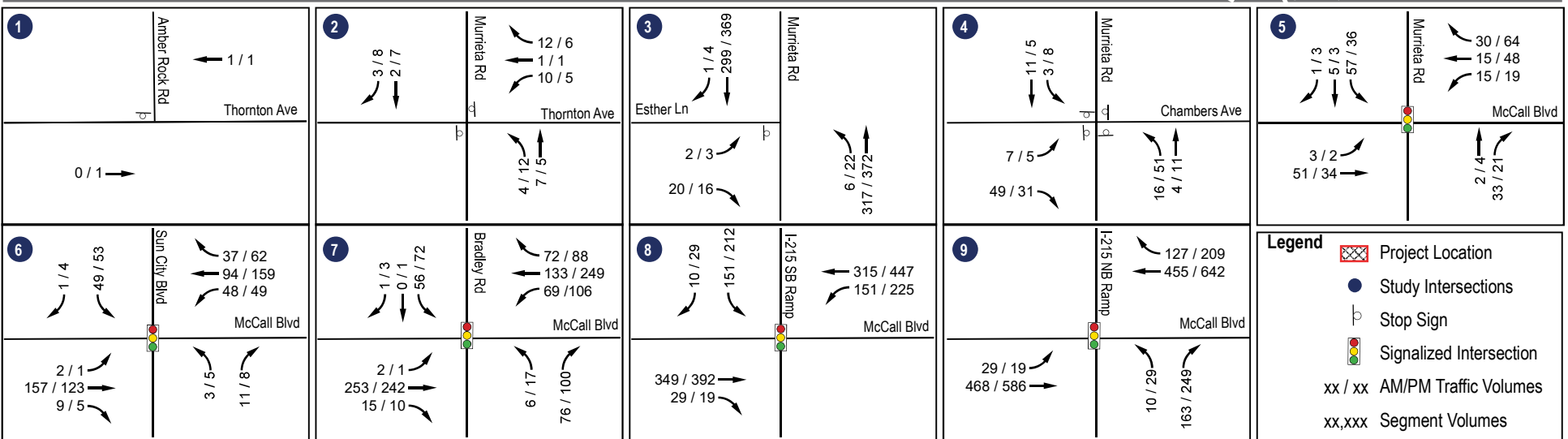


- Cumulative Projects**
- 1 Vista Ridge
  - 2 TR/PP Di Capri
  - 3 Valley Blvd Tract Map
  - 4 Stonegate (Enclave)
  - 5 Woodside Homes (Skyview)
  - 6 Legado
  - 7 McCall-Encanto Gas Station
  - 8 McCall Mall
  - 9 Cypress and Sand Apartments
  - 10 Beyond Meniffee
  - 11 Underwood (KB Homes)
  - 12 Kensington Apartments
  - 13 Villago Villas

- Legend**
-  Project Location
  -  Cumulative Project







## 7.2 OPENING YEAR 2025 WITHOUT PROJECT PEAK HOUR INTERSECTION LOS

Traffic volumes for the Opening Year 2025 Without Project scenario were derived by adding cumulative project traffic to existing plus ambient growth traffic. A 2.0% annual ambient growth rate to account for population, household and employment growth within the City of Menifee was applied to the existing daily, AM and PM peak hour traffic volumes for two years (2023 to 2025) from existing counts to the projects opening year i.e. representing a total 4% growth.

**Exhibit 15** shows the Opening Year 2025 Without Project AM/PM peak hour traffic volumes at the study intersections. **Table 10** summarizes the Opening Year 2025 Without Project AM and PM peak hour levels of service for all study intersections. Detailed analysis sheets are contained in **Appendix E**.

**TABLE 10 – OPENING YEAR 2025 WITHOUT PROJECT AM/PM PEAK HOUR INTERSECTION LOS**

Study Intersection	Traffic Control	Opening Year 2025 Without Project	
		AM	PM
		Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS
1 - Thornton Ave & Amber Rock	TWSC	9.0 - A	9.2 - A
2 - Thornton Ave & Murrieta Rd	TWSC	10.9 - B	13.2 - B
3 - Murrieta Rd & Esther Ln	TWSC	10.1 - B	11.7 - B
4 - Murrieta Rd & Chambers Ave	AWSC	15.5 - C	13.9 - B
5 - Murrieta Rd & McCall Blvd	Signal	51.9 - D	45.7 - D
6 - McCall Blvd & Sun City Blvd	Signal	38.2 - D	37.9 - D
7 - McCall Blvd & Bradley Rd	Signal	76.2 - E	61.5 - E
8 - McCall Blvd & I-215 SB Ramps	Signal	68.1 - E	<b>98.2 - F</b>
9 - McCall Blvd & I-215 NB Ramps	Signal	31.8 - C	73.6 - E

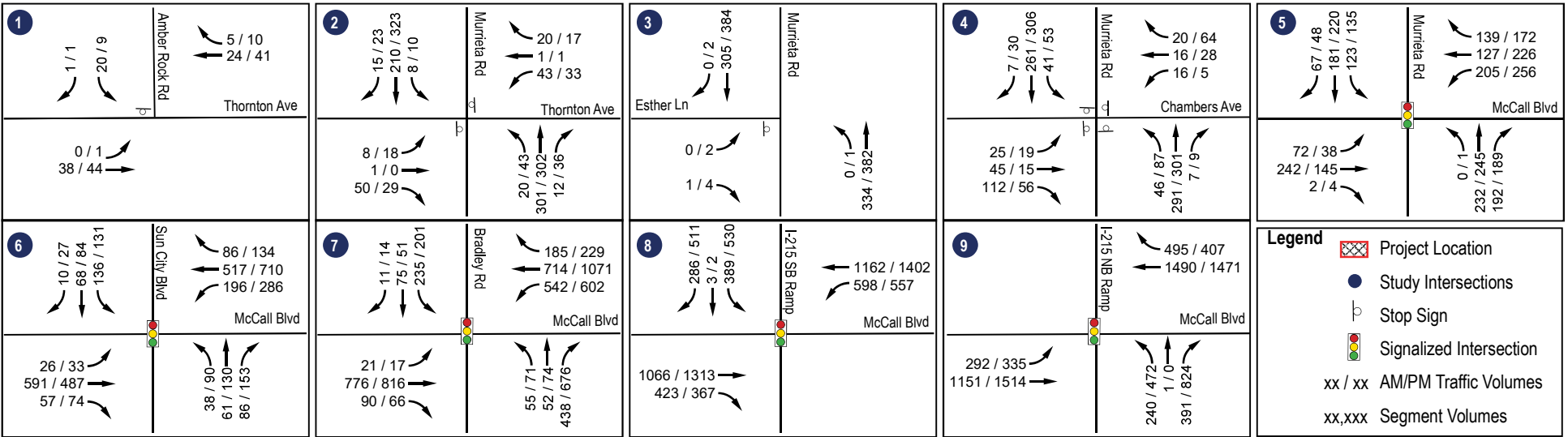
Note: Deficient intersection operation indicated in **bold**.  
<sup>1</sup> Average seconds of delay per vehicle  
 LOS = level of service; AWSC = All Way Stop Control; TWSC = Two Way Stop Control

As shown in **Table 10**, all study intersections are forecast to operate at an acceptable level of service for Opening Year 2025 Without Project conditions with the exception of the following intersection:

- McCall Boulevard & I-215 SB Ramps (Int. 8)                      LOS F in the PM Peak Hour

LOS E is considered acceptable operating conditions at intersections in close proximity to I-215. McCall Boulevard & Bradley Road intersection is located less than 500 feet from the I-215/McCall Boulevard interchange and therefore considered to be close proximity and LOS E is acceptable at this location.





### 7.3 OPENING YEAR 2025 WITHOUT PROJECT ROADWAY SEGMENT LOS

Daily traffic from the 13 cumulative projects were added to existing daily traffic volumes with the 4% ambient growth rate at the study roadway segments to derive the Opening Year 2025 Without Project daily traffic volumes.

**Table 11** presents the roadway segment LOS analysis for the Opening Year 2025 Without Project condition. As shown, all of the study segments are forecast to operate at an acceptable LOS D or better.

**TABLE 11 – OPENING YEAR 2025 WITHOUT PROJECT ROADWAY SEGMENT LOS**

Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Opening Year 2025 Without Project		
					ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	4	Secondary	25,900	10,030	0.39	C
	Chambers Avenue to McCall Boulevard	4	Secondary	25,900	10,060	0.39	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	4	Major	34,100	12,689	0.37	C
	Sun City Boulevard to Bradley Road	4	Major	34,100	16,566	0.49	C
	Bradley Road to I-215 SB Ramps	4	Major	34,100	30,110	0.88	D

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

## 8 OPENING YEAR 2025 PLUS PROJECT CONDITIONS

### 8.1 OPENING YEAR 2025 PLUS PROJECT INTERSECTION ANALYSIS

Traffic volumes for the Opening Year 2025 Plus Project scenario were derived by adding Project traffic to Opening Year 2025 Without Project traffic. **Exhibit 16** shows the Opening Year 2025 Plus Project daily and AM/PM peak hour traffic volumes at the study intersections.

**Table 12** compares the Opening Year 2025 Without Project LOS to the Opening Year 2025 Plus Project AM and PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix F**.

**TABLE 12 – OPENING YEAR 2025 WITHOUT & PLUS PROJECT AM/PM PEAK HOUR INT LOS**

Study Intersection	Opening Year 2025 Without Project Conditions		Opening Year 2025 Plus Project Conditions		Project Trips		Fair Share Required?
	AM	PM	AM	PM	AM	PM	
	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS	Delay <sup>1</sup> - LOS			
1 - Thornton Ave & Amber Rock	9.0 - A	9.2 - A	9.2 - A	9.5 - A	28	38	No
2 - Thornton Ave & Murrieta Rd	10.9 - B	13.2 - B	11.1 - B	13.6 - B	31	39	No
3 - Murrieta Rd & Esther Ln	10.1 - B	11.7 - B	11.3 - B	11.8 - B	53	69	No
4 - Murrieta Rd & Chambers Ave	15.5 - C	13.9 - B	17.4 - C	15.3 - C	51	66	No
5 - Murrieta Rd & McCall Blvd	51.9 - D	45.7 - D	53.1 - D	48.0 - D	51	66	No
6 - McCall Blvd & Sun City Blvd	38.2 - D	37.9 - D	39.6 - D	42.5 - D	46	62	No
7 - McCall Blvd & Bradley Rd	76.2 - E	61.5 - E	79.3 - E	74.9 - E	47	60	No
8 - McCall Blvd & I-215 SB Ramps	68.1 - E	<b>98.2 - F</b>	71.1 - E	<b>103.9 - F</b>	43	57	YES
9 - McCall Blvd & I-215 NB Ramps	31.8 - C	73.6 - E	32.4 - C	<b>80.3 - F</b>	30	38	YES

Note: Deficient intersection operation indicated in **bold**.

<sup>1</sup> Average Seconds of Delay per Vehicle

LOS = level of service.

As shown in **Table 12**, all study intersections are forecast to operate at an acceptable level of service (D or E in close proximity to I-215) under Opening Year 2025 Without and With Project Conditions with the exception of

- McCall Boulevard & I-215 SB Ramps (Int 8)      LOS F during PM peak hour (With & W/O Project)
- McCall Boulevard & I-215 NB Ramps (Int 9)      LOS F during PM peak hour (With Project)

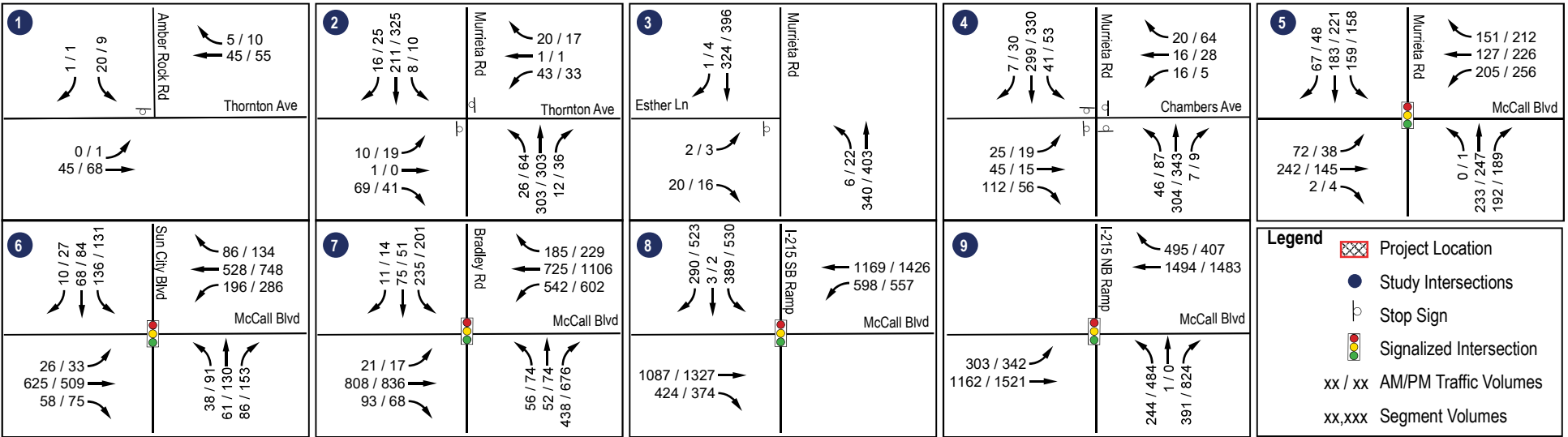
According to the City’s Guidelines, a fair share contribution is required if the following criteria apply:

- Acceptable LOS pre-Project (without project) and the addition of Project trips results in unacceptable LOS E or F;
- Pre-project condition is LOS F and the Project adds 50 or more peak hour trips to the intersection or roadway segment.

At McCall Boulevard & I-215 SB Ramps, the LOS without and with Project conditions is “F” and there are 57 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required and calculated to be 3.8%.

At McCall Boulevard & I-215 NB Ramps, the pre-Project condition was acceptable and the “Plus Project” condition was LOS F during the PM peak hour. Therefore, a fair share contribution is required and calculated to be 2.0%.





## 8.2 OPENING YEAR 2025 PLUS PROJECT ROADWAY SEGMENT LOS

Opening Year 2025 Plus Project daily traffic volumes were derived by adding Project Only daily traffic to the Opening Year 2025 Without Project daily traffic volumes.

**Table 13** presents the roadway segment LOS analysis for the Opening Year 2025 Without Project condition. As shown, all of the study segments are forecast to operate at an acceptable LOS D or better. Therefore, a fair share contribution is not required on any of the study roadway segments.

**TABLE 13 – OPENING YEAR 2025 WITHOUT & PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON**

Roadway	Segment	Classification	LOS E Capacity	Opening Year 2025 Without Project			Opening Year 2025 Plus Project			Fair Share Required?
				ADT	V/C	LOS	ADT	V/C	LOS	
Murrieta Road	Esther Lane to Chambers Avenue	Secondary	25,900	10,030	0.39	C	10,710	0.41	C	No
	Chambers Avenue to McCall Boulevard	Secondary	25,900	10,060	0.39	C	10,740	0.41	C	No
McCall Boulevard	Murrieta Road to Sun City Boulevard	Major	34,100	12,689	0.37	C	13,331	0.39	C	No
	Sun City Boulevard to Bradley Road	Major	34,100	16,566	0.49	C	17,170	0.50	C	No
	Bradley Road to I-215 SB Ramps	Major	34,100	30,110	0.88	D	30,677	0.90	D	No

LOS= Level of Service

V/C= Volume to Capacity Ratio

## 9 CIRCULATION AND ACCESS EVALUATION

This section discusses the proposed northbound left-turn lane at Murrieta Road & Esther Lane. Vehicle queuing on Murrieta Road turning left onto Esther Lane and Thornton Avenue will also be addressed in this section of the report.

### Proposed Left-Turn Lane at Murrieta Road & Esther Lane

At the two-way stop controlled intersection at Murrieta Road & Esther Lane, approximately 6 AM and 21 PM peak hour trips are assumed to make a left-turn movement in the northbound approach. Michael Baker prepared a conceptual layout of the proposed northbound left-turn lane to determine the available storage length of the turn pocket, refer to **Exhibit 17**. As shown, there is approximately 40 feet of storage with a 60-foot taper available for the 10-foot left-turn lane due to the existing left-turn lane on Murrieta Road that provides access to Summer Street.

### Queuing Analysis

A queuing analysis was conducted at two of the study intersections where the addition of project-related traffic at specific turn movements could potentially impact intersection operations. The queuing analysis focuses on the following study intersections and turn movements:

- Murrieta Road & Thornton Avenue (Int. 2)
  - Northbound Left-Turn Lane
- Murrieta Road & Esther Lane (Int. 3)
  - Northbound Left-Turn Lane

This analysis provides a basis for estimating future turn pocket storage requirements at intersections. The 95<sup>th</sup> percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95<sup>th</sup> percentile queue would occur on 5 percent of the signal cycles. Therefore, turn pocket storage designs based on the 95<sup>th</sup> percentile queue length would ensure that storage space would be exceeded about 5 percent of the time.

**Table 14** presents the queuing analysis at both of study intersections 2 and 3. The queue analysis indicates that the 95<sup>th</sup> percentile queue for the northbound left-turn at the Murrieta Road & Thornton Avenue intersection does not back-up and block vehicles traveling northbound on Murrieta Road. At Murrieta Road & Esther Lane, the proposed 40-foot left-turn lane provides adequate storage based on the queuing analysis i.e. one vehicle during each peak hour is anticipated. Overall, the queuing analysis shows the project does not adversely affect the intersection operations and the project would not add more than 25 feet (1 vehicle) of queue to the two left-turn movements at any of the study intersections.

Street "A" will be constructed as a 28-foot private street on the Project site connecting to Thornton Avenue. Street "C" will also be constructed as a 28-foot private street on the Project site connecting to Esther Lane. All of the internal roadways on the Project site will provide curb, gutters and sidewalks in accordance with the City's road design standards.

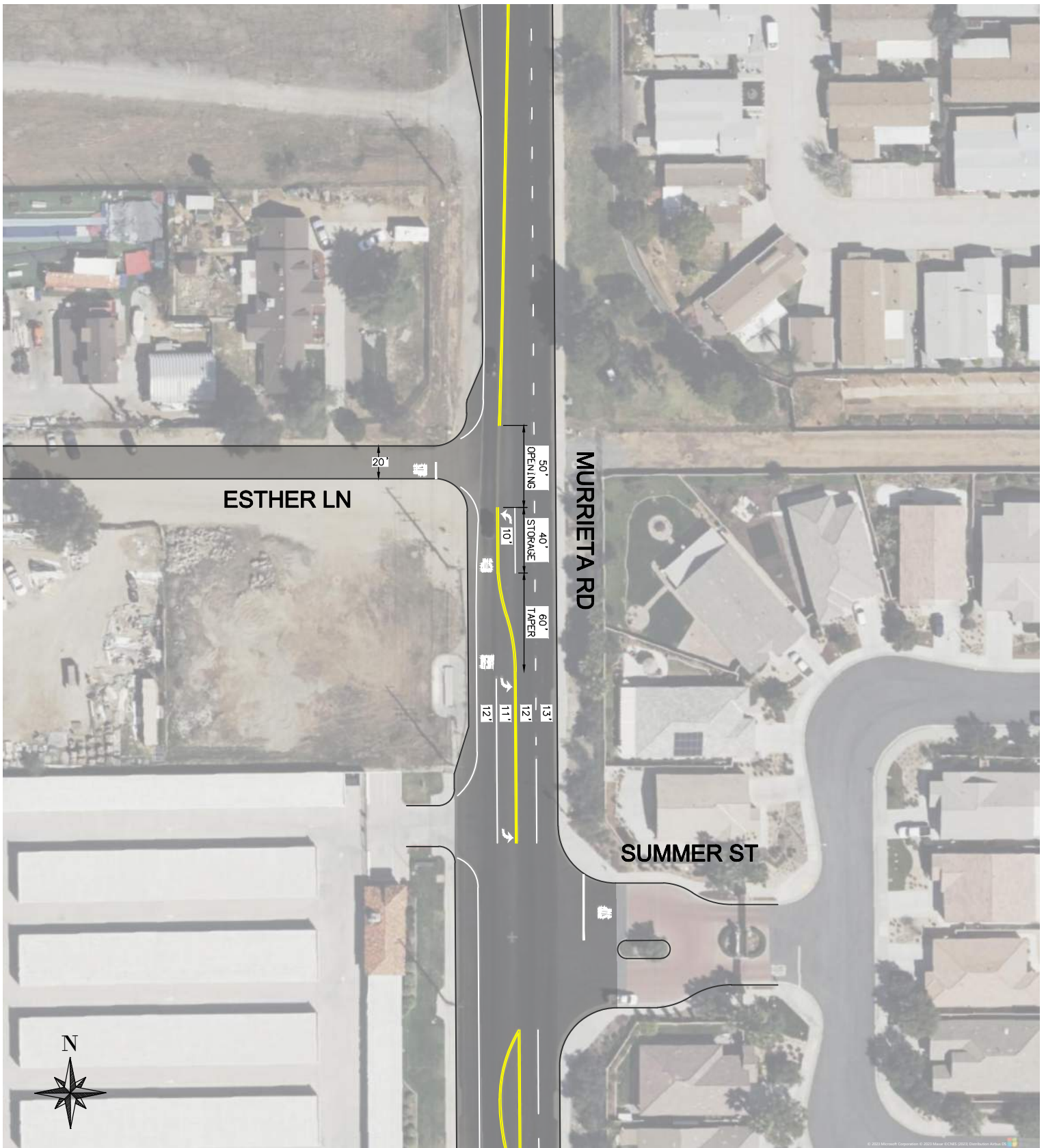


**TABLE 14 – INTERSECTION QUEUING ANALYSIS**

Movement	No. Lanes	Storage Length Per Lane (ft)	Peak Hour Volume		95th % Queue (veh) <sup>1</sup>		Adverse Effect? <sup>2</sup>
			AM	PM	AM	PM	
<b>EXISTING CONDITIONS</b>							
<b>Murrieta Road &amp; Thornton Avenue (Int. 2)</b>							
NBL	1	100	15	30	< 1 veh	< 1 veh	-
<b>Murrieta Road &amp; Esther Lane (Int. 3)</b>							
NBL	1	Does Not Exist	0	1	-	-	-
<b>EXISTING PLUS PROJECT CONDITIONS</b>							
<b>Murrieta Road &amp; Thornton Avenue (Int. 2)</b>							
NBL	1	100	21	51	< 1 veh	< 1 veh	<b>No</b>
<b>Murrieta Road &amp; Esther Lane (Int. 3)</b>							
NBL	1	40	6	22	< 1 veh	< 1 veh	<b>No</b>
<b>OPENING YEAR 2025 PLUS PROJECT CONDITIONS</b>							
<b>Murrieta Road &amp; Thornton Avenue (Int. 2)</b>							
NBL	1	100	26	64	< 1 veh	< 1 veh	<b>No</b>
<b>Murrieta Road &amp; Esther Lane (Int. 3)</b>							
NBL	1	40	6	22	< 1 veh	< 1 veh	<b>No</b>

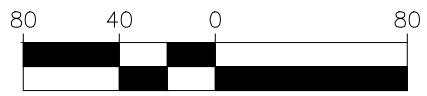
<sup>1</sup> Synchro reports the average queue in number of vehicles. Queue Length assumes 25 feet per vehicle.

<sup>2</sup> For locations that exceed the available storage without the project, does the project increase the queue by more than 25 feet (one vehicle-length)?



**LEGEND**

-  EDGE OF PAVEMENT
-  PAVEMENT STRIPING



SCALE: 1"=80'

**Michael Baker**

**INTERNATIONAL**

**Esther Lane Conceptual  
Northbound Left-Turn**

Exhibit 17





All study roadway segments operate at acceptable LOS D or better under Opening Year 2025 Plus Project conditions.

### **Fair Share Contributions**

At McCall Boulevard & I-215 SB Ramps, the LOS without and with Project conditions is “F” and there are 57 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required towards the planned improvements at the I-215/McCall Boulevard interchange and calculated to be 3.8%.

At McCall Boulevard & I-215 NB Ramps, the pre-Project condition was acceptable and the “Plus Project” condition was LOS F during the PM peak hour. Therefore, a fair share contribution is required towards the planned improvements at the I-215/McCall Boulevard interchange and calculated to be 2.0%.

## 10.2 SITE ACCESS AND CIRCULATION

A conceptual striping layout was prepared for the proposed northbound left-turn lane at Murrieta Road & Esther Lane. The layout shows a 40-foot left-turn pocket can be provided in the northbound approach which could accommodate approximately 2 vehicles. The queuing analysis shows that less than one vehicle would be in the queue turning left during either the AM or PM peak hours. Therefore, the 40-foot left-turn lane provides adequate storage for the Project and existing traffic on Esther Lane.

A queuing analysis was also conducted for the existing northbound left-turn lane at Murrieta Road & Thornton Avenue. The results of the analysis shows that the existing 100-foot left-turn lane provides more than enough storage for existing traffic and Project traffic. Therefore, extending the existing turn lane is not needed.

## 10.3 VEHICLE MILES TRAVELED

To satisfy California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) screening assessment and analysis was prepared for the Project under a separate memorandum.

# **Appendix A: TIA Scoping Agreement**

## Attachment A: Project Scoping Form

This scoping form shall be completed and submitted to the City of Meniffee to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

### Project Identification:

Case Number:	DEV2022-023
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Coronado Condos
Project Address:	Thorton Avenue between Family Circle & Murrieta Road
Project Opening Year:	To Be Determined (APNs 335-440-001; 002)
Project Description:	Project proposes a multi-family condominium project comprised of 73 units on an approximately 9.7 gross acres /6.5 net acre site.

	Consultant:	Developer:
Name:	Michael Baker Intl	Quinn Communities
Address:	3536 Concours, Suite 100 Ontario, CA 91764	364 2nd Street, Ste 5 Encinitas, CA 92024
Telephone:	909-974-4908	760-942-9991
Fax/Email:	cdietrich@mbakerintl.com	stefan@quinncommunities.com

### Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual, 11th Edition.

Current General Plan Land Use:  
Multi-Family Residential

Proposed General Plan Land Use:  
Multi-Family Residential

Current Zoning:  
Low-Medium Residntial

Proposed Zoning:  
Low-Medium Residntial



	Existing Trip Generation Vacant/Undeveloped			Proposed Trip Generation			ITE Code 210
	In	Out	Total	In	Out	Total	
AM Trips	0	0	0	14	42	56	
PM Trips	0	0	0	47	27	74	

Trip Internalization:  Yes  No ( \_\_\_\_\_ % Trip Discount)

Pass-By Allowance:  Yes  No ( \_\_\_\_\_ % Trip Discount)

### Potential Screening Checks

Is your project screened from specific analyses (see Page 5 of the guidelines related to LOS assessment).

**Is the project screened from VMT assessment?**  Yes  No

VMT screening justification (see Pages 10-12 of the guidelines): \_\_\_\_\_  
 Step 1: TPA Screening- The project is not located within a TPA (attachment 1)  
 Step 2: Low VMT Area - The project is not located within a Low VMT Area per WRCOG VMT Tool  
 Step 3: Project Type - the project will construct 73 MFDU's and is anticipated to generate 755 daily trips which is greater than the criteria threshold of 110. Therefore the project does not meet the VMT screening criteria.

### VMT Analysis Scoping

For projects that are not screened, identify the following:

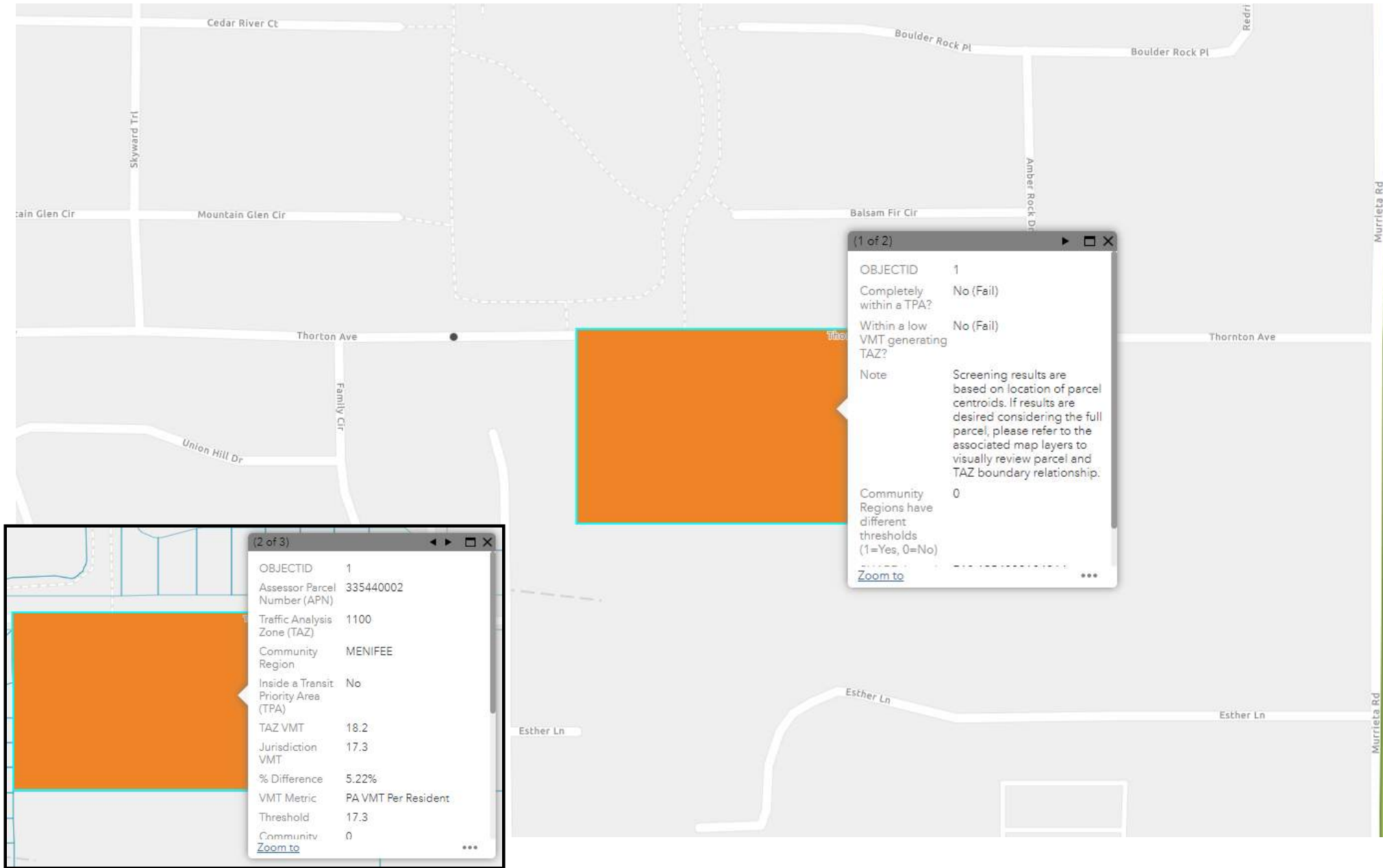
- Travel Demand Forecasting Model Used WRCOG
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

### Signatures

TIA Preparer: Carla R Dietrich City (Approved by): \_\_\_\_\_

Carla Dietrich 06/01/23

# Attachment 1: WRCOG VMT Screening Tool













## Coronado Condos – TIA Scoping Agreement

### Additional Items to be included in the TIA:

- 1.) The intersection of Murrieta Road / Esther Lane will be analyzed under Existing and Existing Plus Project; Opening Year Cumulative Without Project and With Project conditions. A queuing analysis will be performed for the NB left-turn movement to determine the storage length needed.
- 2.) A conceptual striping layout will be prepared at the intersection of Murrieta Road / Esther Lane to show a dedicated NB left-turn lane.
- 3.) Project improvements along the project frontage on Thornton Avenue will be discussed in the traffic report.
- 4.) At Murrieta Road / Thornton Avenue, an operations analysis and queuing analysis will be conducted to determine if the existing NB left-turn storage length is able to accommodate the additional project traffic or if the turn lane needs to be extended.
- 5.) Project access points via Thornton Avenue and Esther Lane will be analyzed and any safety issues will be addressed in the study.
- 6.) The TIA will confirm traffic control and sight distance at all project intersections i.e. project access points.
- 7.) An exhibit will be prepared showing truck turning templates on the site plan to confirm truck access and internal circulation.
- 8.) Study area will include 4 off-site intersections, two site access driveways and three roadway segments per Exhibit 1 (Project Study Area) attached.



**Legend**

-  Project Location
-  Project Distribution
-  Study Intersections
-  Study Segments



Not to Scale

# **Appendix B: Traffic Count Data & Signal Timing**



City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

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

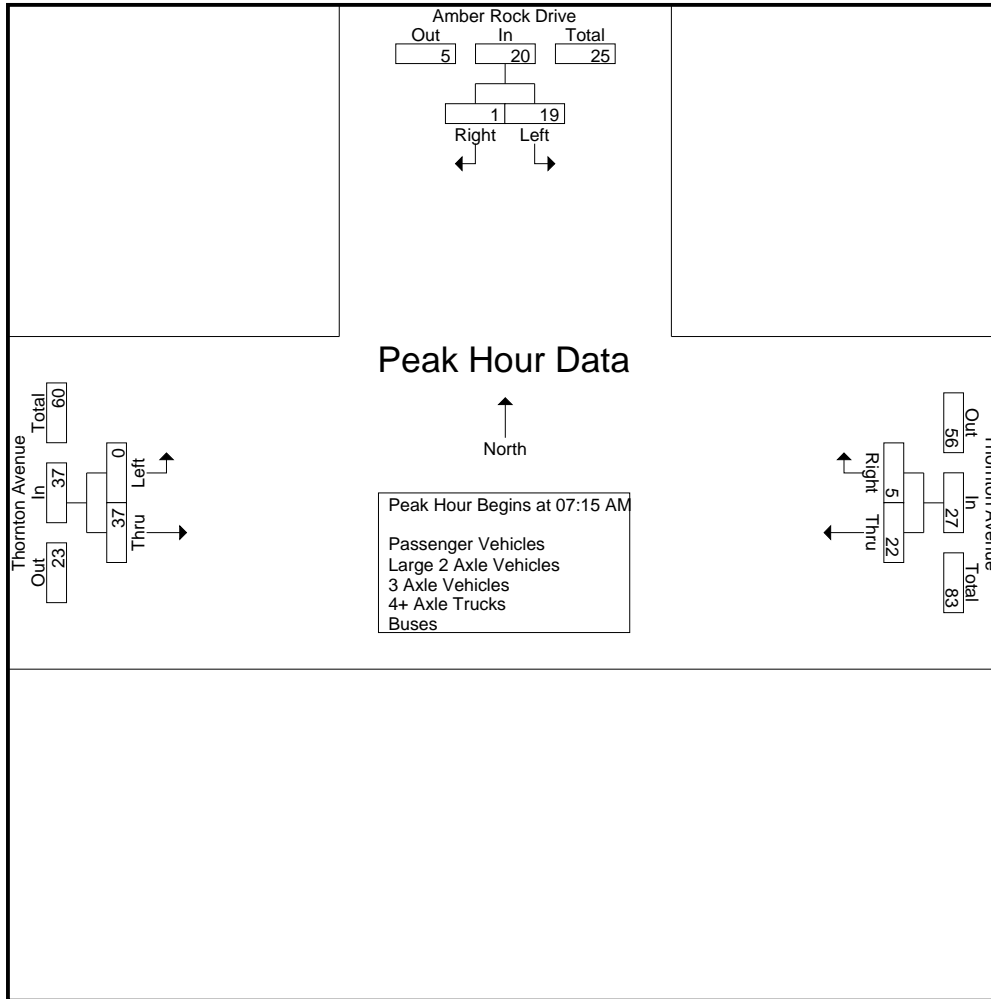
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	5	0	5	7	1	8	0	3	3	16
07:15 AM	6	1	7	2	1	3	0	11	11	21
07:30 AM	4	0	4	5	2	7	0	11	11	22
07:45 AM	3	0	3	7	1	8	0	7	7	18
Total	18	1	19	21	5	26	0	32	32	77
08:00 AM	6	0	6	8	1	9	0	8	8	23
08:15 AM	5	0	5	6	2	8	0	8	8	21
08:30 AM	3	0	3	2	2	4	0	7	7	14
08:45 AM	4	0	4	5	2	7	0	10	10	21
Total	18	0	18	21	7	28	0	33	33	79
Grand Total	36	1	37	42	12	54	0	65	65	156
Apprch %	97.3	2.7		77.8	22.2		0	100		
Total %	23.1	0.6	23.7	26.9	7.7	34.6	0	41.7	41.7	
Passenger Vehicles	34	1	35	33	11	44	0	57	57	136
% Passenger Vehicles	94.4	100	94.6	78.6	91.7	81.5	0	87.7	87.7	87.2
Large 2 Axle Vehicles	1	0	1	3	0	3	0	2	2	6
% Large 2 Axle Vehicles	2.8	0	2.7	7.1	0	5.6	0	3.1	3.1	3.8
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	6	0	6	0	6	6	12
% 4+ Axle Trucks	0	0	0	14.3	0	11.1	0	9.2	9.2	7.7
Buses	1	0	1	0	1	1	0	0	0	2
% Buses	2.8	0	2.7	0	8.3	1.9	0	0	0	1.3

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	6	1	7	2	1	3	0	11	11	21
07:30 AM	4	0	4	5	2	7	0	11	11	22
07:45 AM	3	0	3	7	1	8	0	7	7	18
08:00 AM	6	0	6	8	1	9	0	8	8	23
Total Volume	19	1	20	22	5	27	0	37	37	84
% App. Total	95	5		81.5	18.5		0	100		
PHF	.792	.250	.714	.688	.625	.750	.000	.841	.841	.913

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	6	1	7	5	2	7	0	11	11
+15 mins.	4	0	4	7	1	8	0	11	11
+30 mins.	3	0	3	8	1	9	0	7	7
+45 mins.	6	0	6	6	2	8	0	8	8
Total Volume	19	1	20	26	6	32	0	37	37
% App. Total	95	5		81.2	18.8		0	100	
PHF	.792	.250	.714	.813	.750	.889	.000	.841	.841

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

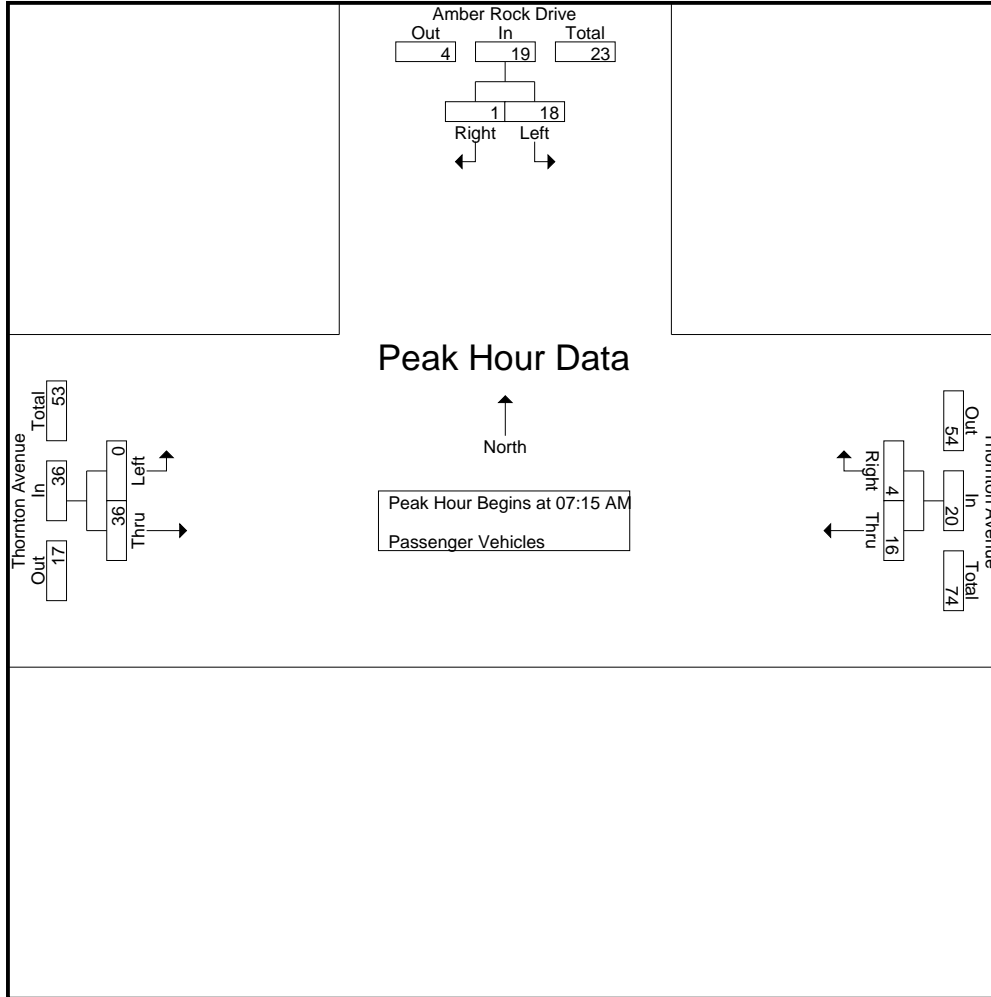
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	0	4	7	1	8	0	1	1	13
07:15 AM	6	1	7	1	1	2	0	11	11	20
07:30 AM	4	0	4	4	1	5	0	11	11	20
07:45 AM	2	0	2	6	1	7	0	7	7	16
Total	16	1	17	18	4	22	0	30	30	69
08:00 AM	6	0	6	5	1	6	0	7	7	19
08:15 AM	5	0	5	3	2	5	0	7	7	17
08:30 AM	3	0	3	2	2	4	0	5	5	12
08:45 AM	4	0	4	5	2	7	0	8	8	19
Total	18	0	18	15	7	22	0	27	27	67
Grand Total	34	1	35	33	11	44	0	57	57	136
Apprch %	97.1	2.9		75	25		0	100		
Total %	25	0.7	25.7	24.3	8.1	32.4	0	41.9	41.9	

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	1	7	1	1	2	0	11	11	20
07:30 AM	4	0	4	4	1	5	0	11	11	20
07:45 AM	2	0	2	6	1	7	0	7	7	16
08:00 AM	6	0	6	5	1	6	0	7	7	19
Total Volume	18	1	19	16	4	20	0	36	36	75
% App. Total	94.7	5.3		80	20		0	100		
PHF	.750	.250	.679	.667	1.00	.714	.000	.818	.818	.938



City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	6	1	7	1	1	2	0	11	11
+15 mins.	4	0	4	4	1	5	0	11	11
+30 mins.	2	0	2	6	1	7	0	7	7
+45 mins.	6	0	6	5	1	6	0	7	7
Total Volume	18	1	19	16	4	20	0	36	36
% App. Total	94.7	5.3		80	20		0	100	
PHF	.750	.250	.679	.667	1.000	.714	.000	.818	.818

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

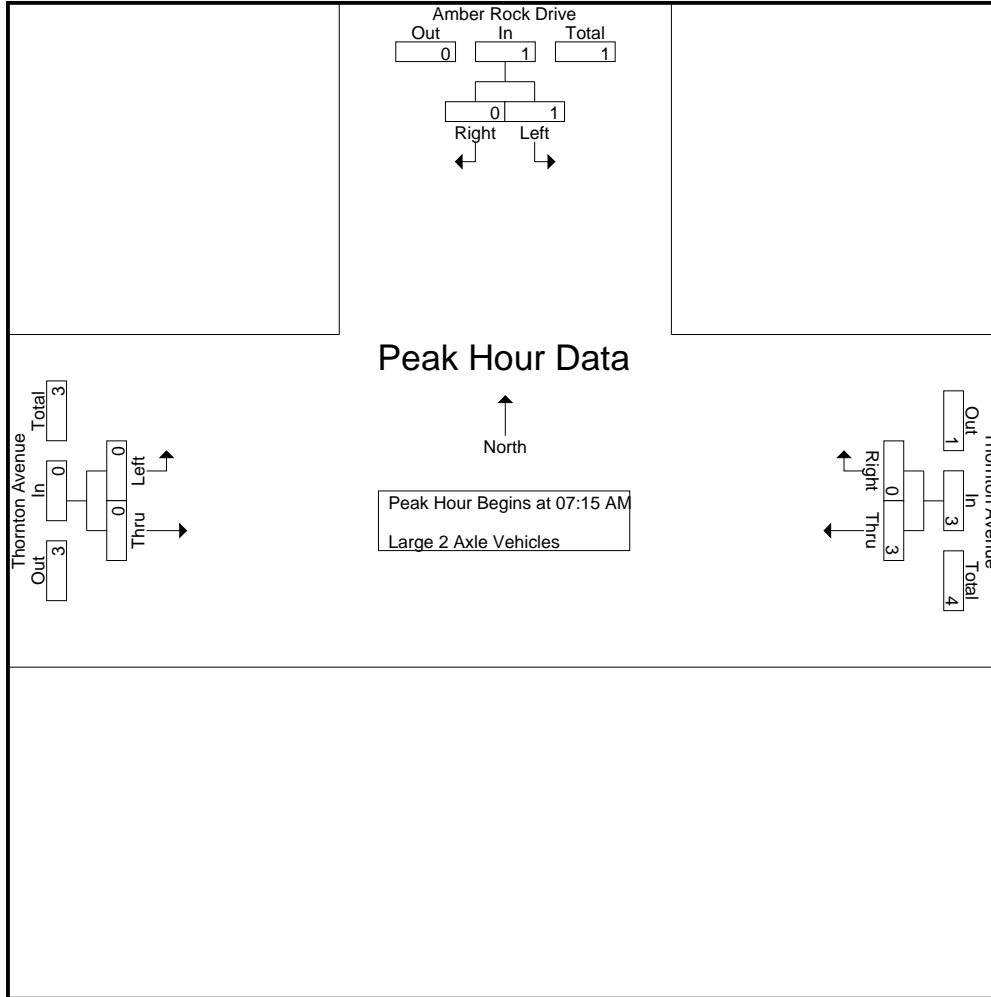
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	1	0	1	0	1	1	3
08:00 AM	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
Grand Total	1	0	1	3	0	3	0	2	2	6
Apprch %	100	0		100	0		0	100		
Total %	16.7	0	16.7	50	0	50	0	33.3	33.3	

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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	0	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	1	0	1	3	0	3	0	0	0	4
% App. Total	100	0		100	0		0	0		
PHF	.250	.000	.250	.375	.000	.375	.000	.000	.000	.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 Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	1	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	1	0	1	3	0	3	0	0	0
% App. Total	100	0		100	0		0	0	
PHF	.250	.000	.250	.375	.000	.375	.000	.000	.000

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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	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	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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 Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

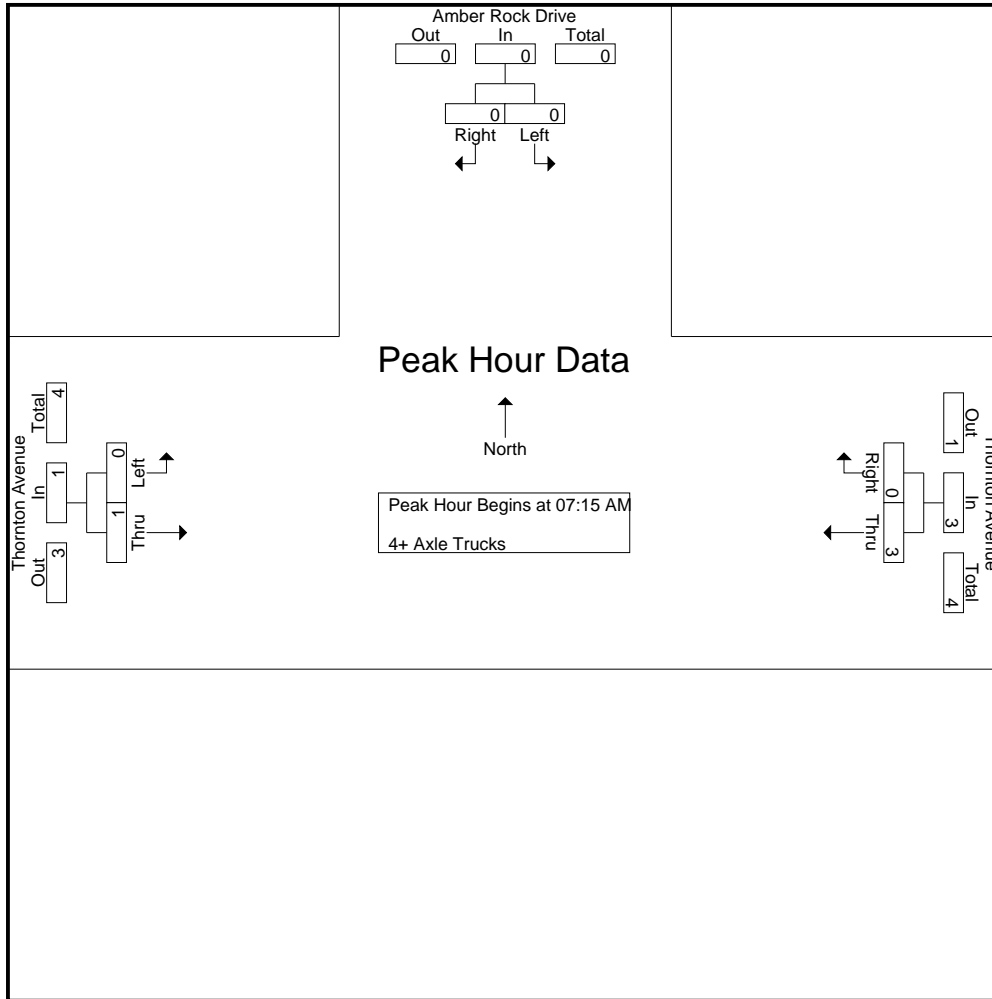
Groups Printed- 4+ Axle Trucks

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	1	1	3
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	3	0	3	0	1	1	4
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	4	0	4	0	5	5	9
Grand Total	0	0	0	6	0	6	0	6	6	12
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	3	0	3	0	1	1	4
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.250	.250	.500

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	3	0	3	0	1	1
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.750	.000	.750	.000	.250	.250

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	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	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

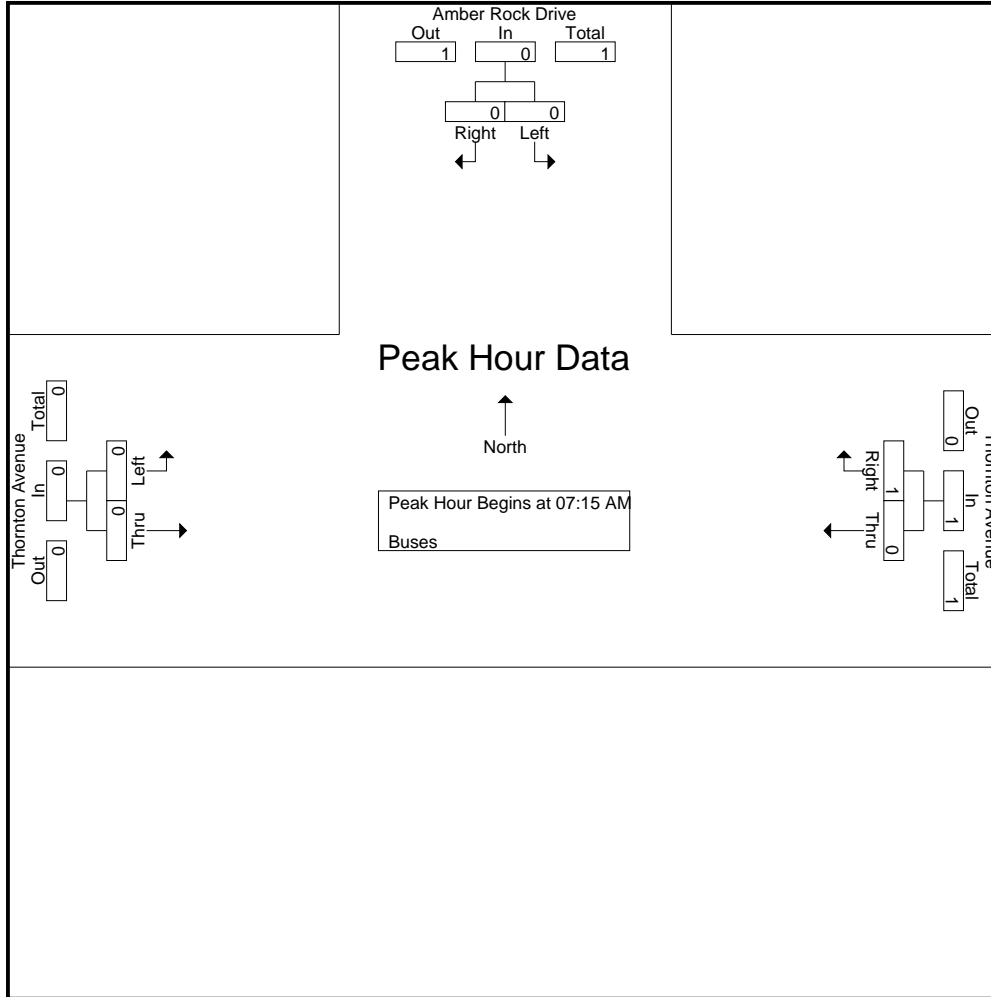
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.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 Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	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	0	1	1	0	0	0
% App. Total	0	0	0	0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

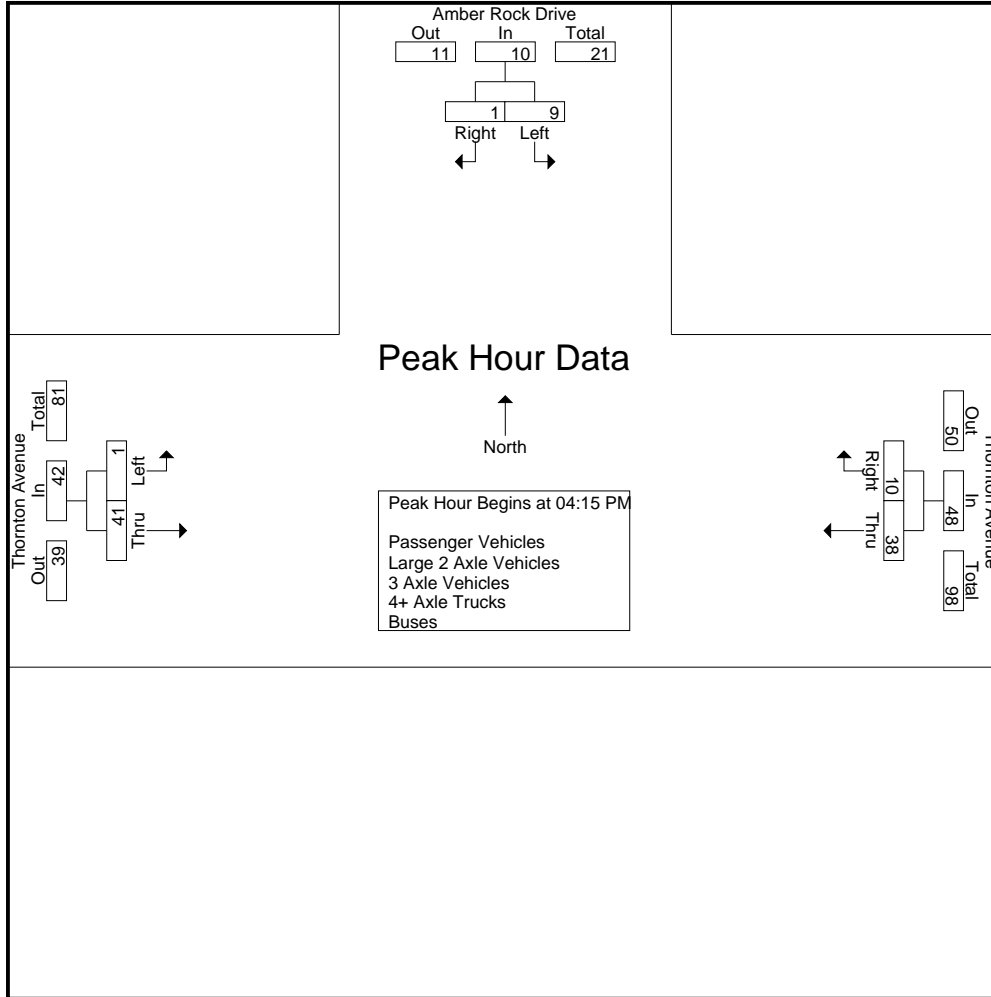
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	8	4	12	2	11	13	28
04:15 PM	4	1	5	10	2	12	1	10	11	28
04:30 PM	1	0	1	7	1	8	0	10	10	19
04:45 PM	1	0	1	11	1	12	0	7	7	20
<b>Total</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>36</b>	<b>8</b>	<b>44</b>	<b>3</b>	<b>38</b>	<b>41</b>	<b>95</b>
05:00 PM	3	0	3	10	6	16	0	14	14	33
05:15 PM	5	0	5	7	2	9	1	8	9	23
05:30 PM	3	1	4	4	3	7	1	7	8	19
05:45 PM	2	0	2	3	4	7	1	6	7	16
<b>Total</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>24</b>	<b>15</b>	<b>39</b>	<b>3</b>	<b>35</b>	<b>38</b>	<b>91</b>
<b>Grand Total</b>	<b>22</b>	<b>2</b>	<b>24</b>	<b>60</b>	<b>23</b>	<b>83</b>	<b>6</b>	<b>73</b>	<b>79</b>	<b>186</b>
Apprch %	91.7	8.3		72.3	27.7		7.6	92.4		
Total %	11.8	1.1	12.9	32.3	12.4	44.6	3.2	39.2	42.5	
Passenger Vehicles	22	2	24	59	23	82	5	64	69	175
% Passenger Vehicles	100	100	100	98.3	100	98.8	83.3	87.7	87.3	94.1
Large 2 Axle Vehicles	0	0	0	0	0	0	1	7	8	8
% Large 2 Axle Vehicles	0	0	0	0	0	0	16.7	9.6	10.1	4.3
3 Axle Vehicles	0	0	0	0	0	0	0	1	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.4	1.3	0.5
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
Buses	0	0	0	1	0	1	0	1	1	2
% Buses	0	0	0	1.7	0	1.2	0	1.4	1.3	1.1

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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 04:15 PM										
04:15 PM	4	1	5	10	2	12	1	10	11	28
04:30 PM	1	0	1	7	1	8	0	10	10	19
04:45 PM	1	0	1	11	1	12	0	7	7	20
05:00 PM	3	0	3	10	6	16	0	14	14	33
Total Volume	9	1	10	38	10	48	1	41	42	100
% App. Total	90	10		79.2	20.8		2.4	97.6		
PHF	.563	.250	.500	.864	.417	.750	.250	.732	.750	.758

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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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:

	05:00 PM			04:15 PM			04:15 PM		
+0 mins.	3	0	3	10	2	12	1	10	11
+15 mins.	5	0	5	7	1	8	0	10	10
+30 mins.	3	1	4	11	1	12	0	7	7
+45 mins.	2	0	2	10	6	16	0	14	14
Total Volume	13	1	14	38	10	48	1	41	42
% App. Total	92.9	7.1		79.2	20.8		2.4	97.6	
PHF	.650	.250	.700	.864	.417	.750	.250	.732	.750

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	8	4	12	1	6	7	22
04:15 PM	4	1	5	10	2	12	1	9	10	27
04:30 PM	1	0	1	7	1	8	0	10	10	19
04:45 PM	1	0	1	11	1	12	0	7	7	20
Total	9	1	10	36	8	44	2	32	34	88
05:00 PM	3	0	3	9	6	15	0	13	13	31
05:15 PM	5	0	5	7	2	9	1	6	7	21
05:30 PM	3	1	4	4	3	7	1	7	8	19
05:45 PM	2	0	2	3	4	7	1	6	7	16
Total	13	1	14	23	15	38	3	32	35	87
Grand Total	22	2	24	59	23	82	5	64	69	175
Apprch %	91.7	8.3		72	28		7.2	92.8		
Total %	12.6	1.1	13.7	33.7	13.1	46.9	2.9	36.6	39.4	

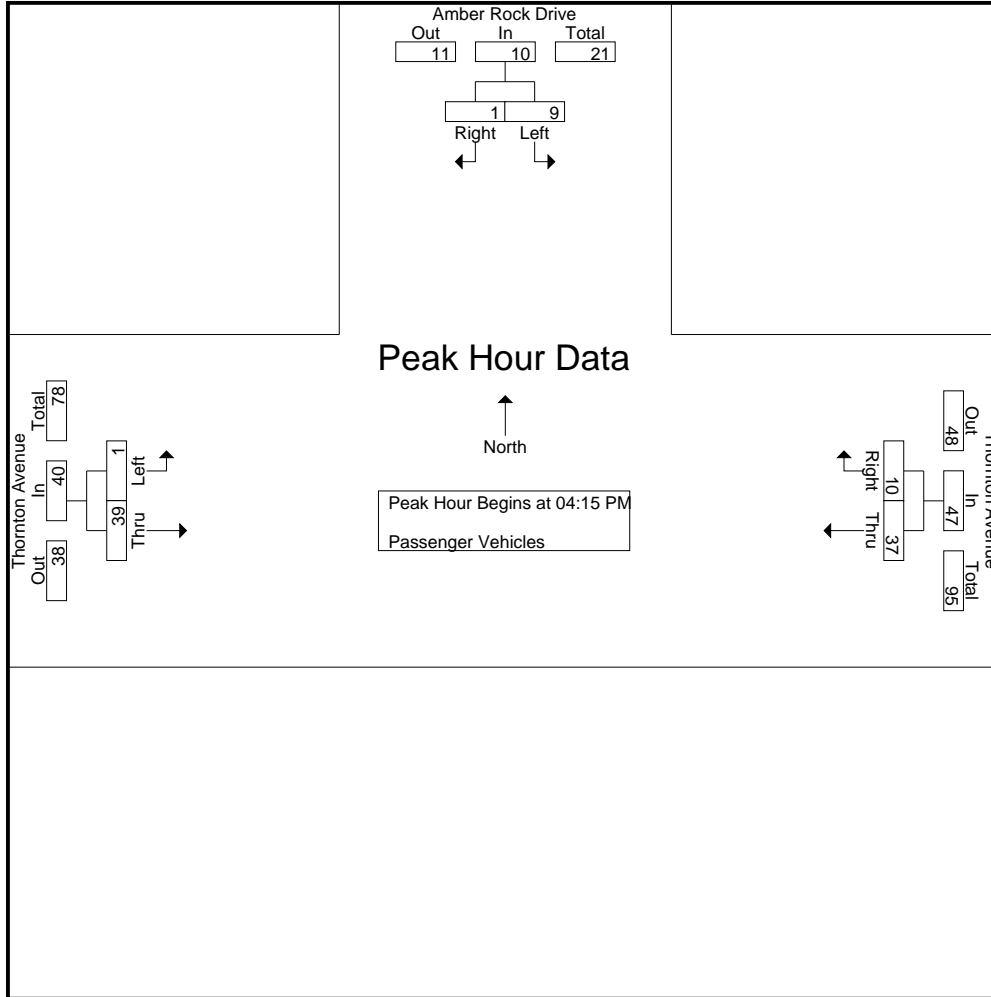
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	4	1	5	10	2	12	1	9	10	27
04:30 PM	1	0	1	7	1	8	0	10	10	19
04:45 PM	1	0	1	11	1	12	0	7	7	20
05:00 PM	3	0	3	9	6	15	0	13	13	31
Total Volume	9	1	10	37	10	47	1	39	40	97
% App. Total	90	10		78.7	21.3		2.5	97.5		
PHF	.563	.250	.500	.841	.417	.783	.250	.750	.769	.782

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



City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	4	1	5	10	2	12	1	9	10
+15 mins.	1	0	1	7	1	8	0	10	10
+30 mins.	1	0	1	11	1	12	0	7	7
+45 mins.	3	0	3	9	6	15	0	13	13
Total Volume	9	1	10	37	10	47	1	39	40
% App. Total	90	10		78.7	21.3		2.5	97.5	
PHF	.563	.250	.500	.841	.417	.783	.250	.750	.769

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Groups Printed- Large 2 Axle Vehicles

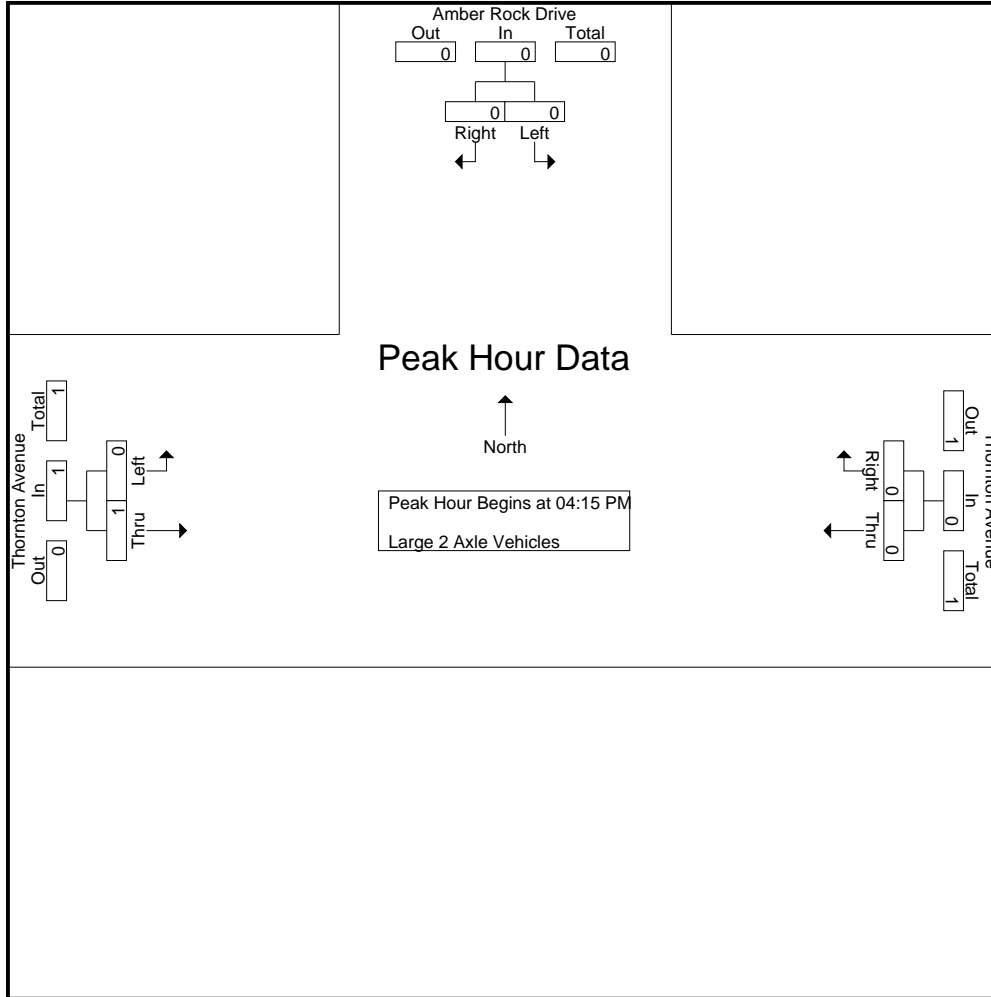
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	5	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	2	2	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	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	1	7	8	8
Apprch %	0	0		0	0		12.5	87.5		
Total %	0	0		0	0		12.5	87.5	100	

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	0	0	0	0	1	1	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
05:00 PM	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 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

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

City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	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	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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









City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton 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	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

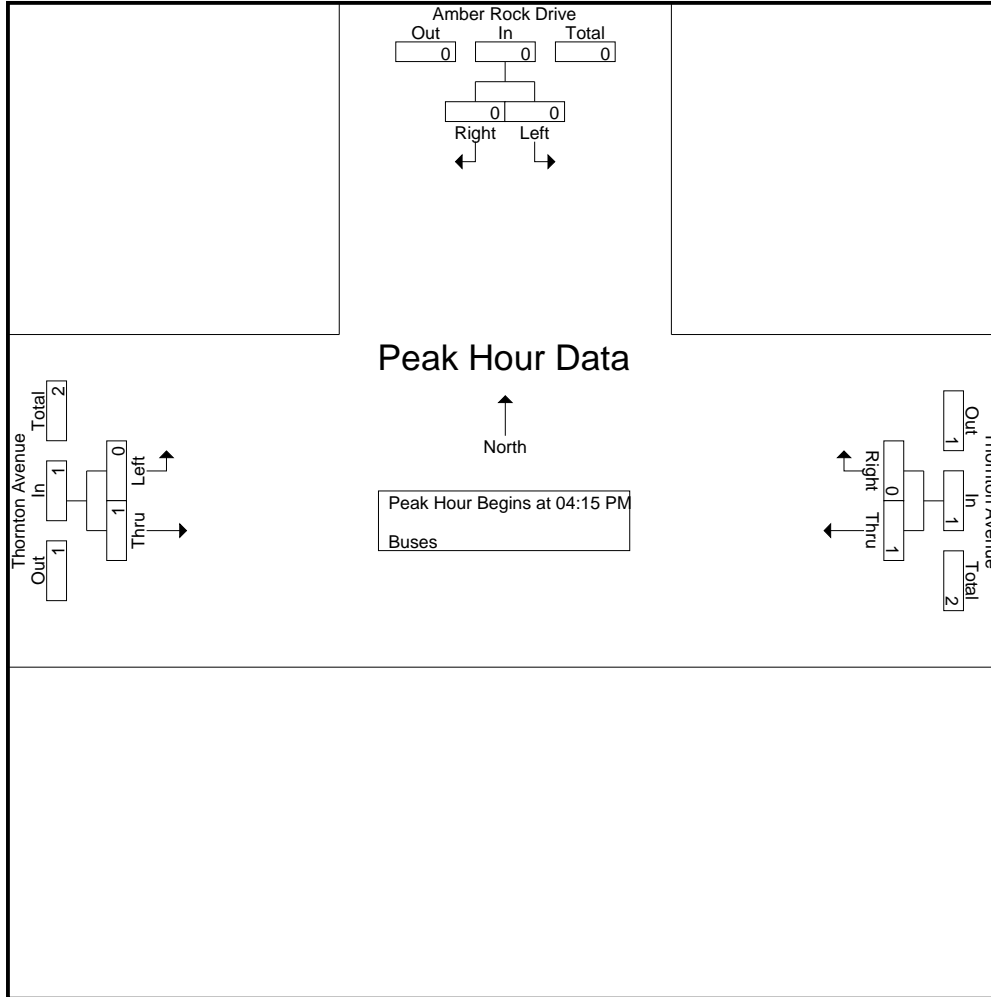
Start Time	Amber Rock Drive Southbound			Thornton Avenue Westbound			Thornton Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	0	1	0	1	1	2
Total Volume	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 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM



City of Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue  
 Weather: Clear

File Name : 01\_MEN\_Amb\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	1	1
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

Location: Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg Amber Rock Drive Pedestrians	East Leg Thornton Avenue Pedestrians	South Leg Amber Rock Drive Pedestrians	West Leg Thornton Avenue Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	1	1
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	6	0	0	1	7

	North Leg Amber Rock Drive Pedestrians	East Leg Thornton Avenue Pedestrians	South Leg Amber Rock Drive Pedestrians	West Leg Thornton Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Menifee  
 N/S: Amber Rock Drive  
 E/W: Thornton Avenue



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Amber Rock Drive			Westbound Thornton Avenue			Northbound Amber Rock Drive			Eastbound Thornton Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Amber Rock Drive			Westbound Thornton Avenue			Northbound Amber Rock Drive			Eastbound Thornton Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

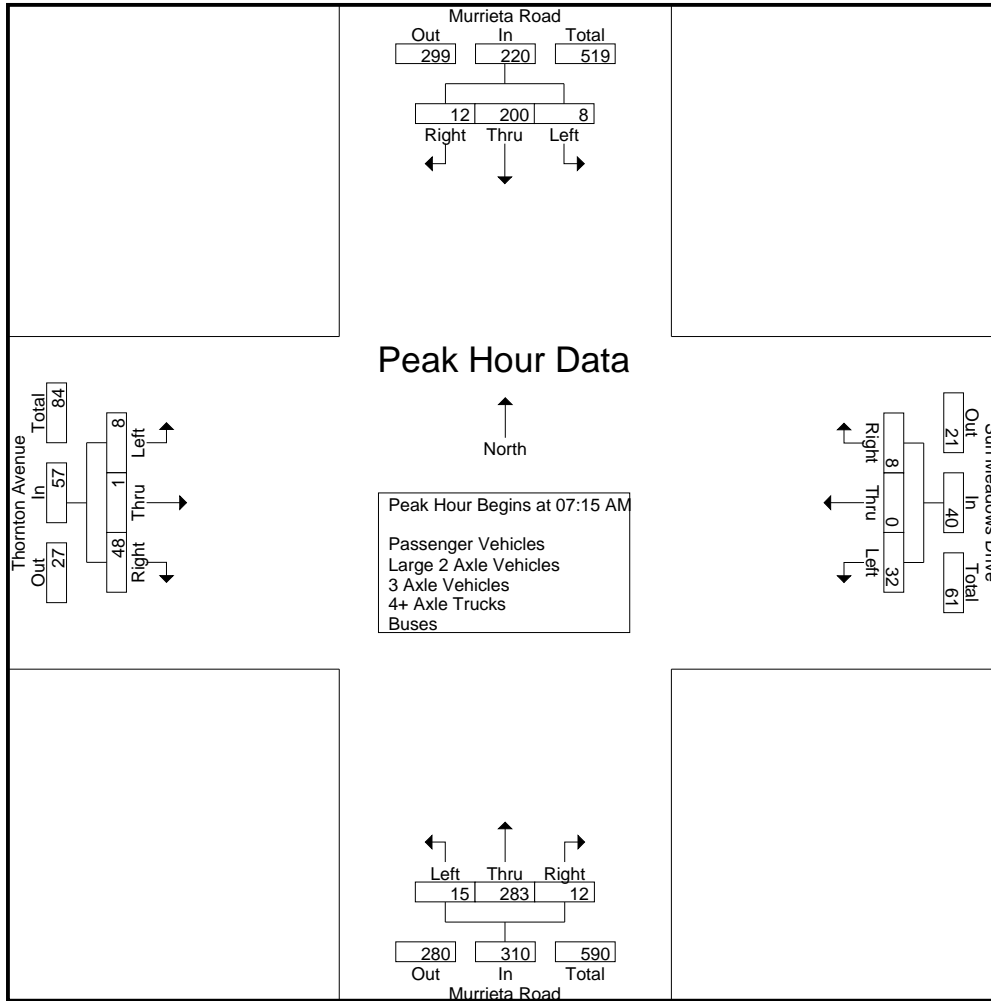
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	42	6	48	3	0	3	6	3	38	4	45	0	0	6	6	105
07:15 AM	2	41	1	44	8	0	3	11	3	49	4	56	0	0	18	18	129
07:30 AM	1	54	2	57	9	0	1	10	4	100	4	108	3	1	11	15	190
07:45 AM	3	50	3	56	4	0	3	7	5	75	0	80	3	0	7	10	153
Total	6	187	12	205	24	0	10	34	15	262	12	289	6	1	42	49	577
08:00 AM	2	55	6	63	11	0	1	12	3	59	4	66	2	0	12	14	155
08:15 AM	3	39	4	46	5	0	3	8	4	39	4	47	1	0	11	12	113
08:30 AM	3	38	2	43	8	0	7	15	2	73	8	83	1	0	10	11	152
08:45 AM	1	40	3	44	11	0	2	13	4	72	9	85	3	0	11	14	156
Total	9	172	15	196	35	0	13	48	13	243	25	281	7	0	44	51	576
Grand Total	15	359	27	401	59	0	23	82	28	505	37	570	13	1	86	100	1153
Apprch %	3.7	89.5	6.7		72	0	28		4.9	88.6	6.5		13	1	86		
Total %	1.3	31.1	2.3	34.8	5.1	0	2	7.1	2.4	43.8	3.2	49.4	1.1	0.1	7.5	8.7	
Passenger Vehicles	12	345	23	380	56	0	22	78	21	489	35	545	10	1	81	92	1095
% Passenger Vehicles	80	96.1	85.2	94.8	94.9	0	95.7	95.1	75	96.8	94.6	95.6	76.9	100	94.2	92	95
Large 2 Axle Vehicles	3	4	0	7	3	0	1	4	3	5	2	10	1	0	0	1	22
% Large 2 Axle Vehicles	20	1.1	0	1.7	5.1	0	4.3	4.9	10.7	1	5.4	1.8	7.7	0	0	1	1.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	6	4	10	0	0	0	0	3	3	0	6	2	0	4	6	22
% 4+ Axle Trucks	0	1.7	14.8	2.5	0	0	0	0	10.7	0.6	0	1.1	15.4	0	4.7	6	1.9
Buses	0	4	0	4	0	0	0	0	1	8	0	9	0	0	1	1	14
% Buses	0	1.1	0	1	0	0	0	0	3.6	1.6	0	1.6	0	0	1.2	1	1.2

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	2	41	1	44	8	0	3	11	3	49	4	56	0	0	18	18	129
07:30 AM	1	54	2	57	9	0	1	10	4	100	4	108	3	1	11	15	190
07:45 AM	3	50	3	56	4	0	3	7	5	75	0	80	3	0	7	10	153
08:00 AM	2	55	6	63	11	0	1	12	3	59	4	66	2	0	12	14	155
Total Volume	8	200	12	220	32	0	8	40	15	283	12	310	8	1	48	57	627
% App. Total	3.6	90.9	5.5		80	0	20		4.8	91.3	3.9		14	1.8	84.2		
PHF	.667	.909	.500	.873	.727	.000	.667	.833	.750	.708	.750	.718	.667	.250	.667	.792	.825

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				08:00 AM				07:15 AM				07:15 AM			
+0 mins.	1	54	2	57	11	0	1	12	3	49	4	56	0	0	18	18
+15 mins.	3	50	3	56	5	0	3	8	4	100	4	108	3	1	11	15
+30 mins.	2	55	6	63	8	0	7	15	5	75	0	80	3	0	7	10
+45 mins.	3	39	4	46	11	0	2	13	3	59	4	66	2	0	12	14
Total Volume	9	198	15	222	35	0	13	48	15	283	12	310	8	1	48	57
% App. Total	4.1	89.2	6.8		72.9	0	27.1		4.8	91.3	3.9		14	1.8	84.2	
PHF	.750	.900	.625	.881	.795	.000	.464	.800	.750	.708	.750	.718	.667	.250	.667	.792



City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

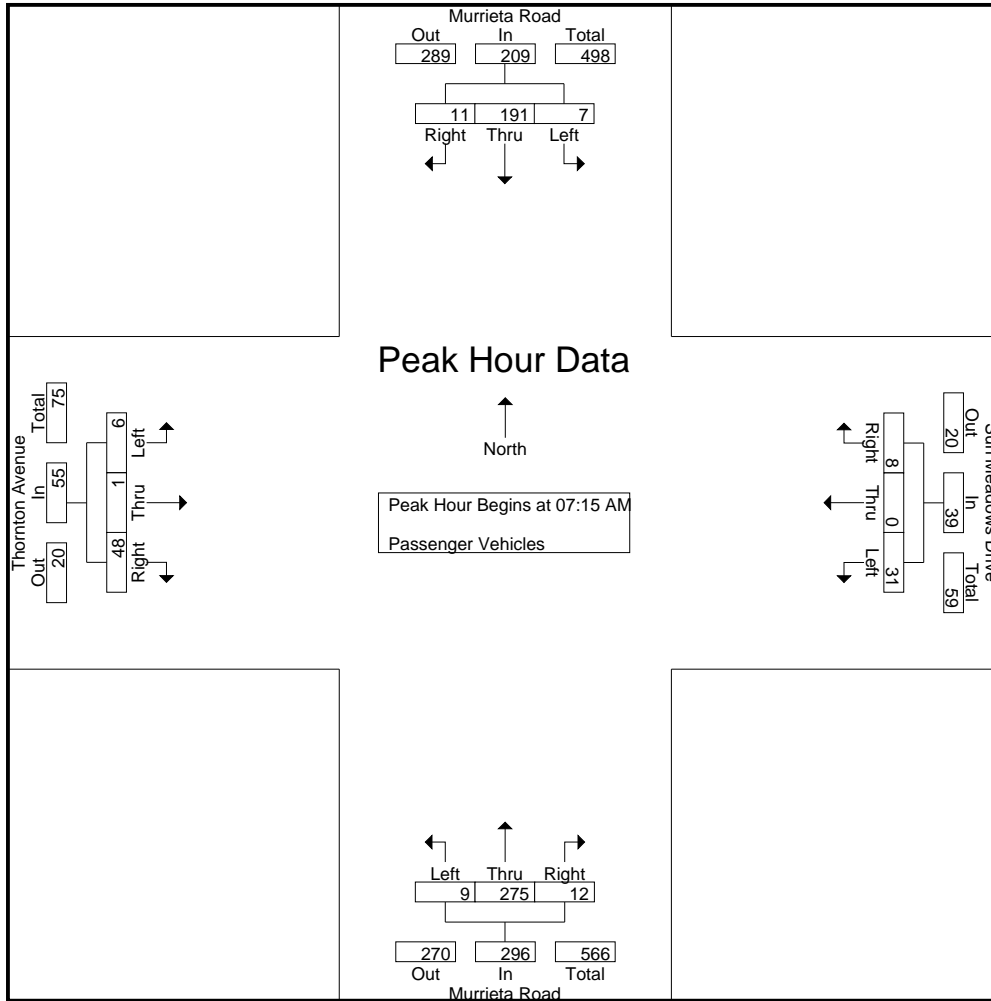
Groups Printed- Passenger Vehicles

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	42	5	47	3	0	3	6	3	38	4	45	0	0	4	4	102
07:15 AM	2	40	1	43	8	0	3	11	1	48	4	53	0	0	18	18	125
07:30 AM	1	51	2	54	9	0	1	10	3	96	4	103	3	1	11	15	182
07:45 AM	2	48	3	53	4	0	3	7	4	75	0	79	2	0	7	9	148
Total	5	181	11	197	24	0	10	34	11	257	12	280	5	1	40	46	557
08:00 AM	2	52	5	59	10	0	1	11	1	56	4	61	1	0	12	13	144
08:15 AM	2	36	2	40	5	0	3	8	3	37	2	42	1	0	10	11	101
08:30 AM	2	37	2	41	7	0	6	13	2	70	8	80	0	0	10	10	144
08:45 AM	1	39	3	43	10	0	2	12	4	69	9	82	3	0	9	12	149
Total	7	164	12	183	32	0	12	44	10	232	23	265	5	0	41	46	538
Grand Total	12	345	23	380	56	0	22	78	21	489	35	545	10	1	81	92	1095
Apprch %	3.2	90.8	6.1		71.8	0	28.2		3.9	89.7	6.4		10.9	1.1	88		
Total %	1.1	31.5	2.1	34.7	5.1	0	2	7.1	1.9	44.7	3.2	49.8	0.9	0.1	7.4	8.4	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	40	1	43	8	0	3	11	1	48	4	53	0	0	18	18	125
07:30 AM	1	51	2	54	9	0	1	10	3	96	4	103	3	1	11	15	182
07:45 AM	2	48	3	53	4	0	3	7	4	75	0	79	2	0	7	9	148
08:00 AM	2	52	5	59	10	0	1	11	1	56	4	61	1	0	12	13	144
Total Volume	7	191	11	209	31	0	8	39	9	275	12	296	6	1	48	55	599
% App. Total	3.3	91.4	5.3		79.5	0	20.5		3	92.9	4.1		10.9	1.8	87.3		
PHF	.875	.918	.550	.886	.775	.000	.667	.886	.563	.716	.750	.718	.500	.250	.667	.764	.823

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	2	40	1	43	8	0	3	11	1	48	4	53	0	0	18	18
+15 mins.	1	51	2	54	9	0	1	10	3	96	4	103	3	1	11	15
+30 mins.	2	48	3	53	4	0	3	7	4	75	0	79	2	0	7	9
+45 mins.	2	52	5	59	10	0	1	11	1	56	4	61	1	0	12	13
Total Volume	7	191	11	209	31	0	8	39	9	275	12	296	6	1	48	55
% App. Total	3.3	91.4	5.3		79.5	0	20.5		3	92.9	4.1		10.9	1.8	87.3	
PHF	.875	.918	.550	.886	.775	.000	.667	.886	.563	.716	.750	.718	.500	.250	.667	.764

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

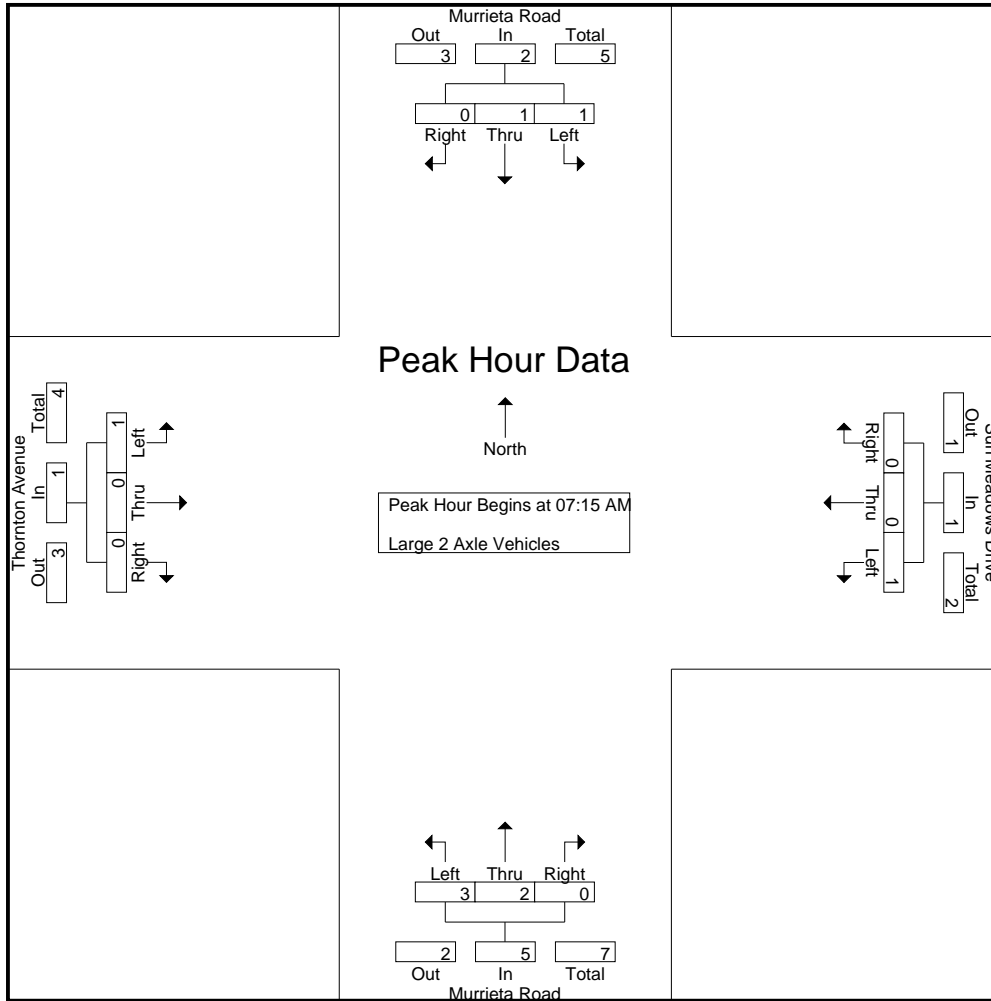
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	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	1	2	0	3	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
08:00 AM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
08:15 AM	1	1	0	2	0	0	0	0	0	2	2	4	0	0	0	0	6
08:30 AM	1	1	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
08:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>Grand Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>
Apprch %	42.9	57.1	0		75	0	25		30	50	20		100	0	0		
Total %	13.6	18.2	0	31.8	13.6	0	4.5	18.2	13.6	22.7	9.1	45.5	4.5	0	0	4.5	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>
% App. Total	50	50	0		100	0	0		60	40	0		100	0	0		
PHF	.250	.250	.000	.250	.250	.000	.000	.250	.375	.250	.000	.417	.250	.000	.000	.250	.750

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
+30 mins.	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
Total Volume	1	1	0	2	1	0	0	1	3	2	0	5	1	0	0	1
% App. Total	50	50	0		100	0	0		60	40	0		100	0	0	
PHF	.250	.250	.000	.250	.250	.000	.000	.250	.375	.250	.000	.417	.250	.000	.000	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

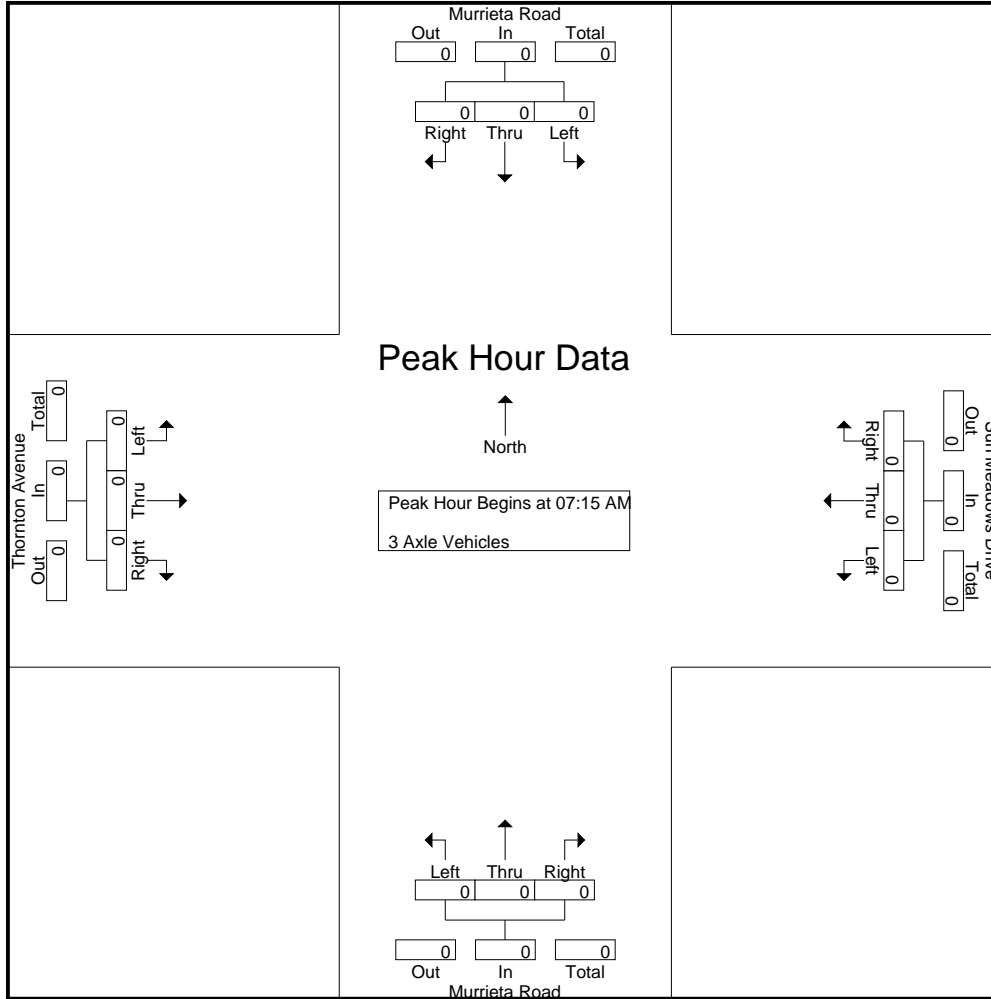
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

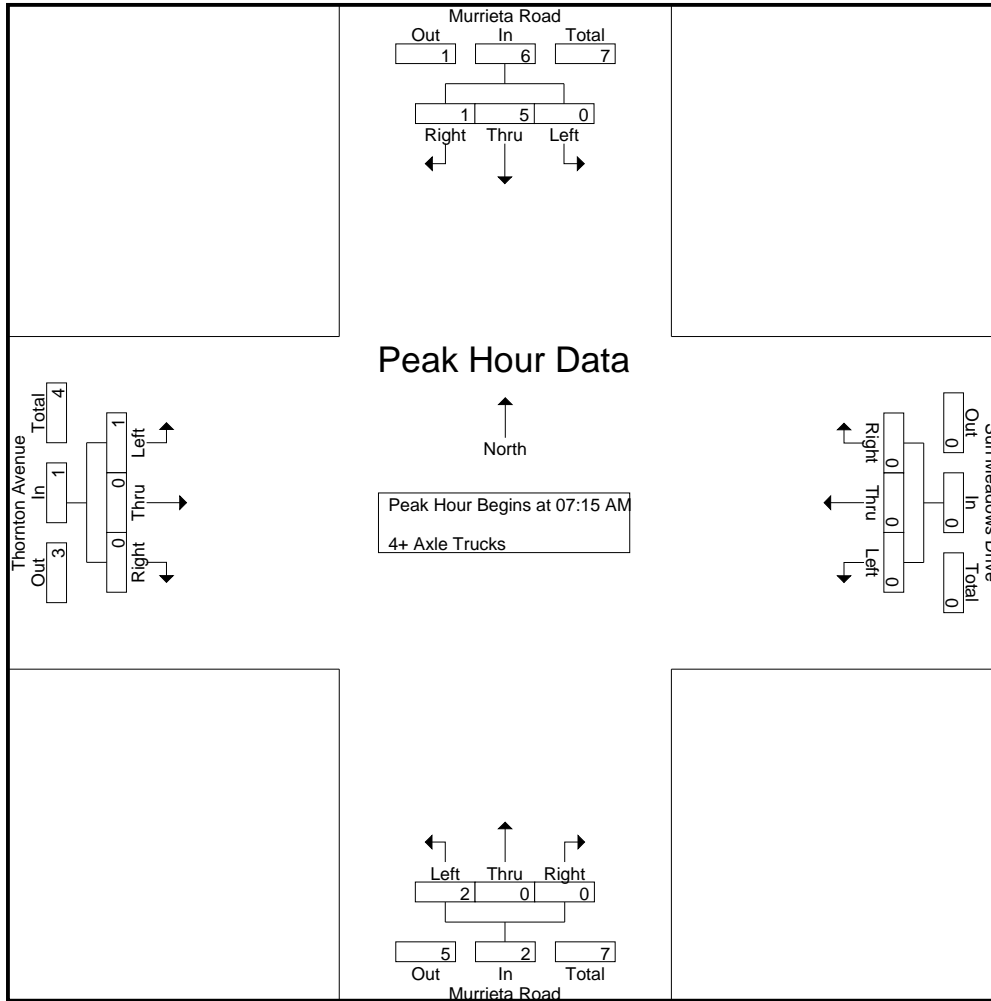
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	4	1	5	0	0	0	0	2	0	0	2	0	0	1	1	8
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:15 AM	0	1	2	3	0	0	0	0	1	0	0	1	0	0	1	1	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	2	5
Total	0	2	3	5	0	0	0	0	1	3	0	4	2	0	3	5	14
Grand Total	0	6	4	10	0	0	0	0	3	3	0	6	2	0	4	6	22
Apprch %	0	60	40		0	0	0		50	50	0		33.3	0	66.7		
Total %	0	27.3	18.2	45.5	0	0	0	0	13.6	13.6	0	27.3	9.1	0	18.2	27.3	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	5	1	6	0	0	0	0	2	0	0	2	1	0	0	1	9
% App. Total	0	83.3	16.7		0	0	0		100	0	0		100	0	0		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250	.750

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	0	1	0	0	0	0	1	0	0	1	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	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	5	1	6	0	0	0	0	2	0	0	2	1	0	0	1
% App. Total	0	83.3	16.7		0	0	0	0	100	0	0		100	0	0	
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

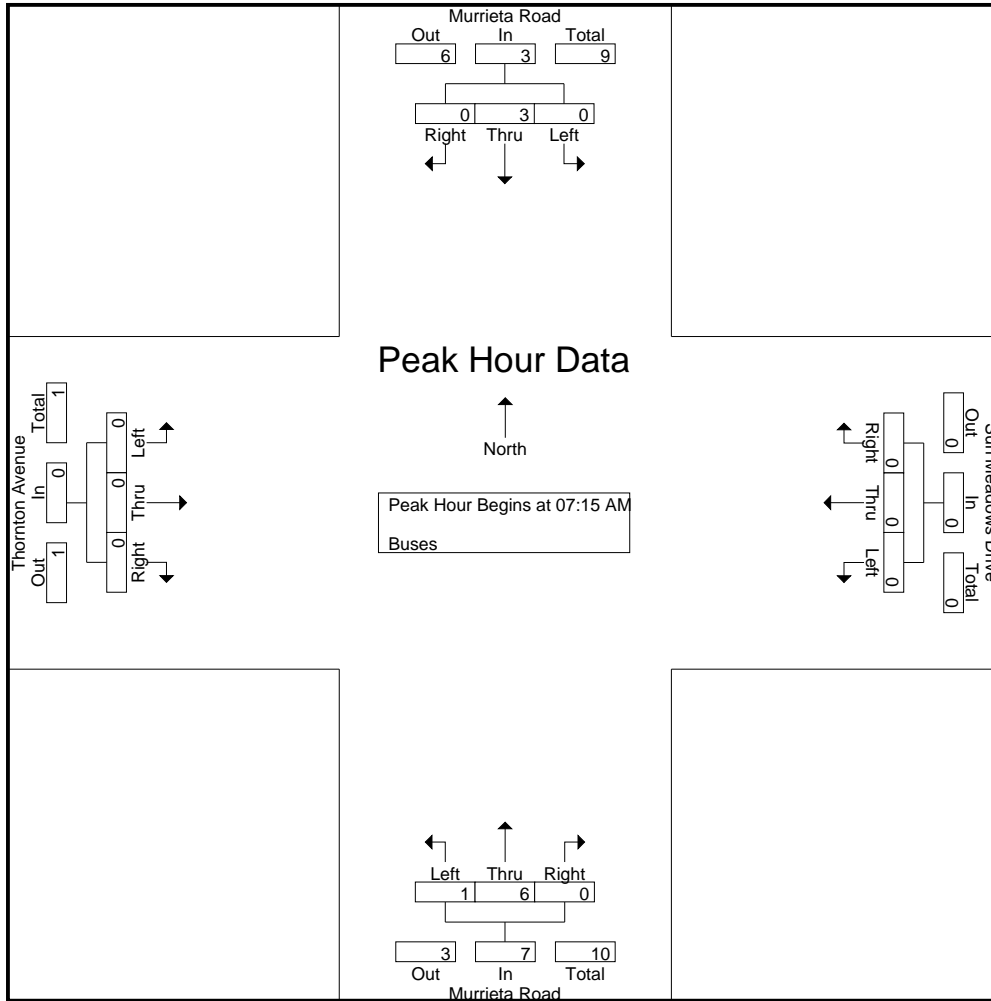
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	3	0	4	0	0	1	6
08:00 AM	0	2	0	2	0	0	0	0	0	0	3	0	3	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	5	0	5	0	0	0	8
Grand Total	0	4	0	4	0	0	0	0	0	1	8	0	9	0	0	1	14
Apprch %	0	100	0		0	0	0			11.1	88.9	0		0	0	100	
Total %	0	28.6	0	28.6	0	0	0	0	0	7.1	57.1	0	64.3	0	0	7.1	7.1

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	1	1	0	2	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	3	0	3	0	0	0	0	0	1	6	0	7	0	0	0	0	10
% App. Total	0	100	0		0	0	0			14.3	85.7	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.500	.000	.583	.000	.000	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	1	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	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	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	1	6	0	7	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	14.3	85.7	0	0	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.250	.500	.000	.583	.000	.000	.000	.000



City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

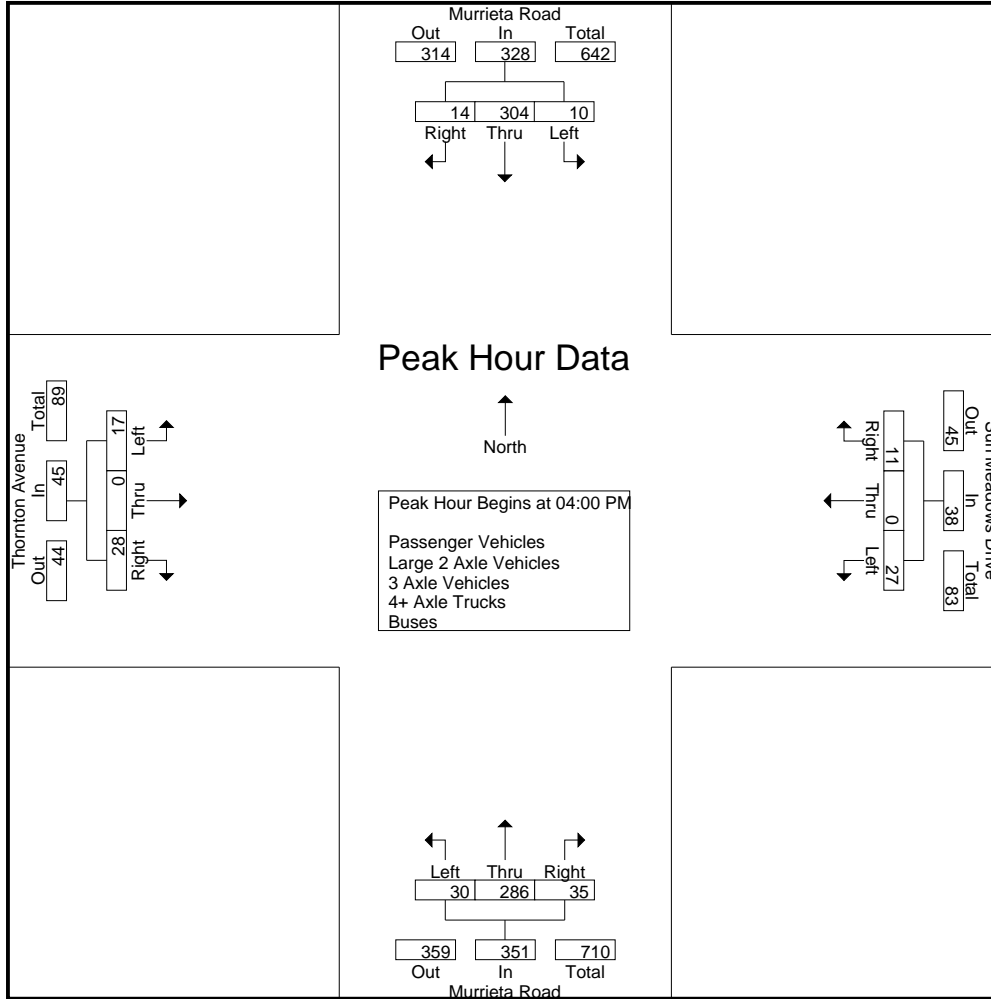
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	72	2	78	9	0	4	13	10	79	10	99	7	0	4	11	201
04:15 PM	4	75	2	81	8	0	2	10	10	68	9	87	6	0	9	15	193
04:30 PM	2	77	3	82	5	0	1	6	5	67	8	80	2	0	10	12	180
04:45 PM	0	80	7	87	5	0	4	9	5	72	8	85	2	0	5	7	188
<b>Total</b>	<b>10</b>	<b>304</b>	<b>14</b>	<b>328</b>	<b>27</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>30</b>	<b>286</b>	<b>35</b>	<b>351</b>	<b>17</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>762</b>
05:00 PM	3	58	3	64	5	0	2	7	13	47	12	72	10	0	8	18	161
05:15 PM	1	69	1	71	5	0	2	7	8	71	13	92	2	0	9	11	181
05:30 PM	5	57	0	62	4	0	1	5	7	65	8	80	3	0	9	12	159
05:45 PM	2	65	2	69	7	0	5	12	5	63	4	72	1	0	7	8	161
<b>Total</b>	<b>11</b>	<b>249</b>	<b>6</b>	<b>266</b>	<b>21</b>	<b>0</b>	<b>10</b>	<b>31</b>	<b>33</b>	<b>246</b>	<b>37</b>	<b>316</b>	<b>16</b>	<b>0</b>	<b>33</b>	<b>49</b>	<b>662</b>
<b>Grand Total</b>	<b>21</b>	<b>553</b>	<b>20</b>	<b>594</b>	<b>48</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>63</b>	<b>532</b>	<b>72</b>	<b>667</b>	<b>33</b>	<b>0</b>	<b>61</b>	<b>94</b>	<b>1424</b>
Apprch %	3.5	93.1	3.4		69.6	0	30.4		9.4	79.8	10.8		35.1	0	64.9		
Total %	1.5	38.8	1.4	41.7	3.4	0	1.5	4.8	4.4	37.4	5.1	46.8	2.3	0	4.3	6.6	
Passenger Vehicles	21	543	20	584	47	0	20	67	62	515	72	649	27	0	59	86	1386
% Passenger Vehicles	100	98.2	100	98.3	97.9	0	95.2	97.1	98.4	96.8	100	97.3	81.8	0	96.7	91.5	97.3
Large 2 Axle Vehicles	0	7	0	7	1	0	1	2	0	8	0	8	4	0	2	6	23
% Large 2 Axle Vehicles	0	1.3	0	1.2	2.1	0	4.8	2.9	0	1.5	0	1.2	12.1	0	3.3	6.4	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.2	0	0.1	3	0	0	1.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.9	0	0.7	0	0	0	0	0.4
Buses	0	3	0	3	0	0	0	0	1	3	0	4	1	0	0	1	8
% Buses	0	0.5	0	0.5	0	0	0	0	1.6	0.6	0	0.6	3	0	0	1.1	0.6

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	4	72	2	78	9	0	4	13	10	79	10	99	7	0	4	11	201
04:15 PM	4	75	2	81	8	0	2	10	10	68	9	87	6	0	9	15	193
04:30 PM	2	77	3	82	5	0	1	6	5	67	8	80	2	0	10	12	180
04:45 PM	0	80	7	87	5	0	4	9	5	72	8	85	2	0	5	7	188
Total Volume	10	304	14	328	27	0	11	38	30	286	35	351	17	0	28	45	762
% App. Total	3	92.7	4.3		71.1	0	28.9		8.5	81.5	10		37.8	0	62.2		
PHF	.625	.950	.500	.943	.750	.000	.688	.731	.750	.905	.875	.886	.607	.000	.700	.750	.948

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:15 PM			
+0 mins.	4	72	2	78	9	0	4	13	10	79	10	99	6	0	9	15
+15 mins.	4	75	2	81	8	0	2	10	10	68	9	87	2	0	10	12
+30 mins.	2	77	3	82	5	0	1	6	5	67	8	80	2	0	5	7
+45 mins.	0	80	7	87	5	0	4	9	5	72	8	85	10	0	8	18
Total Volume	10	304	14	328	27	0	11	38	30	286	35	351	20	0	32	52
% App. Total	3	92.7	4.3		71.1	0	28.9		8.5	81.5	10		38.5	0	61.5	
PHF	.625	.950	.500	.943	.750	.000	.688	.731	.750	.905	.875	.886	.500	.000	.800	.722

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

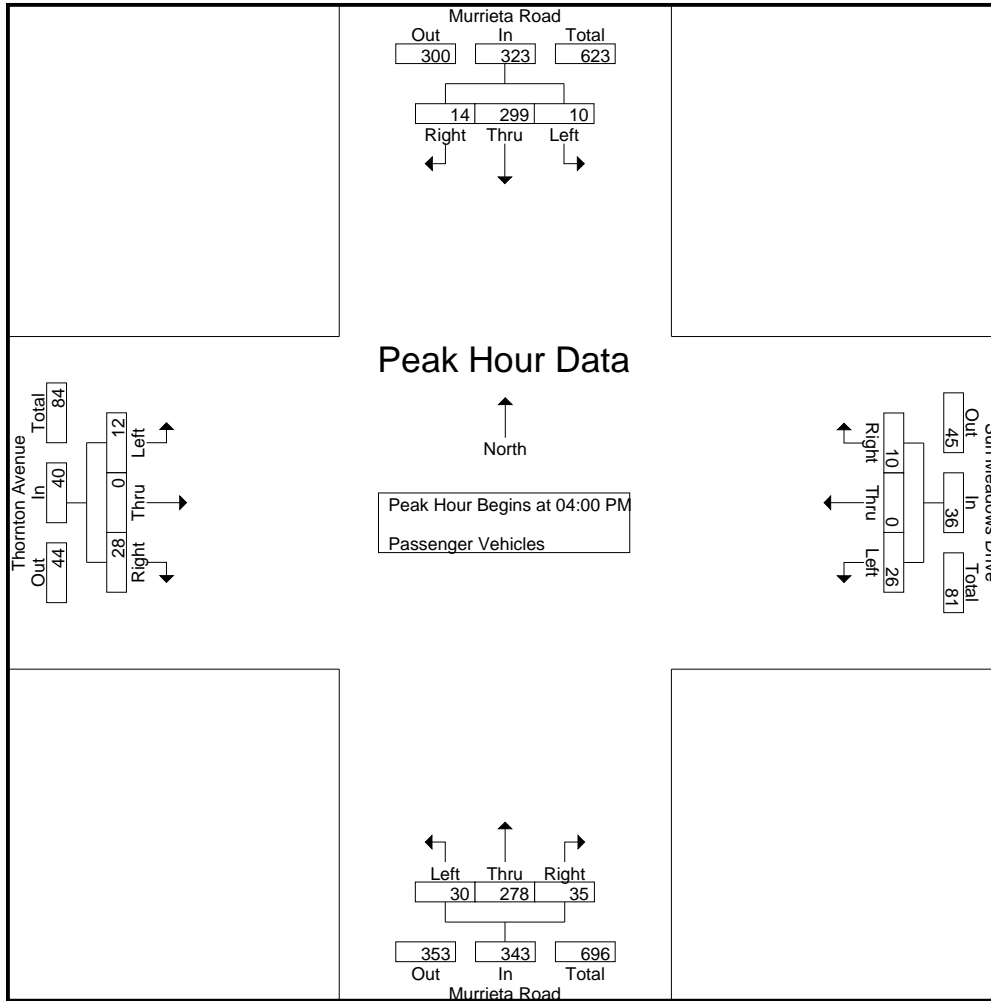
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	71	2	77	8	0	4	12	10	75	10	95	4	0	4	8	192
04:15 PM	4	72	2	78	8	0	1	9	10	67	9	86	5	0	9	14	187
04:30 PM	2	77	3	82	5	0	1	6	5	66	8	79	1	0	10	11	178
04:45 PM	0	79	7	86	5	0	4	9	5	70	8	83	2	0	5	7	185
Total	10	299	14	323	26	0	10	36	30	278	35	343	12	0	28	40	742
05:00 PM	3	58	3	64	5	0	2	7	12	46	12	70	9	0	8	17	158
05:15 PM	1	66	1	68	5	0	2	7	8	68	13	89	2	0	7	9	173
05:30 PM	5	56	0	61	4	0	1	5	7	61	8	76	3	0	9	12	154
05:45 PM	2	64	2	68	7	0	5	12	5	62	4	71	1	0	7	8	159
Total	11	244	6	261	21	0	10	31	32	237	37	306	15	0	31	46	644
Grand Total	21	543	20	584	47	0	20	67	62	515	72	649	27	0	59	86	1386
Apprch %	3.6	93	3.4		70.1	0	29.9		9.6	79.4	11.1		31.4	0	68.6		
Total %	1.5	39.2	1.4	42.1	3.4	0	1.4	4.8	4.5	37.2	5.2	46.8	1.9	0	4.3	6.2	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	71	2	77	8	0	4	12	10	75	10	95	4	0	4	8	192
04:15 PM	4	72	2	78	8	0	1	9	10	67	9	86	5	0	9	14	187
04:30 PM	2	77	3	82	5	0	1	6	5	66	8	79	1	0	10	11	178
04:45 PM	0	79	7	86	5	0	4	9	5	70	8	83	2	0	5	7	185
Total Volume	10	299	14	323	26	0	10	36	30	278	35	343	12	0	28	40	742
% App. Total	3.1	92.6	4.3		72.2	0	27.8		8.7	81	10.2		30	0	70		
PHF	.625	.946	.500	.939	.813	.000	.625	.750	.750	.927	.875	.903	.600	.000	.700	.714	.966

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	4	71	2	77	8	0	4	12	10	75	10	95	4	0	4	8
+15 mins.	4	72	2	78	8	0	1	9	10	67	9	86	5	0	9	14
+30 mins.	2	77	3	82	5	0	1	6	5	66	8	79	1	0	10	11
+45 mins.	0	79	7	86	5	0	4	9	5	70	8	83	2	0	5	7
Total Volume	10	299	14	323	26	0	10	36	30	278	35	343	12	0	28	40
% App. Total	3.1	92.6	4.3		72.2	0	27.8		8.7	81	10.2		30	0	70	
PHF	.625	.946	.500	.939	.813	.000	.625	.750	.750	.927	.875	.903	.600	.000	.700	.714

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

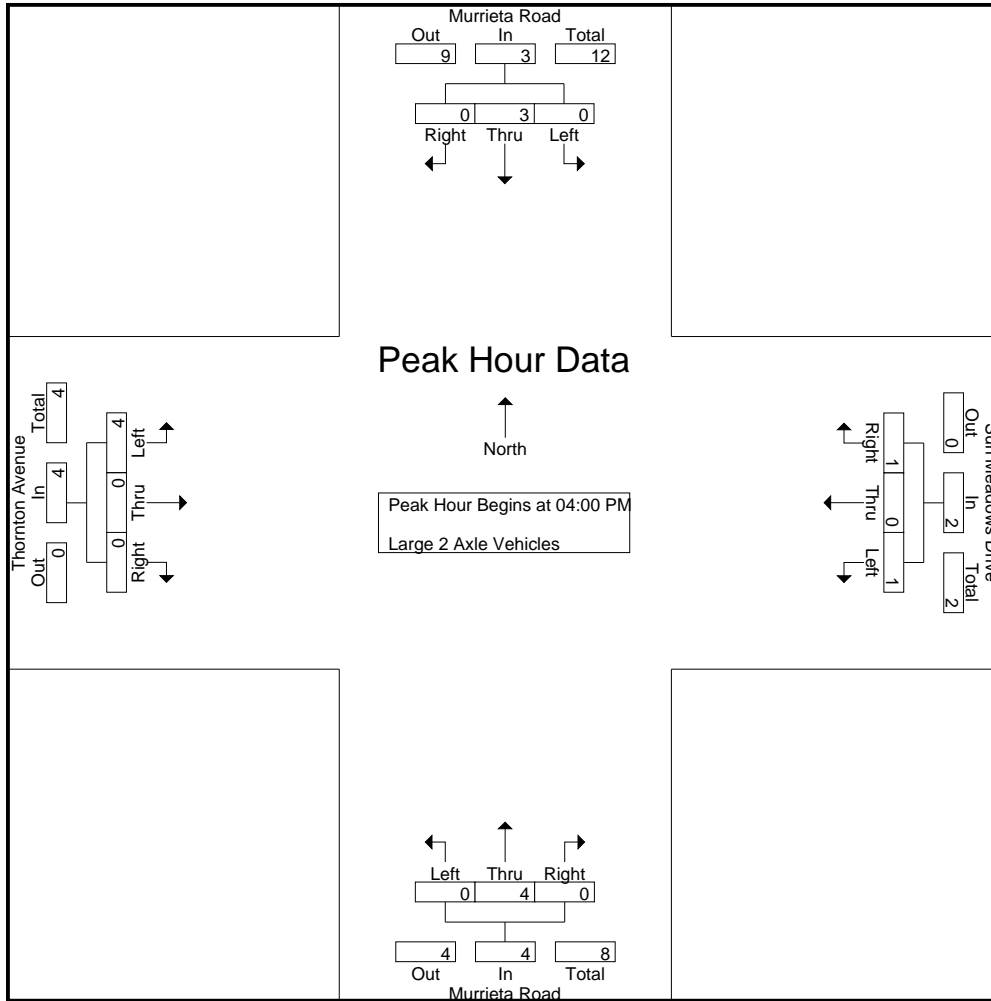
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	2	4
04:15 PM	0	2	0	2	0	0	1	1	0	1	0	1	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	1	0	1	2	0	4	0	4	4	0	0	4	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	2	2	7
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	4	0	4	0	0	2	2	10
Grand Total	0	7	0	7	1	0	1	2	0	8	0	8	4	0	2	6	23
Apprch %	0	100	0		50	0	50		0	100	0		66.7	0	33.3		
Total %	0	30.4	0	30.4	4.3	0	4.3	8.7	0	34.8	0	34.8	17.4	0	8.7	26.1	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	1	0	0	1	0	1	0	1	2	0	0	2	4
04:15 PM	0	2	0	2	0	0	1	1	0	1	0	1	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	1	0	1	2	0	4	0	4	4	0	0	4	13
% App. Total	0	100	0		50	0	50		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.250	.000	.250	.500	.000	1.00	.000	1.00	.500	.000	.000	.500	.650

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	0	0	1	0	1	0	1	2	0	0	2
+15 mins.	0	2	0	2	0	0	1	1	0	1	0	1	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	1	0	1	2	0	4	0	4	4	0	0	4
% App. Total	0	100	0	0	50	0	50	0	0	100	0	0	100	0	0	0
PHF	.000	.375	.000	.375	.250	.000	.250	.500	.000	1.000	.000	1.000	.500	.000	.000	.500



City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

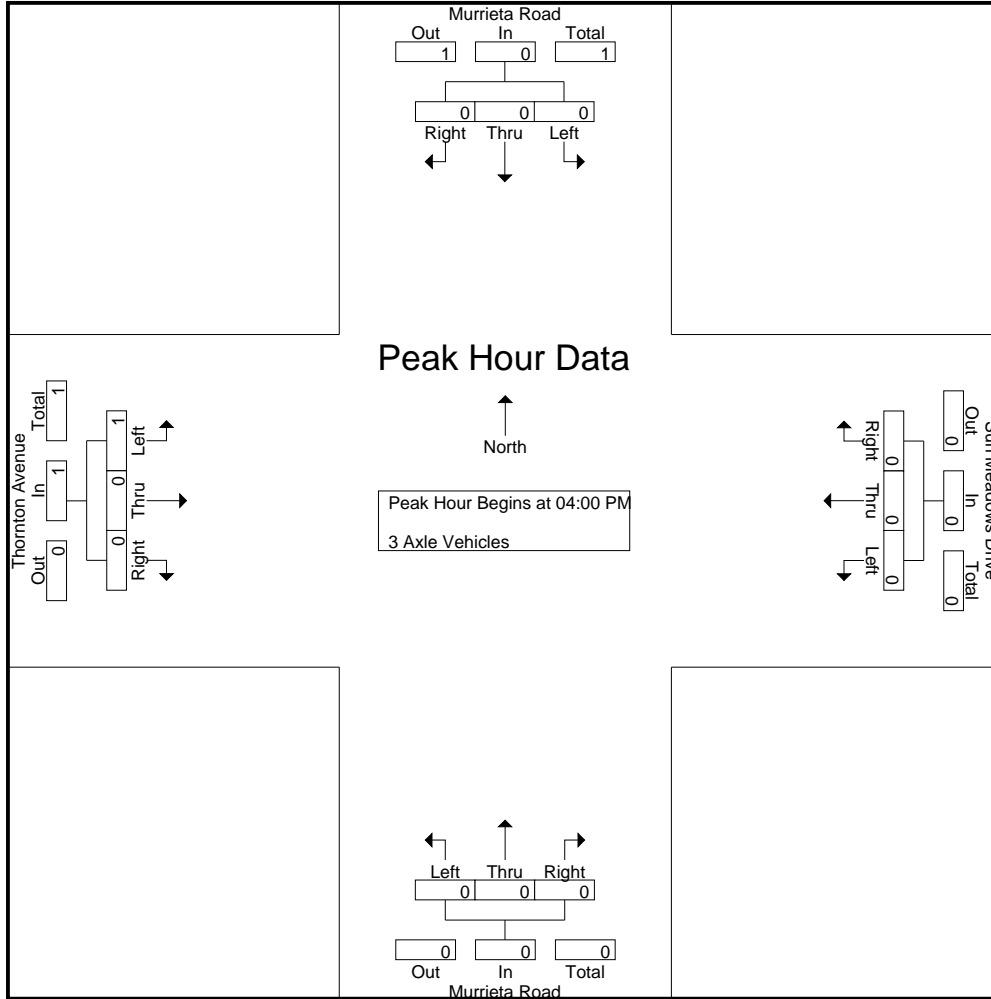
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	50	0	0	50	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

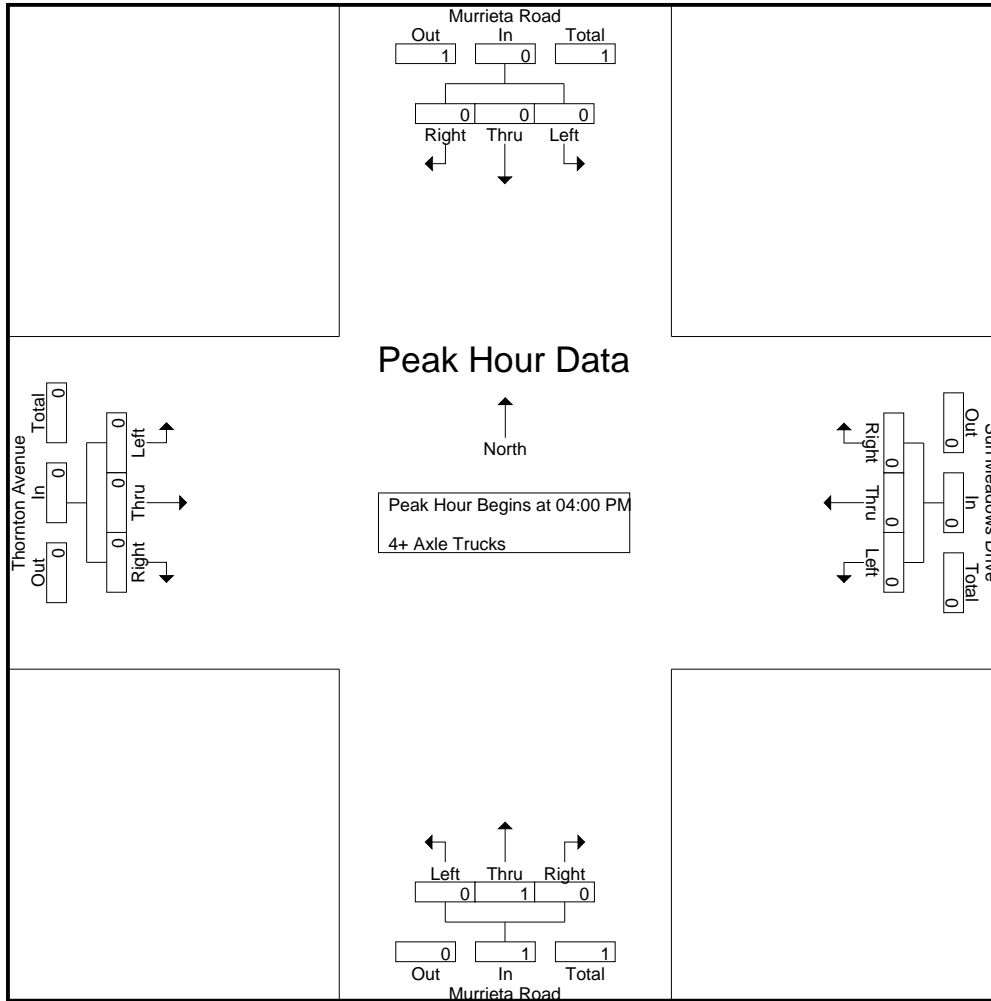
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

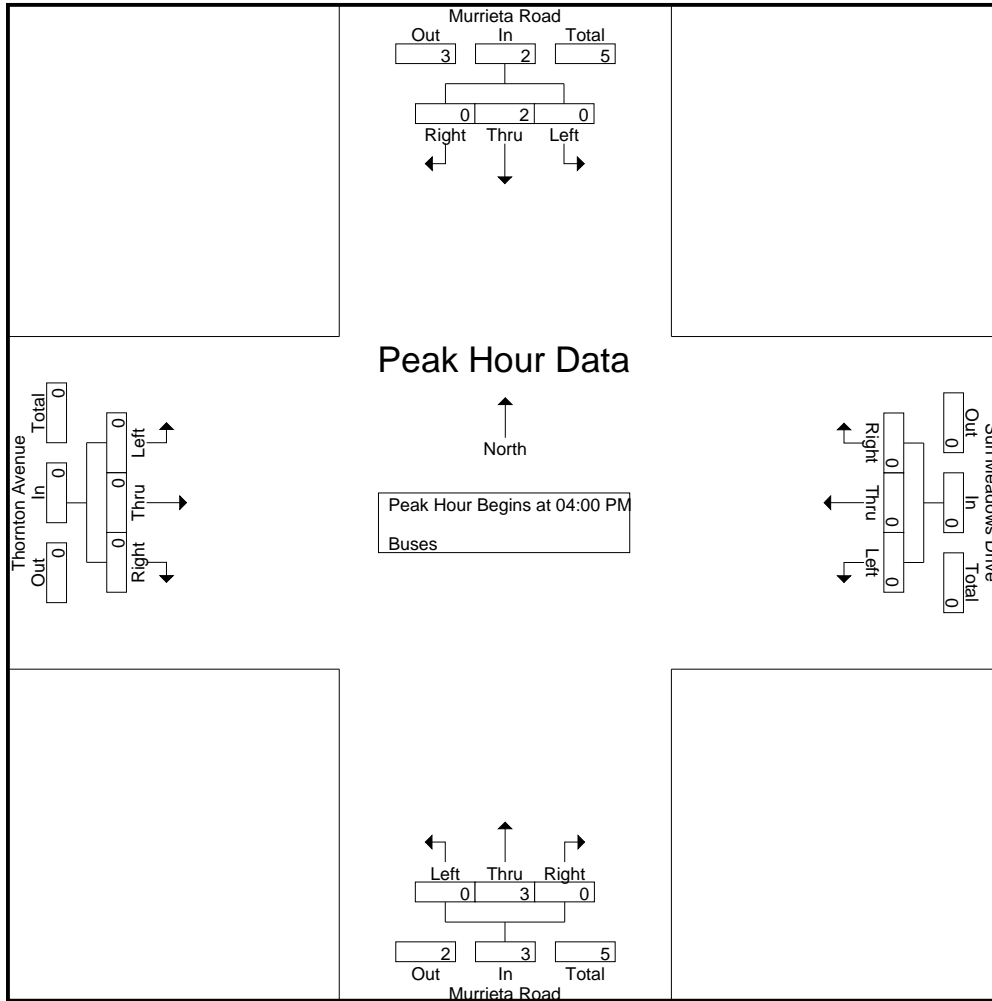
Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
05:15 PM	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	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
Grand Total	0	3	0	3	0	0	0	0	1	3	0	4	1	0	0	1	8
Apprch %	0	100	0		0	0	0		25	75	0		100	0	0		
Total %	0	37.5	0	37.5	0	0	0	0	12.5	37.5	0	50	12.5	0	0	12.5	

Start Time	Murrieta Road Southbound				Sun Meadows Drive Westbound				Murrieta Road Northbound				Thornton 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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.417

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 Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Avenue/Sun Meadows Drive  
 Weather: Clear

File Name : 02\_MEN\_Murr\_Thor PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	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	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000



Location: Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Ave/Sun Meadows Dr



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Sun Meadows Drive	South Leg Murrieta Road	West Leg Thornton Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	2	1	1	5
7:15 AM	2	4	0	1	7
7:30 AM	0	2	0	0	2
7:45 AM	1	2	0	0	3
8:00 AM	0	0	0	1	1
8:15 AM	0	2	1	0	3
8:30 AM	0	2	0	0	2
8:45 AM	0	3	1	0	4
TOTAL VOLUMES:	4	17	3	3	27

	North Leg Murrieta Road	East Leg Sun Meadows Drive	South Leg Murrieta Road	West Leg Thornton Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	1	0	1	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	1	7

Location: Menifee  
 N/S: Murrieta Road  
 E/W: Thornton Ave/Sun Meadows Dr



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound Sun Meadows Drive			Northbound Murrieta Road			Eastbound Thornton Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Murrieta Road			Westbound Sun Meadows Drive			Northbound Murrieta Road			Eastbound Thornton Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	1	3

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

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

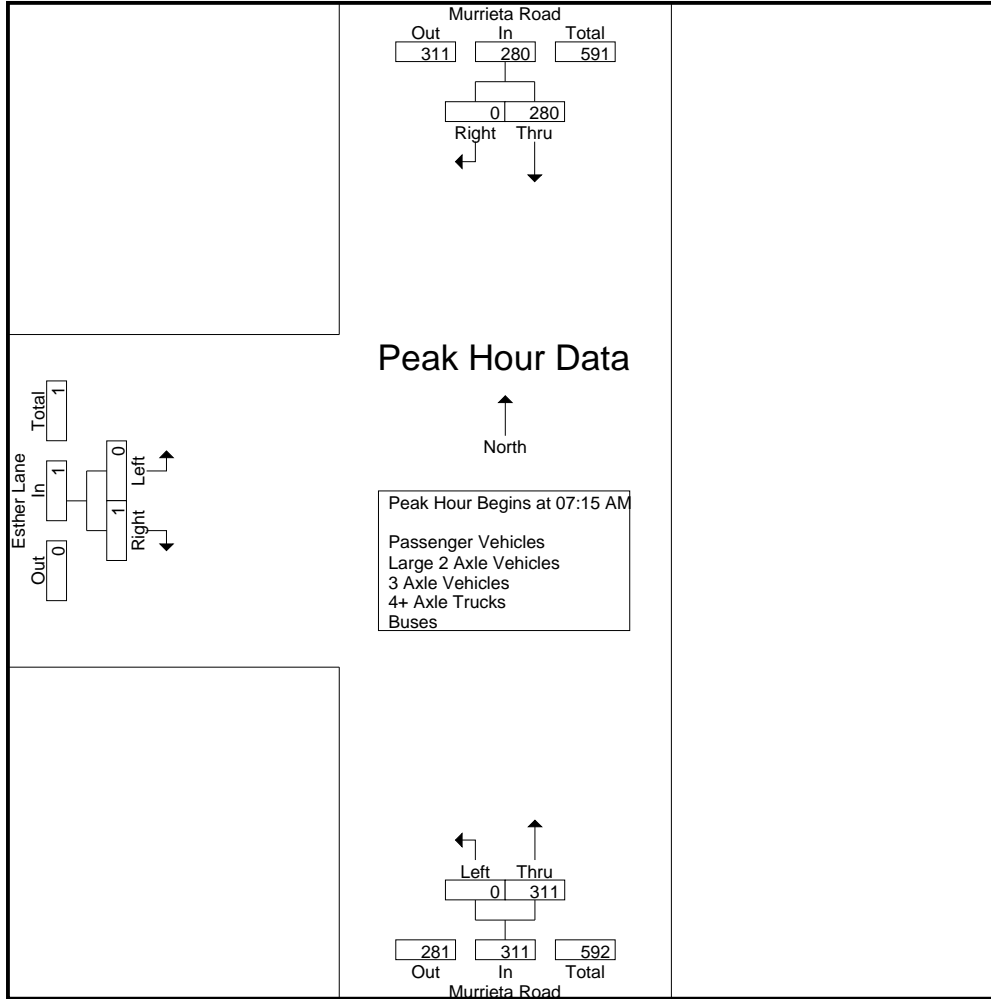
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	54	0	54	0	45	45	1	0	1	100
07:15 AM	67	0	67	0	55	55	0	0	0	122
07:30 AM	75	0	75	0	111	111	0	0	0	186
07:45 AM	61	0	61	0	79	79	0	0	0	140
Total	257	0	257	0	290	290	1	0	1	548
08:00 AM	77	0	77	0	66	66	0	1	1	144
08:15 AM	56	0	56	0	51	51	0	0	0	107
08:30 AM	54	1	55	0	78	78	0	1	1	134
08:45 AM	61	0	61	0	85	85	0	0	0	146
Total	248	1	249	0	280	280	0	2	2	531
Grand Total	505	1	506	0	570	570	1	2	3	1079
Apprch %	99.8	0.2		0	100		33.3	66.7		
Total %	46.8	0.1	46.9	0	52.8	52.8	0.1	0.2	0.3	
Passenger Vehicles	482	1	483	0	545	545	1	2	3	1031
% Passenger Vehicles	95.4	100	95.5	0	95.6	95.6	100	100	100	95.6
Large 2 Axle Vehicles	9	0	9	0	10	10	0	0	0	19
% Large 2 Axle Vehicles	1.8	0	1.8	0	1.8	1.8	0	0	0	1.8
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.2	0	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	8	0	8	0	6	6	0	0	0	14
% 4+ Axle Trucks	1.6	0	1.6	0	1.1	1.1	0	0	0	1.3
Buses	5	0	5	0	9	9	0	0	0	14
% Buses	1	0	1	0	1.6	1.6	0	0	0	1.3

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	67	0	67	0	55	55	0	0	0	122
07:30 AM	75	0	75	0	111	111	0	0	0	186
07:45 AM	61	0	61	0	79	79	0	0	0	140
08:00 AM	77	0	77	0	66	66	0	1	1	144
Total Volume	280	0	280	0	311	311	0	1	1	592
% App. Total	100	0		0	100		0	100		
PHF	.909	.000	.909	.000	.700	.700	.000	.250	.250	.796

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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			07:15 AM			07:45 AM		
+0 mins.	67	0	67	0	55	55	0	0	0
+15 mins.	75	0	75	0	111	111	0	1	1
+30 mins.	61	0	61	0	79	79	0	0	0
+45 mins.	77	0	77	0	66	66	0	1	1
Total Volume	280	0	280	0	311	311	0	2	2
% App. Total	100	0	100	0	100	100	0	100	100
PHF	.909	.000	.909	.000	.700	.700	.000	.500	.500

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

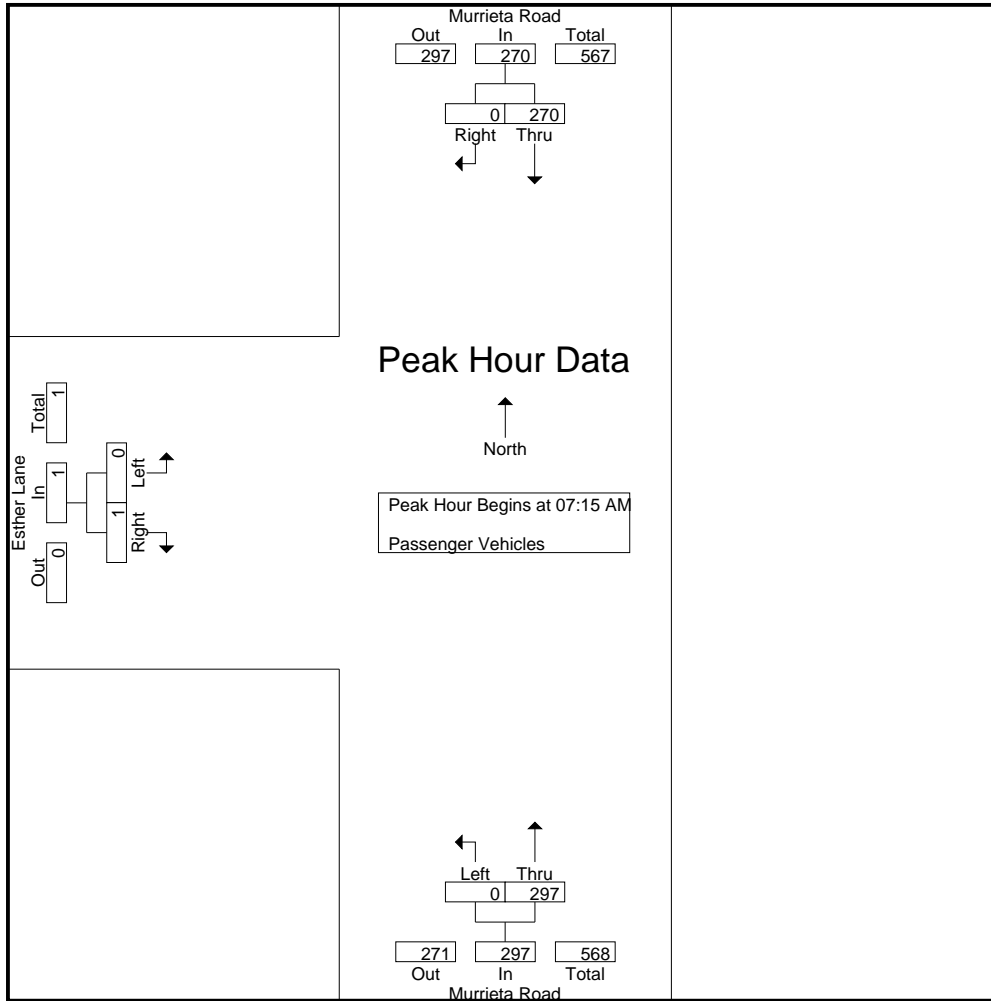
Groups Printed- Passenger Vehicles

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	51	0	51	0	45	45	1	0	1	97
07:15 AM	66	0	66	0	52	52	0	0	0	118
07:30 AM	72	0	72	0	106	106	0	0	0	178
07:45 AM	59	0	59	0	78	78	0	0	0	137
Total	248	0	248	0	281	281	1	0	1	530
08:00 AM	73	0	73	0	61	61	0	1	1	135
08:15 AM	52	0	52	0	46	46	0	0	0	98
08:30 AM	52	1	53	0	75	75	0	1	1	129
08:45 AM	57	0	57	0	82	82	0	0	0	139
Total	234	1	235	0	264	264	0	2	2	501
Grand Total	482	1	483	0	545	545	1	2	3	1031
Apprch %	99.8	0.2		0	100		33.3	66.7		
Total %	46.8	0.1	46.8	0	52.9	52.9	0.1	0.2	0.3	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	66	0	66	0	52	52	0	0	0	118
07:30 AM	72	0	72	0	<b>106</b>	<b>106</b>	0	0	0	<b>178</b>
07:45 AM	59	0	59	0	78	78	0	0	0	137
08:00 AM	<b>73</b>	0	<b>73</b>	0	61	61	0	<b>1</b>	<b>1</b>	135
Total Volume	270	0	270	0	297	297	0	1	1	568
% App. Total	100	0		0	100		0	100		
PHF	.925	.000	.925	.000	.700	.700	.000	.250	.250	.798

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	66	0	66	0	52	52	0	0	0
+15 mins.	72	0	72	0	<b>106</b>	<b>106</b>	0	0	0
+30 mins.	59	0	59	0	78	78	0	0	0
+45 mins.	<b>73</b>	0	<b>73</b>	0	61	61	0	<b>1</b>	<b>1</b>
Total Volume	270	0	270	0	297	297	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.925	.000	.925	.000	.700	.700	.000	.250	.250



City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

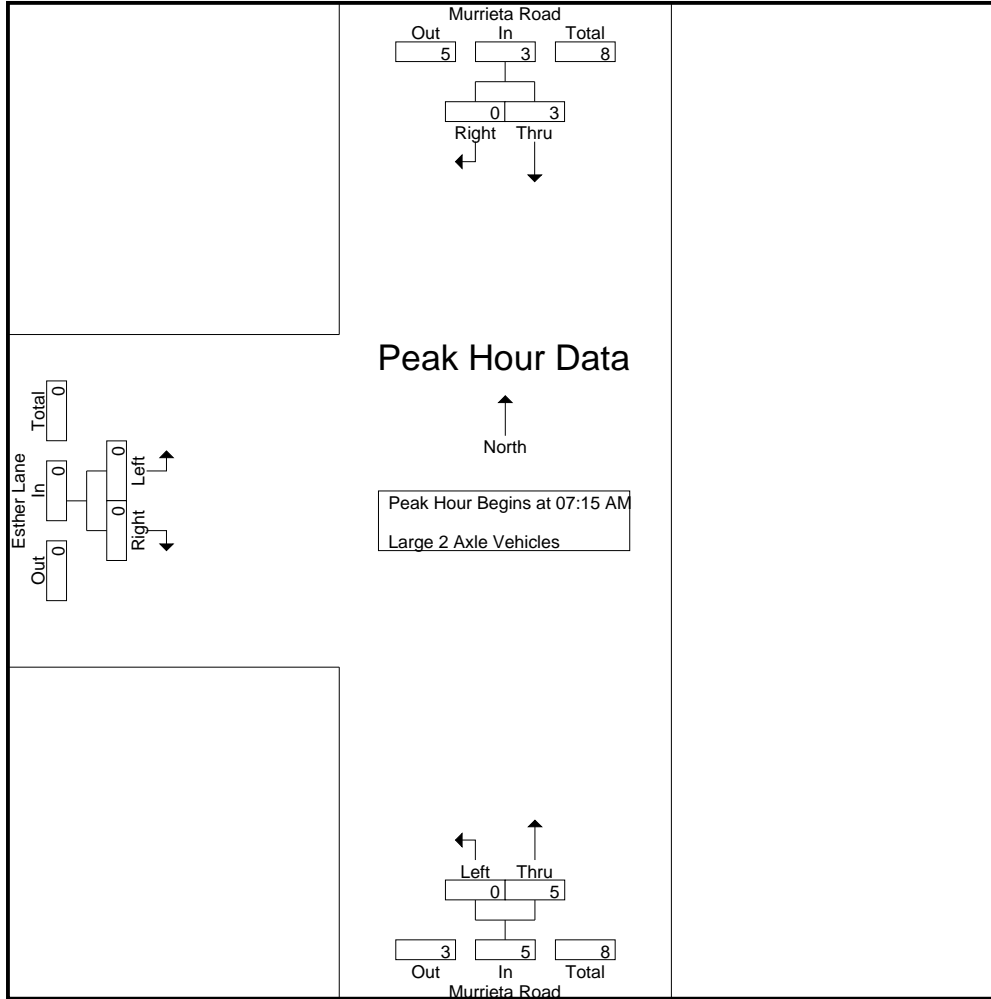
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	3	3	0	0	0	4
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	3	0	3	0	3	3	0	0	0	6
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	1	0	1	0	4	4	0	0	0	5
08:30 AM	2	0	2	0	1	1	0	0	0	3
08:45 AM	2	0	2	0	0	0	0	0	0	2
Total	6	0	6	0	7	7	0	0	0	13
Grand Total	9	0	9	0	10	10	0	0	0	19
Apprch %	100	0		0	100		0	0		
Total %	47.4	0	47.4	0	52.6	52.6	0	0	0	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	3	3	0	0	0	4
07:45 AM	1	0	1	0	0	0	0	0	0	1
08:00 AM	1	0	1	0	2	2	0	0	0	3
Total Volume	3	0	3	0	5	5	0	0	0	8
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.417	.417	.000	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	2	2	0	0	0
Total Volume	3	0	3	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.417	.417	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	1	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	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	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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



City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

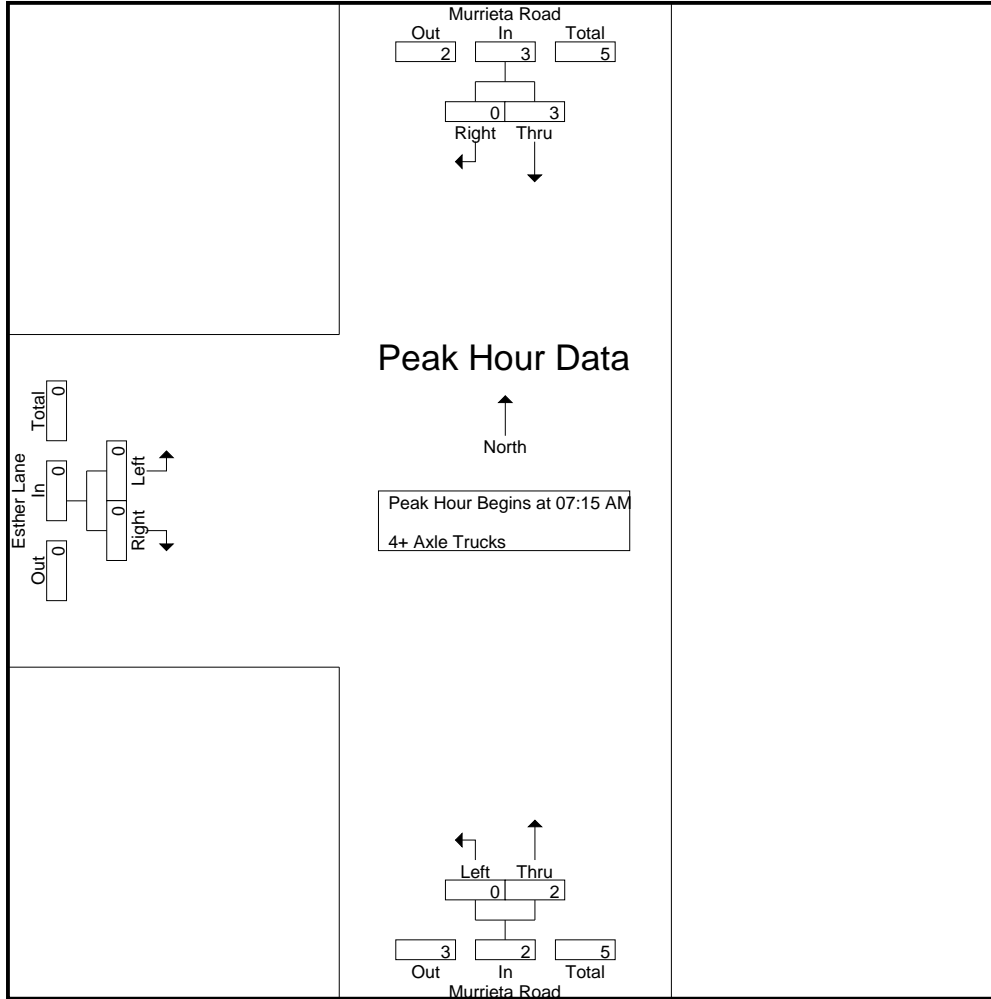
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	4	0	4	0	2	2	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	2	0	1	1	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	0	2	0	3	3	0	0	0	5
Total	4	0	4	0	4	4	0	0	0	8
Grand Total	8	0	8	0	6	6	0	0	0	14
Apprch %	100	0		0	100		0	0		
Total %	57.1	0	57.1	0	42.9	42.9	0	0	0	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000	.625

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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000



City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

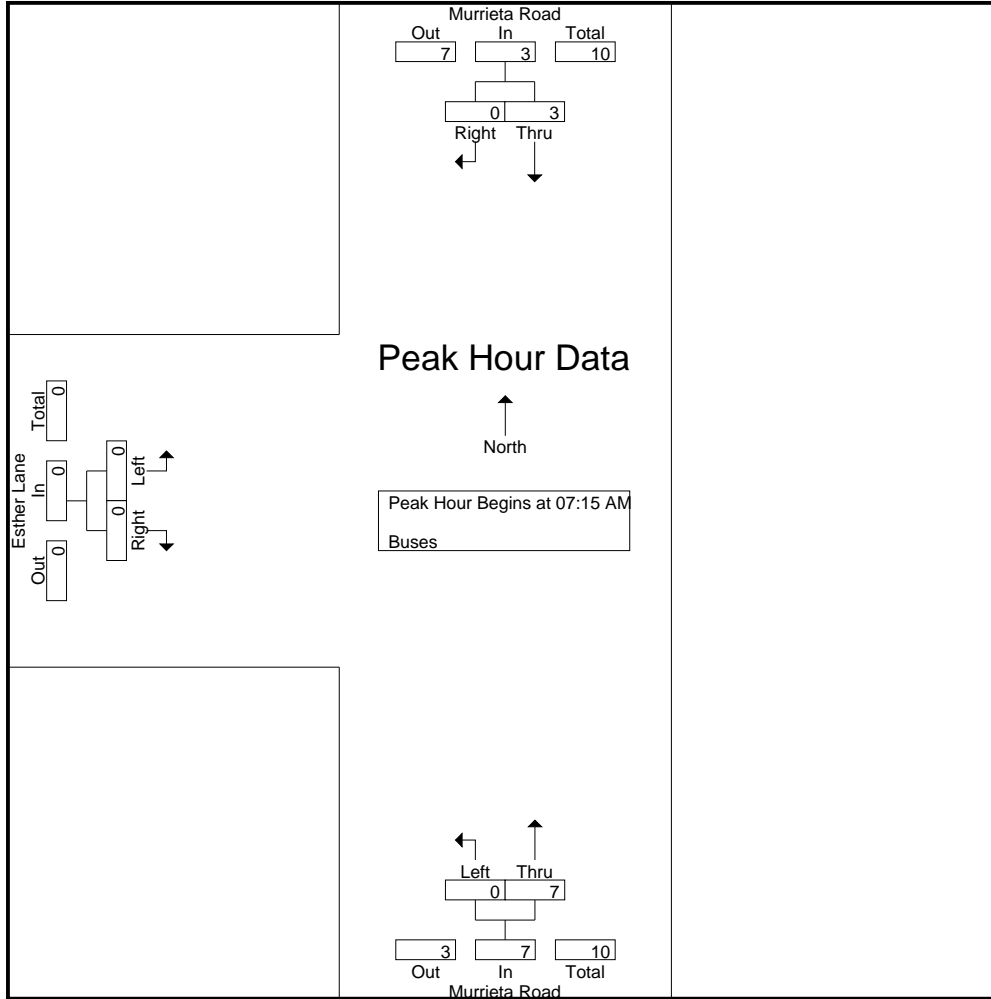
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	1	0	1	0	2	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	4	4	0	0	0	6
08:00 AM	2	0	2	0	3	3	0	0	0	5
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	2	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	5	5	0	0	0	8
Grand Total	5	0	5	0	9	9	0	0	0	14
Apprch %	100	0		0	100		0	0		
Total %	35.7	0	35.7	0	64.3	64.3	0	0	0	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	1	0	1	0	2	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	2	0	2	0	3	3	0	0	0	5
Total Volume	3	0	3	0	7	7	0	0	0	10
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.583	.583	.000	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	1	0	1	0	2	2	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	2	0	3	3	0	0	0
Total Volume	3	0	3	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.583	.583	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

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

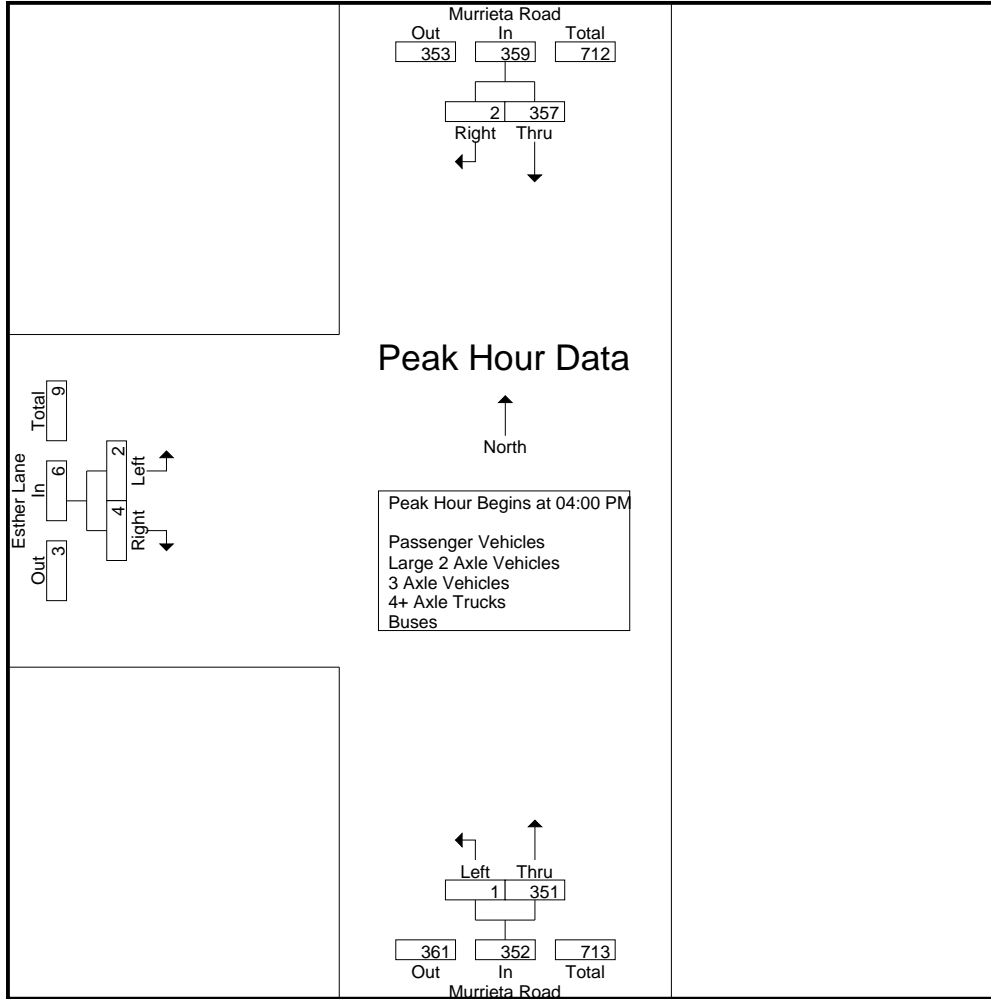
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	84	0	84	1	100	101	0	2	2	187
04:15 PM	92	0	92	0	89	89	0	0	0	181
04:30 PM	94	2	96	0	77	77	1	0	1	174
04:45 PM	87	0	87	0	85	85	1	2	3	175
Total	357	2	359	1	351	352	2	4	6	717
05:00 PM	73	0	73	0	71	71	0	0	0	144
05:15 PM	80	1	81	1	88	89	1	0	1	171
05:30 PM	72	0	72	2	82	84	0	0	0	156
05:45 PM	79	0	79	6	70	76	0	2	2	157
Total	304	1	305	9	311	320	1	2	3	628
Grand Total	661	3	664	10	662	672	3	6	9	1345
Apprch %	99.5	0.5		1.5	98.5		33.3	66.7		
Total %	49.1	0.2	49.4	0.7	49.2	50	0.2	0.4	0.7	
Passenger Vehicles	647	3	650	10	642	652	3	6	9	1311
% Passenger Vehicles	97.9	100	97.9	100	97	97	100	100	100	97.5
Large 2 Axle Vehicles	11	0	11	0	10	10	0	0	0	21
% Large 2 Axle Vehicles	1.7	0	1.7	0	1.5	1.5	0	0	0	1.6
3 Axle Vehicles	0	0	0	0	1	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0.2	0.1	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	5	5	0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0.8	0.7	0	0	0	0.4
Buses	3	0	3	0	4	4	0	0	0	7
% Buses	0.5	0	0.5	0	0.6	0.6	0	0	0	0.5

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	84	0	84	1	100	101	0	2	2	187
04:15 PM	92	0	92	0	89	89	0	0	0	181
04:30 PM	<b>94</b>	<b>2</b>	<b>96</b>	0	77	77	1	0	1	174
04:45 PM	87	0	87	0	85	85	1	2	3	175
Total Volume	357	2	359	1	351	352	2	4	6	717
% App. Total	99.4	0.6		0.3	99.7		33.3	66.7		
PHF	.949	.250	.935	.250	.878	.871	.500	.500	.500	.959

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	84	0	84	<b>1</b>	<b>100</b>	<b>101</b>	0	2	2
+15 mins.	92	0	92	0	89	89	0	0	0
+30 mins.	<b>94</b>	<b>2</b>	<b>96</b>	0	77	77	1	0	1
+45 mins.	87	0	87	0	85	85	1	2	<b>3</b>
Total Volume	357	2	359	1	351	352	2	4	6
% App. Total	99.4	0.6		0.3	99.7		33.3	66.7	
PHF	.949	.250	.935	.250	.878	.871	.500	.500	.500

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

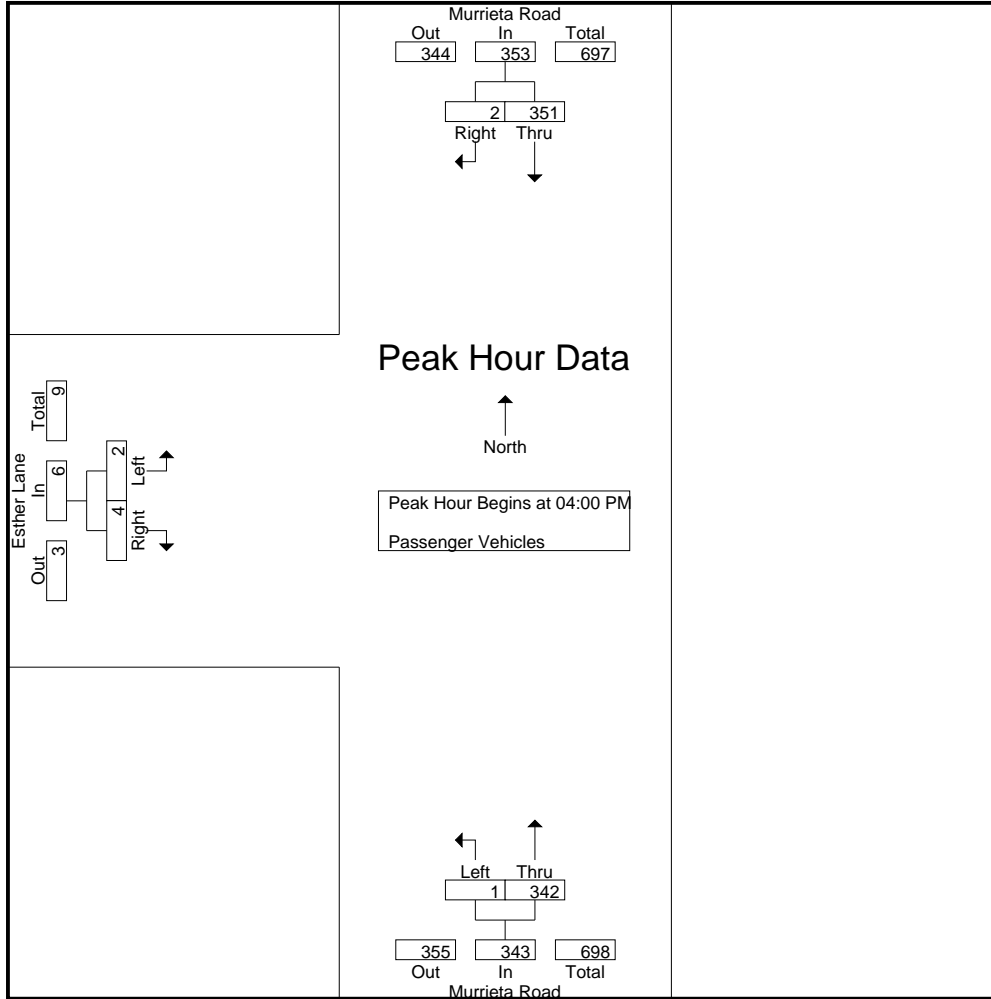
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	82	0	82	1	96	97	0	2	2	181
04:15 PM	89	0	89	0	88	88	0	0	0	177
04:30 PM	94	2	96	0	75	75	1	0	1	172
04:45 PM	86	0	86	0	83	83	1	2	3	172
Total	351	2	353	1	342	343	2	4	6	702
05:00 PM	73	0	73	0	69	69	0	0	0	142
05:15 PM	75	1	76	1	85	86	1	0	1	163
05:30 PM	70	0	70	2	78	80	0	0	0	150
05:45 PM	78	0	78	6	68	74	0	2	2	154
Total	296	1	297	9	300	309	1	2	3	609
Grand Total	647	3	650	10	642	652	3	6	9	1311
Apprch %	99.5	0.5		1.5	98.5		33.3	66.7		
Total %	49.4	0.2	49.6	0.8	49	49.7	0.2	0.5	0.7	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	82	0	82	1	96	97	0	2	2	181
04:15 PM	89	0	89	0	88	88	0	0	0	177
04:30 PM	<b>94</b>	<b>2</b>	<b>96</b>	0	75	75	1	0	1	172
04:45 PM	86	0	86	0	83	83	1	2	3	172
Total Volume	351	2	353	1	342	343	2	4	6	702
% App. Total	99.4	0.6		0.3	99.7		33.3	66.7		
PHF	.934	.250	.919	.250	.891	.884	.500	.500	.500	.970

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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	82	0	82	1	96	97	0	2	2
+15 mins.	89	0	89	0	88	88	0	0	0
+30 mins.	94	2	96	0	75	75	1	0	1
+45 mins.	86	0	86	0	83	83	1	2	3
Total Volume	351	2	353	1	342	343	2	4	6
% App. Total	99.4	0.6		0.3	99.7		33.3	66.7	
PHF	.934	.250	.919	.250	.891	.884	.500	.500	.500

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	2	0	2	0	1	1	0	0	0	3
04:30 PM	0	0	0	0	2	2	0	0	0	2
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total	4	0	4	0	5	5	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	5	0	5	0	2	2	0	0	0	7
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	1	0	1	0	2	2	0	0	0	3
Total	7	0	7	0	5	5	0	0	0	12
Grand Total	11	0	11	0	10	10	0	0	0	21
Apprch %	100	0		0	100		0	0		
Total %	52.4	0	52.4	0	47.6	47.6	0	0	0	

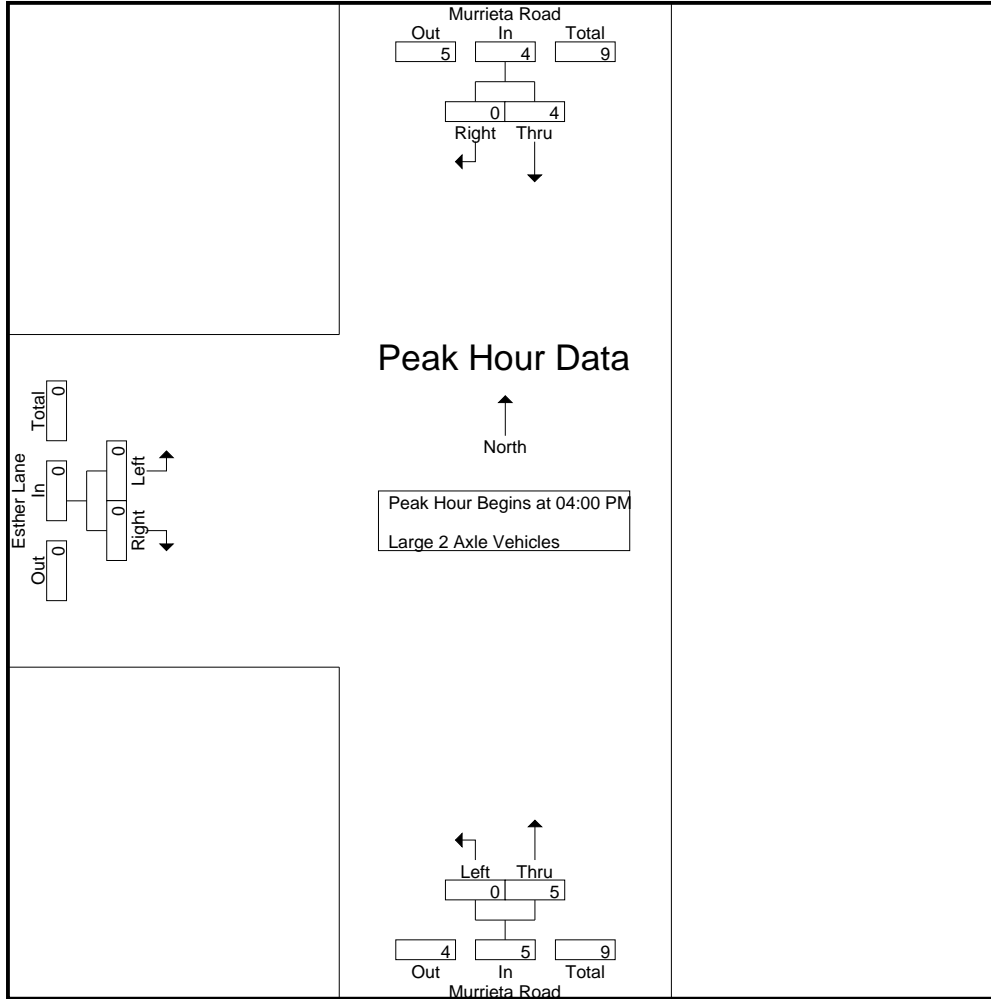
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	2	0	2	0	1	1	0	0	0	3
04:30 PM	0	0	0	0	2	2	0	0	0	2
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	4	0	4	0	5	5	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.625	.625	.000	.000	.000	.750

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



City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	1	0	1	0	1	1	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	4	0	4	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.625	.625	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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



City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

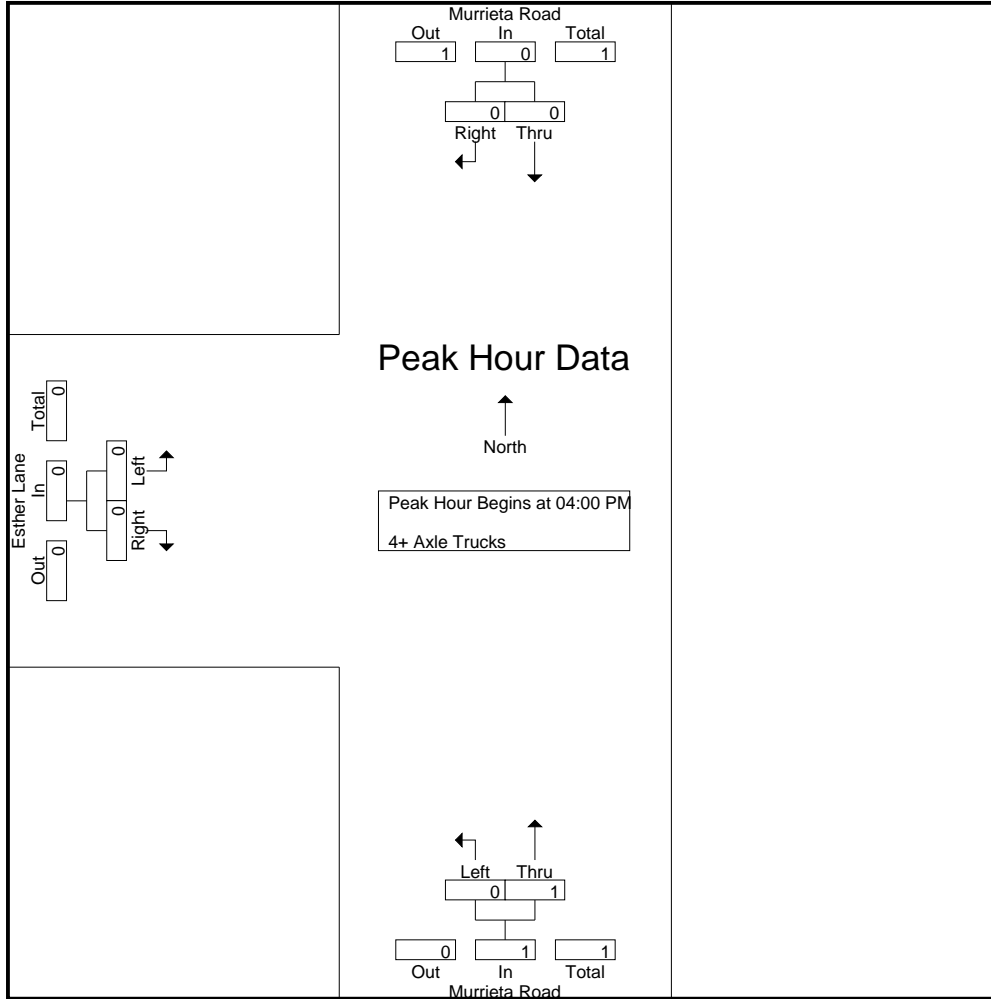
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	2	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	4	0	0	0	4
Grand Total	0	0	0	0	5	5	0	0	0	5
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	100		0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

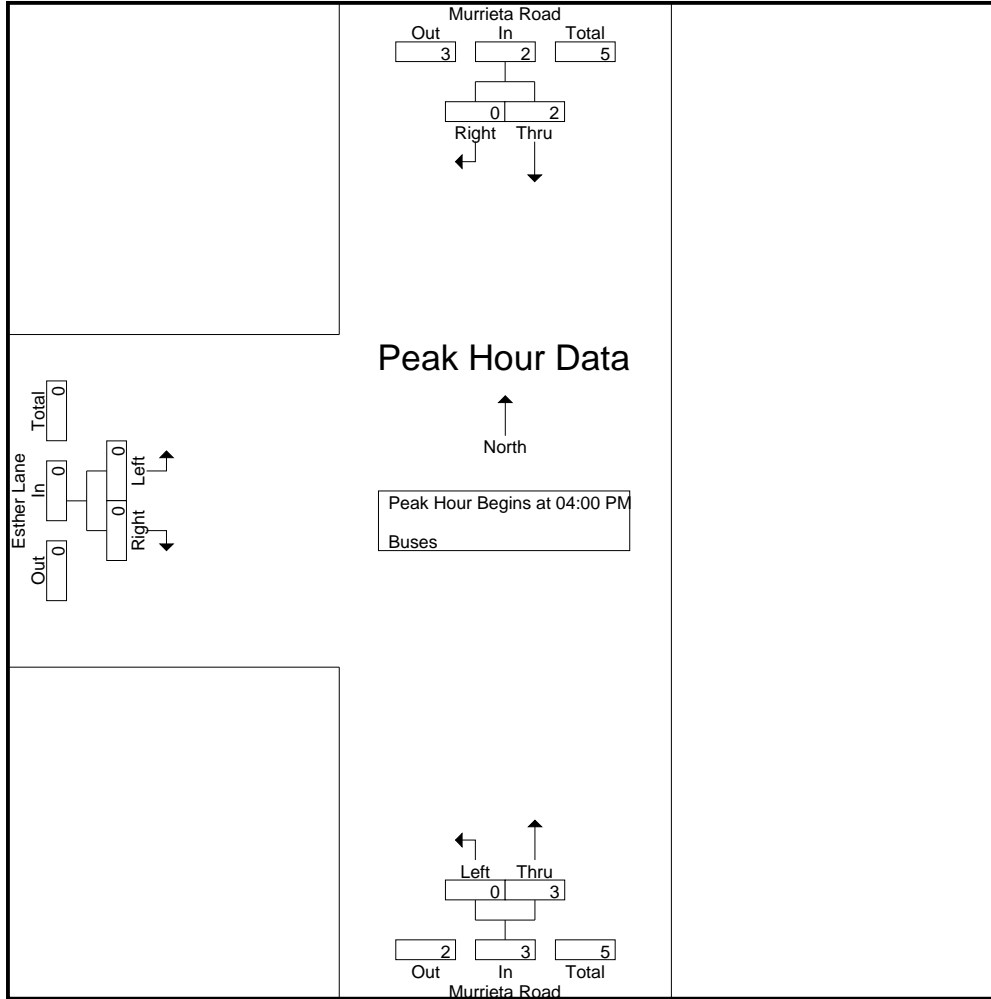
Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	2	2	0	0	0	3
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	3	3	0	0	0	5
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
Grand Total	3	0	3	0	4	4	0	0	0	7
Apprch %	100	0		0	100		0	0		
Total %	42.9	0	42.9	0	57.1	57.1	0	0	0	

Start Time	Murrieta Road Southbound			Murrieta Road Northbound			Esther Lane Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	2	2	0	0	0	3
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	2	0	2	0	3	3	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000	.417

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 Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane  
 Weather: Clear

File Name : 03\_MEN\_Murr\_Est PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	1	0	1	0	2	2	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	2	0	2	0	3	3	0	0	0
% App. Total	100	0	100	0	100	100	0	0	0
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000



Location: Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Esther Lane	South Leg Murrieta Road	West Leg Esther Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	5	0	0	5
7:15 AM	0	4	0	0	4
7:30 AM	0	2	0	0	2
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	5	0	0	5
8:30 AM	0	1	0	0	1
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	0	20	0	0	20

	North Leg Murrieta Road	East Leg Esther Lane	South Leg Murrieta Road	West Leg Esther Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	3	0	0	3
4:15 PM	0	0	1	0	1
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	9	1	1	11

Location: Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound Esther Lane			Northbound Murrieta Road			Eastbound Esther Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Murrieta Road			Westbound Esther Lane			Northbound Murrieta Road			Eastbound Esther Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

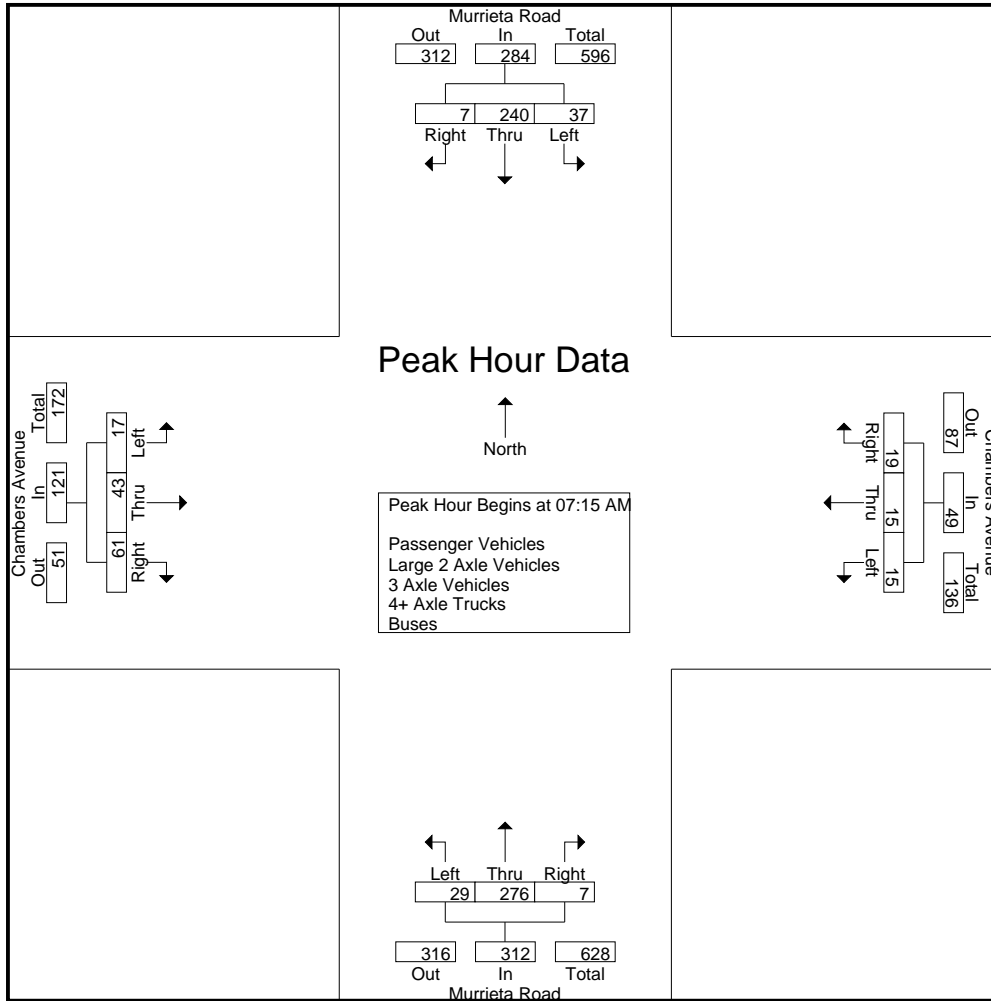
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	6	45	4	55	2	0	5	7	2	37	1	40	4	11	14	29	131
07:15 AM	5	56	1	62	3	2	5	10	2	41	2	45	9	12	17	38	155
07:30 AM	10	69	1	80	4	6	4	14	7	106	1	114	4	6	24	34	242
07:45 AM	12	47	4	63	7	1	4	12	11	73	4	88	1	10	13	24	187
Total	33	217	10	260	16	9	18	43	22	257	8	287	18	39	68	125	715
08:00 AM	10	68	1	79	1	6	6	13	9	56	0	65	3	15	7	25	182
08:15 AM	11	43	1	55	3	6	3	12	9	45	2	56	5	8	6	19	142
08:30 AM	5	47	2	54	3	5	9	17	9	65	1	75	4	4	6	14	160
08:45 AM	10	45	0	55	3	4	13	20	5	68	4	77	2	4	5	11	163
Total	36	203	4	243	10	21	31	62	32	234	7	273	14	31	24	69	647
Grand Total	69	420	14	503	26	30	49	105	54	491	15	560	32	70	92	194	1362
Apprch %	13.7	83.5	2.8		24.8	28.6	46.7		9.6	87.7	2.7		16.5	36.1	47.4		
Total %	5.1	30.8	1	36.9	1.9	2.2	3.6	7.7	4	36	1.1	41.1	2.3	5.1	6.8	14.2	
Passenger Vehicles	67	399	13	479	25	29	47	101	53	468	14	535	32	70	88	190	1305
% Passenger Vehicles	97.1	95	92.9	95.2	96.2	96.7	95.9	96.2	98.1	95.3	93.3	95.5	100	100	95.7	97.9	95.8
Large 2 Axle Vehicles	1	7	0	8	1	0	0	1	0	11	1	12	0	0	0	0	21
% Large 2 Axle Vehicles	1.4	1.7	0	1.6	3.8	0	0	1	0	2.2	6.7	2.1	0	0	0	0	1.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	10	0	10	0	0	0	0	1	6	0	7	0	0	2	2	19
% 4+ Axle Trucks	0	2.4	0	2	0	0	0	0	1.9	1.2	0	1.2	0	0	2.2	1	1.4
Buses	1	3	1	5	0	1	2	3	0	6	0	6	0	0	2	2	16
% Buses	1.4	0.7	7.1	1	0	3.3	4.1	2.9	0	1.2	0	1.1	0	0	2.2	1	1.2

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	5	56	1	62	3	2	5	10	2	41	2	45	9	12	17	38	155
07:30 AM	10	69	1	80	4	6	4	14	7	106	1	114	4	6	24	34	242
07:45 AM	12	47	4	63	7	1	4	12	11	73	4	88	1	10	13	24	187
08:00 AM	10	68	1	79	1	6	6	13	9	56	0	65	3	15	7	25	182
Total Volume	37	240	7	284	15	15	19	49	29	276	7	312	17	43	61	121	766
% App. Total	13	84.5	2.5		30.6	30.6	38.8		9.3	88.5	2.2		14	35.5	50.4		
PHF	.771	.870	.438	.888	.536	.625	.792	.875	.659	.651	.438	.684	.472	.717	.635	.796	.791

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:15 AM				08:00 AM				07:30 AM				07:00 AM			
+0 mins.	5	56	1	62	1	<b>6</b>	6	13	7	<b>106</b>	1	<b>114</b>	4	11	14	29
+15 mins.	10	<b>69</b>	1	<b>80</b>	<b>3</b>	6	3	12	<b>11</b>	73	<b>4</b>	88	<b>9</b>	<b>12</b>	17	<b>38</b>
+30 mins.	<b>12</b>	47	<b>4</b>	63	3	5	9	17	9	56	0	65	4	6	<b>24</b>	34
+45 mins.	10	68	1	79	3	4	<b>13</b>	<b>20</b>	9	45	2	56	1	10	13	24
Total Volume	37	240	7	284	10	21	31	62	36	280	7	323	18	39	68	125
% App. Total	13	84.5	2.5		16.1	33.9	50		11.1	86.7	2.2		14.4	31.2	54.4	
PHF	.771	.870	.438	.888	.833	.875	.596	.775	.818	.660	.438	.708	.500	.813	.708	.822

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

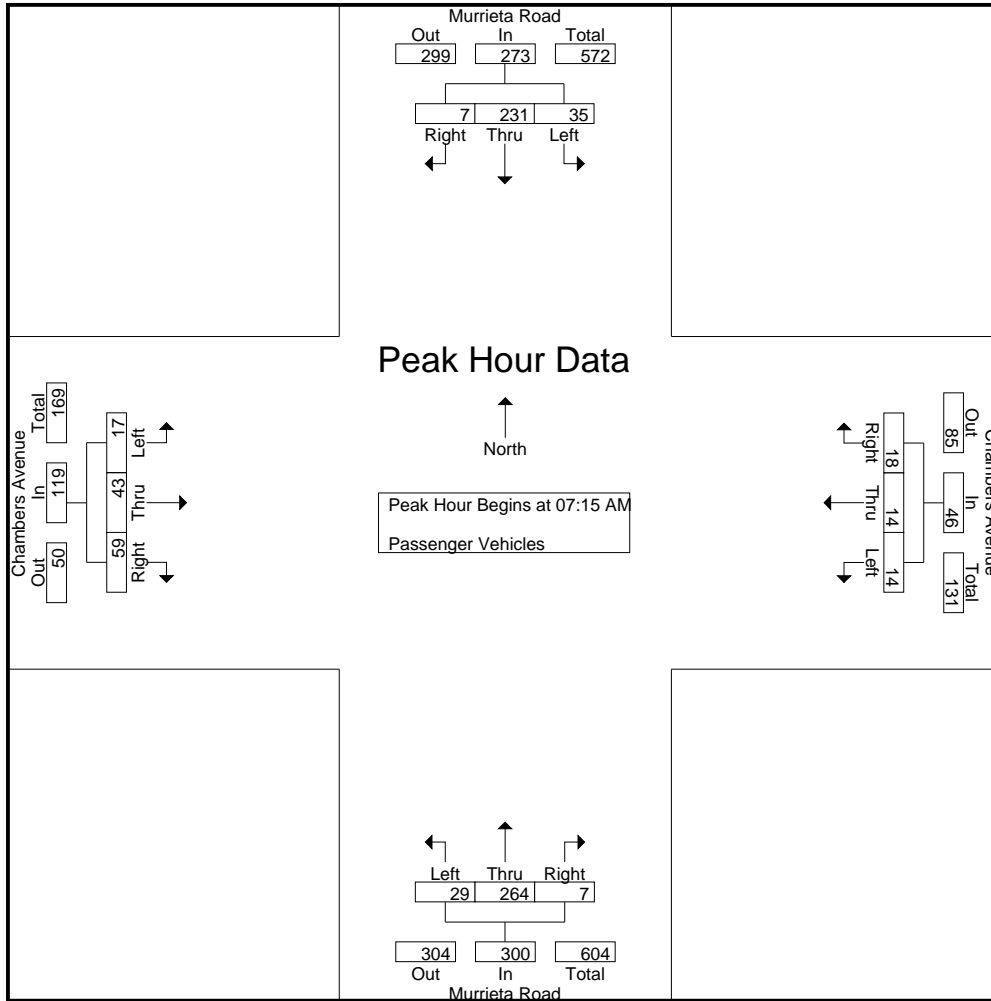
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	43	3	52	2	0	5	7	2	37	1	40	4	11	13	28	127
07:15 AM	5	55	1	61	3	2	4	9	2	39	2	43	9	12	17	38	151
07:30 AM	10	66	1	77	4	5	4	13	7	102	1	110	4	6	24	34	234
07:45 AM	11	45	4	60	6	1	4	11	11	72	4	87	1	10	11	22	180
Total	32	209	9	250	15	8	17	40	22	250	8	280	18	39	65	122	692
08:00 AM	9	65	1	75	1	6	6	13	9	51	0	60	3	15	7	25	173
08:15 AM	11	39	1	51	3	6	3	12	8	40	1	49	5	8	6	19	131
08:30 AM	5	45	2	52	3	5	8	16	9	63	1	73	4	4	6	14	155
08:45 AM	10	41	0	51	3	4	13	20	5	64	4	73	2	4	4	10	154
Total	35	190	4	229	10	21	30	61	31	218	6	255	14	31	23	68	613
Grand Total	67	399	13	479	25	29	47	101	53	468	14	535	32	70	88	190	1305
Apprch %	14	83.3	2.7		24.8	28.7	46.5		9.9	87.5	2.6		16.8	36.8	46.3		
Total %	5.1	30.6	1	36.7	1.9	2.2	3.6	7.7	4.1	35.9	1.1	41	2.5	5.4	6.7	14.6	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	5	55	1	61	3	2	4	9	2	39	2	43	9	12	17	38	151
07:30 AM	10	66	1	77	4	5	4	13	7	102	1	110	4	6	24	34	234
07:45 AM	11	45	4	60	6	1	4	11	11	72	4	87	1	10	11	22	180
08:00 AM	9	65	1	75	1	6	6	13	9	51	0	60	3	15	7	25	173
Total Volume	35	231	7	273	14	14	18	46	29	264	7	300	17	43	59	119	738
% App. Total	12.8	84.6	2.6		30.4	30.4	39.1		9.7	88	2.3		14.3	36.1	49.6		
PHF	.795	.875	.438	.886	.583	.583	.750	.885	.659	.647	.438	.682	.472	.717	.615	.783	.788

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	5	55	1	61	3	2	4	9	2	39	2	43	9	12	17	<b>38</b>
+15 mins.	10	<b>66</b>	1	<b>77</b>	4	5	4	<b>13</b>	7	<b>102</b>	1	<b>110</b>	4	6	<b>24</b>	34
+30 mins.	<b>11</b>	45	<b>4</b>	60	<b>6</b>	1	4	11	<b>11</b>	72	<b>4</b>	87	1	10	11	22
+45 mins.	9	65	1	75	1	<b>6</b>	<b>6</b>	13	9	51	0	60	3	<b>15</b>	7	25
Total Volume	35	231	7	273	14	14	18	46	29	264	7	300	17	43	59	119
% App. Total	12.8	84.6	2.6		30.4	30.4	39.1		9.7	88	2.3		14.3	36.1	49.6	
PHF	.795	.875	.438	.886	.583	.583	.750	.885	.659	.647	.438	.682	.472	.717	.615	.783

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

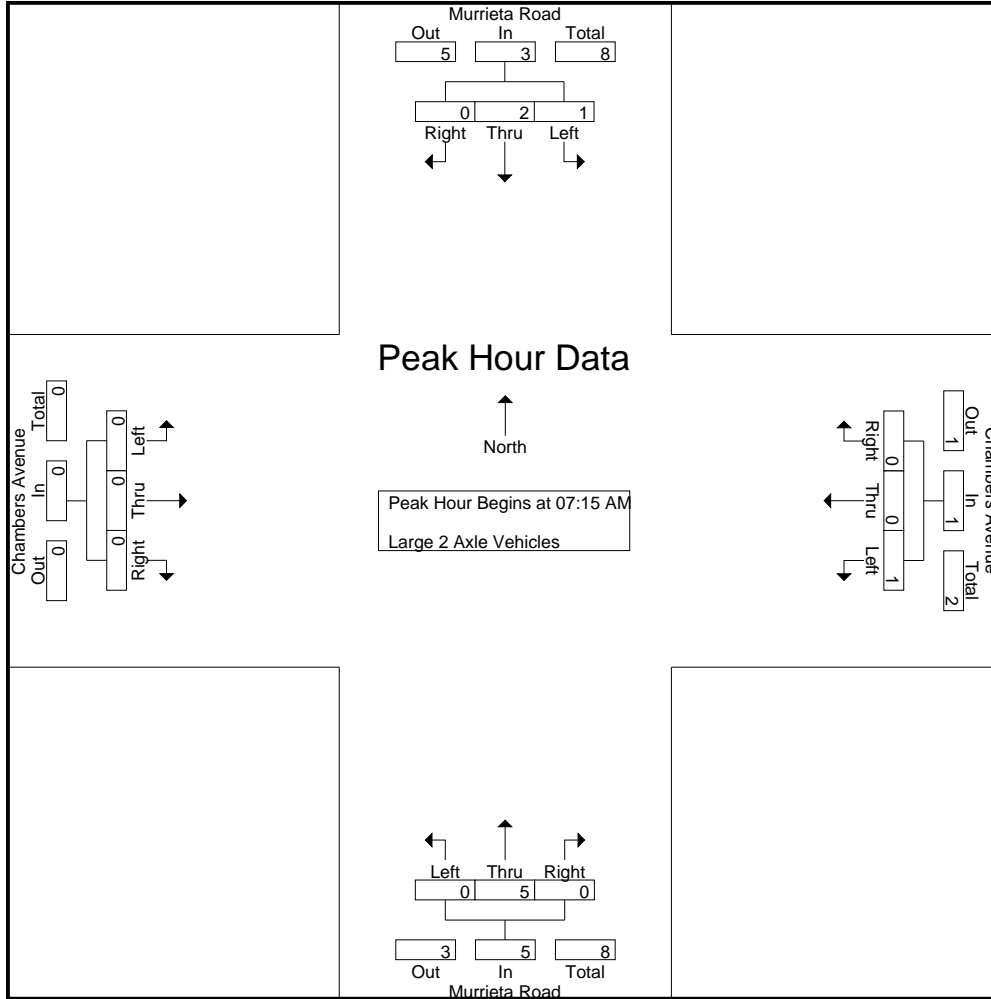
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	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	3	0	3	0	0	0	0	3
07:45 AM	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total	1	1	0	2	1	0	0	1	0	3	0	3	0	0	0	0	6
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	8	1	9	0	0	0	0	15
Grand Total	1	7	0	8	1	0	0	1	0	11	1	12	0	0	0	0	21
Apprch %	12.5	87.5	0		100	0	0		0	91.7	8.3		0	0	0		
Total %	4.8	33.3	0	38.1	4.8	0	0	4.8	0	52.4	4.8	57.1	0	0	0	0	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	2	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
% App. Total	33.3	66.7	0		100	0	0		0	100	0		0	0	0		
PHF	.250	.500	.000	.375	.250	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000	.750

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0
+30 mins.	<b>1</b>	<b>1</b>	0	<b>2</b>	<b>1</b>	0	0	<b>1</b>	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	2	0	3	1	0	0	1	0	5	0	5	0	0	0	0
% App. Total	33.3	66.7	0		100	0	0		0	100	0		0	0	0	
PHF	.250	.500	.000	.375	.250	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000



City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

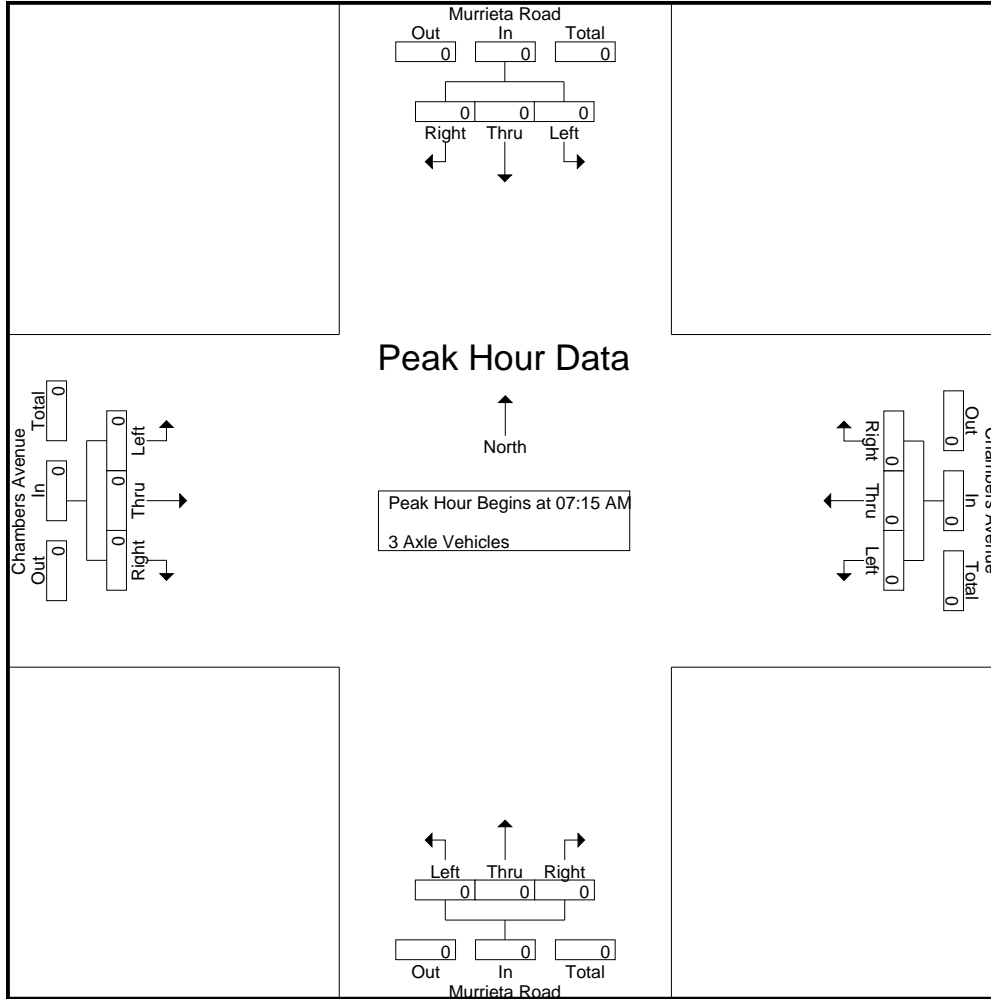
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	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	0
07:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0			
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

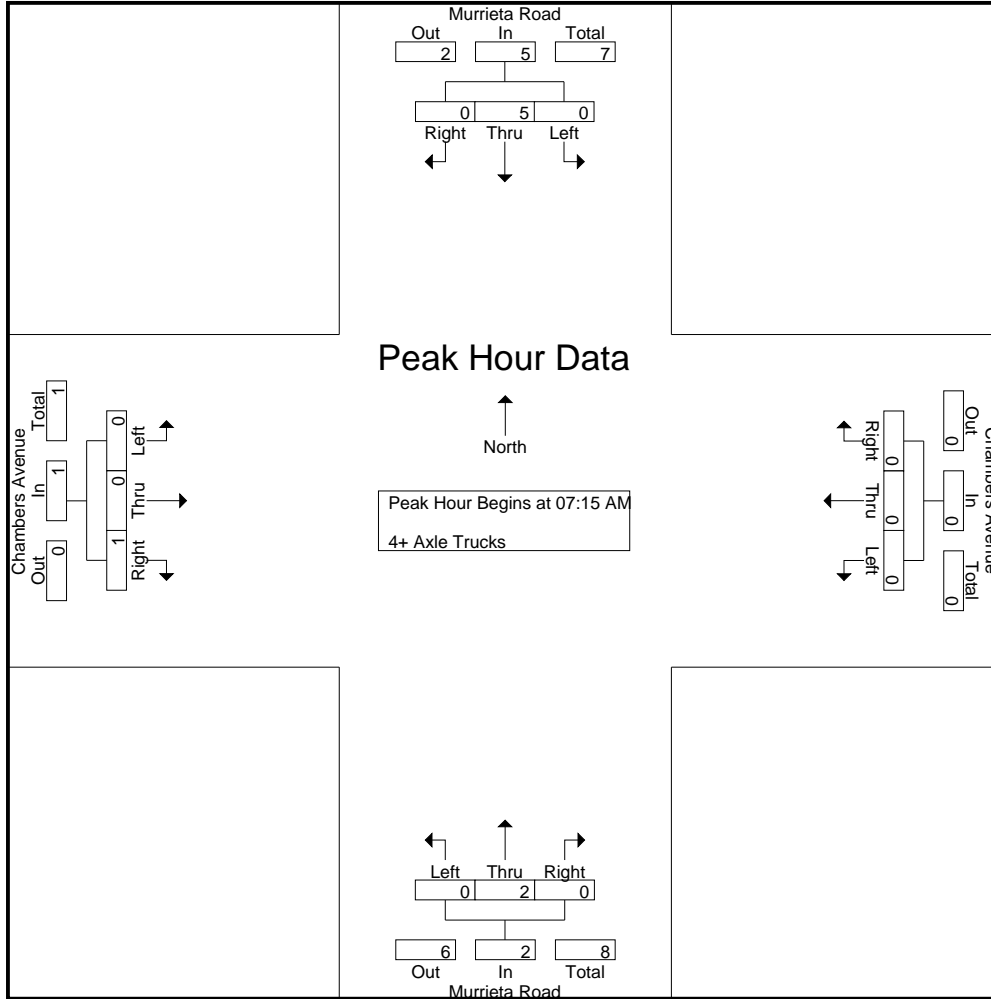
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	0	5	0	5	0	0	0	0	0	0	2	0	2	0	0	1	1	8
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	0	0	0	1	1	0	2	0	0	0	0	4
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	2	0	2	0	0	0	0	0	0	3	0	3	0	0	1	1	6
Total	0	5	0	5	0	0	0	0	0	1	4	0	5	0	0	1	1	11
Grand Total	0	10	0	10	0	0	0	0	0	1	6	0	7	0	0	2	2	19
Apprch %	0	100	0		0	0	0			14.3	85.7	0		0	0	100		
Total %	0	52.6	0	52.6	0	0	0	0	0	5.3	31.6	0	36.8	0	0	10.5	10.5	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	1	1	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	0	2	0	2	0	0	1	1	8
% App. Total	0	100	0		0	0	0			0	100	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.667

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	0	1	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	0	0	1	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

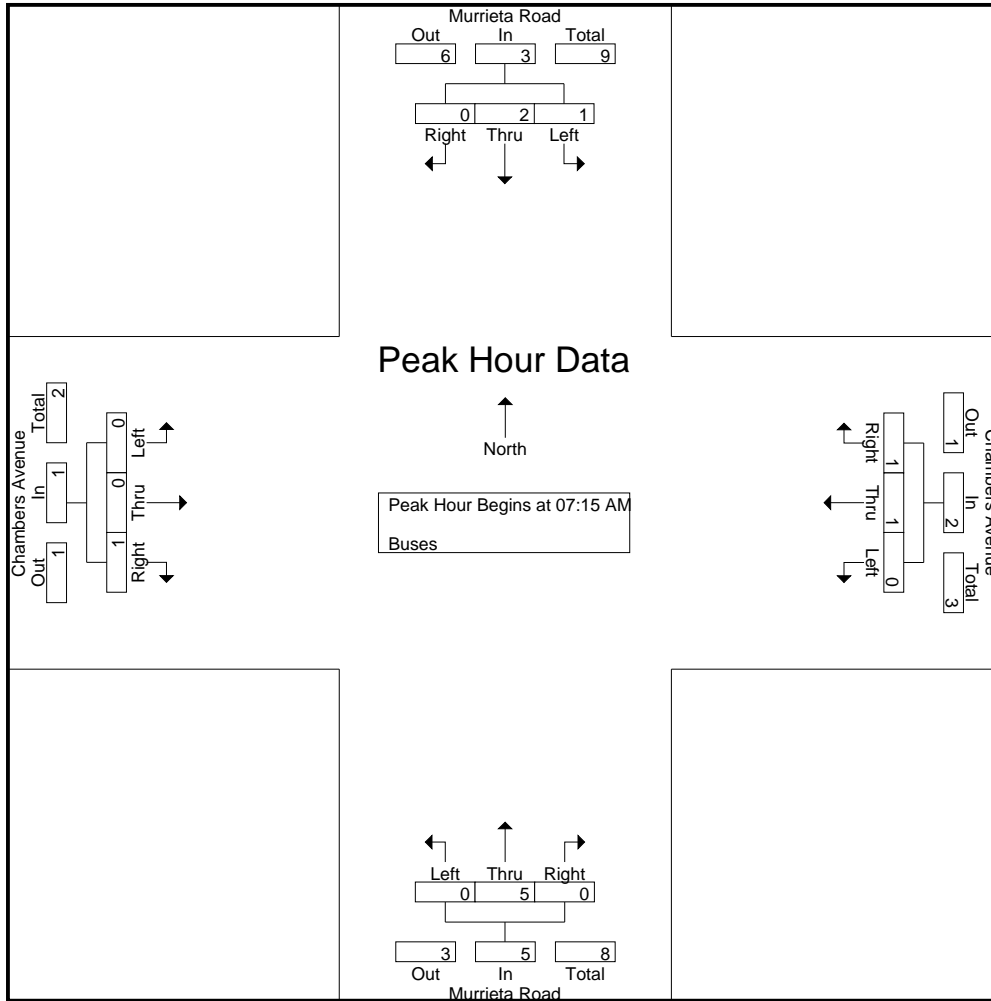
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	2	0	1	1	2	0	2	0	2	0	0	2	2	8
08:00 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	1	1	0	4	0	4	0	0	0	0	8
Grand Total	1	3	1	5	0	1	2	3	0	6	0	6	0	0	2	2	16
Apprch %	20	60	20		0	33.3	66.7		0	100	0		0	0	100		
Total %	6.2	18.8	6.2	31.2	0	6.2	12.5	18.8	0	37.5	0	37.5	0	0	12.5	12.5	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	1	2	0	3	0	1	1	2	0	5	0	5	0	0	1	1	11
% App. Total	33.3	66.7	0		0	50	50		0	100	0		0	0	100		
PHF	.250	.500	.000	.375	.000	.250	.250	.500	.000	.417	.000	.417	.000	.000	.250	.250	.550

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	1	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	1	2	0	3	0	1	1	2	0	5	0	5	0	0	1	1
% App. Total	33.3	66.7	0		0	50	50		0	100	0		0	0	100	
PHF	.250	.500	.000	.375	.000	.250	.250	.500	.000	.417	.000	.417	.000	.000	.250	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

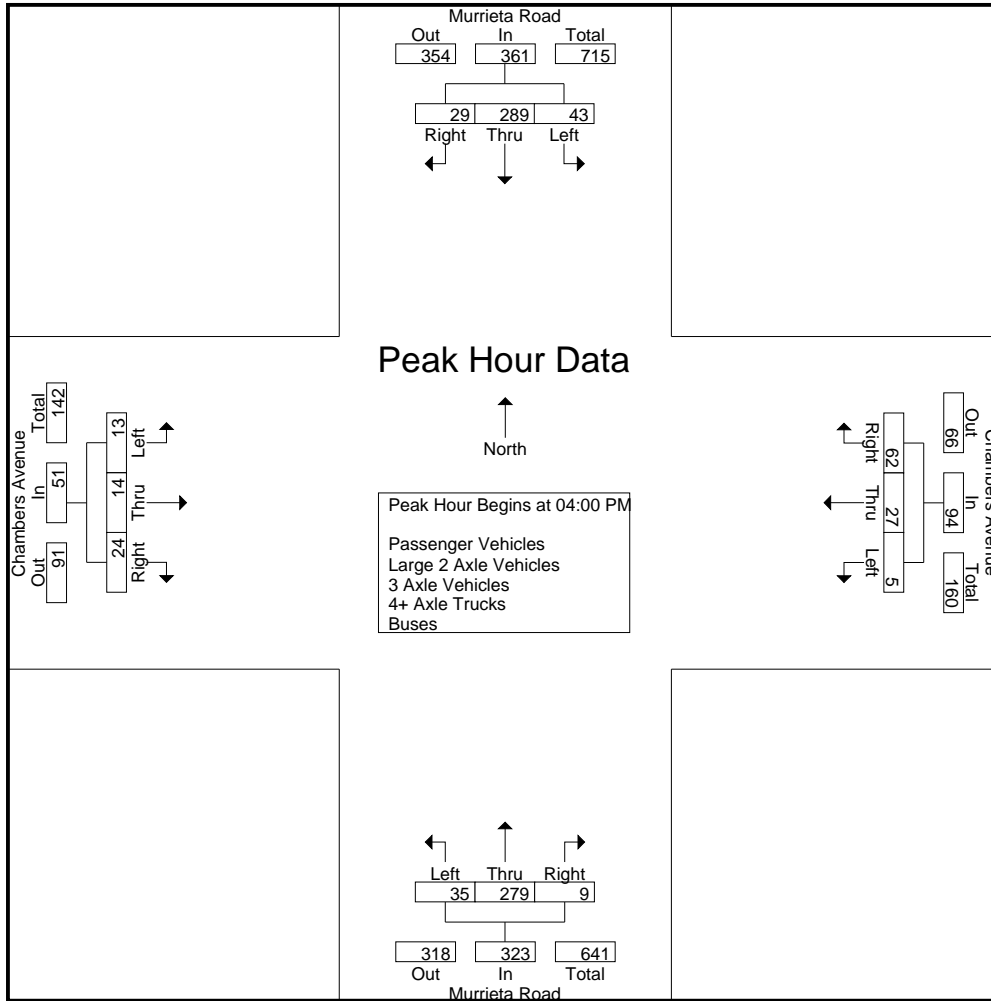
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	7	76	5	88	0	6	15	21	8	79	2	89	5	2	8	15	213
04:15 PM	14	68	8	90	4	7	18	29	7	72	1	80	1	4	4	9	208
04:30 PM	13	71	8	92	1	6	15	22	9	61	3	73	4	4	3	11	198
04:45 PM	9	74	8	91	0	8	14	22	11	67	3	81	3	4	9	16	210
<b>Total</b>	<b>43</b>	<b>289</b>	<b>29</b>	<b>361</b>	<b>5</b>	<b>27</b>	<b>62</b>	<b>94</b>	<b>35</b>	<b>279</b>	<b>9</b>	<b>323</b>	<b>13</b>	<b>14</b>	<b>24</b>	<b>51</b>	<b>829</b>
05:00 PM	7	60	5	72	0	8	13	21	8	54	6	68	2	7	3	12	173
05:15 PM	2	71	6	79	0	7	14	21	8	74	4	86	3	7	3	13	199
05:30 PM	9	56	5	70	1	6	11	18	12	66	1	79	7	6	2	15	182
05:45 PM	6	69	6	81	2	7	11	20	9	62	1	72	3	9	4	16	189
<b>Total</b>	<b>24</b>	<b>256</b>	<b>22</b>	<b>302</b>	<b>3</b>	<b>28</b>	<b>49</b>	<b>80</b>	<b>37</b>	<b>256</b>	<b>12</b>	<b>305</b>	<b>15</b>	<b>29</b>	<b>12</b>	<b>56</b>	<b>743</b>
<b>Grand Total</b>	<b>67</b>	<b>545</b>	<b>51</b>	<b>663</b>	<b>8</b>	<b>55</b>	<b>111</b>	<b>174</b>	<b>72</b>	<b>535</b>	<b>21</b>	<b>628</b>	<b>28</b>	<b>43</b>	<b>36</b>	<b>107</b>	<b>1572</b>
Apprch %	10.1	82.2	7.7		4.6	31.6	63.8		11.5	85.2	3.3		26.2	40.2	33.6		
Total %	4.3	34.7	3.2	42.2	0.5	3.5	7.1	11.1	4.6	34	1.3	39.9	1.8	2.7	2.3	6.8	
Passenger Vehicles	65	538	49	652	8	55	110	173	72	515	21	608	28	43	36	107	1540
% Passenger Vehicles	97	98.7	96.1	98.3	100	100	99.1	99.4	100	96.3	100	96.8	100	100	100	100	98
Large 2 Axle Vehicles	0	6	2	8	0	0	0	0	0	12	0	12	0	0	0	0	20
% Large 2 Axle Vehicles	0	1.1	3.9	1.2	0	0	0	0	0	2.2	0	1.9	0	0	0	0	1.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0.3
Buses	2	1	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
% Buses	3	0.2	0	0.5	0	0	0.9	0.6	0	0.6	0	0.5	0	0	0	0	0.4

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	7	76	5	88	0	6	15	21	8	79	2	89	5	2	8	15	213
04:15 PM	14	68	8	90	4	7	18	29	7	72	1	80	1	4	4	9	208
04:30 PM	13	71	8	92	1	6	15	22	9	61	3	73	4	4	3	11	198
04:45 PM	9	74	8	91	0	8	14	22	11	67	3	81	3	4	9	16	210
Total Volume	43	289	29	361	5	27	62	94	35	279	9	323	13	14	24	51	829
% App. Total	11.9	80.1	8		5.3	28.7	66		10.8	86.4	2.8		25.5	27.5	47.1		
PHF	.768	.951	.906	.981	.313	.844	.861	.810	.795	.883	.750	.907	.650	.875	.667	.797	.973

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	7	<b>76</b>	5	88	0	6	15	21	8	<b>79</b>	2	<b>89</b>	3	4	<b>9</b>	<b>16</b>
+15 mins.	<b>14</b>	68	<b>8</b>	90	<b>4</b>	7	<b>18</b>	<b>29</b>	7	72	1	80	2	<b>7</b>	3	12
+30 mins.	13	71	8	<b>92</b>	1	6	15	22	9	61	<b>3</b>	73	3	7	3	13
+45 mins.	9	74	8	91	0	<b>8</b>	14	22	<b>11</b>	67	3	81	<b>7</b>	6	2	15
Total Volume	43	289	29	361	5	27	62	94	35	279	9	323	15	24	17	56
% App. Total	11.9	80.1	8		5.3	28.7	66		10.8	86.4	2.8		26.8	42.9	30.4	
PHF	.768	.951	.906	.981	.313	.844	.861	.810	.795	.883	.750	.907	.536	.857	.472	.875



City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

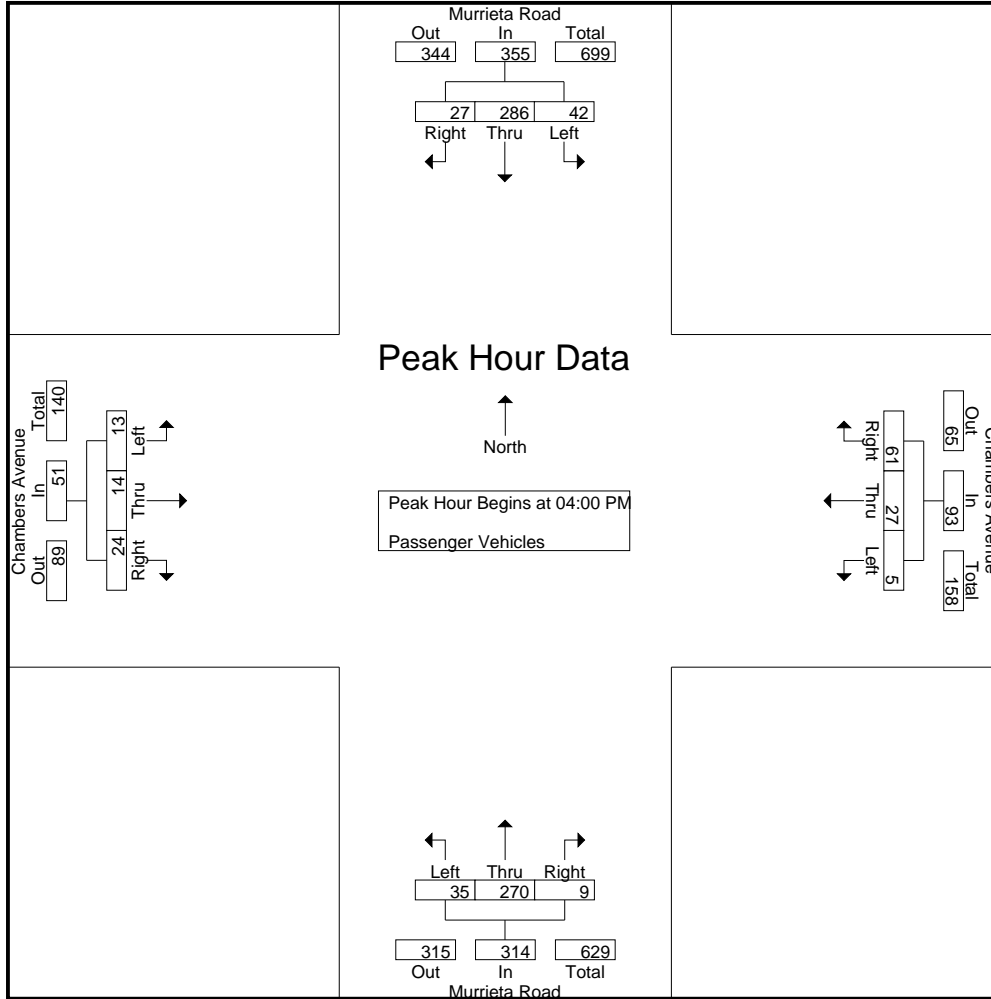
Groups Printed- Passenger Vehicles

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	7	75	4	86	0	6	15	21	8	75	2	85	5	2	8	15	207
04:15 PM	13	66	8	87	4	7	18	29	7	70	1	78	1	4	4	9	203
04:30 PM	13	71	8	92	1	6	15	22	9	59	3	71	4	4	3	11	196
04:45 PM	9	74	7	90	0	8	13	21	11	66	3	80	3	4	9	16	207
Total	42	286	27	355	5	27	61	93	35	270	9	314	13	14	24	51	813
05:00 PM	7	60	5	72	0	8	13	21	8	52	6	66	2	7	3	12	171
05:15 PM	2	68	6	76	0	7	14	21	8	71	4	83	3	7	3	13	193
05:30 PM	8	56	5	69	1	6	11	18	12	62	1	75	7	6	2	15	177
05:45 PM	6	68	6	80	2	7	11	20	9	60	1	70	3	9	4	16	186
Total	23	252	22	297	3	28	49	80	37	245	12	294	15	29	12	56	727
Grand Total	65	538	49	652	8	55	110	173	72	515	21	608	28	43	36	107	1540
Apprch %	10	82.5	7.5		4.6	31.8	63.6		11.8	84.7	3.5		26.2	40.2	33.6		
Total %	4.2	34.9	3.2	42.3	0.5	3.6	7.1	11.2	4.7	33.4	1.4	39.5	1.8	2.8	2.3	6.9	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	7	75	4	86	0	6	15	21	8	75	2	85	5	2	8	15	207
04:15 PM	13	66	8	87	4	7	18	29	7	70	1	78	1	4	4	9	203
04:30 PM	13	71	8	92	1	6	15	22	9	59	3	71	4	4	3	11	196
04:45 PM	9	74	7	90	0	8	13	21	11	66	3	80	3	4	9	16	207
Total Volume	42	286	27	355	5	27	61	93	35	270	9	314	13	14	24	51	813
% App. Total	11.8	80.6	7.6		5.4	29	65.6		11.1	86	2.9		25.5	27.5	47.1		
PHF	.808	.953	.844	.965	.313	.844	.847	.802	.795	.900	.750	.924	.650	.875	.667	.797	.982

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	7	<b>75</b>	4	86	0	6	15	21	8	<b>75</b>	2	<b>85</b>	5	2	8	15
+15 mins.	<b>13</b>	66	<b>8</b>	87	<b>4</b>	7	<b>18</b>	<b>29</b>	7	70	1	78	1	<b>4</b>	4	9
+30 mins.	13	71	8	<b>92</b>	1	6	15	22	9	59	<b>3</b>	71	4	4	3	11
+45 mins.	9	74	7	90	0	<b>8</b>	13	21	<b>11</b>	66	3	80	3	4	<b>9</b>	<b>16</b>
Total Volume	42	286	27	355	5	27	61	93	35	270	9	314	13	14	24	51
% App. Total	11.8	80.6	7.6		5.4	29	65.6		11.1	86	2.9		25.5	27.5	47.1	
PHF	.808	.953	.844	.965	.313	.844	.847	.802	.795	.900	.750	.924	.650	.875	.667	.797

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

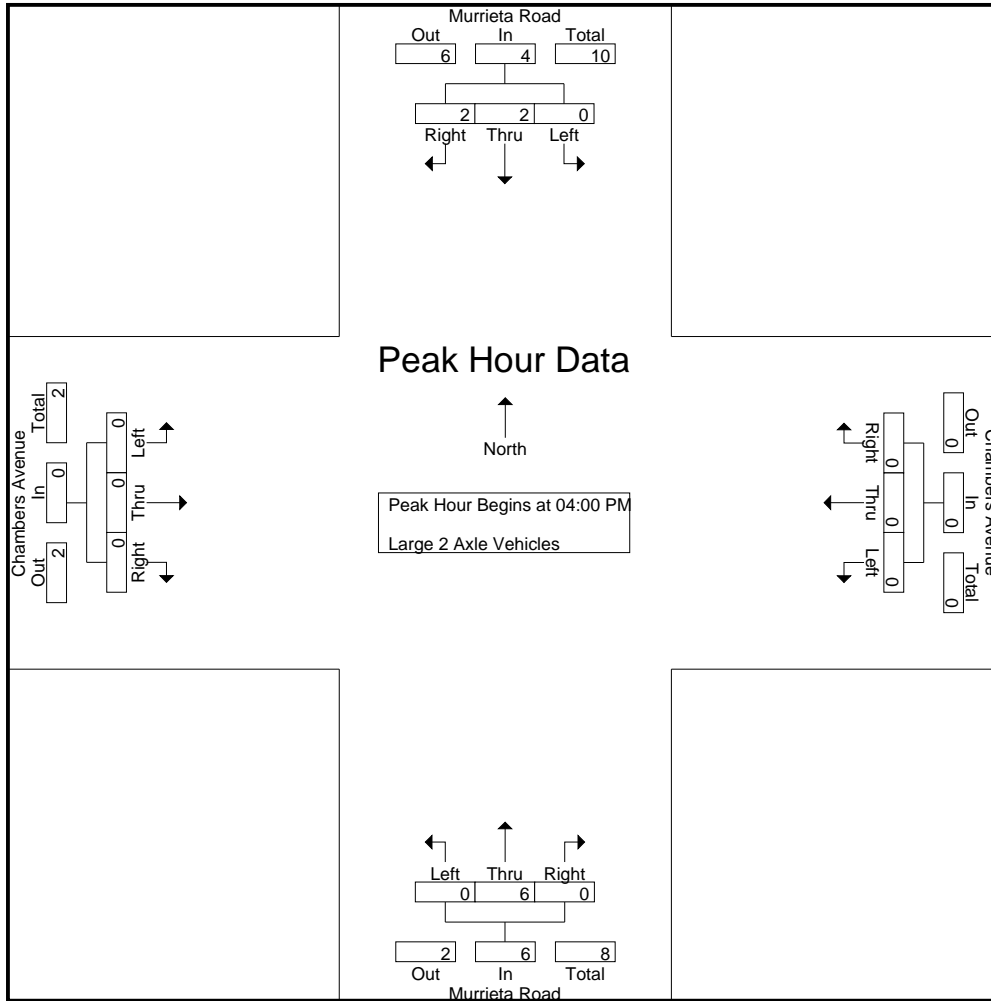
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	2	4	0	0	0	0	0	6	0	6	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Grand Total	0	6	2	8	0	0	0	0	0	12	0	12	0	0	0	0	20
Apprch %	0	75	25		0	0	0		0	100	0		0	0	0		
Total %	0	30	10	40	0	0	0	0	0	60	0	60	0	0	0	0	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	2	4	0	0	0	0	0	6	0	6	0	0	0	0	10
% App. Total	0	50	50		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.500	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	2	4	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	50	50		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.500	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

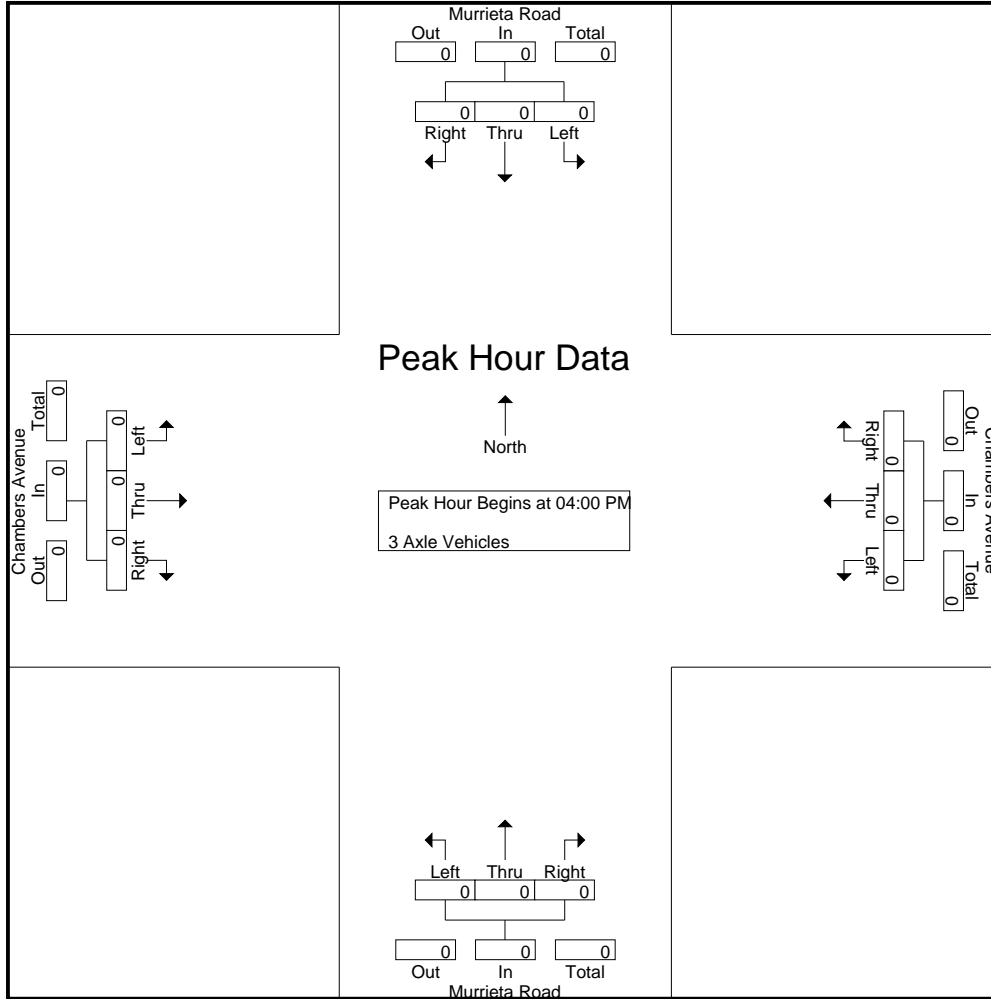
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

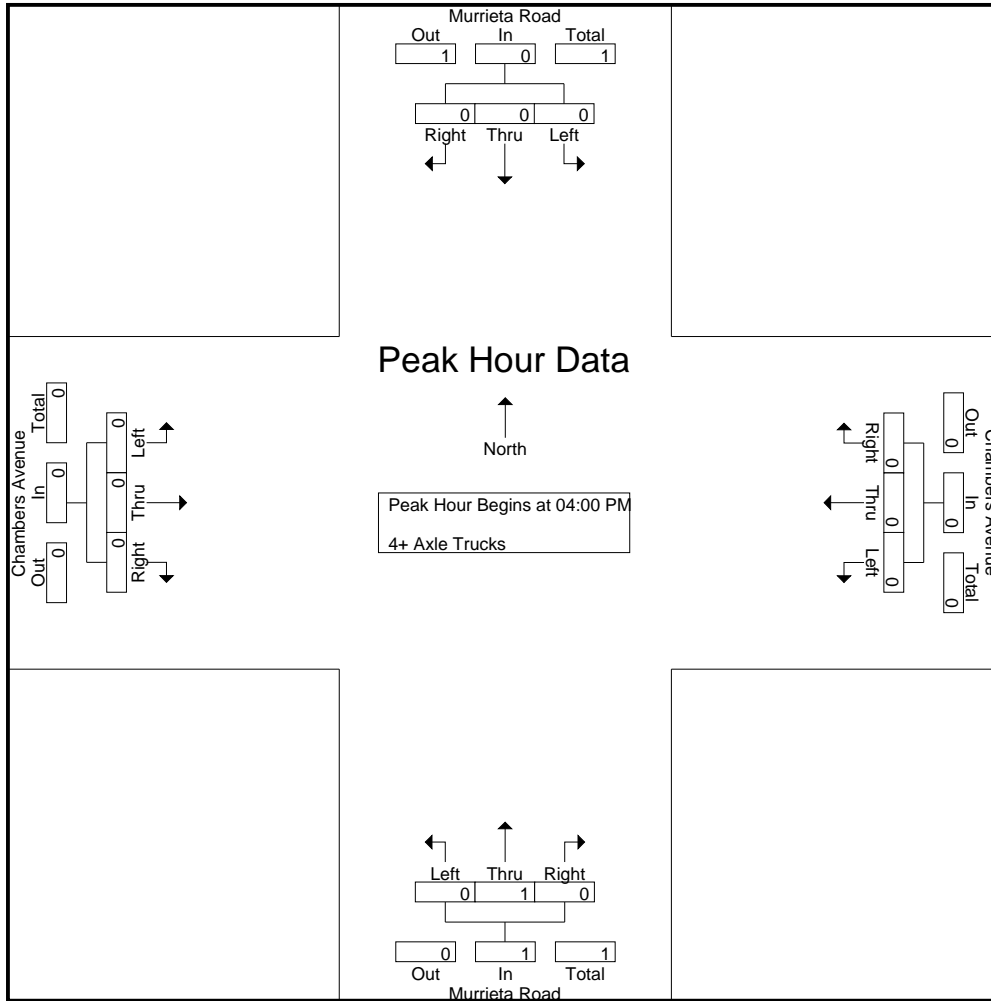
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000



City of Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

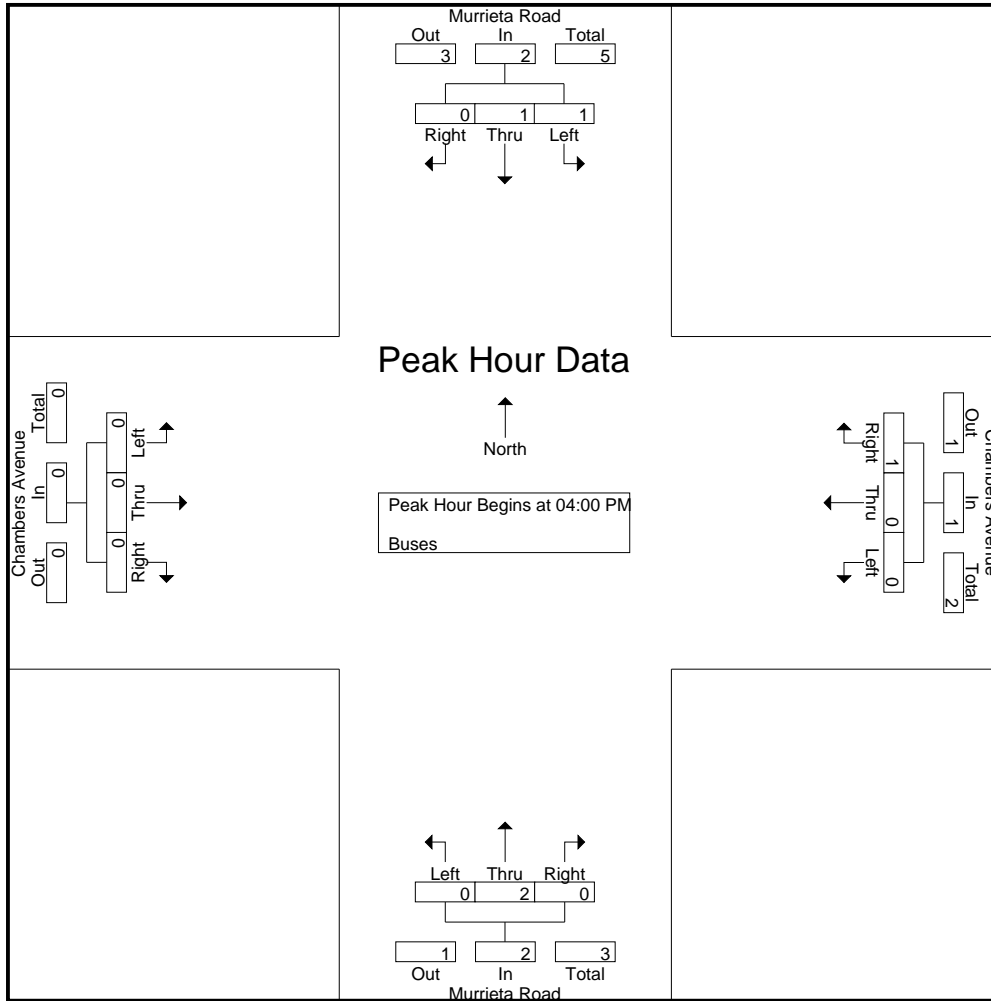
Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	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
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	2	1	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
Apprch %	66.7	33.3	0		0	0	100		0	100	0		0	0	0		
Total %	28.6	14.3	0	42.9	0	0	14.3	14.3	0	42.9	0	42.9	0	0	0	0	

Start Time	Murrieta Road Southbound				Chambers Avenue Westbound				Murrieta Road Northbound				Chambers 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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.417

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 Menifee  
 N/S: Murrieta Road  
 E/W: Chambers Avenue  
 Weather: Clear

File Name : 04\_MEN\_Murr\_Cha PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0
% App. Total	50	50	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

Location: Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Esther Lane	South Leg Murrieta Road	West Leg Esther Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	1	1	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	4	1	0	6

	North Leg Murrieta Road	East Leg Esther Lane	South Leg Murrieta Road	West Leg Esther Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	7	0	0	7

Location: Menifee  
 N/S: Murrieta Road  
 E/W: Esther Lane



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound Esther Lane			Northbound Murrieta Road			Eastbound Esther Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	1	0	0	0	0	0	2

	Southbound Murrieta Road			Westbound Esther Lane			Northbound Murrieta Road			Eastbound Esther Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	1	0	0	0	0	2

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

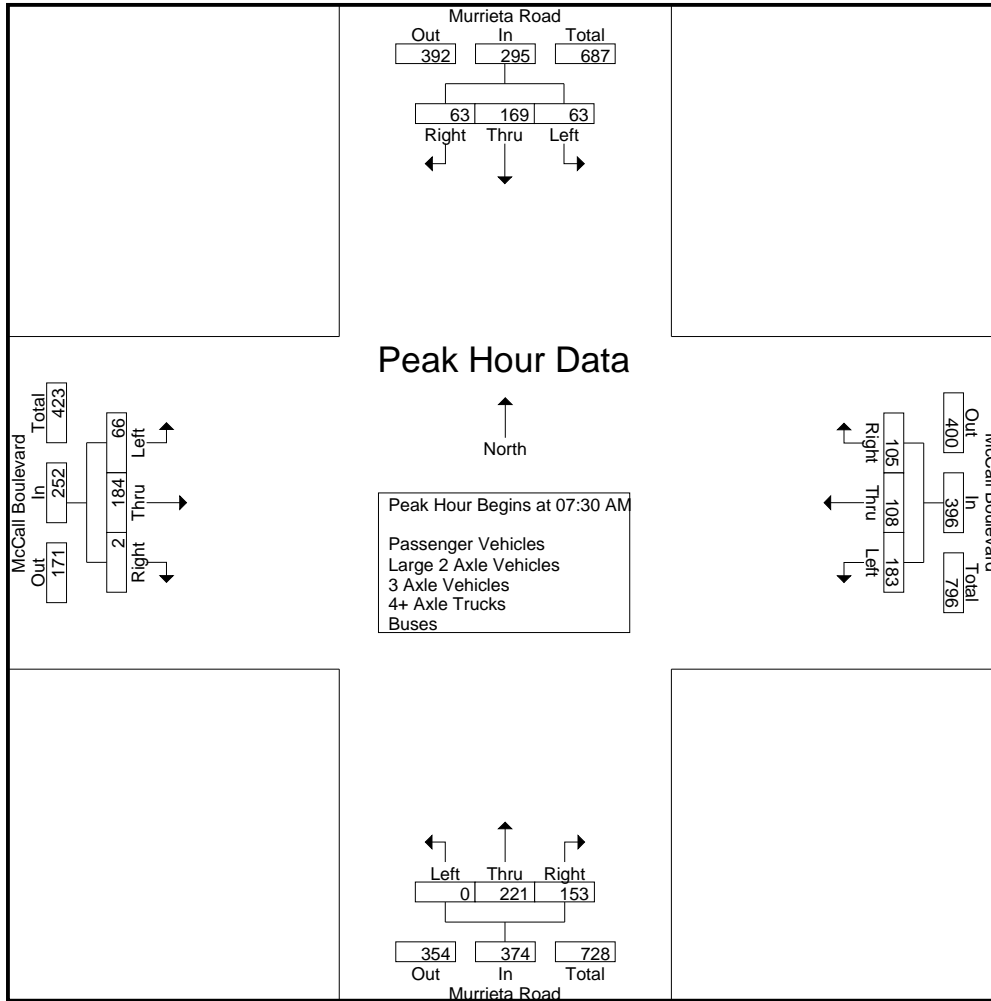
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	34	12	59	31	26	14	71	0	24	25	49	6	37	2	45	224
07:15 AM	14	25	39	78	41	35	12	88	0	22	28	50	13	42	0	55	271
07:30 AM	16	43	40	99	51	29	20	100	0	88	33	121	21	47	0	68	388
07:45 AM	11	46	6	63	37	23	38	98	0	71	42	113	22	60	0	82	356
Total	54	148	97	299	160	113	84	357	0	205	128	333	62	186	2	250	1239
08:00 AM	19	52	8	79	48	20	25	93	0	36	39	75	10	41	1	52	299
08:15 AM	17	28	9	54	47	36	22	105	0	26	39	65	13	36	1	50	274
08:30 AM	29	37	5	71	27	35	23	85	1	40	29	70	7	41	1	49	275
08:45 AM	42	47	5	94	35	27	35	97	0	33	24	57	8	26	0	34	282
Total	107	164	27	298	157	118	105	380	1	135	131	267	38	144	3	185	1130
Grand Total	161	312	124	597	317	231	189	737	1	340	259	600	100	330	5	435	2369
Apprch %	27	52.3	20.8		43	31.3	25.6		0.2	56.7	43.2		23	75.9	1.1		
Total %	6.8	13.2	5.2	25.2	13.4	9.8	8	31.1	0	14.4	10.9	25.3	4.2	13.9	0.2	18.4	
Passenger Vehicles	153	296	122	571	303	222	176	701	1	328	252	581	98	325	5	428	2281
% Passenger Vehicles	95	94.9	98.4	95.6	95.6	96.1	93.1	95.1	100	96.5	97.3	96.8	98	98.5	100	98.4	96.3
Large 2 Axle Vehicles	2	4	2	8	9	6	3	18	0	8	3	11	2	3	0	5	42
% Large 2 Axle Vehicles	1.2	1.3	1.6	1.3	2.8	2.6	1.6	2.4	0	2.4	1.2	1.8	2	0.9	0	1.1	1.8
3 Axle Vehicles	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
% 3 Axle Vehicles	0.6	0	0	0.2	0.3	0	0	0.1	0	0	0.4	0.2	0	0	0	0	0.1
4+ Axle Trucks	5	7	0	12	1	3	6	10	0	1	1	2	0	1	0	1	25
% 4+ Axle Trucks	3.1	2.2	0	2	0.3	1.3	3.2	1.4	0	0.3	0.4	0.3	0	0.3	0	0.2	1.1
Buses	0	5	0	5	3	0	4	7	0	3	2	5	0	1	0	1	18
% Buses	0	1.6	0	0.8	0.9	0	2.1	0.9	0	0.9	0.8	0.8	0	0.3	0	0.2	0.8

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	43	<b>40</b>	<b>99</b>	<b>51</b>	29	20	100	0	<b>88</b>	33	<b>121</b>	21	47	0	68	<b>388</b>
07:45 AM	11	46	6	63	37	23	<b>38</b>	98	0	71	<b>42</b>	113	<b>22</b>	<b>60</b>	0	<b>82</b>	356
08:00 AM	<b>19</b>	<b>52</b>	8	79	48	20	25	93	0	36	39	75	10	41	<b>1</b>	52	299
08:15 AM	17	28	9	54	47	<b>36</b>	22	<b>105</b>	0	26	39	65	13	36	1	50	274
Total Volume	63	169	63	295	183	108	105	396	0	221	153	374	66	184	2	252	1317
% App. Total	21.4	57.3	21.4		46.2	27.3	26.5		0	59.1	40.9		26.2	73	0.8		
PHF	.829	.813	.394	.745	.897	.750	.691	.943	.000	.628	.911	.773	.750	.767	.500	.768	.849

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:15 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	14	25	39	78	<b>51</b>	29	20	100	0	<b>88</b>	33	<b>121</b>	13	42	0	55
+15 mins.	16	43	<b>40</b>	<b>99</b>	37	23	<b>38</b>	98	0	71	<b>42</b>	113	21	47	0	68
+30 mins.	11	46	6	63	48	20	25	93	0	36	39	75	<b>22</b>	<b>60</b>	0	<b>82</b>
+45 mins.	<b>19</b>	<b>52</b>	8	79	47	<b>36</b>	22	<b>105</b>	0	26	39	65	10	41	<b>1</b>	52
Total Volume	60	166	93	319	183	108	105	396	0	221	153	374	66	190	1	257
% App. Total	18.8	52	29.2		46.2	27.3	26.5		0	59.1	40.9		25.7	73.9	0.4	
PHF	.789	.798	.581	.806	.897	.750	.691	.943	.000	.628	.911	.773	.750	.792	.250	.784

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

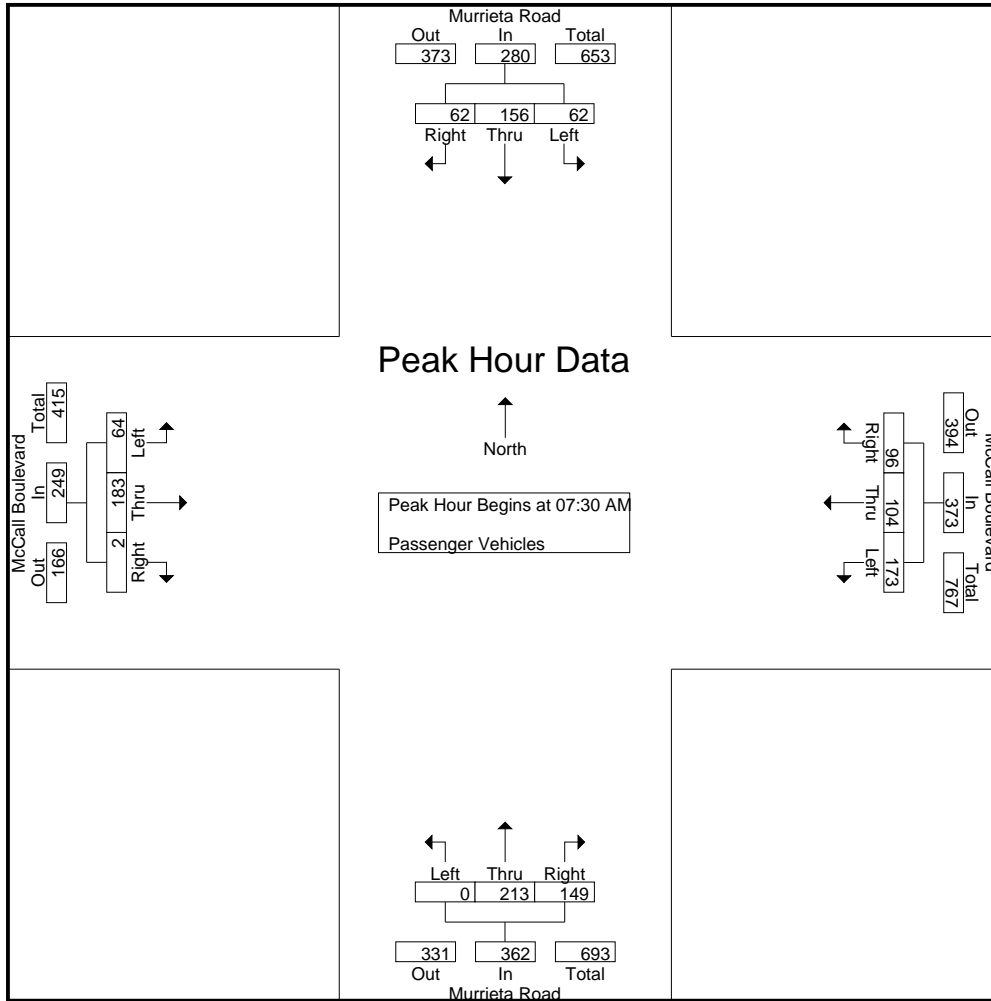
Groups Printed- Passenger Vehicles

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	11	33	12	56	28	26	14	68	0	24	25	49	6	35	2	43	216
07:15 AM	14	24	39	77	41	34	10	85	0	22	26	48	13	41	0	54	264
07:30 AM	16	40	40	96	48	29	20	97	0	83	33	116	21	47	0	68	377
07:45 AM	10	42	6	58	36	21	37	94	0	70	40	110	22	60	0	82	344
Total	51	139	97	287	153	110	81	344	0	199	124	323	62	183	2	247	1201
08:00 AM	19	49	8	76	45	20	21	86	0	36	38	74	9	40	1	50	286
08:15 AM	17	25	8	50	44	34	18	96	0	24	38	62	12	36	1	49	257
08:30 AM	28	37	4	69	26	34	23	83	1	38	28	67	7	40	1	48	267
08:45 AM	38	46	5	89	35	24	33	92	0	31	24	55	8	26	0	34	270
Total	102	157	25	284	150	112	95	357	1	129	128	258	36	142	3	181	1080
Grand Total	153	296	122	571	303	222	176	701	1	328	252	581	98	325	5	428	2281
Apprch %	26.8	51.8	21.4		43.2	31.7	25.1		0.2	56.5	43.4		22.9	75.9	1.2		
Total %	6.7	13	5.3	25	13.3	9.7	7.7	30.7	0	14.4	11	25.5	4.3	14.2	0.2	18.8	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	40	<b>40</b>	<b>96</b>	<b>48</b>	29	20	<b>97</b>	0	<b>83</b>	33	<b>116</b>	21	47	0	68	<b>377</b>
07:45 AM	10	42	6	58	36	21	<b>37</b>	94	0	70	<b>40</b>	110	<b>22</b>	<b>60</b>	0	<b>82</b>	344
08:00 AM	<b>19</b>	<b>49</b>	8	76	45	20	21	86	0	36	38	74	9	40	<b>1</b>	50	286
08:15 AM	17	25	8	50	44	<b>34</b>	18	96	0	24	38	62	12	36	1	49	257
Total Volume	62	156	62	280	173	104	96	373	0	213	149	362	64	183	2	249	1264
% App. Total	22.1	55.7	22.1		46.4	27.9	25.7		0	58.8	41.2		25.7	73.5	0.8		
PHF	.816	.796	.388	.729	.901	.765	.649	.961	.000	.642	.931	.780	.727	.763	.500	.759	.838

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	40	<b>40</b>	<b>96</b>	<b>48</b>	29	20	<b>97</b>	0	<b>83</b>	33	<b>116</b>	21	47	0	68
+15 mins.	10	42	6	58	36	21	<b>37</b>	94	0	70	<b>40</b>	110	<b>22</b>	<b>60</b>	0	<b>82</b>
+30 mins.	<b>19</b>	<b>49</b>	8	76	45	20	21	86	0	36	38	74	9	40	<b>1</b>	50
+45 mins.	17	25	8	50	44	<b>34</b>	18	96	0	24	38	62	12	36	1	49
Total Volume	62	156	62	280	173	104	96	373	0	213	149	362	64	183	2	249
% App. Total	22.1	55.7	22.1		46.4	27.9	25.7		0	58.8	41.2		25.7	73.5	0.8	
PHF	.816	.796	.388	.729	.901	.765	.649	.961	.000	.642	.931	.780	.727	.763	.500	.759



City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

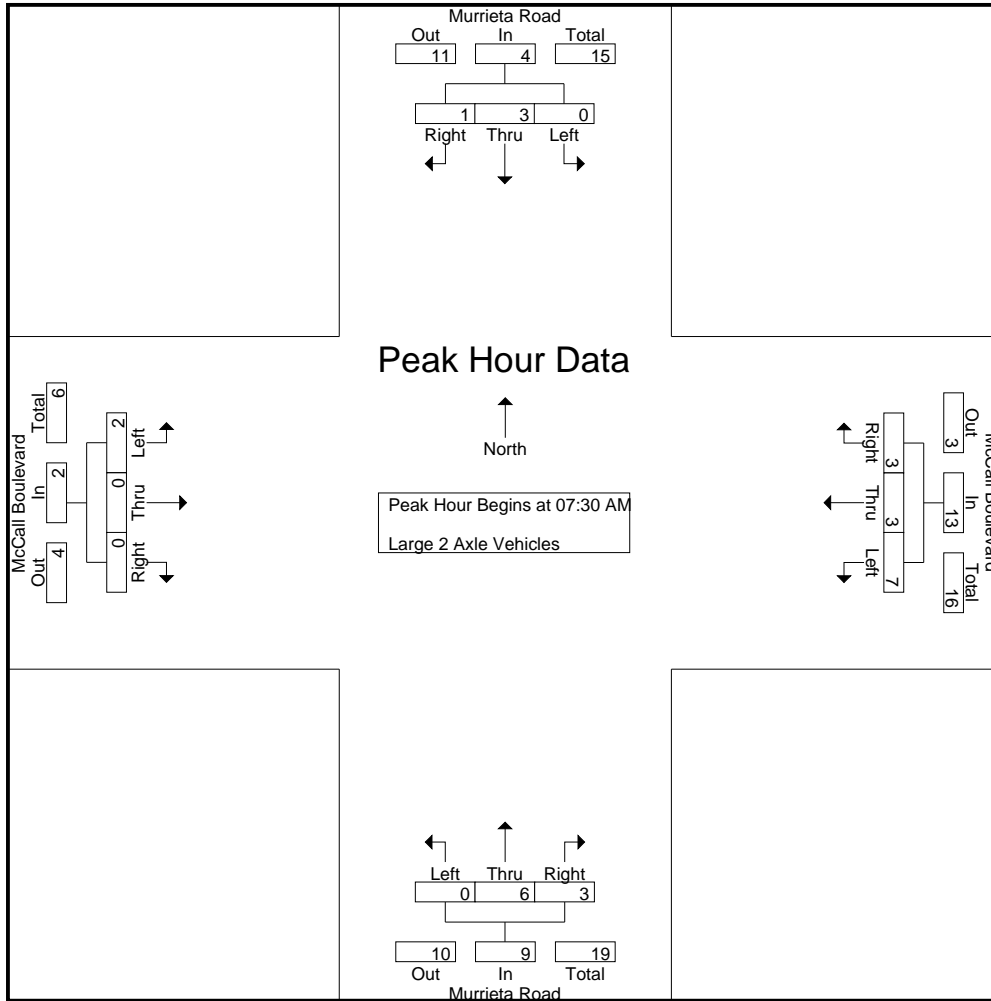
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	2	0	3	0	3	0	0	0	0	5
07:45 AM	0	2	0	2	1	2	0	3	0	1	1	2	0	0	0	0	7
Total	0	2	0	2	5	3	0	8	0	4	1	5	0	2	0	2	17
08:00 AM	0	1	0	1	3	0	1	4	0	0	1	1	1	0	0	1	7
08:15 AM	0	0	1	1	1	1	2	4	0	2	1	3	1	0	0	1	9
08:30 AM	1	0	1	2	0	1	0	1	0	1	0	1	0	1	0	1	5
08:45 AM	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Total	2	2	2	6	4	3	3	10	0	4	2	6	2	1	0	3	25
Grand Total	2	4	2	8	9	6	3	18	0	8	3	11	2	3	0	5	42
Apprch %	25	50	25		50	33.3	16.7		0	72.7	27.3		40	60	0		
Total %	4.8	9.5	4.8	19	21.4	14.3	7.1	42.9	0	19	7.1	26.2	4.8	7.1	0	11.9	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	2	0	0	2	0	3	0	3	0	0	0	0	5
07:45 AM	0	2	0	2	1	2	0	3	0	1	1	2	0	0	0	0	7
08:00 AM	0	1	0	1	3	0	1	4	0	0	1	1	1	0	0	1	7
08:15 AM	0	0	1	1	1	1	2	4	0	2	1	3	1	0	0	1	9
Total Volume	0	3	1	4	7	3	3	13	0	6	3	9	2	0	0	2	28
% App. Total	0	75	25		53.8	23.1	23.1		0	66.7	33.3		100	0	0		
PHF	.000	.375	.250	.500	.583	.375	.375	.813	.000	.500	.750	.750	.500	.000	.000	.500	.778

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	2	0	0	2	0	<b>3</b>	0	<b>3</b>	0	0	0	0
+15 mins.	0	<b>2</b>	0	<b>2</b>	1	<b>2</b>	0	3	0	1	<b>1</b>	2	0	0	0	0
+30 mins.	0	1	0	1	<b>3</b>	0	1	<b>4</b>	0	0	1	1	<b>1</b>	0	0	<b>1</b>
+45 mins.	0	0	<b>1</b>	1	1	1	<b>2</b>	4	0	2	1	3	1	0	0	1
Total Volume	0	3	1	4	7	3	3	13	0	6	3	9	2	0	0	2
% App. Total	0	75	25		53.8	23.1	23.1		0	66.7	33.3		100	0	0	
PHF	.000	.375	.250	.500	.583	.375	.375	.813	.000	.500	.750	.750	.500	.000	.000	.500

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

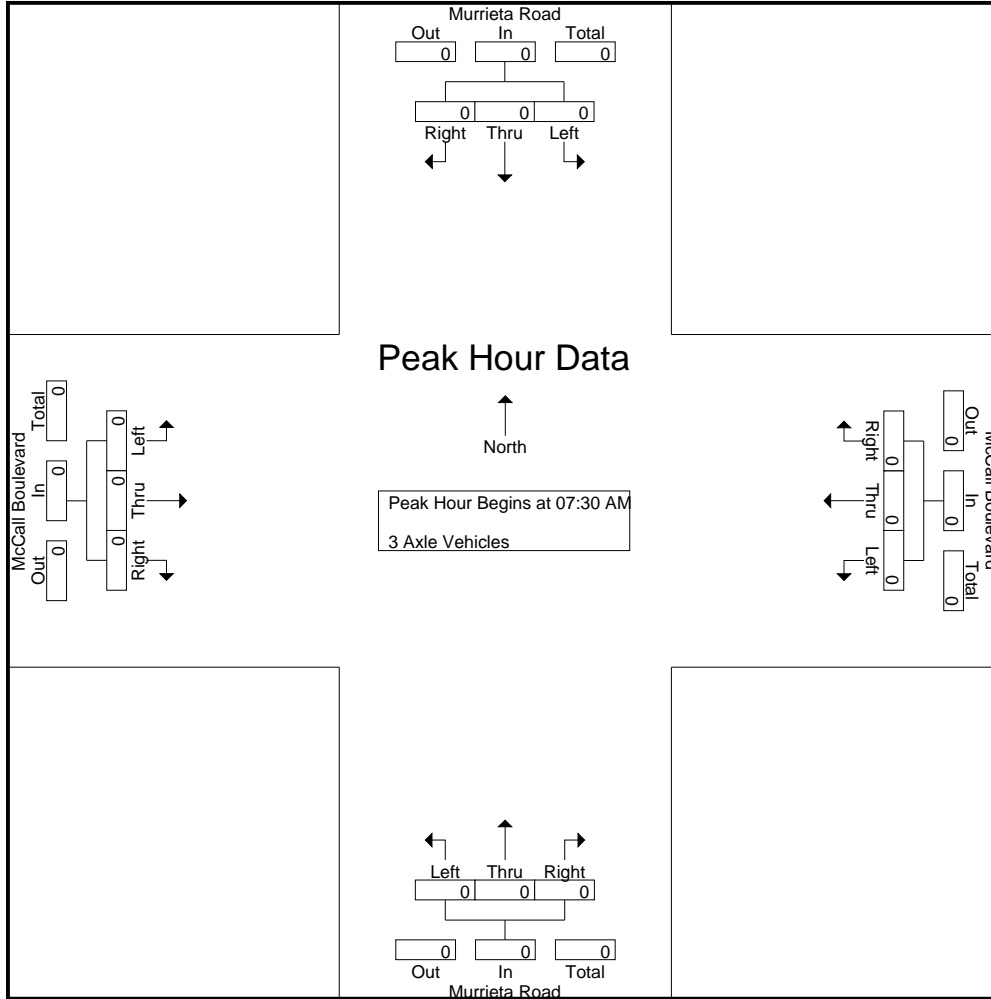
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	0	3
Apprch %	100	0	0		100	0	0		0	0	100		0	0	0			
Total %	33.3	0	0	33.3	33.3	0	0	33.3	0	0	33.3	33.3	0	0	0	0		

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

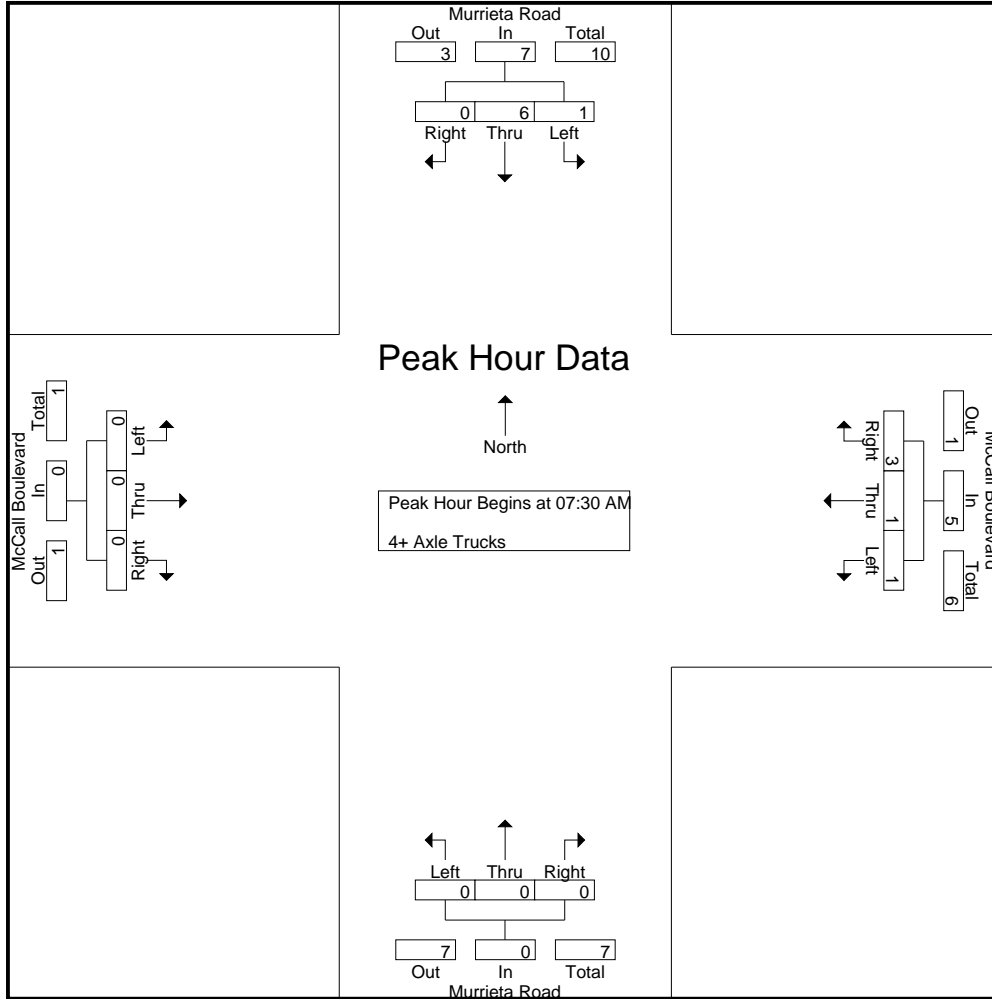
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	1	1	0	0	1	1	0	1	0	1	0	4
07:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
Total	2	4	0	6	1	0	2	3	0	0	1	1	0	1	0	1	0	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	2	0	1	2	3	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	3	0	0	3	0	2	2	4	0	1	0	1	0	0	0	0	0	8
Total	3	3	0	6	0	3	4	7	0	1	0	1	0	0	0	0	0	14
Grand Total	5	7	0	12	1	3	6	10	0	1	1	2	0	1	0	1	0	25
Apprch %	41.7	58.3	0		10	30	60		0	50	50		0	100	0			
Total %	20	28	0	48	4	12	24	40	0	4	4	8	0	4	0	4		

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	2	0	1	2	3	0	0	0	0	0	0	0	0	0	5
Total Volume	1	6	0	7	1	1	3	5	0	0	0	0	0	0	0	0	0	12
% App. Total	14.3	85.7	0		20	20	60		0	0	0		0	0	0			
PHF	.250	.750	.000	.875	.250	.250	.375	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.600

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	1	1	0	2	0	0	1	1	0	0	0	0	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	1	2	3	0	0	0	0	0	0	0	0
Total Volume	1	6	0	7	1	1	3	5	0	0	0	0	0	0	0	0
% App. Total	14.3	85.7	0		20	20	60		0	0	0		0	0	0	
PHF	.250	.750	.000	.875	.250	.250	.375	.417	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

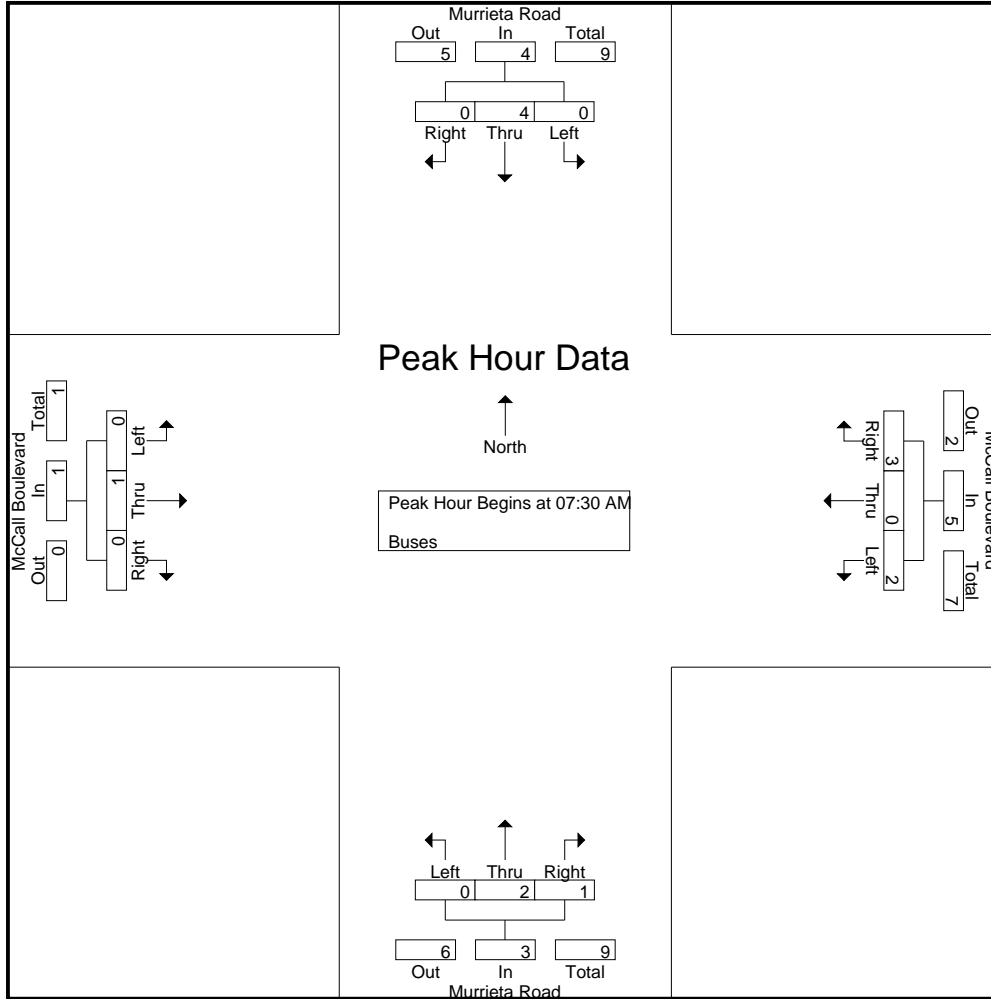
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	3	0	3	1	0	1	2	0	2	1	3	0	0	0	0	0	8
08:00 AM	0	1	0	1	0	0	3	3	0	0	0	0	0	1	0	1	1	5
08:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	2	0	3	5	0	1	1	2	0	1	0	1	1	10
Grand Total	0	5	0	5	3	0	4	7	0	3	2	5	0	1	0	1	1	18
Apprch %	0	100	0		42.9	0	57.1		0	60	40		0	100	0			
Total %	0	27.8	0	27.8	16.7	0	22.2	38.9	0	16.7	11.1	27.8	0	5.6	0	5.6		

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	3	3	0	0	0	0	0	1	0	1	1	5
08:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
Total Volume	0	4	0	4	2	0	3	5	0	2	1	3	0	1	0	1	1	13
% App. Total	0	100	0		40	0	60		0	66.7	33.3		0	100	0			
PHF	.000	1.00	.000	1.00	.250	.000	.250	.417	.000	.250	.250	.375	.000	.250	.000	.250	.650	

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	3	3	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	2	0	3	5	0	2	1	3	0	1	0	1
% App. Total	0	100	0	0	40	0	60	0	0	66.7	33.3	0	0	100	0	0
PHF	.000	1.000	.000	1.000	.250	.000	.250	.417	.000	.250	.250	.375	.000	.250	.000	.250



City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

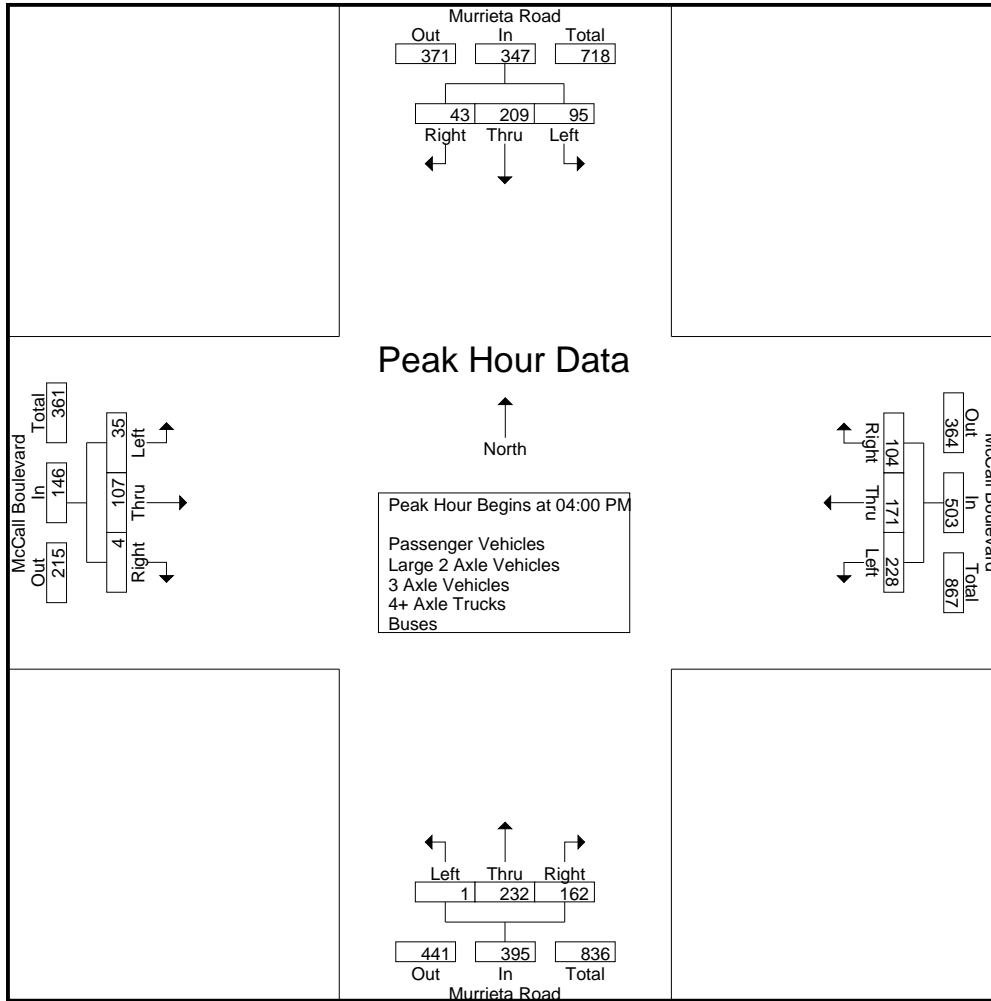
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	51	15	96	57	40	32	129	0	62	48	110	10	24	1	35	370
04:15 PM	14	58	11	83	61	36	25	122	0	60	42	102	6	28	0	34	341
04:30 PM	21	50	7	78	54	39	27	120	1	61	33	95	8	27	2	37	330
04:45 PM	30	50	10	90	56	56	20	132	0	49	39	88	11	28	1	40	350
<b>Total</b>	<b>95</b>	<b>209</b>	<b>43</b>	<b>347</b>	<b>228</b>	<b>171</b>	<b>104</b>	<b>503</b>	<b>1</b>	<b>232</b>	<b>162</b>	<b>395</b>	<b>35</b>	<b>107</b>	<b>4</b>	<b>146</b>	<b>1391</b>
05:00 PM	17	40	7	64	59	51	15	125	0	49	37	86	11	25	2	38	313
05:15 PM	20	51	15	86	54	44	28	126	0	55	44	99	7	25	1	33	344
05:30 PM	23	32	11	66	59	53	23	135	0	53	41	94	9	28	0	37	332
05:45 PM	24	51	3	78	49	53	27	129	1	43	37	81	4	12	0	16	304
<b>Total</b>	<b>84</b>	<b>174</b>	<b>36</b>	<b>294</b>	<b>221</b>	<b>201</b>	<b>93</b>	<b>515</b>	<b>1</b>	<b>200</b>	<b>159</b>	<b>360</b>	<b>31</b>	<b>90</b>	<b>3</b>	<b>124</b>	<b>1293</b>
<b>Grand Total</b>	<b>179</b>	<b>383</b>	<b>79</b>	<b>641</b>	<b>449</b>	<b>372</b>	<b>197</b>	<b>1018</b>	<b>2</b>	<b>432</b>	<b>321</b>	<b>755</b>	<b>66</b>	<b>197</b>	<b>7</b>	<b>270</b>	<b>2684</b>
Apprch %	27.9	59.8	12.3		44.1	36.5	19.4		0.3	57.2	42.5		24.4	73	2.6		
Total %	6.7	14.3	2.9	23.9	16.7	13.9	7.3	37.9	0.1	16.1	12	28.1	2.5	7.3	0.3	10.1	
Passenger Vehicles	176	379	79	634	443	366	196	1005	2	414	316	732	64	192	7	263	2634
% Passenger Vehicles	98.3	99	100	98.9	98.7	98.4	99.5	98.7	100	95.8	98.4	97	97	97.5	100	97.4	98.1
Large 2 Axle Vehicles	2	4	0	6	3	5	0	8	0	10	4	14	1	2	0	3	31
% Large 2 Axle Vehicles	1.1	1	0	0.9	0.7	1.3	0	0.8	0	2.3	1.2	1.9	1.5	1	0	1.1	1.2
3 Axle Vehicles	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
% 3 Axle Vehicles	0	0	0	0	0.2	0	0	0.1	0	0.2	0	0.1	0	0.5	0	0.4	0.1
4+ Axle Trucks	0	0	0	0	1	1	0	2	0	6	0	6	0	2	0	2	10
% 4+ Axle Trucks	0	0	0	0	0.2	0.3	0	0.2	0	1.4	0	0.8	0	1	0	0.7	0.4
Buses	1	0	0	1	1	0	1	2	0	1	1	2	1	0	0	1	6
% Buses	0.6	0	0	0.2	0.2	0	0.5	0.2	0	0.2	0.3	0.3	1.5	0	0	0.4	0.2

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	<b>30</b>	51	<b>15</b>	<b>96</b>	57	40	<b>32</b>	129	0	<b>62</b>	<b>48</b>	<b>110</b>	10	24	1	35	<b>370</b>
04:15 PM	14	<b>58</b>	11	83	<b>61</b>	36	25	122	0	60	42	102	6	<b>28</b>	0	34	341
04:30 PM	21	50	7	78	54	39	27	120	<b>1</b>	61	33	95	8	27	<b>2</b>	37	330
04:45 PM	30	50	10	90	56	<b>56</b>	20	<b>132</b>	0	49	39	88	<b>11</b>	28	1	<b>40</b>	350
Total Volume	95	209	43	347	228	171	104	503	1	232	162	395	35	107	4	146	1391
% App. Total	27.4	60.2	12.4		45.3	34	20.7		0.3	58.7	41		24	73.3	2.7		
PHF	.792	.901	.717	.904	.934	.763	.813	.953	.250	.935	.844	.898	.795	.955	.500	.913	.940

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	<b>30</b>	<b>51</b>	<b>15</b>	<b>96</b>	<b>56</b>	<b>56</b>	20	132	0	<b>62</b>	<b>48</b>	<b>110</b>	6	<b>28</b>	0	34
+15 mins.	14	<b>58</b>	11	83	<b>59</b>	51	15	125	0	60	42	102	8	27	<b>2</b>	37
+30 mins.	21	50	7	78	54	44	<b>28</b>	126	<b>1</b>	61	33	95	<b>11</b>	28	1	<b>40</b>
+45 mins.	30	50	10	90	59	53	23	<b>135</b>	0	49	39	88	11	25	2	38
Total Volume	95	209	43	347	228	204	86	518	1	232	162	395	36	108	5	149
% App. Total	27.4	60.2	12.4		44	39.4	16.6		0.3	58.7	41		24.2	72.5	3.4	
PHF	.792	.901	.717	.904	.966	.911	.768	.959	.250	.935	.844	.898	.818	.964	.625	.931

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

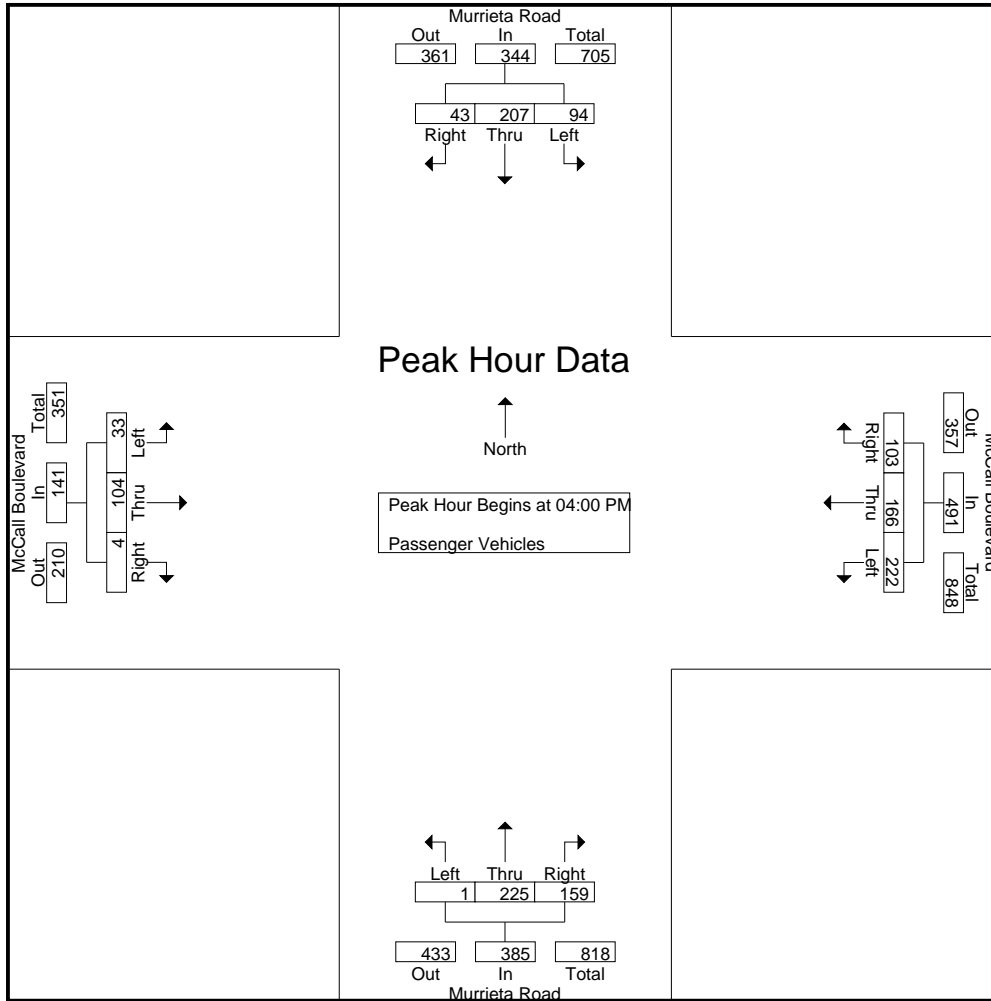
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	51	15	95	56	39	31	126	0	60	48	108	9	24	1	34	363
04:15 PM	14	56	11	81	60	35	25	120	0	57	41	98	6	28	0	34	333
04:30 PM	21	50	7	78	51	39	27	117	1	60	32	93	8	26	2	36	324
04:45 PM	30	50	10	90	55	53	20	128	0	48	38	86	10	26	1	37	341
Total	94	207	43	344	222	166	103	491	1	225	159	385	33	104	4	141	1361
05:00 PM	17	40	7	64	59	51	15	125	0	48	36	84	11	25	2	38	311
05:15 PM	18	51	15	84	54	44	28	126	0	52	44	96	7	23	1	31	337
05:30 PM	23	31	11	65	59	52	23	134	0	49	40	89	9	28	0	37	325
05:45 PM	24	50	3	77	49	53	27	129	1	40	37	78	4	12	0	16	300
Total	82	172	36	290	221	200	93	514	1	189	157	347	31	88	3	122	1273
Grand Total	176	379	79	634	443	366	196	1005	2	414	316	732	64	192	7	263	2634
Apprch %	27.8	59.8	12.5		44.1	36.4	19.5		0.3	56.6	43.2		24.3	73	2.7		
Total %	6.7	14.4	3	24.1	16.8	13.9	7.4	38.2	0.1	15.7	12	27.8	2.4	7.3	0.3	10	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	51	<b>15</b>	<b>95</b>	56	39	<b>31</b>	126	0	<b>60</b>	<b>48</b>	<b>108</b>	9	24	1	34	<b>363</b>
04:15 PM	14	<b>56</b>	11	81	<b>60</b>	35	25	120	0	57	41	98	6	<b>28</b>	0	34	333
04:30 PM	21	50	7	78	51	39	27	117	<b>1</b>	60	32	93	8	26	<b>2</b>	36	324
04:45 PM	<b>30</b>	50	10	90	55	<b>53</b>	20	<b>128</b>	0	48	38	86	<b>10</b>	26	1	<b>37</b>	341
Total Volume	94	207	43	344	222	166	103	491	1	225	159	385	33	104	4	141	1361
% App. Total	27.3	60.2	12.5		45.2	33.8	21		0.3	58.4	41.3		23.4	73.8	2.8		
PHF	.783	.924	.717	.905	.925	.783	.831	.959	.250	.938	.828	.891	.825	.929	.500	.953	.937

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 Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	29	51	15	95	56	39	31	126	0	60	48	108	9	24	1	34
+15 mins.	14	56	11	81	60	35	25	120	0	57	41	98	6	28	0	34
+30 mins.	21	50	7	78	51	39	27	117	1	60	32	93	8	26	2	36
+45 mins.	30	50	10	90	55	53	20	128	0	48	38	86	10	26	1	37
Total Volume	94	207	43	344	222	166	103	491	1	225	159	385	33	104	4	141
% App. Total	27.3	60.2	12.5		45.2	33.8	21		0.3	58.4	41.3		23.4	73.8	2.8	
PHF	.783	.924	.717	.905	.925	.783	.831	.959	.250	.938	.828	.891	.825	.929	.500	.953

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

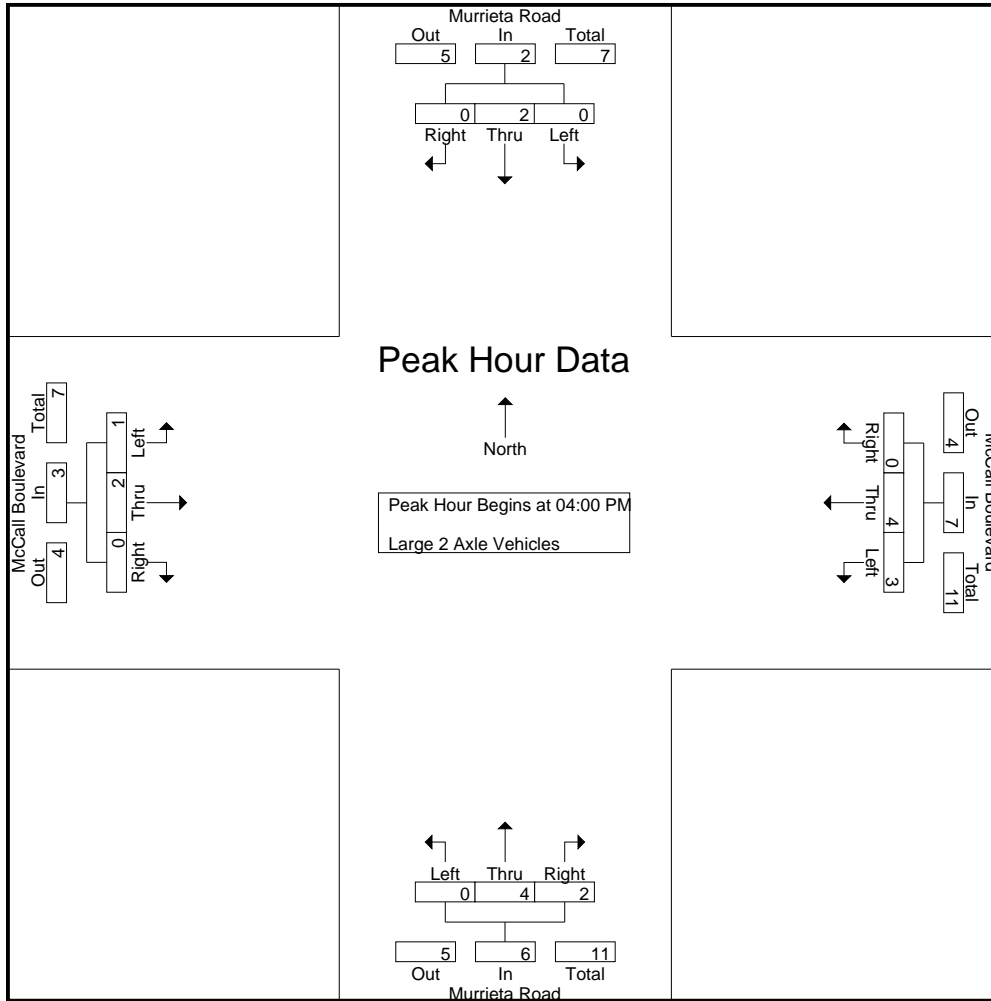
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
04:30 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	1	1	0	2	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>18</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Grand Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>31</b>
Apprch %	33.3	66.7	0		37.5	62.5	0		0	71.4	28.6		33.3	66.7	0		
Total %	6.5	12.9	0	19.4	9.7	16.1	0	25.8	0	32.3	12.9	45.2	3.2	6.5	0	9.7	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
04:30 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	1	1	0	2	6
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>18</b>
% App. Total	0	100	0		42.9	57.1	0		0	66.7	33.3		33.3	66.7	0		
PHF	.000	.250	.000	.250	.375	.333	.000	.583	.000	.500	.500	.500	.250	.500	.000	.375	.750

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

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	1	1	0	2	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	1	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	3	0	3	0	0	1	1	1	1	0	2
Total Volume	0	2	0	2	3	4	0	7	0	4	2	6	1	2	0	3
% App. Total	0	100	0	0	42.9	57.1	0	0	0	66.7	33.3	0	33.3	66.7	0	0
PHF	.000	.250	.000	.250	.375	.333	.000	.583	.000	.500	.500	.500	.250	.500	.000	.375

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

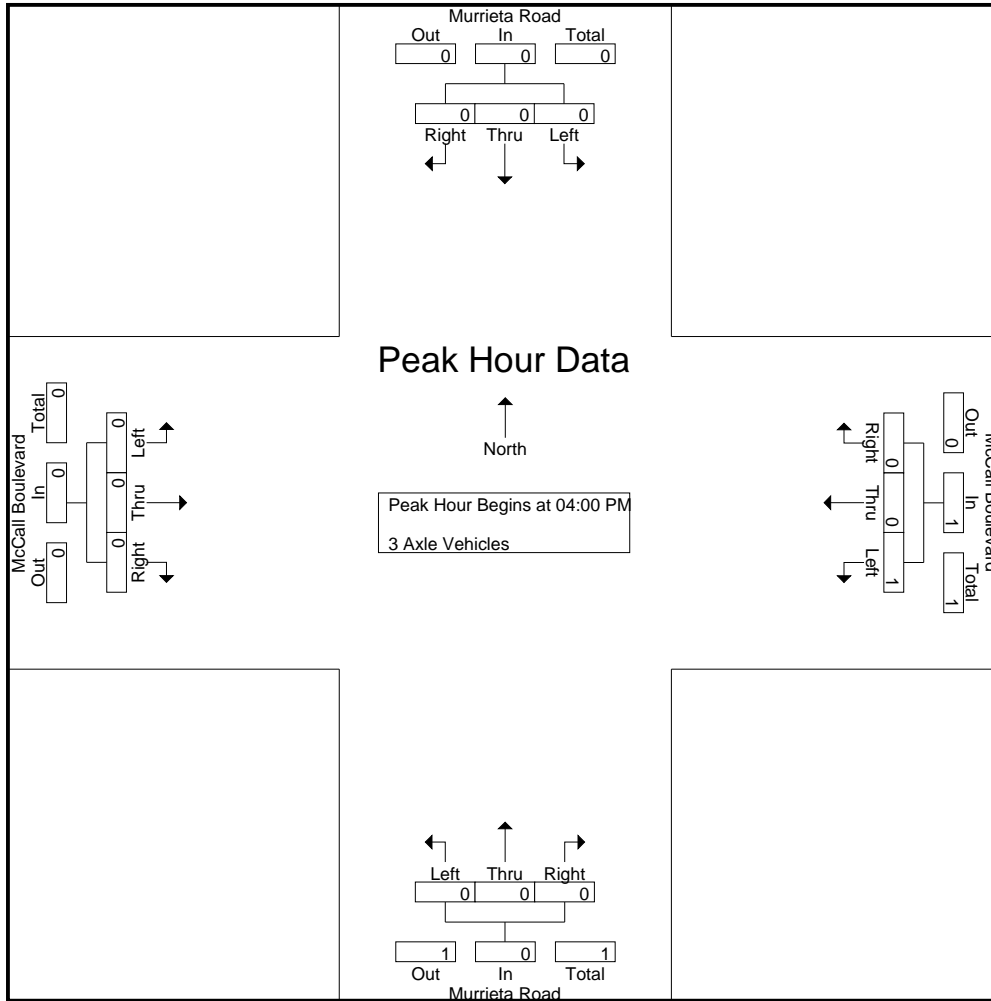
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Grand Total	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
Apprch %	0	0	0		100	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	33.3	0	0	33.3	0	33.3	0	33.3	0	33.3	0	33.3	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.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 Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000



City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

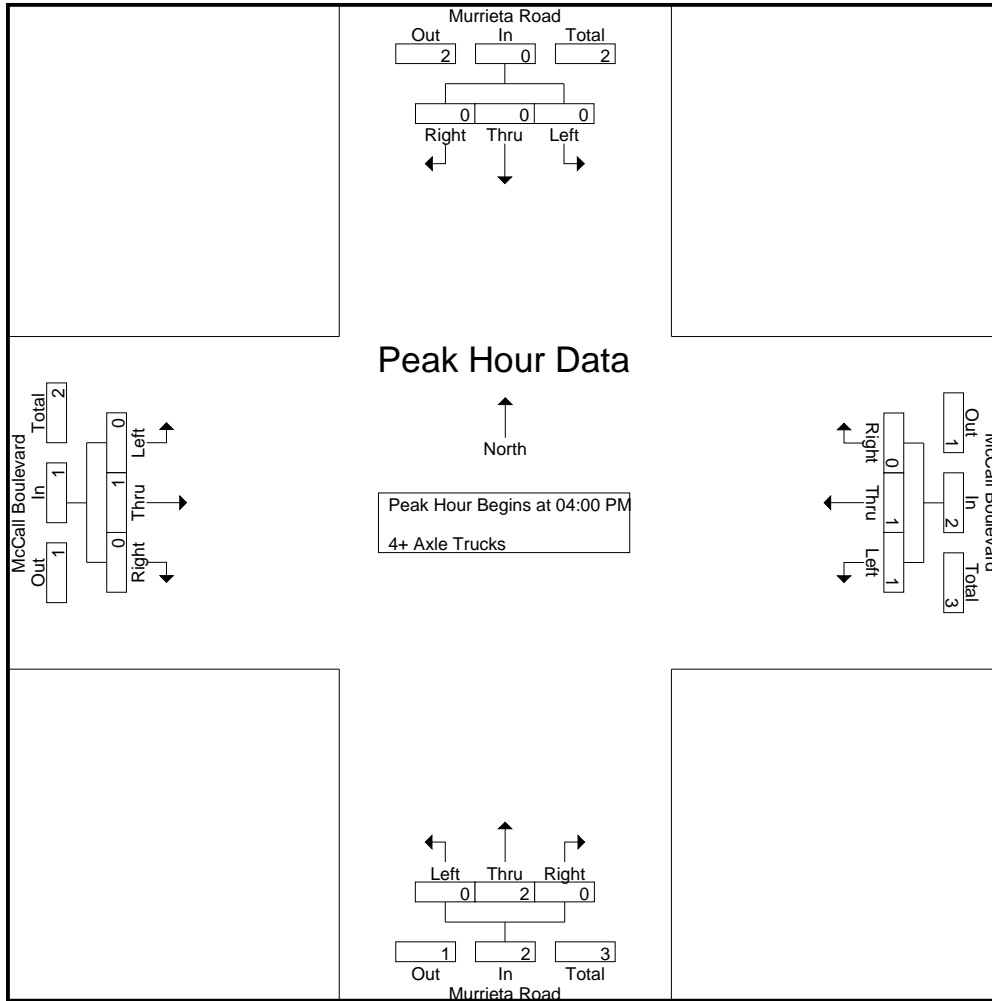
Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	2	0	2	0	2	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
Grand Total	0	0	0	0	1	1	0	2	0	6	0	6	0	2	0	2	10
Apprch %	0	0	0		50	50	0		0	100	0		0	100	0		
Total %	0	0	0		10	10	0	20	0	60	0	60	0	20	0	20	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
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	1	0	1	2
Total Volume	0	0	0	0	1	1	0	2	0	2	0	2	0	1	0	1	5
% App. Total	0	0	0		50	50	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.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 Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	0	0	0	0	0	1	0	1	0	1	0	1	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	1	0	1
Total Volume	0	0	0	0	1	1	0	2	0	2	0	2	0	1	0	1
% App. Total	0	0	0	0	50	50	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

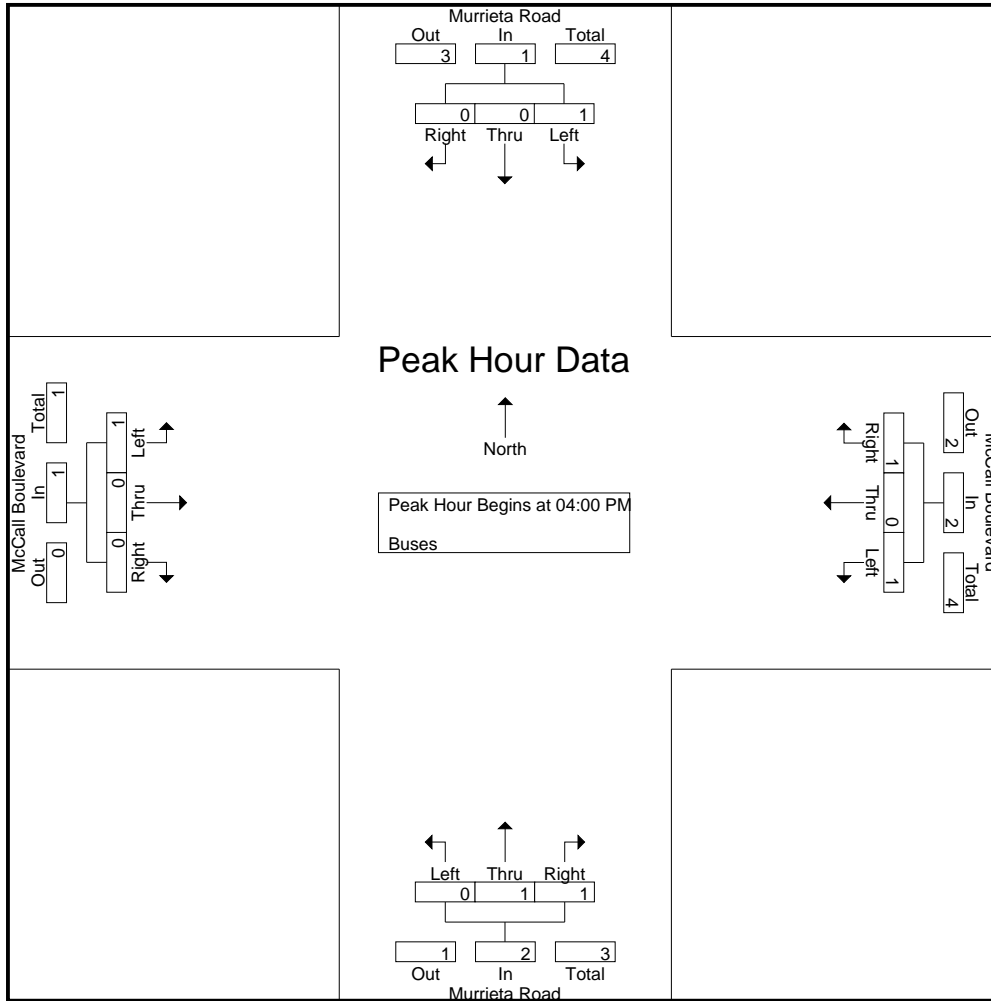
Groups Printed- Buses

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	1	0	1	2	0	1	1	2	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	1	0	1	2	0	1	1	2	1	0	0	1	6
Apprch %	100	0	0		50	0	50		0	50	50		100	0	0		
Total %	16.7	0	0	16.7	16.7	0	16.7	33.3	0	16.7	16.7	33.3	16.7	0	0	16.7	

Start Time	Murrieta Road Southbound				McCall Boulevard Westbound				Murrieta Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	0	0	1	1	0	1	2	0	1	1	2	1	0	0	1	6
% App. Total	100	0	0		50	0	50		0	50	50		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.250	.500	.000	.250	.250	.500	.250	.000	.000	.250	.500

City of Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 05\_MEN\_Murr\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	1	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	0	0	1	1	0	1	2	0	1	1	2	1	0	0	1
% App. Total	100	0	0	100	50	0	50	100	0	50	50	100	100	0	0	100
PHF	.250	.000	.000	.250	.250	.000	.250	.500	.000	.250	.250	.500	.250	.000	.000	.250

Location: Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg McCall Boulevard	South Leg Murrieta Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	1	0	0	2
TOTAL VOLUMES:	2	1	0	3	6

	North Leg Murrieta Road	East Leg McCall Boulevard	South Leg Murrieta Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	3	1	1	3	8
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	1	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	1	2	4	10

Location: Menifee  
 N/S: Murrieta Road  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Murrieta Road			Westbound McCall Boulevard			Northbound Murrieta Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Murrieta Road			Westbound McCall Boulevard			Northbound Murrieta Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

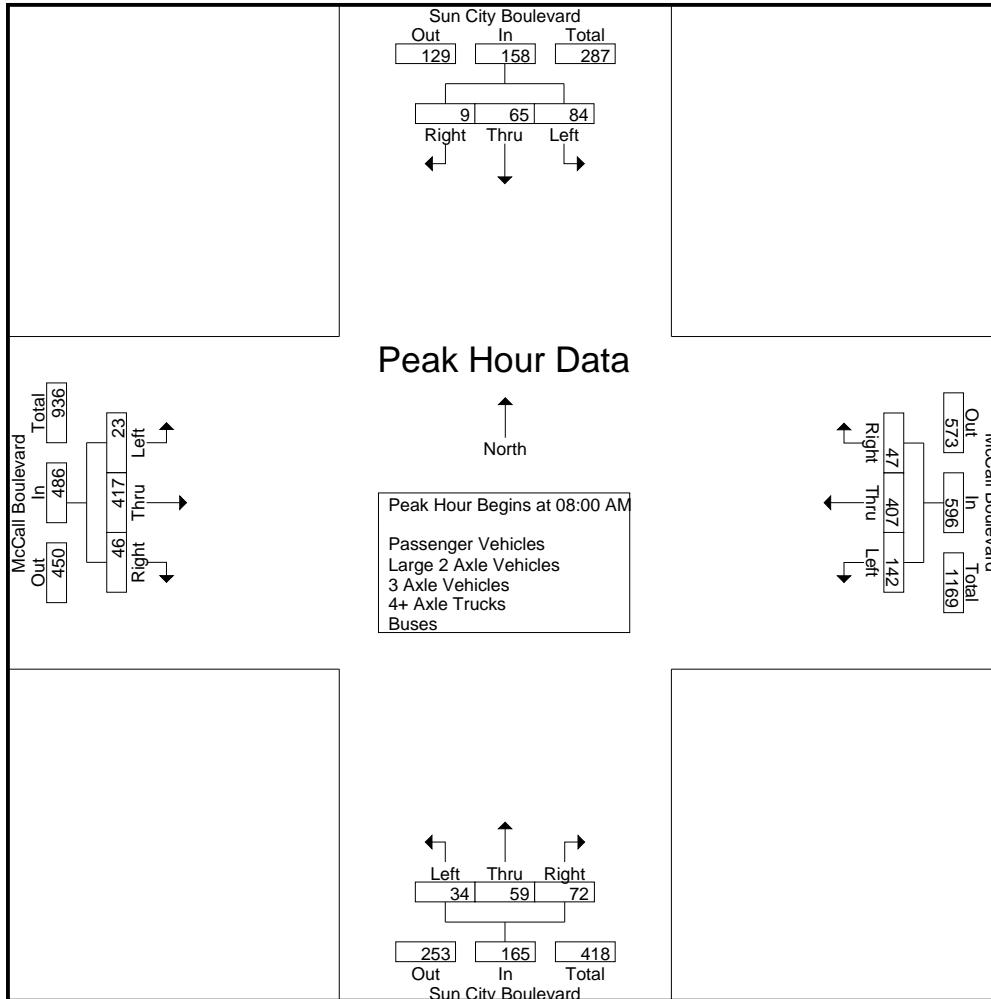
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	8	0	23	11	76	7	94	5	8	12	25	2	74	8	84	226
07:15 AM	21	8	5	34	19	99	4	122	2	5	7	14	2	85	6	93	263
07:30 AM	16	10	1	27	19	88	7	114	6	12	10	28	4	106	3	113	282
07:45 AM	12	16	2	30	35	113	9	157	8	8	13	29	4	118	9	131	347
<b>Total</b>	<b>64</b>	<b>42</b>	<b>8</b>	<b>114</b>	<b>84</b>	<b>376</b>	<b>27</b>	<b>487</b>	<b>21</b>	<b>33</b>	<b>42</b>	<b>96</b>	<b>12</b>	<b>383</b>	<b>26</b>	<b>421</b>	<b>1118</b>
08:00 AM	18	12	1	31	31	87	13	131	9	17	12	38	6	111	10	127	327
08:15 AM	13	13	2	28	35	104	7	146	8	13	22	43	3	112	8	123	340
08:30 AM	24	19	3	46	37	99	11	147	10	15	17	42	10	92	11	113	348
08:45 AM	29	21	3	53	39	117	16	172	7	14	21	42	4	102	17	123	390
<b>Total</b>	<b>84</b>	<b>65</b>	<b>9</b>	<b>158</b>	<b>142</b>	<b>407</b>	<b>47</b>	<b>596</b>	<b>34</b>	<b>59</b>	<b>72</b>	<b>165</b>	<b>23</b>	<b>417</b>	<b>46</b>	<b>486</b>	<b>1405</b>
<b>Grand Total</b>	<b>148</b>	<b>107</b>	<b>17</b>	<b>272</b>	<b>226</b>	<b>783</b>	<b>74</b>	<b>1083</b>	<b>55</b>	<b>92</b>	<b>114</b>	<b>261</b>	<b>35</b>	<b>800</b>	<b>72</b>	<b>907</b>	<b>2523</b>
Apprch %	54.4	39.3	6.2		20.9	72.3	6.8		21.1	35.2	43.7		3.9	88.2	7.9		
Total %	5.9	4.2	0.7	10.8	9	31	2.9	42.9	2.2	3.6	4.5	10.3	1.4	31.7	2.9	35.9	
Passenger Vehicles	145	103	17	265	223	740	72	1035	53	88	107	248	33	779	72	884	2432
% Passenger Vehicles	98	96.3	100	97.4	98.7	94.5	97.3	95.6	96.4	95.7	93.9	95	94.3	97.4	100	97.5	96.4
Large 2 Axle Vehicles	2	2	0	4	1	23	1	25	0	2	2	4	1	7	0	8	41
% Large 2 Axle Vehicles	1.4	1.9	0	1.5	0.4	2.9	1.4	2.3	0	2.2	1.8	1.5	2.9	0.9	0	0.9	1.6
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	1	1	0	2	2	13	0	15	0	0	2	2	1	7	0	8	27
% 4+ Axle Trucks	0.7	0.9	0	0.7	0.9	1.7	0	1.4	0	0	1.8	0.8	2.9	0.9	0	0.9	1.1
Buses	0	1	0	1	0	6	1	7	2	2	3	7	0	5	0	5	20
% Buses	0	0.9	0	0.4	0	0.8	1.4	0.6	3.6	2.2	2.6	2.7	0	0.6	0	0.6	0.8

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	18	12	1	31	31	87	13	131	9	<b>17</b>	12	38	6	111	10	<b>127</b>	327
08:15 AM	13	13	2	28	35	104	7	146	8	13	<b>22</b>	<b>43</b>	3	<b>112</b>	8	123	340
08:30 AM	24	19	<b>3</b>	46	37	99	11	147	<b>10</b>	15	17	42	<b>10</b>	92	11	113	348
08:45 AM	<b>29</b>	<b>21</b>	<b>3</b>	<b>53</b>	<b>39</b>	<b>117</b>	<b>16</b>	<b>172</b>	7	14	21	42	4	102	<b>17</b>	123	<b>390</b>
Total Volume	84	65	9	158	142	407	47	596	34	59	72	165	23	417	46	486	1405
% App. Total	53.2	41.1	5.7		23.8	68.3	7.9		20.6	35.8	43.6		4.7	85.8	9.5		
PHF	.724	.774	.750	.745	.910	.870	.734	.866	.850	.868	.818	.959	.575	.931	.676	.957	.901

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	18	12	1	31	31	87	13	131	9	<b>17</b>	12	38	4	106	3	113
+15 mins.	13	13	2	28	35	104	7	146	8	13	<b>22</b>	<b>43</b>	4	<b>118</b>	9	<b>131</b>
+30 mins.	24	19	<b>3</b>	46	37	99	11	147	<b>10</b>	15	17	42	<b>6</b>	111	<b>10</b>	127
+45 mins.	<b>29</b>	<b>21</b>	3	<b>53</b>	<b>39</b>	<b>117</b>	<b>16</b>	<b>172</b>	7	14	21	42	3	112	8	123
Total Volume	84	65	9	158	142	407	47	596	34	59	72	165	17	447	30	494
% App. Total	53.2	41.1	5.7		23.8	68.3	7.9		20.6	35.8	43.6		3.4	90.5	6.1	
PHF	.724	.774	.750	.745	.910	.870	.734	.866	.850	.868	.818	.959	.708	.947	.750	.943



City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

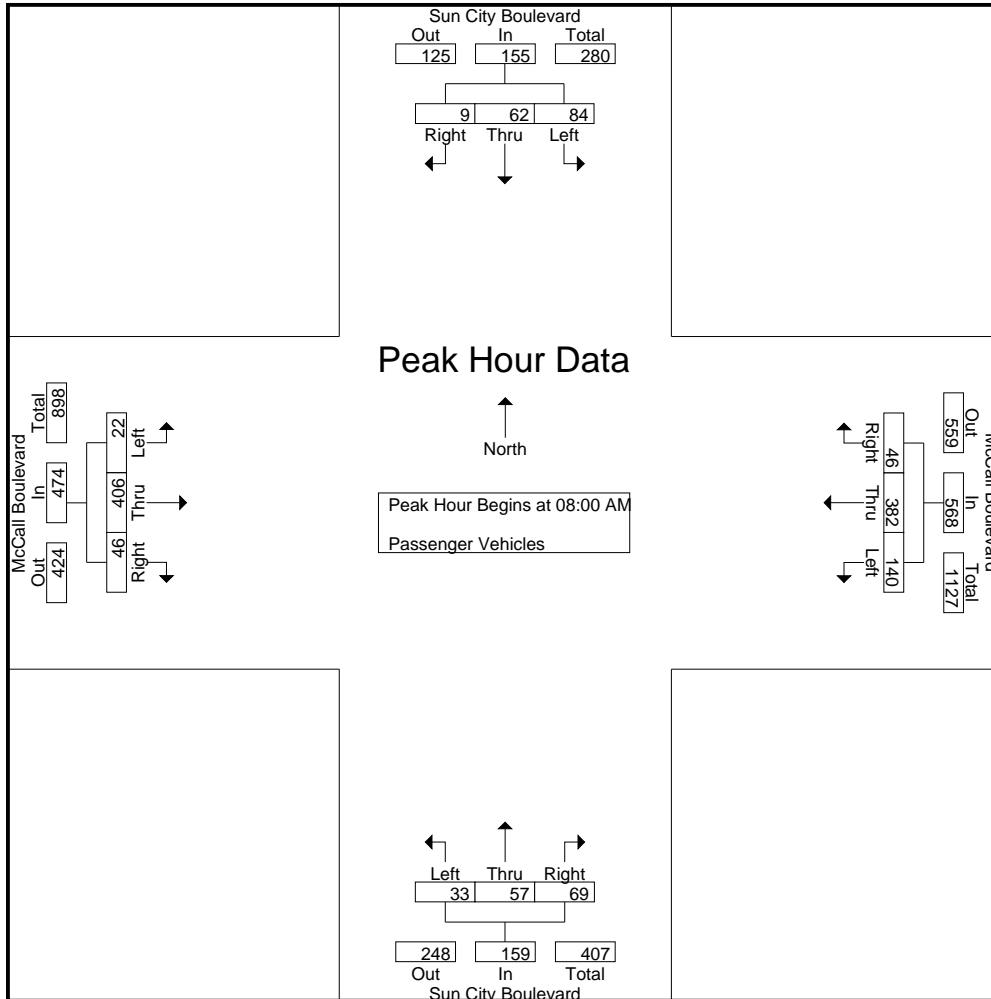
Groups Printed- Passenger Vehicles

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	8	0	23	11	73	7	91	4	6	11	21	2	70	8	80	215
07:15 AM	21	8	5	34	19	94	4	117	2	5	7	14	2	82	6	90	255
07:30 AM	14	9	1	24	19	83	6	108	6	12	9	27	3	106	3	112	271
07:45 AM	11	16	2	29	34	108	9	151	8	8	11	27	4	115	9	128	335
Total	61	41	8	110	83	358	26	467	20	31	38	89	11	373	26	410	1076
08:00 AM	18	12	1	31	31	80	13	124	9	16	11	36	5	110	10	125	316
08:15 AM	13	10	2	25	34	96	6	136	7	13	21	41	3	109	8	120	322
08:30 AM	24	19	3	46	36	93	11	140	10	14	16	40	10	89	11	110	336
08:45 AM	29	21	3	53	39	113	16	168	7	14	21	42	4	98	17	119	382
Total	84	62	9	155	140	382	46	568	33	57	69	159	22	406	46	474	1356
Grand Total	145	103	17	265	223	740	72	1035	53	88	107	248	33	779	72	884	2432
Apprch %	54.7	38.9	6.4		21.5	71.5	7		21.4	35.5	43.1		3.7	88.1	8.1		
Total %	6	4.2	0.7	10.9	9.2	30.4	3	42.6	2.2	3.6	4.4	10.2	1.4	32	3	36.3	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	18	12	1	31	31	80	13	124	9	16	11	36	5	110	10	125	316
08:15 AM	13	10	2	25	34	96	6	136	7	13	21	41	3	109	8	120	322
08:30 AM	24	19	3	46	36	93	11	140	10	14	16	40	10	89	11	110	336
08:45 AM	29	21	3	53	39	113	16	168	7	14	21	42	4	98	17	119	382
Total Volume	84	62	9	155	140	382	46	568	33	57	69	159	22	406	46	474	1356
% App. Total	54.2	40	5.8		24.6	67.3	8.1		20.8	35.8	43.4		4.6	85.7	9.7		
PHF	.724	.738	.750	.731	.897	.845	.719	.845	.825	.891	.821	.946	.550	.923	.676	.948	.887

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	18	12	1	31	31	80	13	124	9	<b>16</b>	11	36	5	<b>110</b>	10	<b>125</b>
+15 mins.	13	10	2	25	34	96	6	136	7	13	<b>21</b>	41	3	109	8	120
+30 mins.	24	19	<b>3</b>	46	36	93	11	140	<b>10</b>	14	16	40	<b>10</b>	89	11	110
+45 mins.	<b>29</b>	<b>21</b>	3	<b>53</b>	<b>39</b>	<b>113</b>	<b>16</b>	<b>168</b>	7	14	21	<b>42</b>	4	98	<b>17</b>	119
Total Volume	84	62	9	155	140	382	46	568	33	57	69	159	22	406	46	474
% App. Total	54.2	40	5.8		24.6	67.3	8.1		20.8	35.8	43.4		4.6	85.7	9.7	
PHF	.724	.738	.750	.731	.897	.845	.719	.845	.825	.891	.821	.946	.550	.923	.676	.948

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

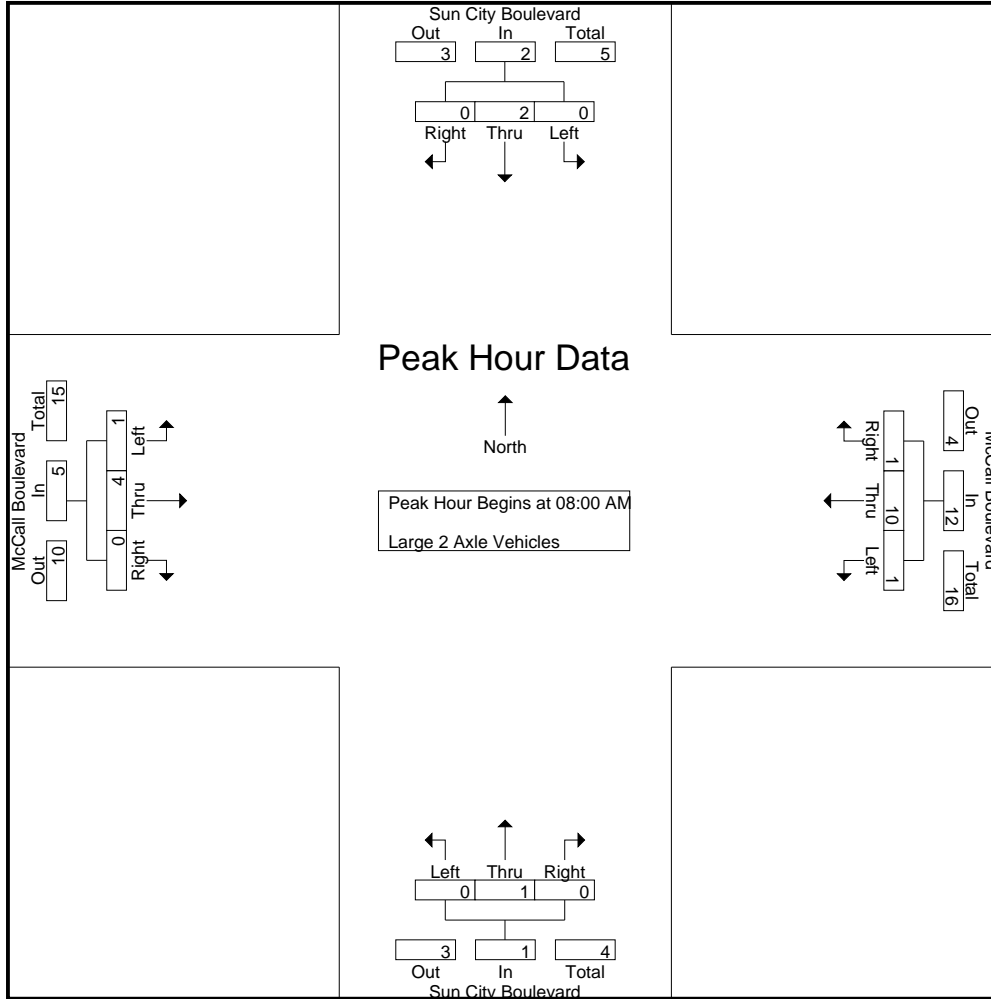
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	2	0	0	2	0	2	0	2	0	0	1	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	0	1	7
Total	2	0	0	2	0	13	0	13	0	1	2	3	0	3	0	3	21
08:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	1	0	0	1	5
08:15 AM	0	2	0	2	0	4	1	5	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	1	10	1	12	0	1	0	1	1	4	0	5	20
Grand Total	2	2	0	4	1	23	1	25	0	2	2	4	1	7	0	8	41
Apprch %	50	50	0		4	92	4		0	50	50		12.5	87.5	0		
Total %	4.9	4.9	0	9.8	2.4	56.1	2.4	61	0	4.9	4.9	9.8	2.4	17.1	0	19.5	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	1	0	0	1	5
08:15 AM	0	2	0	2	0	4	1	5	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	1	10	1	12	0	1	0	1	1	4	0	5	20
% App. Total	0	100	0		8.3	83.3	8.3		0	100	0		20	80	0		
PHF	.000	.250	.000	.250	.250	.625	.250	.600	.000	.250	.000	.250	.250	.500	.000	.625	.556

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

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	1	0	1	1	0	0	1
+15 mins.	0	2	0	2	0	4	1	5	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	1	10	1	12	0	1	0	1	1	4	0	5
% App. Total	0	100	0	0	8.3	83.3	8.3	8.3	0	100	0	0	20	80	0	0
PHF	.000	.250	.000	.250	.250	.625	.250	.600	.000	.250	.000	.250	.250	.500	.000	.625

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

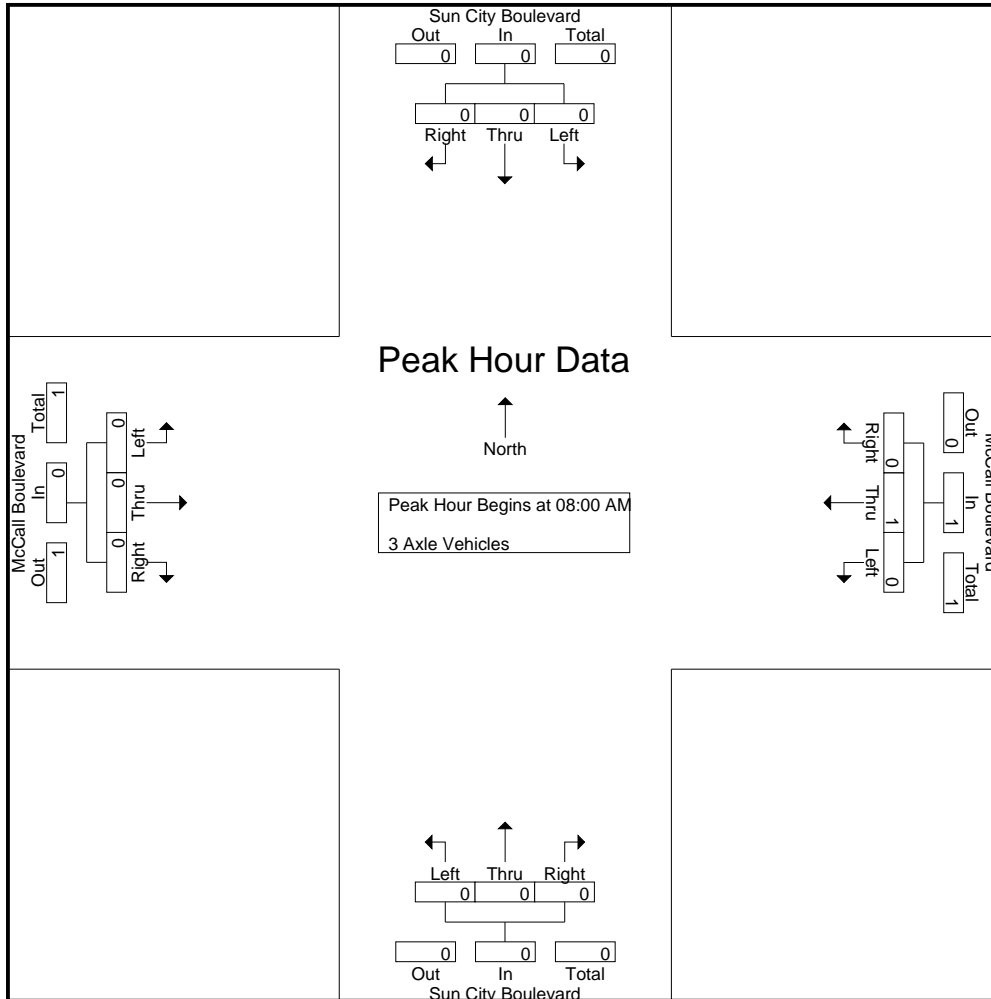
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	33.3	0	33.3	0	0	0		0	66.7	0	66.7	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 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	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

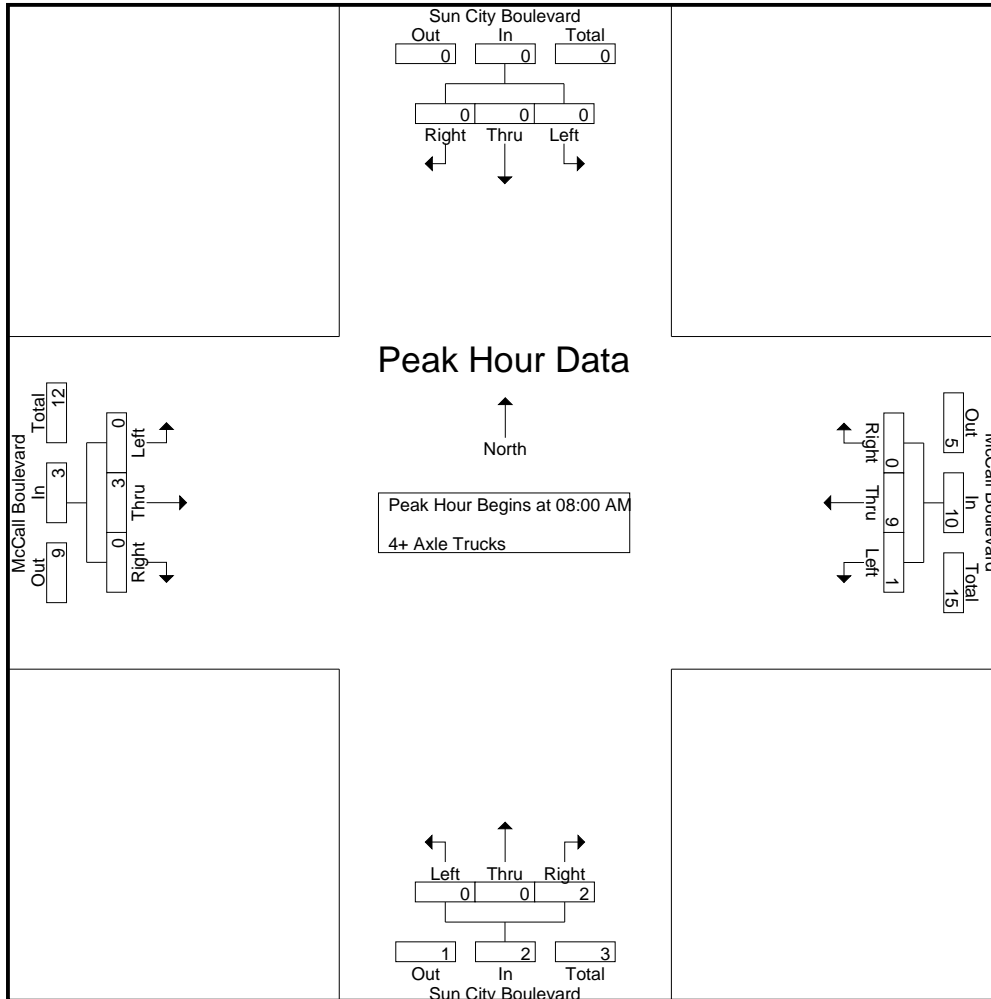
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	1	0	0	1	5
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
Total	1	1	0	2	1	4	0	5	0	0	0	0	1	4	0	5	12
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	1	9	0	10	0	0	2	2	0	3	0	3	15
Grand Total	1	1	0	2	2	13	0	15	0	0	2	2	1	7	0	8	27
Apprch %	50	50	0		13.3	86.7	0		0	0	100		12.5	87.5	0		
Total %	3.7	3.7	0	7.4	7.4	48.1	0	55.6	0	0	7.4	7.4	3.7	25.9	0	29.6	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	1	9	0	10	0	0	2	2	0	3	0	3	15
% App. Total	0	0	0		10	90	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.625	.000	.000	.500	.500	.000	.250	.000	.250	.625

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

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	1	9	0	10	0	0	2	2	0	3	0	3
% App. Total	0	0	0	0	10	90	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.250	.750	.000	.625	.000	.000	.500	.500	.000	.250	.000	.250



City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

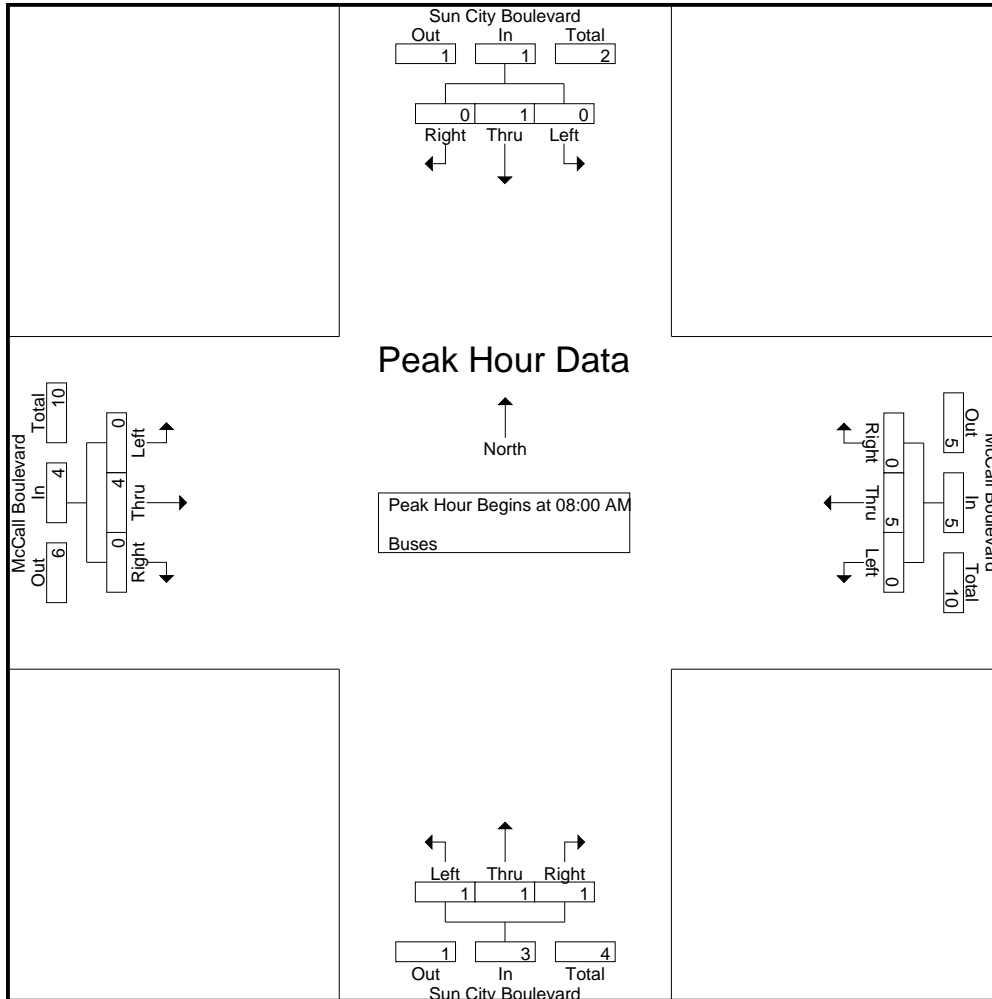
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total	0	0	0	0	0	1	1	2	1	1	2	4	0	1	0	1	7
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	5	0	5	1	1	1	3	0	4	0	4	13
Grand Total	0	1	0	1	0	6	1	7	2	2	3	7	0	5	0	5	20
Apprch %	0	100	0		0	85.7	14.3		28.6	28.6	42.9		0	100	0		
Total %	0	5	0	5	0	30	5	35	10	10	15	35	0	25	0	25	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	5	0	5	1	1	1	3	0	4	0	4	13
% App. Total	0	100	0		0	100	0		33.3	33.3	33.3		0	100	0		
PHF	.000	.250	.000	.250	.000	.417	.000	.417	.250	.250	.250	.375	.000	1.00	.000	1.00	.813

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

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	0	<b>1</b>	0	<b>1</b>
+15 mins.	0	<b>1</b>	0	<b>1</b>	0	1	0	1	<b>1</b>	0	0	1	0	1	0	1	
+30 mins.	0	0	0	0	0	1	0	1	0	<b>1</b>	<b>1</b>	<b>2</b>	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	1	0	1	0	5	0	5	1	1	1	3	0	4	0	4	
% App. Total	0	100	0	0	0	100	0	0	33.3	33.3	33.3	33.3	0	100	0	0	
PHF	.000	.250	.000	.250	.000	.417	.000	.417	.250	.250	.250	.375	.000	1.000	.000	1.000	

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

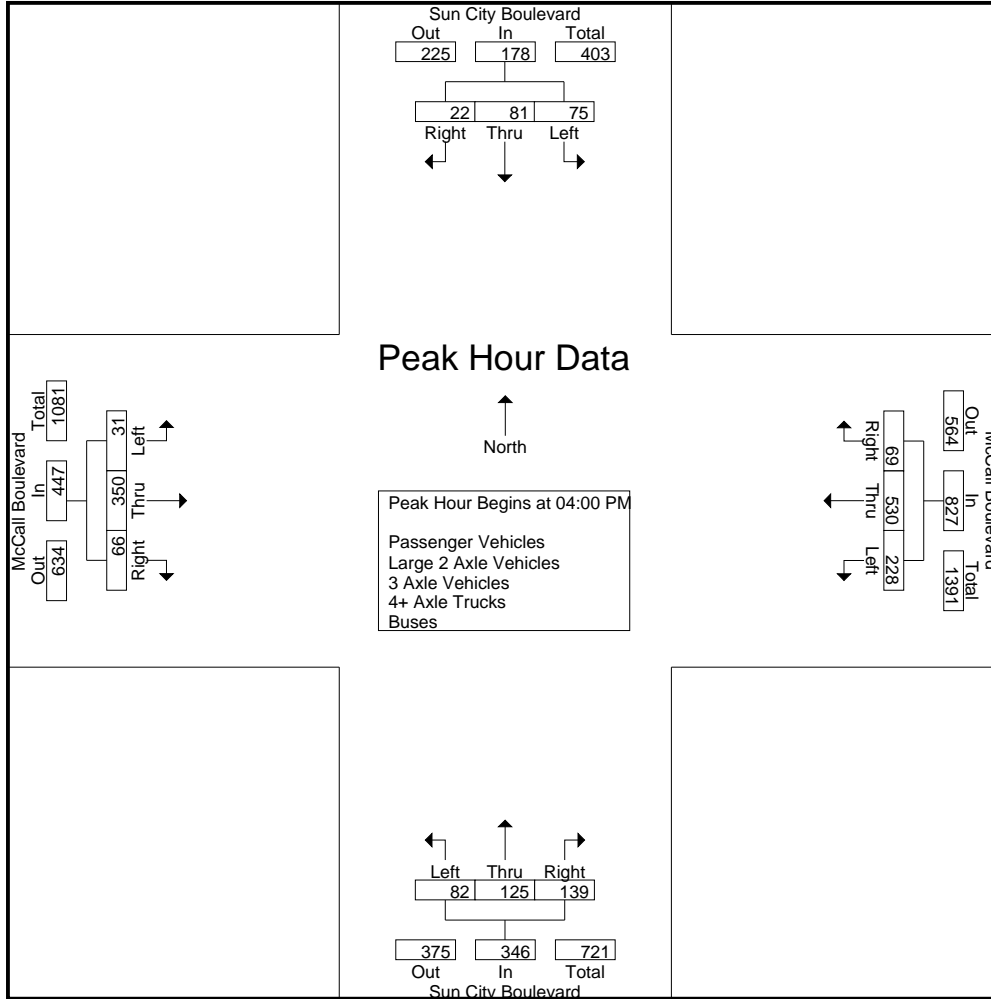
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	17	8	47	50	131	19	200	22	24	38	84	7	98	20	125	456
04:15 PM	17	26	5	48	75	130	17	222	27	34	31	92	10	83	15	108	470
04:30 PM	18	19	5	42	49	118	18	185	16	33	34	83	5	82	11	98	408
04:45 PM	18	19	4	41	54	151	15	220	17	34	36	87	9	87	20	116	464
Total	75	81	22	178	228	530	69	827	82	125	139	346	31	350	66	447	1798
05:00 PM	16	13	8	37	56	141	22	219	17	21	31	69	5	92	11	108	433
05:15 PM	14	19	4	37	44	144	12	200	22	38	31	91	5	78	18	101	429
05:30 PM	8	18	5	31	48	149	14	211	25	29	36	90	9	91	7	107	439
05:45 PM	17	11	1	29	43	130	17	190	10	24	35	69	9	90	4	103	391
Total	55	61	18	134	191	564	65	820	74	112	133	319	28	351	40	419	1692
Grand Total	130	142	40	312	419	1094	134	1647	156	237	272	665	59	701	106	866	3490
Apprch %	41.7	45.5	12.8		25.4	66.4	8.1		23.5	35.6	40.9		6.8	80.9	12.2		
Total %	3.7	4.1	1.1	8.9	12	31.3	3.8	47.2	4.5	6.8	7.8	19.1	1.7	20.1	3	24.8	
Passenger Vehicles	128	139	40	307	416	1079	132	1627	153	235	265	653	59	685	105	849	3436
% Passenger Vehicles	98.5	97.9	100	98.4	99.3	98.6	98.5	98.8	98.1	99.2	97.4	98.2	100	97.7	99.1	98	98.5
Large 2 Axle Vehicles	1	1	0	2	2	11	1	14	1	1	3	5	0	12	0	12	33
% Large 2 Axle Vehicles	0.8	0.7	0	0.6	0.5	1	0.7	0.9	0.6	0.4	1.1	0.8	0	1.7	0	1.4	0.9
3 Axle Vehicles	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0.7	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	2	0	3	0	0	2	2	0	2	0	2	7
% 4+ Axle Trucks	0	0	0	0	0.2	0.2	0	0.2	0	0	0.7	0.3	0	0.3	0	0.2	0.2
Buses	1	2	0	3	0	0	0	0	2	1	2	5	0	1	1	2	10
% Buses	0.8	1.4	0	1	0	0	0	0	1.3	0.4	0.7	0.8	0	0.1	0.9	0.2	0.3

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	22	17	8	47	50	131	19	200	22	24	38	84	7	98	20	125	456
04:15 PM	17	26	5	48	75	130	17	222	27	34	31	92	10	83	15	108	470
04:30 PM	18	19	5	42	49	118	18	185	16	33	34	83	5	82	11	98	408
04:45 PM	18	19	4	41	54	151	15	220	17	34	36	87	9	87	20	116	464
Total Volume	75	81	22	178	228	530	69	827	82	125	139	346	31	350	66	447	1798
% App. Total	42.1	45.5	12.4		27.6	64.1	8.3		23.7	36.1	40.2		6.9	78.3	14.8		
PHF	.852	.779	.688	.927	.760	.877	.908	.931	.759	.919	.914	.940	.775	.893	.825	.894	.956

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	22	17	8	47	54	151	15	220	22	24	38	84	7	98	20	125
+15 mins.	17	26	5	48	56	141	22	219	27	34	31	92	10	83	15	108
+30 mins.	18	19	5	42	44	144	12	200	16	33	34	83	5	82	11	98
+45 mins.	18	19	4	41	48	149	14	211	17	34	36	87	9	87	20	116
Total Volume	75	81	22	178	202	585	63	850	82	125	139	346	31	350	66	447
% App. Total	42.1	45.5	12.4		23.8	68.8	7.4		23.7	36.1	40.2		6.9	78.3	14.8	
PHF	.852	.779	.688	.927	.902	.969	.716	.966	.759	.919	.914	.940	.775	.893	.825	.894

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

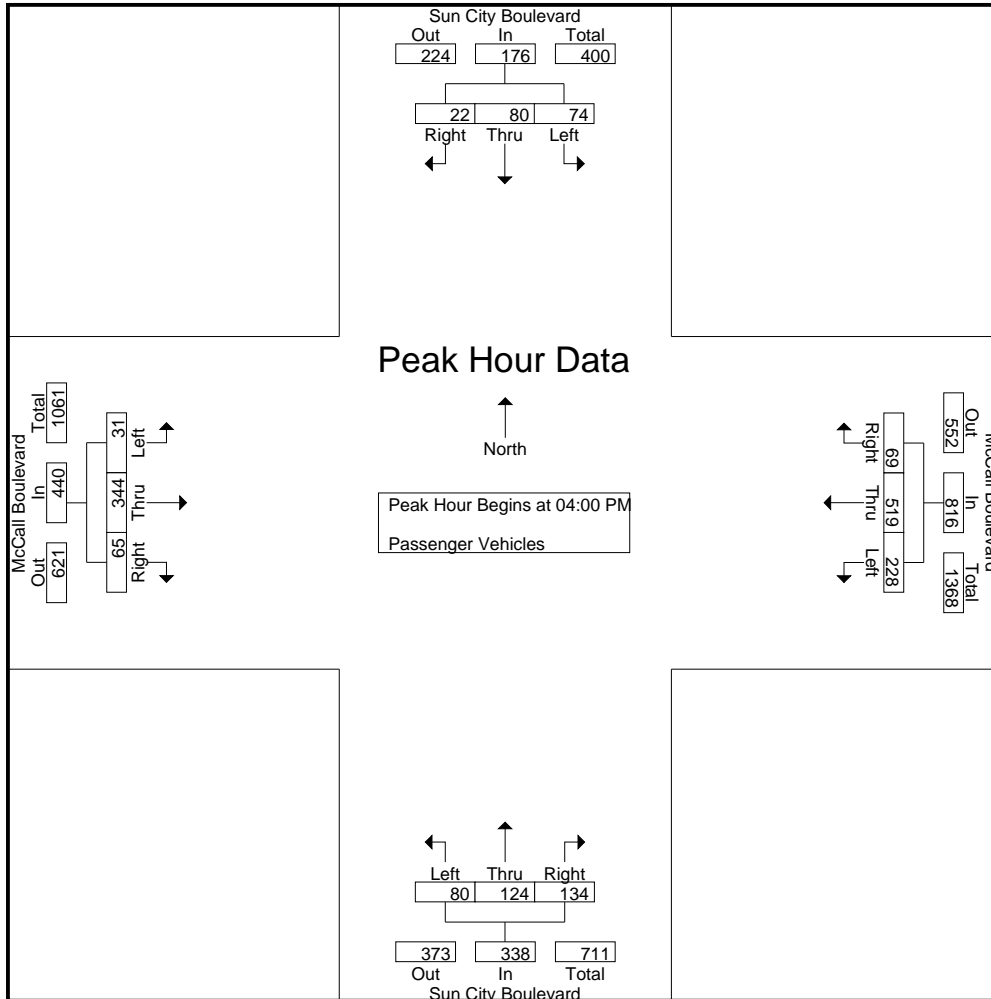
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	17	8	47	50	128	19	197	22	24	36	82	7	97	19	123	449
04:15 PM	16	25	5	46	75	128	17	220	26	34	31	91	10	82	15	107	464
04:30 PM	18	19	5	42	49	116	18	183	15	33	32	80	5	80	11	96	401
04:45 PM	18	19	4	41	54	147	15	216	17	33	35	85	9	85	20	114	456
Total	74	80	22	176	228	519	69	816	80	124	134	338	31	344	65	440	1770
05:00 PM	16	12	8	36	54	141	21	216	17	21	31	69	5	89	11	105	426
05:15 PM	14	19	4	37	44	143	12	199	22	38	29	89	5	73	18	96	421
05:30 PM	7	18	5	30	47	147	14	208	25	28	36	89	9	90	7	106	433
05:45 PM	17	10	1	28	43	129	16	188	9	24	35	68	9	89	4	102	386
Total	54	59	18	131	188	560	63	811	73	111	131	315	28	341	40	409	1666
Grand Total	128	139	40	307	416	1079	132	1627	153	235	265	653	59	685	105	849	3436
Apprch %	41.7	45.3	13		25.6	66.3	8.1		23.4	36	40.6		6.9	80.7	12.4		
Total %	3.7	4	1.2	8.9	12.1	31.4	3.8	47.4	4.5	6.8	7.7	19	1.7	19.9	3.1	24.7	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	<b>22</b>	17	<b>8</b>	<b>47</b>	50	128	<b>19</b>	197	22	24	<b>36</b>	82	7	<b>97</b>	19	<b>123</b>	449
04:15 PM	16	<b>25</b>	5	46	<b>75</b>	128	17	<b>220</b>	<b>26</b>	<b>34</b>	31	<b>91</b>	<b>10</b>	82	15	<b>107</b>	<b>464</b>
04:30 PM	18	19	5	42	49	116	18	183	15	33	32	80	5	80	11	96	401
04:45 PM	18	19	4	41	54	<b>147</b>	15	216	17	33	35	85	9	85	<b>20</b>	114	456
Total Volume	74	80	22	176	228	519	69	816	80	124	134	338	31	344	65	440	1770
% App. Total	42	45.5	12.5		27.9	63.6	8.5		23.7	36.7	39.6		7	78.2	14.8		
PHF	.841	.800	.688	.936	.760	.883	.908	.927	.769	.912	.931	.929	.775	.887	.813	.894	.954

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 Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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.	<b>22</b>	17	<b>8</b>	<b>47</b>	50	128	<b>19</b>	197	22	24	<b>36</b>	82	7	<b>97</b>	19	<b>123</b>
+15 mins.	16	<b>25</b>	5	46	<b>75</b>	128	17	<b>220</b>	<b>26</b>	<b>34</b>	31	<b>91</b>	<b>10</b>	82	15	107
+30 mins.	18	19	5	42	49	116	18	183	15	33	32	80	5	80	11	96
+45 mins.	18	19	4	41	54	<b>147</b>	15	216	17	33	35	85	9	85	<b>20</b>	114
Total Volume	74	80	22	176	228	519	69	816	80	124	134	338	31	344	65	440
% App. Total	42	45.5	12.5		27.9	63.6	8.5		23.7	36.7	39.6		7	78.2	14.8	
PHF	.841	.800	.688	.936	.760	.883	.908	.927	.769	.912	.931	.929	.775	.887	.813	.894

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

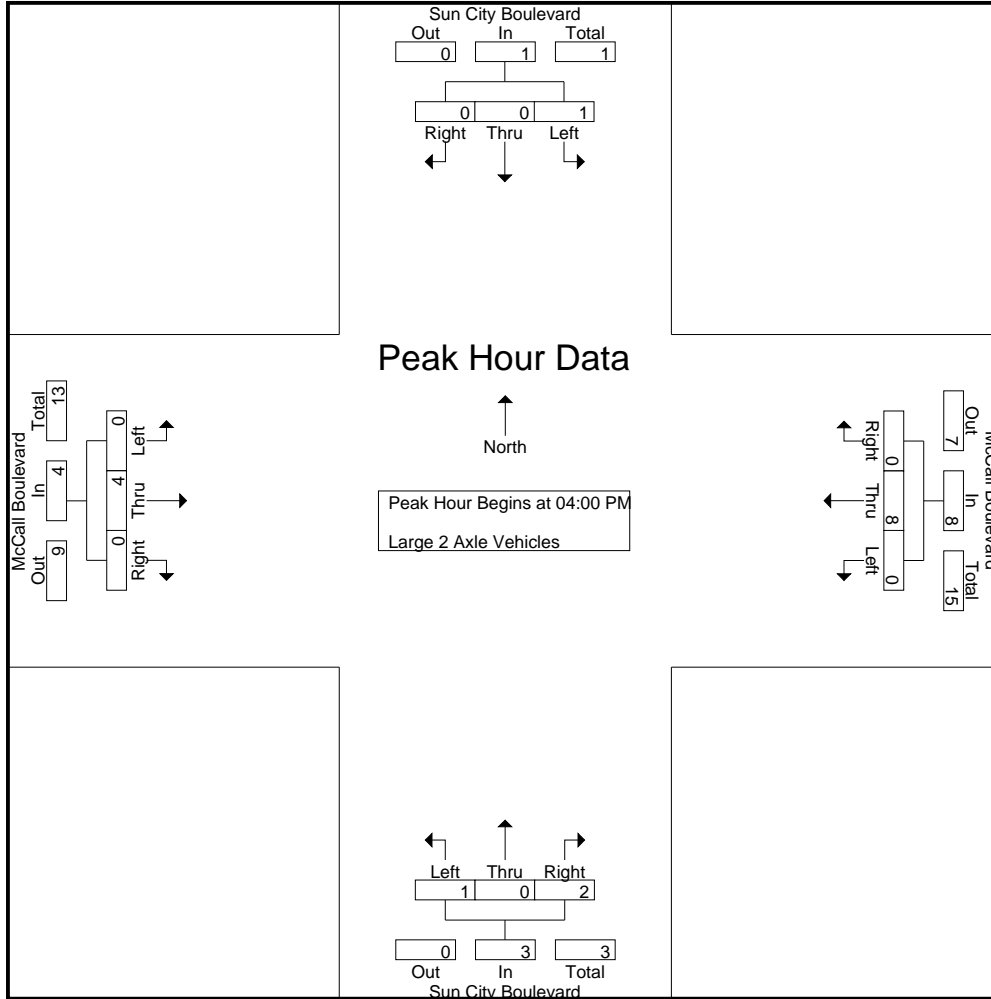
Groups Printed- Large 2 Axle Vehicles

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
04:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>16</b>
05:00 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
05:30 PM	0	0	0	0	1	2	0	3	0	1	0	1	0	1	0	1	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>17</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>33</b>
Apprch %	50	50	0		14.3	78.6	7.1		20	20	60		0	100	0		
Total %	3	3	0	6.1	6.1	33.3	3	42.4	3	3	9.1	15.2	0	36.4	0	36.4	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
04:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	1	0	0	1	0	8	0	8	1	0	2	3	0	4	0	4	16
% App. Total	100	0	0		0	100	0		33.3	0	66.7		0	100	0		
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.250	.000	.250	.375	.000	1.00	.000	1.00	.667

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	3	0	0	2	2	0	1	0	1
+15 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	8	0	8	1	0	2	3	0	4	0	4
% App. Total	100	0	0	0	0	100	0	0	33.3	0	66.7	0	0	100	0	0
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.250	.000	.250	.375	.000	1.000	.000	1.000



City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

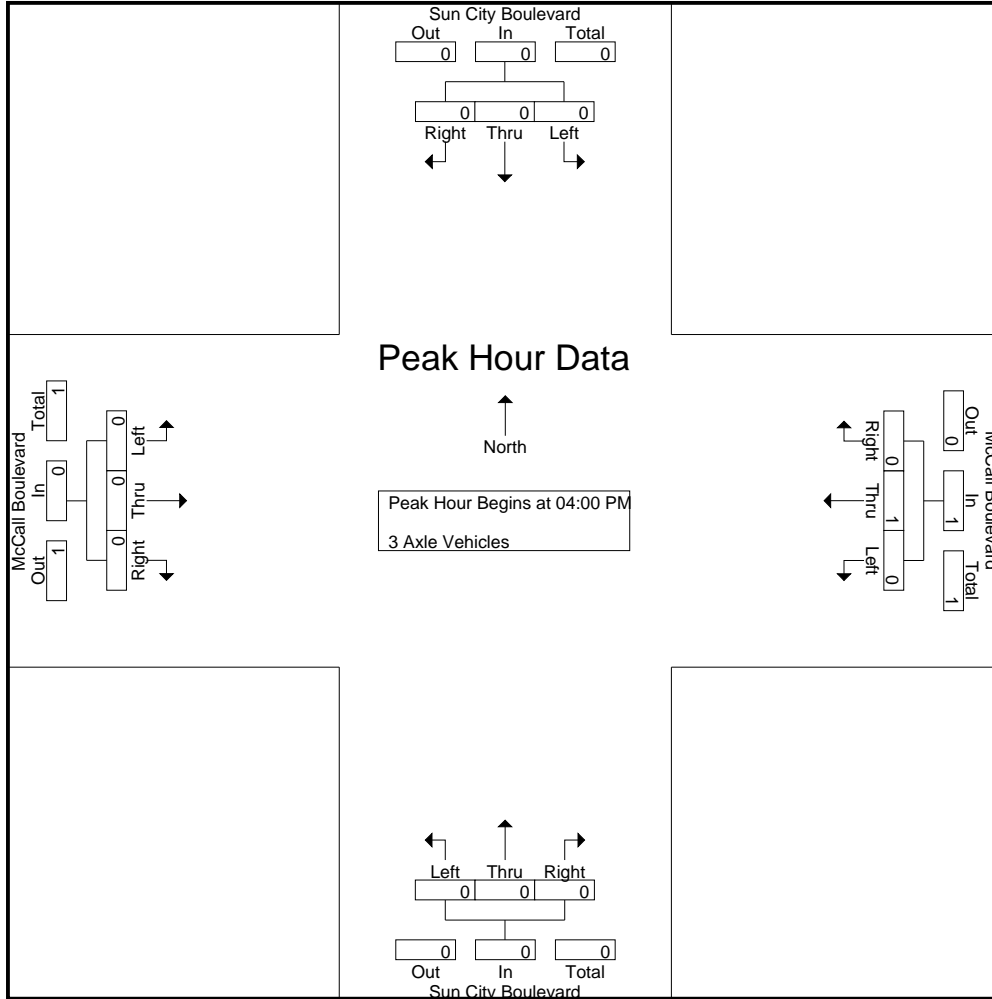
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
Apprch %	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	25	75	0	0	0	0	0	25	0	25	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.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 Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

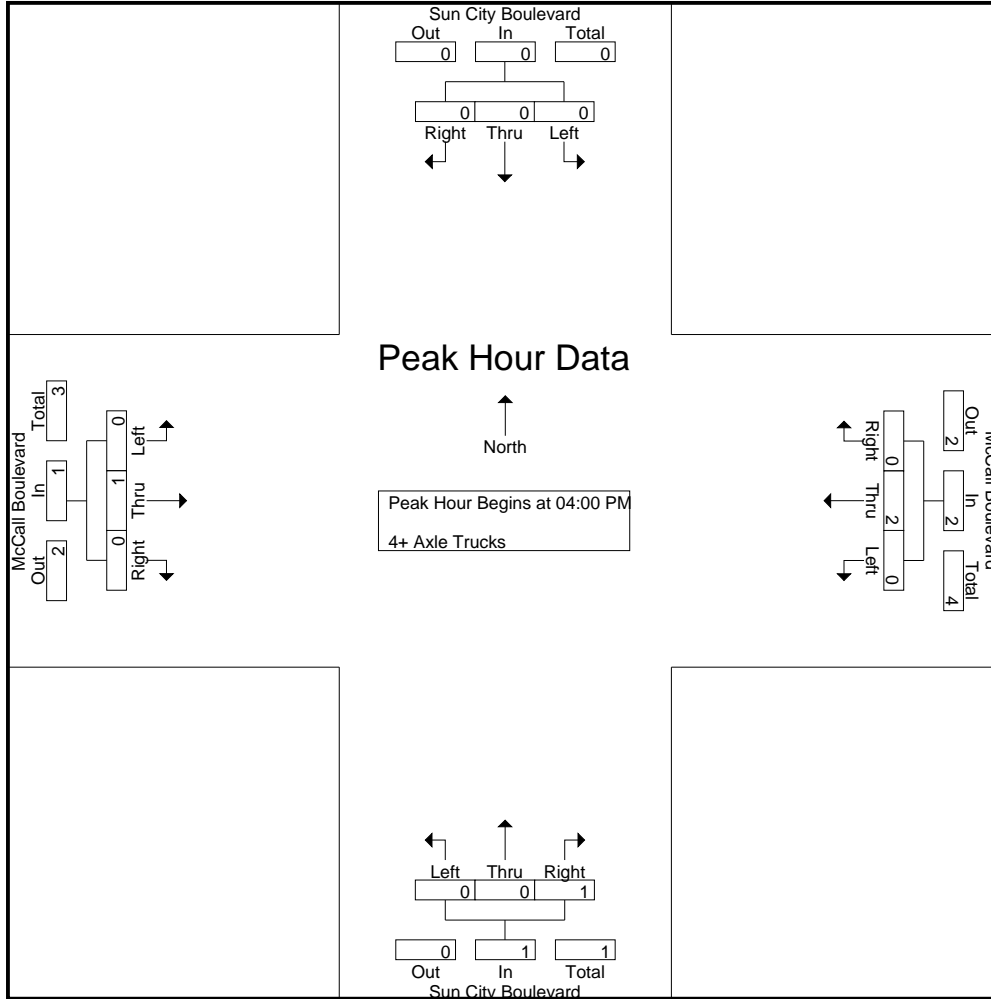
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.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 Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250

City of Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

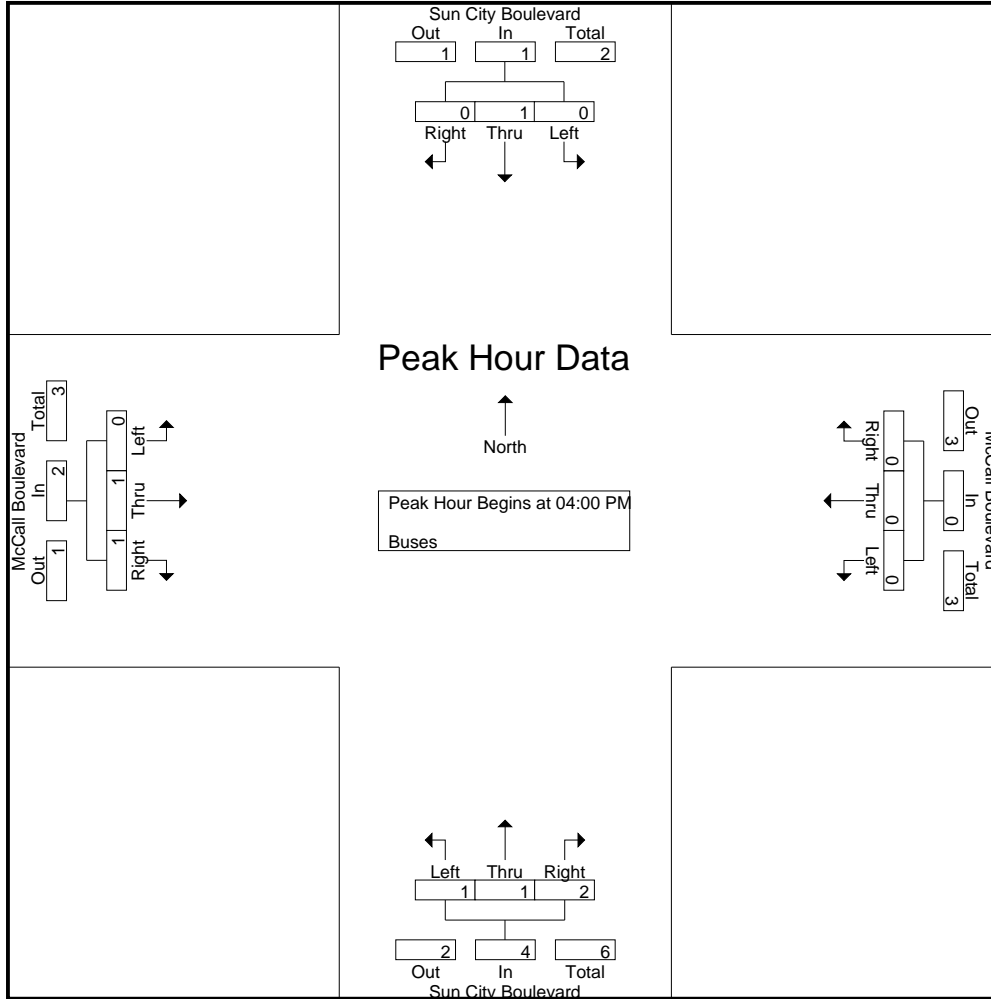
Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	1	1	2	4	0	1	1	2	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Grand Total	1	2	0	3	0	0	0	0	2	1	2	5	0	1	1	2	10
Apprch %	33.3	66.7	0		0	0	0		40	20	40		0	50	50		
Total %	10	20	0	30	0	0	0	0	20	10	20	50	0	10	10	20	

Start Time	Sun City Boulevard Southbound				McCall Boulevard Westbound				Sun City Boulevard Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	1	1	2	4	0	1	1	2	7
% App. Total	0	100	0		0	0	0		25	25	50		0	50	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.500	.500	.000	.250	.250	.500	.583

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 Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 06\_MEN\_Sun\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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	0	0	0	0	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	1	2	4	0	1	1	2
% App. Total	0	100	0	0	0	0	0	0	25	25	50	50	0	50	50	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.500	.500	.000	.250	.250	.500

Location: Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

**PEDESTRIANS**

	North Leg Sun City Boulevard	East Leg McCall Boulevard	South Leg Sun City Boulevard	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	1	0	0	1
7:45 AM	1	1	0	0	2
8:00 AM	0	1	1	1	3
8:15 AM	1	2	0	0	3
8:30 AM	1	1	1	0	3
8:45 AM	0	1	0	0	1
<b>TOTAL VOLUMES:</b>	3	7	4	1	15

	North Leg Sun City Boulevard	East Leg McCall Boulevard	South Leg Sun City Boulevard	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	0	0	2
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	0	2
5:15 PM	2	0	0	0	2
5:30 PM	3	3	0	0	6
5:45 PM	0	1	0	0	1
<b>TOTAL VOLUMES:</b>	6	7	2	0	15

Location: Menifee  
 N/S: Sun City Boulevard  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Sun City Boulevard			Westbound McCall Boulevard			Northbound Sun City Boulevard			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	0	2

	Southbound Sun City Boulevard			Westbound McCall Boulevard			Northbound Sun City Boulevard			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	0	0	0	0	0	0	1	0	4



City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

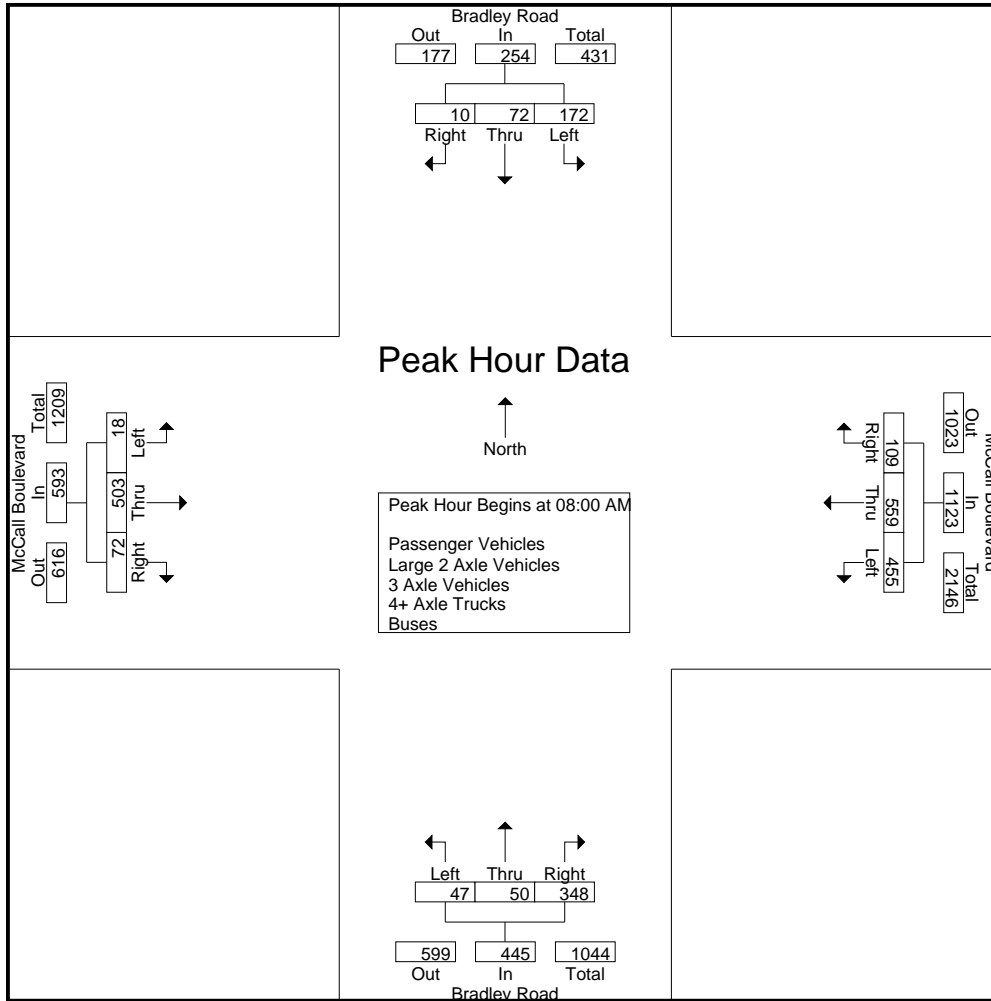
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	34	8	1	43	55	93	8	156	2	1	81	84	5	99	7	111	394
07:15 AM	58	12	4	74	84	117	16	217	9	9	63	81	2	96	13	111	483
07:30 AM	73	18	3	94	80	113	29	222	7	13	81	101	4	124	11	139	556
07:45 AM	42	25	0	67	120	148	30	298	10	7	73	90	5	151	9	165	620
<b>Total</b>	<b>207</b>	<b>63</b>	<b>8</b>	<b>278</b>	<b>339</b>	<b>471</b>	<b>83</b>	<b>893</b>	<b>28</b>	<b>30</b>	<b>298</b>	<b>356</b>	<b>16</b>	<b>470</b>	<b>40</b>	<b>526</b>	<b>2053</b>
08:00 AM	44	27	0	71	116	129	30	275	10	18	84	112	2	136	14	152	610
08:15 AM	39	16	0	55	119	140	21	280	13	8	99	120	10	139	10	159	614
08:30 AM	39	16	3	58	101	129	20	250	9	9	83	101	3	112	23	138	547
08:45 AM	50	13	7	70	119	161	38	318	15	15	82	112	3	116	25	144	644
<b>Total</b>	<b>172</b>	<b>72</b>	<b>10</b>	<b>254</b>	<b>455</b>	<b>559</b>	<b>109</b>	<b>1123</b>	<b>47</b>	<b>50</b>	<b>348</b>	<b>445</b>	<b>18</b>	<b>503</b>	<b>72</b>	<b>593</b>	<b>2415</b>
<b>Grand Total</b>	<b>379</b>	<b>135</b>	<b>18</b>	<b>532</b>	<b>794</b>	<b>1030</b>	<b>192</b>	<b>2016</b>	<b>75</b>	<b>80</b>	<b>646</b>	<b>801</b>	<b>34</b>	<b>973</b>	<b>112</b>	<b>1119</b>	<b>4468</b>
Apprch %	71.2	25.4	3.4		39.4	51.1	9.5		9.4	10	80.6		3	87	10		
Total %	8.5	3	0.4	11.9	17.8	23.1	4.3	45.1	1.7	1.8	14.5	17.9	0.8	21.8	2.5	25	
Passenger Vehicles	370	132	18	520	771	983	188	1942	73	79	632	784	33	949	108	1090	4336
% Passenger Vehicles	97.6	97.8	100	97.7	97.1	95.4	97.9	96.3	97.3	98.8	97.8	97.9	97.1	97.5	96.4	97.4	97
Large 2 Axle Vehicles	8	3	0	11	12	25	1	38	2	1	11	14	1	8	3	12	75
% Large 2 Axle Vehicles	2.1	2.2	0	2.1	1.5	2.4	0.5	1.9	2.7	1.2	1.7	1.7	2.9	0.8	2.7	1.1	1.7
3 Axle Vehicles	1	0	0	1	3	1	0	4	0	0	2	2	0	1	0	1	8
% 3 Axle Vehicles	0.3	0	0	0.2	0.4	0.1	0	0.2	0	0	0.3	0.2	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	2	14	3	19	0	0	0	0	0	9	0	9	28
% 4+ Axle Trucks	0	0	0	0	0.3	1.4	1.6	0.9	0	0	0	0	0	0.9	0	0.8	0.6
Buses	0	0	0	0	6	7	0	13	0	0	1	1	0	6	1	7	21
% Buses	0	0	0	0	0.8	0.7	0	0.6	0	0	0.2	0.1	0	0.6	0.9	0.6	0.5

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	44	<b>27</b>	0	<b>71</b>	116	129	30	275	10	<b>18</b>	84	112	2	136	14	152	610
08:15 AM	39	16	0	55	<b>119</b>	140	21	280	13	8	<b>99</b>	<b>120</b>	<b>10</b>	<b>139</b>	10	<b>159</b>	614
08:30 AM	39	16	3	58	101	129	20	250	9	9	83	101	3	112	23	138	547
08:45 AM	<b>50</b>	13	<b>7</b>	<b>70</b>	119	<b>161</b>	<b>38</b>	<b>318</b>	<b>15</b>	15	82	112	3	116	<b>25</b>	144	<b>644</b>
Total Volume	172	72	10	254	455	559	109	1123	47	50	348	445	18	503	72	593	2415
% App. Total	67.7	28.3	3.9		40.5	49.8	9.7		10.6	11.2	78.2		3	84.8	12.1		
PHF	.860	.667	.357	.894	.956	.868	.717	.883	.783	.694	.879	.927	.450	.905	.720	.932	.938

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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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:

	07:15 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	58	12	4	74	116	129	30	275	10	<b>18</b>	84	112	4	124	11	139
+15 mins.	<b>73</b>	18	3	<b>94</b>	<b>119</b>	140	21	280	13	8	<b>99</b>	<b>120</b>	5	<b>151</b>	9	<b>165</b>
+30 mins.	42	25	0	67	101	129	20	250	9	9	83	101	2	136	<b>14</b>	152
+45 mins.	44	<b>27</b>	0	71	119	<b>161</b>	<b>38</b>	<b>318</b>	<b>15</b>	15	82	112	<b>10</b>	139	10	159
Total Volume	217	82	7	306	455	559	109	1123	47	50	348	445	21	550	44	615
% App. Total	70.9	26.8	2.3		40.5	49.8	9.7		10.6	11.2	78.2		3.4	89.4	7.2	
PHF	.743	.759	.438	.814	.956	.868	.717	.883	.783	.694	.879	.927	.525	.911	.786	.932

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

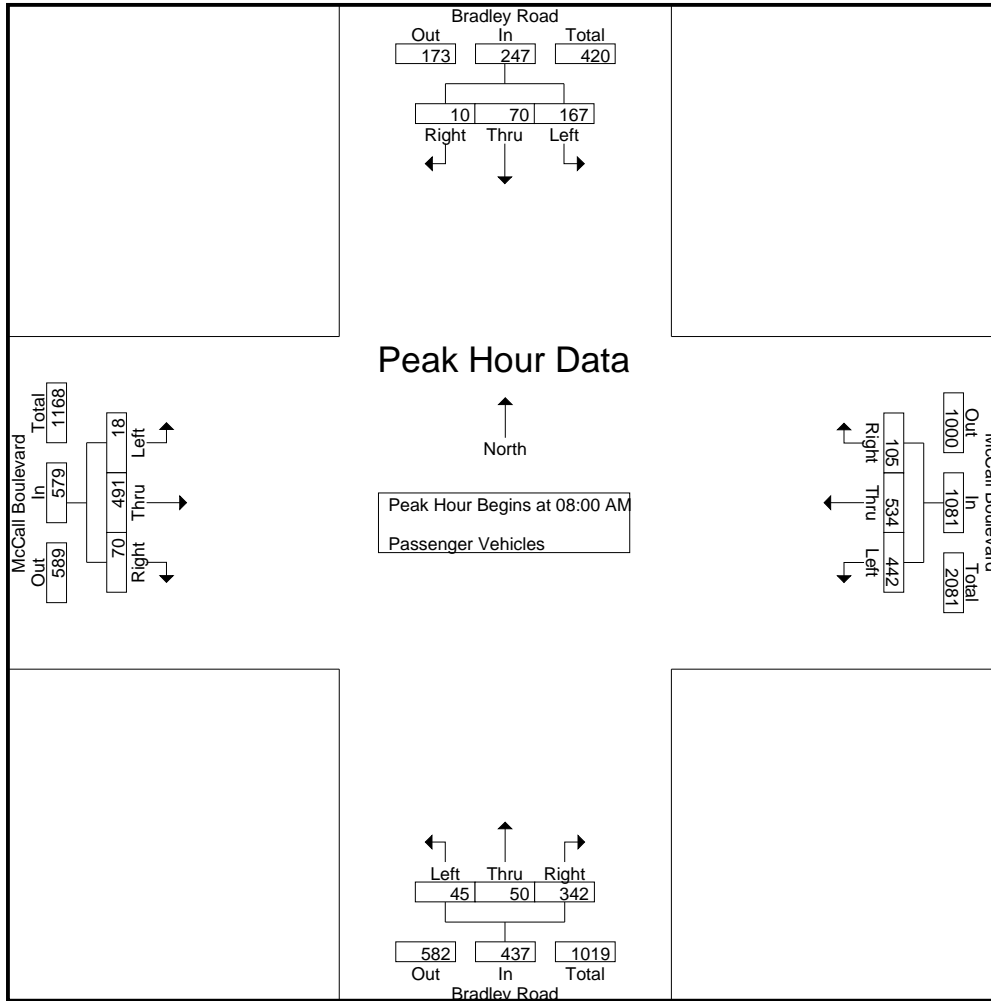
Groups Printed- Passenger Vehicles

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	33	8	1	42	51	90	8	149	2	1	79	82	4	95	7	106	379
07:15 AM	57	12	4	73	83	112	16	211	9	9	60	78	2	93	13	108	470
07:30 AM	72	17	3	92	78	105	29	212	7	13	79	99	4	123	9	136	539
07:45 AM	41	25	0	66	117	142	30	289	10	6	72	88	5	147	9	161	604
Total	203	62	8	273	329	449	83	861	28	29	290	347	15	458	38	511	1992
08:00 AM	42	26	0	68	114	124	29	267	10	18	84	112	2	133	14	149	596
08:15 AM	39	16	0	55	115	132	20	267	11	8	96	115	10	135	10	155	592
08:30 AM	38	16	3	57	96	124	18	238	9	9	83	101	3	110	21	134	530
08:45 AM	48	12	7	67	117	154	38	309	15	15	79	109	3	113	25	141	626
Total	167	70	10	247	442	534	105	1081	45	50	342	437	18	491	70	579	2344
Grand Total	370	132	18	520	771	983	188	1942	73	79	632	784	33	949	108	1090	4336
Apprch %	71.2	25.4	3.5		39.7	50.6	9.7		9.3	10.1	80.6		3	87.1	9.9		
Total %	8.5	3	0.4	12	17.8	22.7	4.3	44.8	1.7	1.8	14.6	18.1	0.8	21.9	2.5	25.1	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	42	<b>26</b>	0	<b>68</b>	114	124	29	267	10	<b>18</b>	84	112	2	133	14	149	596
08:15 AM	39	16	0	55	115	132	20	267	11	8	<b>96</b>	<b>115</b>	<b>10</b>	<b>135</b>	10	<b>155</b>	592
08:30 AM	38	16	3	57	96	124	18	238	9	9	83	101	3	110	21	134	530
08:45 AM	<b>48</b>	12	<b>7</b>	<b>67</b>	<b>117</b>	<b>154</b>	<b>38</b>	<b>309</b>	<b>15</b>	15	79	109	3	113	<b>25</b>	141	<b>626</b>
Total Volume	167	70	10	247	442	534	105	1081	45	50	342	437	18	491	70	579	2344
% App. Total	67.6	28.3	4		40.9	49.4	9.7		10.3	11.4	78.3		3.1	84.8	12.1		
PHF	.870	.673	.357	.908	.944	.867	.691	.875	.750	.694	.891	.950	.450	.909	.700	.934	.936

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	42	26	0	68	114	124	29	267	10	18	84	112	2	133	14	149
+15 mins.	39	16	0	55	115	132	20	267	11	8	96	115	10	135	10	155
+30 mins.	38	16	3	57	96	124	18	238	9	9	83	101	3	110	21	134
+45 mins.	48	12	7	67	117	154	38	309	15	15	79	109	3	113	25	141
Total Volume	167	70	10	247	442	534	105	1081	45	50	342	437	18	491	70	579
% App. Total	67.6	28.3	4		40.9	49.4	9.7		10.3	11.4	78.3		3.1	84.8	12.1	
PHF	.870	.673	.357	.908	.944	.867	.691	.875	.750	.694	.891	.950	.450	.909	.700	.934

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

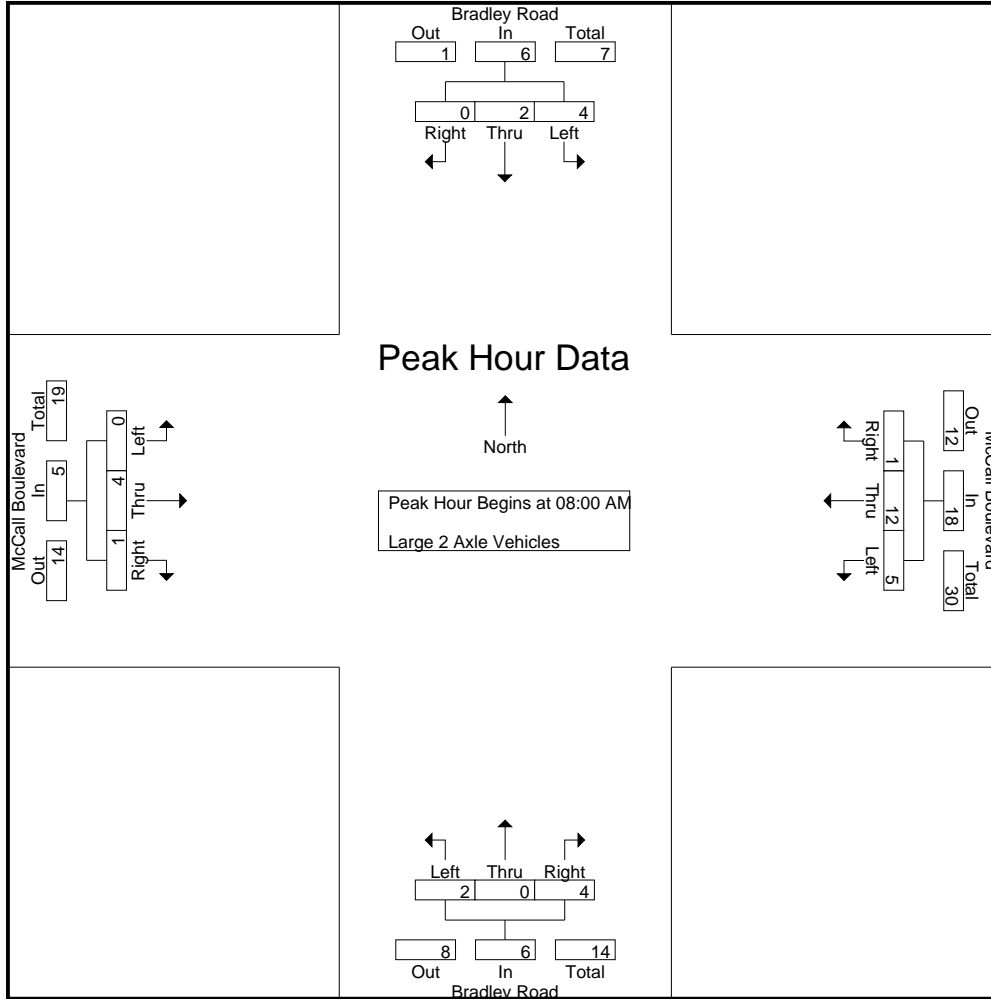
Groups Printed- Large 2 Axle Vehicles

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	2	3	0	5	0	0	1	1	1	2	0	3	10
07:15 AM	1	0	0	1	1	3	0	4	0	0	3	3	0	2	0	0	8
07:30 AM	1	1	0	2	2	3	0	5	0	0	2	2	0	1	2	3	12
07:45 AM	1	0	0	1	2	4	0	6	0	1	1	2	0	1	0	1	10
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>40</b>
08:00 AM	1	1	0	2	1	3	1	5	0	0	0	0	0	1	0	1	8
08:15 AM	0	0	0	0	1	3	0	4	2	0	2	4	0	2	0	2	10
08:30 AM	1	0	0	1	2	2	0	4	0	0	0	0	0	1	1	2	7
08:45 AM	2	1	0	3	1	4	0	5	0	0	2	2	0	0	0	0	10
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>35</b>
<b>Grand Total</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>25</b>	<b>1</b>	<b>38</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>75</b>
Apprch %	72.7	27.3	0		31.6	65.8	2.6		14.3	7.1	78.6		8.3	66.7	25		
Total %	10.7	4	0	14.7	16	33.3	1.3	50.7	2.7	1.3	14.7	18.7	1.3	10.7	4	16	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	0	2	1	3	1	5	0	0	0	0	0	1	0	1	8
08:15 AM	0	0	0	0	1	3	0	4	2	0	2	4	0	2	0	2	10
08:30 AM	1	0	0	1	2	2	0	4	0	0	0	0	0	1	1	2	7
08:45 AM	2	1	0	3	1	4	0	5	0	0	2	2	0	0	0	0	10
Total Volume	4	2	0	6	5	12	1	18	2	0	4	6	0	4	1	5	35
% App. Total	66.7	33.3	0		27.8	66.7	5.6		33.3	0	66.7		0	80	20		
PHF	.500	.500	.000	.500	.625	.750	.250	.900	.250	.000	.500	.375	.000	.500	.250	.625	.875

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	0	2	1	3	1	5	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	3	0	4	2	0	2	4	0	2	0	2
+30 mins.	1	0	0	1	2	2	0	4	0	0	0	0	0	1	1	2
+45 mins.	2	1	0	3	1	4	0	5	0	0	2	2	0	0	0	0
Total Volume	4	2	0	6	5	12	1	18	2	0	4	6	0	4	1	5
% App. Total	66.7	33.3	0		27.8	66.7	5.6		33.3	0	66.7		0	80	20	
PHF	.500	.500	.000	.500	.625	.750	.250	.900	.250	.000	.500	.375	.000	.500	.250	.625

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
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Groups Printed- 3 Axle Vehicles

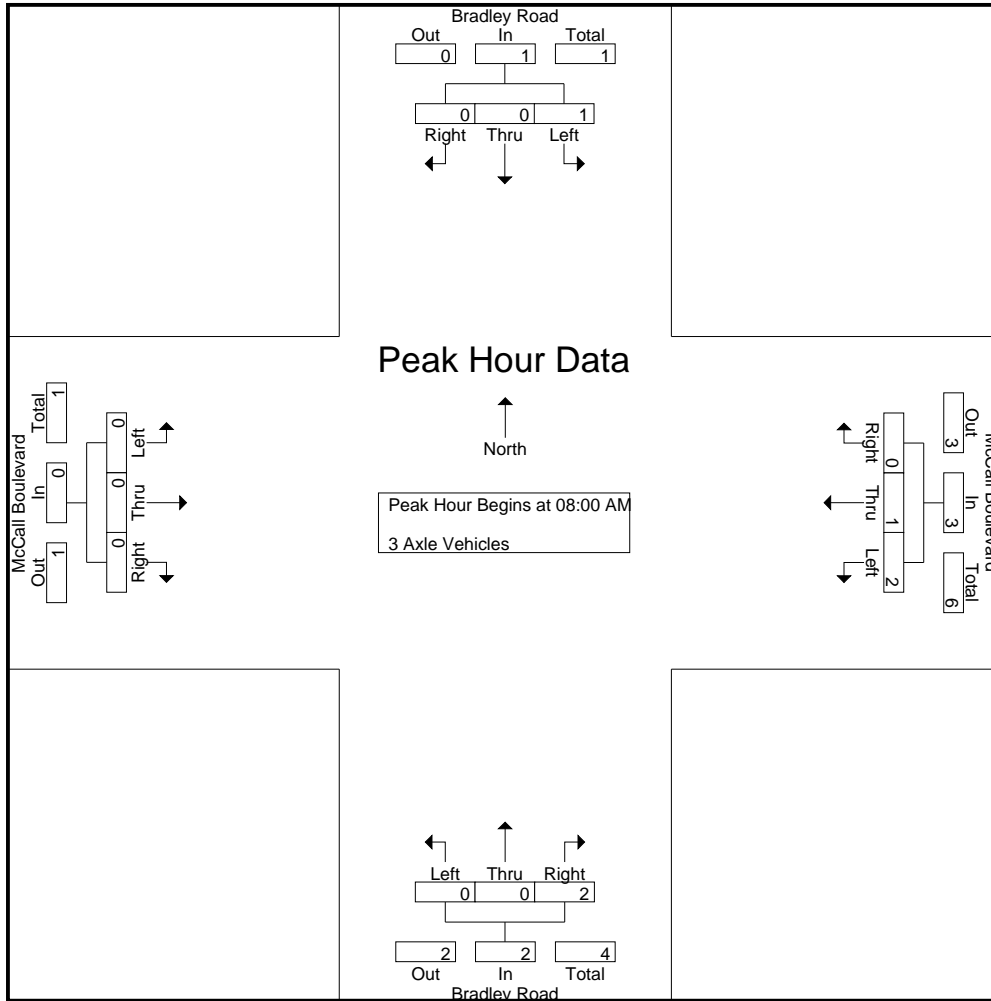
Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
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	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	1	0	0	1	2	1	0	3	0	0	2	2	0	0	0	0	6
Grand Total	1	0	0	1	3	1	0	4	0	0	2	2	0	1	0	1	8
Apprch %	100	0	0		75	25	0		0	0	100		0	100	0		
Total %	12.5	0	0	12.5	37.5	12.5	0	50	0	0	25	25	0	12.5	0	12.5	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
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	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	1	0	0	1	2	1	0	3	0	0	2	2	0	0	0	0	6
% App. Total	100	0	0		66.7	33.3	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.500	.500	.000	.000	.000	.000	.750

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

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
Total Volume	1	0	0	1	2	1	0	3	0	0	2	2	0	0	0	0
% App. Total	100	0	0	0	66.7	33.3	0	0	0	0	100	0	0	0	0	0
PHF	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.500	.500	.000	.000	.000	.000



City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

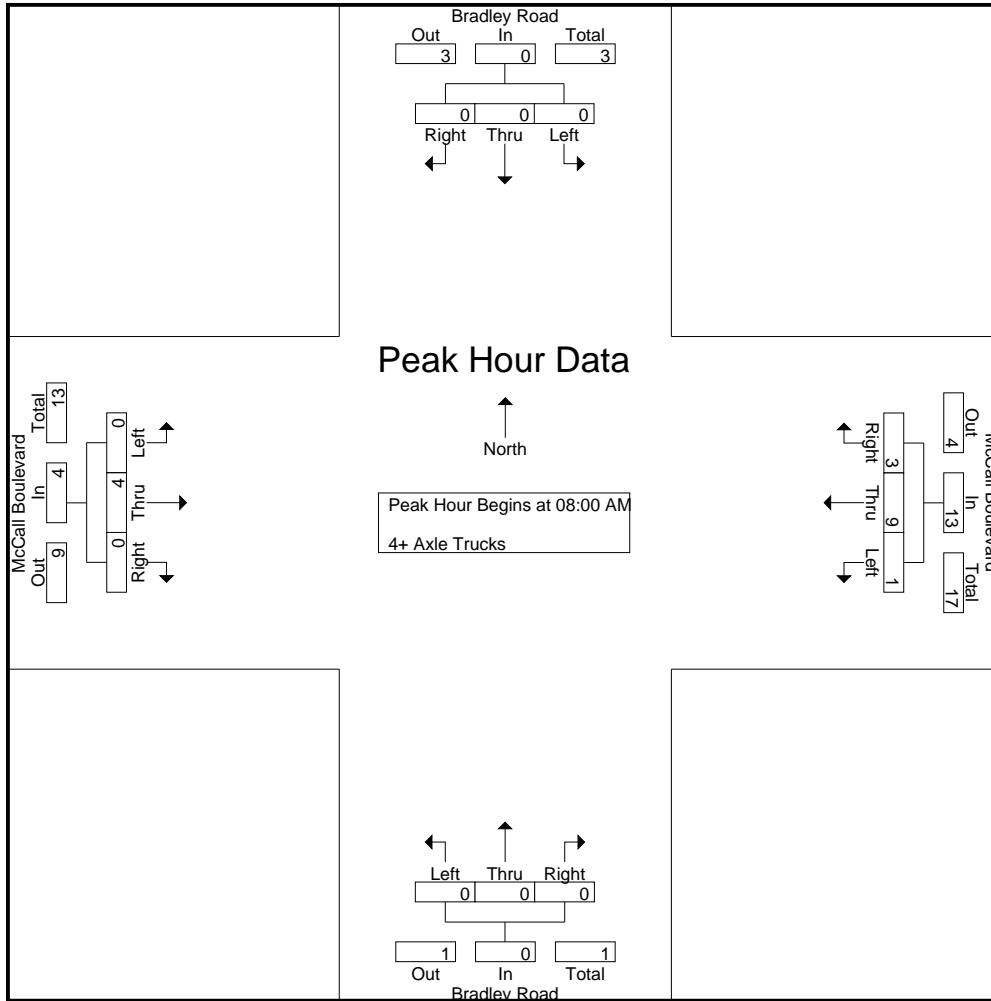
Groups Printed- 4+ Axle Trucks

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	5	0	6	0	0	0	0	0	5	0	5	11
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	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	1	9	3	13	0	0	0	0	0	4	0	4	17
Grand Total	0	0	0	0	2	14	3	19	0	0	0	0	0	9	0	9	28
Apprch %	0	0	0		10.5	73.7	15.8		0	0	0		0	100	0		
Total %	0	0	0	0	7.1	50	10.7	67.9	0	0	0	0	0	32.1	0	32.1	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	1	9	3	13	0	0	0	0	0	4	0	4	17
% App. Total	0	0	0		7.7	69.2	23.1		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.375	.813	.000	.000	.000	.000	.000	.500	.000	.500	.850

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	9	3	13	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	7.7	69.2	23.1		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.375	.813	.000	.000	.000	.000	.000	.500	.000	.500

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

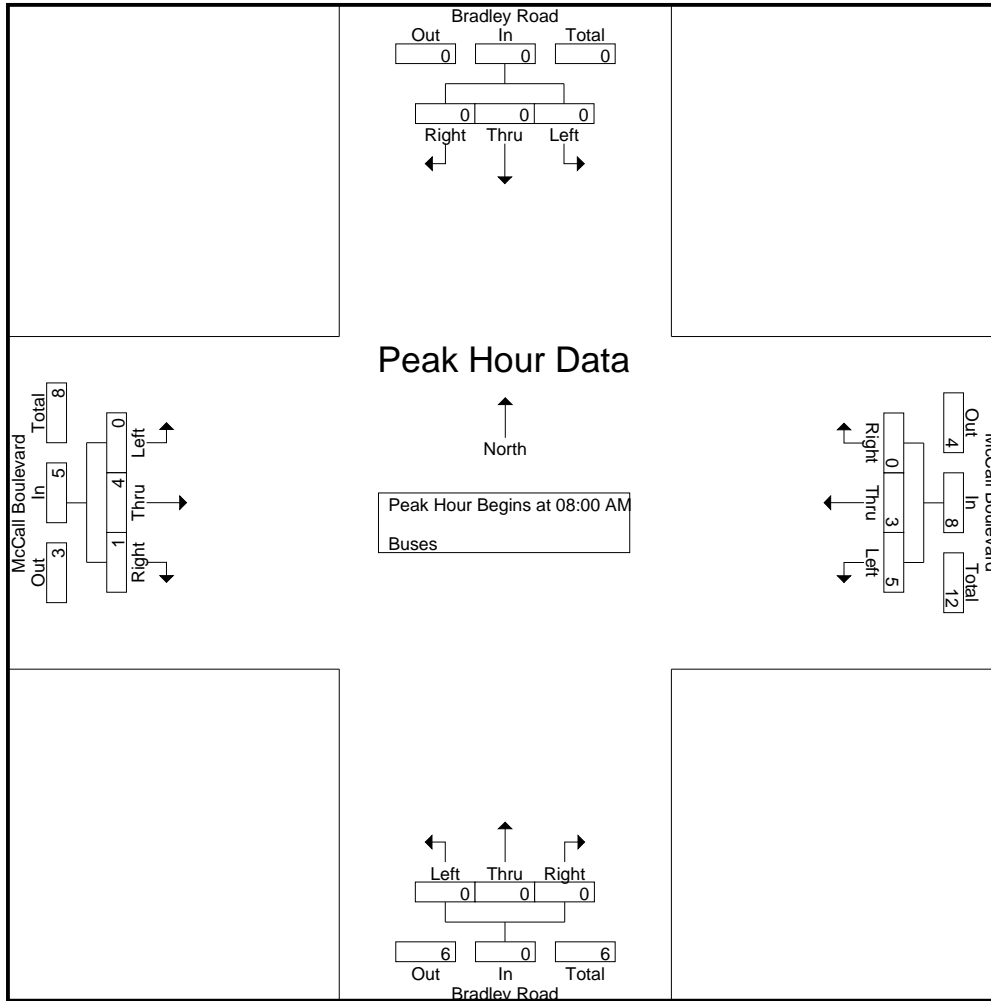
Groups Printed- Buses

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	1	4	0	5	0	0	1	1	0	2	0	2	8
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	1	1	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	5	3	0	8	0	0	0	0	0	4	1	5	13
Grand Total	0	0	0	0	6	7	0	13	0	0	1	1	0	6	1	7	21
Apprch %	0	0	0		46.2	53.8	0		0	0	100		0	85.7	14.3		
Total %	0	0	0	0	28.6	33.3	0	61.9	0	0	4.8	4.8	0	28.6	4.8	33.3	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	1	1	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	5	3	0	8	0	0	0	0	0	4	1	5	13
% App. Total	0	0	0		62.5	37.5	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.417	.750	.000	.500	.000	.000	.000	.000	.000	1.00	.250	.625	.650

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	2	1	0	3	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	5	3	0	8	0	0	0	0	0	4	1	5
% App. Total	0	0	0	0	62.5	37.5	0	0	0	0	0	0	0	80	20	0
PHF	.000	.000	.000	.000	.417	.750	.000	.500	.000	.000	.000	.000	.000	1.000	.250	.625

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

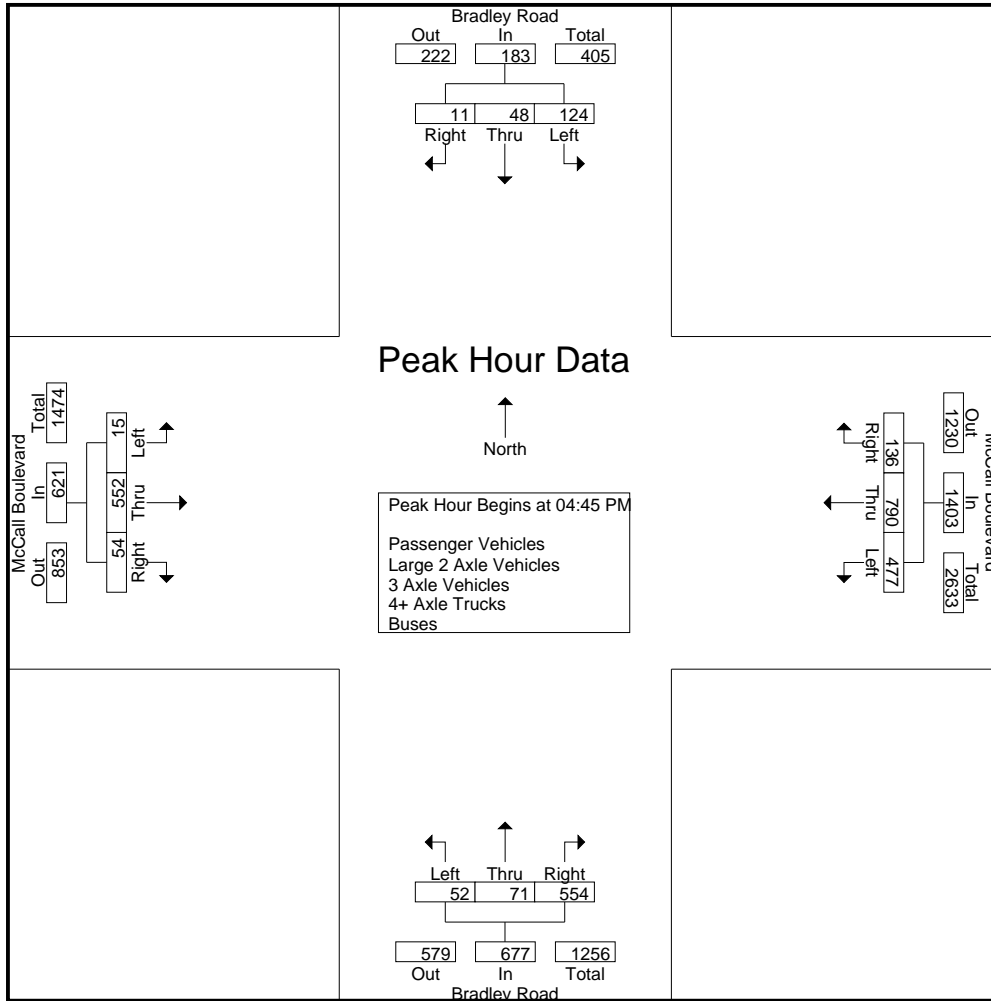
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	9	2	49	120	175	32	327	21	19	127	167	3	152	16	171	714
04:15 PM	28	18	5	51	125	188	29	342	13	16	130	159	5	143	21	169	721
04:30 PM	30	16	3	49	93	163	28	284	21	19	145	185	4	125	11	140	658
04:45 PM	38	12	0	50	129	204	31	364	16	15	118	149	5	141	24	170	733
Total	134	55	10	199	467	730	120	1317	71	69	520	660	17	561	72	650	2826
05:00 PM	32	17	3	52	116	205	32	353	13	20	150	183	3	137	12	152	740
05:15 PM	26	8	4	38	119	191	33	343	15	17	140	172	4	126	7	137	690
05:30 PM	28	11	4	43	113	190	40	343	8	19	146	173	3	148	11	162	721
05:45 PM	31	10	2	43	106	181	37	324	14	14	112	140	9	140	10	159	666
Total	117	46	13	176	454	767	142	1363	50	70	548	668	19	551	40	610	2817
Grand Total	251	101	23	375	921	1497	262	2680	121	139	1068	1328	36	1112	112	1260	5643
Apprch %	66.9	26.9	6.1		34.4	55.9	9.8		9.1	10.5	80.4		2.9	88.3	8.9		
Total %	4.4	1.8	0.4	6.6	16.3	26.5	4.6	47.5	2.1	2.5	18.9	23.5	0.6	19.7	2	22.3	
Passenger Vehicles	247	100	23	370	912	1476	260	2648	121	138	1054	1313	36	1088	110	1234	5565
% Passenger Vehicles	98.4	99	100	98.7	99	98.6	99.2	98.8	100	99.3	98.7	98.9	100	97.8	98.2	97.9	98.6
Large 2 Axle Vehicles	4	1	0	5	6	16	1	23	0	1	9	10	0	16	1	17	55
% Large 2 Axle Vehicles	1.6	1	0	1.3	0.7	1.1	0.4	0.9	0	0.7	0.8	0.8	0	1.4	0.9	1.3	1
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	0.2	0.2	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4	9
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0.3	0.2	0	0.4	0	0.3	0.2
Buses	0	0	0	0	3	0	1	4	0	0	0	0	0	3	1	4	8
% Buses	0	0	0	0	0.3	0	0.4	0.1	0	0	0	0	0	0.3	0.9	0.3	0.1

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	<b>38</b>	12	0	50	<b>129</b>	204	31	<b>364</b>	<b>16</b>	15	118	149	<b>5</b>	141	<b>24</b>	<b>170</b>	733
05:00 PM	32	<b>17</b>	3	<b>52</b>	116	<b>205</b>	32	353	13	<b>20</b>	<b>150</b>	<b>183</b>	3	137	12	152	<b>740</b>
05:15 PM	26	8	<b>4</b>	38	119	191	33	343	15	17	140	172	4	126	7	137	690
05:30 PM	28	11	4	43	113	190	<b>40</b>	343	8	19	146	173	3	<b>148</b>	11	162	721
Total Volume	124	48	11	183	477	790	136	1403	52	71	554	677	15	552	54	621	2884
% App. Total	67.8	26.2	6		34	56.3	9.7		7.7	10.5	81.8		2.4	88.9	8.7		
PHF	.816	.706	.688	.880	.924	.963	.850	.964	.813	.888	.923	.925	.750	.932	.563	.913	.974

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	04:15 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	28	18	5	51	129	204	31	364	21	19	145	185	3	152	16	171
+15 mins.	30	16	3	49	116	205	32	353	16	15	118	149	5	143	21	169
+30 mins.	38	12	0	50	119	191	33	343	13	20	150	183	4	125	11	140
+45 mins.	32	17	3	52	113	190	40	343	15	17	140	172	5	141	24	170
Total Volume	128	63	11	202	477	790	136	1403	65	71	553	689	17	561	72	650
% App. Total	63.4	31.2	5.4		34	56.3	9.7		9.4	10.3	80.3		2.6	86.3	11.1	
PHF	.842	.875	.550	.971	.924	.963	.850	.964	.774	.888	.922	.931	.850	.923	.750	.950

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

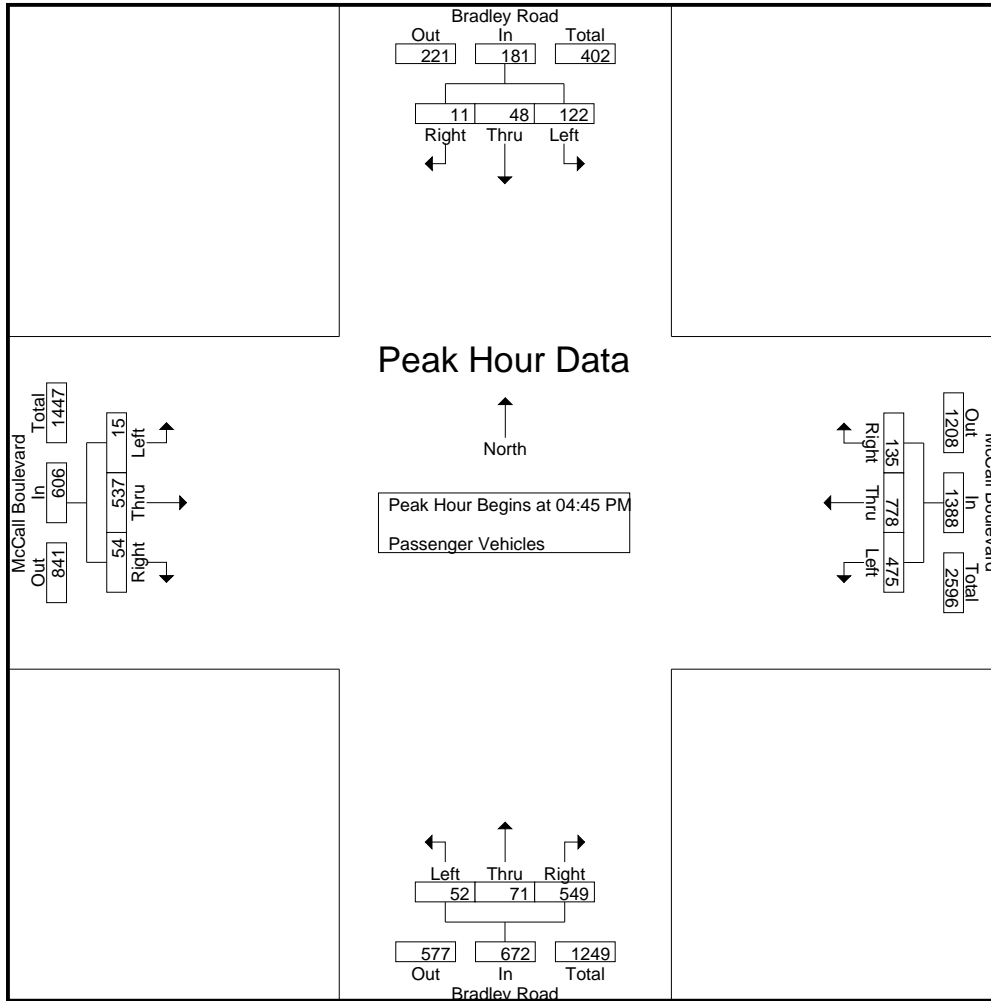
Groups Printed- Passenger Vehicles

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	36	9	2	47	117	172	32	321	21	19	123	163	3	150	16	169	700
04:15 PM	28	18	5	51	123	186	28	337	13	15	127	155	5	141	20	166	709
04:30 PM	30	15	3	48	92	160	28	280	21	19	144	184	4	121	10	135	647
04:45 PM	36	12	0	48	128	199	31	358	16	15	116	147	5	137	24	166	719
Total	130	54	10	194	460	717	119	1296	71	68	510	649	17	549	70	636	2775
05:00 PM	32	17	3	52	115	201	32	348	13	20	150	183	3	134	12	149	732
05:15 PM	26	8	4	38	119	191	32	342	15	17	138	170	4	122	7	133	683
05:30 PM	28	11	4	43	113	187	40	340	8	19	145	172	3	144	11	158	713
05:45 PM	31	10	2	43	105	180	37	322	14	14	111	139	9	139	10	158	662
Total	117	46	13	176	452	759	141	1352	50	70	544	664	19	539	40	598	2790
Grand Total	247	100	23	370	912	1476	260	2648	121	138	1054	1313	36	1088	110	1234	5565
Apprch %	66.8	27	6.2		34.4	55.7	9.8		9.2	10.5	80.3		2.9	88.2	8.9		
Total %	4.4	1.8	0.4	6.6	16.4	26.5	4.7	47.6	2.2	2.5	18.9	23.6	0.6	19.6	2	22.2	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	<b>36</b>	12	0	48	<b>128</b>	199	31	<b>358</b>	<b>16</b>	15	116	147	<b>5</b>	137	<b>24</b>	<b>166</b>	719
05:00 PM	32	<b>17</b>	3	<b>52</b>	115	<b>201</b>	32	348	13	<b>20</b>	<b>150</b>	<b>183</b>	3	134	12	149	<b>732</b>
05:15 PM	26	8	<b>4</b>	38	119	191	32	342	15	17	138	170	4	122	7	133	683
05:30 PM	28	11	4	43	113	187	<b>40</b>	340	8	19	145	172	3	<b>144</b>	11	158	713
Total Volume	122	48	11	181	475	778	135	1388	52	71	549	672	15	537	54	606	2847
% App. Total	67.4	26.5	6.1		34.2	56.1	9.7		7.7	10.6	81.7		2.5	88.6	8.9		
PHF	.847	.706	.688	.870	.928	.968	.844	.969	.813	.888	.915	.918	.750	.932	.563	.913	.972

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	<b>36</b>	12	0	48	<b>128</b>	199	31	<b>358</b>	<b>16</b>	15	116	147	<b>5</b>	137	<b>24</b>	<b>166</b>
+15 mins.	32	<b>17</b>	3	<b>52</b>	115	<b>201</b>	32	348	13	<b>20</b>	<b>150</b>	<b>183</b>	3	134	12	149
+30 mins.	26	8	<b>4</b>	38	119	191	32	342	15	17	138	170	4	122	7	133
+45 mins.	28	11	4	43	113	187	<b>40</b>	340	8	19	145	172	3	<b>144</b>	11	158
Total Volume	122	48	11	181	475	778	135	1388	52	71	549	672	15	537	54	606
% App. Total	67.4	26.5	6.1		34.2	56.1	9.7		7.7	10.6	81.7		2.5	88.6	8.9	
PHF	.847	.706	.688	.870	.928	.968	.844	.969	.813	.888	.915	.918	.750	.932	.563	.913



City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

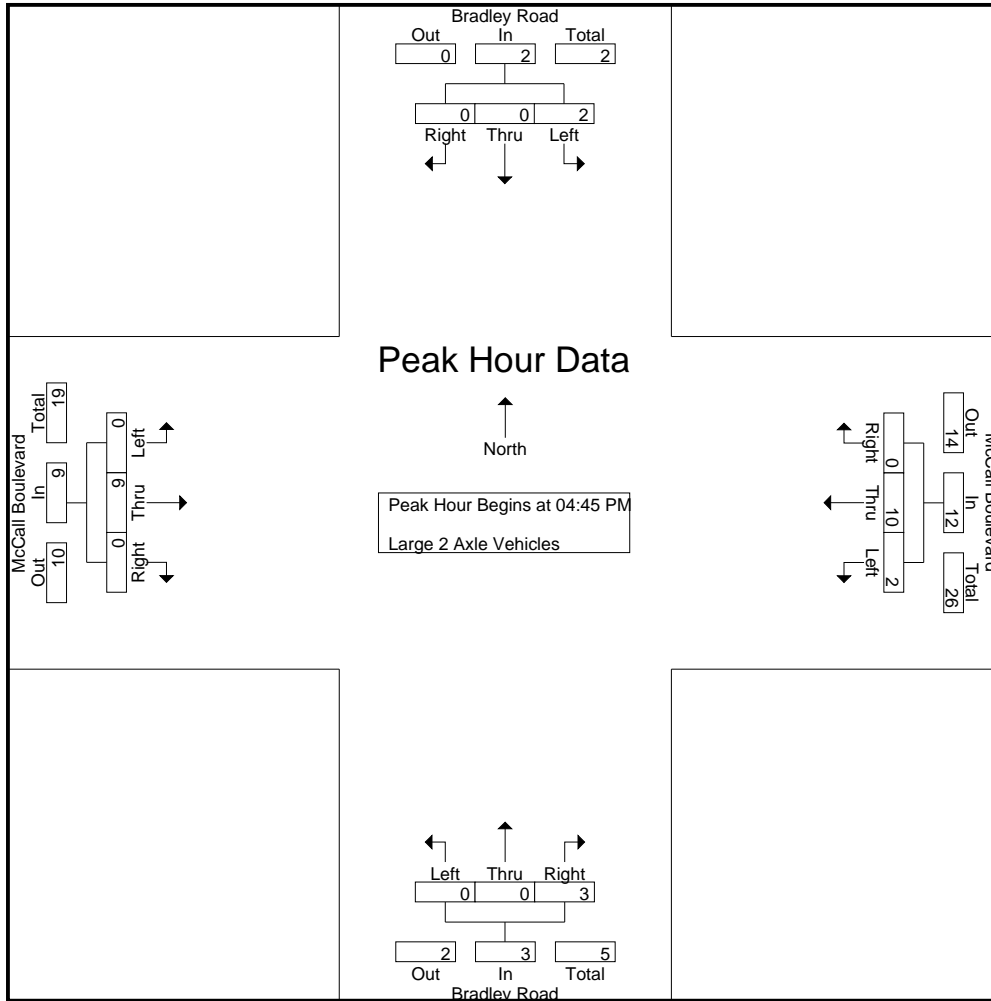
Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	3	3	0	6	0	0	3	3	0	2	0	2	13
04:15 PM	0	0	0	0	1	0	1	2	0	1	1	2	0	2	1	3	7
04:30 PM	0	1	0	1	0	3	0	3	0	0	1	1	0	2	0	2	7
04:45 PM	2	0	0	2	1	4	0	5	0	0	2	2	0	2	0	2	11
Total	4	1	0	5	5	10	1	16	0	1	7	8	0	8	1	9	38
05:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total	0	0	0	0	1	6	0	7	0	0	2	2	0	8	0	8	17
Grand Total	4	1	0	5	6	16	1	23	0	1	9	10	0	16	1	17	55
Apprch %	80	20	0		26.1	69.6	4.3		0	10	90		0	94.1	5.9		
Total %	7.3	1.8	0	9.1	10.9	29.1	1.8	41.8	0	1.8	16.4	18.2	0	29.1	1.8	30.9	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	2	0	0	2	1	4	0	5	0	0	2	2	0	2	0	2	11
05:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
Total Volume	2	0	0	2	2	10	0	12	0	0	3	3	0	9	0	9	26
% App. Total	100	0	0		16.7	83.3	0		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.500	.625	.000	.600	.000	.000	.375	.375	.000	.750	.000	.750	.591

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 Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	2	0	0	2	1	4	0	5	0	0	2	2	0	2	0	2
+15 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2
Total Volume	2	0	0	2	2	10	0	12	0	0	3	3	0	9	0	9
% App. Total	100	0	0		16.7	83.3	0		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.500	.625	.000	.600	.000	.000	.375	.375	.000	.750	.000	.750

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

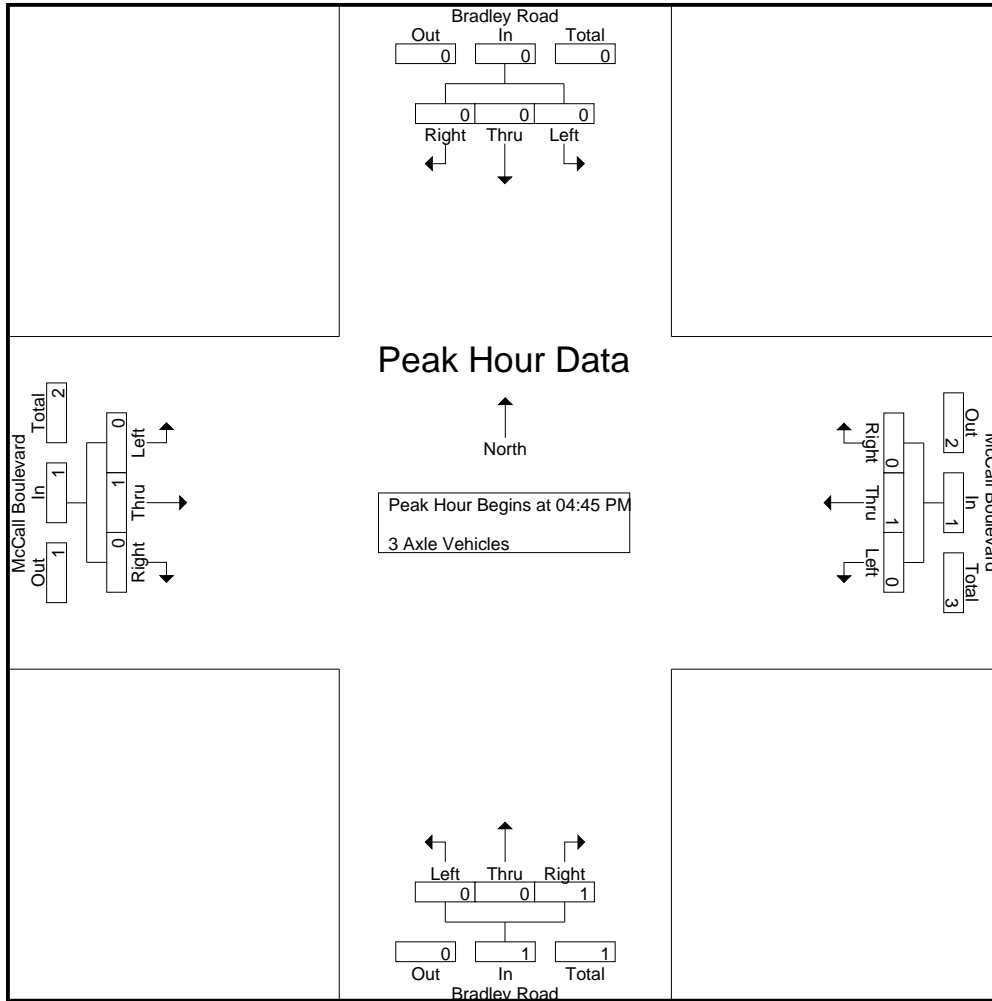
Groups Printed- 3 Axle Vehicles

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	33.3	33.3	0	16.7	0	16.7	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 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	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

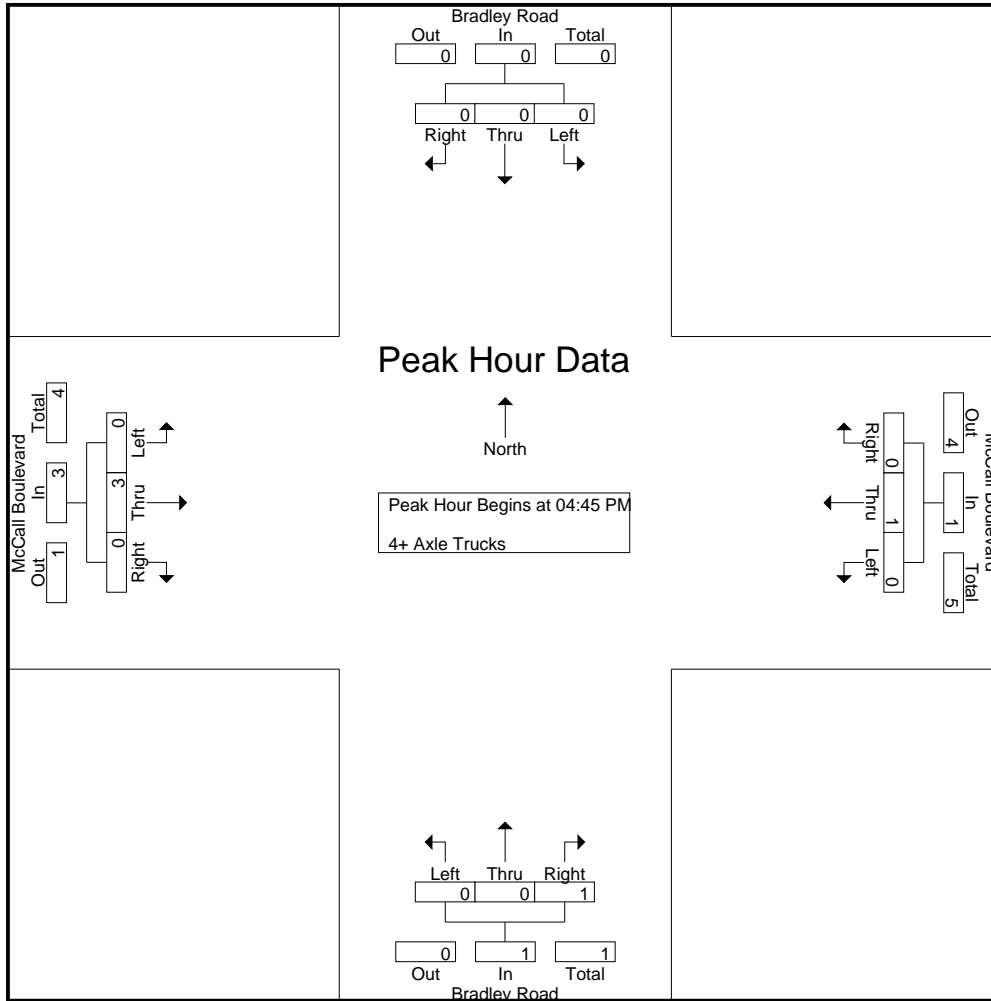
Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	22.2	0	22.2	0	0	33.3	33.3	0	44.4	0	44.4	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.375	.000	.375	.417

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 Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.375	.000	.375

City of Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

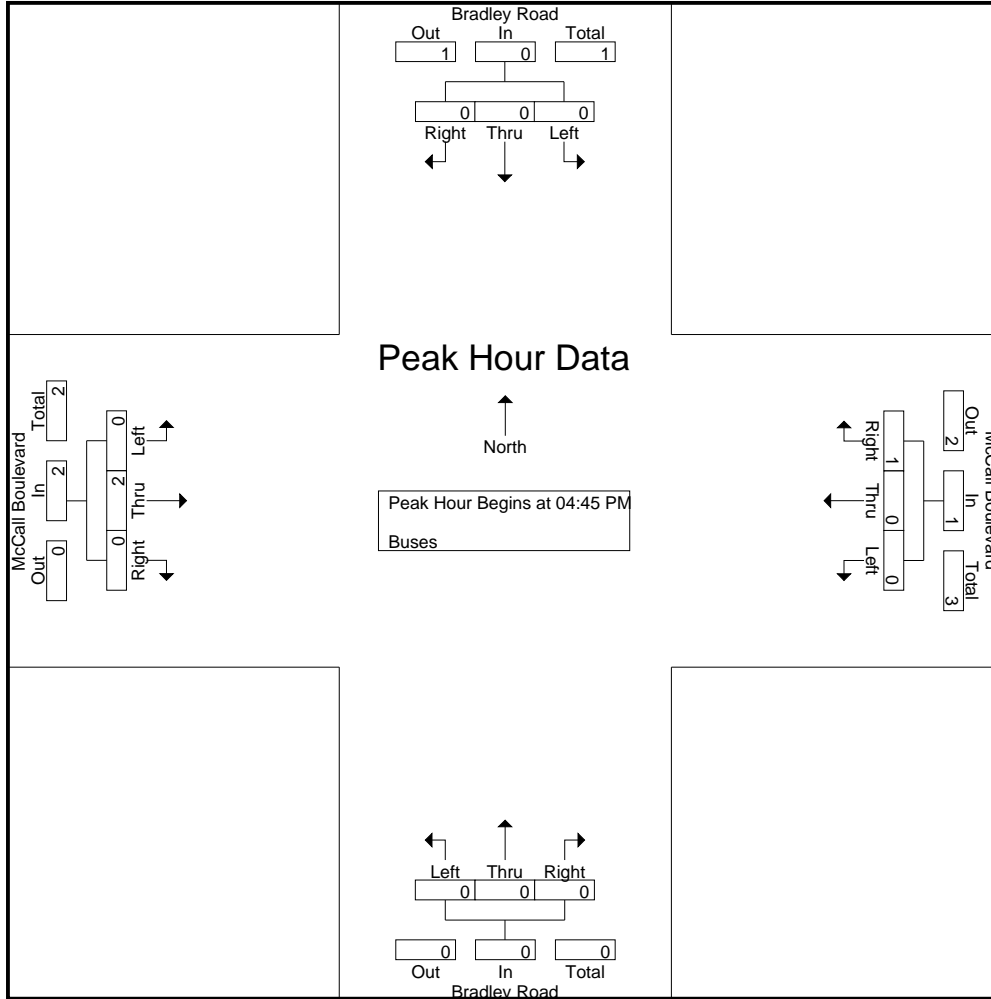
Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	3	0	1	4	0	0	0	0	0	3	1	4	8
Apprch %	0	0	0		75	0	25		0	0	0		0	75	25		
Total %	0	0	0	0	37.5	0	12.5	50	0	0	0	0	0	37.5	12.5	50	

Start Time	Bradley Road Southbound				McCall Boulevard Westbound				Bradley Road Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

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 Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 07\_MEN\_Brad\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+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	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500



Location: Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

**PEDESTRIANS**

	North Leg Bradley Road	East Leg McCall Boulevard	South Leg Bradley Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	2	2
7:30 AM	0	0	1	0	1
7:45 AM	0	0	1	1	2
8:00 AM	0	0	0	2	2
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	1	2
<b>TOTAL VOLUMES:</b>	0	0	5	6	11

	North Leg Bradley Road	East Leg McCall Boulevard	South Leg Bradley Road	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	3	1	4
5:00 PM	1	0	1	1	3
5:15 PM	0	0	0	1	1
5:30 PM	0	0	4	4	8
5:45 PM	0	0	1	1	2
<b>TOTAL VOLUMES:</b>	1	0	11	9	21

Location: Menifee  
 N/S: Bradley Road  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound Bradley Road			Westbound McCall Boulevard			Northbound Bradley Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Bradley Road			Westbound McCall Boulevard			Northbound Bradley Road			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

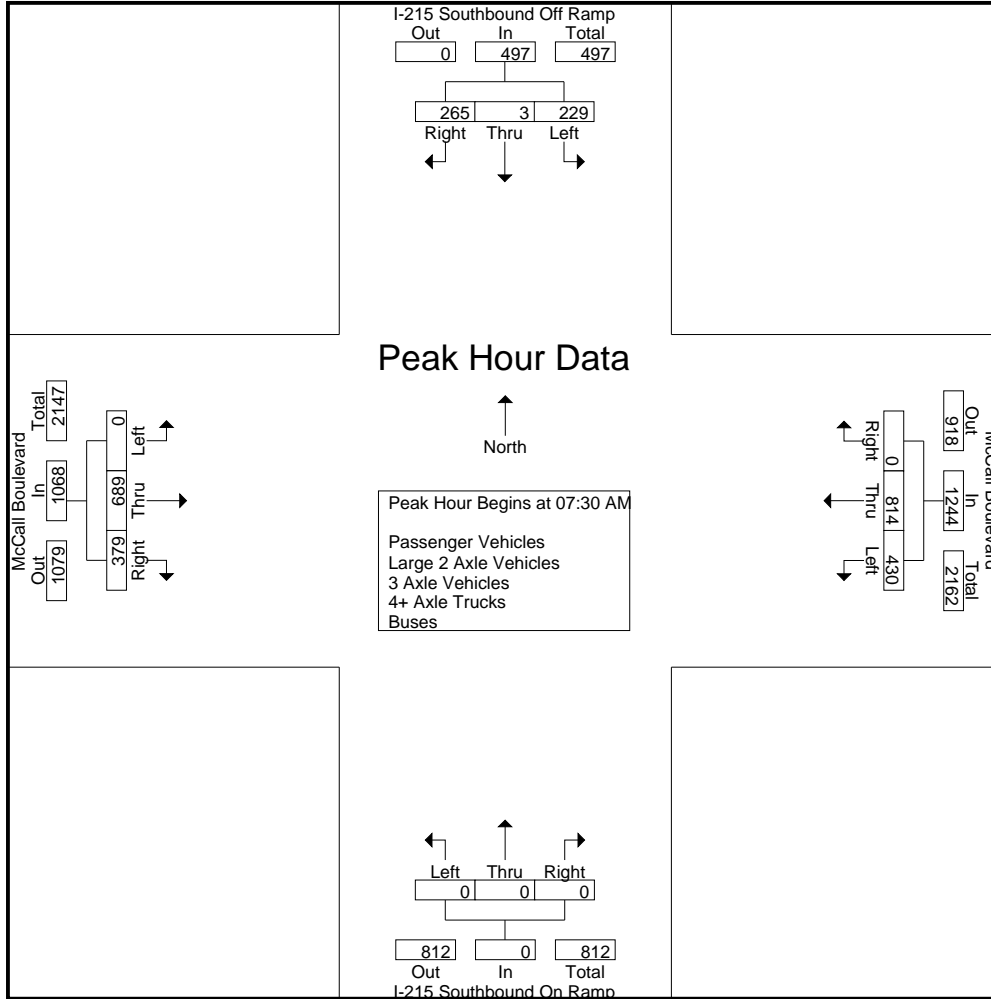
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	1	58	88	88	100	0	188	0	0	0	0	0	135	78	213	489
07:15 AM	38	1	62	101	127	157	0	284	0	0	0	0	0	119	103	222	607
07:30 AM	70	1	64	135	120	165	0	285	0	0	0	0	0	170	107	277	697
07:45 AM	89	0	73	162	102	229	0	331	0	0	0	0	0	161	97	258	751
<b>Total</b>	<b>226</b>	<b>3</b>	<b>257</b>	<b>486</b>	<b>437</b>	<b>651</b>	<b>0</b>	<b>1088</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>585</b>	<b>385</b>	<b>970</b>	<b>2544</b>
08:00 AM	39	1	71	111	112	198	0	310	0	0	0	0	0	177	88	265	686
08:15 AM	31	1	57	89	96	222	0	318	0	0	0	0	0	181	87	268	675
08:30 AM	42	0	79	121	93	174	0	267	0	0	0	0	0	152	88	240	628
08:45 AM	51	2	102	155	84	208	0	292	0	0	0	0	0	166	85	251	698
<b>Total</b>	<b>163</b>	<b>4</b>	<b>309</b>	<b>476</b>	<b>385</b>	<b>802</b>	<b>0</b>	<b>1187</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>676</b>	<b>348</b>	<b>1024</b>	<b>2687</b>
<b>Grand Total</b>	<b>389</b>	<b>7</b>	<b>566</b>	<b>962</b>	<b>822</b>	<b>1453</b>	<b>0</b>	<b>2275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1261</b>	<b>733</b>	<b>1994</b>	<b>5231</b>
Apprch %	40.4	0.7	58.8		36.1	63.9	0		0	0	0		0	63.2	36.8		
Total %	7.4	0.1	10.8	18.4	15.7	27.8	0	43.5	0	0	0	0	0	24.1	14	38.1	
Passenger Vehicles	361	7	532	900	811	1409	0	2220	0	0	0	0	0	1228	720	1948	5068
% Passenger Vehicles	92.8	100	94	93.6	98.7	97	0	97.6	0	0	0	0	0	97.4	98.2	97.7	96.9
Large 2 Axle Vehicles	12	0	21	33	5	21	0	26	0	0	0	0	0	19	6	25	84
% Large 2 Axle Vehicles	3.1	0	3.7	3.4	0.6	1.4	0	1.1	0	0	0	0	0	1.5	0.8	1.3	1.6
3 Axle Vehicles	0	0	2	2	0	2	0	2	0	0	0	0	0	3	1	4	8
% 3 Axle Vehicles	0	0	0.4	0.2	0	0.1	0	0.1	0	0	0	0	0	0.2	0.1	0.2	0.2
4+ Axle Trucks	13	0	10	23	5	9	0	14	0	0	0	0	0	4	6	10	47
% 4+ Axle Trucks	3.3	0	1.8	2.4	0.6	0.6	0	0.6	0	0	0	0	0	0.3	0.8	0.5	0.9
Buses	3	0	1	4	1	12	0	13	0	0	0	0	0	7	0	7	24
% Buses	0.8	0	0.2	0.4	0.1	0.8	0	0.6	0	0	0	0	0	0.6	0	0.4	0.5

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	70	1	64	135	<b>120</b>	165	0	285	0	0	0	0	0	170	<b>107</b>	<b>277</b>	697
07:45 AM	<b>89</b>	0	<b>73</b>	<b>162</b>	102	<b>229</b>	0	<b>331</b>	0	0	0	0	0	161	97	258	<b>751</b>
08:00 AM	39	1	71	111	112	198	0	310	0	0	0	0	0	177	88	265	686
08:15 AM	31	1	57	89	96	222	0	318	0	0	0	0	0	<b>181</b>	87	268	675
Total Volume	229	3	265	497	430	814	0	1244	0	0	0	0	0	689	379	1068	2809
% App. Total	46.1	0.6	53.3		34.6	65.4	0		0	0	0		0	64.5	35.5		
PHF	.643	.750	.908	.767	.896	.889	.000	.940	.000	.000	.000	.000	.000	.952	.886	.964	.935

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	38	1	62	101	<b>120</b>	165	0	285	0	0	0	0	0	170	<b>107</b>	<b>277</b>
+15 mins.	70	1	64	135	102	<b>229</b>	0	<b>331</b>	0	0	0	0	0	161	97	258
+30 mins.	<b>89</b>	0	<b>73</b>	<b>162</b>	112	198	0	310	0	0	0	0	0	177	88	265
+45 mins.	39	1	71	111	96	222	0	318	0	0	0	0	0	<b>181</b>	87	268
Total Volume	236	3	270	509	430	814	0	1244	0	0	0	0	0	689	379	1068
% App. Total	46.4	0.6	53		34.6	65.4	0		0	0	0	0	0	64.5	35.5	
PHF	.663	.750	.925	.785	.896	.889	.000	.940	.000	.000	.000	.000	.000	.952	.886	.964

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

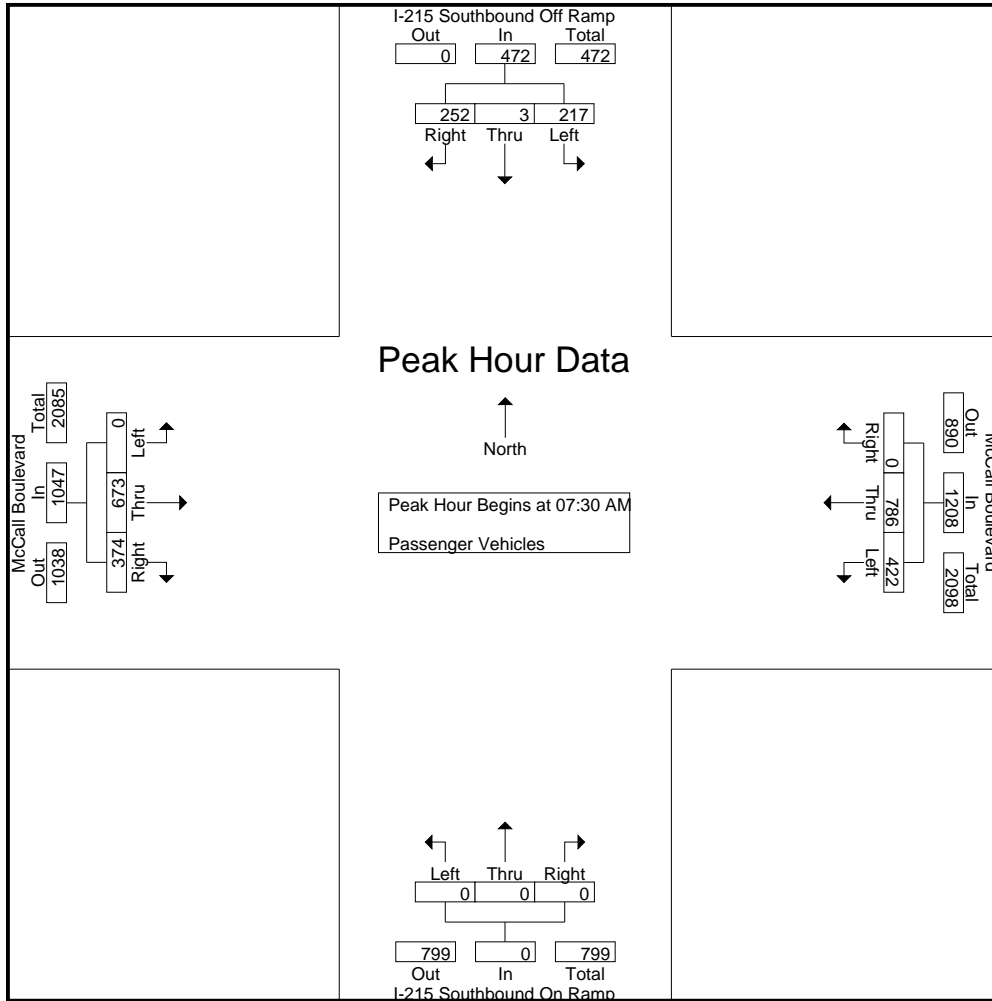
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	21	1	52	74	88	99	0	187	0	0	0	0	0	130	76	206	467
07:15 AM	37	1	60	98	127	153	0	280	0	0	0	0	0	113	102	215	593
07:30 AM	70	1	60	131	117	159	0	276	0	0	0	0	0	168	105	273	680
07:45 AM	86	0	71	157	101	221	0	322	0	0	0	0	0	157	95	252	731
Total	214	3	243	460	433	632	0	1065	0	0	0	0	0	568	378	946	2471
08:00 AM	34	1	68	103	109	194	0	303	0	0	0	0	0	174	87	261	667
08:15 AM	27	1	53	81	95	212	0	307	0	0	0	0	0	174	87	261	649
08:30 AM	38	0	72	110	93	168	0	261	0	0	0	0	0	150	87	237	608
08:45 AM	48	2	96	146	81	203	0	284	0	0	0	0	0	162	81	243	673
Total	147	4	289	440	378	777	0	1155	0	0	0	0	0	660	342	1002	2597
Grand Total	361	7	532	900	811	1409	0	2220	0	0	0	0	0	1228	720	1948	5068
Apprch %	40.1	0.8	59.1		36.5	63.5	0		0	0	0	0	0	63	37		
Total %	7.1	0.1	10.5	17.8	16	27.8	0	43.8	0	0	0	0	0	24.2	14.2	38.4	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	70	1	60	131	117	159	0	276	0	0	0	0	0	168	105	273	680
07:45 AM	86	0	71	157	101	221	0	322	0	0	0	0	0	157	95	252	731
08:00 AM	34	1	68	103	109	194	0	303	0	0	0	0	0	174	87	261	667
08:15 AM	27	1	53	81	95	212	0	307	0	0	0	0	0	174	87	261	649
Total Volume	217	3	252	472	422	786	0	1208	0	0	0	0	0	673	374	1047	2727
% App. Total	46	0.6	53.4		34.9	65.1	0		0	0	0	0	0	64.3	35.7		
PHF	.631	.750	.887	.752	.902	.889	.000	.938	.000	.000	.000	.000	.000	.967	.890	.959	.933

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	70	1	60	131	117	159	0	276	0	0	0	0	0	168	105	273
+15 mins.	86	0	71	157	101	221	0	322	0	0	0	0	0	157	95	252
+30 mins.	34	1	68	103	109	194	0	303	0	0	0	0	0	174	87	261
+45 mins.	27	1	53	81	95	212	0	307	0	0	0	0	0	174	87	261
Total Volume	217	3	252	472	422	786	0	1208	0	0	0	0	0	673	374	1047
% App. Total	46	0.6	53.4		34.9	65.1	0		0	0	0	0	0	64.3	35.7	
PHF	.631	.750	.887	.752	.902	.889	.000	.938	.000	.000	.000	.000	.000	.967	.890	.959

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

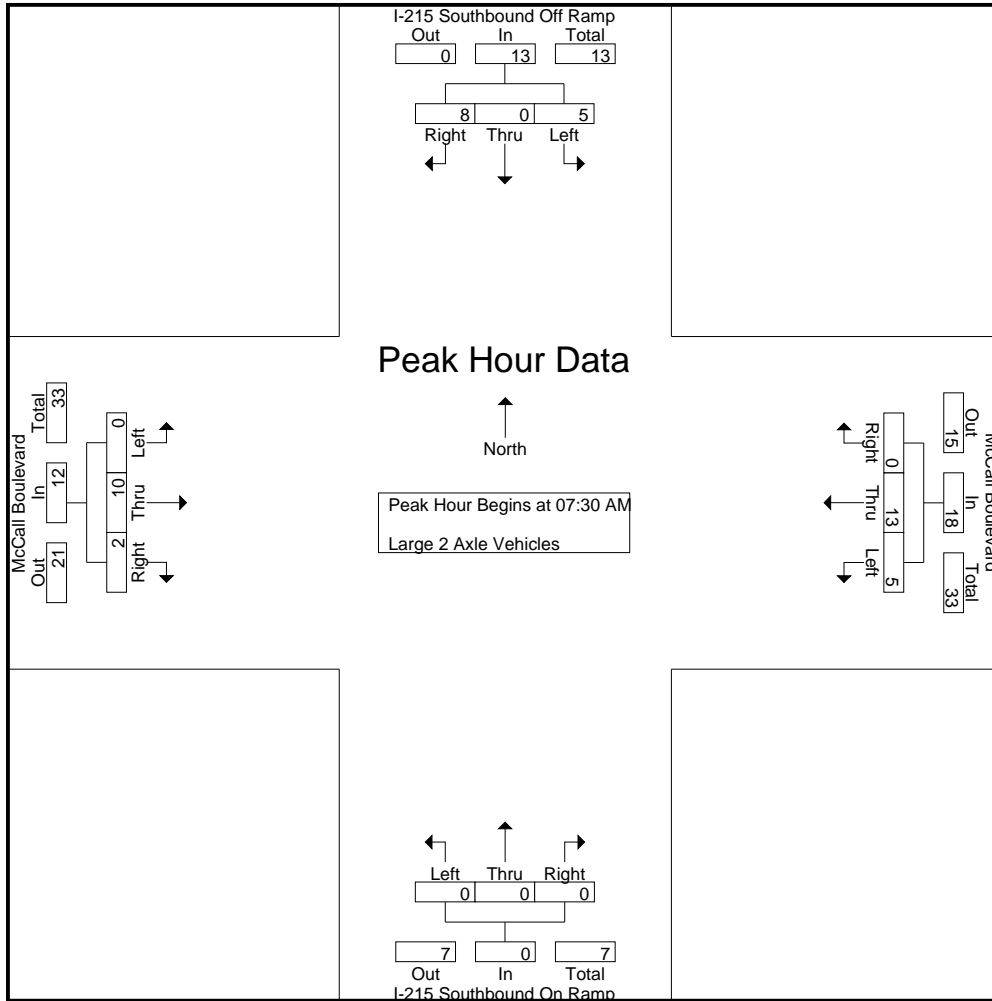
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	5	8	0	0	0	0	0	0	0	0	0	3	0	3	11
07:15 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	3	1	4	8
07:30 AM	0	0	2	2	2	3	0	5	0	0	0	0	0	2	2	4	11
07:45 AM	2	0	1	3	1	5	0	6	0	0	0	0	0	3	0	3	12
Total	5	0	10	15	3	10	0	13	0	0	0	0	0	11	3	14	42
08:00 AM	2	0	3	5	1	2	0	3	0	0	0	0	0	1	0	1	9
08:15 AM	1	0	2	3	1	3	0	4	0	0	0	0	0	4	0	4	11
08:30 AM	2	0	2	4	0	3	0	3	0	0	0	0	0	1	1	2	9
08:45 AM	2	0	4	6	0	3	0	3	0	0	0	0	0	2	2	4	13
Total	7	0	11	18	2	11	0	13	0	0	0	0	0	8	3	11	42
Grand Total	12	0	21	33	5	21	0	26	0	0	0	0	0	19	6	25	84
Apprch %	36.4	0	63.6		19.2	80.8	0		0	0	0		0	76	24		
Total %	14.3	0	25	39.3	6	25	0	31	0	0	0	0	0	22.6	7.1	29.8	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	2	2	2	3	0	5	0	0	0	0	0	2	2	4	11
07:45 AM	2	0	1	3	1	5	0	6	0	0	0	0	0	3	0	3	12
08:00 AM	2	0	3	5	1	2	0	3	0	0	0	0	0	1	0	1	9
08:15 AM	1	0	2	3	1	3	0	4	0	0	0	0	0	4	0	4	11
Total Volume	5	0	8	13	5	13	0	18	0	0	0	0	0	10	2	12	43
% App. Total	38.5	0	61.5		27.8	72.2	0		0	0	0		0	83.3	16.7		
PHF	.625	.000	.667	.650	.625	.650	.000	.750	.000	.000	.000	.000	.000	.625	.250	.750	.896

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	2	3	0	5	0	0	0	0	0	2	2	4
+15 mins.	2	0	1	3	1	5	0	6	0	0	0	0	0	3	0	3
+30 mins.	2	0	3	5	1	2	0	3	0	0	0	0	0	1	0	1
+45 mins.	1	0	2	3	1	3	0	4	0	0	0	0	0	4	0	4
Total Volume	5	0	8	13	5	13	0	18	0	0	0	0	0	10	2	12
% App. Total	38.5	0	61.5		27.8	72.2	0		0	0	0		0	83.3	16.7	
PHF	.625	.000	.667	.650	.625	.650	.000	.750	.000	.000	.000	.000	.000	.625	.250	.750



City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

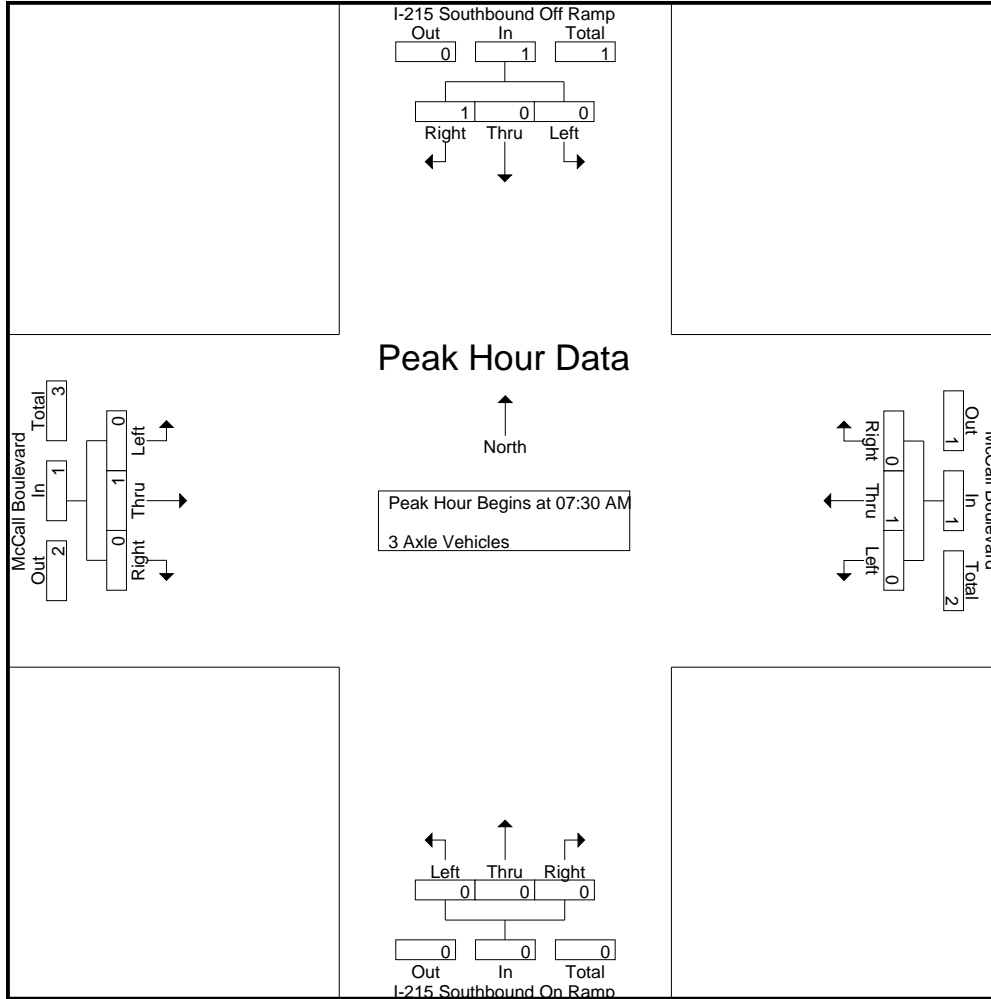
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Grand Total	0	0	2	2	0	2	0	2	0	0	0	0	0	3	1	4	8
Apprch %	0	0	100		0	100	0		0	0	0		0	75	25		
Total %	0	0	25	25	0	25	0	25	0	0	0	0	0	37.5	12.5	50	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

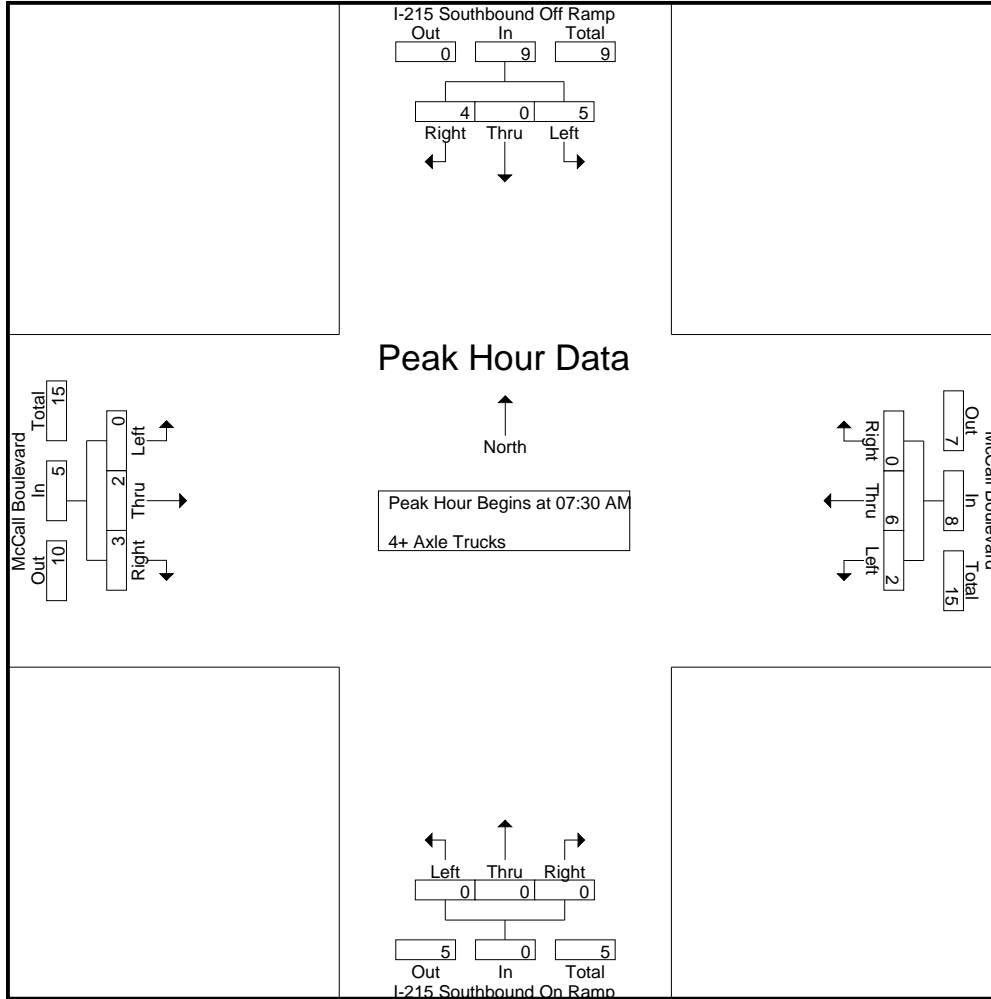
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	1	5	0	0	0	0	0	0	0	0	0	0	1	1	6
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	2	2	1	2	0	3	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	5	0	3	8	1	3	0	4	0	0	0	0	0	2	3	5	17
08:00 AM	2	0	0	2	1	2	0	3	0	0	0	0	0	1	1	2	7
08:15 AM	3	0	2	5	0	2	0	2	0	0	0	0	0	1	0	1	8
08:30 AM	2	0	3	5	0	1	0	1	0	0	0	0	0	0	0	0	6
08:45 AM	1	0	2	3	3	1	0	4	0	0	0	0	0	0	2	2	9
Total	8	0	7	15	4	6	0	10	0	0	0	0	0	2	3	5	30
Grand Total	13	0	10	23	5	9	0	14	0	0	0	0	0	4	6	10	47
Apprch %	56.5	0	43.5		35.7	64.3	0		0	0	0		0	40	60		
Total %	27.7	0	21.3	48.9	10.6	19.1	0	29.8	0	0	0	0	0	8.5	12.8	21.3	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	2	2	1	2	0	3	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:00 AM	2	0	0	2	1	2	0	3	0	0	0	0	0	1	1	2	7
08:15 AM	3	0	2	5	0	2	0	2	0	0	0	0	0	1	0	1	8
Total Volume	5	0	4	9	2	6	0	8	0	0	0	0	0	2	3	5	22
% App. Total	55.6	0	44.4		25	75	0		0	0	0		0	40	60		
PHF	.417	.000	.500	.450	.500	.750	.000	.667	.000	.000	.000	.000	.000	.500	.375	.625	.688

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	1	2	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	2	0	0	2	1	2	0	3	0	0	0	0	0	1	1	2
+45 mins.	3	0	2	5	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	5	0	4	9	2	6	0	8	0	0	0	0	0	2	3	5
% App. Total	55.6	0	44.4		25	75	0		0	0	0		0	40	60	
PHF	.417	.000	.500	.450	.500	.750	.000	.667	.000	.000	.000	.000	.000	.500	.375	.625

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
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Groups Printed- Buses

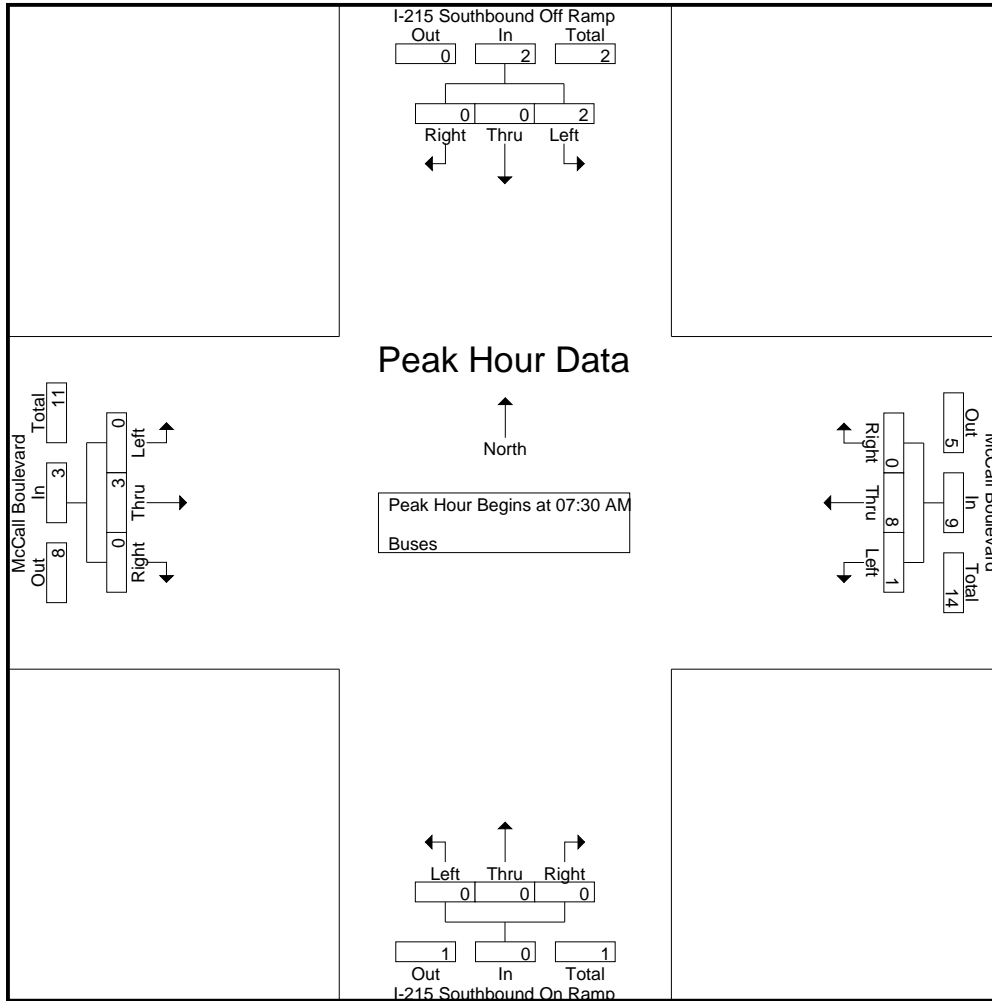
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
Total	2	0	0	2	0	6	0	6	0	0	0	0	0	3	0	3	11
08:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	2	1	6	0	7	0	0	0	0	0	4	0	4	13
Grand Total	3	0	1	4	1	12	0	13	0	0	0	0	0	7	0	7	24
Apprch %	75	0	25		7.7	92.3	0		0	0	0		0	100	0		
Total %	12.5	0	4.2	16.7	4.2	50	0	54.2	0	0	0	0	0	29.2	0	29.2	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
08:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	2	0	0	2	1	8	0	9	0	0	0	0	0	3	0	3	14
% App. Total	100	0	0		11.1	88.9	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.250	.500	.000	.563	.000	.000	.000	.000	.000	.750	.000	.750	.700

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

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC AM  
 Site Code : 12223586  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
Total Volume	2	0	0	2	1	8	0	9	0	0	0	0	0	3	0	3
% App. Total	100	0	0		11.1	88.9	0		0	0	0		0	100	0	
PHF	.500	.000	.000	.500	.250	.500	.000	.563	.000	.000	.000	.000	.000	.750	.000	.750

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

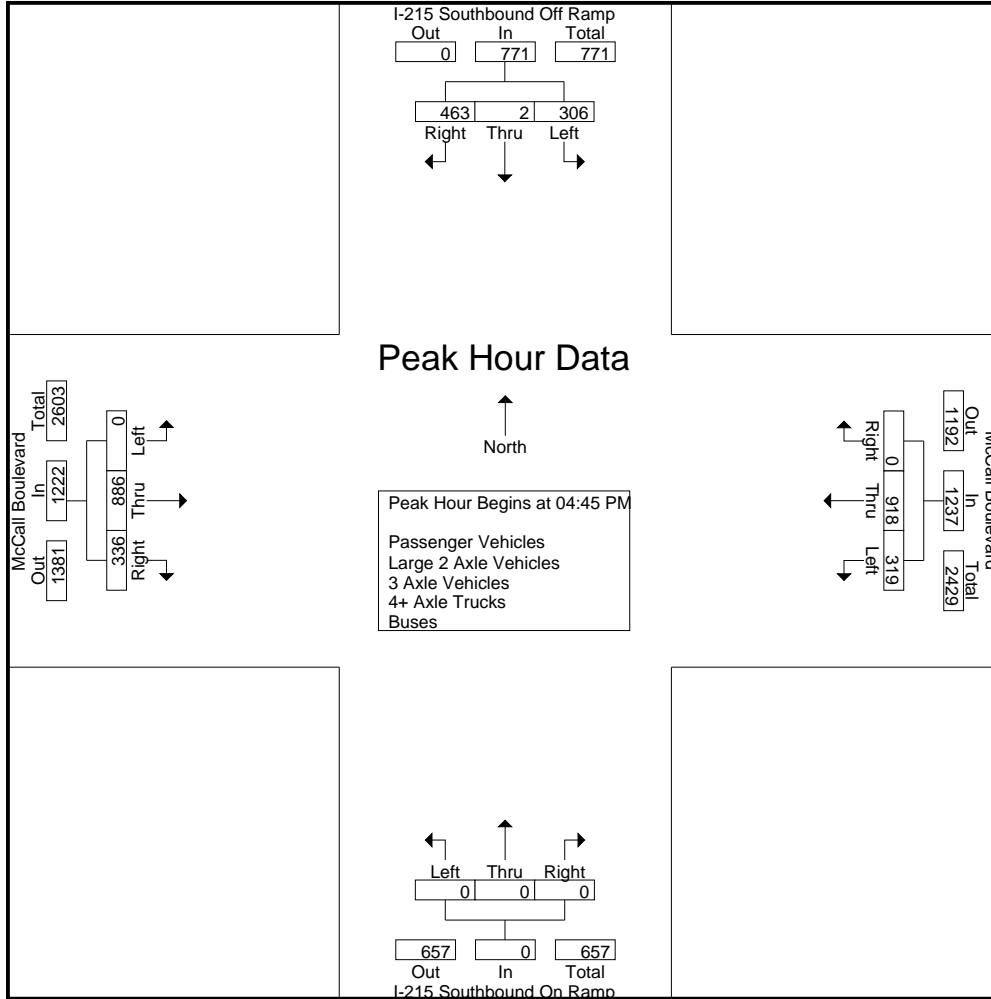
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	78	1	125	204	89	219	0	308	0	0	0	0	0	206	103	309	821
04:15 PM	81	0	124	205	68	211	0	279	0	0	0	0	0	222	78	300	784
04:30 PM	84	0	94	178	80	216	0	296	0	0	0	0	0	213	86	299	773
04:45 PM	78	1	122	201	77	217	0	294	0	0	0	0	0	210	91	301	796
<b>Total</b>	<b>321</b>	<b>2</b>	<b>465</b>	<b>788</b>	<b>314</b>	<b>863</b>	<b>0</b>	<b>1177</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>851</b>	<b>358</b>	<b>1209</b>	<b>3174</b>
05:00 PM	75	0	128	203	84	239	0	323	0	0	0	0	0	229	81	310	836
05:15 PM	83	1	94	178	78	233	0	311	0	0	0	0	0	216	72	288	777
05:30 PM	70	0	119	189	80	229	0	309	0	0	0	0	0	231	92	323	821
05:45 PM	80	0	118	198	73	198	0	271	0	0	0	0	0	196	80	276	745
<b>Total</b>	<b>308</b>	<b>1</b>	<b>459</b>	<b>768</b>	<b>315</b>	<b>899</b>	<b>0</b>	<b>1214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>872</b>	<b>325</b>	<b>1197</b>	<b>3179</b>
<b>Grand Total</b>	<b>629</b>	<b>3</b>	<b>924</b>	<b>1556</b>	<b>629</b>	<b>1762</b>	<b>0</b>	<b>2391</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1723</b>	<b>683</b>	<b>2406</b>	<b>6353</b>
Apprch %	40.4	0.2	59.4		26.3	73.7	0		0	0	0		0	71.6	28.4		
Total %	9.9	0	14.5	24.5	9.9	27.7	0	37.6	0	0	0	0	0	27.1	10.8	37.9	
Passenger Vehicles	618	3	910	1531	625	1745	0	2370	0	0	0	0	0	1691	677	2368	6269
% Passenger Vehicles	98.3	100	98.5	98.4	99.4	99	0	99.1	0	0	0	0	0	98.1	99.1	98.4	98.7
Large 2 Axle Vehicles	7	0	9	16	4	12	0	16	0	0	0	0	0	23	2	25	57
% Large 2 Axle Vehicles	1.1	0	1	1	0.6	0.7	0	0.7	0	0	0	0	0	1.3	0.3	1	0.9
3 Axle Vehicles	1	0	2	3	0	0	0	0	0	0	0	0	0	2	1	3	6
% 3 Axle Vehicles	0.2	0	0.2	0.2	0	0	0	0	0	0	0	0	0	0.1	0.1	0.1	0.1
4+ Axle Trucks	1	0	2	3	0	1	0	1	0	0	0	0	0	5	2	7	11
% 4+ Axle Trucks	0.2	0	0.2	0.2	0	0.1	0	0	0	0	0	0	0	0.3	0.3	0.3	0.2
Buses	2	0	1	3	0	4	0	4	0	0	0	0	0	2	1	3	10
% Buses	0.3	0	0.1	0.2	0	0.2	0	0.2	0	0	0	0	0	0.1	0.1	0.1	0.2

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	78	1	122	201	77	217	0	294	0	0	0	0	0	210	91	301	796
05:00 PM	75	0	<b>128</b>	<b>203</b>	<b>84</b>	<b>239</b>	0	<b>323</b>	0	0	0	0	0	229	81	310	<b>836</b>
05:15 PM	<b>83</b>	1	94	178	78	233	0	311	0	0	0	0	0	216	72	288	777
05:30 PM	70	0	119	189	80	229	0	309	0	0	0	0	0	<b>231</b>	<b>92</b>	<b>323</b>	821
Total Volume	306	2	463	771	319	918	0	1237	0	0	0	0	0	886	336	1222	3230
% App. Total	39.7	0.3	60.1		25.8	74.2	0		0	0	0		0	72.5	27.5		
PHF	.922	.500	.904	.950	.949	.960	.000	.957	.000	.000	.000	.000	.000	.959	.913	.946	.966

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	78	1	125	204	77	217	0	294	0	0	0	0	0	210	91	301
+15 mins.	81	0	124	205	84	239	0	323	0	0	0	0	0	229	81	310
+30 mins.	84	0	94	178	78	233	0	311	0	0	0	0	0	216	72	288
+45 mins.	78	1	122	201	80	229	0	309	0	0	0	0	0	231	92	323
Total Volume	321	2	465	788	319	918	0	1237	0	0	0	0	0	886	336	1222
% App. Total	40.7	0.3	59		25.8	74.2	0		0	0	0	0	0	72.5	27.5	
PHF	.955	.500	.930	.961	.949	.960	.000	.957	.000	.000	.000	.000	.000	.959	.913	.946



City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

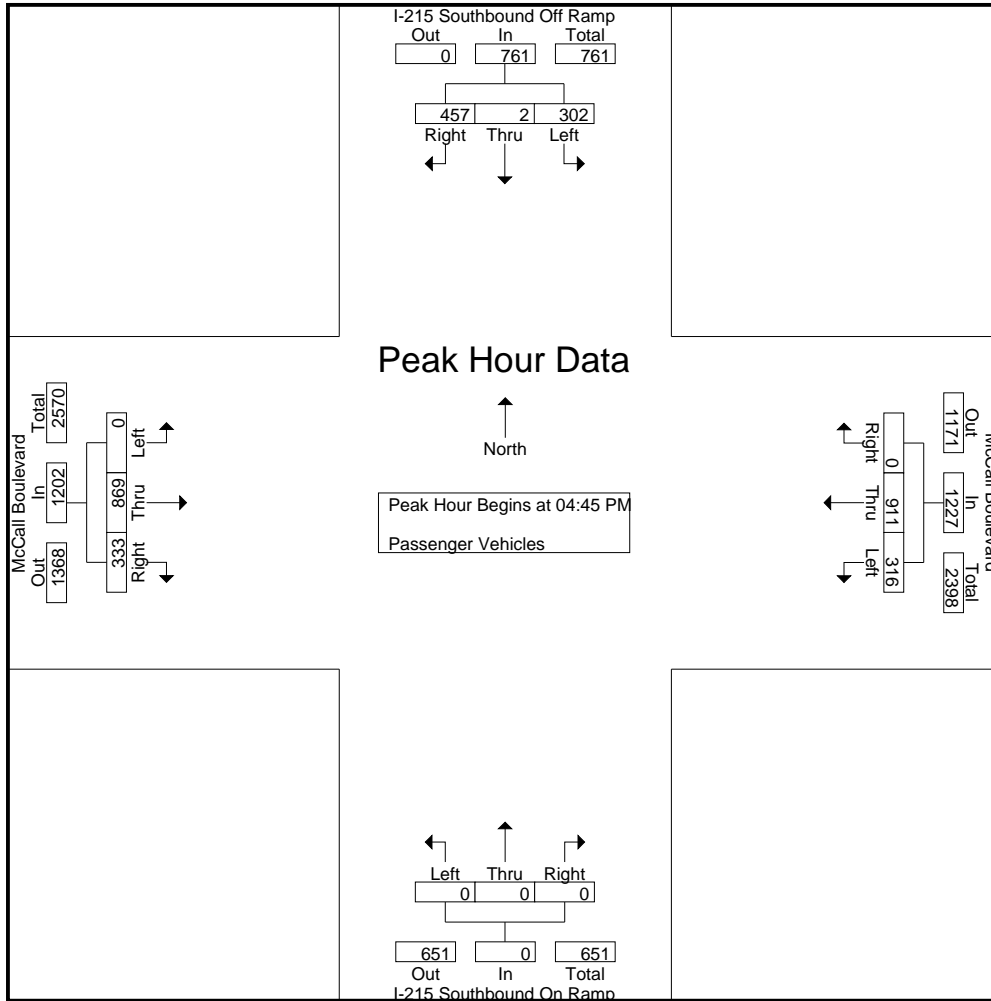
Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	77	1	122	200	89	216	0	305	0	0	0	0	0	197	103	300	805
04:15 PM	78	0	123	201	68	207	0	275	0	0	0	0	0	220	75	295	771
04:30 PM	82	0	91	173	80	215	0	295	0	0	0	0	0	210	86	296	764
04:45 PM	78	1	119	198	76	214	0	290	0	0	0	0	0	204	90	294	782
Total	315	2	455	772	313	852	0	1165	0	0	0	0	0	831	354	1185	3122
05:00 PM	73	0	125	198	83	238	0	321	0	0	0	0	0	226	81	307	826
05:15 PM	81	1	94	176	78	232	0	310	0	0	0	0	0	212	71	283	769
05:30 PM	70	0	119	189	79	227	0	306	0	0	0	0	0	227	91	318	813
05:45 PM	79	0	117	196	72	196	0	268	0	0	0	0	0	195	80	275	739
Total	303	1	455	759	312	893	0	1205	0	0	0	0	0	860	323	1183	3147
Grand Total	618	3	910	1531	625	1745	0	2370	0	0	0	0	0	1691	677	2368	6269
Apprch %	40.4	0.2	59.4		26.4	73.6	0		0	0	0	0	0	71.4	28.6		
Total %	9.9	0	14.5	24.4	10	27.8	0	37.8	0	0	0	0	0	27	10.8	37.8	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	78	1	119	198	76	214	0	290	0	0	0	0	0	204	90	294	782
05:00 PM	73	0	125	198	83	238	0	321	0	0	0	0	0	226	81	307	826
05:15 PM	81	1	94	176	78	232	0	310	0	0	0	0	0	212	71	283	769
05:30 PM	70	0	119	189	79	227	0	306	0	0	0	0	0	227	91	318	813
Total Volume	302	2	457	761	316	911	0	1227	0	0	0	0	0	869	333	1202	3190
% App. Total	39.7	0.3	60.1		25.8	74.2	0		0	0	0	0	0	72.3	27.7		
PHF	.932	.500	.914	.961	.952	.957	.000	.956	.000	.000	.000	.000	.000	.957	.915	.945	.965

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	78	1	119	198	76	214	0	290	0	0	0	0	0	204	90	294
+15 mins.	73	0	125	198	83	238	0	321	0	0	0	0	0	226	81	307
+30 mins.	81	1	94	176	78	232	0	310	0	0	0	0	0	212	71	283
+45 mins.	70	0	119	189	79	227	0	306	0	0	0	0	0	227	91	318
Total Volume	302	2	457	761	316	911	0	1227	0	0	0	0	0	869	333	1202
% App. Total	39.7	0.3	60.1		25.8	74.2	0		0	0	0	0	0	72.3	27.7	
PHF	.932	.500	.914	.961	.952	.957	.000	.956	.000	.000	.000	.000	.000	.957	.915	.945

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

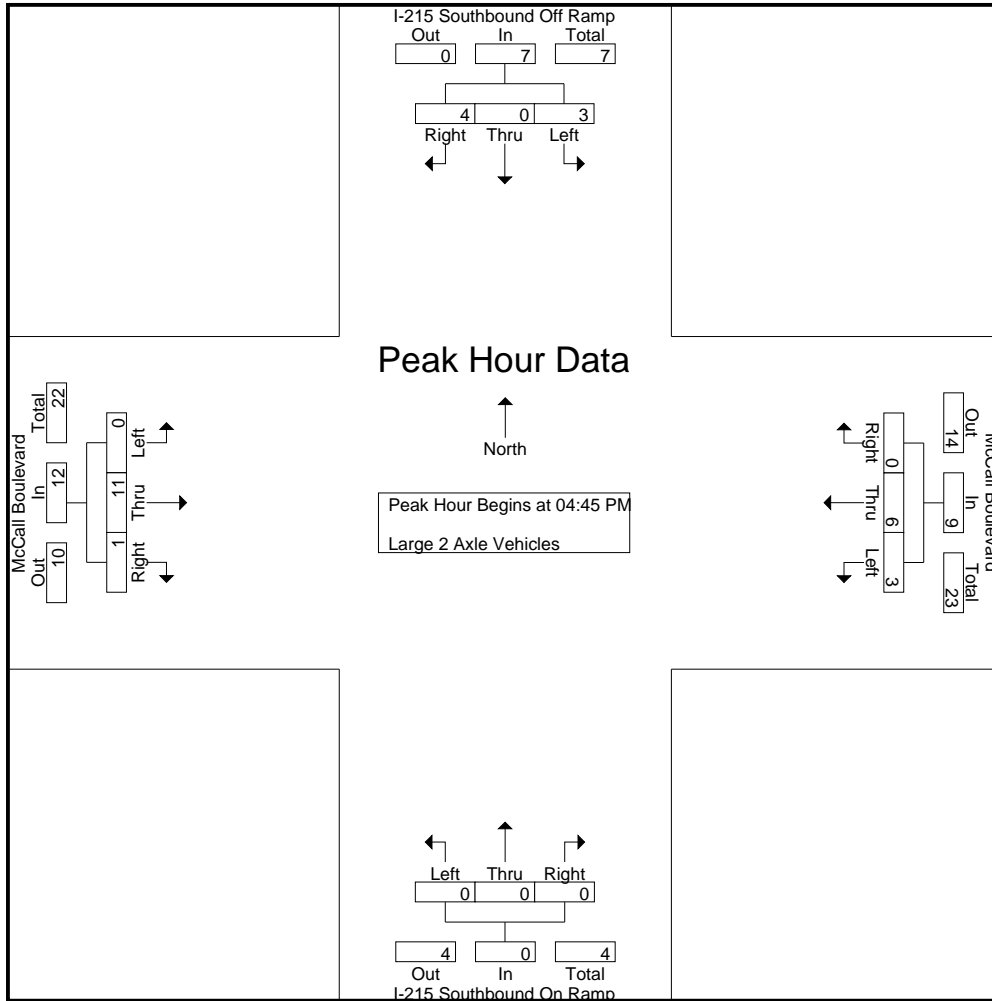
Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	8	0	8	13
04:15 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	2	1	3	7
04:30 PM	2	0	3	5	0	0	0	0	0	0	0	0	0	1	0	1	6
04:45 PM	0	0	2	2	1	3	0	4	0	0	0	0	0	4	1	5	11
<b>Total</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>17</b>	<b>37</b>
05:00 PM	2	0	2	4	1	1	0	2	0	0	0	0	0	3	0	3	9
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>20</b>
<b>Grand Total</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>25</b>	<b>57</b>
Apprch %	43.8	0	56.2		25	75	0		0	0	0		0	92	8		
Total %	12.3	0	15.8	28.1	7	21.1	0	28.1	0	0	0	0	0	40.4	3.5	43.9	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	1	3	0	4	0	0	0	0	0	4	1	5	11
05:00 PM	2	0	2	4	1	1	0	2	0	0	0	0	0	3	0	3	9
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
Total Volume	3	0	4	7	3	6	0	9	0	0	0	0	0	11	1	12	28
% App. Total	42.9	0	57.1		33.3	66.7	0		0	0	0		0	91.7	8.3		
PHF	.375	.000	.500	.438	.750	.500	.000	.563	.000	.000	.000	.000	.000	.688	.250	.600	.636

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	2	2	1	3	0	4	0	0	0	0	0	4	1	5
+15 mins.	2	0	2	4	1	1	0	2	0	0	0	0	0	3	0	3
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3
Total Volume	3	0	4	7	3	6	0	9	0	0	0	0	0	11	1	12
% App. Total	42.9	0	57.1		33.3	66.7	0		0	0	0		0	91.7	8.3	
PHF	.375	.000	.500	.438	.750	.500	.000	.563	.000	.000	.000	.000	.000	.688	.250	.600

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

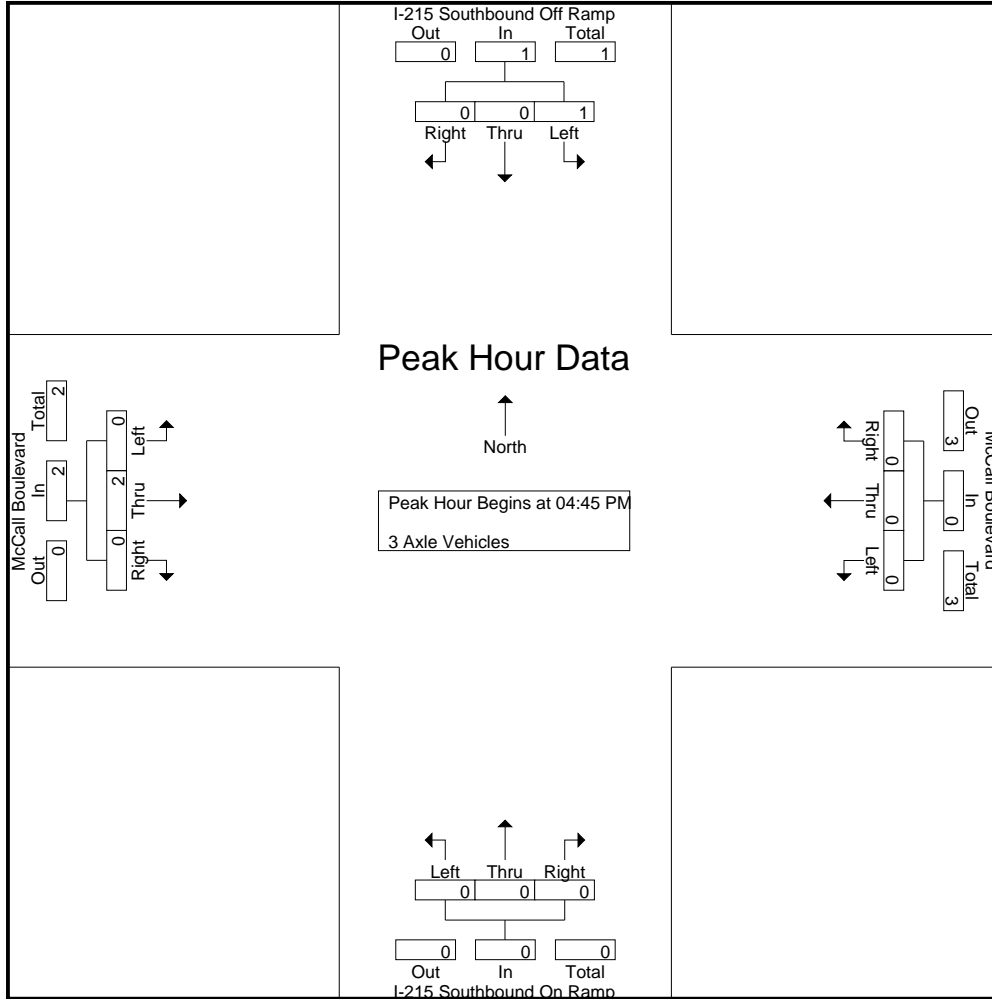
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	1	0	2	3	0	0	0	0	0	0	0	0	0	2	1	3	6
Apprch %	33.3	0	66.7		0	0	0		0	0	0		0	66.7	33.3		
Total %	16.7	0	33.3	50	0	0	0	0	0	0	0	0	0	33.3	16.7	50	

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.375

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 Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	100	0	0	100	0	0	0	0	0	0	0	0	0	100	0	100
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

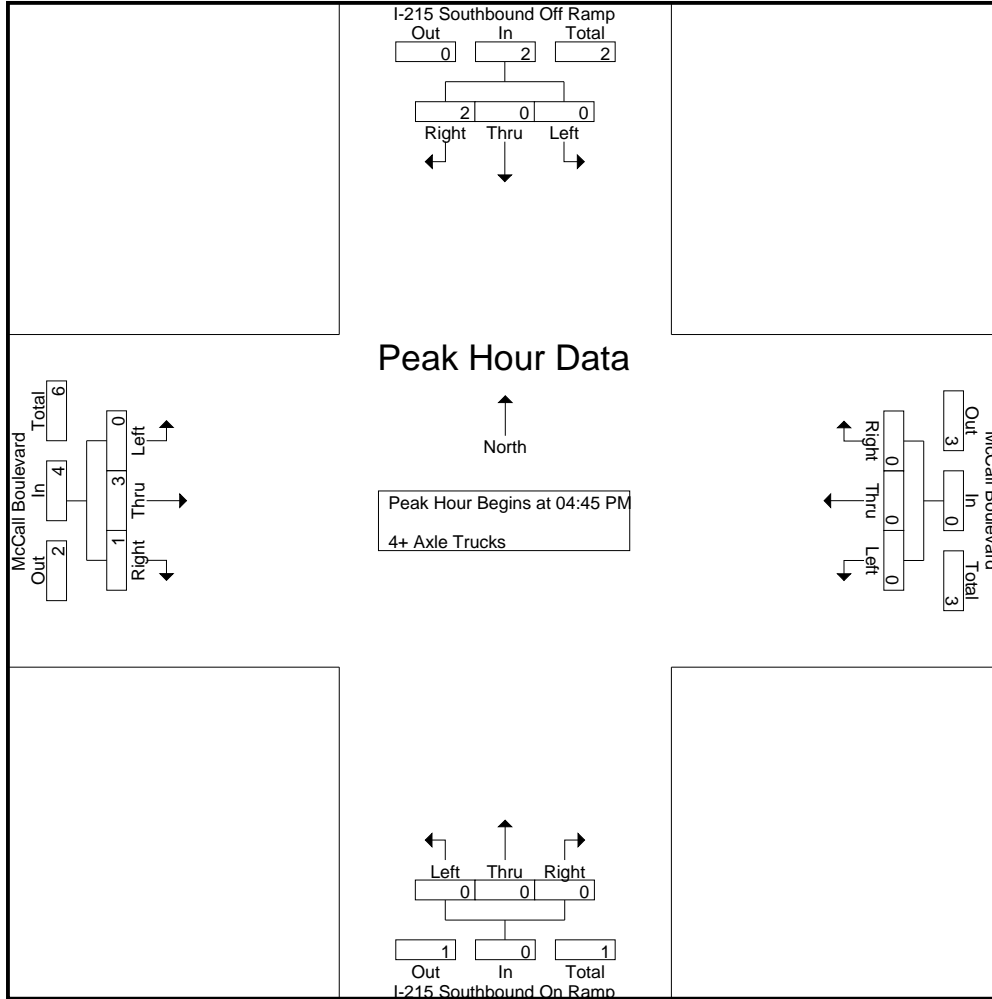
Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>7</b>
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>
Apprch %	33.3	0	66.7		0	100	0		0	0	0		0	71.4	28.6			
Total %	9.1	0	18.2	27.3	0	9.1	0	9.1	0	0	0	0	0	45.5	18.2	63.6		

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	3	1	0	4	6
% App. Total	0	0	100		0	0	0		0	0	0		0	75	25			
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.333	.500	

City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	3	1	4
% App. Total	0	0	100	100	0	0	0	0	0	0	0	0	0	75	25	100
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.333



City of Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

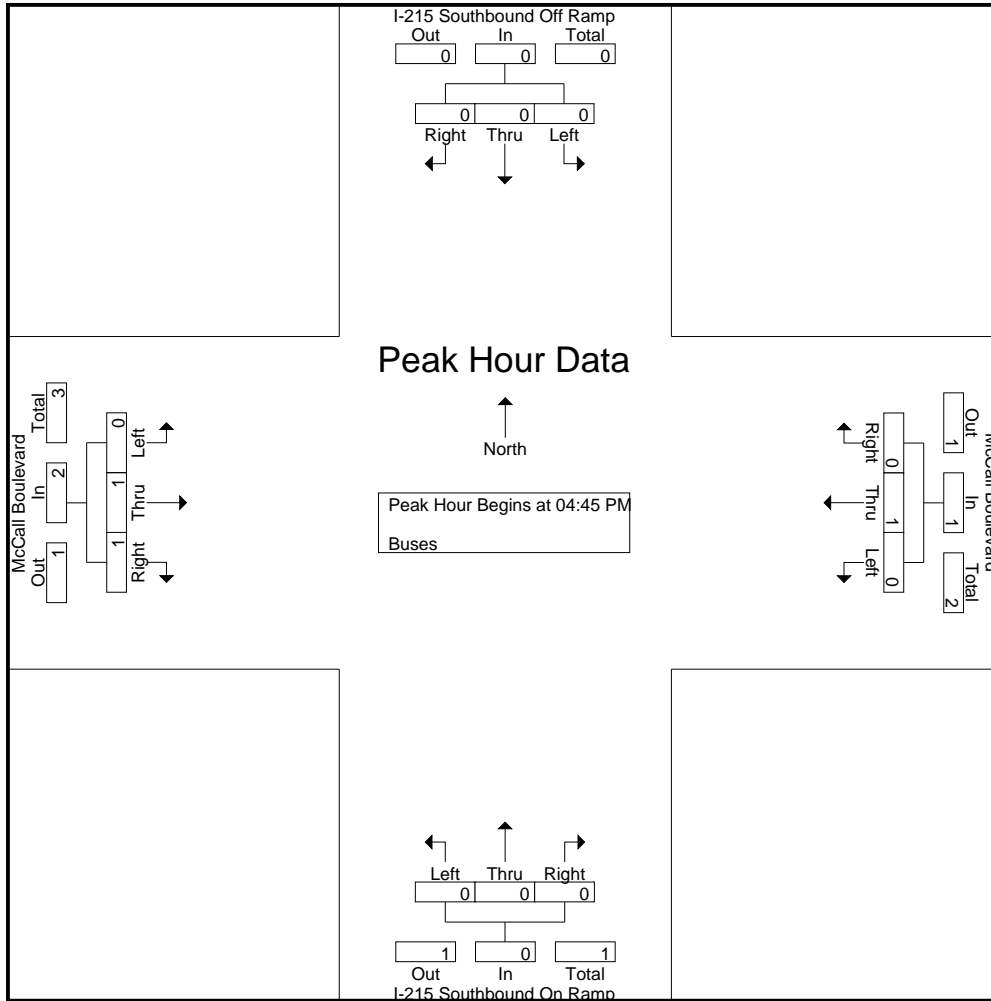
Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	1	2	0	2	0	2	0	0	0	0	0	2	0	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	0	1	0	1	4
Grand Total	2	0	1	3	0	4	0	4	0	0	0	0	0	2	1	0	3	10
Apprch %	66.7	0	33.3		0	100	0		0	0	0		0	66.7	33.3			
Total %	20	0	10	30	0	40	0	40	0	0	0	0	0	20	10	30		

Start Time	I-215 Southbound Off Ramp Southbound				McCall Boulevard Westbound				I-215 Southbound On Ramp Northbound				McCall Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500	.750	

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 Menifee  
 N/S: I-215 Southbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 08\_MEN\_215S\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+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	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	50	50	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500

Location: Menifee  
 N/S: I-215 SB Ramps  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg McCall Boulevard	South Leg I-215 SB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	3	0	3
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	8	0	8

	North Leg I-215 SB Ramps	East Leg McCall Boulevard	South Leg I-215 SB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	5	0	5
5:00 PM	1	0	2	0	3
5:15 PM	0	0	0	0	0
5:30 PM	0	0	3	0	3
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	0	11	0	12

Location: Menifee  
 N/S: I-215 SB Ramps  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound McCall Boulevard			Northbound I-215 SB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 SB Ramps			Westbound McCall Boulevard			Northbound I-215 SB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

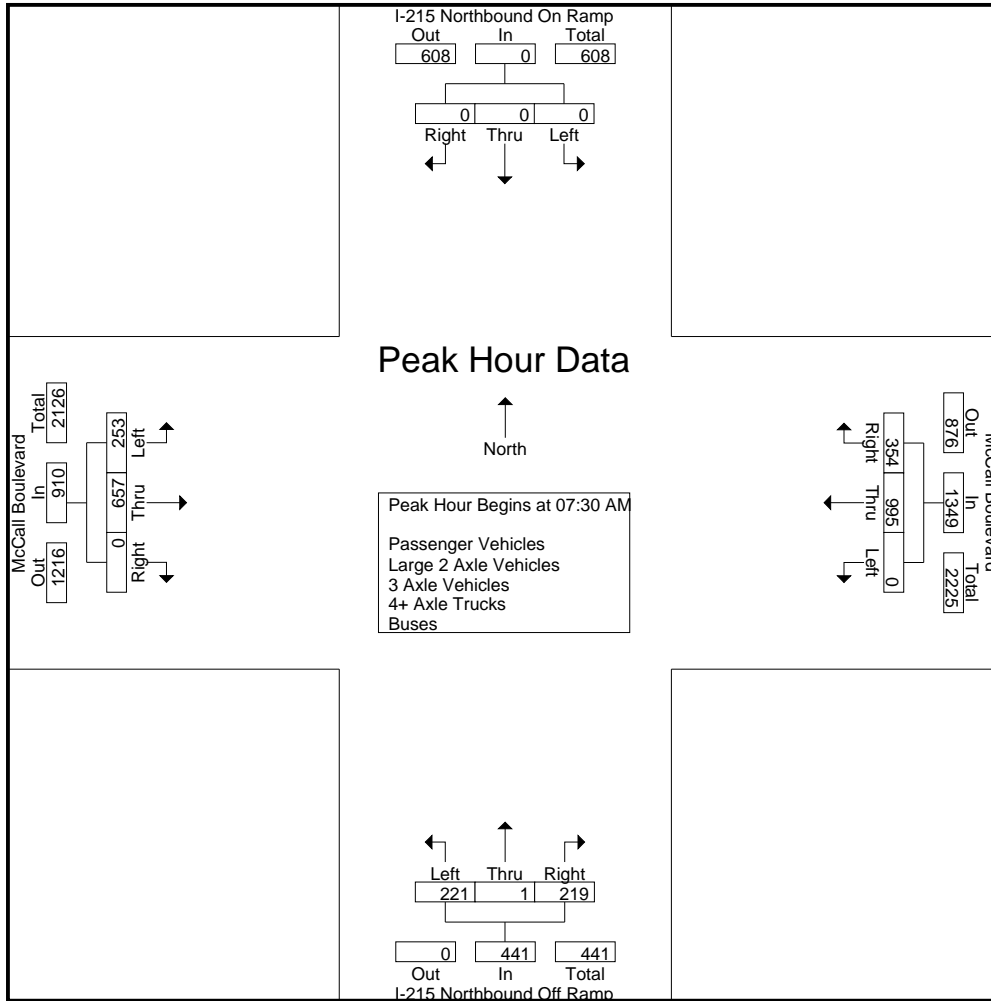
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	149	63	212	42	0	42	84	67	94	0	161	457
07:15 AM	0	0	0	0	0	254	83	337	44	0	48	92	53	105	0	158	587
07:30 AM	0	0	0	0	0	205	78	283	58	0	54	112	57	171	0	228	623
07:45 AM	0	0	0	0	0	265	101	366	62	0	63	125	69	178	0	247	738
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>873</b>	<b>325</b>	<b>1198</b>	<b>206</b>	<b>0</b>	<b>207</b>	<b>413</b>	<b>246</b>	<b>548</b>	<b>0</b>	<b>794</b>	<b>2405</b>
08:00 AM	0	0	0	0	0	260	88	348	41	0	50	91	68	152	0	220	659
08:15 AM	0	0	0	0	0	265	87	352	60	1	52	113	59	156	0	215	680
08:30 AM	0	0	0	0	0	208	68	276	51	0	45	96	56	143	0	199	571
08:45 AM	0	0	0	0	0	243	42	285	63	1	54	118	68	153	0	221	624
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>976</b>	<b>285</b>	<b>1261</b>	<b>215</b>	<b>2</b>	<b>201</b>	<b>418</b>	<b>251</b>	<b>604</b>	<b>0</b>	<b>855</b>	<b>2534</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1849</b>	<b>610</b>	<b>2459</b>	<b>421</b>	<b>2</b>	<b>408</b>	<b>831</b>	<b>497</b>	<b>1152</b>	<b>0</b>	<b>1649</b>	<b>4939</b>
Apprch %	0	0	0		0	75.2	24.8		50.7	0.2	49.1		30.1	69.9	0		
Total %	0	0	0		0	37.4	12.4	49.8	8.5	0	8.3	16.8	10.1	23.3	0	33.4	
Passenger Vehicles	0	0	0	0	0	1810	596	2406	405	1	392	798	484	1100	0	1584	4788
% Passenger Vehicles	0	0	0	0	0	97.9	97.7	97.8	96.2	50	96.1	96	97.4	95.5	0	96.1	96.9
Large 2 Axle Vehicles	0	0	0	0	0	20	6	26	6	1	10	17	9	24	0	33	76
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	1	1.1	1.4	50	2.5	2	1.8	2.1	0	2	1.5
3 Axle Vehicles	0	0	0	0	0	1	2	3	1	0	0	1	1	3	0	4	8
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.3	0.1	0.2	0	0	0.1	0.2	0.3	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	8	4	12	6	0	5	11	2	16	0	18	41
% 4+ Axle Trucks	0	0	0	0	0	0.4	0.7	0.5	1.4	0	1.2	1.3	0.4	1.4	0	1.1	0.8
Buses	0	0	0	0	0	10	2	12	3	0	1	4	1	9	0	10	26
% Buses	0	0	0	0	0	0.5	0.3	0.5	0.7	0	0.2	0.5	0.2	0.8	0	0.6	0.5

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	205	78	283	58	0	54	112	57	171	0	228	623
07:45 AM	0	0	0	0	0	<b>265</b>	<b>101</b>	<b>366</b>	<b>62</b>	0	<b>63</b>	<b>125</b>	<b>69</b>	<b>178</b>	0	<b>247</b>	<b>738</b>
08:00 AM	0	0	0	0	0	260	88	348	41	0	50	91	68	152	0	220	659
08:15 AM	0	0	0	0	0	265	87	352	60	1	52	113	59	156	0	215	680
Total Volume	0	0	0	0	0	995	354	1349	221	1	219	441	253	657	0	910	2700
% App. Total	0	0	0		0	73.8	26.2		50.1	0.2	49.7		27.8	72.2	0		
PHF	.000	.000	.000	.000	.000	.939	.876	.921	.891	.250	.869	.882	.917	.923	.000	.921	.915

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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:

	07:00 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	205	78	283	58	0	54	112	57	171	0	228
+15 mins.	0	0	0	0	0	<b>265</b>	<b>101</b>	<b>366</b>	<b>62</b>	0	<b>63</b>	<b>125</b>	<b>69</b>	<b>178</b>	0	<b>247</b>
+30 mins.	0	0	0	0	0	260	88	348	41	0	50	91	68	152	0	220
+45 mins.	0	0	0	0	0	265	87	352	60	<b>1</b>	52	113	59	156	0	215
Total Volume	0	0	0	0	0	995	354	1349	221	1	219	441	253	657	0	910
% App. Total	0	0	0	0	0	73.8	26.2		50.1	0.2	49.7		27.8	72.2	0	
PHF	.000	.000	.000	.000	.000	.939	.876	.921	.891	.250	.869	.882	.917	.923	.000	.921

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

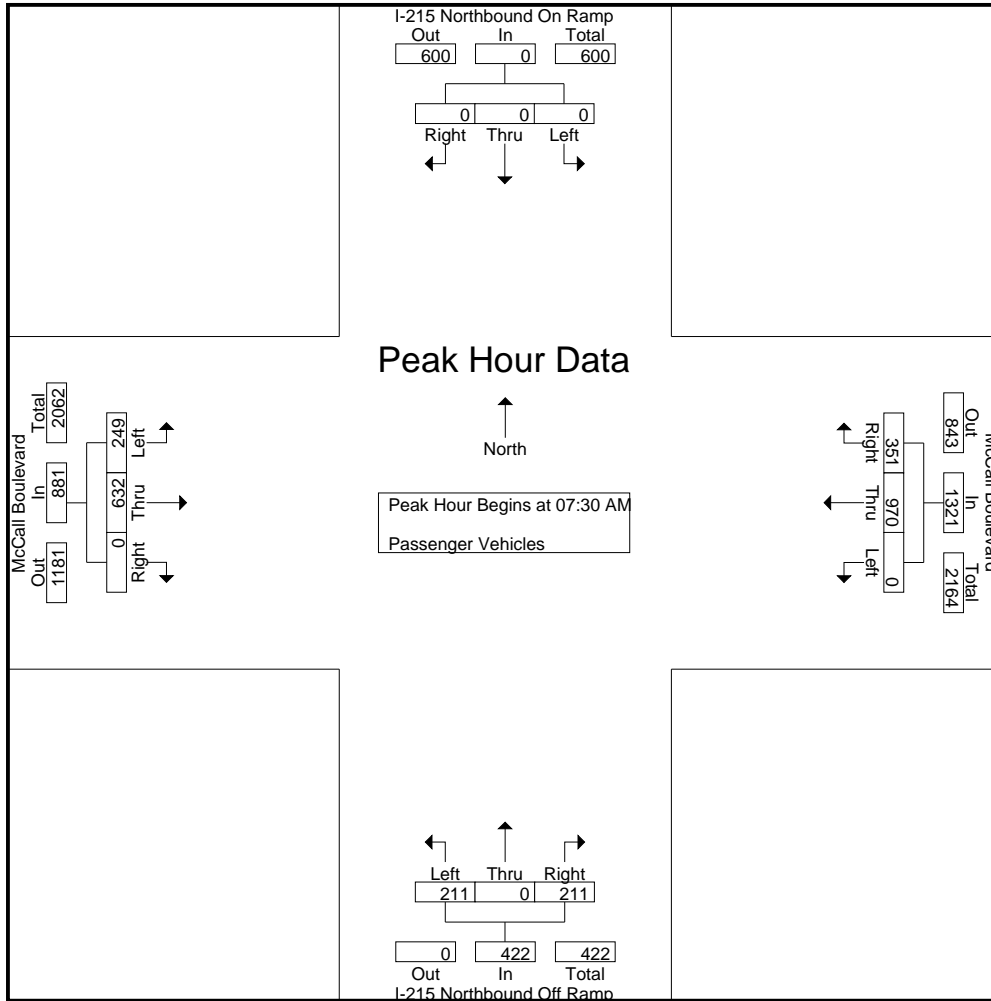
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	148	60	208	42	0	41	83	62	85	0	147	438
07:15 AM	0	0	0	0	0	251	79	330	43	0	47	90	53	97	0	150	570
07:30 AM	0	0	0	0	0	197	78	275	57	0	51	108	56	170	0	226	609
07:45 AM	0	0	0	0	0	261	100	361	57	0	60	117	69	172	0	241	719
Total	0	0	0	0	0	857	317	1174	199	0	199	398	240	524	0	764	2336
08:00 AM	0	0	0	0	0	255	88	343	40	0	50	90	68	142	0	210	643
08:15 AM	0	0	0	0	0	257	85	342	57	0	50	107	56	148	0	204	653
08:30 AM	0	0	0	0	0	205	66	271	49	0	44	93	55	137	0	192	556
08:45 AM	0	0	0	0	0	236	40	276	60	1	49	110	65	149	0	214	600
Total	0	0	0	0	0	953	279	1232	206	1	193	400	244	576	0	820	2452
Grand Total	0	0	0	0	0	1810	596	2406	405	1	392	798	484	1100	0	1584	4788
Apprch %	0	0	0		0	75.2	24.8		50.8	0.1	49.1		30.6	69.4	0		
Total %	0	0	0		0	37.8	12.4	50.3	8.5	0	8.2	16.7	10.1	23	0	33.1	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	197	78	275	57	0	51	108	56	170	0	226	609
07:45 AM	0	0	0	0	0	261	100	361	57	0	60	117	69	172	0	241	719
08:00 AM	0	0	0	0	0	255	88	343	40	0	50	90	68	142	0	210	643
08:15 AM	0	0	0	0	0	257	85	342	57	0	50	107	56	148	0	204	653
Total Volume	0	0	0	0	0	970	351	1321	211	0	211	422	249	632	0	881	2624
% App. Total	0	0	0		0	73.4	26.6		50	0	50		28.3	71.7	0		
PHF	.000	.000	.000	.000	.000	.929	.878	.915	.925	.000	.879	.902	.902	.919	.000	.914	.912

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	197	78	275	<b>57</b>	0	51	108	56	170	0	226
+15 mins.	0	0	0	0	0	<b>261</b>	<b>100</b>	<b>361</b>	57	0	<b>60</b>	<b>117</b>	<b>69</b>	<b>172</b>	0	<b>241</b>
+30 mins.	0	0	0	0	0	255	88	343	40	0	50	90	68	142	0	210
+45 mins.	0	0	0	0	0	257	85	342	57	0	50	107	56	148	0	204
Total Volume	0	0	0	0	0	970	351	1321	211	0	211	422	249	632	0	881
% App. Total	0	0	0	0	0	73.4	26.6		50	0	50		28.3	71.7	0	
PHF	.000	.000	.000	.000	.000	.929	.878	.915	.925	.000	.879	.902	.902	.919	.000	.914



City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

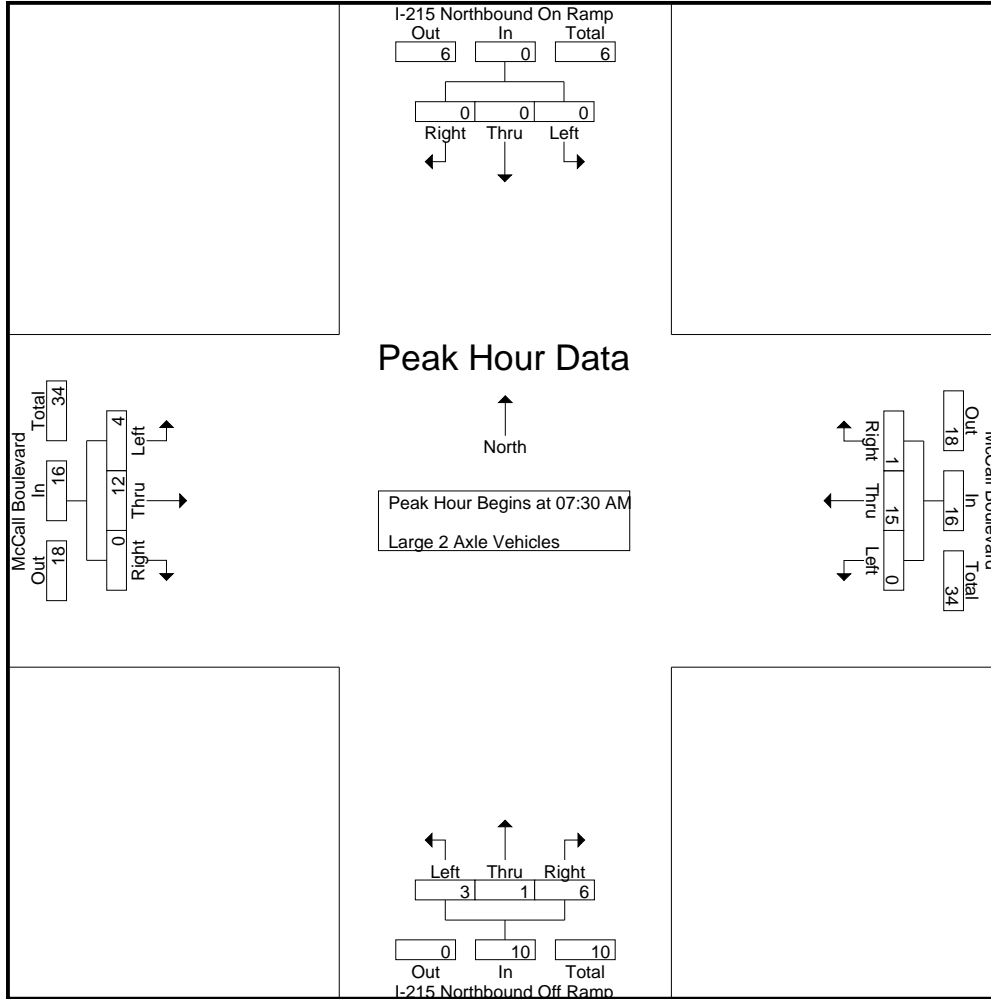
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	3	3	0	6	7
07:15 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	0	0	0	5	0	5	0	0	2	2	1	1	0	2	9
07:45 AM	0	0	0	0	0	4	0	4	2	0	2	4	0	5	0	5	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>37</b>
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	0	0	0	3	1	4	1	1	2	4	3	3	0	6	14
08:30 AM	0	0	0	0	0	1	1	2	1	0	1	2	0	3	0	3	7
08:45 AM	0	0	0	0	0	2	1	3	2	0	3	5	2	2	0	4	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>39</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>6</b>	<b>26</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>17</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>76</b>
Apprch %	0	0	0		0	76.9	23.1		35.3	5.9	58.8		27.3	72.7	0		
Total %	0	0	0		0	26.3	7.9	34.2	7.9	1.3	13.2	22.4	11.8	31.6	0	43.4	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	5	0	5	0	0	2	2	1	1	0	2	9
07:45 AM	0	0	0	0	0	4	0	4	2	0	2	4	0	5	0	5	13
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	0	0	0	3	1	4	1	1	2	4	3	3	0	6	14
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>42</b>
% App. Total	0	0	0		0	93.8	6.2		30	10	60		25	75	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.800	.375	.250	.750	.625	.333	.600	.000	.667	.750

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	<b>5</b>	0	<b>5</b>	0	0	<b>2</b>	2	1	1	0	2
+15 mins.	0	0	0	0	0	4	0	4	<b>2</b>	0	2	<b>4</b>	0	<b>5</b>	0	5
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	3	<b>1</b>	4	1	<b>1</b>	2	4	<b>3</b>	3	0	<b>6</b>
Total Volume	0	0	0	0	0	15	1	16	3	1	6	10	4	12	0	16
% App. Total	0	0	0	0	0	93.8	6.2		30	10	60		25	75	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.800	.375	.250	.750	.625	.333	.600	.000	.667

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

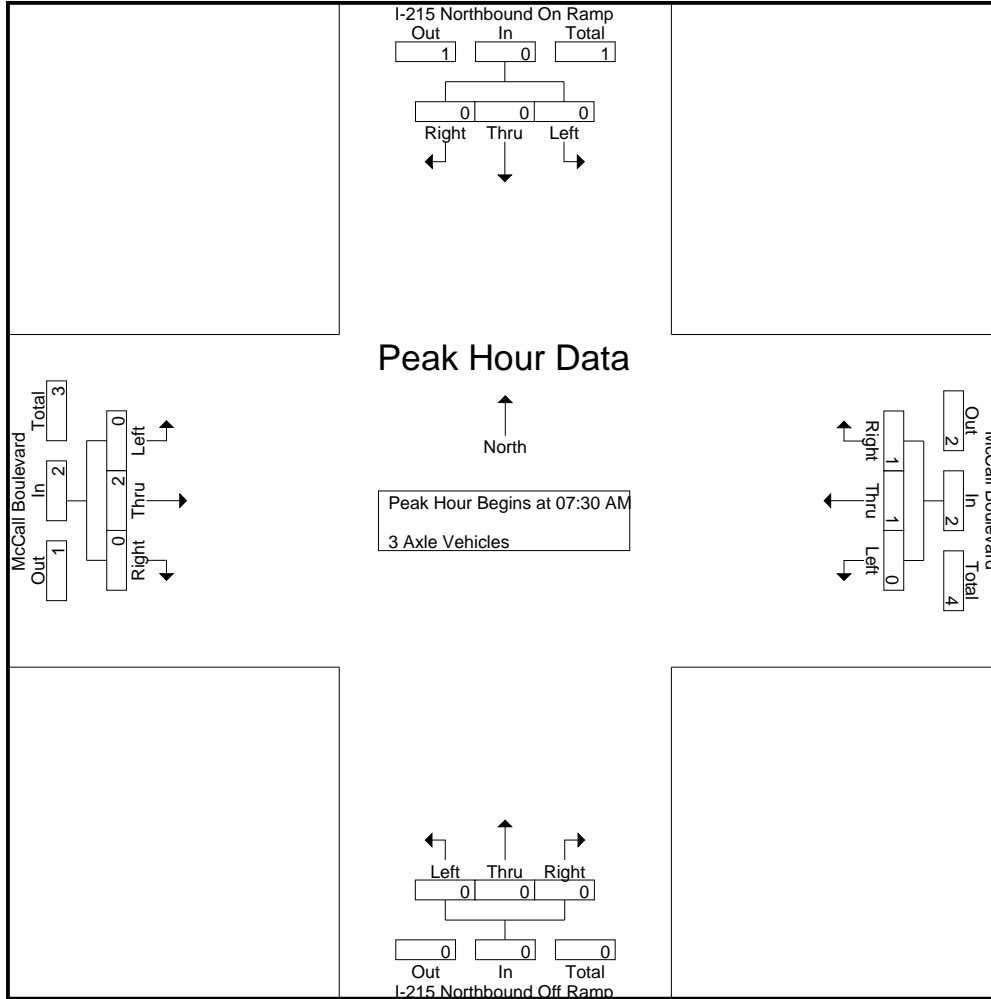
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	1	1	2	1	0	0	1	1	2	0	3	6
Grand Total	0	0	0	0	0	1	2	3	1	0	0	1	1	3	0	4	8
Apprch %	0	0	0		0	33.3	66.7		100	0	0		25	75	0		
Total %	0	0	0	0	0	12.5	25	37.5	12.5	0	0	12.5	12.5	37.5	0	50	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.333

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

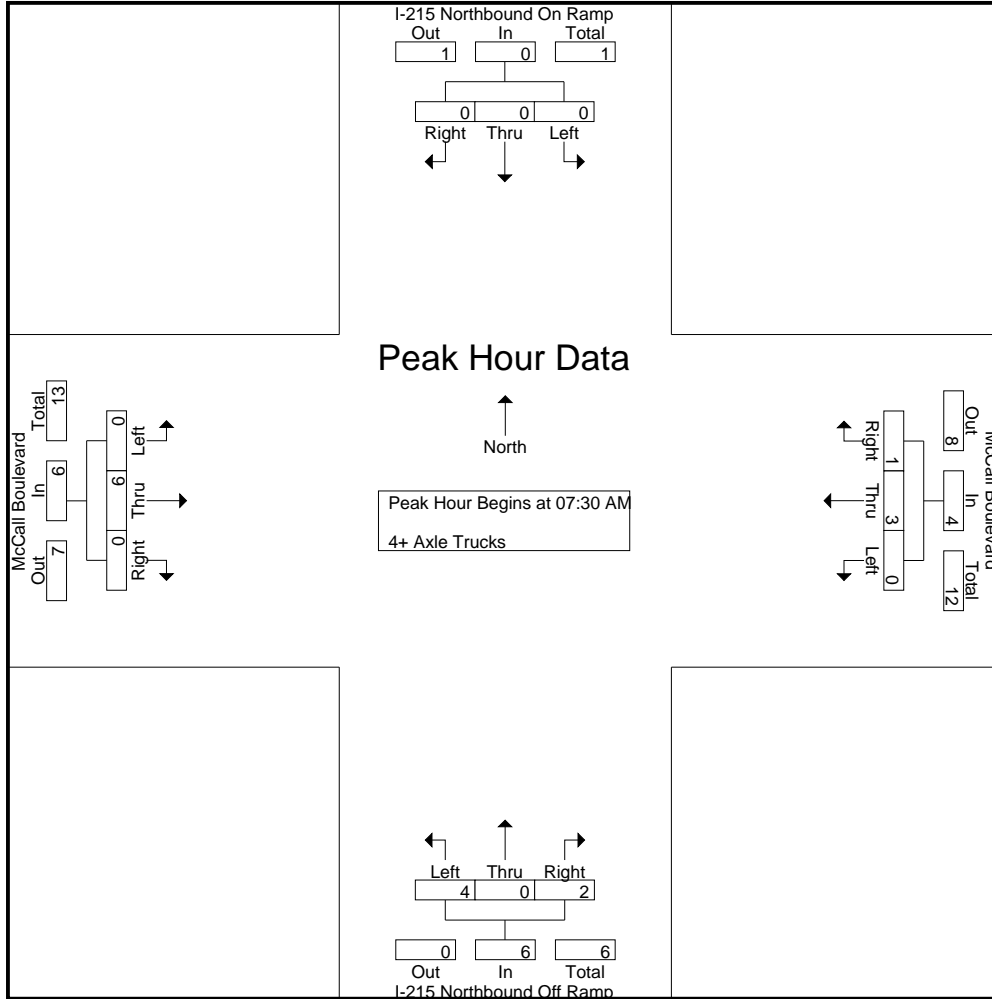
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	4	0	5	6
07:15 AM	0	0	0	0	0	0	1	1	1	0	1	2	0	3	0	3	6
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>18</b>
08:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	3	5
08:30 AM	0	0	0	0	0	0	1	1	1	0	0	1	1	2	0	3	5
08:45 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	1	0	1	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>23</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>41</b>
Apprch %	0	0	0		0	66.7	33.3		54.5	0	45.5		11.1	88.9	0		
Total %	0	0	0		0	19.5	9.8	29.3	14.6	0	12.2	26.8	4.9	39	0	43.9	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	3	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>16</b>
% App. Total	0	0	0		0	75	25		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.250	.500	.500	.000	.500	.750	.000	.500	.000	.500	.800

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	3
Total Volume	0	0	0	0	0	3	1	4	4	0	2	6	0	6	0	6
% App. Total	0	0	0	0	0	75	25		66.7	0	33.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.250	.500	.500	.000	.500	.750	.000	.500	.000	.500

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

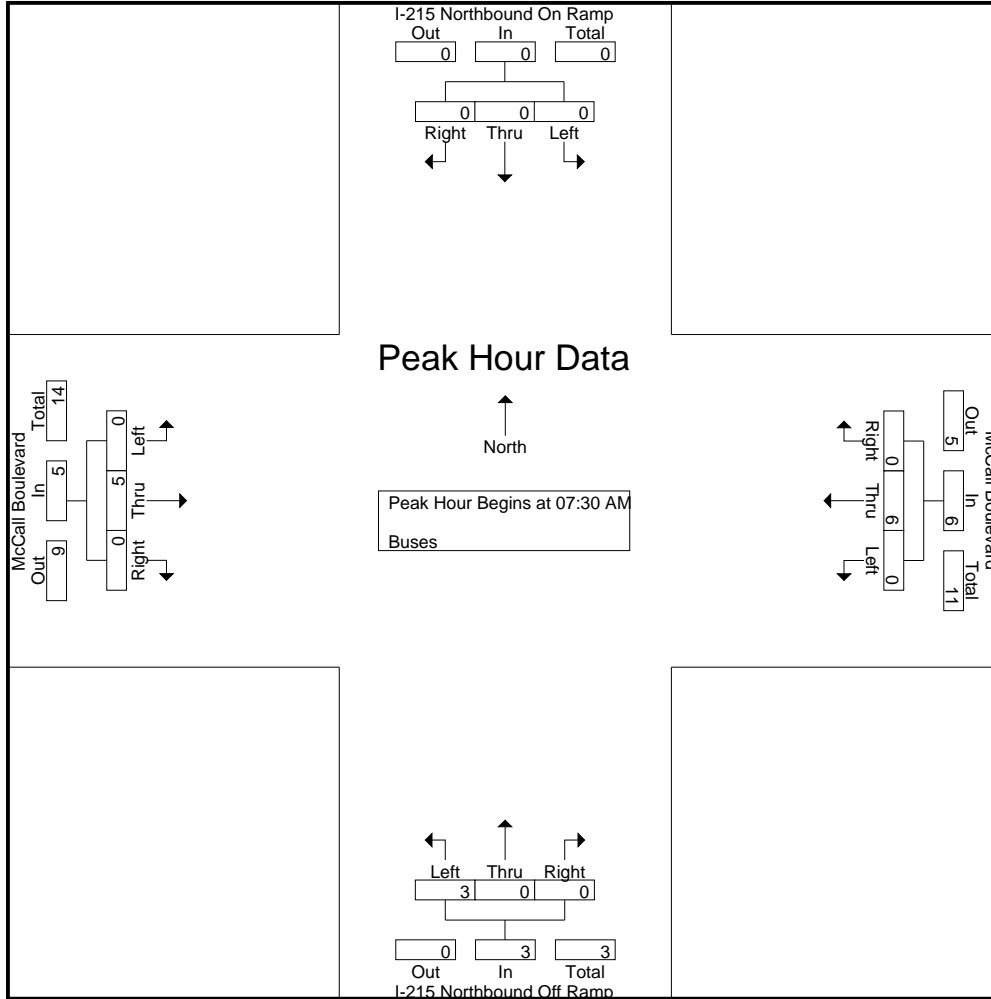
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	0	0	1	1	1	2	0	3	6
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1	4
Total	0	0	0	0	0	3	1	4	3	0	1	4	1	3	0	4	12
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	7	1	8	0	0	0	0	0	6	0	6	14
Grand Total	0	0	0	0	0	10	2	12	3	0	1	4	1	9	0	10	26
Apprch %	0	0	0		0	83.3	16.7		75	0	25		10	90	0		
Total %	0	0	0	0	0	38.5	7.7	46.2	11.5	0	3.8	15.4	3.8	34.6	0	38.5	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	0	6	0	6	3	0	0	3	0	5	0	5	14
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.417	.000	.417	.700

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC AM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	<b>3</b>	0	0	<b>3</b>	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	<b>3</b>	0	<b>3</b>
+45 mins.	0	0	0	0	0	<b>4</b>	0	<b>4</b>	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	3	0	0	3	0	5	0	5
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.417	.000	.417



City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

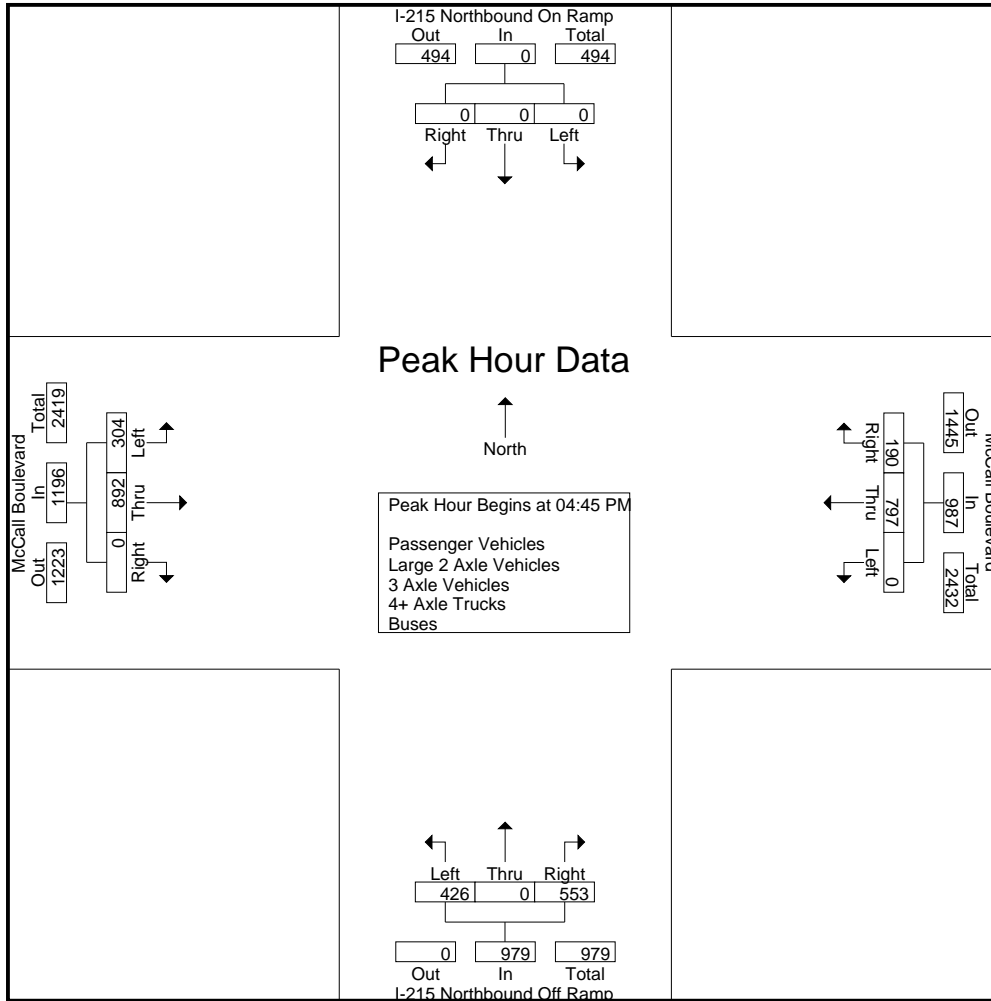
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks - Buses

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	186	48	234	109	0	113	222	70	212	0	282	738
04:15 PM	0	0	0	0	0	171	51	222	108	0	129	237	74	226	0	300	759
04:30 PM	0	0	0	0	0	201	38	239	100	3	123	226	93	208	0	301	766
04:45 PM	0	0	0	0	0	191	44	235	96	0	136	232	76	212	0	288	755
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>749</b>	<b>181</b>	<b>930</b>	<b>413</b>	<b>3</b>	<b>501</b>	<b>917</b>	<b>313</b>	<b>858</b>	<b>0</b>	<b>1171</b>	<b>3018</b>
05:00 PM	0	0	0	0	0	212	44	256	108	0	118	226	72	227	0	299	781
05:15 PM	0	0	0	0	0	194	52	246	113	0	146	259	75	231	0	306	811
05:30 PM	0	0	0	0	0	200	50	250	109	0	153	262	81	222	0	303	815
05:45 PM	0	0	0	0	0	165	45	210	103	0	123	226	60	213	0	273	709
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>771</b>	<b>191</b>	<b>962</b>	<b>433</b>	<b>0</b>	<b>540</b>	<b>973</b>	<b>288</b>	<b>893</b>	<b>0</b>	<b>1181</b>	<b>3116</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1520</b>	<b>372</b>	<b>1892</b>	<b>846</b>	<b>3</b>	<b>1041</b>	<b>1890</b>	<b>601</b>	<b>1751</b>	<b>0</b>	<b>2352</b>	<b>6134</b>
Apprch %	0	0	0		0	80.3	19.7		44.8	0.2	55.1		25.6	74.4	0		
Total %	0	0	0		0	24.8	6.1	30.8	13.8	0	17	30.8	9.8	28.5	0	38.3	
Passenger Vehicles	0	0	0	0	0	1509	361	1870	837	3	1034	1874	588	1721	0	2309	6053
% Passenger Vehicles	0	0	0	0	0	99.3	97	98.8	98.9	100	99.3	99.2	97.8	98.3	0	98.2	98.7
Large 2 Axle Vehicles	0	0	0	0	0	6	6	12	9	0	5	14	9	21	0	30	56
% Large 2 Axle Vehicles	0	0	0	0	0	0.4	1.6	0.6	1.1	0	0.5	0.7	1.5	1.2	0	1.3	0.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	3	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0.2	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	1	2	3	0	0	0	0	3	3	0	6	9
% 4+ Axle Trucks	0	0	0	0	0	0.1	0.5	0.2	0	0	0	0	0.5	0.2	0	0.3	0.1
Buses	0	0	0	0	0	4	3	7	0	0	0	0	0	4	0	4	11
% Buses	0	0	0	0	0	0.3	0.8	0.4	0	0	0	0	0	0.2	0	0.2	0.2

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	191	44	235	96	0	136	232	76	212	0	288	755
05:00 PM	0	0	0	0	0	<b>212</b>	<b>44</b>	<b>256</b>	108	0	118	226	72	227	0	299	781
05:15 PM	0	0	0	0	0	194	<b>52</b>	246	<b>113</b>	0	146	259	75	<b>231</b>	0	<b>306</b>	811
05:30 PM	0	0	0	0	0	200	50	250	109	0	<b>153</b>	<b>262</b>	<b>81</b>	222	0	303	<b>815</b>
Total Volume	0	0	0	0	0	797	190	987	426	0	553	979	304	892	0	1196	3162
% App. Total	0	0	0	0	0	80.7	19.3		43.5	0	56.5		25.4	74.6	0		
PHF	.000	.000	.000	.000	.000	.940	.913	.964	.942	.000	.904	.934	.938	.965	.000	.977	.970

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	191	44	235	96	0	136	232	76	212	0	288
+15 mins.	0	0	0	0	0	<b>212</b>	44	<b>256</b>	108	0	118	226	72	227	0	299
+30 mins.	0	0	0	0	0	194	<b>52</b>	246	<b>113</b>	0	146	259	75	<b>231</b>	0	<b>306</b>
+45 mins.	0	0	0	0	0	200	50	250	109	0	<b>153</b>	<b>262</b>	<b>81</b>	222	0	303
Total Volume	0	0	0	0	0	797	190	987	426	0	553	979	304	892	0	1196
% App. Total	0	0	0	0	0	80.7	19.3		43.5	0	56.5		25.4	74.6	0	
PHF	.000	.000	.000	.000	.000	.940	.913	.964	.942	.000	.904	.934	.938	.965	.000	.977

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

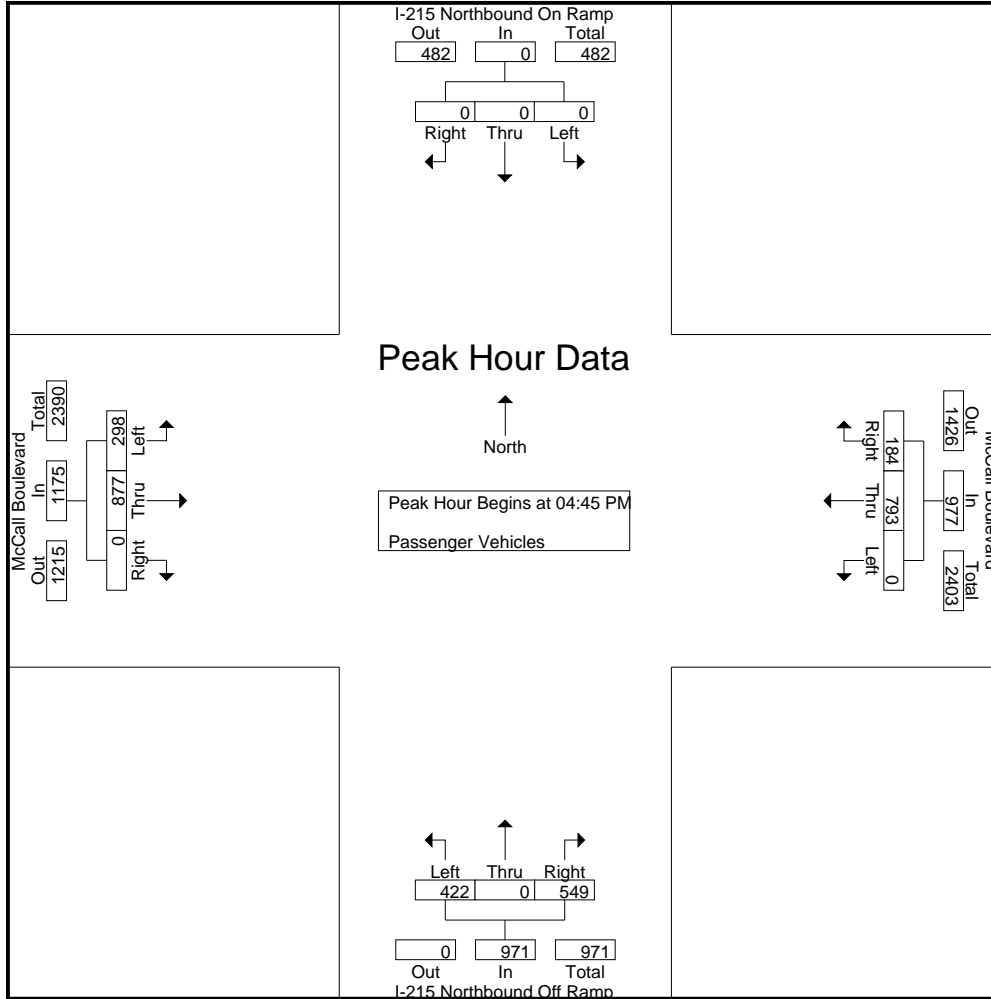
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	186	45	231	106	0	113	219	66	209	0	275	725
04:15 PM	0	0	0	0	0	168	50	218	107	0	128	235	73	221	0	294	747
04:30 PM	0	0	0	0	0	200	38	238	99	3	121	223	92	204	0	296	757
04:45 PM	0	0	0	0	0	190	42	232	94	0	136	230	75	206	0	281	743
Total	0	0	0	0	0	744	175	919	406	3	498	907	306	840	0	1146	2972
05:00 PM	0	0	0	0	0	211	42	253	108	0	118	226	70	226	0	296	775
05:15 PM	0	0	0	0	0	193	52	245	113	0	144	257	74	226	0	300	802
05:30 PM	0	0	0	0	0	199	48	247	107	0	151	258	79	219	0	298	803
05:45 PM	0	0	0	0	0	162	44	206	103	0	123	226	59	210	0	269	701
Total	0	0	0	0	0	765	186	951	431	0	536	967	282	881	0	1163	3081
Grand Total	0	0	0	0	0	1509	361	1870	837	3	1034	1874	588	1721	0	2309	6053
Apprch %	0	0	0		0	80.7	19.3		44.7	0.2	55.2		25.5	74.5	0		
Total %	0	0	0		0	24.9	6	30.9	13.8	0	17.1	31	9.7	28.4	0	38.1	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	190	42	232	94	0	136	230	75	206	0	281	743
05:00 PM	0	0	0	0	0	<b>211</b>	42	<b>253</b>	108	0	118	226	70	<b>226</b>	0	296	775
05:15 PM	0	0	0	0	0	193	<b>52</b>	245	<b>113</b>	0	144	257	74	226	0	<b>300</b>	802
05:30 PM	0	0	0	0	0	199	48	247	107	0	<b>151</b>	<b>258</b>	<b>79</b>	219	0	298	<b>803</b>
Total Volume	0	0	0	0	0	793	184	977	422	0	549	971	298	877	0	1175	3123
% App. Total	0	0	0		0	81.2	18.8		43.5	0	56.5		25.4	74.6	0		
PHF	.000	.000	.000	.000	.000	.940	.885	.965	.934	.000	.909	.941	.943	.970	.000	.979	.972

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 Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	190	42	232	94	0	136	230	75	206	0	281
+15 mins.	0	0	0	0	0	<b>211</b>	42	<b>253</b>	108	0	118	226	70	<b>226</b>	0	296
+30 mins.	0	0	0	0	0	193	<b>52</b>	245	<b>113</b>	0	144	257	74	226	0	<b>300</b>
+45 mins.	0	0	0	0	0	199	48	247	107	0	<b>151</b>	<b>258</b>	<b>79</b>	219	0	298
Total Volume	0	0	0	0	0	793	184	977	422	0	549	971	298	877	0	1175
% App. Total	0	0	0	0	0	81.2	18.8		43.5	0	56.5		25.4	74.6	0	
PHF	.000	.000	.000	.000	.000	.940	.885	.965	.934	.000	.909	.941	.943	.970	.000	.979

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

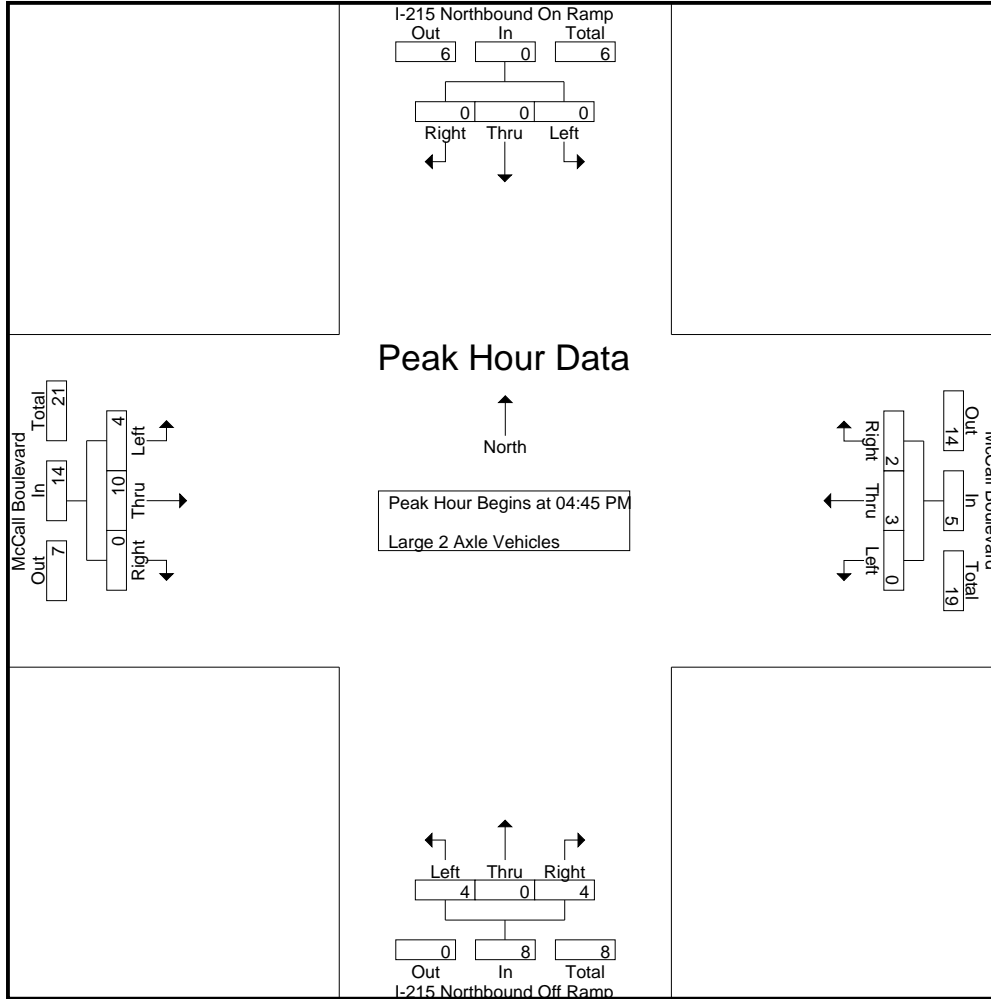
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	2	3	0	0	3	3	2	0	5	10
04:15 PM	0	0	0	0	0	1	1	2	1	0	1	2	1	4	0	5	9
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
04:45 PM	0	0	0	0	0	1	1	2	2	0	0	2	0	5	0	5	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>18</b>	<b>32</b>
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	2	1	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	2	0	2	4	2	2	0	4	9
05:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	1	2	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>24</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>30</b>	<b>56</b>
Apprch %	0	0	0		0	50	50		64.3	0	35.7		30	70	0		
Total %	0	0	0		0	10.7	10.7	21.4	16.1	0	8.9	25	16.1	37.5	0	53.6	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	1	1	2	2	0	0	2	0	5	0	5	9
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	2	1	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	2	0	2	4	2	2	0	4	9
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>27</b>
% App. Total	0	0	0		0	60	40		50	0	50		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.750	.500	.625	.500	.000	.500	.500	.500	.500	.000	.700	.750

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 Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	1	1	2	2	0	0	2	0	5	0	5
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	2	1	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	2	0	2	4	2	2	0	4
Total Volume	0	0	0	0	0	3	2	5	4	0	4	8	4	10	0	14
% App. Total	0	0	0	0	0	60	40		50	0	50		28.6	71.4	0	
PHF	.000	.000	.000	.000	.000	.750	.500	.625	.500	.000	.500	.500	.500	.500	.000	.700

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

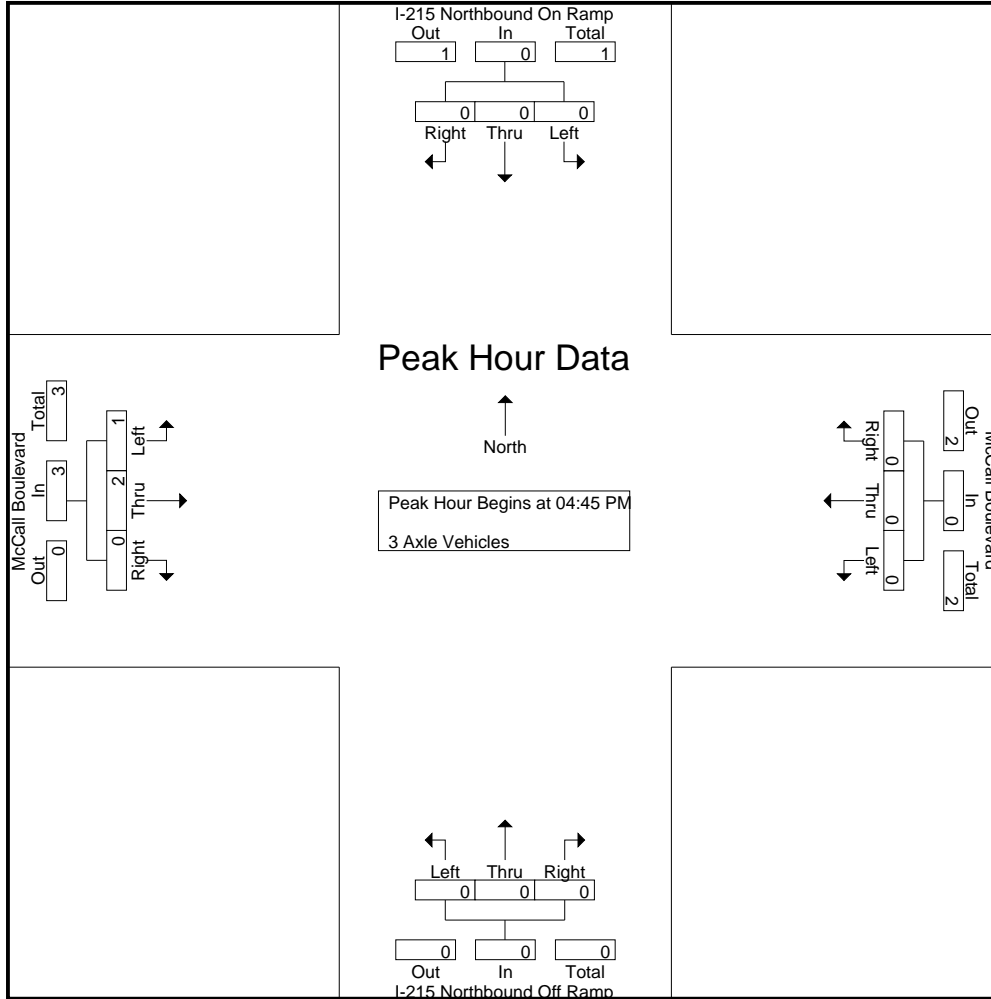
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	3	5
Apprch %	0	0	0		0	0	0		0	0	100		33.3	66.7	0		
Total %	0	0	0		0	0	0		0	0	40	40	20	40	0	60	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.375

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 Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375



City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

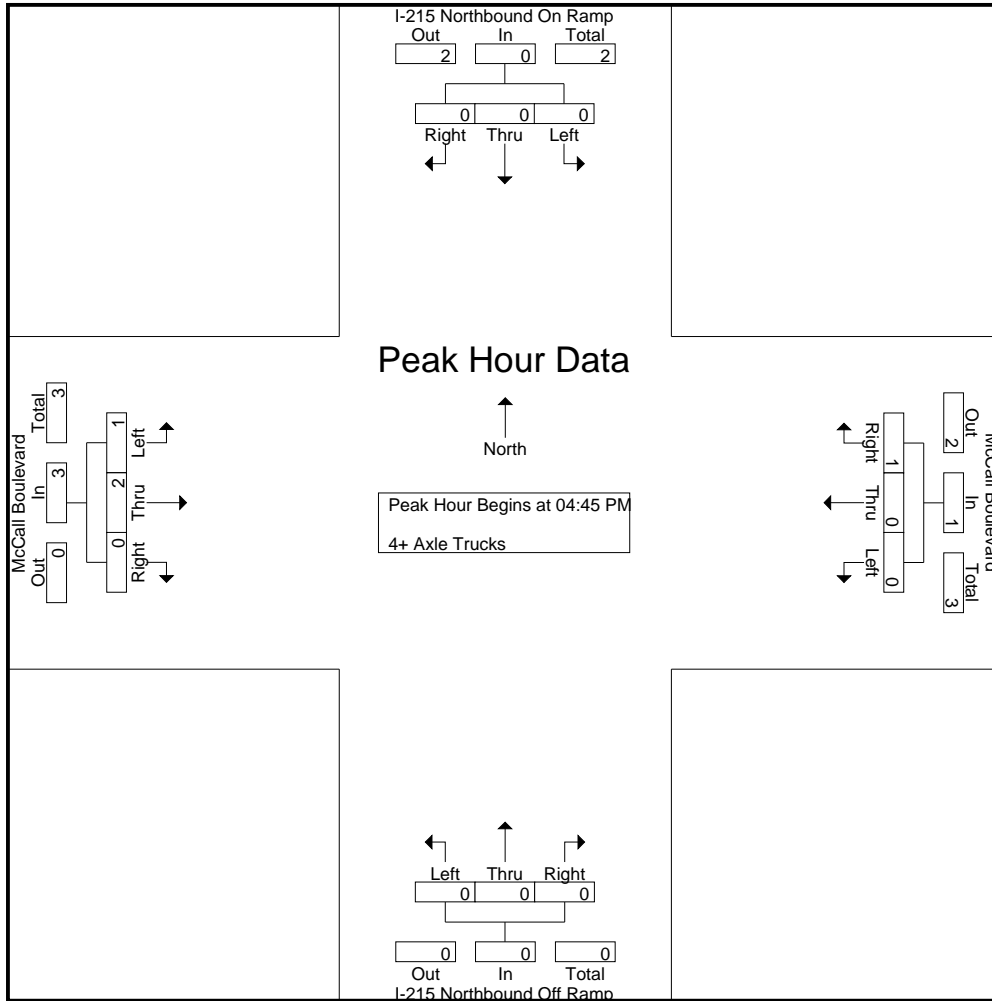
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	3	1	0	4	6
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	1	2	3	0	0	0	0	3	3	0	6	9
Apprch %	0	0	0		0	33.3	66.7		0	0	0		50	50	0		
Total %	0	0	0		0	11.1	22.2	33.3	0	0	0		33.3	33.3	0	66.7	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3	4
% App. Total	0	0	0		0	0	100		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.375	.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 Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3
% App. Total	0	0	0	0	0	0	100		0	0	0	0	33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.375

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 Page No : 1

Groups Printed- Buses

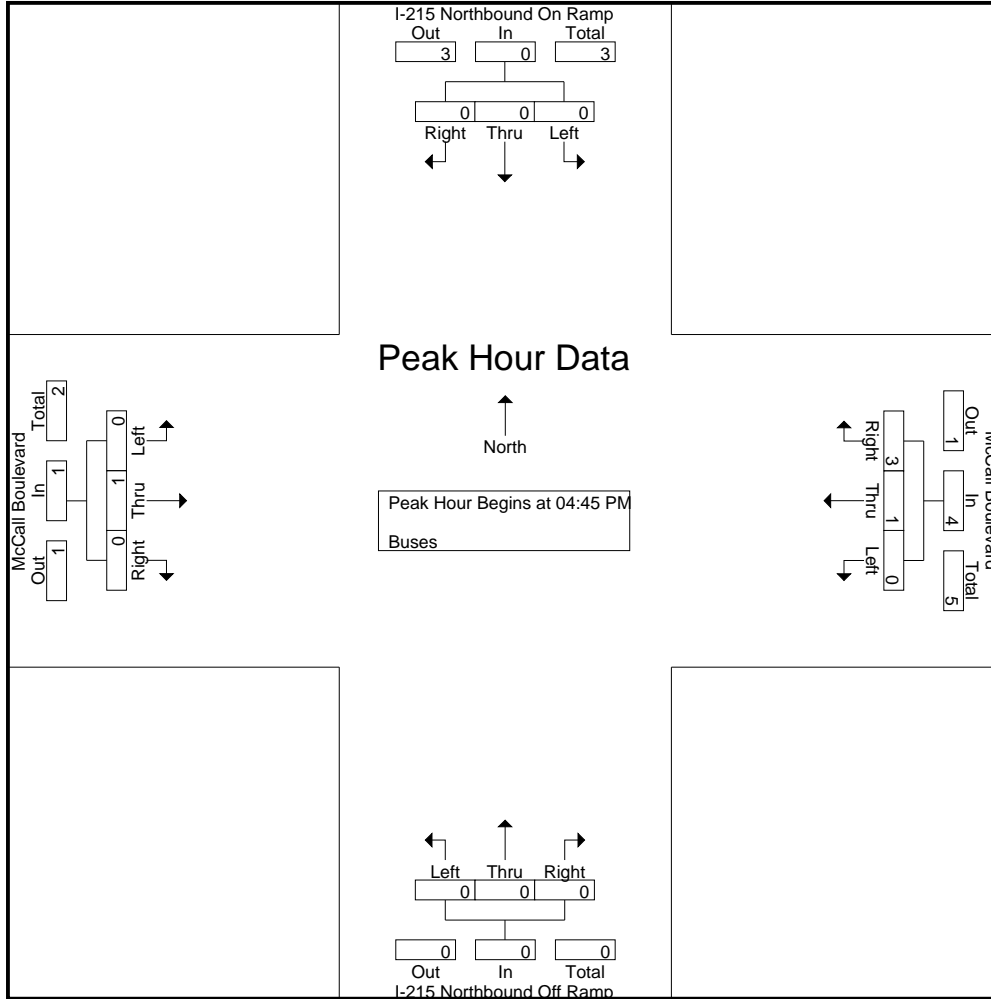
Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>11</b>
Apprch %	0	0	0		0	57.1	42.9		0	0	0		0	100	0		
Total %	0	0	0		0	36.4	27.3	63.6	0	0	0		0	36.4	0	36.4	

Start Time	I-215 Northbound On Ramp Southbound				McCall Boulevard Westbound				I-215 Northbound Off Ramp Northbound				McCall Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
% App. Total	0	0	0		0	25	75		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.375	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625

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

City of Menifee  
 N/S: I-215 Northbound Ramps  
 E/W: McCall Boulevard  
 Weather: Clear

File Name : 09\_MEN\_215N\_McC PM  
 Site Code : 12223586  
 Start Date : 6/7/2023  
 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				04:45 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+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	0	0	0
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	3	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	25	75	.500	0	0	0	0	0	100	0	.250
PHF	.000	.000	.000	.000	.000	.250	.375	.500	.000	.000	.000	.000	.000	.250	.000	.250

Location: Menifee  
 N/S: I-215 NB Ramps  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

**PEDESTRIANS**

	North Leg I-215 NB Ramps	East Leg McCall Boulevard	South Leg I-215 NB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	0	3
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
<b>TOTAL VOLUMES:</b>	0	0	7	0	7

	North Leg I-215 NB Ramps	East Leg McCall Boulevard	South Leg I-215 NB Ramps	West Leg McCall Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	2	0	2
5:00 PM	1	0	4	0	5
5:15 PM	0	0	0	0	0
5:30 PM	0	0	3	0	3
5:45 PM	0	0	1	0	1
<b>TOTAL VOLUMES:</b>	1	0	11	0	12

Location: Menifee  
 N/S: I-215 NB Ramps  
 E/W: McCall Boulevard



Date: 6/7/2023  
 Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound McCall Boulevard			Northbound I-215 NB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 NB Ramps			Westbound McCall Boulevard			Northbound I-215 NB Ramps			Eastbound McCall Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

# Counts Unlimited, Inc

City of Menifee  
 McCall Boulevard  
 E/ Bradley Road  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

MEN004  
 Site Code: 122-23586

Start Time	6/7/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		39	148			15	183				
12:15		19	175			14	173				
12:30		26	186			10	195				
12:45		22	176	106	685	8	193	47	744	153	1429
01:00		27	180			12	160				
01:15		15	204			5	142				
01:30		12	215			7	183				
01:45		17	239	71	838	14	176	38	661	109	1499
02:00		9	212			8	215				
02:15		9	217			13	<b>253</b>				
02:30		7	253			13	<b>209</b>				
02:45		13	295	38	977	13	<b>235</b>	47	912	85	1889
03:00		13	250			22	<b>229</b>				
03:15		6	210			22	219				
03:30		11	222			28	194				
03:45		10	241	40	923	42	201	114	843	154	1766
04:00		12	253			65	183				
04:15		11	267			87	164				
04:30		17	243			108	172				
04:45		30	<b>255</b>	70	1018	98	180	358	699	428	1717
05:00		21	<b>261</b>			108	189				
05:15		28	<b>293</b>			104	185				
05:30		44	<b>283</b>			134	197				
05:45		56	255	149	1092	116	171	462	742	611	1834
06:00		54	231			133	159				
06:15		71	226			176	163				
06:30		97	197			181	174				
06:45		110	232	332	886	185	145	675	641	1007	1527
07:00		123	200			182	108				
07:15		157	166			261	125				
07:30		<b>207</b>	174			<b>247</b>	109				
07:45		<b>217</b>	140	704	680	<b>308</b>	86	998	428	1702	1108
08:00		<b>157</b>	181			<b>316</b>	117				
08:15		<b>170</b>	158			<b>263</b>	97				
08:30		139	149			207	88				
08:45		149	131	615	619	198	85	984	387	1599	1006
09:00		142	105			192	60				
09:15		125	109			170	57				
09:30		124	109			178	50				
09:45		118	112	509	435	170	42	710	209	1219	644
10:00		111	109			178	33				
10:15		133	82			153	31				
10:30		127	66			163	32				
10:45		131	64	502	321	167	32	661	128	1163	449
11:00		127	55			178	21				
11:15		154	59			173	22				
11:30		140	37			169	19				
11:45		164	43	585	194	164	17	684	79	1269	273
<b>Total</b>		3721	8668	3721	8668	5778	6473	5778	6473	9499	15141
<b>Combined Total</b>		12389		12389		12251		12251		24640	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	751	-	-	-	1134	-	-	-	-	-
P.H.F.	-	0.865	-	-	-	0.897	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	1092	-	-	-	926	-	-	-	-
P.H.F.	-	-	0.932	-	-	-	0.915	-	-	-	-
Percentage		30.0%	70.0%			47.2%	52.8%				
ADT/AADT		ADT 24,640		AADT 24,640							





# Counts Unlimited, Inc

City of Menifee  
 Murrieta Road  
 B/ Chambers Avenue - McCall Boulevard  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

MEN002  
 Site Code: 122-23586

Start Time	6/7/23 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	62			1	71				
12:15		8	84			6	82				
12:30		6	87			3	70				
12:45		7	68	29	301	7	78	17	301	46	602
01:00		8	84			2	<b>101</b>				
01:15		3	91			4	<b>80</b>				
01:30		3	81			4	<b>74</b>				
01:45		0	85	14	341	5	<b>82</b>	15	337	29	678
02:00		7	75			2	83				
02:15		0	<b>101</b>			2	89				
02:30		2	<b>102</b>			3	78				
02:45		3	<b>93</b>	12	371	4	83	11	333	23	704
03:00		2	<b>80</b>			2	57				
03:15		4	88			2	88				
03:30		3	85			4	92				
03:45		6	86	15	339	7	69	15	306	30	645
04:00		7	84			14	83				
04:15		19	80			14	79				
04:30		9	82			11	73				
04:45		9	72	44	318	22	85	61	320	105	638
05:00		10	71			17	63				
05:15		15	83			20	72				
05:30		20	85			16	59				
05:45		29	69	74	308	25	74	78	268	152	576
06:00		26	67			29	75				
06:15		27	63			36	59				
06:30		37	69			40	55				
06:45		56	81	146	280	34	45	139	234	285	514
07:00		40	57			59	46				
07:15		43	57			<b>78</b>	39				
07:30		100	57			<b>103</b>	47				
07:45		78	41	261	212	<b>67</b>	37	307	169	568	381
08:00		63	54			<b>77</b>	34				
08:15		58	46			55	35				
08:30		<b>73</b>	44			57	51				
08:45		<b>81</b>	47	275	191	52	34	241	154	516	345
09:00		<b>96</b>	33			83	32				
09:15		<b>77</b>	36			64	27				
09:30		71	37			62	28				
09:45		49	25	293	131	71	18	280	105	573	236
10:00		55	30			67	18				
10:15		73	26			61	12				
10:30		76	31			64	17				
10:45		81	27	285	114	75	11	267	58	552	172
11:00		68	11			71	11				
11:15		65	11			72	8				
11:30		80	8			81	8				
11:45		68	10	281	40	81	6	305	33	586	73
<b>Total</b>		1729	2946	1729	2946	1736	2618	1736	2618	3465	5564
<b>Combined Total</b>		4675		4675		4354		4354		9029	
AM Peak	-	08:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	327	-	-	-	325	-	-	-	-	-
P.H.F.	-	0.852	-	-	-	0.789	-	-	-	-	-
PM Peak	-	-	02:15	-	-	-	01:00	-	-	-	-
Vol.	-	-	376	-	-	-	337	-	-	-	-
P.H.F.	-	-	0.922	-	-	-	0.834	-	-	-	-
Percentage		37.0%	63.0%			39.9%	60.1%				
ADT/AADT		ADT 9,029		AADT 9,029							



**B.3 System Information**

System Id	72
Name	BRADLEY & MCCALL
Location	
Contact	

**1.2 Unit Setup**

Auto Ped Clear	Enabled
Red Revert	3.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

**1.3 Startup**

Flash	0
All Red	6
Start Veh Call	1,2,3,4,5,6
Start Ped Call	2,4,6

**2.5 Phase Concurrency**

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

**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	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

**1.4 Channel Setup (17-32)**

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6
-------------------	-----

**2.4 Phase Enable and Rings**

	1	2	3	4	5	6	7	8
Startup	Y	.	.	.	Y	.	.	.
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

Program Type McCain Omni eX

Firmware 3.4

Street 1

Street 2

Last Modified 7/12/2023 1:20 PM

**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
Operational Mode	254

**2.3 Phase Sequence 1**

Ring 1	1,2,4,3
Ring 2	5,6
Ring 3	
Ring 4	

**2.3 Phase Sequence 9**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 2**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 10**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 3**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 11**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 4**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 12**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 5**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 13**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 6**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 14**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 7**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 15**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 8**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 16**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	8	8	8	10	8	0	0
Passage	2.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Max 1	25	45	30	30	45	45	0	0
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.1	4.1	4.8	3.6	4.1	0.0	0.0
Red Clear	1.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0
Walk	0	7	0	7	0	7	0	0
Ped Clear	0	15	0	25	0	21	0	0
Added Initial	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
Max Initial	0	20	0	0	0	20	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X		
Guaranteed Passage								
Added Initial Calculation								
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								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

**3.2 Pedestrian Overlap Set 1** 1

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 2

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 3

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 4

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 5

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 6

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 7

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**3.2 Pedestrian Overlap Set 1** 8

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

**4.1 Vehicle Detector Set 1**

	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	
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
Queue																																	
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X					
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X					
Red Lock																X																	
Yellow Lock																X																	
Volume																																	
Occupancy																																	
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	6	7	8	8	8	8	8	8	8	8	8	8	
Switch Phase																																	
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																	
Alt Min Green																																	
Adaptive																																	
Detector Status																																	
Extra Call Phases																																	
Call Overlaps																																	

**4.3 Vehicle Detector Diag Set 1**

	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
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**4.2 Ped Detector Set 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																



**4.4 Ped Detector Diag Set 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

<b>5.2 Patterns</b>	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

**5.3 Split Table 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 2**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 3**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 4**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 5**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 6**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 7**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 8**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 9**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**5.3 Split Table 13**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 14**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 15**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action



6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

<b>7 Preempts</b>	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4	1,6	3		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	5	5	5	5	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	25	25	25	25	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options		8.2 TSP Strategy Options		Strategy 1	Set 1	8.2 TSP Strategy Options		Strategy 2	Set 1	8.2 TSP Strategy Options		Strategy 3	Set 1
Enable		Enable				Enable				Enable			
1		Override + 1				Override + 1				Override + 1			
2		Service Phases				Service Phases				Service Phases			
3		Call Phases				Call Phases				Call Phases			
4		Omit Phases				Omit Phases				Omit Phases			
5		Omit Peds				Omit Peds				Omit Peds			
6		Queue Jump Ph				Queue Jump Ph				Queue Jump Ph			
7		ETA		0		ETA		0		ETA		0	
8		Input Function		None		Input Function		None		Input Function		None	
9		Input Index		0		Input Index		0		Input Index		0	
10		Input Type		Steady		Input Type		Steady		Input Type		Steady	
11		Request Mode		Presence		Request Mode		Presence		Request Mode		Presence	
12		Checkout Mode		Checkout (Leading Edge)		Checkout Mode		Checkout (Leading Edge)		Checkout Mode		Checkout (Leading Edge)	
13		Checkout Time		180		Checkout Time		180		Checkout Time		180	
14		Max Presence		180		Max Presence		180		Max Presence		180	
15		Max Presence Clr		0		Max Presence Clr		0		Max Presence Clr		0	
16		Min ON Time		0		Min ON Time		0		Min ON Time		0	
Headway	0	Min OFF Time		0		Min OFF Time		0		Min OFF Time		0	
Lockout	0	Delay Time		0		Delay Time		0		Delay Time		0	
Node	1	Extend Time		0		Extend Time		0		Extend Time		0	
Name	Default	Headway Time		0		Headway Time		0		Headway Time		0	
		Preempt Lockout		0		Preempt Lockout		0		Preempt Lockout		0	
		Arrival Window		0		Arrival Window		0		Arrival Window		0	
		8.2 TSP Strategy Options		Strategy 4	Set 1	8.2 TSP Strategy Options		Strategy 5	Set 1	8.2 TSP Strategy Options		Strategy 6	Set 1
		Enable				Enable				Enable			
		Override + 1				Override + 1				Override + 1			
		Service Phases				Service Phases				Service Phases			
		Call Phases				Call Phases				Call Phases			
		Omit Phases				Omit Phases				Omit Phases			
		Omit Peds				Omit Peds				Omit Peds			
		Queue Jump Ph				Queue Jump Ph				Queue Jump Ph			
		ETA		0		ETA		0		ETA		0	
		Input Function		None		Input Function		None		Input Function		None	
		Input Index		0		Input Index		0		Input Index		0	
		Input Type		Steady		Input Type		Steady		Input Type		Steady	
		Request Mode		Presence		Request Mode		Presence		Request Mode		Presence	
		Checkout Mode		Checkout (Leading Edge)		Checkout Mode		Checkout (Leading Edge)		Checkout Mode		Checkout (Leading Edge)	
		Checkout Time		180		Checkout Time		180		Checkout Time		180	
		Max Presence		180		Max Presence		180		Max Presence		180	
		Max Presence Clr		0		Max Presence Clr		0		Max Presence Clr		0	
		Min ON Time		0		Min ON Time		0		Min ON Time		0	
		Min OFF Time		0		Min OFF Time		0		Min OFF Time		0	
		Delay Time		0		Delay Time		0		Delay Time		0	
		Extend Time		0		Extend Time		0		Extend Time		0	
		Headway Time		0		Headway Time		0		Headway Time		0	
		Preempt Lockout		0		Preempt Lockout		0		Preempt Lockout		0	
		Arrival Window		0		Arrival Window		0		Arrival Window		0	
		8.2 TSP Strategy Options		Strategy 7	Set 1	8.2 TSP Strategy Options		Strategy 8	Set 1	8.2 TSP Strategy Options		Strategy 9	Set 1
		Enable				Enable				Enable			
		Override + 1				Override + 1				Override + 1			
		Service Phases				Service Phases				Service Phases			
		Call Phases				Call Phases				Call Phases			

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 10   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 13   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 11   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 14   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 12   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options**      Strategy 15   Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.3 TSP Phase Adjustment Times	Strategy 1 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 2 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 3 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 4 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 5		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 6		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 7		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 8		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 9		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 10		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 11		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 12		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 13		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 14		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 15		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 16		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate						1
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						2
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						3
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						4
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						5
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						6
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						7
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						8
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						9
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate					10
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					11
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					12
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					13
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					14
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					15
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					16
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					17
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					18
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			



1.6 Logic Gate					19
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					20
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					21
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					22
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					23
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					24
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					25
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					26
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate					27
	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units		Tenths			

1.6 Logic Gate						28
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						29
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						30
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						31
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						32
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

**1.5.3.1 2070 FIO Input Mapping**

Pins	Function	IDX	Pins	Function	IDX
C1-39	Vehicle Detector	2	C1-67	Pedestrian Detector	1
C1-40	Vehicle Detector	16	C1-68	Pedestrian Detector	3
C1-41	Vehicle Detector	8	C1-69	Pedestrian Detector	2
C1-42	Vehicle Detector	22	C1-70	Pedestrian Detector	4
C1-43	Vehicle Detector	3	C1-71	Preempt Detector	3
C1-44	Vehicle Detector	17	C1-72	Preempt Detector	4
C1-45	Vehicle Detector	9	C1-73	Preempt Detector	5
C1-46	Vehicle Detector	23	C1-74	Preempt Detector	6
C1-47	Vehicle Detector	6	C1-75	Unused Input	1
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 Detector	1	C1-79	Vehicle Detector	25
C1-52	Preempt Detector	2	C1-80	Interval Advance	1
C1-53	Man Control Enable	1	C1-81	MMU Flash	1
C1-54	Unused Input	1	C1-82	Stop Time All Rings	1
C1-55	Vehicle Detector	15	C11-15	Unused Input	1
C1-56	Vehicle Detector	1	C11-16	Unused Input	1
C1-57	Vehicle Detector	21	C11-17	Unused Input	1
C1-58	Vehicle Detector	7	C11-18	Unused Input	1
C1-59	Vehicle Detector	27	C11-19	Unused Input	1
C1-60	Vehicle Detector	13	C11-20	Unused Input	1
C1-61	Vehicle Detector	28	C11-21	Unused Input	1
C1-62	Vehicle Detector	14	C11-22	Unused Input	1
C11-10	Unused Input	1	C11-23	Unused Input	1
C11-11	Unused Input	1	C11-24	Unused Input	1
C11-12	Unused Input	1	C11-25	Unused Input	1
C11-13	Unused Input	1	C11-26	Unused Input	1
C1-63	Vehicle Detector	4	C11-27	Unused Input	1
C1-64	Vehicle Detector	18	C11-28	Unused Input	1
C1-65	Vehicle Detector	10	C11-29	Unused Input	1
C1-66	Vehicle Detector	24	C11-30	Unused Input	1

**1.5.3.2 2070 FIO Output Mapping**

Pins	Function	IDX	Pins	Function	IDX
C1-02	Channel Red	6	C1-35	Unused Output	1
C1-03	Channel Green	6	C1-36	Unused Output	1
C1-04	Channel Red	5	C1-37	Unused Output	1
C1-05	Channel Yellow	5	C1-38	Unused Output	1
C1-06	Channel Green	5	C1-100	Unused Output	1
C1-07	Channel Red	4	C1-101	Auto Flash Status	1
C1-08	Channel Yellow	4	C1-102	Detector Reset	1
C1-09	Channel Green	4	C1-103	Wdt Reset	1
C1-10	Channel Red	3	C1-83	Unused Output	1
C1-11	Channel Green	3	C1-84	Unused Output	1
C1-12	Channel Red	2	C1-85	Channel Red	16
C1-13	Channel Yellow	2	C1-86	Channel Yellow	16
C1-15	Channel Green	2	C1-87	Channel Green	16
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	1
C1-20	Channel Green	12	C1-93	Unused Output	1
C1-21	Channel Red	11	C1-94	Channel Red	14
C1-22	Channel Yellow	11	C1-95	Channel Yellow	14
C1-23	Channel Green	11	C1-96	Channel Green	14
C1-24	Channel Red	10	C1-97	Channel Red	13
C1-25	Channel Yellow	10	C1-98	Channel Yellow	13
C1-26	Channel Green	10	C1-99	Channel Green	13
C1-27	Channel Red	9	C11-1	Unused Output	1
C1-28	Channel Green	9	C11-2	Unused Output	1
C1-29	Channel Red	8	C11-3	Unused Output	1
C1-30	Channel Yellow	8	C11-4	Unused Output	1
C1-31	Channel Green	8	C11-5	Unused Output	1
C1-32	Channel Red	7	C11-6	Unused Output	1
C1-33	Channel Yellow	7	C11-7	Unused Output	1
C1-34	Channel Green	7	C11-8	Unused Output	1

**9.3-4 Log Configuration**

Volume Occupancy Period	0
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
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
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

**6.2 Time Zone**

Global DST	Disable DST
Standard Time Zone (+/- hr)	0

**A.3 Unit Comms**

Unit Backup Time	0
------------------	---

**1.5.5 Aux Switch**

Function	Stop Time All Rings
Index	1

**A.5-6 Time Sync**

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

**1.7 Port 1**

<b>BIU 1 (T&amp;F BIU 1)</b>	Disabled
<b>BIU 2 (T&amp;F BIU 2)</b>	Disabled
<b>BIU 3 (T&amp;F BIU 3)</b>	Disabled
<b>BIU 4 (T&amp;F BIU 4)</b>	Disabled
<b>BIU 9 (Detector BIU 1)</b>	Disabled
<b>BIU 10 (Detector BIU 2)</b>	Disabled
<b>BIU 11 (Detector BIU 3)</b>	Disabled
<b>BIU 12 (Detector BIU 4)</b>	Disabled
<b>MMU</b>	Disabled
<b>Comm Port</b>	SP3

**9.3-4 Hi Res Log Setup**

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

**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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3.5 Security

Http Without Security:

False

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

**B.1.3 Web UI**

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30
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**A.1 Serial Comms**

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	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.2 Ethernet Comms**

Port	1	2
IP Address	10.241.11.72	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8004	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

**A.8 SPaT Destinations**

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

**A.2.1.1 FHP Response Forwarding**

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0



**B.3 System Information**

System Id	7241
Name	Murrieta & McCall
Location	
Contact	

**1.2 Unit Setup**

Auto Ped Clear	Enabled
Red Revert	2.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

**1.3 Startup**

Flash	0
All Red	4
Start Veh Call	1,2,3,4,7,8
Start Ped Call	1,2,4,8

**2.5 Phase Concurrency**

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

**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	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	1	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

**1.4 Channel Setup (17-32)**

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	4,8
-------------------	-----

**2.4 Phase Enable and Rings**

	1	2	3	4	5	6	7	8
Startup	.	.	.	Y	.	.	.	Y
Enabled	X	X	X	X			X	X
Ring1	X	X	X	X				
Ring2							X	X
Ring3								
Ring4								

Program Type McCain Omni eX

Firmware 3.4

Street 1

Street 2

Last Modified 7/12/2023 1:28 PM

**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	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

**2.3 Phase Sequence 1**

Ring 1	1,2,3,4
Ring 2	7,8
Ring 3	
Ring 4	

**2.3 Phase Sequence 9**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 2**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 10**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 3**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 11**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 4**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 12**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 5**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 13**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 6**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 14**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 7**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 15**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 8**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

**2.3 Phase Sequence 16**

Ring 1	
Ring 2	
Ring 3	
Ring 4	

<b>2.1 Phase Parameters Set 1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Min Green	6	6	6	8	0	0	6	8
Passage	3.0	3.0	2.0	3.0	0.0	0.0	2.0	3.0
Max 1	30	30	25	45	0	0	25	45
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	4.1	4.1	3.6	4.4	0.0	0.0	3.6	4.4
Red Clear	2.0	2.0	1.0	2.0	0.0	0.0	1.0	2.0
Walk	7	7	0	7	0	0	0	7
Ped Clear	23	23	0	25	0	0	0	26
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	3.0	3.0	2.0	3.0	0.0	0.0	2.0	3.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

<b>2.2 Phase Options Set 1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Phase Omit								
Ped Omit								
Min Veh Recall				X				X
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
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								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1		1
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		2
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		3
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		4
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		5
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		6
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		7
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

3.2 Pedestrian Overlap Set 1		8
Included Phases		
Excluded Phases		
Intervals	None	
Call Phases		
Actuated Only	False	

**4.1 Vehicle Detector Set 1**

	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		
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Queue																																		
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X						
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X						
Red Lock																																		
Yellow Lock																																		
Volume																																		
Occupancy																																		
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	6	7	8	8	8	8	8	8	8	8	8	8	8	
Switch Phase																																		
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																		
Alt Min Green																																		
Adaptive																																		
Detector Status																																		
Extra Call Phases																																		
Call Overlaps																																		

**4.3 Vehicle Detector Diag Set 1**

	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	
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**4.2 Ped Detector Set 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	1	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

**4.4 Ped Detector Diag Set 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**9.3.3.2 Speed Trap**

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**9.3.3.3 Speed Trap Bin Ranges**

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

**5.3 Split Table 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 2**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 3**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 4**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 5**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 6**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 7**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 8**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 9**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 10**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 11**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 12**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 13**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 14**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 15**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**5.3 Split Table 16**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 9**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 9**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 10**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 10**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 11**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 11**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 12**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 12**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 13**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 13**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 14**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 14**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 15**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 15**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 16**

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**6.5 Day Plan 16**

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

<b>7 Preempts</b>	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2	4,7	1	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	1	1	1	1	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	26	26	26	26	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0





Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 10 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 13 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 11 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 14 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 12 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

**8.2 TSP Strategy Options** Strategy 15 Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.3 TSP Phase Adjustment Times	Strategy 1 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 2 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 3 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times	Strategy 4 Set 1															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 5		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 6		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 7		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 8		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 9		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 10		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 11		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 12		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 13		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 14		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 15		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times													Strategy 16		Set 1	
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate						1
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						2
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						3
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						4
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						5
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						6
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						7
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						8
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						9
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate					10
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					11
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					12
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					13
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					14
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					15
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					16
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					17
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate					18
Functions	IDX	!	DLY	EXT	
Type	Unused				
Out Mode	Normal				
IN1	Unused	1	0	0	
IN2	Unused	1	0	0	
IN3	Unused	1	0	0	
IN4	Unused	1	0	0	
OUT	Unused	1	0	0	
Delay/Extend Units	Tenths				

1.6 Logic Gate						19
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						20
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						21
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						22
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						23
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						24
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						25
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						26
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						27
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						28
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						29
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						30
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						31
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				

1.6 Logic Gate						32
	Functions	IDX	!	DLY	EXT	
Type	Unused					
Out Mode	Normal					
IN1	Unused	1		0	0	
IN2	Unused	1		0	0	
IN3	Unused	1		0	0	
IN4	Unused	1		0	0	
OUT	Unused	1		0	0	
Delay/Extend Units		Tenths				



1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-39	Vehicle Detector	2	C1-67	Pedestrian Detector	1
C1-40	Vehicle Detector	16	C1-68	Pedestrian Detector	3
C1-41	Vehicle Detector	8	C1-69	Pedestrian Detector	2
C1-42	Vehicle Detector	22	C1-70	Pedestrian Detector	4
C1-43	Vehicle Detector	3	C1-71	Preempt Detector	3
C1-44	Vehicle Detector	17	C1-72	Preempt Detector	4
C1-45	Vehicle Detector	9	C1-73	Preempt Detector	5
C1-46	Vehicle Detector	23	C1-74	Preempt Detector	6
C1-47	Vehicle Detector	6	C1-75	Unused Input	1
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 Detector	1	C1-79	Vehicle Detector	25
C1-52	Preempt Detector	2	C1-80	Interval Advance	1
C1-53	Man Control Enable	1	C1-81	MMU Flash	1
C1-54	Unused Input	1	C1-82	Stop Time All Rings	1
C1-55	Vehicle Detector	15	C11-15	Unused Input	1
C1-56	Vehicle Detector	1	C11-16	Unused Input	1
C1-57	Vehicle Detector	21	C11-17	Unused Input	1
C1-58	Vehicle Detector	7	C11-18	Unused Input	1
C1-59	Vehicle Detector	27	C11-19	Unused Input	1
C1-60	Vehicle Detector	13	C11-20	Unused Input	1
C1-61	Vehicle Detector	28	C11-21	Unused Input	1
C1-62	Vehicle Detector	14	C11-22	Unused Input	1
C11-10	Unused Input	1	C11-23	Unused Input	1
C11-11	Unused Input	1	C11-24	Unused Input	1
C11-12	Unused Input	1	C11-25	Unused Input	1
C11-13	Unused Input	1	C11-26	Unused Input	1
C1-63	Vehicle Detector	4	C11-27	Unused Input	1
C1-64	Vehicle Detector	18	C11-28	Unused Input	1
C1-65	Vehicle Detector	10	C11-29	Unused Input	1
C1-66	Vehicle Detector	24	C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-02	Channel Red	6	C1-35	Unused Output	1
C1-03	Channel Green	6	C1-36	Unused Output	1
C1-04	Channel Red	5	C1-37	Unused Output	1
C1-05	Channel Yellow	5	C1-38	Unused Output	1
C1-06	Channel Green	5	C1-100	Unused Output	1
C1-07	Channel Red	4	C1-101	Auto Flash Status	1
C1-08	Channel Yellow	4	C1-102	Detector Reset	1
C1-09	Channel Green	4	C1-103	Wdt Reset	1
C1-10	Channel Red	3	C1-83	Unused Output	1
C1-11	Channel Green	3	C1-84	Unused Output	1
C1-12	Channel Red	2	C1-85	Channel Red	16
C1-13	Channel Yellow	2	C1-86	Channel Yellow	16
C1-15	Channel Green	2	C1-87	Channel Green	16
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	1
C1-20	Channel Green	12	C1-93	Unused Output	1
C1-21	Channel Red	11	C1-94	Channel Red	14
C1-22	Channel Yellow	11	C1-95	Channel Yellow	14
C1-23	Channel Green	11	C1-96	Channel Green	14
C1-24	Channel Red	10	C1-97	Channel Red	13
C1-25	Channel Yellow	10	C1-98	Channel Yellow	13
C1-26	Channel Green	10	C1-99	Channel Green	13
C1-27	Channel Red	9	C11-1	Unused Output	1
C1-28	Channel Green	9	C11-2	Unused Output	1
C1-29	Channel Red	8	C11-3	Unused Output	1
C1-30	Channel Yellow	8	C11-4	Unused Output	1
C1-31	Channel Green	8	C11-5	Unused Output	1
C1-32	Channel Red	7	C11-6	Unused Output	1
C1-33	Channel Yellow	7	C11-7	Unused Output	1
C1-34	Channel Green	7	C11-8	Unused Output	1

**9.3-4 Log Configuration**

Volume Occupancy Period	0
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
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
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

**6.2 Time Zone**

Global DST	Disable DST
Standard Time Zone (+/- hr)	0

**A.3 Unit Comms**

Unit Backup Time	0
------------------	---

**1.5.5 Aux Switch**

Function	Stop Time All Rings
Index	1

**A.5-6 Time Sync**

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

**1.7 Port 1**

<b>BIU 1 (T&amp;F BIU 1)</b>	Disabled
<b>BIU 2 (T&amp;F BIU 2)</b>	Disabled
<b>BIU 3 (T&amp;F BIU 3)</b>	Disabled
<b>BIU 4 (T&amp;F BIU 4)</b>	Disabled
<b>BIU 9 (Detector BIU 1)</b>	Disabled
<b>BIU 10 (Detector BIU 2)</b>	Disabled
<b>BIU 11 (Detector BIU 3)</b>	Disabled
<b>BIU 12 (Detector BIU 4)</b>	Disabled
<b>MMU</b>	Disabled
<b>Comm Port</b>	SP3

**9.3-4 Hi Res Log Setup**

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

**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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

**B.1.3.5 Security**

Http Without Security:

False

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

**B.1.3 Web UI**

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30
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**A.1 Serial Comms**

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	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.2 Ethernet Comms**

Port	1	2
IP Address	10.241.11.70	0.0.0.0
Net Mask	255.255.255.0	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
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

**A.8 SPaT Destinations**

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

**A.2.1.1 FHP Response Forwarding**

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

# **Appendix C: Existing Synchro Worksheets**

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	0	37	22	5	19	1
Future Vol, veh/h	0	37	22	5	19	1
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	84	84	75	75	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	44	29	7	27	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	36	0	-	0	77 33
Stage 1	-	-	-	-	33 -
Stage 2	-	-	-	-	44 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1575	-	-	-	926 1041
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	978 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1575	-	-	-	926 1041
Mov Cap-2 Maneuver	-	-	-	-	926 -
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	931
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	0	41	38	10	9	1
Future Vol, veh/h	0	41	38	10	9	1
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	75	75	75	75	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	51	13	18	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	113 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	55 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1538	-	-	-	884 1008
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	968 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	884 1008
Mov Cap-2 Maneuver	-	-	-	-	884 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	968 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	895
HCM Lane V/C Ratio	-	-	-	-	0.022
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	8	1	48	32	0	8	15	283	12	8	200	12
Future Vol, veh/h	8	1	48	32	0	8	15	283	12	8	200	12
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	83	83	83	72	72	72	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	61	39	0	10	21	393	17	9	230	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	494	707	237	730	706	205	244	0	0	410	0	0
Stage 1	255	255	-	444	444	-	-	-	-	-	-	-
Stage 2	239	452	-	286	262	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	472	359	801	324	360	802	1321	-	-	1147	-	-
Stage 1	749	696	-	564	574	-	-	-	-	-	-	-
Stage 2	744	570	-	721	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	458	350	801	293	351	802	1321	-	-	1147	-	-
Mov Cap-2 Maneuver	458	350	-	293	351	-	-	-	-	-	-	-
Stage 1	737	690	-	555	565	-	-	-	-	-	-	-
Stage 2	723	561	-	660	685	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		17.5		0.4		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1321	-	-	710	336	1147	-	-
HCM Lane V/C Ratio	0.016	-	-	0.102	0.143	0.008	-	-
HCM Control Delay (s)	7.8	-	-	10.6	17.5	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-	-

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	17	0	28	27	0	11	30	286	35	10	304	14
Future Vol, veh/h	17	0	28	27	0	11	30	286	35	10	304	14
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	89	89	89	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	37	37	0	15	34	321	39	11	323	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	582	781	331	780	769	180	338	0	0	360	0	0
Stage 1	353	353	-	409	409	-	-	-	-	-	-	-
Stage 2	229	428	-	371	360	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	410	326	710	299	331	832	1220	-	-	1197	-	-
Stage 1	663	630	-	591	595	-	-	-	-	-	-	-
Stage 2	754	584	-	648	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	314	710	275	319	832	1220	-	-	1197	-	-
Mov Cap-2 Maneuver	391	314	-	275	319	-	-	-	-	-	-	-
Stage 1	644	624	-	574	578	-	-	-	-	-	-	-
Stage 2	720	568	-	608	620	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		17.5		0.7		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	543	341	1197	-	-
HCM Lane V/C Ratio	0.028	-	-	0.11	0.153	0.009	-	-
HCM Control Delay (s)	8	-	-	12.5	17.5	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	1	0	311	280	0
Future Vol, veh/h	0	1	0	311	280	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	70	70	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	444	301	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	523	301	301	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	499	738	1258	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	738	1258	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	738	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	4	1	351	357	2
Future Vol, veh/h	2	4	1	351	357	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	87	87	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	1	403	380	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	585	381	382	0	0
Stage 1	381	-	-	-	-
Stage 2	204	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	457	665	1175	-	-
Stage 1	690	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	457	665	1175	-	-
Mov Cap-2 Maneuver	457	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	811	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	577	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Control Delay (s)	8.1	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	17	43	61	15	15	19	29	276	7	37	240	7
Future Vol, veh/h	17	43	61	15	15	19	29	276	7	37	240	7
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.68	0.68	0.68	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	54	76	17	17	22	43	406	10	42	270	8
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	12.1	9.8	12.7	14.4
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	14%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	93%	36%	0%	100%	0%	0%	97%
Vol Right, %	0%	0%	7%	50%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	184	99	121	15	15	19	37	247
LT Vol	29	0	0	17	15	0	0	37	0
Through Vol	0	184	92	43	0	15	0	0	240
RT Vol	0	0	7	61	0	0	19	0	7
Lane Flow Rate	43	271	146	151	17	17	22	42	278
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.079	0.461	0.246	0.282	0.035	0.033	0.037	0.079	0.488
Departure Headway (Hd)	6.637	6.132	6.082	6.706	7.443	6.936	6.225	6.853	6.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	539	587	590	534	479	514	572	521	569
Service Time	4.389	3.884	3.834	4.471	5.216	4.708	3.997	4.611	4.086
HCM Lane V/C Ratio	0.08	0.462	0.247	0.283	0.035	0.033	0.038	0.081	0.489
HCM Control Delay	10	14.1	10.8	12.1	10.5	9.9	9.2	10.2	15
HCM Lane LOS	A	B	B	B	B	A	A	B	B
HCM 95th-tile Q	0.3	2.4	1	1.2	0.1	0.1	0.1	0.3	2.7

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑	↔	↔	↕		↔	↔	
Traffic Vol, veh/h	13	14	24	5	27	62	35	279	9	43	289	29
Future Vol, veh/h	13	14	24	5	27	62	35	279	9	43	289	29
Peak Hour Factor	0.80	0.80	0.80	0.81	0.81	0.81	0.91	0.91	0.91	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	18	30	6	33	77	38	307	10	44	295	30
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	10.4	9.5	11.2	14.6
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	25%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	91%	27%	0%	100%	0%	0%	91%
Vol Right, %	0%	0%	9%	47%	0%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	186	102	51	5	27	62	43	318
LT Vol	35	0	0	13	5	0	0	43	0
Through Vol	0	186	93	14	0	27	0	0	289
RT Vol	0	0	9	24	0	0	62	0	29
Lane Flow Rate	38	204	112	64	6	33	77	44	324
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.07	0.344	0.187	0.12	0.012	0.061	0.125	0.079	0.533
Departure Headway (Hd)	6.558	6.054	5.992	6.758	7.07	6.565	5.858	6.482	5.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	546	593	599	529	506	545	611	552	610
Service Time	4.3	3.796	3.734	4.516	4.818	4.313	3.606	4.223	3.655
HCM Lane V/C Ratio	0.07	0.344	0.187	0.121	0.012	0.061	0.126	0.08	0.531
HCM Control Delay	9.8	12	10.1	10.4	9.9	9.7	9.4	9.8	15.2
HCM Lane LOS	A	B	B	B	A	A	A	A	C
HCM 95th-tile Q	0.2	1.5	0.7	0.4	0	0.2	0.4	0.3	3.1

HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd

Existing AM  
07/24/2023
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	66	184	2	183	108	105	0	221	153	63	169	63	
Future Volume (vph)	66	184	2	183	108	105	0	221	153	63	169	63	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.93			0.94		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	3533		1770	3277			1748		1770	1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (perm)	1770	3533		1770	3277			1748		1770	1863	1583	
Peak-hour factor, PHF	0.77	0.77	0.77	0.94	0.94	0.94	0.77	0.77	0.77	0.75	0.75	0.75	
Adj. Flow (vph)	86	239	3	195	115	112	0	287	199	84	225	84	
RTOR Reduction (vph)	0	1	0	0	92	0	0	18	0	0	0	44	
Lane Group Flow (vph)	86	241	0	195	135	0	0	468	0	84	225	40	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm	
Protected Phases	1	1		2	2		7	4		3	8		
Permitted Phases												8	
Actuated Green, G (s)	14.0	14.0		16.8	16.8			32.7		7.2	44.5	44.5	
Effective Green, g (s)	14.0	14.0		16.8	16.8			32.7		7.2	44.5	44.5	
Actuated g/C Ratio	0.15	0.15		0.18	0.18			0.35		0.08	0.47	0.47	
Clearance Time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	263	526		316	586			608		135	882	750	
v/s Ratio Prot	0.05	c0.07		c0.11	0.04			c0.27		c0.05	0.12		
v/s Ratio Perm												0.03	
v/c Ratio	0.33	0.46		0.62	0.23			0.77		0.62	0.26	0.05	
Uniform Delay, d1	35.7	36.5		35.6	33.0			27.3		42.0	14.8	13.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.6		3.6	0.2			6.0		8.6	0.2	0.0	
Delay (s)	36.5	37.1		39.1	33.2			33.2		50.6	14.9	13.4	
Level of Service	D	D		D	C			C		D	B	B	
Approach Delay (s)		37.0			36.0			33.2			22.2		
Approach LOS		D			D			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			32.0									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			93.9									Sum of lost time (s)	23.2
Intersection Capacity Utilization			60.6%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd




















Existing PM  
07/24/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	35	107	4	228	171	104	1	232	162	95	209	43
Future Volume (vph)	35	107	4	228	171	104	1	232	162	95	209	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.94		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3522		1770	3339		1770	1748		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3522		1770	3339		1770	1748		1770	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	118	4	240	180	109	1	258	180	106	232	48
RTOR Reduction (vph)	0	3	0	0	77	0	0	18	0	0	0	28
Lane Group Flow (vph)	38	119	0	240	212	0	1	420	0	106	232	20
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	11.4	11.4		18.5	18.5		0.9	31.5		7.4	38.0	38.0
Effective Green, g (s)	11.4	11.4		18.5	18.5		0.9	31.5		7.4	38.0	38.0
Actuated g/C Ratio	0.12	0.12		0.20	0.20		0.01	0.34		0.08	0.41	0.41
Clearance Time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	219	436		355	671		17	598		142	769	653
v/s Ratio Prot	0.02	c0.03		c0.14	0.06		0.00	c0.24		c0.06	0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.17	0.27		0.68	0.32		0.06	0.70		0.75	0.30	0.03
Uniform Delay, d1	36.1	36.5		34.0	31.3		45.1	26.2		41.4	18.1	16.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3		5.0	0.3		1.5	3.7		19.1	0.2	0.0
Delay (s)	36.5	36.9		39.0	31.6		46.6	29.9		60.4	18.3	16.1
Level of Service	D	D		D	C		D	C		E	B	B
Approach Delay (s)		36.8			35.0			29.9			29.6	
Approach LOS		D			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			32.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			92.0			Sum of lost time (s)			23.2			
Intersection Capacity Utilization			64.3%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd
























Existing AM  
07/24/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	23	417	46	142	407	47	34	59	72	84	65	9	
Future Volume (vph)	23	417	46	142	407	47	34	59	72	84	65	9	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95		
Frt	1.00	0.99		1.00	0.98			1.00	0.85		0.99		
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97		
Satd. Flow (prot)	1770	3486		1770	3484			3476	1583		3418		
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97		
Satd. Flow (perm)	1770	3486		1770	3484			3476	1583		3418		
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.96	0.96	0.96	0.75	0.75	0.75	
Adj. Flow (vph)	24	434	48	163	468	54	35	61	75	112	87	12	
RTOR Reduction (vph)	0	7	0	0	6	0	0	0	63	0	3	0	
Lane Group Flow (vph)	24	475	0	163	516	0	0	96	12	0	208	0	
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA		
Protected Phases	1	6		5	2		3	3		4	4		
Permitted Phases									3				
Actuated Green, G (s)	2.1	20.8		8.2	26.9			11.9	11.9		12.8		
Effective Green, g (s)	2.1	20.8		8.2	26.9			11.9	11.9		12.8		
Actuated g/C Ratio	0.03	0.28		0.11	0.36			0.16	0.16		0.17		
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0		
Lane Grp Cap (vph)	49	959		191	1239			547	249		578		
v/s Ratio Prot	0.01	c0.14		c0.09	0.15			c0.03			c0.06		
v/s Ratio Perm									0.01				
v/c Ratio	0.49	0.50		0.85	0.42			0.18	0.05		0.36		
Uniform Delay, d1	36.2	23.0		33.1	18.4			27.6	27.0		27.8		
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00		
Incremental Delay, d2	7.5	0.4		29.0	0.2			0.2	0.1		0.4		
Delay (s)	43.7	23.4		62.1	18.6			27.8	27.1		28.2		
Level of Service	D	C		E	B			C	C		C		
Approach Delay (s)		24.4			29.0			27.5			28.2		
Approach LOS		C			C			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			27.2									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.45										
Actuated Cycle Length (s)			75.6									Sum of lost time (s)	21.9
Intersection Capacity Utilization			45.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd























Existing PM  
07/24/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Traffic Volume (vph)	31	350	66	228	530	69	82	125	139	75	81	22	
Future Volume (vph)	31	350	66	228	530	69	82	125	139	75	81	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95		
Frt	1.00	0.98		1.00	0.98			1.00	0.85		0.98		
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.98		
Satd. Flow (prot)	1770	3455		1770	3478			3471	1583		3401		
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.98		
Satd. Flow (perm)	1770	3455		1770	3478			3471	1583		3401		
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93	
Adj. Flow (vph)	35	393	74	245	570	74	87	133	148	81	87	24	
RTOR Reduction (vph)	0	12	0	0	7	0	0	0	122	0	9	0	
Lane Group Flow (vph)	35	455	0	245	637	0	0	220	26	0	183	0	
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA		
Protected Phases	1	6		5	2		3	3		4	4		
Permitted Phases									3				
Actuated Green, G (s)	3.4	21.5		8.2	26.3			13.4	13.4		12.7		
Effective Green, g (s)	3.4	21.5		8.2	26.3			13.4	13.4		12.7		
Actuated g/C Ratio	0.04	0.28		0.11	0.34			0.17	0.17		0.16		
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0		
Lane Grp Cap (vph)	77	956		186	1177			598	273		555		
v/s Ratio Prot	0.02	0.13		c0.14	c0.18			c0.06			c0.05		
v/s Ratio Perm									0.02				
v/c Ratio	0.45	0.48		1.32	0.54			0.37	0.09		0.33		
Uniform Delay, d1	36.2	23.4		34.8	20.8			28.4	27.0		28.7		
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00		
Incremental Delay, d2	4.2	0.4		175.4	0.5			0.4	0.1		0.4		
Delay (s)	40.5	23.8		210.2	21.3			28.8	27.2		29.1		
Level of Service	D	C		F	C			C	C		C		
Approach Delay (s)		24.9			73.4			28.1			29.1		
Approach LOS		C			E			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			48.0									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			77.7									Sum of lost time (s)	21.9
Intersection Capacity Utilization			56.0%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

























Existing AM  
07/24/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	503	72	455	559	109	47	50	348	172	72	10
Future Volume (vph)	18	503	72	455	559	109	47	50	348	172	72	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3473		1770	3452		1770	1863	1583	1770	1829	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3473		1770	3452		1770	1863	1583	1770	1829	
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	19	541	77	517	635	124	51	54	374	193	81	11
RTOR Reduction (vph)	0	9	0	0	12	0	0	0	56	0	4	0
Lane Group Flow (vph)	19	609	0	517	747	0	51	54	318	193	88	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Effective Green, g (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Actuated g/C Ratio	0.02	0.24		0.27	0.49		0.17	0.17	0.44	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	33	842		469	1688		304	320	692	249	257	
v/s Ratio Prot	0.01	c0.18		c0.29	0.22		0.03	0.03	c0.12	c0.11	0.05	
v/s Ratio Perm									0.08			
v/c Ratio	0.58	0.72		1.10	0.44		0.17	0.17	0.46	0.78	0.34	
Uniform Delay, d1	62.2	44.5		46.9	21.3		45.1	45.1	25.3	52.9	49.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	22.0	5.4		72.4	0.8		1.2	1.1	0.5	20.7	3.6	
Delay (s)	84.2	49.8		119.3	22.1		46.3	46.2	25.8	73.6	53.1	
Level of Service	F	D		F	C		D	D	C	E	D	
Approach Delay (s)		50.8			61.5			30.3			67.0	
Approach LOS		D			E			C			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			54.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			127.8			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			71.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Existing PM  
07/24/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	15	552	54	477	790	136	52	71	554	124	48	11
Future Volume (vph)	15	552	54	477	790	136	52	71	554	124	48	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3492		1770	3461		1770	1863	1583	1770	1809	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3492		1770	3461		1770	1863	1583	1770	1809	
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	16	607	59	497	823	142	56	76	596	141	55	12
RTOR Reduction (vph)	0	6	0	0	10	0	0	0	77	0	7	0
Lane Group Flow (vph)	16	660	0	497	955	0	56	76	519	141	61	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Effective Green, g (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Actuated g/C Ratio	0.02	0.24		0.27	0.49		0.17	0.17	0.44	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	33	847		469	1692		304	320	692	249	254	
v/s Ratio Prot	0.01	c0.19		c0.28	0.28		0.03	0.04	c0.20	c0.08	0.03	
v/s Ratio Perm									0.13			
v/c Ratio	0.48	0.78		1.06	0.56		0.18	0.24	0.75	0.57	0.24	
Uniform Delay, d1	62.1	45.2		46.9	23.0		45.2	45.7	30.1	51.3	48.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.8	7.0		58.3	1.4		1.3	1.7	4.6	9.0	2.2	
Delay (s)	72.9	52.2		105.2	24.4		46.6	47.4	34.7	60.3	51.1	
Level of Service	E	D		F	C		D	D	C	E	D	
Approach Delay (s)		52.7			51.9			36.9			57.3	
Approach LOS		D			D			D			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			48.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			127.8			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			72.2%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Existing AM  
 07/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↘	↗	
Traffic Volume (veh/h)	0	689	379	430	814	0	0	0	0	265	3	229
Future Volume (veh/h)	0	689	379	430	814	0	0	0	0	265	3	229
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	733	0	448	848	0				344	4	297
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96				0.77	0.77	0.77
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	943		487	2153	0				425	5	374
Arrive On Green	0.00	0.27	0.00	0.27	0.61	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	21	1567
Grp Volume(v), veh/h	0	733	0	448	848	0				344	0	301
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1588
Q Serve(g_s), s	0.0	13.4	0.0	17.1	8.7	0.0				12.8	0.0	12.5
Cycle Q Clear(g_c), s	0.0	13.4	0.0	17.1	8.7	0.0				12.8	0.0	12.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	943		487	2153	0				425	0	379
V/C Ratio(X)	0.00	0.78		0.92	0.39	0.00				0.81	0.00	0.79
Avail Cap(c_a), veh/h	0	943		491	2153	0				425	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	0.0	24.7	7.1	0.0				25.1	0.0	25.0
Incr Delay (d2), s/veh	0.0	3.8	0.0	22.2	0.5	0.0				15.3	0.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	0.0	9.7	2.8	0.0				6.9	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.6	0.0	46.9	7.7	0.0				40.4	0.0	40.7
LnGrp LOS	A	C		D	A	A				D	A	D
Approach Vol, veh/h		733			1296						645	
Approach Delay, s/veh		27.6			21.2						40.6	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.8	23.7		22.5		47.5						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 19	18.4		16.7		42.4						
Max Q Clear Time (g_c+I1), s	19.1	15.4		14.8		10.7						
Green Ext Time (p_c), s	0.0	1.1		0.7		4.5						

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Existing PM  
 07/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↘	↗	
Traffic Volume (veh/h)	0	886	336	319	918	0	0	0	0	306	2	463
Future Volume (veh/h)	0	886	336	319	918	0	0	0	0	306	2	463
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	933	0	332	956	0				322	2	487
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1159		379	2153	0				425	2	377
Arrive On Green	0.00	0.33	0.00	0.21	0.61	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	6	1580
Grp Volume(v), veh/h	0	933	0	332	956	0				322	0	489
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1586
Q Serve(g_s), s	0.0	16.8	0.0	12.6	10.2	0.0				11.8	0.0	16.7
Cycle Q Clear(g_c), s	0.0	16.8	0.0	12.6	10.2	0.0				11.8	0.0	16.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1159		379	2153	0				425	0	378
V/C Ratio(X)	0.00	0.81		0.88	0.44	0.00				0.76	0.00	1.29
Avail Cap(c_a), veh/h	0	1159		491	2153	0				425	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.6	0.0	26.7	7.4	0.0				24.8	0.0	26.7
Incr Delay (d2), s/veh	0.0	3.9	0.0	11.4	0.7	0.0				11.9	0.0	150.0
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	7.1	0.0	6.3	3.3	0.0				6.1	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.5	0.0	38.0	8.1	0.0				36.7	0.0	176.6
LnGrp LOS	A	C		D	A	A				D	A	F
Approach Vol, veh/h		933			1288						811	
Approach Delay, s/veh		25.5			15.8						121.1	
Approach LOS		C			B						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.6	27.9		22.5		47.5						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 19	18.4		16.7		42.4						
Max Q Clear Time (g_c+I1), s	14.6	18.8		18.7		12.2						
Green Ext Time (p_c), s	0.2	0.0		0.0		5.2						

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Existing AM  
 07/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↗	↗			
Traffic Volume (veh/h)	253	657	0	0	995	354	221	1	219	0	0	0
Future Volume (veh/h)	253	657	0	0	995	354	221	1	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	275	714	0	0	1082	0	251	1	249			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	320	2288	0	0	1401		346	1	309			
Arrive On Green	0.18	0.64	0.00	0.00	0.39	0.00	0.19	0.19	0.19			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1775	7	1585			
Grp Volume(v), veh/h	275	714	0	0	1082	0	252	0	249			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1585			
Q Serve(g_s), s	10.1	6.1	0.0	0.0	17.9	0.0	9.0	0.0	10.1			
Cycle Q Clear(g_c), s	10.1	6.1	0.0	0.0	17.9	0.0	9.0	0.0	10.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	320	2288	0	0	1401		347	0	309			
V/C Ratio(X)	0.86	0.31	0.00	0.00	0.77		0.73	0.00	0.81			
Avail Cap(c_a), veh/h	351	2288	0	0	1401		440	0	392			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.9	5.4	0.0	0.0	17.8	0.0	25.5	0.0	26.0			
Incr Delay (d2), s/veh	17.6	0.4	0.0	0.0	4.2	0.0	4.4	0.0	9.4			
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	5.6	1.8	0.0	0.0	7.4	0.0	4.0	0.0	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	5.7	0.0	0.0	22.0	0.0	29.9	0.0	35.3			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		989			1082			501				
Approach Delay, s/veh		16.5			22.0			32.6				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.6			16.9	31.7		19.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 44			* 13	24.4		16.7				
Max Q Clear Time (g_c+I1), s		8.1			12.1	19.9		12.1				
Green Ext Time (p_c), s		5.7			0.1	2.8		1.0				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Existing PM  
 07/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↑	↗			
Traffic Volume (veh/h)	304	892	0	0	797	190	426	0	553	0	0	0
Future Volume (veh/h)	304	892	0	0	797	190	426	0	553	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	310	910	0	0	830	0	458	0	595			
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	336	1884	0	0	1008		597	0	532			
Arrive On Green	0.19	0.53	0.00	0.00	0.28	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	310	910	0	0	830	0	458	0	595			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	13.9	13.1	0.0	0.0	17.7	0.0	18.7	0.0	27.2			
Cycle Q Clear(g_c), s	13.9	13.1	0.0	0.0	17.7	0.0	18.7	0.0	27.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	336	1884	0	0	1008		597	0	532			
V/C Ratio(X)	0.92	0.48	0.00	0.00	0.82		0.77	0.00	1.12			
Avail Cap(c_a), veh/h	336	1884	0	0	1008		597	0	532			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.3	12.0	0.0	0.0	27.2	0.0	24.1	0.0	26.9			
Incr Delay (d2), s/veh	30.1	0.9	0.0	0.0	7.6	0.0	5.9	0.0	76.1			
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	8.6	4.9	0.0	0.0	8.2	0.0	8.4	0.0	20.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	12.9	0.0	0.0	34.8	0.0	30.1	0.0	103.0			
LnGrp LOS	E	B	A	A	C		C	A	F			
Approach Vol, veh/h		1220			830			1053				
Approach Delay, s/veh		25.5			34.8			71.3				
Approach LOS		C			C			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.1			20.0	28.1		33.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 43			* 15	21.9		27.2				
Max Q Clear Time (g_c+I1), s		15.1			15.9	19.7		29.2				
Green Ext Time (p_c), s		7.4			0.0	1.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# **Appendix D: Existing Plus Project Synchro Worksheets**

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	0	44	43	5	19	1
Future Vol, veh/h	0	44	43	5	19	1
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	84	84	75	75	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	57	7	27	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	113
Stage 1	-	-	-	-	61
Stage 2	-	-	-	-	52
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1538	-	-	-	884
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	970
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	884
Mov Cap-2 Maneuver		-	-	-	884
Stage 1		-	-	-	962
Stage 2		-	-	-	970

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	889
HCM Lane V/C Ratio	-	-	-	-	0.032
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	0	65	52	10	9	1
Future Vol, veh/h	0	65	52	10	9	1
Conflicting Peds, #/hr	0	0	0	6	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	75	75	75	75	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	69	13	18	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	88	0	-	0	169 82
Stage 1	-	-	-	-	82 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1508	-	-	-	821 978
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	936 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1499	-	-	-	811 972
Mov Cap-2 Maneuver	-	-	-	-	811 -
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	930 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	825
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	1	67	32	0	8	21	285	12	8	201	13
Future Vol, veh/h	10	1	67	32	0	8	21	285	12	8	201	13
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	83	83	83	72	72	72	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	85	39	0	10	29	396	17	9	231	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	513	728	239	763	727	207	246	0	0	413	0	0
Stage 1	257	257	-	463	463	-	-	-	-	-	-	-
Stage 2	256	471	-	300	264	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	458	349	799	307	350	800	1319	-	-	1144	-	-
Stage 1	747	694	-	549	563	-	-	-	-	-	-	-
Stage 2	727	559	-	708	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	442	339	799	267	340	800	1319	-	-	1144	-	-
Mov Cap-2 Maneuver	442	339	-	267	340	-	-	-	-	-	-	-
Stage 1	731	688	-	537	551	-	-	-	-	-	-	-
Stage 2	702	547	-	627	683	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		18.8		0.5		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	713	308	1144	-	-
HCM Lane V/C Ratio	0.022	-	-	0.138	0.156	0.008	-	-
HCM Control Delay (s)	7.8	-	-	10.9	18.8	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.5	0	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	18	0	40	27	0	11	51	287	35	10	306	16
Future Vol, veh/h	18	0	40	27	0	11	51	287	35	10	306	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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	89	89	89	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	53	37	0	15	57	322	39	11	326	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	632	832	335	839	821	181	343	0	0	361	0	0
Stage 1	357	357	-	456	456	-	-	-	-	-	-	-
Stage 2	275	475	-	383	365	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	379	304	706	272	309	831	1214	-	-	1196	-	-
Stage 1	660	628	-	554	567	-	-	-	-	-	-	-
Stage 2	708	556	-	639	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	356	287	706	241	292	831	1214	-	-	1196	-	-
Mov Cap-2 Maneuver	356	287	-	241	292	-	-	-	-	-	-	-
Stage 1	629	622	-	528	540	-	-	-	-	-	-	-
Stage 2	663	530	-	585	617	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		19.3		1.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1214	-	-	541	303	1196	-	-
HCM Lane V/C Ratio	0.047	-	-	0.143	0.172	0.009	-	-
HCM Control Delay (s)	8.1	-	-	12.8	19.3	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.6	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	20	0	317	299	1
Future Vol, veh/h	2	20	0	317	299	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	70	70	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	80	0	453	322	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	550	323	323	0	0
Stage 1	323	-	-	-	-
Stage 2	227	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	480	717	1235	-	-
Stage 1	733	-	-	-	-
Stage 2	790	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	480	717	1235	-	-
Mov Cap-2 Maneuver	480	-	-	-	-
Stage 1	733	-	-	-	-
Stage 2	790	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1235	-	686	-	-
HCM Lane V/C Ratio	-	-	0.128	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	3	16	22	372	369	4
Future Vol, veh/h	3	16	22	372	369	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	87	87	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	32	25	428	393	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	659	395	397	0	-	0
Stage 1	395	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	412	653	1160	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	653	1160	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	594	-	-
HCM Lane V/C Ratio	0.022	-	0.064	-	-
HCM Control Delay (s)	8.2	0.1	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	17	43	61	15	15	19	29	289	7	37	278	7
Future Vol, veh/h	17	43	61	15	15	19	29	289	7	37	278	7
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.68	0.68	0.68	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	54	76	17	17	22	43	425	10	42	312	8
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	12.5	10.1	13.4	16.6
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	14%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	93%	36%	0%	100%	0%	0%	98%
Vol Right, %	0%	0%	7%	50%	0%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	193	103	121	15	15	19	37	285
LT Vol	29	0	0	17	15	0	0	37	0
Through Vol	0	193	96	43	0	15	0	0	278
RT Vol	0	0	7	61	0	0	19	0	7
Lane Flow Rate	43	283	152	151	17	17	22	42	320
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.08	0.493	0.263	0.29	0.036	0.034	0.039	0.08	0.57
Departure Headway (Hd)	6.775	6.269	6.221	6.904	7.642	7.133	6.421	6.931	6.409
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	572	574	517	466	499	554	515	560
Service Time	4.539	4.033	3.986	4.681	5.424	4.915	4.202	4.697	4.175
HCM Lane V/C Ratio	0.082	0.495	0.265	0.292	0.036	0.034	0.04	0.082	0.571
HCM Control Delay	10.1	15	11.2	12.5	10.7	10.2	9.5	10.3	17.4
HCM Lane LOS	B	B	B	B	B	B	A	B	C
HCM 95th-tile Q	0.3	2.7	1	1.2	0.1	0.1	0.1	0.3	3.6

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑	↔	↔	↕		↔	↔	
Traffic Vol, veh/h	13	14	24	5	27	62	35	321	9	43	313	29
Future Vol, veh/h	13	14	24	5	27	62	35	321	9	43	313	29
Peak Hour Factor	0.80	0.80	0.80	0.81	0.81	0.81	0.91	0.91	0.91	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	18	30	6	33	77	38	353	10	44	319	30
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	10.7	9.8	11.9	16.2
HCM LOS	B	A	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	25%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	92%	27%	0%	100%	0%	0%	92%
Vol Right, %	0%	0%	8%	47%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	214	116	51	5	27	62	43	342
LT Vol	35	0	0	13	5	0	0	43	0
Through Vol	0	214	107	14	0	27	0	0	313
RT Vol	0	0	9	24	0	0	62	0	29
Lane Flow Rate	38	235	127	64	6	33	77	44	349
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.071	0.402	0.216	0.124	0.012	0.063	0.129	0.081	0.586
Departure Headway (Hd)	6.652	6.147	6.092	6.977	7.262	6.756	6.047	6.606	6.042
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	583	588	512	492	529	591	541	597
Service Time	4.403	3.898	3.843	4.746	5.02	4.514	3.805	4.355	3.792
HCM Lane V/C Ratio	0.071	0.403	0.216	0.125	0.012	0.062	0.13	0.081	0.585
HCM Control Delay	9.9	13	10.5	10.7	10.1	10	9.7	9.9	17
HCM Lane LOS	A	B	B	B	B	A	A	A	C
HCM 95th-tile Q	0.2	1.9	0.8	0.4	0	0.2	0.4	0.3	3.8

HCM Signalized Intersection Capacity Analysis  
 5: Murrieta Blvd & McCall Blvd






















Existing With Project AM  
 08/01/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	66	184	2	183	108	117	0	222	153	99	171	63	
Future Volume (vph)	66	184	2	183	108	117	0	222	153	99	171	63	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.92			0.94		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	3533		1770	3264			1749		1770	1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (perm)	1770	3533		1770	3264			1749		1770	1863	1583	
Peak-hour factor, PHF	0.77	0.77	0.77	0.94	0.94	0.94	0.77	0.77	0.77	0.75	0.75	0.75	
Adj. Flow (vph)	86	239	3	195	115	124	0	288	199	132	228	84	
RTOR Reduction (vph)	0	1	0	0	102	0	0	18	0	0	0	44	
Lane Group Flow (vph)	86	241	0	195	137	0	0	469	0	132	228	40	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm	
Protected Phases	1	1		2	2		7	4		3	8		
Permitted Phases												8	
Actuated Green, G (s)	14.0	14.0		16.8	16.8			32.8		7.2	44.6	44.6	
Effective Green, g (s)	14.0	14.0		16.8	16.8			32.8		7.2	44.6	44.6	
Actuated g/C Ratio	0.15	0.15		0.18	0.18			0.35		0.08	0.47	0.47	
Clearance Time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	263	526		316	583			610		135	883	751	
v/s Ratio Prot	0.05	c0.07		c0.11	0.04			c0.27		c0.07	0.12		
v/s Ratio Perm												0.03	
v/c Ratio	0.33	0.46		0.62	0.24			0.77		0.98	0.26	0.05	
Uniform Delay, d1	35.8	36.5		35.6	33.1			27.2		43.3	14.8	13.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.6		3.6	0.2			5.8		69.9	0.2	0.0	
Delay (s)	36.5	37.2		39.2	33.3			33.1		113.2	14.9	13.3	
Level of Service	D	D		D	C			C		F	B	B	
Approach Delay (s)		37.0			35.9			33.1			43.9		
Approach LOS		D			D			C			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			37.4									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			94.0									Sum of lost time (s)	23.2
Intersection Capacity Utilization			61.1%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd

Existing With Project PM  
08/01/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	107	4	228	171	144	1	234	162	118	210	43
Future Volume (vph)	35	107	4	228	171	144	1	234	162	118	210	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.93		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3522		1770	3296		1770	1748		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3522		1770	3296		1770	1748		1770	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	118	4	240	180	152	1	260	180	131	233	48
RTOR Reduction (vph)	0	3	0	0	121	0	0	18	0	0	0	28
Lane Group Flow (vph)	38	119	0	240	211	0	1	422	0	131	233	20
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	11.4	11.4		18.9	18.9		0.9	31.8		7.3	38.2	38.2
Effective Green, g (s)	11.4	11.4		18.9	18.9		0.9	31.8		7.3	38.2	38.2
Actuated g/C Ratio	0.12	0.12		0.20	0.20		0.01	0.34		0.08	0.41	0.41
Clearance Time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	217	433		361	672		17	600		139	768	653
v/s Ratio Prot	0.02	c0.03		c0.14	0.06		0.00	c0.24		c0.07	0.13	
v/s Ratio Perm												0.01
v/c Ratio	0.18	0.28		0.66	0.31		0.06	0.70		0.94	0.30	0.03
Uniform Delay, d1	36.4	36.9		33.9	31.3		45.4	26.3		42.4	18.3	16.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3		4.6	0.3		1.5	3.7		58.7	0.2	0.0
Delay (s)	36.8	37.2		38.5	31.6		46.9	30.1		101.1	18.5	16.2
Level of Service	D	D		D	C		D	C		F	B	B
Approach Delay (s)		37.1			34.5			30.1			44.5	
Approach LOS		D			C			C			D	

Intersection Summary		
HCM 2000 Control Delay	36.1	HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio	0.65	
Actuated Cycle Length (s)	92.6	Sum of lost time (s) 23.2
Intersection Capacity Utilization	65.7%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd
























Existing With Project AM  
08/01/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	451	47	142	418	47	34	59	72	84	65	9
Future Volume (vph)	23	451	47	142	418	47	34	59	72	84	65	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95	
Frt	1.00	0.99		1.00	0.98			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (prot)	1770	3489		1770	3486			3476	1583		3418	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (perm)	1770	3489		1770	3486			3476	1583		3418	
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.96	0.96	0.96	0.75	0.75	0.75
Adj. Flow (vph)	24	470	49	163	480	54	35	61	75	112	87	12
RTOR Reduction (vph)	0	6	0	0	6	0	0	0	63	0	3	0
Lane Group Flow (vph)	24	513	0	163	528	0	0	96	12	0	208	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	2.1	21.4		8.2	27.5			11.9	11.9		12.8	
Effective Green, g (s)	2.1	21.4		8.2	27.5			11.9	11.9		12.8	
Actuated g/C Ratio	0.03	0.28		0.11	0.36			0.16	0.16		0.17	
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	48	979		190	1258			542	247		574	
v/s Ratio Prot	0.01	c0.15		c0.09	0.15			c0.03			c0.06	
v/s Ratio Perm									0.01			
v/c Ratio	0.50	0.52		0.86	0.42			0.18	0.05		0.36	
Uniform Delay, d1	36.5	23.1		33.4	18.3			27.9	27.3		28.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	8.0	0.5		29.7	0.2			0.2	0.1		0.4	
Delay (s)	44.5	23.6		63.1	18.6			28.1	27.4		28.5	
Level of Service	D	C		E	B			C	C		C	
Approach Delay (s)		24.5			29.0			27.8			28.5	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			27.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			76.2			Sum of lost time (s)			21.9			
Intersection Capacity Utilization			46.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd























Existing With Project PM  
08/01/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Traffic Volume (vph)	31	372	67	228	568	69	83	125	139	75	81	22	
Future Volume (vph)	31	372	67	228	568	69	83	125	139	75	81	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95		
Frt	1.00	0.98		1.00	0.98			1.00	0.85		0.98		
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.98		
Satd. Flow (prot)	1770	3458		1770	3482			3470	1583		3401		
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.98		
Satd. Flow (perm)	1770	3458		1770	3482			3470	1583		3401		
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93	
Adj. Flow (vph)	35	418	75	245	611	74	88	133	148	81	87	24	
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	123	0	9	0	
Lane Group Flow (vph)	35	482	0	245	678	0	0	221	25	0	183	0	
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA		
Protected Phases	1	6		5	2		3	3		4	4		
Permitted Phases									3				
Actuated Green, G (s)	3.4	22.3		8.2	27.1			13.5	13.5		12.8		
Effective Green, g (s)	3.4	22.3		8.2	27.1			13.5	13.5		12.8		
Actuated g/C Ratio	0.04	0.28		0.10	0.34			0.17	0.17		0.16		
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6		
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0		
Lane Grp Cap (vph)	76	979		184	1199			595	271		553		
v/s Ratio Prot	0.02	0.14		c0.14	c0.19			c0.06			c0.05		
v/s Ratio Perm									0.02				
v/c Ratio	0.46	0.49		1.33	0.57			0.37	0.09		0.33		
Uniform Delay, d1	36.8	23.5		35.2	21.0			28.8	27.4		29.2		
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00		
Incremental Delay, d2	4.4	0.4		181.5	0.6			0.4	0.2		0.4		
Delay (s)	41.1	23.9		216.7	21.6			29.2	27.6		29.5		
Level of Service	D	C		F	C			C	C		C		
Approach Delay (s)		25.0			73.0			28.6			29.5		
Approach LOS		C			E			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			48.2									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			78.7									Sum of lost time (s)	21.9
Intersection Capacity Utilization			56.6%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Existing With Project AM  
08/01/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	535	75	455	570	109	48	50	348	172	72	10
Future Volume (vph)	18	535	75	455	570	109	48	50	348	172	72	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3474		1770	3454		1770	1863	1583	1770	1829	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3474		1770	3454		1770	1863	1583	1770	1829	
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	19	575	81	517	648	124	52	54	374	193	81	11
RTOR Reduction (vph)	0	8	0	0	12	0	0	0	53	0	4	0
Lane Group Flow (vph)	19	648	0	517	760	0	52	54	321	193	88	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Effective Green, g (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Actuated g/C Ratio	0.02	0.24		0.27	0.49		0.17	0.17	0.44	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	33	842		469	1689		304	320	692	249	257	
v/s Ratio Prot	0.01	c0.19		c0.29	0.22		0.03	0.03	c0.12	c0.11	0.05	
v/s Ratio Perm									0.08			
v/c Ratio	0.58	0.77		1.10	0.45		0.17	0.17	0.46	0.78	0.34	
Uniform Delay, d1	62.2	45.1		46.9	21.4		45.1	45.1	25.4	52.9	49.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	22.0	6.7		72.4	0.9		1.2	1.1	0.5	20.7	3.6	
Delay (s)	84.2	51.8		119.3	22.3		46.3	46.2	25.9	73.6	53.1	
Level of Service	F	D		F	C		D	D	C	E	D	
Approach Delay (s)		52.7			61.2			30.4			67.0	
Approach LOS		D			E			C			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			54.3			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			127.8			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			72.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Existing With Project PM  
08/01/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	572	56	477	825	136	55	71	554	124	48	11
Future Volume (vph)	15	572	56	477	825	136	55	71	554	124	48	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3492		1770	3464		1770	1863	1583	1770	1809	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3492		1770	3464		1770	1863	1583	1770	1809	
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	16	629	62	497	859	142	59	76	596	141	55	12
RTOR Reduction (vph)	0	6	0	0	10	0	0	0	75	0	7	0
Lane Group Flow (vph)	16	685	0	497	991	0	59	76	521	141	61	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Effective Green, g (s)	2.4	31.0		33.9	62.5		22.0	22.0	55.9	18.0	18.0	
Actuated g/C Ratio	0.02	0.24		0.27	0.49		0.17	0.17	0.44	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	33	847		469	1694		304	320	692	249	254	
v/s Ratio Prot	0.01	c0.20		c0.28	0.29		0.03	0.04	c0.20	c0.08	0.03	
v/s Ratio Perm									0.13			
v/c Ratio	0.48	0.81		1.06	0.59		0.19	0.24	0.75	0.57	0.24	
Uniform Delay, d1	62.1	45.6		46.9	23.4		45.3	45.7	30.1	51.3	48.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.8	8.2		58.3	1.5		1.4	1.7	4.6	9.0	2.2	
Delay (s)	72.9	53.8		105.2	24.9		46.7	47.4	34.8	60.3	51.1	
Level of Service	E	D		F	C		D	D	C	E	D	
Approach Delay (s)		54.2			51.5			37.1			57.3	
Approach LOS		D			D			D			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			49.2			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			127.8			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			72.8%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group



HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Existing With Project AM  
 08/01/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↘	↗	
Traffic Volume (veh/h)	0	710	390	430	821	0	0	0	0	229	3	269
Future Volume (veh/h)	0	710	390	430	821	0	0	0	0	229	3	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	755	0	448	855	0				297	4	349
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96				0.77	0.77	0.77
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	943		487	2153	0				425	4	375
Arrive On Green	0.00	0.27	0.00	0.27	0.61	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	18	1570
Grp Volume(v), veh/h	0	755	0	448	855	0				297	0	353
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1588
Q Serve(g_s), s	0.0	13.9	0.0	17.1	8.7	0.0				10.7	0.0	15.2
Cycle Q Clear(g_c), s	0.0	13.9	0.0	17.1	8.7	0.0				10.7	0.0	15.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	943		487	2153	0				425	0	379
V/C Ratio(X)	0.00	0.80		0.92	0.40	0.00				0.70	0.00	0.93
Avail Cap(c_a), veh/h	0	943		491	2153	0				425	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.0	0.0	24.7	7.2	0.0				24.4	0.0	26.1
Incr Delay (d2), s/veh	0.0	4.6	0.0	22.2	0.5	0.0				9.2	0.0	31.9
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	6.1	0.0	9.7	2.8	0.0				5.3	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.6	0.0	46.9	7.7	0.0				33.6	0.0	58.0
LnGrp LOS	A	C		D	A	A				C	A	E
Approach Vol, veh/h		755			1303						650	
Approach Delay, s/veh		28.6			21.2						46.8	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.8	23.7		22.5		47.5						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 19	18.4		16.7		42.4						
Max Q Clear Time (g_c+I1), s	19.1	15.9		17.2		10.7						
Green Ext Time (p_c), s	0.0	1.0		0.0		4.5						

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Existing With Project PM  
 08/01/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↘	↗	
Traffic Volume (veh/h)	0	900	342	319	942	0	0	0	0	306	2	475
Future Volume (veh/h)	0	900	342	319	942	0	0	0	0	306	2	475
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	947	0	332	981	0				322	2	500
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1159		379	2153	0				425	2	377
Arrive On Green	0.00	0.33	0.00	0.21	0.61	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	6	1580
Grp Volume(v), veh/h	0	947	0	332	981	0				322	0	502
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1586
Q Serve(g_s), s	0.0	17.1	0.0	12.6	10.5	0.0				11.8	0.0	16.7
Cycle Q Clear(g_c), s	0.0	17.1	0.0	12.6	10.5	0.0				11.8	0.0	16.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1159		379	2153	0				425	0	378
V/C Ratio(X)	0.00	0.82		0.88	0.46	0.00				0.76	0.00	1.33
Avail Cap(c_a), veh/h	0	1159		491	2153	0				425	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.7	0.0	26.7	7.5	0.0				24.8	0.0	26.7
Incr Delay (d2), s/veh	0.0	4.4	0.0	11.4	0.7	0.0				11.9	0.0	164.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	0.0	6.3	3.4	0.0				6.1	0.0	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	0.0	38.0	8.2	0.0				36.7	0.0	191.0
LnGrp LOS	A	C		D	A	A				D	A	F
Approach Vol, veh/h		947			1313						824	
Approach Delay, s/veh		26.1			15.8						130.7	
Approach LOS		C			B						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.6	27.9		22.5		47.5						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 19	18.4		16.7		42.4						
Max Q Clear Time (g_c+I1), s	14.6	19.1		18.7		12.5						
Green Ext Time (p_c), s	0.2	0.0		0.0		5.4						

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Existing With Project AM  
 08/01/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↗	↗			
Traffic Volume (veh/h)	264	668	0	0	999	354	225	1	219	0	0	0
Future Volume (veh/h)	264	668	0	0	999	354	225	1	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	287	726	0	0	1086	0	256	1	249			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	332	2287	0	0	1379		346	1	309			
Arrive On Green	0.19	0.64	0.00	0.00	0.39	0.00	0.20	0.20	0.20			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1775	7	1585			
Grp Volume(v), veh/h	287	726	0	0	1086	0	257	0	249			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1585			
Q Serve(g_s), s	10.6	6.2	0.0	0.0	18.2	0.0	9.2	0.0	10.1			
Cycle Q Clear(g_c), s	10.6	6.2	0.0	0.0	18.2	0.0	9.2	0.0	10.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	332	2287	0	0	1379		348	0	309			
V/C Ratio(X)	0.87	0.32	0.00	0.00	0.79		0.74	0.00	0.80			
Avail Cap(c_a), veh/h	351	2287	0	0	1379		440	0	392			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.7	5.4	0.0	0.0	18.2	0.0	25.6	0.0	26.0			
Incr Delay (d2), s/veh	19.0	0.4	0.0	0.0	4.6	0.0	4.9	0.0	9.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	1.9	0.0	0.0	7.6	0.0	4.1	0.0	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	5.8	0.0	0.0	22.9	0.0	30.5	0.0	35.3			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		1013			1086			506				
Approach Delay, s/veh		17.1			22.9			32.8				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.6			17.3	31.3		19.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 44			* 13	24.4		16.7				
Max Q Clear Time (g_c+I1), s		8.2			12.6	20.2		12.1				
Green Ext Time (p_c), s		5.8			0.1	2.6		1.1				

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Existing With Project PM  
 08/01/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↑	↗			
Traffic Volume (veh/h)	311	899	0	0	809	190	438	0	553	0	0	0
Future Volume (veh/h)	311	899	0	0	809	190	438	0	553	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	317	917	0	0	843	0	471	0	595			
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	336	1884	0	0	1008		597	0	532			
Arrive On Green	0.19	0.53	0.00	0.00	0.28	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	317	917	0	0	843	0	471	0	595			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	14.2	13.3	0.0	0.0	18.1	0.0	19.4	0.0	27.2			
Cycle Q Clear(g_c), s	14.2	13.3	0.0	0.0	18.1	0.0	19.4	0.0	27.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	336	1884	0	0	1008		597	0	532			
V/C Ratio(X)	0.94	0.49	0.00	0.00	0.84		0.79	0.00	1.12			
Avail Cap(c_a), veh/h	336	1884	0	0	1008		597	0	532			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.5	12.1	0.0	0.0	27.3	0.0	24.3	0.0	26.9			
Incr Delay (d2), s/veh	34.5	0.9	0.0	0.0	8.2	0.0	7.0	0.0	76.1			
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	9.1	5.0	0.0	0.0	8.5	0.0	8.9	0.0	20.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	13.0	0.0	0.0	35.5	0.0	31.3	0.0	103.0			
LnGrp LOS	E	B	A	A	D		C	A	F			
Approach Vol, veh/h		1234			843				1066			
Approach Delay, s/veh		26.8			35.5				71.4			
Approach LOS		C			D				E			
Timer - Assigned Phs		2			5	6			8			
Phs Duration (G+Y+Rc), s		48.1			20.0	28.1			33.0			
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1			5.8			
Max Green Setting (Gmax), s		* 43			* 15	21.9			27.2			
Max Q Clear Time (g_c+I1), s		15.3			16.2	20.1			29.2			
Green Ext Time (p_c), s		7.4			0.0	1.0			0.0			

Intersection Summary

HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

**Appendix E:  
Opening Year 2025  
Without Project  
Synchro Worksheets**

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	0	38	24	5	20	1
Future Vol, veh/h	0	38	24	5	20	1
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	84	84	75	75	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	32	7	28	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	39	0	-	0	81 36
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	45 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1571	-	-	-	921 1037
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	977 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1571	-	-	-	921 1037
Mov Cap-2 Maneuver	-	-	-	-	921 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	977 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	926
HCM Lane V/C Ratio	-	-	-	-	0.032
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	0	44	41	10	9	1
Future Vol, veh/h	0	44	41	10	9	1
Conflicting Peds, #/hr	0	0	0	6	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	75	75	75	75	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	55	13	18	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	74	0	-	0	127 68
Stage 1	-	-	-	-	68 -
Stage 2	-	-	-	-	59 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1526	-	-	-	868 995
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	964 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1517	-	-	-	858 989
Mov Cap-2 Maneuver	-	-	-	-	858 -
Stage 1	-	-	-	-	949 -
Stage 2	-	-	-	-	958 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	870
HCM Lane V/C Ratio	-	-	-	-	0.023
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	50	43	1	20	20	301	12	8	210	15
Future Vol, veh/h	8	1	50	43	1	20	20	301	12	8	210	15
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	83	83	83	72	72	72	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	63	52	1	24	28	418	17	9	241	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	534	759	250	783	759	218	258	0	0	435	0	0
Stage 1	268	268	-	483	483	-	-	-	-	-	-	-
Stage 2	266	491	-	300	276	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	443	335	788	297	335	787	1305	-	-	1123	-	-
Stage 1	737	687	-	534	552	-	-	-	-	-	-	-
Stage 2	717	547	-	708	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	325	788	266	325	787	1305	-	-	1123	-	-
Mov Cap-2 Maneuver	419	325	-	266	325	-	-	-	-	-	-	-
Stage 1	722	682	-	523	540	-	-	-	-	-	-	-
Stage 2	679	536	-	645	676	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		18.8		0.5		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	689	337	1123	-	-
HCM Lane V/C Ratio	0.021	-	-	0.108	0.229	0.008	-	-
HCM Control Delay (s)	7.8	-	-	10.9	18.8	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.9	0	-	-



Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	18	0	29	33	1	17	43	302	36	10	323	23
Future Vol, veh/h	18	0	29	33	1	17	43	302	36	10	323	23
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	89	89	89	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	39	45	1	23	48	339	40	11	344	24

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	644	853	356	853	845	190	368	0	0	379	0	0
Stage 1	378	378	-	455	455	-	-	-	-	-	-	-
Stage 2	266	475	-	398	390	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	372	296	687	266	299	820	1189	-	-	1178	-	-
Stage 1	643	614	-	555	568	-	-	-	-	-	-	-
Stage 2	717	556	-	627	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	347	281	687	242	284	820	1189	-	-	1178	-	-
Mov Cap-2 Maneuver	347	281	-	242	284	-	-	-	-	-	-	-
Stage 1	617	608	-	533	545	-	-	-	-	-	-	-
Stage 2	667	534	-	586	602	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		19.5		0.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	500	318	1178	-	-
HCM Lane V/C Ratio	0.041	-	-	0.125	0.22	0.009	-	-
HCM Control Delay (s)	8.2	-	-	13.2	19.5	8.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.8	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	1	0	334	305	0
Future Vol, veh/h	0	1	0	334	305	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	70	70	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	477	328	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	567	328	328	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	469	713	1230	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	469	713	1230	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	779	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	713	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	4	1	382	384	2
Future Vol, veh/h	2	4	1	382	384	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	87	87	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	1	439	409	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	632	410	411	0	-
Stage 1	410	-	-	-	-
Stage 2	222	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	428	641	1146	-	-
Stage 1	669	-	-	-	-
Stage 2	794	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	428	641	1146	-	-
Mov Cap-2 Maneuver	428	-	-	-	-
Stage 1	668	-	-	-	-
Stage 2	794	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1146	-	550	-	-
HCM Lane V/C Ratio	0.001	-	0.022	-	-
HCM Control Delay (s)	8.1	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	25	45	112	16	16	20	46	291	7	41	261	7
Future Vol, veh/h	25	45	112	16	16	20	46	291	7	41	261	7
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.68	0.68	0.68	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	56	140	18	18	23	68	428	10	46	293	8
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	15.4	10.5	14.6	17.8
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	14%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	93%	25%	0%	100%	0%	0%	97%
Vol Right, %	0%	0%	7%	62%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	194	104	182	16	16	20	41	268
LT Vol	46	0	0	25	16	0	0	41	0
Through Vol	0	194	97	45	0	16	0	0	261
RT Vol	0	0	7	112	0	0	20	0	7
Lane Flow Rate	68	285	153	228	18	18	23	46	301
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.136	0.532	0.283	0.446	0.041	0.038	0.043	0.096	0.58
Departure Headway (Hd)	7.215	6.708	6.66	7.052	8.074	7.563	6.847	7.465	6.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	539	541	512	443	473	523	482	521
Service Time	4.931	4.423	4.376	4.793	5.822	5.31	4.594	5.185	4.659
HCM Lane V/C Ratio	0.136	0.529	0.283	0.445	0.041	0.038	0.044	0.095	0.578
HCM Control Delay	11.1	16.8	12	15.4	11.2	10.6	9.9	11	18.8
HCM Lane LOS	B	C	B	C	B	B	A	B	C
HCM 95th-tile Q	0.5	3.1	1.2	2.3	0.1	0.1	0.1	0.3	3.7

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	19	15	56	5	28	64	87	301	9	53	306	30
Future Vol, veh/h	19	15	56	5	28	64	87	301	9	53	306	30
Peak Hour Factor	0.80	0.80	0.80	0.81	0.81	0.81	0.91	0.91	0.91	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	19	70	6	35	79	96	331	10	54	312	31
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	11.8	10.2	12.2	17.4
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	21%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	92%	17%	0%	100%	0%	0%	91%
Vol Right, %	0%	0%	8%	62%	0%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	201	109	90	5	28	64	53	336
LT Vol	87	0	0	19	5	0	0	53	0
Through Vol	0	201	100	15	0	28	0	0	306
RT Vol	0	0	9	56	0	0	64	0	30
Lane Flow Rate	96	221	120	112	6	35	79	54	343
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.184	0.393	0.212	0.22	0.013	0.067	0.139	0.104	0.606
Departure Headway (Hd)	6.918	6.412	6.354	7.028	7.534	7.027	6.316	6.928	6.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	516	558	562	507	473	507	564	515	566
Service Time	4.691	4.185	4.126	4.82	5.317	4.809	4.098	4.698	4.13
HCM Lane V/C Ratio	0.186	0.396	0.214	0.221	0.013	0.069	0.14	0.105	0.606
HCM Control Delay	11.3	13.3	10.8	11.8	10.4	10.3	10.1	10.5	18.5
HCM Lane LOS	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.7	1.9	0.8	0.8	0	0.2	0.5	0.3	4

# HCM Signalized Intersection Capacity Analysis

## 5: Murrieta Blvd & McCall Blvd

Near Term AM  
08/01/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	242	2	205	127	139	0	232	192	123	181	67
Future Volume (vph)	72	242	2	205	127	139	0	232	192	123	181	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.92			0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3534		1770	3262			1736		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3534		1770	3262			1736		1770	1863	1583
Peak-hour factor, PHF	0.77	0.77	0.77	0.94	0.94	0.94	0.77	0.77	0.77	0.75	0.75	0.75
Adj. Flow (vph)	94	314	3	218	135	148	0	301	249	164	241	89
RTOR Reduction (vph)	0	1	0	0	121	0	0	21	0	0	0	47
Lane Group Flow (vph)	94	316	0	218	162	0	0	529	0	164	241	42
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	16.0	16.0		18.3	18.3			34.9		7.1	46.6	46.6
Effective Green, g (s)	16.0	16.0		18.3	18.3			34.9		7.1	46.6	46.6
Actuated g/C Ratio	0.16	0.16		0.18	0.18			0.35		0.07	0.47	0.47
Clearance Time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	284	568		325	599			608		126	872	741
v/s Ratio Prot	0.05	c0.09		c0.12	0.05			c0.30		c0.09	0.13	
v/s Ratio Perm												0.03
v/c Ratio	0.33	0.56		0.67	0.27			0.87		1.30	0.28	0.06
Uniform Delay, d1	37.0	38.5		37.8	34.9			30.2		46.2	16.2	14.4
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7	1.2		5.4	0.2			12.6		181.8	0.2	0.0
Delay (s)	37.7	39.7		43.2	35.1			42.8		228.0	16.3	14.5
Level of Service	D	D		D	D			D		F	B	B
Approach Delay (s)		39.2			38.6			42.8			86.2	
Approach LOS		D			D			D			F	

### Intersection Summary

HCM 2000 Control Delay	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	23.2
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd

Near Term PM  
08/01/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	145	4	256	226	172	1	245	189	135	220	48
Future Volume (vph)	38	145	4	256	226	172	1	245	189	135	220	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.94		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3526		1770	3310		1770	1741		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3526		1770	3310		1770	1741		1770	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	159	4	269	238	181	1	272	210	150	244	53
RTOR Reduction (vph)	0	2	0	0	116	0	0	20	0	0	0	31
Lane Group Flow (vph)	42	161	0	269	303	0	1	462	0	150	244	22
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	12.5	12.5		21.0	21.0		0.9	36.1		7.2	42.4	42.4
Effective Green, g (s)	12.5	12.5		21.0	21.0		0.9	36.1		7.2	42.4	42.4
Actuated g/C Ratio	0.12	0.12		0.21	0.21		0.01	0.36		0.07	0.42	0.42
Clearance Time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	221	440		371	695		15	628		127	789	671
v/s Ratio Prot	0.02	c0.05		c0.15	0.09		0.00	c0.27		c0.08	0.13	
v/s Ratio Perm												0.01
v/c Ratio	0.19	0.37		0.73	0.44		0.07	0.74		1.18	0.31	0.03
Uniform Delay, d1	39.2	40.1		36.8	34.3		49.1	27.8		46.4	19.1	16.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5		6.9	0.4		1.9	4.5		136.6	0.2	0.0
Delay (s)	39.6	40.6		43.7	34.8		51.0	32.3		183.0	19.3	16.8
Level of Service	D	D		D	C		D	C		F	B	B
Approach Delay (s)		40.4			38.3			32.3			74.0	
Approach LOS		D			D			C			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			45.7				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)				23.2	
Intersection Capacity Utilization			70.4%				ICU Level of Service				C	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd

Near Term AM  
08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕			↕	↘		↕	↘
Traffic Volume (vph)	26	591	57	196	517	86	38	61	86	136	68	10
Future Volume (vph)	26	591	57	196	517	86	38	61	86	136	68	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95	
Frt	1.00	0.99		1.00	0.98			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (prot)	1770	3493		1770	3463			3472	1583		3407	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (perm)	1770	3493		1770	3463			3472	1583		3407	
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.96	0.96	0.96	0.75	0.75	0.75
Adj. Flow (vph)	27	616	59	225	594	99	40	64	90	181	91	13
RTOR Reduction (vph)	0	4	0	0	7	0	0	0	78	0	3	0
Lane Group Flow (vph)	27	671	0	225	686	0	0	104	12	0	282	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	4.1	59.5		22.0	77.4			19.3	19.3		22.3	
Effective Green, g (s)	4.1	59.5		22.0	77.4			19.3	19.3		22.3	
Actuated g/C Ratio	0.03	0.41		0.15	0.53			0.13	0.13		0.15	
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	50	1433		268	1848			462	210		523	
v/s Ratio Prot	0.02	c0.19		c0.13	0.20			c0.03			c0.08	
v/s Ratio Perm									0.01			
v/c Ratio	0.54	0.47		0.84	0.37			0.23	0.06		0.54	
Uniform Delay, d1	69.5	31.2		59.8	19.7			56.2	54.9		56.6	
Progression Factor	1.00	1.00		1.35	0.62			1.00	1.00		1.00	
Incremental Delay, d2	11.4	1.1		17.9	0.5			0.2	0.1		1.1	
Delay (s)	80.9	32.3		98.6	12.7			56.4	55.0		57.8	
Level of Service	F	C		F	B			E	E		E	
Approach Delay (s)		34.2			33.8			55.8			57.8	
Approach LOS		C			C			E			E	

Intersection Summary

HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	21.9
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd

Near Term PM  
08/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	487	74	286	710	134	90	130	153	131	84	27
Future Volume (vph)	33	487	74	286	710	134	90	130	153	131	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95	
Frt	1.00	0.98		1.00	0.98			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (prot)	1770	3469		1770	3455			3468	1583		3388	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (perm)	1770	3469		1770	3455			3468	1583		3388	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	37	547	83	308	763	144	96	138	163	141	90	29
RTOR Reduction (vph)	0	8	0	0	8	0	0	0	138	0	8	0
Lane Group Flow (vph)	37	622	0	308	899	0	0	234	25	0	252	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	5.6	44.6		35.0	74.0			21.9	21.9		21.6	
Effective Green, g (s)	5.6	44.6		35.0	74.0			21.9	21.9		21.6	
Actuated g/C Ratio	0.04	0.31		0.24	0.51			0.15	0.15		0.15	
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	68	1067		427	1763			523	239		504	
v/s Ratio Prot	0.02	c0.18		c0.17	0.26			c0.07			c0.07	
v/s Ratio Perm									0.02			
v/c Ratio	0.54	0.58		0.72	0.51			0.45	0.10		0.50	
Uniform Delay, d1	68.4	42.4		50.5	23.5			56.0	53.1		56.7	
Progression Factor	1.00	1.00		1.07	0.44			1.00	1.00		1.00	
Incremental Delay, d2	8.6	2.3		4.7	0.8			0.6	0.2		0.8	
Delay (s)	77.1	44.7		59.0	11.2			56.7	53.3		57.5	
Level of Service	E	D		E	B			E	D		E	
Approach Delay (s)		46.5			23.3			55.3			57.5	
Approach LOS		D			C			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			37.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			21.9			
Intersection Capacity Utilization			63.8%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

























HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Near Term AM  
08/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	776	90	542	714	185	55	52	438	235	75	11
Future Volume (vph)	21	776	90	542	714	185	55	52	438	235	75	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3484		1770	3402		1770	1863	1583	1770	1823	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3484		1770	3402		1770	1863	1583	1770	1823	
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	23	834	97	616	811	210	59	56	471	264	84	12
RTOR Reduction (vph)	0	6	0	0	16	0	0	0	37	0	3	0
Lane Group Flow (vph)	23	925	0	616	1005	0	59	56	434	264	93	0
Confl. Peds. (#/hr)							6					5
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	3.7	35.8		44.4	76.5		22.0	22.0	66.4	19.9	19.9	
Effective Green, g (s)	3.7	35.8		44.4	76.5		22.0	22.0	66.4	19.9	19.9	
Actuated g/C Ratio	0.03	0.25		0.31	0.53		0.15	0.15	0.46	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	45	860		541	1794		268	282	724	242	250	
v/s Ratio Prot	0.01	c0.27		c0.35	0.30		0.03	0.03	c0.18	c0.15	0.05	
v/s Ratio Perm									0.09			
v/c Ratio	0.51	1.08		1.14	0.56		0.22	0.20	0.60	1.09	0.37	
Uniform Delay, d1	69.8	54.6		50.3	23.0		54.0	53.8	29.4	62.5	56.9	
Progression Factor	1.14	0.92		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.9	52.2		82.9	1.3		1.9	1.6	1.3	84.2	4.2	
Delay (s)	88.6	102.2		133.2	24.2		55.9	55.4	30.7	146.8	61.0	
Level of Service	F	F		F	C		E	E	C	F	E	
Approach Delay (s)		101.9			65.3			35.6			123.9	
Approach LOS		F			E			D			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			76.2			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			88.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Near Term PM  
08/02/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	17	816	66	602	1071	229	71	74	676	201	51	14
Future Volume (vph)	17	816	66	602	1071	229	71	74	676	201	51	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3499		1770	3446		1770	1863	1583	1770	1802	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3499		1770	3446		1770	1863	1583	1770	1802	
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	19	897	73	627	1116	239	76	80	727	228	58	16
RTOR Reduction (vph)	0	4	0	0	11	0	0	0	37	0	7	0
Lane Group Flow (vph)	19	966	0	627	1344	0	76	80	690	228	67	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	3.8	36.7		52.7	85.6		14.7	14.7	67.4	18.0	18.0	
Effective Green, g (s)	3.8	36.7		52.7	85.6		14.7	14.7	67.4	18.0	18.0	
Actuated g/C Ratio	0.03	0.25		0.36	0.59		0.10	0.10	0.46	0.12	0.12	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	885		643	2034		179	188	735	219	223	
v/s Ratio Prot	0.01	c0.28		c0.35	0.39		0.04	0.04	c0.34	c0.13	0.04	
v/s Ratio Perm									0.10			
v/c Ratio	0.41	1.09		0.98	0.66		0.42	0.43	0.94	1.04	0.30	
Uniform Delay, d1	69.5	54.1		45.5	20.0		61.2	61.2	36.8	63.5	57.8	
Progression Factor	1.00	0.70		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	57.1		29.1	1.7		1.6	1.6	19.5	72.0	0.8	
Delay (s)	74.8	94.9		74.6	21.7		62.8	62.7	56.4	135.5	58.5	
Level of Service	E	F		E	C		E	E	E	F	E	
Approach Delay (s)		94.5			38.4			57.5			116.6	
Approach LOS		F			D			E			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			61.5			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			91.7%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Near Term AM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (veh/h)	0	1066	423	598	1162	0	0	0	0	389	3	286
Future Volume (veh/h)	0	1066	423	598	1162	0	0	0	0	389	3	286
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1134	0	623	1210	0				505	4	371
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96				0.77	0.77	0.77
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1027		540	2271	0				449	4	396
Arrive On Green	0.00	0.29	0.00	0.30	0.64	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	17	1571
Grp Volume(v), veh/h	0	1134	0	623	1210	0				505	0	375
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1588
Q Serve(g_s), s	0.0	28.9	0.0	30.3	18.6	0.0				25.2	0.0	23.1
Cycle Q Clear(g_c), s	0.0	28.9	0.0	30.3	18.6	0.0				25.2	0.0	23.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	1027		540	2271	0				449	0	400
V/C Ratio(X)	0.00	1.10		1.15	0.53	0.00				1.13	0.00	0.94
Avail Cap(c_a), veh/h	0	1027		540	2271	0				449	0	400
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	0.24	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	0.0	34.8	9.9	0.0				37.4	0.0	36.6
Incr Delay (d2), s/veh	0.0	51.0	0.0	71.6	0.1	0.0				81.2	0.0	31.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.4	0.0	23.5	6.6	0.0				20.9	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	86.5	0.0	106.5	10.0	0.0				118.6	0.0	68.3
LnGrp LOS	A	F		F	A	A				F	A	E
Approach Vol, veh/h		1134			1833						880	
Approach Delay, s/veh		86.5			42.8						97.2	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.0	34.0		31.0		69.0						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 30	28.9		25.2		63.9						
Max Q Clear Time (g_c+I1), s	32.3	30.9		27.2		20.6						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.5						

Intersection Summary

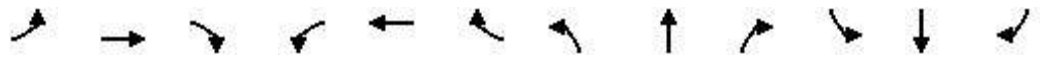
HCM 6th Ctrl Delay	68.1
HCM 6th LOS	E

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Near Term PM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↘	↙	
Traffic Volume (veh/h)	0	1313	367	557	1402	0	0	0	0	530	2	511
Future Volume (veh/h)	0	1313	367	557	1402	0	0	0	0	530	2	511
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1382	0	580	1460	0				558	2	538
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1169		468	2271	0				449	1	398
Arrive On Green	0.00	0.33	0.00	0.53	1.00	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	6	1580
Grp Volume(v), veh/h	0	1382	0	580	1460	0				558	0	540
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1586
Q Serve(g_s), s	0.0	32.9	0.0	26.3	0.0	0.0				25.2	0.0	25.2
Cycle Q Clear(g_c), s	0.0	32.9	0.0	26.3	0.0	0.0				25.2	0.0	25.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1169		468	2271	0				449	0	400
V/C Ratio(X)	0.00	1.18		1.24	0.64	0.00				1.24	0.00	1.35
Avail Cap(c_a), veh/h	0	1169		468	2271	0				449	0	400
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	0.09	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.5	0.0	23.7	0.0	0.0				37.4	0.0	37.4
Incr Delay (d2), s/veh	0.0	82.8	0.0	108.9	0.1	0.0				127.0	0.0	173.8
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	0.0	27.2	0.0	21.5	0.0	0.0				26.6	0.0	28.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	116.4	0.0	132.6	0.1	0.0				164.4	0.0	211.2
LnGrp LOS	A	F		F	A	A				F	A	F
Approach Vol, veh/h		1382			2040						1098	
Approach Delay, s/veh		116.4			37.8						187.4	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	38.0		31.0		69.0						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 26	32.9		25.2		63.9						
Max Q Clear Time (g_c+I1), s	28.3	34.9		27.2		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		10.6						

Intersection Summary

HCM 6th Ctrl Delay	98.2
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Near Term AM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↗	↗			
Traffic Volume (veh/h)	292	1151	0	0	1490	495	240	1	391	0	0	0
Future Volume (veh/h)	292	1151	0	0	1490	495	240	1	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	317	1251	0	0	1620	0	273	1	444			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	310	3735	0	0	2950		380	1	339			
Arrive On Green	0.23	1.00	0.00	0.00	0.83	0.00	0.21	0.21	0.21			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1775	7	1585			
Grp Volume(v), veh/h	317	1251	0	0	1620	0	274	0	444			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1585			
Q Serve(g_s), s	17.4	0.0	0.0	0.0	14.2	0.0	14.3	0.0	21.4			
Cycle Q Clear(g_c), s	17.4	0.0	0.0	0.0	14.2	0.0	14.3	0.0	21.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	310	3735	0	0	2950		381	0	339			
V/C Ratio(X)	1.02	0.33	0.00	0.00	0.55		0.72	0.00	1.31			
Avail Cap(c_a), veh/h	310	3735	0	0	2950		381	0	339			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.4	0.0	0.0	0.0	2.7	0.0	36.5	0.0	39.3			
Incr Delay (d2), s/veh	21.5	0.0	0.0	0.0	0.7	0.0	6.4	0.0	158.7			
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	8.9	0.0	0.0	0.0	3.0	0.0	6.8	0.0	23.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	0.0	0.0	3.4	0.0	42.9	0.0	198.0			
LnGrp LOS	F	A	A	A	A		D	A	F			
Approach Vol, veh/h		1568			1620			718				
Approach Delay, s/veh		12.1			3.4			138.8				
Approach LOS		B			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		111.3			22.1	89.2		27.2				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 69			* 17	45.6		21.4				
Max Q Clear Time (g_c+I1), s		2.0			19.4	16.2		23.4				
Green Ext Time (p_c), s		13.8			0.0	16.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Near Term PM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↗	↘		↗	↘			
Traffic Volume (veh/h)	335	1514	0	0	1471	407	472	0	824	0	0	0
Future Volume (veh/h)	335	1514	0	0	1471	407	472	0	824	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	342	1545	0	0	1532	0	508	0	886			
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	273	3245	0	0	2534		627	0	558			
Arrive On Green	0.31	1.00	0.00	0.00	0.71	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	342	1545	0	0	1532	0	508	0	886			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	15.3	0.0	0.0	0.0	21.7	0.0	25.9	0.0	35.2			
Cycle Q Clear(g_c), s	15.3	0.0	0.0	0.0	21.7	0.0	25.9	0.0	35.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	273	3245	0	0	2534		627	0	558			
V/C Ratio(X)	1.25	0.48	0.00	0.00	0.60		0.81	0.00	1.59			
Avail Cap(c_a), veh/h	273	3245	0	0	2534		627	0	558			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.7	0.0	0.0	0.0	7.2	0.0	29.4	0.0	32.4			
Incr Delay (d2), s/veh	117.5	0.0	0.0	0.0	1.1	0.0	7.9	0.0	273.0			
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	14.2	0.0	0.0	0.0	7.2	0.0	12.1	0.0	55.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.2	0.0	0.0	0.0	8.3	0.0	37.3	0.0	305.4			
LnGrp LOS	F	A	A	A	A		D	A	F			
Approach Vol, veh/h		1887			1532			1394				
Approach Delay, s/veh		27.6			8.3			207.7				
Approach LOS		C			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.5			20.0	77.5		41.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 55			* 15	33.9		35.2				
Max Q Clear Time (g_c+I1), s		2.0			17.3	23.7		37.2				
Green Ext Time (p_c), s		19.4			0.0	7.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	73.6
HCM 6th LOS	E

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

**Appendix F:  
Opening Year 2025  
Plus Project  
Synchro Worksheets**



Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	0	45	45	5	20	1
Future Vol, veh/h	0	45	45	5	20	1
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	84	84	75	75	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	54	60	7	28	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	118
Stage 1	-	-	-	-	64
Stage 2	-	-	-	-	54
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1535	-	-	-	878
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	969
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1535	-	-	-	878
Mov Cap-2 Maneuver	-	-	-	-	878
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	969

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	883
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	1	68	55	10	9	1
Future Vol, veh/h	1	68	55	10	9	1
Conflicting Peds, #/hr	0	0	0	6	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	75	75	75	75	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	91	73	13	18	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	92	0	-	0	179 86
Stage 1	-	-	-	-	86 -
Stage 2	-	-	-	-	93 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1503	-	-	-	811 973
Stage 1	-	-	-	-	937 -
Stage 2	-	-	-	-	931 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1494	-	-	-	800 967
Mov Cap-2 Maneuver	-	-	-	-	800 -
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	925 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	814
HCM Lane V/C Ratio	0.001	-	-	-	0.025
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	1	69	43	1	20	26	303	12	8	211	16
Future Vol, veh/h	10	1	69	43	1	20	26	303	12	8	211	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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	83	83	83	72	72	72	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	87	52	1	24	36	421	17	9	243	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	553	780	252	816	781	219	261	0	0	438	0	0
Stage 1	270	270	-	502	502	-	-	-	-	-	-	-
Stage 2	283	510	-	314	279	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	430	326	786	282	326	786	1302	-	-	1120	-	-
Stage 1	735	685	-	521	541	-	-	-	-	-	-	-
Stage 2	701	537	-	696	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	404	314	786	243	314	786	1302	-	-	1120	-	-
Mov Cap-2 Maneuver	404	314	-	243	314	-	-	-	-	-	-	-
Stage 1	714	680	-	506	526	-	-	-	-	-	-	-
Stage 2	659	522	-	613	674	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		20.4		0.6		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1302	-	-	691	311	1120	-	-
HCM Lane V/C Ratio	0.028	-	-	0.147	0.248	0.008	-	-
HCM Control Delay (s)	7.8	-	-	11.1	20.4	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1	0	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	41	33	1	17	64	303	36	10	325	25
Future Vol, veh/h	19	0	41	33	1	17	64	303	36	10	325	25
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	-	-	-	-	-	-	80	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	73	73	73	89	89	89	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	55	45	1	23	72	340	40	11	346	27

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	697	906	360	913	899	190	373	0	0	380	0	0
Stage 1	382	382	-	504	504	-	-	-	-	-	-	-
Stage 2	315	524	-	409	395	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	341	275	684	241	278	820	1184	-	-	1177	-	-
Stage 1	640	612	-	519	540	-	-	-	-	-	-	-
Stage 2	671	529	-	619	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	312	256	684	210	259	820	1184	-	-	1177	-	-
Mov Cap-2 Maneuver	312	256	-	210	259	-	-	-	-	-	-	-
Stage 1	601	606	-	487	507	-	-	-	-	-	-	-
Stage 2	611	497	-	564	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	22	1.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	497	281	1177	-	-
HCM Lane V/C Ratio	0.061	-	-	0.161	0.249	0.009	-	-
HCM Control Delay (s)	8.2	-	-	13.6	22	8.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	20	6	340	324	1
Future Vol, veh/h	2	20	6	340	324	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	70	70	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	80	9	486	348	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	610	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	442	693	1208	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	693	1208	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1208	-	658	-	-
HCM Lane V/C Ratio	0.007	-	0.134	-	-
HCM Control Delay (s)	8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	16	22	403	396	4
Future Vol, veh/h	3	16	22	403	396	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	87	87	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	32	25	463	421	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	705	423	425	0	-	0
Stage 1	423	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	386	630	1133	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	374	630	1133	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1133	-	569	-	-
HCM Lane V/C Ratio	0.022	-	0.067	-	-
HCM Control Delay (s)	8.2	0.1	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	25	45	112	16	16	20	46	304	7	41	299	7
Future Vol, veh/h	25	45	112	16	16	20	46	304	7	41	299	7
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.68	0.68	0.68	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	56	140	18	18	23	68	447	10	46	336	8
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	16.1	10.8	15.6	21.6
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	14%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	94%	25%	0%	100%	0%	0%	98%
Vol Right, %	0%	0%	6%	62%	0%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	203	108	182	16	16	20	41	306
LT Vol	46	0	0	25	16	0	0	41	0
Through Vol	0	203	101	45	0	16	0	0	299
RT Vol	0	0	7	112	0	0	20	0	7
Lane Flow Rate	68	298	159	228	18	18	23	46	344
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.138	0.568	0.302	0.46	0.042	0.039	0.045	0.097	0.671
Departure Headway (Hd)	7.368	6.86	6.814	7.274	8.312	7.799	7.082	7.549	7.026
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	528	527	496	431	459	505	475	516
Service Time	5.108	4.6	4.554	5.017	6.063	5.55	4.832	5.289	4.765
HCM Lane V/C Ratio	0.14	0.564	0.302	0.46	0.042	0.039	0.046	0.097	0.667
HCM Control Delay	11.3	18.3	12.5	16.1	11.4	10.9	10.2	11.1	23
HCM Lane LOS	B	C	B	C	B	B	B	B	C
HCM 95th-tile Q	0.5	3.5	1.3	2.4	0.1	0.1	0.1	0.3	4.9

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	19	15	56	5	28	64	87	343	9	53	330	30
Future Vol, veh/h	19	15	56	5	28	64	87	343	9	53	330	30
Peak Hour Factor	0.80	0.80	0.80	0.81	0.81	0.81	0.91	0.91	0.91	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	19	70	6	35	79	96	377	10	54	337	31
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0
























Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	12.2	10.5	13.1	19.9
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	21%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	93%	17%	0%	100%	0%	0%	92%
Vol Right, %	0%	0%	7%	62%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	229	123	90	5	28	64	53	360
LT Vol	87	0	0	19	5	0	0	53	0
Through Vol	0	229	114	15	0	28	0	0	330
RT Vol	0	0	9	56	0	0	64	0	30
Lane Flow Rate	96	251	136	112	6	35	79	54	367
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.187	0.455	0.243	0.23	0.013	0.07	0.145	0.106	0.663
Departure Headway (Hd)	7.025	6.518	6.467	7.352	7.832	7.323	6.61	7.063	6.499
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	548	550	491	460	492	546	504	551
Service Time	4.817	4.311	4.259	5.057	5.532	5.023	4.31	4.852	4.287
HCM Lane V/C Ratio	0.189	0.458	0.247	0.228	0.013	0.071	0.145	0.107	0.666
HCM Control Delay	11.4	14.7	11.4	12.2	10.6	10.6	10.4	10.7	21.3
HCM Lane LOS	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.7	2.4	0.9	0.9	0	0.2	0.5	0.4	4.9



HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd
























Near Term With Project AM  
08/03/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Traffic Volume (vph)	72	242	2	205	127	151	0	233	192	159	183	67	
Future Volume (vph)	72	242	2	205	127	151	0	233	192	159	183	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.92			0.93		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	3534		1770	3250			1737		1770	1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00			1.00		0.95	1.00	1.00	
Satd. Flow (perm)	1770	3534		1770	3250			1737		1770	1863	1583	
Peak-hour factor, PHF	0.77	0.77	0.77	0.94	0.94	0.94	0.77	0.77	0.77	0.75	0.75	0.75	
Adj. Flow (vph)	94	314	3	218	135	161	0	303	249	212	244	89	
RTOR Reduction (vph)	0	1	0	0	132	0	0	21	0	0	0	0	
Lane Group Flow (vph)	94	316	0	218	164	0	0	531	0	212	244	89	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm	
Protected Phases	1	1		2	2		7	4		3	8		
Permitted Phases												8	
Actuated Green, G (s)	16.2	16.2		18.6	18.6			33.1		10.6	48.3	48.3	
Effective Green, g (s)	16.2	16.2		18.6	18.6			33.1		10.6	48.3	48.3	
Actuated g/C Ratio	0.16	0.16		0.18	0.18			0.33		0.10	0.47	0.47	
Clearance Time (s)	6.1	6.1		6.1	6.1			6.4		4.6	6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	281	562		323	594			565		184	884	751	
v/s Ratio Prot	0.05	c0.09		c0.12	0.05			c0.31		c0.12	0.13		
v/s Ratio Perm												0.06	
v/c Ratio	0.33	0.56		0.67	0.28			0.94		1.15	0.28	0.12	
Uniform Delay, d1	38.0	39.5		38.7	35.8			33.3		45.6	16.1	14.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7	1.3		5.5	0.3			23.6		113.3	0.2	0.1	
Delay (s)	38.7	40.8		44.2	36.0			57.0		158.8	16.3	14.9	
Level of Service	D	D		D	D			E		F	B	B	
Approach Delay (s)		40.3			39.5			57.0			71.5		
Approach LOS		D			D			E			E		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			53.1									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.83										
Actuated Cycle Length (s)			101.7									Sum of lost time (s)	23.2
Intersection Capacity Utilization			70.2%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Murrieta Blvd & McCall Blvd

Near Term With Project PM  
08/01/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Traffic Volume (vph)	38	145	4	256	226	212	1	247	189	158	221	48	
Future Volume (vph)	38	145	4	256	226	212	1	247	189	158	221	48	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.93		1.00	0.93		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	3526		1770	3282		1770	1742		1770	1863	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (perm)	1770	3526		1770	3282		1770	1742		1770	1863	1583	
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	42	159	4	269	238	223	1	274	210	176	246	53	
RTOR Reduction (vph)	0	2	0	0	144	0	0	19	0	0	0	30	
Lane Group Flow (vph)	42	161	0	269	317	0	1	465	0	176	246	23	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm	
Protected Phases	1	1		2	2		7	4		3	8		
Permitted Phases												8	
Actuated Green, G (s)	12.6	12.6		21.3	21.3		0.9	36.5		8.6	44.2	44.2	
Effective Green, g (s)	12.6	12.6		21.3	21.3		0.9	36.5		8.6	44.2	44.2	
Actuated g/C Ratio	0.12	0.12		0.21	0.21		0.01	0.36		0.08	0.43	0.43	
Clearance Time (s)	6.1	6.1		6.1	6.1		4.6	6.4		4.6	6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	218	434		368	684		15	622		148	805	684	
v/s Ratio Prot	0.02	c0.05		c0.15	0.10		0.00	c0.27		c0.10	0.13		
v/s Ratio Perm												0.01	
v/c Ratio	0.19	0.37		0.73	0.46		0.07	0.75		1.19	0.31	0.03	
Uniform Delay, d1	40.2	41.2		37.8	35.4		50.2	28.8		46.8	19.0	16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.5		7.3	0.5		1.9	4.9		133.8	0.2	0.0	
Delay (s)	40.7	41.7		45.1	35.9		52.1	33.7		180.6	19.2	16.7	
Level of Service	D	D		D	D		D	C		F	B	B	
Approach Delay (s)		41.5			39.3			33.7			78.7		
Approach LOS		D			D			C			E		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			48.0		HCM 2000 Level of Service						D		
HCM 2000 Volume to Capacity ratio			0.73										
Actuated Cycle Length (s)			102.2		Sum of lost time (s)						23.2		
Intersection Capacity Utilization			71.8%		ICU Level of Service						C		
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd





















Near Term With Project AM  
08/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	625	58	196	528	86	38	61	86	136	68	10
Future Volume (vph)	26	625	58	196	528	86	38	61	86	136	68	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95	
Frt	1.00	0.99		1.00	0.98			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (prot)	1770	3494		1770	3465			3472	1583		3407	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (perm)	1770	3494		1770	3465			3472	1583		3407	
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.96	0.96	0.96	0.75	0.75	0.75
Adj. Flow (vph)	27	651	60	225	607	99	40	64	90	181	91	13
RTOR Reduction (vph)	0	4	0	0	7	0	0	0	78	0	3	0
Lane Group Flow (vph)	27	707	0	225	699	0	0	104	12	0	282	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	4.1	59.5		22.0	77.4			19.3	19.3		22.3	
Effective Green, g (s)	4.1	59.5		22.0	77.4			19.3	19.3		22.3	
Actuated g/C Ratio	0.03	0.41		0.15	0.53			0.13	0.13		0.15	
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	50	1433		268	1849			462	210		523	
v/s Ratio Prot	0.02	c0.20		c0.13	0.20			c0.03			c0.08	
v/s Ratio Perm									0.01			
v/c Ratio	0.54	0.49		0.84	0.38			0.23	0.06		0.54	
Uniform Delay, d1	69.5	31.6		59.8	19.7			56.2	54.9		56.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	11.4	1.2		20.0	0.6			0.2	0.1		1.1	
Delay (s)	80.9	32.8		79.8	20.3			56.4	55.0		57.8	
Level of Service	F	C		E	C			E	E		E	
Approach Delay (s)		34.6			34.7			55.8			57.8	
Approach LOS		C			C			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			39.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			21.9			
Intersection Capacity Utilization			57.8%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Sun City Blvd & McCall Blvd























Near Term With Project PM  
08/02/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	509	75	286	748	134	91	130	153	131	84	27
Future Volume (vph)	33	509	75	286	748	134	91	130	153	131	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95	1.00		0.95	
Frt	1.00	0.98		1.00	0.98			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (prot)	1770	3471		1770	3459			3468	1583		3388	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00		0.97	
Satd. Flow (perm)	1770	3471		1770	3459			3468	1583		3388	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	37	572	84	308	804	144	97	138	163	141	90	29
RTOR Reduction (vph)	0	8	0	0	7	0	0	0	138	0	8	0
Lane Group Flow (vph)	37	648	0	308	941	0	0	235	25	0	252	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	5.6	44.5		35.0	73.9			22.0	22.0		21.6	
Effective Green, g (s)	5.6	44.5		35.0	73.9			22.0	22.0		21.6	
Actuated g/C Ratio	0.04	0.31		0.24	0.51			0.15	0.15		0.15	
Clearance Time (s)	4.6	6.1		4.6	6.1			5.6	5.6		5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	68	1065		427	1762			526	240		504	
v/s Ratio Prot	0.02	c0.19		c0.17	0.27			c0.07			c0.07	
v/s Ratio Perm									0.02			
v/c Ratio	0.54	0.61		0.72	0.53			0.45	0.10		0.50	
Uniform Delay, d1	68.4	42.8		50.5	23.9			56.0	53.0		56.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	8.6	2.6		5.9	1.2			0.6	0.2		0.8	
Delay (s)	77.1	45.4		56.4	25.1			56.6	53.2		57.5	
Level of Service	E	D		E	C			E	D		E	
Approach Delay (s)		47.1			32.8			55.2			57.5	
Approach LOS		D			C			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			42.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			21.9			
Intersection Capacity Utilization			64.5%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Near Term With Project AM  
08/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	808	93	542	725	185	56	52	438	235	75	11
Future Volume (vph)	21	808	93	542	725	185	56	52	438	235	75	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	*0.96		1.00	*0.96		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3521		1770	3468		1770	1863	1583	1770	1828	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3521		1770	3468		1770	1863	1583	1770	1828	
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	23	869	100	616	824	210	60	56	471	264	84	12
RTOR Reduction (vph)	0	6	0	0	15	0	0	0	38	0	3	0
Lane Group Flow (vph)	23	963	0	616	1019	0	60	56	433	264	93	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	3.7	36.8		43.4	76.5		22.0	22.0	65.4	19.9	19.9	
Effective Green, g (s)	3.7	36.8		43.4	76.5		22.0	22.0	65.4	19.9	19.9	
Actuated g/C Ratio	0.03	0.25		0.30	0.53		0.15	0.15	0.45	0.14	0.14	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	45	893		529	1829		268	282	713	242	250	
v/s Ratio Prot	0.01	c0.27		c0.35	0.29		0.03	0.03	c0.18	c0.15	0.05	
v/s Ratio Perm									0.09			
v/c Ratio	0.51	1.08		1.16	0.56		0.22	0.20	0.61	1.09	0.37	
Uniform Delay, d1	69.8	54.1		50.8	22.9		54.0	53.8	30.1	62.5	56.9	
Progression Factor	1.26	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.8	52.6		93.1	1.2		1.9	1.6	1.5	84.2	4.2	
Delay (s)	96.6	106.0		143.9	24.1		55.9	55.4	31.6	146.8	61.0	
Level of Service	F	F		F	C		E	E	C	F	E	
Approach Delay (s)		105.8			68.9			36.3			123.9	
Approach LOS		F			E			D			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			79.3			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			22.9			
Intersection Capacity Utilization			89.0%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Bradely Rd & McCall Blvd

Near Term With Project PM  
08/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	836	68	602	1106	229	74	74	676	201	51	14
Future Volume (vph)	17	836	68	602	1106	229	74	74	676	201	51	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3499		1770	3448		1770	1863	1583	1770	1802	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3499		1770	3448		1770	1863	1583	1770	1802	
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.96	0.96	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	19	919	75	627	1152	239	80	80	727	228	58	16
RTOR Reduction (vph)	0	4	0	0	11	0	0	0	37	0	7	0
Lane Group Flow (vph)	19	990	0	627	1380	0	80	80	690	228	67	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases									4			
Actuated Green, G (s)	3.6	37.7		44.4	78.5		22.0	22.0	66.4	18.0	18.0	
Effective Green, g (s)	3.6	37.7		44.4	78.5		22.0	22.0	66.4	18.0	18.0	
Actuated g/C Ratio	0.02	0.26		0.31	0.54		0.15	0.15	0.46	0.12	0.12	
Clearance Time (s)	4.6	6.1		4.6	6.1		6.1	6.1	4.6	6.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	43	909		541	1866		268	282	724	219	223	
v/s Ratio Prot	0.01	c0.28		c0.35	0.40		0.05	0.04	c0.29	c0.13	0.04	
v/s Ratio Perm									0.14			
v/c Ratio	0.44	1.09		1.16	0.74		0.30	0.28	0.95	1.04	0.30	
Uniform Delay, d1	69.7	53.6		50.3	25.4		54.6	54.5	37.8	63.5	57.8	
Progression Factor	1.20	0.81		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.5	55.8		90.7	2.7		2.8	2.5	22.4	72.0	3.4	
Delay (s)	90.0	99.2		141.0	28.1		57.5	57.0	60.2	135.5	61.2	
Level of Service	F	F		F	C		E	E	E	F	E	
Approach Delay (s)		99.1			63.2			59.6			117.3	
Approach LOS		F			E			E			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			74.9				HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)		22.9				
Intersection Capacity Utilization			92.3%			ICU Level of Service		F				
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Near Term With Project AM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↘	↗	
Traffic Volume (veh/h)	0	1087	434	598	1169	0	0	0	0	389	3	290
Future Volume (veh/h)	0	1087	434	598	1169	0	0	0	0	389	3	290
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1156	0	623	1218	0				505	4	377
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96				0.77	0.77	0.77
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1027		540	2271	0				449	4	396
Arrive On Green	0.00	0.29	0.00	0.30	0.64	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	17	1571
Grp Volume(v), veh/h	0	1156	0	623	1218	0				505	0	381
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1588
Q Serve(g_s), s	0.0	28.9	0.0	30.3	18.8	0.0				25.2	0.0	23.6
Cycle Q Clear(g_c), s	0.0	28.9	0.0	30.3	18.8	0.0				25.2	0.0	23.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	1027		540	2271	0				449	0	400
V/C Ratio(X)	0.00	1.13		1.15	0.54	0.00				1.13	0.00	0.95
Avail Cap(c_a), veh/h	0	1027		540	2271	0				449	0	400
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	0.21	0.00	0.13	0.13	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	0.0	34.8	9.9	0.0				37.4	0.0	36.8
Incr Delay (d2), s/veh	0.0	59.6	0.0	72.5	0.1	0.0				81.2	0.0	34.5
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	20.7	0.0	23.6	6.7	0.0				20.9	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	95.2	0.0	107.4	10.0	0.0				118.6	0.0	71.3
LnGrp LOS	A	F		F	B	A				F	A	E
Approach Vol, veh/h		1156			1841						886	
Approach Delay, s/veh		95.2			43.0						98.3	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.0	34.0		31.0		69.0						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 30	28.9		25.2		63.9						
Max Q Clear Time (g_c+I1), s	32.3	30.9		27.2		20.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.6						

Intersection Summary

HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E

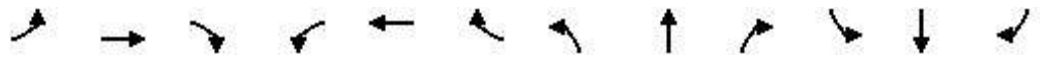
Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 8: I-215 SB On Ramp/I-215 SB Off Ramp & McCall Blvd

Near Term With Project PM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (veh/h)	0	1327	374	557	1426	0	0	0	0	530	2	523
Future Volume (veh/h)	0	1327	374	557	1426	0	0	0	0	530	2	523
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1397	0	580	1485	0				558	2	551
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1169		468	2271	0				449	1	398
Arrive On Green	0.00	0.33	0.00	0.35	0.85	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3647	1585	1781	3647	0				1781	6	1580
Grp Volume(v), veh/h	0	1397	0	580	1485	0				558	0	553
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0				1781	0	1586
Q Serve(g_s), s	0.0	32.9	0.0	26.3	14.1	0.0				25.2	0.0	25.2
Cycle Q Clear(g_c), s	0.0	32.9	0.0	26.3	14.1	0.0				25.2	0.0	25.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1169		468	2271	0				449	0	400
V/C Ratio(X)	0.00	1.19		1.24	0.65	0.00				1.24	0.00	1.38
Avail Cap(c_a), veh/h	0	1169		468	2271	0				449	0	400
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	0.09	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.5	0.0	32.5	3.8	0.0				37.4	0.0	37.4
Incr Delay (d2), s/veh	0.0	88.5	0.0	108.9	0.1	0.0				127.0	0.0	187.6
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	28.1	0.0	24.4	2.7	0.0				26.6	0.0	30.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	122.1	0.0	141.4	3.9	0.0				164.4	0.0	225.0
LnGrp LOS	A	F		F	A	A				F	A	F
Approach Vol, veh/h		1397			2065						1111	
Approach Delay, s/veh		122.1			42.5						194.6	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	38.0		31.0		69.0						
Change Period (Y+Rc), s	* 4.7	5.1		5.8		5.1						
Max Green Setting (Gmax), s	* 26	32.9		25.2		63.9						
Max Q Clear Time (g_c+I1), s	28.3	34.9		27.2		16.1						
Green Ext Time (p_c), s	0.0	0.0		0.0		10.7						

Intersection Summary

HCM 6th Ctrl Delay	103.8
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Near Term With Project AM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↗	↗			
Traffic Volume (veh/h)	303	1162	0	0	1490	495	244	1	391	0	0	0
Future Volume (veh/h)	303	1162	0	0	1490	495	244	1	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	329	1263	0	0	1620	0	277	1	444			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	326	3742	0	0	2925		376	1	336			
Arrive On Green	0.18	1.00	0.00	0.00	0.82	0.00	0.21	0.21	0.21			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1775	6	1585			
Grp Volume(v), veh/h	329	1263	0	0	1620	0	278	0	444			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1585			
Q Serve(g_s), s	18.3	0.0	0.0	0.0	14.8	0.0	14.6	0.0	21.2			
Cycle Q Clear(g_c), s	18.3	0.0	0.0	0.0	14.8	0.0	14.6	0.0	21.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	326	3742	0	0	2925		378	0	336			
V/C Ratio(X)	1.01	0.34	0.00	0.00	0.55		0.74	0.00	1.32			
Avail Cap(c_a), veh/h	326	3742	0	0	2925		378	0	336			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.8	0.0	0.0	0.0	2.9	0.0	36.8	0.0	39.4			
Incr Delay (d2), s/veh	17.3	0.0	0.0	0.0	0.8	0.0	7.3	0.0	164.0			
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	9.5	0.0	0.0	0.0	3.3	0.0	7.0	0.0	23.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	0.0	0.0	3.6	0.0	44.1	0.0	203.4			
LnGrp LOS	F	A	A	A	A		D	A	F			
Approach Vol, veh/h		1592			1620			722				
Approach Delay, s/veh		12.0			3.6			142.1				
Approach LOS		B			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		111.5			23.0	88.5		27.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 69			* 18	44.9		21.2				
Max Q Clear Time (g_c+I1), s		2.0			20.3	16.8		23.2				
Green Ext Time (p_c), s		14.1			0.0	15.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 9: I-215 NB Off Ramp/I-215 NB On Ramp & McCall Blvd

Near Term With Project PM  
 08/02/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	342	1521	0	0	1483	407	484	0	824	0	0	0
Future Volume (veh/h)	342	1521	0	0	1483	407	484	0	824	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	349	1552	0	0	1545	0	520	0	886			
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	273	3245	0	0	2534		627	0	558			
Arrive On Green	0.05	0.30	0.00	0.00	0.71	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	349	1552	0	0	1545	0	520	0	886			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	15.3	35.7	0.0	0.0	22.1	0.0	26.7	0.0	35.2			
Cycle Q Clear(g_c), s	15.3	35.7	0.0	0.0	22.1	0.0	26.7	0.0	35.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	273	3245	0	0	2534		627	0	558			
V/C Ratio(X)	1.28	0.48	0.00	0.00	0.61		0.83	0.00	1.59			
Avail Cap(c_a), veh/h	273	3245	0	0	2534		627	0	558			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.5	15.5	0.0	0.0	7.3	0.0	29.7	0.0	32.4			
Incr Delay (d2), s/veh	128.9	0.0	0.0	0.0	1.1	0.0	9.1	0.0	273.0			
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	17.1	15.5	0.0	0.0	7.3	0.0	12.7	0.0	55.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	176.4	15.5	0.0	0.0	8.4	0.0	38.8	0.0	305.4			
LnGrp LOS	F	B	A	A	A		D	A	F			
Approach Vol, veh/h		1901			1545			1406				
Approach Delay, s/veh		45.1			8.4			206.8				
Approach LOS		D			A			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.5			20.0	77.5		41.0				
Change Period (Y+Rc), s		* 5.1			* 4.7	5.1		5.8				
Max Green Setting (Gmax), s		* 55			* 15	33.9		35.2				
Max Q Clear Time (g_c+I1), s		37.7			17.3	24.1		37.2				
Green Ext Time (p_c), s		11.0			0.0	7.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	80.3
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.