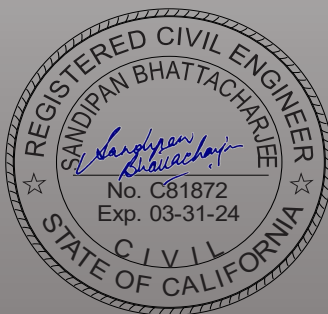


**EVANS ROAD AND
RIDER STREET MULTI-
FAMILY HOUSING
DPR 22-00032**

TRAFFIC IMPACT ANALYSIS

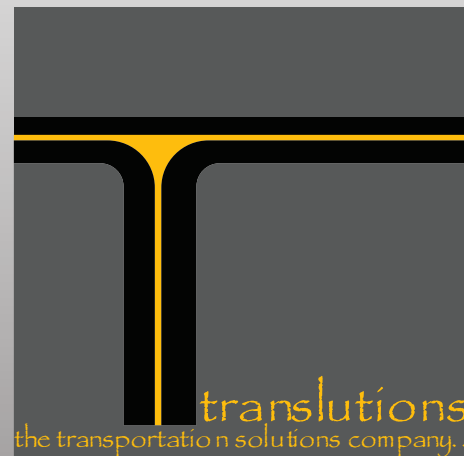
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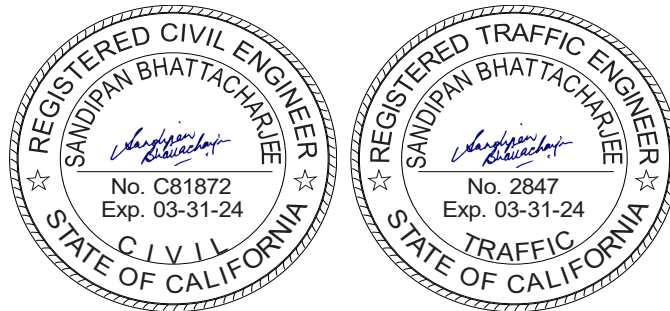
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EVANS ROAD AND RIDER STREET MULTI-FAMILY HOUSING TRAFFIC IMPACT ANALYSIS

Case Number: DPR 22-00032

This document has been prepared under my supervision.



Sandipan Bhattacharjee, PE, TE, AICP, ENV SP

April 10, 2023

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis (TIA) prepared for the Evans Road and Rider Street multi-family housing project located on the southwest corner of Evans Road and Rider Street in the City of Perris (City). The project includes approximately 300 multi-family dwelling units.

1.1 Purpose of the Traffic Study and Study Objectives

The City of Perris does not have TIA guidelines but generally follows the Riverside County *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020). The study area, analysis scenarios, and analysis methodologies are based on discussion with City staff.

1.2 Project Location & Study Area

The project is located on the southwest corner of Evans Road and Rider Street in the City of Perris. Figure 1 shows the regional location of the project. The project opening year is anticipated to be 2024.

Consistent with City Guidelines, this report analyzes intersections of "Collector" or higher classification, at which the project will add 50 or more peak hour trips. The following intersections were evaluated for traffic operations:

1. Driveway 1-Galway Lane and Rider Street.
2. Evans Road and Ramona Expressway.
3. Evans Road and Rider Street.
4. Driveway 2/Rider Street.
5. Evans Road/Driveway 3.
6. Evans Road and Morgan Street-May Ranch Parkway

The study area intersections are shown in Figure 2.

1.3 Analysis Scenarios

This report analyzes traffic conditions for the following scenarios:

1. Existing Conditions.
2. Existing With Project Conditions.
3. Opening Year (2024) Without Project Conditions.
4. Opening Year (2024) With Project Conditions.
5. Year 2040 Without Project Conditions. and
6. Year 2040 With Project Conditions.

This report analyzes weekday daily, a.m., and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.0 PROJECT DESCRIPTION

The project will be located on the southwest corner of Evans Road and Rider Street in the City of Perris. The proposed project will construct approximately 300 apartment units, pool, clubhouse, and basketball/tennis courts. Access to the project will be via three project driveways. Two driveways are located on Rider Street and one driveway is located on Evans Road. The driveway located on Evans Road will provide right-in/right-out access only. The western driveway on Rider Street will provide right-out access only. In addition, the eastern driveway on Rider Street currently exists as a three-legged intersection at Galway Lane and Rider Street. The project will add the south leg at the intersection and provide full-access inbound and outbound movements. In addition, the project will re-stripe the existing east leg

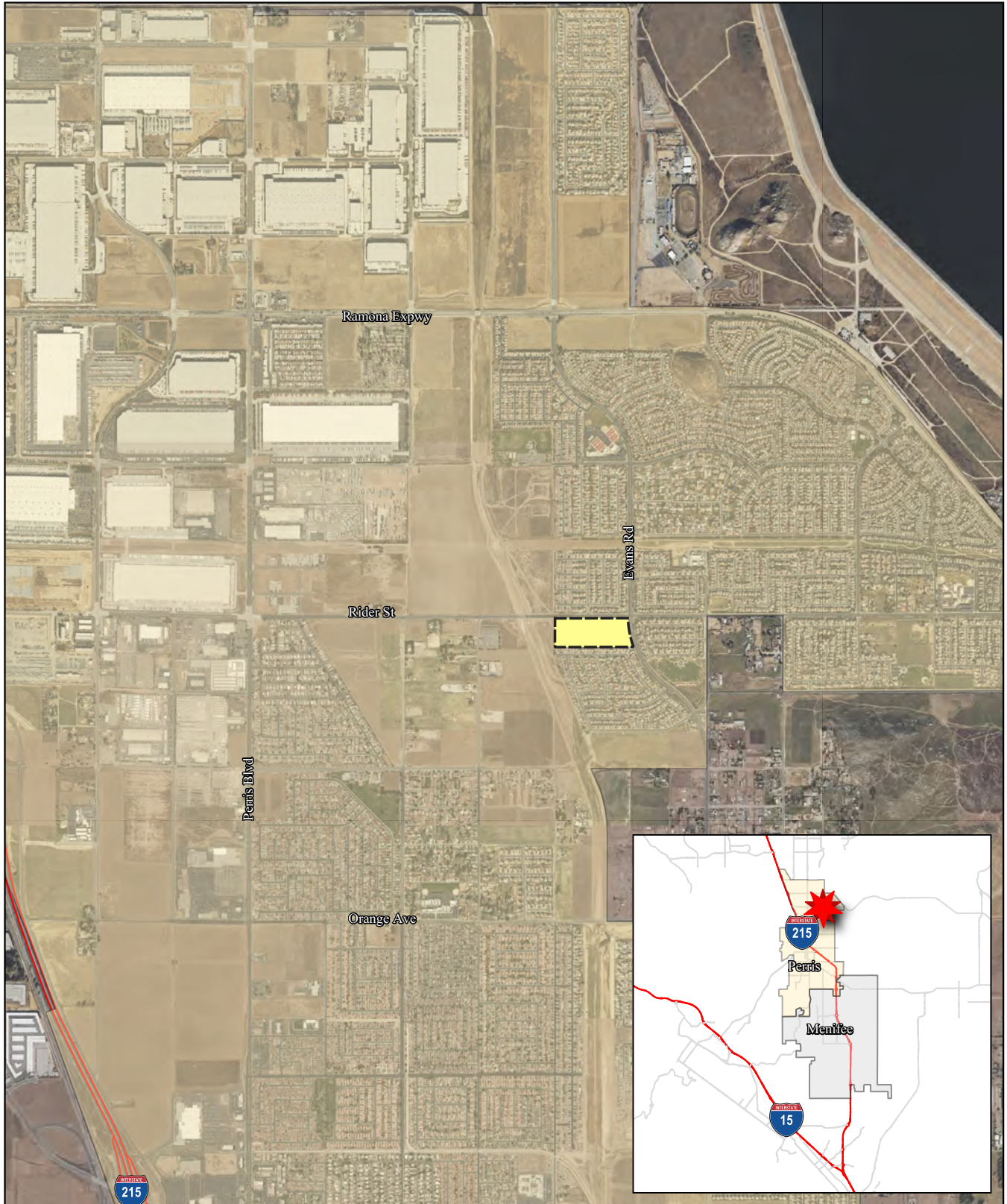


FIGURE 1

Legend

-  Project Location
-  City of Perris

Evans Road and Rider Street Multi-Family Housing
Regional Project Location



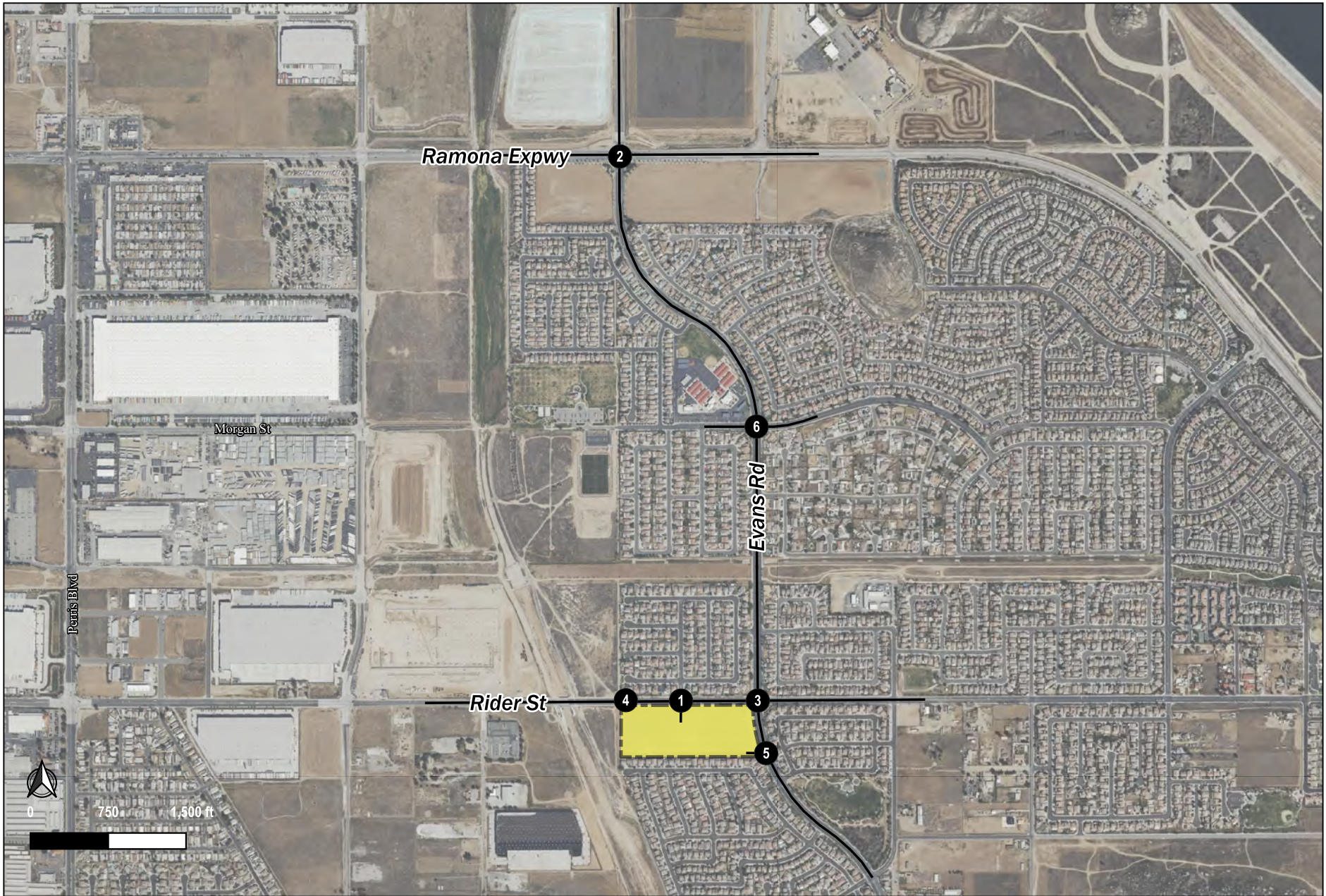


FIGURE 2

Evans Road and Rider Street Multi-Family Housing
Study Area Intersections

Legend

- Project Location
- Study Area Intersections

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approach to provide a westbound left-turn lane. Entrance into the project will include an automatic gate. The site plan for the proposed project is illustrated in Figure 3.

2.1 Project Trip Generation

The trip generation for the project was developed using rates from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition) for Land Use 220 "Multi-Family Housing (Low-Rise)". Table A shows the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the project is forecast to generate 120 trips in the a.m. peak hour, 153 trips in the p.m. peak hour, and 2,022 daily trips.

Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Apartments								
Trip Generation Rates ¹		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	300 DU	29	91	120	96	57	153	2,022
Total Trip Generation		29	91	120	96	57	153	2,022

Notes: DU = Dwelling Unit

¹ Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Transit" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

2.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were estimated based on the location of the project in relation to the surrounding land uses and the regional network. Figures 4 and 5 illustrate the project trip distribution and the resulting project trips at the proposed study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream, and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent with City guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies using Synchro 11 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.



FIGURE 3

Evans Road and Rider Street Multi-Family Housing Site Plan



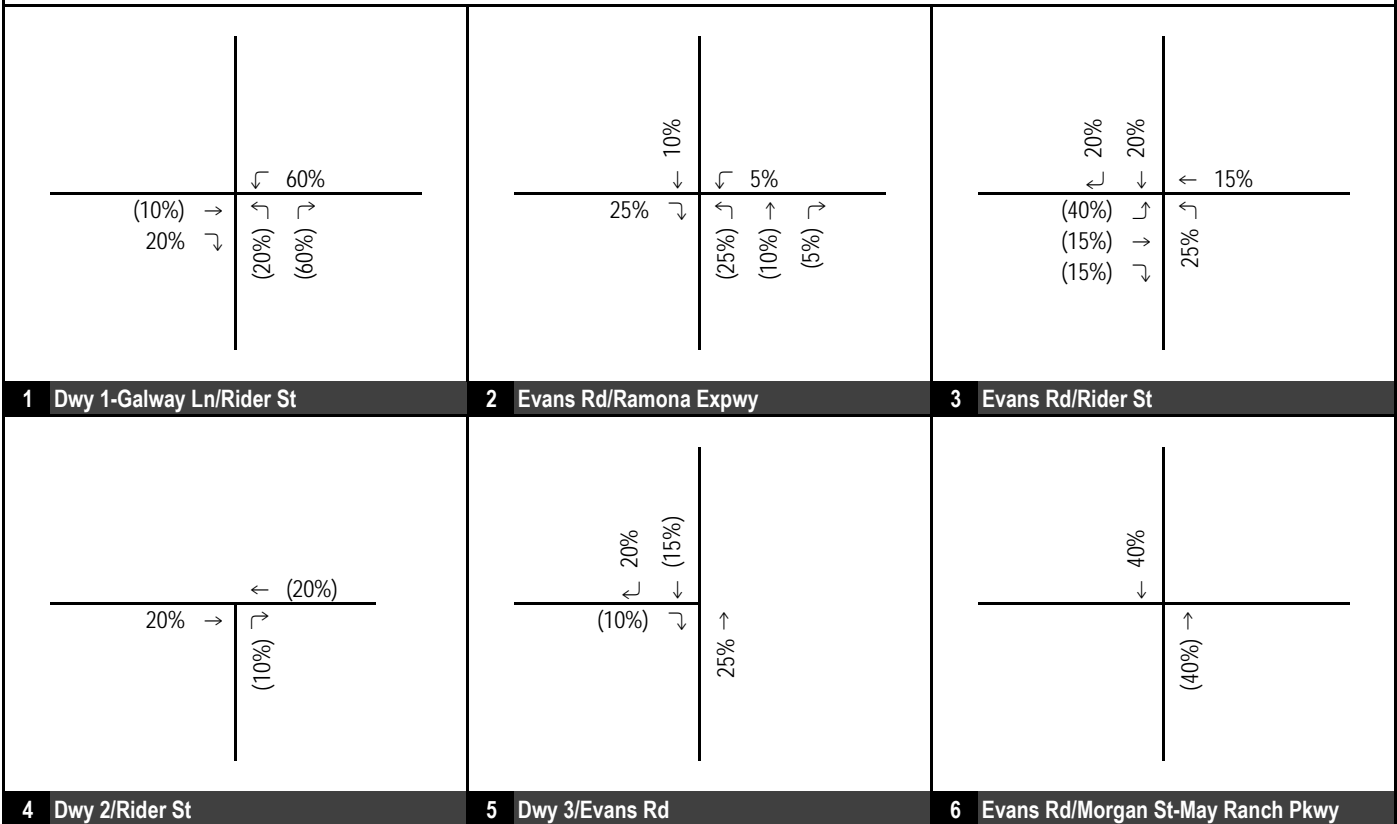


FIGURE 4

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



**Evans Road and Rider Street Multi-Family Housing
Project Trip Distribution**

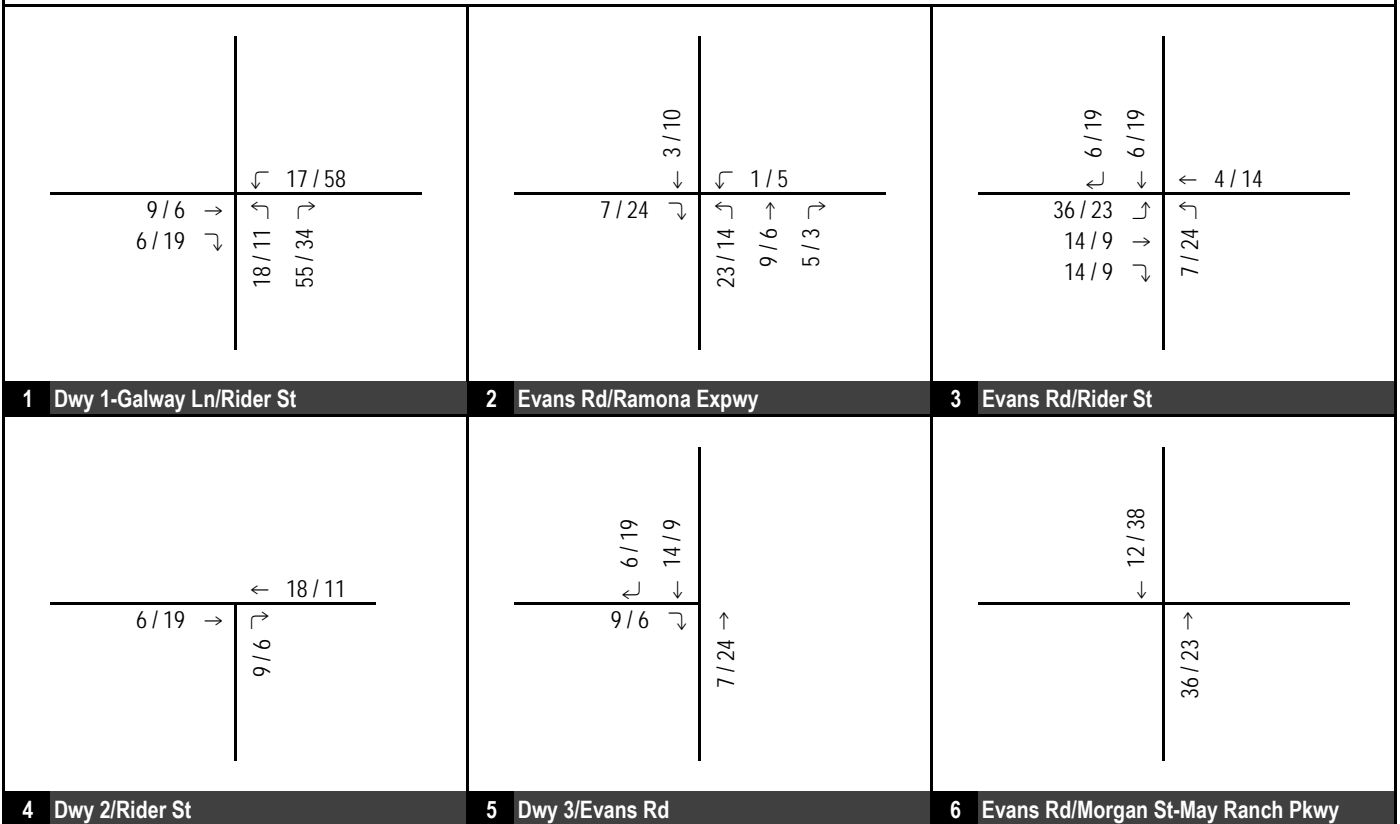
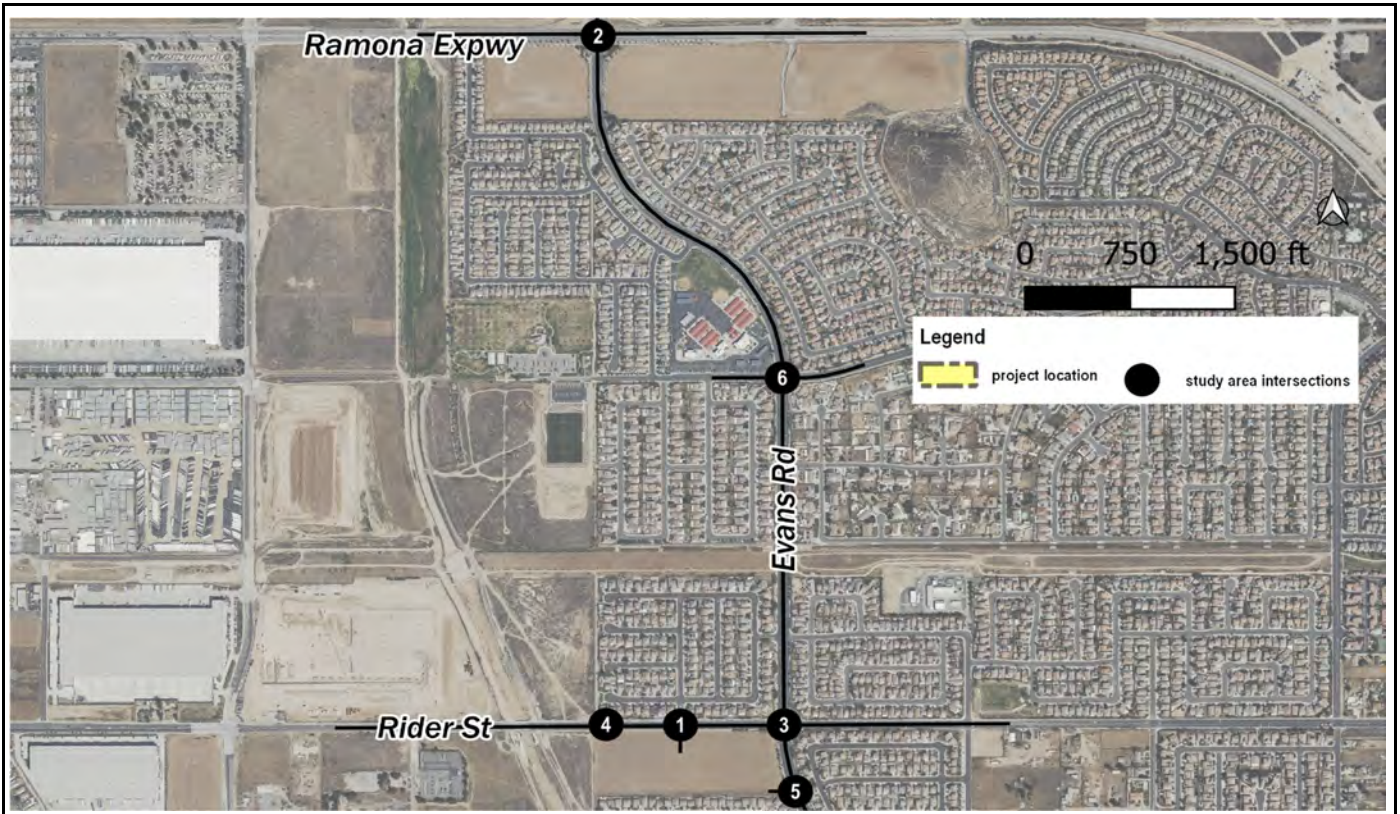


FIGURE 5

XXX / YYY AM / PM Peak Hour Trips



**Evans Road and Rider Street Multi-Family Housing
Project Trip Assignment**

Table B: Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

3.2 Levels of Service Standards

The City of Perris has established minimum Level of Service standards for its roadway network. The City maintains the following target Levels of Service:

- LOS D along all City maintained roads (Including intersections) and LOS D along I-215 and SRI-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 freeway ramps.
- LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities.

3.3 Levels of Service Thresholds

The City of Perris has established thresholds of traffic impacts to determine whether the addition of project-generated trips (or alternative-generated trips) results in a project traffic impact and requires improvements. The following criteria were evaluated for project related traffic impacts:

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

4.0 VOLUME DEVELOPMENT METHODOLOGY

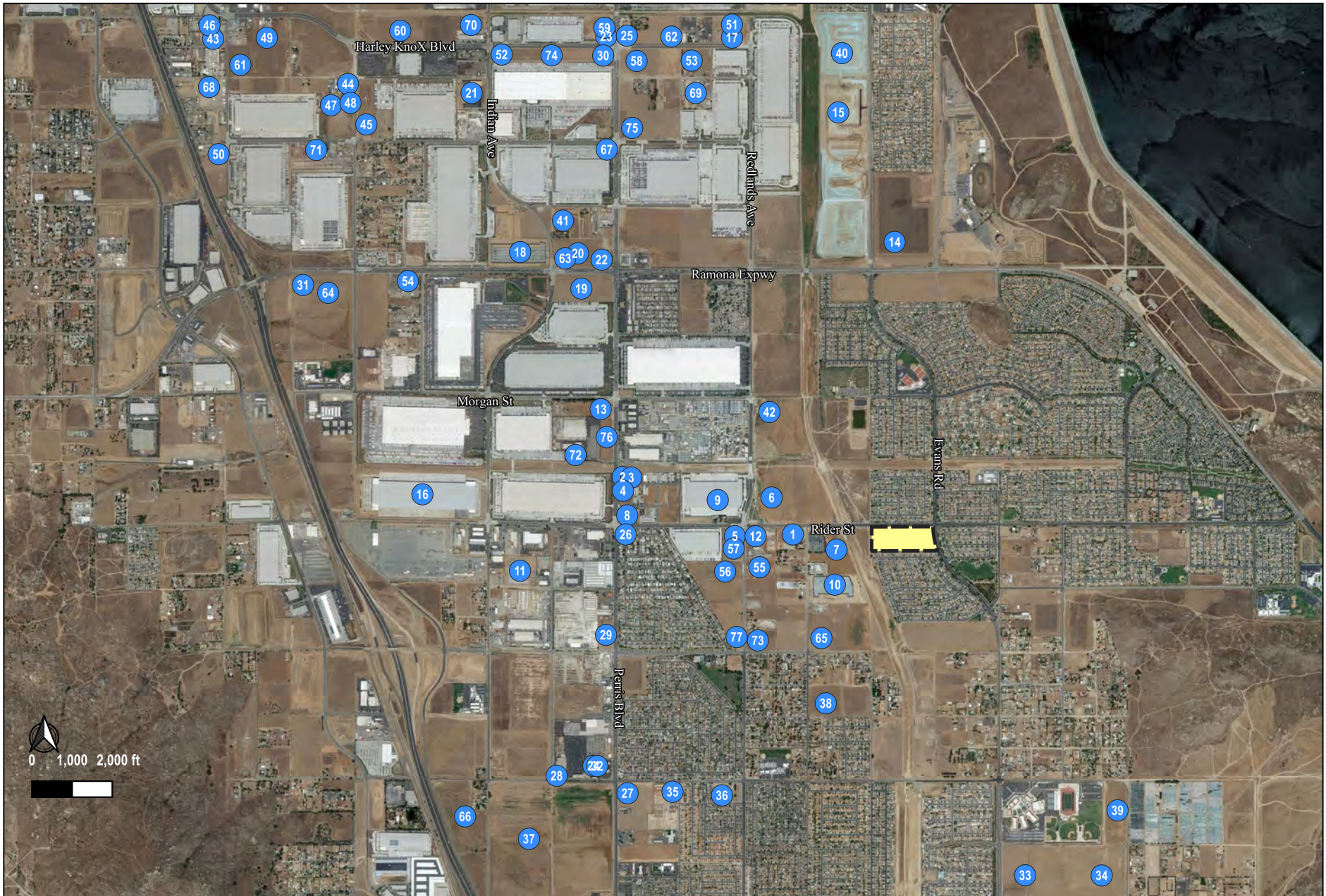
This section discusses the volume development methodology used to forecast future traffic volumes.

4.1 Existing Without Project Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in April 2022. The existing traffic volumes were balanced to ensure conservation of flow (i.e., ins=outs) at the intersections of Galway Lane and Rider Street and Evans Road and Rider Street. Count sheets are contained in Appendix A. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at study intersections. Consistent to the Guidelines, PCE volumes at this intersection was computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix B.

4.2 Opening Year (2024) Without Project Traffic Volumes

Opening year (2024) without project peak hour traffic volumes were developed by applying an annual growth rate of 3 percent per year for 2 years (6% total growth) to the existing volumes and adding cumulative project trips. The cumulative projects included in the analysis are illustrated in Figure 6. The cumulative projects trip generation is included in Appendix B. The cumulative projects are anticipated to generate 4,282 a.m. peak hour PCE trips, 5,125 p.m. peak hour PCE trips, and 67,128 daily PCE trips.



Legend
 ● Cumulative Projects
 ■ project location



FIGURE 6

Evans Road and Rider Street Multi-Family Housing
 Cumulative Project Locations

4.3 Year 2040 Traffic Volumes

Traffic volumes for year 2040 conditions were developed based on the RivTAM. The base year for the traffic model is 2012 and the forecast year is 2040. The difference between the modeled 2012 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 28-year period. This incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak hour volumes. The RivTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2012 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2022) and 2040. For this purpose, linear growth between 2012 and year 2040 was assumed. Since the increment between 2022 and 2040 is 18 years of the 28-year time span, a factor of 0.64 (i.e., 18/28) was used. This forecast growth in approach and departure volumes were added to the 2022 ground counts, resulting in post-processed forecast year 2040 link volumes.

Year 2040 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 765: *Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (Transportation Research Board, December 2014). Detailed volume development worksheets are included in Appendix B.

4.4 With Project Traffic Volumes

Traffic volumes for existing, opening year, and year 2040 were developed by adding the trip assignment to the corresponding without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 215 to the west. Local access to the project will be provided by the following roadways:

- **Ramona Expressway** is oriented in the east-west direction and is a 6-lane roadway within the project study area. The City's circulation plan designates Ramona Expressway as an "Expressway".
- **Evans Road** is oriented in the north-south direction and is a 4-lane roadway within the project study area. The City's circulation plan designates Evans Road as "Secondary Arterial".
- **Rider Street** is oriented in the east-west direction and is a 4-lane roadway within the project study area. The City's circulation plan designates Rider Street as "Secondary Arterial".

5.2 Existing Transit Service

Public transportation services within the City includes bus transit service provided by the Riverside Transit Agency (RTA) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City is provided by RTA, which is the regional transit operator in Riverside County.

- **Route 41** provides service on Evans Road and Rider Street. Route 41 has a stop near the project area at Perris Boulevard and Ramona Expressway. Route 41 operates at 60–90-minute headways on weekdays.
- **Route 30** provides service on Evans Road. Route 30 has stops near the project area Orange Vista High School, Sherman & Walnut, and Morgan & Bradley. Route 30 operates at 90–120-minute headways on weekdays.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the Perris Downtown Metrolink Station. The Perris Downtown station is the nearest Metrolink station to the project site and is approximately 3.5 miles south of the project site. The station includes 318 regular parking spaces, 28 carpool spaces, and 46 handicap spaces.

Figure 7 illustrates the existing transit services. As shown in Figure 7, the closest transit routes to the project are Route 41 and Route 30 located on Evans Road and Rider Street.

5.3 Existing Pedestrian & Bicycle Facilities

The City's Bicycle Master Plan includes three types of facilities and are discussed below:

- **Class I Shared-Use Paths** - Class I facilities provide paths completely separated from motor vehicle traffic used by people walking and biking. They are comfortable for people of all ages and abilities. They are typically located immediately adjacent and parallel to roadway or in its own independent right-of-way, such as within a park or along a body of water.
- **Class II Bicycle Lanes** - Class II facilities provide a dedicated lane for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.
- **Class IIB Buffered Bicycle Lanes** - Class IIB facilities provide a dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- **Class III Bicycle Route - Class III** facilities provide a signed bike route that people biking share with motor vehicles. They can include pavement markings and are comfortable facility for more confident bicyclists. They are recommended when space for a bike lane may not be feasible.
- **Class IIIB Bicycle Boulevard – Class IIIB** facilities provide calm local streets where bicyclists have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.

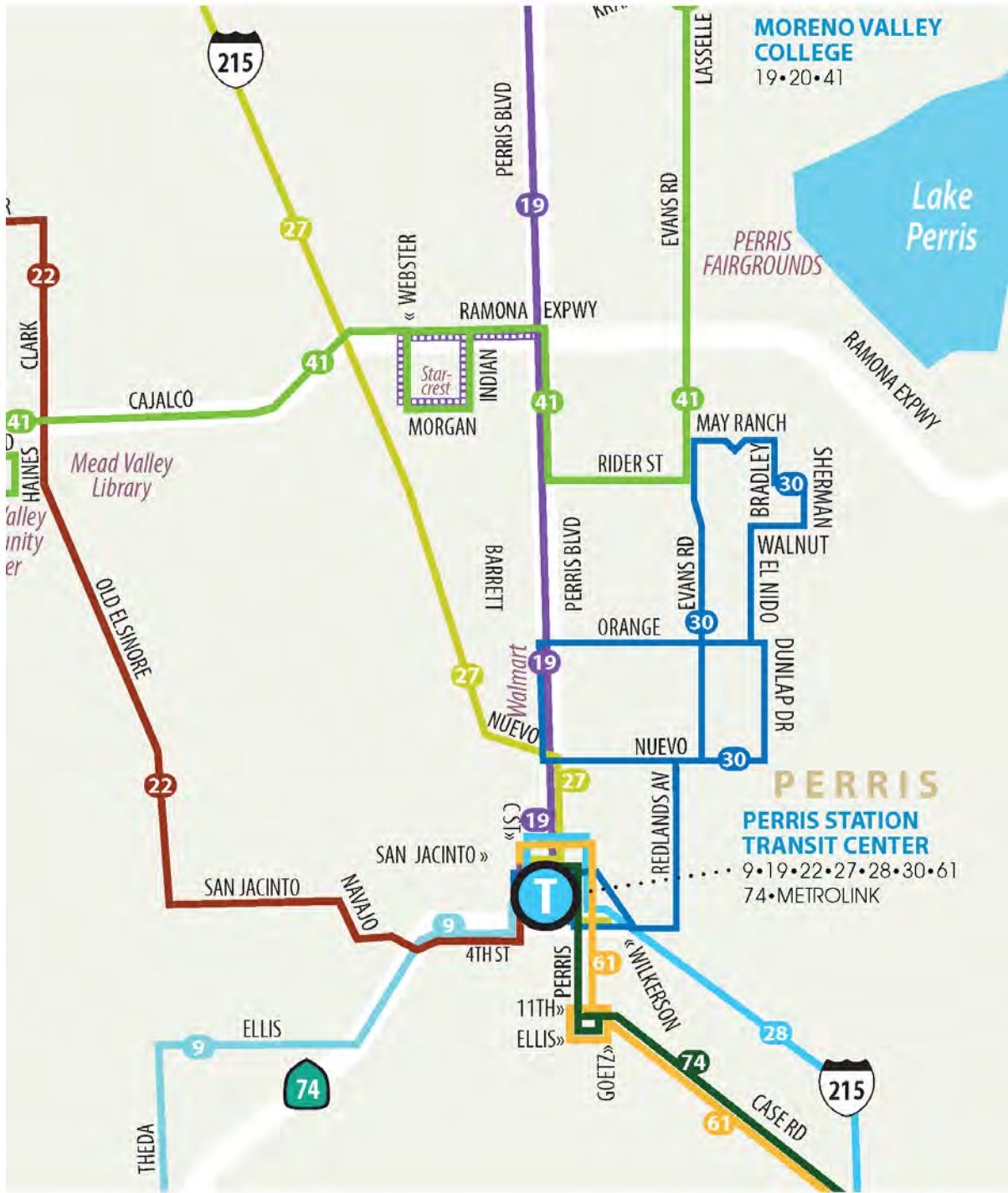
Figure 8 illustrates the existing and proposed bicycle facilities within the City. As shown in Figure 8, there are no existing bike lanes on Evans Road and Rider Street. Pedestrian circulation in Perris is primarily provided via sidewalks. The existing pedestrian sidewalks adjacent to the project are illustrated in Figure 9. As illustrated in Figure 9, there are sidewalks on Rider Street and Evans Road adjacent to the project area.

5.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 10 shows the existing lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 11. Detailed volume development worksheets are included in Appendix B. The existing levels of service for the study area intersections are summarized in Table C. Level of service calculation worksheets are contained in Appendix C. As shown in Table C, all study area intersections are currently operating at satisfactory levels of service.

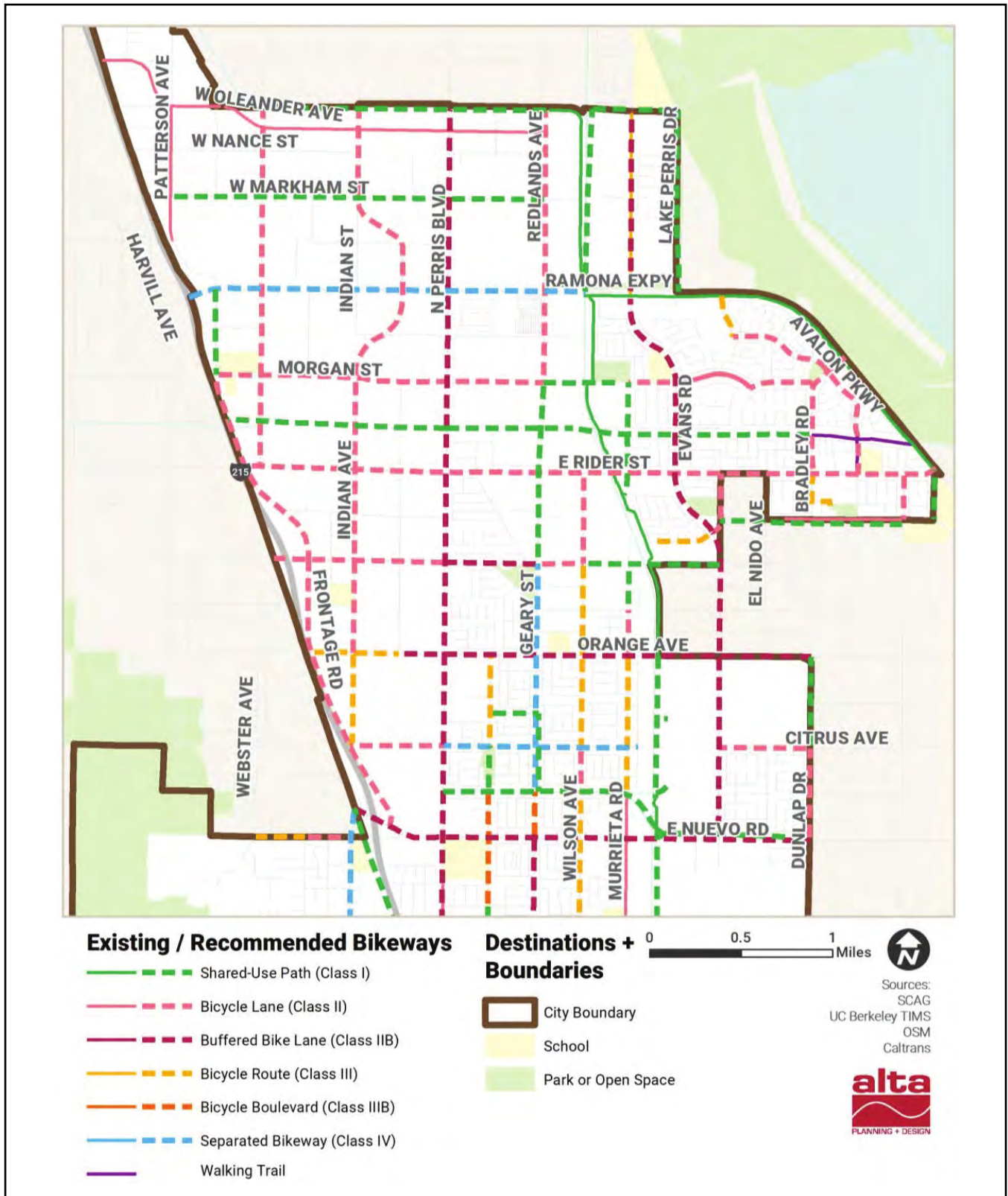
5.5 Existing With Project Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine the forecast circulation system performance. The existing with project traffic volumes at the study intersections are illustrated in Figure 12. Detailed volume development worksheets are included in Appendix B. The existing with project levels of service for the study area intersections are summarized in Table C. Level of service calculation worksheets are contained in Appendix C. As shown in Table C, all study area intersections are forecast to operate at satisfactory levels of service.



Source: RTA

FIGURE 7



Source: City of Perris Active Transportation Plan (December 2020)

FIGURE 8



Legend
 — Sidewalks — Crosswalks ■ Project Location 🚌 Bus Stops



FIGURE 9
Evans Road and Rider Street Multi-Family Housing
Pedestrian Facilities

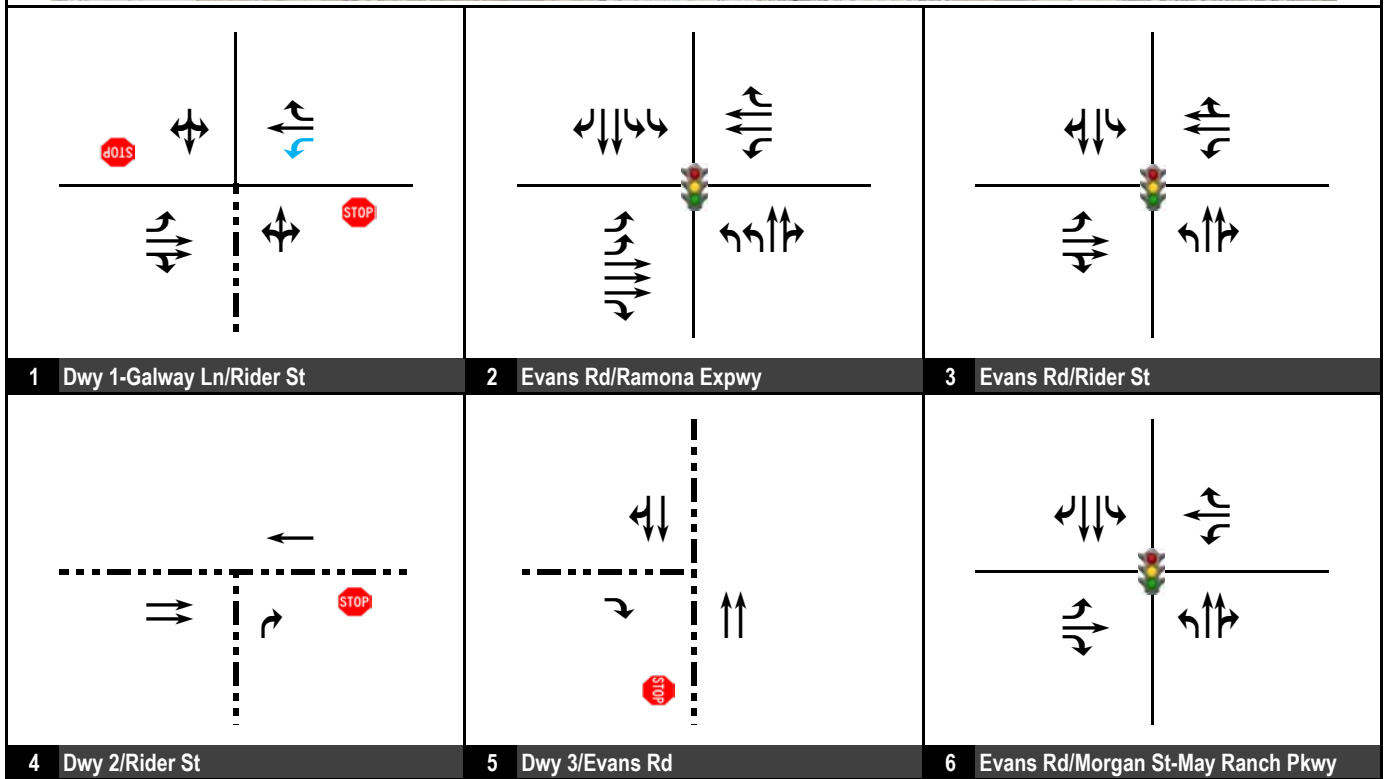


FIGURE 10

Legend

- Signal
- Stop Sign
- Project Driveway
- Project Design Feature

Evans Road and Rider Street Multi-Family Housing
Existing With Project Intersection Lane Geometrics and Stop Control





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FIGURE 11

XXXX / YYYY AM / PM Peak Hour Traffic Volumes

**Evans Road and Rider Street Multi-Family Housing
Existing Peak Hour Traffic Volumes (PCEs)**



Table C: Existing Without and With Project Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project				Delay Increase		Significant Impact?
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	AM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1 . Dwy 1-Galway Ln/Rider St	Perris	D	TWSC	14.2	B	10.5	B	14.5	B	13.7	B	0.3	3.2	NO
2 . Evans Rd/Ramona Expwy	Perris	E	Signal	43.8	D	33.4	C	49.3	D	34.0	C	5.5	0.6	NO
3 . Evans Rd/Rider St	Perris	D	Signal	35.8	D	31.2	C	44.7	D	37.2	D	8.9	6	NO
4 . Dwy 2/Rider St	Perris	D	TWSC	Future Intersection				9.9	A	10.4	B	N/A	N/A	NO
5 . Dwy 3/Evans Rd	Perris	D	TWSC	Future Intersection				9.8	A	10.1	B	N/A	N/A	NO
6 . Evans Rd/Morgan St-May Ranch Pkwy	Perris	D	Signal	31.6	C	20.9	C	31.9	C	21.2	C	0.3	0.3	NO

Notes:

LOS = Level of Service

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

N/A = Not applicable



<table border="1"> <tr> <td>37 / 26</td> <td>18 / 10</td> <td>15 / 27</td> </tr> <tr> <td>17 / 50</td> <td>498 / 594</td> <td>6 / 19</td> </tr> <tr> <td>17 / 58</td> <td>18 / 11</td> <td>55 / 34</td> </tr> <tr> <td>746 / 452</td> <td></td> <td></td> </tr> </table>	37 / 26	18 / 10	15 / 27	17 / 50	498 / 594	6 / 19	17 / 58	18 / 11	55 / 34	746 / 452			<table border="1"> <tr> <td>383 / 389</td> <td>285 / 535</td> <td>179 / 226</td> <td>314 / 149</td> </tr> <tr> <td>383 / 377</td> <td>476 / 952</td> <td>158 / 340</td> <td>365 / 215</td> </tr> <tr> <td></td> <td></td> <td></td> <td>485 / 296</td> </tr> <tr> <td></td> <td></td> <td></td> <td>22 / 18</td> </tr> <tr> <td></td> <td></td> <td></td> <td>904 / 575</td> </tr> <tr> <td></td> <td></td> <td></td> <td>14 / 25</td> </tr> </table>	383 / 389	285 / 535	179 / 226	314 / 149	383 / 377	476 / 952	158 / 340	365 / 215				485 / 296				22 / 18				904 / 575				14 / 25	<table border="1"> <tr> <td>212 / 202</td> <td>387 / 458</td> <td>97 / 56</td> <td>115 / 64</td> </tr> <tr> <td>188 / 211</td> <td>286 / 319</td> <td>97 / 109</td> <td>146 / 101</td> </tr> <tr> <td></td> <td></td> <td></td> <td>427 / 355</td> </tr> <tr> <td></td> <td></td> <td></td> <td>12 / 12</td> </tr> <tr> <td></td> <td></td> <td></td> <td>420 / 233</td> </tr> <tr> <td></td> <td></td> <td></td> <td>16 / 16</td> </tr> </table>	212 / 202	387 / 458	97 / 56	115 / 64	188 / 211	286 / 319	97 / 109	146 / 101				427 / 355				12 / 12				420 / 233				16 / 16
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FIGURE 12

XXXX / YYYY AM / PM Peak Hour Traffic Volumes

**Evans Road and Rider Street Multi-Family Housing
Existing With Project Peak Hour Traffic Volumes (PCEs)**



6.0 OPENING YEAR (2024) CONDITIONS

This section discusses opening year (2024) transportation conditions in the study area.

6.1 Opening Year (2024) Roadway Conditions

The opening year (2024) roadway conditions are assumed to be the same as those under existing conditions.

6.2 Opening Year (2024) Transit Service

Transit service under opening year (2024) conditions is anticipated to remain the same as under existing conditions.

6.3 Opening Year (2024) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year (2024) conditions are anticipated to remain the same as under existing conditions, however, the City of Perris active transportation plan is proposing a Class IIB Buffered Bike Lane on Evans Road. In addition, the plan is proposing a Class II Bicycle Lane on Rider Street. Figure 8 shows the City's bikeway system.

6.4 Opening Year (2024) Without Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) without project conditions to determine circulation system performance. Opening year (2024) without project traffic volumes at study intersections are shown in Figure 13. Opening year (2024) without project levels of service for the study area intersections are summarized in Table D. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service.

6.5 Opening Year (2024) With Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) with project conditions to determine circulation system performance. Opening year (2024) with project traffic volumes at study intersections are shown in Figure 14. The opening year with project levels of service for the study area intersections are summarized in Table D. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Evans Road and Ramona Expressway (a.m. peak hour).

Based on the City's LOS thresholds, a cumulative impact is considered an indirect traffic impact when a study intersection is forecast to operate at an unacceptable Level of Service with the addition of cumulative/background traffic and the project contributes 50 or more a.m. or p.m. peak hour project trips and causes the intersection delay to increase by 2 seconds or more. Since the project does not increase the delay by more than 2 seconds, the project does not have an indirect cumulative impact and no improvements have been recommended at this intersection under opening year (2024) with project conditions.

7.0 YEAR 2040 CONDITIONS

This section discusses year 2040 transportation conditions in the study area.

7.1 Year 2040 Roadway Conditions

The year 2040 roadway conditions include the Mid-County Parkway project, which is a planned east-west 16-mile transportation corridor between the San Jacinto and Perris areas.

7.2 Year 2040 Transit Service

Transit service under year 2040 conditions is anticipated to remain the same as under existing conditions.

7.3 Year 2040 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under year 2040 conditions are anticipated to remain the same as under opening year conditions.



<table border="1"> <tbody> <tr> <td>39 / 28</td> <td>19 / 11</td> <td>16 / 29</td> </tr> <tr> <td>←</td> <td>↘</td> <td>↖</td> </tr> <tr> <td>18 / 53</td> <td>↗</td> <td>920 / 590</td> </tr> <tr> <td>603 / 786</td> <td>→</td> <td></td> </tr> </tbody> </table>	39 / 28	19 / 11	16 / 29	←	↘	↖	18 / 53	↗	920 / 590	603 / 786	→		<table border="1"> <tbody> <tr> <td>539 / 501</td> <td>384 / 626</td> <td>234 / 270</td> <td>348 / 208</td> </tr> <tr> <td>←</td> <td>↓</td> <td>↘</td> <td>↗</td> </tr> <tr> <td>452 / 551</td> <td>↗</td> <td>41 / 55</td> <td>1208 / 821</td> </tr> <tr> <td>663 / 1313</td> <td>→</td> <td>405 / 242</td> <td>549 / 410</td> </tr> <tr> <td>176 / 385</td> <td>↘</td> <td>46 / 54</td> <td>↖</td> </tr> </tbody> </table>	539 / 501	384 / 626	234 / 270	348 / 208	←	↓	↘	↗	452 / 551	↗	41 / 55	1208 / 821	663 / 1313	→	405 / 242	549 / 410	176 / 385	↘	46 / 54	↖	<table border="1"> <tbody> <tr> <td>282 / 250</td> <td>449 / 533</td> <td>124 / 88</td> <td>142 / 96</td> </tr> <tr> <td>←</td> <td>↓</td> <td>↘</td> <td>↗</td> </tr> <tr> <td>204 / 280</td> <td>↗</td> <td>17 / 17</td> <td>460 / 256</td> </tr> <tr> <td>310 / 356</td> <td>→</td> <td>192 / 113</td> <td>504 / 438</td> </tr> <tr> <td>108 / 161</td> <td>↘</td> <td>13 / 13</td> <td>↖</td> </tr> </tbody> </table>	282 / 250	449 / 533	124 / 88	142 / 96	←	↓	↘	↗	204 / 280	↗	17 / 17	460 / 256	310 / 356	→	192 / 113	504 / 438	108 / 161	↘	13 / 13	↖
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FIGURE 13

XXXX / YYYY AM / PM Peak Hour Traffic Volumes

**Evans Road and Rider Street Multi-Family Housing
Opening Year (2024) Without Project Peak Hour Traffic Volumes (PCEs)**



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

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project				Delay Increase		Significant Impact?
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	AM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1 . Dwy 1-Galway Ln/Rider St	Perris	D	TWSC	20.3	C	11.7	B	20.6	C	18.5	C	0.3	6.8	NO
2 . Evans Rd/Ramona Expwy	Perris	E	Signal	80.5	F *	47.7	D	80.8	F *	47.9	D	0.3	0.2	NO
3 . Evans Rd/Rider St	Perris	D	Signal	52.7	D	52.8	D	53.8	D	53.4	D	1.1	0.6	NO
4 . Dwy 2/Rider St	Perris	D	TWSC	Future Intersection				10.3	B	11.3	B	N/A	N/A	NO
5 . Dwy 3/Evans Rd	Perris	D	TWSC	Future Intersection				10.2	B	10.7	B	N/A	N/A	NO
6 . Evans Rd/Morgan St-May Ranch Pkwy	Perris	D	TWSC	34.3	D	19.8	C	34.9	D	20.0	C	0.6	0.2	NO

Notes:

- * Exceeds LOS Standard
- LOS = Level of Service
- TWSC = Two-Way Stop Control. For TWSC intersections, reported delay is for worst-case movement.
- N/A = Not applicable



<table border="1"> <tr> <td>39 / 28</td> <td>19 / 11</td> <td>16 / 29</td> </tr> <tr> <td>18 / 53</td> <td>17 / 58</td> <td>920 / 590</td> </tr> <tr> <td>612 / 792</td> <td>18 / 11</td> <td>55 / 34</td> </tr> <tr> <td>6 / 19</td> <td>55 / 34</td> <td></td> </tr> </table>	39 / 28	19 / 11	16 / 29	18 / 53	17 / 58	920 / 590	612 / 792	18 / 11	55 / 34	6 / 19	55 / 34		<table border="1"> <tr> <td>539 / 501</td> <td>387 / 636</td> <td>234 / 270</td> <td>348 / 208</td> </tr> <tr> <td>452 / 551</td> <td>663 / 1313</td> <td>183 / 409</td> <td>1208 / 821</td> </tr> <tr> <td>428 / 256</td> <td>42 / 60</td> <td>558 / 416</td> <td>42 / 60</td> </tr> <tr> <td>51 / 57</td> <td></td> <td></td> <td></td> </tr> </table>	539 / 501	387 / 636	234 / 270	348 / 208	452 / 551	663 / 1313	183 / 409	1208 / 821	428 / 256	42 / 60	558 / 416	42 / 60	51 / 57				<table border="1"> <tr> <td>288 / 269</td> <td>455 / 552</td> <td>124 / 88</td> <td>142 / 96</td> </tr> <tr> <td>240 / 303</td> <td>324 / 365</td> <td>122 / 170</td> <td>464 / 270</td> </tr> <tr> <td>199 / 137</td> <td>504 / 438</td> <td>13 / 13</td> <td>17 / 17</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	288 / 269	455 / 552	124 / 88	142 / 96	240 / 303	324 / 365	122 / 170	464 / 270	199 / 137	504 / 438	13 / 13	17 / 17				
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<p>4 Dwy 2/Rider St</p>	<p>5 Dwy 3/Evans Rd</p>	<p>6 Evans Rd/Morgan St-May Ranch Pkwy</p>																																												

FIGURE 14

XXXX / YYYY AM / PM Peak Hour Traffic Volumes

**Evans Road and Rider Street Multi-Family Housing
Opening Year (2024) With Project Peak Hour Traffic Volumes (PCEs)**



7.4 Year 2040 Without Project Levels of Service

An intersection level of service analysis was conducted for year 2040 without project conditions to determine circulation system performance. Year 2040 without project traffic volumes at study intersections are shown in Figure 15. Year 2040 without project levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Evans Road and Ramona Expressway (a.m. peak hour).

7.5 Year 2040 With Project Levels of Service

An intersection level of service analysis was conducted for year 2040 with project conditions to determine circulation system performance. Year 2040 with project traffic volumes at study intersections are shown in Figure 16. The year 2040 with project levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Evans Road and Ramona Expressway (a.m. peak hour).

Based on the City's LOS thresholds, a cumulative impact is considered an indirect traffic impact when a study intersection is forecast to operate at an unacceptable Level of Service with the addition of cumulative/background traffic and the project contributes 50 or more a.m. or p.m. peak hour project trips and causes the intersection delay to increase by 2 seconds or more. Since the project increases the delay by more than 2 seconds, the project has an indirect cumulative impact and improvements have been recommended at this intersection under year 2040 with project conditions.

8.0 CIRCULATION IMPROVEMENTS

Circulation improvements have been recommended at intersections where the project exceeds the City's LOS thresholds for traffic operations. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. The following improvements have been recommended:

8.2 Year 2040 With Project Intersection Circulation Improvements

For City of Perris Engineering and Planning staff, the recommended off-site intersection improvements are listed in this section for year 2040 with project conditions:

- Evans Road and Ramona Expressway: Add a westbound through lane. This improvement is included in the City of Perris General Plan Circulation Element and payment of fees toward this improvement should be required. Based on City comments, a fair share calculation at this location has been calculated for opening year and year 2040 with project conditions. However, it should be noted that there is no cumulative indirect impact at this intersection under opening year with project conditions. The percentage of fair share for the project was calculated at this location using the total trips generated by the project divided by the total new traffic under opening year and year 2040 with project conditions. The opening year with project fair share calculations are included in Table F. As shown in Table F, the project's fair share at this location is 4.24%. The year 2040 with project fair share calculations are included in Table G. As shown in Table G, the project's fair share at this location is 2.31%.

Figure 17 illustrates the year 2040 with project with recommended improvements and Table H shows the resulting levels of service.



<table border="1"> <tbody> <tr> <td>41 / 29</td> <td>20 / 12</td> <td>↑ 17 / 30</td> </tr> <tr> <td>← 19 / 56</td> <td>↘ 633 / 825</td> <td>← 964 / 620</td> </tr> </tbody> </table>	41 / 29	20 / 12	↑ 17 / 30	← 19 / 56	↘ 633 / 825	← 964 / 620	<table border="1"> <tbody> <tr> <td>566 / 526</td> <td>470 / 951</td> <td>339 / 339</td> <td>↑ 435 / 331</td> </tr> <tr> <td>← 475 / 579</td> <td>↘ 821 / 1446</td> <td>↘ 212 / 505</td> <td>↑ 1305 / 1010</td> </tr> <tr> <td></td> <td>529 / 254</td> <td>770 / 549</td> <td>60 / 65</td> </tr> <tr> <td></td> <td></td> <td></td> <td>↘ 46 / 104</td> </tr> </tbody> </table>	566 / 526	470 / 951	339 / 339	↑ 435 / 331	← 475 / 579	↘ 821 / 1446	↘ 212 / 505	↑ 1305 / 1010		529 / 254	770 / 549	60 / 65				↘ 46 / 104	<table border="1"> <tbody> <tr> <td>296 / 263</td> <td>817 / 1034</td> <td>130 / 92</td> <td>↑ 143 / 101</td> </tr> <tr> <td>← 214 / 294</td> <td>↘ 326 / 374</td> <td>↘ 113 / 169</td> <td>↑ 483 / 269</td> </tr> <tr> <td></td> <td>202 / 119</td> <td>858 / 853</td> <td>14 / 14</td> </tr> <tr> <td></td> <td></td> <td></td> <td>↘ 18 / 18</td> </tr> </tbody> </table>	296 / 263	817 / 1034	130 / 92	↑ 143 / 101	← 214 / 294	↘ 326 / 374	↘ 113 / 169	↑ 483 / 269		202 / 119	858 / 853	14 / 14				↘ 18 / 18
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FIGURE 15

XXXX / YYYY AM / PM Peak Hour Traffic Volumes

**Evans Road and Rider Street Multi-Family Housing
Year 2040 Without Project Peak Hour Traffic Volumes (PCEs)**



Table E: Year 2040 Without and With Project Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project		With Project		Delay Increase		Significant Impact?				
				AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
				Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	AM Peak Hour	PM Peak Hour
1 . Dwy 1-Galway Ln/Rider St	Perris	D	TWSC	21.6	C	12.0	B	22.3	C	15.7	C	0.7	3.7	NO
2 . Evans Rd/Ramona Expwy	Perris	E	Signal	83.7	F *	53.3	D	86	F *	53.5	D	2.3	0.2	YES
3 . Evans Rd/Rider St	Perris	D	Signal	53.3	D	48.2	D	54	D	52.2	D	0.7	4	NO
4 . Dwy 2/Rider St	Perris	D	Signal	Future Intersection		10.4	B	11.5	B	N/A	N/A	N/A	N/A	NO
5 . Dwy 3/Evans Rd	Perris	D	Signal	Future Intersection		11.9	B	13.4	B	N/A	N/A	N/A	N/A	NO
6 . Evans Rd/Morgan St-May Ranch Pkwy	Perris	D	Signal	39.5	D	32.5	C	39.8	D	33.5	C	0.3	1	NO

Notes:

- * Exceeds LOS Standard
- LOS = Level of Service
- TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.
- N/A = Not applicable



<table border="1"> <tr> <td>41 / 29</td> <td>20 / 12</td> <td>↖ 17 / 30</td> </tr> <tr> <td>↖ 964 / 620</td> <td></td> <td></td> </tr> <tr> <td>↖ 17 / 58</td> <td></td> <td></td> </tr> <tr> <td>19 / 56</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>642 / 831</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>6 / 19</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td></td> <td>18 / 11</td> <td>55 / 34</td> </tr> </table>	41 / 29	20 / 12	↖ 17 / 30	↖ 964 / 620			↖ 17 / 58			19 / 56	↖ ↗	↖ ↗	642 / 831	↖ ↗	↖ ↗	6 / 19	↖ ↗	↖ ↗		18 / 11	55 / 34	<table border="1"> <tr> <td>566 / 526</td> <td>473 / 961</td> <td>339 / 339</td> <td>↖ 435 / 331</td> </tr> <tr> <td>↖ 1305 / 1010</td> <td></td> <td></td> <td></td> </tr> <tr> <td>↖ 47 / 109</td> <td></td> <td></td> <td></td> </tr> <tr> <td>475 / 579</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>821 / 1446</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>219 / 529</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td></td> <td>552 / 268</td> <td>779 / 555</td> <td>65 / 68</td> </tr> </table>	566 / 526	473 / 961	339 / 339	↖ 435 / 331	↖ 1305 / 1010				↖ 47 / 109				475 / 579	↖ ↗	↖ ↗	↖ ↗	821 / 1446	↖ ↗	↖ ↗	↖ ↗	219 / 529	↖ ↗	↖ ↗	↖ ↗		552 / 268	779 / 555	65 / 68	<table border="1"> <tr> <td>302 / 282</td> <td>823 / 1053</td> <td>130 / 92</td> <td>↖ 143 / 101</td> </tr> <tr> <td>↖ 487 / 283</td> <td></td> <td></td> <td></td> </tr> <tr> <td>↖ 18 / 18</td> <td></td> <td></td> <td></td> </tr> <tr> <td>250 / 317</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>340 / 383</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td>127 / 178</td> <td>↖ ↗</td> <td>↖ ↗</td> <td>↖ ↗</td> </tr> <tr> <td></td> <td>209 / 143</td> <td>858 / 853</td> <td>14 / 14</td> </tr> </table>	302 / 282	823 / 1053	130 / 92	↖ 143 / 101	↖ 487 / 283				↖ 18 / 18				250 / 317	↖ ↗	↖ ↗	↖ ↗	340 / 383	↖ ↗	↖ ↗	↖ ↗	127 / 178	↖ ↗	↖ ↗	↖ ↗		209 / 143	858 / 853	14 / 14
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FIGURE 16

XXXX / YYYY AM / PM Peak Hour Traffic Volumes



**Evans Road and Rider Street Multi-Family Housing
Year 2040 With Project Peak Hour Traffic Volumes (PCEs)**

Table F: Opening Year (2024) Project Fair Share Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total Growth	Project Trips	Project %	Total Volume		Total Growth	Project Trips	Project %	
	Exist	OY P				Exist	OY P				
2 . Evans Rd/Ramona Expwy	3,920	5,093	1,173	48	4.09%	4,035	5,498	1,463	62	4.24%	4.24%

Table G: Year 2040 Project Fair Share Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project Trips	Project %	Total Volume		Total	Project Trips	Project %	
	Exist	2040 P				Exist	2040 P				
2 . Evans Rd/Ramona Expwy	3,920	6,076	2,156	48	2.23%	4,035	6,720	2,685	62	2.31%	2.31%

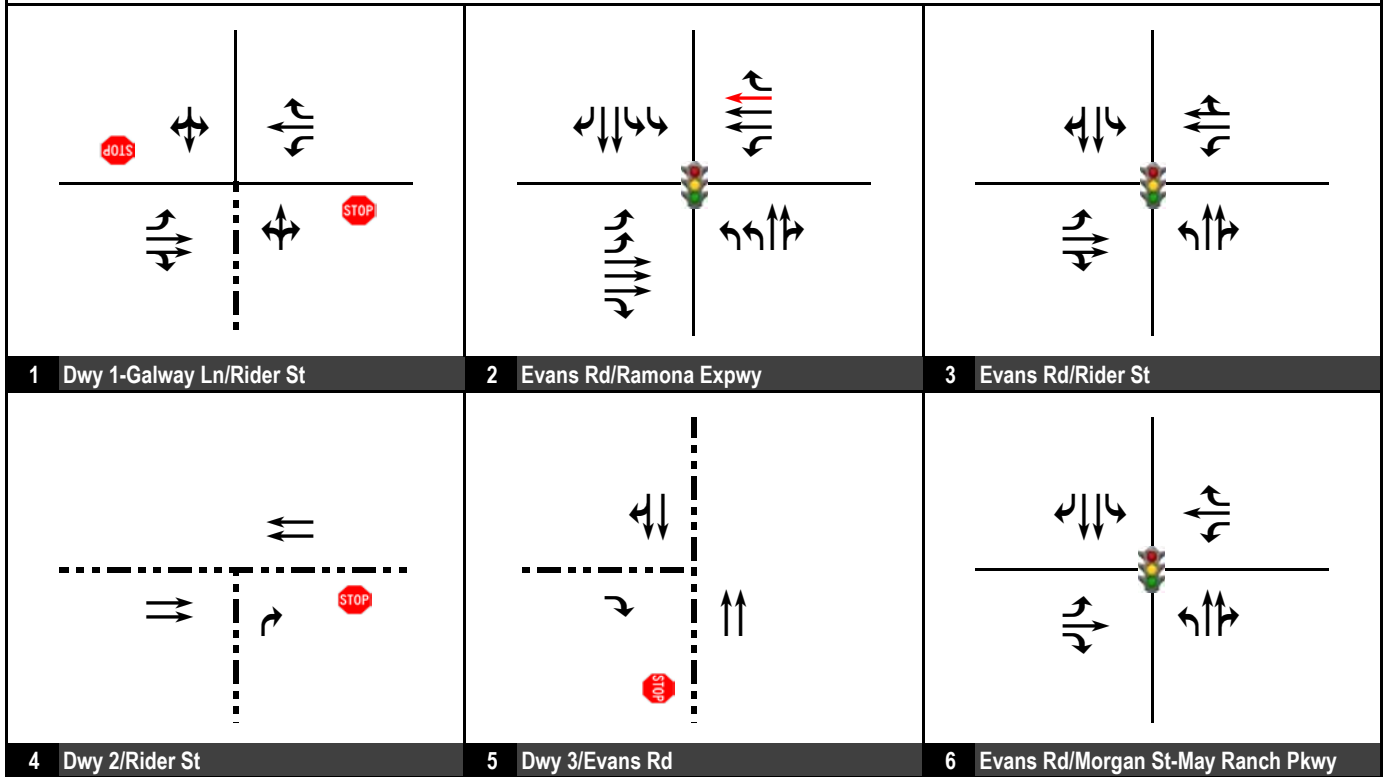
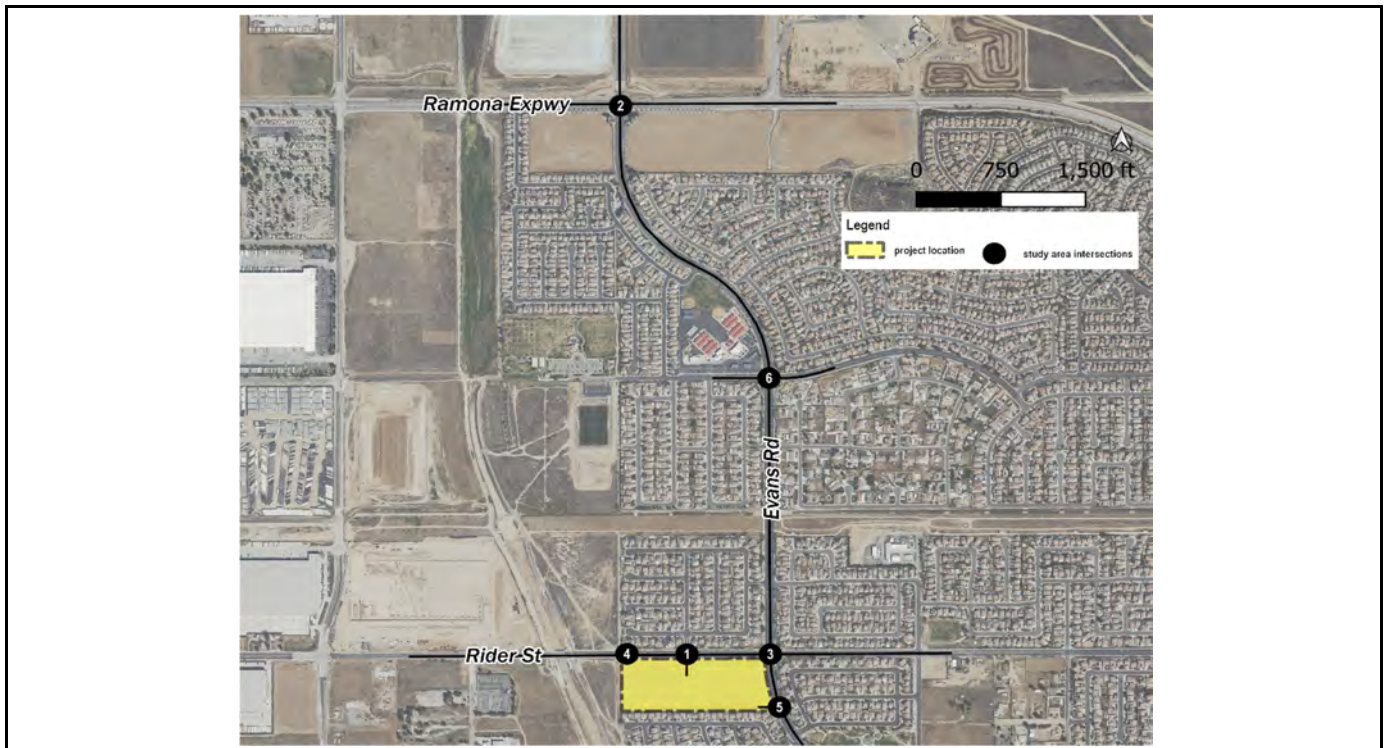


FIGURE 17

Legend

- Signal
- Stop Sign
- Project Driveway
- Improvements

**Evans Road and Rider Street Multi-Family Housing
Year 2040 With Project With Improvements Intersection Lane Geometrics and Stop Control**



Table H: Year 2040 With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project		With Project With Improvements		Delay Increase		Significant Impact?
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	AM Peak Hour	
				Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	Delay LOS	
2 . Evans Rd/Ramona Expwy	Perris	E	Signal	86 F *	53.5 D	67.6 E	47.5 D	-18.4	-6	NO

Notes:

- * Exceeds LOS Standard
- LOS = Level of Service

9.0 PARKING ANALYSIS

A parking analysis was conducted to show how the project will meet the City of Perris parking code requirements. The parking requirements are from the City of Perris Chapter 19.90.020 for Multi-family housing units. Table I shows the resulting parking code requirements. As shown in Table I, the total number of parking spaces required is 636 parking spaces and the project will provide 638 parking spaces.

10.0 QUEUING ANALYSIS

A queuing analysis was conducted for the westbound left-turn movement into the project at the intersection of Driveway 1-Galway Lane and Rider Street under existing, opening year, and year 2040 conditions. The analysis was conducted to determine if traffic entering the project would back up the westbound through traffic and cause significant queues on Evans Road. Tables J, K, and L, show the queue lengths under each of the analysis years for with project conditions. As shown in the tables, the maximum westbound queue under all scenarios is one vehicle. Therefore, it is not anticipated that the project would cause significant queues for westbound traffic on Evans Road.

11.0 SPECIAL ISSUES

Based on discussion with City staff, several additional analyses related to the project were included in the TIA. The additional analyses include signal warrants and gate stacking analysis. These additional analyses are further described below:

Signal Warrant Analysis: A peak hour signal warrant at the intersection of Driveway 1-Galway Lane and Rider Street was conducted based on the 2014 California Manual of Uniform Traffic Control Devices Revision (Warrant 3 – Peak Hour 70% Factor). It should be noted that the California MUTCD states the “satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal”. The peak hour signal warrants for existing without and with project are shown in Figures 18 and 19. As shown in Figures 18 and 19, a traffic signal is not warranted under without project and with project conditions. The peak hour signal warrants for opening year without and with project are shown in Figures 20 and 21. As shown in Figures 20 and 21, a traffic signal is not warranted under without and with project conditions. The peak hour signal warrants for year 2040 without and with project are shown in Figures 22 and 23. As shown in Figures 22 and 23, a traffic signal is not warranted under without and with project conditions.

Gate Stacking Analysis: Electronic gates will be installed at Driveway 1 and Rider Street and Evans Road and Driveway 3 to control access into the project. The site plan shown in Figure 3 illustrates the locations of the electronic gates at each of the driveways. To determine if vehicles would exceed the storage space at each driveway, a stacking analysis was performed. There are two methodologies available to determine gate queuing, *Transportation and Land Development from the Institute of Transportation Engineers* (1988), and *Entrance/Exit Design and Control for Major Parking Facilities* from Robert W. Crommelin (1972). Based on the discussion with City staff the ITE methodology was used to determine gate queuing. The queuing formulas from ITE are included in Appendix D.

The hourly service rate is used to determine the potential queueing that may occur at the traffic directory or gate. The site plan shows that there are sufficient entering widths to accommodate both a visitor and resident lane. The residents will bypass the visitors at the traffic directory and stop at the gate and usually use an electronic remote-control device to open the gate. The visitors will wait at the traffic directories which are operated by either entering a code or dialing a resident's phone number. Therefore, the gate queuing will include two lanes, one for visitors stopped at the traffic directory and one for residents stopped at the gate entrance. The Hourly service rate capacity (vehicles per hour) of the electronic gates and visitor/residential service rates are based on data provided in a study from RK Engineering Group (*Residential Electronic Gate Service Rate Study, 2016*). The study is included in Appendix D. This study is based on field observations conducted at 13 existing gated residential communities. Based on the study, the peak inbound demand between residents and visitors is approximately 80 percent visitors and 20 percent residents.

Table I: Parking Requirements

Type	Required	Provided
Garages		135.0
Carports		300.0
Open		203.0
Parking Summary	Total 636	Total 638

Table J: Existing With Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	With Project	
			AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹
1 . Dwy 1-Galway Ln/Rider St	WBL	150	25	25

Notes:

¹Queues reported are 95th Percentile queue lengths per movement in feet. The average vehicle length is assumed to be 25 feet.

Table K: Opening Year (2024) With Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	With Project	
			AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹
1 . Dwy 1-Galway Ln/Rider St	WBL	150	25	25

Notes:

¹Queues reported are 95th Percentile queue lengths per movement in feet. The average vehicle length is assumed to be 25 feet.

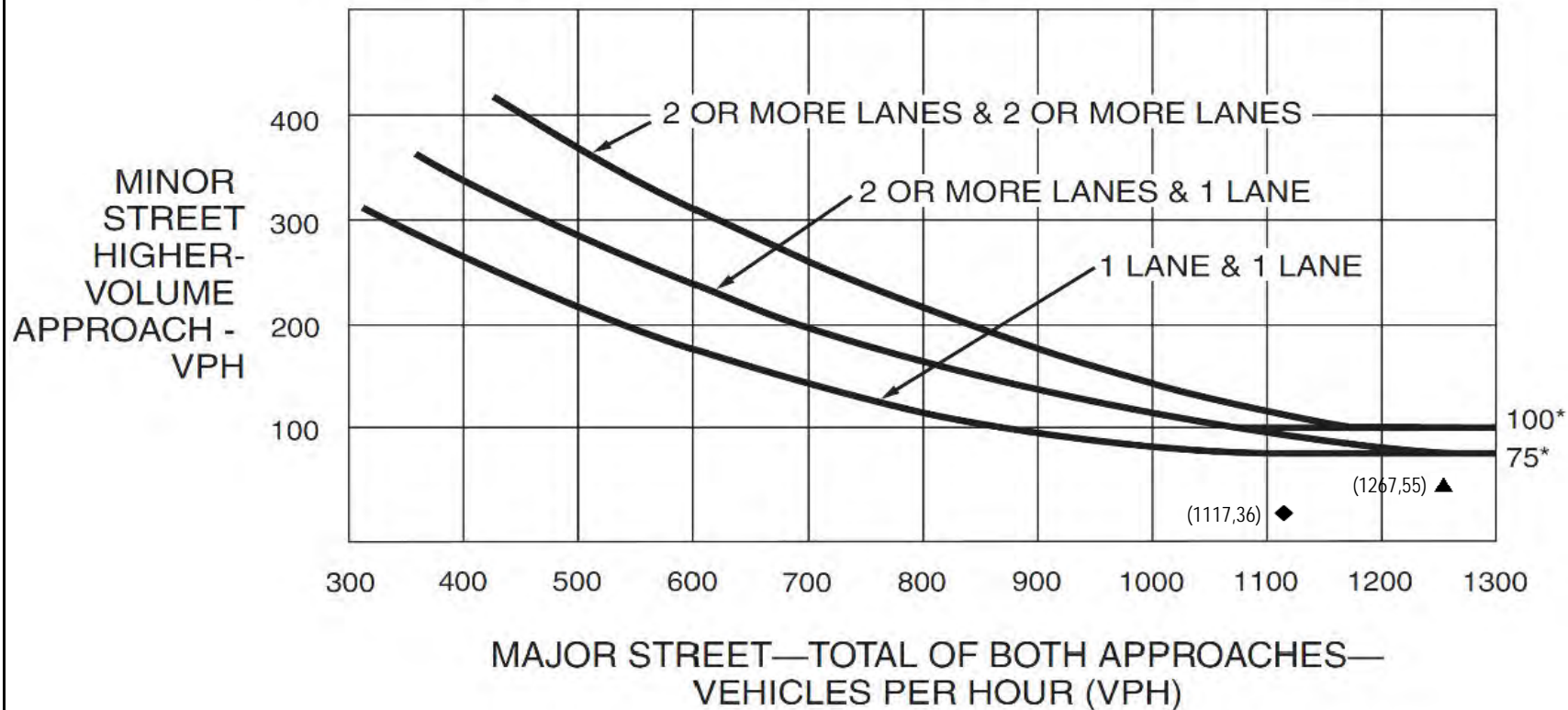
Table L: Year 2040 With Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	With Project	
			AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹
1 . Dwy 1-Galway Ln/Rider St	WBL	150	25	25

Notes:

¹Queues reported are 95th Percentile queue lengths per movement in feet. The average vehicle length is assumed to be 25 feet.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 18

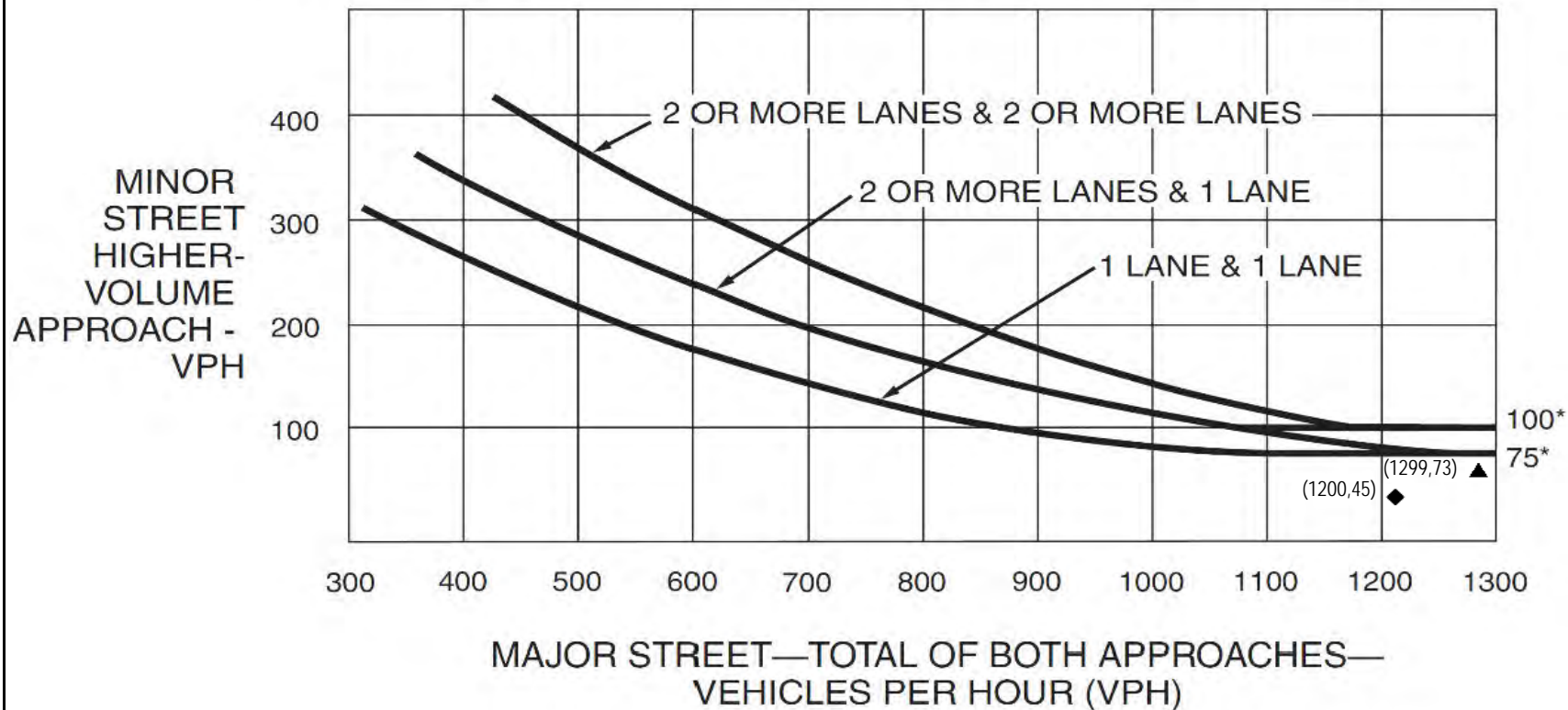
▲ AM Peak Hour

◆ PM Peak Hour



**Evans Road and Rider Street Multi-Family Housing
 Signal Warrant for Driveway 1-Galway Ln/Rider St
 Existing Peak Hour Signal Warrant (70% Factor)**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 19

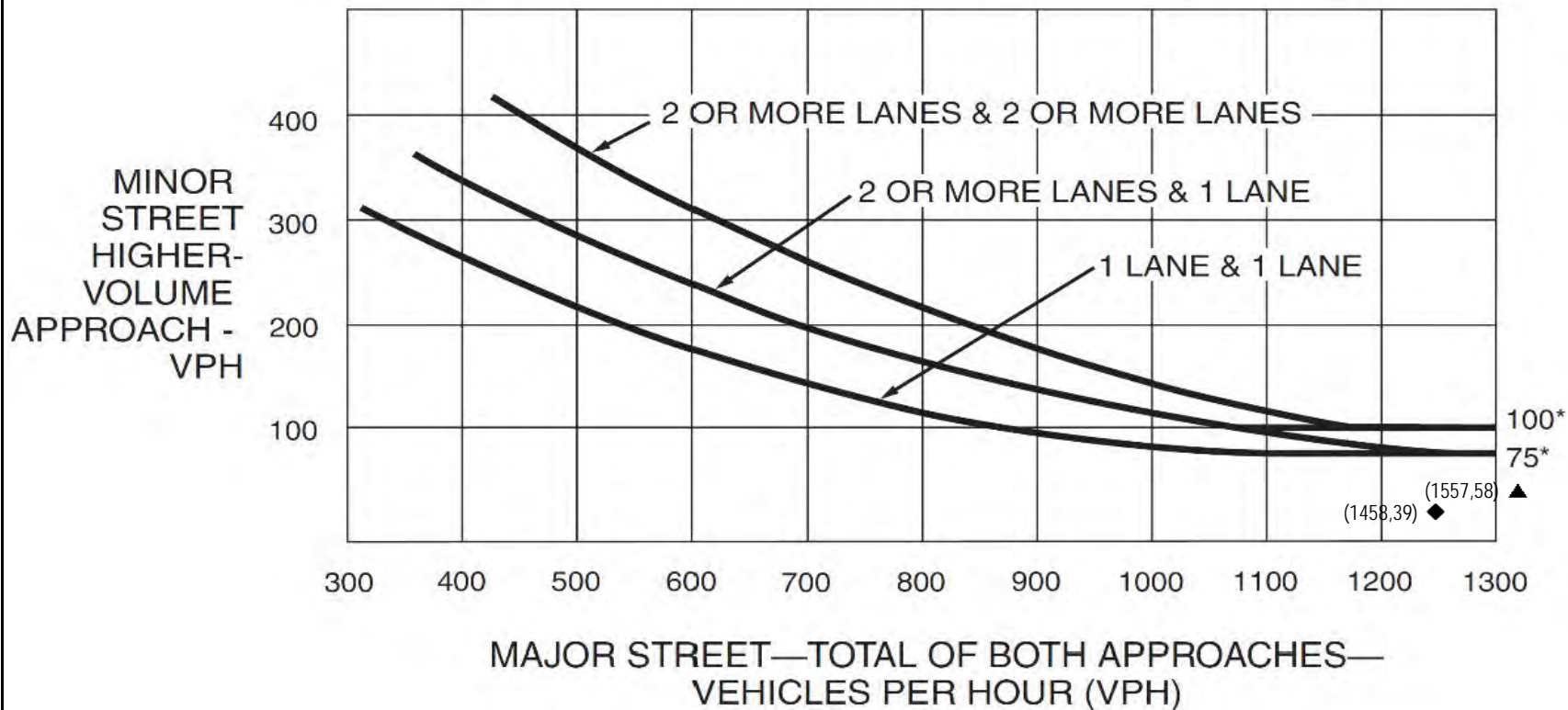
▲ AM Peak Hour

◆ PM Peak Hour

Evans Road and Rider Street Multi-Family Housing
Signal Warrant for Driveway 1-Galway Ln/Rider St
Existing With Project Peak Hour Signal Warrant (70% Factor)



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

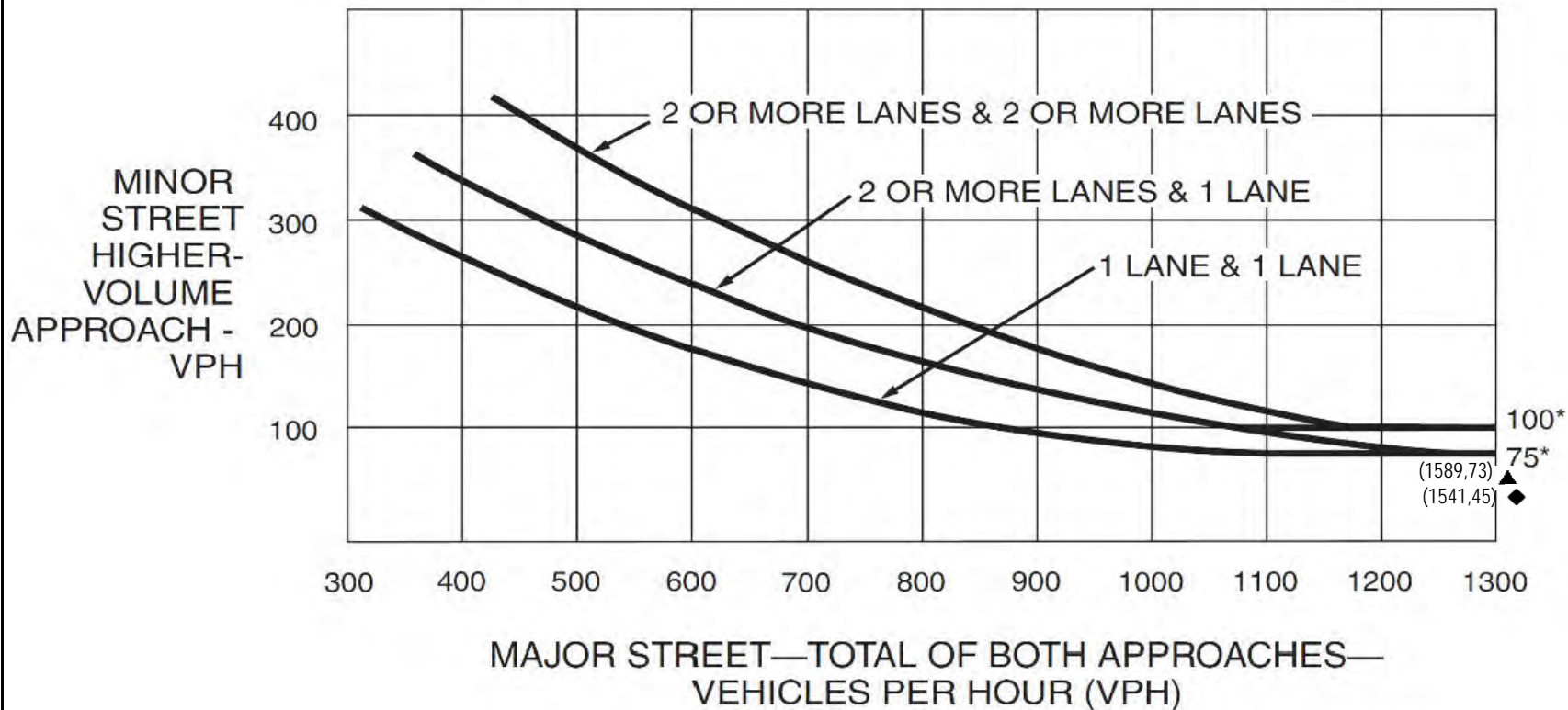
FIGURE 20

- ▲ AM Peak Hour
- ◆ PM Peak Hour



**Evans Road and Rider Street Multi-Family Housing
 Signal Warrant for Driveway 1-Galway Ln/Rider St
 Opening Year Without Project Peak Hour Signal Warrant (70% Factor)**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 21

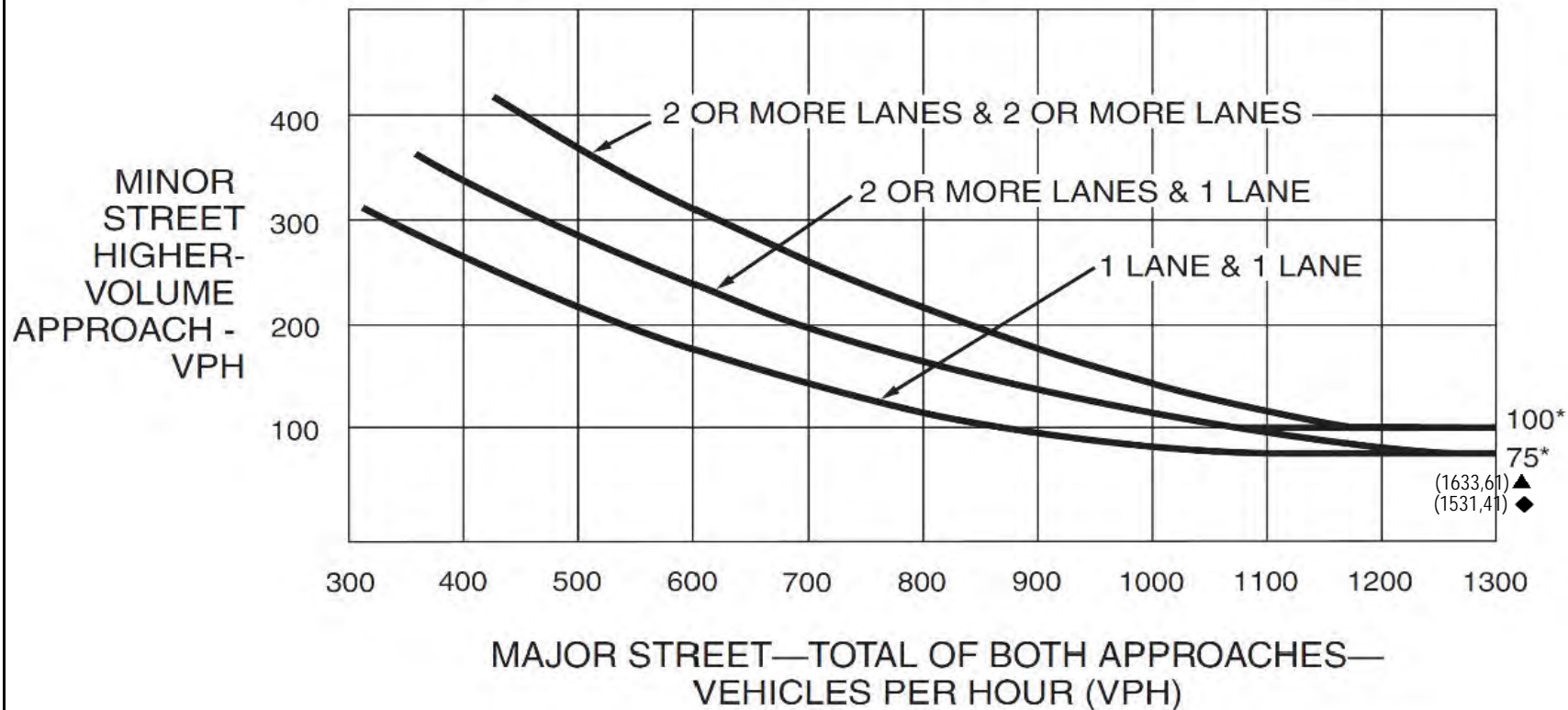
▲ AM Peak Hour

◆ PM Peak Hour



Evans Road and Rider Street Multi-Family Housing
Signal Warrant for Driveway 1-Galway Ln/Rider St
Opening Year With Project Peak Hour Signal Warrant (70% Factor)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 22

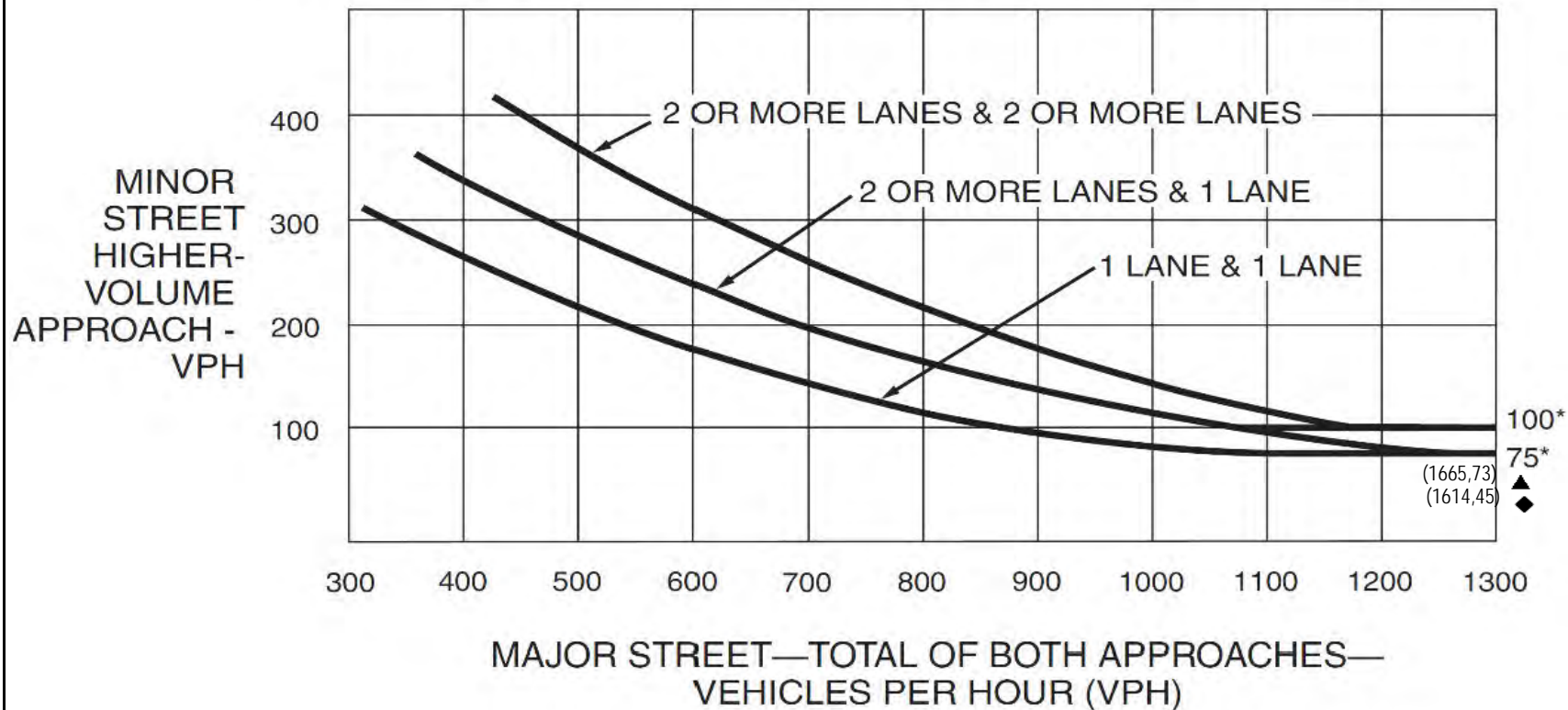
▲ AM Peak Hour

◆ PM Peak Hour



**Evans Road and Rider Street Multi-Family Housing
 Signal Warrant for Driveway 1-Galway Ln/Rider St
 Year 2040 Without Project Peak Hour Signal Warrant (70% Factor)**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 23

▲ AM Peak Hour

◆ PM Peak Hour



**Evans Road and Rider Street Multi-Family Housing
 Signal Warrant for Driveway 1-Galway Ln/Rider St
 Year 2040 With Project Peak Hour Signal Warrant (70% Factor)**

Furthermore, the hourly service rate capacity for visitors is 115 vehicles per hour and for residents is 210 vehicles per hour. These values were used to evaluate the gate queuing for the project.

Table M shows the gate queuing at Project Driveway 2 and Rider Street. As shown in Table M, after applying the 80 percent/20 percent split to visitors and residents, the inbound demand rate is 62 vehicles for residents and 15 vehicles for visitors. The total gate queue length is 50 feet for residents and 25 feet for visitors. The site plan previously referenced in Figure 3 shows that Driveway 1/Rider Street has an available queue storage of approximately 150 feet for the residents from the curb face to the gate. In addition, the site plan shows that Driveway 1/Rider Street has an available queue storage of approximately 110 feet from the curb face to the keypad for visitors. The gate queue lengths of 50 feet for residents and 25 feet for visitors will fit within the available storage lengths without causing vehicles to back-up onto Rider Street.

Table N shows the gate queuing at Project Evans Road and Driveway 3. As shown in Table N, after applying the 80 percent/20 percent split to visitors and residents, the inbound demand rate is 15 vehicles for residents and 4 vehicles for visitors. The total gate queue length is 25 feet for residents and 25 feet for visitors. The site plan previously referenced in Figure 3 shows that Driveway 3/Evans Road has an available queue storage of approximately 120 feet for the residents from the curb face to the gate. In addition, the site plan shows that Driveway 3/Evans Road has an available queue storage of approximately 80 feet from the curb face to the keypad for visitors. The gate queue lengths of 50 feet for residents and 25 feet for visitors will fit within the available storage lengths without causing vehicles to back-up onto Evans Road.

12.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

The City guidelines include a VMT scoping form that calculates the project VMT based on the Traffic Analysis Zone in which the project is within. The Citywide home-based VMT average is 15.05 VMT per Capita. The project is located in Traffic Analysis Zone (TAZ) 3846 and has a VMT per capita of 16.8 miles. Based on the City's VMT thresholds of significance for residential projects, a significant transportation impact occurs if the base year project TAZ home-based VMT per capita exceeds the Citywide average VMT per capita. The project VMT exceeds the Citywide average VMT per capita, resulting in a significant transportation impact requiring a VMT reduction measure of 10.42% (16.8-15.05/16.8). To reduce the project's VMT, mitigation measure LUT-1 (Increase Density) from CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* (2009) and included in the City guidelines was used. The existing residential development within TAZ 3846 has an average density of 6.795 du/acre (*May Ranch Specific Plan, September 21, 2004*). The project will be built with a density of 20.53 du/acre. The VMT reduction formula for LUT-1 is:

- % VMT Reduction = A * B (not to exceed 30%), where A = number of housing units per acre – 7.6 / 7.6, and B = 0.07.

Table O shows the calculation for the VMT reduction. As shown in Table O, the VMT reduction percentage is 11.91 percent. This reduction was then applied to the project VMT from the City of Perris VMT Scoping Form. The project VMT is 16.8 miles. With the application of the reduction, the project VMT of 16.8 miles is reduced to 14.8 miles. The City threshold is 15.05 miles. Therefore, since the project VMT is less than the City's threshold, the project does not have a significant impact on VMT.

13.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted plans and policies. With implementation of the recommended improvements, the project has less than significant impacts based on the City's impact criteria. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not

Table M: Gate Queuing For Inbound Vehicles at Project Driveway 1 and Rider Street (PM Peak Hour)

	Residents		Visitors	
Demand Rate (q)	62	during p.m. peak hour	15	during p.m. peak hour
Service Rate (Q)	210.00	/hour	115.00	/hour
No. of Service Positions (N)	1	Lane	1	Lane
No. of Storage Lanes (N1)	1	Lane	1	Lane
Probability of Not Exceeding Storage (P)	0.05		0.05	
Utilization Factor ($\rho=q/N*Q$)	0.30		0.13	
Q (M) Value	0.295238095		0.130434783	
No. of Vehicles Being Served (N)	1		1	
	Calculated	Rounded to Nearest Vehicle	Calculated	Rounded to Nearest Vehicle
No. of Vehicles in Queue (M)	0.46	1.00	0	0.00
Total Number of Vehicles (N+M)	1.46	2.00	1.00	1.00
Total Length of Queue (In Feet)	36	50	25	25

The number of vehicles in queue is based on: $(M = Ln(P) - Ln(Qm))/Ln(\rho) - 1$ from ITE's Transportation and Land Development methodology (1988)

Table N: Gate Queuing For Inbound Vehicles at Evans Road and Project Driveway 3 (PM Peak Hour)

	Residents		Visitors	
Demand Rate (q)	15	during p.m. peak hour	4	during p.m. peak hour
Service Rate (Q)	210.00	/hour	115.00	/hour
No. of Service Positions (N)	1	Lane	1	Lane
No. of Storage Lanes (N1)	1	Lane	1	Lane
Probability of Not Exceeding Storage (P)	0.05		0.05	
Utilization Factor (p=q/N*Q)	0.07		0.03	
Q (M) Value	0.071428571		0.034782609	
No. of Vehicles Being Served (N)	1		1	
	Calculated	Rounded to Nearest Vehicle	Calculated	Rounded to Nearest Vehicle
No. of Vehicles in Queue (M)	0	0.00	0	0.00
Total Number of Vehicles (N+M)	1.00	1.00	1.00	1.00
Total Length of Queue (In Feet)	25	25	25	25

The number of vehicles in queue is based on: $(M = Ln(P) - Ln(Qm)) / Ln(p) - 1$ from ITE's Transportation and Land Development methodology (1988)

Table O: Project VMT

Project VMT¹	16.80
Housing units per Acre	20.53
VMT Reduction²	11.91%
Adjusted Project VMT	14.80
City Threshold³	15.05
Impact Less Than Significant?	Yes

¹ Project VMT From City of Perris VMT Scoping Form.

² VMT reduction formula from LUT-1 (Number of housing units per acre - 7.6 / 7.6 * .07)

³ City Threshold from City of Perris VMT Scoping Form.

change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The project VMT is lower than the City's VMT threshold and has a less than significant VMT impact.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways and other project access locations will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

14.0 SUMMARY & CONCLUSIONS

The project is forecast to generate 120 trips in the a.m. peak hour, 153 trips in the p.m. peak hour, and 2,022 daily trips. Based on the intersection LOS analysis, with the circulation improvements, the study intersections will operate at satisfactory LOS under existing, opening year, and year 2040 with project conditions.

APPENDIX A: TRAFFIC COUNTS

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

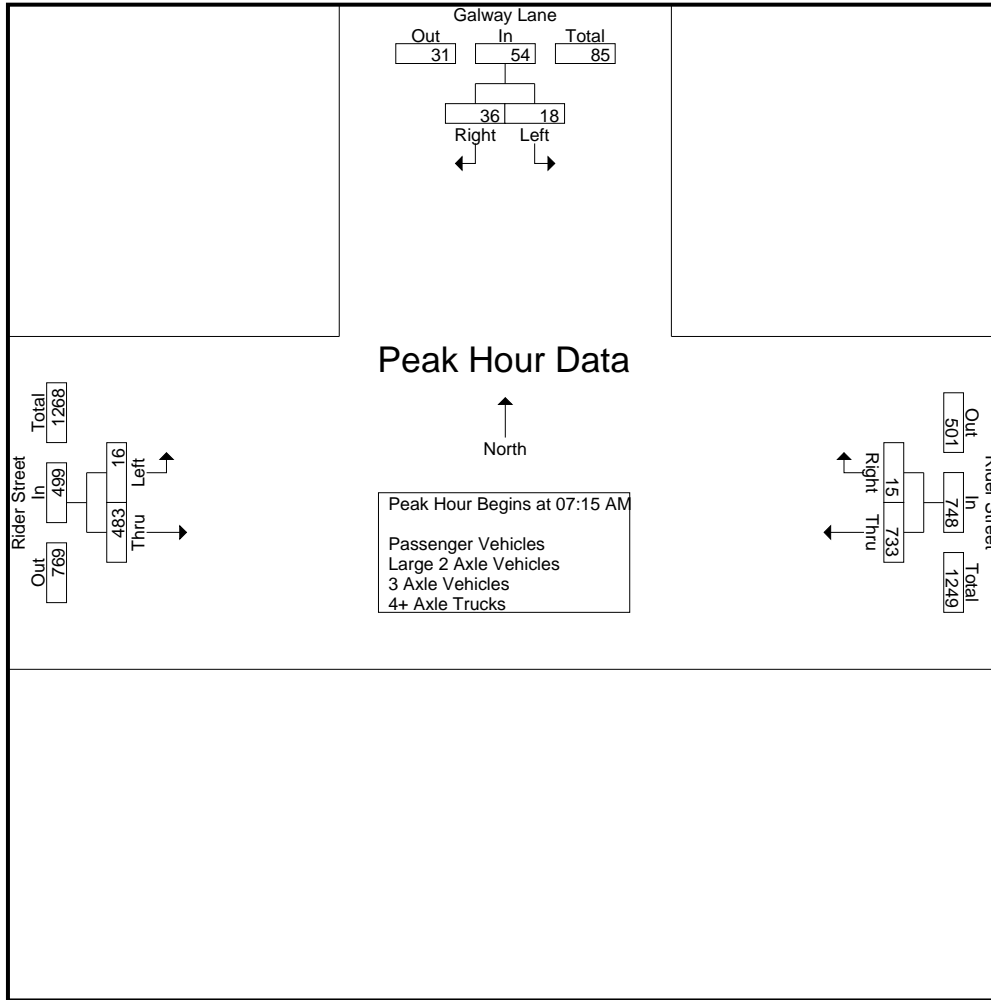
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	11	12	126	2	128	1	64	65	205
07:15 AM	6	6	12	158	2	160	2	103	105	277
07:30 AM	3	12	15	184	4	188	4	125	129	332
07:45 AM	5	6	11	216	5	221	3	142	145	377
Total	15	35	50	684	13	697	10	434	444	1191
08:00 AM	4	12	16	175	4	179	7	113	120	315
08:15 AM	6	9	15	145	6	151	11	78	89	255
08:30 AM	1	6	7	115	2	117	4	71	75	199
08:45 AM	0	4	4	66	1	67	2	47	49	120
Total	11	31	42	501	13	514	24	309	333	889
Grand Total	26	66	92	1185	26	1211	34	743	777	2080
Apprch %	28.3	71.7		97.9	2.1		4.4	95.6		
Total %	1.2	3.2	4.4	57	1.2	58.2	1.6	35.7	37.4	
Passenger Vehicles	25	64	89	1158	26	1184	33	729	762	2035
% Passenger Vehicles	96.2	97	96.7	97.7	100	97.8	97.1	98.1	98.1	97.8
Large 2 Axle Vehicles	1	2	3	21	0	21	1	9	10	34
% Large 2 Axle Vehicles	3.8	3	3.3	1.8	0	1.7	2.9	1.2	1.3	1.6
3 Axle Vehicles	0	0	0	2	0	2	0	2	2	4
% 3 Axle Vehicles	0	0	0	0.2	0	0.2	0	0.3	0.3	0.2
4+ Axle Trucks	0	0	0	4	0	4	0	3	3	7
% 4+ Axle Trucks	0	0	0	0.3	0	0.3	0	0.4	0.4	0.3

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	6	12	158	2	160	2	103	105	277
07:30 AM	3	12	15	184	4	188	4	125	129	332
07:45 AM	5	6	11	216	5	221	3	142	145	377
08:00 AM	4	12	16	175	4	179	7	113	120	315
Total Volume	18	36	54	733	15	748	16	483	499	1301
% App. Total	33.3	66.7		98	2		3.2	96.8		
PHF	.750	.750	.844	.848	.750	.846	.571	.850	.860	.863

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	07:30 AM			07:15 AM			07:15 AM		
+0 mins.	3	12	15	158	2	160	2	103	105
+15 mins.	5	6	11	184	4	188	4	125	129
+30 mins.	4	12	16	216	5	221	3	142	145
+45 mins.	6	9	15	175	4	179	7	113	120
Total Volume	18	39	57	733	15	748	16	483	499
% App. Total	31.6	68.4		98	2		3.2	96.8	
PHF	.750	.813	.891	.848	.750	.846	.571	.850	.860

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	11	12	121	2	123	1	63	64	199
07:15 AM	6	6	12	156	2	158	2	101	103	273
07:30 AM	3	11	14	176	4	180	4	124	128	322
07:45 AM	5	6	11	213	5	218	3	141	144	373
Total	15	34	49	666	13	679	10	429	439	1167
08:00 AM	4	12	16	173	4	177	6	110	116	309
08:15 AM	5	8	13	142	6	148	11	77	88	249
08:30 AM	1	6	7	113	2	115	4	68	72	194
08:45 AM	0	4	4	64	1	65	2	45	47	116
Total	10	30	40	492	13	505	23	300	323	868
Grand Total	25	64	89	1158	26	1184	33	729	762	2035
Apprch %	28.1	71.9		97.8	2.2		4.3	95.7		
Total %	1.2	3.1	4.4	56.9	1.3	58.2	1.6	35.8	37.4	

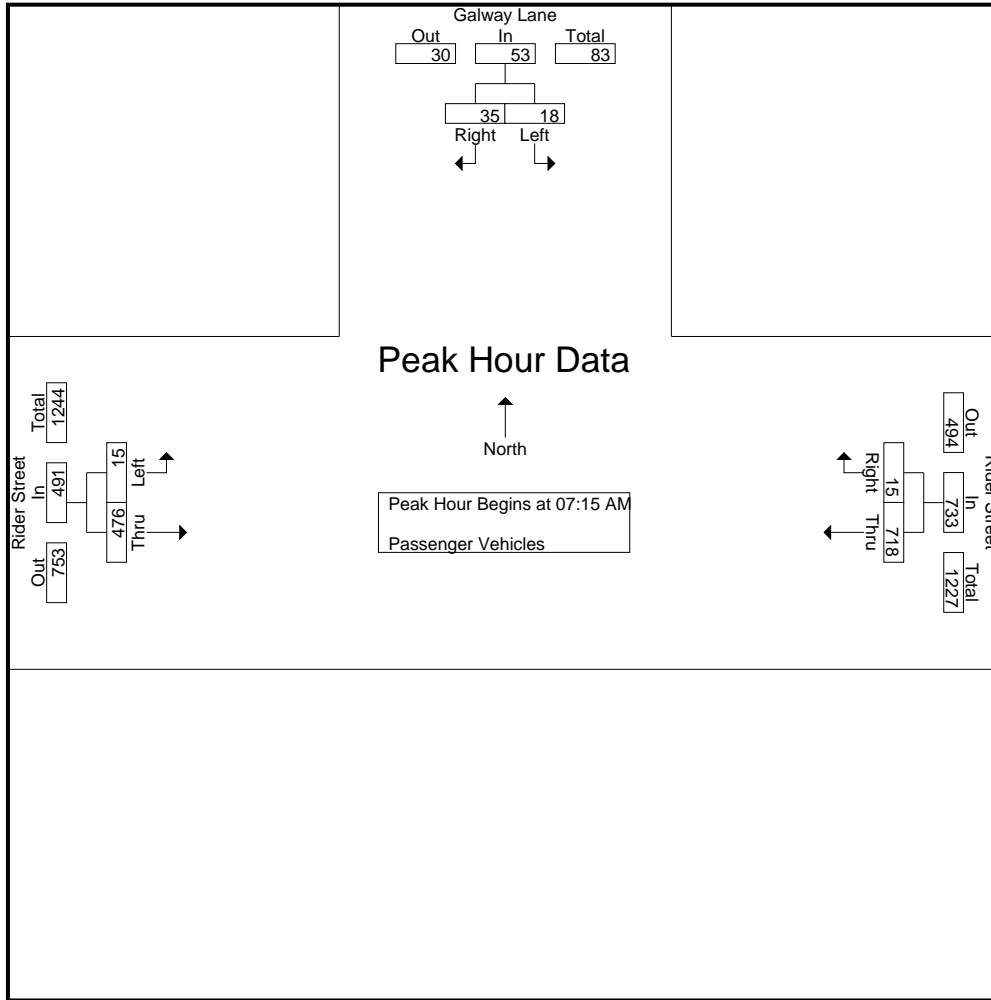
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	6	6	12	156	2	158	2	101	103	273
07:30 AM	3	11	14	176	4	180	4	124	128	322
07:45 AM	5	6	11	213	5	218	3	141	144	373
08:00 AM	4	12	16	173	4	177	6	110	116	309
Total Volume	18	35	53	718	15	733	15	476	491	1277
% App. Total	34	66		98	2		3.1	96.9		
PHF	.750	.729	.828	.843	.750	.841	.625	.844	.852	.856

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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	6	12	156	2	158	2	101	103
+15 mins.	3	11	14	176	4	180	4	124	128
+30 mins.	5	6	11	213	5	218	3	141	144
+45 mins.	4	12	16	173	4	177	6	110	116
Total Volume	18	35	53	718	15	733	15	476	491
% App. Total	34	66		98	2		3.1	96.9	
PHF	.750	.729	.828	.843	.750	.841	.625	.844	.852

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	4	0	4	0	1	1	5
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	0	1	1	6	0	6	0	1	1	8
07:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	1	1	14	0	14	0	4	4	19
08:00 AM	0	0	0	1	0	1	1	2	3	4
08:15 AM	1	1	2	2	0	2	0	1	1	5
08:30 AM	0	0	0	2	0	2	0	2	2	4
08:45 AM	0	0	0	2	0	2	0	0	0	2
Total	1	1	2	7	0	7	1	5	6	15
Grand Total	1	2	3	21	0	21	1	9	10	34
Apprch %	33.3	66.7		100	0		10	90		
Total %	2.9	5.9	8.8	61.8	0	61.8	2.9	26.5	29.4	

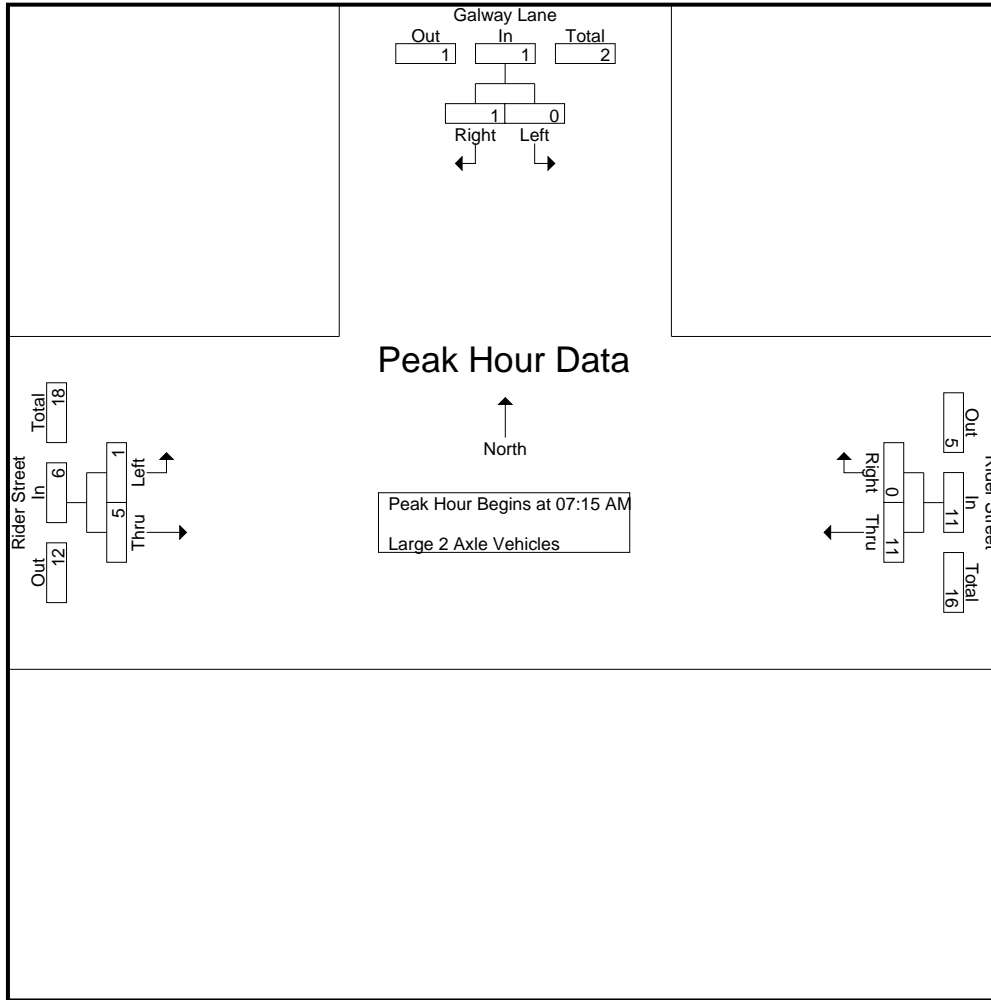
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	0	1	1	6	0	6	0	1	1	8
07:45 AM	0	0	0	2	0	2	0	1	1	3
08:00 AM	0	0	0	1	0	1	1	2	3	4
Total Volume	0	1	1	11	0	11	1	5	6	18
% App. Total	0	100		100	0		16.7	83.3		
PHF	.000	.250	.250	.458	.000	.458	.250	.625	.500	.563

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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	2	0	2	0	1	1
+15 mins.	0	1	1	6	0	6	0	1	1
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	1	0	1	1	2	3
Total Volume	0	1	1	11	0	11	1	5	6
% App. Total	0	100		100	0		16.7	83.3	
PHF	.000	.250	.250	.458	.000	.458	.250	.625	.500

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street 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	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	2	2	3
Grand Total	0	0	0	2	0	2	0	2	2	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

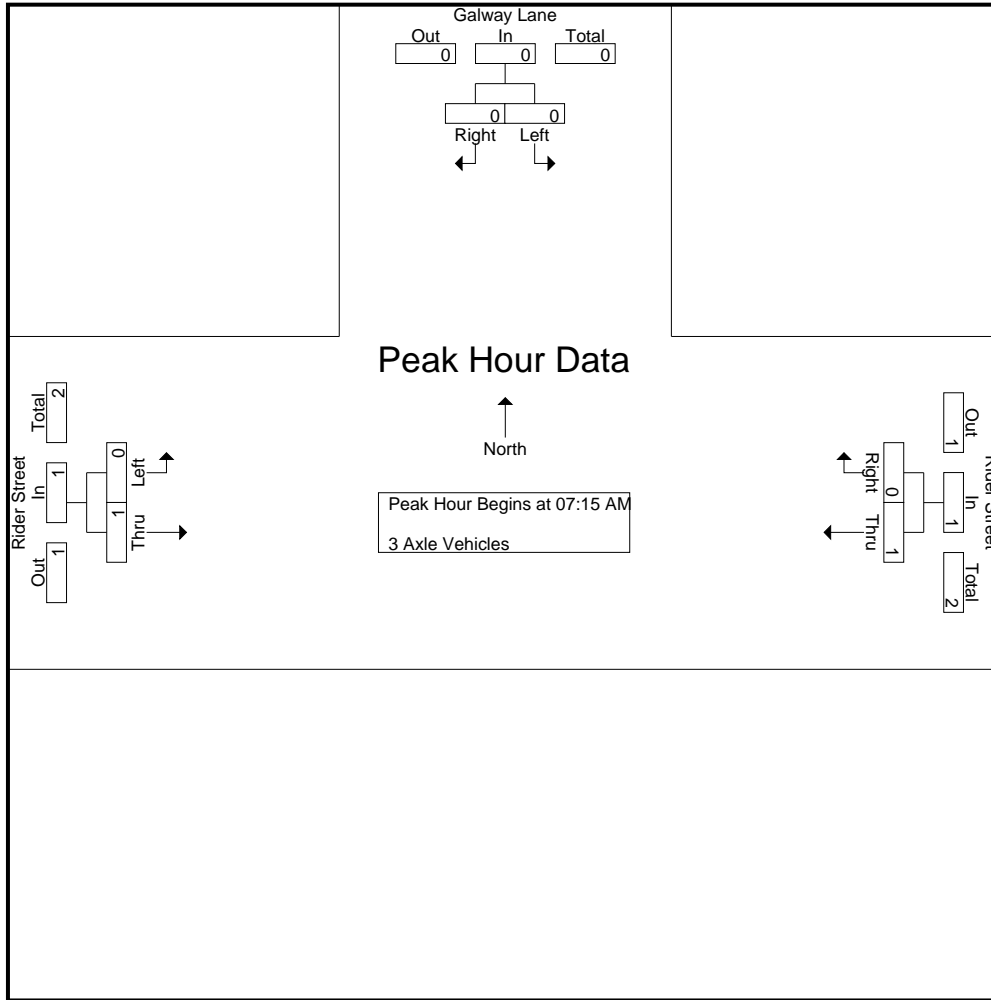
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	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

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	3	0	3	0	1	1	4
08:00 AM	0	0	0	1	0	1	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	1	1	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	2	2	3
Grand Total	0	0	0	4	0	4	0	3	3	7
Apprch %	0	0		100	0		0	100		
Total %	0	0		57.1	0	57.1	0	42.9	42.9	

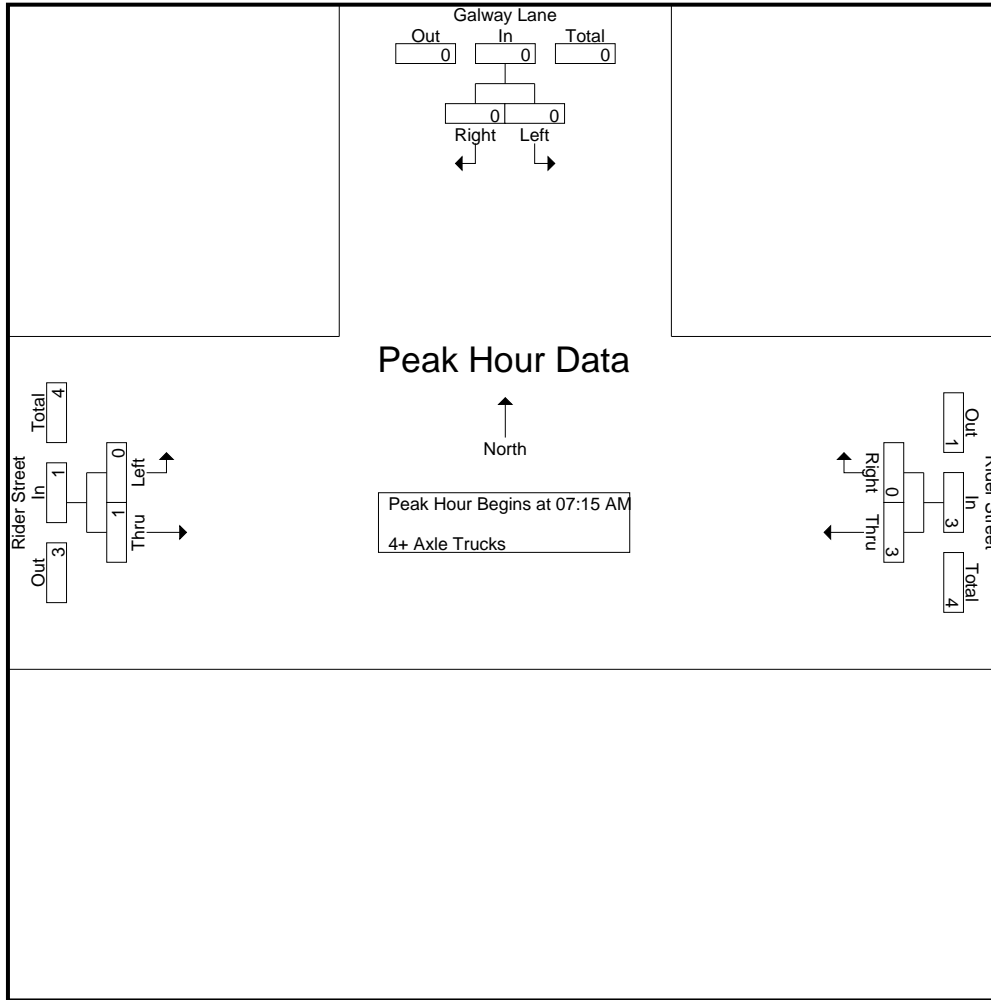
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	3	0	3	0	1	1	4
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.250	.250	1.00

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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	1	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
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 Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

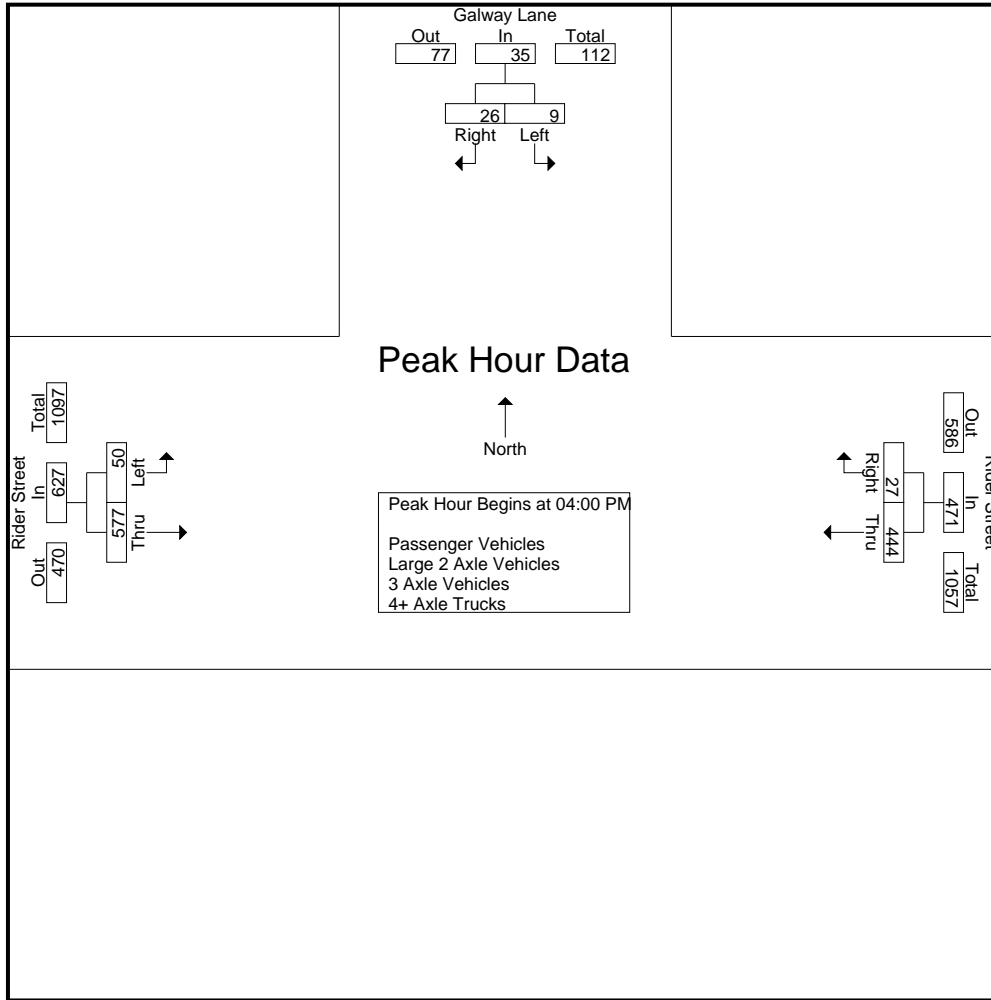
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	9	10	138	11	149	11	149	160	319
04:15 PM	2	4	6	120	7	127	11	126	137	270
04:30 PM	4	6	10	79	4	83	12	127	139	232
04:45 PM	2	7	9	107	5	112	16	175	191	312
Total	9	26	35	444	27	471	50	577	627	1133
05:00 PM	4	14	18	100	3	103	10	118	128	249
05:15 PM	2	9	11	96	2	98	11	121	132	241
05:30 PM	3	7	10	95	1	96	7	131	138	244
05:45 PM	0	5	5	108	3	111	17	119	136	252
Total	9	35	44	399	9	408	45	489	534	986
Grand Total	18	61	79	843	36	879	95	1066	1161	2119
Apprch %	22.8	77.2		95.9	4.1		8.2	91.8		
Total %	0.8	2.9	3.7	39.8	1.7	41.5	4.5	50.3	54.8	
Passenger Vehicles	17	61	78	827	36	863	95	1044	1139	2080
% Passenger Vehicles	94.4	100	98.7	98.1	100	98.2	100	97.9	98.1	98.2
Large 2 Axle Vehicles	1	0	1	11	0	11	0	16	16	28
% Large 2 Axle Vehicles	5.6	0	1.3	1.3	0	1.3	0	1.5	1.4	1.3
3 Axle Vehicles	0	0	0	4	0	4	0	6	6	10
% 3 Axle Vehicles	0	0	0	0.5	0	0.5	0	0.6	0.5	0.5
4+ Axle Trucks	0	0	0	1	0	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	0.1	0	0.1	0	0	0	0

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	9	10	138	11	149	11	149	160	319
04:15 PM	2	4	6	120	7	127	11	126	137	270
04:30 PM	4	6	10	79	4	83	12	127	139	232
04:45 PM	2	7	9	107	5	112	16	175	191	312
Total Volume	9	26	35	444	27	471	50	577	627	1133
% App. Total	25.7	74.3		94.3	5.7		8	92		
PHF	.563	.722	.875	.804	.614	.790	.781	.824	.821	.888

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	4	6	10	138	11	149	11	149	160
+15 mins.	2	7	9	120	7	127	11	126	137
+30 mins.	4	14	18	79	4	83	12	127	139
+45 mins.	2	9	11	107	5	112	16	175	191
Total Volume	12	36	48	444	27	471	50	577	627
% App. Total	25	75		94.3	5.7		8	92	
PHF	.750	.643	.667	.804	.614	.790	.781	.824	.821

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

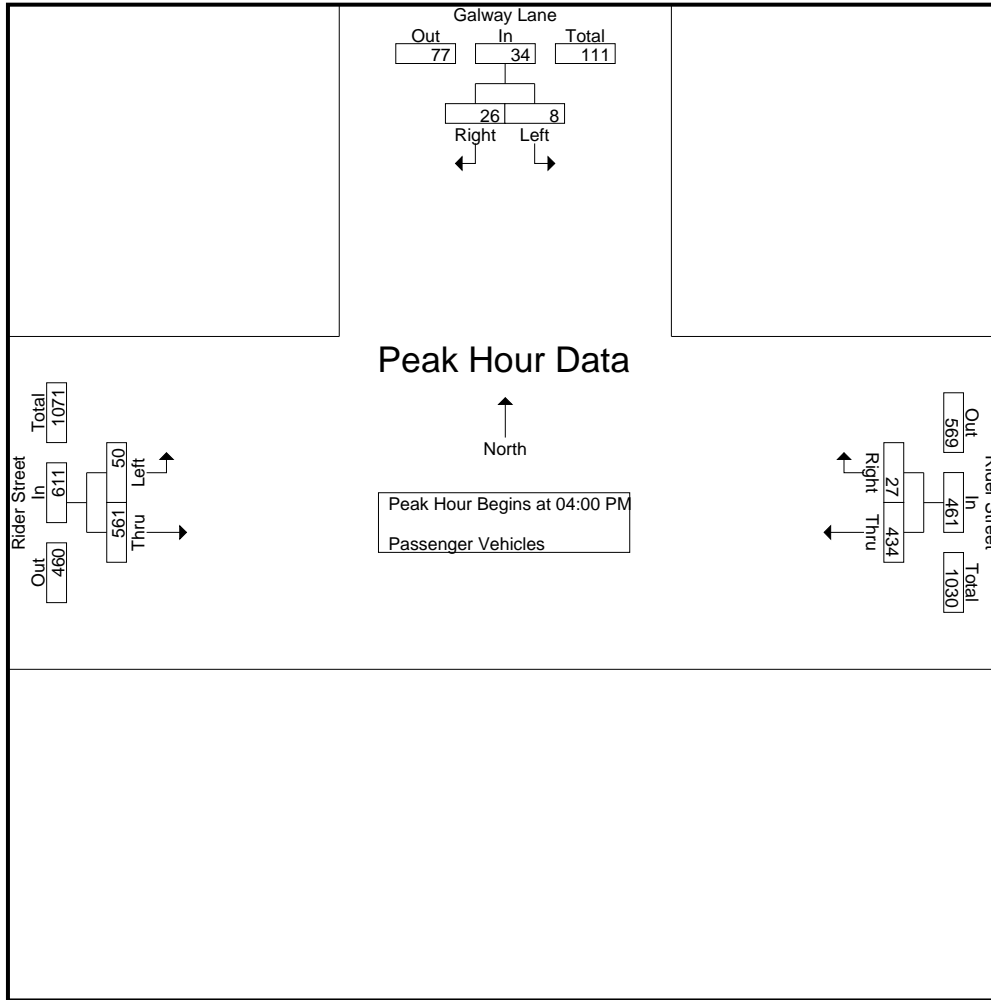
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	9	10	137	11	148	11	141	152	310
04:15 PM	1	4	5	119	7	126	11	125	136	267
04:30 PM	4	6	10	76	4	80	12	124	136	226
04:45 PM	2	7	9	102	5	107	16	171	187	303
Total	8	26	34	434	27	461	50	561	611	1106
05:00 PM	4	14	18	99	3	102	10	117	127	247
05:15 PM	2	9	11	93	2	95	11	119	130	236
05:30 PM	3	7	10	94	1	95	7	129	136	241
05:45 PM	0	5	5	107	3	110	17	118	135	250
Total	9	35	44	393	9	402	45	483	528	974
Grand Total	17	61	78	827	36	863	95	1044	1139	2080
Apprch %	21.8	78.2		95.8	4.2		8.3	91.7		
Total %	0.8	2.9	3.8	39.8	1.7	41.5	4.6	50.2	54.8	

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	9	10	137	11	148	11	141	152	310
04:15 PM	1	4	5	119	7	126	11	125	136	267
04:30 PM	4	6	10	76	4	80	12	124	136	226
04:45 PM	2	7	9	102	5	107	16	171	187	303
Total Volume	8	26	34	434	27	461	50	561	611	1106
% App. Total	23.5	76.5		94.1	5.9		8.2	91.8		
PHF	.500	.722	.850	.792	.614	.779	.781	.820	.817	.892

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

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	9	10	137	11	148	11	141	152
+15 mins.	1	4	5	119	7	126	11	125	136
+30 mins.	4	6	10	76	4	80	12	124	136
+45 mins.	2	7	9	102	5	107	16	171	187
Total Volume	8	26	34	434	27	461	50	561	611
% App. Total	23.5	76.5		94.1	5.9		8.2	91.8	
PHF	.500	.722	.850	.792	.614	.779	.781	.820	.817

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

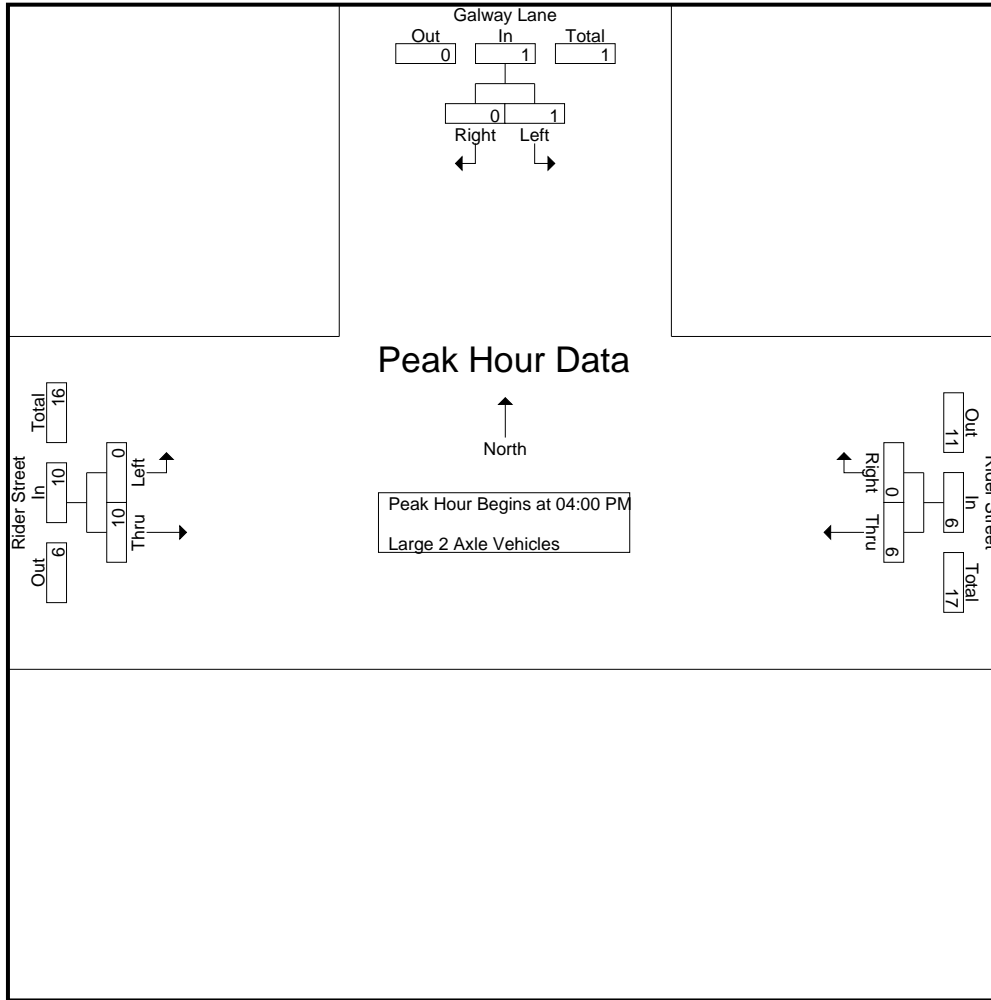
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	5	5	5
04:15 PM	1	0	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	2	0	2	0	2	2	4
04:45 PM	0	0	0	4	0	4	0	2	2	6
Total	1	0	1	6	0	6	0	10	10	17
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	3	0	3	0	2	2	5
05:30 PM	0	0	0	1	0	1	0	2	2	3
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	5	0	5	0	6	6	11
Grand Total	1	0	1	11	0	11	0	16	16	28
Apprch %	100	0		100	0		0	100		
Total %	3.6	0	3.6	39.3	0	39.3	0	57.1	57.1	

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street 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	5	5	5
04:15 PM	1	0	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	2	0	2	0	2	2	4
04:45 PM	0	0	0	4	0	4	0	2	2	6
Total Volume	1	0	1	6	0	6	0	10	10	17
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.375	.000	.375	.000	.500	.500	.708

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

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	5	5
+15 mins.	1	0	1	0	0	0	0	1	1
+30 mins.	0	0	0	2	0	2	0	2	2
+45 mins.	0	0	0	4	0	4	0	2	2
Total Volume	1	0	1	6	0	6	0	10	10
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.375	.000	.375	.000	.500	.500

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

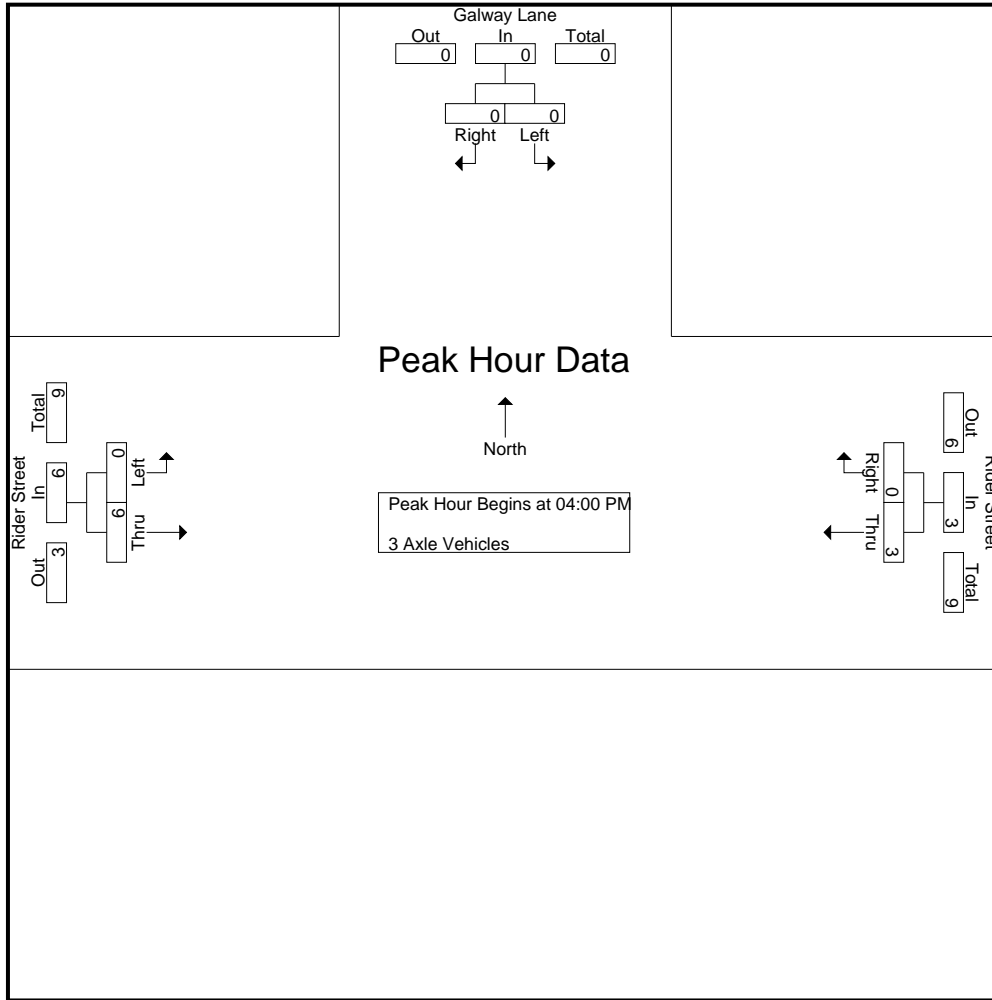
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	3	3	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	3	0	3	0	6	6	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	4	0	4	0	6	6	10
Apprch %	0	0		100	0		0	100		
Total %	0	0		40	0	40	0	60	60	

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street 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	3	3	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	1	0	1	0	2	2	3
Total Volume	0	0	0	3	0	3	0	6	6	9
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.500	.500	.750

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

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	3	3
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	1	0	1	0	2	2
Total Volume	0	0	0	3	0	3	0	6	6
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.750	.000	.750	.000	.500	.500

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	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	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0		100	0	100	0	0		

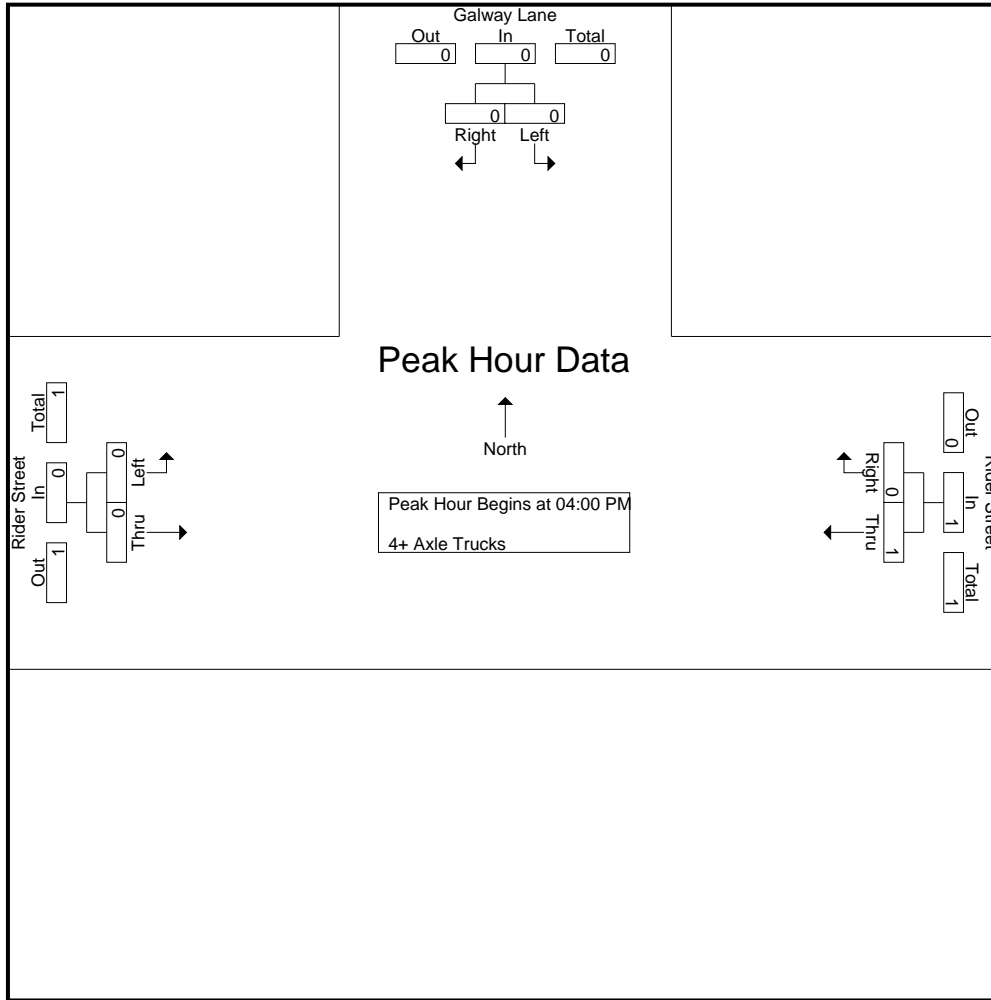
Start Time	Galway Lane Southbound			Rider Street Westbound			Rider Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Perris
 N/S: Galway Lane
 E/W: Rider Street
 Weather: Clear

File Name : 01_PER_Galway_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

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

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

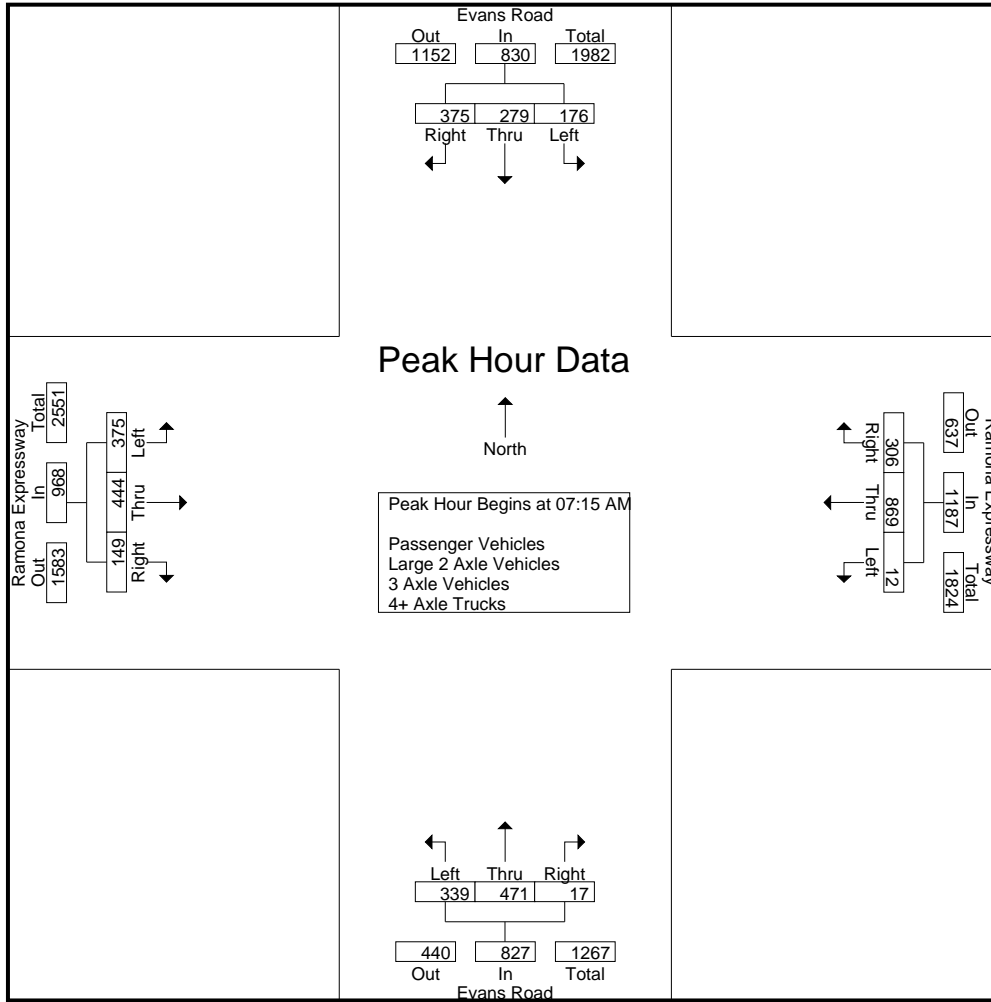
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	28	63	113	6	273	51	330	83	94	6	183	70	107	38	215	841
07:15 AM	47	64	97	208	1	241	103	345	84	126	7	217	102	113	32	247	1017
07:30 AM	50	67	81	198	5	243	90	338	82	125	6	213	68	111	34	213	962
07:45 AM	39	73	103	215	6	239	69	314	75	105	3	183	96	111	44	251	963
Total	158	232	344	734	18	996	313	1327	324	450	22	796	336	442	148	926	3783
08:00 AM	40	75	94	209	0	146	44	190	98	115	1	214	109	109	39	257	870
08:15 AM	31	59	116	206	1	162	57	220	75	89	6	170	124	93	39	256	852
08:30 AM	34	50	80	164	1	143	43	187	58	92	3	153	104	111	36	251	755
08:45 AM	16	32	67	115	2	119	32	153	48	55	4	107	72	98	25	195	570
Total	121	216	357	694	4	570	176	750	279	351	14	644	409	411	139	959	3047
Grand Total	279	448	701	1428	22	1566	489	2077	603	801	36	1440	745	853	287	1885	6830
Apprch %	19.5	31.4	49.1		1.1	75.4	23.5		41.9	55.6	2.5		39.5	45.3	15.2		
Total %	4.1	6.6	10.3	20.9	0.3	22.9	7.2	30.4	8.8	11.7	0.5	21.1	10.9	12.5	4.2	27.6	
Passenger Vehicles	266	439	682	1387	21	1514	476	2011	596	785	36	1417	722	784	278	1784	6599
% Passenger Vehicles	95.3	98	97.3	97.1	95.5	96.7	97.3	96.8	98.8	98	100	98.4	96.9	91.9	96.9	94.6	96.6
Large 2 Axle Vehicles	10	9	16	35	1	18	10	29	5	16	0	21	21	31	9	61	146
% Large 2 Axle Vehicles	3.6	2	2.3	2.5	4.5	1.1	2	1.4	0.8	2	0	1.5	2.8	3.6	3.1	3.2	2.1
3 Axle Vehicles	2	0	2	4	0	8	2	10	2	0	0	2	1	13	0	14	30
% 3 Axle Vehicles	0.7	0	0.3	0.3	0	0.5	0.4	0.5	0.3	0	0	0.1	0.1	1.5	0	0.7	0.4
4+ Axle Trucks	1	0	1	2	0	26	1	27	0	0	0	0	1	25	0	26	55
% 4+ Axle Trucks	0.4	0	0.1	0.1	0	1.7	0.2	1.3	0	0	0	0	0.1	2.9	0	1.4	0.8

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	47	64	97	208	1	241	103	345	84	126	7	217	102	113	32	247	1017
07:30 AM	50	67	81	198	5	243	90	338	82	125	6	213	68	111	34	213	962
07:45 AM	39	73	103	215	6	239	69	314	75	105	3	183	96	111	44	251	963
08:00 AM	40	75	94	209	0	146	44	190	98	115	1	214	109	109	39	257	870
Total Volume	176	279	375	830	12	869	306	1187	339	471	17	827	375	444	149	968	3812
% App. Total	21.2	33.6	45.2		1	73.2	25.8		41	57	2.1		38.7	45.9	15.4		
PHF	.880	.930	.910	.965	.500	.894	.743	.860	.865	.935	.607	.953	.860	.982	.847	.942	.937

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	47	64	97	208	6	273	51	330	84	126	7	217	96	111	44	251
+15 mins.	50	67	81	198	1	241	103	345	82	125	6	213	109	109	39	257
+30 mins.	39	73	103	215	5	243	90	338	75	105	3	183	124	93	39	256
+45 mins.	40	75	94	209	6	239	69	314	98	115	1	214	104	111	36	251
Total Volume	176	279	375	830	18	996	313	1327	339	471	17	827	433	424	158	1015
% App. Total	21.2	33.6	45.2		1.4	75.1	23.6		41	57	2.1		42.7	41.8	15.6	
PHF	.880	.930	.910	.965	.750	.912	.760	.962	.865	.935	.607	.953	.873	.955	.898	.987

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

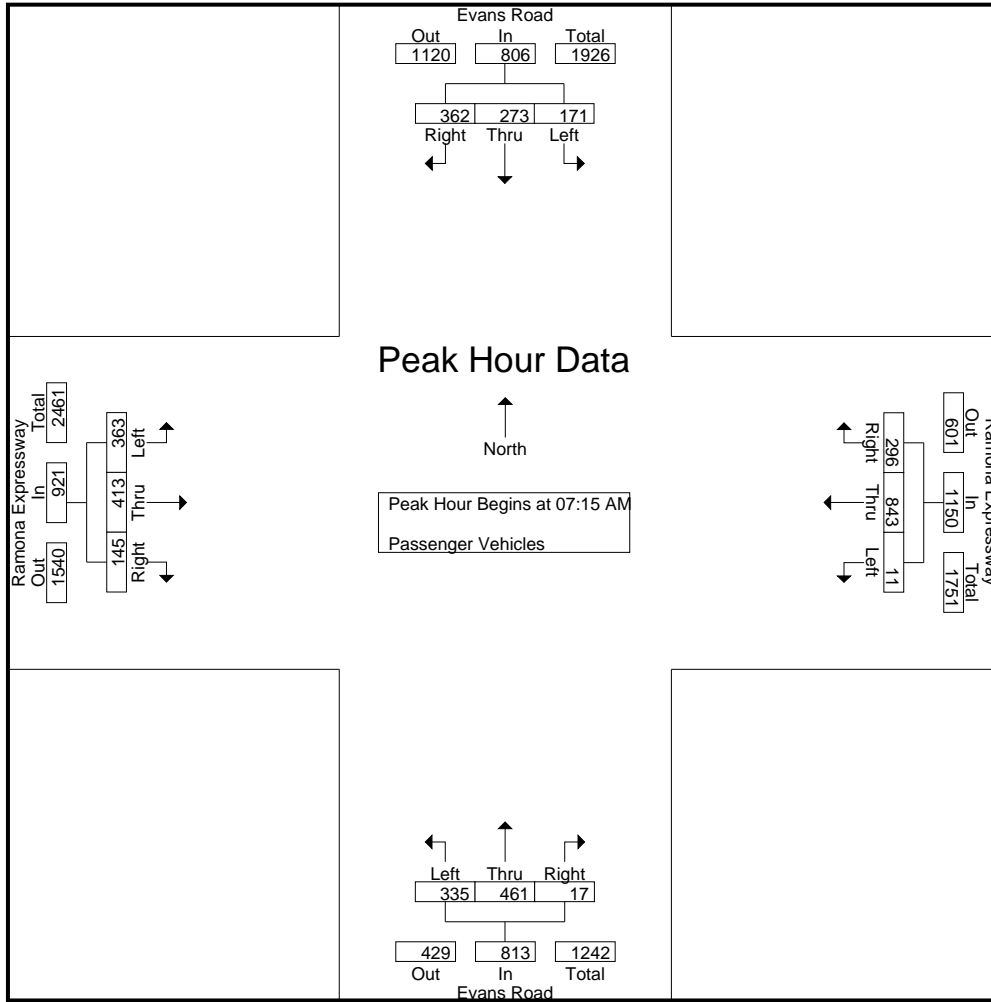
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	21	28	62	111	6	270	51	327	83	94	6	183	66	97	36	199	820
07:15 AM	46	63	94	203	1	232	100	333	82	121	7	210	95	104	31	230	976
07:30 AM	50	65	78	193	4	239	88	331	82	124	6	212	66	104	32	202	938
07:45 AM	36	72	101	209	6	231	66	303	75	104	3	182	94	100	43	237	931
Total	153	228	335	716	17	972	305	1294	322	443	22	787	321	405	142	868	3665
08:00 AM	39	73	89	201	0	141	42	183	96	112	1	209	108	105	39	252	845
08:15 AM	29	58	115	202	1	153	56	210	74	87	6	167	120	87	37	244	823
08:30 AM	31	49	79	159	1	137	42	180	57	89	3	149	101	102	36	239	727
08:45 AM	14	31	64	109	2	111	31	144	47	54	4	105	72	85	24	181	539
Total	113	211	347	671	4	542	171	717	274	342	14	630	401	379	136	916	2934
Grand Total	266	439	682	1387	21	1514	476	2011	596	785	36	1417	722	784	278	1784	6599
Apprch %	19.2	31.7	49.2		1	75.3	23.7		42.1	55.4	2.5		40.5	43.9	15.6		
Total %	4	6.7	10.3	21	0.3	22.9	7.2	30.5	9	11.9	0.5	21.5	10.9	11.9	4.2	27	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	46	63	94	203	1	232	100	333	82	121	7	210	95	104	31	230	976
07:30 AM	50	65	78	193	4	239	88	331	82	124	6	212	66	104	32	202	938
07:45 AM	36	72	101	209	6	231	66	303	75	104	3	182	94	100	43	237	931
08:00 AM	39	73	89	201	0	141	42	183	96	112	1	209	108	105	39	252	845
Total Volume	171	273	362	806	11	843	296	1150	335	461	17	813	363	413	145	921	3690
% App. Total	21.2	33.9	44.9		1	73.3	25.7		41.2	56.7	2.1		39.4	44.8	15.7		
PHF	.855	.935	.896	.964	.458	.882	.740	.863	.872	.929	.607	.959	.840	.983	.843	.914	.945

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

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	46	63	94	203	1	232	100	333	82	121	7	210	95	104	31	230
+15 mins.	50	65	78	193	4	239	88	331	82	124	6	212	66	104	32	202
+30 mins.	36	72	101	209	6	231	66	303	75	104	3	182	94	100	43	237
+45 mins.	39	73	89	201	0	141	42	183	96	112	1	209	108	105	39	252
Total Volume	171	273	362	806	11	843	296	1150	335	461	17	813	363	413	145	921
% App. Total	21.2	33.9	44.9		1	73.3	25.7		41.2	56.7	2.1		39.4	44.8	15.7	
PHF	.855	.935	.896	.964	.458	.882	.740	.863	.872	.929	.607	.959	.840	.983	.843	.914

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	4	3	2	9	11
07:15 AM	1	1	3	5	0	3	2	5	2	5	0	7	6	4	1	11	28
07:30 AM	0	2	3	5	1	3	2	6	0	1	0	1	2	3	2	7	19
07:45 AM	2	1	1	4	0	2	1	3	0	1	0	1	2	8	1	11	19
Total	3	4	8	15	1	9	5	15	2	7	0	9	14	18	6	38	77
08:00 AM	1	2	4	7	0	1	2	3	0	3	0	3	0	3	0	3	16
08:15 AM	2	1	0	3	0	2	1	3	1	2	0	3	4	4	2	10	19
08:30 AM	3	1	1	5	0	3	1	4	1	3	0	4	3	2	0	5	18
08:45 AM	1	1	3	5	0	3	1	4	1	1	0	2	0	4	1	5	16
Total	7	5	8	20	0	9	5	14	3	9	0	12	7	13	3	23	69
Grand Total	10	9	16	35	1	18	10	29	5	16	0	21	21	31	9	61	146
Apprch %	28.6	25.7	45.7		3.4	62.1	34.5		23.8	76.2	0		34.4	50.8	14.8		
Total %	6.8	6.2	11	24	0.7	12.3	6.8	19.9	3.4	11	0	14.4	14.4	21.2	6.2	41.8	

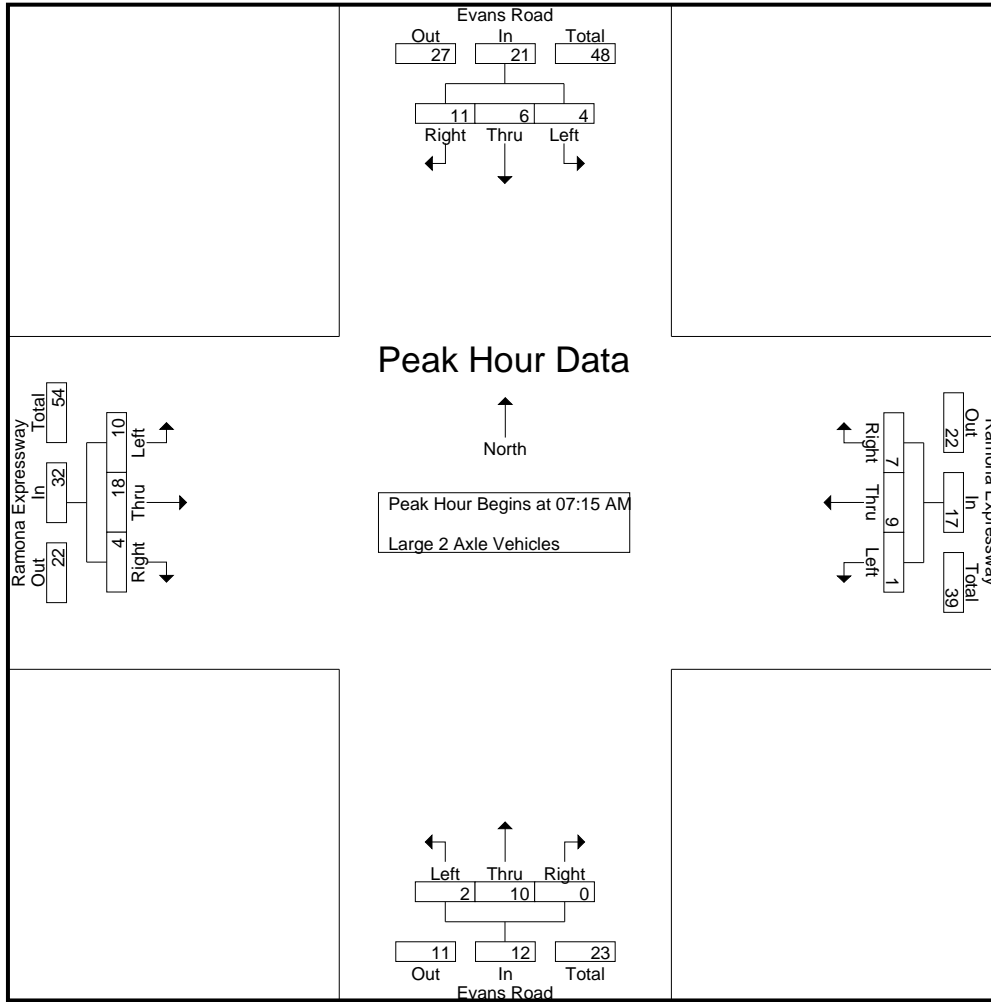
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	1	3	5	0	3	2	5	2	5	0	7	6	4	1	11	28
07:30 AM	0	2	3	5	1	3	2	6	0	1	0	1	2	3	2	7	19
07:45 AM	2	1	1	4	0	2	1	3	0	1	0	1	2	8	1	11	19
08:00 AM	1	2	4	7	0	1	2	3	0	3	0	3	0	3	0	3	16
Total Volume	4	6	11	21	1	9	7	17	2	10	0	12	10	18	4	32	82
% App. Total	19	28.6	52.4		5.9	52.9	41.2		16.7	83.3	0		31.2	56.2	12.5		
PHF	.500	.750	.688	.750	.250	.750	.875	.708	.250	.500	.000	.429	.417	.563	.500	.727	.732

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	3	5	0	3	2	5	2	5	0	7	6	4	1	11
+15 mins.	0	2	3	5	1	3	2	6	0	1	0	1	2	3	2	7
+30 mins.	2	1	1	4	0	2	1	3	0	1	0	1	2	8	1	11
+45 mins.	1	2	4	7	0	1	2	3	0	3	0	3	0	3	0	3
Total Volume	4	6	11	21	1	9	7	17	2	10	0	12	10	18	4	32
% App. Total	19	28.6	52.4		5.9	52.9	41.2		16.7	83.3	0		31.2	56.2	12.5	
PHF	.500	.750	.688	.750	.250	.750	.875	.708	.250	.500	.000	.429	.417	.563	.500	.727

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

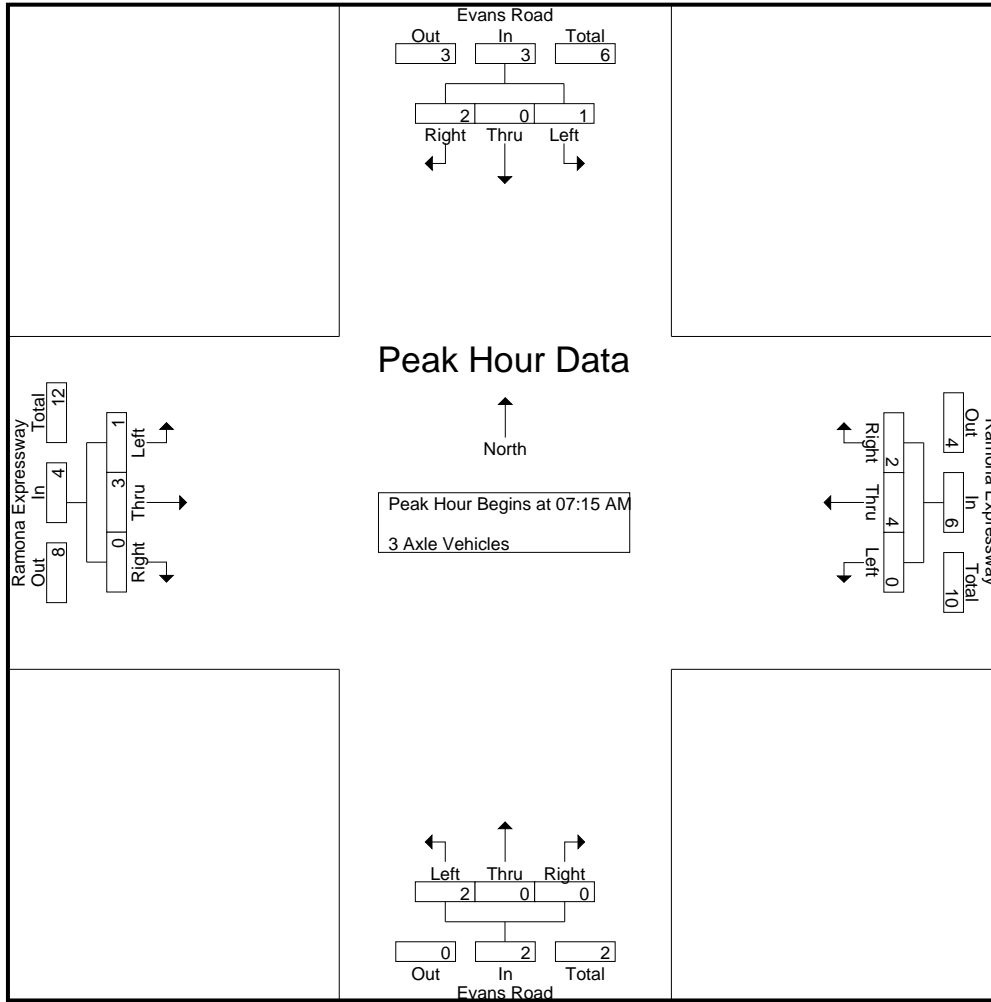
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	2	0	2	5
Total	1	0	1	2	0	4	2	6	0	0	0	0	1	8	0	9	17
08:00 AM	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
Total	1	0	1	2	0	4	0	4	2	0	0	2	0	5	0	5	13
Grand Total	2	0	2	4	0	8	2	10	2	0	0	2	1	13	0	14	30
Apprch %	50	0	50		0	80	20		100	0	0		7.1	92.9	0		
Total %	6.7	0	6.7	13.3	0	26.7	6.7	33.3	6.7	0	0	6.7	3.3	43.3	0	46.7	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	2	0	2	5
08:00 AM	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0	4
Total Volume	1	0	2	3	0	4	2	6	2	0	0	2	1	3	0	4	15
% App. Total	33.3	0	66.7		0	66.7	33.3		100	0	0		25	75	0		
PHF	.250	.000	.500	.375	.000	.500	.500	.500	.250	.000	.000	.250	.250	.375	.000	.500	.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 Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	1	0	1	2	0	0	1	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0
Total Volume	1	0	2	3	0	4	2	6	2	0	0	2	1	3	0	4
% App. Total	33.3	0	66.7		0	66.7	33.3		100	0	0		25	75	0	
PHF	.250	.000	.500	.375	.000	.500	.500	.500	.250	.000	.000	.250	.250	.375	.000	.500

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

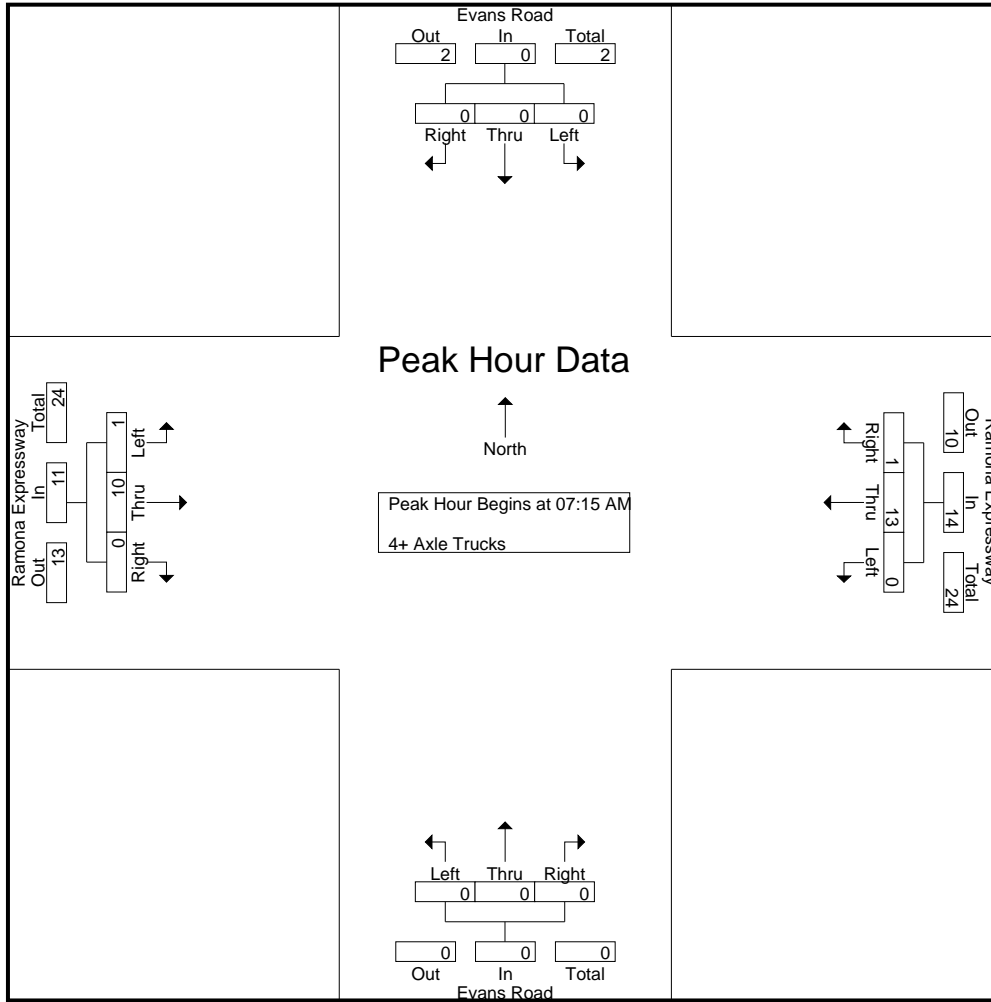
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	1	0	1	8
Total	1	0	0	1	0	11	1	12	0	0	0	0	0	11	0	11	24
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
08:15 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	1	1	0	15	0	15	0	0	0	0	1	14	0	15	31
Grand Total	1	0	1	2	0	26	1	27	0	0	0	0	1	25	0	26	55
Apprch %	50	0	50		0	96.3	3.7		0	0	0		3.8	96.2	0		
Total %	1.8	0	1.8	3.6	0	47.3	1.8	49.1	0	0	0	0	1.8	45.5	0	47.3	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	1	0	1	8
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	10	0	11	25
% App. Total	0	0	0		0	92.9	7.1		0	0	0		9.1	90.9	0		
PHF	.000	.000	.000	.000	.000	.542	.250	.500	.000	.000	.000	.000	.250	.500	.000	.550	.694

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

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

File Name : 02_PER_Evans_Ramona AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	6	1	7	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	10	0	11
% App. Total	0	0	0	0	0	92.9	7.1		0	0	0	0	9.1	90.9	0	
PHF	.000	.000	.000	.000	.000	.542	.250	.500	.000	.000	.000	.000	.250	.500	.000	.550

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

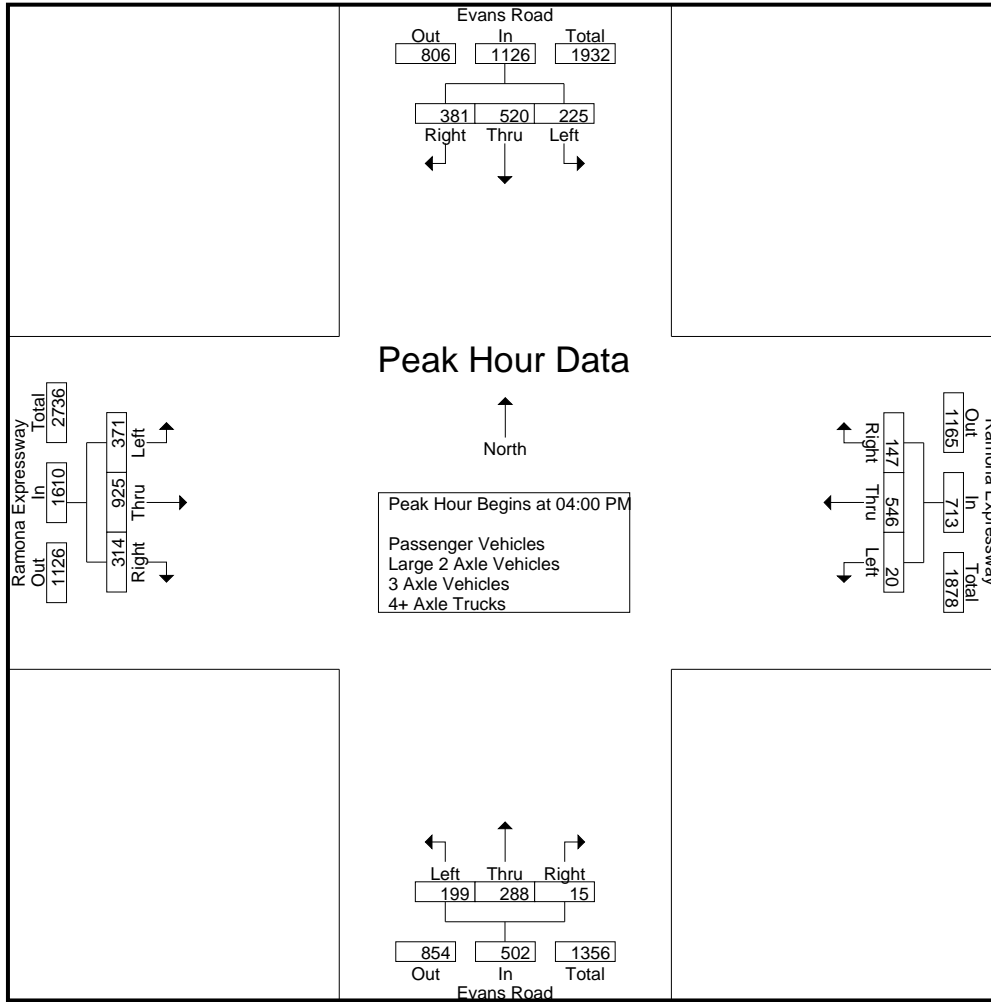
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	57	123	136	316	5	131	32	168	62	77	2	141	100	222	72	394	1019
04:15 PM	49	126	81	256	5	157	34	196	46	57	2	105	73	199	91	363	920
04:30 PM	62	124	86	272	4	129	44	177	50	87	8	145	79	270	80	429	1023
04:45 PM	57	147	78	282	6	129	37	172	41	67	3	111	119	234	71	424	989
Total	225	520	381	1126	20	546	147	713	199	288	15	502	371	925	314	1610	3951
05:00 PM	51	126	83	260	3	119	42	164	56	80	2	138	91	198	76	365	927
05:15 PM	68	95	61	224	4	120	42	166	42	56	2	100	96	205	66	367	857
05:30 PM	51	113	69	233	7	129	52	188	52	67	3	122	111	197	105	413	956
05:45 PM	45	103	70	218	7	129	37	173	52	67	8	127	75	242	101	418	936
Total	215	437	283	935	21	497	173	691	202	270	15	487	373	842	348	1563	3676
Grand Total	440	957	664	2061	41	1043	320	1404	401	558	30	989	744	1767	662	3173	7627
Apprch %	21.3	46.4	32.2		2.9	74.3	22.8		40.5	56.4	3		23.4	55.7	20.9		
Total %	5.8	12.5	8.7	27	0.5	13.7	4.2	18.4	5.3	7.3	0.4	13	9.8	23.2	8.7	41.6	
Passenger Vehicles	438	943	645	2026	41	998	313	1352	397	551	30	978	732	1739	652	3123	7479
% Passenger Vehicles	99.5	98.5	97.1	98.3	100	95.7	97.8	96.3	99	98.7	100	98.9	98.4	98.4	98.5	98.4	98.1
Large 2 Axle Vehicles	2	13	13	28	0	15	7	22	4	7	0	11	10	17	9	36	97
% Large 2 Axle Vehicles	0.5	1.4	2	1.4	0	1.4	2.2	1.6	1	1.3	0	1.1	1.3	1	1.4	1.1	1.3
3 Axle Vehicles	0	0	6	6	0	19	0	19	0	0	0	0	1	0	1	2	27
% 3 Axle Vehicles	0	0	0.9	0.3	0	1.8	0	1.4	0	0	0	0	0.1	0	0.2	0.1	0.4
4+ Axle Trucks	0	1	0	1	0	11	0	11	0	0	0	0	1	11	0	12	24
% 4+ Axle Trucks	0	0.1	0	0	0	1.1	0	0.8	0	0	0	0	0.1	0.6	0	0.4	0.3

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	57	123	136	316	5	131	32	168	62	77	2	141	100	222	72	394	1019
04:15 PM	49	126	81	256	5	157	34	196	46	57	2	105	73	199	91	363	920
04:30 PM	62	124	86	272	4	129	44	177	50	87	8	145	79	270	80	429	1023
04:45 PM	57	147	78	282	6	129	37	172	41	67	3	111	119	234	71	424	989
Total Volume	225	520	381	1126	20	546	147	713	199	288	15	502	371	925	314	1610	3951
% App. Total	20	46.2	33.8		2.8	76.6	20.6		39.6	57.4	3		23	57.5	19.5		
PHF	.907	.884	.700	.891	.833	.869	.835	.909	.802	.828	.469	.866	.779	.856	.863	.938	.966

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	57	123	136	316	5	131	32	168	62	77	2	141	100	222	72	394
+15 mins.	49	126	81	256	5	157	34	196	46	57	2	105	73	199	91	363
+30 mins.	62	124	86	272	4	129	44	177	50	87	8	145	79	270	80	429
+45 mins.	57	147	78	282	6	129	37	172	41	67	3	111	119	234	71	424
Total Volume	225	520	381	1126	20	546	147	713	199	288	15	502	371	925	314	1610
% App. Total	20	46.2	33.8		2.8	76.6	20.6		39.6	57.4	3		23	57.5	19.5	
PHF	.907	.884	.700	.891	.833	.869	.835	.909	.802	.828	.469	.866	.779	.856	.863	.938

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

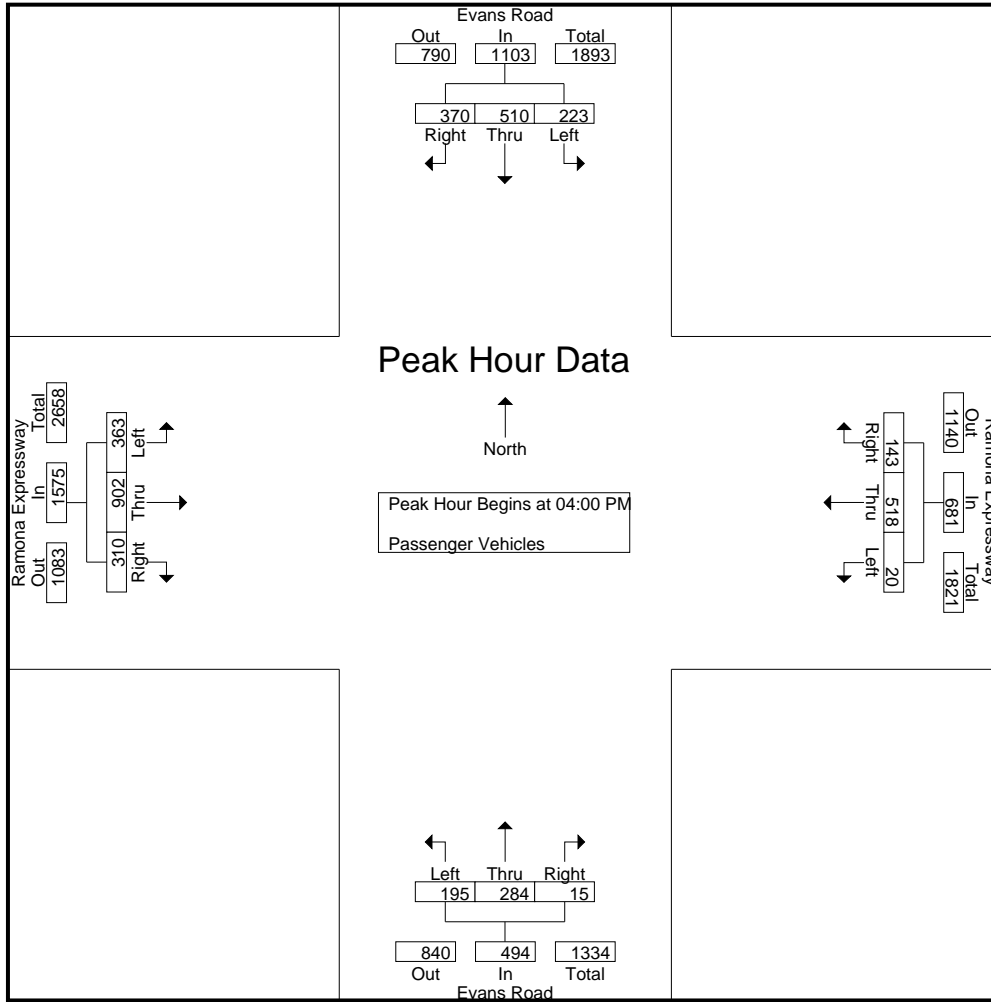
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	56	120	134	310	5	125	31	161	60	76	2	138	100	217	71	388	997
04:15 PM	49	123	78	250	5	149	34	188	46	56	2	104	70	191	91	352	894
04:30 PM	61	122	84	267	4	126	42	172	49	87	8	144	76	263	78	417	1000
04:45 PM	57	145	74	276	6	118	36	160	40	65	3	108	117	231	70	418	962
Total	223	510	370	1103	20	518	143	681	195	284	15	494	363	902	310	1575	3853
05:00 PM	51	124	76	251	3	115	42	160	56	79	2	137	91	196	74	361	909
05:15 PM	68	94	61	223	4	116	41	161	42	55	2	99	96	204	66	366	849
05:30 PM	51	112	69	232	7	126	52	185	52	67	3	122	111	197	104	412	951
05:45 PM	45	103	69	217	7	123	35	165	52	66	8	126	71	240	98	409	917
Total	215	433	275	923	21	480	170	671	202	267	15	484	369	837	342	1548	3626
Grand Total	438	943	645	2026	41	998	313	1352	397	551	30	978	732	1739	652	3123	7479
Apprch %	21.6	46.5	31.8		3	73.8	23.2		40.6	56.3	3.1		23.4	55.7	20.9		
Total %	5.9	12.6	8.6	27.1	0.5	13.3	4.2	18.1	5.3	7.4	0.4	13.1	9.8	23.3	8.7	41.8	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	56	120	134	310	5	125	31	161	60	76	2	138	100	217	71	388	997
04:15 PM	49	123	78	250	5	149	34	188	46	56	2	104	70	191	91	352	894
04:30 PM	61	122	84	267	4	126	42	172	49	87	8	144	76	263	78	417	1000
04:45 PM	57	145	74	276	6	118	36	160	40	65	3	108	117	231	70	418	962
Total Volume	223	510	370	1103	20	518	143	681	195	284	15	494	363	902	310	1575	3853
% App. Total	20.2	46.2	33.5		2.9	76.1	21		39.5	57.5	3		23	57.3	19.7		
PHF	.914	.879	.690	.890	.833	.869	.851	.906	.813	.816	.469	.858	.776	.857	.852	.942	.963

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

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	56	120	134	310	5	125	31	161	60	76	2	138	100	217	71	388
+15 mins.	49	123	78	250	5	149	34	188	46	56	2	104	70	191	91	352
+30 mins.	61	122	84	267	4	126	42	172	49	87	8	144	76	263	78	417
+45 mins.	57	145	74	276	6	118	36	160	40	65	3	108	117	231	70	418
Total Volume	223	510	370	1103	20	518	143	681	195	284	15	494	363	902	310	1575
% App. Total	20.2	46.2	33.5		2.9	76.1	21		39.5	57.5	3		23	57.3	19.7	
PHF	.914	.879	.690	.890	.833	.869	.851	.906	.813	.816	.469	.858	.776	.857	.852	.942

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

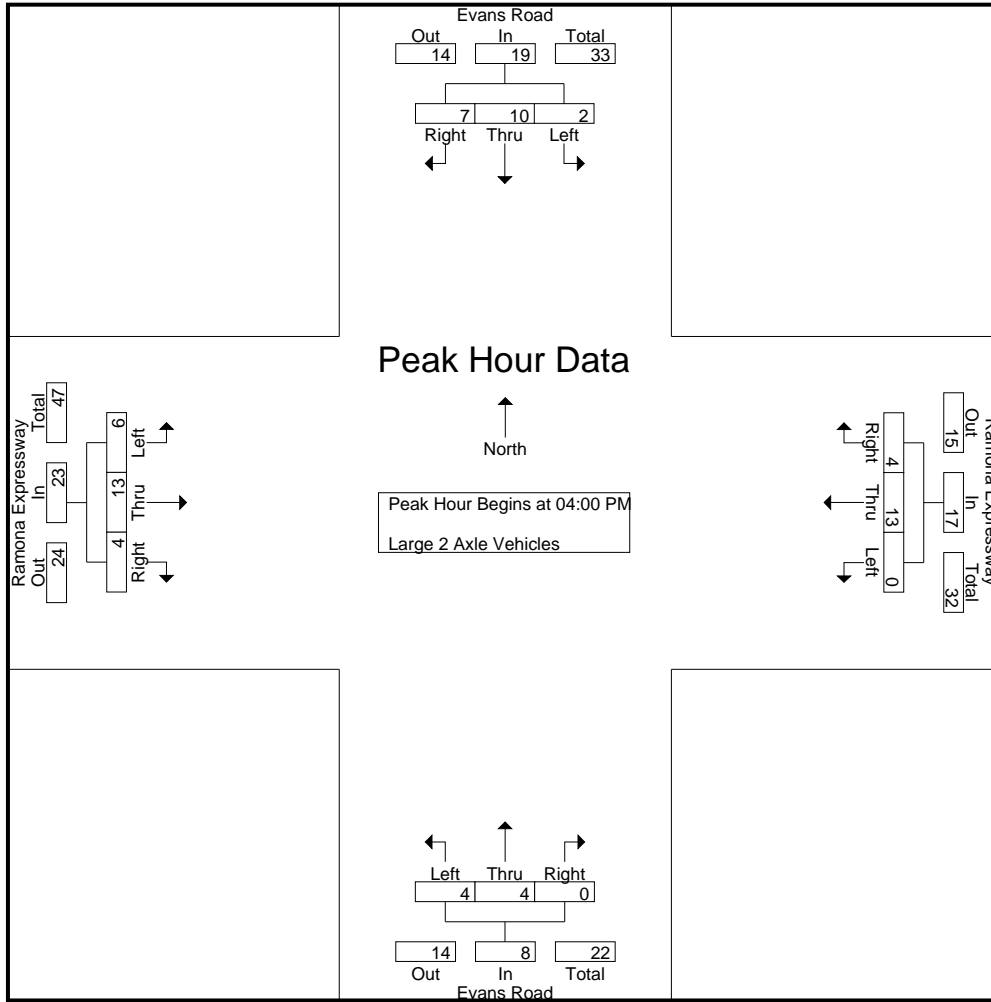
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	3	2	6	0	3	1	4	2	1	0	3	0	2	1	3	16
04:15 PM	0	3	3	6	0	4	0	4	0	1	0	1	3	7	0	10	21
04:30 PM	1	2	2	5	0	1	2	3	1	0	0	1	2	3	2	7	16
04:45 PM	0	2	0	2	0	5	1	6	1	2	0	3	1	1	1	3	14
Total	2	10	7	19	0	13	4	17	4	4	0	8	6	13	4	23	67
05:00 PM	0	1	5	6	0	0	0	0	0	1	0	1	0	2	2	4	11
05:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	1	1	0	2	2	4	0	1	0	1	4	1	2	7	13
Total	0	3	6	9	0	2	3	5	0	3	0	3	4	4	5	13	30
Grand Total	2	13	13	28	0	15	7	22	4	7	0	11	10	17	9	36	97
Apprch %	7.1	46.4	46.4		0	68.2	31.8		36.4	63.6	0		27.8	47.2	25		
Total %	2.1	13.4	13.4	28.9	0	15.5	7.2	22.7	4.1	7.2	0	11.3	10.3	17.5	9.3	37.1	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	3	2	6	0	3	1	4	2	1	0	3	0	2	1	3	16
04:15 PM	0	3	3	6	0	4	0	4	0	1	0	1	3	7	0	10	21
04:30 PM	1	2	2	5	0	1	2	3	1	0	0	1	2	3	2	7	16
04:45 PM	0	2	0	2	0	5	1	6	1	2	0	3	1	1	1	3	14
Total Volume	2	10	7	19	0	13	4	17	4	4	0	8	6	13	4	23	67
% App. Total	10.5	52.6	36.8		0	76.5	23.5		50	50	0		26.1	56.5	17.4		
PHF	.500	.833	.583	.792	.000	.650	.500	.708	.500	.500	.000	.667	.500	.464	.500	.575	.798

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

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	3	2	6	0	3	1	4	2	1	0	3	0	2	1	3
+15 mins.	0	3	3	6	0	4	0	4	0	1	0	1	3	7	0	10
+30 mins.	1	2	2	5	0	1	2	3	1	0	0	1	2	3	2	7
+45 mins.	0	2	0	2	0	5	1	6	1	2	0	3	1	1	1	3
Total Volume	2	10	7	19	0	13	4	17	4	4	0	8	6	13	4	23
% App. Total	10.5	52.6	36.8		0	76.5	23.5		50	50	0		26.1	56.5	17.4	
PHF	.500	.833	.583	.792	.000	.650	.500	.708	.500	.500	.000	.667	.500	.464	.500	.575

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

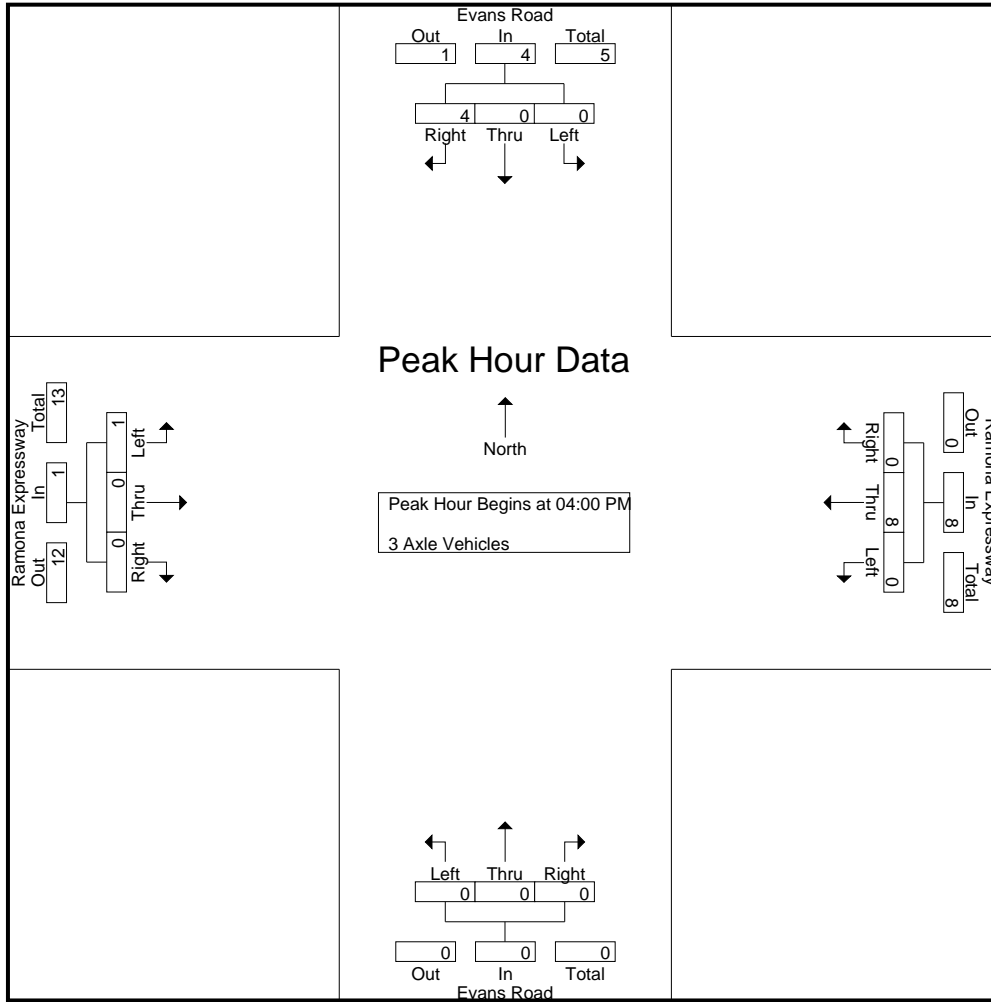
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	4	4	0	4	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	0	4	4	0	8	0	8	0	0	0	0	1	0	0	1	1	13
05:00 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	1	5
Total	0	0	2	2	0	11	0	11	0	0	0	0	0	0	1	1	1	14
Grand Total	0	0	6	6	0	19	0	19	0	0	0	0	1	0	1	2	2	27
Apprch %	0	0	100		0	100	0		0	0	0		50	0	50			
Total %	0	0	22.2	22.2	0	70.4	0	70.4	0	0	0	0	3.7	0	3.7	7.4		

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	4	4	0	4	0	4	0	0	0	0	0	0	0	0	0	8
Total Volume	0	0	4	4	0	8	0	8	0	0	0	0	1	0	0	1	1	13
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0			
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250		.406

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

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	4	4	0	4	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	8	0	8	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250

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

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

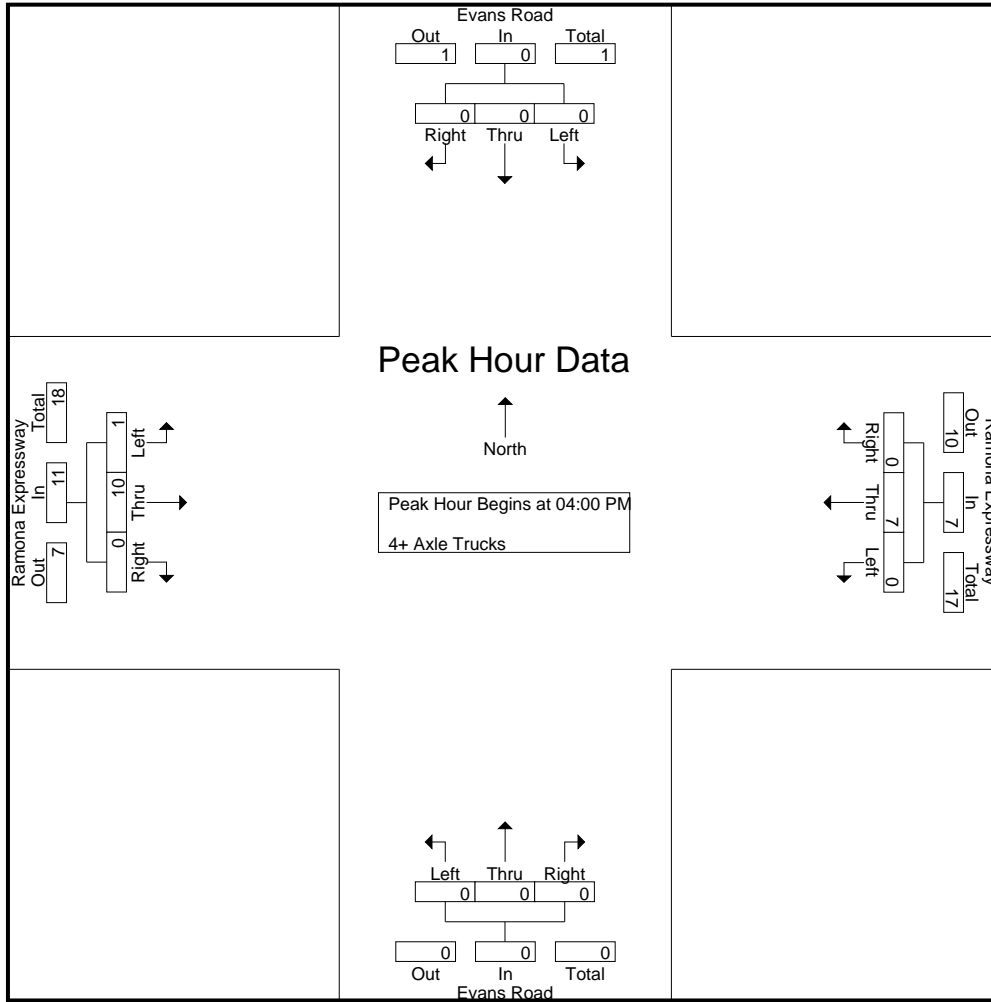
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
Total	0	0	0	0	0	7	0	7	0	0	0	0	1	10	0	11	18
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
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	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
Grand Total	0	1	0	1	0	11	0	11	0	0	0	0	1	11	0	12	24
Apprch %	0	100	0		0	100	0		0	0	0		8.3	91.7	0		
Total %	0	4.2	0	4.2	0	45.8	0	45.8	0	0	0	0	4.2	45.8	0	50	

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
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	2	0	2	0	0	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	1	10	0	11	18
% App. Total	0	0	0		0	100	0		0	0	0		9.1	90.9	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.250	.625	.000	.688	.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 Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_PER_Evans_Ramona PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	1	10	0	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	9.1	90.9	0	0
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.250	.625	.000	.688

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

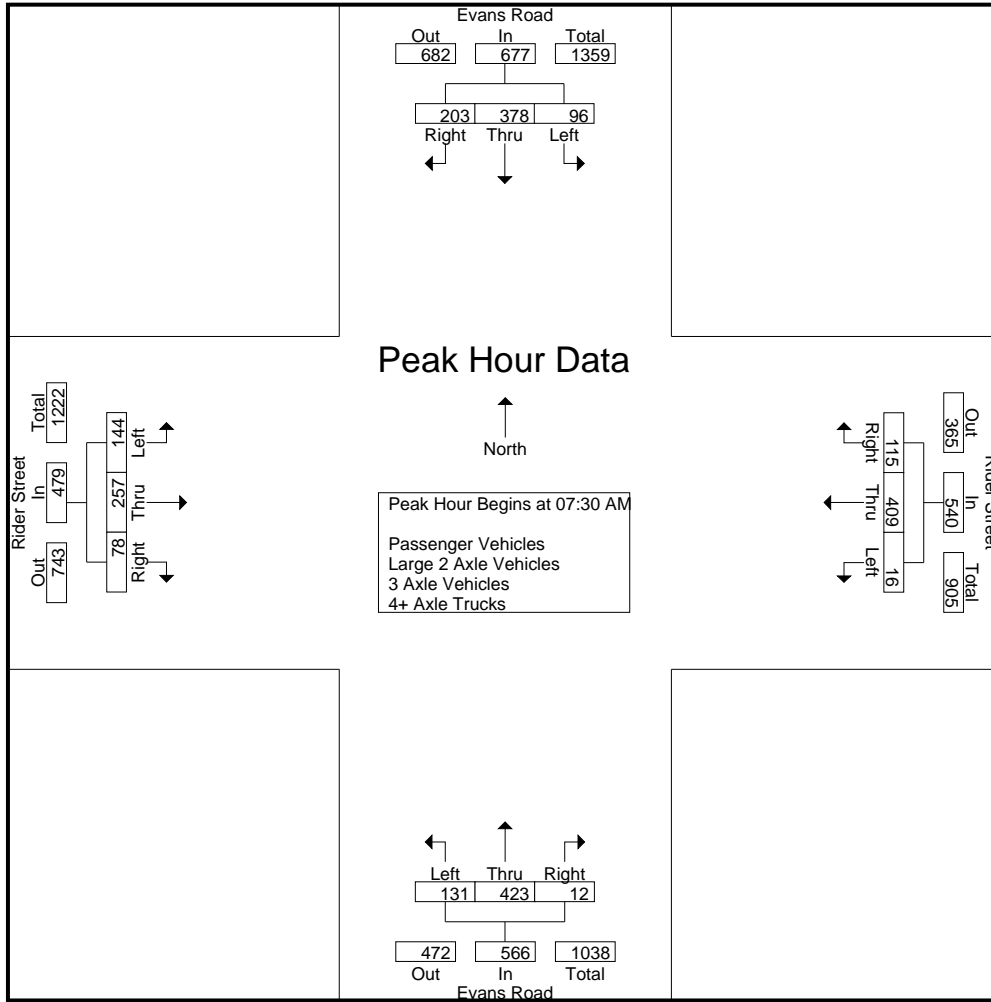
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	46	30	95	4	64	25	93	28	99	3	130	17	43	2	62	380
07:15 AM	26	55	50	131	1	82	26	109	30	94	5	129	38	69	9	116	485
07:30 AM	29	59	41	129	4	125	36	165	17	91	3	111	38	79	9	126	531
07:45 AM	37	77	80	194	8	123	39	170	25	110	5	140	43	92	17	152	656
Total	111	237	201	549	17	394	126	537	100	394	16	510	136	283	37	456	2052
08:00 AM	24	140	57	221	4	88	17	109	40	97	3	140	37	45	29	111	581
08:15 AM	6	102	25	133	0	73	23	96	49	125	1	175	26	41	23	90	494
08:30 AM	4	56	33	93	2	59	14	75	28	108	2	138	26	29	21	76	382
08:45 AM	2	35	26	63	0	31	9	40	9	52	0	61	12	26	4	42	206
Total	36	333	141	510	6	251	63	320	126	382	6	514	101	141	77	319	1663
Grand Total	147	570	342	1059	23	645	189	857	226	776	22	1024	237	424	114	775	3715
Apprch %	13.9	53.8	32.3		2.7	75.3	22.1		22.1	75.8	2.1		30.6	54.7	14.7		
Total %	4	15.3	9.2	28.5	0.6	17.4	5.1	23.1	6.1	20.9	0.6	27.6	6.4	11.4	3.1	20.9	
Passenger Vehicles	146	565	339	1050	23	640	188	851	218	764	22	1004	234	420	110	764	3669
% Passenger Vehicles	99.3	99.1	99.1	99.2	100	99.2	99.5	99.3	96.5	98.5	100	98	98.7	99.1	96.5	98.6	98.8
Large 2 Axle Vehicles	1	5	3	9	0	4	1	5	3	10	0	13	3	4	1	8	35
% Large 2 Axle Vehicles	0.7	0.9	0.9	0.8	0	0.6	0.5	0.6	1.3	1.3	0	1.3	1.3	0.9	0.9	1	0.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	2	2	0	4	0	0	1	1	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.9	0.3	0	0.4	0	0	0.9	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	1	0	1	3	0	0	3	0	0	2	2	6
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.1	1.3	0	0	0.3	0	0	1.8	0.3	0.2

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	29	59	41	129	4	125	36	165	17	91	3	111	38	79	9	126	531
07:45 AM	37	77	80	194	8	123	39	170	25	110	5	140	43	92	17	152	656
08:00 AM	24	140	57	221	4	88	17	109	40	97	3	140	37	45	29	111	581
08:15 AM	6	102	25	133	0	73	23	96	49	125	1	175	26	41	23	90	494
Total Volume	96	378	203	677	16	409	115	540	131	423	12	566	144	257	78	479	2262
% App. Total	14.2	55.8	30		3	75.7	21.3		23.1	74.7	2.1		30.1	53.7	16.3		
PHF	.649	.675	.634	.766	.500	.818	.737	.794	.668	.846	.600	.809	.837	.698	.672	.788	.862

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	07:30 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	29	59	41	129	1	82	26	109	25	110	5	140	38	69	9	116
+15 mins.	37	77	80	194	4	125	36	165	40	97	3	140	38	79	9	126
+30 mins.	24	140	57	221	8	123	39	170	49	125	1	175	43	92	17	152
+45 mins.	6	102	25	133	4	88	17	109	28	108	2	138	37	45	29	111
Total Volume	96	378	203	677	17	418	118	553	142	440	11	593	156	285	64	505
% App. Total	14.2	55.8	30		3.1	75.6	21.3		23.9	74.2	1.9		30.9	56.4	12.7	
PHF	.649	.675	.634	.766	.531	.836	.756	.813	.724	.880	.550	.847	.907	.774	.552	.831

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

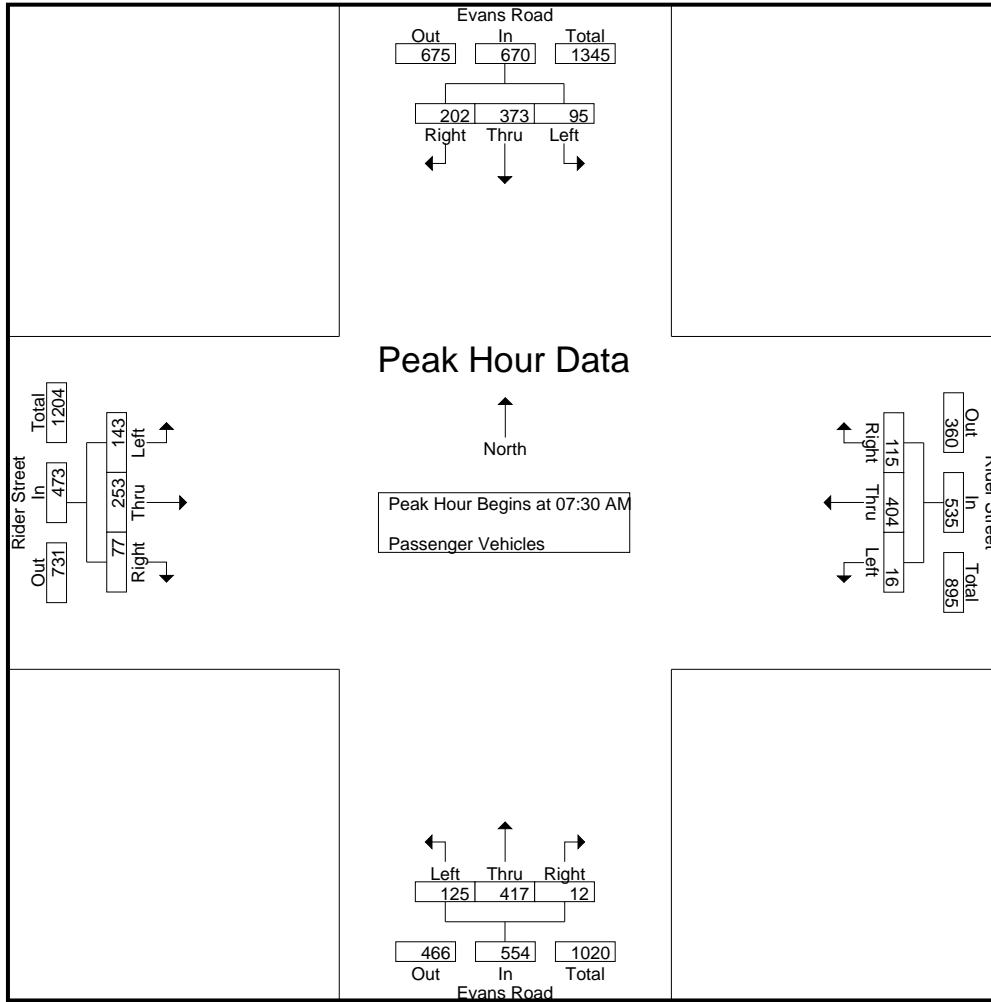
Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	46	30	95	4	64	25	93	26	98	3	127	17	43	2	62	377
07:15 AM	26	55	49	130	1	82	25	108	30	92	5	127	37	69	9	115	480
07:30 AM	28	58	41	127	4	123	36	163	15	90	3	108	38	79	8	125	523
07:45 AM	37	75	79	191	8	122	39	169	24	110	5	139	43	91	17	151	650
Total	110	234	199	543	17	391	125	533	95	390	16	501	135	282	36	453	2030
08:00 AM	24	138	57	219	4	88	17	109	38	94	3	135	36	44	29	109	572
08:15 AM	6	102	25	133	0	71	23	94	48	123	1	172	26	39	23	88	487
08:30 AM	4	56	32	92	2	59	14	75	28	106	2	136	25	29	20	74	377
08:45 AM	2	35	26	63	0	31	9	40	9	51	0	60	12	26	2	40	203
Total	36	331	140	507	6	249	63	318	123	374	6	503	99	138	74	311	1639
Grand Total	146	565	339	1050	23	640	188	851	218	764	22	1004	234	420	110	764	3669
Apprch %	13.9	53.8	32.3		2.7	75.2	22.1		21.7	76.1	2.2		30.6	55	14.4		
Total %	4	15.4	9.2	28.6	0.6	17.4	5.1	23.2	5.9	20.8	0.6	27.4	6.4	11.4	3	20.8	

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	58	41	127	4	123	36	163	15	90	3	108	38	79	8	125	523
07:45 AM	37	75	79	191	8	122	39	169	24	110	5	139	43	91	17	151	650
08:00 AM	24	138	57	219	4	88	17	109	38	94	3	135	36	44	29	109	572
08:15 AM	6	102	25	133	0	71	23	94	48	123	1	172	26	39	23	88	487
Total Volume	95	373	202	670	16	404	115	535	125	417	12	554	143	253	77	473	2232
% App. Total	14.2	55.7	30.1		3	75.5	21.5		22.6	75.3	2.2		30.2	53.5	16.3		
PHF	.642	.676	.639	.765	.500	.821	.737	.791	.651	.848	.600	.805	.831	.695	.664	.783	.858

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	28	58	41	127	4	123	36	163	15	90	3	108	38	79	8	125
+15 mins.	37	75	79	191	8	122	39	169	24	110	5	139	43	91	17	151
+30 mins.	24	138	57	219	4	88	17	109	38	94	3	135	36	44	29	109
+45 mins.	6	102	25	133	0	71	23	94	48	123	1	172	26	39	23	88
Total Volume	95	373	202	670	16	404	115	535	125	417	12	554	143	253	77	473
% App. Total	14.2	55.7	30.1		3	75.5	21.5		22.6	75.3	2.2		30.2	53.5	16.3	
PHF	.642	.676	.639	.765	.500	.821	.737	.791	.651	.848	.600	.805	.831	.695	.664	.783

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
07:15 AM	0	0	1	1	0	0	1	1	0	2	0	2	1	0	0	1	5
07:30 AM	1	1	0	2	0	1	0	1	1	1	0	2	0	0	1	1	6
07:45 AM	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
Total	1	3	2	6	0	2	1	3	2	4	0	6	1	1	1	3	18
08:00 AM	0	2	0	2	0	0	0	0	1	1	0	2	1	1	0	2	6
08:15 AM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
08:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	1	3	0	2	0	2	1	6	0	7	2	3	0	5	17
Grand Total	1	5	3	9	0	4	1	5	3	10	0	13	3	4	1	8	35
Apprch %	11.1	55.6	33.3		0	80	20		23.1	76.9	0		37.5	50	12.5		
Total %	2.9	14.3	8.6	25.7	0	11.4	2.9	14.3	8.6	28.6	0	37.1	8.6	11.4	2.9	22.9	

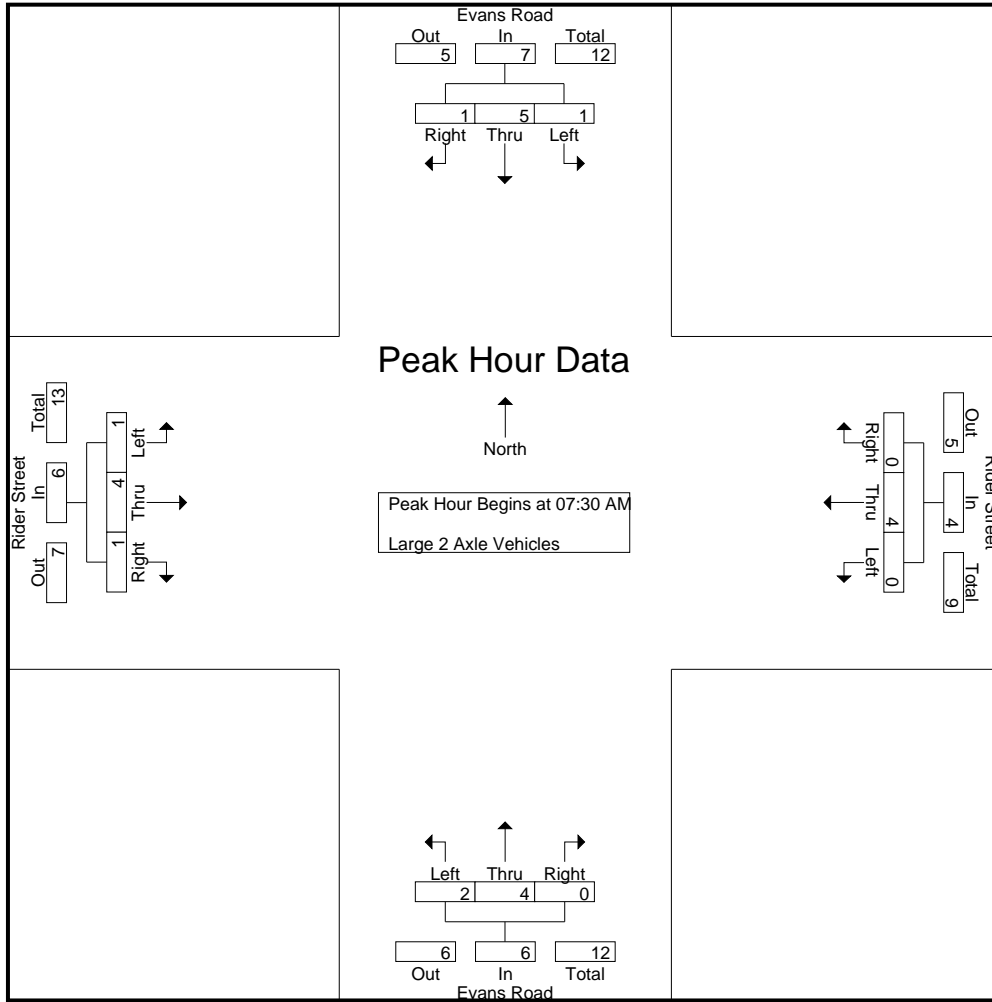
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	1	1	0	2	0	1	0	1	1	1	0	2	0	0	1	1	6
07:45 AM	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
08:00 AM	0	2	0	2	0	0	0	0	1	1	0	2	1	1	0	2	6
08:15 AM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
Total Volume	1	5	1	7	0	4	0	4	2	4	0	6	1	4	1	6	23
% App. Total	14.3	71.4	14.3		0	100	0		33.3	66.7	0		16.7	66.7	16.7		
PHF	.250	.625	.250	.583	.000	.500	.000	.500	.500	.500	.000	.750	.250	.500	.250	.750	.958

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 Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	1	0	2	0	1	0	1	1	1	0	2	0	0	1	1
+15 mins.	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	2	0	2	0	0	0	0	1	1	0	2	1	1	0	2
+45 mins.	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2
Total Volume	1	5	1	7	0	4	0	4	2	4	0	6	1	4	1	6
% App. Total	14.3	71.4	14.3		0	100	0		33.3	66.7	0		16.7	66.7	16.7	
PHF	.250	.625	.250	.583	.000	.500	.000	.500	.500	.500	.000	.750	.250	.500	.250	.750

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

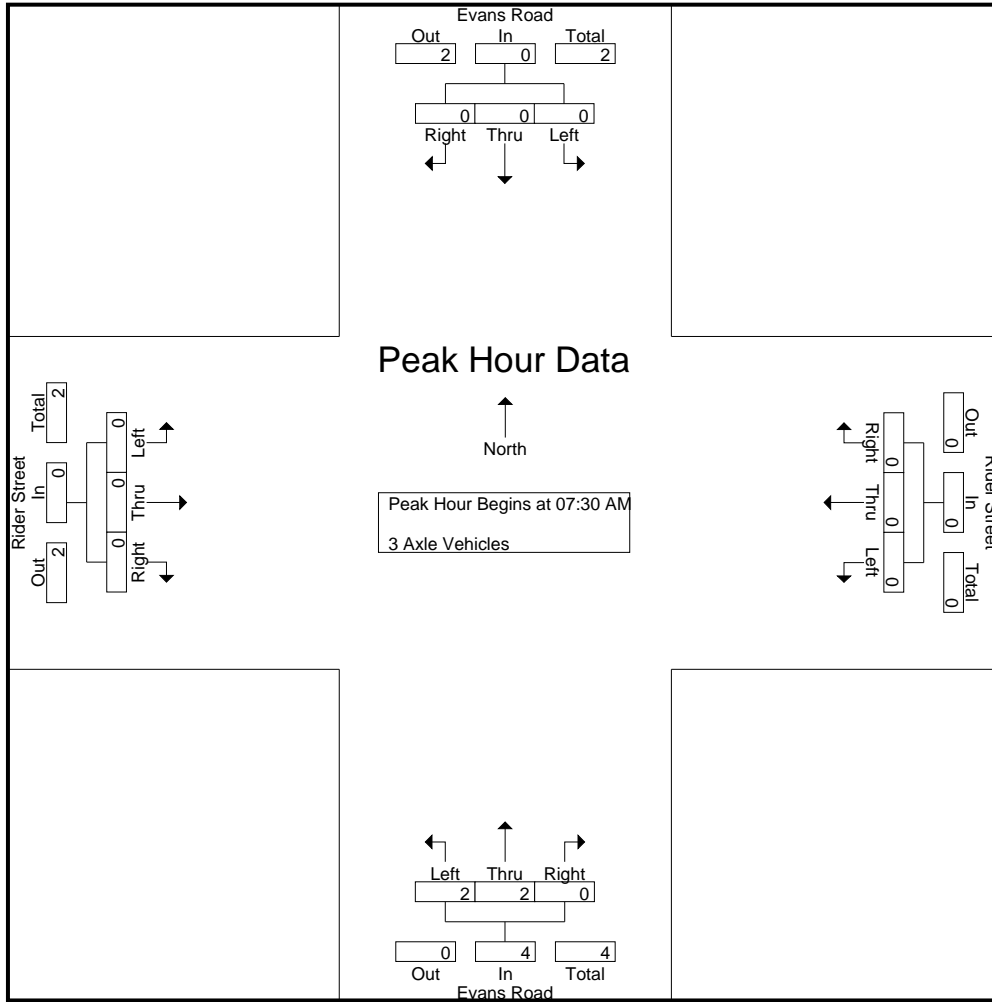
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	1	1	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	0	0	1	1	4
Grand Total	0	0	0	0	0	0	0	0	2	2	0	4	0	0	1	1	5
Apprch %	0	0	0		0	0	0		50	50	0		0	0	100		
Total %	0	0	0		0	0	0		40	40	0	80	0	0	20	20	

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.000	.500	.000	.000	.000	.000	.500

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 Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	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
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	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
Grand Total	0	0	0	0	0	1	0	1	3	0	0	3	0	0	2	2	6
Apprch %	0	0	0		0	100	0		100	0	0		0	0	100		
Total %	0	0	0		0	16.7	0	16.7	50	0	0	50	0	0	33.3	33.3	

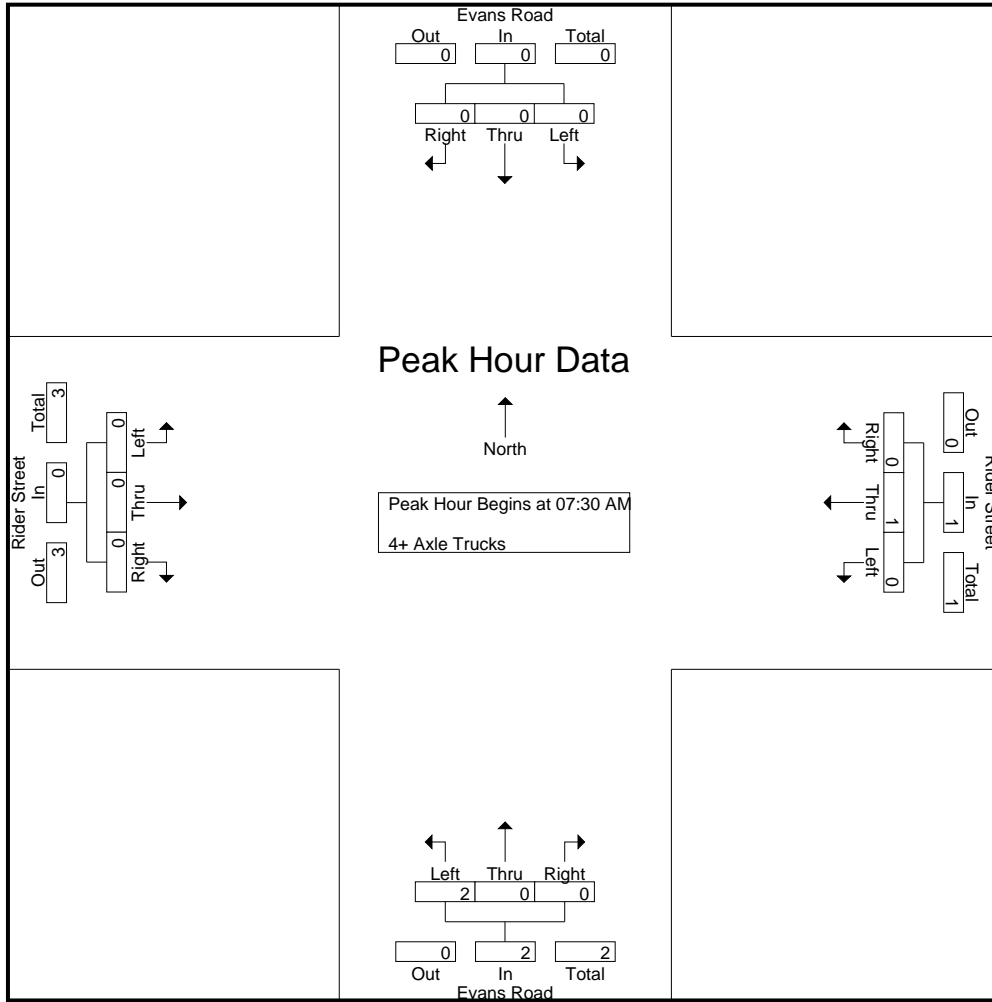
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 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	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.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 Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	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	2	0	0	2	2	0	0	2
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

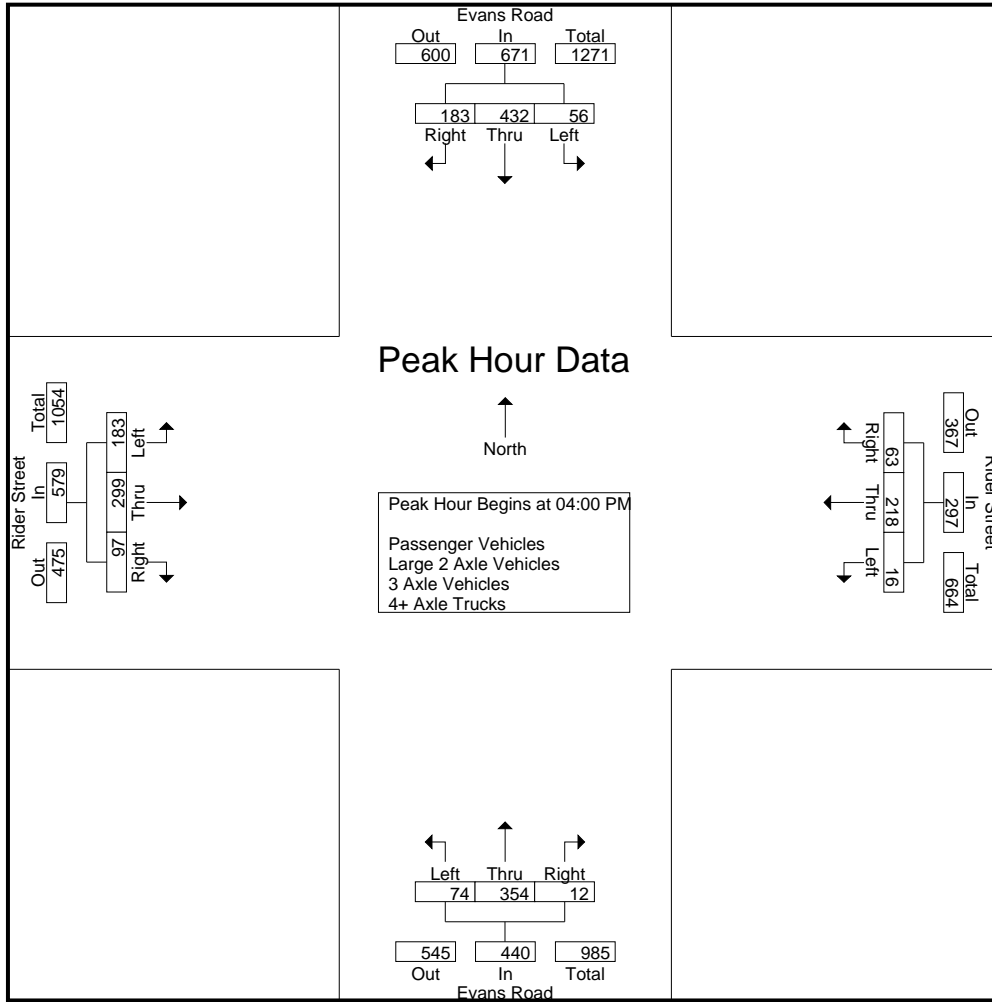
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	112	54	177	2	54	14	70	39	149	4	192	36	82	24	142	581
04:15 PM	18	95	44	157	4	66	20	90	17	76	2	95	31	74	27	132	474
04:30 PM	10	118	34	162	6	45	16	67	7	72	5	84	55	50	22	127	440
04:45 PM	17	107	51	175	4	53	13	70	11	57	1	69	61	93	24	178	492
Total	56	432	183	671	16	218	63	297	74	354	12	440	183	299	97	579	1987
05:00 PM	8	105	39	152	5	50	11	66	15	79	2	96	49	65	15	129	443
05:15 PM	15	97	46	158	2	38	6	46	14	73	1	88	39	59	21	119	411
05:30 PM	17	93	30	140	3	56	11	70	12	63	3	78	47	56	26	129	417
05:45 PM	20	82	42	144	6	40	10	56	23	78	3	104	41	54	16	111	415
Total	60	377	157	594	16	184	38	238	64	293	9	366	176	234	78	488	1686
Grand Total	116	809	340	1265	32	402	101	535	138	647	21	806	359	533	175	1067	3673
Apprch %	9.2	64	26.9		6	75.1	18.9		17.1	80.3	2.6		33.6	50	16.4		
Total %	3.2	22	9.3	34.4	0.9	10.9	2.7	14.6	3.8	17.6	0.6	21.9	9.8	14.5	4.8	29	
Passenger Vehicles	115	792	335	1242	32	396	99	527	133	645	21	799	354	521	174	1049	3617
% Passenger Vehicles	99.1	97.9	98.5	98.2	100	98.5	98	98.5	96.4	99.7	100	99.1	98.6	97.7	99.4	98.3	98.5
Large 2 Axle Vehicles	0	16	4	20	0	4	2	6	1	2	0	3	5	8	1	14	43
% Large 2 Axle Vehicles	0	2	1.2	1.6	0	1	2	1.1	0.7	0.3	0	0.4	1.4	1.5	0.6	1.3	1.2
3 Axle Vehicles	1	0	1	2	0	2	0	2	4	0	0	4	0	4	0	4	12
% 3 Axle Vehicles	0.9	0	0.3	0.2	0	0.5	0	0.4	2.9	0	0	0.5	0	0.8	0	0.4	0.3
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	112	54	177	2	54	14	70	39	149	4	192	36	82	24	142	581
04:15 PM	18	95	44	157	4	66	20	90	17	76	2	95	31	74	27	132	474
04:30 PM	10	118	34	162	6	45	16	67	7	72	5	84	55	50	22	127	440
04:45 PM	17	107	51	175	4	53	13	70	11	57	1	69	61	93	24	178	492
Total Volume	56	432	183	671	16	218	63	297	74	354	12	440	183	299	97	579	1987
% App. Total	8.3	64.4	27.3		5.4	73.4	21.2		16.8	80.5	2.7		31.6	51.6	16.8		
PHF	.778	.915	.847	.948	.667	.826	.788	.825	.474	.594	.600	.573	.750	.804	.898	.813	.855

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	11	112	54	177	2	54	14	70	39	149	4	192	36	82	24	142
+15 mins.	18	95	44	157	4	66	20	90	17	76	2	95	31	74	27	132
+30 mins.	10	118	34	162	6	45	16	67	7	72	5	84	55	50	22	127
+45 mins.	17	107	51	175	4	53	13	70	11	57	1	69	61	93	24	178
Total Volume	56	432	183	671	16	218	63	297	74	354	12	440	183	299	97	579
% App. Total	8.3	64.4	27.3		5.4	73.4	21.2		16.8	80.5	2.7		31.6	51.6	16.8	
PHF	.778	.915	.847	.948	.667	.826	.788	.825	.474	.594	.600	.573	.750	.804	.898	.813

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

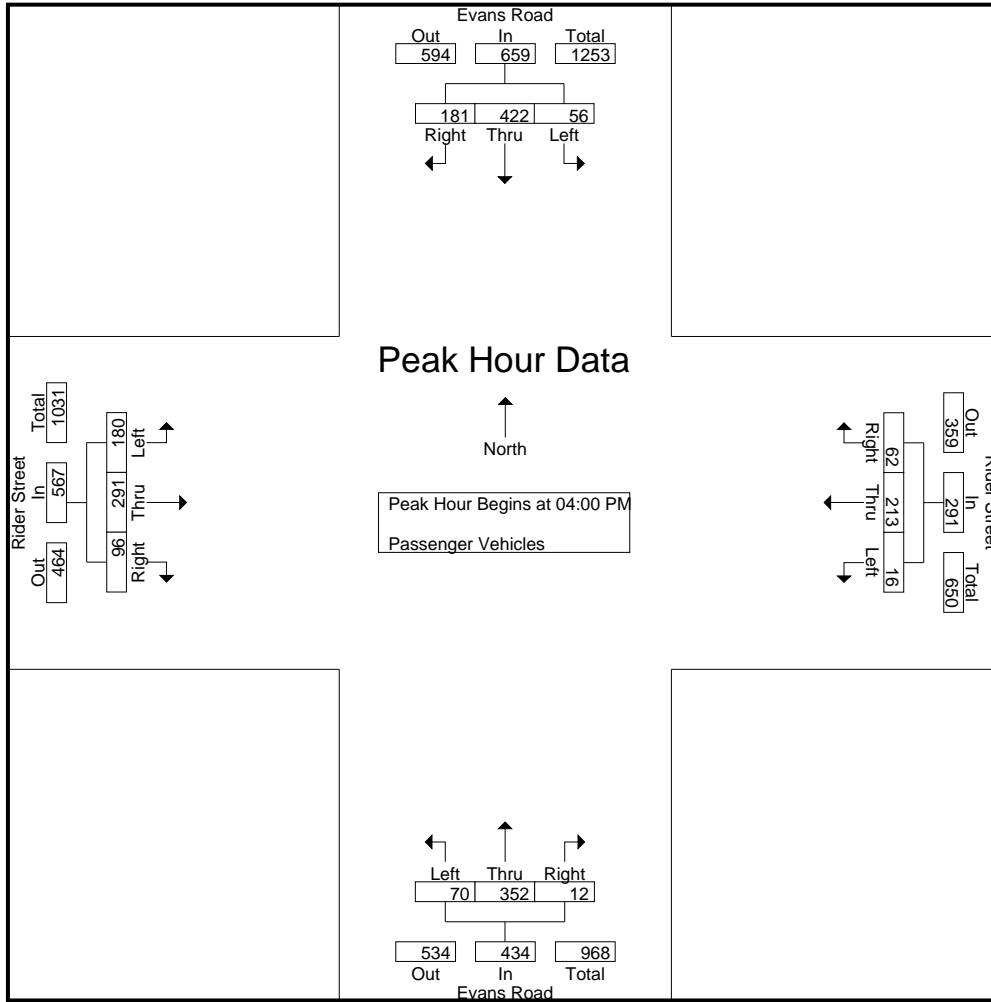
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	110	53	174	2	53	14	69	37	149	4	190	35	81	23	139	572
04:15 PM	18	93	44	155	4	65	20	89	17	75	2	94	31	71	27	129	467
04:30 PM	10	113	34	157	6	44	16	66	6	71	5	82	54	48	22	124	429
04:45 PM	17	106	50	173	4	51	12	67	10	57	1	68	60	91	24	175	483
Total	56	422	181	659	16	213	62	291	70	352	12	434	180	291	96	567	1951
05:00 PM	8	102	38	148	5	49	11	65	15	79	2	96	48	65	15	128	437
05:15 PM	15	95	45	155	2	38	6	46	13	73	1	87	38	58	21	117	405
05:30 PM	17	92	29	138	3	56	11	70	12	63	3	78	47	54	26	127	413
05:45 PM	19	81	42	142	6	40	9	55	23	78	3	104	41	53	16	110	411
Total	59	370	154	583	16	183	37	236	63	293	9	365	174	230	78	482	1666
Grand Total	115	792	335	1242	32	396	99	527	133	645	21	799	354	521	174	1049	3617
Apprch %	9.3	63.8	27		6.1	75.1	18.8		16.6	80.7	2.6		33.7	49.7	16.6		
Total %	3.2	21.9	9.3	34.3	0.9	10.9	2.7	14.6	3.7	17.8	0.6	22.1	9.8	14.4	4.8	29	

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	110	53	174	2	53	14	69	37	149	4	190	35	81	23	139	572
04:15 PM	18	93	44	155	4	65	20	89	17	75	2	94	31	71	27	129	467
04:30 PM	10	113	34	157	6	44	16	66	6	71	5	82	54	48	22	124	429
04:45 PM	17	106	50	173	4	51	12	67	10	57	1	68	60	91	24	175	483
Total Volume	56	422	181	659	16	213	62	291	70	352	12	434	180	291	96	567	1951
% App. Total	8.5	64	27.5		5.5	73.2	21.3		16.1	81.1	2.8		31.7	51.3	16.9		
PHF	.778	.934	.854	.947	.667	.819	.775	.817	.473	.591	.600	.571	.750	.799	.889	.810	.853

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	11	110	53	174	2	53	14	69	37	149	4	190	35	81	23	139
+15 mins.	18	93	44	155	4	65	20	89	17	75	2	94	31	71	27	129
+30 mins.	10	113	34	157	6	44	16	66	6	71	5	82	54	48	22	124
+45 mins.	17	106	50	173	4	51	12	67	10	57	1	68	60	91	24	175
Total Volume	56	422	181	659	16	213	62	291	70	352	12	434	180	291	96	567
% App. Total	8.5	64	27.5		5.5	73.2	21.3		16.1	81.1	2.8		31.7	51.3	16.9	
PHF	.778	.934	.854	.947	.667	.819	.775	.817	.473	.591	.600	.571	.750	.799	.889	.810

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

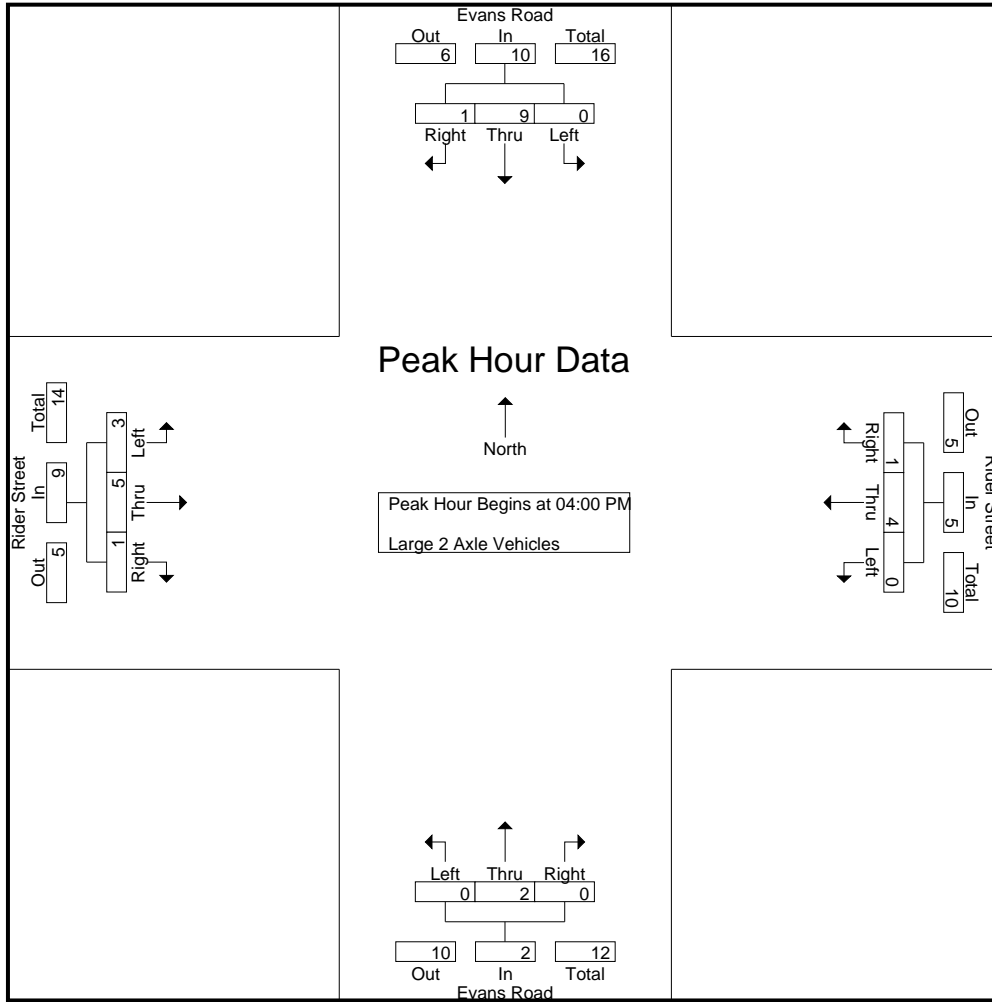
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	1	1	3	5
04:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
04:30 PM	0	5	0	5	0	1	0	1	0	1	0	1	1	1	0	2	9
04:45 PM	0	1	1	2	0	2	1	3	0	0	0	0	1	1	0	2	7
Total	0	9	1	10	0	4	1	5	0	2	0	2	3	5	1	9	26
05:00 PM	0	3	1	4	0	0	0	0	0	0	0	0	1	0	0	1	5
05:15 PM	0	2	1	3	0	0	0	0	1	0	0	1	1	1	0	2	6
05:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	7	3	10	0	0	1	1	1	0	0	1	2	3	0	5	17
Grand Total	0	16	4	20	0	4	2	6	1	2	0	3	5	8	1	14	43
Apprch %	0	80	20		0	66.7	33.3		33.3	66.7	0		35.7	57.1	7.1		
Total %	0	37.2	9.3	46.5	0	9.3	4.7	14	2.3	4.7	0	7	11.6	18.6	2.3	32.6	

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	1	1	3	5
04:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
04:30 PM	0	5	0	5	0	1	0	1	0	1	0	1	1	1	0	2	9
04:45 PM	0	1	1	2	0	2	1	3	0	0	0	0	1	1	0	2	7
Total Volume	0	9	1	10	0	4	1	5	0	2	0	2	3	5	1	9	26
% App. Total	0	90	10		0	80	20		0	100	0		33.3	55.6	11.1		
PHF	.000	.450	.250	.500	.000	.500	.250	.417	.000	.500	.000	.500	.750	.625	.250	.750	.722

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	1	1	3
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2
+30 mins.	0	5	0	5	0	1	0	1	0	1	0	1	1	1	0	2
+45 mins.	0	1	1	2	0	2	1	3	0	0	0	0	1	1	0	2
Total Volume	0	9	1	10	0	4	1	5	0	2	0	2	3	5	1	9
% App. Total	0	90	10		0	80	20		0	100	0		33.3	55.6	11.1	
PHF	.000	.450	.250	.500	.000	.500	.250	.417	.000	.500	.000	.500	.750	.625	.250	.750

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	1	1	0	1	0	1	4	0	0	4	0	3	0	3	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Grand Total	1	0	1	2	0	2	0	2	4	0	0	4	0	4	0	4	12
Apprch %	50	0	50		0	100	0		100	0	0		0	100	0		
Total %	8.3	0	8.3	16.7	0	16.7	0	16.7	33.3	0	0	33.3	0	33.3	0	33.3	

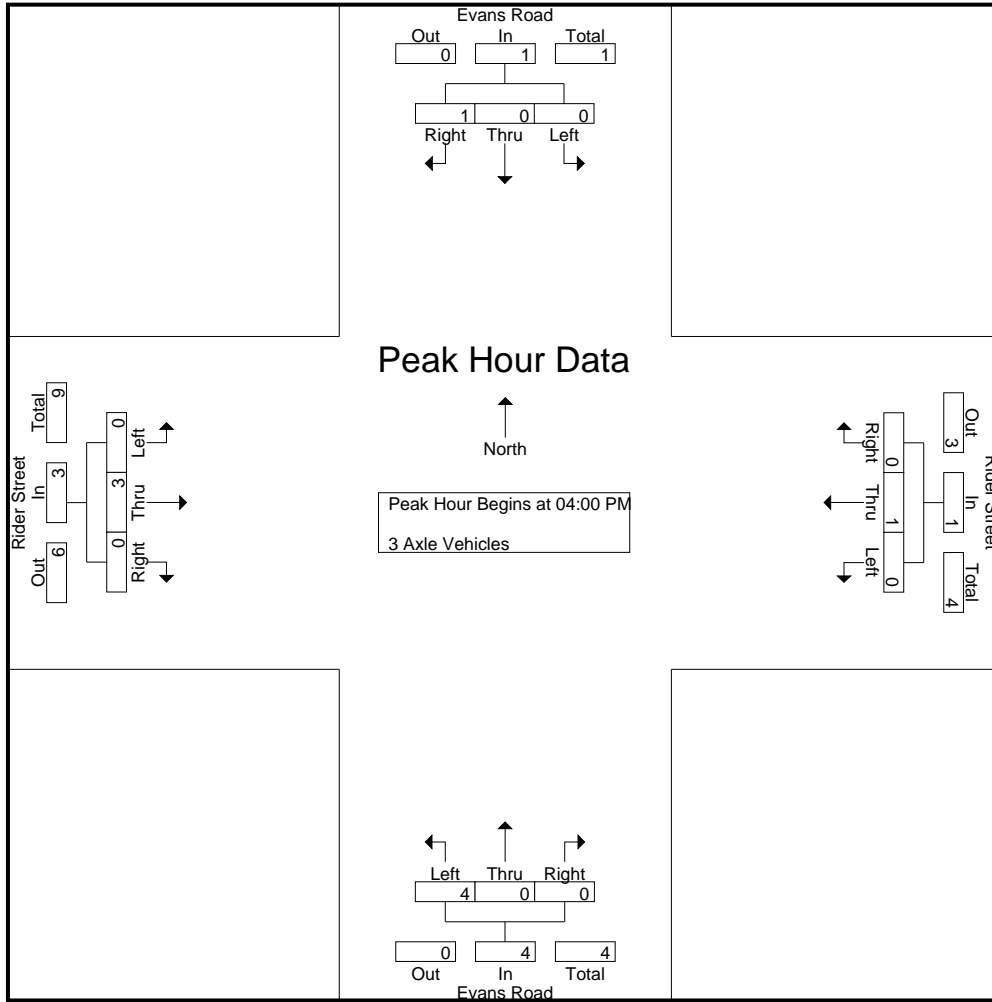
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	0	1	1	0	1	0	1	4	0	0	4	0	3	0	3	9
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.500	.000	.000	.500	.000	.750	.000	.750	.563

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM							
+0 mins.	0	0	1	1	0	1	0	1	2	0	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1
Total Volume	0	0	1	1	0	1	0	1	4	0	0	4	0	3	0	3	0	3	0	3
% App. Total	0	0	100	100	0	100	0	100	100	0	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.500	.000	.000	.500	.000	.750	.000	.750	.000	.750	.000	.750

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
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Groups Printed- 4+ Axle Trucks

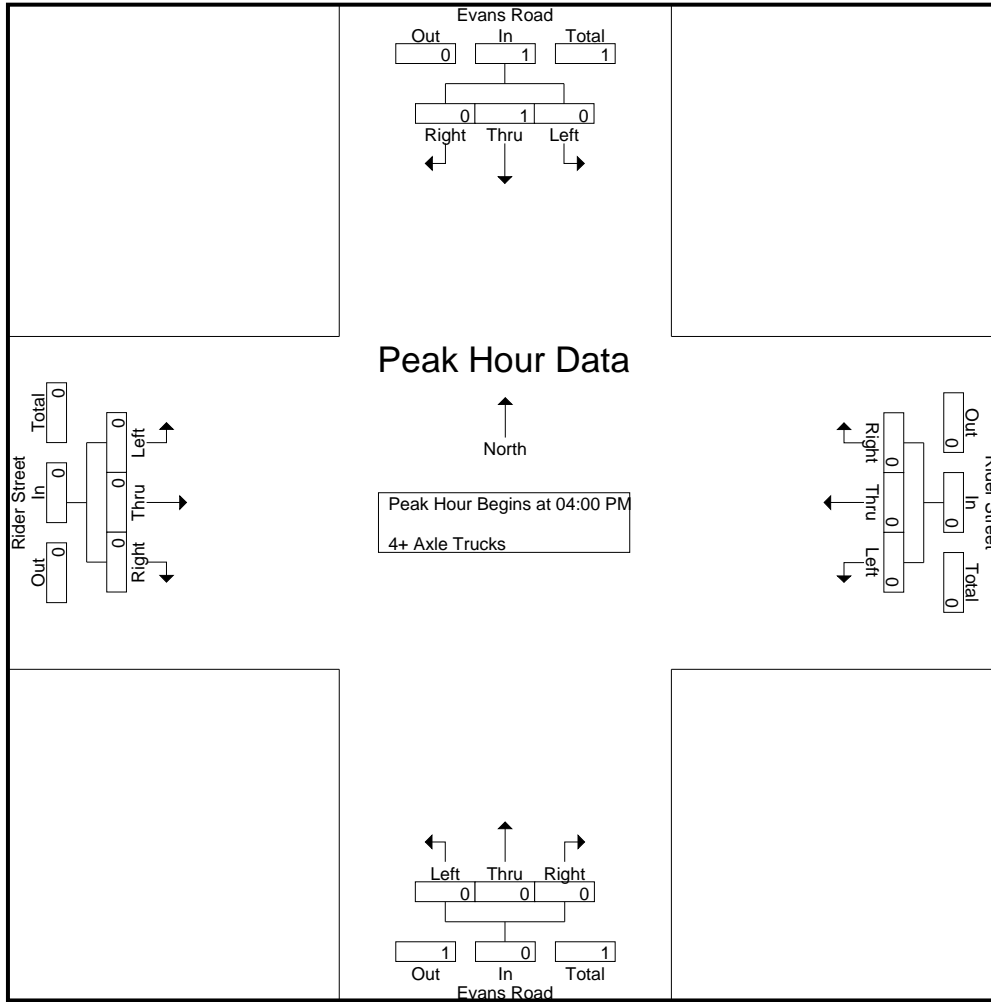
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	1	0	1	0	0	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	0	0
04:45 PM	0	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	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	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	0
Grand Total	0	1	0	1	0	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		0	0	
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		0	0	

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	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	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 04_PER_Evans_Rider PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

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

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

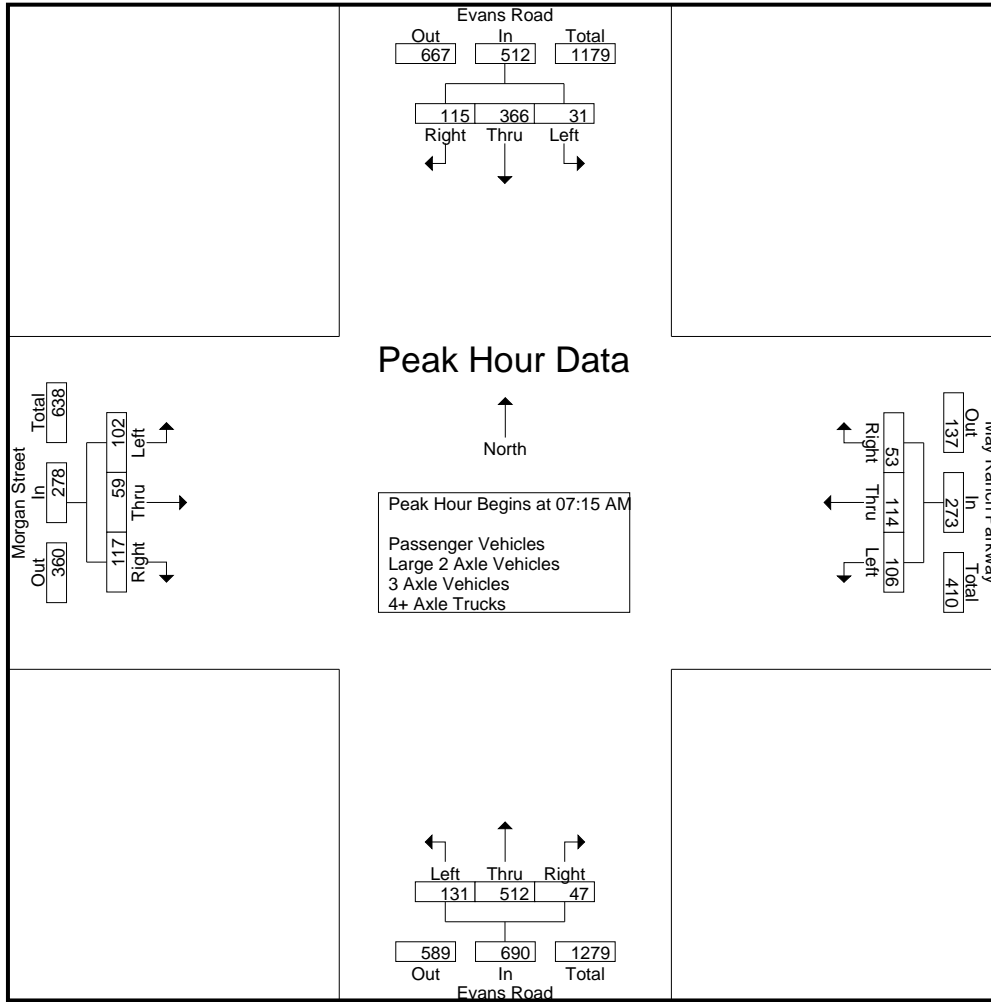
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	55	21	79	20	7	21	48	12	129	5	146	9	4	6	19	292
07:15 AM	1	79	23	103	18	9	9	36	30	134	4	168	15	7	21	43	350
07:30 AM	5	82	36	123	21	44	18	83	38	117	8	163	30	17	28	75	444
07:45 AM	8	93	37	138	26	48	11	85	40	128	12	180	27	13	30	70	473
Total	17	309	117	443	85	108	59	252	120	508	29	657	81	41	85	207	1559
08:00 AM	17	112	19	148	41	13	15	69	23	133	23	179	30	22	38	90	486
08:15 AM	7	77	6	90	25	2	14	41	24	119	16	159	14	5	24	43	333
08:30 AM	8	71	4	83	14	0	12	26	12	126	22	160	5	0	11	16	285
08:45 AM	5	48	4	57	16	1	8	25	6	70	6	82	8	3	3	14	178
Total	37	308	33	378	96	16	49	161	65	448	67	580	57	30	76	163	1282
Grand Total	54	617	150	821	181	124	108	413	185	956	96	1237	138	71	161	370	2841
Apprch %	6.6	75.2	18.3		43.8	30	26.2		15	77.3	7.8		37.3	19.2	43.5		
Total %	1.9	21.7	5.3	28.9	6.4	4.4	3.8	14.5	6.5	33.7	3.4	43.5	4.9	2.5	5.7	13	
Passenger Vehicles	54	606	148	808	179	123	108	410	184	938	96	1218	135	70	160	365	2801
% Passenger Vehicles	100	98.2	98.7	98.4	98.9	99.2	100	99.3	99.5	98.1	100	98.5	97.8	98.6	99.4	98.6	98.6
Large 2 Axle Vehicles	0	11	2	13	2	1	0	3	1	16	0	17	3	1	1	5	38
% Large 2 Axle Vehicles	0	1.8	1.3	1.6	1.1	0.8	0	0.7	0.5	1.7	0	1.4	2.2	1.4	0.6	1.4	1.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 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	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	79	23	103	18	9	9	36	30	134	4	168	15	7	21	43	350
07:30 AM	5	82	36	123	21	44	18	83	38	117	8	163	30	17	28	75	444
07:45 AM	8	93	37	138	26	48	11	85	40	128	12	180	27	13	30	70	473
08:00 AM	17	112	19	148	41	13	15	69	23	133	23	179	30	22	38	90	486
Total Volume	31	366	115	512	106	114	53	273	131	512	47	690	102	59	117	278	1753
% App. Total	6.1	71.5	22.5		38.8	41.8	19.4		19	74.2	6.8		36.7	21.2	42.1		
PHF	.456	.817	.777	.865	.646	.594	.736	.803	.819	.955	.511	.958	.850	.670	.770	.772	.902

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	1	79	23	103	21	44	18	83	30	134	4	168	15	7	21	43
+15 mins.	5	82	36	123	26	48	11	85	38	117	8	163	30	17	28	75
+30 mins.	8	93	37	138	41	13	15	69	40	128	12	180	27	13	30	70
+45 mins.	17	112	19	148	25	2	14	41	23	133	23	179	30	22	38	90
Total Volume	31	366	115	512	113	107	58	278	131	512	47	690	102	59	117	278
% App. Total	6.1	71.5	22.5		40.6	38.5	20.9		19	74.2	6.8		36.7	21.2	42.1	
PHF	.456	.817	.777	.865	.689	.557	.806	.818	.819	.955	.511	.958	.850	.670	.770	.772

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	53	21	77	20	7	21	48	12	128	5	145	9	3	6	18	288
07:15 AM	1	78	23	102	18	9	9	36	30	128	4	162	15	7	21	43	343
07:30 AM	5	77	36	118	20	43	18	81	38	116	8	162	30	17	28	75	436
07:45 AM	8	92	37	137	25	48	11	84	40	128	12	180	27	13	30	70	471
Total	17	300	117	434	83	107	59	249	120	500	29	649	81	40	85	206	1538
08:00 AM	17	111	19	147	41	13	15	69	23	129	23	175	30	22	38	90	481
08:15 AM	7	76	5	88	25	2	14	41	23	117	16	156	13	5	24	42	327
08:30 AM	8	71	4	83	14	0	12	26	12	123	22	157	4	0	10	14	280
08:45 AM	5	48	3	56	16	1	8	25	6	69	6	81	7	3	3	13	175
Total	37	306	31	374	96	16	49	161	64	438	67	569	54	30	75	159	1263
Grand Total	54	606	148	808	179	123	108	410	184	938	96	1218	135	70	160	365	2801
Apprch %	6.7	75	18.3		43.7	30	26.3		15.1	77	7.9		37	19.2	43.8		
Total %	1.9	21.6	5.3	28.8	6.4	4.4	3.9	14.6	6.6	33.5	3.4	43.5	4.8	2.5	5.7	13	

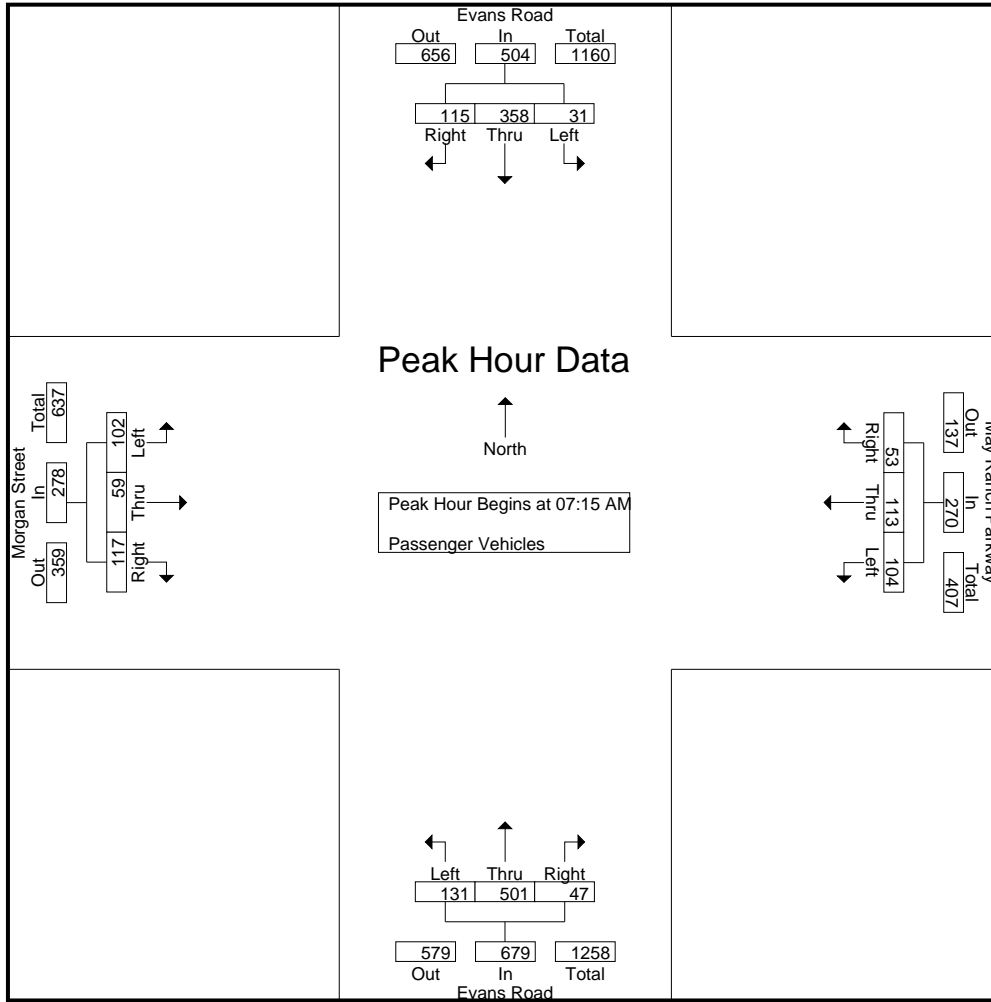
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	78	23	102	18	9	9	36	30	128	4	162	15	7	21	43	343
07:30 AM	5	77	36	118	20	43	18	81	38	116	8	162	30	17	28	75	436
07:45 AM	8	92	37	137	25	48	11	84	40	128	12	180	27	13	30	70	471
08:00 AM	17	111	19	147	41	13	15	69	23	129	23	175	30	22	38	90	481
Total Volume	31	358	115	504	104	113	53	270	131	501	47	679	102	59	117	278	1731
% App. Total	6.2	71	22.8		38.5	41.9	19.6		19.3	73.8	6.9		36.7	21.2	42.1		
PHF	.456	.806	.777	.857	.634	.589	.736	.804	.819	.971	.511	.943	.850	.670	.770	.772	.900

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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.	1	78	23	102	18	9	9	36	30	128	4	162	15	7	21	43
+15 mins.	5	77	36	118	20	43	18	81	38	116	8	162	30	17	28	75
+30 mins.	8	92	37	137	25	48	11	84	40	128	12	180	27	13	30	70
+45 mins.	17	111	19	147	41	13	15	69	23	129	23	175	30	22	38	90
Total Volume	31	358	115	504	104	113	53	270	131	501	47	679	102	59	117	278
% App. Total	6.2	71	22.8		38.5	41.9	19.6		19.3	73.8	6.9		36.7	21.2	42.1	
PHF	.456	.806	.777	.857	.634	.589	.736	.804	.819	.971	.511	.943	.850	.670	.770	.772

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
07:15 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
07:30 AM	0	5	0	5	1	1	0	2	0	1	0	1	0	0	0	0	8
07:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	9	0	9	2	1	0	3	0	8	0	8	0	1	0	1	21
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	1	2	0	0	0	0	1	2	0	3	1	0	0	1	6
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	1	2	5
08:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	2	2	4	0	0	0	0	1	8	0	9	3	0	1	4	17
Grand Total	0	11	2	13	2	1	0	3	1	16	0	17	3	1	1	5	38
Apprch %	0	84.6	15.4		66.7	33.3	0		5.9	94.1	0		60	20	20		
Total %	0	28.9	5.3	34.2	5.3	2.6	0	7.9	2.6	42.1	0	44.7	7.9	2.6	2.6	13.2	

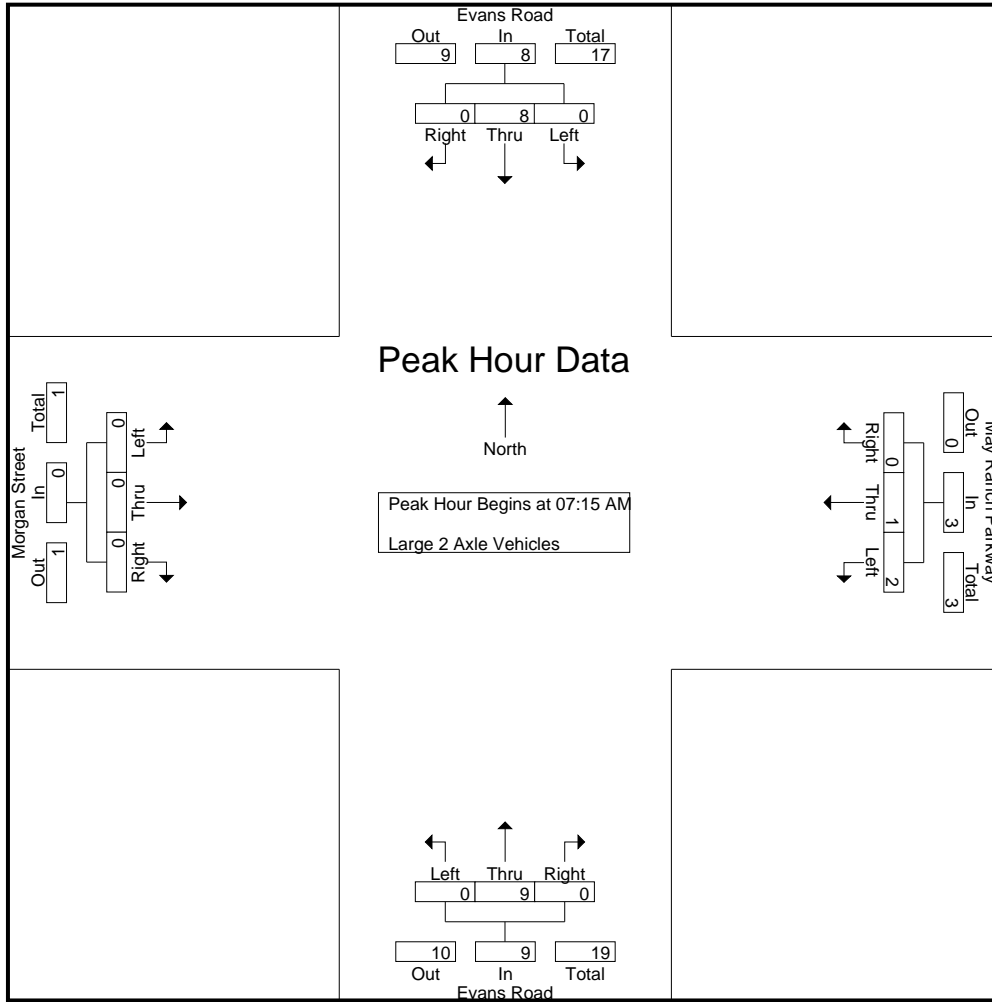
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
07:30 AM	0	5	0	5	1	1	0	2	0	1	0	1	0	0	0	0	8
07:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	8	0	8	2	1	0	3	0	9	0	9	0	0	0	0	20
% App. Total	0	100	0		66.7	33.3	0		0	100	0		0	0	0		
PHF	.000	.400	.000	.400	.500	.250	.000	.375	.000	.375	.000	.375	.000	.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 Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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	6	0	6	0	0	0	0
+15 mins.	0	5	0	5	1	1	0	2	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	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	0	8	0	8	2	1	0	3	0	9	0	9	0	0	0	0
% App. Total	0	100	0		66.7	33.3	0		0	100	0		0	0	0	
PHF	.000	.400	.000	.400	.500	.250	.000	.375	.000	.375	.000	.375	.000	.000	.000	.000

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

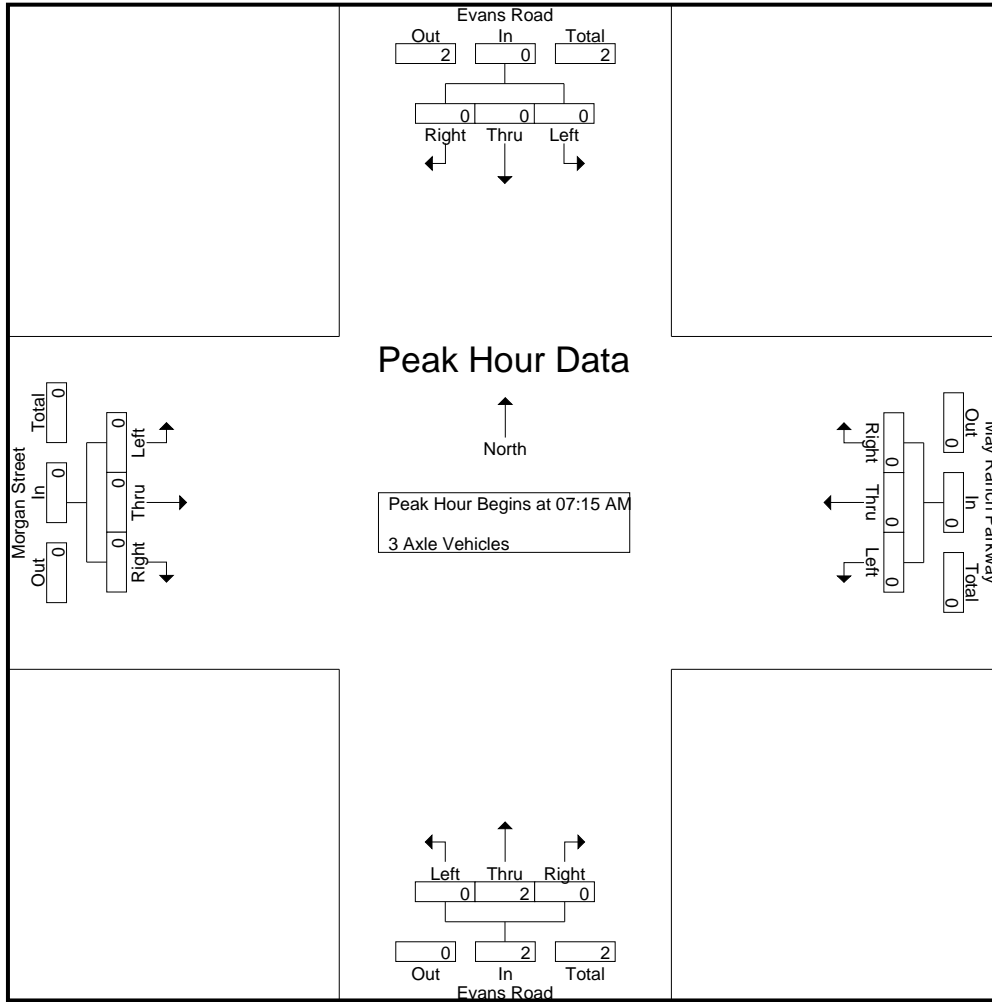
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	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	2	0	2	0	0	0	0	2
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	2	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
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	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	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	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 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 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	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 Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

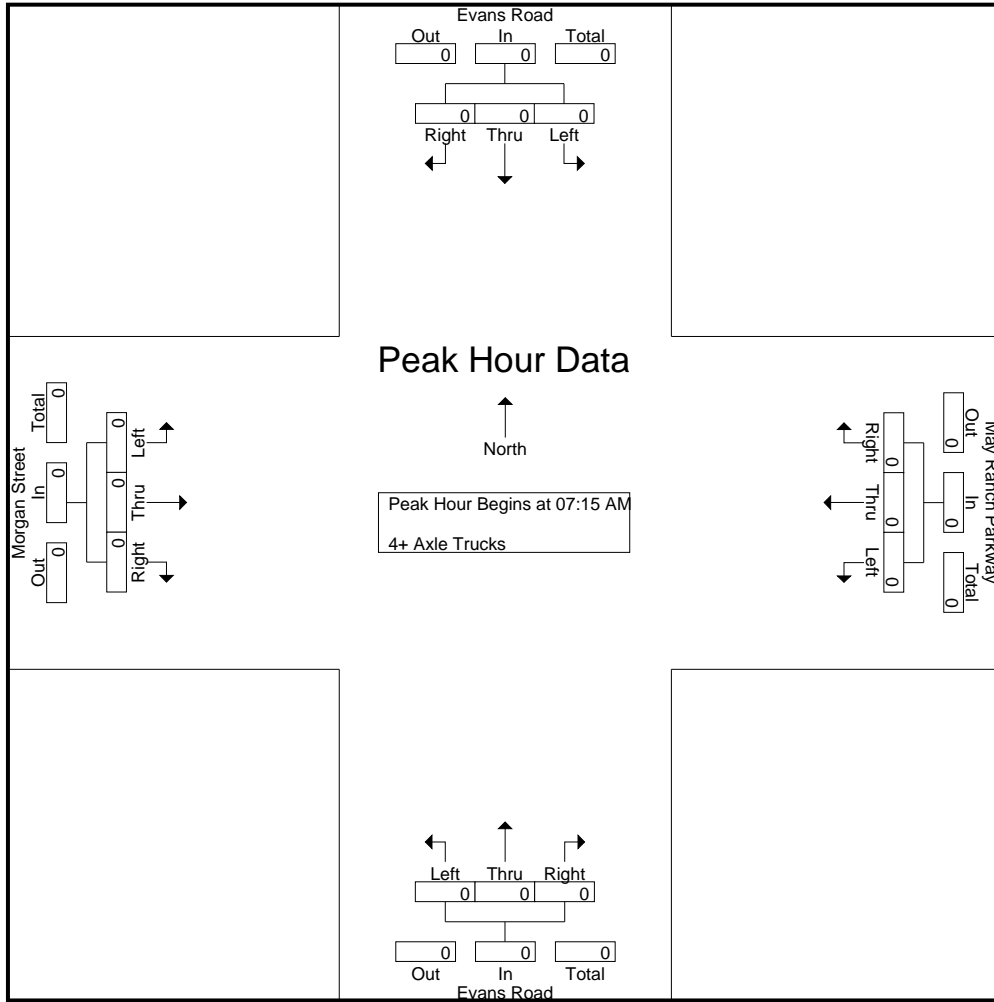
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	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	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	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 Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan AM
 Site Code : 99922280
 Start Date : 4/5/2022
 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 Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

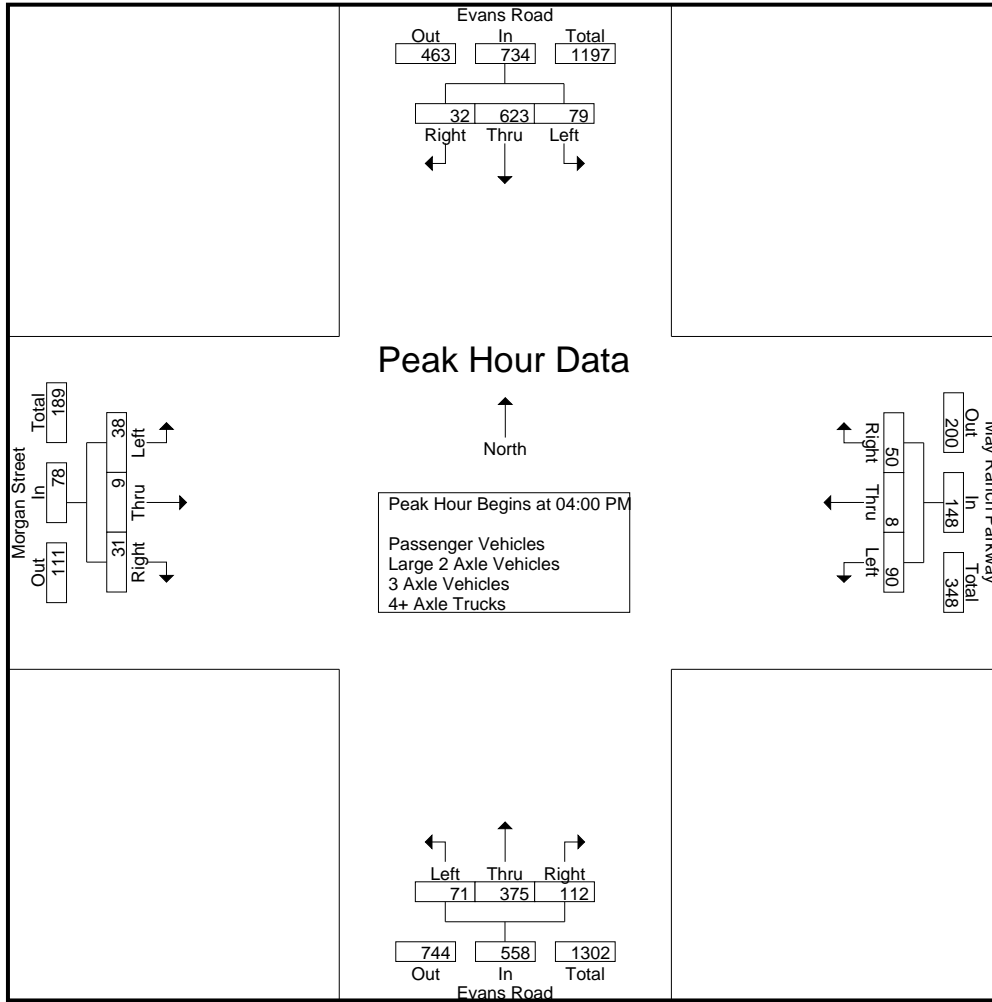
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	163	5	187	28	3	15	46	27	115	51	193	10	2	5	17	443
04:15 PM	23	162	10	195	23	0	8	31	15	88	18	121	8	2	7	17	364
04:30 PM	19	153	8	180	19	1	19	39	15	90	18	123	11	3	11	25	367
04:45 PM	18	145	9	172	20	4	8	32	14	82	25	121	9	2	8	19	344
Total	79	623	32	734	90	8	50	148	71	375	112	558	38	9	31	78	1518
05:00 PM	18	143	14	175	15	5	18	38	11	95	25	131	6	1	7	14	358
05:15 PM	13	141	12	166	19	1	8	28	19	69	15	103	3	3	13	19	316
05:30 PM	26	145	19	190	9	8	7	24	19	80	16	115	13	1	15	29	358
05:45 PM	24	147	20	191	18	5	17	40	30	80	18	128	9	4	17	30	389
Total	81	576	65	722	61	19	50	130	79	324	74	477	31	9	52	92	1421
Grand Total	160	1199	97	1456	151	27	100	278	150	699	186	1035	69	18	83	170	2939
Apprch %	11	82.3	6.7		54.3	9.7	36		14.5	67.5	18		40.6	10.6	48.8		
Total %	5.4	40.8	3.3	49.5	5.1	0.9	3.4	9.5	5.1	23.8	6.3	35.2	2.3	0.6	2.8	5.8	
Passenger Vehicles	158	1181	96	1435	147	27	98	272	149	690	186	1025	68	18	83	169	2901
% Passenger Vehicles	98.8	98.5	99	98.6	97.4	100	98	97.8	99.3	98.7	100	99	98.6	100	100	99.4	98.7
Large 2 Axle Vehicles	2	15	1	18	4	0	2	6	1	8	0	9	1	0	0	1	34
% Large 2 Axle Vehicles	1.2	1.3	1	1.2	2.6	0	2	2.2	0.7	1.1	0	0.9	1.4	0	0	0.6	1.2
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	163	5	187	28	3	15	46	27	115	51	193	10	2	5	17	443
04:15 PM	23	162	10	195	23	0	8	31	15	88	18	121	8	2	7	17	364
04:30 PM	19	153	8	180	19	1	19	39	15	90	18	123	11	3	11	25	367
04:45 PM	18	145	9	172	20	4	8	32	14	82	25	121	9	2	8	19	344
Total Volume	79	623	32	734	90	8	50	148	71	375	112	558	38	9	31	78	1518
% App. Total	10.8	84.9	4.4		60.8	5.4	33.8		12.7	67.2	20.1		48.7	11.5	39.7		
PHF	.859	.956	.800	.941	.804	.500	.658	.804	.657	.815	.549	.723	.864	.750	.705	.780	.857

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	19	163	5	187	28	3	15	46	27	115	51	193	6	1	7	14
+15 mins.	23	162	10	195	23	0	8	31	15	88	18	121	3	3	13	19
+30 mins.	19	153	8	180	19	1	19	39	15	90	18	123	13	1	15	29
+45 mins.	18	145	9	172	20	4	8	32	14	82	25	121	9	4	17	30
Total Volume	79	623	32	734	90	8	50	148	71	375	112	558	31	9	52	92
% App. Total	10.8	84.9	4.4		60.8	5.4	33.8		12.7	67.2	20.1		33.7	9.8	56.5	
PHF	.859	.956	.800	.941	.804	.500	.658	.804	.657	.815	.549	.723	.596	.563	.765	.767

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	159	5	183	28	3	14	45	27	114	51	192	10	2	5	17	437
04:15 PM	22	161	10	193	22	0	8	30	15	86	18	119	8	2	7	17	359
04:30 PM	19	149	8	176	18	1	19	38	14	89	18	121	11	3	11	25	360
04:45 PM	18	143	8	169	20	4	8	32	14	80	25	119	8	2	8	18	338
Total	78	612	31	721	88	8	49	145	70	369	112	551	37	9	31	77	1494
05:00 PM	18	141	14	173	14	5	17	36	11	94	25	130	6	1	7	14	353
05:15 PM	13	139	12	164	18	1	8	27	19	68	15	102	3	3	13	19	312
05:30 PM	25	144	19	188	9	8	7	24	19	80	16	115	13	1	15	29	356
05:45 PM	24	145	20	189	18	5	17	40	30	79	18	127	9	4	17	30	386
Total	80	569	65	714	59	19	49	127	79	321	74	474	31	9	52	92	1407
Grand Total	158	1181	96	1435	147	27	98	272	149	690	186	1025	68	18	83	169	2901
Apprch %	11	82.3	6.7		54	9.9	36		14.5	67.3	18.1		40.2	10.7	49.1		
Total %	5.4	40.7	3.3	49.5	5.1	0.9	3.4	9.4	5.1	23.8	6.4	35.3	2.3	0.6	2.9	5.8	

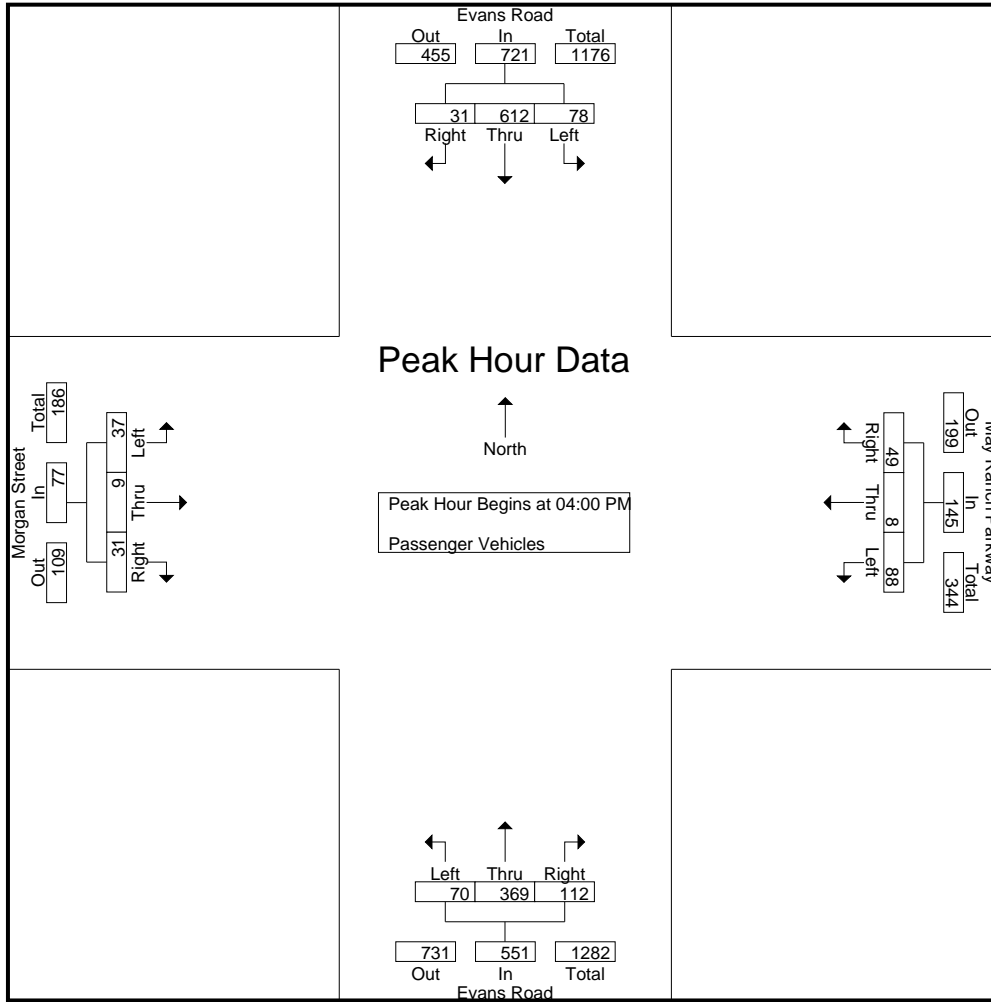
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	159	5	183	28	3	14	45	27	114	51	192	10	2	5	17	437
04:15 PM	22	161	10	193	22	0	8	30	15	86	18	119	8	2	7	17	359
04:30 PM	19	149	8	176	18	1	19	38	14	89	18	121	11	3	11	25	360
04:45 PM	18	143	8	169	20	4	8	32	14	80	25	119	8	2	8	18	338
Total Volume	78	612	31	721	88	8	49	145	70	369	112	551	37	9	31	77	1494
% App. Total	10.8	84.9	4.3		60.7	5.5	33.8		12.7	67	20.3		48.1	11.7	40.3		
PHF	.886	.950	.775	.934	.786	.500	.645	.806	.648	.809	.549	.717	.841	.750	.705	.770	.855

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	19	159	5	183	28	3	14	45	27	114	51	192	10	2	5	17
+15 mins.	22	161	10	193	22	0	8	30	15	86	18	119	8	2	7	17
+30 mins.	19	149	8	176	18	1	19	38	14	89	18	121	11	3	11	25
+45 mins.	18	143	8	169	20	4	8	32	14	80	25	119	8	2	8	18
Total Volume	78	612	31	721	88	8	49	145	70	369	112	551	37	9	31	77
% App. Total	10.8	84.9	4.3		60.7	5.5	33.8		12.7	67	20.3		48.1	11.7	40.3	
PHF	.886	.950	.775	.934	.786	.500	.645	.806	.648	.809	.549	.717	.841	.750	.705	.770

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
04:15 PM	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
04:30 PM	0	4	0	4	1	0	0	1	1	1	0	2	0	0	0	0	7
04:45 PM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	1	9	1	11	2	0	1	3	1	5	0	6	1	0	0	1	21
05:00 PM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
05:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	6	0	7	2	0	1	3	0	3	0	3	0	0	0	0	13
Grand Total	2	15	1	18	4	0	2	6	1	8	0	9	1	0	0	1	34
Apprch %	11.1	83.3	5.6		66.7	0	33.3		11.1	88.9	0		100	0	0		
Total %	5.9	44.1	2.9	52.9	11.8	0	5.9	17.6	2.9	23.5	0	26.5	2.9	0	0	2.9	

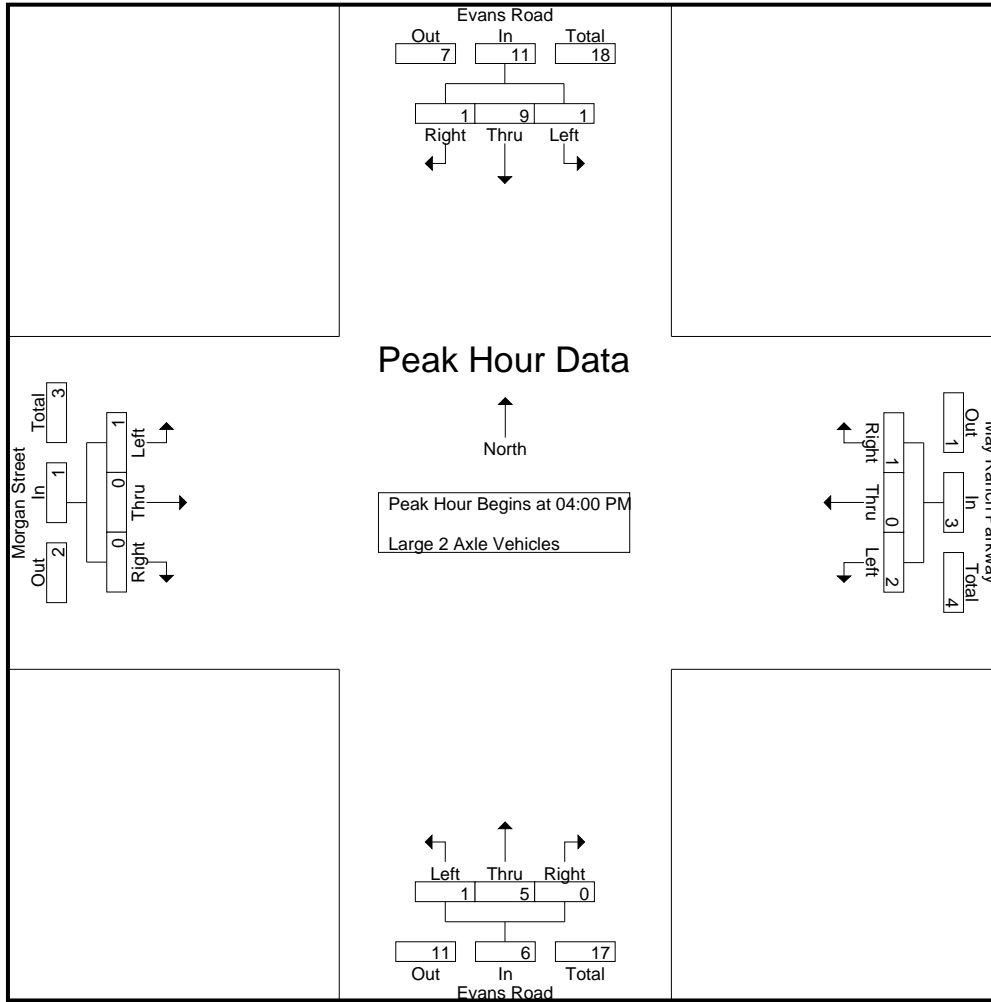
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
04:15 PM	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
04:30 PM	0	4	0	4	1	0	0	1	1	1	0	2	0	0	0	0	7
04:45 PM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total Volume	1	9	1	11	2	0	1	3	1	5	0	6	1	0	0	1	21
% App. Total	9.1	81.8	9.1		66.7	0	33.3		16.7	83.3	0		100	0	0		
PHF	.250	.563	.250	.688	.500	.000	.250	.750	.250	.625	.000	.750	.250	.000	.000	.250	.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 Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2

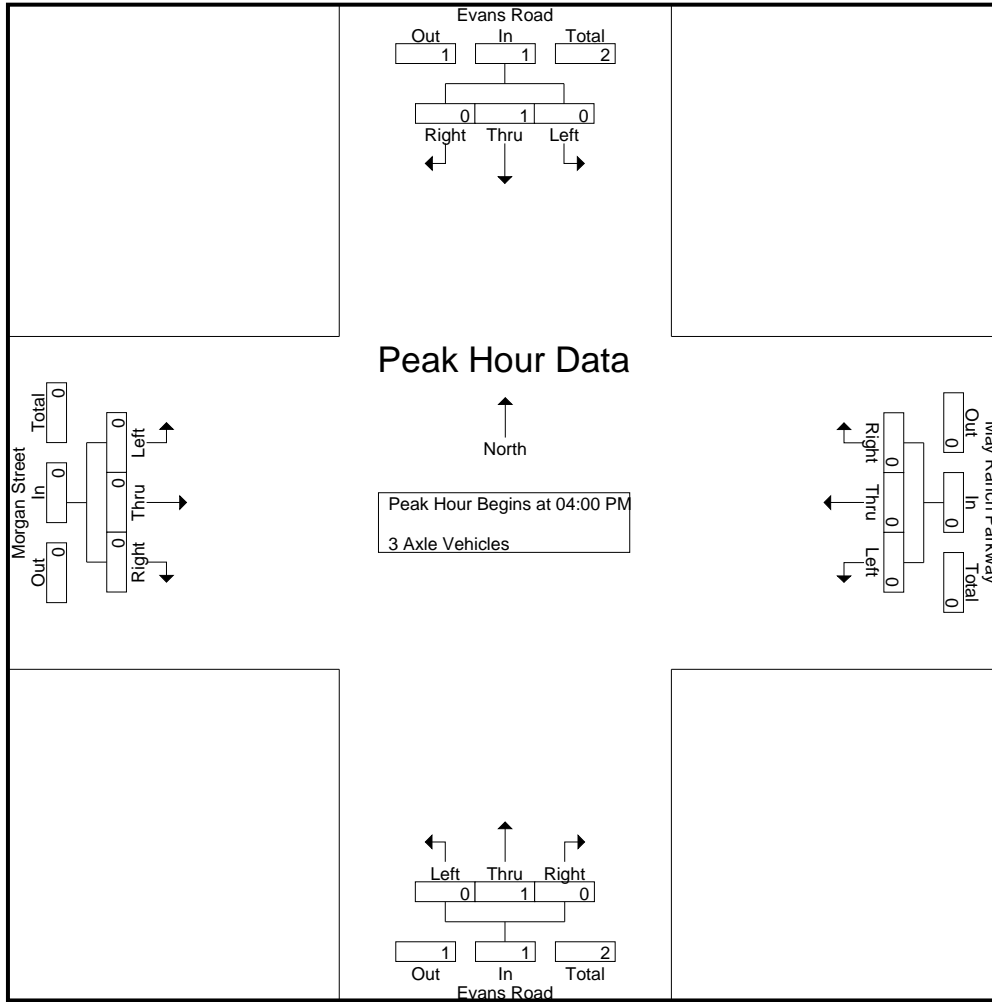


Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0
+15 mins.	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	4	0	4	1	0	0	1	1	1	0	2	0	0	0	0
+45 mins.	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1
Total Volume	1	9	1	11	2	0	1	3	1	5	0	6	1	0	0	1
% App. Total	9.1	81.8	9.1		66.7	0	33.3		16.7	83.3	0		100	0	0	
PHF	.250	.563	.250	.688	.500	.000	.250	.750	.250	.625	.000	.750	.250	.000	.000	.250

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

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

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

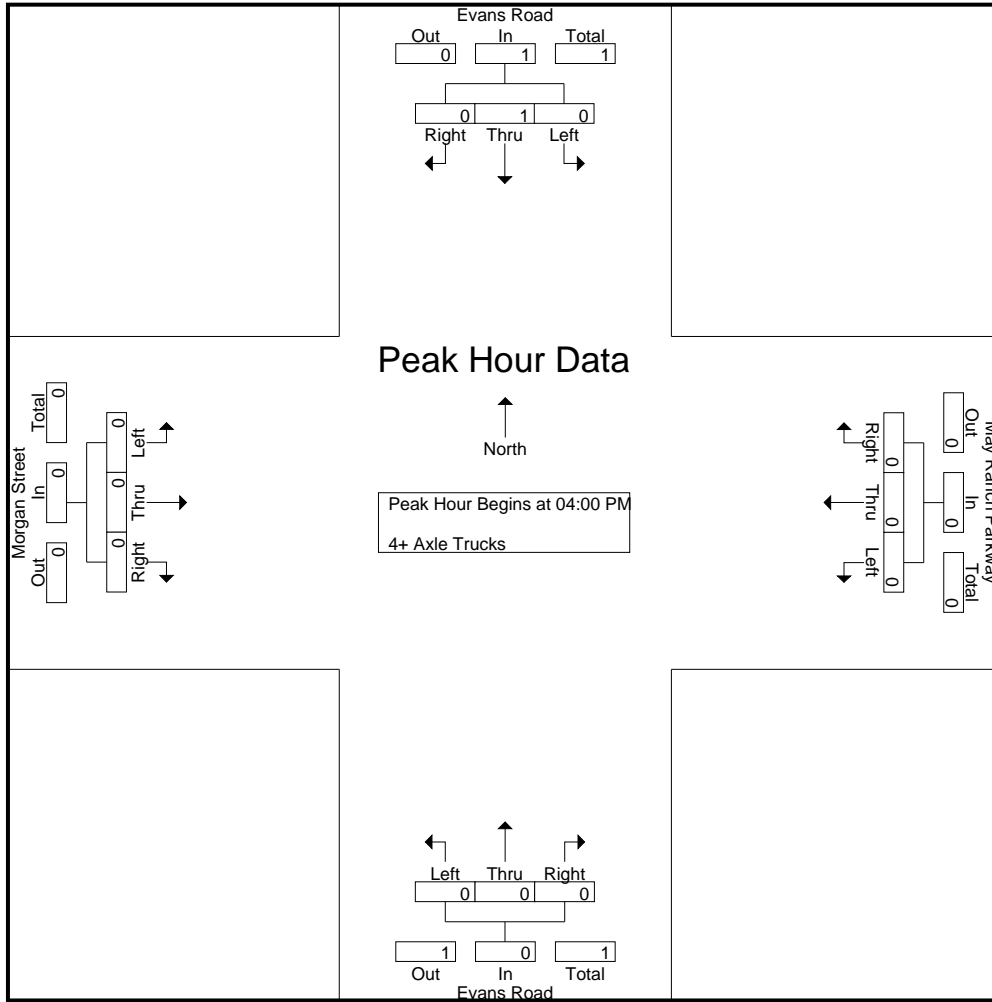
Start Time	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	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	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Perris
 N/S: Evans Road
 E/W: Morgan Street/May Ranch Parkway
 Weather: Clear

File Name : 03_PER_Evans_Morgan PM
 Site Code : 99922280
 Start Date : 4/5/2022
 Page No : 2



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

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

APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

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

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
1 . Dwy 1-Galway Ln/Rider St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	18	0	0	0	0	18	8	1	0	0	2	10
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	35	1	0	0	2	37	26	0	0	0	0	26
EBL	15	1	0	0	2	17	50	0	0	0	0	50
EBT	476	5	1	1	13	489	561	10	6	0	27	588
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	718	11	1	3	28	746	434	6	3	1	18	452
WBR	15	0	0	0	0	15	27	0	0	0	0	27
North Leg												
Approach	53	1	0	0	2	55	34	1	0	0	2	36
Departure	30	1	0	0	2	32	77	0	0	0	0	77
Total	83	2	0	0	4	87	111	1	0	0	2	113
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	733	11	1	3	28	761	461	6	3	1	18	479
Departure	494	5	1	1	13	507	569	11	6	0	29	598
Total	1,227	16	2	4	41	1,268	1,030	17	9	1	47	1,077
West Leg												
Approach	491	6	1	1	15	506	611	10	6	0	27	638
Departure	753	12	1	3	30	783	460	6	3	1	18	478
Total	1,244	18	2	4	45	1,289	1,071	16	9	1	45	1,116
Total Approaches												
Approach	1,277	18	2	4	45	1,322	1,106	17	9	1	47	1,153
Departure	1,277	18	2	4	45	1,322	1,106	17	9	1	47	1,153
Total	2,554	36	4	8	90	2,644	2,212	34	18	2	94	2,306

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

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
2 . Evans Rd/Ramona Expwy												
NBL	335	2	2	0	7	342	195	4	0	0	6	201
NBT	461	10	0	0	15	476	284	4	0	0	6	290
NBR	17	0	0	0	0	17	15	0	0	0	0	15
SBL	171	4	1	0	8	179	223	2	0	0	3	226
SBT	273	6	0	0	9	282	510	10	0	0	15	525
SBR	362	11	2	0	21	383	370	7	4	0	19	389
EBL	363	10	1	1	20	383	363	6	1	1	14	377
EBT	413	18	3	10	63	476	902	13	0	10	50	952
EBR	145	4	0	0	6	151	310	4	0	0	6	316
WBL	11	1	0	0	2	13	20	0	0	0	0	20
WBT	843	9	4	13	61	904	518	13	8	7	57	575
WBR	296	7	2	1	18	314	143	4	0	0	6	149
North Leg												
Approach	806	21	3	0	38	844	1,103	19	4	0	37	1,140
Departure	1,120	27	3	2	53	1,173	790	14	1	1	26	816
Total	1,926	48	6	2	91	2,017	1,893	33	5	1	63	1,956
South Leg												
Approach	813	12	2	0	22	835	494	8	0	0	12	506
Departure	429	11	0	0	17	446	840	14	0	0	21	861
Total	1,242	23	2	0	39	1,281	1,334	22	0	0	33	1,367
East Leg												
Approach	1,150	17	6	14	81	1,231	681	17	8	7	63	744
Departure	601	22	4	10	71	672	1,140	15	0	10	53	1,193
Total	1,751	39	10	24	152	1,903	1,821	32	8	17	116	1,937
West Leg												
Approach	921	32	4	11	89	1,010	1,575	23	1	11	70	1,645
Departure	1,540	22	8	13	89	1,629	1,083	24	12	7	82	1,165
Total	2,461	54	12	24	178	2,639	2,658	47	13	18	152	2,810
Total Approaches												
Approach	3,690	82	15	25	230	3,920	3,853	67	13	18	182	4,035
Departure	3,690	82	15	25	230	3,920	3,853	67	13	18	182	4,035
Total	7,380	164	30	50	460	7,840	7,706	134	26	36	364	8,070

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

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
3 . Evans Rd/Rider St												
NBL	125	2	2	2	13	138	70	0	4	0	8	78
NBT	417	4	2	0	10	427	352	2	0	0	3	355
NBR	12	0	0	0	0	12	12	0	0	0	0	12
SBL	95	1	0	0	2	97	56	0	0	0	0	56
SBT	373	5	0	0	8	381	422	9	0	1	17	439
SBR	202	1	0	0	2	204	181	1	1	0	4	185
EBL	143	1	0	0	2	145	180	3	0	0	5	185
EBT	253	4	0	0	6	259	291	5	3	0	14	305
EBR	77	1	0	0	2	79	96	1	0	0	2	98
WBL	16	0	0	0	0	16	16	0	0	0	0	16
WBT	404	4	0	1	9	413	213	4	1	0	8	221
WBR	115	0	0	0	0	115	62	1	0	0	2	64
North Leg												
Approach	670	7	0	0	12	682	659	10	1	1	21	680
Departure	675	5	2	0	12	687	594	6	0	0	10	604
Total	1,345	12	2	0	24	1,369	1,253	16	1	1	31	1,284
South Leg												
Approach	554	6	4	2	23	577	434	2	4	0	11	445
Departure	466	6	0	0	10	476	534	10	0	1	19	553
Total	1,020	12	4	2	33	1,053	968	12	4	1	30	998
East Leg												
Approach	535	4	0	1	9	544	291	5	1	0	10	301
Departure	360	5	0	0	8	368	359	5	3	0	14	373
Total	895	9	0	1	17	912	650	10	4	0	24	674
West Leg												
Approach	473	6	0	0	10	483	567	9	3	0	21	588
Departure	731	7	2	3	24	755	464	5	6	0	20	484
Total	1,204	13	2	3	34	1,238	1,031	14	9	0	41	1,072
Total Approaches												
Approach	2,232	23	4	3	54	2,286	1,951	26	9	1	63	2,014
Departure	2,232	23	4	3	54	2,286	1,951	26	9	1	63	2,014
Total	4,464	46	8	6	108	4,572	3,902	52	18	2	126	4,028

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

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
6 . Evans Rd/Morgan St-May Ranch Pkwy												
NBL	131	0	0	0	0	131	70	1	0	0	2	72
NBT	501	9	2	0	18	519	369	5	1	0	10	379
NBR	47	0	0	0	0	47	112	0	0	0	0	112
SBL	31	0	0	0	0	31	78	1	0	0	2	80
SBT	358	8	0	0	12	370	612	9	1	1	19	631
SBR	115	0	0	0	0	115	31	1	0	0	2	33
EBL	102	0	0	0	0	102	37	1	0	0	2	39
EBT	59	0	0	0	0	59	9	0	0	0	0	9
EBR	117	0	0	0	0	117	31	0	0	0	0	31
WBL	104	2	0	0	3	107	88	2	0	0	3	91
WBT	113	1	0	0	2	115	8	0	0	0	0	8
WBR	53	0	0	0	0	53	49	1	0	0	2	51
North Leg												
Approach	504	8	0	0	12	516	721	11	1	1	23	744
Departure	656	9	2	0	18	674	455	7	1	0	14	469
Total	1,160	17	2	0	30	1,190	1,176	18	2	1	37	1,213
South Leg												
Approach	679	9	2	0	18	697	551	6	1	0	12	563
Departure	579	10	0	0	15	594	731	11	1	1	22	753
Total	1,258	19	2	0	33	1,291	1,282	17	2	1	34	1,316
East Leg												
Approach	270	3	0	0	5	275	145	3	0	0	5	150
Departure	137	0	0	0	0	137	199	1	0	0	2	201
Total	407	3	0	0	5	412	344	4	0	0	7	351
West Leg												
Approach	278	0	0	0	0	278	77	1	0	0	2	79
Departure	359	1	0	0	2	361	109	2	0	0	4	113
Total	637	1	0	0	2	639	186	3	0	0	6	192
Total Approaches												
Approach	1,731	20	2	0	35	1,766	1,494	21	2	1	42	1,536
Departure	1,731	20	2	0	35	1,766	1,494	21	2	1	42	1,536
Total	3,462	40	4	0	70	3,532	2,988	42	4	2	84	3,072

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Dwy 1-Galway Ln/Rider St								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	18	0	18	0.00%	8	1	9	11.11%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	35	1	36	2.78%	26	0	26	0.00%
EBL	15	1	16	6.25%	50	0	50	0.00%
EBT	476	7	483	1.45%	561	16	577	2.77%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	718	15	733	2.05%	434	10	444	2.25%
WBR	15	0	15	0.00%	27	0	27	0.00%
North Leg								
Approach	53	1	54	1.9%	34	1	35	2.9%
Departure	30	1	31	3.2%	77	0	77	0.0%
Total	83	2	85	2.4%	111	1	112	0.9%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	733	15	748	2.0%	461	10	471	2.1%
Departure	494	7	501	1.4%	569	17	586	2.9%
Total	1,227	22	1,249	1.8%	1,030	27	1,057	2.6%
West Leg								
Approach	491	8	499	1.6%	611	16	627	2.6%
Departure	753	16	769	2.1%	460	10	470	2.1%
Total	1,244	24	1,268	1.9%	1,071	26	1,097	2.4%
Total Approaches								
Approach	1,277	24	1,301		1,106	27	1,133	
Departure	1,277	24	1,301		1,106	27	1,133	
Total	2,554	48	2,602	1.8%	2,212	54	2,266	2.4%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Evans Rd/Ramona Expwy								
NBL	335	4	339	1.18%	195	4	199	2.01%
NBT	461	10	471	2.12%	284	4	288	1.39%
NBR	17	0	17	0.00%	15	0	15	0.00%
SBL	171	5	176	2.84%	223	2	225	0.89%
SBT	273	6	279	2.15%	510	10	520	1.92%
SBR	362	13	375	3.47%	370	11	381	2.89%
EBL	363	12	375	3.20%	363	8	371	2.16%
EBT	413	31	444	6.98%	902	23	925	2.49%
EBR	145	4	149	2.68%	310	4	314	1.27%
WBL	11	1	12	8.33%	20	0	20	0.00%
WBT	843	26	869	2.99%	518	28	546	5.13%
WBR	296	10	306	3.27%	143	4	147	2.72%
North Leg								
Approach	806	24	830	2.9%	1,103	23	1,126	2.0%
Departure	1,120	32	1,152	2.8%	790	16	806	2.0%
Total	1,926	56	1,982	2.8%	1,893	39	1,932	2.0%
South Leg								
Approach	813	14	827	1.7%	494	8	502	1.6%
Departure	429	11	440	2.5%	840	14	854	1.6%
Total	1,242	25	1,267	2.0%	1,334	22	1,356	1.6%
East Leg								
Approach	1,150	37	1,187	3.1%	681	32	713	4.5%
Departure	601	36	637	5.7%	1,140	25	1,165	2.1%
Total	1,751	73	1,824	4.0%	1,821	57	1,878	3.0%
West Leg								
Approach	921	47	968	4.9%	1,575	35	1,610	2.2%
Departure	1,540	43	1,583	2.7%	1,083	43	1,126	3.8%
Total	2,461	90	2,551	3.5%	2,658	78	2,736	2.9%
Total Approaches								
Approach	3,690	122	3,812		3,853	98	3,951	
Departure	3,690	122	3,812		3,853	98	3,951	
Total	7,380	244	7,624	3.2%	7,706	196	7,902	2.5%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Evans Rd/Rider St								
NBL	125	6	131	4.58%	70	4	74	5.41%
NBT	417	6	423	1.42%	352	2	354	0.56%
NBR	12	0	12	0.00%	12	0	12	0.00%
SBL	95	1	96	1.04%	56	0	56	0.00%
SBT	373	5	378	1.32%	422	10	432	2.31%
SBR	202	1	203	0.49%	181	2	183	1.09%
EBL	143	1	144	0.69%	180	3	183	1.64%
EBT	253	4	257	1.56%	291	8	299	2.68%
EBR	77	1	78	1.28%	96	1	97	1.03%
WBL	16	0	16	0.00%	16	0	16	0.00%
WBT	404	5	409	1.22%	213	5	218	2.29%
WBR	115	0	115	0.00%	62	1	63	1.59%
North Leg								
Approach	670	7	677	1.0%	659	12	671	1.8%
Departure	675	7	682	1.0%	594	6	600	1.0%
Total	1,345	14	1,359	1.0%	1,253	18	1,271	1.4%
South Leg								
Approach	554	12	566	2.1%	434	6	440	1.4%
Departure	466	6	472	1.3%	534	11	545	2.0%
Total	1,020	18	1,038	1.7%	968	17	985	1.7%
East Leg								
Approach	535	5	540	0.9%	291	6	297	2.0%
Departure	360	5	365	1.4%	359	8	367	2.2%
Total	895	10	905	1.1%	650	14	664	2.1%
West Leg								
Approach	473	6	479	1.3%	567	12	579	2.1%
Departure	731	12	743	1.6%	464	11	475	2.3%
Total	1,204	18	1,222	1.5%	1,031	23	1,054	2.2%
Total Approaches								
Approach	2,232	30	2,262		1,951	36	1,987	
Departure	2,232	30	2,262		1,951	36	1,987	
Total	4,464	60	4,524	1.3%	3,902	72	3,974	1.8%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Evans Rd/Morgan St-May Ranch Pkwy								
NBL	131	0	131	0.00%	70	1	71	1.41%
NBT	501	11	512	2.15%	369	6	375	1.60%
NBR	47	0	47	0.00%	112	0	112	0.00%
SBL	31	0	31	0.00%	78	1	79	1.27%
SBT	358	8	366	2.19%	612	11	623	1.77%
SBR	115	0	115	0.00%	31	1	32	3.13%
EBL	102	0	102	0.00%	37	1	38	2.63%
EBT	59	0	59	0.00%	9	0	9	0.00%
EBR	117	0	117	0.00%	31	0	31	0.00%
WBL	104	2	106	1.89%	88	2	90	2.22%
WBT	113	1	114	0.88%	8	0	8	0.00%
WBR	53	0	53	0.00%	49	1	50	2.00%
North Leg								
Approach	504	8	512	1.6%	721	13	734	1.8%
Departure	656	11	667	1.6%	455	8	463	1.7%
Total	1,160	19	1,179	1.6%	1,176	21	1,197	1.8%
South Leg								
Approach	679	11	690	1.6%	551	7	558	1.3%
Departure	579	10	589	1.7%	731	13	744	1.7%
Total	1,258	21	1,279	1.6%	1,282	20	1,302	1.5%
East Leg								
Approach	270	3	273	1.1%	145	3	148	2.0%
Departure	137	0	137	0.0%	199	1	200	0.5%
Total	407	3	410	0.7%	344	4	348	1.1%
West Leg								
Approach	278	0	278	0.0%	77	1	78	1.3%
Departure	359	1	360	0.3%	109	2	111	1.8%
Total	637	1	638	0.2%	186	3	189	1.6%
Total Approaches								
Approach	1,731	22	1,753		1,494	24	1,518	
Departure	1,731	22	1,753		1,494	24	1,518	
Total	3,462	44	3,506	1.3%	2,988	48	3,036	1.6%

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

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 Dwy 1-Galway Ln/Rider St						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	18		18	10		10
SBT	0		0	0		0
SBR	37		37	26		26
EBL	17		17	50		50
EBT	489		489	588		588
EBR	0		0	0		0
WBL	0		0	0		0
WBT	746		746	452		452
WBR	15		15	27		27
North Leg						
Approach	55	0	55	36	0	36
Departure	32	0	32	77	0	77
Total	87	0	87	113	0	113
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	761	0	761	479	0	479
Departure	507	0	507	598	0	598
Total	1,268	0	1,268	1,077	0	1,077
West Leg						
Approach	506	0	506	638	0	638
Departure	783	0	783	478	0	478
Total	1,289	0	1,289	1,116	0	1,116
Total Approaches						
Approach	1,322	0	1,322	1,153	0	1,153
Departure	1,322	0	1,322	1,153	0	1,153
Total	2,644	0	2,644	2,306	0	2,306

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

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Evans Rd/Rider St						
NBL	138	1	139	78	-1	77
NBT	427		427	355		355
NBR	12		12	12		12
SBL	97		97	56		56
SBT	381		381	439		439
SBR	204	2	206	185	-2	183
EBL	145	7	152	185	3	188
EBT	259	13	272	305	5	310
EBR	79	4	83	98	2	100
WBL	16		16	16		16
WBT	413	3	416	221	-2	219
WBR	115		115	64		64
North Leg						
Approach	682	2	684	680	-2	678
Departure	687	7	694	604	3	607
Total	1,369	9	1,378	1,284	1	1,285
South Leg						
Approach	577	1	578	445	-1	444
Departure	476	4	480	553	2	555
Total	1,053	5	1,058	998	1	999
East Leg						
Approach	544	3	547	301	-2	299
Departure	368	13	381	373	5	378
Total	912	16	928	674	3	677
West Leg						
Approach	483	24	507	588	10	598
Departure	755	6	761	484	-5	479
Total	1,238	30	1,268	1,072	5	1,077
Total Approaches						
Approach	2,286	30	2,316	2,014	5	2,019
Departure	2,286	30	2,316	2,014	5	2,019
Total	4,572	60	4,632	4,028	10	4,038

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
1 . Dwy 1-Galway Ln/Rider St						
NBL	0	18	18	0	11	11
NBT	0	0	0	0	0	0
NBR	0	55	55	0	34	34
SBL	18	0	18	10	0	10
SBT	0	0	0	0	0	0
SBR	37	0	37	26	0	26
EBL	17	0	17	50	0	50
EBT	489	9	498	588	6	594
EBR	0	6	6	0	19	19
WBL	0	17	17	0	58	58
WBT	746	0	746	452	0	452
WBR	15	0	15	27	0	27
North Leg						
Approach	55	0	55	36	0	36
Departure	32	0	32	77	0	77
Total	87	0	87	113	0	113
South Leg						
Approach	0	73	73	0	45	45
Departure	0	23	23	0	77	77
Total	0	96	96	0	122	122
East Leg						
Approach	761	17	778	479	58	537
Departure	507	64	571	598	40	638
Total	1,268	81	1,349	1,077	98	1,175
West Leg						
Approach	506	15	521	638	25	663
Departure	783	18	801	478	11	489
Total	1,289	33	1,322	1,116	36	1,152
Total Approaches						
Approach	1,322	105	1,427	1,153	128	1,281
Departure	1,322	105	1,427	1,153	128	1,281
Total	2,644	210	2,854	2,306	256	2,562

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
2 . Evans Rd/Ramona Expwy						
NBL	342	23	365	201	14	215
NBT	476	9	485	290	6	296
NBR	17	5	22	15	3	18
SBL	179	0	179	226	0	226
SBT	282	3	285	525	10	535
SBR	383	0	383	389	0	389
EBL	383	0	383	377	0	377
EBT	476	0	476	952	0	952
EBR	151	7	158	316	24	340
WBL	13	1	14	20	5	25
WBT	904	0	904	575	0	575
WBR	314	0	314	149	0	149
North Leg						
Approach	844	3	847	1,140	10	1,150
Departure	1,173	9	1,182	816	6	822
Total	2,017	12	2,029	1,956	16	1,972
South Leg						
Approach	835	37	872	506	23	529
Departure	446	11	457	861	39	900
Total	1,281	48	1,329	1,367	62	1,429
East Leg						
Approach	1,231	1	1,232	744	5	749
Departure	672	5	677	1,193	3	1,196
Total	1,903	6	1,909	1,937	8	1,945
West Leg						
Approach	1,010	7	1,017	1,645	24	1,669
Departure	1,629	23	1,652	1,165	14	1,179
Total	2,639	30	2,669	2,810	38	2,848
Total Approaches						
Approach	3,920	48	3,968	4,035	62	4,097
Departure	3,920	48	3,968	4,035	62	4,097
Total	7,840	96	7,936	8,070	124	8,194

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
3 . Evans Rd/Rider St						
NBL	139	7	146	77	24	101
NBT	427	0	427	355	0	355
NBR	12	0	12	12	0	12
SBL	97	0	97	56	0	56
SBT	381	6	387	439	19	458
SBR	206	6	212	183	19	202
EBL	152	36	188	188	23	211
EBT	272	14	286	310	9	319
EBR	83	14	97	100	9	109
WBL	16	0	16	16	0	16
WBT	416	4	420	219	14	233
WBR	115	0	115	64	0	64
North Leg						
Approach	684	12	696	678	38	716
Departure	694	36	730	607	23	630
Total	1,378	48	1,426	1,285	61	1,346
South Leg						
Approach	578	7	585	444	24	468
Departure	480	20	500	555	28	583
Total	1,058	27	1,085	999	52	1,051
East Leg						
Approach	547	4	551	299	14	313
Departure	381	14	395	378	9	387
Total	928	18	946	677	23	700
West Leg						
Approach	507	64	571	598	41	639
Departure	761	17	778	479	57	536
Total	1,268	81	1,349	1,077	98	1,175
Total Approaches						
Approach	2,316	87	2,403	2,019	117	2,136
Departure	2,316	87	2,403	2,019	117	2,136
Total	4,632	174	4,806	4,038	234	4,272

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
4 . Dwy 2/Rider St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	9	9	0	6	6
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	506	6	512	638	19	657
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	783	18	801	478	11	489
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	9	9	0	6	6
Departure	0	0	0	0	0	0
Total	0	9	9	0	6	6
East Leg						
Approach	783	18	801	478	11	489
Departure	506	15	521	638	25	663
Total	1,289	33	1,322	1,116	36	1,152
West Leg						
Approach	506	6	512	638	19	657
Departure	783	18	801	478	11	489
Total	1,289	24	1,313	1,116	30	1,146
Total Approaches						
Approach	1,289	33	1,322	1,116	36	1,152
Departure	1,289	33	1,322	1,116	36	1,152

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
Total	2,578	66	2,644	2,232	72	2,304

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
5 . Dwy 3/Evans Rd						
NBL	0	0	0	0	0	0
NBT	578	7	585	444	24	468
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	480	14	494	555	9	564
SBR	0	6	6	0	19	19
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	9	9	0	6	6
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	480	20	500	555	28	583
Departure	578	7	585	444	24	468
Total	1,058	27	1,085	999	52	1,051
South Leg						
Approach	578	7	585	444	24	468
Departure	480	23	503	555	15	570
Total	1,058	30	1,088	999	39	1,038
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	9	9	0	6	6
Departure	0	6	6	0	19	19
Total	0	15	15	0	25	25
Total Approaches						
Approach	1,058	36	1,094	999	58	1,057
Departure	1,058	36	1,094	999	58	1,057

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
Total	2,116	72	2,188	1,998	116	2,114

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
6 . Evans Rd/Morgan St-May Ranch Pkwy						
NBL	131	0	131	72	0	72
NBT	519	36	555	379	23	402
NBR	47	0	47	112	0	112
SBL	31	0	31	80	0	80
SBT	370	12	382	631	38	669
SBR	115	0	115	33	0	33
EBL	102	0	102	39	0	39
EBT	59	0	59	9	0	9
EBR	117	0	117	31	0	31
WBL	107	0	107	91	0	91
WBT	115	0	115	8	0	8
WBR	53	0	53	51	0	51
North Leg						
Approach	516	12	528	744	38	782
Departure	674	36	710	469	23	492
Total	1,190	48	1,238	1,213	61	1,274
South Leg						
Approach	697	36	733	563	23	586
Departure	594	12	606	753	38	791
Total	1,291	48	1,339	1,316	61	1,377
East Leg						
Approach	275	0	275	150	0	150
Departure	137	0	137	201	0	201
Total	412	0	412	351	0	351
West Leg						
Approach	278	0	278	79	0	79
Departure	361	0	361	113	0	113
Total	639	0	639	192	0	192
Total Approaches						
Approach	1,766	48	1,814	1,536	61	1,597
Departure	1,766	48	1,814	1,536	61	1,597

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
Total	3,532	96	3,628	3,072	122	3,194

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
1 . Dwy 1-Galway Ln/Rider St														
NBL	0	0	0	0	0	18	18	0	0	0	0	0	11	11
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	55	55	0	0	0	0	0	34	34
SBL	18	1	19	0	19	0	19	10	1	11	0	11	0	11
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	37	2	39	0	39	0	39	26	2	28	0	28	0	28
EBL	17	1	18	0	18	0	18	50	3	53	0	53	0	53
EBT	489	29	518	85	603	9	612	588	35	623	163	786	6	792
EBR	0	0	0	0	0	6	6	0	0	0	0	0	19	19
WBL	0	0	0	0	0	17	17	0	0	0	0	0	58	58
WBT	746	45	791	129	920	0	920	452	27	479	111	590	0	590
WBR	15	1	16	0	16	0	16	27	2	29	0	29	0	29
North Leg														
Approach	55	3	58	0	58	0	58	36	3	39	0	39	0	39
Departure	32	2	34	0	34	0	34	77	5	82	0	82	0	82
Total	87	5	92	0	92	0	92	113	8	121	0	121	0	121
South Leg														
Approach	0	0	0	0	0	73	73	0	0	0	0	0	45	45
Departure	0	0	0	0	0	23	23	0	0	0	0	0	77	77
Total	0	0	0	0	0	96	96	0	0	0	0	0	122	122
East Leg														
Approach	761	46	807	129	936	17	953	479	29	508	111	619	58	677
Departure	507	30	537	85	622	64	686	598	36	634	163	797	40	837
Total	1,268	76	1,344	214	1,558	81	1,639	1,077	65	1,142	274	1,416	98	1,514
West Leg														
Approach	506	30	536	85	621	15	636	638	38	676	163	839	25	864
Departure	783	47	830	129	959	18	977	478	29	507	111	618	11	629
Total	1,289	77	1,366	214	1,580	33	1,613	1,116	67	1,183	274	1,457	36	1,493
Total Approaches														
Approach	1,322	79	1,401	214	1,615	105	1,720	1,153	70	1,223	274	1,497	128	1,625
Departure	1,322	79	1,401	214	1,615	105	1,720	1,153	70	1,223	274	1,497	128	1,625
Total	2,644	158	2,802	428	3,230	210	3,440	2,306	140	2,446	548	2,994	256	3,250

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
2 . Evans Rd/Ramona Expwy														
NBL	342	21	363	42	405	23	428	201	12	213	29	242	14	256
NBT	476	29	505	44	549	9	558	290	17	307	103	410	6	416
NBR	17	1	18	28	46	5	51	15	1	16	38	54	3	57
SBL	179	11	190	44	234	0	234	226	14	240	30	270	0	270
SBT	282	17	299	85	384	3	387	525	32	557	69	626	10	636
SBR	383	23	406	133	539	0	539	389	23	412	89	501	0	501
EBL	383	23	406	46	452	0	452	377	23	400	151	551	0	551
EBT	476	29	505	158	663	0	663	952	57	1,009	304	1,313	0	1,313
EBR	151	9	160	16	176	7	183	316	19	335	50	385	24	409
WBL	13	1	14	27	41	1	42	20	1	21	34	55	5	60
WBT	904	54	958	250	1,208	0	1,208	575	35	610	211	821	0	821
WBR	314	19	333	15	348	0	348	149	9	158	50	208	0	208
North Leg														
Approach	844	51	895	262	1,157	3	1,160	1,140	69	1,209	188	1,397	10	1,407
Departure	1,173	71	1,244	105	1,349	9	1,358	816	49	865	304	1,169	6	1,175
Total	2,017	122	2,139	367	2,506	12	2,518	1,956	118	2,074	492	2,566	16	2,582
South Leg														
Approach	835	51	886	114	1,000	37	1,037	506	30	536	170	706	23	729
Departure	446	27	473	128	601	11	612	861	52	913	153	1,066	39	1,105
Total	1,281	78	1,359	242	1,601	48	1,649	1,367	82	1,449	323	1,772	62	1,834
East Leg														
Approach	1,231	74	1,305	292	1,597	1	1,598	744	45	789	295	1,084	5	1,089
Departure	672	41	713	230	943	5	948	1,193	72	1,265	372	1,637	3	1,640
Total	1,903	115	2,018	522	2,540	6	2,546	1,937	117	2,054	667	2,721	8	2,729
West Leg														
Approach	1,010	61	1,071	220	1,291	7	1,298	1,645	99	1,744	505	2,249	24	2,273
Departure	1,629	98	1,727	425	2,152	23	2,175	1,165	70	1,235	329	1,564	14	1,578
Total	2,639	159	2,798	645	3,443	30	3,473	2,810	169	2,979	834	3,813	38	3,851
Total Approaches														
Approach	3,920	237	4,157	888	5,045	48	5,093	4,035	243	4,278	1,158	5,436	62	5,498
Departure	3,920	237	4,157	888	5,045	48	5,093	4,035	243	4,278	1,158	5,436	62	5,498
Total	7,840	474	8,314	1,776	10,090	96	10,186	8,070	486	8,556	2,316	10,872	124	10,996

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
3 . Evans Rd/Rider St														
NBL	139	8	147	45	192	7	199	77	5	82	31	113	24	137
NBT	427	26	453	51	504	0	504	355	21	376	62	438	0	438
NBR	12	1	13	0	13	0	13	12	1	13	0	13	0	13
SBL	97	6	103	21	124	0	124	56	3	59	29	88	0	88
SBT	381	23	404	45	449	6	455	439	26	465	68	533	19	552
SBR	206	12	218	64	282	6	288	183	11	194	56	250	19	269
EBL	152	9	161	43	204	36	240	188	11	199	81	280	23	303
EBT	272	16	288	22	310	14	324	310	19	329	27	356	9	365
EBR	83	5	88	20	108	14	122	100	6	106	55	161	9	170
WBL	16	1	17	0	17	0	17	16	1	17	0	17	0	17
WBT	416	25	441	19	460	4	464	219	13	232	24	256	14	270
WBR	115	7	122	20	142	0	142	64	4	68	28	96	0	96
North Leg														
Approach	684	41	725	130	855	12	867	678	40	718	153	871	38	909
Departure	694	42	736	114	850	36	886	607	36	643	171	814	23	837
Total	1,378	83	1,461	244	1,705	48	1,753	1,285	76	1,361	324	1,685	61	1,746
South Leg														
Approach	578	35	613	96	709	7	716	444	27	471	93	564	24	588
Departure	480	29	509	65	574	20	594	555	33	588	123	711	28	739
Total	1,058	64	1,122	161	1,283	27	1,310	999	60	1,059	216	1,275	52	1,327
East Leg														
Approach	547	33	580	39	619	4	623	299	18	317	52	369	14	383
Departure	381	23	404	43	447	14	461	378	23	401	56	457	9	466
Total	928	56	984	82	1,066	18	1,084	677	41	718	108	826	23	849
West Leg														
Approach	507	30	537	85	622	64	686	598	36	634	163	797	41	838
Departure	761	45	806	128	934	17	951	479	29	508	111	619	57	676
Total	1,268	75	1,343	213	1,556	81	1,637	1,077	65	1,142	274	1,416	98	1,514
Total Approaches														
Approach	2,316	139	2,455	350	2,805	87	2,892	2,019	121	2,140	461	2,601	117	2,718
Departure	2,316	139	2,455	350	2,805	87	2,892	2,019	121	2,140	461	2,601	117	2,718
Total	4,632	278	4,910	700	5,610	174	5,784	4,038	242	4,280	922	5,202	234	5,436

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
4 . Dwy 2/Rider St														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	9	9	0	0	0	0	0	6	6
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	506	30	536	85	621	6	627	638	38	676	163	839	19	858
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	783	47	830	129	959	18	977	478	29	507	111	618	11	629
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
South Leg														
Approach	0	0	0	0	0	9	9	0	0	0	0	0	6	6
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	9	9	0	0	0	0	0	6	6
East Leg														
Approach	783	47	830	129	959	18	977	478	29	507	111	618	11	629
Departure	506	30	536	85	621	15	636	638	38	676	163	839	25	864
Total	1,289	77	1,366	214	1,580	33	1,613	1,116	67	1,183	274	1,457	36	1,493
West Leg														
Approach	506	30	536	85	621	6	627	638	38	676	163	839	19	858
Departure	783	47	830	129	959	18	977	478	29	507	111	618	11	629
Total	1,289	77	1,366	214	1,580	24	1,604	1,116	67	1,183	274	1,457	30	1,487
Total Approaches														
Approach	1,289	77	1,366	214	1,580	33	1,613	1,116	67	1,183	274	1,457	36	1,493
Departure	1,289	77	1,366	214	1,580	33	1,613	1,116	67	1,183	274	1,457	36	1,493
Total	2,578	154	2,732	428	3,160	66	3,226	2,232	134	2,366	548	2,914	72	2,986

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
5 . Dwy 3/Evans Rd														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	578	35	613	96	709	7	716	444	27	471	93	564	24	588
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	480	29	509	65	574	14	588	555	33	588	123	711	9	720
SBR	0	0	0	0	0	6	6	0	0	0	0	0	19	19
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	9	9	0	0	0	0	0	6	6
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	480	29	509	65	574	20	594	555	33	588	123	711	28	739
Departure	578	35	613	96	709	7	716	444	27	471	93	564	24	588
Total	1,058	64	1,122	161	1,283	27	1,310	999	60	1,059	216	1,275	52	1,327
South Leg														
Approach	578	35	613	96	709	7	716	444	27	471	93	564	24	588
Departure	480	29	509	65	574	23	597	555	33	588	123	711	15	726
Total	1,058	64	1,122	161	1,283	30	1,313	999	60	1,059	216	1,275	39	1,314
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	0	0	9	9	0	0	0	0	0	6	6
Departure	0	0	0	0	0	6	6	0	0	0	0	0	19	19
Total	0	0	0	0	0	15	15	0	0	0	0	0	25	25
Total Approaches														
Approach	1,058	64	1,122	161	1,283	36	1,319	999	60	1,059	216	1,275	58	1,333
Departure	1,058	64	1,122	161	1,283	36	1,319	999	60	1,059	216	1,275	58	1,333
Total	2,116	128	2,244	322	2,566	72	2,638	1,998	120	2,118	432	2,550	116	2,666

Table B-5: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
6 . Evans Rd/Morgan St-May Ranch Pkwy														
NBL	131	8	139	0	139	0	139	72	4	76	0	76	0	76
NBT	519	31	550	114	664	36	700	379	23	402	170	572	23	595
NBR	47	3	50	0	50	0	50	112	7	119	0	119	0	119
SBL	31	2	33	0	33	0	33	80	5	85	0	85	0	85
SBT	370	22	392	129	521	12	533	631	38	669	151	820	38	858
SBR	115	7	122	0	122	0	122	33	2	35	0	35	0	35
EBL	102	6	108	0	108	0	108	39	2	41	0	41	0	41
EBT	59	4	63	0	63	0	63	9	1	10	0	10	0	10
EBR	117	7	124	0	124	0	124	31	2	33	0	33	0	33
WBL	107	6	113	0	113	0	113	91	5	96	0	96	0	96
WBT	115	7	122	0	122	0	122	8	0	8	0	8	0	8
WBR	53	3	56	0	56	0	56	51	3	54	0	54	0	54
North Leg														
Approach	516	31	547	129	676	12	688	744	45	789	151	940	38	978
Departure	674	40	714	114	828	36	864	469	28	497	170	667	23	690
Total	1,190	71	1,261	243	1,504	48	1,552	1,213	73	1,286	321	1,607	61	1,668
South Leg														
Approach	697	42	739	114	853	36	889	563	34	597	170	767	23	790
Departure	594	35	629	129	758	12	770	753	45	798	151	949	38	987
Total	1,291	77	1,368	243	1,611	48	1,659	1,316	79	1,395	321	1,716	61	1,777
East Leg														
Approach	275	16	291	0	291	0	291	150	8	158	0	158	0	158
Departure	137	9	146	0	146	0	146	201	13	214	0	214	0	214
Total	412	25	437	0	437	0	437	351	21	372	0	372	0	372
West Leg														
Approach	278	17	295	0	295	0	295	79	5	84	0	84	0	84
Departure	361	22	383	0	383	0	383	113	6	119	0	119	0	119
Total	639	39	678	0	678	0	678	192	11	203	0	203	0	203
Total Approaches														
Approach	1,766	106	1,872	243	2,115	48	2,163	1,536	92	1,628	321	1,949	61	2,010
Departure	1,766	106	1,872	243	2,115	48	2,163	1,536	92	1,628	321	1,949	61	2,010
Total	3,532	212	3,744	486	4,230	96	4,326	3,072	184	3,256	642	3,898	122	4,020

Table B-6: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

	Existing 2022 Volume	Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2022 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

2 Evans Rd/Ramona Expwy

AM Peak Hour

Northbound	Left	339	Approach	827	1,880	3,970	2,090	794	511	1,338
	Through	471	Departure	440	655	1,758	1,103	419	269	709
	Right	17								
Southbound	Left	176	Approach	830	1,065	1,713	648	246	158	988
	Through	279	Departure	1,152	1,677	2,829	1,152	438	281	1,433
	Right	375								
Eastbound	Left	375	Approach	968	2,055	2,084	29	11	7	975
	Through	444	Departure	1,583	3,244	4,756	1,512	575	369	1,952
	Right	149								
Westbound	Left	12	Approach	1,187	1,367	3,103	1,736	660	424	1,611
	Through	869	Departure	637	791	1,526	735	279	180	817
	Right	306								

PM Peak Hour

Northbound	Left	199	Approach	502	1,380	3,422	2,042	572	368	870
	Through	288	Departure	854	2,783	6,644	3,861	1,081	695	1,549
	Right	15								
Southbound	Left	225	Approach	1,126	2,680	4,408	1,728	484	311	1,437
	Through	520	Departure	806	1,755	3,022	1,267	355	228	1,034
	Right	381								
Eastbound	Left	371	Approach	1,610	5,260	7,023	1,763	494	317	1,927
	Through	925	Departure	1,126	3,802	3,646	-156	-44	-28	1,098
	Right	314								
Westbound	Left	20	Approach	713	1,194	3,198	2,004	561	361	1,074
	Through	546	Departure	1,165	2,174	4,740	2,566	718	462	1,627
	Right	147								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 18 years from 2022 to 2040 the growth represents 0.642857142857143 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table B-6: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

	Existing 2022 Volume	Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2022 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

3 Evans Rd/Rider St

AM Peak Hour

Northbound	Left	131	Approach	566	554	2,237	1,683	640	411	977
	Through	423	Departure	472	292	2,057	1,765	671	431	903
	Right	12								
Southbound	Left	96	Approach	677	184	2,246	2,062	784	504	1,181
	Through	378	Departure	682	223	2,215	1,992	757	487	1,169
	Right	203								
Eastbound	Left	144	Approach	479	456	158	-298	-113	-73	406
	Through	257	Departure	743	979	369	-610	-232	-149	594
	Right	78								
Westbound	Left	16	Approach	540	621	2	-619	-235	-151	389
	Through	409	Departure	365	320	2	-318	-121	-78	287
	Right	115								

PM Peak Hour

Northbound	Left	74	Approach	440	520	3,105	2,585	724	465	905
	Through	354	Departure	545	987	4,091	3,104	869	559	1,104
	Right	12								
Southbound	Left	56	Approach	671	522	4,308	3,786	1,060	681	1,352
	Through	432	Departure	600	349	3,537	3,188	893	574	1,174
	Right	183								
Eastbound	Left	183	Approach	579	1,391	604	-787	-220	-142	437
	Through	299	Departure	475	791	386	-405	-113	-73	402
	Right	97								
Westbound	Left	16	Approach	297	577	2	-575	-161	-104	194
	Through	218	Departure	367	883	5	-878	-246	-158	209
	Right	63								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 18 years from 2022 to 2040 the growth represents 0.642857142857143 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table B-6: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2022 Volume		Existing	Base Yr.	Fut. Yr.	Base to Future Year		2022 to	2040
				2022 Link Volume	Modeled Pk. Per. Volume	Modeled Pk. Per. Volume	Pk. Per. Change	Pk. Hr. Change	Link Vol Growth ¹	Link Volume

6 Evans Rd/Morgan St-May Ranch Pkwy

AM Peak Hour

Northbound	Left	131	Approach	690	223	2,215	1,992	757	487	1,177
	Through	512	Departure	589	184	2,246	2,062	784	504	1,093
	Right	47								
Southbound	Left	31	Approach	512	655	1,753	1,098	417	268	780
	Through	366	Departure	667	1,880	3,969	2,089	794	510	1,177
	Right	115								
Eastbound	Left	102	Approach	278	22	0	-22	-8	-5	278
	Through	59	Departure	360	460	0	-460	-175	-112	360
	Right	117								
Westbound	Left	106	Approach	273	2,117	3,309	1,192	453	291	672
	Through	114	Departure	137	492	1,063	571	217	139	276
	Right	53								

PM Peak Hour

Northbound	Left	71	Approach	558	349	3,537	3,188	893	574	1,132
	Through	375	Departure	744	522	4,308	3,786	1,060	681	1,425
	Right	112								
Southbound	Left	79	Approach	734	2,783	6,547	3,764	1,054	678	1,412
	Through	623	Departure	463	1,380	3,415	2,035	570	366	829
	Right	32								
Eastbound	Left	38	Approach	78	456	0	-456	-128	-82	78
	Through	9	Departure	111	101	0	-101	-28	-18	111
	Right	31								
Westbound	Left	90	Approach	148	1,132	2,159	1,027	288	185	333
	Through	8	Departure	200	2,717	4,520	1,803	505	325	589
	Right	50								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 18 years from 2022 to 2040 the growth represents 0.642857142857143 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume		Forecast TM Volume		
1 Dwy 1-Galway Ln/Rider St						
A.M. Peak Hour						
Northbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Southbound	Left	18	Approach	54	Left	18
	Through	0	Departure	31	Through	0
	Right	36			Right	36
Eastbound	Left	16	Approach	499	Left	16
	Through	483	Departure	769	Through	483
	Right	0			Right	0
Westbound	Left	0	Approach	748	Left	0
	Through	733	Departure	501	Through	733
	Right	15			Right	15
P.M. Peak Hour						
Northbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Southbound	Left	9	Approach	35	Left	9
	Through	0	Departure	77	Through	0
	Right	26			Right	26
Eastbound	Left	50	Approach	627	Left	50
	Through	577	Departure	470	Through	577
	Right	0			Right	0
Westbound	Left	0	Approach	471	Left	0
	Through	444	Departure	586	Through	444
	Right	27			Right	27

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume		Forecast TM Volume		
2 Evans Rd/Ramona Expwy						
A.M. Peak Hour						
Northbound	Left	339	Approach	1,338	Left	524
	Through	471	Departure	709	Through	762
	Right	17			Right	49
Southbound	Left	176	Approach	988	Left	246
	Through	279	Departure	1,433	Through	465
	Right	375			Right	280
Eastbound	Left	375	Approach	975	Left	247
	Through	444	Departure	1,952	Through	522
	Right	149			Right	209
Westbound	Left	12	Approach	1,611	Left	35
	Through	869	Departure	817	Through	1,148
	Right	306			Right	424
P.M. Peak Hour						
Northbound	Left	199	Approach	870	Left	251
	Through	288	Departure	1,549	Through	545
	Right	15			Right	65
Southbound	Left	225	Approach	1,437	Left	337
	Through	520	Departure	1,034	Through	942
	Right	381			Right	165
Eastbound	Left	371	Approach	1,927	Left	213
	Through	925	Departure	1,098	Through	1,224
	Right	314			Right	502
Westbound	Left	20	Approach	1,074	Left	104
	Through	546	Departure	1,627	Through	682
	Right	147			Right	276

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume		Forecast TM Volume		
3 Evans Rd/Rider St						
A.M. Peak Hour						
Northbound	Left	131	Approach	977	Left	120
	Through	423	Departure	903	Through	850
	Right	12			Right	12
Southbound	Left	96	Approach	1,181	Left	123
	Through	378	Departure	1,169	Through	810
	Right	203			Right	244
Eastbound	Left	144	Approach	406	Left	176
	Through	257	Departure	594	Through	153
	Right	78			Right	77
Westbound	Left	16	Approach	389	Left	16
	Through	409	Departure	287	Through	231
	Right	115			Right	143
<hr/>						
P.M. Peak Hour						
Northbound	Left	74	Approach	905	Left	59
	Through	354	Departure	1,104	Through	850
	Right	12			Right	9
Southbound	Left	56	Approach	1,352	Left	73
	Through	432	Departure	1,174	Through	1,017
	Right	183			Right	246
Eastbound	Left	183	Approach	437	Left	240
	Through	299	Departure	402	Through	126
	Right	97			Right	74
Westbound	Left	16	Approach	194	Left	12
	Through	218	Departure	209	Through	97
	Right	63			Right	84

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume		Forecast TM Volume		
4 Dwy 2/Rider St						
A.M. Peak Hour						
Northbound	Left	0	Approach	411	Left	0
	Through	0	Departure	425	Through	0
	Right	0			Right	0
Southbound	Left	0	Approach	498	Left	0
	Through	0	Departure	488	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	-71	Left	0
	Through	0	Departure	-154	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	-155	Left	0
	Through	0	Departure	-77	Through	0
	Right	0			Right	0
<hr/>						
P.M. Peak Hour						
Northbound	Left	0	Approach	463	Left	0
	Through	0	Departure	541	Through	0
	Right	0			Right	0
Southbound	Left	0	Approach	654	Left	0
	Through	0	Departure	555	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	-144	Left	0
	Through	0	Departure	-74	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	-105	Left	0
	Through	0	Departure	-155	Through	0
	Right	0			Right	0

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume	Forecast TM Volume			
5 Dwy 3/Evans Rd						
A.M. Peak Hour						
Northbound	Left	0	Approach	411	Left	0
	Through	0	Departure	425	Through	0
	Right	0			Right	0
Southbound	Left	0	Approach	498	Left	0
	Through	0	Departure	488	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	-71	Left	0
	Through	0	Departure	-154	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	-155	Left	0
	Through	0	Departure	-77	Through	0
	Right	0			Right	0
P.M. Peak Hour						
Northbound	Left	0	Approach	463	Left	0
	Through	0	Departure	541	Through	0
	Right	0			Right	0
Southbound	Left	0	Approach	654	Left	0
	Through	0	Departure	555	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	-144	Left	0
	Through	0	Departure	-74	Through	0
	Right	0			Right	0
Westbound	Left	0	Approach	-105	Left	0
	Through	0	Departure	-155	Through	0
	Right	0			Right	0

**Table B-7 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)**

Approach Direction	Traffic Counts	Forecast Future Year				
		Link Volume		Forecast TM Volume		
6 Evans Rd/Morgan St-May Ranch Pkwy						
A.M. Peak Hour						
Northbound	Left	131	Approach	1,177	Left	114
	Through	512	Departure	1,093	Through	933
	Right	47			Right	129
Southbound	Left	31	Approach	780	Left	71
	Through	366	Departure	1,177	Through	626
	Right	115			Right	84
Eastbound	Left	102	Approach	278	Left	88
	Through	59	Departure	360	Through	77
	Right	117			Right	114
Westbound	Left	106	Approach	672	Left	353
	Through	114	Departure	276	Through	162
	Right	53			Right	157
<hr/>						
P.M. Peak Hour						
Northbound	Left	71	Approach	1,132	Left	74
	Through	375	Departure	1,425	Through	695
	Right	112			Right	361
Southbound	Left	79	Approach	1,412	Left	214
	Through	623	Departure	829	Through	1,172
	Right	32			Right	28
Eastbound	Left	38	Approach	78	Left	33
	Through	9	Departure	111	Through	13
	Right	31			Right	32
Westbound	Left	90	Approach	333	Left	222
	Through	8	Departure	589	Through	9
	Right	50			Right	102
<hr/>						

Table B-8: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour						
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol		
1 . Dwy 1-Galway Ln/Rider St												
NBL	0	0.0%	0	0	0	0	0.0%	0	0	0	0	
NBT	0	0.0%	0	0	0	0	0.0%	0	0	0	0	
NBR	0	0.0%	0	0	0	0	0.0%	0	0	0	0	
SBL	18	0.0%	18	0	0	18	9	11.1%	8	1	2	10
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	36	2.8%	35	1	2	37	26	0.0%	26	0	0	26
EBL	16	6.3%	15	1	2	17	50	0.0%	50	0	0	50
EBT	483	1.4%	476	7	13	489	577	2.8%	561	16	27	588
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	733	2.0%	718	15	28	746	444	2.3%	434	10	18	452
WBR	15	0.0%	15	0	0	15	27	0.0%	27	0	0	27
North Leg												
Approach	54		53	1	2	55	35		34	1	2	36
Departure	31		30	1	2	32	77		77	0	0	77
Total	85		83	2	4	87	112		111	1	2	113
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
East Leg												
Approach	748		733	15	28	761	471		461	10	18	479
Departure	501		494	7	13	507	586		569	17	29	598
Total	1,249		1,227	22	41	1,268	1,057		1,030	27	47	1,077
West Leg												
Approach	499		491	8	15	506	627		611	16	27	638
Departure	769		753	16	30	783	470		460	10	18	478
Total	1,268		1,244	24	45	1,289	1,097		1,071	26	45	1,116
Total Approaches												
Approach	1,301		1,277	24	45	1,322	1,133		1,106	27	47	1,153
Departure	1,301		1,277	24	45	1,322	1,133		1,106	27	47	1,153
Total	2,602		2,554	48	90	2,644	2,266		2,212	54	94	2,306

Table B-8: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour						
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol		
2 . Evans Rd/Ramona Expwy												
NBL	524	1.2%	518	6	11	529	251	2.0%	246	5	8	254
NBT	762	2.1%	746	16	24	770	545	1.4%	537	8	12	549
NBR	49	0.0%	49	0	0	49	65	0.0%	65	0	0	65
SBL	246	2.8%	239	7	11	250	337	0.9%	334	3	5	339
SBT	465	2.2%	455	10	15	470	942	1.9%	924	18	27	951
SBR	280	3.5%	270	10	16	286	165	2.9%	160	5	9	169
EBL	247	3.2%	239	8	13	252	213	2.2%	208	5	9	217
EBT	522	7.0%	486	36	73	559	1,224	2.5%	1,194	30	65	1,259
EBR	209	2.7%	203	6	9	212	502	1.3%	496	6	9	505
WBL	35	8.3%	32	3	6	38	104	0.0%	104	0	0	104
WBT	1,148	3.0%	1,114	34	80	1,194	682	5.1%	647	35	71	718
WBR	424	3.3%	410	14	25	435	276	2.7%	268	8	12	280
North Leg												
Approach	991		964	27	42	1,006	1,444		1,418	26	41	1,459
Departure	1,433		1,395	38	62	1,457	1,034		1,013	21	33	1,046
Total	2,424		2,359	65	104	2,463	2,478		2,431	47	74	2,505
South Leg												
Approach	1,335		1,313	22	35	1,348	861		848	13	20	868
Departure	709		690	19	30	720	1,548		1,524	24	36	1,560
Total	2,044		2,003	41	65	2,068	2,409		2,372	37	56	2,428
East Leg												
Approach	1,607		1,556	51	111	1,667	1,062		1,019	43	83	1,102
Departure	817		774	43	84	858	1,626		1,593	33	70	1,663
Total	2,424		2,330	94	195	2,525	2,688		2,612	76	153	2,765
West Leg												
Approach	978		928	50	95	1,023	1,939		1,898	41	83	1,981
Departure	1,952		1,902	50	107	2,009	1,098		1,053	45	88	1,141
Total	2,930		2,830	100	202	3,032	3,037		2,951	86	171	3,122
Total Approaches												
Approach	4,911		4,761	150	283	5,044	5,306		5,183	123	227	5,410
Departure	4,911		4,761	150	283	5,044	5,306		5,183	123	227	5,410
Total	9,822		9,522	300	566	10,088	10,612		10,366	246	454	10,820

Table B-8: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
3 . Evans Rd/Rider St												
NBL	120	4.6%	115	5	11	126	59	5.4%	56	3	6	62
NBT	850	1.4%	838	12	20	858	850	0.6%	845	5	8	853
NBR	12	0.0%	12	0	0	12	9	0.0%	9	0	0	9
SBL	123	1.0%	122	1	2	124	73	0.0%	73	0	0	73
SBT	810	1.3%	799	11	18	817	1,017	2.3%	993	24	41	1,034
SBR	244	0.5%	243	1	2	245	246	1.1%	243	3	6	249
EBL	176	0.7%	175	1	2	177	240	1.6%	236	4	7	243
EBT	153	1.6%	151	2	3	154	126	2.7%	123	3	5	128
EBR	77	1.3%	76	1	2	78	74	1.0%	73	1	2	75
WBL	16	0.0%	16	0	0	16	12	0.0%	12	0	0	12
WBT	231	1.2%	228	3	5	233	97	2.3%	95	2	3	98
WBR	143	0.0%	143	0	0	143	84	1.6%	83	1	2	85
North Leg												
Approach	1,177		1,164	13	22	1,186	1,336		1,309	27	47	1,356
Departure	1,169		1,156	13	22	1,178	1,174		1,164	10	17	1,181
Total	2,346		2,320	26	44	2,364	2,510		2,473	37	64	2,537
South Leg												
Approach	982		965	17	31	996	918		910	8	14	924
Departure	903		891	12	20	911	1,103		1,078	25	43	1,121
Total	1,885		1,856	29	51	1,907	2,021		1,988	33	57	2,045
East Leg												
Approach	390		387	3	5	392	193		190	3	5	195
Departure	288		285	3	5	290	208		205	3	5	210
Total	678		672	6	10	682	401		395	6	10	405
West Leg												
Approach	406		402	4	7	409	440		432	8	14	446
Departure	595		586	9	18	604	402		394	8	15	409
Total	1,001		988	13	25	1,013	842		826	16	29	855
Total Approaches												
Approach	2,955		2,918	37	65	2,983	2,887		2,841	46	80	2,921
Departure	2,955		2,918	37	65	2,983	2,887		2,841	46	80	2,921
Total	5,910		5,836	74	130	5,966	5,774		5,682	92	160	5,842

Table B-8: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour						
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
6 . Evans Rd/Morgan St-May Ranch Pkwy												
NBL	114	0.0%	114	0	0	114	74	1.4%	73	1	2	75
NBT	933	2.1%	913	20	33	946	695	1.6%	684	11	18	702
NBR	129	0.0%	129	0	0	129	361	0.0%	361	0	0	361
SBL	71	0.0%	71	0	0	71	214	1.3%	211	3	6	217
SBT	626	2.2%	612	14	21	633	1,172	1.8%	1,151	21	36	1,187
SBR	84	0.0%	84	0	0	84	28	3.1%	27	1	2	29
EBL	88	0.0%	88	0	0	88	33	2.6%	32	1	2	34
EBT	77	0.0%	77	0	0	77	13	0.0%	13	0	0	13
EBR	114	0.0%	114	0	0	114	32	0.0%	32	0	0	32
WBL	353	1.9%	346	7	11	357	222	2.2%	217	5	8	225
WBT	162	0.9%	161	1	2	163	9	0.0%	9	0	0	9
WBR	157	0.0%	157	0	0	157	102	2.0%	100	2	4	104
North Leg												
Approach	781		767	14	21	788	1,414		1,389	25	44	1,433
Departure	1,178		1,158	20	33	1,191	830		816	14	24	840
Total	1,959		1,925	34	54	1,979	2,244		2,205	39	68	2,273
South Leg												
Approach	1,176		1,156	20	33	1,189	1,130		1,118	12	20	1,138
Departure	1,093		1,072	21	32	1,104	1,426		1,400	26	44	1,444
Total	2,269		2,228	41	65	2,293	2,556		2,518	38	64	2,582
East Leg												
Approach	672		664	8	13	677	333		326	7	12	338
Departure	277		277	0	0	277	588		585	3	6	591
Total	949		941	8	13	954	921		911	10	18	929
West Leg												
Approach	279		279	0	0	279	78		77	1	2	79
Departure	360		359	1	2	361	111		109	2	4	113
Total	639		638	1	2	640	189		186	3	6	192
Total Approaches												
Approach	2,908		2,866	42	67	2,933	2,955		2,910	45	78	2,988
Departure	2,908		2,866	42	67	2,933	2,955		2,910	45	78	2,988
Total	5,816		5,732	84	134	5,866	5,910		5,820	90	156	5,976

Table B-9: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour					PM Peak Hour				
	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP
1 . Dwy 1-Galway Ln/Rider St										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	18	19	0	19	20	10	11	0	11	12
SBT	0	0	0	0	0	0	0	0	0	0
SBR	37	39	0	39	41	26	28	0	28	29
EBL	17	18	0	18	19	50	53	0	53	56
EBT	489	603	0	603	633	588	786	0	786	825
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	746	920	0	920	966	452	590	0	590	620
WBR	15	16	0	16	17	27	29	0	29	30
North Leg										
Approach	55	58	0	58	61	36	39	0	39	41
Departure	32	34	0	34	36	77	82	0	82	86
Total	87	92	0	92	97	113	121	0	121	127
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	761	936	0	936	983	479	619	0	619	650
Departure	507	622	0	622	653	598	797	0	797	837
Total	1,268	1,558	0	1,558	1,636	1,077	1,416	0	1,416	1,487
West Leg										
Approach	506	621	0	621	652	638	839	0	839	881
Departure	783	959	0	959	1,007	478	618	0	618	649
Total	1,289	1,580	0	1,580	1,659	1,116	1,457	0	1,457	1,530
Total Approaches										
Approach	1,322	1,615	0	1,615	1,696	1,153	1,497	0	1,497	1,572
Departure	1,322	1,615	0	1,615	1,696	1,153	1,497	0	1,497	1,572
Total	2,644	3,230	0	3,230	3,392	2,306	2,994	0	2,994	3,144

Table B-9: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour					PM Peak Hour				
	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP
2 . Evans Rd/Ramona Expwy										
NBL	529	405	0	405	529	254	242	0	242	254
NBT	770	549	0	549	770	549	410	0	410	549
NBR	49	46	11	57	60	65	54	6	60	65
SBL	250	234	89	323	339	339	270	49	319	339
SBT	470	384	0	384	470	951	626	0	626	951
SBR	286	539	0	539	566	169	501	0	501	526
EBL	252	452	0	452	475	217	551	0	551	579
EBT	559	663	119	782	821	1,259	1,313	64	1,377	1,446
EBR	212	176	0	176	212	505	385	0	385	505
WBL	38	41	3	44	46	104	55	13	68	104
WBT	1,194	1,208	35	1,243	1,305	718	821	141	962	1,010
WBR	435	348	27	375	435	280	208	107	315	331
North Leg										
Approach	1,006	1,157	89	1,246	1,375	1,459	1,397	49	1,446	1,816
Departure	1,457	1,349	27	1,376	1,680	1,046	1,169	107	1,276	1,458
Total	2,463	2,506	116	2,622	3,055	2,505	2,566	156	2,722	3,274
South Leg										
Approach	1,348	1,000	11	1,011	1,359	868	706	6	712	868
Departure	720	601	3	604	728	1,560	1,066	13	1,079	1,560
Total	2,068	1,601	14	1,615	2,087	2,428	1,772	19	1,791	2,428
East Leg										
Approach	1,667	1,597	65	1,662	1,786	1,102	1,084	261	1,345	1,445
Departure	858	943	219	1,162	1,220	1,663	1,637	119	1,756	1,850
Total	2,525	2,540	284	2,824	3,006	2,765	2,721	380	3,101	3,295
West Leg										
Approach	1,023	1,291	119	1,410	1,508	1,981	2,249	64	2,313	2,529
Departure	2,009	2,152	35	2,187	2,400	1,141	1,564	141	1,705	1,790
Total	3,032	3,443	154	3,597	3,908	3,122	3,813	205	4,018	4,320
Total Approaches										
Approach	5,044	5,045	284	5,329	6,028	5,410	5,436	380	5,816	6,658
Departure	5,044	5,045	284	5,329	6,028	5,410	5,436	380	5,816	6,658
Total	10,088	10,090	568	10,658	12,056	10,820	10,872	760	11,632	13,317

Table B-9: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour					PM Peak Hour				
	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP
3 . Evans Rd/Rider St										
NBL	126	192	0	192	202	62	113	0	113	119
NBT	858	504	0	504	858	853	438	0	438	853
NBR	12	13	0	13	14	9	13	0	13	14
SBL	124	124	0	124	130	73	88	0	88	92
SBT	817	449	0	449	817	1,034	533	0	533	1,034
SBR	245	282	0	282	296	249	250	0	250	263
EBL	177	204	0	204	214	243	280	0	280	294
EBT	154	310	0	310	326	128	356	0	356	374
EBR	78	108	0	108	113	75	161	0	161	169
WBL	16	17	0	17	18	12	17	0	17	18
WBT	233	460	0	460	483	98	256	0	256	269
WBR	143	142	0	142	143	85	96	0	96	101
North Leg										
Approach	1,186	855	0	855	1,243	1,356	871	0	871	1,389
Departure	1,178	850	0	850	1,215	1,181	814	0	814	1,248
Total	2,364	1,705	0	1,705	2,459	2,537	1,685	0	1,685	2,637
South Leg										
Approach	996	709	0	709	1,073	924	564	0	564	985
Departure	911	574	0	574	948	1,121	711	0	711	1,221
Total	1,907	1,283	0	1,283	2,022	2,045	1,275	0	1,275	2,206
East Leg										
Approach	392	619	0	619	644	195	369	0	369	387
Departure	290	447	0	447	469	210	457	0	457	480
Total	682	1,066	0	1,066	1,113	405	826	0	826	867
West Leg										
Approach	409	622	0	622	653	446	797	0	797	837
Departure	604	934	0	934	981	409	619	0	619	650
Total	1,013	1,556	0	1,556	1,634	855	1,416	0	1,416	1,487
Total Approaches										
Approach	2,983	2,805	0	2,805	3,614	2,921	2,601	0	2,601	3,599
Departure	2,983	2,805	0	2,805	3,614	2,921	2,601	0	2,601	3,599
Total	5,966	5,610	0	5,610	7,227	5,842	5,202	0	5,202	7,197

Table B-9: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour					PM Peak Hour				
	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	Stoneridge SP	OY (2024) NP	2,040 NP
6 . Evans Rd/Morgan St-May Ranch Pkwy										
NBL	114	139	0	139	146	75	76	0	76	80
NBT	946	664	0	664	946	702	572	0	572	702
NBR	129	50	0	50	129	361	119	0	119	361
SBL	71	33	0	33	71	217	85	0	85	217
SBT	633	521	0	521	633	1,187	820	0	820	1,187
SBR	84	122	0	122	128	29	35	0	35	37
EBL	88	108	0	108	113	34	41	0	41	43
EBT	77	63	0	63	77	13	10	0	10	13
EBR	114	124	0	124	130	32	33	0	33	35
WBL	357	113	0	113	357	225	96	0	96	225
WBT	163	122	0	122	163	9	8	0	8	9
WBR	157	56	0	56	157	104	54	0	54	104
North Leg										
Approach	788	676	0	676	832	1,433	940	0	940	1,441
Departure	1,191	828	0	828	1,216	840	667	0	667	849
Total	1,979	1,504	0	1,504	2,049	2,273	1,607	0	1,607	2,290
South Leg										
Approach	1,189	853	0	853	1,221	1,138	767	0	767	1,143
Departure	1,104	758	0	758	1,120	1,444	949	0	949	1,447
Total	2,293	1,611	0	1,611	2,341	2,582	1,716	0	1,716	2,589
East Leg										
Approach	677	291	0	291	677	338	158	0	158	338
Departure	277	146	0	146	277	591	214	0	214	591
Total	954	437	0	437	954	929	372	0	372	929
West Leg										
Approach	279	295	0	295	321	79	84	0	84	91
Departure	361	383	0	383	437	113	119	0	119	126
Total	640	678	0	678	758	192	203	0	203	216
Total Approaches										
Approach	2,933	2,115	0	2,115	3,051	2,988	1,949	0	1,949	3,012
Departure	2,933	2,115	0	2,115	3,051	2,988	1,949	0	1,949	3,012
Total	5,866	4,230	0	4,230	6,101	5,976	3,898	0	3,898	6,025

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
1 . Dwy 1-Galway Ln/Rider St						
NBL	0	18	18	0	11	11
NBT	0	0	0	0	0	0
NBR	0	55	55	0	34	34
SBL	20	0	20	12	0	12
SBT	0	0	0	0	0	0
SBR	41	0	41	29	0	29
EBL	19	0	19	56	0	56
EBT	633	9	642	825	6	831
EBR	0	6	6	0	19	19
WBL	0	17	17	0	58	58
WBT	964	0	964	620	0	620
WBR	17	0	17	30	0	30
North Leg						
Approach	61	0	61	41	0	41
Departure	36	0	36	86	0	86
Total	97	0	97	127	0	127
South Leg						
Approach	0	73	73	0	45	45
Departure	0	23	23	0	77	77
Total	0	96	96	0	122	122
East Leg						
Approach	981	17	998	650	58	708
Departure	653	64	717	837	40	877
Total	1,634	81	1,715	1,487	98	1,585
West Leg						
Approach	652	15	667	881	25	906
Departure	1,005	18	1,023	649	11	660
Total	1,657	33	1,690	1,530	36	1,566
Total Approaches						
Approach	1,694	105	1,799	1,572	128	1,700
Departure	1,694	105	1,799	1,572	128	1,700
Total	3,387	210	3,597	3,144	256	3,400

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
2 . Evans Rd/Ramona Expwy						
NBL	529	23	552	254	14	268
NBT	770	9	779	549	6	555
NBR	60	5	65	65	3	68
SBL	339	0	339	339	0	339
SBT	470	3	473	951	10	961
SBR	566	0	566	526	0	526
EBL	475	0	475	579	0	579
EBT	821	0	821	1,446	0	1,446
EBR	212	7	219	505	24	529
WBL	46	1	47	104	5	109
WBT	1,305	0	1,305	1,010	0	1,010
WBR	435	0	435	331	0	331
North Leg						
Approach	1,375	3	1,378	1,816	10	1,826
Departure	1,680	9	1,689	1,458	6	1,464
Total	3,055	12	3,067	3,274	16	3,290
South Leg						
Approach	1,359	37	1,396	868	23	891
Departure	728	11	739	1,560	39	1,599
Total	2,087	48	2,135	2,428	62	2,490
East Leg						
Approach	1,786	1	1,787	1,445	5	1,450
Departure	1,220	5	1,225	1,850	3	1,853
Total	3,006	6	3,012	3,295	8	3,303
West Leg						
Approach	1,508	7	1,515	2,529	24	2,553
Departure	2,400	23	2,423	1,790	14	1,804
Total	3,908	30	3,938	4,320	38	4,358
Total Approaches						
Approach	6,028	48	6,076	6,658	62	6,720
Departure	6,028	48	6,076	6,658	62	6,720
Total	12,056	96	12,152	13,317	124	13,441

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
3 . Evans Rd/Rider St						
NBL	202	7	209	119	24	143
NBT	858	0	858	853	0	853
NBR	14	0	14	14	0	14
SBL	130	0	130	92	0	92
SBT	817	6	823	1,034	19	1,053
SBR	296	6	302	263	19	282
EBL	214	36	250	294	23	317
EBT	326	14	340	374	9	383
EBR	113	14	127	169	9	178
WBL	18	0	18	18	0	18
WBT	483	4	487	269	14	283
WBR	143	0	143	101	0	101
North Leg						
Approach	1,243	12	1,255	1,389	38	1,427
Departure	1,215	36	1,251	1,248	23	1,271
Total	2,459	48	2,507	2,637	61	2,698
South Leg						
Approach	1,073	7	1,080	985	24	1,009
Departure	948	20	968	1,221	28	1,249
Total	2,022	27	2,049	2,206	52	2,258
East Leg						
Approach	644	4	648	387	14	401
Departure	469	14	483	480	9	489
Total	1,113	18	1,131	867	23	890
West Leg						
Approach	653	64	717	837	41	878
Departure	981	17	998	650	57	707
Total	1,634	81	1,715	1,487	98	1,585
Total Approaches						
Approach	3,614	87	3,701	3,599	117	3,716
Departure	3,614	87	3,701	3,599	117	3,716
Total	7,227	174	7,401	7,197	234	7,431

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
4 . Dwy 2/Rider St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	9	9	0	6	6
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	652	6	658	881	19	900
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,005	18	1,023	649	11	660
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	9	9	0	6	6
Departure	0	0	0	0	0	0
Total	0	9	9	0	6	6
East Leg						
Approach	1,005	18	1,023	649	11	660
Departure	652	15	667	881	25	906
Total	1,657	33	1,690	1,530	36	1,566
West Leg						
Approach	652	6	658	881	19	900
Departure	1,005	18	1,023	649	11	660
Total	1,657	24	1,681	1,530	30	1,560
Total Approaches						
Approach	1,657	33	1,690	1,530	36	1,566
Departure	1,657	33	1,690	1,530	36	1,566
Total	3,314	66	3,380	3,060	72	3,132

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
5 . Dwy 3/Evans Rd						
NBL	0	0	0	0	0	0
NBT	1,073	7	1,080	985	24	1,009
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	948	14	962	1,221	9	1,230
SBR	0	6	6	0	19	19
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	9	9	0	6	6
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	948	20	968	1,221	28	1,249
Departure	1,073	7	1,080	985	24	1,009
Total	2,022	27	2,049	2,206	52	2,258
South Leg						
Approach	1,073	7	1,080	985	24	1,009
Departure	948	23	971	1,221	15	1,236
Total	2,022	30	2,052	2,206	39	2,245
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	9	9	0	6	6
Departure	0	6	6	0	19	19
Total	0	15	15	0	25	25
Total Approaches						
Approach	2,022	36	2,058	2,206	58	2,264
Departure	2,022	36	2,058	2,206	58	2,264
Total	4,043	72	4,115	4,412	116	4,528

Table B-10: Year 2040 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
6 . Evans Rd/Morgan St-May Ranch Pkwy						
NBL	146	0	146	80	0	80
NBT	946	36	982	702	23	725
NBR	129	0	129	361	0	361
SBL	71	0	71	217	0	217
SBT	633	12	645	1,187	38	1,225
SBR	128	0	128	37	0	37
EBL	113	0	113	43	0	43
EBT	77	0	77	13	0	13
EBR	130	0	130	35	0	35
WBL	357	0	357	225	0	225
WBT	163	0	163	9	0	9
WBR	157	0	157	104	0	104
North Leg						
Approach	832	12	844	1,441	38	1,479
Departure	1,216	36	1,252	849	23	872
Total	2,049	48	2,097	2,290	61	2,351
South Leg						
Approach	1,221	36	1,257	1,143	23	1,166
Departure	1,120	12	1,132	1,447	38	1,485
Total	2,341	48	2,389	2,589	61	2,650
East Leg						
Approach	677	0	677	338	0	338
Departure	277	0	277	591	0	591
Total	954	0	954	929	0	929
West Leg						
Approach	321	0	321	91	0	91
Departure	437	0	437	126	0	126
Total	758	0	758	216	0	216
Total Approaches						
Approach	3,051	48	3,099	3,012	61	3,073
Departure	3,051	48	3,099	3,012	61	3,073
Total	6,101	96	6,197	6,025	122	6,147

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
1 DPR20-00011	SWC Wilson Ave./Rider St.	Warehouse ¹	248.4 TSF							
		Passenger Vehicle Trips		20	6	26	10	26	36	435
		Truck PCEs		9	3	12	3	11	14	259
		Total PCEs		29	9	38	13	37	50	694
2 DPR17-00007	NEC Perris Blvd/Commerce Dr	Warehouse ²	16.0 TSF							
		Passenger Vehicle Trips		2	0	2	0	2	2	18
		Truck PCEs		0	0	0	0	0	0	25
		Total PCEs		2	0	2	0	2	2	43
3 DPR18-00001	N/O Commerce Dr, E/O Perris Blvd	Warehouse ²	18.0 TSF							
		Passenger Vehicle Trips		2	1	3	1	2	3	20
		Truck PCEs		0	0	0	0	0	0	28
		Total PCEs		2	1	3	1	2	3	48
4 DPR18-00007	E/O Perris Blvd, S/O Commerce Dr	Warehouse ²	19.0 TSF							
		Passenger Vehicle Trips		2	1	3	1	2	3	21
		Truck PCEs		0	0	0	0	0	0	30
		Total PCEs		2	1	3	1	2	3	51
5 DPR06-0365	SWC Rider St/Redlands Blvd	Warehouse ²	350.0 TSF							
		Passenger Vehicle Trips		18	3	21	9	23	32	413
		Truck PCEs		8	10	18	7	3	10	192
		Total PCEs		26	13	39	16	26	42	605
6 DPR19-00004	NEC Rider St/Redlands Blvd	Warehouse ⁴	1,373.4 TSF							
		Passenger Vehicle Trips		60	18	78	31	77	108	1,304
		Truck PCEs		68	19	87	23	58	81	1,576
		Total PCEs		128	37	165	54	135	189	2,880
7 DPR19-00007	E/S Wilson St/Rider St	Warehouse ³	350.0 TSF							
		Passenger Vehicle Trips		18	3	21	9	23	32	413
		Truck PCEs		8	10	18	7	3	10	192
		Total PCEs		26	13	39	16	26	42	605
8 DPR 21-00017	NEC Perris Blvd./Rider St.	Warehouse ²	43.4 TSF							
		Passenger Vehicle Trips		6	1	7	2	5	7	48
		Truck PCEs		3	0	3	3	0	3	66
		Total PCEs		9	1	10	5	5	10	114
9	N/O Rider St. btwn. Redlands Ave. & Lake View Dr.	Warehouse ³	640.0 TSF							
		Passenger Vehicle Trips		33	5	38	15	43	58	755
		Truck PCEs		17	16	33	6	10	16	355
		Total PCEs		50	21	71	21	53	74	1,110
10 DPR 21-00001	E/O Wilson Ave. S/O Rider St	Warehouse ⁵	155.0 TSF							
		Passenger Vehicle Trips		19	5	24	6	19	25	177
		Truck PCEs		3	3	6	8	3	11	236
		Total PCEs		22	8	30	14	22	36	413
11 DPR19-00014	N/O Walnut Ave. btwn. Indian Ave. & Barrett Ave.	Warehouse ⁶	205.8 TSF							
		Passenger Vehicle Trips		22	6	28	8	23	31	288
		Truck PCEs		13	4	17	6	14	20	184
		Total PCEs		35	10	45	14	37	51	472
12 DPR19-00016	SEC Rider St/Redlands Ave.	Warehouse ⁷	323.6 TSF							
		Passenger Vehicle Trips		16	3	19	7	22	29	382
		Truck PCEs		6	10	16	7	3	10	179
		Total PCEs		22	13	35	14	25	39	561
13 DPR 20-00013	SWC Perris Blvd./Morgan St.	Warehouse ⁸	286.9 TSF							
		Passenger Vehicle Trips		27	8	35	11	29	40	362
		Truck PCEs		28	9	37	12	28	40	349
		Total PCEs		55	17	72	23	57	80	711

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily		
				AM Peak Hour			PM Peak Hour					
				In	Out	Total	In	Out	Total			
14	Stratford Ranch East (TTM 38071)	NEC Evans Rd/Ramona Expwy	Single-Family Residential ⁹ Trip Generation	197.0	DU	36	109	145	123	72	195	1,860
15		West of Evans Rd. at Markham St	Single-Family Residential ¹⁰ Trip Generation	90.0	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
16		NWC of Indian Ave/Rider St	Warehouse ³ Passenger Vehicle Trips Truck PCEs Total PCEs	1,200.0	TSF	62	10	72	28	80	108	1,416
17		NWC of Harley Knox Blvd/Redlands Ave	Warehouse ³ Passenger Vehicle Trips Truck PCEs Total PCEs	386.3	TSF	20	3	23	9	26	35	456
18		North of Ramona Expwy west of Indian Ave	Warehouse ³ Passenger Vehicle Trips Truck PCEs Total PCEs	428.7	TSF	22	4	26	10	29	39	506
19	DPR 19-00012	Southside of of Ramona Expwy Btwn Indian Ave & Perris Blvd	Warehouse ³ Passenger Vehicle Trips Truck PCEs Total PCEs	347.9	TSF	18	3	21	8	23	31	411
20		NE Corner of Indian Ave/Ramona Expwy	Hotel ¹¹ Trip Generation	125.0	RM	0.26	0.20	0.46	0.30	0.29	0.59	7.90
21		SWC Indian Ave/Nance St	Warehouse ² Passenger Vehicle Trips Truck PCEs Total PCEs	180.0	TSF	22	5	27	6	21	27	200
22		NWC Perris Blvd/Ramona Expwy	Carwash ¹² Trip Generation	1.0	Stall	5.42	3.18	8.60	6.66	6.94	13.60	156.20
23	CUP 16-05165	NWC Perris Blvd/Harley Knox Blvd	Retail ¹³ Trip Generation Pass-by Trips Net Trip Generation	47.3	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45
24	CUP 19-05301	West of Perris Blvd, North of Orange Ave	Retail ¹³ Trip Generation Pass-by Trips Net Trip Generation	7.4	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45
25	CUP 20-05101	NEC Perris Blvd/Harley Knox Blvd	Gas Station ¹⁴ Trip Generation Pass-by Trips Net Trip Generation	7.25	TSF	28.26	28.26	56.52	27.26	27.26	54.52	700.43
26	CUP 19-05281	SEC Perris Blvd/Rider St	Convenience Store ¹⁵ Trip Generation Pass-by Trips Net Trip Generation Automated Carwash ¹⁶ Trip Generation Pass-by Trips Net Trip Generation	4.10	TSF	31.27	31.27	62.54	25.05	24.06	49.11	762.28
27	CUP 20-05217	NWC Perris Blvd/Ramona Expwy	Carwash ¹² Trip Generation	2.0	Stall	5.42	3.18	8.60	6.66	6.94	13.60	156.20
28	CUP 21-05102	NEC Barret Ave/Orange Ave	Mosque ¹⁷ Trip Generation	12.0	TSF	0.00	0.00	0.00	2.11	2.11	4.22	0.00
29	DPR-22-00007	NWC Perris Blvd/Placentia Ave	Retail ¹³ Trip Generation Pass-by Trips Net Trip Generation Hotel ¹⁸ Trip Generation	10.0	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily	
				AM Peak Hour			PM Peak Hour				
				In	Out	Total	In	Out	Total		
30 CUP 22-05083	SWC Perris Blvd/Harley Knox Blvd	Gas Station ¹⁴	1.07	TSF	28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation			30	30	60	29	29	58	748
		Pass-by Trips			(19)	(19)	(38)	(18)	(18)	(37)	(75)
		Net Trip Generation			11	11	22	11	11	22	673
		Automated Carwash ¹⁵	1.07	TSF	0.00	0.00	0.00	7.10	7.10	14.20	0.00
		Trip Generation			0	0	0	8	8	15	15
		Pass-by Trips			0	0	0	0	0	0	0
		Net Trip Generation			0	0	0	8	8	15	15
		Fast-Food Restaurant w Drive-Thru ¹⁸	1.07	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation			24	23	48	18	17	35	35		
Pass-by Trips			(12)	(12)	(24)	(9)	(9)	(18)	(41)		
Net Trip Generation			12	11	24	10	8	18	18		
31 CUP-21-05216	SEC Ramona Expwy/Nevada St	Retail ¹⁵	37.2	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45
		Trip Generation			53	35	88	123	123	245	2,026
		Pass-by Trips			0	0	0	(29)	(29)	(59)	(59)
		Net Trip Generation			53	35	88	93	93	186	1,967
32 PR 22-05320	NWC Perris Blvd/Orange Ave	Fast-Food Restaurant w Drive-Thru ¹⁸	4.00	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation			91	87	178	69	63	132	132
		Pass-by Trips			(45)	(45)	(89)	(33)	(33)	(66)	(155)
		Net Trip Generation			46	43	89	36	30	66	66
33 TR 31659	NEC Evans Rd/Citrus Ave	Single-Family Residential ¹⁹	161.0	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			29	83	113	95	56	151	1,518
34 TR 32041	NWC Dunlap Dr/Citrus Ave	Single-Family Residential ¹⁹	122.0	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			22	63	85	72	42	115	1,150
35 TR 32497	SWC Medical Center Dr/Orange Ave	Multi-Family Residential ¹⁹	131.0	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			13	40	52	42	25	67	883
36 TR 34260	N. of Flame Ave, W. of Redlands Ave	Multi-Family Residential ¹⁹	22.0	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			2	7	9	7	4	11	148
37 TR 35103	N. of Nuevo Ave, S of Placentia Ave, W. of Perris Blvd	Multi-Family Residential ¹⁹	345.0	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			33	105	138	111	65	176	2,325
		Multi-Family Residential (Mid-Rise) ²⁰	622.0	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
		Trip Generation			53	177	230	148	95	243	2,824
		Multi-Family Residential (Mid-Rise) ²⁰	889.0	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Trip Generation			76	253	329	211	135	347	4,036		
38 TR 36797	NEC Wilson Ave/Water Ave	Multi-Family Residential ¹⁹	76.0	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			7	23	30	24	14	39	512
39 TR 37038	NEC Wilson Ave/Water Ave	Multi-Family Residential ¹⁹	111.0	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			11	34	44	36	21	57	748
40 TR 36648	W. Evans @ Northern City Limits	Single-Family Residential ¹⁹	270.0	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			49	140	189	160	94	254	2,546
41 DPR 18-00011	SEC Perry St/Barrett Ave	Warehouse ³	144.0	TSF							
		Passenger Vehicle Trips			18	4	22	5	17	22	160
		Truck PCEs			5	3	8	10	3	13	219
		Total PCEs			23	7	30	15	20	35	379
42 DPR 19-00006	SEC Perry St/Barrett Ave	Warehouse ³	548.0	TSF							
		Passenger Vehicle Trips			29	4	33	12	37	49	647
		Truck PCEs			15	13	28	5	8	13	303
		Total PCEs			44	17	61	17	45	62	950
43 DPR 18-00006	NWC Patterson/California	Warehouse ³	25.0	TSF							
		Passenger Vehicle Trips			3	1	4	1	3	4	28
		Truck PCEs			0	0	0	0	0	0	38
		Total PCEs			3	1	4	1	3	4	66
44 DPR 20-00017	SW Webster and Nance	Warehouse ³	109.0	TSF							
		Passenger Vehicle Trips			13	3	16	3	13	16	121
		Truck PCEs			0	3	3	7	3	10	164
		Total PCEs			13	6	19	10	16	26	285
45 MMOD 17-05075	NEC Markham/Webster	Warehouse ³	256.0	TSF							
		Passenger Vehicle Trips			13	2	15	6	17	23	302
		Truck PCEs			5	8	13	5	3	8	143
		Total PCEs			18	10	28	11	20	31	445
46 DPR 18-00012	1261 Oleander Ave	Marijuana Cultivation ²¹	13.0	TSF	0.64	0.05	0.69	0.18	0.46	0.64	-
		Trip Generation			8	1	9	2	6	8	17
47 DPR 18-00009	872 Washington Ave	Marijuana Cultivation ²¹	5.0	TSF	0.64	0.05	0.69	0.18	0.46	0.64	-
		Trip Generation			3	0	3	1	2	3	7

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily	
				AM Peak Hour			PM Peak Hour				
				In	Out	Total	In	Out	Total		
48	ADPR 19-05051; DPR 18-00008	NW corner of Webster and Washington	1.0	TSF	0.64	0.05	0.69	0.18	0.46	0.64	-
		Marijuana Cultivation ²¹									
		Trip Generation			1	0	1	0	0	1	1
49	DPR 19-00005	S of Harley Knox btw Patterson & Nevada	25.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			3	1	4	1	3	4	28
		Truck PCEs			0	0	0	0	0	0	38
		Total PCEs			3	1	4	1	3	4	66
50	DPR 19-00002	SE Patterson and Markham	31.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			4	1	5	1	4	5	34
		Truck PCEs			0	0	0	3	0	3	46
		Total PCEs			4	1	5	4	4	8	80
51	DPR 20-00014	NW Harley Knox and Redlands	154.3	TSF							
		Warehouse ²									
		Passenger Vehicle Trips			18	5	23	5	18	23	171
		Truck PCEs			7	3	10	8	5	13	234
		Total PCEs			25	8	33	13	23	36	405
52	DPR 20-00019	SE corner of Indian and Harley Knox	138.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			17	4	21	5	16	21	153
		Truck PCEs			5	3	8	7	3	10	209
		Total PCEs			22	7	29	12	19	31	362
53	DPR 21-00006	25264 E Nance Street, S. side of Harley Knox Nance Street, E of	156.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			18	5	23	5	18	23	173
		Truck PCEs			7	3	10	8	5	13	234
		Total PCEs			25	8	33	13	23	36	407
54	DPR 22-00010	SW Ramona and Brennan	165.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			20	5	25	6	19	25	183
		Truck PCEs			7	3	10	8	5	13	250
		Total PCEs			27	8	35	14	24	38	433
55	DPR 20-00021	E. Side of Redlands S. of Rider St	256.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			13	2	15	6	17	23	302
		Truck PCEs			5	8	13	5	3	8	143
		Total PCEs			18	10	28	11	20	31	445
56	DPR 20-00020	W. Side of Redlands S. of Rider St	300.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			16	2	18	7	20	27	354
		Truck PCEs			6	10	16	7	3	10	167
		Total PCEs			22	12	34	14	23	37	521
57	DPR 21-00003	SW corner of Redlands and Rider	141.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			17	4	21	5	16	21	157
		Truck PCEs			5	3	8	10	3	13	212
		Total PCEs			22	7	29	15	19	34	369
58	DPR 21-00004	SE corner of Perris & Harley Knox	345.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			18	3	21	8	23	31	407
		Truck PCEs			8	10	18	7	3	10	192
		Total PCEs			26	13	39	15	26	41	599
59	DPR 22-00031	NW corner of Perris & Harley Knox	66.7	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			8	2	10	2	8	10	74
		Truck PCEs			3	0	3	0	3	3	101
		Total PCEs			11	2	13	2	11	13	175
60	DRP22-00026	657 Harley Knox Blvd.	345.3	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			18	3	21	8	23	31	407
		Truck PCEs			8	10	18	7	3	10	192
		Total PCEs			26	13	39	15	26	41	599
61	DPR 21-00005	NE corner of Patterson and Nance	769.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			40	6	46	18	51	69	907
		Truck PCEs			17	21	38	11	10	21	426
		Total PCEs			57	27	84	29	61	90	1,333
62	DPR 21-00008	NW corner of Harley Knox and Las Palmas	143.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			17	4	21	4	17	21	159
		Truck PCEs			5	3	8	10	3	13	217
		Total PCEs			22	7	29	14	20	34	376
63	DPR 21-00011	NE of Ramona and Indian	232.0	TSF							
		Warehouse ³									
		Passenger Vehicle Trips			12	2	14	6	15	21	274
		Truck PCEs			8	5	13	2	3	5	131
		Total PCEs			20	7	27	8	18	26	405

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
64 DPR 21-00013	S Ramona btwn Nevada and Webster	Warehouse ³	850.0 TSF							
		Passenger Vehicle Trips		44	7	51	20	57	77	
		Truck PCEs		22	21	43	8	13	21	
		Total PCEs		66	28	94	28	70	98	
65 DPR 21-00015	NE of Placentia and Wilson	Warehouse ³	508.8 TSF							
		Passenger Vehicle Trips		27	4	31	12	34	46	
		Truck PCEs		12	13	25	5	8	13	
		Total PCEs		39	17	56	17	42	59	
66 CUP 22-05005	Frontage Road and	Warehouse ³	1,232.9 TSF							
		Passenger Vehicle Trips		64	10	74	29	82	111	
		Truck PCEs		30	33	63	14	16	30	
		Total PCEs		94	43	137	43	98	141	
67 DPR 22-00006	SW Perris and Markham	Warehouse ³	879.0 TSF							
		Passenger Vehicle Trips		46	7	53	20	59	79	
		Truck PCEs		24	22	46	8	13	21	
		Total PCEs		70	29	99	28	72	100	
68 DPR 22-00003	SW Patterson and Nance	Warehouse ³	263.0 TSF							
		Passenger Vehicle Trips		14	2	16	6	18	24	
		Truck PCEs		5	8	13	5	3	8	
		Total PCEs		19	10	29	11	21	32	
69 DPR 22-00015	S. Side of Nance 800' W. Redlands	Warehouse ³	202.1 TSF							
		Passenger Vehicle Trips		10	2	12	5	13	18	
		Truck PCEs		7	3	10	0	3	3	
		Total PCEs		17	5	22	5	16	21	
70 DPR 22-00016	NW Harley Knox and Indian	Warehouse ³	354.0 TSF							
		Passenger Vehicle Trips		18	3	21	8	24	32	
		Truck PCEs		8	10	18	7	3	10	
		Total PCEs		26	13	39	15	27	42	
71 DPR 22-00020	S. Sid of Markham E. of Patterson	Warehouse ³	89.0 TSF							
		Passenger Vehicle Trips		10	3	13	3	10	13	
		Truck PCEs		0	3	3	5	3	8	
		Total PCEs		10	6	16	8	13	21	
72 DPR22-00027	100 W. Sinclair	Warehouse ³	423.2 TSF							
		Passenger Vehicle Trips		22	3	25	10	28	38	
		Truck PCEs		8	13	21	8	5	13	
		Total PCEs		30	16	46	18	33	51	
73 DPR 22-00008	NEC Redlands and Placentia	Warehouse ³	121.1 TSF							
		Passenger Vehicle Trips		14	4	18	4	14	18	
		Truck PCEs		2	3	5	7	3	10	
		Total PCEs		16	7	23	11	17	28	
74 PR 22-05092	S. side of Harley Knox west of Perris Blvd	Warehouse ³	62.0 TSF							
		Passenger Vehicle Trips		7	2	9	2	7	9	
		Truck PCEs		3	0	3	0	3	3	
		Total PCEs		10	2	12	2	10	12	
75 PR 22-05125	NE Perris and Markham	Warehouse ³	94.0 TSF							
		Passenger Vehicle Trips		11	3	14	3	11	14	
		Truck PCEs		0	3	3	5	3	8	
		Total PCEs		11	6	17	8	14	22	
76 PR 22-05188	W. side of Perris and Sinclair	Warehouse ³	436.0 TSF							
		Passenger Vehicle Trips		22	4	26	10	29	39	
		Truck PCEs		8	13	21	8	5	13	
		Total PCEs		30	17	47	18	34	52	
77 PR 22-05319	NW Redlands and Placentia	Warehouse ³	157.0 TSF							
		Passenger Vehicle Trips		19	5	24	6	18	24	
		Truck PCEs		7	3	10	8	5	13	
		Total PCEs		26	8	34	14	23	37	
				2,264	2,019	4,282	2,379	2,746	5,125	67,128

Table B-11: Cumulative Projects Trip Generation

Case Number	Location	Land Use	Units ¹	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	

Notes: DU=Dwelling Units, TSF=Thousand Square Feet, ST=Students.

- ¹ Trip generation based on "Core5 Business Center Traffic Impact Analysis" from EPD Solutions (January 2021).
- ² Trip generation based on rates for Land Use 150 - "Warehousing" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ³ Trip generation based on rates for Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ⁴ Trip generation based on "IDI Rider 2 and 4 High-Cube Warehouse and Perris Valley Storm Drain Channel Improvement Project Focused Traffic Assessment" from Urban Crossroads (October 2019).
- ⁵ Trip generation based on "Focused Traffic Impact Analysis for FIR Wilson 2 Warehouse Development" from Albert Webb (May 2021).
- ⁶ Trip generation based on "Dedaux Walnut Warehouse Focused Traffic Impact Analysis" from Urban Crossroads (May 2020).
- ⁷ Trip generation based on "Vehicle Miles Traveled Screening Analysis for Warehouse on Rider Street" from Webb Associates (June 2020).
- ⁸ Trip generation based on "Transportation Impact Analysis Perris Boulevard and Morgan Street Industrial Park Project" from Dudek (July 2021).
- ⁹ Trip generation based on "Stratford Ranch East (TTM 38071)" from Urban Crossroads (May 2021).
- ¹⁰ Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹¹ Trip generation based on rates for Land Use 310 - "Hotel" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹² Trip generation based on rates for Land Use 949 - "Car Wash and Detail Center" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹³ Trip generation based on rates for Land Use 822 - "Strip Retail Plaza (<40K)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁴ Trip generation based on rates for Land Use 945 - "Convenience Store/Gas Station - VFP (9-15)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁵ Trip generation based on rates for Land Use 851 - "Convenience Store" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁶ Trip generation based on rates for Land Use 948 - "Automated Car Wash" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁷ Trip generation based on rates for Land Use 562 - "Mosque" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁸ Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ¹⁹ Trip generation based on rates for Land Use 220 - "Multi-Family Housing (Low-Rise) Not Close to Transit" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ²⁰ Trip generation based on rates for Land Use 221 - "Multi-Family Housing (Mid-Rise) Not Close to Transit" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).
- ²¹ Trip generation based on rates for Land Use 190 - "Marijuana Cultivation and Processing Facility" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

APPENDIX C: LEVEL OF SERVICE/TIMING WORKSHEETS

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑	↗	↘	
Traffic Vol, veh/h	17	489	746	15	18	37
Future Vol, veh/h	17	489	746	15	18	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	569	867	17	21	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	884	0	-	0	1192 867
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	325 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*702	-	-	-	*441 *468
Stage 1	-	-	-	-	*442 -
Stage 2	-	-	-	-	*711 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*702	-	-	-	*429 *468
Mov Cap-2 Maneuver	-	-	-	-	*429 -
Stage 1	-	-	-	-	*429 -
Stage 2	-	-	-	-	*711 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 702	-	-	-	454
HCM Lane V/C Ratio	0.028	-	-	-	0.141
HCM Control Delay (s)	10.3	-	-	-	14.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↔		↖↗	↑↑	↖
Traffic Volume (veh/h)	383	476	151	13	904	314	342	476	17	179	282	383
Future Volume (veh/h)	383	476	151	13	904	314	342	476	17	179	282	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	407	506	0	14	962	334	364	506	18	190	300	407
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	527	2248		106	1233	550	410	1081	38	249	933	416
Arrive On Green	0.15	0.43	0.00	0.06	0.34	0.34	0.12	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3556	126	3510	3610	1610
Grp Volume(v), veh/h	407	506	0	14	962	334	364	257	267	190	300	407
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1877	1755	1805	1610
Q Serve(g_s), s	13.4	7.4	0.0	0.9	28.7	16.4	12.3	13.8	13.9	6.4	8.1	21.3
Cycle Q Clear(g_c), s	13.4	7.4	0.0	0.9	28.7	16.4	12.3	13.8	13.9	6.4	8.1	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	527	2248		106	1233	550	410	549	571	249	933	416
V/C Ratio(X)	0.77	0.23		0.13	0.78	0.61	0.89	0.47	0.47	0.76	0.32	0.98
Avail Cap(c_a), veh/h	527	2248		106	1233	550	410	549	571	322	933	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	21.3	0.0	53.6	35.5	20.5	52.2	33.9	33.9	54.8	36.0	22.1
Incr Delay (d2), s/veh	7.0	0.2	0.0	0.6	4.9	4.9	20.6	2.8	2.7	7.8	0.9	39.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	2.8	0.0	0.4	12.6	6.7	6.5	6.4	6.6	3.0	3.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	21.6	0.0	54.2	40.4	25.5	72.8	36.7	36.6	62.5	36.9	61.2
LnGrp LOS	E	C		D	D	C	E	D	D	E	D	E
Approach Vol, veh/h		913			1310			888			897	
Approach Delay, s/veh		36.9			36.7			51.5			53.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	56.0	18.0	35.0	22.0	45.0	12.5	40.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	52.0	14.0	31.0	18.0	41.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	2.9	9.4	14.3	23.3	15.4	30.7	8.4	15.9				
Green Ext Time (p_c), s	0.0	3.2	0.0	2.1	0.4	5.0	0.1	2.7				

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	272	83	16	416	115	139	427	12	97	381	206
Future Volume (veh/h)	152	272	83	16	416	115	139	427	12	97	381	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	316	97	19	484	134	162	497	14	113	443	240
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1165	352	50	949	261	189	1207	34	138	699	376
Arrive On Green	0.11	0.43	0.43	0.03	0.34	0.34	0.10	0.34	0.34	0.15	0.62	0.62
Sat Flow, veh/h	1810	2732	824	1810	2797	770	1810	3586	101	1810	2267	1218
Grp Volume(v), veh/h	177	207	206	19	311	307	162	250	261	113	352	331
Grp Sat Flow(s),veh/h/ln	1810	1805	1752	1810	1805	1761	1810	1805	1882	1810	1805	1681
Q Serve(g_s), s	11.5	8.9	9.2	1.2	16.5	16.7	10.6	12.8	12.8	7.3	14.7	15.0
Cycle Q Clear(g_c), s	11.5	8.9	9.2	1.2	16.5	16.7	10.6	12.8	12.8	7.3	14.7	15.0
Prop In Lane	1.00		0.47	1.00		0.44	1.00		0.05	1.00		0.72
Lane Grp Cap(c), veh/h	208	770	747	50	612	597	189	607	633	138	557	518
V/C Ratio(X)	0.85	0.27	0.28	0.38	0.51	0.51	0.86	0.41	0.41	0.82	0.63	0.64
Avail Cap(c_a), veh/h	347	770	747	106	612	597	196	607	633	226	557	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.1	22.3	22.4	57.4	31.7	31.7	52.9	30.7	30.7	50.0	18.7	18.8
Incr Delay (d2), s/veh	10.1	0.9	0.9	4.8	3.0	3.1	28.8	2.1	2.0	10.7	5.1	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.8	3.8	0.6	7.5	7.4	6.2	5.8	6.0	3.4	5.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	23.1	23.3	62.2	34.7	34.9	81.7	32.7	32.7	60.8	23.9	24.4
LnGrp LOS	E	C	C	E	C	C	F	C	C	E	C	C
Approach Vol, veh/h		590			637			673			796	
Approach Delay, s/veh		34.9			35.6			44.5			29.3	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	55.2	16.5	41.0	17.8	44.7	13.1	44.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	47.0	13.0	37.0	23.0	31.0	15.0	35.0					
Max Q Clear Time (g_c+1), s	11.2	12.6	17.0	13.5	18.7	9.3	14.8					
Green Ext Time (p_c), s	0.0	2.3	0.0	4.0	0.3	2.7	0.1	2.7				
Intersection Summary												
HCM 6th Ctrl Delay											35.8	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	59	117	107	115	53	131	519	47	31	370	115
Future Volume (veh/h)	102	59	117	107	115	53	131	519	47	31	370	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	66	130	119	128	59	146	577	52	34	411	128
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	194	165	146	201	170	174	2158	194	72	2122	947
Arrive On Green	0.08	0.10	0.10	0.08	0.11	0.11	0.10	0.64	0.64	0.04	0.59	0.59
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3349	301	1810	3610	1610
Grp Volume(v), veh/h	113	66	130	119	128	59	146	310	319	34	411	128
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1846	1810	1805	1610
Q Serve(g_s), s	7.4	3.9	9.5	7.8	7.8	4.1	9.5	8.9	8.9	2.2	6.4	4.3
Cycle Q Clear(g_c), s	7.4	3.9	9.5	7.8	7.8	4.1	9.5	8.9	8.9	2.2	6.4	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	140	194	165	146	201	170	174	1163	1189	72	2122	947
V/C Ratio(X)	0.81	0.34	0.79	0.82	0.64	0.35	0.84	0.27	0.27	0.48	0.19	0.14
Avail Cap(c_a), veh/h	211	665	564	211	665	564	211	1163	1189	211	2122	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	50.1	52.6	54.3	51.4	49.8	53.3	9.2	9.2	56.4	11.5	11.1
Incr Delay (d2), s/veh	12.9	1.0	8.2	14.6	3.3	1.2	19.0	0.5	0.5	4.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.9	4.2	4.2	3.9	1.7	5.2	3.3	3.4	1.1	2.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	51.1	60.8	68.9	54.8	51.0	72.4	9.7	9.6	61.2	11.7	11.4
LnGrp LOS	E	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		309			306			775			573	
Approach Delay, s/veh		61.1			59.6			21.5			14.6	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	81.3	13.7	16.3	15.5	74.5	13.3	16.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	42.0	14.0	34.0	14.0	42.0				
Max Q Clear Time (g_c+1), s	14.2	10.9	9.8	11.5	11.5	8.4	9.4	9.8				
Green Ext Time (p_c), s	0.0	3.6	0.1	0.8	0.1	3.0	0.1	1.0				
Intersection Summary												
HCM 6th Ctrl Delay											31.6	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	50	588	452	27	10	26
Future Vol, veh/h	50	588	452	27	10	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	661	508	30	11	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	538	0	-	0	951
Stage 1	-	-	-	-	508
Stage 2	-	-	-	-	443
Critical Hdwy	4.1	-	-	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	*1080	-	-	-	*678
Stage 1	-	-	-	-	*679
Stage 2	-	-	-	-	*620
Platoon blocked, %	1	-	-	-	1
Mov Cap-1 Maneuver	*1080	-	-	-	*643
Mov Cap-2 Maneuver	-	-	-	-	*643
Stage 1	-	-	-	-	*644
Stage 2	-	-	-	-	*620

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1080	-	-	-	697
HCM Lane V/C Ratio	0.052	-	-	-	0.058
HCM Control Delay (s)	8.5	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	377	952	316	20	575	149	201	290	15	226	525	389
Future Volume (veh/h)	377	952	316	20	575	149	201	290	15	226	525	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	389	981	0	21	593	154	207	299	15	233	541	401
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	686	2366		55	1050	468	271	991	50	298	1050	468
Arrive On Green	0.20	0.46	0.00	0.03	0.29	0.29	0.08	0.28	0.28	0.09	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3499	175	3510	3610	1610
Grp Volume(v), veh/h	389	981	0	21	593	154	207	154	160	233	541	401
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1869	1755	1805	1610
Q Serve(g_s), s	11.0	14.0	0.0	1.3	15.3	6.4	6.4	7.3	7.4	7.2	13.7	16.1
Cycle Q Clear(g_c), s	11.0	14.0	0.0	1.3	15.3	6.4	6.4	7.3	7.4	7.2	13.7	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	686	2366		55	1050	468	271	511	529	298	1050	468
V/C Ratio(X)	0.57	0.41		0.39	0.56	0.33	0.76	0.30	0.30	0.78	0.52	0.86
Avail Cap(c_a), veh/h	686	2366		115	1050	468	351	511	529	383	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	20.1	0.0	52.3	33.1	18.5	49.8	30.9	30.9	49.3	32.5	14.2
Incr Delay (d2), s/veh	1.1	0.5	0.0	4.4	2.2	1.9	7.1	1.5	1.5	7.7	1.8	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.2	0.0	0.6	6.6	3.3	3.0	3.3	3.5	3.4	6.1	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	20.6	0.0	56.7	35.3	20.4	56.9	32.4	32.4	57.0	34.3	32.1
LnGrp LOS	D	C		E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1370			768			521			1175	
Approach Delay, s/veh		26.4			32.9			42.1			38.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	54.2	12.5	36.0	25.5	36.0	13.4	35.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	44.0	11.0	32.0	19.0	32.0	12.0	31.0				
Max Q Clear Time (g_c+I1), s	3.3	16.0	8.4	18.1	13.0	17.3	9.2	9.4				
Green Ext Time (p_c), s	0.0	6.5	0.2	4.2	0.7	3.4	0.2	1.6				

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	310	100	16	219	64	77	355	12	56	439	183
Future Volume (veh/h)	188	310	100	16	219	64	77	355	12	56	439	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	365	118	19	258	75	91	418	14	66	516	215
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	1101	351	130	944	269	116	1134	38	100	769	319
Arrive On Green	0.14	0.41	0.41	0.07	0.34	0.34	0.06	0.32	0.32	0.11	0.62	0.62
Sat Flow, veh/h	1810	2692	858	1810	2774	789	1810	3564	119	1810	2487	1032
Grp Volume(v), veh/h	221	243	240	19	166	167	91	211	221	66	374	357
Grp Sat Flow(s),veh/h/ln	1810	1805	1746	1810	1805	1758	1810	1805	1879	1810	1805	1714
Q Serve(g_s), s	13.1	10.1	10.4	1.1	7.3	7.6	5.5	9.9	10.0	3.9	14.8	15.0
Cycle Q Clear(g_c), s	13.1	10.1	10.4	1.1	7.3	7.6	5.5	9.9	10.0	3.9	14.8	15.0
Prop In Lane	1.00		0.49	1.00		0.45	1.00		0.06	1.00		0.60
Lane Grp Cap(c), veh/h	255	738	714	130	614	598	116	574	598	100	558	530
V/C Ratio(X)	0.87	0.33	0.34	0.15	0.27	0.28	0.78	0.37	0.37	0.66	0.67	0.67
Avail Cap(c_a), veh/h	395	738	714	130	614	598	197	574	598	115	558	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	46.2	22.2	22.3	47.9	26.4	26.5	50.7	29.0	29.0	47.9	17.3	17.4
Incr Delay (d2), s/veh	11.8	1.2	1.3	0.5	1.1	1.2	11.0	1.8	1.8	10.4	6.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	4.3	4.3	0.5	3.2	3.3	2.8	4.5	4.7	1.9	5.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	23.4	23.5	48.4	27.4	27.6	61.7	30.8	30.7	58.3	23.3	23.7
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		704		352		523		797				
Approach Delay, s/veh		34.3		28.7		36.1		26.4				
Approach LOS		C		C		D		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	49.0	11.1	38.0	19.5	41.4	10.1	39.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	45.0	12.0	30.0	24.0	28.0	7.0	35.0					
Max Q Clear Time (g_c+1), s	12.4	7.5	17.0	15.1	9.6	5.9	12.0					
Green Ext Time (p_c), s	0.0	2.8	0.1	3.6	0.4	1.6	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay				31.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	9	31	91	8	51	72	379	112	80	631	33
Future Volume (veh/h)	39	9	31	91	8	51	72	379	112	80	631	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	10	36	106	9	59	84	441	130	93	734	38
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	120	102	133	169	143	108	1798	526	118	2377	1060
Arrive On Green	0.05	0.06	0.06	0.07	0.09	0.09	0.06	0.65	0.65	0.07	0.66	0.66
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	2755	805	1810	3610	1610
Grp Volume(v), veh/h	45	10	36	106	9	59	84	288	283	93	734	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1755	1810	1805	1610
Q Serve(g_s), s	2.7	0.5	2.4	6.3	0.5	3.8	5.0	7.2	7.4	5.6	9.6	0.9
Cycle Q Clear(g_c), s	2.7	0.5	2.4	6.3	0.5	3.8	5.0	7.2	7.4	5.6	9.6	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	86	120	102	133	169	143	108	1178	1146	118	2377	1060
V/C Ratio(X)	0.52	0.08	0.35	0.80	0.05	0.41	0.78	0.24	0.25	0.79	0.31	0.04
Avail Cap(c_a), veh/h	181	674	571	181	674	571	181	1178	1146	181	2377	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	48.5	49.4	50.2	45.9	47.4	51.0	7.9	7.9	50.7	8.0	6.6
Incr Delay (d2), s/veh	4.8	0.3	2.1	16.0	0.1	1.9	10.1	0.4	0.4	12.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.0	3.5	0.2	1.6	2.5	2.6	2.6	2.9	3.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	48.8	51.5	66.2	46.0	49.3	61.2	8.3	8.4	62.6	8.4	6.6
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		91			174			655			865	
Approach Delay, s/veh		53.4			59.4			15.1			14.1	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	75.8	12.1	10.9	10.5	76.4	9.2	13.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0	11.0	39.0	11.0	33.0	11.0	39.0					
Max Q Clear Time (g_c+1), s	9.4	8.3	4.4	7.0	11.6	4.7	5.8					
Green Ext Time (p_c), s	0.1	3.3	0.1	0.1	0.1	4.9	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay											20.9	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↗
Traffic Vol, veh/h	18	603	920	16	19	39
Future Vol, veh/h	18	603	920	16	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	701	1070	19	22	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1089	0	-	0	1463 1070
Stage 1	-	-	-	-	1070 -
Stage 2	-	-	-	-	393 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*471	-	-	-	*296 *314
Stage 1	-	-	-	-	*296 -
Stage 2	-	-	-	-	*657 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*471	-	-	-	*283 *314
Mov Cap-2 Maneuver	-	-	-	-	*283 -
Stage 1	-	-	-	-	*283 -
Stage 2	-	-	-	-	*657 -
































Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	*471	-	-	-	303
HCM Lane V/C Ratio	0.044	-	-	-	0.223
HCM Control Delay (s)	13	-	-	-	20.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

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

HCM 6th Signalized Intersection Summary
 2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	452	663	176	41	1208	348	405	549	46	234	384	539
Future Volume (veh/h)	452	663	176	41	1208	348	405	549	46	234	384	539
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	481	705	0	44	1285	370	431	584	49	249	409	573
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	527	2291		106	1264	564	468	941	79	307	842	376
Arrive On Green	0.15	0.44	0.00	0.06	0.35	0.35	0.13	0.28	0.28	0.09	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3372	282	3510	3610	1610
Grp Volume(v), veh/h	481	705	0	44	1285	370	431	312	321	249	409	573
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1849	1755	1805	1610
Q Serve(g_s), s	16.2	10.5	0.0	2.8	42.0	23.3	14.6	18.1	18.2	8.4	11.8	28.0
Cycle Q Clear(g_c), s	16.2	10.5	0.0	2.8	42.0	23.3	14.6	18.1	18.2	8.4	11.8	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	527	2291		106	1264	564	468	504	516	307	842	376
V/C Ratio(X)	0.91	0.31		0.42	1.02	0.66	0.92	0.62	0.62	0.81	0.49	1.53
Avail Cap(c_a), veh/h	527	2291		106	1264	564	468	504	516	351	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	21.6	0.0	54.5	39.0	32.9	51.4	37.7	37.7	53.8	39.8	46.0
Incr Delay (d2), s/veh	20.4	0.3	0.0	2.6	29.6	5.9	23.6	5.6	5.5	12.0	2.0	249.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.0	0.0	1.3	22.4	9.7	7.8	8.6	8.8	4.1	5.4	36.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	22.0	0.0	57.1	68.6	38.8	74.9	43.3	43.3	65.8	41.8	295.5
LnGrp LOS	E	C		E	F	D	E	D	D	E	D	F
Approach Vol, veh/h		1186			1699			1064			1231	
Approach Delay, s/veh		41.7			61.8			56.1			164.7	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	57.0	20.0	32.0	22.0	46.0	14.5	37.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	53.0	16.0	28.0	18.0	42.0	12.0	32.0				
Max Q Clear Time (g_c+I1), s	4.8	12.5	16.6	30.0	18.2	44.0	10.4	20.2				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	0.0	0.1	2.8				

Intersection Summary												
HCM 6th Ctrl Delay				80.5								
HCM 6th LOS				F								

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	310	108	17	460	142	192	504	13	124	449	282
Future Volume (veh/h)	204	310	108	17	460	142	192	504	13	124	449	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	360	126	20	535	165	223	586	15	144	522	328
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1009	348	155	748	230	252	1088	28	172	550	345
Arrive On Green	0.19	0.38	0.38	0.09	0.28	0.28	0.14	0.30	0.30	0.10	0.26	0.26
Sat Flow, veh/h	1810	2633	908	1810	2719	835	1810	3596	92	1810	2129	1336
Grp Volume(v), veh/h	237	245	241	20	354	346	223	294	307	144	442	408
Grp Sat Flow(s),veh/h/ln	1810	1805	1737	1810	1805	1750	1810	1805	1883	1810	1805	1660
Q Serve(g_s), s	14.6	11.6	11.9	1.2	21.3	21.4	14.5	16.3	16.3	9.4	28.9	29.0
Cycle Q Clear(g_c), s	14.6	11.6	11.9	1.2	21.3	21.4	14.5	16.3	16.3	9.4	28.9	29.0
Prop In Lane	1.00		0.52	1.00		0.48	1.00		0.05	1.00		0.80
Lane Grp Cap(c), veh/h	351	692	666	155	496	481	252	546	570	172	466	429
V/C Ratio(X)	0.67	0.35	0.36	0.13	0.71	0.72	0.89	0.54	0.54	0.84	0.95	0.95
Avail Cap(c_a), veh/h	351	692	666	155	496	481	302	546	570	226	466	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	44.8	26.4	26.5	50.7	39.2	39.3	50.7	34.9	34.9	53.4	43.7	43.7
Incr Delay (d2), s/veh	5.0	1.4	1.5	0.4	8.5	8.9	22.6	3.8	3.6	16.8	28.5	30.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	5.1	5.0	0.6	10.2	10.1	8.0	7.6	7.9	5.0	16.2	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	27.8	28.0	51.1	47.7	48.2	73.3	38.6	38.5	70.2	72.2	74.1
LnGrp LOS	D	C	C	D	D	D	E	D	D	E	E	E
Approach Vol, veh/h		723			720			824			994	
Approach Delay, s/veh		35.1			48.1			48.0			72.7	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	50.0	20.7	35.0	27.3	37.0	15.4	40.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0	20.0	31.0	20.0	33.0	15.0	36.0					
Max Q Clear Time (g_c+1), s	13.9	16.5	31.0	16.6	23.4	11.4	18.3					
Green Ext Time (p_c), s	0.0	2.8	0.2	0.0	0.2	2.8	0.1	3.1				

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	63	124	113	122	56	139	664	50	33	521	122
Future Volume (veh/h)	108	63	124	113	122	56	139	664	50	33	521	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	70	138	126	136	62	154	738	56	37	579	136
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	216	183	136	216	183	136	2016	153	84	2036	908
Arrive On Green	0.08	0.11	0.11	0.08	0.11	0.11	0.08	0.59	0.59	0.05	0.56	0.56
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3401	258	1810	3610	1610
Grp Volume(v), veh/h	120	70	138	126	136	62	154	392	402	37	579	136
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1854	1810	1805	1610
Q Serve(g_s), s	6.1	3.2	7.7	6.4	6.4	3.3	7.0	10.5	10.5	1.9	7.7	3.7
Cycle Q Clear(g_c), s	6.1	3.2	7.7	6.4	6.4	3.3	7.0	10.5	10.5	1.9	7.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	136	216	183	136	216	183	136	1070	1099	84	2036	908
V/C Ratio(X)	0.88	0.32	0.76	0.93	0.63	0.34	1.13	0.37	0.37	0.44	0.28	0.15
Avail Cap(c_a), veh/h	136	715	606	136	715	606	136	1070	1099	136	2036	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	37.9	40.0	42.7	39.4	38.0	43.0	9.8	9.8	43.2	10.5	9.7
Incr Delay (d2), s/veh	43.8	0.9	6.2	54.8	3.0	1.1	106.7	0.7	0.7	3.6	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.5	3.4	4.9	3.1	1.4	7.1	3.8	3.9	0.9	2.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	38.8	46.2	97.6	42.4	39.1	149.7	10.6	10.6	46.8	10.9	10.0
LnGrp LOS	F	D	D	F	D	D	F	B	B	D	B	B
Approach Vol, veh/h		328			324			948			752	
Approach Delay, s/veh		59.3			63.2			33.2			12.5	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	59.1	11.0	14.6	11.0	56.4	11.0	14.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	7.0	35.0	7.0	28.0	7.0	35.0					
Max Q Clear Time (g_c+1), s	12.5	8.4	9.7	9.0	9.7	8.1	8.4					
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.0	3.9	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	53	786	590	29	11	28
Future Vol, veh/h	53	786	590	29	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	883	663	33	12	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	696	0	-	0	1225 663
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	562 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*912	-	-	-	*573 *608
Stage 1	-	-	-	-	*573 -
Stage 2	-	-	-	-	*540 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*912	-	-	-	*535 *608
Mov Cap-2 Maneuver	-	-	-	-	*535 -
Stage 1	-	-	-	-	*536 -
Stage 2	-	-	-	-	*540 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.7
HCM LOS			B
































Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 912	-	-	-	585
HCM Lane V/C Ratio	0.065	-	-	-	0.075
HCM Control Delay (s)	9.2	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	551	1313	385	55	821	208	242	410	54	270	626	501
Future Volume (veh/h)	551	1313	385	55	821	208	242	410	54	270	626	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	568	1354	0	57	846	214	249	423	56	278	645	516
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	625	2028		151	1069	477	314	906	119	344	1050	468
Arrive On Green	0.18	0.39	0.00	0.08	0.30	0.30	0.09	0.28	0.28	0.10	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3207	422	3510	3610	1610
Grp Volume(v), veh/h	568	1354	0	57	846	214	249	237	242	278	645	516
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1824	1755	1805	1610
Q Serve(g_s), s	17.5	23.7	0.0	3.3	23.7	11.9	7.6	11.9	12.1	8.5	17.0	32.0
Cycle Q Clear(g_c), s	17.5	23.7	0.0	3.3	23.7	11.9	7.6	11.9	12.1	8.5	17.0	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	625	2028		151	1069	477	314	510	515	344	1050	468
V/C Ratio(X)	0.91	0.67		0.38	0.79	0.45	0.79	0.46	0.47	0.81	0.61	1.10
Avail Cap(c_a), veh/h	638	2028		151	1069	477	383	510	515	415	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	27.6	0.0	47.7	35.6	31.4	49.1	32.6	32.7	48.6	33.7	39.0
Incr Delay (d2), s/veh	16.8	1.8	0.0	1.6	6.0	3.0	9.1	3.0	3.1	9.6	2.7	72.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.2	0.0	1.5	10.6	4.9	3.7	5.5	5.6	4.1	7.6	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	29.4	0.0	49.3	41.6	34.5	58.2	35.6	35.7	58.3	36.4	111.1
LnGrp LOS	E	C		D	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1922			1117			728			1439	
Approach Delay, s/veh		38.8			40.6			43.4			67.4	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	47.0	13.8	36.0	23.6	36.6	14.8	35.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	43.0	12.0	32.0	20.0	30.0	13.0	31.0				
Max Q Clear Time (g_c+I1), s	5.3	25.7	9.6	34.0	19.5	25.7	10.5	14.1				
Green Ext Time (p_c), s	0.0	8.0	0.2	0.0	0.1	2.2	0.2	2.4				

Intersection Summary

HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	356	161	17	256	96	113	438	13	88	533	250
Future Volume (veh/h)	280	356	161	17	256	96	113	438	13	88	533	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	329	419	189	20	301	113	133	515	15	104	627	294
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	398	1037	463	135	728	268	161	1005	29	131	629	295
Arrive On Green	0.22	0.43	0.43	0.07	0.28	0.28	0.09	0.28	0.28	0.05	0.18	0.18
Sat Flow, veh/h	1810	2427	1083	1810	2584	950	1810	3582	104	1810	2385	1118
Grp Volume(v), veh/h	329	310	298	20	208	206	133	259	271	104	474	447
Grp Sat Flow(s),veh/h/ln	1810	1805	1705	1810	1805	1729	1810	1805	1881	1810	1805	1699
Q Serve(g_s), s	19.1	13.1	13.3	1.1	10.3	10.7	7.9	13.3	13.3	6.3	28.9	28.9
Cycle Q Clear(g_c), s	19.1	13.1	13.3	1.1	10.3	10.7	7.9	13.3	13.3	6.3	28.9	28.9
Prop In Lane	1.00		0.64	1.00		0.55	1.00		0.06	1.00		0.66
Lane Grp Cap(c), veh/h	398	771	729	135	509	487	161	506	528	131	476	448
V/C Ratio(X)	0.83	0.40	0.41	0.15	0.41	0.42	0.82	0.51	0.51	0.80	1.00	1.00
Avail Cap(c_a), veh/h	398	771	729	135	509	487	181	506	528	165	476	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.9	21.8	21.9	47.6	32.1	32.2	49.2	33.2	33.3	51.5	45.2	45.2
Incr Delay (d2), s/veh	13.4	1.6	1.7	0.5	2.4	2.7	23.6	3.7	3.5	17.4	38.6	39.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.6	5.4	0.5	4.7	4.6	4.6	6.2	6.4	3.5	18.3	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	23.4	23.5	48.1	34.5	34.9	72.8	36.9	36.8	68.9	83.9	85.1
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	F	F
Approach Vol, veh/h		937			434			663			1025	
Approach Delay, s/veh		34.3			35.3			44.1			82.9	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	51.0	13.8	33.0	28.2	35.0	11.9	34.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	47.0	11.0	29.0	23.0	31.0	10.0	30.0					
Max Q Clear Time (g_c+1), s	15.3	9.9	30.9	21.1	12.7	8.3	15.3					
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.2	2.0	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	10	33	96	8	54	76	572	119	85	820	35
Future Volume (veh/h)	41	10	33	96	8	54	76	572	119	85	820	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	12	38	112	9	63	88	665	138	99	953	41
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	120	102	139	173	147	112	1921	398	125	2355	1050
Arrive On Green	0.05	0.06	0.06	0.08	0.09	0.09	0.06	0.65	0.65	0.07	0.65	0.65
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	2977	617	1810	3610	1610
Grp Volume(v), veh/h	48	12	38	112	9	63	88	403	400	99	953	41
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1789	1810	1805	1610
Q Serve(g_s), s	2.9	0.7	2.5	6.7	0.5	4.1	5.3	11.2	11.2	5.9	13.7	1.0
Cycle Q Clear(g_c), s	2.9	0.7	2.5	6.7	0.5	4.1	5.3	11.2	11.2	5.9	13.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	89	120	102	139	173	147	112	1165	1154	125	2355	1050
V/C Ratio(X)	0.54	0.10	0.37	0.80	0.05	0.43	0.78	0.35	0.35	0.79	0.40	0.04
Avail Cap(c_a), veh/h	181	674	571	181	674	571	181	1165	1154	181	2355	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	48.6	49.4	50.0	45.6	47.3	50.9	8.9	8.9	50.4	9.0	6.8
Incr Delay (d2), s/veh	5.1	0.4	2.3	17.8	0.1	2.0	8.0	0.6	0.6	13.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	1.1	3.7	0.2	1.7	2.6	4.1	4.1	3.1	4.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	48.9	51.7	67.7	45.8	49.2	58.8	9.5	9.5	64.3	9.6	6.9
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h	98			184			891			1093		
Approach Delay, s/veh	53.5			60.3			14.4			14.4		
Approach LOS	D			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	75.0	12.5	11.0	10.8	75.7	9.4	14.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0	11.0	39.0	11.0	33.0	11.0	39.0					
Max Q Clear Time (g_c+1), s	13.2	8.7	4.5	7.3	15.7	4.9	6.1					
Green Ext Time (p_c), s	0.1	4.7	0.1	0.2	0.1	6.1	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	19	633	964	17	20	41
Future Vol, veh/h	19	633	964	17	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	633	964	17	20	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	981	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	*433	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*433	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	21.6
HCM LOS			C
































Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	*433	-	-	-	278
HCM Lane V/C Ratio	0.044	-	-	-	0.219
HCM Control Delay (s)	13.7	-	-	-	21.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	475	821	212	46	1305	435	529	770	60	339	470	566
Future Volume (veh/h)	475	821	212	46	1305	435	529	770	60	339	470	566
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	821	0	46	1305	435	529	770	60	339	470	566
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	439	2161		106	1264	564	556	961	75	380	842	376
Arrive On Green	0.13	0.42	0.00	0.06	0.35	0.35	0.16	0.28	0.28	0.11	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3393	264	3510	3610	1610
Grp Volume(v), veh/h	475	821	0	46	1305	435	529	410	420	339	470	566
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1852	1755	1805	1610
Q Serve(g_s), s	15.0	13.2	0.0	2.9	42.0	28.9	17.9	25.2	25.3	11.4	13.8	28.0
Cycle Q Clear(g_c), s	15.0	13.2	0.0	2.9	42.0	28.9	17.9	25.2	25.3	11.4	13.8	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	439	2161		106	1264	564	556	511	525	380	842	376
V/C Ratio(X)	1.08	0.38		0.44	1.03	0.77	0.95	0.80	0.80	0.89	0.56	1.51
Avail Cap(c_a), veh/h	439	2161		106	1264	564	556	511	525	380	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	24.3	0.0	54.6	39.0	34.7	50.0	39.9	39.9	52.8	40.5	46.0
Incr Delay (d2), s/veh	67.0	0.5	0.0	2.8	34.2	9.9	26.6	12.4	12.2	22.2	2.7	241.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	5.1	0.0	1.4	23.2	12.5	9.7	12.7	13.0	6.1	6.3	36.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.5	24.8	0.0	57.4	73.2	44.6	76.6	52.3	52.0	75.0	43.2	287.4
LnGrp LOS	F	C		E	F	D	E	D	D	E	D	F
Approach Vol, veh/h		1296			1786			1359			1375	
Approach Delay, s/veh		59.5			65.8			61.7			151.5	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	54.0	23.0	32.0	19.0	46.0	17.0	38.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	50.0	19.0	28.0	15.0	42.0	13.0	34.0				
Max Q Clear Time (g_c+I1), s	4.9	15.2	19.9	30.0	17.0	44.0	13.4	27.3				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.0	0.0	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	83.7
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	214	326	113	18	483	143	202	858	14	130	817	296
Future Volume (veh/h)	214	326	113	18	483	143	202	858	14	130	817	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	326	113	18	483	143	202	858	14	130	817	296
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	983	335	48	730	215	229	1383	23	159	887	321
Arrive On Green	0.13	0.37	0.37	0.03	0.27	0.27	0.13	0.38	0.38	0.03	0.11	0.11
Sat Flow, veh/h	1810	2643	900	1810	2750	809	1810	3635	59	1810	2596	939
Grp Volume(v), veh/h	214	221	218	18	316	310	202	426	446	130	568	545
Grp Sat Flow(s),veh/h/ln	1810	1805	1738	1810	1805	1754	1810	1805	1889	1810	1805	1731
Q Serve(g_s), s	14.0	10.5	10.8	1.2	18.7	18.9	13.2	23.0	23.0	8.6	37.4	37.4
Cycle Q Clear(g_c), s	14.0	10.5	10.8	1.2	18.7	18.9	13.2	23.0	23.0	8.6	37.4	37.4
Prop In Lane	1.00		0.52	1.00		0.46	1.00		0.03	1.00		0.54
Lane Grp Cap(c), veh/h	240	672	647	48	479	466	229	687	719	159	617	591
V/C Ratio(X)	0.89	0.33	0.34	0.38	0.66	0.67	0.88	0.62	0.62	0.82	0.92	0.92
Avail Cap(c_a), veh/h	241	672	647	106	479	466	241	687	719	226	617	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	51.2	27.0	27.1	57.5	39.2	39.3	51.5	30.1	30.1	57.3	51.6	51.7
Incr Delay (d2), s/veh	30.7	1.3	1.4	4.9	7.0	7.3	28.4	4.2	4.0	11.6	17.6	18.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.6	4.6	0.6	8.9	8.8	7.7	10.4	10.9	4.6	21.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	28.3	28.5	62.3	46.2	46.7	79.9	34.3	34.1	68.9	69.3	70.1
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	E	E
Approach Vol, veh/h		653		644		1074		1243				
Approach Delay, s/veh		45.9		46.9		42.8		69.6				
Approach LOS		D		D		D		E				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	48.6	19.2	45.0	19.9	35.9	14.5	49.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	40.0	16.0	41.0	16.0	31.0	15.0	42.0					
Max Q Clear Time (g_c+1), s	12.8	15.2	39.4	16.0	20.9	10.6	25.0					
Green Ext Time (p_c), s	0.0	2.4	0.0	1.0	0.0	2.5	0.1	4.8				

Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	77	130	357	163	157	146	946	129	71	633	128
Future Volume (veh/h)	113	77	130	357	163	157	146	946	129	71	633	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	77	130	357	163	157	146	946	129	71	633	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	195	165	362	428	363	173	1632	223	96	1692	755
Arrive On Green	0.08	0.10	0.10	0.20	0.23	0.23	0.10	0.51	0.51	0.05	0.47	0.47
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3192	435	1810	3610	1610
Grp Volume(v), veh/h	113	77	130	357	163	157	146	535	540	71	633	128
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1822	1810	1805	1610
Q Serve(g_s), s	7.4	4.5	9.5	23.6	8.7	10.0	9.5	24.7	24.7	4.6	13.6	5.5
Cycle Q Clear(g_c), s	7.4	4.5	9.5	23.6	8.7	10.0	9.5	24.7	24.7	4.6	13.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	140	195	165	362	428	363	173	923	932	96	1692	755
V/C Ratio(X)	0.81	0.40	0.79	0.99	0.38	0.43	0.84	0.58	0.58	0.74	0.37	0.17
Avail Cap(c_a), veh/h	211	554	470	362	713	604	196	923	932	106	1692	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	50.4	52.6	47.8	39.4	39.9	53.4	20.4	20.4	56.0	20.5	18.4
Incr Delay (d2), s/veh	12.9	1.3	8.1	43.5	0.6	0.8	17.2	1.7	1.7	22.1	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.3	4.2	15.0	4.2	4.1	5.1	10.3	10.4	2.7	5.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	51.7	60.7	91.4	40.0	40.7	70.6	22.1	22.0	78.2	21.2	18.9
LnGrp LOS	E	D	E	F	D	D	E	C	C	E	C	B
Approach Vol, veh/h	320			677			1221			832		
Approach Delay, s/veh	60.9			67.2			27.9			25.7		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	65.4	28.0	16.3	15.5	60.2	13.3	31.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	38.0	24.0	35.0	13.0	32.0	14.0	45.0					
Max Q Clear Time (g_c+1/3), s	26.7	25.6	11.5	11.5	15.6	9.4	12.0					
Green Ext Time (p_c), s	0.0	5.0	0.0	0.8	0.0	4.1	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	39.5											
HCM 6th LOS	D											

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	56	825	620	30	12	29
Future Vol, veh/h	56	825	620	30	12	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	825	620	30	12	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	650	0	-	0	1145 620
Stage 1	-	-	-	-	620 -
Stage 2	-	-	-	-	525 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*870	-	-	-	*546 *580
Stage 1	-	-	-	-	*547 -
Stage 2	-	-	-	-	*564 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*870	-	-	-	*511 *580
Mov Cap-2 Maneuver	-	-	-	-	*511 -
Stage 1	-	-	-	-	*512 -
Stage 2	-	-	-	-	*564 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 870	-	-	-	558
HCM Lane V/C Ratio	0.064	-	-	-	0.073
HCM Control Delay (s)	9.4	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

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

HCM 6th Signalized Intersection Summary
 2: Evans Rd & Ramona Expwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	579	1446	505	104	1010	331	254	549	65	339	951	526
Future Volume (veh/h)	579	1446	505	104	1010	331	254	549	65	339	951	526
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	579	1446	0	104	1010	331	254	549	65	339	951	526
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	511	1946		130	1089	486	314	952	112	403	1149	512
Arrive On Green	0.15	0.38	0.00	0.07	0.30	0.30	0.09	0.29	0.29	0.11	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3252	384	3510	3610	1610
Grp Volume(v), veh/h	579	1446	0	104	1010	331	254	304	310	339	951	526
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1831	1755	1805	1610
Q Serve(g_s), s	16.0	26.6	0.0	6.2	29.8	19.9	7.8	15.8	15.9	10.4	26.8	23.8
Cycle Q Clear(g_c), s	16.0	26.6	0.0	6.2	29.8	19.9	7.8	15.8	15.9	10.4	26.8	23.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	511	1946		130	1089	486	314	529	536	403	1149	512
V/C Ratio(X)	1.13	0.74		0.80	0.93	0.68	0.81	0.58	0.58	0.84	0.83	1.03
Avail Cap(c_a), veh/h	511	1946		148	1089	486	319	529	536	447	1149	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	29.8	0.0	50.3	37.3	33.8	49.2	33.1	33.1	47.7	34.7	17.3
Incr Delay (d2), s/veh	82.2	2.6	0.0	23.5	14.6	7.5	14.3	4.5	4.5	12.6	6.9	46.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	10.6	0.0	3.5	14.4	8.5	4.0	7.3	7.5	5.1	12.4	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.2	32.4	0.0	73.8	51.9	41.3	63.4	37.6	37.6	60.3	41.6	64.1
LnGrp LOS	F	C		E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		2025			1445			868			1816	
Approach Delay, s/veh		60.1			51.0			45.2			51.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	45.3	13.8	39.0	20.0	37.2	16.6	36.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	40.0	10.0	35.0	16.0	33.0	14.0	31.0				
Max Q Clear Time (g_c+I1), s	8.2	28.6	9.8	28.8	18.0	31.8	12.4	17.9				
Green Ext Time (p_c), s	0.0	6.6	0.0	3.9	0.0	0.8	0.2	2.9				

Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	374	169	18	269	101	119	853	14	92	1034	263
Future Volume (veh/h)	294	374	169	18	269	101	119	853	14	92	1034	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	294	374	169	18	269	101	119	853	14	92	1034	263
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	928	413	49	658	241	115	1385	23	116	1089	276
Arrive On Green	0.15	0.38	0.38	0.03	0.25	0.25	0.06	0.38	0.38	0.09	0.51	0.51
Sat Flow, veh/h	1810	2429	1081	1810	2587	948	1810	3635	60	1810	2853	722
Grp Volume(v), veh/h	294	276	267	18	186	184	119	424	443	92	652	645
Grp Sat Flow(s),veh/h/ln	1810	1805	1705	1810	1805	1729	1810	1805	1889	1810	1805	1770
Q Serve(g_s), s	17.0	12.3	12.6	1.1	9.4	9.8	7.0	20.9	20.9	5.5	37.7	38.2
Cycle Q Clear(g_c), s	17.0	12.3	12.6	1.1	9.4	9.8	7.0	20.9	20.9	5.5	37.7	38.2
Prop In Lane	1.00		0.63	1.00		0.55	1.00		0.03	1.00		0.41
Lane Grp Cap(c), veh/h	280	690	652	49	459	440	115	688	720	116	689	676
V/C Ratio(X)	1.05	0.40	0.41	0.37	0.40	0.42	1.03	0.62	0.62	0.79	0.95	0.95
Avail Cap(c_a), veh/h	280	690	652	115	459	440	115	688	720	165	689	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	46.5	24.8	24.9	52.6	34.1	34.2	51.5	27.5	27.5	49.6	26.0	26.1
Incr Delay (d2), s/veh	67.9	1.7	1.9	4.6	2.6	2.9	93.1	4.1	3.9	12.5	19.8	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.3	5.2	0.5	4.3	4.3	6.1	9.4	9.8	2.8	17.1	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.4	26.5	26.8	57.2	36.7	37.1	144.6	31.6	31.4	62.0	45.8	47.4
LnGrp LOS	F	C	C	E	D	D	F	C	C	E	D	D
Approach Vol, veh/h		837			388			986			1389	
Approach Delay, s/veh		57.5			37.9			45.2			47.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	46.0	11.0	46.0	21.0	32.0	11.1	45.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	38.0	7.0	42.0	17.0	28.0	10.0	39.0					
Max Q Clear Time (g_c+1/3), s	14.6	9.0	40.2	19.0	11.8	7.5	22.9					
Green Ext Time (p_c), s	0.0	3.0	0.0	1.3	0.0	1.7	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	13	35	225	9	104	80	702	361	217	1187	37
Future Volume (veh/h)	43	13	35	225	9	104	80	702	361	217	1187	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	13	35	225	9	104	80	702	361	217	1187	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	121	102	230	274	232	105	1258	647	214	2186	975
Arrive On Green	0.05	0.06	0.06	0.13	0.14	0.14	0.06	0.55	0.55	0.12	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	2306	1185	1810	3610	1610
Grp Volume(v), veh/h	43	13	35	225	9	104	80	549	514	217	1187	37
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1687	1810	1805	1610
Q Serve(g_s), s	2.6	0.7	2.3	13.6	0.4	6.5	4.8	21.9	21.9	13.0	21.3	1.0
Cycle Q Clear(g_c), s	2.6	0.7	2.3	13.6	0.4	6.5	4.8	21.9	21.9	13.0	21.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	84	121	102	230	274	232	105	985	920	214	2186	975
V/C Ratio(X)	0.51	0.11	0.34	0.98	0.03	0.45	0.76	0.56	0.56	1.01	0.54	0.04
Avail Cap(c_a), veh/h	115	605	512	230	725	615	115	985	920	214	2186	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	48.6	49.3	47.8	40.5	43.1	51.1	16.3	16.3	48.5	12.7	8.8
Incr Delay (d2), s/veh	4.7	0.4	2.0	52.6	0.0	1.4	15.0	1.4	1.5	65.4	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	1.0	9.5	0.2	2.7	2.6	8.7	8.2	9.6	8.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	49.0	51.3	100.4	40.5	44.4	66.0	17.7	17.8	113.9	13.7	8.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	F	B	A
Approach Vol, veh/h	91			338			1143			1441		
Approach Delay, s/veh	53.1			81.6			21.1			28.7		
Approach LOS	D			F			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	64.0	18.0	11.0	10.4	70.6	9.1	19.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	32.0	14.0	35.0	7.0	38.0	7.0	42.0				
Max Q Clear Time (g_c+1/5), s	11.0	23.9	15.6	4.3	6.8	23.3	4.6	8.5				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	7.1	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖		↔			↔	
Traffic Vol, veh/h	17	498	6	17	746	15	18	0	55	18	0	37
Future Vol, veh/h	17	498	6	17	746	15	18	0	55	18	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	541	7	18	811	16	20	0	60	20	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	548	0	0	1456	1444	274	1154	1431	811
Stage 1	-	-	-	-	-	-	581	581	-	847	847	-
Stage 2	-	-	-	-	-	-	875	863	-	307	584	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*702	-	-	1032	-	-	*441	*386	730	*441	*386	*468
Stage 1	-	-	-	-	-	-	*472	*503	-	*441	*386	-
Stage 2	-	-	-	-	-	-	*441	*386	-	*683	*501	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*702	-	-	1032	-	-	*390	*370	730	*392	*370	*468
Mov Cap-2 Maneuver	-	-	-	-	-	-	*390	*370	-	*392	*370	-
Stage 1	-	-	-	-	-	-	*460	*490	-	*430	*380	-
Stage 2	-	-	-	-	-	-	*396	*380	-	*611	*488	-







































Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	11.9	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	* 702	-	-	1032	-	-	440
HCM Lane V/C Ratio	0.132	0.026	-	-	0.018	-	-	0.136
HCM Control Delay (s)	11.9	10.3	-	-	8.6	-	-	14.5
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.5

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

HCM 6th Signalized Intersection Summary
 2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		 	 	 	 	 	 	  	 	 
Traffic Volume (veh/h)	383	476	158	14	904	314	365	485	22	179	285	383
Future Volume (veh/h)	383	476	158	14	904	314	365	485	22	179	285	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	407	506	0	15	962	334	388	516	23	190	303	407
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	2204		143	1335	596	451	1027	46	249	845	377
Arrive On Green	0.13	0.43	0.00	0.08	0.37	0.37	0.13	0.29	0.29	0.07	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3520	157	3510	3610	1610
Grp Volume(v), veh/h	407	506	0	15	962	334	388	264	275	190	303	407
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1872	1755	1805	1610
Q Serve(g_s), s	13.6	7.5	0.0	0.9	27.5	19.8	13.0	14.6	14.6	6.4	8.4	28.1
Cycle Q Clear(g_c), s	13.6	7.5	0.0	0.9	27.5	19.8	13.0	14.6	14.6	6.4	8.4	28.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	471	2204		143	1335	596	451	526	546	249	845	377
V/C Ratio(X)	0.86	0.23		0.10	0.72	0.56	0.86	0.50	0.50	0.76	0.36	1.08
Avail Cap(c_a), veh/h	556	2204		143	1335	596	527	526	546	322	845	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	22.0	0.0	51.3	32.5	30.1	51.2	35.3	35.3	54.8	38.4	46.0
Incr Delay (d2), s/veh	11.8	0.2	0.0	0.3	3.4	3.8	12.1	3.4	3.3	7.8	1.2	69.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	2.9	0.0	0.4	11.8	8.1	6.4	6.8	7.0	3.0	3.8	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	22.2	0.0	51.6	35.9	33.8	63.3	38.7	38.6	62.5	39.6	115.4
LnGrp LOS	E	C		D	D	C	E	D	D	E	D	F
Approach Vol, veh/h		913			1311			927			900	
Approach Delay, s/veh		40.2			35.5			48.9			78.7	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	55.0	19.4	32.1	20.1	48.4	12.5	39.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	51.0	18.0	28.0	19.0	39.0	11.0	35.0				
Max Q Clear Time (g_c+I1), s	2.9	9.5	15.0	30.1	15.6	29.5	8.4	16.6				
Green Ext Time (p_c), s	0.0	3.2	0.4	0.0	0.5	4.7	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	286	97	16	420	115	146	427	12	97	387	212
Future Volume (veh/h)	188	286	97	16	420	115	146	427	12	97	387	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	333	113	19	488	134	170	497	14	113	450	247
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	1227	409	50	982	268	200	1076	30	141	603	328
Arrive On Green	0.14	0.46	0.46	0.03	0.35	0.35	0.11	0.30	0.30	0.03	0.09	0.09
Sat Flow, veh/h	1810	2658	887	1810	2802	765	1810	3586	101	1810	2255	1229
Grp Volume(v), veh/h	219	224	222	19	313	309	170	250	261	113	359	338
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1762	1810	1805	1882	1810	1805	1679
Q Serve(g_s), s	14.2	9.2	9.4	1.2	16.4	16.6	11.1	13.5	13.5	7.5	23.3	23.6
Cycle Q Clear(g_c), s	14.2	9.2	9.4	1.2	16.4	16.6	11.1	13.5	13.5	7.5	23.3	23.6
Prop In Lane	1.00		0.51	1.00		0.43	1.00		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	250	833	803	50	633	618	200	542	565	141	482	449
V/C Ratio(X)	0.87	0.27	0.28	0.38	0.50	0.50	0.85	0.46	0.46	0.80	0.75	0.75
Avail Cap(c_a), veh/h	377	833	803	106	633	618	317	542	565	226	482	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	50.7	19.9	19.9	57.4	30.6	30.7	52.4	34.1	34.1	57.5	50.7	50.8
Incr Delay (d2), s/veh	13.8	0.8	0.9	4.8	2.8	2.9	11.8	2.8	2.7	9.5	9.5	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.9	3.8	0.6	7.3	7.3	5.6	6.2	6.5	3.9	12.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	20.7	20.8	62.2	33.4	33.6	64.2	36.9	36.8	67.1	60.2	61.3
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	E	E
Approach Vol, veh/h		665			641			681			810	
Approach Delay, s/veh		35.2			34.3			43.7			61.6	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	59.4	17.3	36.1	20.6	46.1	13.3	40.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0	21.0	30.0	25.0	28.0	15.0	36.0					
Max Q Clear Time (g_c+1/3), s	11.4	13.1	25.6	16.2	18.6	9.5	15.5					
Green Ext Time (p_c), s	0.0	2.5	0.3	1.7	0.4	2.4	0.1	2.7				

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	512	0	0	801	0	9
Future Vol, veh/h	512	0	0	801	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	512	0	0	801	0	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	256
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	749
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	749
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	749	-	-
HCM Lane V/C Ratio	0.012	-	-
HCM Control Delay (s)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	585	494	6
Future Vol, veh/h	0	9	0	585	494	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	0	585	494	6

























Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	250	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	756	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	756	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 756	-	-
HCM Lane V/C Ratio	- 0.012	-	-
HCM Control Delay (s)	- 9.8	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0	-	-

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	59	117	107	115	53	131	555	47	31	382	115
Future Volume (veh/h)	102	59	117	107	115	53	131	555	47	31	382	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	66	130	119	128	59	146	617	52	34	424	128
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	194	165	136	190	161	175	2190	184	72	2139	954
Arrive On Green	0.08	0.10	0.10	0.08	0.10	0.10	0.10	0.65	0.65	0.04	0.59	0.59
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3370	284	1810	3610	1610
Grp Volume(v), veh/h	113	66	130	119	128	59	146	330	339	34	424	128
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1849	1810	1805	1610
Q Serve(g_s), s	7.4	3.9	9.5	7.8	7.8	4.1	9.5	9.4	9.4	2.2	6.5	4.2
Cycle Q Clear(g_c), s	7.4	3.9	9.5	7.8	7.8	4.1	9.5	9.4	9.4	2.2	6.5	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	140	194	165	136	190	161	175	1173	1201	72	2139	954
V/C Ratio(X)	0.81	0.34	0.79	0.88	0.67	0.37	0.83	0.28	0.28	0.48	0.20	0.13
Avail Cap(c_a), veh/h	241	681	577	136	570	483	287	1173	1201	106	2139	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	50.1	52.6	55.0	52.1	50.5	53.2	9.0	9.0	56.4	11.3	10.8
Incr Delay (d2), s/veh	10.4	1.0	8.1	42.9	4.1	1.4	8.8	0.5	0.5	4.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.9	4.2	5.2	4.0	1.7	4.7	3.5	3.6	1.1	2.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	51.1	60.7	97.9	56.2	51.9	62.1	9.5	9.5	61.2	11.5	11.1
LnGrp LOS	E	D	E	F	E	D	E	A	A	E	B	B
Approach Vol, veh/h		309			306			815			586	
Approach Delay, s/veh		60.2			71.6			18.9			14.3	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	82.0	13.0	16.3	15.6	75.1	13.3	16.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	45.0	9.0	43.0	19.0	33.0	16.0	36.0				
Max Q Clear Time (g_c+I1), s	4.2	11.4	9.8	11.5	11.5	8.5	9.4	9.8				
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.2	3.1	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↔			↔	
Traffic Vol, veh/h	50	594	19	58	452	27	11	0	34	10	0	26
Future Vol, veh/h	50	594	19	58	452	27	11	0	34	10	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	646	21	63	491	29	12	0	37	11	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	667	0	0	1411	1411	334	1048	1392	491
Stage 1	-	-	-	-	-	-	765	765	-	617	617	-
Stage 2	-	-	-	-	-	-	646	646	-	431	775	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*1080	-	-	932	-	-	*268	*277	668	*634	*288	*720
Stage 1	-	-	-	-	-	-	*366	*415	-	*678	*594	-
Stage 2	-	-	-	-	-	-	*678	*594	-	*578	*411	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*1080	-	-	932	-	-	*235	*246	668	*546	*255	*720
Mov Cap-2 Maneuver	-	-	-	-	-	-	*235	*246	-	*546	*255	-
Stage 1	-	-	-	-	-	-	*348	*394	-	*645	*554	-
Stage 2	-	-	-	-	-	-	*608	*554	-	*519	*390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1	13.7	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	* 1080	-	-	932	-	-	661
HCM Lane V/C Ratio	0.106	0.05	-	-	0.068	-	-	0.059
HCM Control Delay (s)	13.7	8.5	-	-	9.1	-	-	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	0.2

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑		↔↔	↑↑	↔
Traffic Volume (veh/h)	377	952	340	25	575	149	215	296	18	226	535	389
Future Volume (veh/h)	377	952	340	25	575	149	215	296	18	226	535	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	389	981	0	26	593	154	222	305	19	233	552	401
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	691	2349		63	1050	468	288	973	60	298	1028	459
Arrive On Green	0.20	0.45	0.00	0.03	0.29	0.29	0.08	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3452	214	3510	3610	1610
Grp Volume(v), veh/h	389	981	0	26	593	154	222	159	165	233	552	401
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1861	1755	1805	1610
Q Serve(g_s), s	11.0	14.0	0.0	1.5	15.3	6.4	6.8	7.6	7.7	7.2	14.2	16.3
Cycle Q Clear(g_c), s	11.0	14.0	0.0	1.5	15.3	6.4	6.8	7.6	7.7	7.2	14.2	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	691	2349		63	1050	468	288	509	525	298	1028	459
V/C Ratio(X)	0.56	0.42		0.41	0.56	0.33	0.77	0.31	0.31	0.78	0.54	0.87
Avail Cap(c_a), veh/h	691	2349		115	1050	468	383	509	525	383	1028	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	20.3	0.0	52.0	33.1	18.5	49.5	31.1	31.1	49.3	33.2	14.5
Incr Delay (d2), s/veh	1.1	0.5	0.0	4.2	2.2	1.9	6.8	1.6	1.6	7.7	2.0	20.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.2	0.0	0.7	6.6	3.3	3.2	3.5	3.6	3.4	6.3	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	20.9	0.0	56.2	35.3	20.4	56.2	32.7	32.7	57.0	35.2	34.7
LnGrp LOS	D	C		E	D	C	E	C	C	E	D	C
Approach Vol, veh/h		1370			773			546			1186	
Approach Delay, s/veh		26.6			33.0			42.3			39.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	53.8	13.0	35.3	25.6	36.0	13.4	35.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	44.0	12.0	31.0	19.0	32.0	12.0	31.0				
Max Q Clear Time (g_c+I1), s	3.5	16.0	8.8	18.3	13.0	17.3	9.2	9.7				
Green Ext Time (p_c), s	0.0	6.5	0.2	4.1	0.7	3.4	0.2	1.6				

Intersection Summary

HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	319	109	16	233	64	101	355	12	56	458	202
Future Volume (veh/h)	211	319	109	16	233	64	101	355	12	56	458	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	375	128	19	274	75	119	418	14	66	539	238
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	1109	373	163	993	267	147	1037	35	100	646	284
Arrive On Green	0.16	0.42	0.42	0.09	0.35	0.35	0.08	0.29	0.29	0.11	0.53	0.53
Sat Flow, veh/h	1810	2651	893	1810	2813	756	1810	3564	119	1810	2438	1073
Grp Volume(v), veh/h	248	254	249	19	174	175	119	211	221	66	399	378
Grp Sat Flow(s),veh/h/ln	1810	1805	1739	1810	1805	1764	1810	1805	1879	1810	1805	1707
Q Serve(g_s), s	14.8	10.5	10.7	1.1	7.6	7.8	7.1	10.3	10.4	3.9	20.5	20.6
Cycle Q Clear(g_c), s	14.8	10.5	10.7	1.1	7.6	7.8	7.1	10.3	10.4	3.9	20.5	20.6
Prop In Lane	1.00		0.51	1.00		0.43	1.00		0.06	1.00		0.63
Lane Grp Cap(c), veh/h	281	755	727	163	637	623	147	525	546	100	478	452
V/C Ratio(X)	0.88	0.34	0.34	0.12	0.27	0.28	0.81	0.40	0.40	0.66	0.83	0.84
Avail Cap(c_a), veh/h	378	755	727	163	637	623	197	525	546	148	478	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	45.5	21.7	21.7	46.0	25.5	25.6	49.7	31.3	31.3	47.9	23.8	23.9
Incr Delay (d2), s/veh	16.7	1.2	1.3	0.3	1.1	1.1	16.5	2.3	2.2	6.8	14.8	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.4	4.4	0.5	3.3	3.3	3.8	4.7	4.9	1.8	7.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	22.9	23.0	46.3	26.5	26.7	66.1	33.6	33.5	54.8	38.7	39.7
LnGrp LOS	E	C	C	D	C	C	E	C	C	D	D	D
Approach Vol, veh/h		751			368			551			843	
Approach Delay, s/veh		35.9			27.6			40.6			40.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.9	50.0	12.9	33.1	21.1	42.8	10.1	36.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0	12.0	29.0	23.0	30.0	9.0	32.0					
Max Q Clear Time (g_c+1), s	12.7	9.1	22.6	16.8	9.8	5.9	12.4					
Green Ext Time (p_c), s	0.0	2.9	0.1	2.5	0.4	1.7	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	657	0	0	489	0	6
Future Vol, veh/h	657	0	0	489	0	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	657	0	0	489	0	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	329
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	673
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	673
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	673	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Control Delay (s)	10.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	6	0	468	564	19
Future Vol, veh/h	0	6	0	468	564	19
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	6	0	468	564	19

























Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	292	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	710	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	710	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	710	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	10.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	9	31	91	8	51	72	402	112	80	669	33
Future Volume (veh/h)	39	9	31	91	8	51	72	402	112	80	669	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	10	36	106	9	59	84	467	130	93	778	38
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	120	102	132	168	142	108	1825	505	118	2380	1061
Arrive On Green	0.05	0.06	0.06	0.07	0.09	0.09	0.06	0.65	0.65	0.07	0.66	0.66
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	2794	772	1810	3610	1610
Grp Volume(v), veh/h	45	10	36	106	9	59	84	301	296	93	778	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1761	1810	1805	1610
Q Serve(g_s), s	2.7	0.5	2.4	6.3	0.5	3.8	5.0	7.6	7.7	5.6	10.3	0.9
Cycle Q Clear(g_c), s	2.7	0.5	2.4	6.3	0.5	3.8	5.0	7.6	7.7	5.6	10.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	86	120	102	132	168	142	108	1179	1150	118	2380	1061
V/C Ratio(X)	0.52	0.08	0.35	0.81	0.05	0.41	0.78	0.25	0.26	0.79	0.33	0.04
Avail Cap(c_a), veh/h	115	674	571	132	691	586	181	1179	1150	197	2380	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	48.5	49.4	50.2	45.9	47.5	51.0	7.9	7.9	50.6	8.1	6.5
Incr Delay (d2), s/veh	4.8	0.3	2.1	29.4	0.1	1.9	9.8	0.4	0.5	10.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.0	4.0	0.2	1.6	2.5	2.8	2.7	2.8	3.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	48.8	51.5	79.7	46.1	49.4	60.8	8.4	8.4	61.5	8.5	6.6
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		91			174			681			909	
Approach Delay, s/veh		53.4			67.7			14.9			13.9	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	75.9	12.0	10.9	10.5	76.5	9.2	13.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	35.0	8.0	39.0	11.0	36.0	7.0	40.0				
Max Q Clear Time (g_c+I1), s	7.6	9.7	8.3	4.4	7.0	12.3	4.7	5.8				
Green Ext Time (p_c), s	0.1	3.5	0.0	0.1	0.1	5.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕			↕	↕
Traffic Vol, veh/h	18	612	6	17	920	16	18	0	55	19	0	39
Future Vol, veh/h	18	612	6	17	920	16	18	0	55	19	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	665	7	18	1000	17	20	0	60	21	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1017	0	0	672	0	0	1775	1762	336	1409	1748	1000
Stage 1	-	-	-	-	-	-	709	709	-	1036	1036	-
Stage 2	-	-	-	-	-	-	1066	1053	-	373	712	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*471	-	-	928	-	-	*296	*259	666	*296	*259	*314
Stage 1	-	-	-	-	-	-	*396	*440	-	*296	*259	-
Stage 2	-	-	-	-	-	-	*296	*259	-	*625	*439	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*471	-	-	928	-	-	*244	*244	666	*257	*244	*314
Mov Cap-2 Maneuver	-	-	-	-	-	-	*244	*244	-	*257	*244	-
Stage 1	-	-	-	-	-	-	*379	*422	-	*283	*254	-
Stage 2	-	-	-	-	-	-	*251	*254	-	*545	*421	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			14.3			20.6		
HCM LOS							B			C		


































Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	467	* 471	-	-	928	-	-	293
HCM Lane V/C Ratio	0.17	0.042	-	-	0.02	-	-	0.215
HCM Control Delay (s)	14.3	13	-	-	9	-	-	20.6
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.8

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	452	663	183	42	1208	348	428	558	51	234	387	539
Future Volume (veh/h)	452	663	183	42	1208	348	428	558	51	234	387	539
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	481	705	0	45	1285	370	455	594	54	249	412	573
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	497	2291		106	1294	577	468	934	85	307	842	376
Arrive On Green	0.14	0.44	0.00	0.06	0.36	0.36	0.13	0.28	0.28	0.09	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3347	304	3510	3610	1610
Grp Volume(v), veh/h	481	705	0	45	1285	370	455	320	328	249	412	573
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1845	1755	1805	1610
Q Serve(g_s), s	16.4	10.5	0.0	2.9	42.6	23.0	15.5	18.6	18.7	8.4	11.9	28.0
Cycle Q Clear(g_c), s	16.4	10.5	0.0	2.9	42.6	23.0	15.5	18.6	18.7	8.4	11.9	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	497	2291		106	1294	577	468	504	515	307	842	376
V/C Ratio(X)	0.97	0.31		0.43	0.99	0.64	0.97	0.63	0.64	0.81	0.49	1.53
Avail Cap(c_a), veh/h	497	2291		106	1294	577	468	504	515	351	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	21.6	0.0	54.6	38.4	32.1	51.8	37.9	37.9	53.8	39.8	46.0
Incr Delay (d2), s/veh	32.0	0.3	0.0	2.7	23.5	5.4	34.3	6.0	5.9	12.0	2.0	249.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	4.0	0.0	1.3	21.5	9.5	8.9	8.9	9.1	4.1	5.4	36.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.2	22.0	0.0	57.3	61.8	37.5	86.1	43.9	43.8	65.8	41.8	295.5
LnGrp LOS	F	C		E	E	D	F	D	D	E	D	F
Approach Vol, veh/h		1186			1700			1103			1234	
Approach Delay, s/veh		46.8			56.4			61.3			164.4	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	57.0	20.0	32.0	21.0	47.0	14.5	37.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	53.0	16.0	28.0	17.0	43.0	12.0	32.0				
Max Q Clear Time (g_c+I1), s	4.9	12.5	17.5	30.0	18.4	44.6	10.4	20.7				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	0.0	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	240	324	122	17	464	142	199	504	13	124	455	288
Future Volume (veh/h)	240	324	122	17	464	142	199	504	13	124	455	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	377	142	20	540	165	231	586	15	144	529	335
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	1080	401	51	704	214	260	1158	30	175	583	369
Arrive On Green	0.19	0.42	0.42	0.03	0.26	0.26	0.14	0.32	0.32	0.03	0.09	0.09
Sat Flow, veh/h	1810	2576	957	1810	2726	830	1810	3596	92	1810	2122	1342
Grp Volume(v), veh/h	279	263	256	20	357	348	231	294	307	144	450	414
Grp Sat Flow(s),veh/h/ln	1810	1805	1728	1810	1805	1751	1810	1805	1883	1810	1805	1658
Q Serve(g_s), s	17.7	11.9	12.1	1.3	21.9	22.1	15.0	15.8	15.8	9.5	29.6	29.7
Cycle Q Clear(g_c), s	17.7	11.9	12.1	1.3	21.9	22.1	15.0	15.8	15.8	9.5	29.6	29.7
Prop In Lane	1.00		0.55	1.00		0.47	1.00		0.05	1.00		0.81
Lane Grp Cap(c), veh/h	343	757	725	51	466	452	260	581	607	175	496	456
V/C Ratio(X)	0.81	0.35	0.35	0.39	0.77	0.77	0.89	0.51	0.51	0.82	0.91	0.91
Avail Cap(c_a), veh/h	343	757	725	106	466	452	317	581	607	302	496	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	46.6	23.7	23.7	57.3	41.1	41.2	50.4	32.9	32.9	57.1	53.0	53.0
Incr Delay (d2), s/veh	13.9	1.3	1.4	4.7	11.4	11.9	21.9	3.1	3.0	8.4	21.1	22.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.1	5.0	0.7	10.9	10.7	8.3	7.3	7.6	4.9	17.2	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	24.9	25.1	62.0	52.5	53.1	72.3	36.1	35.9	65.5	74.1	75.7
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	E	E
Approach Vol, veh/h		798			725			832			1008	
Approach Delay, s/veh		37.4			53.1			46.1			73.5	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	54.3	21.3	37.0	26.7	35.0	15.6	42.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	43.0	21.0	33.0	19.0	31.0	20.0	34.0					
Max Q Clear Time (g_c+1), s	14.1	17.0	31.7	19.7	24.1	11.5	17.8					
Green Ext Time (p_c), s	0.0	3.0	0.2	0.7	0.0	2.3	0.2	3.0				

Intersection Summary

HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	627	0	0	977	0	9
Future Vol, veh/h	627	0	0	977	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	627	0	0	977	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	314
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	688
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	688
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	688	-	-
HCM Lane V/C Ratio	0.013	-	-
HCM Control Delay (s)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	716	588	6
Future Vol, veh/h	0	9	0	716	588	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	0	716	588	6

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	297	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	705	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	705	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	705	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	10.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	63	124	113	122	56	139	700	50	33	533	122
Future Volume (veh/h)	108	63	124	113	122	56	139	700	50	33	533	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	70	138	126	136	62	154	778	56	37	592	122
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	173	147	153	180	153	828	2219	160	75	842	376
Arrive On Green	0.08	0.09	0.09	0.08	0.09	0.09	0.46	0.65	0.65	0.04	0.23	0.23
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3415	246	1810	3610	1610
Grp Volume(v), veh/h	120	70	138	126	136	62	154	411	423	37	592	122
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1856	1810	1805	1610
Q Serve(g_s), s	7.8	4.2	4.3	8.2	8.4	4.4	6.1	12.4	12.4	2.4	18.0	6.1
Cycle Q Clear(g_c), s	7.8	4.2	4.3	8.2	8.4	4.4	6.1	12.4	12.4	2.4	18.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	146	173	147	153	180	153	828	1173	1206	75	842	376
V/C Ratio(X)	0.82	0.40	0.94	0.83	0.76	0.41	0.19	0.35	0.35	0.49	0.70	0.32
Avail Cap(c_a), veh/h	166	618	523	181	633	537	828	1173	1206	106	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	51.5	9.7	54.1	53.0	51.1	19.3	9.5	9.5	56.3	42.2	24.9
Incr Delay (d2), s/veh	24.6	1.5	22.6	22.7	6.3	1.7	0.1	0.6	0.6	5.0	4.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.1	4.9	4.7	4.3	1.8	2.5	4.6	4.7	1.2	8.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	53.0	32.3	76.8	59.2	52.9	19.4	10.1	10.1	61.3	47.1	27.2
LnGrp LOS	E	D	C	E	E	D	B	B	B	E	D	C
Approach Vol, veh/h		328			324			988			751	
Approach Delay, s/veh		53.8			64.8			11.5			44.5	
Approach LOS		D			E			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	82.0	14.1	14.9	58.9	32.0	13.7	15.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	46.0	12.0	39.0	25.0	28.0	11.0	40.0				
Max Q Clear Time (g_c+I1), s	4.4	14.4	10.2	6.3	8.1	20.0	9.8	10.4				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.9	0.3	2.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.9									
HCM 6th LOS			C									

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖		↕			↕	↕
Traffic Vol, veh/h	53	792	19	58	590	29	11	0	34	11	0	28
Future Vol, veh/h	53	792	19	58	590	29	11	0	34	11	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	861	21	63	641	32	12	0	37	12	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	673	0	0	882	0	0	1786	1787	441	1314	1765	641
Stage 1	-	-	-	-	-	-	988	988	-	767	767	-
Stage 2	-	-	-	-	-	-	798	799	-	547	998	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*912	-	-	775	-	-	*157	*173	570	*573	*182	*608
Stage 1	-	-	-	-	-	-	*269	*328	-	*573	*501	-
Stage 2	-	-	-	-	-	-	*573	*501	-	*494	*324	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*912	-	-	775	-	-	*133	*149	570	*478	*157	*608
Mov Cap-2 Maneuver	-	-	-	-	-	-	*133	*149	-	*478	*157	-
Stage 1	-	-	-	-	-	-	*252	*307	-	*536	*461	-
Stage 2	-	-	-	-	-	-	*500	*461	-	*433	*303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	18.5	11.9
HCM LOS			C	B

































Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	* 912	-	-	775	-	-	565
HCM Lane V/C Ratio	0.155	0.063	-	-	0.081	-	-	0.075
HCM Control Delay (s)	18.5	9.2	-	-	10.1	-	-	11.9
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.3	-	-	0.2

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	551	1313	409	60	821	208	256	416	57	270	636	501
Future Volume (veh/h)	551	1313	409	60	821	208	256	416	57	270	636	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	568	1354	0	62	846	214	264	429	59	278	656	516
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	625	2028		143	1054	470	328	914	125	344	1050	468
Arrive On Green	0.18	0.39	0.00	0.08	0.29	0.29	0.09	0.29	0.29	0.10	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3190	436	3510	3610	1610
Grp Volume(v), veh/h	568	1354	0	62	846	214	264	242	246	278	656	516
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1821	1755	1805	1610
Q Serve(g_s), s	17.5	23.7	0.0	3.6	23.8	11.9	8.1	12.1	12.3	8.5	17.3	32.0
Cycle Q Clear(g_c), s	17.5	23.7	0.0	3.6	23.8	11.9	8.1	12.1	12.3	8.5	17.3	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	625	2028		143	1054	470	328	517	522	344	1050	468
V/C Ratio(X)	0.91	0.67		0.43	0.80	0.46	0.80	0.47	0.47	0.81	0.62	1.10
Avail Cap(c_a), veh/h	638	2028		143	1054	470	383	517	522	415	1050	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	27.6	0.0	48.3	36.0	31.8	48.9	32.3	32.4	48.6	33.8	39.0
Incr Delay (d2), s/veh	16.8	1.8	0.0	2.0	6.5	3.2	10.4	3.0	3.0	9.6	2.8	72.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.2	0.0	1.6	10.7	4.9	3.9	5.6	5.7	4.1	7.8	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	29.4	0.0	50.3	42.5	34.9	59.3	35.3	35.4	58.3	36.6	111.1
LnGrp LOS	E	C		D	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1922			1122			752			1450	
Approach Delay, s/veh		38.8			41.5			43.8			67.3	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	47.0	14.3	36.0	23.6	36.1	14.8	35.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	43.0	12.0	32.0	20.0	30.0	13.0	31.0				
Max Q Clear Time (g_c+I1), s	5.6	25.7	10.1	34.0	19.5	25.8	10.5	14.3				
Green Ext Time (p_c), s	0.0	8.0	0.2	0.0	0.1	2.2	0.2	2.4				

Intersection Summary

HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	303	365	170	17	270	96	137	438	13	88	552	269
Future Volume (veh/h)	303	365	170	17	270	96	137	438	13	88	552	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	429	200	20	318	113	161	515	15	104	649	316
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	378	1108	511	53	740	258	181	1048	30	129	620	302
Arrive On Green	0.21	0.46	0.46	0.03	0.28	0.28	0.10	0.29	0.29	0.14	0.53	0.53
Sat Flow, veh/h	1810	2399	1107	1810	2625	915	1810	3582	104	1810	2353	1146
Grp Volume(v), veh/h	356	322	307	20	217	214	161	259	271	104	498	467
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1735	1810	1805	1881	1810	1805	1694
Q Serve(g_s), s	21.3	12.8	13.1	1.2	10.8	11.1	9.7	13.1	13.1	6.1	29.0	29.0
Cycle Q Clear(g_c), s	21.3	12.8	13.1	1.2	10.8	11.1	9.7	13.1	13.1	6.1	29.0	29.0
Prop In Lane	1.00		0.65	1.00		0.53	1.00		0.06	1.00		0.68
Lane Grp Cap(c), veh/h	378	834	785	53	509	489	181	528	550	129	476	447
V/C Ratio(X)	0.94	0.39	0.39	0.38	0.43	0.44	0.89	0.49	0.49	0.81	1.05	1.05
Avail Cap(c_a), veh/h	378	834	785	115	509	489	181	528	550	165	476	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	42.8	19.4	19.4	52.4	32.2	32.4	48.9	32.1	32.2	46.4	26.0	26.0
Incr Delay (d2), s/veh	31.5	1.4	1.5	4.5	2.6	2.8	37.7	3.2	3.1	18.5	51.7	53.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.4	5.2	0.6	4.9	4.9	6.2	6.0	6.3	3.2	14.7	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	20.7	20.9	56.9	34.8	35.2	86.6	35.4	35.3	64.9	77.7	79.0
LnGrp LOS	E	C	C	E	C	D	F	D	D	E	F	F
Approach Vol, veh/h		985		451		691		1069				
Approach Delay, s/veh		40.2		36.0		47.3		77.1				
Approach LOS		D		D		D		E				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	54.8	15.0	33.0	27.0	35.0	11.8	36.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	47.0	11.0	29.0	23.0	31.0	10.0	30.0					
Max Q Clear Time (g_c+1), s	15.1	11.7	31.0	23.3	13.1	8.1	15.1					
Green Ext Time (p_c), s	0.0	3.8	0.0	0.0	0.0	2.1	0.0	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	858	0	0	629	0	6
Future Vol, veh/h	858	0	0	629	0	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	858	0	0	629	0	6

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

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	580	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	6	0	588	720	19
Future Vol, veh/h	0	6	0	588	720	19
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	6	0	588	720	19

























Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	370	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	633	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	633	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	633	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	10	33	96	8	54	76	595	119	85	858	35
Future Volume (veh/h)	41	10	33	96	8	54	76	595	119	85	858	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	12	38	112	9	63	88	692	138	99	998	41
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	120	102	139	173	146	112	1936	386	125	2357	1051
Arrive On Green	0.05	0.06	0.06	0.08	0.09	0.09	0.06	0.65	0.65	0.07	0.65	0.65
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3000	598	1810	3610	1610
Grp Volume(v), veh/h	48	12	38	112	9	63	88	416	414	99	998	41
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1792	1810	1805	1610
Q Serve(g_s), s	2.9	0.7	2.5	6.7	0.5	4.1	5.3	11.7	11.7	5.9	14.6	1.0
Cycle Q Clear(g_c), s	2.9	0.7	2.5	6.7	0.5	4.1	5.3	11.7	11.7	5.9	14.6	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	89	120	102	139	173	146	112	1165	1157	125	2357	1051
V/C Ratio(X)	0.54	0.10	0.37	0.81	0.05	0.43	0.79	0.36	0.36	0.79	0.42	0.04
Avail Cap(c_a), veh/h	115	639	542	148	674	571	148	1165	1157	197	2357	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	48.6	49.4	50.0	45.7	47.3	50.9	9.0	9.0	50.4	9.2	6.8
Incr Delay (d2), s/veh	5.1	0.4	2.3	26.0	0.1	2.0	12.4	0.6	0.6	10.7	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	1.1	4.0	0.2	1.7	2.7	4.2	4.2	3.0	5.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	48.9	51.7	76.0	45.8	49.3	63.3	9.5	9.5	61.1	9.7	6.9
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		98			184			918			1138	
Approach Delay, s/veh		53.5			65.4			14.7			14.1	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	75.0	12.4	11.0	10.8	75.8	9.4	14.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	36.0	9.0	37.0	9.0	39.0	7.0	39.0				
Max Q Clear Time (g_c+I1), s	7.9	13.7	8.7	4.5	7.3	16.6	4.9	6.1				
Green Ext Time (p_c), s	0.1	5.1	0.0	0.1	0.0	7.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.0								
HCM 6th LOS				C								

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖		↔			↔	
Traffic Vol, veh/h	19	642	6	17	964	17	18	0	55	20	0	41
Future Vol, veh/h	19	642	6	17	964	17	18	0	55	20	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	642	6	17	964	17	18	0	55	20	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	981	0	0	648	0	0	1710	1698	324	1357	1684	964
Stage 1	-	-	-	-	-	-	683	683	-	998	998	-
Stage 2	-	-	-	-	-	-	1027	1015	-	359	686	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*433	-	-	947	-	-	*272	*238	678	*272	*238	*288
Stage 1	-	-	-	-	-	-	*410	*452	-	*272	*238	-
Stage 2	-	-	-	-	-	-	*272	*238	-	*637	*451	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*433	-	-	947	-	-	*222	*223	678	*238	*223	*288
Mov Cap-2 Maneuver	-	-	-	-	-	-	*222	*223	-	*238	*223	-
Stage 1	-	-	-	-	-	-	*392	*432	-	*260	*234	-
Stage 2	-	-	-	-	-	-	*229	*234	-	*560	*431	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			14.5			22.3		
HCM LOS							B			C		











































Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	* 433	-	-	947	-	-	269
HCM Lane V/C Ratio	0.162	0.044	-	-	0.018	-	-	0.227
HCM Control Delay (s)	14.5	13.7	-	-	8.9	-	-	22.3
HCM Lane LOS		B	B	-	-	A	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.9

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	 	  	  	 	 	  	 	  
Traffic Volume (veh/h)	475	821	219	47	1305	435	552	779	65	339	473	566
Future Volume (veh/h)	475	821	219	47	1305	435	552	779	65	339	473	566
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	821	0	47	1305	435	552	779	65	339	473	566
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	1902		181	1264	564	585	984	82	380	842	376
Arrive On Green	0.12	0.37	0.00	0.10	0.35	0.35	0.17	0.29	0.29	0.11	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3373	281	3510	3610	1610
Grp Volume(v), veh/h	475	821	0	47	1305	435	552	417	427	339	473	566
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1849	1755	1805	1610
Q Serve(g_s), s	14.0	14.3	0.0	2.9	42.0	28.9	18.7	25.5	25.5	11.4	13.9	28.0
Cycle Q Clear(g_c), s	14.0	14.3	0.0	2.9	42.0	28.9	18.7	25.5	25.5	11.4	13.9	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	410	1902		181	1264	564	585	526	539	380	842	376
V/C Ratio(X)	1.16	0.43		0.26	1.03	0.77	0.94	0.79	0.79	0.89	0.56	1.51
Avail Cap(c_a), veh/h	410	1902		181	1264	564	585	526	539	380	842	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	28.6	0.0	49.9	39.0	34.7	49.4	39.1	39.1	52.8	40.6	46.0
Incr Delay (d2), s/veh	95.8	0.7	0.0	0.8	34.2	9.9	24.1	11.6	11.3	22.2	2.7	241.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	5.7	0.0	1.3	23.2	12.5	10.0	12.7	13.0	6.1	6.4	36.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.8	29.3	0.0	50.6	73.2	44.6	73.5	50.7	50.5	75.0	43.3	287.4
LnGrp LOS	F	C		D	F	D	E	D	D	E	D	F
Approach Vol, veh/h		1296			1787			1396			1378	
Approach Delay, s/veh		73.1			65.6			59.6			151.3	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.0	24.0	32.0	18.0	46.0	17.0	39.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	44.0	20.0	28.0	14.0	42.0	13.0	35.0				
Max Q Clear Time (g_c+I1), s	4.9	16.3	20.7	30.0	16.0	44.0	13.4	27.5				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.0	0.0	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	340	127	18	487	143	209	858	14	130	823	302
Future Volume (veh/h)	250	340	127	18	487	143	209	858	14	130	823	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	250	340	127	18	487	143	209	858	14	130	823	302
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	931	342	48	643	188	236	1424	23	160	905	332
Arrive On Green	0.15	0.36	0.36	0.03	0.23	0.23	0.13	0.39	0.39	0.03	0.12	0.12
Sat Flow, veh/h	1810	2585	949	1810	2756	804	1810	3635	59	1810	2587	948
Grp Volume(v), veh/h	250	236	231	18	318	312	209	426	446	130	574	551
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1810	1805	1755	1810	1805	1889	1810	1805	1729
Q Serve(g_s), s	16.3	11.5	11.9	1.2	19.7	19.9	13.6	22.5	22.5	8.6	37.7	37.8
Cycle Q Clear(g_c), s	16.3	11.5	11.9	1.2	19.7	19.9	13.6	22.5	22.5	8.6	37.7	37.8
Prop In Lane	1.00		0.55	1.00		0.46	1.00		0.03	1.00		0.55
Lane Grp Cap(c), veh/h	277	650	623	48	421	410	236	707	740	160	632	605
V/C Ratio(X)	0.90	0.36	0.37	0.38	0.75	0.76	0.89	0.60	0.60	0.81	0.91	0.91
Avail Cap(c_a), veh/h	277	650	623	106	421	410	241	707	740	287	632	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	49.9	28.3	28.4	57.5	42.8	42.9	51.3	29.0	29.0	57.3	51.2	51.2
Incr Delay (d2), s/veh	30.2	1.6	1.7	4.9	11.9	12.6	29.8	3.8	3.6	7.5	15.9	16.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.1	5.0	0.6	9.9	9.8	8.0	10.2	10.6	4.4	21.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	29.8	30.1	62.3	54.7	55.5	81.1	32.8	32.7	64.8	67.1	67.9
LnGrp LOS	F	C	C	E	D	E	F	C	C	E	E	E
Approach Vol, veh/h		717			648			1081			1255	
Approach Delay, s/veh		47.5			55.3			42.1			67.2	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	47.2	19.6	46.0	22.4	32.0	14.6	51.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	39.0	16.0	42.0	18.0	28.0	19.0	39.0					
Max Q Clear Time (g_c+1), s	13.9	15.6	39.8	18.3	21.9	10.6	24.5					
Green Ext Time (p_c), s	0.0	2.6	0.0	1.4	0.0	1.8	0.2	4.5				
Intersection Summary												
HCM 6th Ctrl Delay											54.0	
HCM 6th LOS											D	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	658	0	0	1023	0	9
Future Vol, veh/h	658	0	0	1023	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	658	0	0	1023	0	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	329
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	673
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	673
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	673	-	-
HCM Lane V/C Ratio	0.013	-	-
HCM Control Delay (s)	10.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	1080	962	6
Future Vol, veh/h	0	9	0	1080	962	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	0	1080	962	6

























Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	484	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	534	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	534	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	534	-	-
HCM Lane V/C Ratio	-	0.017	-	-
HCM Control Delay (s)	-	11.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th Signalized Intersection Summary
6: Evans Rd & Morgan St/May Ranch Pkwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	77	130	357	163	157	146	982	129	71	645	128
Future Volume (veh/h)	113	77	130	357	163	157	146	982	129	71	645	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	77	130	357	163	157	146	982	129	71	645	128
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	195	165	362	429	364	173	1641	215	96	1692	755
Arrive On Green	0.08	0.10	0.10	0.20	0.23	0.23	0.10	0.51	0.51	0.05	0.47	0.47
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3208	421	1810	3610	1610
Grp Volume(v), veh/h	113	77	130	357	163	157	146	552	559	71	645	128
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1824	1810	1805	1610
Q Serve(g_s), s	7.4	4.5	9.5	23.6	8.7	10.0	9.5	25.9	25.9	4.6	13.9	5.5
Cycle Q Clear(g_c), s	7.4	4.5	9.5	23.6	8.7	10.0	9.5	25.9	25.9	4.6	13.9	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	138	195	165	362	429	364	173	923	933	96	1692	755
V/C Ratio(X)	0.82	0.40	0.79	0.99	0.38	0.43	0.84	0.60	0.60	0.74	0.38	0.17
Avail Cap(c_a), veh/h	151	554	470	362	776	657	196	923	933	106	1692	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	50.4	52.6	47.8	39.3	39.8	53.4	20.6	20.6	56.0	20.6	18.4
Incr Delay (d2), s/veh	26.6	1.3	8.1	43.5	0.6	0.8	17.0	1.8	1.8	22.1	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	2.3	4.2	15.0	4.2	4.1	5.1	10.8	10.9	2.7	5.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	51.7	60.7	91.4	39.9	40.6	70.4	22.4	22.4	78.2	21.3	18.9
LnGrp LOS	F	D	E	F	D	D	E	C	C	E	C	B
Approach Vol, veh/h		320			677			1257			844	
Approach Delay, s/veh		65.7			67.2			28.0			25.7	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	65.4	28.0	16.3	15.5	60.2	13.2	31.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	38.0	24.0	35.0	13.0	32.0	10.0	49.0				
Max Q Clear Time (g_c+I1), s	6.6	27.9	25.6	11.5	11.5	15.9	9.4	12.0				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.8	0.0	4.1	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				39.8								
HCM 6th LOS				D								

HCM 6th TWSC
1: Rider St & Galway Ln

04/04/2023

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕	↗		↕↗			↕↗	
Traffic Vol, veh/h	56	831	19	58	620	30	11	0	34	12	0	29
Future Vol, veh/h	56	831	19	58	620	30	11	0	34	12	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	831	19	58	620	30	11	0	34	12	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	850	0	0	1719	1719	425	1264	1698	620
Stage 1	-	-	-	-	-	-	953	953	-	736	736	-
Stage 2	-	-	-	-	-	-	766	766	-	528	962	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*870	-	-	797	-	-	*217	*225	583	*546	*236	*580
Stage 1	-	-	-	-	-	-	*282	*340	-	*546	*478	-
Stage 2	-	-	-	-	-	-	*546	*478	-	*507	*337	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*870	-	-	797	-	-	*185	*195	583	*462	*205	*580
Mov Cap-2 Maneuver	-	-	-	-	-	-	*185	*195	-	*462	*205	-
Stage 1	-	-	-	-	-	-	*264	*318	-	*511	*443	-
Stage 2	-	-	-	-	-	-	*481	*443	-	*447	*315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.8	15.7	12.2
HCM LOS			C	B
































Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	* 870	-	-	797	-	-	540
HCM Lane V/C Ratio	0.118	0.064	-	-	0.073	-	-	0.076
HCM Control Delay (s)	15.7	9.4	-	-	9.9	-	-	12.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	0.2

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			 		 	 		 	 	
Traffic Volume (veh/h)	579	1446	529	109	1010	331	268	555	68	339	961	526
Future Volume (veh/h)	579	1446	529	109	1010	331	268	555	68	339	961	526
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	579	1446	0	109	1010	331	268	555	68	339	961	526
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	543	1933		156	1099	490	335	913	112	399	1083	483
Arrive On Green	0.15	0.37	0.00	0.09	0.30	0.30	0.10	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3238	396	3510	3610	1610
Grp Volume(v), veh/h	579	1446	0	109	1010	331	268	309	314	339	961	526
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1829	1755	1805	1610
Q Serve(g_s), s	17.0	26.7	0.0	6.4	29.7	19.8	8.2	16.3	16.4	10.4	27.9	22.3
Cycle Q Clear(g_c), s	17.0	26.7	0.0	6.4	29.7	19.8	8.2	16.3	16.4	10.4	27.9	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	543	1933		156	1099	490	335	509	515	399	1083	483
V/C Ratio(X)	1.07	0.75		0.70	0.92	0.68	0.80	0.61	0.61	0.85	0.89	1.09
Avail Cap(c_a), veh/h	543	1933		156	1099	490	351	509	515	415	1083	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	30.0	0.0	48.9	36.9	33.5	48.7	34.2	34.3	47.8	36.7	17.6
Incr Delay (d2), s/veh	57.8	2.7	0.0	12.8	13.5	7.3	11.9	5.3	5.3	14.9	10.8	67.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	10.6	0.0	3.3	14.2	8.4	4.1	7.7	7.8	5.3	13.4	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.3	32.7	0.0	61.6	50.4	40.7	60.6	39.5	39.6	62.7	47.5	84.7
LnGrp LOS	F	C		E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		2025			1450			891			1826	
Approach Delay, s/veh		53.2			49.1			45.9			61.1	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	45.0	14.5	37.0	21.0	37.5	16.5	35.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	41.0	11.0	33.0	17.0	33.0	13.0	31.0				
Max Q Clear Time (g_c+I1), s	8.4	28.7	10.2	29.9	19.0	31.7	12.4	18.4				
Green Ext Time (p_c), s	0.0	6.9	0.1	2.2	0.0	0.9	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

3: Evans Rd & Rider St

04/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	317	383	178	18	283	101	143	853	14	92	1053	282
Future Volume (veh/h)	317	383	178	18	283	101	143	853	14	92	1053	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	383	178	18	283	101	143	853	14	92	1053	282
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	941	431	49	668	233	132	1353	22	116	1025	273
Arrive On Green	0.16	0.39	0.39	0.03	0.25	0.25	0.07	0.37	0.37	0.13	0.73	0.73
Sat Flow, veh/h	1810	2405	1102	1810	2624	916	1810	3635	60	1810	2820	750
Grp Volume(v), veh/h	317	286	275	18	193	191	143	424	443	92	672	663
Grp Sat Flow(s),veh/h/ln	1810	1805	1702	1810	1805	1735	1810	1805	1889	1810	1805	1765
Q Serve(g_s), s	18.0	12.6	12.9	1.1	9.8	10.2	8.0	21.2	21.2	5.4	40.0	40.0
Cycle Q Clear(g_c), s	18.0	12.6	12.9	1.1	9.8	10.2	8.0	21.2	21.2	5.4	40.0	40.0
Prop In Lane	1.00		0.65	1.00		0.53	1.00		0.03	1.00		0.43
Lane Grp Cap(c), veh/h	296	706	666	49	459	442	132	672	703	116	656	642
V/C Ratio(X)	1.07	0.41	0.41	0.37	0.42	0.43	1.09	0.63	0.63	0.79	1.02	1.03
Avail Cap(c_a), veh/h	296	706	666	115	459	442	132	672	703	197	656	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	46.0	24.2	24.3	52.6	34.2	34.4	51.0	28.3	28.3	47.3	15.0	15.0
Incr Delay (d2), s/veh	72.3	1.7	1.9	4.6	2.8	3.1	103.6	4.4	4.3	9.0	36.7	39.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.5	5.3	0.5	4.5	4.5	7.3	9.6	10.0	2.6	12.1	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	25.9	26.2	57.2	37.0	37.4	154.6	32.8	32.6	56.2	51.7	54.9
LnGrp LOS	F	C	C	E	D	D	F	C	C	E	F	F
Approach Vol, veh/h		878		402			1010			1427		
Approach Delay, s/veh		59.4		38.1			49.9			53.5		
Approach LOS		E		D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	47.0	12.0	44.0	22.0	32.0	11.0	45.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	39.0	8.0	40.0	18.0	28.0	12.0	36.0					
Max Q Clear Time (g_c+1), s	14.9	10.0	42.0	20.0	12.2	7.4	23.2					
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.0	1.8	0.1	4.2				
Intersection Summary												
HCM 6th Ctrl Delay				52.2								
HCM 6th LOS				D								

HCM 6th TWSC
4: Dwy 2 & Rider St

04/04/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Vol, veh/h	900	0	0	660	0	6
Future Vol, veh/h	900	0	0	660	0	6
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	900	0	0	660	0	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	450
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	562
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	562	-	-
HCM Lane V/C Ratio	0.011	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	6	0	1009	1230	19
Future Vol, veh/h	0	6	0	1009	1230	19
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	6	0	1009	1230	19

























Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	625	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	433	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	433	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	433	-	-
HCM Lane V/C Ratio	-	0.014	-	-
HCM Control Delay (s)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
 6: Evans Rd & Morgan St/May Ranch Pkwy

































04/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	13	35	225	9	104	80	725	361	217	1225	37
Future Volume (veh/h)	43	13	35	225	9	104	80	725	361	217	1225	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	13	35	225	9	104	80	725	361	217	1225	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	121	102	214	257	218	105	1295	644	214	2219	990
Arrive On Green	0.05	0.06	0.06	0.12	0.14	0.14	0.06	0.55	0.55	0.12	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	2335	1161	1810	3610	1610
Grp Volume(v), veh/h	43	13	35	225	9	104	80	560	526	217	1225	37
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1691	1810	1805	1610
Q Serve(g_s), s	2.6	0.7	2.3	13.0	0.5	6.6	4.8	22.1	22.1	13.0	21.8	1.0
Cycle Q Clear(g_c), s	2.6	0.7	2.3	13.0	0.5	6.6	4.8	22.1	22.1	13.0	21.8	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	84	121	102	214	257	218	105	1001	938	214	2219	990
V/C Ratio(X)	0.51	0.11	0.34	1.05	0.04	0.48	0.76	0.56	0.56	1.01	0.55	0.04
Avail Cap(c_a), veh/h	115	622	527	214	725	615	115	1001	938	214	2219	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	48.6	49.3	48.5	41.3	44.0	51.1	15.8	15.8	48.5	12.4	8.4
Incr Delay (d2), s/veh	4.7	0.4	2.0	75.9	0.1	1.6	13.6	1.2	1.3	65.4	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	1.0	10.4	0.2	2.7	2.5	8.7	8.2	9.6	8.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	49.0	51.3	124.4	41.4	45.6	64.7	17.0	17.1	113.9	13.4	8.4
LnGrp LOS	E	D	D	F	D	D	E	B	B	F	B	A
Approach Vol, veh/h		91			338			1166			1479	
Approach Delay, s/veh		53.1			98.0			20.4			28.0	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	65.0	17.0	11.0	10.4	71.6	9.1	18.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	32.0	13.0	36.0	7.0	38.0	7.0	42.0				
Max Q Clear Time (g_c+I1), s	15.0	24.1	15.0	4.3	6.8	23.8	4.6	8.6				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	7.2	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				33.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/05/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (veh/h)	475	821	219	47	1305	435	552	779	65	339	473	566
Future Volume (veh/h)	475	821	219	47	1305	435	552	779	65	339	473	566
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	821	0	47	1305	435	552	779	65	339	473	566
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	526	1902		126	1486	461	604	1073	90	394	933	416
Arrive On Green	0.15	0.37	0.00	0.07	0.29	0.29	0.17	0.32	0.32	0.11	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3373	281	3510	3610	1610
Grp Volume(v), veh/h	475	821	0	47	1305	435	552	417	427	339	473	566
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1849	1755	1805	1610
Q Serve(g_s), s	16.0	14.3	0.0	3.0	28.8	31.7	18.5	24.6	24.6	11.4	13.4	31.0
Cycle Q Clear(g_c), s	16.0	14.3	0.0	3.0	28.8	31.7	18.5	24.6	24.6	11.4	13.4	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	526	1902		126	1486	461	604	574	588	394	933	416
V/C Ratio(X)	0.90	0.43		0.37	0.88	0.94	0.91	0.73	0.73	0.86	0.51	1.36
Avail Cap(c_a), veh/h	527	1902		126	1486	461	614	574	588	410	933	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	28.6	0.0	53.3	40.8	41.9	48.8	36.3	36.3	52.3	38.0	44.5
Incr Delay (d2), s/veh	18.9	0.7	0.0	1.8	7.7	29.9	18.1	7.8	7.6	16.3	2.0	177.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.7	0.0	1.4	12.5	16.0	9.5	11.8	12.0	5.8	6.1	32.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	29.3	0.0	55.2	48.5	71.7	66.9	44.1	43.9	68.6	39.9	221.8
LnGrp LOS	E	C		E	D	E	E	D	D	E	D	F
Approach Vol, veh/h		1296			1787			1396			1378	
Approach Delay, s/veh		43.9			54.3			53.0			121.7	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	48.0	24.7	35.0	22.0	38.4	17.5	42.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	44.0	21.0	31.0	18.0	34.0	14.0	38.0				
Max Q Clear Time (g_c+I1), s	5.0	16.3	20.5	33.0	18.0	33.7	13.4	26.6				
Green Ext Time (p_c), s	0.0	5.3	0.1	0.0	0.0	0.3	0.1	3.8				

Intersection Summary

HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary

2: Evans Rd & Ramona Expwy

04/05/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1446	529	109	1010	331	268	555	68	339	961	526
Future Volume (veh/h)	579	1446	529	109	1010	331	268	555	68	339	961	526
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	579	1446	0	109	1010	331	268	555	68	339	961	526
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	641	1933		156	1435	445	335	913	112	399	1083	483
Arrive On Green	0.18	0.37	0.00	0.09	0.28	0.28	0.10	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3238	396	3510	3610	1610
Grp Volume(v), veh/h	579	1446	0	109	1010	331	268	309	314	339	961	526
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1829	1755	1805	1610
Q Serve(g_s), s	17.8	26.7	0.0	6.4	19.2	20.6	8.2	16.3	16.4	10.4	27.9	21.0
Cycle Q Clear(g_c), s	17.8	26.7	0.0	6.4	19.2	20.6	8.2	16.3	16.4	10.4	27.9	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	641	1933		156	1435	445	335	509	515	399	1083	483
V/C Ratio(X)	0.90	0.75		0.70	0.70	0.74	0.80	0.61	0.61	0.85	0.89	1.09
Avail Cap(c_a), veh/h	670	1933		156	1435	445	351	509	515	415	1083	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	30.0	0.0	48.9	35.7	36.2	48.7	34.2	34.3	47.8	36.7	15.5
Incr Delay (d2), s/veh	15.3	2.7	0.0	12.8	2.9	10.7	11.9	5.3	5.3	14.9	10.8	67.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	10.6	0.0	3.3	7.9	9.1	4.1	7.7	7.8	5.3	13.4	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	32.7	0.0	61.6	38.7	46.9	60.6	39.5	39.6	62.7	47.5	82.7
LnGrp LOS	E	C		E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		2025			1450			891			1826	
Approach Delay, s/veh		40.3			42.3			45.9			60.5	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	45.0	14.5	37.0	24.1	34.4	16.5	35.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	41.0	11.0	33.0	21.0	29.0	13.0	31.0				
Max Q Clear Time (g_c+I1), s	8.4	28.7	10.2	29.9	19.8	22.6	12.4	18.4				
Green Ext Time (p_c), s	0.0	6.9	0.1	2.2	0.3	3.7	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

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

Timings

2: Evans Rd & Ramona Expwy

04/11/2023

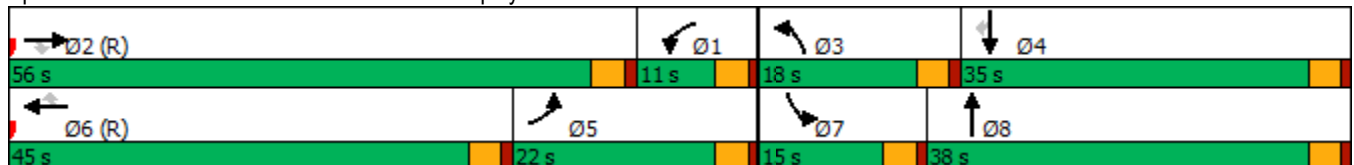


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	383	476	151	13	904	314	342	476	179	282	383
Future Volume (vph)	383	476	151	13	904	314	342	476	179	282	383
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	22.0	56.0	56.0	11.0	45.0	45.0	18.0	38.0	15.0	35.0	35.0
Total Split (%)	18.3%	46.7%	46.7%	9.2%	37.5%	37.5%	15.0%	31.7%	12.5%	29.2%	29.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	17.2	57.8	57.8	7.0	41.0	41.0	14.2	35.4	10.4	31.6	31.6
Actuated g/C Ratio	0.14	0.48	0.48	0.06	0.34	0.34	0.12	0.30	0.09	0.26	0.26
v/c Ratio	0.81	0.20	0.19	0.13	0.78	0.46	0.88	0.49	0.62	0.32	0.67
Control Delay	63.5	18.7	3.6	56.7	40.8	8.7	74.9	37.0	62.4	36.8	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	18.7	3.6	56.7	40.8	8.7	74.9	37.0	62.4	36.8	21.0
LOS	E	B	A	E	D	A	E	D	E	D	C
Approach Delay		33.4			32.8			52.5		35.1	
Approach LOS		C			C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 23 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.6
 Intersection LOS: D
 Intersection Capacity Utilization 68.8%
 ICU Level of Service C
 Analysis Period (min) 15

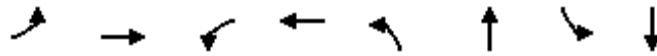
Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

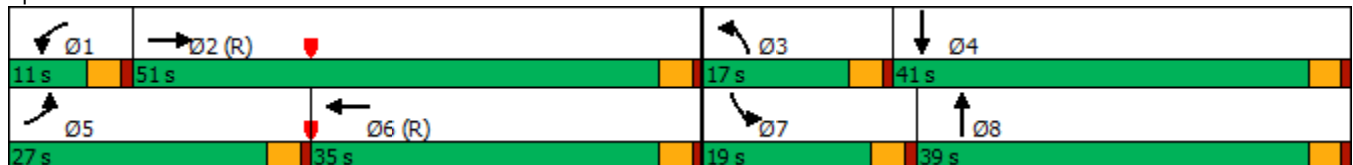


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	152	272	16	416	139	427	97	381
Future Volume (vph)	152	272	16	416	139	427	97	381
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	27.0	51.0	11.0	35.0	17.0	39.0	19.0	41.0
Total Split (%)	22.5%	42.5%	9.2%	29.2%	14.2%	32.5%	15.8%	34.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	17.0	53.6	7.0	37.0	12.7	37.7	12.3	37.3
Actuated g/C Ratio	0.14	0.45	0.06	0.31	0.11	0.31	0.10	0.31
v/c Ratio	0.69	0.26	0.18	0.56	0.85	0.45	0.61	0.61
Control Delay	62.8	20.1	58.1	36.3	88.5	34.8	59.5	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	20.1	58.1	36.3	88.5	34.8	59.5	28.1
LOS	E	C	E	D	F	C	E	C
Approach Delay		32.9		37.0		47.7		32.5
Approach LOS		C		D		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

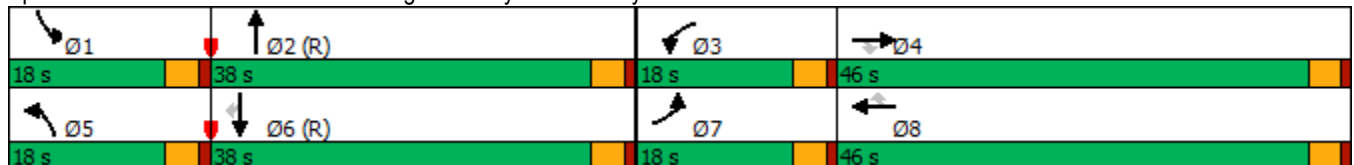


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↖	↗	↘
Traffic Volume (vph)	102	59	117	107	115	53	131	519	31	370	115
Future Volume (vph)	102	59	117	107	115	53	131	519	31	370	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	18.0	46.0	46.0	18.0	46.0	46.0	18.0	38.0	18.0	38.0	38.0
Total Split (%)	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%	15.0%	31.7%	15.0%	31.7%	31.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.9	13.3	13.3	12.1	13.5	13.5	15.2	74.8	8.2	63.4	63.4
Actuated g/C Ratio	0.10	0.11	0.11	0.10	0.11	0.11	0.13	0.62	0.07	0.53	0.53
v/c Ratio	0.63	0.31	0.44	0.65	0.60	0.23	0.64	0.28	0.28	0.22	0.14
Control Delay	67.6	51.7	12.7	68.7	61.7	6.7	84.4	5.6	58.5	17.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	51.7	12.7	68.7	61.7	6.7	84.4	5.6	58.5	17.1	3.8
LOS	E	D	B	E	E	A	F	A	E	B	A
Approach Delay		41.1			53.8			20.5		16.6	
Approach LOS		D			D			C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 27.8
 Intersection LOS: C
 Intersection Capacity Utilization 44.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

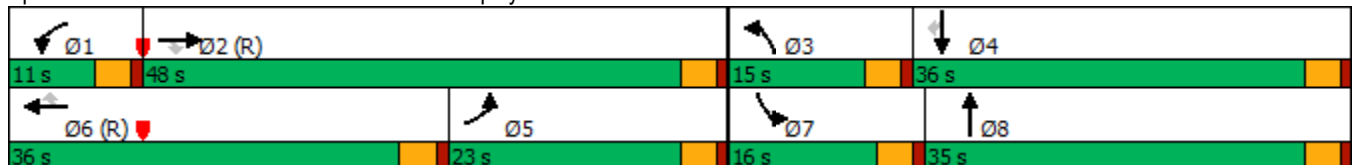


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	377	952	316	20	575	149	201	290	226	525	389
Future Volume (vph)	377	952	316	20	575	149	201	290	226	525	389
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	23.0	48.0	48.0	11.0	36.0	36.0	15.0	35.0	16.0	36.0	36.0
Total Split (%)	20.9%	43.6%	43.6%	10.0%	32.7%	32.7%	13.6%	31.8%	14.5%	32.7%	32.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	19.0	50.6	50.6	7.0	32.0	32.0	10.4	31.7	11.3	32.6	32.6
Actuated g/C Ratio	0.17	0.46	0.46	0.06	0.29	0.29	0.09	0.29	0.10	0.30	0.30
v/c Ratio	0.64	0.41	0.36	0.18	0.56	0.27	0.63	0.30	0.65	0.51	0.53
Control Delay	47.9	21.2	3.5	52.9	35.6	6.0	56.7	31.2	56.3	34.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	21.2	3.5	52.9	35.6	6.0	56.7	31.2	56.3	34.2	5.8
LOS	D	C	A	D	D	A	E	C	E	C	A
Approach Delay		23.9			30.1			41.3		28.9	
Approach LOS		C			C			D		C	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 23 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 28.7
 Intersection LOS: C
 Intersection Capacity Utilization 60.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

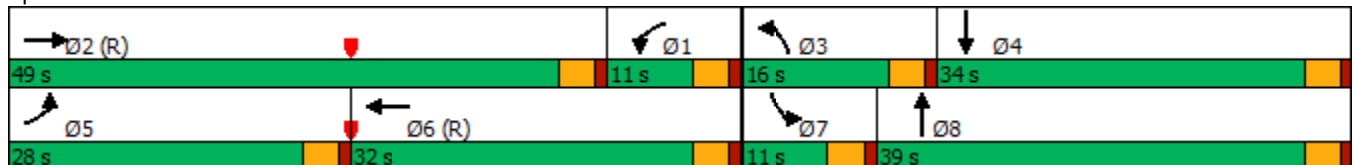


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶↷
Traffic Volume (vph)	188	310	16	219	77	355	56	439
Future Volume (vph)	188	310	16	219	77	355	56	439
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	28.0	49.0	11.0	32.0	16.0	39.0	11.0	34.0
Total Split (%)	25.5%	44.5%	10.0%	29.1%	14.5%	35.5%	10.0%	30.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	18.4	51.6	7.0	33.6	10.2	37.2	7.0	34.0
Actuated g/C Ratio	0.17	0.47	0.06	0.31	0.09	0.34	0.06	0.31
v/c Ratio	0.73	0.29	0.17	0.31	0.55	0.36	0.58	0.66
Control Delay	57.4	17.5	52.3	28.2	59.8	28.9	61.3	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	17.5	52.3	28.2	59.8	28.9	61.3	31.7
LOS	E	B	D	C	E	C	E	C
Approach Delay		30.0		29.5		34.3		34.2
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 55.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

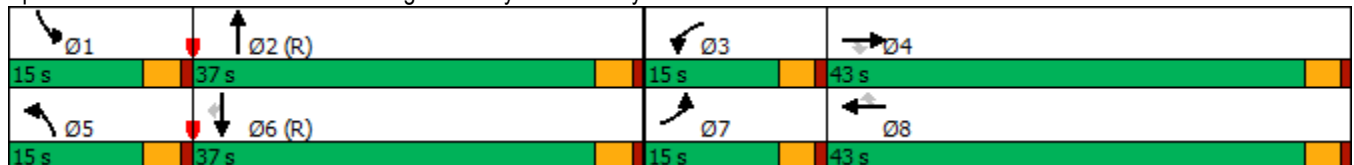


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↕	↖	↑↑	↗
Traffic Volume (vph)	39	9	31	91	8	51	72	379	80	631	33
Future Volume (vph)	39	9	31	91	8	51	72	379	80	631	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	15.0	43.0	43.0	15.0	43.0	43.0	15.0	37.0	15.0	37.0	37.0
Total Split (%)	13.6%	39.1%	39.1%	13.6%	39.1%	39.1%	13.6%	33.6%	13.6%	33.6%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.5	7.1	7.1	11.7	8.0	8.0	10.5	70.9	11.0	71.3	71.3
Actuated g/C Ratio	0.08	0.06	0.06	0.11	0.07	0.07	0.10	0.64	0.10	0.65	0.65
v/c Ratio	0.33	0.08	0.19	0.55	0.06	0.29	0.49	0.25	0.52	0.31	0.04
Control Delay	53.8	50.0	2.3	58.5	48.6	8.0	69.4	3.5	56.5	10.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	50.0	2.3	58.5	48.6	8.0	69.4	3.5	56.5	10.7	0.1
LOS	D	D	A	E	D	A	E	A	E	B	A
Approach Delay		33.0			40.9			12.0		15.2	
Approach LOS		C			D			B		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 45.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

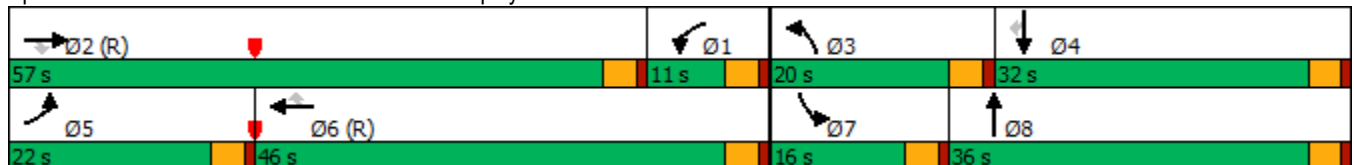


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	452	663	176	41	1208	348	405	549	234	384	539
Future Volume (vph)	452	663	176	41	1208	348	405	549	234	384	539
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	22.0	57.0	57.0	11.0	46.0	46.0	20.0	36.0	16.0	32.0	32.0
Total Split (%)	18.3%	47.5%	47.5%	9.2%	38.3%	38.3%	16.7%	30.0%	13.3%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	18.0	55.2	55.2	7.0	42.0	42.0	16.0	32.4	11.6	28.0	28.0
Actuated g/C Ratio	0.15	0.46	0.46	0.06	0.35	0.35	0.13	0.27	0.10	0.23	0.23
v/c Ratio	0.92	0.30	0.22	0.42	1.02	0.52	0.92	0.65	0.73	0.49	0.95
Control Delay	74.0	21.2	3.5	67.0	68.5	14.2	78.3	42.3	66.0	42.1	48.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	21.2	3.5	67.0	68.5	14.2	78.3	42.3	66.0	42.1	48.7
LOS	E	C	A	E	E	B	E	D	E	D	D
Approach Delay		37.2			56.6			56.9		50.0	
Approach LOS		D			E			E		D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 22 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 50.2	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

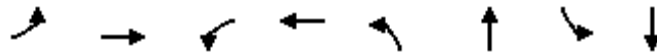
Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

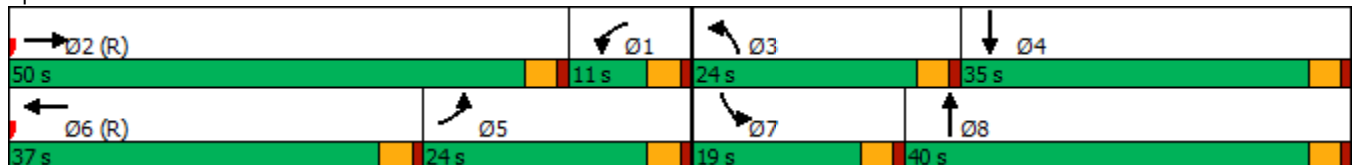


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶↷
Traffic Volume (vph)	204	310	17	460	192	504	124	449
Future Volume (vph)	204	310	17	460	192	504	124	449
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	24.0	50.0	11.0	37.0	24.0	40.0	19.0	35.0
Total Split (%)	20.0%	41.7%	9.2%	30.8%	20.0%	33.3%	15.8%	29.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	18.7	51.3	7.0	33.0	18.2	39.0	13.4	34.1
Actuated g/C Ratio	0.16	0.43	0.06	0.28	0.15	0.32	0.11	0.28
v/c Ratio	0.85	0.32	0.19	0.71	0.81	0.51	0.72	0.81
Control Delay	75.2	21.7	58.3	42.0	72.0	35.4	71.3	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	21.7	58.3	42.0	72.0	35.4	71.3	42.6
LOS	E	C	E	D	E	D	E	D
Approach Delay		39.3		42.4		45.3		46.8
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 43.8
 Intersection LOS: D
 Intersection Capacity Utilization 74.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

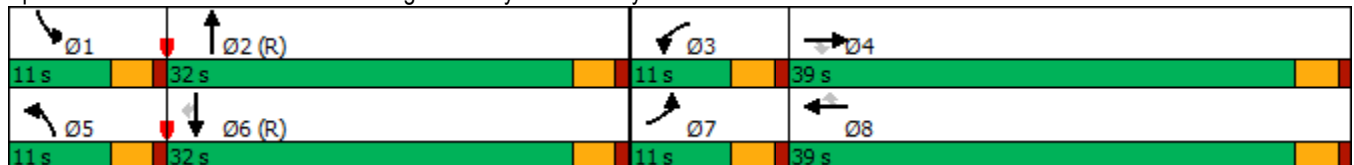


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↕	↖	↕	↗
Traffic Volume (vph)	108	63	124	113	122	56	139	664	33	521	122
Future Volume (vph)	108	63	124	113	122	56	139	664	33	521	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (%)	11.8%	41.9%	41.9%	11.8%	41.9%	41.9%	11.8%	34.4%	11.8%	34.4%	34.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	12.1	12.1	7.0	12.1	12.1	16.8	54.5	7.9	41.2	41.2
Actuated g/C Ratio	0.08	0.13	0.13	0.08	0.13	0.13	0.18	0.59	0.08	0.44	0.44
v/c Ratio	0.89	0.28	0.42	0.93	0.55	0.21	0.47	0.38	0.24	0.36	0.17
Control Delay	97.4	38.2	10.3	106.9	45.9	3.5	39.6	12.5	43.4	18.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.4	38.2	10.3	106.9	45.9	3.5	39.6	12.5	43.4	18.7	3.9
LOS	F	D	B	F	D	A	D	B	D	B	A
Approach Delay		48.1			61.5			16.9		17.3	
Approach LOS		D			E			B		B	

Intersection Summary

Cycle Length: 93
 Actuated Cycle Length: 93
 Offset: 55 (59%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 51.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

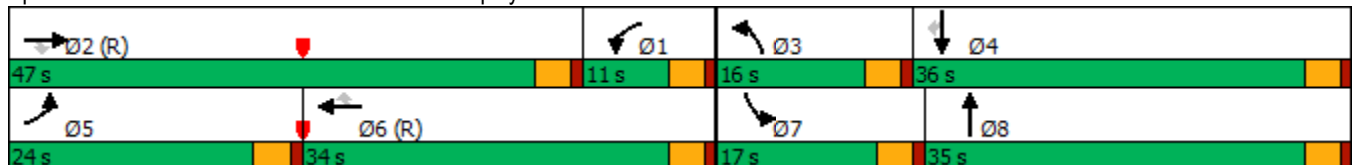
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	551	1313	385	55	821	208	242	410	270	626	501
Future Volume (vph)	551	1313	385	55	821	208	242	410	270	626	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	24.0	47.0	47.0	11.0	34.0	34.0	16.0	35.0	17.0	36.0	36.0
Total Split (%)	21.8%	42.7%	42.7%	10.0%	30.9%	30.9%	14.5%	31.8%	15.5%	32.7%	32.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	19.7	45.2	45.2	7.0	30.3	30.3	11.4	31.7	12.3	32.6	32.6
Actuated g/C Ratio	0.18	0.41	0.41	0.06	0.28	0.28	0.10	0.29	0.11	0.30	0.30
v/c Ratio	0.91	0.64	0.46	0.50	0.85	0.37	0.69	0.47	0.71	0.60	0.68
Control Delay	63.7	28.1	6.0	65.3	47.5	7.8	57.8	33.3	57.7	36.2	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	28.1	6.0	65.3	47.5	7.8	57.8	33.3	57.7	36.2	13.5
LOS	E	C	A	E	D	A	E	C	E	D	B
Approach Delay		33.0			40.8			41.6		32.2	
Approach LOS		C			D			D		C	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 24 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 35.5
 Intersection LOS: D
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

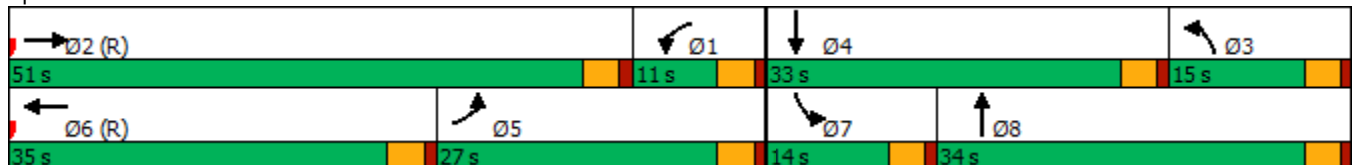


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶↷
Traffic Volume (vph)	280	356	17	256	113	438	88	533
Future Volume (vph)	280	356	17	256	113	438	88	533
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	27.0	51.0	11.0	35.0	15.0	34.0	14.0	33.0
Total Split (%)	24.5%	46.4%	10.0%	31.8%	13.6%	30.9%	12.7%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	22.2	52.8	7.0	31.0	11.0	31.3	9.5	29.8
Actuated g/C Ratio	0.20	0.48	0.06	0.28	0.10	0.28	0.09	0.27
v/c Ratio	0.90	0.36	0.18	0.41	0.74	0.52	0.67	0.94
Control Delay	71.7	16.7	52.6	29.5	72.6	35.4	61.8	51.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	16.7	52.6	29.5	72.6	35.4	61.8	51.4
LOS	E	B	D	C	E	D	E	D
Approach Delay		36.0		30.6		42.9		52.4
Approach LOS		D		C		D		D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 42.2
 Intersection LOS: D
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

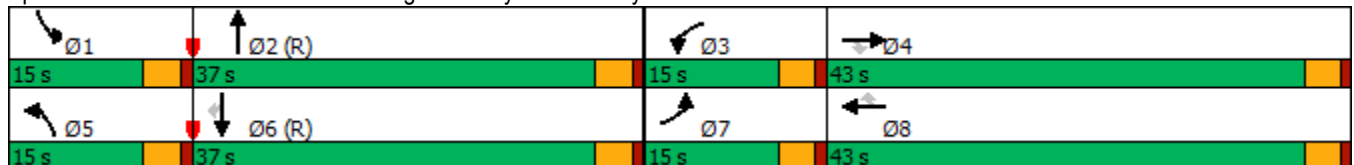


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↖	↗	↘
Traffic Volume (vph)	41	10	33	96	8	54	76	572	85	820	35
Future Volume (vph)	41	10	33	96	8	54	76	572	85	820	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	15.0	43.0	43.0	15.0	43.0	43.0	15.0	37.0	15.0	37.0	37.0
Total Split (%)	13.6%	39.1%	39.1%	13.6%	39.1%	39.1%	13.6%	33.6%	13.6%	33.6%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.6	7.1	7.1	11.7	8.1	8.1	10.7	68.2	11.3	71.0	71.0
Actuated g/C Ratio	0.08	0.06	0.06	0.11	0.07	0.07	0.10	0.62	0.10	0.65	0.65
v/c Ratio	0.34	0.10	0.20	0.58	0.06	0.31	0.50	0.37	0.54	0.41	0.04
Control Delay	54.2	50.2	2.4	59.9	48.5	9.0	63.7	4.8	56.8	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	50.2	2.4	59.9	48.5	9.0	63.7	4.8	56.8	11.9	0.1
LOS	D	D	A	E	D	A	E	A	E	B	A
Approach Delay		33.7			41.9			10.6		15.6	
Approach LOS		C			D			B		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 50.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

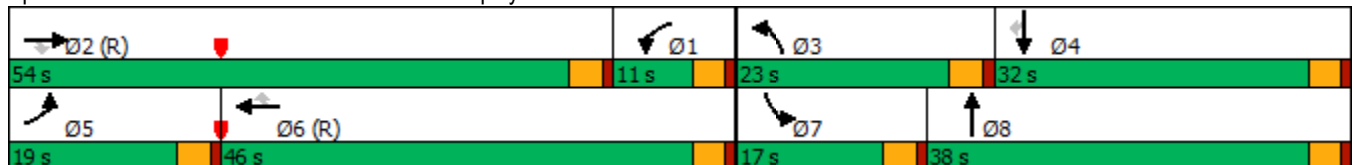


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖↗	↑↑	↖
Traffic Volume (vph)	475	821	212	46	1305	435	529	770	339	470	566
Future Volume (vph)	475	821	212	46	1305	435	529	770	339	470	566
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	19.0	54.0	54.0	11.0	46.0	46.0	23.0	38.0	17.0	32.0	32.0
Total Split (%)	15.8%	45.0%	45.0%	9.2%	38.3%	38.3%	19.2%	31.7%	14.2%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.0	52.2	52.2	7.0	42.0	42.0	19.0	34.0	13.0	28.0	28.0
Actuated g/C Ratio	0.12	0.44	0.44	0.06	0.35	0.35	0.16	0.28	0.11	0.23	0.23
v/c Ratio	1.09	0.36	0.26	0.44	1.03	0.59	0.95	0.82	0.89	0.56	1.00
Control Delay	117.5	23.8	3.7	68.0	72.8	15.9	78.9	47.4	79.1	43.5	64.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.5	23.8	3.7	68.0	72.8	15.9	78.9	47.4	79.1	43.5	64.3
LOS	F	C	A	E	E	B	E	D	E	D	E
Approach Delay		50.5			58.8			59.7		60.9	
Approach LOS		D			E			E		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 57.4
 Intersection LOS: E
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

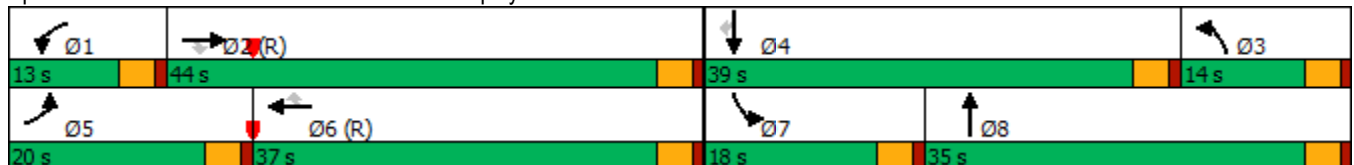


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖↗	↑↑	↖
Traffic Volume (vph)	579	1446	505	104	1010	331	254	549	339	951	526
Future Volume (vph)	579	1446	505	104	1010	331	254	549	339	951	526
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	20.0	44.0	44.0	13.0	37.0	37.0	14.0	35.0	18.0	39.0	39.0
Total Split (%)	18.2%	40.0%	40.0%	11.8%	33.6%	33.6%	12.7%	31.8%	16.4%	35.5%	35.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	40.3	40.3	8.7	33.0	33.0	10.0	31.4	13.6	35.0	35.0
Actuated g/C Ratio	0.15	0.37	0.37	0.08	0.30	0.30	0.09	0.29	0.12	0.32	0.32
v/c Ratio	1.14	0.76	0.66	0.73	0.93	0.50	0.80	0.60	0.78	0.83	0.77
Control Delay	126.5	33.9	18.0	77.8	53.3	10.1	68.2	36.3	60.5	42.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.5	33.9	18.0	77.8	53.3	10.1	68.2	36.3	60.5	42.1	26.0
LOS	F	C	B	E	D	B	E	D	E	D	C
Approach Delay		51.9			45.2			45.6		40.9	
Approach LOS		D			D			D		D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 46.6
 Intersection LOS: D
 Intersection Capacity Utilization 91.3%
 ICU Level of Service F
 Analysis Period (min) 15

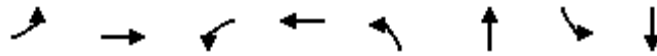
Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

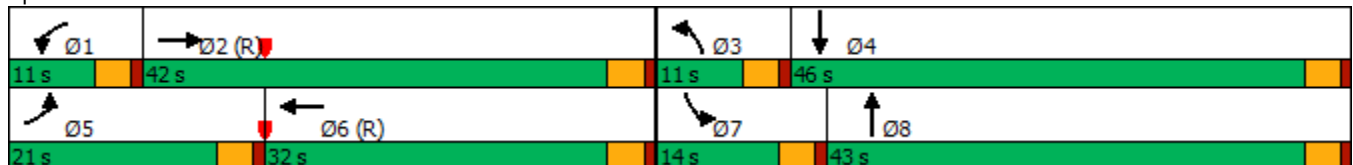


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	294	374	18	269	119	853	92	1034
Future Volume (vph)	294	374	18	269	119	853	92	1034
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	21.0	42.0	11.0	32.0	11.0	43.0	14.0	46.0
Total Split (%)	19.1%	38.2%	10.0%	29.1%	10.0%	39.1%	12.7%	41.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	17.0	44.6	7.0	28.0	7.0	42.0	9.2	42.0
Actuated g/C Ratio	0.15	0.41	0.06	0.25	0.06	0.38	0.08	0.38
v/c Ratio	1.06	0.38	0.16	0.40	1.04	0.63	0.61	0.96
Control Delay	115.3	21.5	52.1	31.1	147.4	31.0	54.6	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.3	21.5	52.1	31.1	147.4	31.0	54.6	50.2
LOS	F	C	D	C	F	C	D	D
Approach Delay		54.5		32.0		45.1		50.5
Approach LOS		D		C		D		D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 83.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

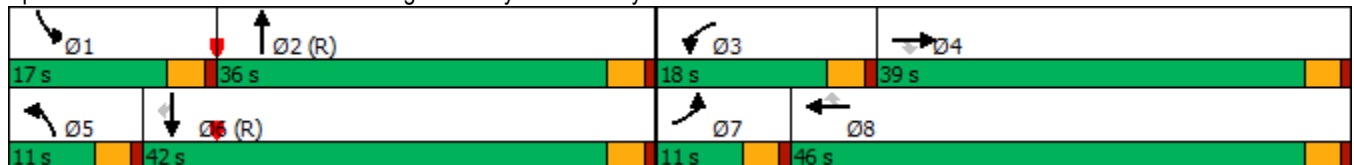


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↕	↖	↑↑	↗
Traffic Volume (vph)	43	13	35	225	9	104	80	702	217	1187	37
Future Volume (vph)	43	13	35	225	9	104	80	702	217	1187	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	11.0	39.0	39.0	18.0	46.0	46.0	11.0	36.0	17.0	42.0	42.0
Total Split (%)	10.0%	35.5%	35.5%	16.4%	41.8%	41.8%	10.0%	32.7%	15.5%	38.2%	38.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.1	7.1	14.0	14.1	14.1	10.6	55.7	21.6	68.8	68.8
Actuated g/C Ratio	0.06	0.06	0.06	0.13	0.13	0.13	0.10	0.51	0.20	0.63	0.63
v/c Ratio	0.38	0.11	0.13	0.98	0.04	0.33	0.46	0.60	0.61	0.53	0.03
Control Delay	59.3	50.4	1.1	104.1	42.3	7.3	45.5	14.1	48.2	14.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	50.4	1.1	104.1	42.3	7.3	45.5	14.1	48.2	14.5	0.1
LOS	E	D	A	F	D	A	D	B	D	B	A
Approach Delay		35.6			72.7			16.3		19.2	
Approach LOS		D			E			B		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

3: Evans Rd & Rider St

04/11/2023

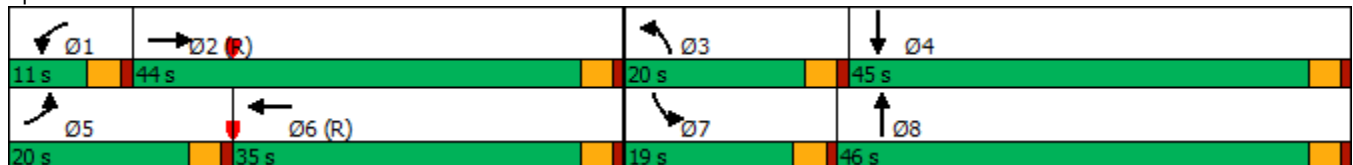


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	214	326	18	483	202	858	130	817
Future Volume (vph)	214	326	18	483	202	858	130	817
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	20.0	44.0	11.0	35.0	20.0	46.0	19.0	45.0
Total Split (%)	16.7%	36.7%	9.2%	29.2%	16.7%	38.3%	15.8%	37.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	15.8	46.6	7.0	31.2	15.5	44.1	12.9	41.5
Actuated g/C Ratio	0.13	0.39	0.06	0.26	0.13	0.37	0.11	0.35
v/c Ratio	0.90	0.32	0.17	0.67	0.87	0.66	0.67	0.91
Control Delay	89.8	24.7	57.7	42.0	84.5	34.9	65.1	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	24.7	57.7	42.0	84.5	34.9	65.1	43.8
LOS	F	C	E	D	F	C	E	D
Approach Delay		46.0		42.5		44.2		46.0
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 44.9
 Intersection LOS: D
 Intersection Capacity Utilization 86.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

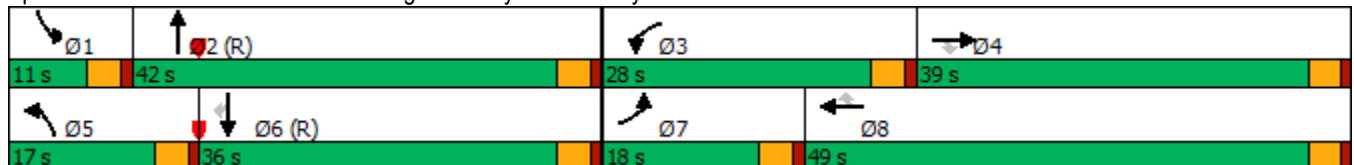


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↕	↖	↑↑	↗
Traffic Volume (vph)	113	77	130	357	163	157	146	946	71	633	128
Future Volume (vph)	113	77	130	357	163	157	146	946	71	633	128
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	18.0	39.0	39.0	28.0	49.0	49.0	17.0	42.0	11.0	36.0	36.0
Total Split (%)	15.0%	32.5%	32.5%	23.3%	40.8%	40.8%	14.2%	35.0%	9.2%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.9	10.4	10.4	24.0	22.5	22.5	15.3	61.4	10.4	54.3	54.3
Actuated g/C Ratio	0.10	0.09	0.09	0.20	0.19	0.19	0.13	0.51	0.09	0.45	0.45
v/c Ratio	0.63	0.47	0.46	0.99	0.46	0.37	0.63	0.59	0.46	0.39	0.16
Control Delay	67.6	61.0	10.1	93.0	48.1	8.9	66.3	14.9	60.7	23.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	61.0	10.1	93.0	48.1	8.9	66.3	14.9	60.7	23.8	2.5
LOS	E	E	B	F	D	A	E	B	E	C	A
Approach Delay		42.7			62.7			21.1		23.7	
Approach LOS		D			E			C		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

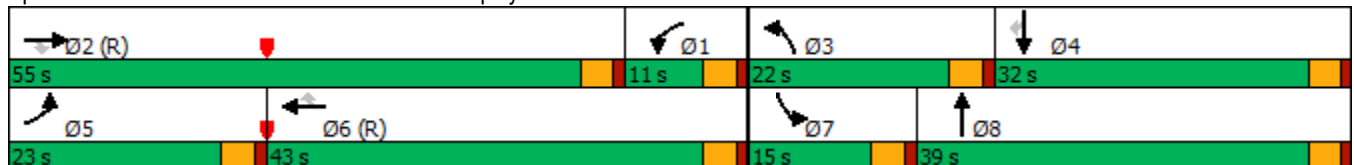


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	383	476	158	14	904	314	365	485	179	285	383
Future Volume (vph)	383	476	158	14	904	314	365	485	179	285	383
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	23.0	55.0	55.0	11.0	43.0	43.0	22.0	39.0	15.0	32.0	32.0
Total Split (%)	19.2%	45.8%	45.8%	9.2%	35.8%	35.8%	18.3%	32.5%	12.5%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	17.7	57.6	57.6	7.0	40.3	40.3	16.9	35.6	10.4	29.1	29.1
Actuated g/C Ratio	0.15	0.48	0.48	0.06	0.34	0.34	0.14	0.30	0.09	0.24	0.24
v/c Ratio	0.79	0.20	0.19	0.14	0.79	0.47	0.79	0.51	0.62	0.35	0.64
Control Delay	61.0	19.0	3.7	56.9	42.2	10.0	62.0	36.8	62.4	39.3	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	19.0	3.7	56.9	42.2	10.0	62.0	36.8	62.4	39.3	14.5
LOS	E	B	A	E	D	A	E	D	E	D	B
Approach Delay		32.4			34.1			47.4		32.9	
Approach LOS		C			C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 23 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 69.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

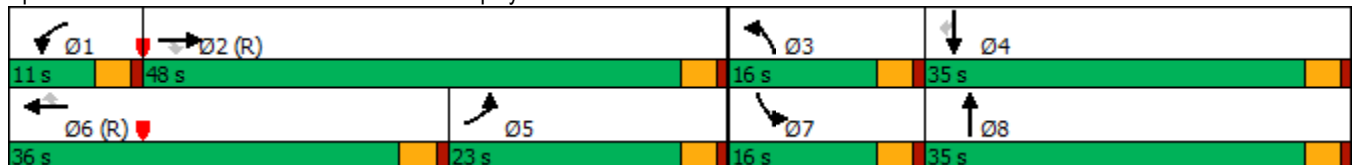


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	377	952	340	25	575	149	215	296	226	535	389
Future Volume (vph)	377	952	340	25	575	149	215	296	226	535	389
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	23.0	48.0	48.0	11.0	36.0	36.0	16.0	35.0	16.0	35.0	35.0
Total Split (%)	20.9%	43.6%	43.6%	10.0%	32.7%	32.7%	14.5%	31.8%	14.5%	31.8%	31.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	19.0	48.4	48.4	7.0	32.0	32.0	11.2	31.7	11.3	31.8	31.8
Actuated g/C Ratio	0.17	0.44	0.44	0.06	0.29	0.29	0.10	0.29	0.10	0.29	0.29
v/c Ratio	0.64	0.43	0.39	0.23	0.56	0.27	0.63	0.31	0.65	0.53	0.53
Control Delay	47.9	22.8	3.6	54.1	35.6	6.0	55.5	31.3	56.3	35.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	22.8	3.6	54.1	35.6	6.0	55.5	31.3	56.3	35.2	6.0
LOS	D	C	A	D	D	A	E	C	E	D	A
Approach Delay		24.6			30.3			41.1		29.5	
Approach LOS		C			C			D		C	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 23 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 60.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

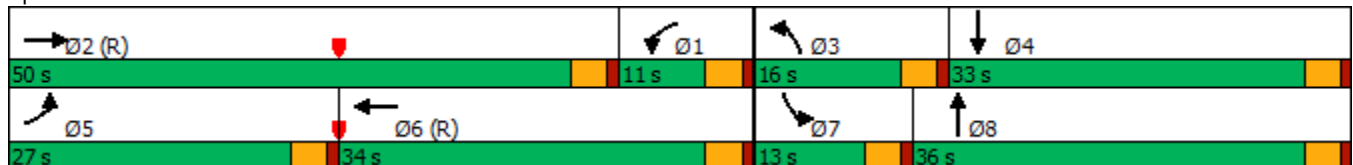


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶↷
Traffic Volume (vph)	211	319	16	233	101	355	56	458
Future Volume (vph)	211	319	16	233	101	355	56	458
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	27.0	50.0	11.0	34.0	16.0	36.0	13.0	33.0
Total Split (%)	24.5%	45.5%	10.0%	30.9%	14.5%	32.7%	11.8%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	19.4	52.6	7.0	33.6	10.9	34.8	8.4	30.1
Actuated g/C Ratio	0.18	0.48	0.06	0.31	0.10	0.32	0.08	0.27
v/c Ratio	0.78	0.30	0.17	0.32	0.67	0.38	0.48	0.79
Control Delay	59.9	16.9	52.3	28.5	66.3	31.1	52.4	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	16.9	52.3	28.5	66.3	31.1	52.4	38.1
LOS	E	B	D	C	E	C	D	D
Approach Delay		31.1		29.7		38.7		39.2
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 35.3
 Intersection LOS: D
 Intersection Capacity Utilization 58.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

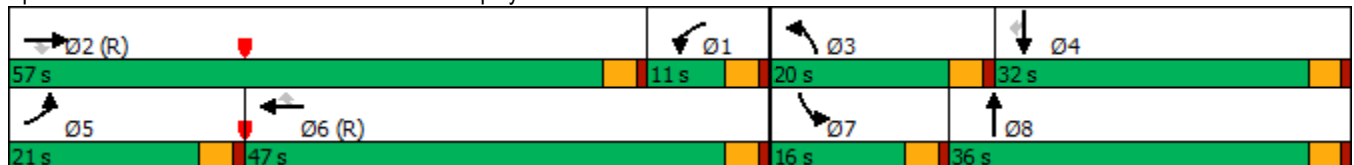


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↖	↑↑	↗	↔↔	↑↑↔	↔↔	↑↑	↗
Traffic Volume (vph)	452	663	183	42	1208	348	428	558	234	387	539
Future Volume (vph)	452	663	183	42	1208	348	428	558	234	387	539
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	21.0	57.0	57.0	11.0	47.0	47.0	20.0	36.0	16.0	32.0	32.0
Total Split (%)	17.5%	47.5%	47.5%	9.2%	39.2%	39.2%	16.7%	30.0%	13.3%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	17.0	55.2	55.2	7.0	43.0	43.0	16.0	32.4	11.6	28.0	28.0
Actuated g/C Ratio	0.14	0.46	0.46	0.06	0.36	0.36	0.13	0.27	0.10	0.23	0.23
v/c Ratio	0.97	0.30	0.23	0.43	0.99	0.51	0.98	0.67	0.73	0.49	0.97
Control Delay	85.0	21.2	3.4	67.5	62.2	13.5	88.3	42.7	66.0	42.2	54.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	21.2	3.4	67.5	62.2	13.5	88.3	42.7	66.0	42.2	54.5
LOS	F	C	A	E	E	B	F	D	E	D	D
Approach Delay		40.9			51.8			61.5		52.7	
Approach LOS		D			D			E		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 21 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 51.2
 Intersection LOS: D
 Intersection Capacity Utilization 89.0%
 ICU Level of Service E
 Analysis Period (min) 15

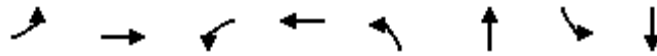
Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

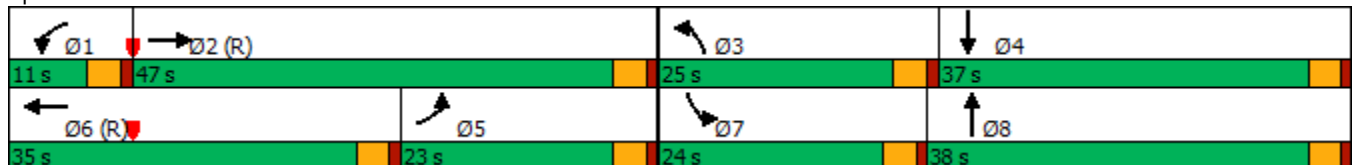


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	240	324	17	464	199	504	124	455
Future Volume (vph)	240	324	17	464	199	504	124	455
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	23.0	47.0	11.0	35.0	25.0	38.0	24.0	37.0
Total Split (%)	19.2%	39.2%	9.2%	29.2%	20.8%	31.7%	20.0%	30.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	19.0	49.6	7.0	31.0	18.9	39.2	14.8	35.1
Actuated g/C Ratio	0.16	0.41	0.06	0.26	0.16	0.33	0.12	0.29
v/c Ratio	0.98	0.36	0.19	0.76	0.81	0.51	0.65	0.80
Control Delay	99.0	23.4	58.3	45.5	70.6	35.1	53.8	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.0	23.4	58.3	45.5	70.6	35.1	53.8	48.0
LOS	F	C	E	D	E	D	D	D
Approach Delay		49.8		45.9		45.0		48.8
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 47.5
 Intersection LOS: D
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

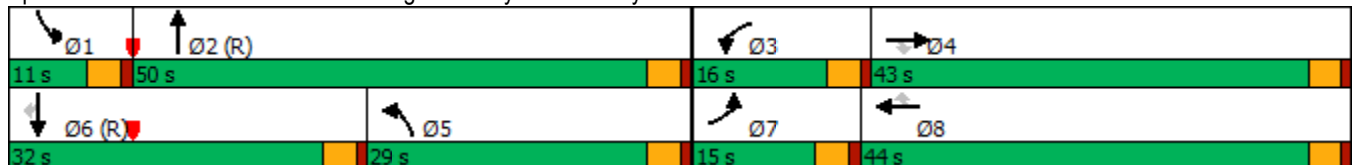


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↖	↗	↘
Traffic Volume (vph)	108	63	124	113	122	56	139	700	33	533	122
Future Volume (vph)	108	63	124	113	122	56	139	700	33	533	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	15.0	43.0	43.0	16.0	44.0	44.0	29.0	50.0	11.0	32.0	32.0
Total Split (%)	12.5%	35.8%	35.8%	13.3%	36.7%	36.7%	24.2%	41.7%	9.2%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.6	13.2	13.2	11.4	14.0	14.0	25.0	75.6	8.3	54.4	54.4
Actuated g/C Ratio	0.09	0.11	0.11	0.10	0.12	0.12	0.21	0.63	0.07	0.45	0.45
v/c Ratio	0.76	0.34	0.46	0.74	0.62	0.21	0.41	0.37	0.30	0.36	0.15
Control Delay	82.1	52.5	12.7	77.8	61.8	1.6	41.2	9.1	58.8	23.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	52.5	12.7	77.8	61.8	1.6	41.2	9.1	58.8	23.0	4.3
LOS	F	D	B	E	E	A	D	A	E	C	A
Approach Delay		46.6			56.5			14.1		21.7	
Approach LOS		D			E			B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

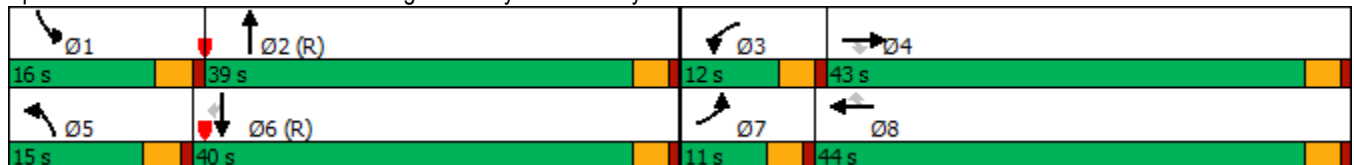


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↕	↖	↕	↗
Traffic Volume (vph)	39	9	31	91	8	51	72	402	80	669	33
Future Volume (vph)	39	9	31	91	8	51	72	402	80	669	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	11.0	43.0	43.0	12.0	44.0	44.0	15.0	39.0	16.0	40.0	40.0
Total Split (%)	10.0%	39.1%	39.1%	10.9%	40.0%	40.0%	13.6%	35.5%	14.5%	36.4%	36.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.0	7.1	7.1	10.0	7.9	7.9	10.5	72.5	11.0	73.0	73.0
Actuated g/C Ratio	0.06	0.06	0.06	0.09	0.07	0.07	0.10	0.66	0.10	0.66	0.66
v/c Ratio	0.39	0.08	0.19	0.65	0.07	0.30	0.49	0.26	0.52	0.32	0.03
Control Delay	60.1	50.0	2.3	68.2	48.6	8.1	65.3	3.5	56.4	9.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	50.0	2.3	68.2	48.6	8.1	65.3	3.5	56.4	9.8	0.1
LOS	E	D	A	E	D	A	E	A	E	A	A
Approach Delay		36.1			46.8			11.1		14.2	
Approach LOS		D			D			B		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 46.0%
 ICU Level of Service A
 Analysis Period (min) 15

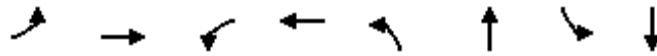
Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

3: Evans Rd & Rider St

04/11/2023

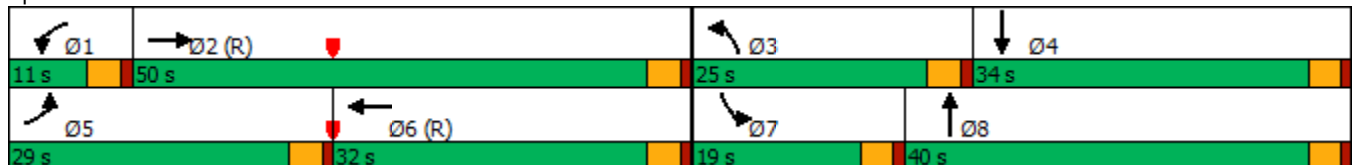


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	188	286	16	420	146	427	97	387
Future Volume (vph)	188	286	16	420	146	427	97	387
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	29.0	50.0	11.0	32.0	25.0	40.0	19.0	34.0
Total Split (%)	24.2%	41.7%	9.2%	26.7%	20.8%	33.3%	15.8%	28.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	19.5	52.6	7.0	33.5	16.2	38.7	12.3	34.8
Actuated g/C Ratio	0.16	0.44	0.06	0.28	0.14	0.32	0.10	0.29
v/c Ratio	0.75	0.29	0.18	0.62	0.70	0.44	0.61	0.66
Control Delay	63.5	20.8	58.1	40.2	64.4	33.9	58.9	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	20.8	58.1	40.2	64.4	33.9	58.9	31.7
LOS	E	C	E	D	E	C	E	C
Approach Delay		34.9		40.7		41.5		35.5
Approach LOS		C		D		D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

04/11/2023

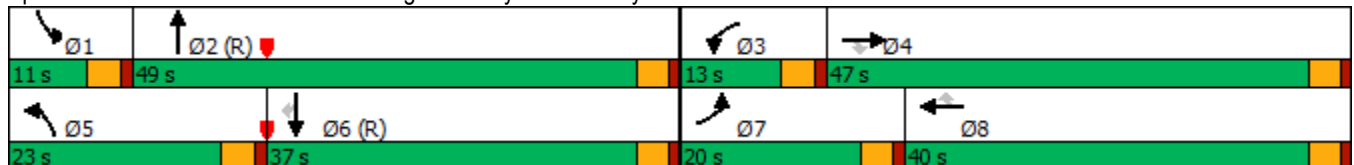


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↖	↗	↘
Traffic Volume (vph)	102	59	117	107	115	53	131	555	31	382	115
Future Volume (vph)	102	59	117	107	115	53	131	555	31	382	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	20.0	47.0	47.0	13.0	40.0	40.0	23.0	49.0	11.0	37.0	37.0
Total Split (%)	16.7%	39.2%	39.2%	10.8%	33.3%	33.3%	19.2%	40.8%	9.2%	30.8%	30.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	16.9	16.9	9.0	13.5	13.5	14.9	74.3	8.2	63.1	63.1
Actuated g/C Ratio	0.10	0.14	0.14	0.08	0.11	0.11	0.12	0.62	0.07	0.53	0.53
v/c Ratio	0.60	0.25	0.38	0.88	0.60	0.18	0.65	0.30	0.28	0.22	0.14
Control Delay	64.5	45.4	10.2	106.3	61.9	1.3	81.8	6.2	58.5	17.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	45.4	10.2	106.3	61.9	1.3	81.8	6.2	58.5	17.6	2.2
LOS	E	D	B	F	E	A	F	A	E	B	A
Approach Delay		37.6			67.5			19.7		16.6	
Approach LOS		D			E			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.8
 Intersection LOS: C
 Intersection Capacity Utilization 45.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

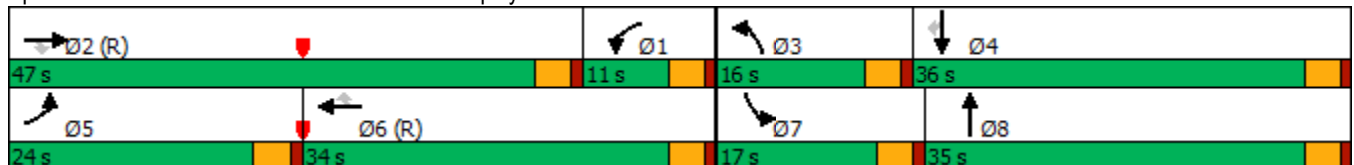
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	551	1313	409	60	821	208	256	416	270	636	501	
Future Volume (vph)	551	1313	409	60	821	208	256	416	270	636	501	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	5	2		1	6		3	8	7	4		
Permitted Phases			2			6					4	
Detector Phase	5	2	2	1	6	6	3	8	7	4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0	
Total Split (s)	24.0	47.0	47.0	11.0	34.0	34.0	16.0	35.0	17.0	36.0	36.0	
Total Split (%)	21.8%	42.7%	42.7%	10.0%	30.9%	30.9%	14.5%	31.8%	15.5%	32.7%	32.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max	
Act Effct Green (s)	19.7	45.2	45.2	7.0	30.3	30.3	11.6	31.7	12.3	32.4	32.4	
Actuated g/C Ratio	0.18	0.41	0.41	0.06	0.28	0.28	0.11	0.29	0.11	0.29	0.29	
v/c Ratio	0.91	0.64	0.49	0.54	0.85	0.37	0.72	0.47	0.71	0.62	0.69	
Control Delay	63.7	28.1	7.5	68.1	47.5	7.8	59.1	33.3	57.7	36.6	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.7	28.1	7.5	68.1	47.5	7.8	59.1	33.3	57.7	36.6	13.7	
LOS	E	C	A	E	D	A	E	C	E	D	B	
Approach Delay		33.0			41.0			42.4		32.5		
Approach LOS		C			D			D		C		

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 24 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 35.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

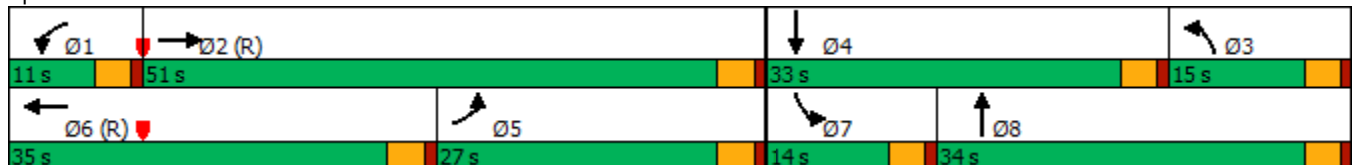


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	303	365	17	270	137	438	88	552
Future Volume (vph)	303	365	17	270	137	438	88	552
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	27.0	51.0	11.0	35.0	15.0	34.0	14.0	33.0
Total Split (%)	24.5%	46.4%	10.0%	31.8%	13.6%	30.9%	12.7%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	23.0	53.6	7.0	31.0	11.0	30.5	9.5	29.0
Actuated g/C Ratio	0.21	0.49	0.06	0.28	0.10	0.28	0.09	0.26
v/c Ratio	0.94	0.37	0.18	0.43	0.89	0.53	0.67	1.01
Control Delay	78.1	16.5	52.6	30.2	94.0	35.9	60.8	63.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	16.5	52.6	30.2	94.0	35.9	60.8	63.2
LOS	E	B	D	C	F	D	E	E
Approach Delay		38.7		31.2		49.5		63.0
Approach LOS		D		C		D		E

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 48.1
 Intersection LOS: D
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

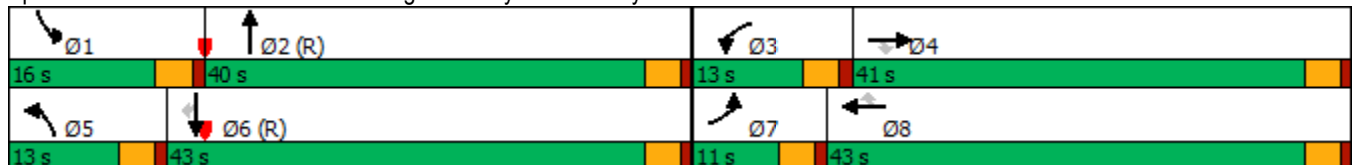
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	41	10	33	96	8	54	76	595	85	858	35	
Future Volume (vph)	41	10	33	96	8	54	76	595	85	858	35	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0	
Total Split (s)	11.0	41.0	41.0	13.0	43.0	43.0	13.0	40.0	16.0	43.0	43.0	
Total Split (%)	10.0%	37.3%	37.3%	11.8%	39.1%	39.1%	11.8%	36.4%	14.5%	39.1%	39.1%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.0	7.1	7.1	10.7	8.6	8.6	10.8	69.3	11.3	72.0	72.0	
Actuated g/C Ratio	0.06	0.06	0.06	0.10	0.08	0.08	0.10	0.63	0.10	0.65	0.65	
v/c Ratio	0.42	0.10	0.20	0.64	0.06	0.30	0.50	0.37	0.54	0.42	0.04	
Control Delay	61.2	50.3	2.4	66.1	47.5	8.5	63.2	5.8	56.8	11.4	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	50.3	2.4	66.1	47.5	8.5	63.2	5.8	56.8	11.4	0.1	
LOS	E	D	A	E	D	A	E	A	E	B	A	
Approach Delay		37.1			45.5			11.3		14.9		
Approach LOS		D			D			B		B		

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 51.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

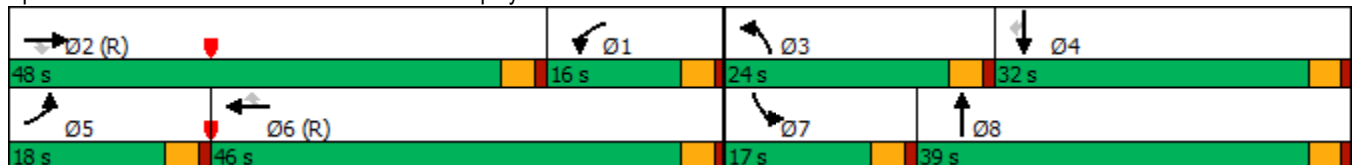
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	475	821	219	47	1305	435	552	779	339	473	566
Future Volume (vph)	475	821	219	47	1305	435	552	779	339	473	566
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	18.0	48.0	48.0	16.0	46.0	46.0	24.0	39.0	17.0	32.0	32.0
Total Split (%)	15.0%	40.0%	40.0%	13.3%	38.3%	38.3%	20.0%	32.5%	14.2%	26.7%	26.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.0	47.2	47.2	11.0	42.0	42.0	20.0	35.0	13.0	28.0	28.0
Actuated g/C Ratio	0.12	0.39	0.39	0.09	0.35	0.35	0.17	0.29	0.11	0.23	0.23
v/c Ratio	1.16	0.40	0.29	0.28	1.03	0.59	0.95	0.81	0.89	0.56	1.02
Control Delay	144.0	27.8	4.4	54.8	72.8	15.8	76.0	46.2	79.1	43.6	71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.0	27.8	4.4	54.8	72.8	15.8	76.0	46.2	79.1	43.6	71.7
LOS	F	C	A	D	E	B	E	D	E	D	E
Approach Delay		60.8			58.5			58.0		63.9	
Approach LOS		E			E			E		E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 60.2	Intersection LOS: E
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

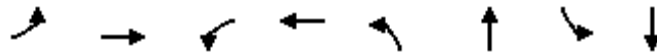
Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

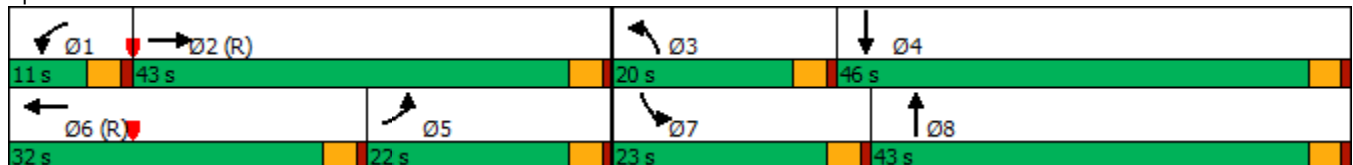


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	250	340	18	487	209	858	130	823
Future Volume (vph)	250	340	18	487	209	858	130	823
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	22.0	43.0	11.0	32.0	20.0	43.0	23.0	46.0
Total Split (%)	18.3%	35.8%	9.2%	26.7%	16.7%	35.8%	19.2%	38.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	18.0	45.6	7.0	28.0	15.6	44.1	13.9	42.4
Actuated g/C Ratio	0.15	0.38	0.06	0.23	0.13	0.37	0.12	0.35
v/c Ratio	0.93	0.35	0.17	0.75	0.89	0.66	0.62	0.90
Control Delay	89.5	25.5	57.7	47.3	87.9	35.2	63.6	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.5	25.5	57.7	47.3	87.9	35.2	63.6	51.8
LOS	F	C	E	D	F	D	E	D
Approach Delay		47.8		47.6		45.4		53.0
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 23 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 48.8
 Intersection LOS: D
 Intersection Capacity Utilization 89.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

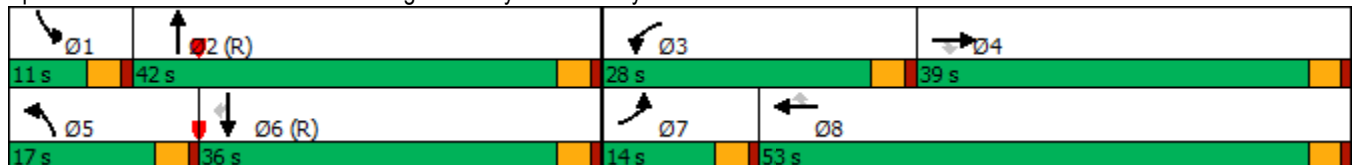
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	113	77	130	357	163	157	146	982	71	645	128
Future Volume (vph)	113	77	130	357	163	157	146	982	71	645	128
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0
Total Split (s)	14.0	39.0	39.0	28.0	53.0	53.0	17.0	42.0	11.0	36.0	36.0
Total Split (%)	11.7%	32.5%	32.5%	23.3%	44.2%	44.2%	14.2%	35.0%	9.2%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.7	10.4	10.4	24.0	24.6	24.6	15.3	61.4	10.4	54.3	54.3
Actuated g/C Ratio	0.08	0.09	0.09	0.20	0.20	0.20	0.13	0.51	0.09	0.45	0.45
v/c Ratio	0.77	0.47	0.46	0.99	0.42	0.34	0.63	0.61	0.46	0.39	0.16
Control Delay	86.8	61.0	10.1	93.0	44.6	8.0	62.4	19.1	60.7	23.9	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	61.0	10.1	93.0	44.6	8.0	62.4	19.1	60.7	23.9	2.5
LOS	F	E	B	F	D	A	E	B	E	C	A
Approach Delay		49.4			61.6			24.1		23.8	
Approach LOS		D			E			C		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 34.8	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



Timings

2: Evans Rd & Ramona Expwy

04/11/2023

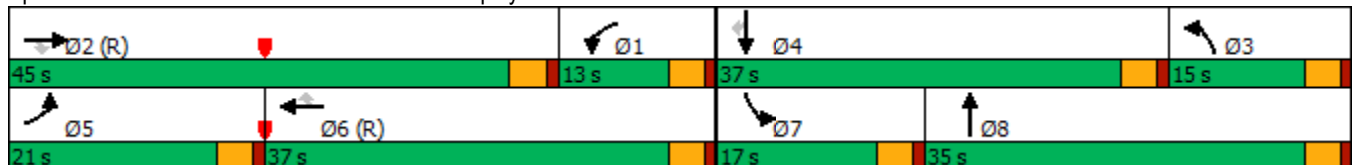


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔↔	↑↑	↔
Traffic Volume (vph)	579	1446	529	109	1010	331	268	555	339	961	526
Future Volume (vph)	579	1446	529	109	1010	331	268	555	339	961	526
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	22.5	22.5	11.0	32.0	32.0	11.0	35.0	11.0	32.0	32.0
Total Split (s)	21.0	45.0	45.0	13.0	37.0	37.0	15.0	35.0	17.0	37.0	37.0
Total Split (%)	19.1%	40.9%	40.9%	11.8%	33.6%	33.6%	13.6%	31.8%	15.5%	33.6%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	17.0	41.0	41.0	9.0	33.0	33.0	11.0	31.2	12.8	33.0	33.0
Actuated g/C Ratio	0.15	0.37	0.37	0.08	0.30	0.30	0.10	0.28	0.12	0.30	0.30
v/c Ratio	1.07	0.75	0.68	0.74	0.93	0.50	0.77	0.61	0.83	0.89	0.73
Control Delay	103.5	33.0	17.5	78.6	53.3	10.1	63.5	36.6	65.6	48.0	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.5	33.0	17.5	78.6	53.3	10.1	63.5	36.6	65.6	48.0	18.8
LOS	F	C	B	E	D	B	E	D	E	D	B
Approach Delay		45.7			45.3			44.7		42.9	
Approach LOS		D			D			D		D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 44.7
 Intersection LOS: D
 Intersection Capacity Utilization 92.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: Evans Rd & Ramona Expwy



Timings

3: Evans Rd & Rider St

04/11/2023

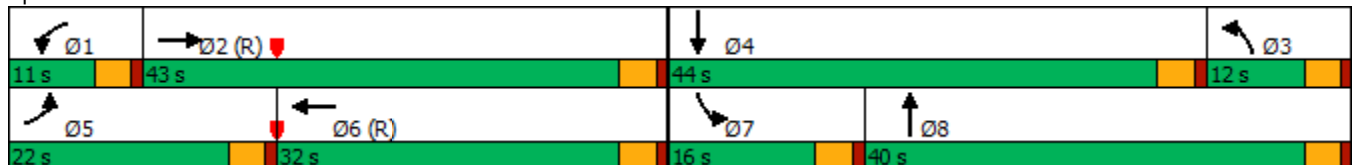


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	317	383	18	283	143	853	92	1053
Future Volume (vph)	317	383	18	283	143	853	92	1053
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	32.0	11.0	32.0	11.0	25.0	11.0	25.0
Total Split (s)	22.0	43.0	11.0	32.0	12.0	40.0	16.0	44.0
Total Split (%)	20.0%	39.1%	10.0%	29.1%	10.9%	36.4%	14.5%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	18.0	45.6	7.0	28.0	8.0	40.0	10.2	40.0
Actuated g/C Ratio	0.16	0.41	0.06	0.25	0.07	0.36	0.09	0.36
v/c Ratio	1.07	0.38	0.16	0.42	1.09	0.66	0.55	1.03
Control Delay	118.0	20.9	52.1	31.8	153.6	33.3	49.7	62.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.0	20.9	52.1	31.8	153.6	33.3	49.7	62.0
LOS	F	C	D	C	F	C	D	E
Approach Delay		55.9		32.7		50.4		61.2
Approach LOS		E		C		D		E

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 20 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 53.9
 Intersection LOS: D
 Intersection Capacity Utilization 88.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Evans Rd & Rider St



Timings

6: Evans Rd & Morgan St/May Ranch Pkwy

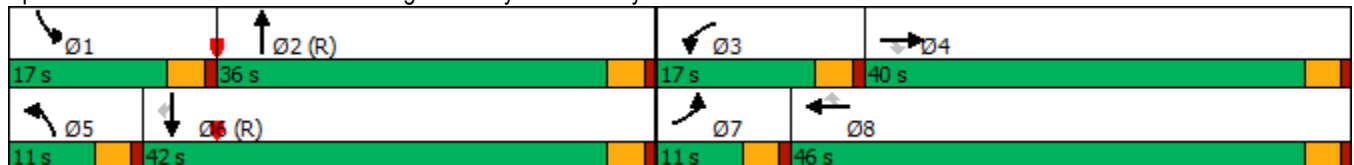
04/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	43	13	35	225	9	104	80	725	217	1225	37	
Future Volume (vph)	43	13	35	225	9	104	80	725	217	1225	37	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	39.0	39.0	11.0	39.0	39.0	11.0	32.0	11.0	32.0	32.0	
Total Split (s)	11.0	40.0	40.0	17.0	46.0	46.0	11.0	36.0	17.0	42.0	42.0	
Total Split (%)	10.0%	36.4%	36.4%	15.5%	41.8%	41.8%	10.0%	32.7%	15.5%	38.2%	38.2%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.0	7.1	7.1	13.0	13.1	13.1	10.6	56.7	21.6	69.8	69.8	
Actuated g/C Ratio	0.06	0.06	0.06	0.12	0.12	0.12	0.10	0.52	0.20	0.63	0.63	
v/c Ratio	0.38	0.11	0.13	1.06	0.04	0.34	0.46	0.60	0.61	0.53	0.03	
Control Delay	59.3	50.4	1.1	124.6	43.2	7.7	44.1	14.8	48.2	14.2	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.3	50.4	1.1	124.6	43.2	7.7	44.1	14.8	48.2	14.2	0.1	
LOS	E	D	A	F	D	A	D	B	D	B	A	
Approach Delay		35.6			86.5			16.8		18.8		
Approach LOS		D			F			B		B		

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Evans Rd & Morgan St/May Ranch Pkwy



APPENDIX D: GATE STACKING METHODOLOGY

Queueing System Equations

Equation Number	Variable	Equation
(8-1)	Coefficient of utilization	$\rho = \frac{q}{NQ}$
(8-2)	Probability of no customers in the system	$P(0) = \left[\sum_{n=0}^{N-1} \frac{\left(\frac{q}{Q}\right)^n}{n!} + \frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)} \right]^{-1}$
(8-3)	Mean number in the queue	$E(m) = \left[\frac{\rho \left(\frac{q}{Q}\right)^N}{N!(1-\rho)^2} \right] P(0)$
(8-4)	Mean number in the system	$E(n) = E(m) + \frac{q}{Q}$
(8-5)	Mean wait time in queue (hours)	$E(w) = \frac{E(m)}{q}$
(8-6)	Mean time in the system (hours)	$E(t) = E(w) + \frac{1}{Q}$ $= E(w) + \text{Avg } (t)$
(8-7)	Proportion of customers who wait	$P[E(w) > 0] = \left[\frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)} \right] P(0)$
(8-8)	Probability of a queue exceeding a length M	$P(x > M) = (\rho^{N+1})P[E(w) > 0]$
(8-9a)	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln E(w) > 0}{\ln \rho} \right] - 1$
(8-9b)*	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$

* Q_M is a statistic which is a function of the utilization rate and the number of service channels (service positions); see Table 8-11. The table of Q_M values and use of Equation (8-9b) greatly simplifies the calculations compared to those using Equations (8-9a).