

June 15, 2020

Mr. John Thomason
Wolf Environmental, LLC
16 Sablewood Circle
Ladera Ranch, CA 92694

LLG Reference: 2.20.4280.1

Subject: **Focused Traffic Impact Assessment for the Proposed
Whitewater Preserve Flood Control Project**
County of Riverside County, California

Dear Mr. Thomason:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of this Focused Traffic Impact Assessment for the proposed Whitewater Preserve Flood Control Project (herein after referred to as “Project”) generally located north of the I-10 Freeway along Whitewater Canyon Road in the County of Riverside, California. The proposed Project will consist of construction activity south of the Whitewater Preserve within an area identified as the “Impact Area”. The project construction is anticipated to last approximately nine to eleven months. The Focused Traffic Impact Assessment for the proposed Project will satisfy the traffic impact requirements of the County of Riverside and will focus to three (3) key study intersections, which consist of the I-10 Eastbound Ramps at Tipton Road, Tipton Road at I-10 Westbound Ramps and Whitewater Canyon Road at Tipton Road/Whitewater Cutoff. Included in this focused traffic assessment are:

- 1) Existing traffic counts,
- 2) Estimated Project construction traffic generation/distribution/assignment,
- 3) AM and PM peak hour analyses for existing traffic conditions,
- 4) AM and PM peak hour analyses for existing plus project traffic conditions, and
- 5) Recommended Improvements (if any).

PROJECT DESCRIPTION

The proposed Project site is generally located north of the I-10 Freeway along Whitewater Canyon Road in the County of Riverside, California. **Figure 1** presents a vicinity map which illustrates the general location of the Project and depicts the surrounding street system, including the three (3) key study intersections. As shown, the “Impact Area” is located south of the Whitewater Preserve.

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The proposed Project will consist of construction activity south of the Whitewater Preserve within an area identified as the “Impact Area”. The construction activity at the project site will consist of the following, as provided by Wolf Environmental, LLC.

- Maximum of 30-35 haul trucks per day. This assessment assumes a worst case of 35 haul trucks per day (i.e. 70 total daily truck trips).
- A total of 8-20 workers will be on the site per day. This assessment assumes a worst case of 20 workers per day.
- A five-day work week (Monday through Friday) and nine-hour workday was assumed (7:00 AM to 4:00 PM).
- The construction is anticipated to last approximately nine to eleven months.

The aforementioned construction assumptions have been utilized to develop the construction trip generation forecast for the proposed Project. **Figure 2** presents a project site aerial, which illustrates the Whitewater Preserve Area and the “Impact Area”.

EXISTING CONDITIONS

Existing Roadway Conditions

Figure 3 presents an inventory of the existing roadway conditions for the three (3) key study intersections. This figure identifies the number of travel lanes and controls for the key study intersections.

Existing Traffic Volumes

AM peak hour and PM peak hour traffic counts were collected by Counts Unlimited on April 28, 2020 at the three (3) key study intersections in order to develop the baseline peak hour traffic volume data for the intersection analysis. **Figures 4** and **5** illustrate the existing AM and PM peak hour traffic volumes at the three (3) key study intersections, respectively. The existing AM and PM peak hour traffic volumes illustrated in **Figures 4** and **5** are comprised of passenger vehicles, large 2-axle trucks, 3-axle trucks and 4+-axle trucks. The truck traffic turning movements were converted to passenger car equivalents (P.C.E.’s) using County of Riverside approved factors (i.e. P.C.E. factor of 2.0 for large 2-axle trucks, 3-axle trucks and 4+-axle trucks).

Appendix A contains the detailed peak hour traffic count sheets for the three (3) key study intersections.

Intersection Peak Hour Level of Service Methodology

AM and PM peak hour operating conditions for the three (3) key study intersections were evaluated using the methodology outlined in *Chapter 20 of the HCM 6* for two-way stop-controlled intersections.

Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The HCM 6 unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a LOS estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in **Table 1**.

Minimum LOS Thresholds and Significant Traffic Impact Criteria

According to the County of Riverside General Plan, the following countywide target Levels of Service shall be maintained:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Based on the above, LOS C is required for the three (3) key study intersections. A significant impact occurs at a study intersection when the addition of project

generated trips causes peak hour LOS to degrade from acceptable LOS to unacceptable LOS.

TRAFFIC FORECASTING METHOD OF ANALYSIS

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections and roadway segments using expected future traffic volumes with and without forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

PROJECT TRAFFIC CHARACTERISTICS

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are typically found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017] or are based on the operational characteristics of the proposed construction activities. Since the proposed Project consists of construction activity at the project site, the trip generation is based on the proposed construction operations. The following assumptions, as provided by Wolf Environmental, LLC have been utilized to develop the construction trip generation for the Project.

- Maximum of 30-35 haul trucks per day. This assessment assumes a worst case of 35 haul trucks per day (i.e. 70 total daily truck trips).
- A total of 8-20 workers will be on the site per day. This assessment assumes a worst case of 20 workers per day.
- A five-day work week (Monday through Friday) and nine-hour workday was assumed (7:00 AM to 4:00 PM).
- The construction is anticipated to last approximately nine to eleven months.

In addition to the aforementioned assumptions for construction, the following assumptions were utilized for truck trips and employee trips.

- Each truckload requires an inbound trip and an outbound trip.
- The daily number of truck trips was averaged over the nine-hour workday to obtain the number of peak hour truck trips (50% entering and 50% exiting).
- All truck trips were converted to passenger car equivalents (P.C.E.'s) using a conservative P.C.E. factor of 3.0.
- Each worker would make 2 trips per day (one during the AM peak hour and one during the PM peak hour).

Using the aforementioned assumptions, **Table 2** provides a summary of the forecast project construction peak hour and daily traffic volumes. Review of the bottom of **Table 2** shows that the proposed Project is forecast to generate 250 daily trips with 44 trips (32 inbound, 12 outbound) produced during the AM peak hour and 44 trips (12 inbound, 32 outbound) produced during the PM peak hour.

Trip Distribution and Assignment

The directional traffic distribution pattern for the proposed Project is presented in **Figure 6**. Traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers and regional access routes,
- expected localized traffic flow patterns based on adjacent street channelization, and presence of traffic signals,
- existing traffic volumes, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in **Figures 7** and **8**, respectively. The traffic volume assignments presented in **Figures 7** and **8** reflect the traffic distribution characteristics shown in **Figure 6** and the traffic generation forecast presented in **Table 2**.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The Existing plus Project traffic conditions have been generated based upon existing conditions and the estimated Project traffic. These forecast traffic conditions have been prepared pursuant to the County's requirement, which requires that the potential impacts of a Project be evaluated upon the circulation system, as it currently exists. This traffic volume scenario and the related analysis will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 9 and 10 present projected AM and PM peak hour traffic volumes at the three (3) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

EXISTING PLUS PROJECT CAPACITY ANALYSIS

Table 3 summarizes the peak hour level of service results at the three (3) key study intersections for Existing plus Project traffic conditions. Review of column (1) of **Table 3** indicates that the three (3) key study intersections currently operate at acceptable LOS A during the AM and PM peak hours. Review of columns (2) and (3) of **Table 3** indicates that traffic associated with the proposed Project **will not** significantly impact the three (3) key study intersections when compared to the LOS standards and significant impact criteria specified in this letter report. The three (3) key study intersections are forecast to continue to operate at acceptable LOS A during the AM and PM peak hours under existing plus project traffic conditions.

Appendix B contains the existing and existing plus project AM peak hour and PM peak hour HCM/LOS calculation worksheets for the three (3) key study intersections.

RECOMMENDED IMPROVEMENTS

The results of the "Existing Plus Project" intersection capacity analysis presented previously in **Table 3** indicates that the proposed Project **will not** significantly impact the three (3) key study intersections. Given that there are no significant project impacts, no improvements are required under Existing Plus Project traffic conditions.

CONCLUSIONS

- The proposed Project is forecast to generate 250 daily trips with 44 trips (32 inbound, 12 outbound) produced during the AM peak hour and 44 trips (12 inbound, 32 outbound) produced during the PM peak hour.

- The proposed Project **will not** significantly impact the three (3) key study intersections when compared to the LOS standards and significant impact criteria specified in this letter report. The three (3) key study intersections are forecast to continue to operate at acceptable LOS A during the AM and PM peak hours under existing plus project traffic conditions.

We appreciate the opportunity to provide this Focused Traffic Impact Assessment report for the proposed Whitewater Preserve Flood Control Project. If you have any questions regarding this letter, please do not hesitate to call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

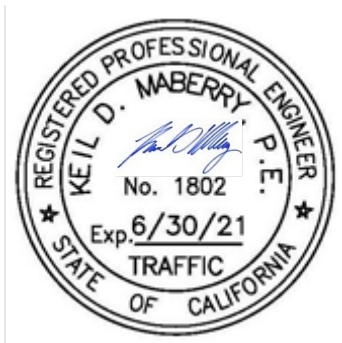


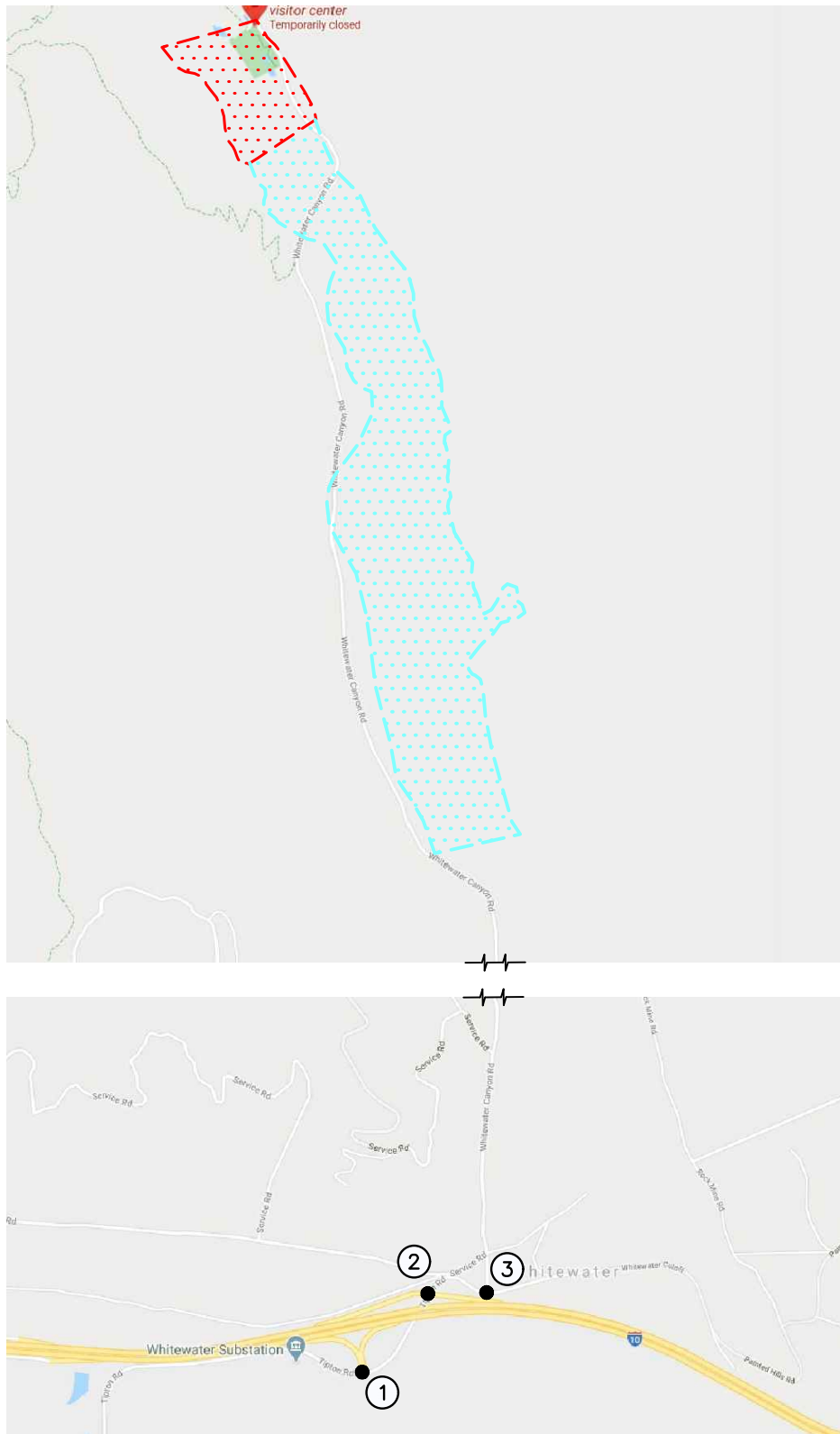
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Associate Principal

Attachments





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LINSCOTT
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GREENSPAN
engineers



NO SCALE

KEY



= STUDY INTERSECTION



= WHITEWATER PRESERVE

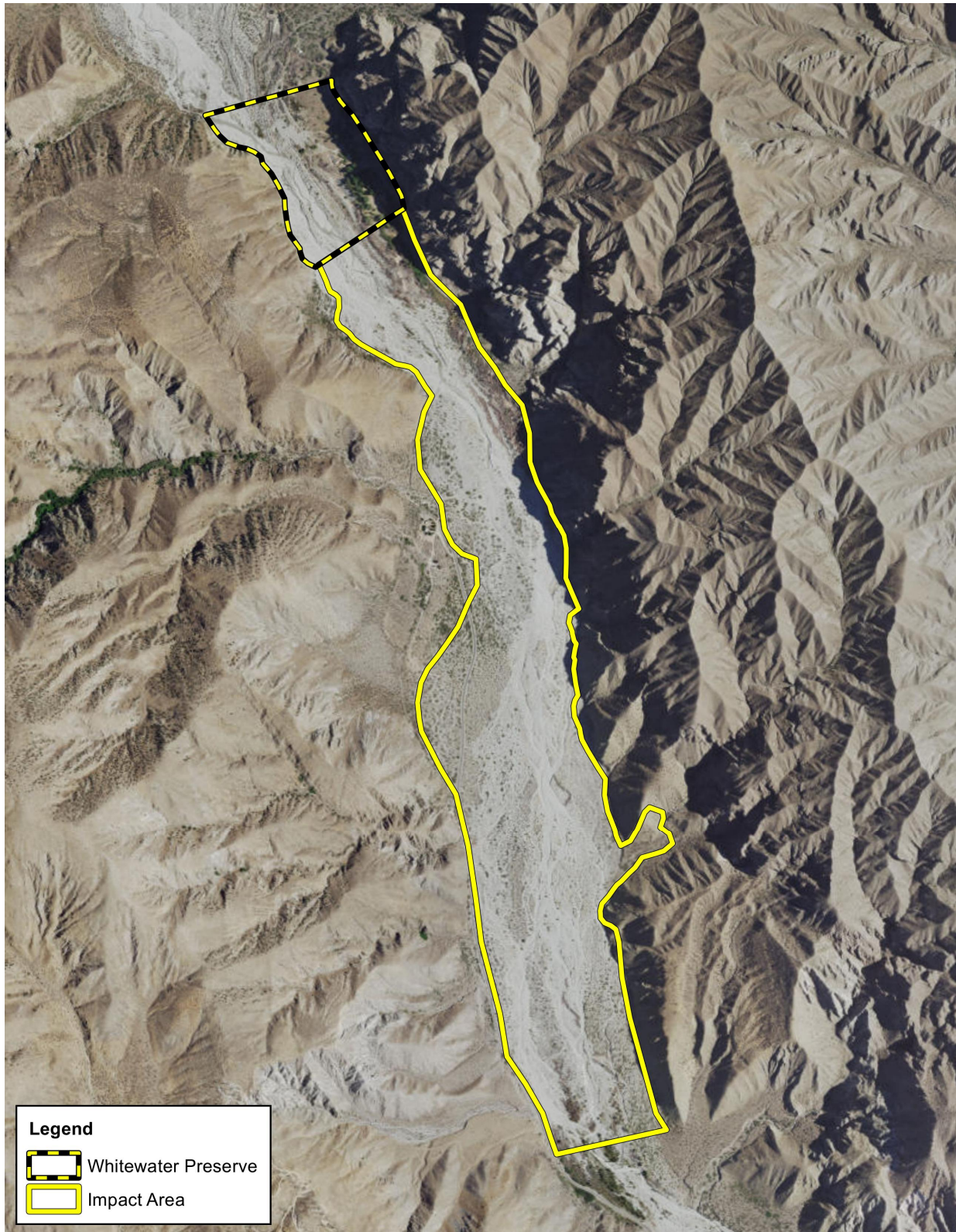


= IMPACT AREA

FIGURE 1

VICINITY MAP

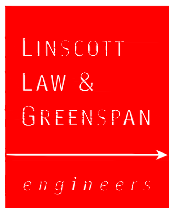
WHITEWATER PRESERVE FLOOD CONTROL, RIVERSIDE COUNTY



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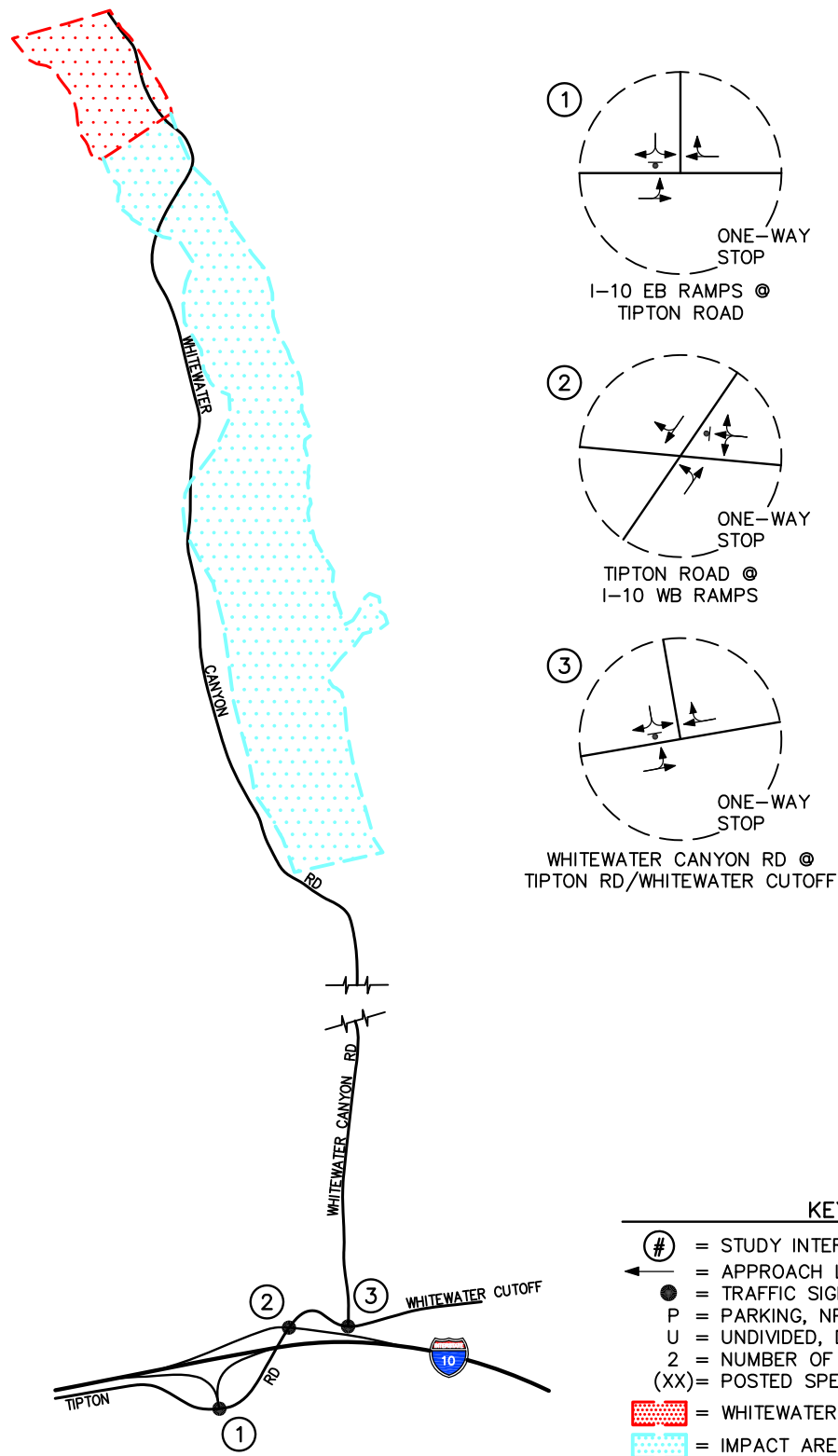
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FIGURE 2



NO SCALE

PROJECT SITE AERIAL
WHITewater PRESERVE FLOOD CONTROL, RIVERSIDE COUNTY



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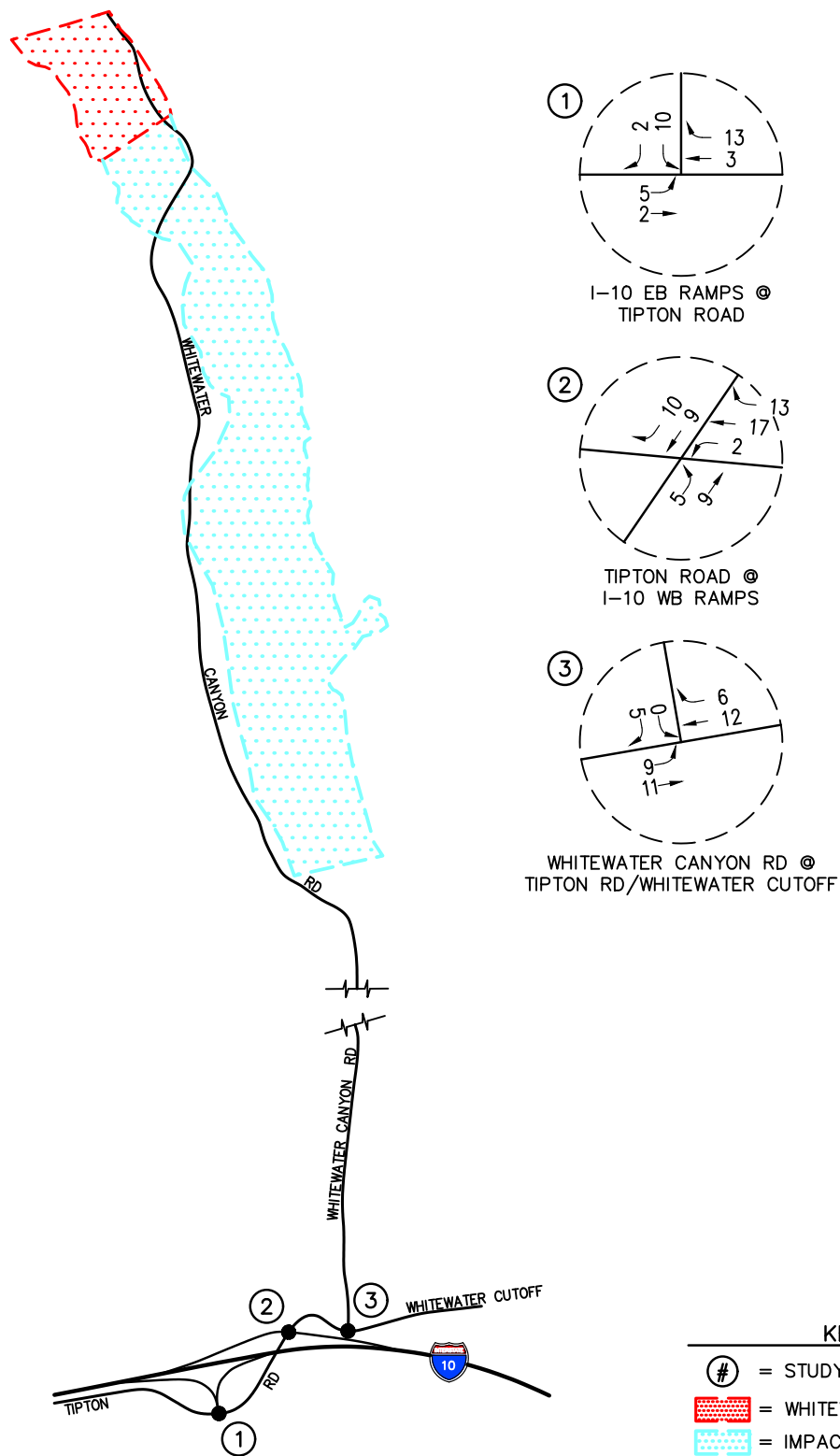


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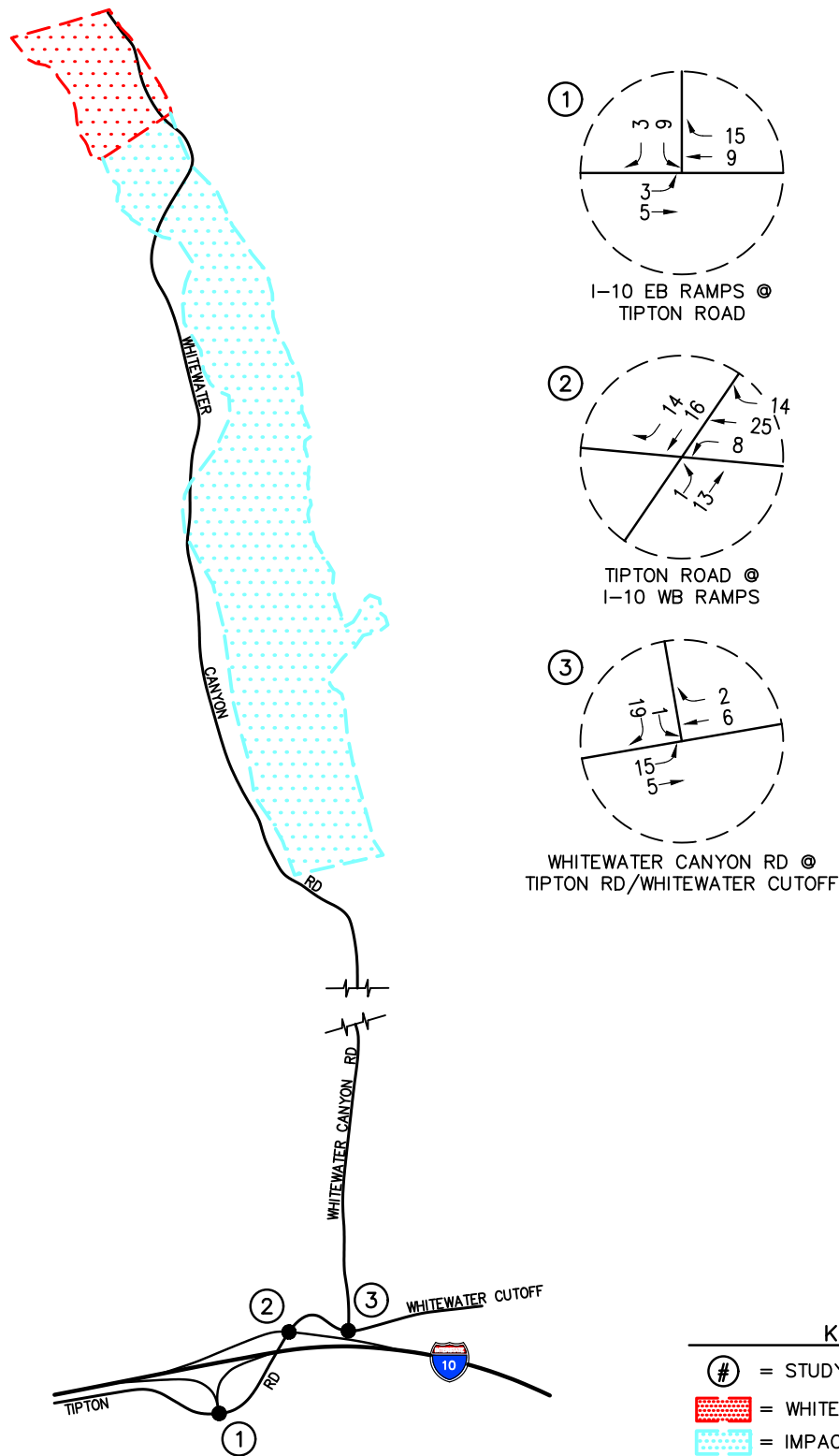
FIGURE 3

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

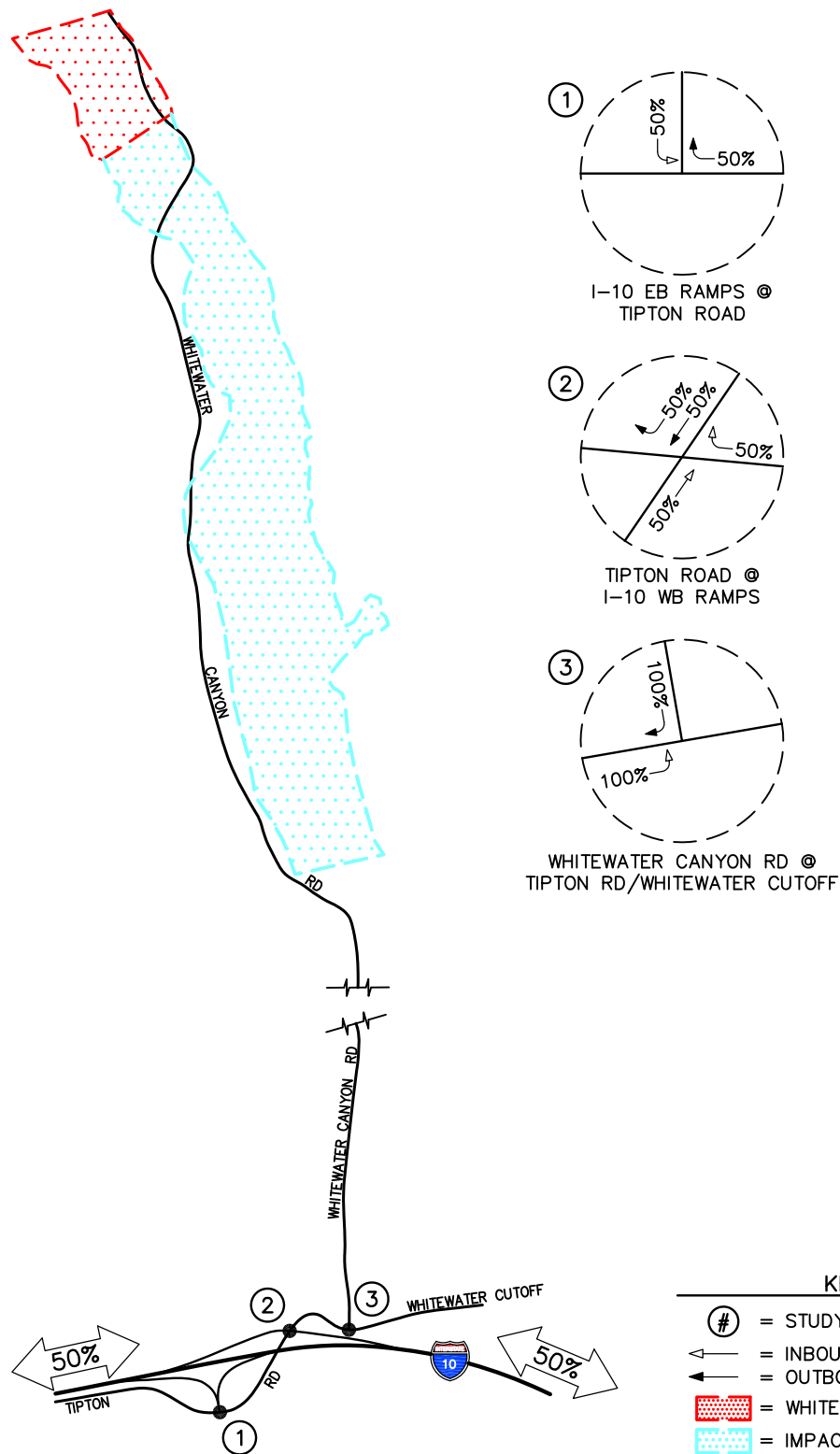
WHITEWATER PRESERVE FLOOD CONTROL, RIVERSIDE COUNTY



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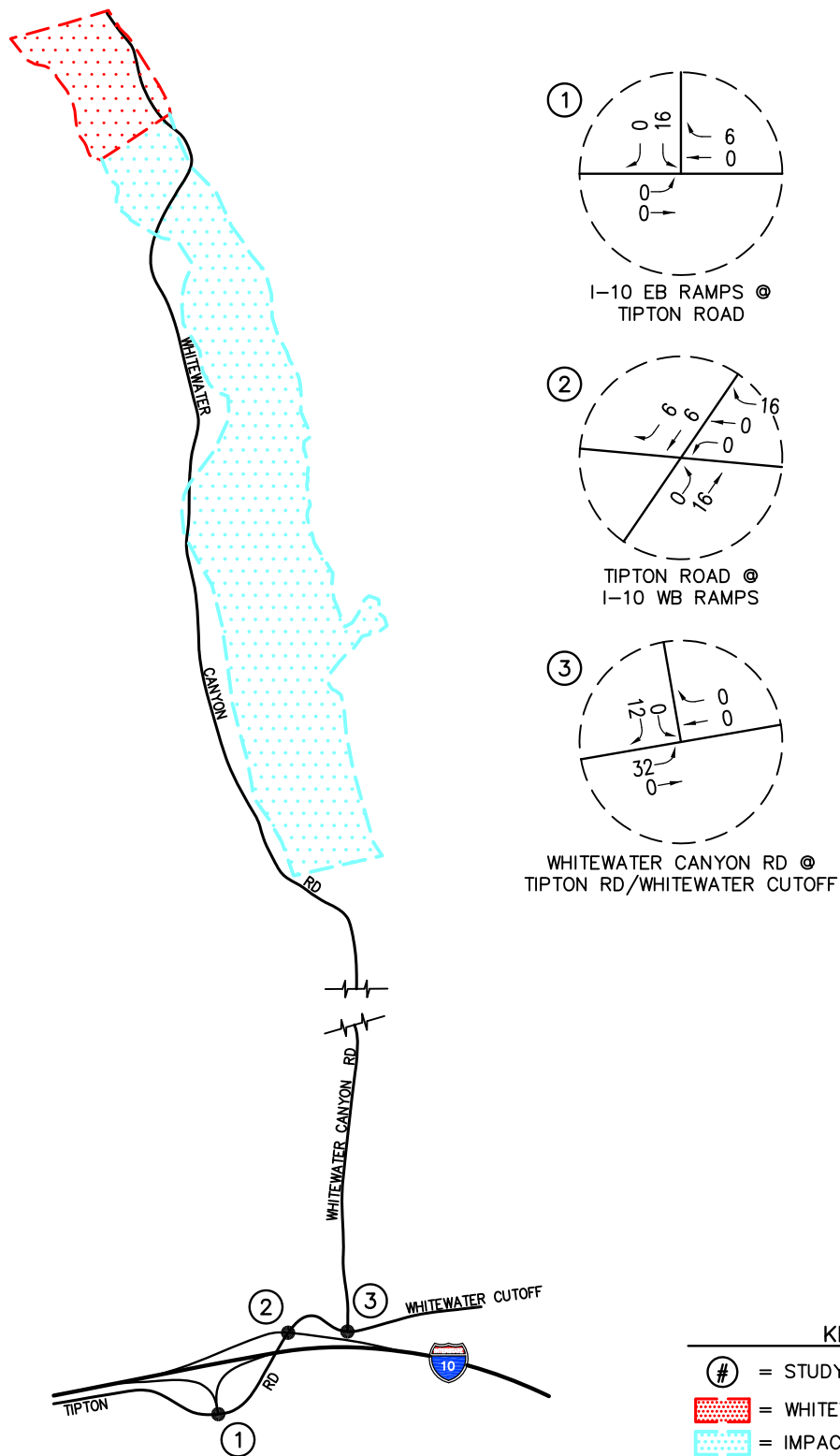


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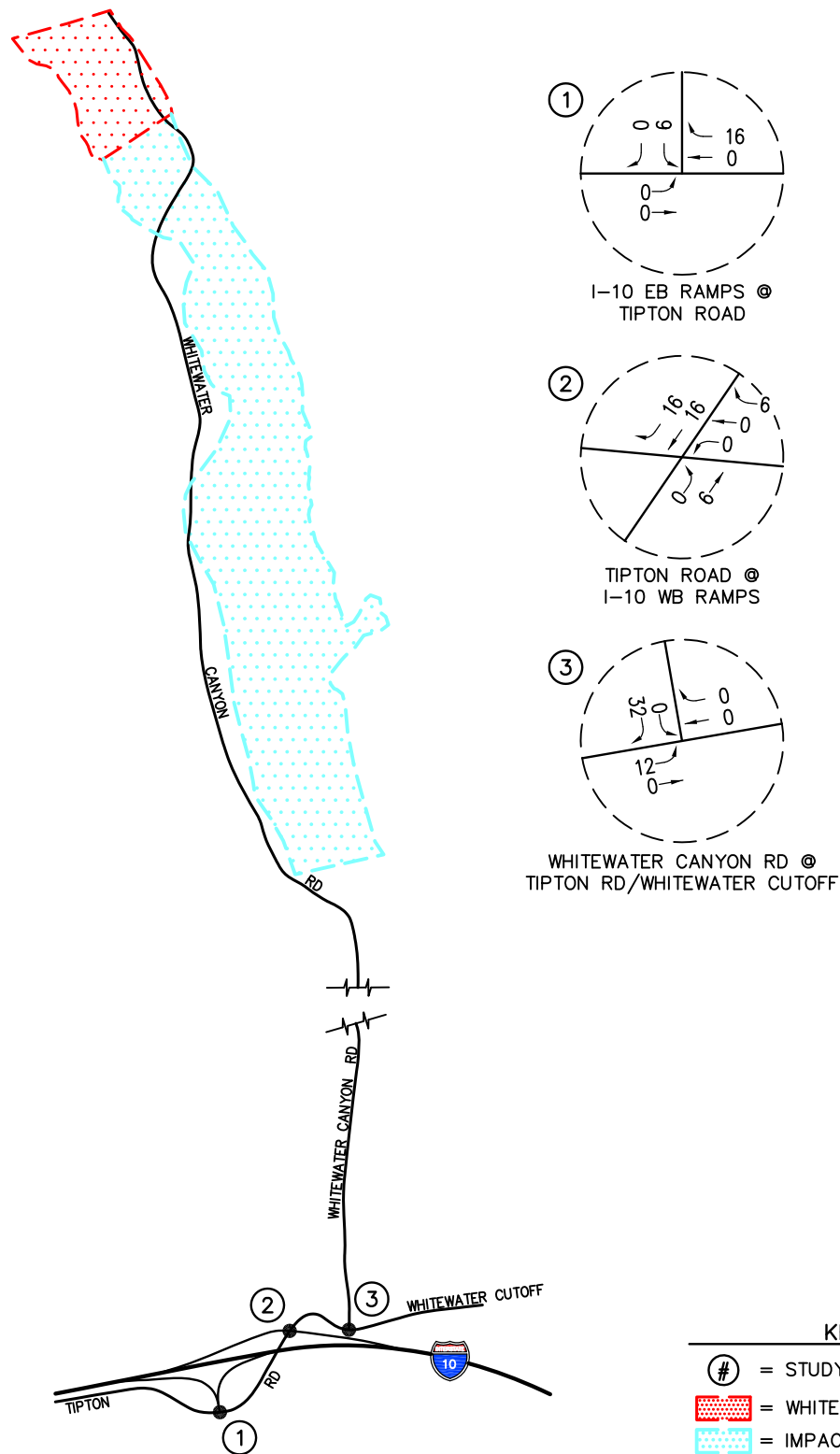


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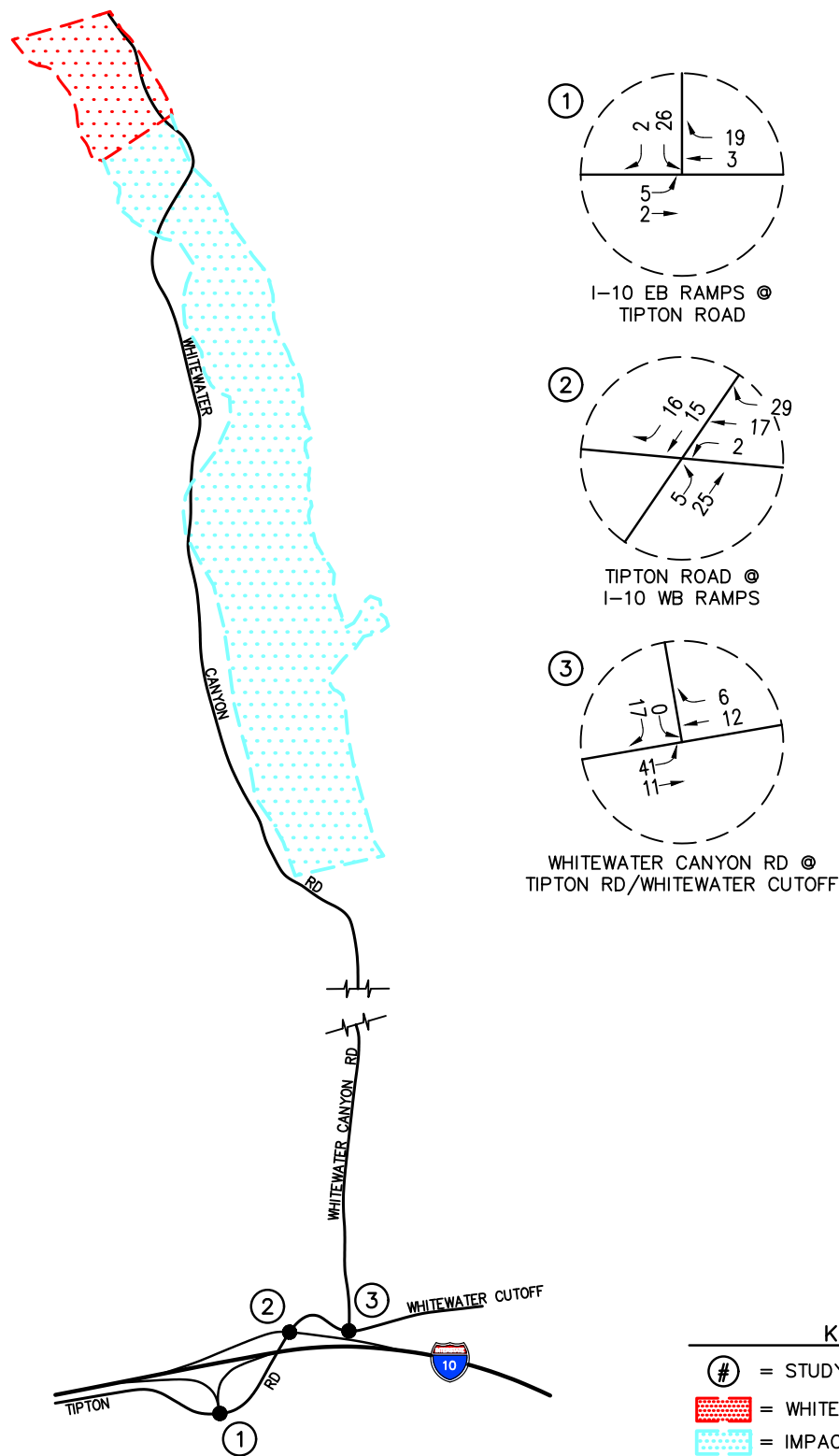




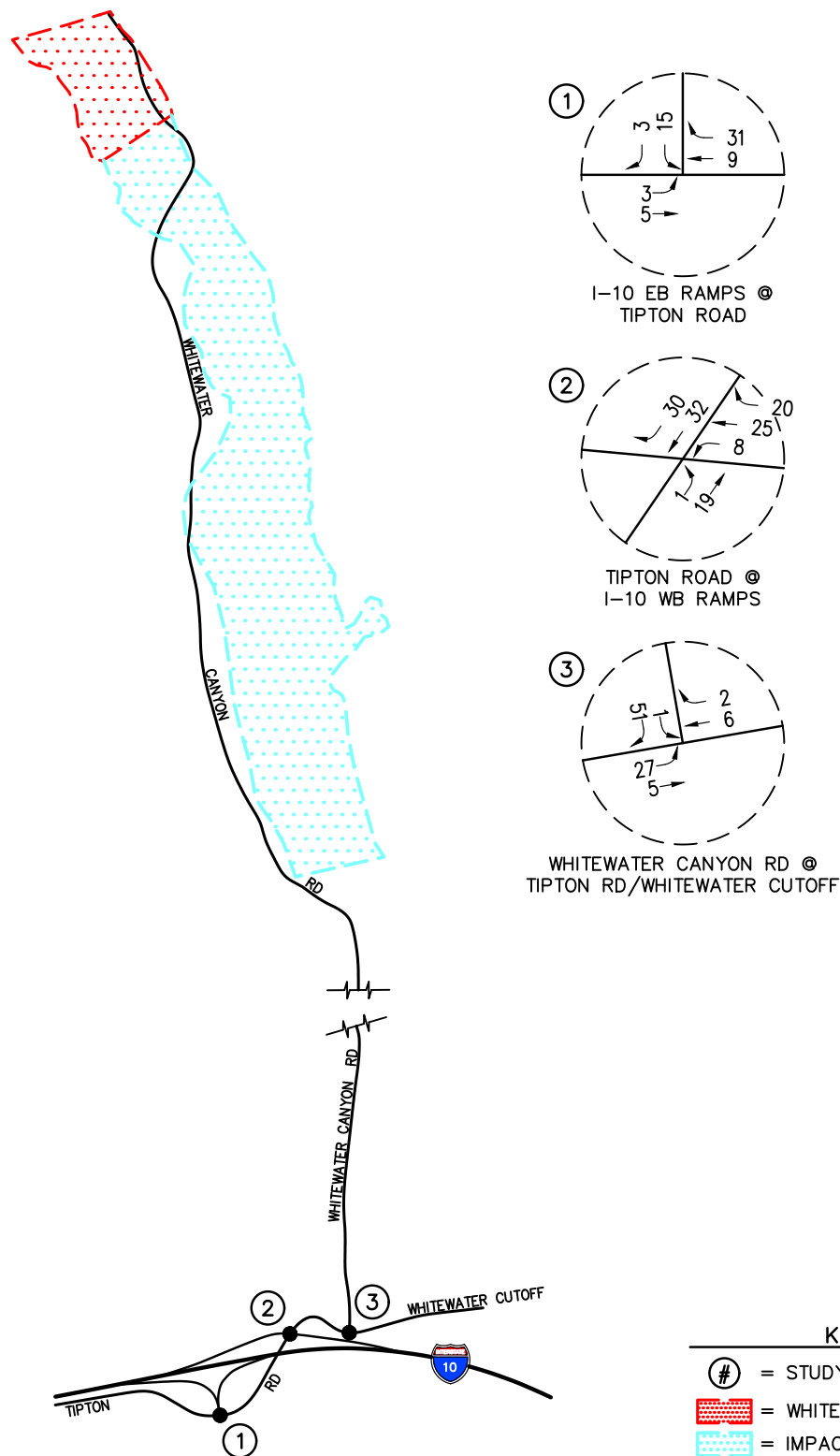
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TABLE 1
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)^{1,2}
WHITEWATER PRESERVE FLOOD CONTROL PROJECT, RIVERSIDE COUNTY

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

¹ Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

² Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

TABLE 2
PROJECT TRAFFIC GENERATION FORECAST
WHITEWATER PRESERVE FLOOD CONTROL PROJECT, RIVERSIDE COUNTY

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<i>Construction Generation Forecast:</i>							
▪ Construction Truck Traffic (35 Trucks)	70	4	4	8	4	4	8
Passenger Car Equivalent Factor ³	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	210	12	12	24	12	12	24
▪ Employees (20 Workers)	<u>40</u>	<u>20</u>	<u>0</u>	<u>20</u>	<u>0</u>	<u>20</u>	<u>20</u>
Total Project Construction Traffic Trip Generation Forecast	250	32	12	44	12	32	44

³ A passenger car equivalent factor of 3.0 was applied to the truck trips to convert them into passenger car trips.

TABLE 3
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS
WHITEWATER PRESERVE FLOOD CONTROL PROJECT, RIVERSIDE COUNTY

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Project Significant Impact
		HCM	LOS	HCM	LOS	Yes/No
1. I-10 Eastbound Ramps at Tipton Road	AM	8.7 s/v	A	8.9 s/v	A	No
	PM	8.7 s/v	A	8.8 s/v	A	No
2. Tipton Road at I-10 Westbound Ramps	AM	9.0 s/v	A	9.0 s/v	A	No
	PM	9.2 s/v	A	9.4 s/v	A	No
3. Whitewater Canyon Road at Tipton Road/Whitewater Cutoff	AM	8.4 s/v	A	8.5 s/v	A	No
	PM	8.5 s/v	A	8.7 s/v	A	No

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 1* for the LOS definitions.

APPENDIX A

EXISTING TRAFFIC COUNT DATA

TABLE A
TRAFFIC COUNT CONVERSION TO P.C.E.'S - 2020 AM PEAK HOUR
2.20.4280.1 - WHITEWATER PRESERVE FLOOD CONTROL, RIVERSIDE COUNTY

1. I-10 EB Ramps at Tipton Road											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	0	0	2	0	0	2.0	0	0	2.0	0	0
NBT	0	0	2	0	0	2.0	0	0	2.0	0	0
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	6	0	2	0	1	2.0	2	1	2.0	2	10
SBT	0	0	2	0	0	2.0	0	0	2.0	0	0
SBR	0	1	2	2	0	2.0	0	0	2.0	0	2
EBL	3	1	2	2	0	2.0	0	0	2.0	0	5
EBT	2	0	2	0	0	2.0	0	0	2.0	0	2
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	0	0	2	0	0	2.0	0	0	2.0	0	0
WBT	3	0	2	0	0	2.0	0	0	2.0	0	3
WBR	7	1	2	2	0	2.0	0	2	2.0	4	13

2. Tipton Road at I-10 WB Ramps											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	3	0	2	0	1	2.0	2	0	2.0	0	5
NBT	9	0	2	0	0	2.0	0	0	2.0	0	9
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	0	0	2	0	0	2.0	0	0	2.0	0	0
SBT	5	0	2	0	0	2.0	0	2	2.0	4	9
SBR	2	1	2	2	0	2.0	0	3	2.0	6	10
EBL	0	0	2	0	0	2.0	0	0	2.0	0	0
EBT	0	0	2	0	0	2.0	0	0	2.0	0	0
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	0	0	2	0	0	2.0	0	1	2.0	2	2
WBT	1	1	2	2	0	2.0	0	7	2.0	14	17
WBR	7	2	2	4	0	2.0	0	1	2.0	2	13

3. Whitewater Canyon Road at Tipton Road/Whitewater Cutoff											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	0	0	2	0	0	2.0	0	0	2.0	0	0
NBT	0	0	2	0	0	2.0	0	0	2.0	0	0
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	0	0	2	0	0	2.0	0	0	2.0	0	0
SBT	0	0	2	0	0	2.0	0	0	2.0	0	0
SBR	5	0	2	0	0	2.0	0	0	2.0	0	5
EBL	9	0	2	0	0	2.0	0	0	2.0	0	9
EBT	5	2	2	4	0	2.0	0	1	2.0	2	11
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	0	0	2	0	0	2.0	0	0	2.0	0	0
WBT	2	1	2	2	0	2.0	0	4	2.0	8	12
WBR	4	0	2	0	0	2.0	0	1	2.0	2	6

TABLE A
TRAFFIC COUNT CONVERSION TO P.C.E.'S - 2020 PM PEAK HOUR
2.20.4280.1 - WHITEWATER PRESERVE FLOOD CONTROL, RIVERSIDE COUNTY

1. I-10 EB Ramps at Tipton Road											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	0	0	2	0	0	2.0	0	0	2.0	0	0
NBT	0	0	2	0	0	2.0	0	0	2.0	0	0
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	9	0	2	0	0	2.0	0	0	2.0	0	9
SBT	0	0	2	0	0	2.0	0	0	2.0	0	0
SBR	3	0	2	0	0	2.0	0	0	2.0	0	3
EBL	3	0	2	0	0	2.0	0	0	2.0	0	3
EBT	5	0	2	0	0	2.0	0	0	2.0	0	5
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	0	0	2	0	0	2.0	0	0	2.0	0	0
WBT	9	0	2	0	0	2.0	0	0	2.0	0	9
WBR	15	0	2	0	0	2.0	0	0	2.0	0	15

2. Tipton Road at I-10 WB Ramps											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	1	0	2	0	0	2.0	0	0	2.0	0	1
NBT	13	0	2	0	0	2.0	0	0	2.0	0	13
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	0	0	2	0	0	2.0	0	0	2.0	0	0
SBT	16	0	2	0	0	2.0	0	0	2.0	0	16
SBR	14	0	2	0	0	2.0	0	0	2.0	0	14
EBL	0	0	2	0	0	2.0	0	0	2.0	0	0
EBT	0	0	2	0	0	2.0	0	0	2.0	0	0
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	8	0	2	0	0	2.0	0	0	2.0	0	8
WBT	5	0	2	0	1	2.0	2	9	2.0	18	25
WBR	14	0	2	0	0	2.0	0	0	2.0	0	14

3. Whitewater Canyon Road at Tipton Road/Whitewater Cutoff											
Movements	Vehicles	Large 2-Axle Trucks			3-Axle Trucks			4+ Axle Trucks			Total
		Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	Volume	Factor	P.C.E.	
NBL	0	0	2	0	0	2.0	0	0	2.0	0	0
NBT	0	0	2	0	0	2.0	0	0	2.0	0	0
NBR	0	0	2	0	0	2.0	0	0	2.0	0	0
SBL	1	0	2	0	0	2.0	0	0	2.0	0	1
SBT	0	0	2	0	0	2.0	0	0	2.0	0	0
SBR	19	0	2	0	0	2.0	0	0	2.0	0	19
EBL	15	0	2	0	0	2.0	0	0	2.0	0	15
EBT	5	0	2	0	0	2.0	0	0	2.0	0	5
EBR	0	0	2	0	0	2.0	0	0	2.0	0	0
WBL	0	0	2	0	0	2.0	0	0	2.0	0	0
WBT	6	0	2	0	0	2.0	0	0	2.0	0	6
WBR	2	0	2	0	0	2.0	0	0	2.0	0	2

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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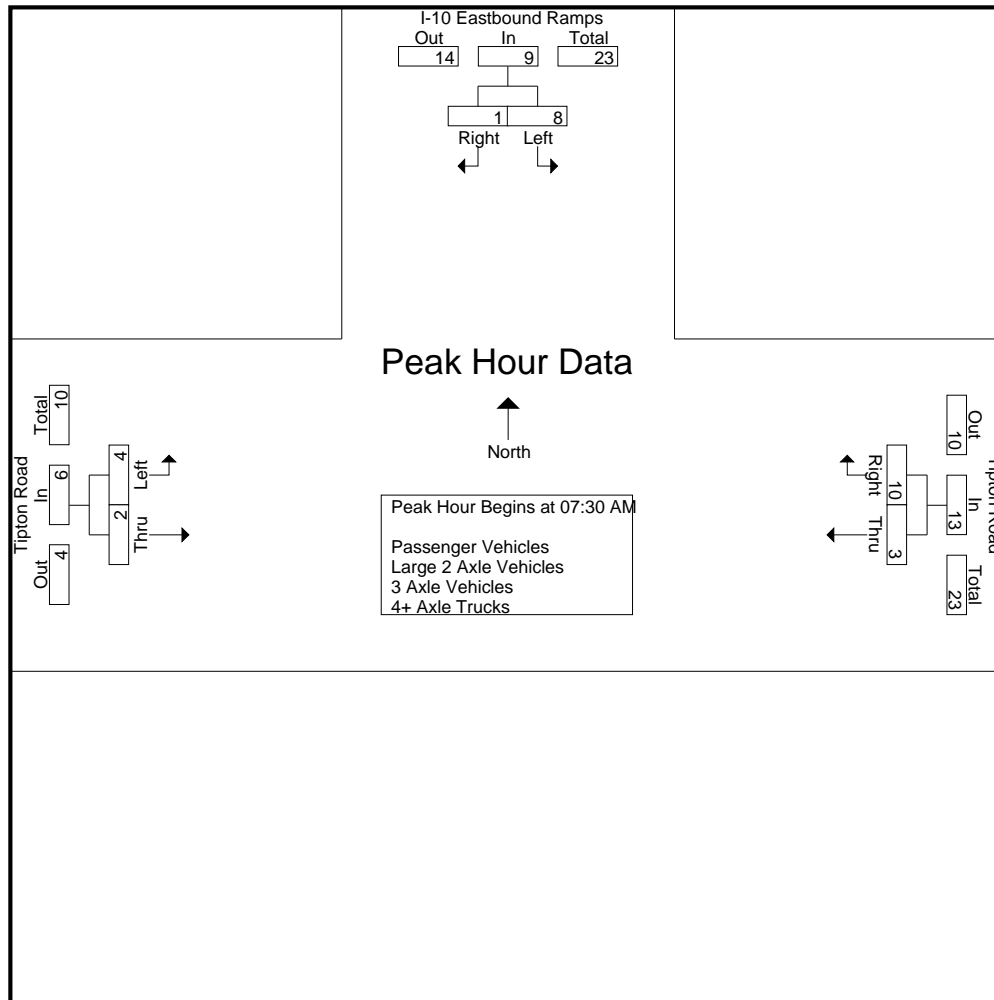
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	0	4	0	0	0	0	0	0	4
07:15 AM	1	1	2	0	0	0	0	2	2	4
07:30 AM	1	1	2	0	5	5	3	1	4	11
07:45 AM	3	0	3	0	1	1	0	1	1	5
Total	9	2	11	0	6	6	3	4	7	24
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	4	0	4	2	4	6	0	0	0	10
08:30 AM	2	1	3	2	1	3	1	1	2	8
08:45 AM	0	1	1	1	0	1	1	1	2	4
Total	6	2	8	6	5	11	3	2	5	24
Grand Total	15	4	19	6	11	17	6	6	12	48
Apprch %	78.9	21.1		35.3	64.7		50	50		
Total %	31.2	8.3	39.6	12.5	22.9	35.4	12.5	12.5	25	
Passenger Vehicles	12	3	15	6	8	14	5	5	10	39
% Passenger Vehicles	80	75	78.9	100	72.7	82.4	83.3	83.3	83.3	81.2
Large 2 Axle Vehicles	0	1	1	0	1	1	1	0	1	3
% Large 2 Axle Vehicles	0	25	5.3	0	9.1	5.9	16.7	0	8.3	6.2
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	6.7	0	5.3	0	0	0	0	0	0	2.1
4+ Axle Trucks	2	0	2	0	2	2	0	1	1	5
% 4+ Axle Trucks	13.3	0	10.5	0	18.2	11.8	0	16.7	8.3	10.4

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	1	2	0	5	5	3	1	4	11
07:45 AM	3	0	3	0	1	1	0	1	1	5
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	4	0	4	2	4	6	0	0	0	10
Total Volume	8	1	9	3	10	13	4	2	6	28
% App. Total	88.9	11.1		23.1	76.9		66.7	33.3		
PHF	.500	.250	.563	.375	.500	.542	.333	.500	.375	.636

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:15 AM		
+0 mins.	4	0	4	0	5	5	0	2	2
+15 mins.	1	1	2	0	1	1	3	1	4
+30 mins.	1	1	2	1	0	1	0	1	1
+45 mins.	3	0	3	2	4	6	1	0	1
Total Volume	9	2	11	3	10	13	4	4	8
% App. Total	81.8	18.2		23.1	76.9		50	50	
PHF	.563	.500	.688	.375	.500	.542	.333	.500	.500

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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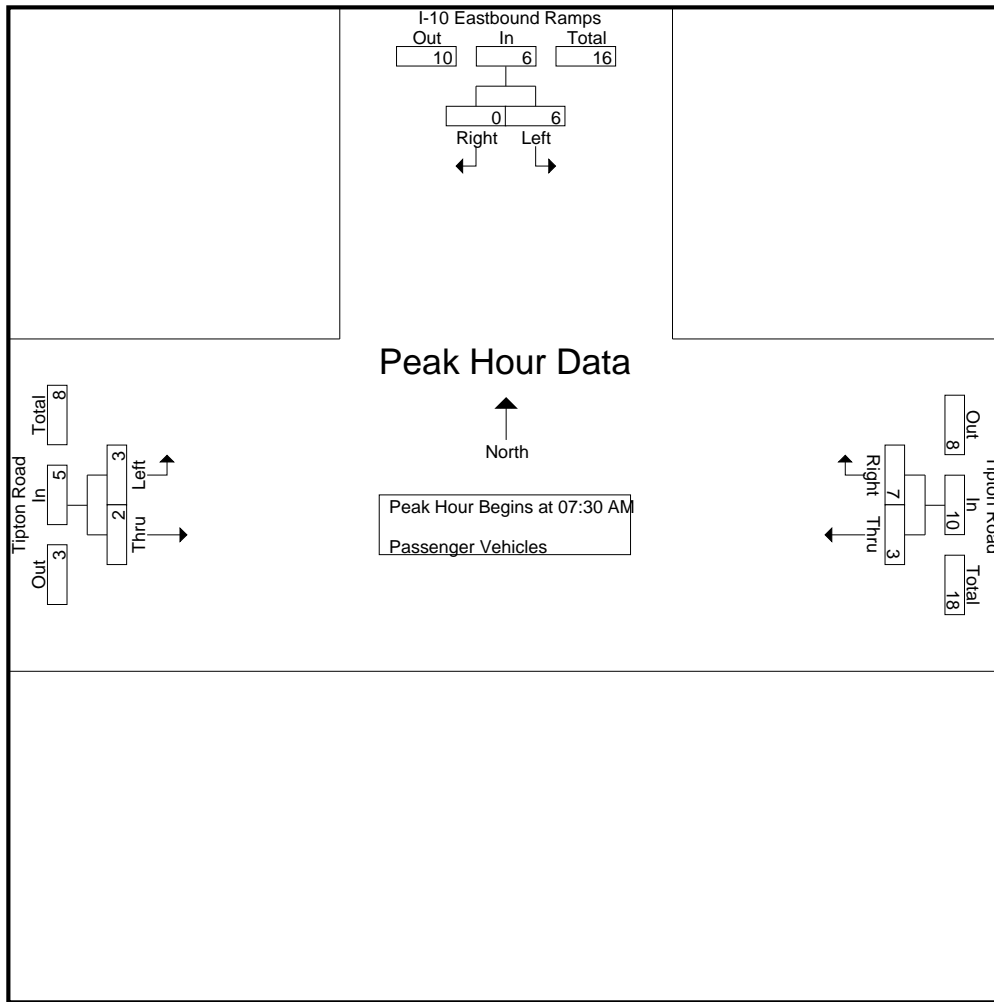
Groups Printed- Passenger Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	0	4	0	0	0	0	0	0	4
07:15 AM	1	1	2	0	0	0	0	2	2	4
07:30 AM	0	0	0	0	3	3	2	1	3	6
07:45 AM	3	0	3	0	0	0	0	1	1	4
Total	8	1	9	0	3	3	2	4	6	18
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	3	0	3	2	4	6	0	0	0	9
08:30 AM	1	1	2	2	1	3	1	0	1	6
08:45 AM	0	1	1	1	0	1	1	1	2	4
Total	4	2	6	6	5	11	3	1	4	21
Grand Total	12	3	15	6	8	14	5	5	10	39
Apprch %	80	20		42.9	57.1		50	50		
Total %	30.8	7.7	38.5	15.4	20.5	35.9	12.8	12.8	25.6	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	3	3	2	1	3	6
07:45 AM	3	0	3	0	0	0	0	1	1	4
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	3	0	3	2	4	6	0	0	0	9
Total Volume	6	0	6	3	7	10	3	2	5	21
% App. Total	100	0		30	70		60	40		
PHF	.500	.000	.500	.375	.438	.417	.375	.500	.417	.583

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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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		
+0 mins.	0	0	0	0	3	3	2	1	3
+15 mins.	3	0	3	0	0	0	0	1	1
+30 mins.	0	0	0	1	0	1	1	0	1
+45 mins.	3	0	3	2	4	6	0	0	0
Total Volume	6	0	6	3	7	10	3	2	5
% App. Total	100	0		30	70		60	40	
PHF	.500	.000	.500	.375	.438	.417	.375	.500	.417

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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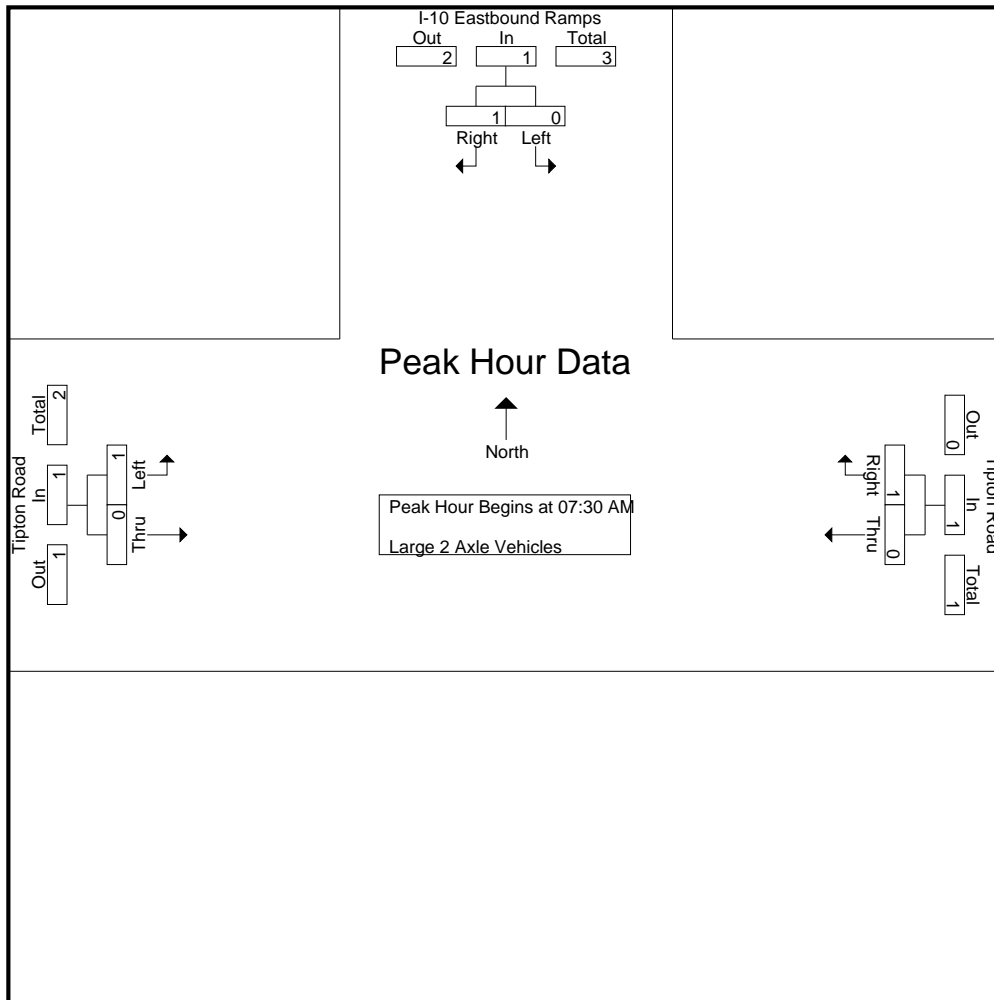
Groups Printed- Large 2 Axle Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	1	1	0	1	1	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	1	1	1	0	1	3
Apprch %	0	100		0	100		100	0		
Total %	0	33.3	33.3	0	33.3	33.3	33.3	0	33.3	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	1	1	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	1	1	1	0	1	3
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.250	.250	.250	.000	.250	.250

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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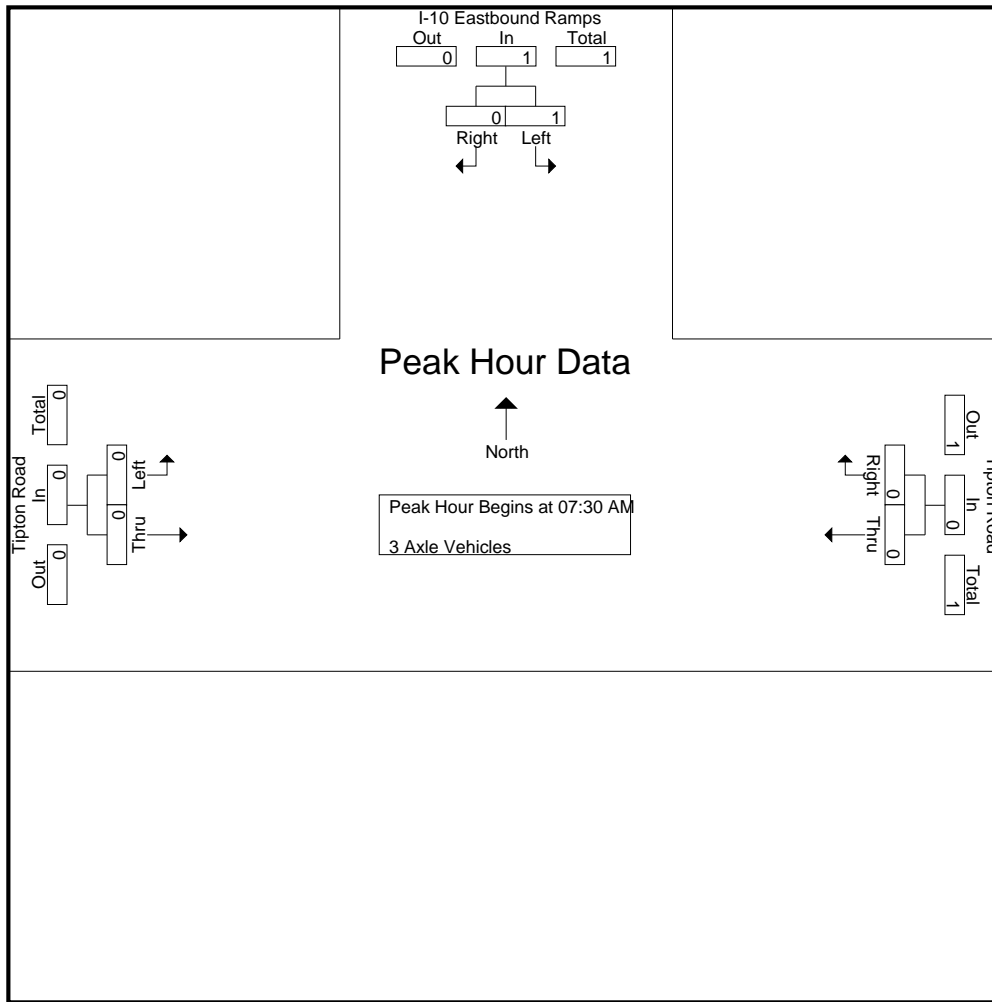
Groups Printed- 3 Axle Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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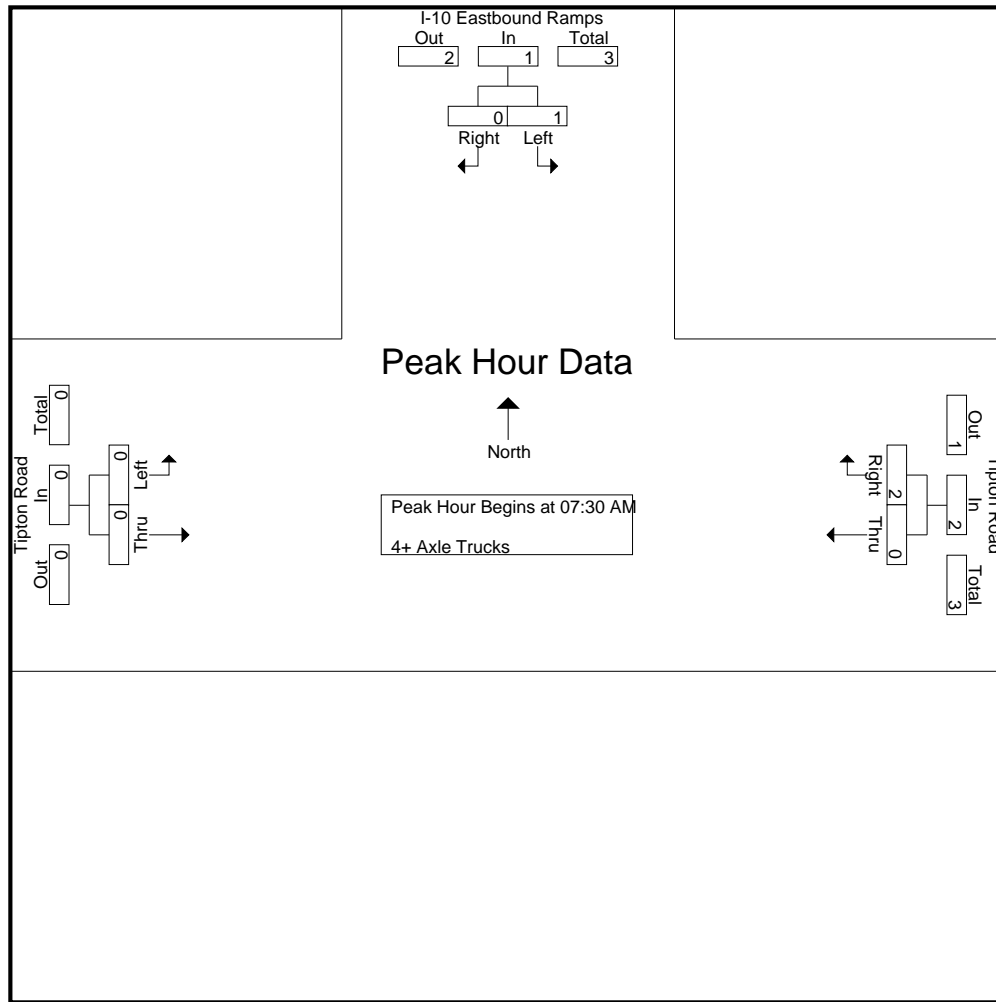
Groups Printed- 4+ Axle Trucks

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	1	1	3
Grand Total	2	0	2	0	2	2	0	1	1	5
Apprch %	100	0		0	100		0	100		
Total %	40	0	40	0	40	40	0	20	20	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	2	2	0	0	0	3
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000	.750

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton AM
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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		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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

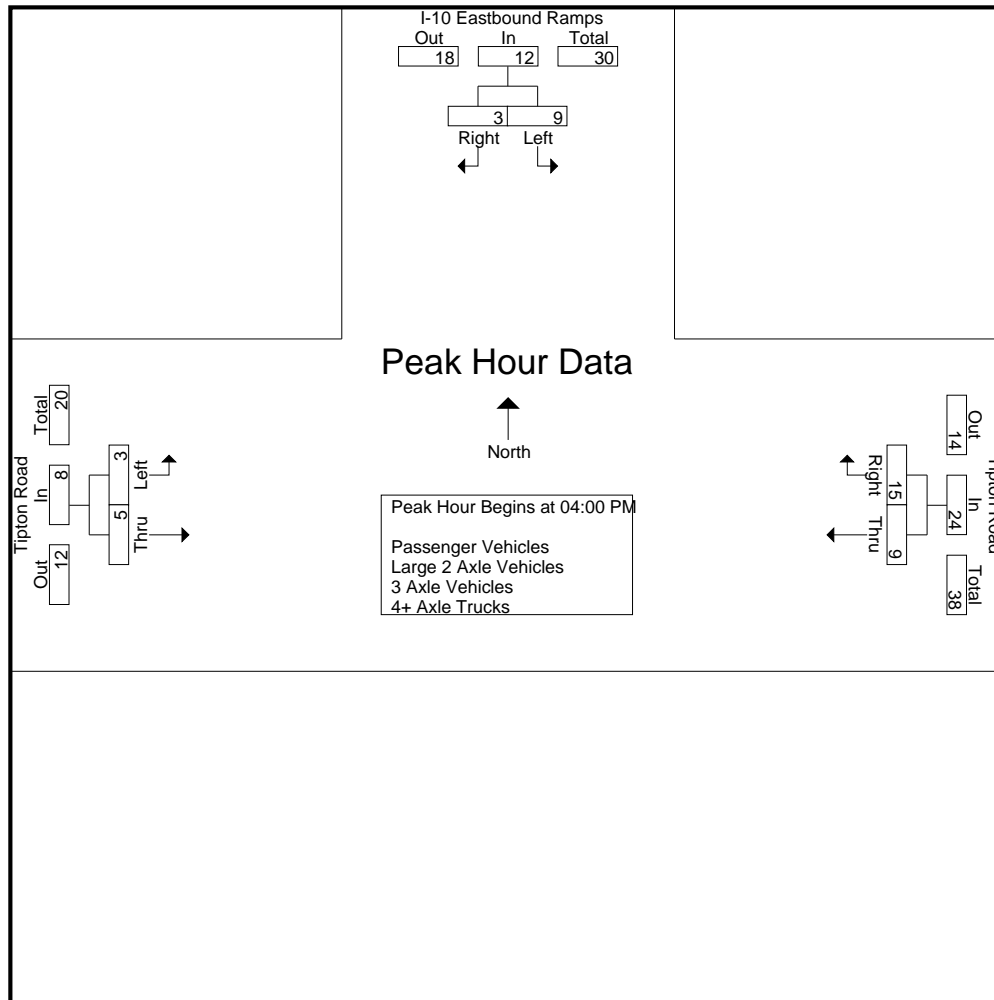
	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	2	1	3	2	4	6	10
04:15 PM	2	2	4	1	6	7	0	1	1	12
04:30 PM	5	1	6	3	6	9	0	0	0	15
04:45 PM	1	0	1	3	2	5	1	0	1	7
Total	9	3	12	9	15	24	3	5	8	44
05:00 PM	0	0	0	1	1	2	2	0	2	4
05:15 PM	1	0	1	1	2	3	2	0	2	6
05:30 PM	1	1	2	1	1	2	2	1	3	7
05:45 PM	0	0	0	0	1	1	0	1	1	2
Total	2	1	3	3	5	8	6	2	8	19
Grand Total	11	4	15	12	20	32	9	7	16	63
Apprch %	73.3	26.7		37.5	62.5		56.2	43.8		
Total %	17.5	6.3	23.8	19	31.7	50.8	14.3	11.1	25.4	
Passenger Vehicles	10	4	14	12	20	32	8	7	15	61
% Passenger Vehicles	90.9	100	93.3	100	100	100	88.9	100	93.8	96.8
Large 2 Axle Vehicles	1	0	1	0	0	0	1	0	1	2
% Large 2 Axle Vehicles	9.1	0	6.7	0	0	0	11.1	0	6.2	3.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	2	1	3	2	4	6	10
04:15 PM	2	2	4	1	6	7	0	1	1	12
04:30 PM	5	1	6	3	6	9	0	0	0	15
04:45 PM	1	0	1	3	2	5	1	0	1	7
Total Volume	9	3	12	9	15	24	3	5	8	44
% App. Total	75	25		37.5	62.5		37.5	62.5		
PHF	.450	.375	.500	.750	.625	.667	.375	.313	.333	.733

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

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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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		
+0 mins.	1	0	1	2	1	3	2	4	6
+15 mins.	2	2	4	1	6	7	0	1	1
+30 mins.	5	1	6	3	6	9	0	0	0
+45 mins.	1	0	1	3	2	5	1	0	1
Total Volume	9	3	12	9	15	24	3	5	8
% App. Total	75	25		37.5	62.5		37.5	62.5	
PHF	.450	.375	.500	.750	.625	.667	.375	.313	.333

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

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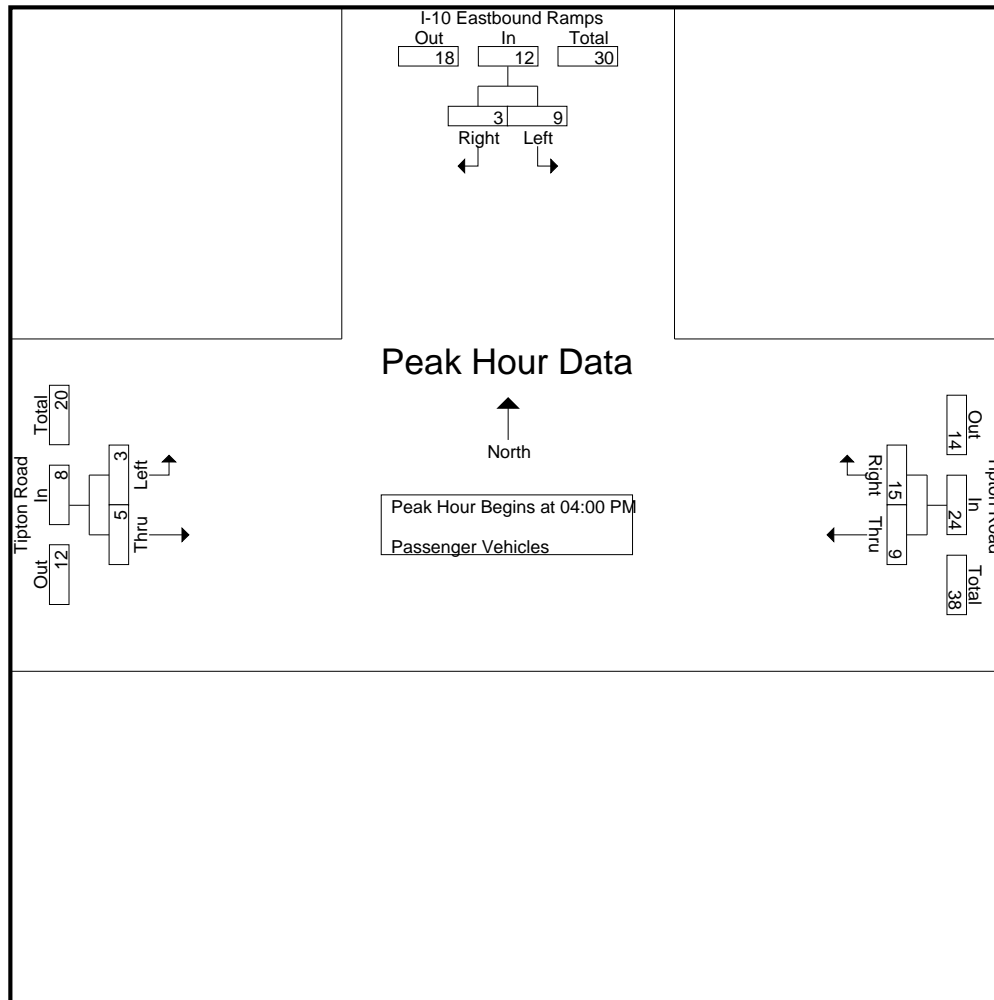
Groups Printed- Passenger Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	2	1	3	2	4	6	10
04:15 PM	2	2	4	1	6	7	0	1	1	12
04:30 PM	5	1	6	3	6	9	0	0	0	15
04:45 PM	1	0	1	3	2	5	1	0	1	7
Total	9	3	12	9	15	24	3	5	8	44
05:00 PM	0	0	0	1	1	2	2	0	2	4
05:15 PM	0	0	0	1	2	3	2	0	2	5
05:30 PM	1	1	2	1	1	2	1	1	2	6
05:45 PM	0	0	0	0	1	1	0	1	1	2
Total	1	1	2	3	5	8	5	2	7	17
Grand Total	10	4	14	12	20	32	8	7	15	61
Apprch %	71.4	28.6		37.5	62.5		53.3	46.7		
Total %	16.4	6.6	23	19.7	32.8	52.5	13.1	11.5	24.6	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	2	1	3	2	4	6	10
04:15 PM	2	2	4	1	6	7	0	1	1	12
04:30 PM	5	1	6	3	6	9	0	0	0	15
04:45 PM	1	0	1	3	2	5	1	0	1	7
Total Volume	9	3	12	9	15	24	3	5	8	44
% App. Total	75	25		37.5	62.5		37.5	62.5		
PHF	.450	.375	.500	.750	.625	.667	.375	.313	.333	.733

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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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		
+0 mins.	1	0	1	2	1	3	2	4	6
+15 mins.	2	2	4	1	6	7	0	1	1
+30 mins.	5	1	6	3	6	9	0	0	0
+45 mins.	1	0	1	3	2	5	1	0	1
Total Volume	9	3	12	9	15	24	3	5	8
% App. Total	75	25		37.5	62.5		37.5	62.5	
PHF	.450	.375	.500	.750	.625	.667	.375	.313	.333

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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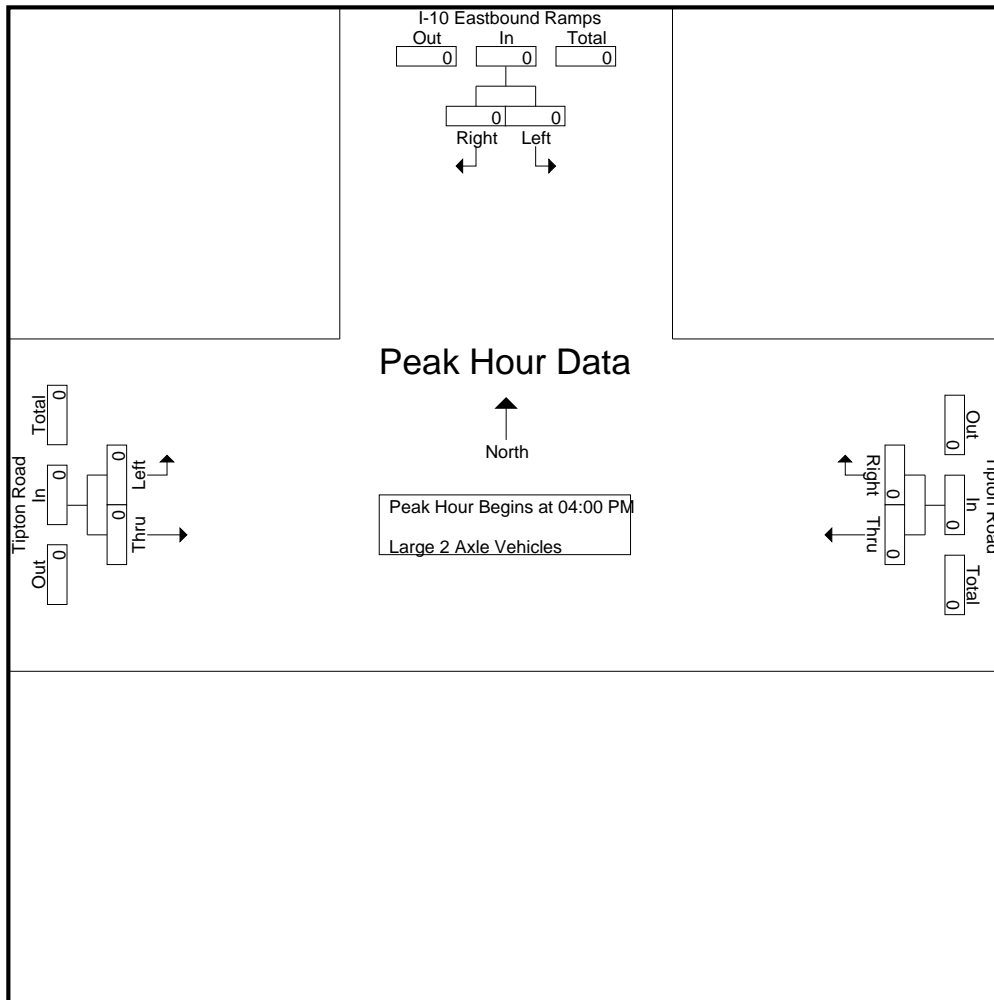
Groups Printed- Large 2 Axle Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1	0	1	2
Grand Total	1	0	1	0	0	0	1	0	1	2
Apprch %	100	0		0	0		100	0		
Total %	50	0	50	0	0	0	50	0	50	

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

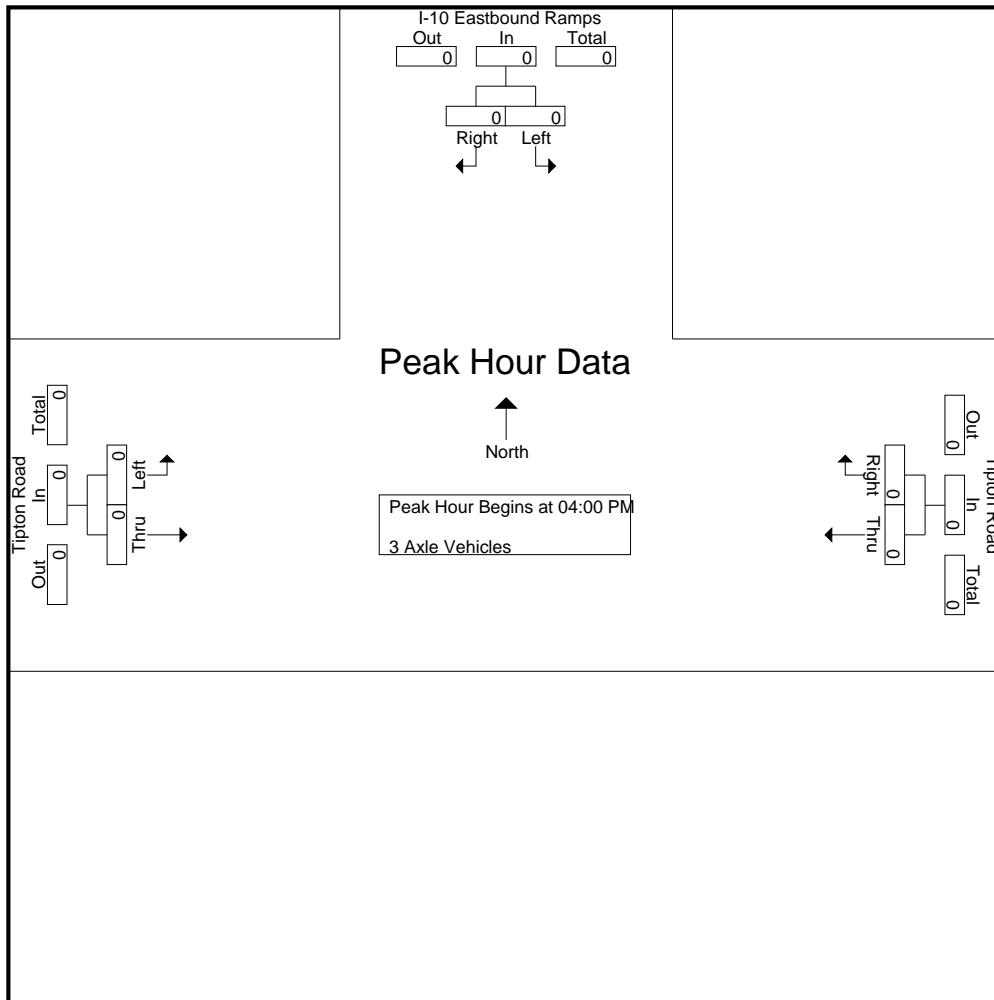
Groups Printed- 3 Axle Vehicles

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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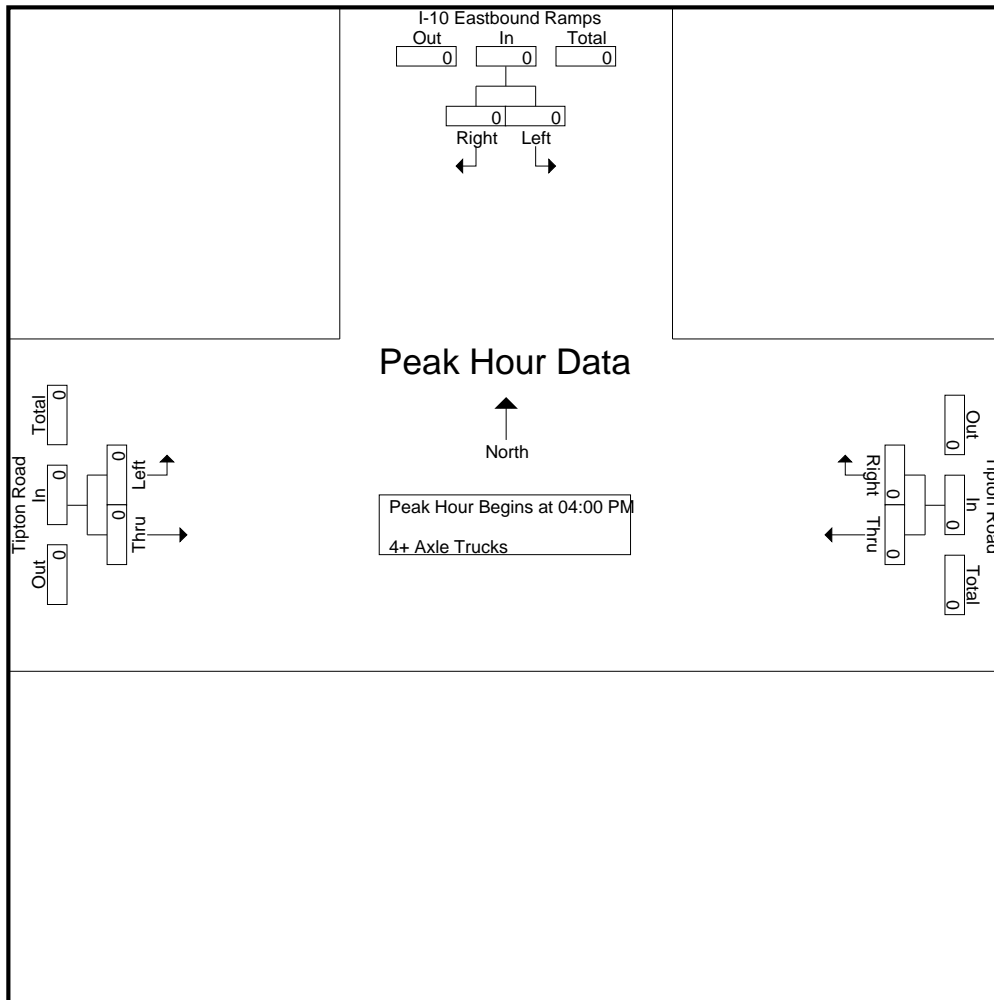
Groups Printed- 4+ Axle Trucks

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	I-10 Eastbound Ramps Southbound			Tipton Road Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: I-10 Eastbound Ramps
E/W: Tipton Road
Weather: Clear

File Name : 01_CRV_10E_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
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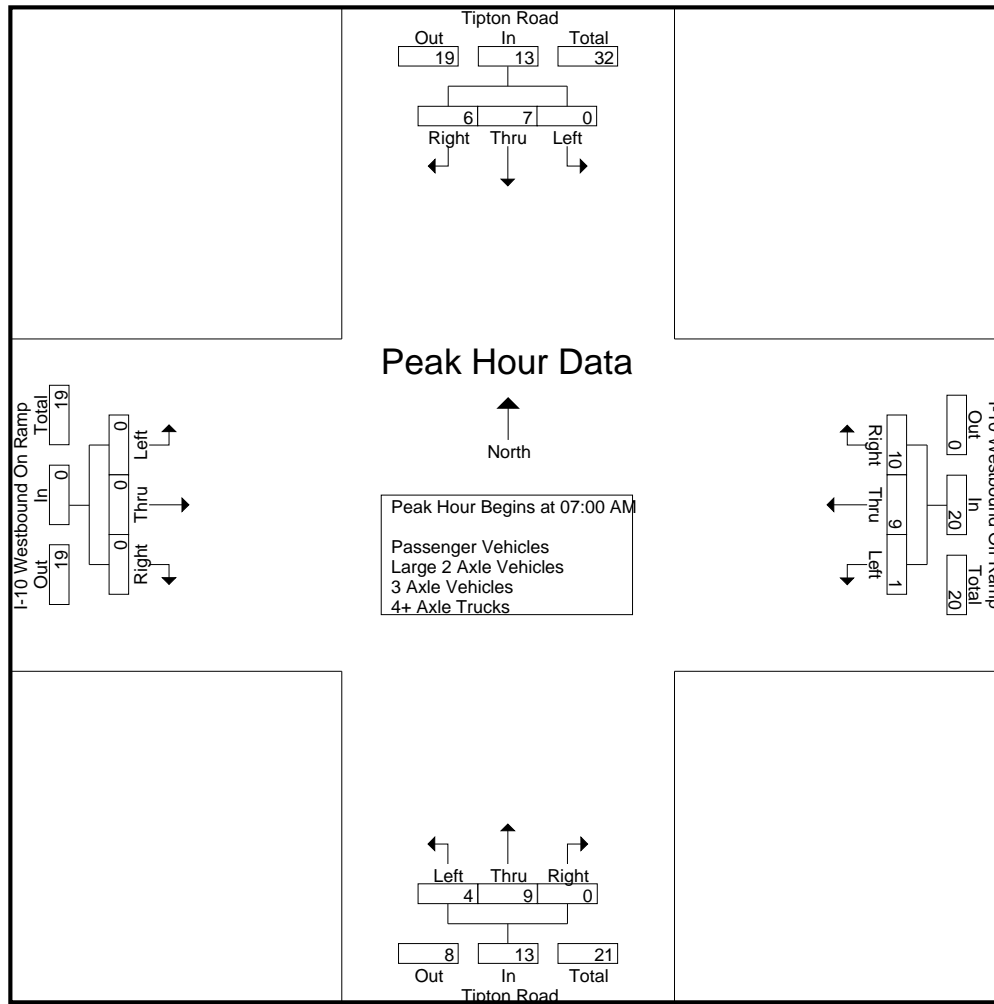
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	3	0	2	2	4	0	3	0	3	0	0	0	0	10
07:15 AM	0	0	1	1	0	4	4	8	1	2	0	3	0	0	0	0	12
07:30 AM	0	5	2	7	0	1	2	3	2	0	0	2	0	0	0	0	12
07:45 AM	0	1	1	2	1	2	2	5	1	4	0	5	0	0	0	0	12
Total	0	7	6	13	1	9	10	20	4	9	0	13	0	0	0	0	46
08:00 AM	0	1	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	2	2	3	3	8	2	2	0	4	0	0	0	0	14
08:30 AM	0	2	1	3	1	3	2	6	1	0	0	1	0	0	0	0	10
08:45 AM	0	0	1	1	1	4	5	10	0	3	0	3	0	0	0	0	14
Total	0	5	2	7	4	10	12	26	3	5	0	8	0	0	0	0	41
Grand Total	0	12	8	20	5	19	22	46	7	14	0	21	0	0	0	0	87
Apprch %	0	60	40		10.9	41.3	47.8		33.3	66.7	0		0	0	0		
Total %	0	13.8	9.2	23	5.7	21.8	25.3	52.9	8	16.1	0	24.1	0	0	0	0	
Passenger Vehicles	0	9	2	11	3	3	17	23	5	12	0	17	0	0	0	0	51
% Passenger Vehicles	0	75	25	55	60	15.8	77.3	50	71.4	85.7	0	81	0	0	0	0	58.6
Large 2 Axle Vehicles	0	0	1	1	1	2	2	5	0	0	0	0	0	0	0	0	6
% Large 2 Axle Vehicles	0	0	12.5	5	20	10.5	9.1	10.9	0	0	0	0	0	0	0	0	6.9
3 Axle Vehicles	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	5.3	0	2.2	14.3	0	0	4.8	0	0	0	0	2.3
4+ Axle Trucks	0	3	5	8	1	13	3	17	1	2	0	3	0	0	0	0	28
% 4+ Axle Trucks	0	25	62.5	40	20	68.4	13.6	37	14.3	14.3	0	14.3	0	0	0	0	32.2

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	2	3	0	2	2	4	0	3	0	3	0	0	0	0	10
07:15 AM	0	0	1	1	0	4	4	8	1	2	0	3	0	0	0	0	12
07:30 AM	0	5	2	7	0	1	2	3	2	0	0	2	0	0	0	0	12
07:45 AM	0	1	1	2	1	2	2	5	1	4	0	5	0	0	0	0	12
Total Volume	0	7	6	13	1	9	10	20	4	9	0	13	0	0	0	0	46
% App. Total	0	53.8	46.2		5	45	50		30.8	69.2	0		0	0	0		
PHF	.000	.350	.750	.464	.250	.563	.625	.625	.500	.563	.000	.650	.000	.000	.000	.000	.958

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	2	3	0	0	2	2	0	3	0	3	0	0	0	0
+15 mins.	0	0	1	1	2	3	3	8	1	2	0	3	0	0	0	0
+30 mins.	0	5	2	7	1	3	2	6	2	0	0	2	0	0	0	0
+45 mins.	0	1	1	2	1	4	5	10	1	4	0	5	0	0	0	0
Total Volume	0	7	6	13	4	10	12	26	4	9	0	13	0	0	0	0
% App. Total	0	53.8	46.2		15.4	38.5	46.2		30.8	69.2	0		0	0	0	
PHF	.000	.350	.750	.464	.500	.625	.600	.650	.500	.563	.000	.650	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

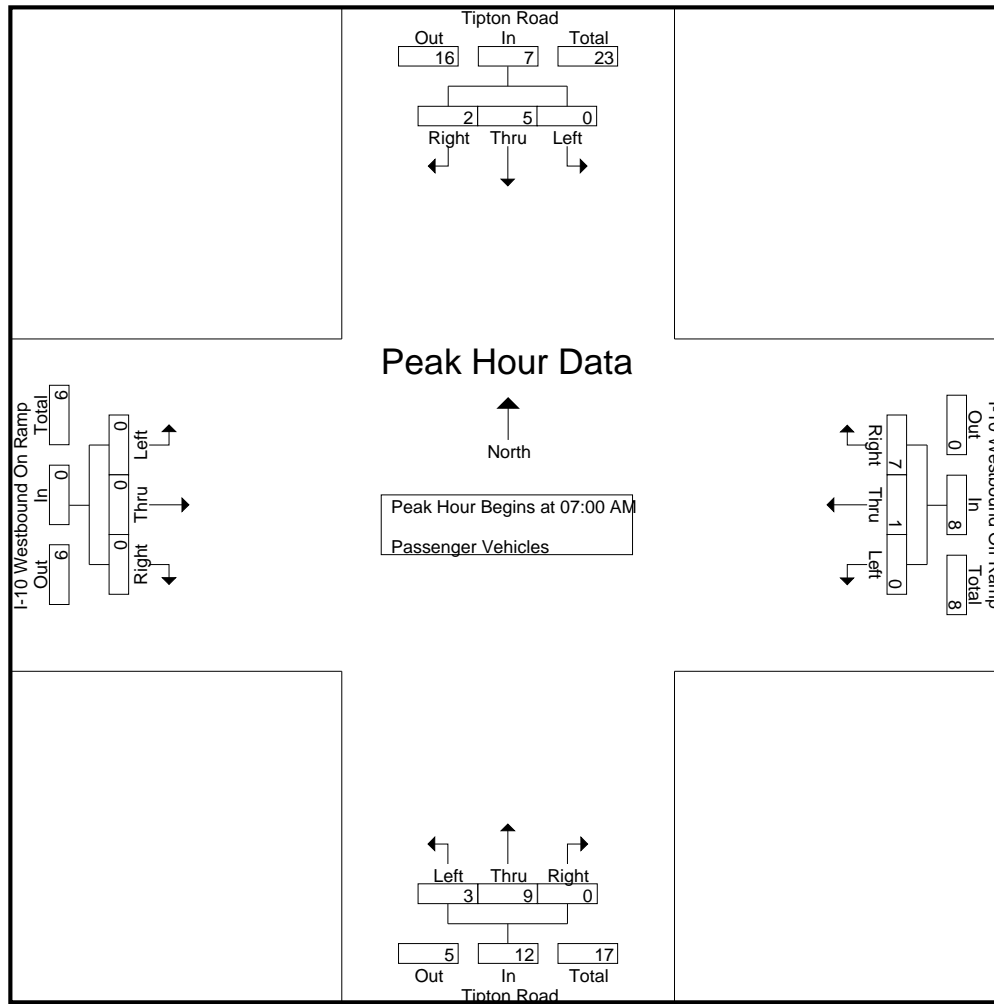
Groups Printed- Passenger Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	2	3	0	3	0	3	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	2	2	1	2	0	3	0	0	0	0	5
07:30 AM	0	4	2	6	0	0	1	1	1	0	0	1	0	0	0	0	8
07:45 AM	0	0	0	0	0	0	2	2	1	4	0	5	0	0	0	0	7
Total	0	5	2	7	0	1	7	8	3	9	0	12	0	0	0	0	27
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	2	1	0	2	3	2	1	0	3	0	0	0	0	8
08:30 AM	0	2	0	2	1	1	2	4	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	1	1	4	6	0	2	0	2	0	0	0	0	8
Total	0	4	0	4	3	2	10	15	2	3	0	5	0	0	0	0	24
Grand Total	0	9	2	11	3	3	17	23	5	12	0	17	0	0	0	0	51
Apprch %	0	81.8	18.2		13	13	73.9		29.4	70.6	0		0	0	0		
Total %	0	17.6	3.9	21.6	5.9	5.9	33.3	45.1	9.8	23.5	0	33.3	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	1	2	3	0	3	0	3	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	2	2	1	2	0	3	0	0	0	0	5
07:30 AM	0	4	2	6	0	0	1	1	1	0	0	1	0	0	0	0	8
07:45 AM	0	0	0	0	0	0	2	2	1	4	0	5	0	0	0	0	7
Total Volume	0	5	2	7	0	1	7	8	3	9	0	12	0	0	0	0	27
% App. Total	0	71.4	28.6		0	12.5	87.5		25	75	0		0	0	0		
PHF	.000	.313	.250	.292	.000	.250	.875	.667	.750	.563	.000	.600	.000	.000	.000	.000	.844

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	1	2	3	0	3	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	2	1	2	0	3	0	0	0	0
+30 mins.	0	4	2	6	0	0	1	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	2	1	4	0	5	0	0	0	0
Total Volume	0	5	2	7	0	1	7	8	3	9	0	12	0	0	0	0
% App. Total	0	71.4	28.6		0	12.5	87.5		25	75	0		0	0	0	
PHF	.000	.313	.250	.292	.000	.250	.875	.667	.750	.563	.000	.600	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

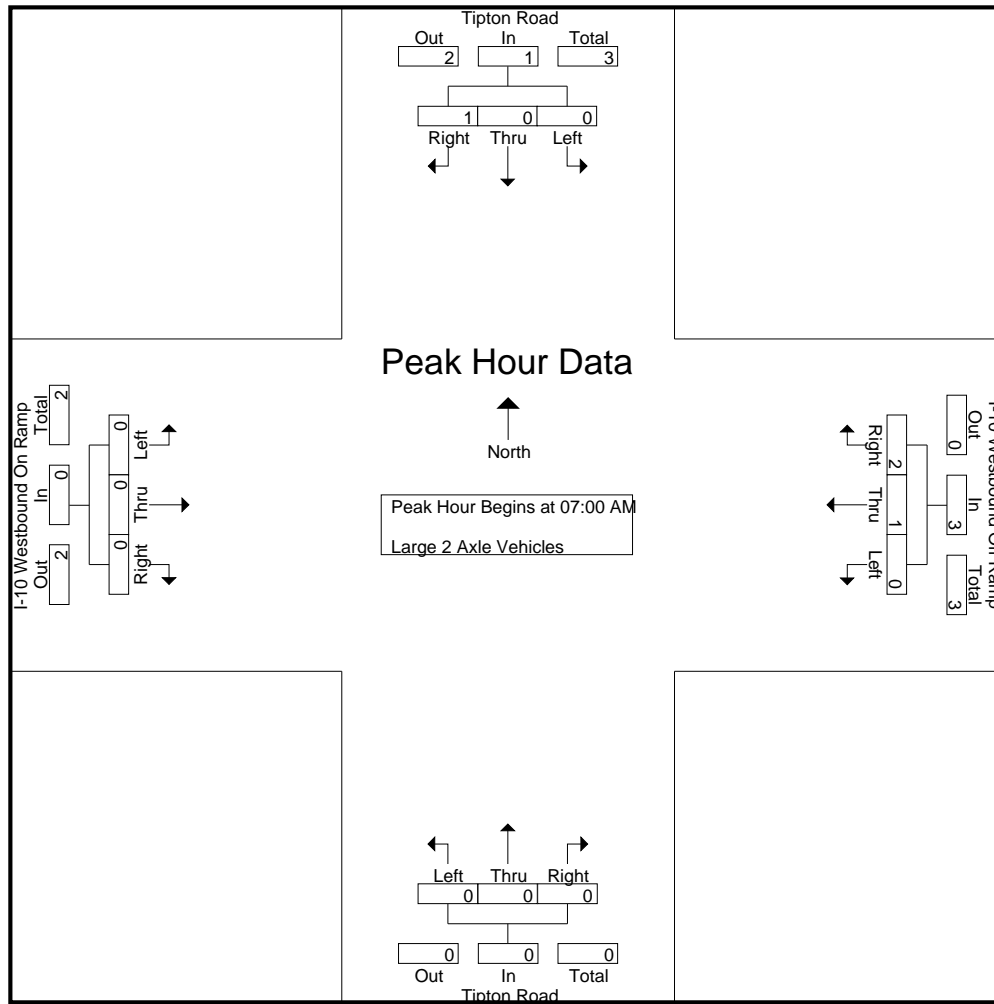
Groups Printed- Large 2 Axle Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	2	3	0	0	0	0	0	0	0	0	4
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	1	0	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	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	1	1	2	2	5	0	0	0	0	0	0	0	0	6
Apprch %	0	0	100		20	40	40		0	0	0		0	0	0		
Total %	0	0	16.7	16.7	16.7	33.3	33.3	83.3	0	0	0	0	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	1	2	3	0	0	0	0	0	0	0	0	4
% App. Total	0	0	100		0	33.3	66.7		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.500	.750	.000	.000	.000	.000	.000	.000	.000	.000	.500

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	2	3	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	33.3	66.7		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.250	.500	.750	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

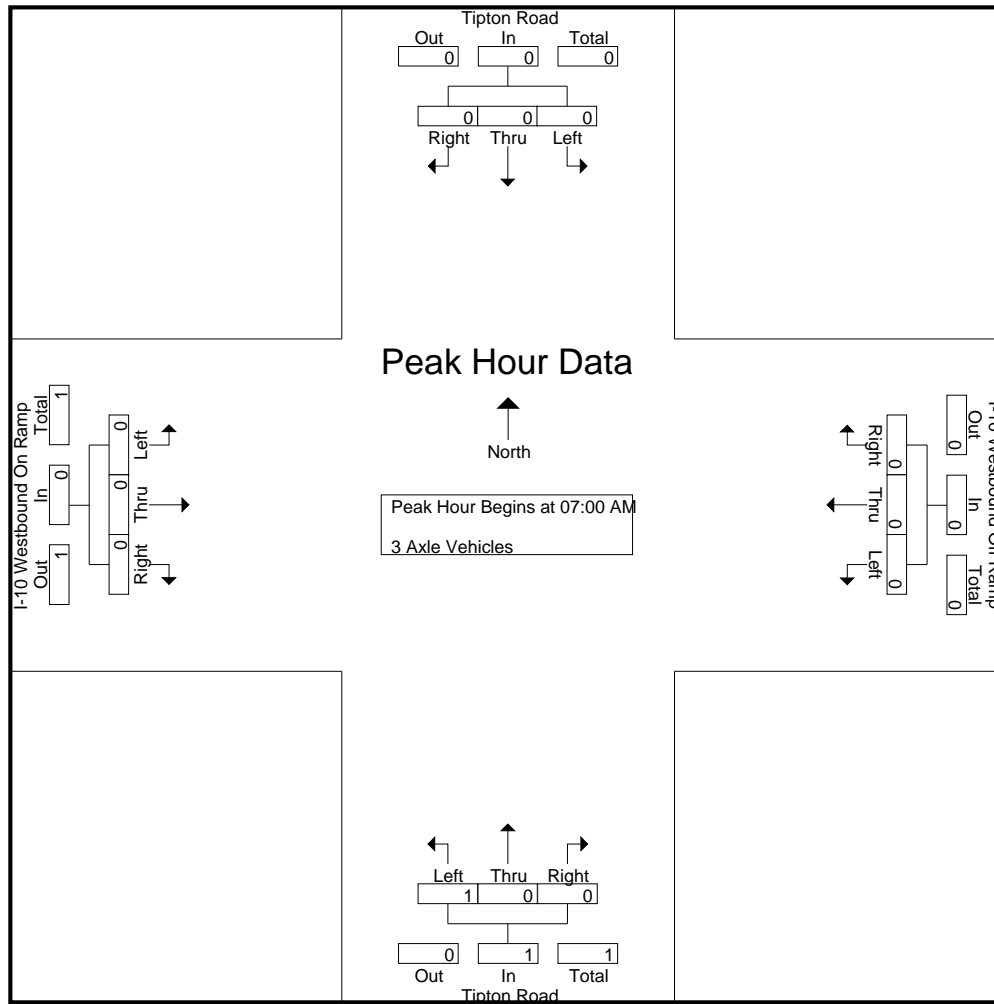
Groups Printed- 3 Axle Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Apprch %	0	0	0		0	100	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	50	0	50	50	0	0	50	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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 Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
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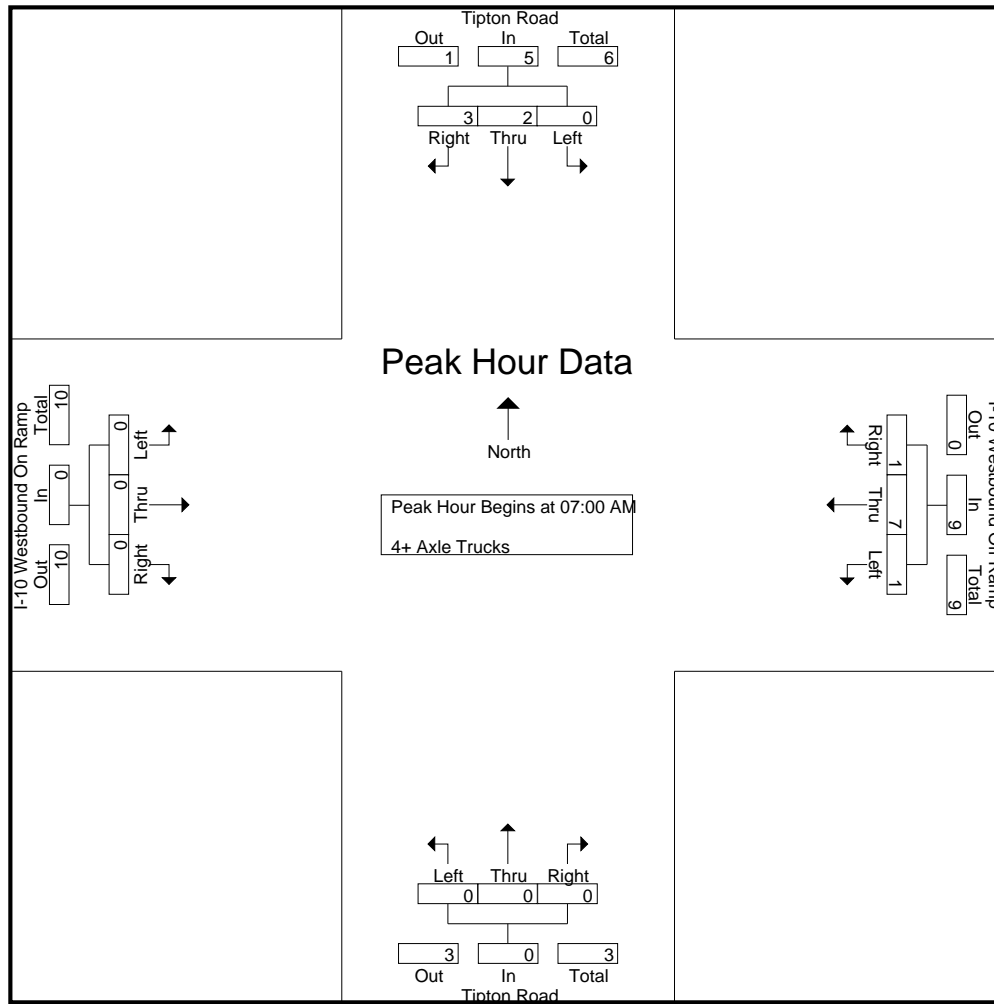
Groups Printed- 4+ Axle Trucks

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	1	2	1	1	0	2	0	0	0	0	0	0	0	0	4
Total	0	2	3	5	1	7	1	9	0	0	0	0	0	0	0	0	14
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	3	1	4	0	1	0	1	0	0	0	0	5
08:30 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0	3
08:45 AM	0	0	1	1	0	2	1	3	0	1	0	1	0	0	0	0	5
Total	0	1	2	3	0	6	2	8	1	2	0	3	0	0	0	0	14
Grand Total	0	3	5	8	1	13	3	17	1	2	0	3	0	0	0	0	28
Apprch %	0	37.5	62.5		5.9	76.5	17.6		33.3	66.7	0		0	0	0		
Total %	0	10.7	17.9	28.6	3.6	46.4	10.7	60.7	3.6	7.1	0	10.7	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	1	2	1	1	0	2	0	0	0	0	0	0	0	0	4
Total Volume	0	2	3	5	1	7	1	9	0	0	0	0	0	0	0	0	14
% App. Total	0	40	60		11.1	77.8	11.1		0	0	0		0	0	0		
PHF	.000	.500	.375	.625	.250	.438	.250	.450	.000	.000	.000	.000	.000	.000	.000	.000	.700

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	2	1	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	2	3	5	1	7	1	9	0	0	0	0	0	0	0	0
% App. Total	0	40	60		11.1	77.8	11.1		0	0	0		0	0	0	
PHF	.000	.500	.375	.625	.250	.438	.250	.450	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
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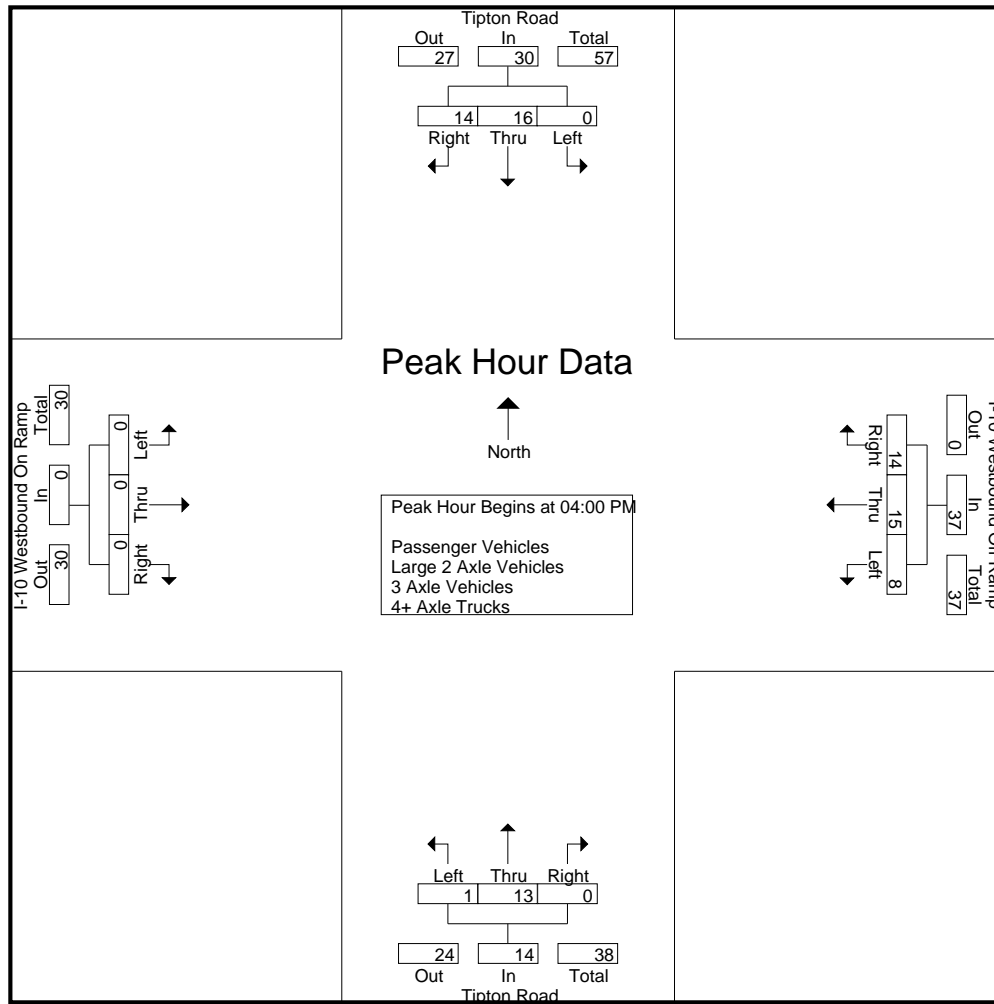
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
Start Time	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	3	4	2	2	1	5	0	4	0	4	0	0	0	0	13
04:15 PM	0	5	6	11	2	4	5	11	0	4	0	4	0	0	0	0	26
04:30 PM	0	7	1	8	2	2	5	9	1	4	0	5	0	0	0	0	22
04:45 PM	0	3	4	7	2	7	3	12	0	1	0	1	0	0	0	0	20
Total	0	16	14	30	8	15	14	37	1	13	0	14	0	0	0	0	81
05:00 PM	0	0	7	7	2	2	0	4	0	1	0	1	0	0	0	0	12
05:15 PM	0	3	2	5	0	3	0	3	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	0	0	2	3	1	6	1	0	0	1	0	0	0	0	7
05:45 PM	0	0	2	2	1	0	3	4	0	1	0	1	0	0	0	0	7
Total	0	3	11	14	5	8	4	17	1	2	0	3	0	0	0	0	34
Grand Total	0	19	25	44	13	23	18	54	2	15	0	17	0	0	0	0	115
Apprch %	0	43.2	56.8		24.1	42.6	33.3		11.8	88.2	0		0	0	0		
Total %	0	16.5	21.7	38.3	11.3	20	15.7	47	1.7	13	0	14.8	0	0	0	0	
Passenger Vehicles	0	19	25	44	13	7	18	38	2	14	0	16	0	0	0	0	98
% Passenger Vehicles	0	100	100	100	100	30.4	100	70.4	100	93.3	0	94.1	0	0	0	0	85.2
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	6.7	0	5.9	0	0	0	0	0.9
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	4.3	0	1.9	0	0	0	0	0	0	0	0	0.9
4+ Axle Trucks	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	15
% 4+ Axle Trucks	0	0	0	0	0	65.2	0	27.8	0	0	0	0	0	0	0	0	13

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	3	4	2	2	1	5	0	4	0	4	0	0	0	0	13
04:15 PM	0	5	6	11	2	4	5	11	0	4	0	4	0	0	0	0	26
04:30 PM	0	7	1	8	2	2	5	9	1	4	0	5	0	0	0	0	22
04:45 PM	0	3	4	7	2	7	3	12	0	1	0	1	0	0	0	0	20
Total Volume	0	16	14	30	8	15	14	37	1	13	0	14	0	0	0	0	81
% App. Total	0	53.3	46.7		21.6	40.5	37.8		7.1	92.9	0		0	0	0		
PHF	.000	.571	.583	.682	1.00	.536	.700	.771	.250	.813	.000	.700	.000	.000	.000	.000	.779

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
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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:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	6	11	2	2	1	5	0	4	0	4	0	0	0	0
+15 mins.	0	7	1	8	2	4	5	11	0	4	0	4	0	0	0	0
+30 mins.	0	3	4	7	2	2	5	9	1	4	0	5	0	0	0	0
+45 mins.	0	0	7	7	2	7	3	12	0	1	0	1	0	0	0	0
Total Volume	0	15	18	33	8	15	14	37	1	13	0	14	0	0	0	0
% App. Total	0	45.5	54.5		21.6	40.5	37.8		7.1	92.9	0		0	0	0	
PHF	.000	.536	.643	.750	1.000	.536	.700	.771	.250	.813	.000	.700	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
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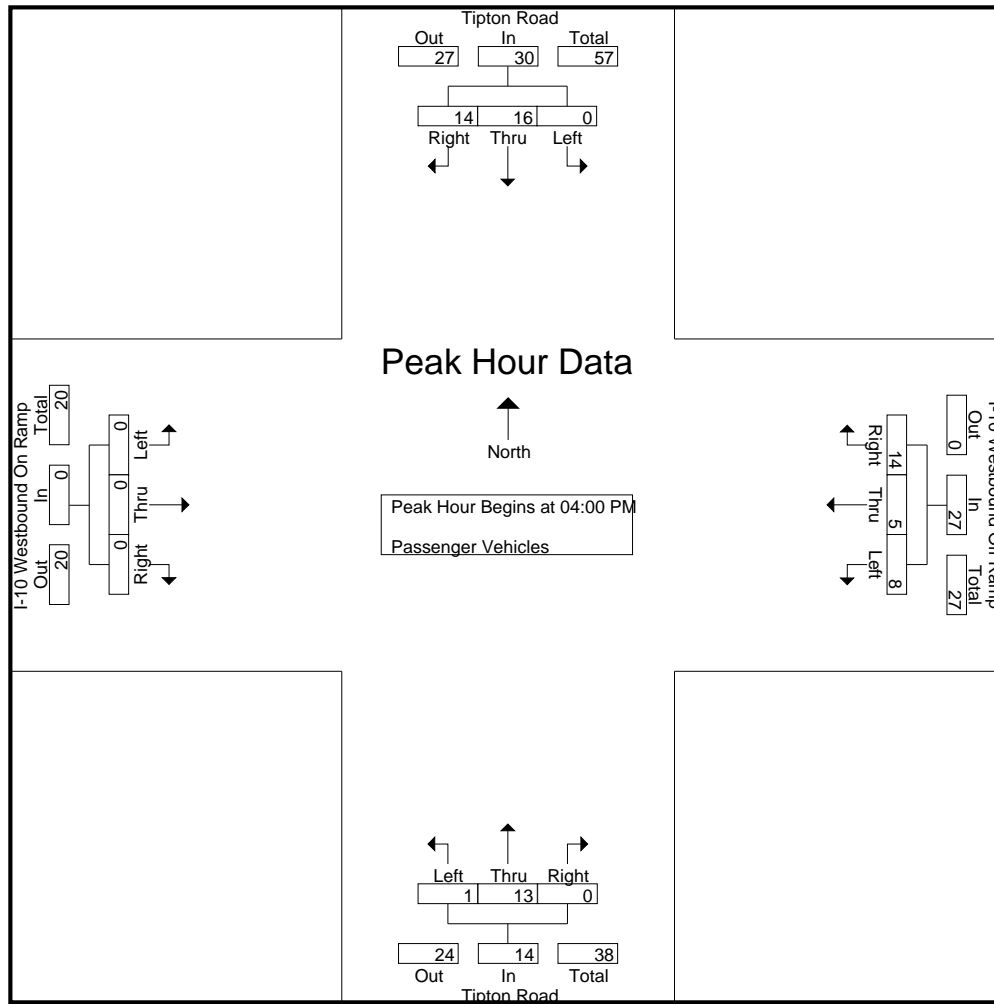
Groups Printed- Passenger Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	3	4	2	0	1	3	0	4	0	4	0	0	0	0	11
04:15 PM	0	5	6	11	2	1	5	8	0	4	0	4	0	0	0	0	23
04:30 PM	0	7	1	8	2	2	5	9	1	4	0	5	0	0	0	0	22
04:45 PM	0	3	4	7	2	2	3	7	0	1	0	1	0	0	0	0	15
Total	0	16	14	30	8	5	14	27	1	13	0	14	0	0	0	0	71
05:00 PM	0	0	7	7	2	0	0	2	0	0	0	0	0	0	0	0	9
05:15 PM	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	2	2	1	5	1	0	0	1	0	0	0	0	6
05:45 PM	0	0	2	2	1	0	3	4	0	1	0	1	0	0	0	0	7
Total	0	3	11	14	5	2	4	11	1	1	0	2	0	0	0	0	27
Grand Total	0	19	25	44	13	7	18	38	2	14	0	16	0	0	0	0	98
Apprch %	0	43.2	56.8		34.2	18.4	47.4		12.5	87.5	0		0	0	0		
Total %	0	19.4	25.5	44.9	13.3	7.1	18.4	38.8	2	14.3	0	16.3	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	3	4	2	0	1	3	0	4	0	4	0	0	0	0	11
04:15 PM	0	5	6	11	2	1	5	8	0	4	0	4	0	0	0	0	23
04:30 PM	0	7	1	8	2	2	5	9	1	4	0	5	0	0	0	0	22
04:45 PM	0	3	4	7	2	2	3	7	0	1	0	1	0	0	0	0	15
Total Volume	0	16	14	30	8	5	14	27	1	13	0	14	0	0	0	0	71
% App. Total	0	53.3	46.7		29.6	18.5	51.9		7.1	92.9	0		0	0	0		
PHF	.000	.571	.583	.682	1.00	.625	.700	.750	.250	.813	.000	.700	.000	.000	.000	.000	.772

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
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	3	4	2	0	1	3	0	4	0	4	0	0	0	0
+15 mins.	0	5	6	11	2	1	5	8	0	4	0	4	0	0	0	0
+30 mins.	0	7	1	8	2	2	5	9	1	4	0	5	0	0	0	0
+45 mins.	0	3	4	7	2	2	3	7	0	1	0	1	0	0	0	0
Total Volume	0	16	14	30	8	5	14	27	1	13	0	14	0	0	0	0
% App. Total	0	53.3	46.7		29.6	18.5	51.9		7.1	92.9	0		0	0	0	
PHF	.000	.571	.583	.682	1.000	.625	.700	.750	.250	.813	.000	.700	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

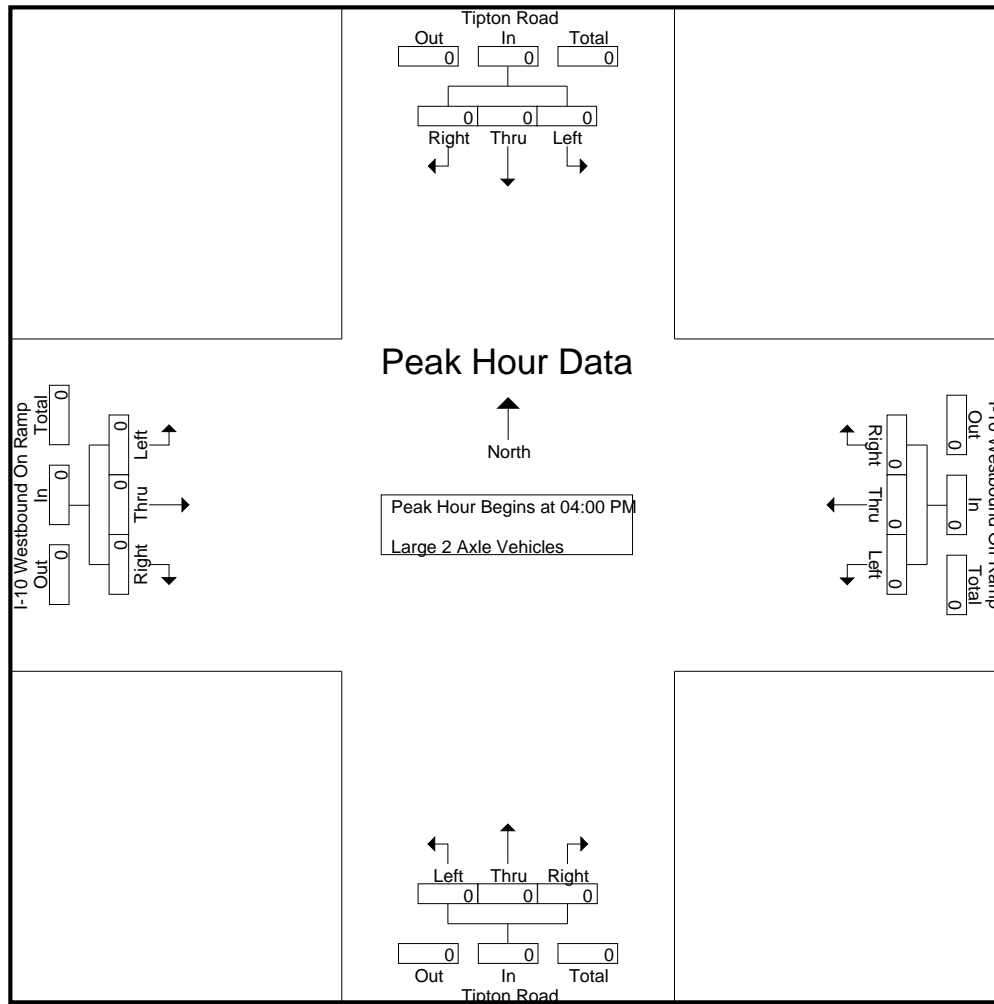
Groups Printed- Large 2 Axle Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

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

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

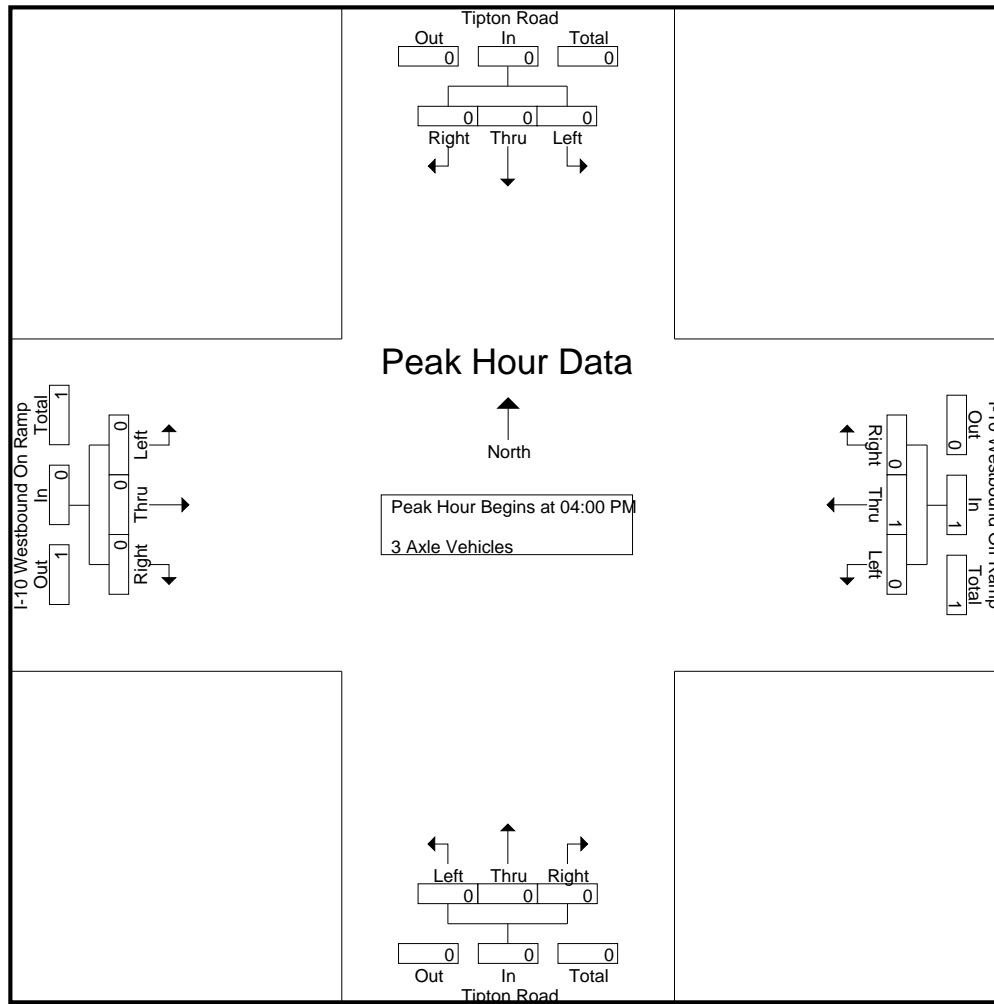
Groups Printed- 3 Axle Vehicles

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

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

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

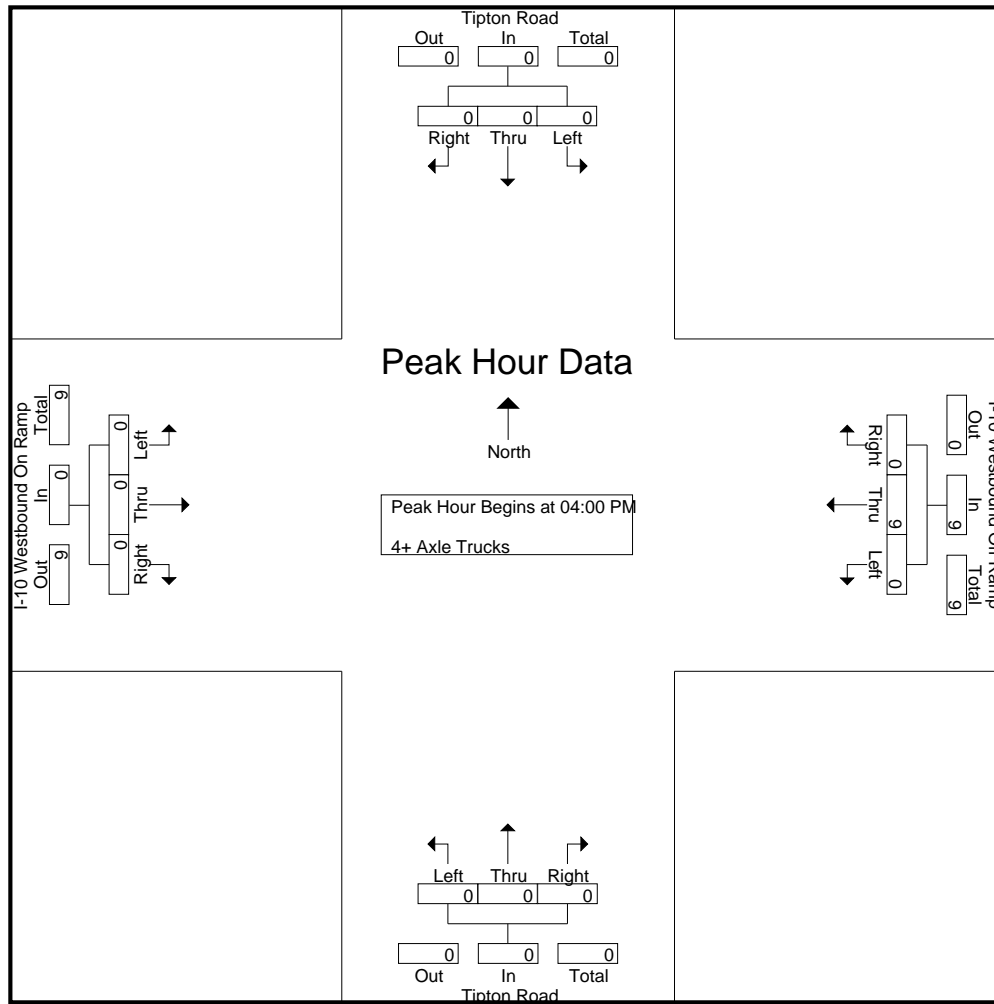
Groups Printed- 4+ Axle Trucks

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	3	0	3	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	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	15
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0		0	100	0	100	0	0	0		0	0	0		

	Tipton Road Southbound				I-10 Westbound Off Ramp Westbound				Tipton Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.000	.000	.000	.563

County of Riverside
N/S: Tipton Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_CRV_Tipton_10W PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	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	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

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

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	1	2	2	2	4	6
07:15 AM	0	2	2	1	3	4	1	5	6	12
07:30 AM	0	3	3	3	0	3	0	1	1	7
07:45 AM	0	0	0	2	1	3	6	0	6	9
Total	0	5	5	7	5	12	9	8	17	34
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	1	1	0	0	0	2	1	3	4
08:30 AM	0	1	1	0	0	0	2	1	3	4
08:45 AM	0	0	0	1	0	1	4	3	7	8
Total	0	2	2	2	0	2	8	7	15	19
Grand Total	0	7	7	9	5	14	17	15	32	53
Apprch %	0	100		64.3	35.7		53.1	46.9		
Total %	0	13.2	13.2	17	9.4	26.4	32.1	28.3	60.4	
Passenger Vehicles	0	7	7	2	4	6	15	10	25	38
% Passenger Vehicles	0	100	100	22.2	80	42.9	88.2	66.7	78.1	71.7
Large 2 Axle Vehicles	0	0	0	1	0	1	0	2	2	3
% Large 2 Axle Vehicles	0	0	0	11.1	0	7.1	0	13.3	6.2	5.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	6	1	7	2	3	5	12
% 4+ Axle Trucks	0	0	0	66.7	20	50	11.8	20	15.6	22.6

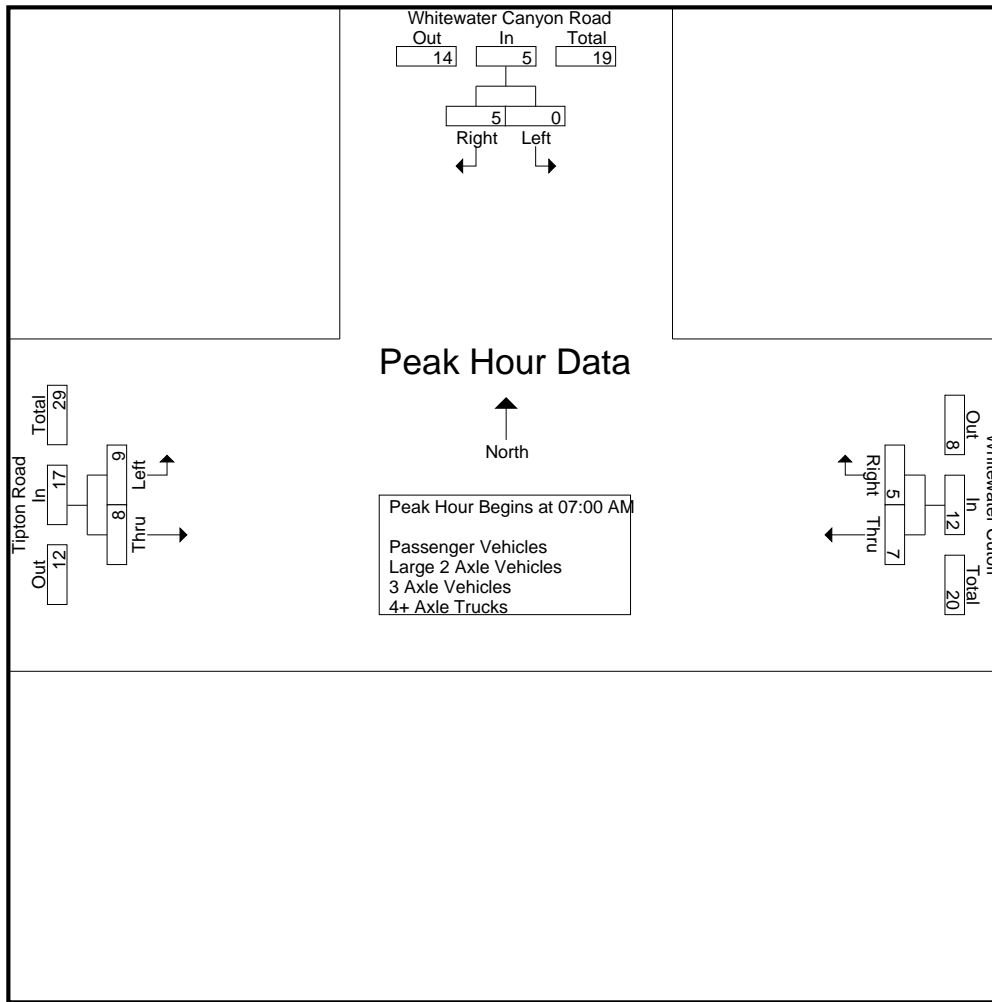
	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	1	2	2	2	4	6
07:15 AM	0	2	2	1	3	4	1	5	6	12
07:30 AM	0	3	3	3	0	3	0	1	1	7
07:45 AM	0	0	0	2	1	3	6	0	6	9
Total Volume	0	5	5	7	5	12	9	8	17	34
% App. Total	0	100		58.3	41.7		52.9	47.1		
PHF	.000	.417	.417	.583	.417	.750	.375	.400	.708	.708

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

Peak Hour for Entire Intersection Begins at 07:00 AM

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	1	2	2	2	4
+15 mins.	0	2	2	1	3	4	1	5	6
+30 mins.	0	3	3	3	0	3	0	1	1
+45 mins.	0	0	0	2	1	3	6	0	6
Total Volume	0	5	5	7	5	12	9	8	17
% App. Total	0	100		58.3	41.7		52.9	47.1	
PHF	.000	.417	.417	.583	.417	.750	.375	.400	.708

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

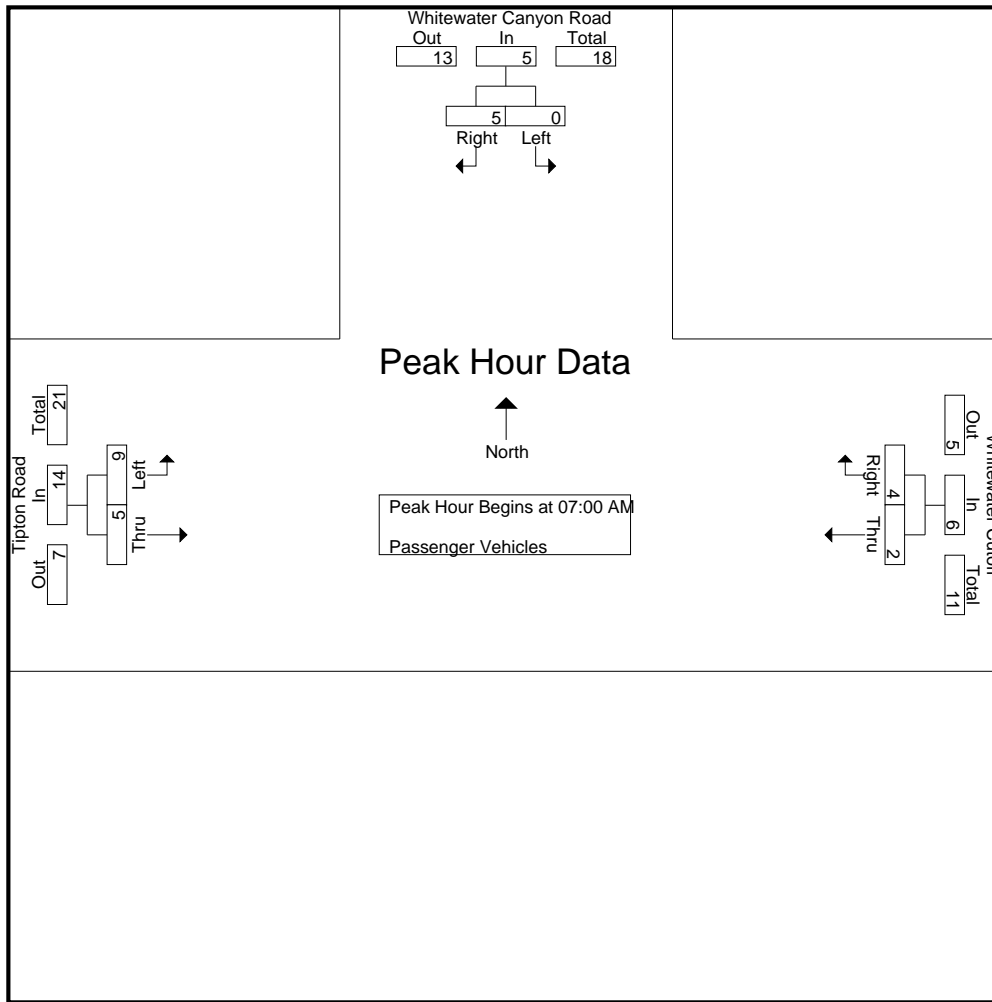
Groups Printed- Passenger Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	4	4
07:15 AM	0	2	2	0	3	3	1	3	4	9
07:30 AM	0	3	3	2	0	2	0	0	0	5
07:45 AM	0	0	0	0	1	1	6	0	6	7
Total	0	5	5	2	4	6	9	5	14	25
08:00 AM	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	2	1	3	4
08:45 AM	0	0	0	0	0	0	3	2	5	5
Total	0	2	2	0	0	0	6	5	11	13
Grand Total	0	7	7	2	4	6	15	10	25	38
Apprch %	0	100		33.3	66.7		60	40		
Total %	0	18.4	18.4	5.3	10.5	15.8	39.5	26.3	65.8	

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	2	2	4	4
07:15 AM	0	2	2	0	3	3	1	3	4	9
07:30 AM	0	3	3	2	0	2	0	0	0	5
07:45 AM	0	0	0	0	1	1	6	0	6	7
Total Volume	0	5	5	2	4	6	9	5	14	25
% App. Total	0	100		33.3	66.7		64.3	35.7		
PHF	.000	.417	.417	.250	.333	.500	.375	.417	.583	.694

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	2	2	4
+15 mins.	0	2	2	0	3	3	1	3	4
+30 mins.	0	3	3	2	0	2	0	0	0
+45 mins.	0	0	0	0	1	1	6	0	6
Total Volume	0	5	5	2	4	6	9	5	14
% App. Total	0	100		33.3	66.7		64.3	35.7	
PHF	.000	.417	.417	.250	.333	.500	.375	.417	.583

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
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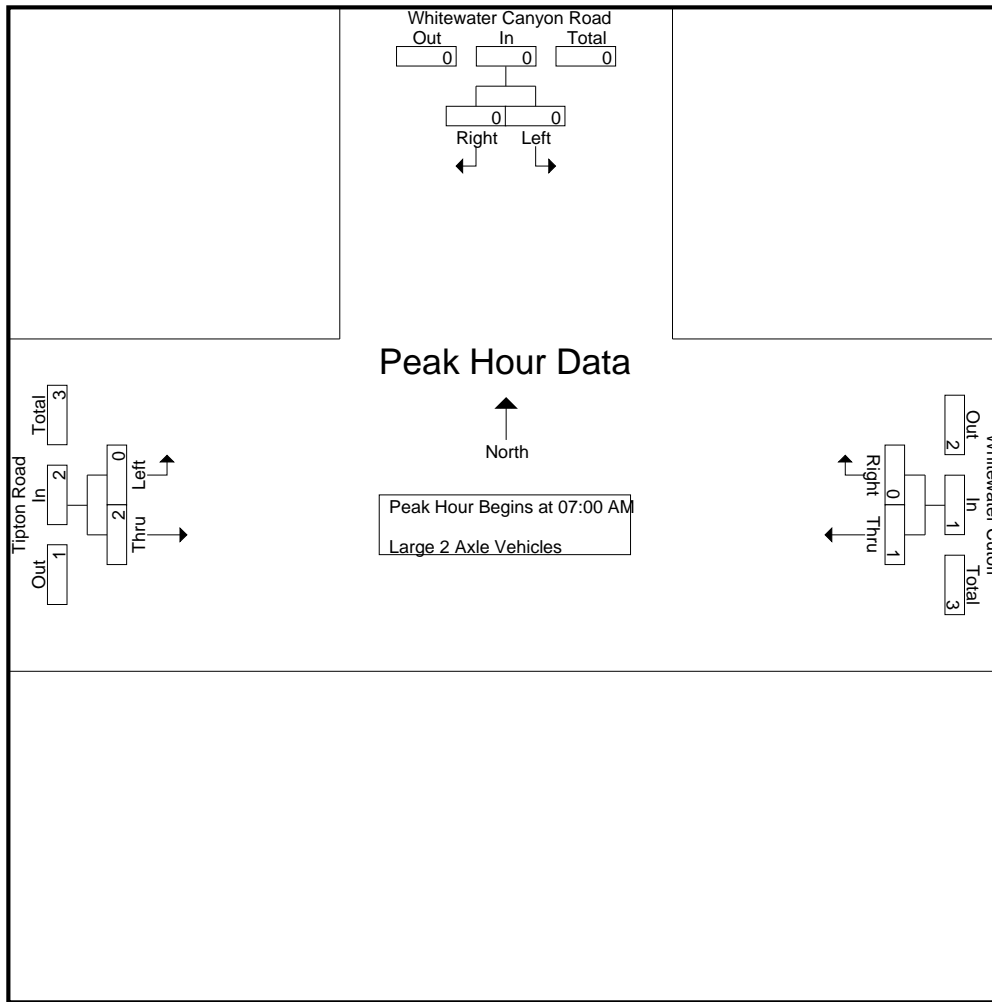
Groups Printed- Large 2 Axle Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	2	2	3
Apprch %	0	0		100	0		0	100		
Total %	0	0		33.3	0	33.3	0	66.7	66.7	

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	2	2	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.375

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

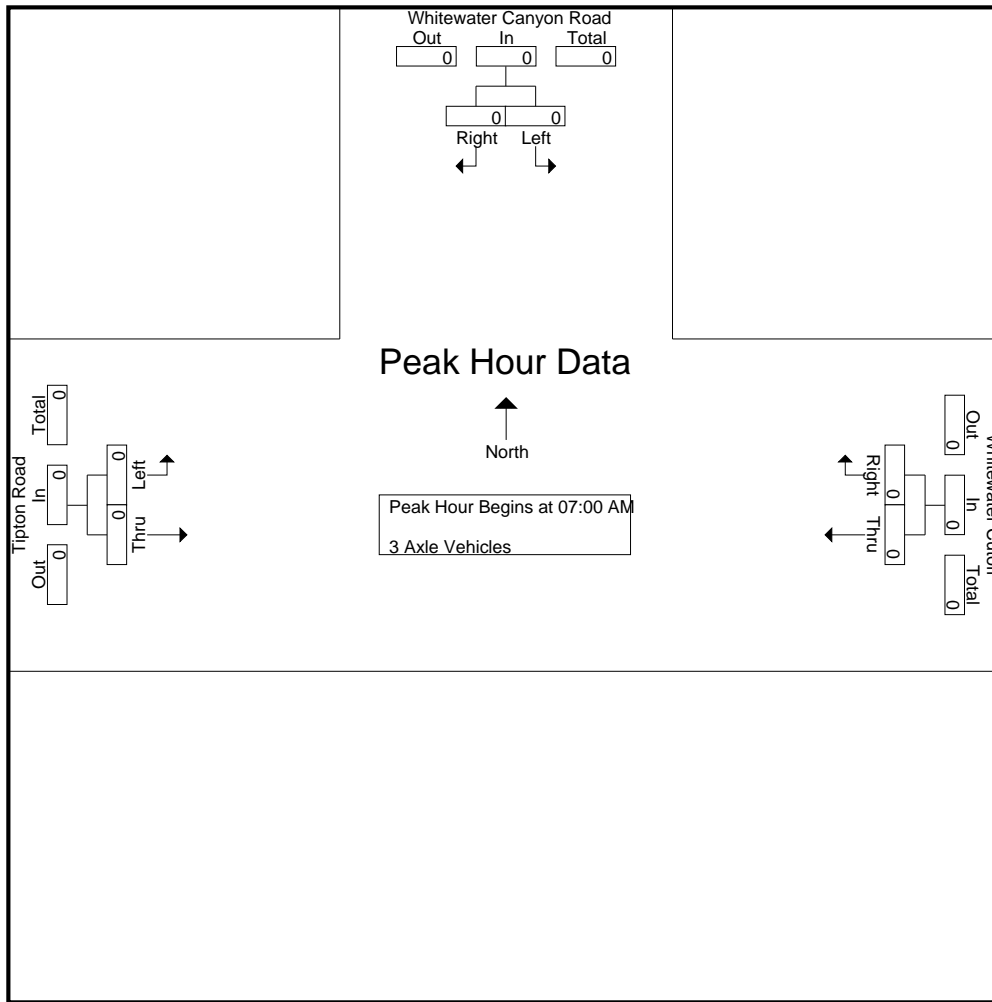
Groups Printed- 3 Axle Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

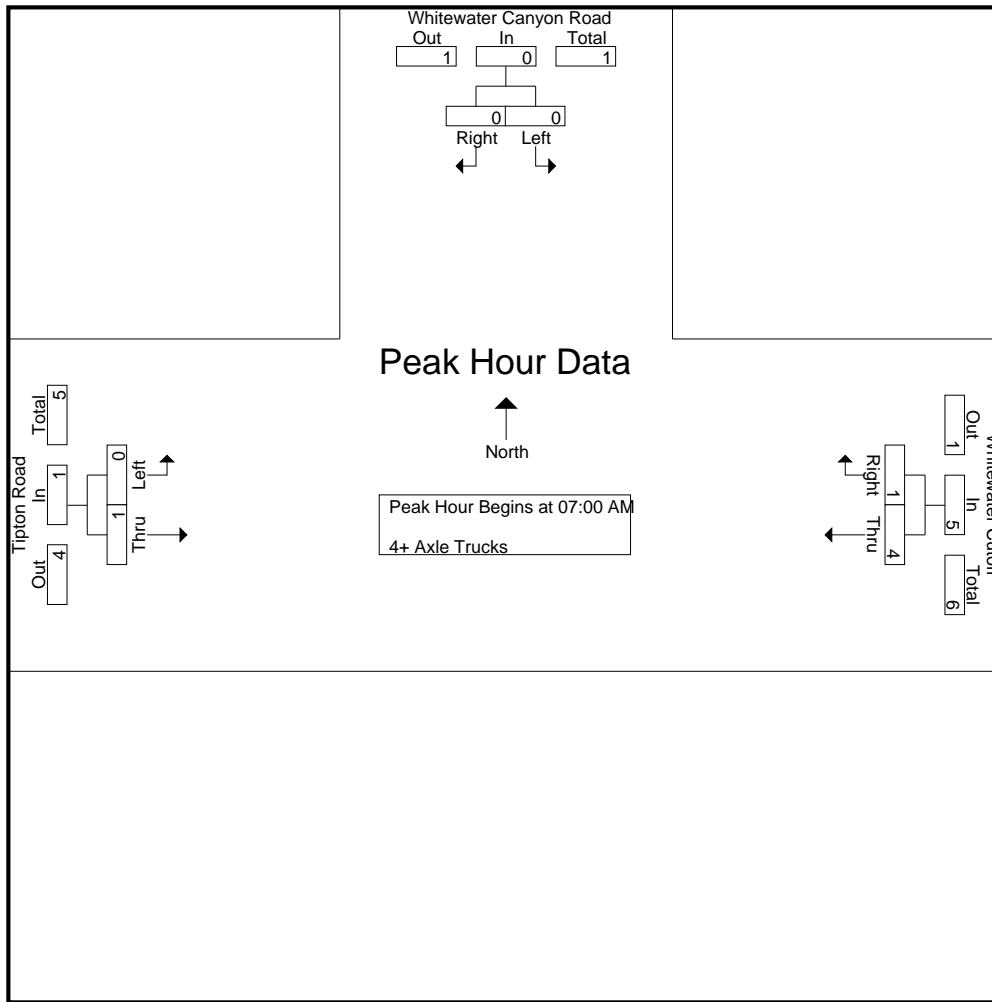
Groups Printed- 4+ Axle Trucks

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	1	2	0	0	0	2
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	2	0	2	0	0	0	2
Total	0	0	0	4	1	5	0	1	1	6
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	0	1	1	1	2	3
Total	0	0	0	2	0	2	2	2	4	6
Grand Total	0	0	0	6	1	7	2	3	5	12
Apprch %	0	0		85.7	14.3		40	60		
Total %	0	0		50	8.3	58.3	16.7	25	41.7	

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	1	2	0	0	0	2
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	2	0	2	0	0	0	2
Total Volume	0	0	0	4	1	5	0	1	1	6
% App. Total	0	0		80	20		0	100		
PHF	.000	.000	.000	.500	.250	.625	.000	.250	.250	.750

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton AM
Site Code : 05720207
Start Date : 4/28/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	1	2	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	4	1	5	0	1	1
% App. Total	0	0	0	80	20		0	100	
PHF	.000	.000	.000	.500	.250	.625	.000	.250	.250

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	2	2	3	0	3	2	0	2	7
04:15 PM	0	8	8	2	2	4	5	3	8	20
04:30 PM	1	5	6	1	0	1	6	1	7	14
04:45 PM	0	4	4	0	0	0	2	1	3	7
Total	1	19	20	6	2	8	15	5	20	48
05:00 PM	0	4	4	1	0	1	0	0	0	5
05:15 PM	0	6	6	0	0	0	1	0	1	7
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	2	2	0	2	2	2	1	3	7
Total	0	12	12	1	2	3	4	1	5	20
Grand Total	1	31	32	7	4	11	19	6	25	68
Apprch %	3.1	96.9		63.6	36.4		76	24		
Total %	1.5	45.6	47.1	10.3	5.9	16.2	27.9	8.8	36.8	
Passenger Vehicles	1	31	32	7	4	11	18	6	24	67
% Passenger Vehicles	100	100	100	100	100	100	94.7	100	96	98.5
Large 2 Axle Vehicles	0	0	0	0	0	0	1	0	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	5.3	0	4	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

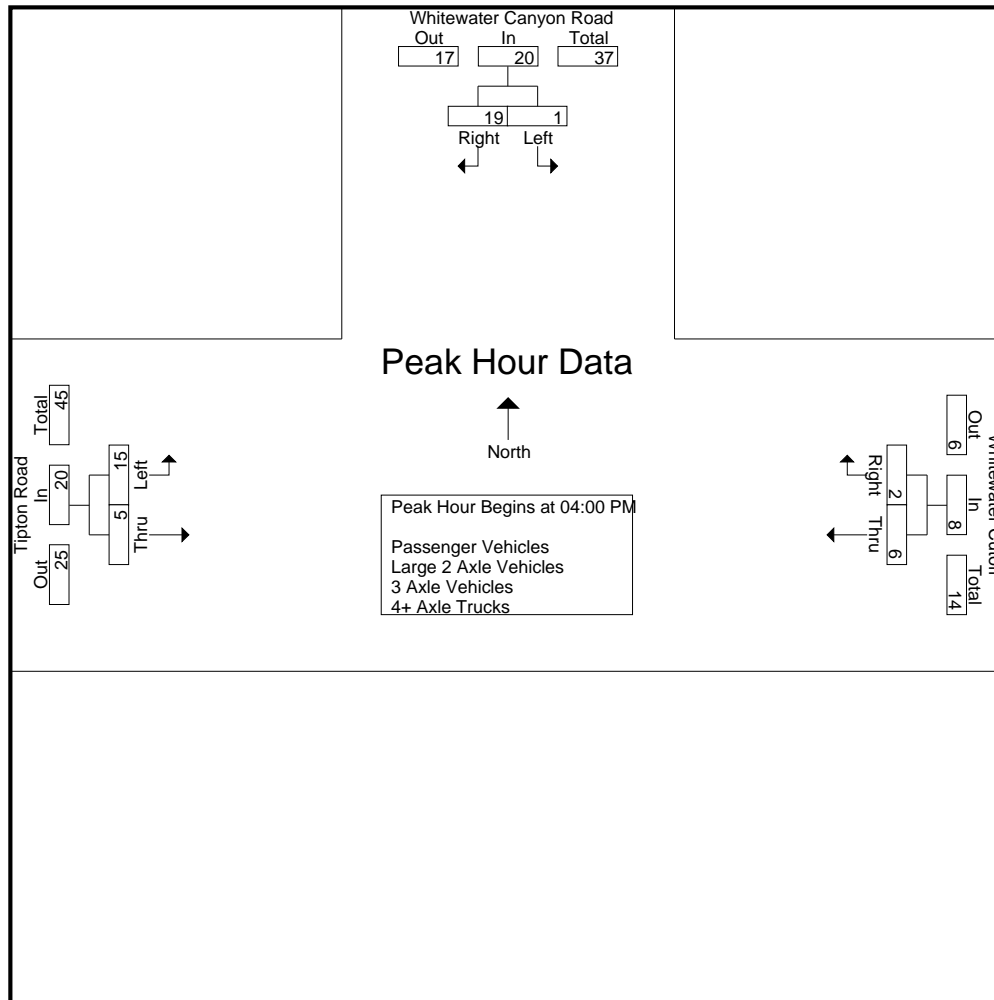
	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	2	2	3	0	3	2	0	2	7
04:15 PM	0	8	8	2	2	4	5	3	8	20
04:30 PM	1	5	6	1	0	1	6	1	7	14
04:45 PM	0	4	4	0	0	0	2	1	3	7
Total Volume	1	19	20	6	2	8	15	5	20	48
% App. Total	5	95		75	25		75	25		
PHF	.250	.594	.625	.500	.250	.500	.625	.417	.625	.600

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

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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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:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	0	8	8	3	0	3	2	0	2
+15 mins.	1	5	6	2	2	4	5	3	8
+30 mins.	0	4	4	1	0	1	6	1	7
+45 mins.	0	4	4	0	0	0	2	1	3
Total Volume	1	21	22	6	2	8	15	5	20
% App. Total	4.5	95.5		75	25		75	25	
PHF	.250	.656	.688	.500	.250	.500	.625	.417	.625

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

Groups Printed- Passenger Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	2	2	3	0	3	2	0	2	7
04:15 PM	0	8	8	2	2	4	5	3	8	20
04:30 PM	1	5	6	1	0	1	6	1	7	14
04:45 PM	0	4	4	0	0	0	2	1	3	7
Total	1	19	20	6	2	8	15	5	20	48
05:00 PM	0	4	4	1	0	1	0	0	0	5
05:15 PM	0	6	6	0	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	2	2	0	2	2	2	1	3	7
Total	0	12	12	1	2	3	3	1	4	19
Grand Total	1	31	32	7	4	11	18	6	24	67
Apprch %	3.1	96.9		63.6	36.4		75	25		
Total %	1.5	46.3	47.8	10.4	6	16.4	26.9	9	35.8	

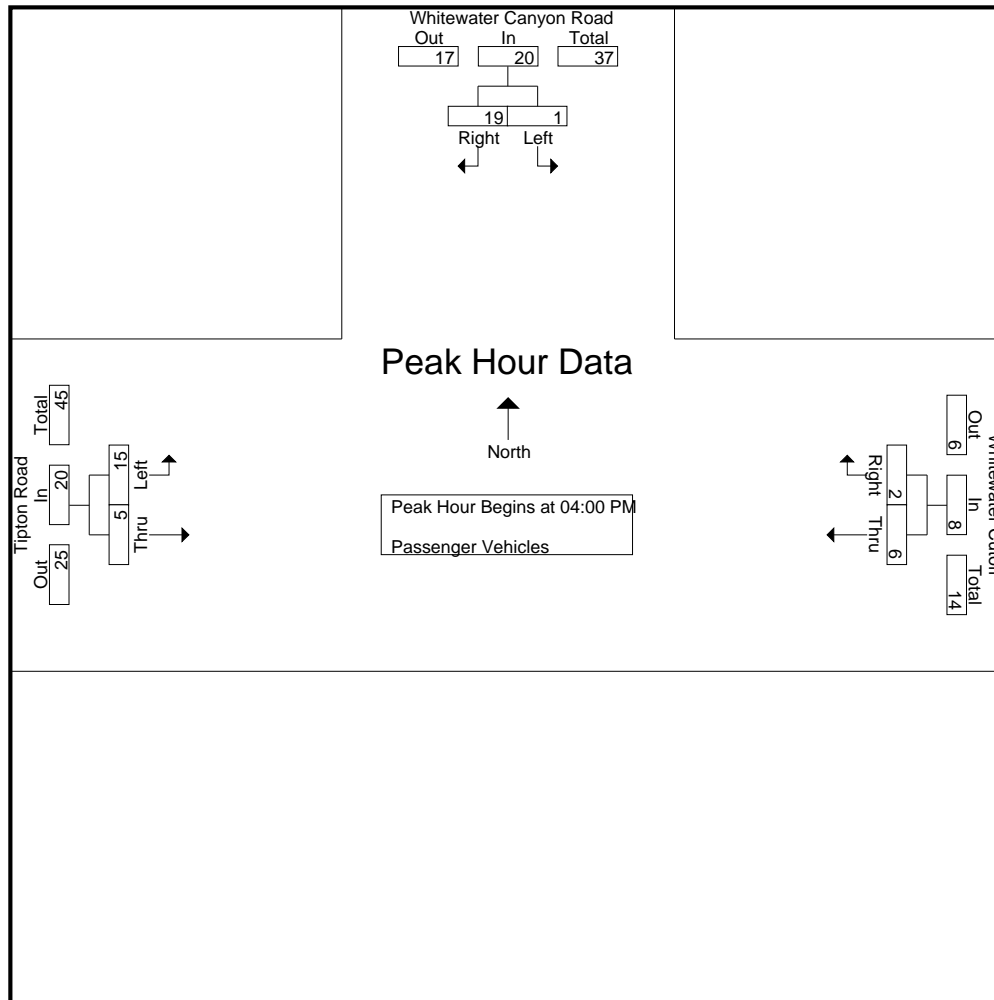
	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	2	2	3	0	3	2	0	2	7
04:15 PM	0	8	8	2	2	4	5	3	8	20
04:30 PM	1	5	6	1	0	1	6	1	7	14
04:45 PM	0	4	4	0	0	0	2	1	3	7
Total Volume	1	19	20	6	2	8	15	5	20	48
% App. Total	5	95		75	25		75	25		
PHF	.250	.594	.625	.500	.250	.500	.625	.417	.625	.600

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

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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	2	2	3	0	3	2	0	2
+15 mins.	0	8	8	2	2	4	5	3	8
+30 mins.	1	5	6	1	0	1	6	1	7
+45 mins.	0	4	4	0	0	0	2	1	3
Total Volume	1	19	20	6	2	8	15	5	20
% App. Total	5	95		75	25		75	25	
PHF	.250	.594	.625	.500	.250	.500	.625	.417	.625

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

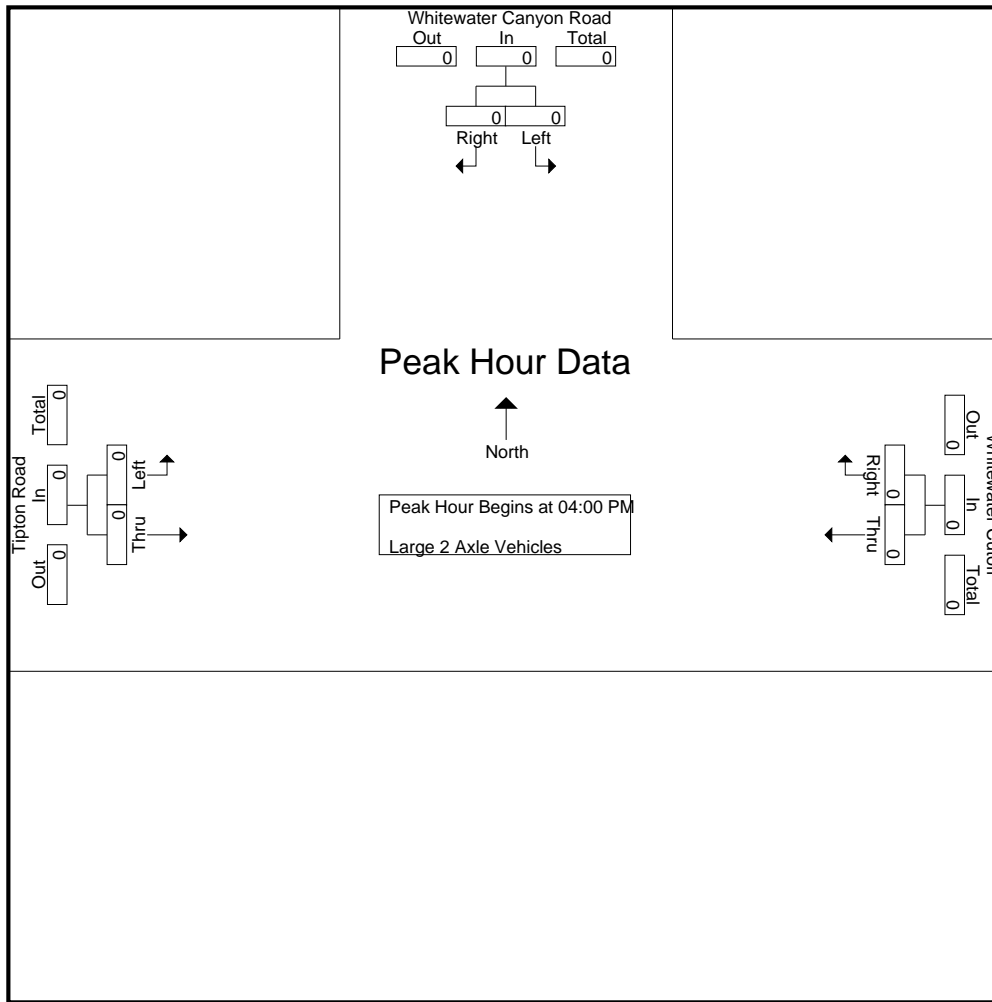
Groups Printed- Large 2 Axle Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
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	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0		0	0		100	0	100	

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

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

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
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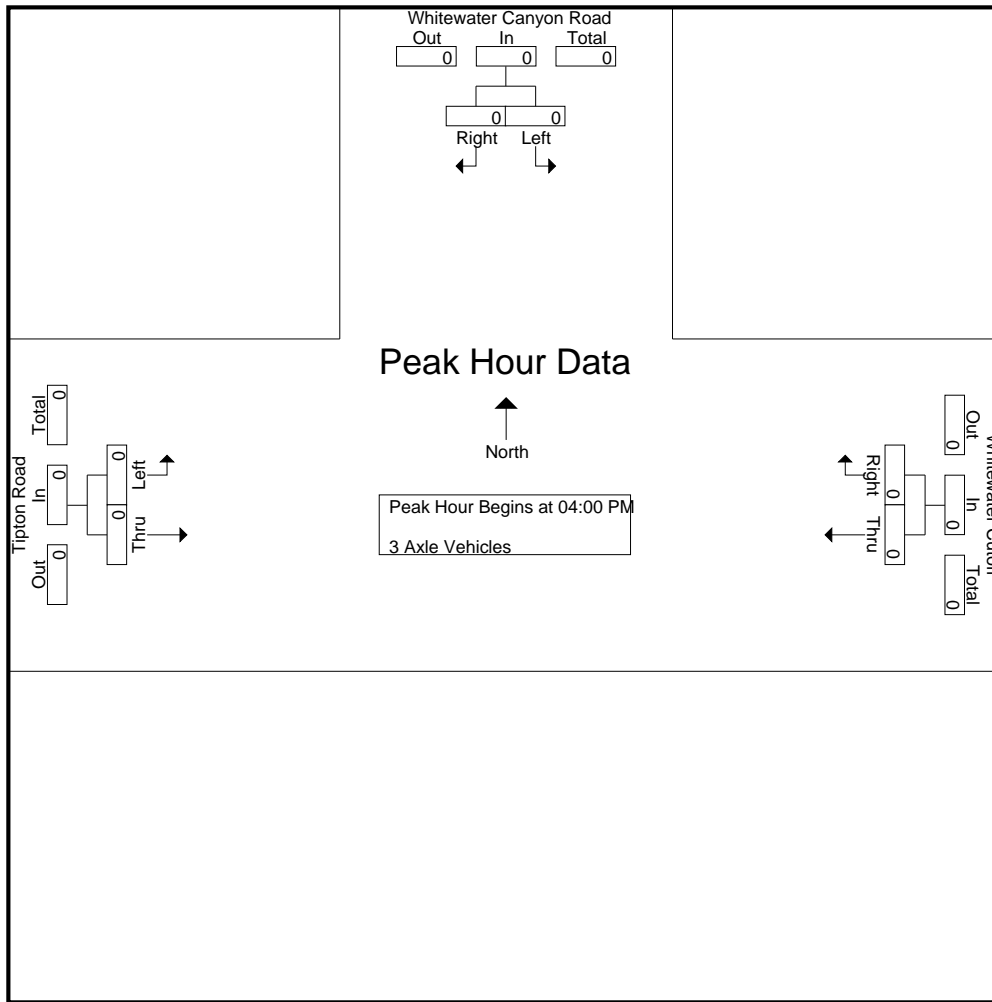
Groups Printed- 3 Axle Vehicles

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

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

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 1

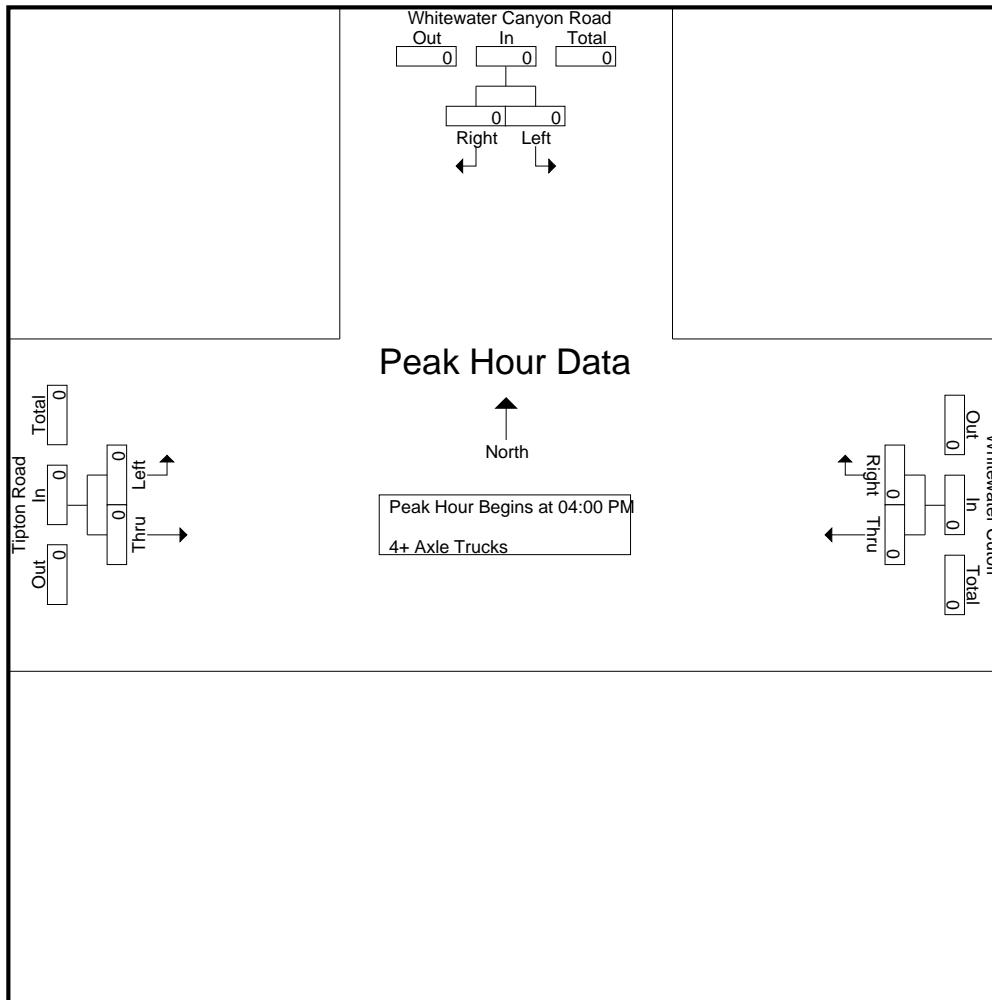
Groups Printed- 4+ Axle Trucks

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Whitewater Canyon Road Southbound			Whitewater Cutoff Westbound			Tipton Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
N/S: Whitewater Canyon Road
E/W: Tipton Road/Whitewater Cutoff
Weather: Clear

File Name : 06_CRV_WWC_Tipton PM
Site Code : 05720207
Start Date : 4/28/2020
Page No : 2



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

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

APPENDIX B

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS




APPENDIX B-1

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps st Tipton Road

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Base Volume Input [veh/h]	10	2	5	2	3	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	5	2	3	13
Peak Hour Factor	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	1	1	5
Total Analysis Volume [veh/h]	16	3	8	3	5	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	8.45	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.47	1.47	0.38	0.38	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		5.29		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.07					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: Tipton Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	5	9	0	0	9	10	0	0	0	2	17	13
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	0	0	9	10	0	0	0	2	17	13
Peak Hour Factor	0.958	0.958	1.000	1.000	0.958	0.958	1.000	1.000	1.000	0.958	0.958	0.958
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	1	2	0	0	2	3	0	0	0	1	4	3
Total Analysis Volume [veh/h]	5	9	0	0	9	10	0	0	0	2	18	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.85	9.37	8.50
Movement LOS	A	A			A	A				A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.82	2.82	2.82
d_A, Approach Delay [s/veh]	2.59			0.00			0.00			8.98		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.10											
Intersection LOS	A											

Intersection Level Of Service Report**Intersection 3: Whitewater Canyon Road at Tipton Road/Whitewater Cutoff Road**

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Base Volume Input [veh/h]	0	5	9	11	12	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	9	11	12	6
Peak Hour Factor	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	3	4	4	2
Total Analysis Volume [veh/h]	0	7	13	16	17	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.43	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.62	0.62	0.00	0.00
d_A, Approach Delay [s/veh]	8.43		3.27		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.52					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps st Tipton Road

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Base Volume Input [veh/h]	9	3	3	5	9	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	3	5	9	15
Peak Hour Factor	0.7330	0.7330	0.7330	0.7330	0.7330	0.7330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	1	2	3	5
Total Analysis Volume [veh/h]	12	4	4	7	12	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.76	8.47	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.23	1.23	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		2.65		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.85					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 2: Tipton Road at I-10 WB Ramps

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	1	13	0	0	16	14	0	0	0	8	25	14
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	13	0	0	16	14	0	0	0	8	25	14
Peak Hour Factor	0.779	0.779	1.000	1.000	0.779	0.779	1.000	1.000	1.000	0.779	0.779	0.779
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	4	0	0	5	4	0	0	0	3	8	4
Total Analysis Volume [veh/h]	1	17	0	0	21	18	0	0	0	10	32	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.02
d_M, Delay for Movement [s/veh]	7.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.07	9.60	8.67
Movement LOS	A	A			A	A				A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.28	5.28	5.28
d_A, Approach Delay [s/veh]	0.41			0.00			0.00			9.23		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.80											
Intersection LOS	A											

Intersection Level Of Service Report**Intersection 3: Whitewater Canyon Road at Tipton Road/Whitewater Cutoff Road**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Base Volume Input [veh/h]	1	19	15	5	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	15	5	6	2
Peak Hour Factor	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	6	2	3	1
Total Analysis Volume [veh/h]	2	32	25	8	10	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.02	8.48	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.49	2.49	1.19	1.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		5.51		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.89					
Intersection LOS	A					




APPENDIX B-II

**EXISTING WITH PROJECT
TRAFFIC CONDITIONS**

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps st Tipton Road

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Base Volume Input [veh/h]	26	2	5	2	3	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	5	2	3	19
Peak Hour Factor	0.6360	0.6360	0.6360	0.6360	0.6360	0.6360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	1	2	1	1	7
Total Analysis Volume [veh/h]	41	3	8	3	5	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results



V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.89	8.58	7.30	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.55	3.55	0.38	0.38	0.00	0.00
d_A, Approach Delay [s/veh]	8.87		5.31		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.99					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: Tipton Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	5	25	0	0	15	16	0	0	0	2	17	29
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	25	0	0	15	16	0	0	0	2	17	29
Peak Hour Factor	0.958	0.958	1.000	1.000	0.958	0.958	1.000	1.000	1.000	0.958	0.958	0.958
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	1	7	0	0	4	4	0	0	0	1	4	8
Total Analysis Volume [veh/h]	5	26	0	0	16	17	0	0	0	2	18	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03
d_M, Delay for Movement [s/veh]	7.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.07	9.61	8.64
Movement LOS	A	A			A	A				A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.17	4.17	4.17
d_A, Approach Delay [s/veh]	1.18			0.00			0.00			9.01		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.27											
Intersection LOS	A											

Intersection Level Of Service Report**Intersection 3: Whitewater Canyon Road at Tipton Road/Whitewater Cutoff Road**

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Base Volume Input [veh/h]	0	17	41	11	12	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	41	11	12	6
Peak Hour Factor	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	14	4	4	2
Total Analysis Volume [veh/h]	0	24	58	16	17	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.54	8.49	7.35	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.11	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.74	1.74	2.84	2.84	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		5.76		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: I-10 EB Ramps st Tipton Road

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-10 EB Ramps		Tipton Road		Tipton Road	
Base Volume Input [veh/h]	15	3	3	5	9	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	3	3	5	9	31
Peak Hour Factor	0.7330	0.7330	0.7330	0.7330	0.7330	0.7330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	2	3	11
Total Analysis Volume [veh/h]	20	4	4	7	12	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0


Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.55	7.33	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.90	1.90	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.80		2.66		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.70					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Tipton Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tipton Road			Tipton Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	1	19	0	0	32	30	0	0	0	8	25	20
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	0	0	32	30	0	0	0	8	25	20
Peak Hour Factor	0.779	0.779	1.000	1.000	0.779	0.779	1.000	1.000	1.000	0.779	0.779	0.779
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	6	0	0	10	10	0	0	0	3	8	6
Total Analysis Volume [veh/h]	1	24	0	0	41	39	0	0	0	10	32	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.02
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.34	9.93	8.76
Movement LOS	A	A			A	A				A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.21	6.21	6.21
d_A, Approach Delay [s/veh]	0.29			0.00			0.00			9.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	A											

Intersection Level Of Service Report**Intersection 3: Whitewater Canyon Road at Tipton Road/Whitewater Cutoff Road**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Whitewater Canyon Road		Tipton Road		Whitewater Cutoff Road	
Base Volume Input [veh/h]	1	51	27	5	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	51	27	5	6	2
Peak Hour Factor	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	11	2	3	1
Total Analysis Volume [veh/h]	2	85	45	8	10	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.47	8.67	7.31	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.09	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.67	6.67	2.16	2.16	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		6.20		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.09					
Intersection LOS	A					