TRAFFIC STUDY

BOULDERS MIXED-USE PROJECT

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

LSA

July 2021

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BOULDERS MIXED-USE PROJECT

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

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Project No. CIM2002

LSA

July 2021

MENIFEE

CITY OF MENIFEE

MEMORANDUM

PUBLIC WORKS / ENGINEERING DEPARTMENT

DATE: **August 25, 2021**

TO: **Rich Wilson, Trademark Construction Co. Inc**

FROM: **Chet Robinson, PE, GE, Associate Engineer**

CC: **Rob Blough, City Traffic Engineer**
Ryan Fowler, Senior Planner
Raquel Castro, Office Specialist II

SUBJECT: **RPT21-021 Boulders –Traffic Study and VMT Memo – Plan Check 2**

The comments noted herein are for review of the following:

- Traffic Study, Boulders Mixed-Use Project, prepared by LSA Associates, Inc., Dated July 2021
- LSA's Response to Comments for the Boulders Mixed Use Project Traffic Study and VMT Memorandum, prepared by LSA Associates, Inc., Dated July 23, 2021.
- Boulders Mixed-Use Project Vehicle Miles Traveled Analysis Memorandum, prepared by LSA Associates, Inc., Dated May 7, 2021 (Approved during Plan Check 1)

Public Works/Engineering has reviewed the referenced Traffic Study and we are pleased to have the following comments.

Traffic Study Comments

1. The responses adequately address our comments. The report is recommended for approval.

Any questions can be directed to Chet Robinson at (951) 723-3879, or by email at crobinson@cityofmenifee.us

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1.0 INTRODUCTION

This Traffic Study (TS) has been prepared to assess the potential circulation impacts associated with the proposed Boulders Mixed-Use Project (project) to be located at the northeast corner of the intersection of Berea Road and Normandy Road in the City of Menifee (City). Figure 1-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established in the City of Menifee Engineering Department *LOS Traffic Study Guidelines* (TS Guidelines), revised October 2020. The scope of work for this TS, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included as Appendix A. (Appendices are attached at the end of the TS.)

This study examines traffic operations in the vicinity of the proposed project under the following four scenarios:

- Existing Conditions;
- Existing plus Project Conditions;
- Opening Year Cumulative (2023) without Project Conditions; and
- Opening Year Cumulative (2023) with Project Conditions.

Traffic conditions in the study area were examined for weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed using daily volume counts and comparisons were made to the daily service volume standards provided by the City.

1.1 PROJECT DESCRIPTION

The proposed project will consist of 234 multi-family apartments, a three-story office building with a total area of 25,745 square feet (sf), and a 8,250 sf daycare center. Figure 1-1 illustrates the regional and project location. Figure 1-2 illustrates a conceptual site plan for the proposed project. As illustrated in Figure 1-2, access to the project site would be provided via a full access driveway on Normandy Road, and two full access driveways on Berea Road. The project will also have future access from the East upon development of the parcels located east of the project site. The project is proposed to be completed by 2023.

1.2 STUDY AREA

The study area was approved by City staff via the City's scoping agreement process (Appendix A). Based on discussion with City staff, the study area includes the following intersections and roadway segments:

1.2.1 Study Intersections

The following intersections are analyzed in this study:

1. Goetz Road - Buckstone Lane / Railroad Canyon Road - Newport Road (Canyon Lake, Menifee);
2. Long Valley Lane / Newport Road (Menifee);
3. Derby Hill Drive / Newport Road (Menifee);
4. Berea Road / Dorval Court (Menifee);
5. Berea Road / Normandy Road (Menifee);
6. Berea Road - Murphy Ranch Road/Newport Road (Menifee);
7. Murrieta Road / Newport Road (Menifee);
8. Evans Road / Newport Road (Menifee);
9. Winter Hawk Road / Newport Road (Menifee);
10. Bradley Road / Newport Road (Menifee);
11. Berea Road / Project Driveway 1 (Menifee);
12. Berea Road / Champion Self-Storage Driveway - Project Driveway 2 (Menifee); and
13. Spirit Park Driveway - Project Driveway 3 / Normandy Road (Menifee).

Figure 1-3 illustrates the study area intersections.

1.2.2 Roadway Segments

The following roadway segments are analyzed in this study:

1. Pelion Road, East of Berea Road;
2. Dorval Court, East of Berea Road;
3. Berea Road, South of Dorval Court;
4. Berea Road, between Project Driveway 2 and Normandy Road;
5. Berea Road, between Normandy Road and Newport Road;
6. Park City Avenue, West of Murrieta Road;
7. Lazy Creek Road, West of Murrieta Road;
8. Newport Road, between Berea Road and Murrieta Road;
9. Newport Road, between Murrieta Road and Evans Road;
10. Newport Road, between Evans Road and Winter Hawk Road; and
11. Newport Road, between Winter Hawk Road and Bradley Road.

It should be noted that Pelion Road and Park City Avenue are classified as local roads in the City of Menifee General Plan Circulation Element. Based on the recommendation of the City staff, these segments were included to identify the whether traffic from the proposed project will create any

safety concerns on these local streets. Therefore, for these two segments, daily project traffic estimation and a speed survey analysis were conducted to identify potential safety concerns.

1.3 LIST OF CHAPTER 1.0 FIGURES

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

LSA

LEGEND

Project Location

FIGURE 1-1

N

0 375 750

FEET

SOURCE: Google (2019)

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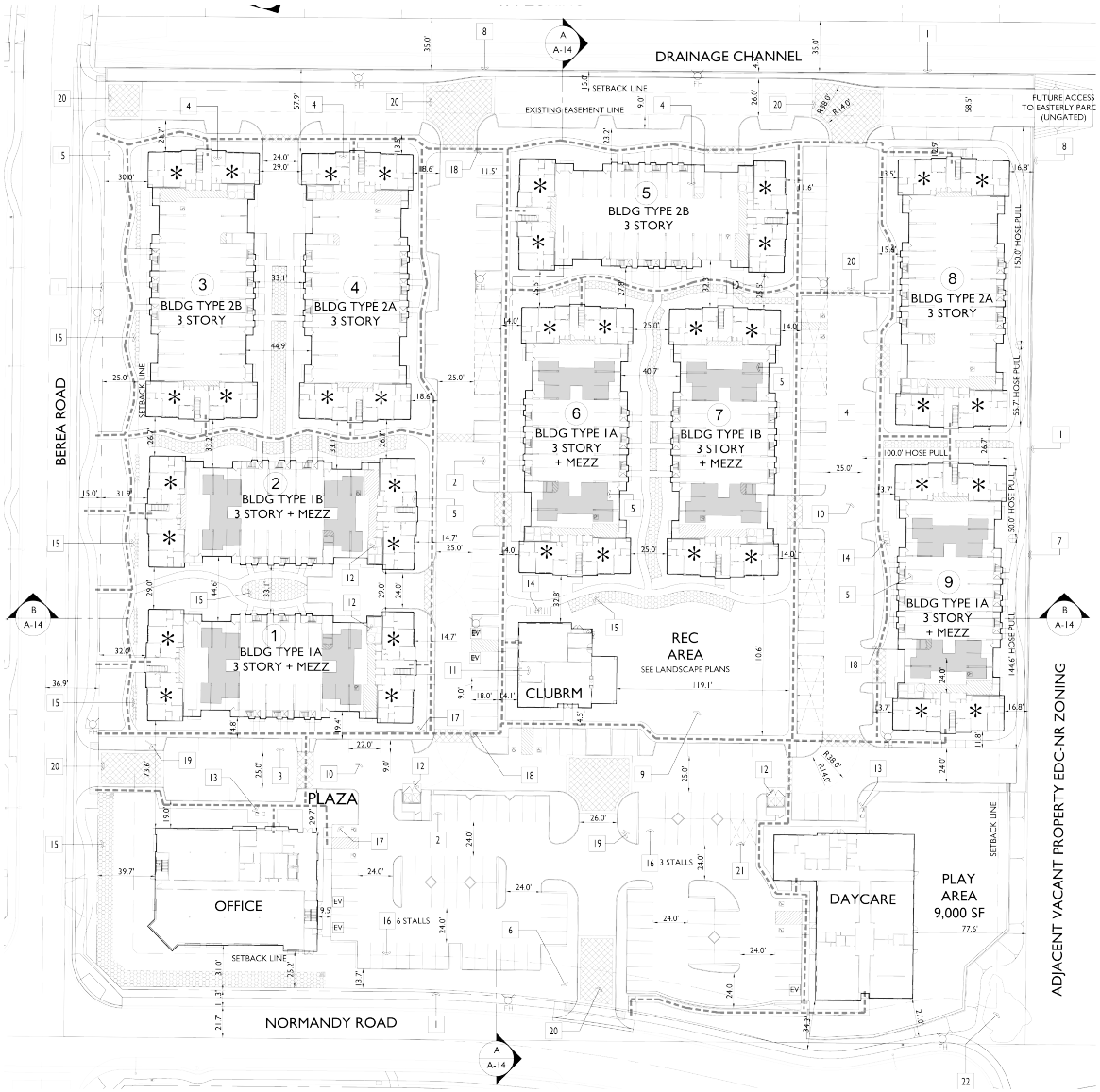
Boulders Mixed-Use Project
Traffic Study

Project and Regional Location



LSA

FIGURE 1-2

N

0 65 130

FEET

SOURCE: Summa Architecture

Boulders Mixed-Use Project
City of Menifee

Conceptual Site Plan

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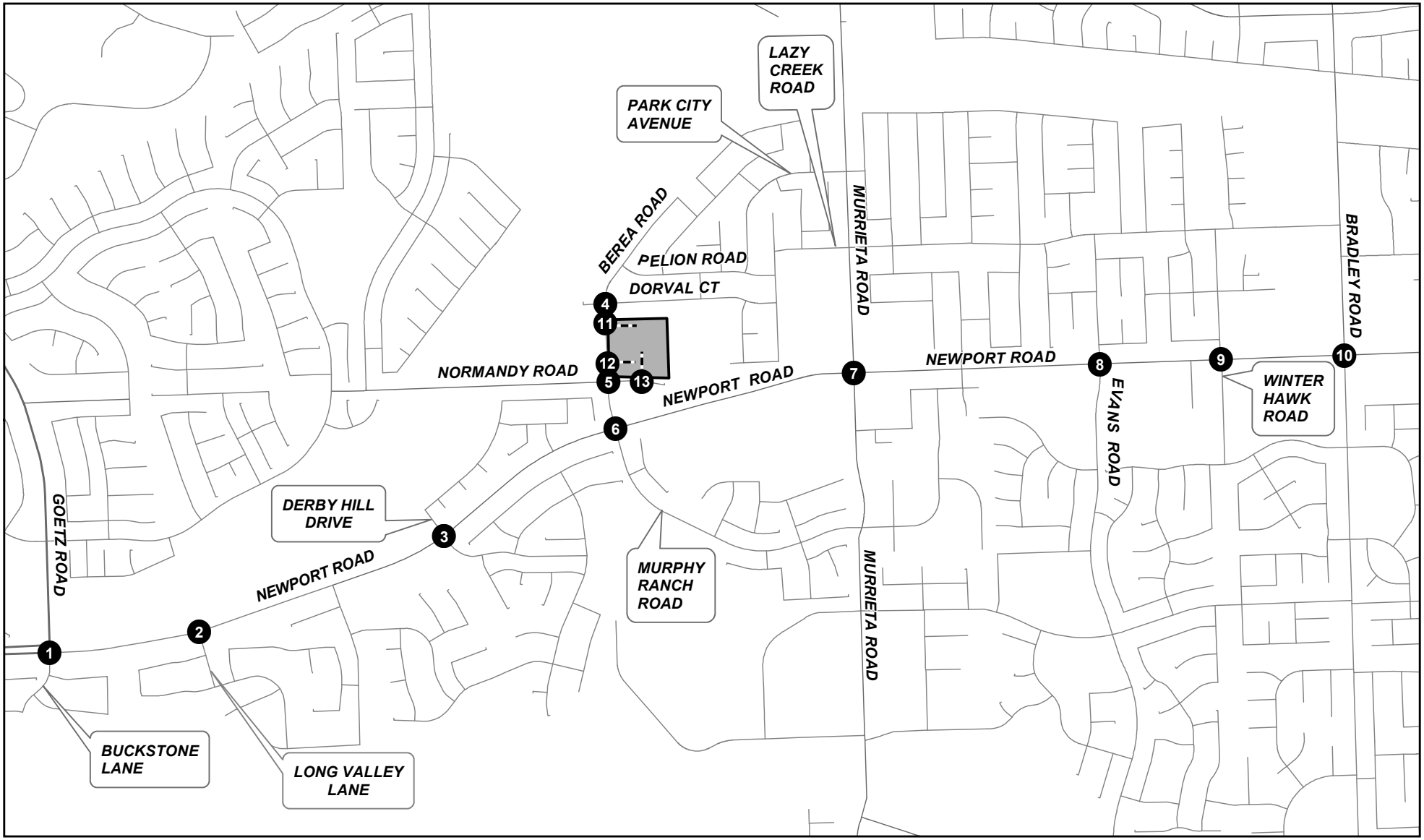

LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway

FIGURE 1-3

0 750 1500
FEET

SOURCE: Riverside County 2020.

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Boulders Mixed-Use Project
Traffic Study

Study Area Intersections

2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

Level of service (LOS) can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control, and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. The HCM establishes levels of service A through F for intersections and roadways as shown in Tables 2-A and 2-B, respectively.

For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 10 software, which uses the HCM 6 methodologies. Table 2-C shows the level of service criteria for unsignalized and signalized intersections.

Table 2-D summarizes the LOS criteria used to evaluate roadway segments based on the daily capacity for each functional classification as per the City TS Guidelines.. The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within 24 hours.

2.2 LEVEL OF SERVICE PROCEDURES AND THRESHOLDS

Study intersections analyzed in this report are under the jurisdictions of the City of Menifee and City of Canyon Lake. Both Menifee and Canyon Lake use LOS D as their minimum level of service criteria for intersections. At intersections and roadway segments in close proximity of I-215 in the City of Menifee, LOS E is accepted during peak hours.

2.3 LEVEL OF SERVICE REQUIREMENTS

The City of Menifee has identified LOS D as the standard for acceptable operating conditions for intersections and roadway segments, except at constrained intersections and roadway segments in close proximity to I-215, where LOS E is accepted during peak hours. The TS Guidelines state that a project would not meet the LOS standard if the pre-project condition is at or better than the minimum acceptable LOS and the addition of project trips results in unacceptable LOS, or when the project adds 50 or more peak hour trips to an intersection already operating at unsatisfactory LOS.

2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segments Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2-D: Roadway Segment Capacity and Levels of Service (City of Menifee)

Table 2-A: Intersection Level of Service Definitions

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

Source: *Highway Capacity Manual* (6th Edition)

Table 2-B: Roadway Segments Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary intersections is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed, or the volume-to-capacity ratio is greater than 1.0.

Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections

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

Source: *Highway Capacity Manual* (6th Edition)

Table 2-D: Roadway Segment Capacity and Levels of Service (City of Menifee)

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

Source: *City of Menifee LOS Traffic Study Guidelines* , October 2020

3.0 CIRCULATION NETWORK SETTING

3.1 EXISTING CIRCULATION NETWORK

This section provides a description of the circulation network within the study area. Figure 3-1 illustrates existing with project study intersection geometrics and traffic control. The project could be accessed through a full access driveway on Normandy Road, and two full access driveways on Berea Road. The project will also have future access from the East upon development of the parcels located east of the project site.

Within the City of Menifee, all major roadways are classified based on the roadway classification provided in the Menifee General Plan Circulation Element, dated June 2014. Figure 3-2 summarizes the classifications on major roadways in the TS study area. Following is a brief description of major roadways within the study area:

- Newport Road: Within the study area, Newport Road is designated as an Urban Arterial in the City's General Plan. Between Goetz Road and Murrieta Road, Newport Road is a six-lane, divided Urban Arterial with a raised median, with a dedicated bike lane. Currently, it is a five-lane Urban Arterial between Murrieta Road and Winter Hawk Road, and six-lane Urban Arterial between Winter Hawk Road and Bradley Road. There is no provision for on-street parking.
- Normandy Road: Within the study area, Normandy Road is designated as a Collector in the City's General Plan. Within the study area, Normandy Road is a two-lane, undivided Collector. There are no bicycle lanes in this segment. There is also no provision for on-street parking west of Berea Road. On-street parking provision is available near the Spirit Park Driveways east of Berea Road.
- Berea Road: Within the study area, Berea Road is designated as a Collector in the City's General Plan. Between Dorval Court and Newport Road, Berea Road is a two-lane, undivided Collector. There are no bicycle lanes in this segment. There is no provision for on-street parking.
- Pelion Road: Within the study area, Pelion Road is a local street serving the residential neighborhood adjacent to the project. There are no bicycle lanes in this segment, but there is provision for on-street parking.
- Dorval Court: Within the study area, Dorval Court is designated as a Collector in the City's General Plan. Dorval Court is a two-lane, undivided Collector. There are no bicycle lanes in this segment, but there is provision for on-street parking.

3.2 BIKES, PEDESTRIANS, AND TRANSIT

3.2.1 Bicycle Circulation

The Menifee General Plan Circulation Element identifies goals and policies concerning pedestrian and bicycle accommodations. Specifically, goal C-2 of the Circulation Element is to maintain a bikeway and community pedestrian network that facilitates and encourages non-motorized travel throughout the City. The Circulation Element Exhibit C-4 Proposed Bikeway and Community Pedestrian Network classifies three categories of bikeway network: Class I – Bike Trails, Class II –

Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing. As part of the City's bikeway network, Class II bike lanes have been added to eastbound and westbound directions on Newport Road, and on Murrieta Road and Bradley Road in northbound and southbound directions. Class III bike routes have been added to northbound and southbound directions of Berea Road and Gifhorn Road, and to eastbound and westbound directions of Dorval Court and Lazy Creek Road within the study area. This network provides linkages between residential areas, commercial centers, transportation hubs, employment centers, and recreational activities. Figure 3-3 illustrates the bikeway network within the City of Menifee.

3.2.2 Pedestrians

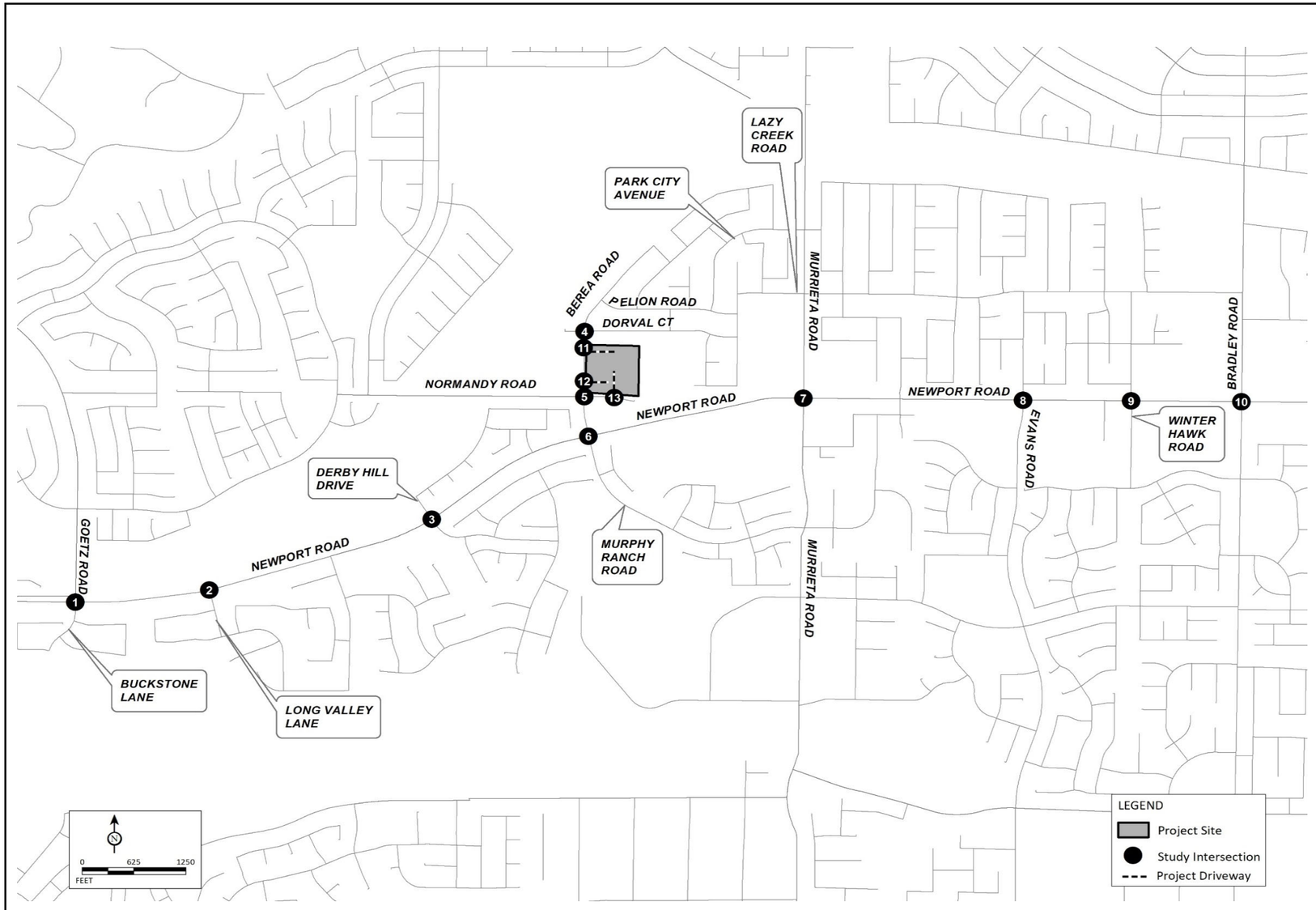
The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability of the City. Citywide, sidewalks are generally provided on both sides of the streets. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City of Menifee. Although there are no current or proposed trails within the study area, paved sidewalks are provided on both sides of Berea Road, Dorval Court and Normandy Road, providing direct and convenient access for visitors arriving project site on foot.

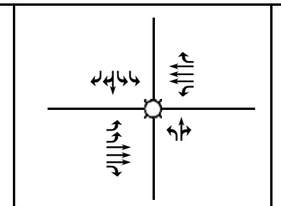
3.2.3 Transit

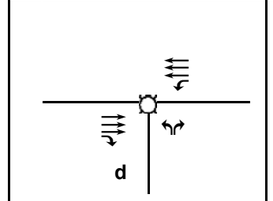
Riverside Transit Agency (RTA) provides fixed route and Dial-a-Ride bus service within Menifee and neighboring jurisdictions. RTA bus routes 40, 61 and 74 operate within the study area, connecting Menifee to neighboring communities including Canyon Lake, Lake Elsinore, Perris, Murrieta and Temecula. Figure 3-4 illustrates "Exhibit C-5 Potential Transit Services" from the Menifee General Plan.

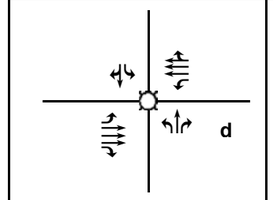
3.3 LIST OF CHAPTER 3.0 FIGURES

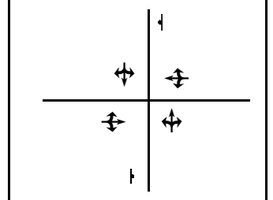
- Figure 3-1: Existing with Project Study Intersection Geometrics and Traffic Control
- Figure 3-2: City of Menifee Roadway Classification
- Figure 3-3: City of Menifee Bikeway Network
- Figure 3-4: City of Menifee Transit Network

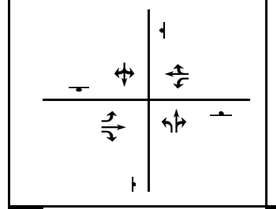


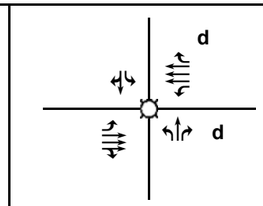


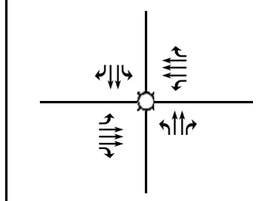


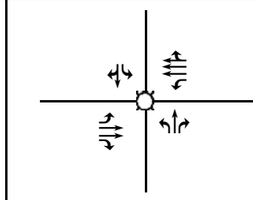


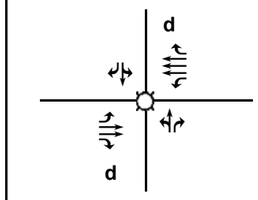


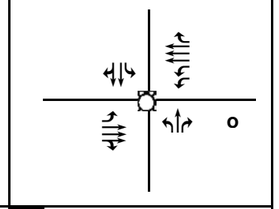


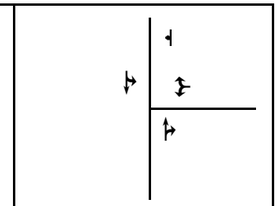


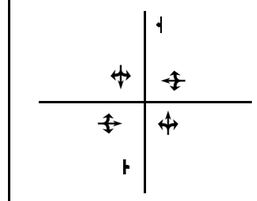


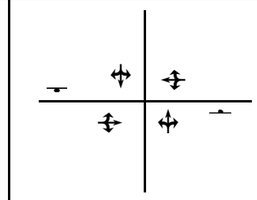












LSA

FIGURE 3-1

Legend

Signal

Stop Sign

d Defacto right turn

o Right-turn overlap

--- Driveways

Boulders Mixed-Use Project
Traffic Study

Existing with Project Study Intersection Geometrics and Traffic Control

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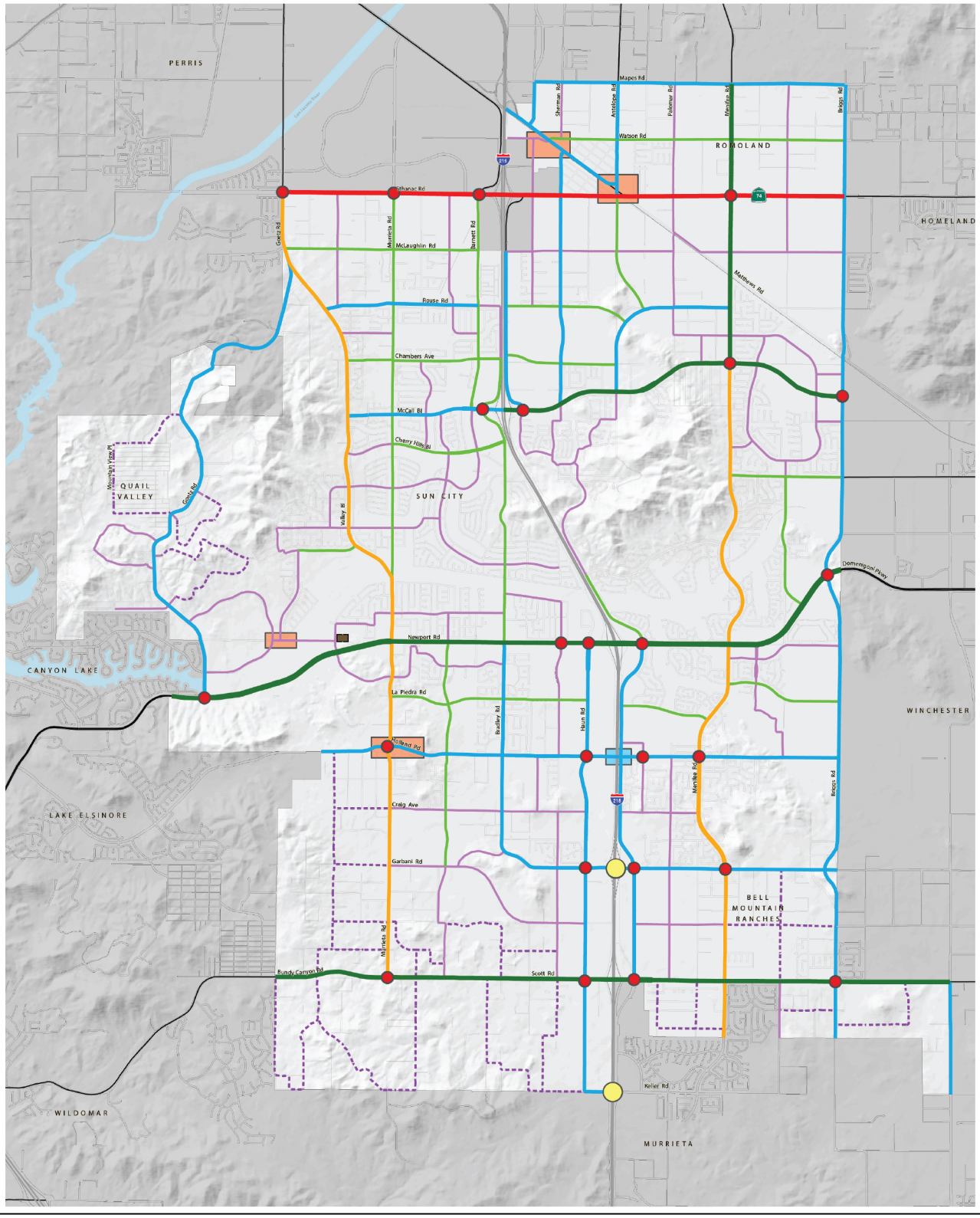

LSA

Legend

Project Site

- Expressway (6 to 8 Lanes, Divided)
- Urban Arterial (6 Lanes, Divided)
- Arterial (4 Lanes, Divided)
- Major (4 Lanes, Divided)
- Mountain Arterial (4 Lanes, Undivided)
- Secondary (4 Lanes, Undivided)
- Collector / Interconnected Local (2 Lanes)
- Rural Collector / Interconnected Local (2 Lanes)
- Future Freeway Interchange
- Connectivity Analysis Zone - Roadway alignments, intersection geometrics and traffic control features subject to additional assessment
- Future Freeway Overcrossing
- Enhanced Intersection - Additional lanes / Right-of-Way required within 600 feet of the intersection

N

0 0.5 1
MILES

FIGURE 3-2

Boulders Mixed-Use Project
Traffic Study

City of Menifee Roadway Classification

SOURCE: City of Menifee General Plan, November 2014

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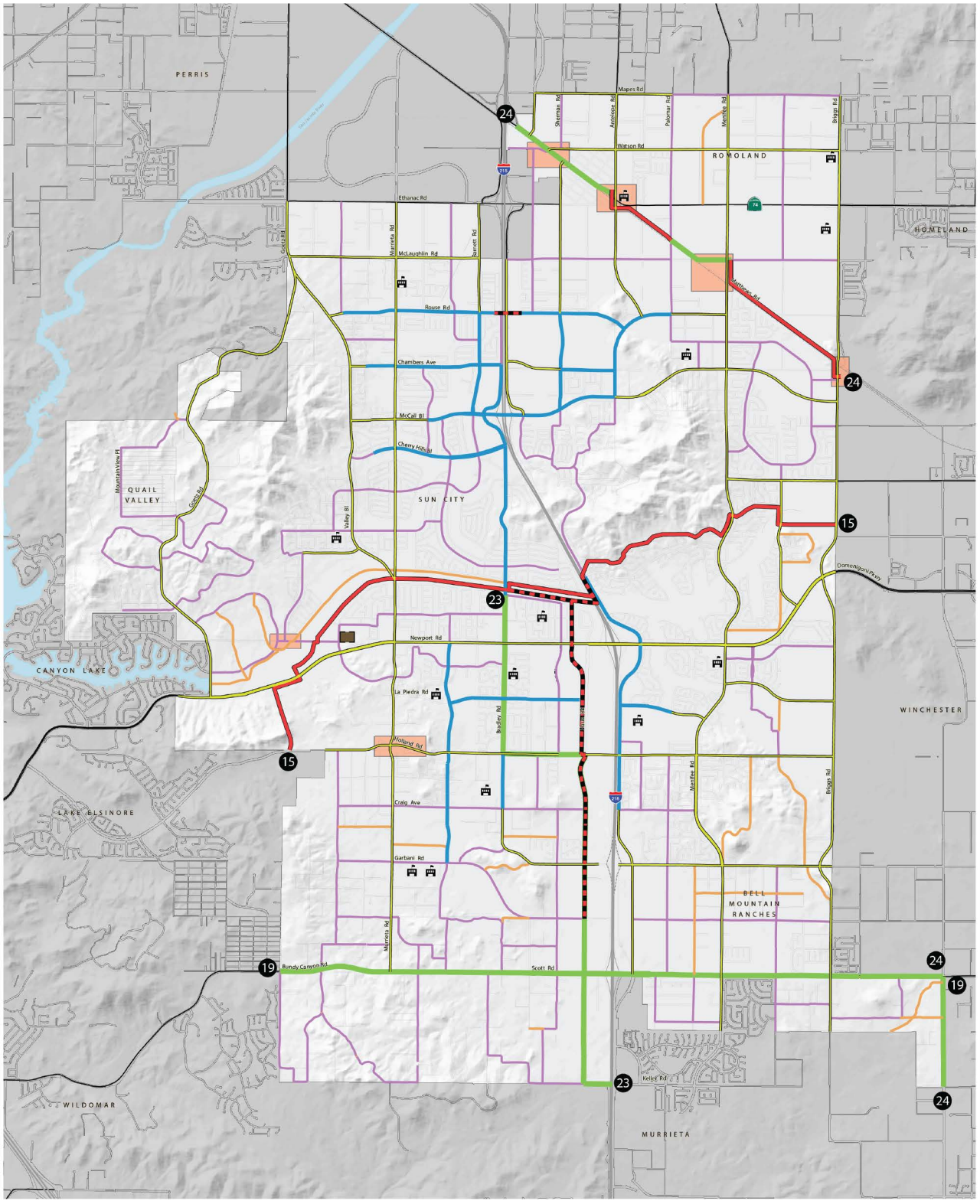

LSA

Legend

- Project Site
- Subregional Route - Off-Road Bike Trail (Class I)
- Subregional Route - On-Street Bike Lanes (Class II)
- Community Off-Road Bike Trail (Class I)
- Community On-Street NEV/Bike Lanes (Class II)
- Community On-Street Bike Lanes (Class II)
- Community Hiking / Biking Trail Opportunity
- Class III Bike Routes
- Connectivity Analysis Zone - Trail alignments and traffic control features subject to additional assessment
- Existing Schools
- 24 Subregional Route Number (WRCOG Non-Motorized Transportation Plan)

N

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MILES

FIGURE 3-3

Boulders Mixed-Use Project
Traffic Study

City of Menifee Bikeway Network

SOURCE: City of Menifee General Plan, July 2013

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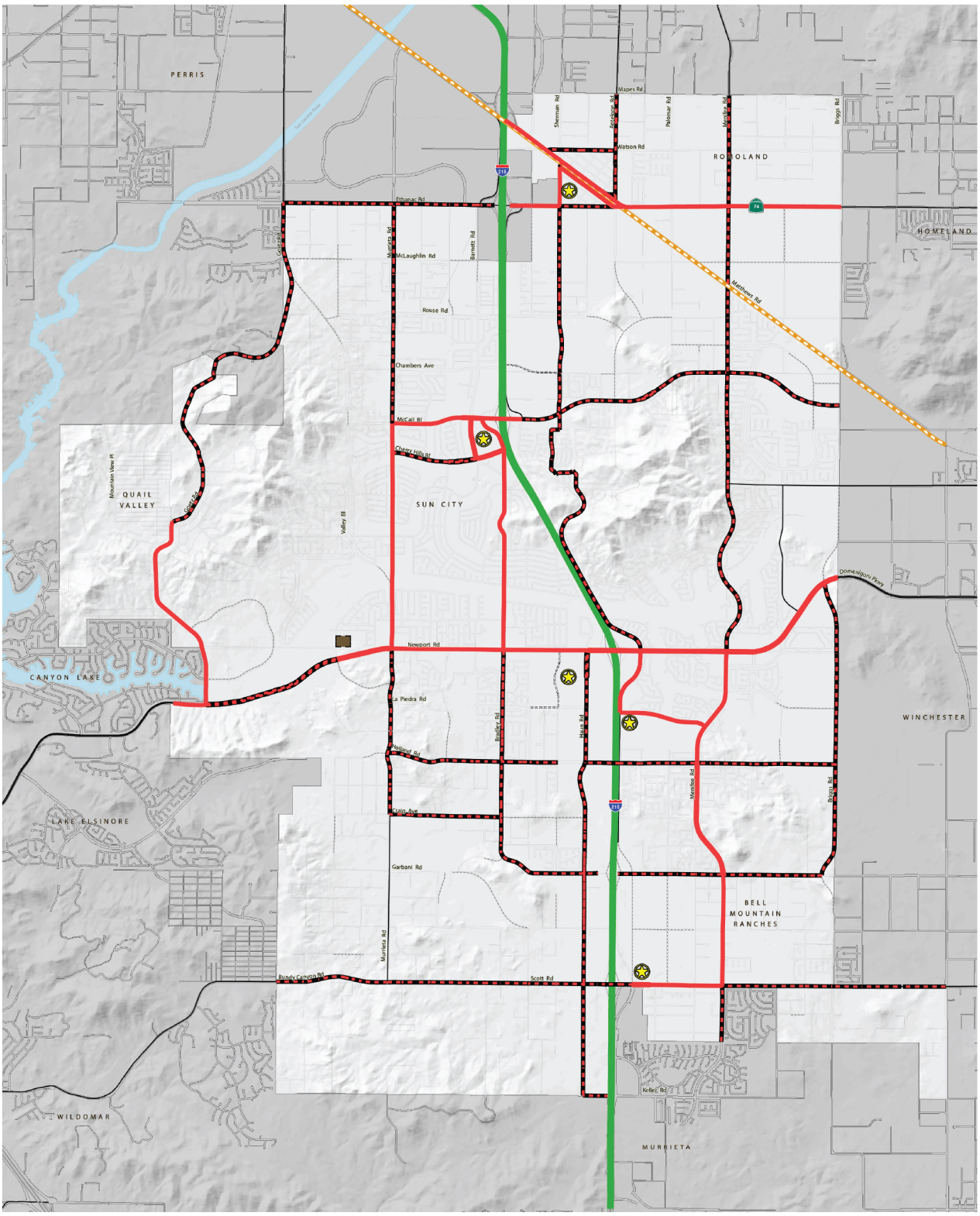


LSA

Legend

- Project Site
- Exisitng On-Road Transit Service (RTA)
- Potential Future On-Road Transit Service
- Potential Future Rail Service
- Express Bus Service
- Transit Node

N

0 0.5 1
MILES

FIGURE 3-4

Boulders Mixed-Use Project
Traffic Study

City of Menifee Transit Network

SOURCE: City of Menifee General Plan, June 2013

R:\CIM2002 Boulders Mixed Use\06 VMT-TX\GIS\Reports\Traffic\fig3-4_transit.ai (05/03/2021)

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing year traffic conditions are typically developed using existing count data collected at study intersections and roadway segments. Due to the current statewide school and office closures for the COVID-19 pandemic, new traffic counts will not reflect realistic traffic conditions at the study intersections. Therefore, LSA consulted traffic counters to obtain historic traffic counts at study intersections and the roadway segment being analyzed, wherever available. Fresh counts were collected in February 2021 where historic counts were not available and adjusted accordingly. Following is a brief description of the development of existing traffic volumes from historic counts.

Step 1: Recent historic counts collected by Counts Unlimited were used wherever available. An annual growth rate of 2% was applied to the historical counts to obtain the existing (2021) volumes.

Step 2: For the locations where historical counts were not available, new traffic counts were conducted in February 2021. New traffic counts along Newport Road were adjusted based on the volumes developed in Step 1. New counts were also taken at the intersection of Berea Road/Normandy Road, where historical counts were already available. This was used to estimate the reduction rate between historic and COVID counts, taking into account the annual growth rate of 2%. The new counts were adjusted to account for that reduction.

Step 3: Vehicle classification counts were conducted at the intersections of Berea Road - Murphy Ranch Road/Newport Road, Murrieta Road/Newport Road, and Bradley Road/Newport Road. At these locations, counts were converted to Passenger Car Equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

Step 4: The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with the HCM 6 methodologies.

Figure 4-1 illustrates existing peak hour traffic volumes at study intersections. Table 4-A illustrates existing daily traffic volumes at the study roadway segment. Detailed counts are included in Appendix B. Detailed Volume development worksheets are included in Appendix C.

4.2 OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for opening year cumulative (2023) conditions were developed by applying a growth of 2.0 percent per annum to the existing without project traffic volumes and adding trips from cumulative projects in the area.

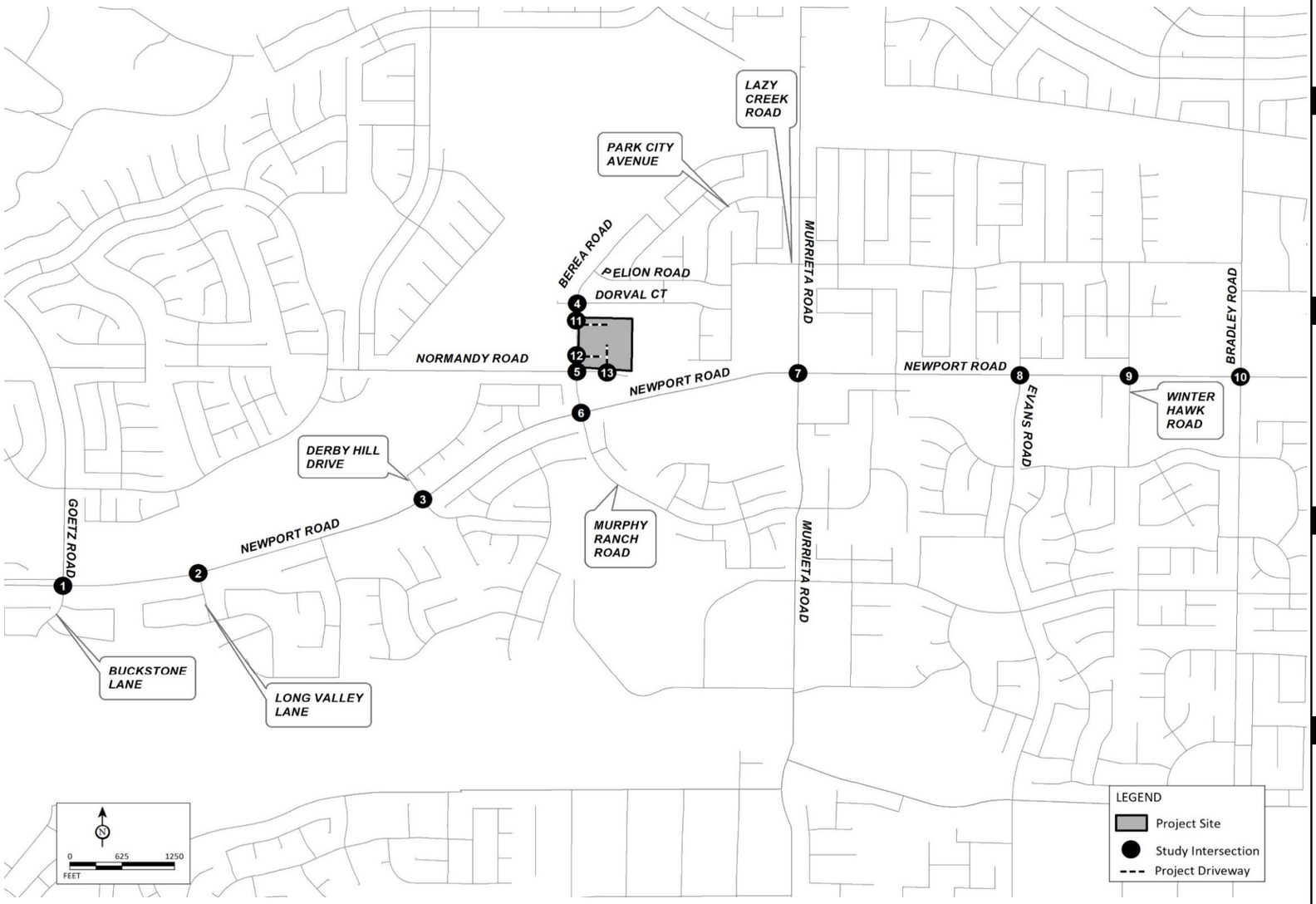
Information concerning cumulative projects in the vicinity of the proposed project was obtained from City of Menifee Land Development/ CIP Projects map (updated November 2020) and the list of approved and pending projects provided by the City (updated November 2020). Figure 4-2 illustrates the cumulative project locations. The trip generation for cumulative projects was developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition), and/or using information from approved traffic studies where available. Additionally, since the cumulative scenario is two years from the existing year, based on the TS Guidelines, residential projects having 101 to 249 total units were assumed to be 50% complete, and residential projects having 250 or more dwelling units were assumed to be 25% complete for this scenario. Residential projects having less than 100 dwelling units and all non-residential projects were assumed to be complete. Table 4-B lists the cumulative projects included in this analysis, and shows the cumulative projects are expected to generate 4,172 a.m. peak hour trips, 5,552 p.m. peak hour trips, and 69,805 daily trips.

Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials, and/or using information from approved traffic studies where available. Figure 4-3 illustrates the peak hour cumulative project trip assignment at the study area intersections. Figure 4-4 illustrates the peak hour traffic volumes at study intersections under opening year cumulative (2023) without project conditions. Table 4-C shows opening year cumulative daily volumes at the study area roadway segments.

Detailed volume development worksheets are included in Appendix C.

4.3 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Projects Trip Assignment
- Figure 4-4: Opening Year (2023) Cumulative without Project Peak Hour Traffic Volumes
- Table 4-A: Existing Roadway Segment Daily Traffic Volumes
- Table 4-B: Cumulative Projects Trip Generation
- Table 4-C: Opening Year Cumulative (2023) Roadway Segment Daily Traffic Volumes



1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road

	438 / 227	↱ 228 / 458
	3 / 1	← 834 / 828
	549 / 343	↰ 8 / 2
135 / 349 ↰		
553 / 1004 →	2 / 2	1 / 1 7 / 2
4 / 3 ↲		

2 Long Valley Lane/Newport Road

		← 1045 / 1270
		↰ 8 / 15
1102 / 1330 →		
7 / 19 ↲	25 / 18	11 / 10

3 Derby Hill Drive/Newport Road

	11 / 0	↱ 1 / 2
	29 / 13	← 1021 / 1328
		↰ 25 / 61
20 / 6 ↰		
1097 / 1331 →	32 / 7	82 / 41
7 / 21 ↲		

4 Berea Road/Dorval Court

	30 / 15	↱ 0 / 2
	0 / 1	← 16 / 13
		↰
2 / 2 ↲		
	1 / 4	17 / 42 1 / 20

5 Berea Road/Normandy Road

	6 / 13	↱ 1 / 2
	42 / 28	← 3 / 7
		↰ 1 / 13
5 / 12 ↰		
0 / 7 →	131 / 262	15 / 59 7 / 15
168 / 176 ↲		

6 Berea Road - Murphy Ranch Road/Newport Road

	21 / 15	↱ 134 / 265
	11 / 19	← 996 / 1275
	179 / 183	↰ 20 / 9
11 / 31 ↰		
1160 / 1287 →	30 / 100	8 / 40 1 / 3
37 / 66 ↲		

7 Murrieta Road/Newport Road

	182 / 224	↱ 112 / 263
	341 / 280	← 722 / 1050
	264 / 261	↰ 121 / 117
210 / 299 ↰		
917 / 987 →	141 / 159	308 / 273 151 / 126
138 / 86 ↲		

8 Evans Road/Newport Road

	30 / 29	↱ 29 / 45
	137 / 8	← 911 / 1476
	59 / 50	↰ 83 / 21
19 / 21 ↰		
1264 / 1415 →	35 / 28	63 / 12 64 / 21
81 / 22 ↲		

9 Winter Hawk Road/Newport Road

	32 / 10	↱ 16 / 42
	32 / 8	← 940 / 1484
	50 / 16	↰ 10 / 10
13 / 20 ↰		
1323 / 1425 →	51 / 47	12 / 11 30 / 36
51 / 41 ↲		

10 Bradley Road/Newport Road

	71 / 102	↱ 114 / 335
	231 / 158	← 856 / 1396
	182 / 304	↰ 282 / 227
84 / 145 ↰		
1229 / 1252 →	152 / 107	205 / 148 345 / 170
88 / 58 ↲		

11 Berea Road/Project Driveway 1

	0 / 1	
	48 / 29	
0 / 12 ↲		
	1 / 7	↱
	20 / 66	→

12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2

7 / 22 ↲		
	5 / 22	↱

13 Project Driveway 3 - Spirit Park Driveway/Normandy Road

Future Intersection

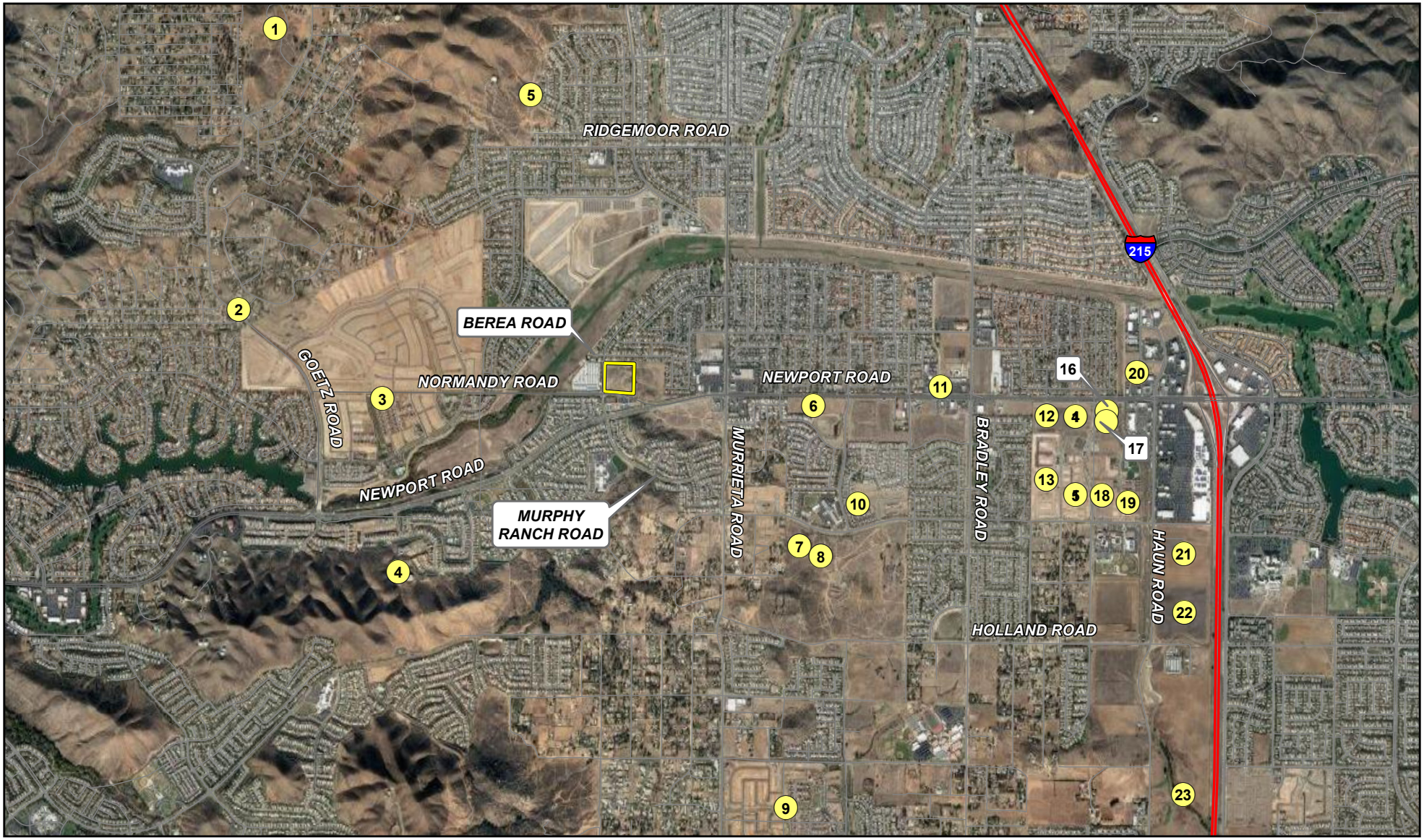
LSA

FIGURE 4-1

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes (In PCE)

Boulders Mixed-Use Project
Traffic Study

Existing Peak Hour Traffic Volumes



LSA

LEGEND

Project Location

Cumulative Project Location

FIGURE 4-2

N

0 1500 3000

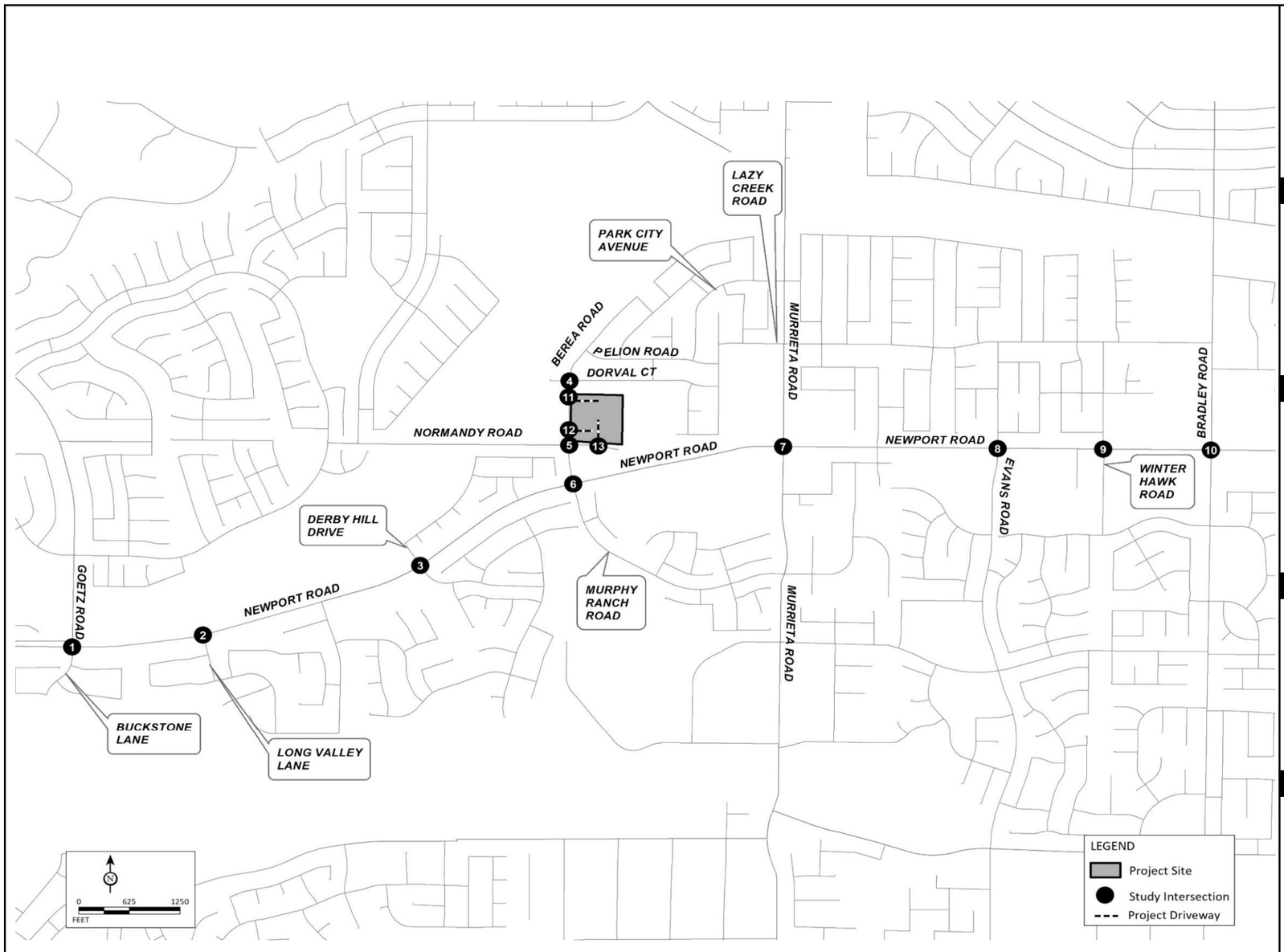
FEET

SOURCE: ESRI Streetmap, 2013; Google Earth, 2019.

R:\CIM2002 Boulders Mixed Use\06 VMT-TX\GIS\Reports\fig4-2_Cumulative_Locs.mxd (4/19/2021)

Boulders Mixed-Use Project
Traffic Study

Cumulative Project Locations



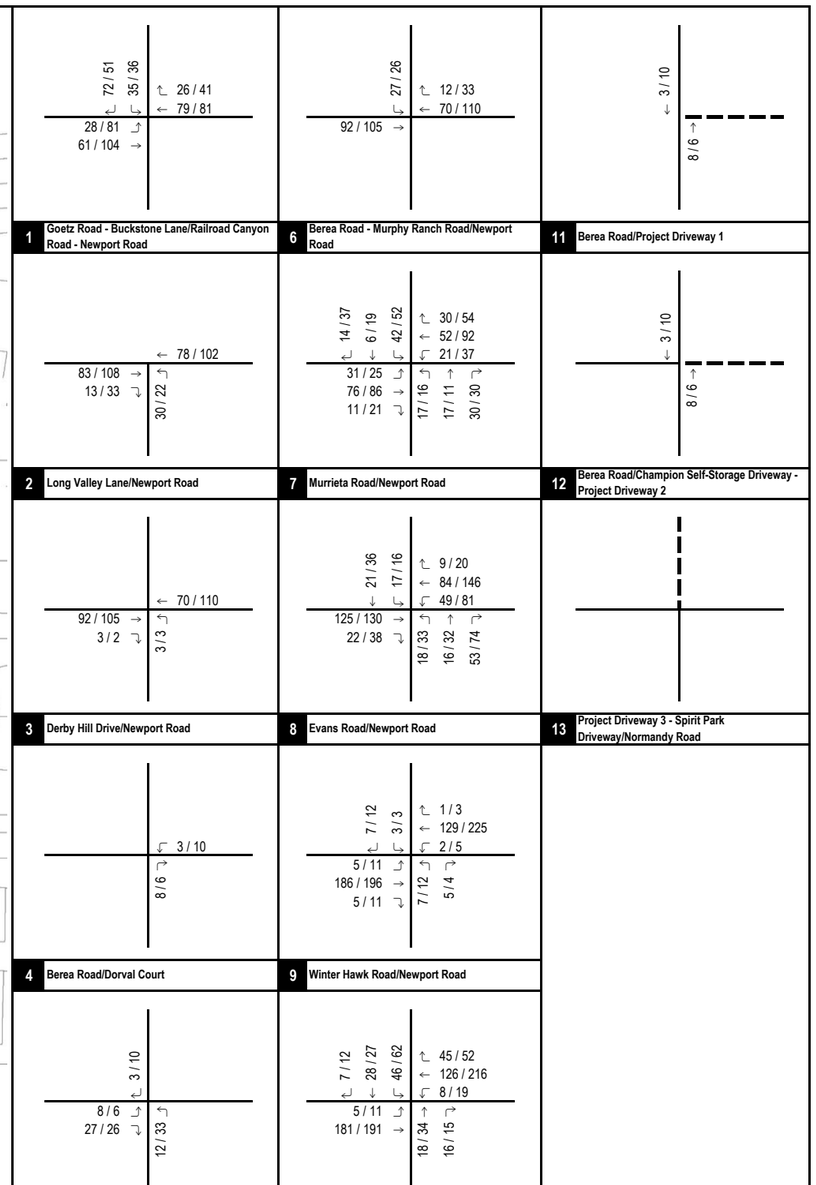


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FIGURE 4-3

XXX / YYY
AM / PM Peak Hour Traffic Volumes

Boulders Mixed-Use Project
Traffic Study

Cumulative Project Trip Assignment

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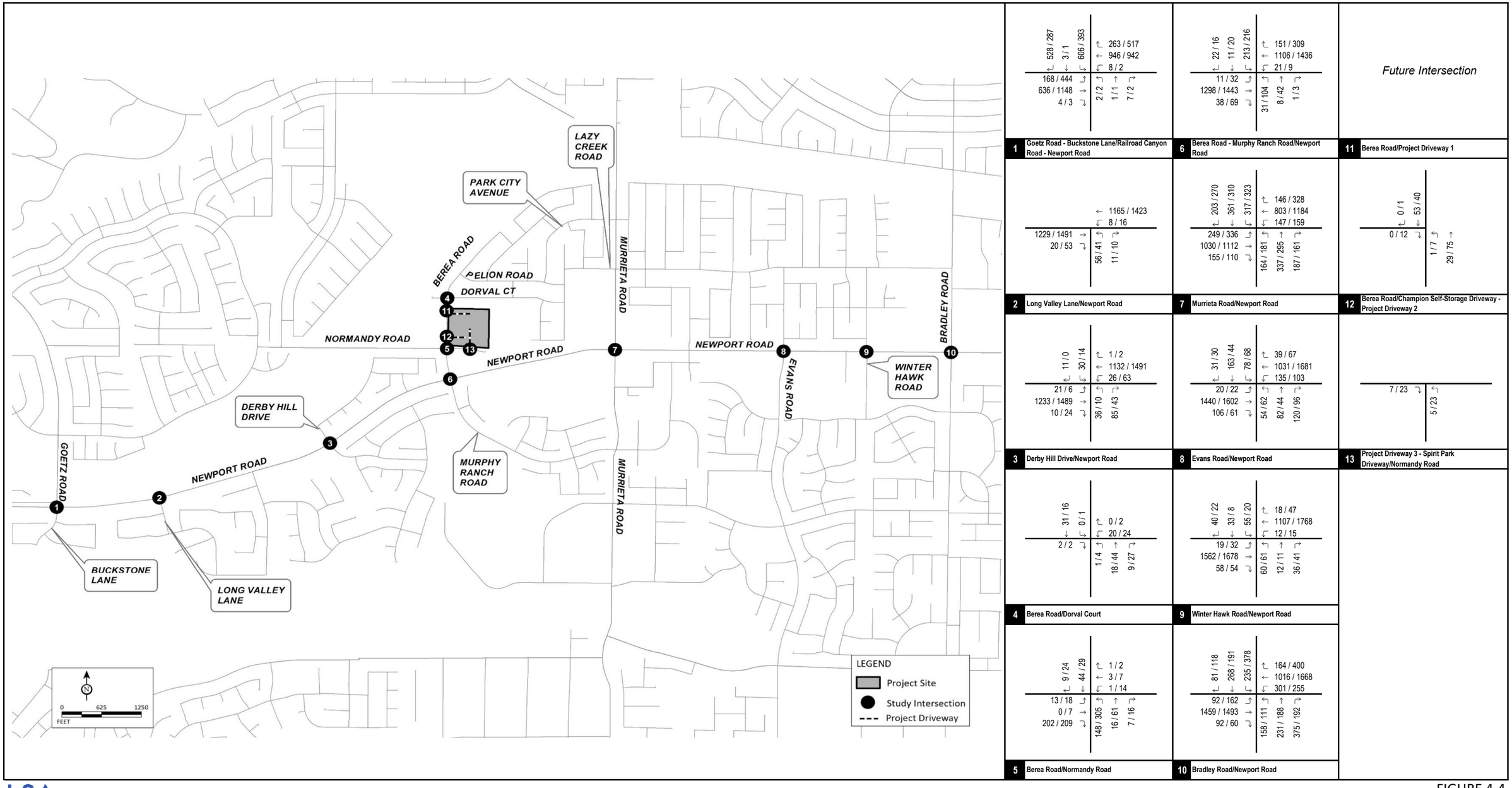

LSA

FIGURE 4-4

XXXX / YYYY

AM / PM Peak Hour Traffic Volumes (In PCE)

Boulders Mixed-Use Project
Traffic Study

Opening Year Cumulative (2023) Peak Hour Traffic Volumes

LSA

Table 4-A - Existing Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Project Trips	Existing With Project ADT
Pelion Road	**1**	East of Berea Road	379	96	475
Dorval Court	**2**	East of Berea Road	352	190	542
	3	South of Dorval Court	1,072	286	1,358
Berea Road	**4**	between Project Driveway 2 and Normandy Road	1,197	1,242	2,439
	5	between Normandy Road and Newport Road	7,055	1,528	8,583
Park City Avenue	**6**	West of Murrieta Road	674	96	770
Lazy Creek Road	**7**	West of Murrieta Road	1,516	190	1,706
	8	between Berea Road and Murrieta Road	38,760	956	39,716
	9	between Murrieta Road and Evans Road	37,363	764	38,127
Newport Road	**10**	between Evans Road and Winter Hawk Road	38,426	668	39,094
	11	between Winter Hawk Road and Bradley Road	37,763	574	38,337

LSA

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1.	**TR 32794 / Quail Hill (Repke)**								
	South of San Jacinto Road, between Goetz Road and Palm Drive								
	Single Family Residential Lots[1]	76 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**14**	**42**	**56**	**47**	**28**	**75**	**717**
2.	**CUP 2017-055 / Goetz Road Gas and Retail**								
	North corner of Goetz Road and Vista Way								
	Carwash and Gas Station/Convenience Store	8 VFP							
	Trips/Unit[3]		6.36	6.11	12.47	7.13	6.86	13.99	205.36
	Trip Generation		51	49	100	57	55	112	1,643
	Pass-By Trips[4]		(32)	(30)	(62)	(32)	(31)	(63)	(969)
	Total Net Trips		**19**	**19**	**38**	**25**	**24**	**49**	**674**
	Fast-Food Restaurant with Drive-Through	3.200 TSF							
	Trips/Unit[5]		20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation		66	63	129	54	50	104	1,507
	Pass-By Trips[6]		(32)	(31)	(63)	(27)	(25)	(52)	(746)
	Total Net Trips		**34**	**32**	**66**	**27**	**25**	**52**	**761**
	Total Net Trip Generation		**53**	**51**	**104**	**52**	**49**	**101**	**1,435**
3.	**SP 209 / Audie Murphy Ranch**								
	West of Murrieta Road, between Holland Road and Honeyrun Road								
	Residential[7]	307 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**58**	**169**	**227**	**190**	**114**	**304**	**2,898**
4.	**TR 32025 / Canyon Cove**								
	West of Rattle Dance Way, between Newport Road and Holland Road								
	Single-Family Residential Lots[1]	99 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**19**	**54**	**73**	**61**	**37**	**98**	**935**
5.	**TRR 28859-1 / Woodside / Sky View**								
	North of Ridgemoor Road, West of Phoenix Way								
	Single-Family Residential Lots	62 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**12**	**34**	**46**	**38**	**23**	**61**	**585**
6.	**DEV 2019-053 / Newport Pointe Commercial**								
	Southwest corner of Newport Road and Evans Road								
	Commercial Development with Daycare and Fitness Club								
	Project Net Trip Generation[8]		**141**	**105**	**246**	**240**	**216**	**456**	**5,518**
7.	**TR 28786 / Pacific Communities**								
	South of La Piedra Road, East of Murrieta Road								
	Single-Family Residential Lots	72 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**14**	**40**	**54**	**45**	**27**	**72**	**680**
8.	**TR 28790 / Pacific Communities**								
	South of La Piedra Road, West of Evans Road								
	Residential[1]	78 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**15**	**43**	**58**	**48**	**29**	**77**	**736**

LSA

Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
9 .	**TR 30142 / KB Hidden Hills**								
	Southeast corner of Murrieta Road and Craig Avenue								
	Single-Family Residential Lots[7,9]	81 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**15**	**45**	**60**	**50**	**30**	**80**	**765**
10 .	**TM 28789 / Pacific Communities**								
	Northeast corner of Evans Road and La Piedra Road								
	Single-Family Residential Lots[1]	66 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**13**	**36**	**49**	**41**	**24**	**65**	**623**
11 .	**PP 2018-189 / Newport Dental**								
	North of Newport Road, West of Bradley Road								
	Medical Office Building	5.417 TSF							
	Trips/Unit[10]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
	Trip Generation		**12**	**3**	**15**	**5**	**13**	**18**	**189**
12 .	**PP 2018-217 / Center Pointe Shopping Center**								
	South of Newport Road, between Bradley Road and Sherman Road								
	Commercial Development with Supermarket, Restaurant and Retail Uses								
	Gross Trip Generation		270	217	487	375	312	687	8,040
	Total Internal Trips		(15)	(13)	(28)	(108)	(106)	(214)	(242)
	Total Pass-By Trips		(80)	(71)	(151)	(109)	(81)	(190)	(2,454)
	Total Net Trip Generation[11]		**175**	**133**	**308**	**158**	**125**	**283**	**5,344**
13 .	**2015-238, TR 37179, DA 4 / Lennar, Villages**								
	Northeast corner of La Piedra Road and Stern Drive								
	Single-Family Residential Lots[1]	63 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**12**	**35**	**47**	**39**	**23**	**62**	**595**
14 .	**CUP 2016-130 / Krikorian Theater**								
	Southwest corner of Newport Road and Town Center Drive								
	Multiplex Movie Theater and Commercial Retail Space								
	Gross Trip Generation		20	12	32	152	153	305	4,125
	Total Internal Trips		(2)	(2)	(4)	(37)	(34)	(71)	(75)
	Total Pass-By Trips		0	0	0	(15)	(16)	(31)	(209)
	Total Net Trip Generation[11]		**18**	**10**	**28**	**100**	**103**	**203**	**3,841**
15 .	**TR 2017-094, PP 2017-095 / Lennar Condos**								
	North of La Piedra Road, south of Newport Road, east of Great Oak Drive and west of Town Center Drive								
	Townhomes[1]	109 DU							
	Trips/Unit[12]		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		**12**	**38**	**50**	**38**	**23**	**61**	**798**

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Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
16 .	**PP 2018-023 / Menifee Plaza**								
	Southeast corner of Newport Road and Town Center Drive								
	Restaurant Uses	12.700 TSF							
	Trips/Unit[13]		5.47	4.47	9.94	6.06	3.71	9.77	112.18
	Trip Generation		69	57	126	77	47	124	1,425
	Pass-By Trips[14]		0	0	0	(33)	(20)	(53)	(613)
	Total Net Trips		**69**	**57**	**126**	**44**	**27**	**71**	**812**
	Retail Uses	1.300 TSF							
	Trips/Unit[15]		0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Trip Generation		1	0	1	2	3	5	49
	Pass-By Trips[16]		0	0	0	(1)	(1)	(2)	(17)
	Total Net Trips		**1**	**0**	**1**	**1**	**2**	**3**	**32**
	Total Net Trip Generation		**70**	**57**	**127**	**45**	**29**	**74**	**844**
17 .	**2017-123 PP / Menifee Office Building**								
	North of La Piedra Road, south of Newport Road, east of Town Center Drive (previously Sherman Road) and west of the Paloma Wash								
	Medical Office Building	33.800 TSF							
	Trips/Unit[10]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
	Trip Generation		**73**	**21**	**94**	**33**	**84**	**117**	**1,176**
18 .	**PP 2017-005 / Town Center Apartments**								
	Northeast corner of La Piedra Road and Town Center Drive								
	2-Story Residential Townhomes[7]	83 DU							
	Trips/Unit[12]		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		9	29	38	29	17	46	608
	Total Project Trip Generation		**9**	**29**	**38**	**29**	**17**	**46**	**608**
19 .	**DA 1 / 151 Lots**								
	North of La Piedra Road, between Haun Road and Town Center Drive								
	Single-Family Residential Lots[1]	76 DU							
	Trips/Unit[2]		0.19	0.55	0.74	0.62	0.37	0.99	9.44
	Trip Generation		**14**	**42**	**56**	**47**	**28**	**75**	**717**
20 .	**PAR 2016-154 / PP2017-021, S&F Site**								
	Northwest corner of Newport Road and Haun Road								
	S&F Market, Retail Building and Sit-Down Restaurant								
	Total Gross New Trips		127	92	219	228	198	426	4,697
	Total Pass-By Trips					(72)	(65)	(137)	(137)
	Total Net Trip Generation[17]		**127**	**92**	**219**	**156**	**133**	**289**	**4,560**

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Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
21 .	**PP 2015-115 / Menifee Village**								
	APNs : 360-110-012,-004, -005, -006, and -007								
	Major Retail Stores	189.400 TSF							
	Trips/Unit[15]		0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Trip Generation		110	68	178	347	375	722	7,150
	Pass-By Trips[16]		0	0	0	(118)	(128)	(246)	(2,431)
	Total Net Trips		**110**	**68**	**178**	**229**	**247**	**476**	**4,719**
	Pharmacy with Drive-Through	15.200 TSF							
	Trips/Unit[18]		2.04	1.80	3.84	5.15	5.14	10.29	109.16
	Trip Generation		31	27	58	78	78	156	1,659
	Pass-By Trips[19]		0	0	0	(38)	(38)	(76)	(813)
	Total Net Trips		**31**	**27**	**58**	**40**	**40**	**80**	**846**
	Bank	3.600 TSF							
	Trips/Unit[20]		5.51	3.99	9.50	10.23	10.22	20.45	100.03
	Trip Generation		20	14	34	37	37	74	360
	Pass-By Trips[21]		(6)	(4)	(10)	(18)	(18)	(36)	(140)
	Total Net Trips		**14**	**10**	**24**	**19**	**19**	**38**	**220**
	Retail Shops	15.900 TSF							
	Trips/Unit[22]		2.29	1.53	3.82	4.71	4.53	9.24	106.78
	Trip Generation		36	24	60	75	72	147	1,698
	Pass-By Trips[23]		0	0	0	(27)	(26)	(53)	(611)
	Total Net Trips		**36**	**24**	**60**	**48**	**46**	**94**	**1,087**
	Restaurant	7.500 TSF							
	Trips/Unit[13]		5.47	4.47	9.94	6.06	3.71	9.77	112.18
	Trip Generation		41	34	75	45	28	73	841
	Pass-By Trips[14]		0	0	0	(19)	(12)	(31)	(362)
	Total Net Trips		**41**	**34**	**75**	**26**	**16**	**42**	**479**
	Total Net Trip Generation		**232**	**163**	**395**	**361**	**368**	**729**	**7,351**
22 .	**PM 2016-185 / JPN Corporation Inc.**								
	North of Holland Road, west of I-215 and east of Haun Road								
	Commercial Development with Shopping Center / restaurant / daycare								
	Total Net Trip Generation[24]		**573**	**331**	**904**	**483**	**600**	**1,083**	**10,827**
23 .	**PM PLN20-0098 / Gateway Menifee**								
	Near intersection of Haun Road and Craig Avenue								
	Total Gross New Trips		**741**	**428**	**1,169**	**546**	**863**	**1,409**	**18,602**
	Total Pass-By Trips		**(128)**	**(124)**	**(252)**	**(146)**	**(141)**	**(287)**	**(539)**
	Total Net Trip Generation[25]		**613**	**304**	**918**	**400**	**722**	**1,122**	**18,063**
	Total Net Trip Generation		**2,294**	**1,877**	**4,172**	**2,707**	**2,845**	**5,552**	**69,805**

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Table 4-B - Cumulative Projects Trip Generation

Project No.	Project Name/Land Use/Builder/Applicant	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily

Notes:

DU = Dwelling Units; VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet.

[1] Absorption rate of 50% has been taken as per the City of Menifee Engineering Department *LOS Traffic Study Guidelines (TS Guidelines)* , revised October 2020.

[2] Rates based on Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition. Setting/Location used is General Urban/Suburban.

[3] Rates based on Land Use 945 - "Gasoline/Service Station with Convenience Market" from ITE *Trip Generation Manual,* 10th Edition. Setting/Location used is General Urban/Suburban.

[4] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 945. A.m. and p.m. peak period pass-by rates for this land use in the ITE handbook are 62 percent and 56 percent respectively. No daily pass-by rates are provided. Therefore, the daily pass-by rate was obtained as an average of the a.m. and p.m. peak period pass-by rates.

[5] Rates based on Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from ITE Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[6] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 934. A.m. and p.m. peak period pass-by rates for this land use in the ITE handbook are 49 percent and 50 percent respectively. No daily pass-by rates are provided. Therefore, the daily pass-by rate was obtained as an average of the a.m. and p.m. peak period pass-by rates.

[7] Absorption rate of 25% has been taken as per the City TS Guidelines.

[8] Trip generation for this project was provided by City Staff during the scoping agreement process.

[9] Out of the 523 total homes, approximately 200 have been constructed as per the information in the City of Menifee Cumulative Projects List, updated November 2020.

[10] Rates based on Land Use 720 - "Medical-Dental Office building" from ITE Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[11] Trip generation obtained from the *Menifee Commercial Project Driveway Sensitivity Analysis* , dated May 2020, by LSA Associates.

[12] Rates based on Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[13] Rates based on Land Use 932 - "High Turnover (Sit-Down) Restaurant" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[14] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 932. P.m. peak period pass-by rate for this land use in the ITE handbook is 43 percent. No a.m. or daily pass-by rates are provided. Therefore, a pass-by rate of 0 percent was taken for the a.m. peak period, and the daily pass-by rate was taken to be the same as the p.m. peak period pass-by rate.

[15] Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[16] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 820. P.m. peak period pass-by rate for this land use in the ITE handbook is 34 percent. No a.m. or daily pass-by rates are provided. Therefore, a pass-by rate of 0 percent was taken for the a.m. peak period, and the daily pass-by rate was taken to be the same as the p.m. peak period pass-by rate.

[17] Trip generation obtained from the *Newport/Haun Commercial Project Traffic Impact Analysis* , dated August 2017, by LSA Associates.

[18] Rates based on Land Use 881 - "Pharmacy/Drugstore with Drive-Through Window" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[19] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 881. P.m. peak period pass-by rate for this land use in the ITE handbook is 49 percent. No a.m. or daily pass-by rates are provided. Therefore, a pass-by rate of 0 percent was taken for the a.m. peak period, and the daily pass-by rate was taken to be the same as the p.m. peak period pass-by rate.

[20] Rates based on Land Use 912 - "Drive-in Bank" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[21] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 912. A.m. and p.m. peak period pass-by rates for this land use in the ITE handbook are 29 percent and 49 percent respectively. No daily pass-by rates are provided. Therefore, the daily pass-by rate was obtained as an average of the a.m. and p.m. peak period pass-by rates.

[22] Rates based on Land Use 850 - "Supermarket" from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Setting/Location used is General Urban/Suburban.

[23] Pass-by rates obtained from the ITE Trip Generation Handbook (3rd Edition) for Land Use 850. P.m. peak period pass-by rate for this land use in the ITE handbook is 36 percent. No a.m. or daily pass-by rates are provided. Therefore, a pass-by rate of 0 percent was taken for the a.m. peak period, and the daily pass-by rate was taken to be the same as the p.m. peak period pass-by rate.

[24] Trip generation totals for the peak hours and daily trips for this project was provided by City Staff during the scoping agreement process. In/Out splits for the total a.m. and p.m. peak hour trips were obtained by using the rates from the ITE *Trip Generation Manual* (10th Edition) for the land uses in the project description.

[25] Trip generation obtained from *Menifee Gateway Project Trip Generation,* prepared by Rick Engineering.

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Table 4-C - Opening Year Cumulative (2023) Daily Traffic Volumes

Roadway	#	Segment	Project Opening Year (2023) ADT	Cumulative Projects Trips	Cumulative (2023) ADT	Project Trips	Cumulative (2023) With Project ADT
Pelion Road	**1**	East of Berea Road	394	0	394	96	490
Dorval Court	**2**	East of Berea Road	366	144	510	190	700
	3	South of Dorval Court	1,115	144	1,259	286	1,545
Berea Road	**4**	between Project Driveway 2 and Normandy Road	1,245	144	1,389	1,242	2,631
	5	between Normandy Road and Newport Road	7,337	668	8,005	1,528	9,533
Park City Avenue	**6**	West of Murrieta Road	701	0	701	96	797
Lazy Creek Road	**7**	West of Murrieta Road	1,577	144	1,721	190	1,911
	8	between Berea Road and Murrieta Road	40,310	3,210	43,520	956	44,476
Newport Road	**9**	between Murrieta Road and Evans Road	38,858	4,550	43,408	764	44,172
	10	between Evans Road and Winter Hawk Road	39,963	6,038	46,001	668	46,669
	11	between Winter Hawk Road and Bradley Road	39,274	5,656	44,930	574	45,504

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The proposed project will consist of 234 multi-family apartments, a three-story office building with a total area of 25,745 square feet (sf), and a 8,250 sf daycare center. Total vehicle trip generation for the proposed project was developed as follows:

- Trip generation for the multi-family apartments was developed using rates from the ITE *Trip Generation Manual* (10th Edition) for Land Use 221 – "Multifamily Housing (Mid-Rise)."
- Trip generation for the office building was developed using rates from the ITE *Trip Generation Manual* (10th Edition) for Land Use 710 – "General Office Building."
- Trip generation for the daycare center was developed using rates from the ITE *Trip Generation Manual* (10th Edition) for Land Use 565 – "Day Care Center."

Since the project is a mixed-use development, it is estimated that a certain percentage of trips between the land uses will occur on-site. These internal trips can occur either by walking or by vehicles using internal roadways without using external streets. The internal capture rates were estimated using the Internal Trip Capture Estimation Tool developed by the National Cooperative Highway Research Program (NCHRP). The internal capture rate estimated for each land use was applied to its respective trip generation to estimate the number of internal trips. These internal trips were subtracted from the trip generation to establish the total number of external trips for each land uses.

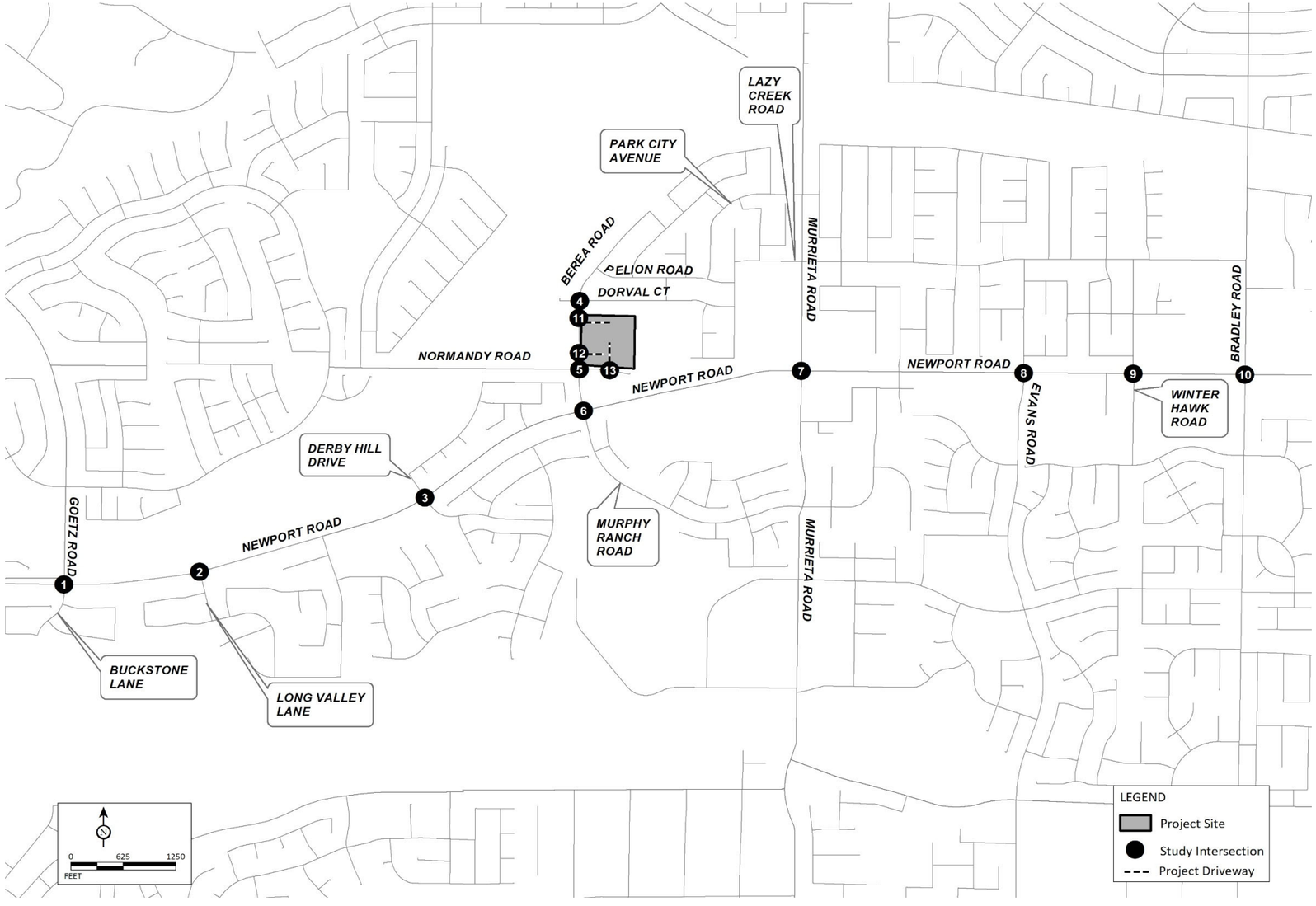
As shown in Table 5-A, the project is anticipated to generate 203 net trips in the a.m. peak hour, 219 net trips in the p.m. peak hour, and 1,909 net daily trips.

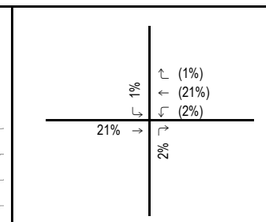
5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed taking into account the regional roadway network and the location of residential, employment, and commercial centers in relation to the project site, and on discussions with City Staff. Figure 5-1 illustrates the trip distribution for the project. The project net trip generation was applied to the trip distribution pattern to develop the project trip assignment. Figure 5-2 illustrates the project trip assignment.

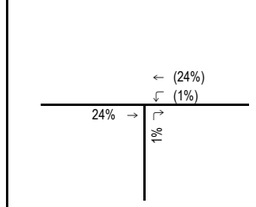
5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution
- Figure 5-2: Project Trip Assignment
- Table 5-A: Project Trip Generation

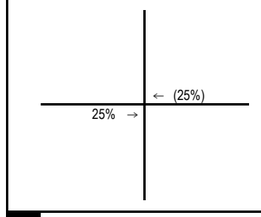




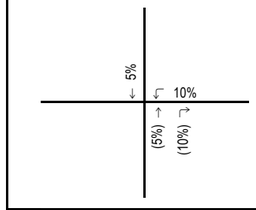
1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road



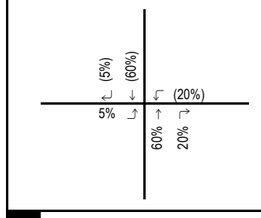
2 Long Valley Lane/Newport Road



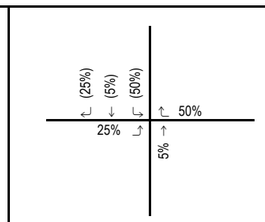
3 Derby Hill Drive/Newport Road



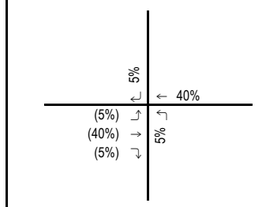
4 Berea Road/Dorval Court



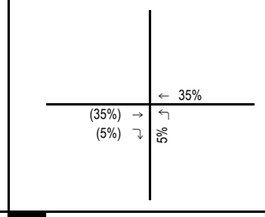
5 Berea Road/Normandy Road



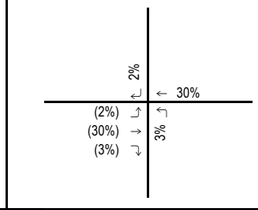
6 Berea Road - Murphy Ranch Road/Newport Road



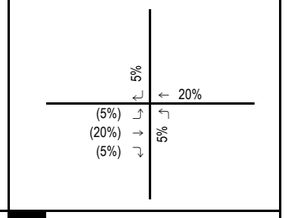
7 Murrieta Road/Newport Road



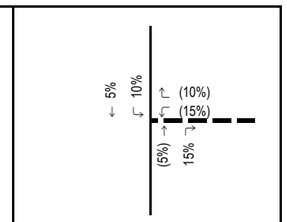
8 Evans Road/Newport Road



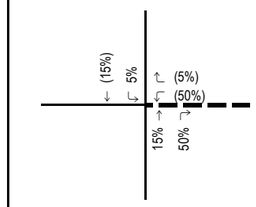
9 Winter Hawk Road/Newport Road



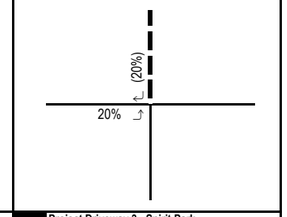
10 Bradley Road/Newport Road



11 Berea Road/Project Driveway 1



12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2



13 Project Driveway 3 - Spirit Park Driveway/Normandy Road

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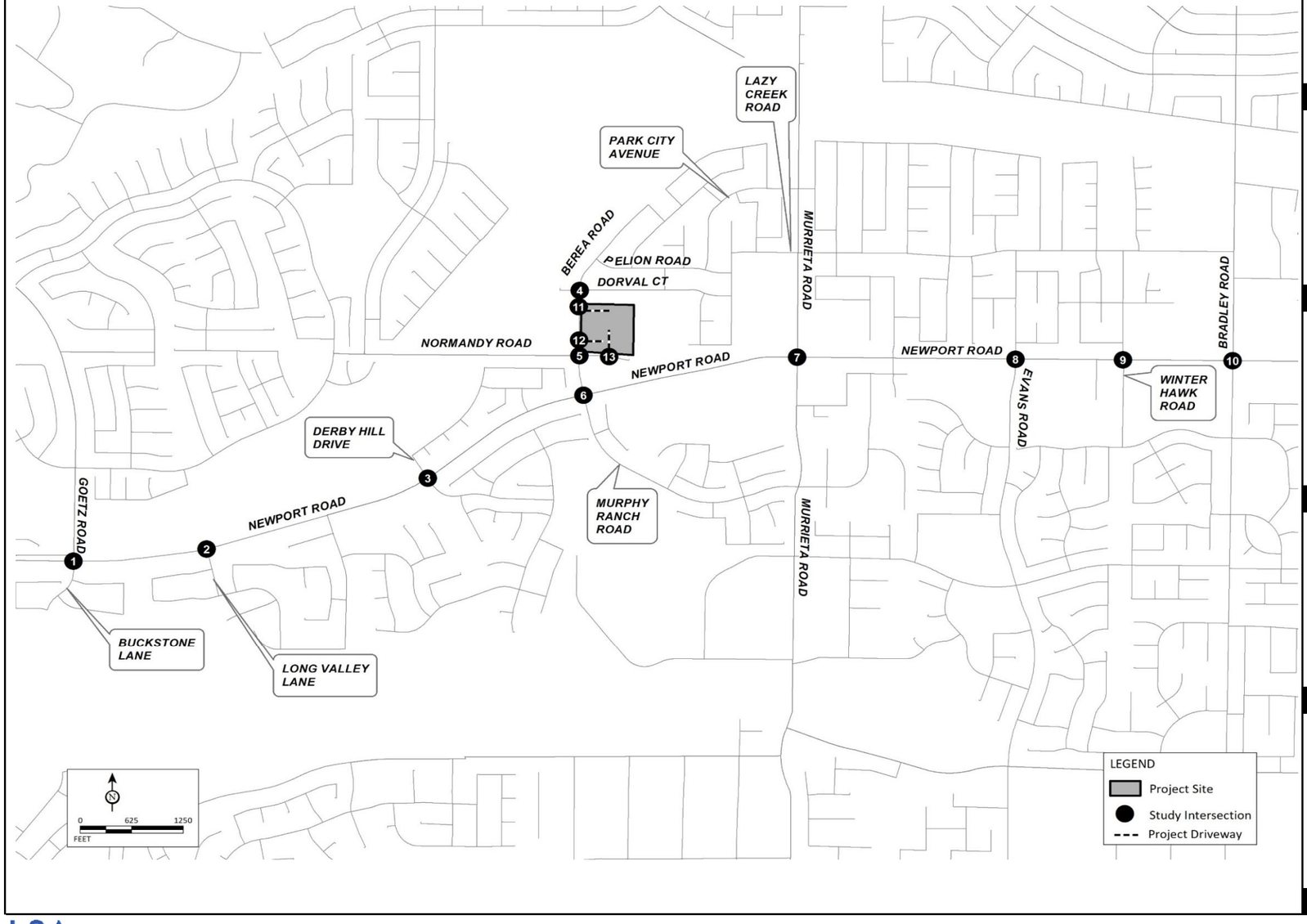
FIGURE 5-1

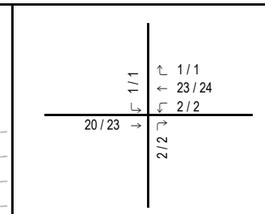
XX% (YY%)
Inbound (Outbound) Distribution
– – – – Project Driveway

Boulders Mixed-Use Project
Traffic Study

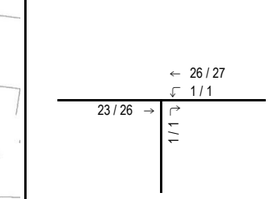
Project Trip Distribution

R:\CIM2002 Boulders Mixed Use\06 VMT-TX\z45_Dist.xlsx (5/4/2021)

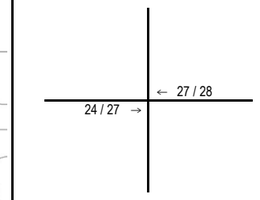




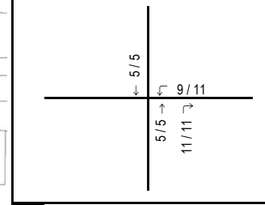
1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road



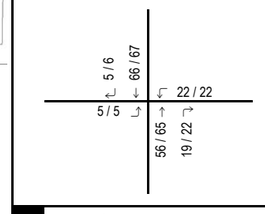
2 Long Valley Lane/Newport Road



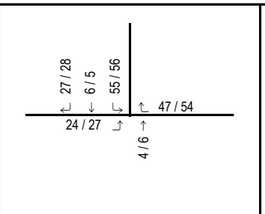
3 Derby Hill Drive/Newport Road



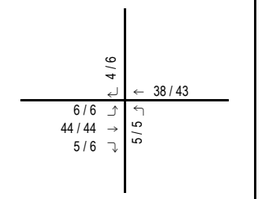
4 Berea Road/Dorval Court



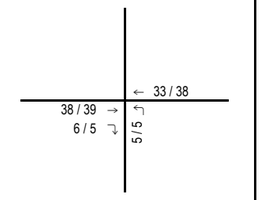
5 Berea Road/Normandy Road



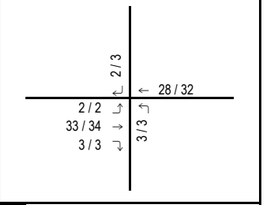
6 Berea Road - Murphy Ranch Road/Newport Road



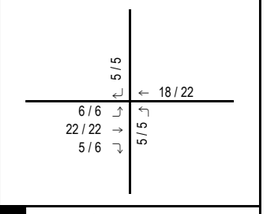
7 Murrieta Road/Newport Road



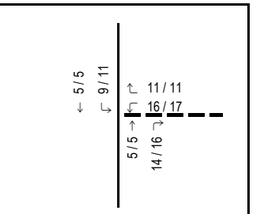
8 Evans Road/Newport Road



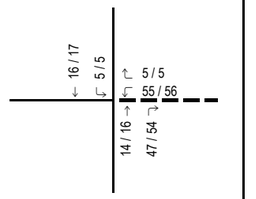
9 Winter Hawk Road/Newport Road



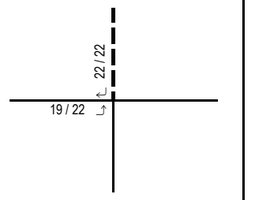
10 Bradley Road/Newport Road



11 Berea Road/Project Driveway 1



12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2



13 Project Driveway 3 - Spirit Park Driveway/Normandy Road

LSA

FIGURE 5-2

XX / YY
AM / PM Peak Hour Traffic Volumes

Boulders Mixed-Use Project
Traffic Study

Project Trip Assignment

LSA

Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Multi-Family Residential	234 DU							
Trips/Unit[1]		0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation		21	63	84	63	40	103	1,273
Internal Capture[2]		0	(1)	(1)	(1)	(2)	(3)	(4)
Net External Trips		21	62	83	62	38	100	1,269
Office	25.75 TSF							
Trips/Unit[3]		1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		26	4	30	5	25	30	251
Internal Capture[2]		(1)	0	(1)	(2)	(1)	(3)	(4)
Net External Trips		25	4	29	3	24	27	247
Daycare	8.25 TSF							
Trips/Unit[4]		5.83	5.17	11.00	5.23	5.89	11.12	47.62
Trip Generation		48	43	91	43	49	92	393
Total Trip Generation		**95**	**110**	**205**	**111**	**114**	**225**	**1,917**
Total Internal Capture		**(1)**	**(1)**	**(2)**	**(3)**	**(3)**	**(6)**	**(8)**
Total Net Trip Generation		**94**	**109**	**203**	**108**	**111**	**219**	**1,909**

Notes:

DU = Dwelling Unit; TSF = Thousand Square Feet

[1] Rates based on Land Use 221 - "Multifamily Housing (Mid-Rise)" from the Institute of Transportation Engineers (ITE)*Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[2] Internal capture rates obtained using the National Cooperative Highway Research Program (NCHRP) 851 Internal Trip Capture Estimation Tool. The internal trips between the multi-family housing and the office have been captured with this tool. It is expected that there will not be any trips between the daycare and other land uses. Hence, such trips have not been counted as internal capture.

[3] Rates based on Land Use 710 - "General Office Building" from the Institute of Transportation Engineers (ITE)*Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[4] Rates based on Land Use 565 - "Day Care Center" from the Institute of Transportation Engineers (ITE)*Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

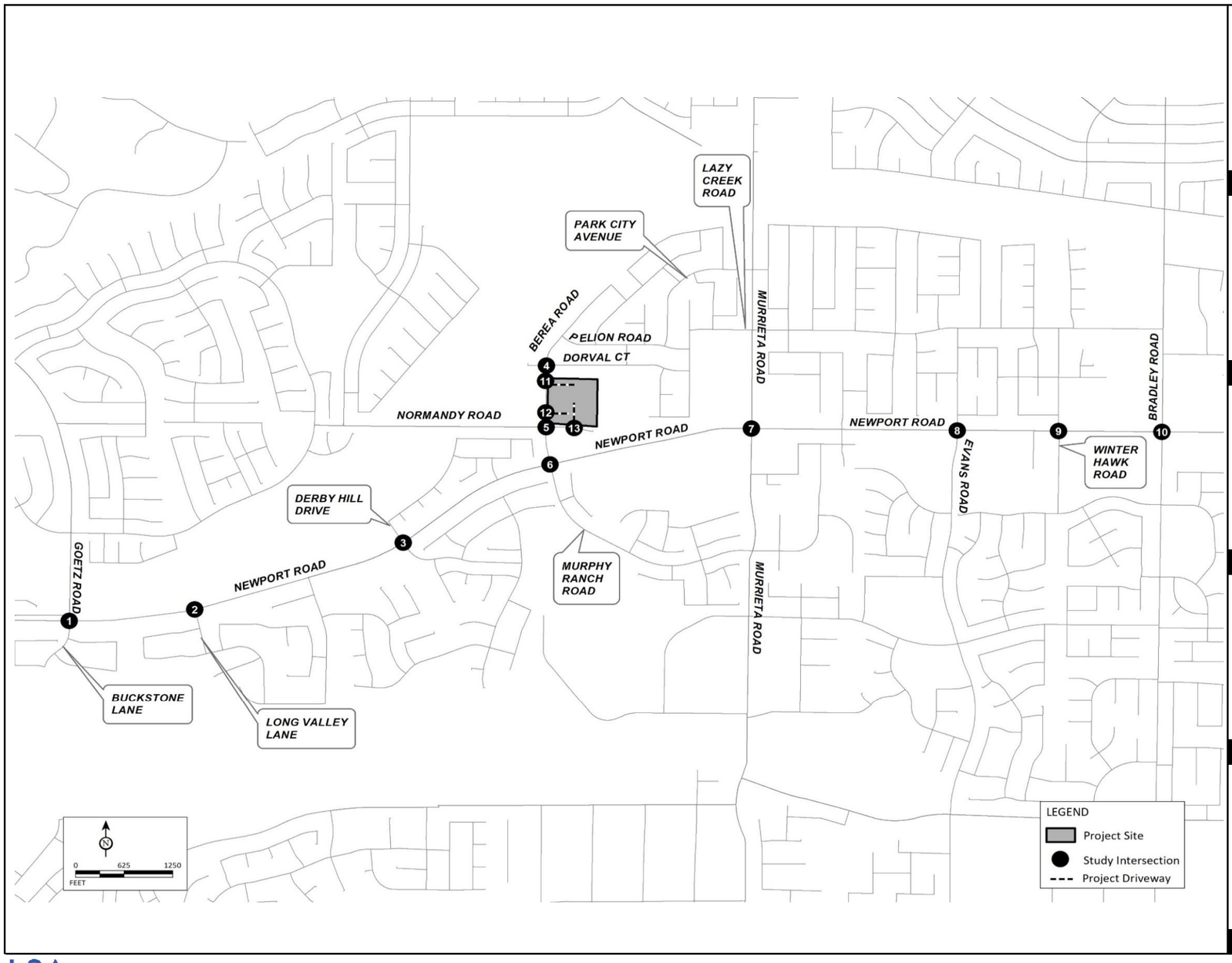
6.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Existing and opening year cumulative (2023) with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1 and 6-2 illustrate "with project" peak hour traffic volumes at study intersections under existing and opening year conditions respectively. Previously referenced Tables 4-A, and 4-C summarize the "with project" roadway segment daily traffic volumes under existing, and opening year cumulative (2023) conditions.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing with Project Peak Hour Traffic Volumes
- Figure 6-2: Opening Year Cumulative (2023) with Project Peak Hour Traffic Volumes



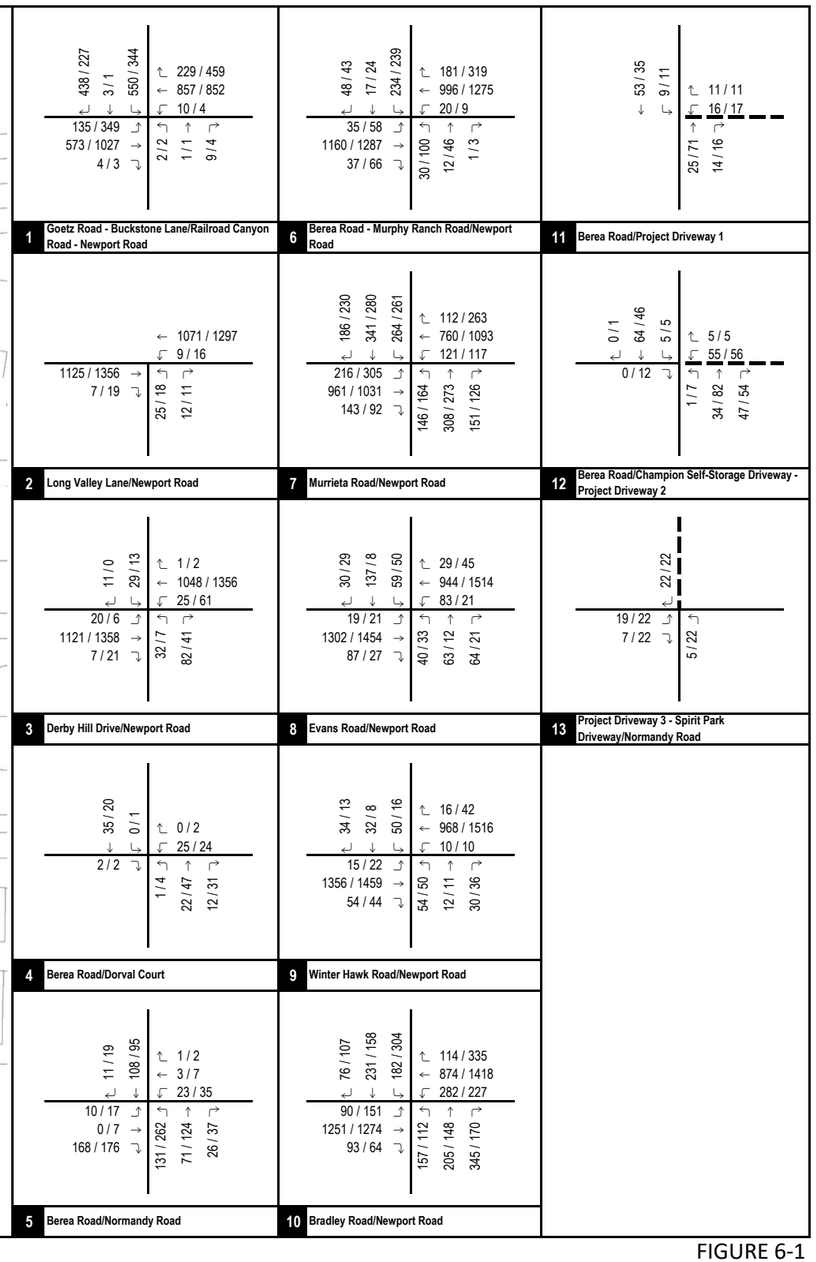


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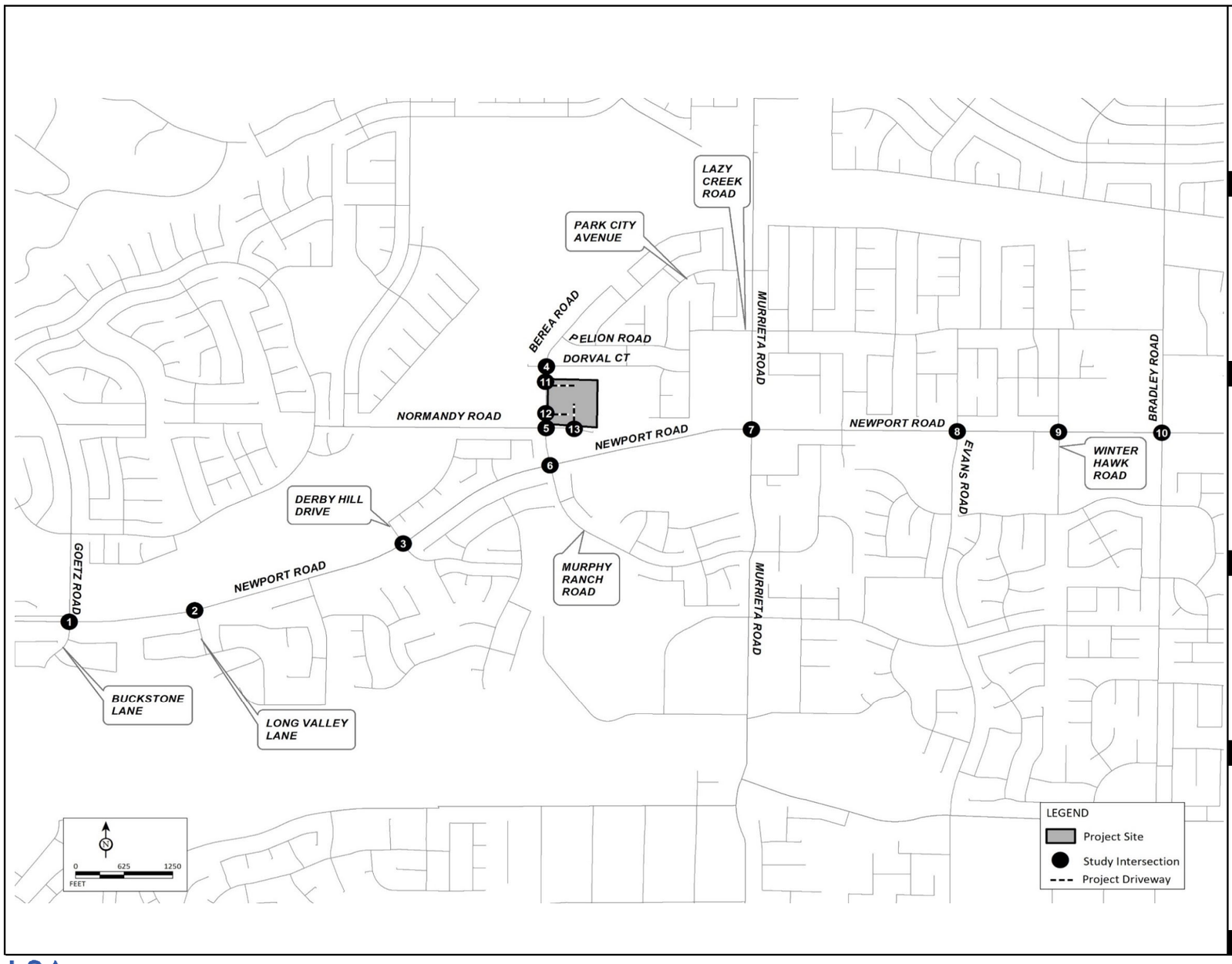
FIGURE 6-1

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes (In PCE)

Boulders Mixed-Use Project
Traffic Study

Existing with Project Peak Hour Traffic Volumes



1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road

528 / 287	3 / 1	607 / 394
168 / 444		264 / 518
656 / 1171		969 / 966
4 / 3		10 / 4
		2 / 2
		1 / 1
		9 / 4

2 Long Valley Lane/Newport Road

		1191 / 1450
		9 / 17
1252 / 1517		
20 / 53		
	56 / 41	12 / 11

3 Derby Hill Drive/Newport Road

36 / 21	0 / 1	0 / 2
		29 / 35
2 / 2		
	1 / 4	
	23 / 49	20 / 38

4 Berea Road/Dorval Court

14 / 30	110 / 96	1 / 2
		3 / 7
		23 / 36
18 / 23		
0 / 7		
202 / 209		
	148 / 305	72 / 126
		26 / 38

5 Berea Road/Normandy Road

6 Berea Road - Murphy Ranch Road/Newport Road

49 / 44	17 / 25	268 / 272
		198 / 363
		1106 / 1436
		21 / 9
35 / 59		
1298 / 1443		
38 / 69		
	31 / 104	12 / 48
		1 / 3

7 Murrieta Road/Newport Road

207 / 276	361 / 310	317 / 323
		146 / 328
		841 / 1227
		147 / 159
255 / 342		
1074 / 1156		
160 / 116		
	169 / 186	337 / 295
		187 / 161

8 Evans Road/Newport Road

31 / 30	163 / 44	78 / 68
		39 / 67
		1064 / 1719
		135 / 103
20 / 22		
1478 / 1641		
112 / 66		
	59 / 67	82 / 44
		120 / 96

9 Winter Hawk Road/Newport Road

42 / 25	33 / 8	55 / 20
		18 / 47
		1135 / 1800
		12 / 15
21 / 34		
1595 / 1712		
61 / 57		
	63 / 64	12 / 11
		36 / 41

10 Bradley Road/Newport Road

86 / 123	268 / 191	235 / 378
		164 / 400
		1034 / 1690
		301 / 255
98 / 168		
1481 / 1515		
97 / 66		
	163 / 116	231 / 188
		375 / 192

11 Berea Road/Project Driveway 1

58 / 46		
	9 / 11	
		11 / 11
		16 / 17
34 / 80		
	14 / 16	

12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2

0 / 1	69 / 57	5 / 5
		5 / 5
		55 / 56
0 / 12		
	1 / 7	
	43 / 91	
	47 / 54	

13 Project Driveway 3 - Spirit Park Driveway/Normandy Road

	22 / 22	
19 / 22		
7 / 23		
	5 / 23	

LSA

FIGURE 6-2

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes (In PCE)

Boulders Mixed-Use Project
Traffic Study

Opening Year Cumulative (2023) with Project Peak Hour Traffic Volumes

R:\CIM2002 Boulders Mixed Use\06 VMT-TX\z45_Vol_Cumulative_WP.xlsx (5/4/2021)

7.0 INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

7.1.1 Study Intersections

Previously referenced Figure 3-1 illustrates existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all intersections are currently operating at a satisfactory LOS.

Detailed intersection levels of service worksheets are included in Appendix D.

7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are currently operating at a satisfactory LOS.

7.2 EXISTING WITH PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided to identify direct project related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic.

7.2.1 Study Intersections

An intersection LOS analysis was conducted for existing with project conditions using the methodologies previously discussed. Previously referenced Table 7-A summarizes the results of this analysis and shows that the all intersections are forecast to operate at a satisfactory LOS under existing with project conditions.

Detailed intersection levels of service worksheets are included in Appendix D.

7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing with project conditions using the methodologies previously discussed. Previously referenced Table 7-B summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under existing with project conditions.

7.3 OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for opening year cumulative (2023) without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) without project conditions with the exception of the following:

- Bradley Road/Newport Road (p.m. peak hour).

Detailed intersection levels of service worksheets are included in Appendix D.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for project completion without project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under opening year cumulative (2023) without project conditions with the exception of the following:

- Newport Road, between Murrieta Road and Evans Road; and,
- Newport Road, between Evans Road and Winter Hawk Road.

7.4 OPENING YEAR CUMULATIVE (2023) WITH PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for project completion with project conditions using the methodologies previously discussed. Previously referenced Table 7-C summarizes the results of this analysis and shows that all of the study intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) with project conditions with the exception of the following:

- Bradley Road/Newport Road (p.m. peak hour).

It should be noted that this intersection also operates at a deficient LOS under no project condition. As such, there is a cumulative operational deficiency at this intersection.

Detailed intersection levels of service worksheets are included in Appendix D.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for project completion with project conditions using the methodologies previously discussed. Previously referenced Table 7-D summarizes the results of this analysis and shows that all of the study roadway segments are forecast to operate at a satisfactory LOS under LOS under opening year cumulative (2023) with project conditions with the exception of the following:

- Newport Road, between Murrieta Road and Evans Road; and,
- Newport Road, between Evans Road and Winter Hawk Road.

It should be noted that these roadway segments also operate at a deficient LOS under no project condition. As such, there is a cumulative operational deficiency at these segments.

7.5 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segment Levels of Service
- Table 7-C: Opening Year Cumulative (2023) Intersection Levels of Service

- Table 7-D: Opening Year Cumulative (2023) Roadway Segment Levels of Service

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Control	Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road	Signal	22.8	C	30.5	C	22.9	C	30.7	C
2 . Long Valley Lane/Newport Road	Signal	3.5	A	3.5	A	3.6	A	3.5	A
3 . Derby Hill Drive/Newport Road	Signal	10.4	B	9.1	A	10.4	B	9.1	A
4 . Berea Road/Dorval Court	TWSC	9.0	A	9.2	A	9.1	A	9.5	A
5 . Berea Road/Normandy Road	AWSC	9.0	A	11.0	B	9.8	A	11.9	B
6 . Berea Road - Murphy Ranch Road/Newport Road	Signal	14.3	B	17.0	B	17.1	B	21.8	C
7 . Murrieta Road/Newport Road	Signal	33.6	C	38.0	D	33.9	C	39.1	D
8 . Evans Road/Newport Road	Signal	19.6	B	12.3	B	20.0	B	12.5	B
9 . Winter Hawk Road/Newport Road	Signal	17.0	B	14.9	B	17.4	B	16.0	B
10 . Bradley Road/Newport Road	Signal	35.5	D	44.8	D	36.0	D	45.3	D
11 . Berea Road/Project Driveway 1	OWSC	*Future Intersection*		*Future Intersection*		8.9	A	9.2	A
12 . Berea Road/Champion Self-Storage Driveway - Project Driveway 2	OWSC/TWSC	7.3	A	8.5	A	9.7	A	10.4	B
13 . Project Driveway 3 - Spirit Park Driveway/Normandy Road	TWSC	8.5	A	8.6	A	9.0	A	9.1	A

Notes:

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

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

LOS = Level of Service

* Exceeds LOS Standard

LSA

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Functional Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Dorval Court						
2 . East of Berea Road	2 Lane Collector	13,000	352	C	542	C
Segments on Berea Road						
3 . South of Dorval Court	2 Lane Collector	13,000	1,072	C	1,358	C
4 . between Project Driveway 2 and Normandy Road	2 Lane Collector	13,000	1,197	C	2,439	C
5 between Normandy Road and Newport Road	2 Lane Collector	13,000	7,055	C	8,583	C
Segments on Lazy Creek Road						
7 . West of Murrieta Road	2 Lane Collector	13,000	1,516	C	1,706	C
Segments on Newport Road						
8 . between Berea Road and Murrieta Road	6 Lane Urban Arterial	56,300	38,760	C	39,716	C
9 . between Murrieta Road and Evans Road	5 Lane Urban Arterial	46,900	37,363	C	38,127	C
10 . between Evans Road and Winter Hawk Road	5 Lane Urban Arterial	46,900	38,426	C	39,094	C
11 . between Winter Hawk Road and Bradley Road	6 Lane Urban Arterial	56,300	37,763	C	38,337	C

Notes:

LOS = Level of Service.

[1] Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

[2] Roadway Capacity obtained from the City of Menifee LOS Traffic Study Guidelines, dated October 2020.

LSA

Table 7-C - Opening Year Cumulative (2023) Intersection Levels of Service

Intersection	Control	Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road	Signal	25.4	C	50.0	D	25.6	C	50.1	D
2 . Long Valley Lane/Newport Road	Signal	4.4	A	4.1	A	4.4	A	4.2	A
3 . Derby Hill Drive/Newport Road	Signal	10.6	B	9.6	A	10.6	B	9.7	A
4 . Berea Road/Dorval Court	TWSC	9.0	A	9.4	A	9.2	A	9.7	A
5 . Berea Road/Normandy Road	AWSC	9.6	A	12.5	B	10.4	B	13.6	B
6 . Berea Road - Murphy Ranch Road/Newport Road	Signal	15.7	B	19.1	B	18.7	B	25.8	C
7 . Murrieta Road/Newport Road	Signal	42.5	D	52.1	D	43.5	D	54.9	D
8 . Evans Road/Newport Road	Signal	27.9	C	19.9	B	29.0	C	20.4	C
9 . Winter Hawk Road/Newport Road	Signal	20.8	C	20.1	C	21.6	C	21.0	C
10 . Bradley Road/Newport Road	Signal	43.2	D	61.0	E *	43.9	D	61.8	E *
11 . Berea Road/Project Driveway 1	OWSC	*Future Intersection*		*Future Intersection*		9.0	A	9.3	A
12 . Berea Road/Champion Self-Storage Driveway - Project Driveway 2	OWSC/TWSC	7.3	A	8.6	A	9.8	A	10.6	B
13 . Project Driveway 3 - Spirit Park Driveway/Normandy Road	TWSC	8.5	A	8.7	A	9.0	A	9.2	A

Notes:

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

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

LOS = Level of Service

* Exceeds LOS Standard

LSA

Table 7-D - Opening Year Cumulative (2023) Roadway Segment Levels of Service

Roadway Segment	Functional Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Dorval Court						
2 . East of Berea Road	2 Lane Collector	13,000	510	C	700	C
Segments on Berea Road						
3 . South of Dorval Court	2 Lane Collector	13,000	1,259	C	1,545	C
4 . between Project Driveway 2 and Normandy Road	2 Lane Collector	13,000	1,389	C	2,631	C
5 between Normandy Road and Newport Road	2 Lane Collector	13,000	8,005	C	9,533	
Segments on Lazy Creek Road						
7 . West of Murrieta Road	2 Lane Collector	13,000	1,721	C	1,911	C
Segments on Newport Road						
8 . between Berea Road and Murrieta Road	6 Lane Urban Arterial	56,300	43,520	C	44,476	C
9 . between Murrieta Road and Evans Road	5 Lane Urban Arterial	46,900	43,408	E *	44,172	E *
10 . between Evans Road and Winter Hawk Road	5 Lane Urban Arterial	46,900	46,001	E *	46,669	E *
11 . between Winter Hawk Road and Bradley Road	6 Lane Urban Arterial	56,300	44,930	C	45,504	D

Notes:

LOS = Level of Service.

[1] Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

[2] Roadway Capacity obtained from the City of Menifee LOS Traffic Study Guidelines, dated October 2020.

8.0 SITE ACCESS ANALYSIS AND MULTIMODAL ANALYSIS

8.1 SITE ACCESS ANALYSIS

As discussed previously and shown in Figure 1-2, access to the project will be provided via three full access driveways. Project Driveway 1 and Project Driveway 2 will be full access driveways along Berea Road, while Project Driveway 3 will be a full access driveway along Normandy Road, north of the Spirit Park. Project Driveway 2 will be adding the easterly leg to the existing intersection of Berea Road/Champion Self Storage Driveway. Project Driveway 3 will be adding the northerly leg of the existing intersection of Normandy Road/Spirit Park Driveway.

8.1.1 Sight Distance Analysis

All three project driveways will be stop controlled. Therefore, project vehicles exiting from the project site will stop and yield to the traffic on Berea Road and Normandy Road. Along the project frontage, Berea Road does not have on street parking provision. Additionally, there's no other large objects present to obstruct the sight distance of vehicles exiting the project site. Along Normandy Road, on-site parking provision currently exists along the easterly cul-de sac terminal of Normandy Road. However, the project traffic will be making a southbound right-turn, and therefore this on-street parking will not be an issue for sight distance at Project Driveway 3.

8.1.2 Driveway Queuing Analysis

A queuing analysis was conducted for the project driveways to examine the potential back-up queue lengths at the project driveways. To examine the worst case scenario back-up queues were estimated for the opening year cumulative (2023) with project scenario. Since the project driveways are unsignalized stop-controlled intersections, this analysis was performed using Simtraffic. The highest 95th percentile back-up queue was observed as 52 ft for Project Driveway 2 at the a.m. peak hour, which is less than the driveway length. At all other locations, driveway back-up queue lengths were observed to be less than 50 ft. Detailed driveway queuing calculation worksheets are included in Appendix E.

8.2 MULTIMODAL ANALYSIS

8.2.1 Pedestrian Connectivity

Currently, in the project vicinity, sidewalks are present on both sides along Normandy Road, Berea Road and Newport Road, except for the project frontage part along Berea Road. The project will be adding the sidewalk along the project frontage, therefore eliminating the existing gap in the project vicinity. Therefore, the project will add to pedestrian safety feature by not requiring the users to cross Berea Road along project frontage. Project patrons and other neighborhood residents can access Spirit Park or Newport Road by walking safely due to sidewalk connectivity.

8.2.2 Transit Services

Riverside Transit Agency routes 40, 61, and 74 has their services within the study area, though only routes 40 and 61 passes through project vicinity within walking distance (within approximately half

mile). The nearest transit stop is located near the intersection of Berea Road/Newport Road, which is served by eastbound and westbound route 40.

8.2.3 Bike Facility

Dedicated bike lanes (Class II) are present along both sides of Newport Road within the Study area. Berea Road is also designated as a Class III bike route. Bike users can access the project along Berea Road from both directions.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at study area intersections and roadway segments where an operational deficiency has been identified or where the project contributes to an unsatisfactory LOS. The recommended improvements are as follows:

9.1.1 Opening Year Cumulative (2023) with Project Conditions Intersection Improvement

- Bradley Road/Newport Road: Optimize the signal timing for p.m. peak period.

Table 9-A summarizes the level of service at this intersection with the recommended improvements under opening year cumulative (2023) with project conditions.

Detailed Level of Service Worksheets are included in Appendix D.

9.1.2 Opening Year Cumulative (2023) with Project Conditions Roadway Improvement

- Newport Road, between Murrieta Road and Evans Road: Convert to 6-lane Urban Arterial
- Newport Road, between Evans Road and Winter Hawk Road: Convert to 6-lane Urban Arterial

These improvements are consistent with the City's General Plan Circulation Element. Table 9-B shows the levels of service at these roadway segments with the recommended improvements under opening year cumulative (2023) with project conditions.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project impacts. At study locations where the addition of project traffic creates a direct significant impact (existing with project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place (project completion and cumulative conditions), the project is responsible for its fair-share payment.

9.2.1 Transportation Uniform Mitigation Fee (TUMF) Program

The underlying purpose of the TUMF program is "the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways." As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased levels of service, increased delay and increased congestion on regional transportation facilities, and an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to "keep traffic flowing" represents the fundamental premise of the TUMF program. TUMF program includes modification of Newport Road

between Murrieta Road and Winter Hawk Road to a 6-lane urban arterial. Therefore, the project will be paying into the TUMF program for these improvements.

9.2.2 Project Fair Share

In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth from existing to opening year cumulative (2023) conditions. Table 9-C summarizes the recommended improvement for the deficient intersection and the project fair share. Since the project has a cumulative operational deficiency at the intersections Bradley Road/Newport Road, the project will be required to pay its fair share.

9.3 LIST OF CHAPTER 9.0 TABLES

- Table 9-A: Opening Year Cumulative (2023) With Project With Improvements Intersection Levels of Service
- Table 9-B: Opening Year Cumulative (2023) With Project With Improvements Roadway Segment Levels of Service
- Table 9-C: Project Fair-Share

LSA

Table 9-A - Opening Year Cumulative (2023) With project with Improvements Intersection Levels of Service

Intersection	Control	With Project Without Improvements				With Project With Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
10 . Bradley Road/Newport Road	Signal	43.9	D	61.8	E *	43.9	D	54.6	D

Notes:

Delay = Average control delay in seconds.

LOS = Level of Service

* Exceeds LOS Standard

LSA

Table 9-B - Opening Year Cumulative (2023) With Project With Improvements Roadway Segment Levels of Service

Roadway Segment	With Project Without Improvements				With Project With Improvements			
	Functional Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Functional Classification[1]	Roadway Capacity[2]	Daily Volume	LOS
Segments on Newport Road								
9 . between Murrieta Road and Evans Road	5 Lane Urban Arterial	46,900	44,172	E *	6 lane Urban Arterial	56,300	44,172	D
10 . between Evans Road and Winter Hawk Road	5 Lane Urban Arterial	46,900	46,669	E *	6 lane Urban Arterial	56,300	46,669	D

Notes:

LOS = Level of Service.

[1] Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery

[2] Roadway Capacity obtained from the City of Menifee LOS Traffic Study Guidelines, dated October 2020.

LSA

Table 9-C - Project Fair-Share

Intersection	Improvements	P.M. Peak Hour					Project Fair Share %
		Total Volume		Total Growth	Project Trips	PM Fair Share %	
		Existing	mulative + Proj				
10 . Bradley Road/Newport Road	Optimize Signal timing for P.M. peak period	4,402	5,282	880	66	7.50%	**7.50%**

Notes:

Bold = Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours are impacted by the project or only in the peak hour

10.0 NEIGHBORHOOD TRAFFIC AND SPEED ANALYSIS

During the scoping agreement process, City staff requested a speed survey analysis on local streets in the vicinity of the project. Speed surveys were conducted along the study area roadway segments to determine average and 85th percentile speed within the project vicinity. Based on consultation with the City Staff, speed surveys were conducted along the following roadway segments:

1. Pelion Road, East of Berea Road;
2. Dorval Court, East of Berea Road;
3. Berea Road, South of Dorval Court;
4. Park City Avenue, West of Murrieta Road; and
5. Lazy Creek Road, West of Murrieta Road.

10.1 TRAFFIC AND SPEED ANALYSIS

The posted speed limit on Park City Avenue, Lazy Creek Road are 25 miles per hour (mph). If there was no posted speed limit, a posted speed limit of 25 mph was considered consistent with recommendations provided in the 2020 California Driver's Handbook for local neighborhood streets. The operating speeds within the segments were obtained based on speed surveys conducted by Counts Unlimited in February 2021. Detailed speed survey sheets are included in Appendix B. The speed survey results are summarized as follow:

- **Pelion Road, East of Berea Road:** The average speed is 20 mph in the eastbound direction and 23 mph in the westbound direction. The 85th percentile speed for this segment is 27 mph in the eastbound direction and 29 mph in the westbound direction. It is estimated that approximately five percent of the project trips will be using this roadway segment. As such, the project will add approximately 10 a.m. peak hour, 11 p.m. peak hour and 96 daily trips at this segment. Most of these trips will be local trips from the daycare center, which will be absorbed within the neighborhood. Therefore, the project trips are not expected to alter the existing speed characteristics of this roadway segment.
- **Dorval Court, East of Berea Road:** The average speed is 26 mph in the eastbound direction and 28 mph in the westbound direction. The 85th percentile speed for this segment is 32 mph in the eastbound direction and 35 mph in the westbound direction. It is estimated that approximately 10 percent of the project trips will be using this roadway segment. As such, the project will be adding approximately 20 a.m. peak hour trips, 22 p.m. peak hour trips and 190 daily trips. Since this roadway segment is a collector street, it is expected that some of these trips could be cut-through trips. However, majority will be local trips within the neighborhood, accessing from the residential locations on both sides of Murrieta Road. Additionally, as discussed in Chapter 7, the project traffic is not expected to affect the LOS at this roadway segment. As such, due to low volume of project traffic, it is not expected that the project trips will significantly change the traffic speed characteristics on this roadway segment.
- **Berea Road, South of Dorval Court:** The average speed is 29 mph in the northbound direction and 31 mph in the southbound direction. The 85th percentile speed for this segment is 34 mph in the northbound direction and 36 mph in the southbound direction. It should be noted that

this roadway segment does not provide direct access to any residences except for the proposed project. It is estimated that approximately 15 percent of the project trips will be using this roadway segment. As such, the project will be adding approximately 30 a.m. peak hour trips, 33 p.m. peak hour trips and 286 daily trips. However, these trips will be distributed among several movements at the intersection of Berea Road/Dorval Court before entering the existing residential neighborhood. As described above, majority of these trips will be local trips within the neighborhood, accessing from the residential locations on both sides of Murrieta Road. As such, project trips will not alter the traffic speed characteristics on this roadway segment.

- **Park City Avenue, West of Murrieta Road:** The average speed is 25 mph in the eastbound direction and 24 mph in the westbound direction. The 85th percentile speed for this segment is 29 mph in the eastbound direction and 28 mph in the westbound direction. It is estimated that approximately five percent of the project trips will be using this roadway segment. As such, the project will add approximately only 10 a.m. peak hour, 11 p.m. peak hour and 96 daily trips at this segment. Majority of these trips will be local trips within the neighborhood, accessing from the residential locations on both sides of Murrieta Road. As such, based on the roadway configuration (existing curvature along the segment) and low volume of project traffic, it is estimated that the project trips will not affect the existing traffic speed characteristics for this roadway segment.
- **Lazy Creek Road, West of Murrieta Road:** The average speed is 27 mph in the eastbound direction and 28 mph in the westbound direction. The 85th percentile speed for this segment is 32 mph in the eastbound direction and 33 mph in the westbound direction. It is estimated that approximately 10 percent of the project trips will be using this roadway segment. As such, the project will be adding approximately 20 a.m. peak hour trips, 22 p.m. peak hour trips and 190 daily trips. It is estimated that majority of these trips will be local trips within the neighborhood, accessing from the residential locations on both sides of Murrieta Road. As such, due to the short segment length and low volume of project traffic, it is estimated that the project trips using this segment will not affect the existing traffic speed pattern.

The speed surveys are further summarized in Table 10-A.

10.2 CONCLUSION

Based on the estimated project traffic distribution and assignment, roadway capacity analysis and speed survey, it is estimated that the project traffic will not going to significantly affect the neighborhood traffic flow and traffic speed pattern. As discussed previously and shown above, majority of the project traffic will be using Newport road, and only 15 percent of project traffic is estimated to use the neighborhood streets. A majority of these trips will be local trips, generated from the neighborhood for the day care facility, which will benefit the neighborhood and reduce neighborhoods travel time for such facilities. Even these trips will be distributed along several streets before entering the neighborhood. It is also estimated that there will be very few cut-through project trips within the project neighborhood, which is not expected to affect the existing traffic speed pattern for the project neighborhood.

10.3 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Speed Analysis

LSA

Table 10-A - Speed Analysis

Roadway	Segment	Direction	Posted Speed Limit (mph)	Average Speed (mph)	85th Percentile Speed (mph)
Pelion Road	East of Berea Road	Eastbound	25	20	27
		Westbound	25	23	29
Dorval Court	East of Berea Road	Eastbound	25	26	32
		Westbound	25	28	35
Berea Road	South of Dorval Court	Northbound	25	29	34
		Southbound	25	31	36
Park City Avenue	West of Murrieta Road	Eastbound	25	25	29
		Westbound	25	24	28
Lazy Creek Road	West of Murrieta Road	Eastbound	25	27	32
		Westbound	25	28	33

Notes:

[1]Source: Speed surveys conducted by Counts Unlimited

11.0 SUMMARY AND CONCLUSIONS

The proposed project will consist of 234 multi-family apartments, a three-story office building with a total area of 25,745 square feet (sf), and a 8,250 sf daycare center. Access to the project site would be provided via a full access driveway on Normandy Road, and two full access driveways on Berea Road. The project will also have future access from the East upon development of the parcels located east of the project site. The project is anticipated to generate 203 net trips in the a.m. peak hour, 219 net trips in the p.m. peak hour, and 1,909 net daily trips.

11.1 EXISTING CONDITIONS SUMMARY

All study intersections and roadway segments operate at a satisfactory LOS under existing without and with project conditions.

11.2 OPENING YEAR CUMULATIVE (2023) CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under opening year cumulative (2023) without and with project conditions with the exception of one intersection and two roadway segments.

11.3 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1 “Recommended Improvements” of this report, the recommended improvements include optimizing signal timing at one intersection and lane addition at two roadway segments. Roadway segment improvements are covered by WRCOG TUMF fee program and the project will be paying fair-share percentage for the intersection improvement.

11.4 NEIGHBORHOOD TRAFFIC AND SPEED SURVEY ANALYSIS SUMMARY

Based on the estimated project traffic distribution and assignment, roadway capacity analysis and speed survey, it is estimated that the project traffic will not going to significantly affect the neighborhood traffic flow and traffic speed pattern.

11.5 SITE ACCESS ANALYSIS AND MULTIMODAL ANALYSIS SUMMARY

The project driveways have adequate corner sight distance and will be stop controlled. The project will be eliminating the existing gap in the sidewalks within the neighborhood. The project is well connected with pedestrian sidewalk, bike route network and transit services.

APPENDIX A:

SCOPING AGREEMENT

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

January 28, 2021

Mr. Rob Blough, P.E., T.E., PTOE.
City of Menifee
29844 Haun Road
Menifee, California 92586

Subject: Scope of Work for the Boulders Mixed-Use Project (LSA Project No. CIM2002)

Dear Mr. Blough,

LSA is under contract to prepare a traffic study (TS) for the Boulders Mixed-Use Project (Project) to be located at the northeast corner of intersection of Berea Road and Normandy Road in the City of Menifee (City). The proposed project includes 234 multi-family apartments, a three-story office building with a total area of 25,745 square feet (sf), and a 8,250 sf daycare center. Figure 1 (all figures and tables attached) illustrates the regional and project location. The project could be accessed through a full access driveway on Normandy Road, and two full access driveways on Berea Road. The project will also have future access from the East upon development of the parcels located east of the project site. The project is proposed to be completed by 2023. Figure 2 illustrates the conceptual site plan.

The City has adopted level of service (LOS) standards consistent with the City's General Plan, as laid out in the *City of Menifee Engineering Department LOS Traffic Study Guidelines*, revised October 2020 (TS Guidelines). The Vehicle Miles Traveled (VMT) analysis will be done in accordance with the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines), adopted June 2020. The TS will be prepared to satisfy the requirements of the City TS Guidelines and the VMT Guidelines.

Attached is Attachment A, the "Scoping Agreement for Traffic Study" form from the City TS Guidelines for your review.

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

SCOPE OF WORK: TS

Trip Generation, Trip Distribution and Trip Assignment

The trip generation for the proposed project was developed using the rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). The rates for Land Use 221 – "Multifamily Housing (Mid-Rise)" were used for the multi-family apartments, Land Use 710 – "General Office Building" were used for the office building, and Land Use 565 – "Day Care Center" were used for the daycare center. Table A shows the project trip generation. As shown in attached Table A, the project is anticipated to generate 1,917 daily trips with 205 trips occurring during the a.m. peak hour and 225 trips occurring during the p.m. peak hour.

1500 Iowa Avenue, Suite 200, Riverside, California 92507 951.781.9310 www.lsa.net

Since the project is a mixed-use development, it is estimated that a certain percentage of trips will occur between the land uses on-site and these internal trips do not utilize the major street system. The internal trips can occur either by walking or by vehicles using internal roadways without using external streets. The internal capture rates were estimated using the Internal Trip Capture Estimation Tool developed by the National Cooperative Highway Research Program (NCHRP). The internal capture rate estimated for each land use was applied to its respective trip generation to estimate the number of internal trips. These internal trips were subtracted from the trip generation to establish the net external trips for each land use.

As shown in Table A, after consideration for internal trips, the project is anticipated to generate 203 net trips in the a.m. peak hour, 219 net trips in the p.m. peak hour and 1,909 net daily trips.

The distribution of the proposed project trips has been developed based on discussions with City Staff, and taking into account the regional roadway network and the location of residential, employment, and commercial centers in relation to the proposed project. Figure 4 illustrates the project trip distribution. The distribution percentages were applied to the trips generated in the a.m. and p.m. peak hours to get the project trip assignment. Figure 5 illustrates the project trip assignment.

Study Area Intersections

Based on the City TS Guidelines, the study area shall generally include, at a minimum, any intersection where the proposed project will add 50 or more peak hour trips or any intersection that the City recommends to be included in the analysis. As such, using the 50 peak hour trip threshold and based on discussions with City Staff, the TS will include the following intersections:

1. Goetz Road-Buckstone Lane/Railroad Canyon Road-Newport Road (Canyon Lake, Menifee);
2. Long Valley Lane/Newport Road (Menifee);
3. Derby Hill Drive/Newport Road (Menifee);
4. Berea Road/Dorval Court (Menifee);
5. Berea Road/Normandy Road (Menifee);
6. Berea Road-Murphy Ranch Road/Newport Road (Menifee);
7. Murrieta Road/Newport Road (Menifee);
8. Evans Road/Newport Road (Menifee);
9. Winter Hawk Road/Newport Road (Menifee);
10. Bradley Road/Newport Road (Menifee);
11. Berea Road/Project Driveway 1 (Menifee);
12. Berea Road/Champion Self-Storage Driveway-Project Driveway 2(Menifee); and,
13. Spirit Park Driveway-Project Driveway 3/Normandy Road (Menifee).

Figure 3 illustrates the proposed study area intersections.

Roadway Segment Analysis

A roadway segment analysis will be conducted based on daily traffic volumes, for the segments where the project adds 500 or more daily trips, and any segments that the City requires to be included in the analysis. The LOS analysis for roadway segments will be conducted using roadway capacity and classification from the City TS Guidelines. As such, using the 500 daily trip threshold and based on discussions with the City, the TS will include the following roadway segments:

1. Pelion Road, East of Berea Road;
2. Dorval Court, East of Berea Road;
3. Berea Road, South of Dorval Court;
4. Berea Road, between Project Driveway 2 and Normandy Road;
5. Berea Road, between Normandy Road and Newport Road;
6. Park City Avenue, West of Murrieta Road;
7. Lazy Creek Road, West of Murrieta Road;
8. Newport Road, between Berea Road and Murrieta Road;
9. Newport Road, between Murrieta Road and Evans Road;
10. Newport Road, between Evans Road and Winter Hawk Road; and
11. Newport Road, between Winter Hawk Road and Bradley Road.

Analysis Scenarios

The TS for the proposed project will be prepared to meet the requirements of the City TS Guidelines. The TS will address existing traffic conditions, future traffic forecasts, project-related impacts, and mitigations for a.m. and p.m. peak hour traffic operations at the study intersections under the following scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Opening Year Cumulative (2023) without Project Conditions; and
- Opening Year Cumulative (2023) with Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing year traffic conditions are usually based on existing a.m. and p.m. peak hour traffic counts collected for the intersections and daily traffic conditions for roadway segments identified for the analysis. However, due to the statewide school and office closures as a result of COVID-19, LSA proposes to use recent historical counts available from traffic counters. The existing year volumes will be obtained by applying an annual growth rate of 2 percent to the historical

counts. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the one hour of highest traffic volume occurring between 4:00 and 6:00 p.m.

Opening Year Cumulative (2023) without project traffic volumes will be developed by applying an annual growth rate of 2 percent per year to existing peak hour traffic volumes and adding traffic volumes from approved and pending development projects that will add substantial traffic to the study area. Table B summarizes the cumulative projects to be included in the analysis. Information about these projects were obtained from City of Menifee Land Development/ CIP Projects map (updated November 2020) and the list of approved and pending projects provided by the City (updated November 2020).

Existing and opening year cumulative with project traffic volumes will be developed by adding traffic from the proposed project to the corresponding without project scenario traffic volumes.

The TS will analyze study intersections during the a.m. and p.m. peak hours. Intersection levels of service (LOS) will be calculated using the *Highway Capacity Manual 6* (HCM 6) analysis methodologies and using *Synchro 10* software. Roadway segment LOS analysis will be conducted using daily roadway capacity and classification from the City's General Plan and TS Guidelines.

Project Driveway Analysis

For purposes of this project, the analysis will include a brief discussion on project driveways. It will illustrate and discuss how vehicles would enter and exit via the project access driveways and identify any potential on-site or off-site circulation issue including vehicle queuing and driveway stacking.

Speed Survey Analysis

Based upon discussions with the City staff, LSA will conduct a speed survey analysis at the following roadway segments:

1. Park City Avenue, West of Murrieta Road;
2. Lazy Creek Road, West of Murrieta Road;
3. Pelion Road, east of Berea Road;
4. Dorval Court, East of Berea Road; and
5. Berea Road, South of Dorval Court.

Multimodal Analysis

The existing, pedestrian, bicycle, and transit service will be documented and gaps in the existing sidewalk and bicycle network within the study area as well as current access to transit and current transit service will be identified in the existing conditions analysis. The future year analysis will identify connectivity from the project site to the existing bicycle, pedestrian network, and distance to current transit stops. Improvements that will increase connectivity to sidewalks, trails, bicycle facilities and transit facilities will be considered in the TS.

Analysis of Traffic Operations and Recommended Circulation Improvements

Intersection and roadway segment LOS without the project will be compared to the intersection and roadway segment LOS with the project for each of the analysis scenarios to determine potential operational deficiencies based on the LOS standards as applicable for the City. Necessary improvement measures will be recommended to improve intersection and roadway segment performance to conform with the City's General Plan LOS standards. Improvements may include intersection turn lanes, signalization, and segment lane additions. The LOS with recommended improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Signal Warrant Analysis

Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted at an unsignalized study intersection per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

TUMF/DIF/Fair Share Calculations

LSA will evaluate whether the mitigation measures identified in the TS are included as part of the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) or the City's Development Impact Fees (DIF). If it is determined that an improvement is not covered through the DIF or the TUMF program, the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing conditions to opening year cumulative with project conditions.

SCOPE OF WORK: CEQA VEHICLE MILES TRAVELED (VMT) ANALYSIS

CEQA VMT Analysis

Senate Bill 743 (SB 743) required changes be made to California Environmental Quality Act (CEQA) regulations introducing vehicle miles traveled (VMT) as the metric for determining project traffic impacts. Thus, a VMT analysis will be conducted for the project to satisfy the CEQA requirements. The City adopted the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines) in June 2020, which includes the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Based on the screening criteria provided in the VMT Guidelines, it is anticipated that the project will be screened out from a detailed VMT analysis. A VMT memorandum (Memo) will be submitted to the City. The purpose of the Memo will be to demonstrate that the project can be screened out from a VMT analysis by using the screening criteria from the City VMT Guidelines.

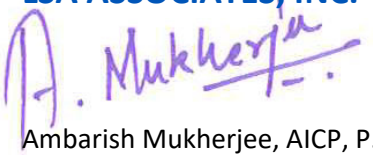
Active Transportation and Public Transit Analysis

In this analysis, potential project impacts on public transit, bicycle, and pedestrian facilities will be evaluated and significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at ambarish.mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, P.E.
Principal

Attachments:

Attachment A: Scoping Agreement For Traffic Study
Table A: Project Trip Generation
Table B: Cumulative Projects
Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution
Figure 5: Project Trip Assignment

ATTACHMENT A
SCOPING AGREEMENT FOR TRAFFIC STUDY

This letter acknowledges the City Menifee Engineering Department requirements for the traffic study of the following project. The analysis must follow the latest City Traffic Study Guidelines dated October 2020

Boulders Mixed-Use Project

Case No. -
Related Cases -
SP No. -
EIR No. -
GPA No. -
CZ No. -
Project Name: Boulders Mixed-Use Project
Project Location: Northeast corner of Berea Road and Normandy Road
Project Description: Mixed-Use project consisting of 234 multi-family apartments ; 25,745 sq ft office building; and 8,250 sq ft daycare center

	Consultant	Developer
Name:	LSA Associates, Inc.	Trademark Constructions
Address:	1500 Iowa Avenue, Suite 200, Riverside, California 92507	15915 Bernardo Center Drive, San Diego, California 92127
Telephone:	(951) 781-9310	

A. Trip Generation Source: ITE *Trip Generation Manual,* most recent edition 10th Edition

Existing Land Use	Vacant	Proposed Land Use	Mixed-Use
Existing Zoning	EDC-NR	Proposed Zoning	EDC-NR
Total Daily Trips			

	In	Out	Total	
AM	21	63	84	- Multi Family Residential
Trips	26	4	30	- Office
	48	43	91	- Daycare
	63	40	103	- Multi Family Residential
PM	5	25	30	- Office
Trips	43	49	92	- Daycare

Internal Trip Allowance: Yes [x] No [ ] (0.42 % Trip Discount)

Pass-By Trip Allowance: [ ] Yes [x] No (% Trip Discount)

(Attach additional sheet if this is a multi-use site with a breakdown of trips generated)

B. Trip Geographic Distribution: N 20 % S 10 % E 40 % W 30 %
(See attached exhibit for detailed assignment)

C. Background Traffic

Project Completion Year: 2023 Annual Ambient Growth Rate: 2 %
Other area projects to be included: - Please See Attached Table B

Please contact the Engineering Department or use the most recently provided data

Model/Forecast methodology if required _____

D. Horizon Year Analysis: Does this project require a Horizon Year Analysis? ☐ Yes ☒ No

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

1. Please See Attached
2.
3.
4.
5.
6.
7.
8. _____

F. Study Roadway Segments:

1. Please See Attached
2.
3.
4.
5.
6.
7.
8. _____

G. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or one-mile radius of boundaries? ☒ Yes ☐ No

If so, name of Jurisdiction: City of Canyon Lake

H. Site Plan (please attach a legible 11'X17' copy) Please See Attached

I. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department) Speed Survey analysis has been included in the Scope as requested.

Recommended by:

Ambarish Mukherjee — 01/28/2021

Consultant's Representative — Date

Scoping Agreement Submitted on — Date

Scoping Agreement Resubmitted on — Date

Approved Scoping Agreement:

Nick Minicilli — 2/3/2021

City of Menifee — Date

LSA

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Multi-Family Residential	234 DU							
Trips/Unit[1]		0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation		21	63	84	63	40	103	1,273
Internal Capture[2]		0	(1)	(1)	(1)	(2)	(3)	(4)
Net External Trips		21	62	83	62	38	100	1,269
Office	25.75 TSF							
Trips/Unit[3]		1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		26	4	30	5	25	30	251
Internal Capture[2]		(1)	0	(1)	(2)	(1)	(3)	(4)
Net External Trips		25	4	29	3	24	27	247
Daycare	8.25 TSF							
Trips/Unit[4]		5.83	5.17	11.00	5.23	5.89	11.12	47.62
Trip Generation		48	43	91	43	49	92	393
Total Trip Generation		**95**	**110**	**205**	**111**	**114**	**225**	**1,917**
Total Internal Capture		**(1)**	**(1)**	**(2)**	**(3)**	**(3)**	**(6)**	**(8)**
Total Net Trip Generation		**94**	**109**	**203**	**108**	**111**	**219**	**1,909**

Notes:

DU = Dwelling Unit; TSF = Thousand Square Feet

[1] Rates based on Land Use 221 - "Multifamily Housing (Mid-Rise)" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[2] Internal capture rates obtained using the National Cooperative Highway Research Program (NCHRP) 8-51 Internal Trip Capture Estimation Tool. The internal trips between the multi-family housing and the office have been captured with this tool. It is expected that there will not be any trips between the daycare and other land uses. Hence, such trips have not been counted as internal capture.

[3] Rates based on Land Use 710 - "General Office Building" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[4] Rates based on Land Use 565 - "Day Care Center" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

LSA

Table B - Cumulative Projects

Project No.	Project Name/Reference	Address/Location	Project Description	Building Total Square Feet/Dwelling Units/Other
1	TR 32794 / Quail Hill (Repke)	South of San Jacinto Road, between Goetz Road and Palm Drive	Zone change from R3 to R1	152 Single Family Residential Lots
2	CUP 2017-055/ Goetz Road Gas and Retail	North corner of Goetz Road and Vista Way	Commercial	3.8 TSF convenience store, 1.152 TSF carwash and gas station w/ four dual pumps along with a fueling canopy, and a 3.2 TSF fast food restaurant with drive-thru
3	SP 209/ Audie Murphy Ranch	West of Murrieta Road, between Holland Road and Honeyrun Road	Residential	1225 residential lots remaining to be built
4	TR 32025/ Canyon Cove	West of Rattle Dance Way, between Newport Road and Holland Road	Residential	198 SFDU
5	TRR 28859-1/ Woodside/Sky View	North of Ridgemoor Road, west of Phoenix Way	Residential	246 SFDU
6	DEV 2019-053/ Newport Pointe Commercial	Southwest corner of Newport Road and Evans Road	Commercial	*LSA requests information for this project*
7	TR 28786/ Pacific Communities	South of La Piedra Road, East of Murrieta Road	Residential	72 SFDU
8	TR 28790/ Pacific Communities	South of La Piedra Road, West of Evans Road	Residential	*LSA requests information for this project*
9	TR 30142/ KB Hidden Hills	Southeast corner of Murrieta Road and Craig Avenue	Residential	523 SFDU
10	TM 28789/ Pacific Communities	Northeast corner of Evans Road and La Piedra Road	Residential	131 SFDU
11	PP 2018-189/ Newport Dental	North of Newport Road, West of Bradley Road	Commercial	5.417 TSF
12	PP 2018-217/ Center Pointe Shopping Center	South of Newport Road, between Bradley Road and Sherman Road	Mixed Use	2.8 TSF fast-food, 24.06 TSF restaurants, 30.06 TSF supermarket, 21.5 TSF retail
13	2015-238, TR 37179, DA 4/ Lennar, Villages	Northeast corner of La Piedra Road and Stern Drive	Residential	125 Residential Lots
14	CUP 2016-130 , Krikorian Theater	Southwest corner of Newport Road and Town Center Drive	Commercial	13-screen movie theater and 33.5 TSF retail
15	TR 2017-094, PP 2017-095/ Lennar Condos	North of La Piedra Road, south of Newport Road, east of Great Oak Drive and west of Town Center Drive	Residential	218 Townhomes
16	PP 2018-023/ Menifee Plaza	Southeast corner of Newport Road and Town Center Drive	Commercial	12.7 TSF Restaurant, 1.3 TSF Retail
17	2017-123 PP/ Menifee Office Building	North of La Piedra Road, south of Newport Road, east of Town Center Drive (previously Sherman Road) and west of the Paloma Wash	Commercial	33.800 TSF medical office building
18	PP 2017-005/ Town Center Apartments	Northeast corner of La Piedra Road and Town Center Drive	Residential	330 unit apartment complex
19	DA 1/ 151 Lots	North of La Piedra Road, between Huan Road and Town Center Drive	Residential	151 Residential Lots
20	PAR 2016-154/PP2017-021, S&F Site	Northwest corner of Newport Road and Haun Road	29,536-sq. ft. Smart and Final Market	29.536 TSF
21	PP 2015-115, Menifee Village	APNs : 360-110-012,-004, -005, -006, and -007	Retail shopping center including ten (10) buildings totaling 231,600 sq. ft.	231.6 TSF
22	PM 2016-185, JPN Corporation Inc.	North of Holland Road, west of I-215 and east of Haun Road	11 commercial parcels	*LSA requests information for this project*
23	PM PLN20-0098, Gateway Menifee	Near intersection of Haun Road and Craig Avenue	13 commercial parcels	101.628 TSF Medical Office Building, 33.804 TSF Retail and Restaurants, 85.063 TSF Light Industrial

Notes:
DU = Dwelling Units; SFDU = Single-Family Dwelling Units; TSF = Thousand Square Feet

LSA

LEGEND

Project Location

FIGURE 1

N

0 375 750

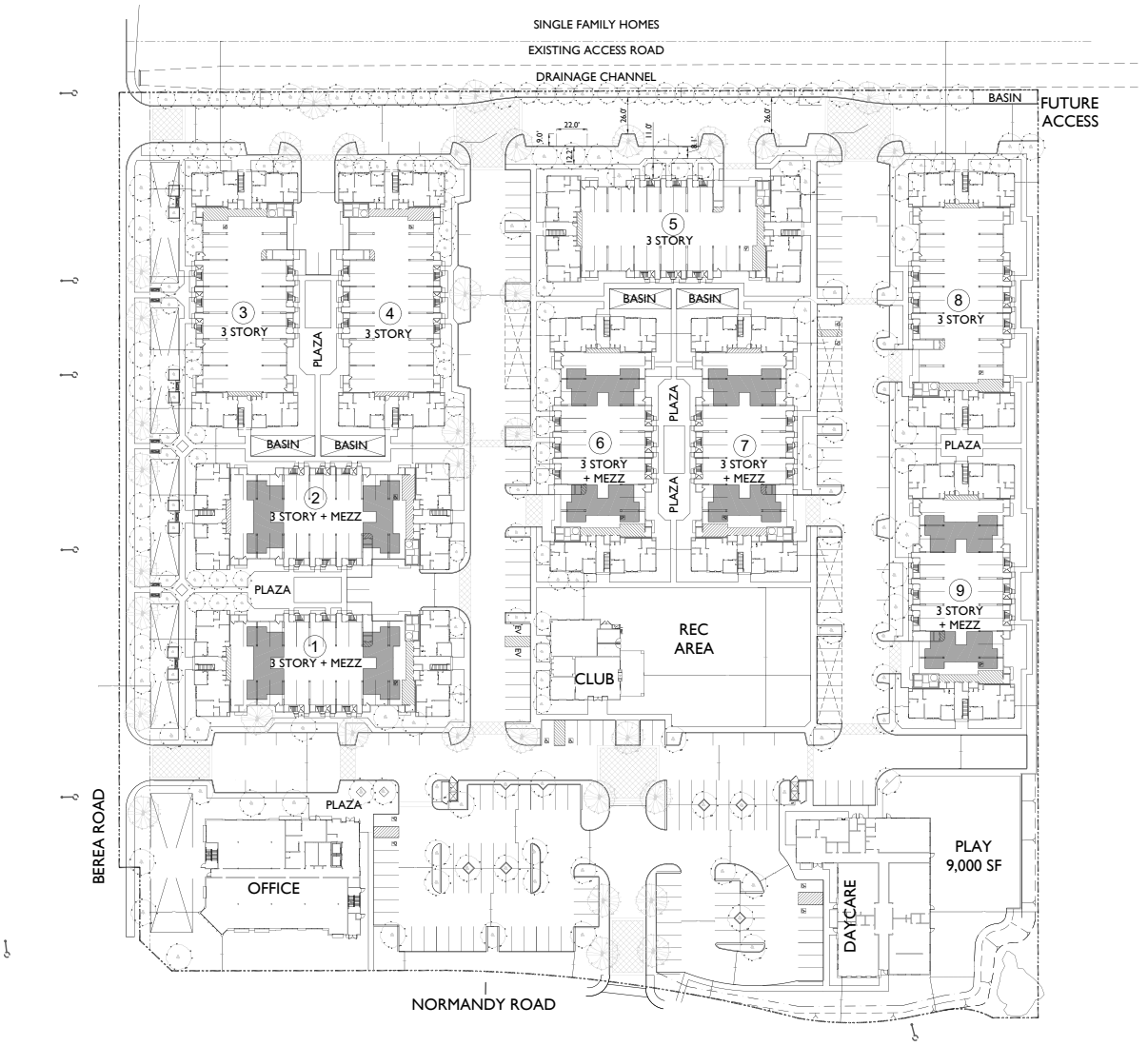
FEET

SOURCE: Google (2019)

I:\CIM2002\GIS\MXD\ProjectLocation_Aerial.mxd (12/10/2020)

Boulders Mixed-Use Project
Traffic Study

Project and Regional Location



LSA

FIGURE 2

N

0 90 180

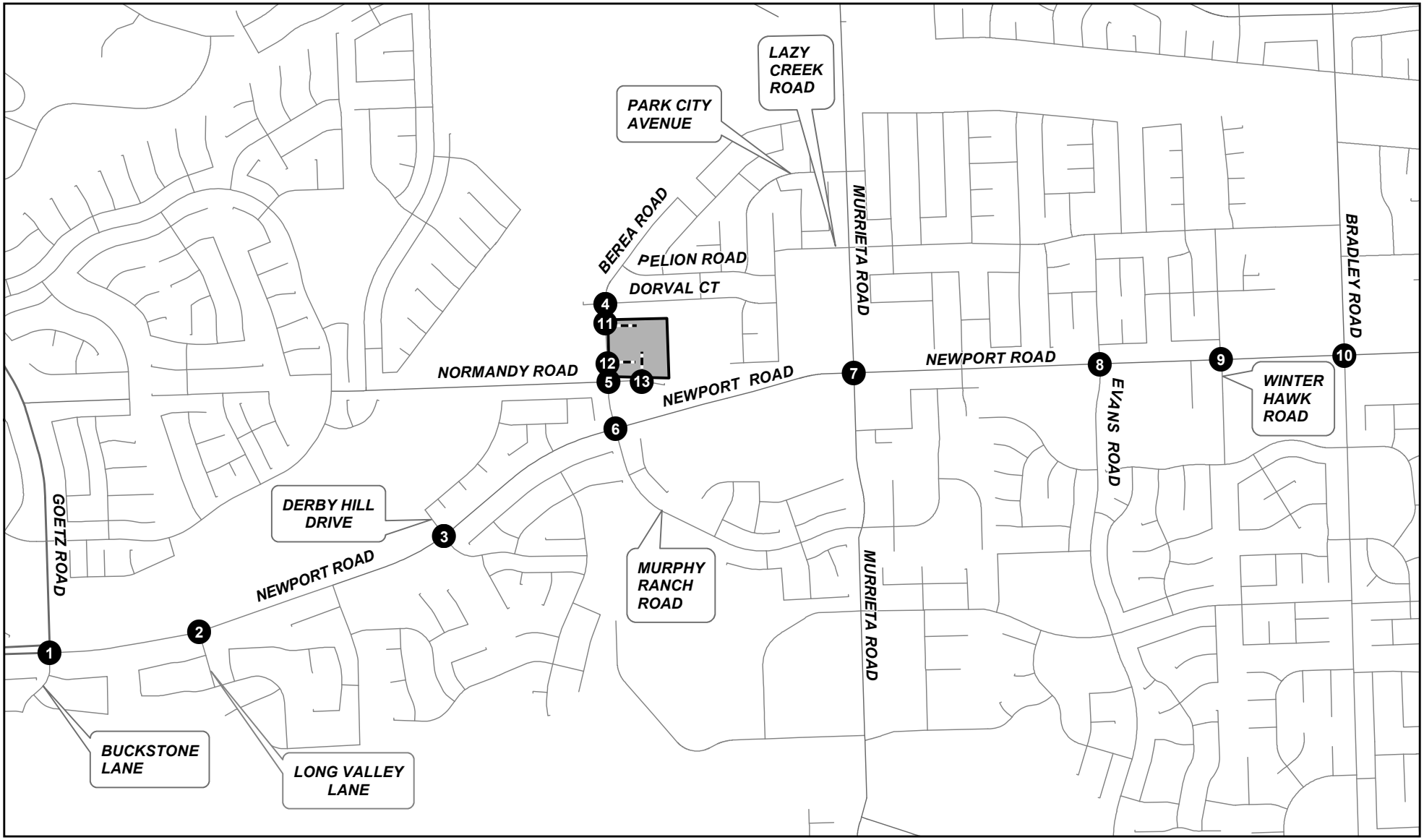
FEET

SOURCE: Summa Architecture

I:\CIM2002\G\Site_Plan.ai (12/10/2020)

Boulders Mixed-Use Project
Traffic Study

Conceptual Site Plan



LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway

0 750 1500
FEET

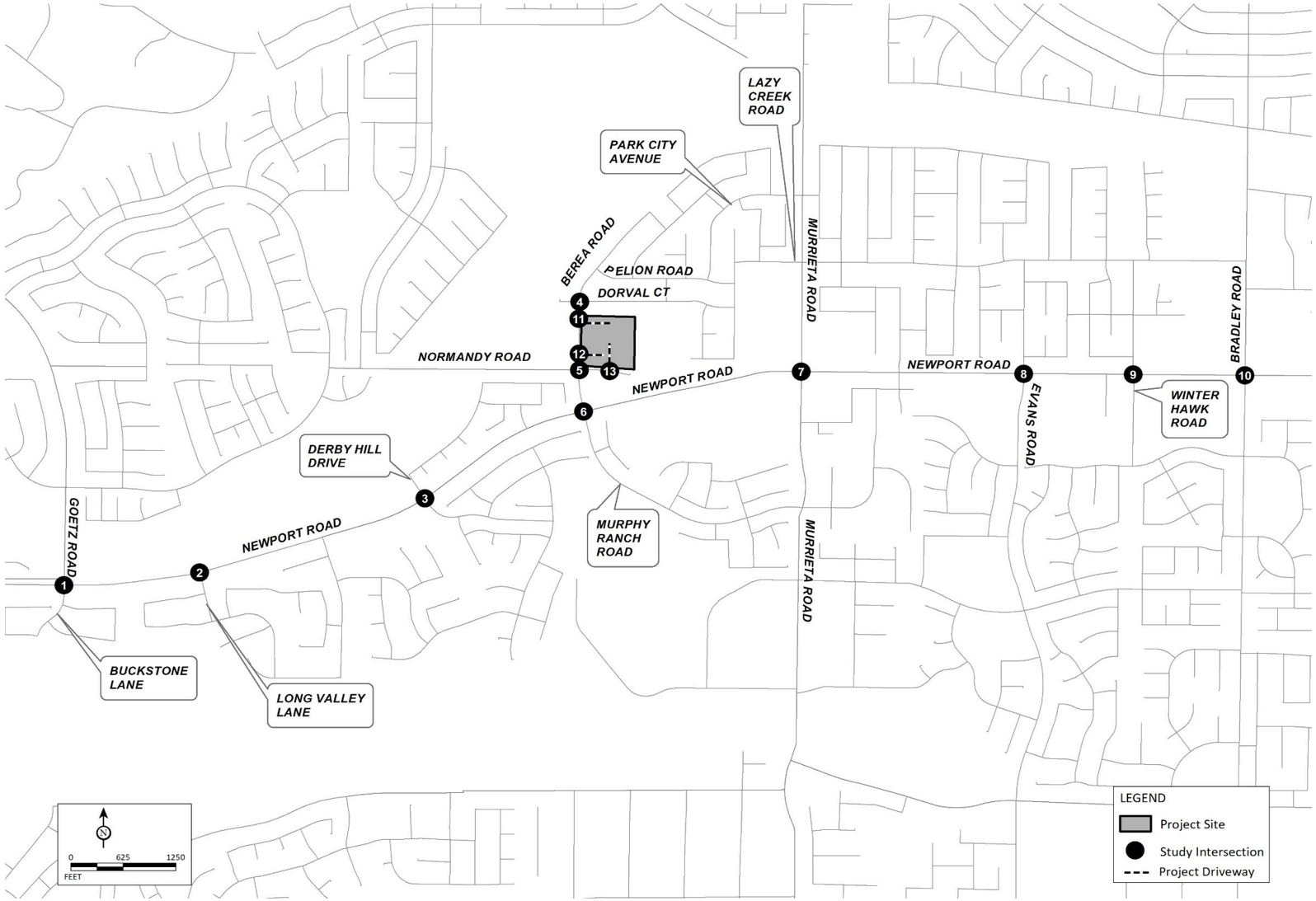
SOURCE: Riverside County 2020.

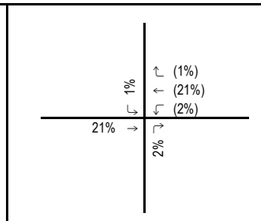
R:\CIM2002 Boulders Mixed Use\06 VMT-TX\GIS\Reports\fig3_StudyIntersections.mxd (1/15/2021)

FIGURE 3

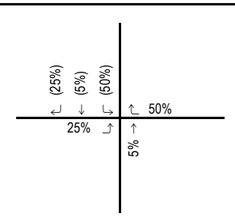
Boulders Mixed-Use Project
Traffic Study

Study Area Intersections

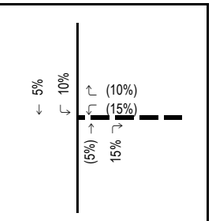




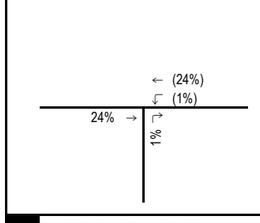
1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road



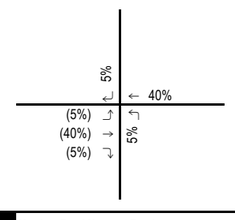
6 Berea Road - Murphy Ranch Road/Newport Road



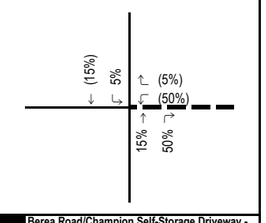
11 Berea Road/Project Driveway 1



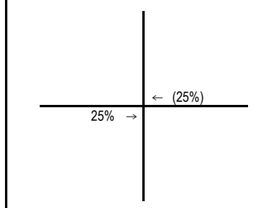
2 Long Valley Lane/Newport Road



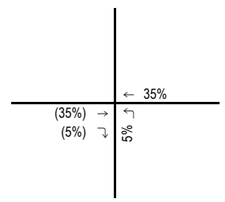
7 Murrieta Road/Newport Road



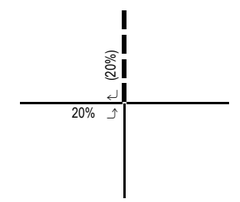
12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2



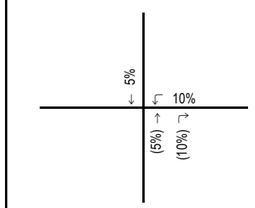
3 Derby Hill Drive/Newport Road



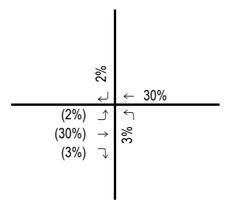
8 Evans Road/Newport Road



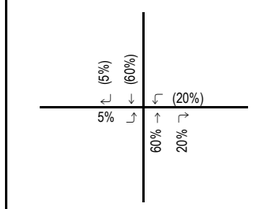
13 Project Driveway 3 - Spirit Park Driveway/Normandy Road



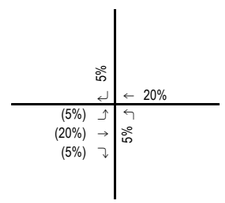
4 Berea Road/Dorval Court



9 Winter Hawk Road/Newport Road



5 Berea Road/Normandy Road



10 Bradley Road/Newport Road

LSA

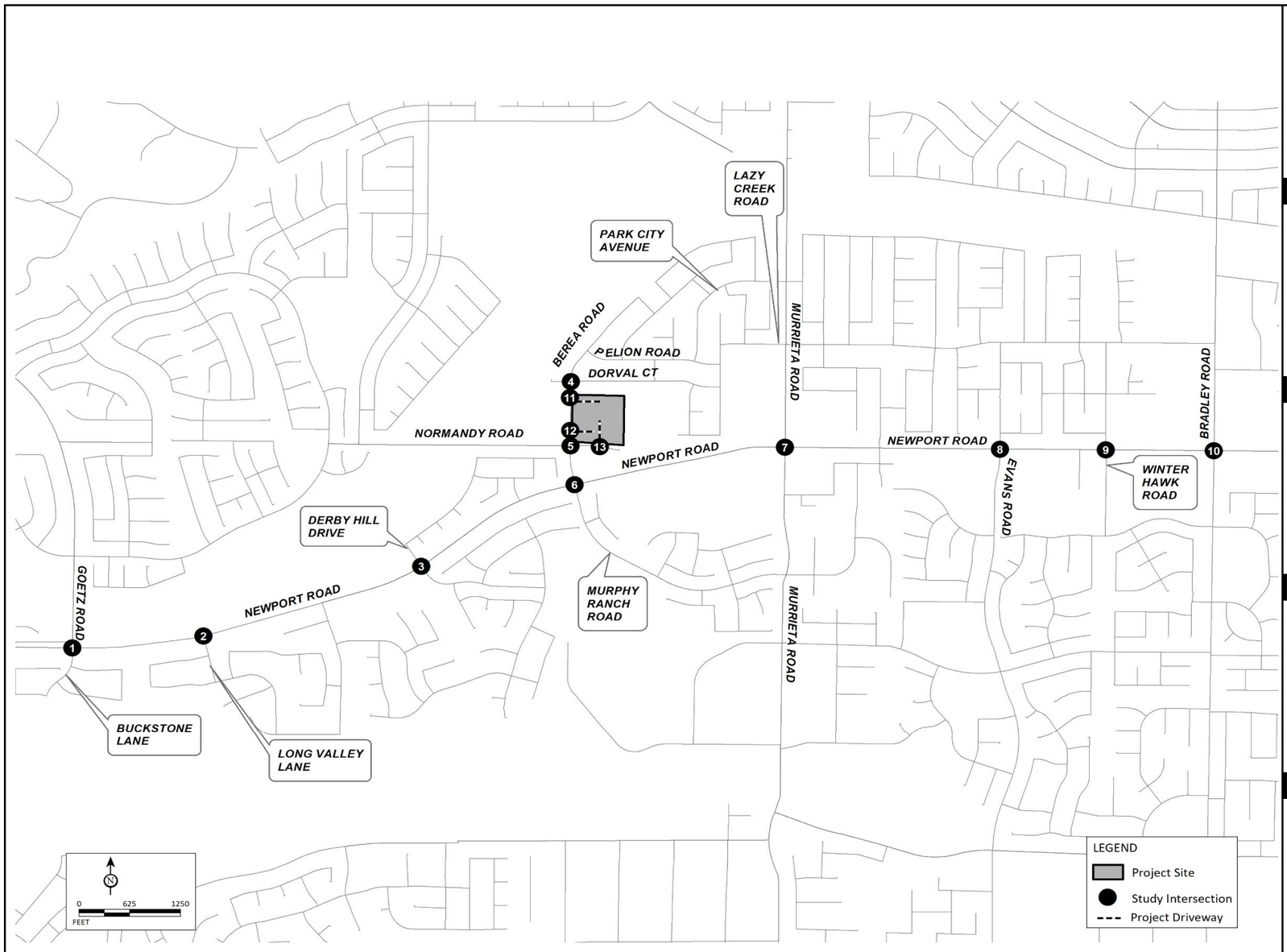
FIGURE 4

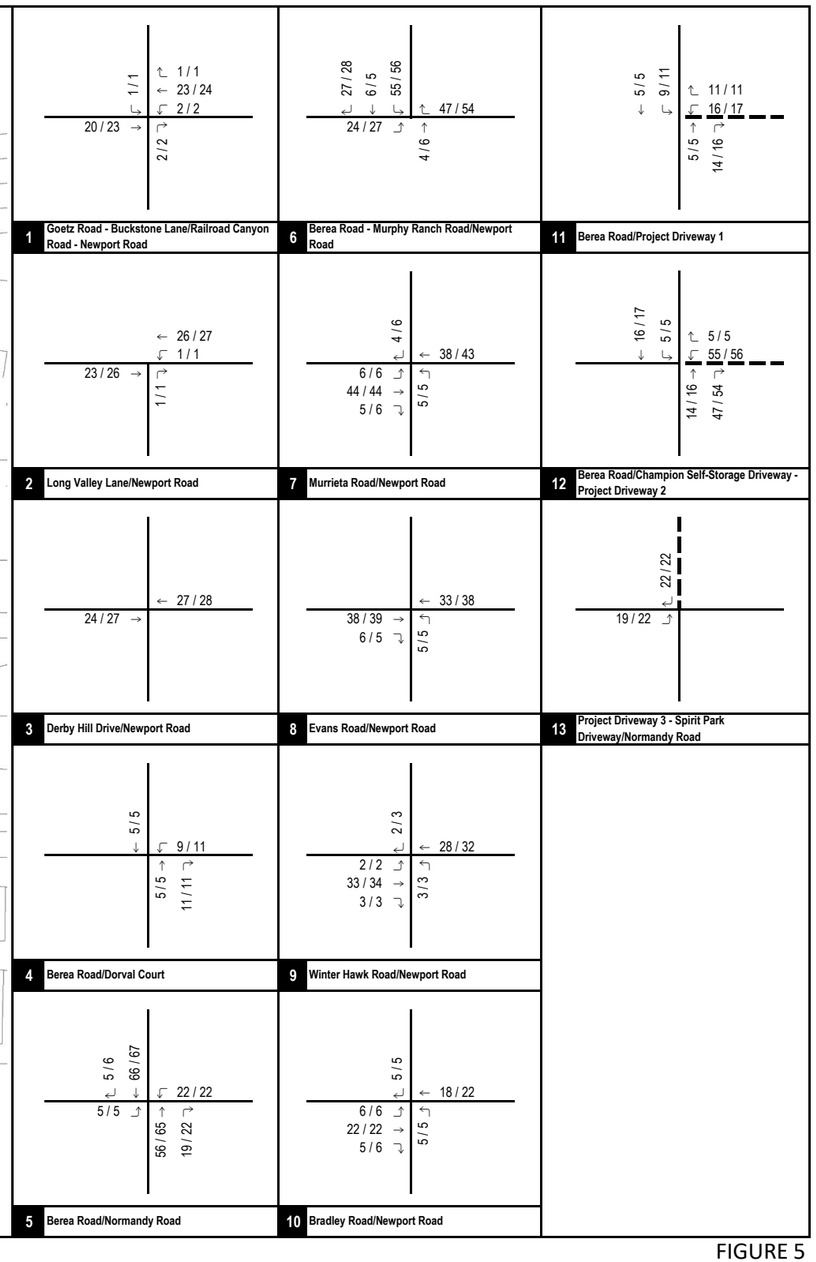
XX% (YY%)
Inbound (Outbound) Distribution
– – – – Project Driveway

Boulders Mixed-Use Project
Traffic Study

Project Trip Distribution

R:\CIM2002 Boulders Mixed Use\06 VMT-TX\z45_Dist.xlsx (1/28/2021)





LSA

FIGURE 5

XX / YY
AM / PM Peak Hour Traffic Volumes

Boulders Mixed-Use Project
Traffic Study

Project Net Trip Assignment

APPENDIX B:

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: Goetz Road
E/W: Newport Road / Railroad Canyon Road
Weather: Clear

File Name : 01_MEN_Goetz_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

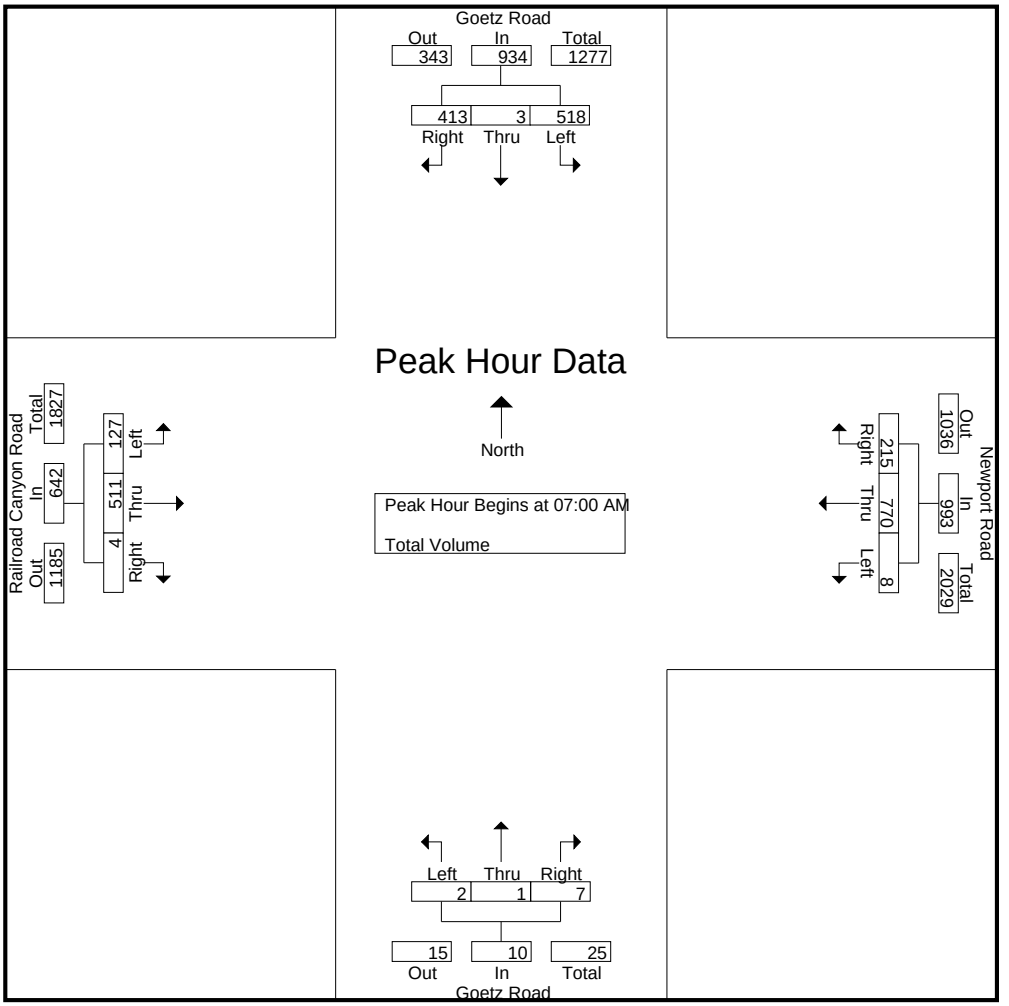
	Goetz Road Southbound				Newport Road Westbound				Goetz Road Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	126	0	112	238	2	207	43	252	0	0	2	2	28	109	0	137	629
07:15 AM	143	1	104	248	1	194	38	233	1	0	1	2	35	141	2	178	661
07:30 AM	131	2	93	226	3	206	63	272	1	1	1	3	31	123	1	155	656
07:45 AM	118	0	104	222	2	163	71	236	0	0	3	3	33	138	1	172	633
Total	518	3	413	934	8	770	215	993	2	1	7	10	127	511	4	642	2579
08:00 AM	104	0	84	188	1	189	64	254	2	0	1	3	53	122	0	175	620
08:15 AM	95	1	73	169	2	171	52	225	0	1	1	2	31	131	3	165	561
08:30 AM	93	0	74	167	2	203	37	242	0	0	0	0	17	153	1	171	580
08:45 AM	88	1	69	158	1	231	33	265	1	0	1	2	19	154	0	173	598
Total	380	2	300	682	6	794	186	986	3	1	3	7	120	560	4	684	2359
Grand Total	898	5	713	1616	14	1564	401	1979	5	2	10	17	247	1071	8	1326	4938
Apprch %	55.6	0.3	44.1		0.7	79	20.3		29.4	11.8	58.8		18.6	80.8	0.6		
Total %	18.2	0.1	14.4	32.7	0.3	31.7	8.1	40.1	0.1	0	0.2	0.3	5	21.7	0.2	26.9	

	Goetz Road Southbound				Newport Road Westbound				Goetz Road Northbound				Railroad Canyon Road 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	126	0	**112**	238	2	**207**	43	252	0	0	2	2	28	109	0	137	629
07:15 AM	**143**	1	104	**248**	1	194	38	233	**1**	0	1	2	**35**	**141**	**2**	**178**	**661**
07:30 AM	131	**2**	93	226	**3**	206	63	**272**	1	**1**	1	**3**	31	123	1	155	656
07:45 AM	118	0	104	222	2	163	**71**	236	0	0	**3**	3	33	138	1	172	633
Total Volume	518	3	413	934	8	770	215	993	2	1	7	10	127	511	4	642	2579
% App. Total	55.5	0.3	44.2		0.8	77.5	21.7		20	10	70		19.8	79.6	0.6		
PHF	.906	.375	.922	.942	.667	.930	.757	.913	.500	.250	.583	.833	.907	.906	.500	.902	.975

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: Goetz Road
E/W: Newport Road / Railroad Canyon Road
Weather: Clear

File Name : 01_MEN_Goetz_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	126	0	**112**	238	1	194	38	233	1	0	1	2	**53**	122	0	**175**
+15 mins.	**143**	1	104	**248**	**3**	**206**	63	**272**	1	**1**	1	**3**	31	131	**3**	165
+30 mins.	131	**2**	93	226	2	163	**71**	236	0	0	**3**	3	17	153	1	171
+45 mins.	118	0	104	222	1	189	64	254	**2**	0	1	3	19	**154**	0	173
Total Volume	518	3	413	934	7	752	236	995	4	1	6	11	120	560	4	684
% App. Total	55.5	0.3	44.2		0.7	75.6	23.7		36.4	9.1	54.5		17.5	81.9	0.6	
PHF	.906	.375	.922	.942	.583	.913	.831	.915	.500	.250	.500	.917	.566	.909	.333	.977

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: Goetz Road
E/W: Newport Road / Railroad Canyon Road
Weather: Clear

File Name : 01_MEN_Goetz_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

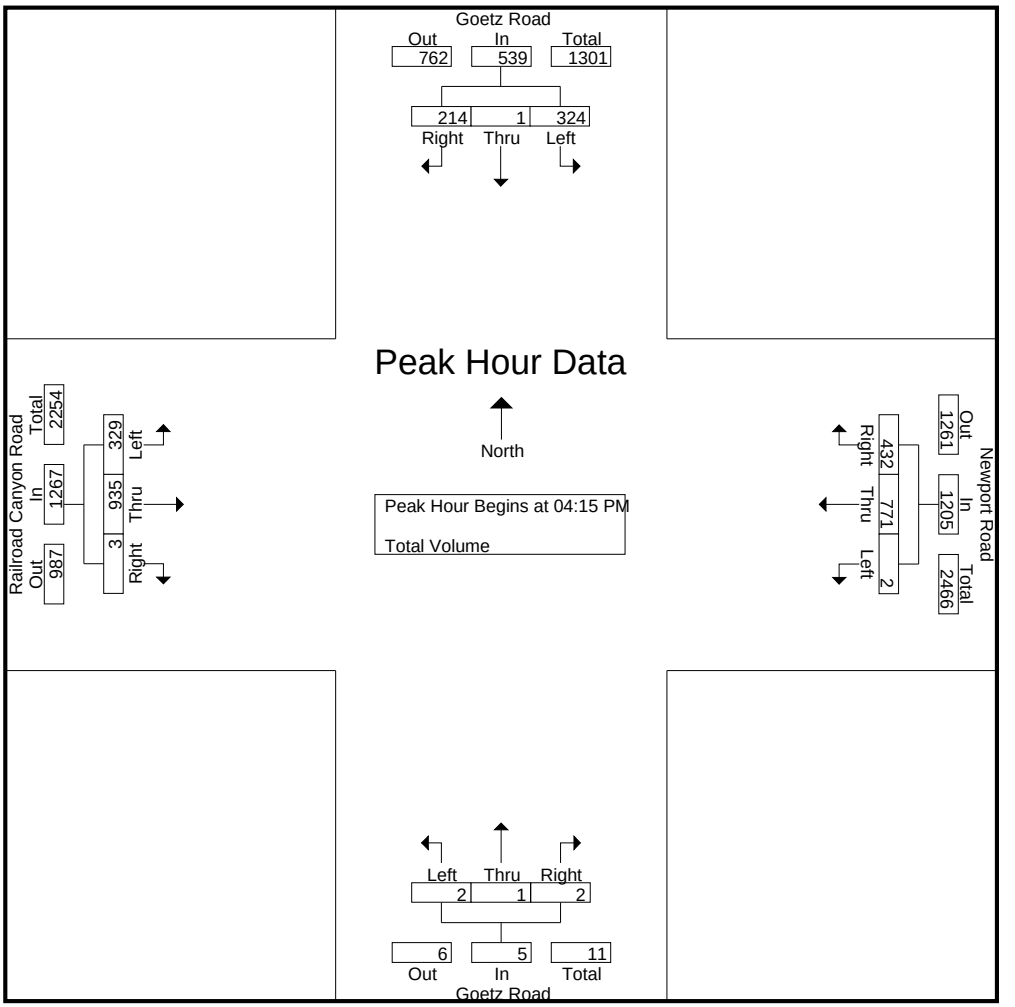
	Goetz Road Southbound				Newport Road Westbound				Goetz Road Northbound				Railroad Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	89	0	61	150	1	193	84	278	0	0	0	0	68	217	0	285	713
04:15 PM	81	0	53	134	0	221	93	314	1	1	0	2	75	235	1	311	761
04:30 PM	83	0	57	140	1	170	108	279	1	0	1	2	89	222	0	311	732
04:45 PM	76	1	48	125	0	175	119	294	0	0	1	1	84	257	0	341	761
Total	329	1	219	549	2	759	404	1165	2	1	2	5	316	931	1	1248	2967
05:00 PM	84	0	56	140	1	205	112	318	0	0	0	0	81	221	2	304	762
05:15 PM	91	0	47	138	1	177	123	301	1	0	0	1	67	235	0	302	742
05:30 PM	85	1	43	129	1	187	115	303	1	0	1	2	68	236	1	305	739
05:45 PM	78	0	35	113	0	155	126	281	0	0	1	1	83	226	0	309	704
Total	338	1	181	520	3	724	476	1203	2	0	2	4	299	918	3	1220	2947
Grand Total	667	2	400	1069	5	1483	880	2368	4	1	4	9	615	1849	4	2468	5914
Apprch %	62.4	0.2	37.4		0.2	62.6	37.2		44.4	11.1	44.4		24.9	74.9	0.2		
Total %	11.3	0	6.8	18.1	0.1	25.1	14.9	40	0.1	0	0.1	0.2	10.4	31.3	0.1	41.7	

	Goetz Road Southbound				Newport Road Westbound				Goetz Road Northbound				Railroad Canyon Road 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 04:15 PM																	
04:15 PM	81	0	53	134	0	**221**	93	314	**1**	**1**	0	**2**	75	235	1	311	761
04:30 PM	83	0	**57**	**140**	**1**	170	108	279	1	0	**1**	2	**89**	222	0	311	732
04:45 PM	76	**1**	48	125	0	175	**119**	294	0	0	1	1	84	**257**	0	**341**	761
05:00 PM	**84**	0	56	140	1	205	112	**318**	0	0	0	0	81	221	**2**	304	**762**
Total Volume	324	1	214	539	2	771	432	1205	2	1	2	5	329	935	3	1267	3016
% App. Total	60.1	0.2	39.7		0.2	64	35.9		40	20	40		26	73.8	0.2		
PHF	.964	.250	.939	.963	.500	.872	.908	.947	.500	.250	.500	.625	.924	.910	.375	.929	.990

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: Goetz Road
E/W: Newport Road / Railroad Canyon Road
Weather: Clear

File Name : 01_MEN_Goetz_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 2



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

	04:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	**89**	0	**61**	**150**	0	175	119	294	0	0	0	0	75	235	1	311
+15 mins.	81	0	53	134	**1**	**205**	112	**318**	**1**	**1**	0	**2**	**89**	222	0	311
+30 mins.	83	0	57	140	1	177	**123**	301	1	0	**1**	2	84	**257**	0	**341**
+45 mins.	76	**1**	48	125	1	187	115	303	0	0	1	1	81	221	**2**	304
Total Volume	329	1	219	549	3	744	469	1216	2	1	2	5	329	935	3	1267
% App. Total	59.9	0.2	39.9		0.2	61.2	38.6		40	20	40		26	73.8	0.2	
PHF	.924	.250	.898	.915	.750	.907	.953	.956	.500	.250	.500	.625	.924	.910	.375	.929

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Menifee
N/S: Long Valley Drive
E/W: Newport Road
Weather: Clear

File Name : 02_MEN_Long Valley_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Newport Road Westbound			Long Valley Drive Northbound			Newport Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	174	175	4	2	6	136	0	136	317
07:15 AM	1	219	220	3	3	6	204	1	205	431
07:30 AM	3	188	191	3	6	9	213	0	213	413
07:45 AM	2	197	199	4	2	6	178	0	178	383
Total	7	778	785	14	13	27	731	1	732	1544
08:00 AM	1	214	215	2	4	6	149	0	149	370
08:15 AM	1	187	188	6	3	9	182	0	182	379
08:30 AM	2	216	218	8	1	9	199	1	200	427
08:45 AM	4	199	203	4	3	7	214	4	218	428
Total	8	816	824	20	11	31	744	5	749	1604
Grand Total	15	1594	1609	34	24	58	1475	6	1481	3148
Apprch %	0.9	99.1		58.6	41.4		99.6	0.4		
Total %	0.5	50.6	51.1	1.1	0.8	1.8	46.9	0.2	47	

	Newport Road Westbound			Long Valley Drive Northbound			Newport Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 08:00 AM										
08:00 AM	1	214	215	2	**4**	6	149	0	149	370
08:15 AM	1	187	188	6	3	**9**	182	0	182	379
08:30 AM	2	**216**	**218**	**8**	1	9	199	1	200	427
08:45 AM	**4**	199	203	4	3	7	**214**	**4**	**218**	**428**
Total Volume	8	816	824	20	11	31	744	5	749	1604
% App. Total	1	99		64.5	35.5		99.3	0.7		
PHF	.500	.944	.945	.625	.688	.861	.869	.313	.859	.937

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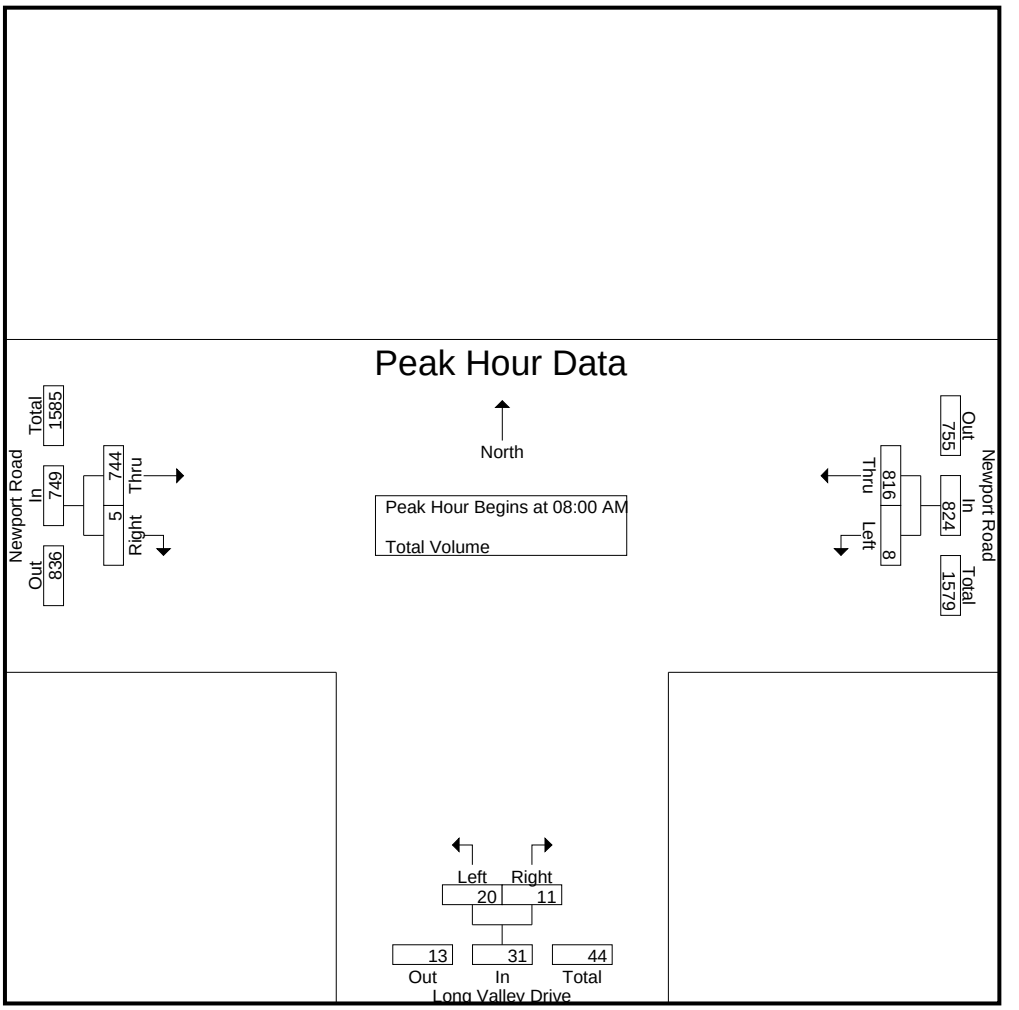
City of Menifee
N/S: Long Valley Drive
E/W: Newport Road
Weather: Clear

File Name : 02_MEN_Long Valley_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	07:15 AM			08:00 AM			08:00 AM		
+0 mins.	1	**219**	**220**	2	**4**	6	149	0	149
+15 mins.	**3**	188	191	6	3	**9**	182	0	182
+30 mins.	2	197	199	**8**	1	9	199	1	200
+45 mins.	1	214	215	4	3	7	**214**	**4**	**218**
Total Volume	7	818	825	20	11	31	744	5	749
% App. Total	0.8	99.2		64.5	35.5		99.3	0.7	
PHF	.583	.934	.938	.625	.688	.861	.869	.313	.859

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City of Menifee
N/S: Long Valley Drive
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Weather: Clear

File Name : 02_MEN_Long Valley_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Newport Road Westbound			Long Valley Drive Northbound			Newport Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	282	283	2	7	9	315	5	320	612
04:15 PM	4	227	231	6	3	9	310	2	312	552
04:30 PM	6	264	270	5	5	10	305	8	313	593
04:45 PM	2	263	265	4	2	6	326	7	333	604
Total	13	1036	1049	17	17	34	1256	22	1278	2361
05:00 PM	3	277	280	2	2	4	307	3	310	594
05:15 PM	4	265	269	4	1	5	330	0	330	604
05:30 PM	1	288	289	5	4	9	283	7	290	588
05:45 PM	9	244	253	1	6	7	267	8	275	535
Total	17	1074	1091	12	13	25	1187	18	1205	2321
Grand Total	30	2110	2140	29	30	59	2443	40	2483	4682
Apprch %	1.4	98.6		49.2	50.8		98.4	1.6		
Total %	0.6	45.1	45.7	0.6	0.6	1.3	52.2	0.9	53	

	Newport Road Westbound			Long Valley Drive Northbound			Newport Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 04:30 PM										
04:30 PM	**6**	264	270	**5**	**5**	**10**	305	**8**	313	593
04:45 PM	2	263	265	4	2	6	326	7	**333**	**604**
05:00 PM	3	**277**	**280**	2	2	4	307	3	310	594
05:15 PM	4	265	269	4	1	5	**330**	0	330	604
Total Volume	15	1069	1084	15	10	25	1268	18	1286	2395
% App. Total	1.4	98.6		60	40		98.6	1.4		
PHF	.625	.965	.968	.750	.500	.625	.961	.563	.965	.991

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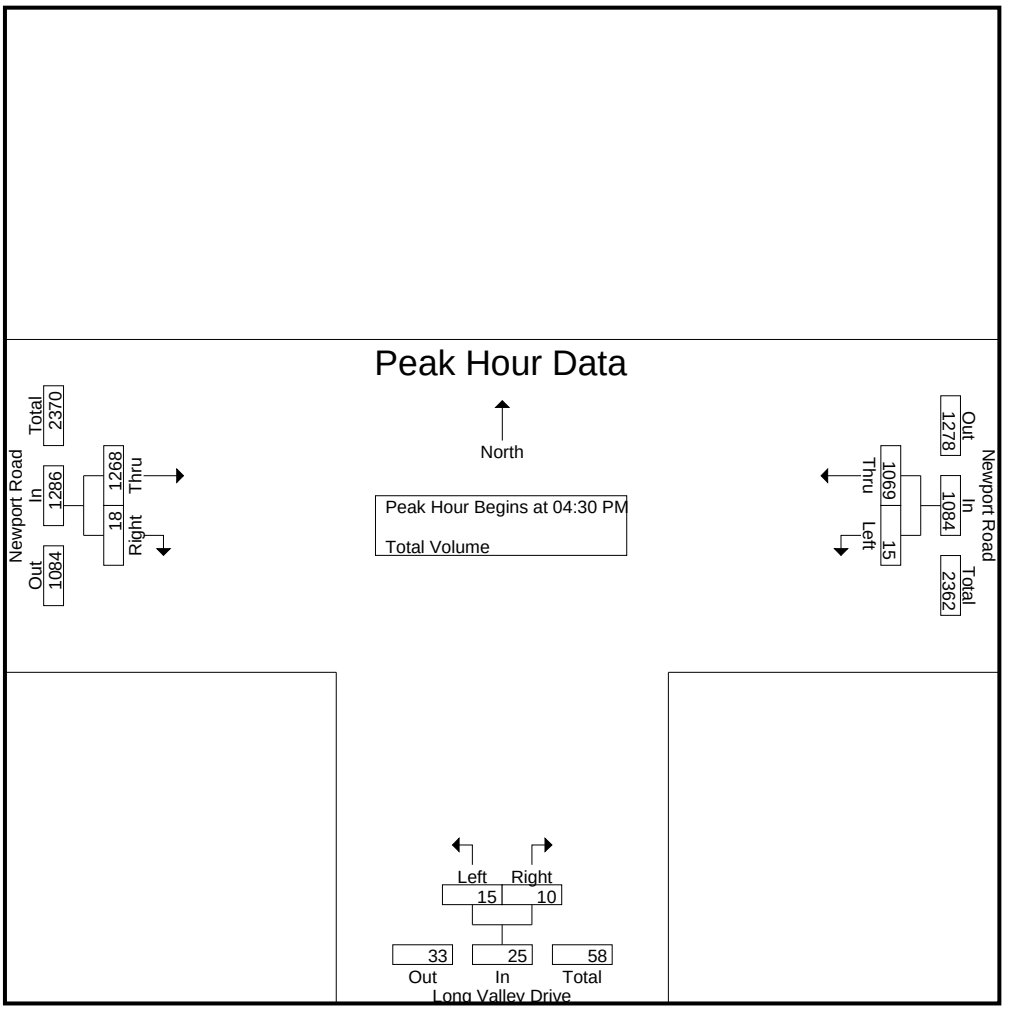

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:30 PM		
+0 mins.	2	263	265	2	**7**	9	305	**8**	313
+15 mins.	3	277	280	**6**	3	9	326	7	**333**
+30 mins.	**4**	265	269	5	5	**10**	307	3	310
+45 mins.	1	**288**	**289**	4	2	6	**330**	0	330
Total Volume	10	1093	1103	17	17	34	1268	18	1286
% App. Total	0.9	99.1		50	50		98.6	1.4	
PHF	.625	.949	.954	.708	.607	.850	.961	.563	.965

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City of Menifee
N/S: Derby Hill Drive
E/W: Newport Road
Weather: Clear

File Name : 02_MEN_Derby Hill_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Derby Hill Drive Southbound				Newport Road Westbound				Derby Hill Drive Northbound				Newport Road 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	4	0	2	6	7	226	0	233	10	0	11	21	4	239	1	244	504
07:15 AM	3	0	3	6	5	247	1	253	6	0	17	23	6	264	2	272	554
07:30 AM	12	0	4	16	6	241	0	247	10	0	20	30	6	251	1	258	551
07:45 AM	8	0	1	9	6	228	0	234	4	0	29	33	3	258	3	264	540
Total	27	0	10	37	24	942	1	967	30	0	77	107	19	1012	7	1038	2149
08:00 AM	8	0	0	8	5	238	1	244	1	0	17	18	2	206	1	209	479
08:15 AM	1	0	5	6	6	229	0	235	5	0	13	18	4	244	1	249	508
08:30 AM	4	1	1	6	9	261	0	270	2	0	16	18	3	231	2	236	530
08:45 AM	2	0	2	4	4	268	1	273	10	0	13	23	2	257	6	265	565
Total	15	1	8	24	24	996	2	1022	18	0	59	77	11	938	10	959	2082
Grand Total	42	1	18	61	48	1938	3	1989	48	0	136	184	30	1950	17	1997	4231
Apprch %	68.9	1.6	29.5		2.4	97.4	0.2		26.1	0	73.9		1.5	97.6	0.9		
Total %	1	0	0.4	1.4	1.1	45.8	0.1	47	1.1	0	3.2	4.3	0.7	46.1	0.4	47.2	

	Derby Hill Drive Southbound				Newport Road Westbound				Derby Hill Drive Northbound				Newport Road 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	4	0	2	6	**7**	226	0	233	**10**	0	11	21	4	239	1	244	504
07:15 AM	3	0	3	6	5	**247**	**1**	**253**	6	0	17	23	**6**	**264**	2	**272**	**554**
07:30 AM	**12**	0	**4**	**16**	6	241	0	247	10	0	20	30	6	251	1	258	551
07:45 AM	8	0	1	9	6	228	0	234	4	0	**29**	**33**	3	258	**3**	264	540
Total Volume	27	0	10	37	24	942	1	967	30	0	77	107	19	1012	7	1038	2149
% App. Total	73	0	27		2.5	97.4	0.1		28	0	72		1.8	97.5	0.7		
PHF	.563	.000	.625	.578	.857	.953	.250	.956	.750	.000	.664	.811	.792	.958	.583	.954	.970

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City of Menifee
N/S: Derby Hill Drive
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Weather: Clear

File Name : 02_MEN_Derby Hill_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
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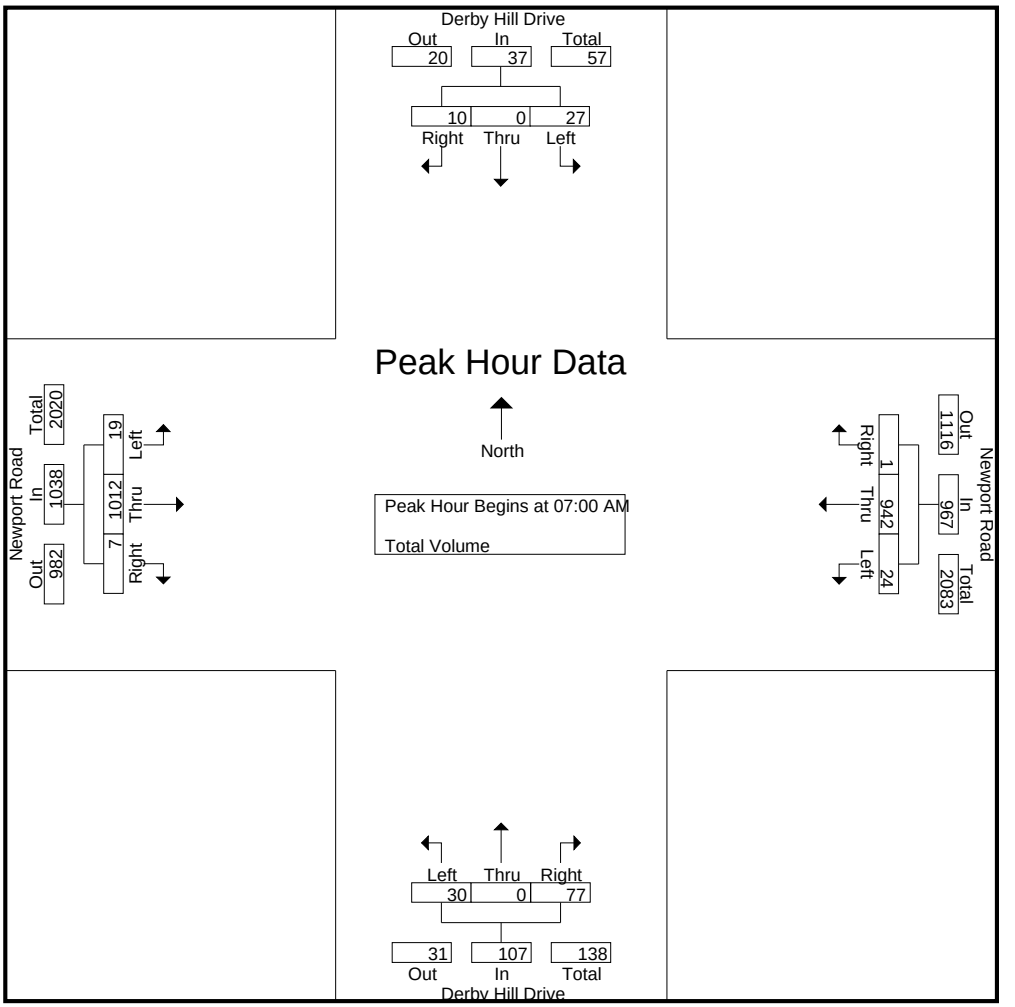

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	0	3	6	5	238	**1**	244	**10**	0	11	21	4	239	1	244
+15 mins.	**12**	0	**4**	**16**	6	229	0	235	6	0	17	23	**6**	**264**	2	**272**
+30 mins.	8	0	1	9	**9**	261	0	270	10	0	20	30	6	251	1	258
+45 mins.	8	0	0	8	4	**268**	1	**273**	4	0	**29**	**33**	3	258	**3**	264
Total Volume	31	0	8	39	24	996	2	1022	30	0	77	107	19	1012	7	1038
% App. Total	79.5	0	20.5		2.3	97.5	0.2		28	0	72		1.8	97.5	0.7	
PHF	.646	.000	.500	.609	.667	.929	.500	.936	.750	.000	.664	.811	.792	.958	.583	.954

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City of Menifee
N/S: Derby Hill Drive
E/W: Newport Road
Weather: Clear

File Name : 02_MEN_Derby Hill_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Derby Hill Drive Southbound				Newport Road Westbound				Derby Hill Drive Northbound				Newport Road 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	4	0	1	5	15	281	1	297	6	0	23	29	7	274	5	286	617
04:15 PM	3	0	0	3	9	335	1	345	2	0	6	8	4	319	2	325	681
04:30 PM	0	0	1	1	11	257	2	270	7	0	16	23	2	303	7	312	606
04:45 PM	4	0	0	4	18	285	1	304	3	0	9	12	2	355	4	361	681
Total	11	0	2	13	53	1158	5	1216	18	0	54	72	15	1251	18	1284	2585
05:00 PM	4	0	0	4	11	333	0	344	1	0	9	10	1	255	4	260	618
05:15 PM	1	0	0	1	18	311	0	329	2	0	13	15	3	319	8	330	675
05:30 PM	3	0	0	3	11	309	1	321	1	0	8	9	0	312	4	316	649
05:45 PM	2	1	1	4	13	270	3	286	2	0	11	13	1	303	11	315	618
Total	10	1	1	12	53	1223	4	1280	6	0	41	47	5	1189	27	1221	2560
Grand Total	21	1	3	25	106	2381	9	2496	24	0	95	119	20	2440	45	2505	5145
Apprch %	84	4	12		4.2	95.4	0.4		20.2	0	79.8		0.8	97.4	1.8		
Total %	0.4	0	0.1	0.5	2.1	46.3	0.2	48.5	0.5	0	1.8	2.3	0.4	47.4	0.9	48.7	

	Derby Hill Drive Southbound				Newport Road Westbound				Derby Hill Drive Northbound				Newport Road 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 04:45 PM																	
04:45 PM	**4**	0	0	**4**	**18**	285	**1**	304	**3**	0	9	12	2	**355**	4	**361**	**681**
05:00 PM	4	0	0	4	11	**333**	0	**344**	1	0	9	10	1	255	4	260	618
05:15 PM	1	0	0	1	18	311	0	329	2	0	**13**	**15**	**3**	319	**8**	330	675
05:30 PM	3	0	0	3	11	309	1	321	1	0	8	9	0	312	4	316	649
Total Volume	12	0	0	12	58	1238	2	1298	7	0	39	46	6	1241	20	1267	2623
% App. Total	100	0	0		4.5	95.4	0.2		15.2	0	84.8		0.5	97.9	1.6		
PHF	.750	.000	.000	.750	.806	.929	.500	.943	.583	.000	.750	.767	.500	.874	.625	.877	.963

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City of Menifee
N/S: Derby Hill Drive
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Weather: Clear

File Name : 02_MEN_Derby Hill_Newport_PM
Site Code : 05718454
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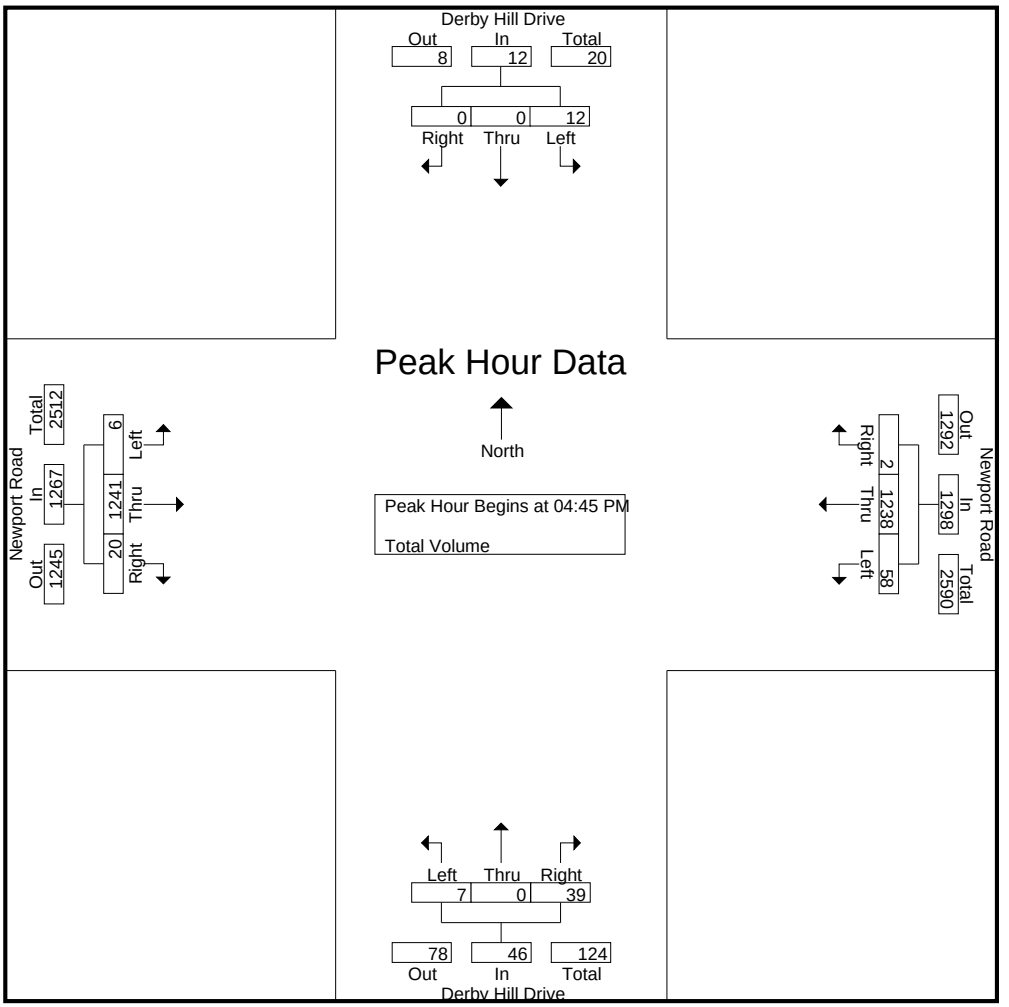

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	**4**	0	**1**	**5**	**18**	285	**1**	304	6	0	**23**	**29**	**7**	274	5	286
+15 mins.	3	0	0	3	11	**333**	0	**344**	2	0	6	8	4	319	2	325
+30 mins.	0	0	1	1	18	311	0	329	**7**	0	16	23	2	303	**7**	312
+45 mins.	4	0	0	4	11	309	1	321	3	0	9	12	2	**355**	4	**361**
Total Volume	11	0	2	13	58	1238	2	1298	18	0	54	72	15	1251	18	1284
% App. Total	84.6	0	15.4		4.5	95.4	0.2		25	0	75		1.2	97.4	1.4	
PHF	.688	.000	.500	.650	.806	.929	.500	.943	.643	.000	.587	.621	.536	.881	.643	.889

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City of Menifee
N/S: Berea Road
E/W: Dorval Court
Weather: Clear

File Name : 04_MEN_Berea_Dorval AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound				Dorval Court Westbound				Berea Road Northbound				Dorval Court 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	1	6	0	7	1	0	0	1	0	1	1	2	0	0	0	0	10
07:15 AM	0	6	0	6	2	0	0	2	0	2	0	2	0	0	1	1	11
07:30 AM	0	6	0	6	6	0	0	6	1	4	0	5	0	0	0	0	17
07:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Total	1	24	0	25	9	0	0	9	1	9	1	11	0	0	1	1	46
08:00 AM	0	5	0	5	5	0	0	5	0	5	1	6	0	0	1	1	17
08:15 AM	0	3	0	3	4	0	0	4	0	0	0	0	0	0	1	1	8
08:30 AM	0	4	0	4	4	0	0	4	0	4	4	8	0	0	0	0	16
08:45 AM	0	5	0	5	0	0	0	0	0	3	2	5	0	0	2	2	12
Total	0	17	0	17	13	0	0	13	0	12	7	19	0	0	4	4	53
Grand Total	1	41	0	42	22	0	0	22	1	21	8	30	0	0	5	5	99
Apprch %	2.4	97.6	0		100	0	0		3.3	70	26.7		0	0	100		
Total %	1	41.4	0	42.4	22.2	0	0	22.2	1	21.2	8.1	30.3	0	0	5.1	5.1	

	Berea Road Southbound				Dorval Court Westbound				Berea Road Northbound				Dorval Court 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 07:15 AM																	
07:15 AM	0	**6**	0	**6**	2	0	0	2	0	2	0	2	0	0	**1**	**1**	11
07:30 AM	0	6	0	6	**6**	0	0	**6**	**1**	4	0	5	0	0	0	0	**17**
07:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
08:00 AM	0	5	0	5	5	0	0	5	0	**5**	**1**	**6**	0	0	1	1	17
Total Volume	0	23	0	23	13	0	0	13	1	13	1	15	0	0	2	2	53
% App. Total	0	100	0		100	0	0		6.7	86.7	6.7		0	0	100		
PHF	.000	.958	.000	.958	.542	.000	.000	.542	.250	.650	.250	.625	.000	.000	.500	.500	.779

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City of Menifee
N/S: Berea Road
E/W: Dorval Court
Weather: Clear

File Name : 04_MEN_Berea_Dorval AM
Site Code : 00321056
Start Date : 2/10/2021
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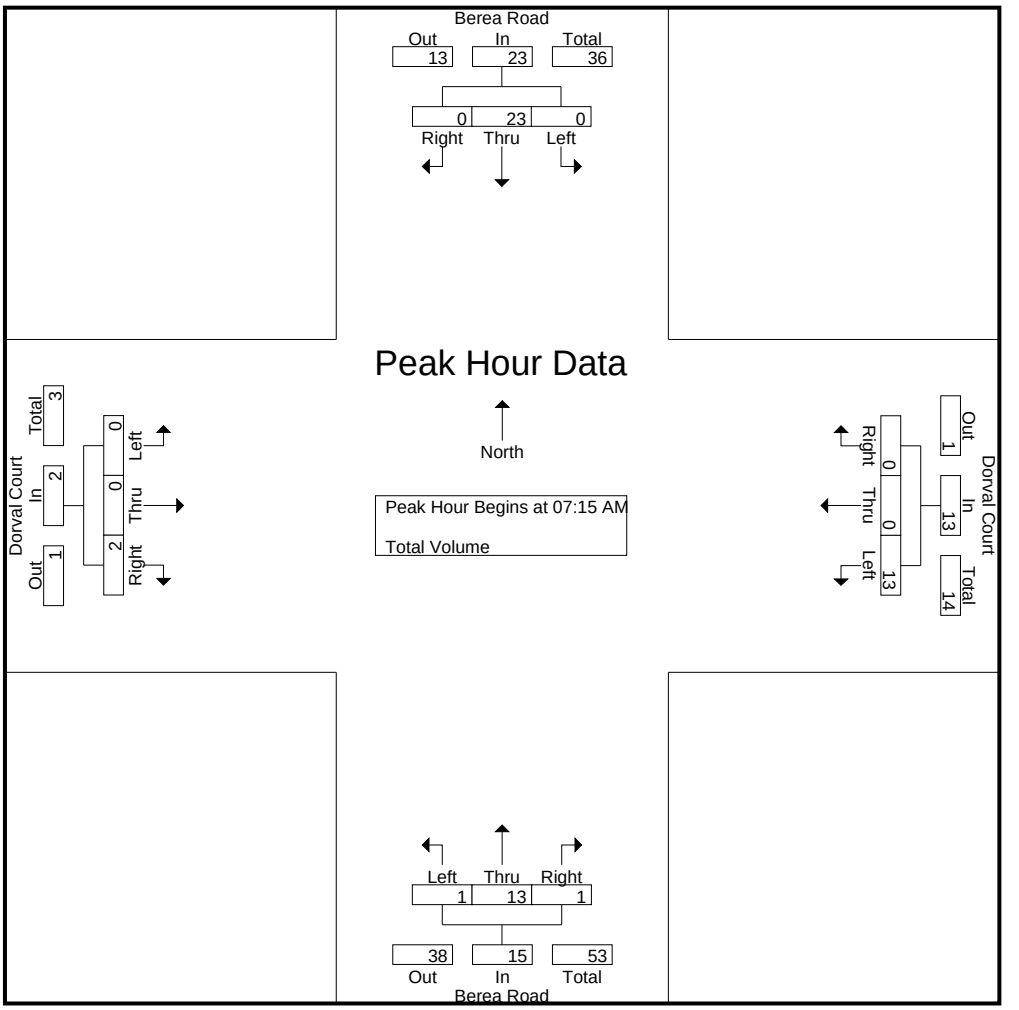

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	**6**	0	**7**	**6**	0	0	**6**	0	**5**	1	6	0	0	1	1
+15 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	6	0	6	5	0	0	5	0	4	**4**	**8**	0	0	0	0
+45 mins.	0	6	0	6	4	0	0	4	0	3	2	5	0	0	**2**	**2**
Total Volume	1	24	0	25	15	0	0	15	0	12	7	19	0	0	4	4
% App. Total	4	96	0		100	0	0		0	63.2	36.8		0	0	100	
PHF	.250	1.000	.000	.893	.625	.000	.000	.625	.000	.600	.438	.594	.000	.000	.500	.500

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City of Menifee
N/S: Berea Road
E/W: Dorval Court
Weather: Clear

File Name : 04_MEN_Berea_Dorval PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound				Dorval Court Westbound				Berea Road Northbound				Dorval Court 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	4	0	4	10	0	1	11	1	17	10	28	0	0	0	0	43
04:15 PM	0	5	0	5	2	0	0	2	0	11	4	15	0	0	0	0	22
04:30 PM	0	5	0	5	3	0	1	4	1	11	3	15	0	0	2	2	26
04:45 PM	1	6	0	7	2	0	0	2	2	6	5	13	0	0	0	0	22
Total	1	20	0	21	17	0	2	19	4	45	22	71	0	0	2	2	113
05:00 PM	0	4	0	4	5	1	0	6	0	8	5	13	0	0	0	0	23
05:15 PM	0	4	0	4	3	1	0	4	0	7	10	17	0	0	0	0	25
05:30 PM	0	3	0	3	3	0	0	3	3	9	4	16	0	0	4	4	26
05:45 PM	2	3	0	5	4	1	1	6	3	6	7	16	0	1	2	3	30
Total	2	14	0	16	15	3	1	19	6	30	26	62	0	1	6	7	104
Grand Total	3	34	0	37	32	3	3	38	10	75	48	133	0	1	8	9	217
Apprch %	8.1	91.9	0		84.2	7.9	7.9		7.5	56.4	36.1		0	11.1	88.9		
Total %	1.4	15.7	0	17.1	14.7	1.4	1.4	17.5	4.6	34.6	22.1	61.3	0	0.5	3.7	4.1	

	Berea Road Southbound				Dorval Court Westbound				Berea Road Northbound				Dorval Court 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	4	0	4	**10**	0	**1**	**11**	1	**17**	**10**	**28**	0	0	0	0	**43**
04:15 PM	0	5	0	5	2	0	0	2	0	11	4	15	0	0	0	0	22
04:30 PM	0	5	0	5	3	0	1	4	1	11	3	15	0	0	**2**	**2**	26
04:45 PM	**1**	**6**	0	**7**	2	0	0	2	**2**	6	5	13	0	0	0	0	22
Total Volume	1	20	0	21	17	0	2	19	4	45	22	71	0	0	2	2	113
% App. Total	4.8	95.2	0		89.5	0	10.5		5.6	63.4	31		0	0	100		
PHF	.250	.833	.000	.750	.425	.000	.500	.432	.500	.662	.550	.634	.000	.000	.250	.250	.657

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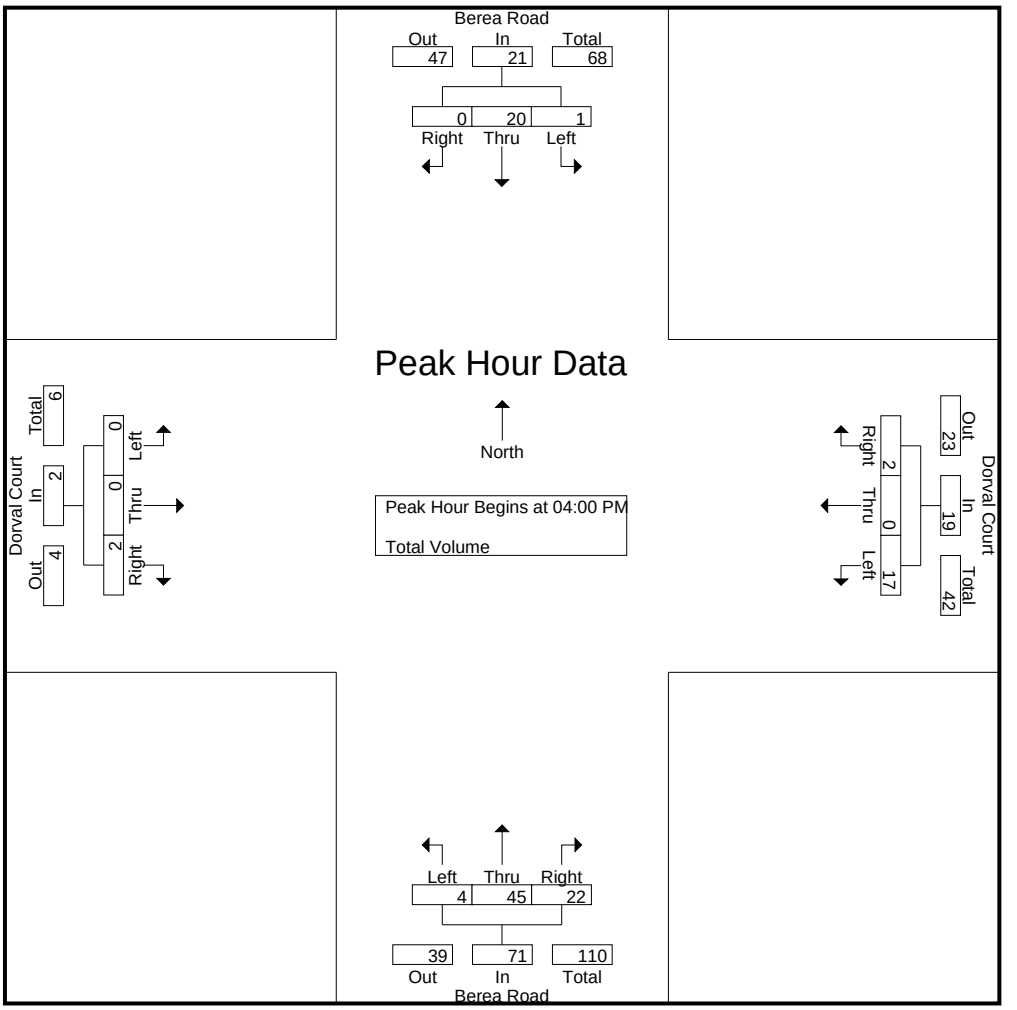
City of Menifee
N/S: Berea Road
E/W: Dorval Court
Weather: Clear

File Name : 04_MEN_Berea_Dorval PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	4	0	4	**10**	0	**1**	**11**	1	**17**	**10**	**28**	0	0	0	0
+15 mins.	0	5	0	5	2	0	0	2	0	11	4	15	0	0	0	0
+30 mins.	0	5	0	5	3	0	1	4	1	11	3	15	0	0	**4**	**4**
+45 mins.	**1**	**6**	0	**7**	2	0	0	2	**2**	6	5	13	0	**1**	2	3
Total Volume	1	20	0	21	17	0	2	19	4	45	22	71	0	1	6	7
% App. Total	4.8	95.2	0		89.5	0	10.5		5.6	63.4	31		0	14.3	85.7	
PHF	.250	.833	.000	.750	.425	.000	.500	.432	.500	.662	.550	.634	.000	.250	.375	.438

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City of Menifee
N/S: Berea Road
E/W: Normandy Road
Weather: Sunny

File Name : MENBENOAM
Site Code : 00000001
Start Date : 1/15/2013

Groups Printed- Total Volume

	Berea Road Southbound			Berea Road Northbound			Normandy Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	3	9	12	0	12	1	77	78	99
07:15 AM	13	3	16	24	2	26	2	115	117	159
07:30 AM	5	1	6	46	4	50	4	89	93	149
07:45 AM	5	1	6	56	7	63	6	48	54	123
Total	29	8	37	138	13	151	13	329	342	530
08:00 AM	10	0	10	38	3	41	3	52	55	106
08:15 AM	6	1	7	31	4	35	1	64	65	107
08:30 AM	6	1	7	28	4	32	4	62	66	105
08:45 AM	7	1	8	18	0	18	3	34	37	63
Total	29	3	32	115	11	126	11	212	223	381
Grand Total	58	11	69	253	24	277	24	541	565	911
Apprch %	84.1	15.9		91.3	8.7		4.2	95.8		
Total %	6.4	1.2	7.6	27.8	2.6	30.4	2.6	59.4	62	

	Berea Road Southbound			Berea Road Northbound			Normandy Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 07:15 AM										
07:15 AM	**13**	**3**	**16**	24	2	26	2	**115**	**117**	**159**
07:30 AM	5	1	6	46	4	50	4	89	93	149
07:45 AM	5	1	6	**56**	**7**	**63**	**6**	48	54	123
08:00 AM	10	0	10	38	3	41	3	52	55	106
Total Volume	33	5	38	164	16	180	15	304	319	537
% App. Total	86.8	13.2		91.1	8.9		4.7	95.3		
PHF	.635	.417	.594	.732	.571	.714	.625	.661	.682	.844

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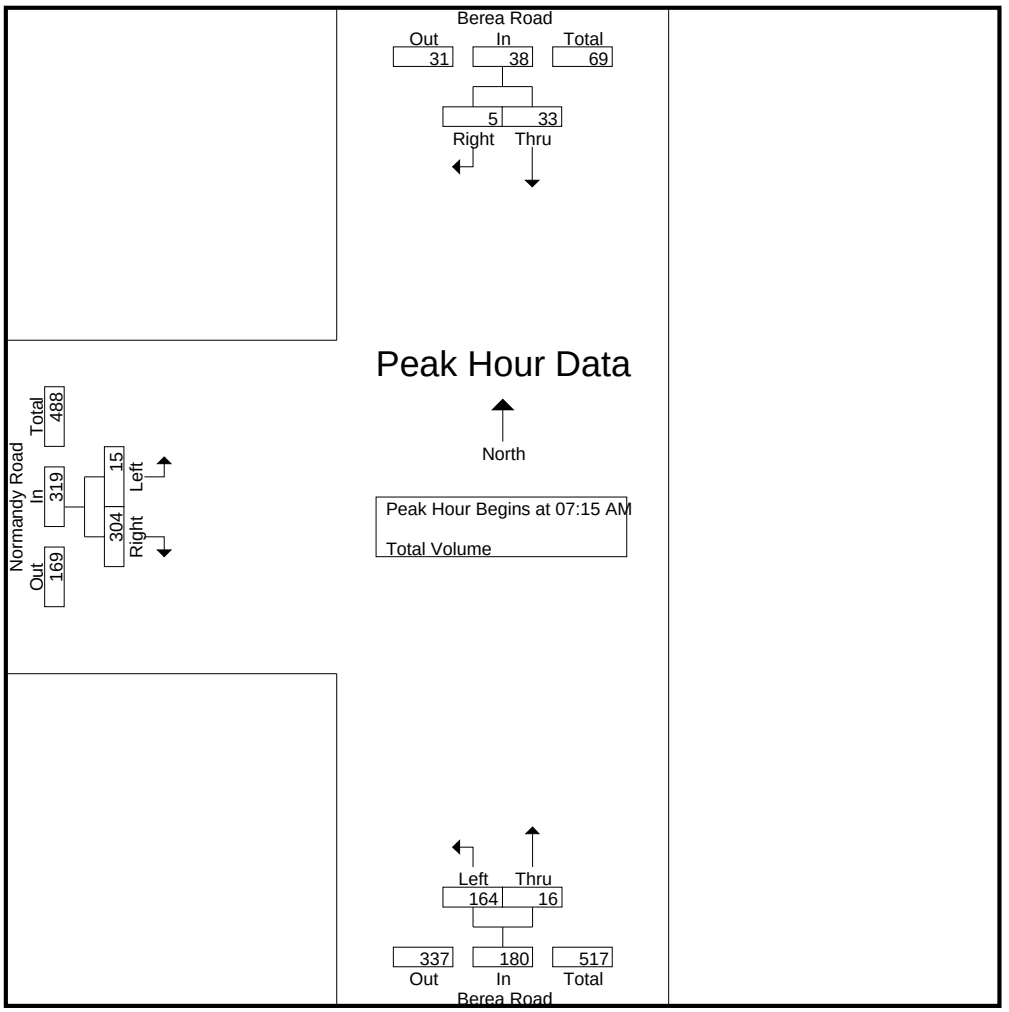
City of Menifee
N/S: Berea Road
E/W: Normandy Road
Weather: Sunny

File Name : MENBENOAM
Site Code : 00000001
Start Date : 1/15/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:00 AM		
+0 mins.	**13**	**3**	**16**	46	4	50	1	77	78
+15 mins.	5	1	6	**56**	**7**	**63**	2	**115**	**117**
+30 mins.	5	1	6	38	3	41	4	89	93
+45 mins.	10	0	10	31	4	35	**6**	48	54
Total Volume	33	5	38	171	18	189	13	329	342
% App. Total	86.8	13.2		90.5	9.5		3.8	96.2	
PHF	.635	.417	.594	.763	.643	.750	.542	.715	.731

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City of Menifee
N/S: Berea Road
E/W: Normandy Road
Weather: Sunny

File Name : MENBENOPM
Site Code : 00000001
Start Date : 1/15/2013
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound			Berea Road Northbound			Normandy Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	8	1	9	68	12	80	4	45	49	138
04:15 PM	5	3	8	81	6	87	3	38	41	136
04:30 PM	2	5	7	64	5	69	3	44	47	123
04:45 PM	5	4	9	74	4	78	5	51	56	143
Total	20	13	33	287	27	314	15	178	193	540
05:00 PM	5	4	9	62	16	78	3	48	51	138
05:15 PM	7	4	11	82	10	92	2	52	54	157
05:30 PM	1	1	2	88	4	92	2	34	36	130
05:45 PM	5	0	5	81	10	91	0	36	36	132
Total	18	9	27	313	40	353	7	170	177	557
Grand Total	38	22	60	600	67	667	22	348	370	1097
Apprch %	63.3	36.7		90	10		5.9	94.1		
Total %	3.5	2	5.5	54.7	6.1	60.8	2	31.7	33.7	

	Berea Road Southbound			Berea Road Northbound			Normandy Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 04:45 PM										
04:45 PM	5	**4**	9	74	4	78	**5**	51	**56**	143
05:00 PM	5	4	9	62	**16**	78	3	48	51	138
05:15 PM	**7**	4	**11**	82	10	**92**	2	**52**	54	**157**
05:30 PM	1	1	2	**88**	4	92	2	34	36	130
Total Volume	18	13	31	306	34	340	12	185	197	568
% App. Total	58.1	41.9		90	10		6.1	93.9		
PHF	.643	.813	.705	.869	.531	.924	.600	.889	.879	.904

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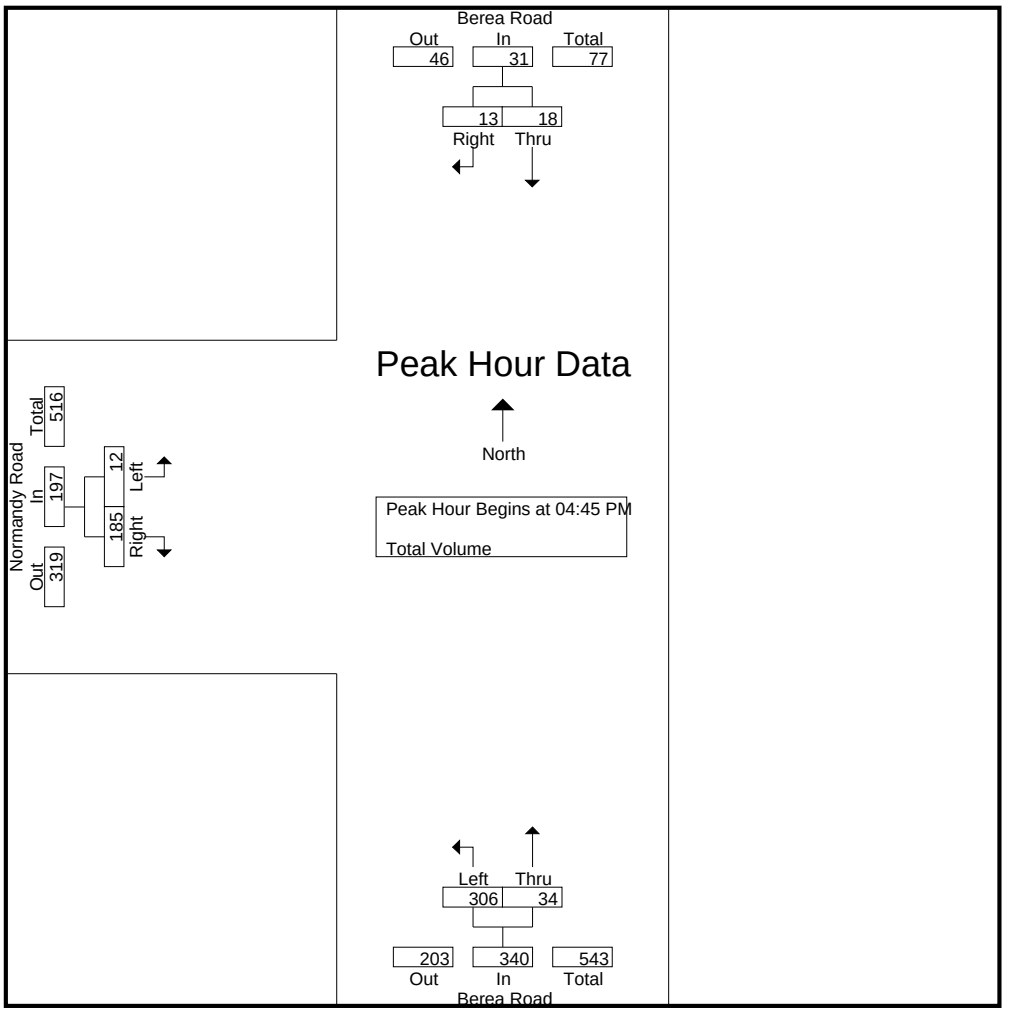
City of Menifee
N/S: Berea Road
E/W: Normandy Road
Weather: Sunny

File Name : MENBENOPM
Site Code : 00000001
Start Date : 1/15/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:30 PM		
+0 mins.	2	**5**	7	62	**16**	78	3	44	47
+15 mins.	5	4	9	82	10	**92**	**5**	51	**56**
+30 mins.	5	4	9	**88**	4	92	3	48	51
+45 mins.	**7**	4	**11**	81	10	91	2	**52**	54
Total Volume	19	17	36	313	40	353	13	195	208
% App. Total	52.8	47.2		88.7	11.3		6.2	93.8	
PHF	.679	.850	.818	.889	.625	.959	.650	.938	.929

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

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

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	36	2	3	41	2	150	32	184	7	1	0	8	0	149	11	160	393
07:15 AM	36	2	4	42	0	174	26	200	13	3	0	16	2	206	7	215	473
07:30 AM	36	5	6	47	10	160	20	190	5	0	0	5	1	198	9	208	450
07:45 AM	33	2	4	39	1	185	18	204	4	5	0	9	3	234	6	243	495
Total	141	11	17	169	13	669	96	778	29	9	0	38	6	787	33	826	1811
08:00 AM	30	2	5	37	5	180	36	221	4	0	1	5	3	191	11	205	468
08:15 AM	22	6	3	31	1	183	28	212	7	1	1	9	2	190	9	201	453
08:30 AM	29	4	4	37	1	184	20	205	11	7	1	19	3	184	9	196	457
08:45 AM	34	4	5	43	1	175	17	193	10	3	1	14	1	171	10	182	432
Total	115	16	17	148	8	722	101	831	32	11	4	47	9	736	39	784	1810
Grand Total	256	27	34	317	21	1391	197	1609	61	20	4	85	15	1523	72	1610	3621
Apprch %	80.8	8.5	10.7		1.3	86.5	12.2		71.8	23.5	4.7		0.9	94.6	4.5		
Total %	7.1	0.7	0.9	8.8	0.6	38.4	5.4	44.4	1.7	0.6	0.1	2.3	0.4	42.1	2	44.5	
Passenger Vehicles	249	25	34	308	21	1355	182	1558	59	20	4	83	14	1494	69	1577	3526
% Passenger Vehicles	97.3	92.6	100	97.2	100	97.4	92.4	96.8	96.7	100	100	97.6	93.3	98.1	95.8	98	97.4
Large 2 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% Large 2 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
3 Axle Vehicles	5	1	0	6	0	28	10	38	2	0	0	2	1	21	3	25	71
% 3 Axle Vehicles	2	3.7	0	1.9	0	2	5.1	2.4	3.3	0	0	2.4	6.7	1.4	4.2	1.6	2
4+ Axle Trucks	2	1	0	3	0	7	5	12	0	0	0	0	0	7	0	7	22
% 4+ Axle Trucks	0.8	3.7	0	0.9	0	0.5	2.5	0.7	0	0	0	0	0	0.5	0	0.4	0.6

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 07:15 AM																	
07:15 AM	**36**	2	4	42	0	174	26	200	**13**	3	0	**16**	2	206	7	215	473
07:30 AM	36	**5**	**6**	**47**	**10**	160	20	190	5	0	0	5	1	198	9	208	450
07:45 AM	33	2	4	39	1	**185**	18	204	4	**5**	0	9	**3**	**234**	6	**243**	**495**
08:00 AM	30	2	5	37	5	180	**36**	**221**	4	0	**1**	5	3	191	**11**	205	468
Total Volume	135	11	19	165	16	699	100	815	26	8	1	35	9	829	33	871	1886
% App. Total	81.8	6.7	11.5		2	85.8	12.3		74.3	22.9	2.9		1	95.2	3.8		
PHF	.938	.550	.792	.878	.400	.945	.694	.922	.500	.400	.250	.547	.750	.886	.750	.896	.953

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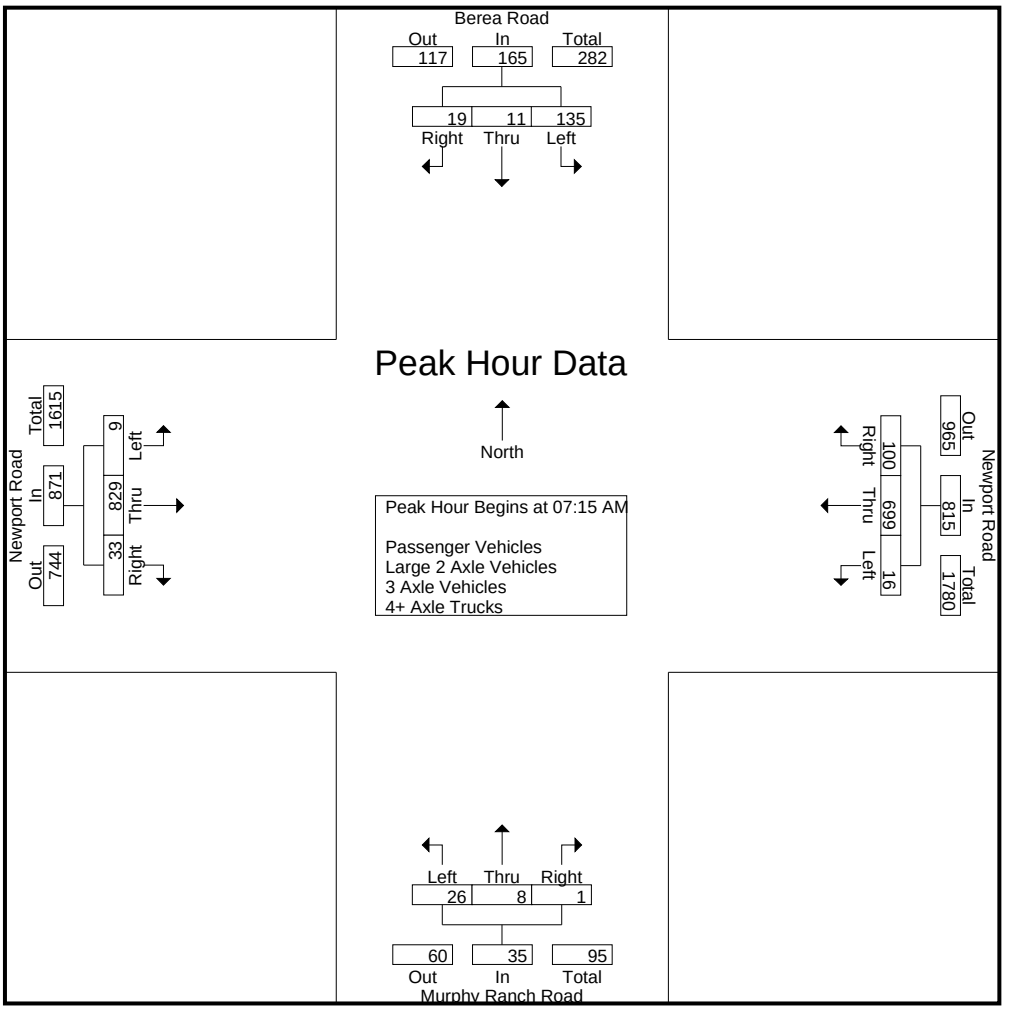
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
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				07:45 AM				08:00 AM				07:15 AM			
+0 mins.	**36**	2	3	41	1	**185**	18	204	4	0	**1**	5	2	206	7	215
+15 mins.	36	2	4	42	**5**	180	**36**	**221**	7	1	1	9	1	198	9	208
+30 mins.	36	**5**	**6**	**47**	1	183	28	212	**11**	**7**	1	**19**	**3**	**234**	6	**243**
+45 mins.	33	2	4	39	1	184	20	205	10	3	1	14	3	191	**11**	205
Total Volume	141	11	17	169	8	732	102	842	32	11	4	47	9	829	33	871
% App. Total	83.4	6.5	10.1		1	86.9	12.1		68.1	23.4	8.5		1	95.2	3.8	
PHF	.979	.550	.708	.899	.400	.989	.708	.952	.727	.393	1.000	.618	.750	.886	.750	.896

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021

Groups Printed- Passenger Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	36	2	3	41	2	145	30	177	6	1	0	7	0	144	10	154	379
07:15 AM	36	2	4	42	0	171	24	195	13	3	0	16	2	203	6	211	464
07:30 AM	36	5	6	47	10	156	20	186	5	0	0	5	1	196	9	206	444
07:45 AM	32	2	4	38	1	178	18	197	3	5	0	8	2	231	6	239	482
Total	140	11	17	168	13	650	92	755	27	9	0	36	5	774	31	810	1769
08:00 AM	28	2	5	35	5	175	32	212	4	0	1	5	3	186	10	199	451
08:15 AM	21	6	3	30	1	179	28	208	7	1	1	9	2	186	9	197	444
08:30 AM	28	4	4	36	1	179	18	198	11	7	1	19	3	180	9	192	445
08:45 AM	32	2	5	39	1	172	12	185	10	3	1	14	1	168	10	179	417
Total	109	14	17	140	8	705	90	803	32	11	4	47	9	720	38	767	1757
Grand Total	249	25	34	308	21	1355	182	1558	59	20	4	83	14	1494	69	1577	3526
Apprch %	80.8	8.1	11		1.3	87	11.7		71.1	24.1	4.8		0.9	94.7	4.4		
Total %	7.1	0.7	1	8.7	0.6	38.4	5.2	44.2	1.7	0.6	0.1	2.4	0.4	42.4	2	44.7	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**36**	2	4	42	0	171	24	195	**13**	3	0	**16**	2	203	6	211	464
07:30 AM	36	**5**	**6**	**47**	**10**	156	20	186	5	0	0	5	1	196	9	206	444
07:45 AM	32	2	4	38	1	**178**	18	197	3	**5**	0	8	2	**231**	6	**239**	**482**
08:00 AM	28	2	5	35	5	175	**32**	**212**	4	0	**1**	5	**3**	186	**10**	199	451
Total Volume	132	11	19	162	16	680	94	790	25	8	1	34	8	816	31	855	1841
% App. Total	81.5	6.8	11.7		2	86.1	11.9		73.5	23.5	2.9		0.9	95.4	3.6		
PHF	.917	.550	.792	.862	.400	.955	.734	.932	.481	.400	.250	.531	.667	.883	.775	.894	.955

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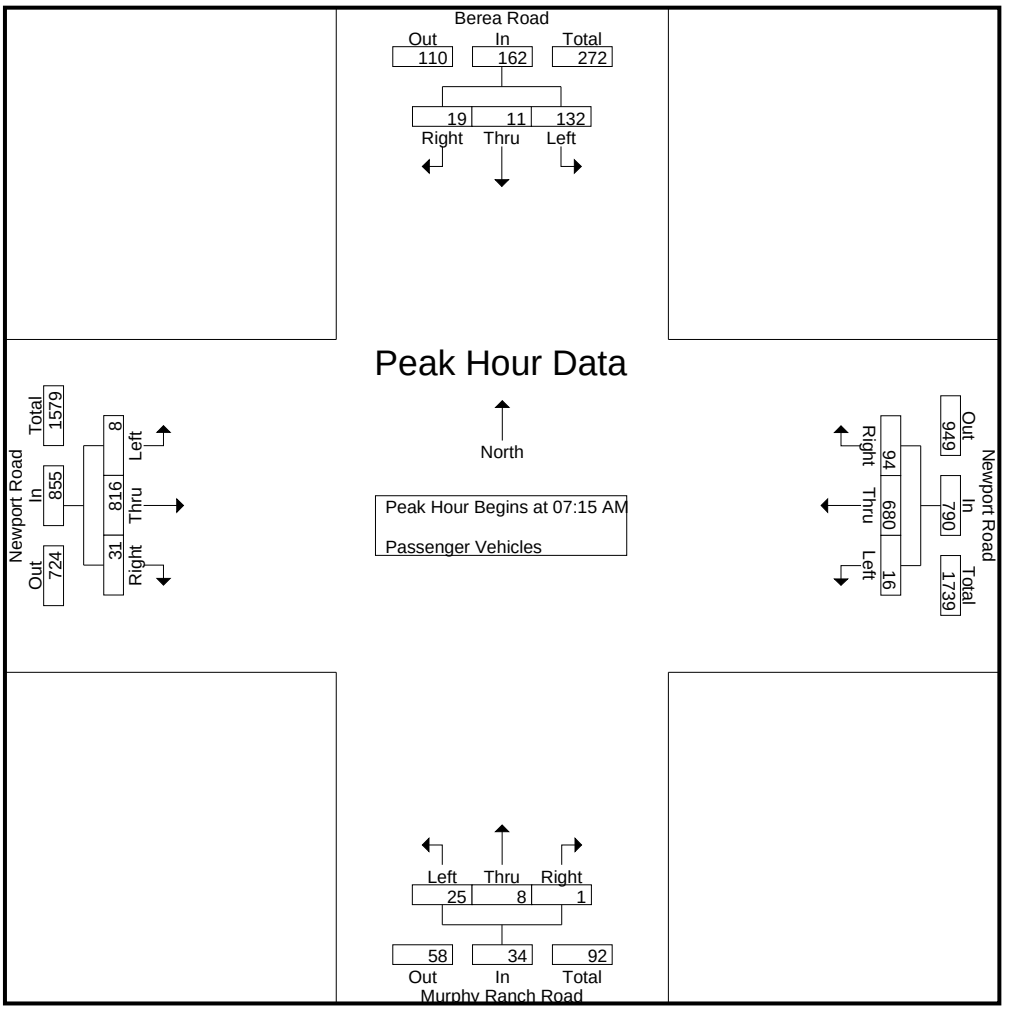
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**36**	2	4	42	0	171	24	195	**13**	3	0	**16**	2	203	6	211
+15 mins.	36	**5**	**6**	**47**	**10**	156	20	186	5	0	0	5	1	196	9	206
+30 mins.	32	2	4	38	1	**178**	18	197	3	**5**	0	8	2	**231**	6	**239**
+45 mins.	28	2	5	35	5	175	**32**	**212**	4	0	**1**	5	**3**	186	**10**	199
Total Volume	132	11	19	162	16	680	94	790	25	8	1	34	8	816	31	855
% App. Total	81.5	6.8	11.7		2	86.1	11.9		73.5	23.5	2.9		0.9	95.4	3.6	
PHF	.917	.550	.792	.862	.400	.955	.734	.932	.481	.400	.250	.531	.667	.883	.775	.894

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
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Groups Printed- Large 2 Axle Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	0	0	0	0	0	1	0	1	1
07:45 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	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Menifee
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Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
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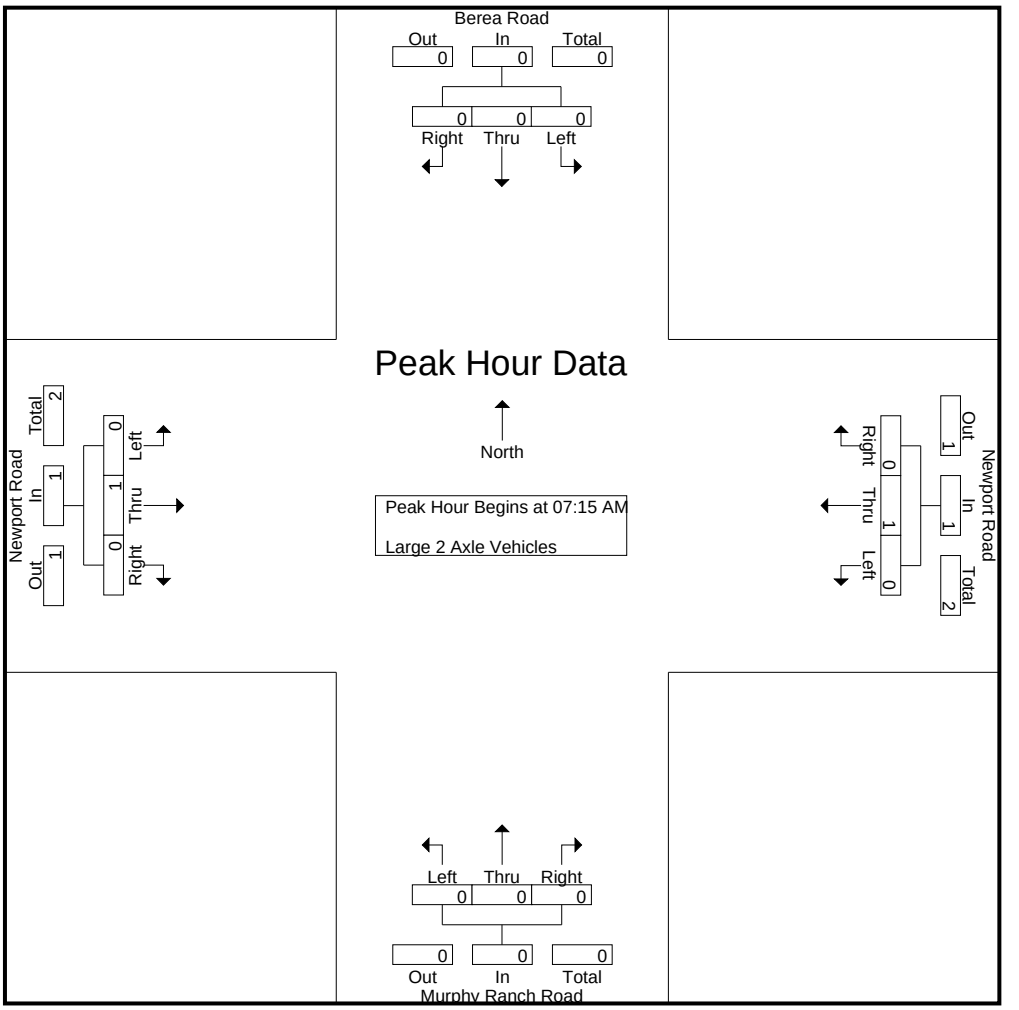

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
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Groups Printed- 3 Axle Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	4	2	6	1	0	0	1	0	2	1	3	10
07:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	1	3	6
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	1	0	0	1	0	6	0	6	1	0	0	1	1	3	0	4	12
Total	1	0	0	1	0	14	4	18	2	0	0	2	1	8	2	11	32
08:00 AM	1	0	0	1	0	3	1	4	0	0	0	0	0	4	1	5	10
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:30 AM	1	0	0	1	0	5	1	6	0	0	0	0	0	4	0	4	11
08:45 AM	2	1	0	3	0	2	4	6	0	0	0	0	0	2	0	2	11
Total	4	1	0	5	0	14	6	20	0	0	0	0	0	13	1	14	39
Grand Total	5	1	0	6	0	28	10	38	2	0	0	2	1	21	3	25	71
Apprch %	83.3	16.7	0		0	73.7	26.3		100	0	0		4	84	12		
Total %	7	1.4	0	8.5	0	39.4	14.1	53.5	2.8	0	0	2.8	1.4	29.6	4.2	35.2	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	**2**	3	0	0	0	0	0	2	**1**	3	6
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	**1**	0	0	**1**	0	**6**	0	**6**	**1**	0	0	**1**	**1**	3	0	4	**12**
08:00 AM	1	0	0	1	0	3	1	4	0	0	0	0	0	**4**	1	**5**	10
Total Volume	2	0	0	2	0	13	3	16	1	0	0	1	1	10	2	13	32
% App. Total	100	0	0		0	81.2	18.8		100	0	0		7.7	76.9	15.4		
PHF	.500	.000	.000	.500	.000	.542	.375	.667	.250	.000	.000	.250	.250	.625	.500	.650	.667

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
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File Name : 06_MEN_Berea_Newport AM
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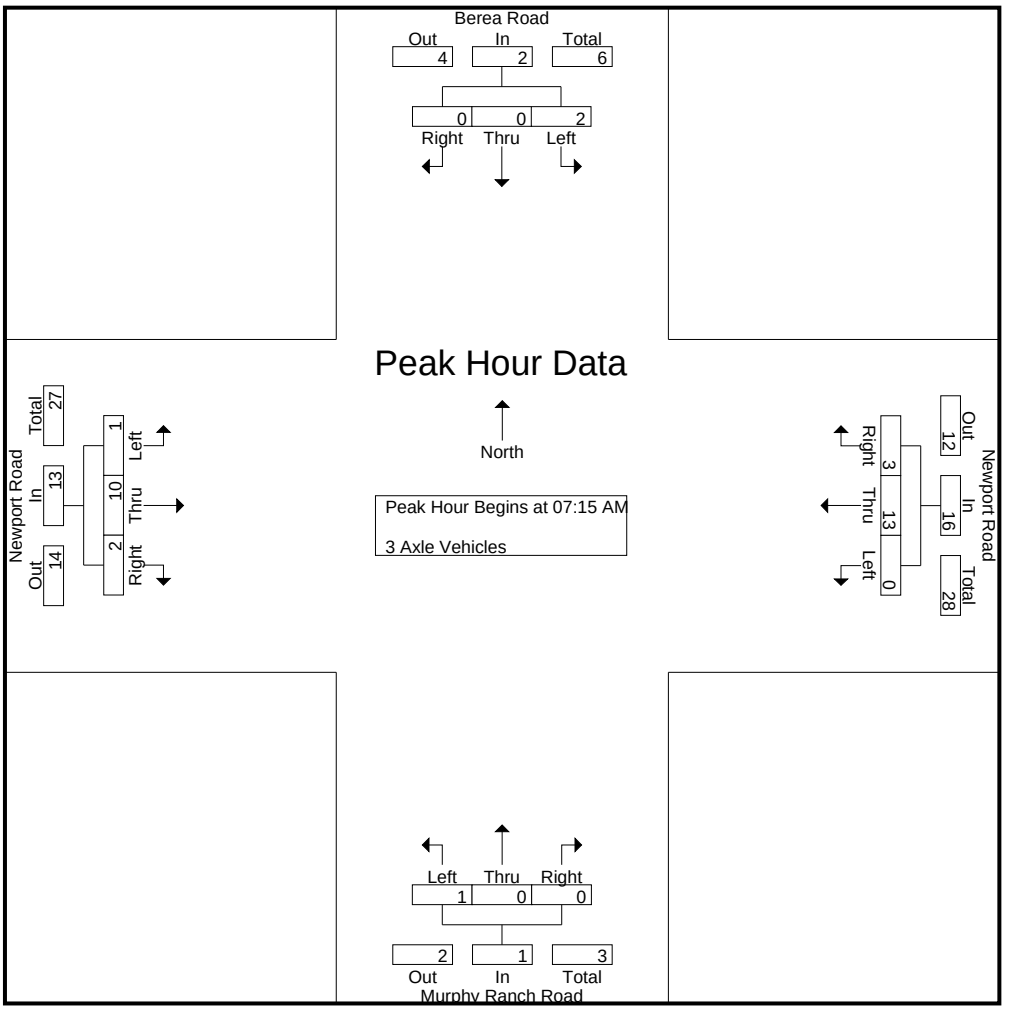

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	**2**	3	0	0	0	0	0	2	**1**	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	**1**	0	0	**1**	0	**6**	0	**6**	**1**	0	0	**1**	**1**	3	0	4
+45 mins.	1	0	0	1	0	3	1	4	0	0	0	0	0	**4**	1	**5**
Total Volume	2	0	0	2	0	13	3	16	1	0	0	1	1	10	2	13
% App. Total	100	0	0		0	81.2	18.8		100	0	0		7.7	76.9	15.4	
PHF	.500	.000	.000	.500	.000	.542	.375	.667	.250	.000	.000	.250	.250	.625	.500	.650

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City of Menifee
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E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	1	0	1	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:00 AM	1	0	0	1	0	2	3	5	0	0	0	0	0	1	0	1	7
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
Total	2	1	0	3	0	3	5	8	0	0	0	0	0	3	0	3	14
Grand Total	2	1	0	3	0	7	5	12	0	0	0	0	0	7	0	7	22
Apprch %	66.7	33.3	0		0	58.3	41.7		0	0	0		0	100	0		
Total %	9.1	4.5	0	13.6	0	31.8	22.7	54.5	0	0	0	0	0	31.8	0	31.8	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	0	0	**1**	0	2	**3**	**5**	0	0	0	0	0	1	0	1	**7**
Total Volume	1	0	0	1	0	5	3	8	0	0	0	0	0	2	0	2	11
% App. Total	100	0	0		0	62.5	37.5		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.625	.250	.400	.000	.000	.000	.000	.000	.500	.000	.500	.393

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
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Weather: Clear

File Name : 06_MEN_Berea_Newport AM
Site Code : 00321056
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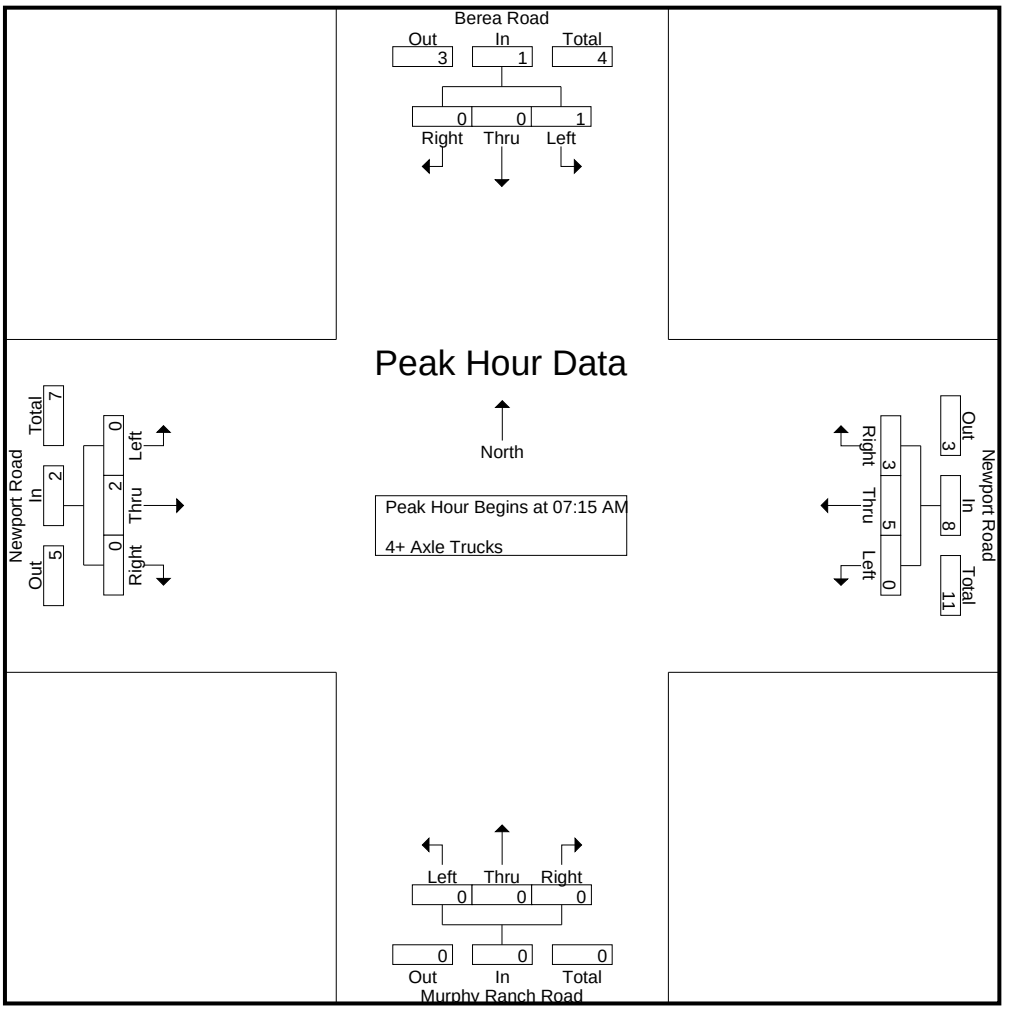

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	2	**3**	**5**	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	5	3	8	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	62.5	37.5		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.625	.250	.400	.000	.000	.000	.000	.000	.500	.000	.500

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021

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

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	45	7	7	59	4	208	65	277	11	9	1	21	10	251	15	276	633
04:15 PM	41	8	5	54	4	254	54	312	19	13	0	32	12	280	17	309	707
04:30 PM	41	4	8	53	6	229	54	289	23	12	3	38	8	256	16	280	660
04:45 PM	40	3	4	47	0	281	62	343	12	3	0	15	2	266	10	278	683
Total	167	22	24	213	14	972	235	1221	65	37	4	106	32	1053	58	1143	2683
05:00 PM	47	6	5	58	4	260	53	317	27	9	0	36	12	291	16	319	730
05:15 PM	45	7	0	52	3	236	68	307	28	12	0	40	5	283	18	306	705
05:30 PM	38	2	4	44	1	263	57	321	24	15	3	42	9	265	17	291	698
05:45 PM	46	4	4	54	3	242	61	306	17	13	0	30	8	262	14	284	674
Total	176	19	13	208	11	1001	239	1251	96	49	3	148	34	1101	65	1200	2807
Grand Total	343	41	37	421	25	1973	474	2472	161	86	7	254	66	2154	123	2343	5490
Apprch %	81.5	9.7	8.8		1	79.8	19.2		63.4	33.9	2.8		2.8	91.9	5.2		
Total %	6.2	0.7	0.7	7.7	0.5	35.9	8.6	45	2.9	1.6	0.1	4.6	1.2	39.2	2.2	42.7	
Passenger Vehicles	338	40	34	412	25	1950	469	2444	158	83	7	248	64	2116	121	2301	5405
% Passenger Vehicles	98.5	97.6	91.9	97.9	100	98.8	98.9	98.9	98.1	96.5	100	97.6	97	98.2	98.4	98.2	98.5
Large 2 Axle Vehicles	5	0	3	8	0	20	5	25	3	3	0	6	2	38	2	42	81
% Large 2 Axle Vehicles	1.5	0	8.1	1.9	0	1	1.1	1	1.9	3.5	0	2.4	3	1.8	1.6	1.8	1.5
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	2.4	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 04:45 PM																	
04:45 PM	40	3	4	47	0	**281**	62	**343**	12	3	0	15	2	266	10	278	683
05:00 PM	**47**	6	**5**	**58**	**4**	260	53	317	27	9	0	36	**12**	**291**	16	**319**	**730**
05:15 PM	45	**7**	0	52	3	236	**68**	307	**28**	12	0	40	5	283	**18**	306	705
05:30 PM	38	2	4	44	1	263	57	321	24	**15**	**3**	**42**	9	265	17	291	698
Total Volume	170	18	13	201	8	1040	240	1288	91	39	3	133	28	1105	61	1194	2816
% App. Total	84.6	9	6.5		0.6	80.7	18.6		68.4	29.3	2.3		2.3	92.5	5.1		
PHF	.904	.643	.650	.866	.500	.925	.882	.939	.813	.650	.250	.792	.583	.949	.847	.936	.964

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
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File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
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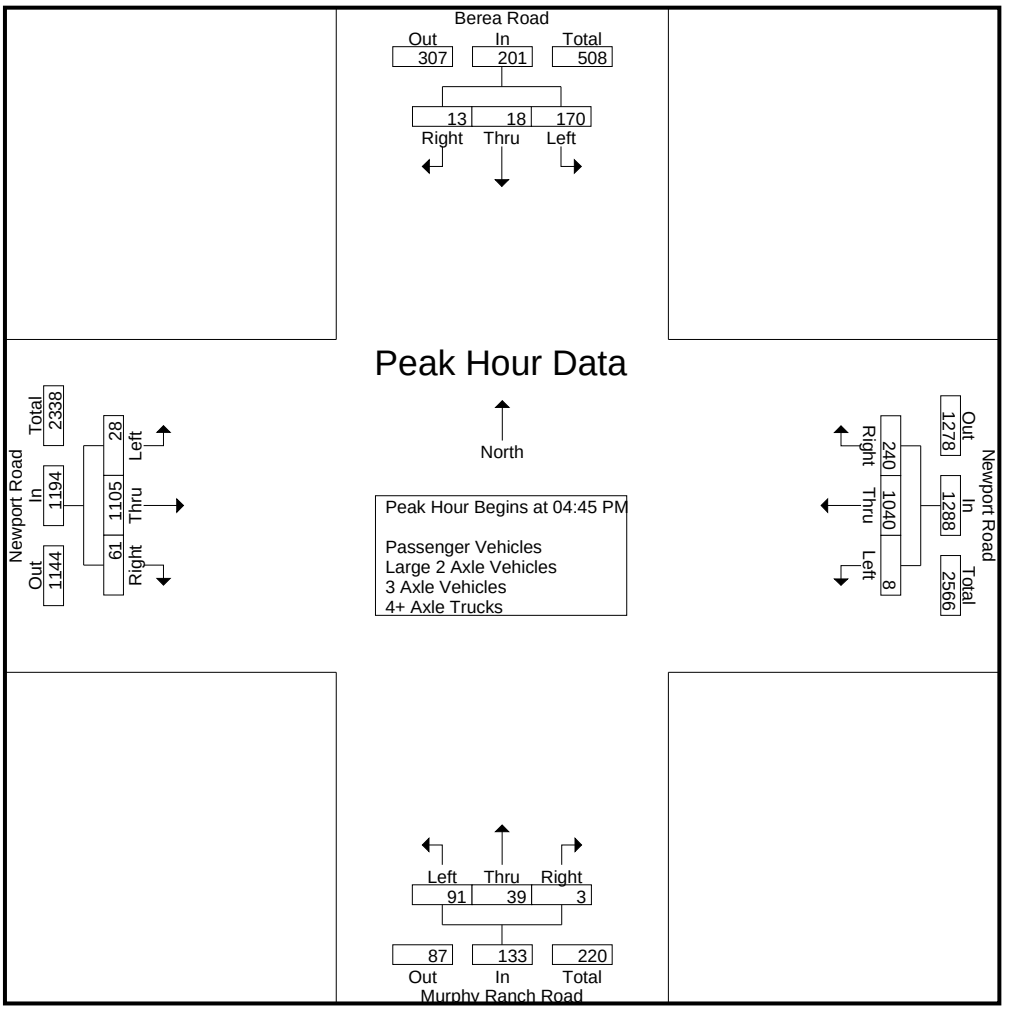

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**45**	7	7	**59**	0	**281**	62	**343**	27	9	0	36	**12**	**291**	16	**319**
+15 mins.	41	**8**	5	54	**4**	260	53	317	**28**	12	0	40	5	283	**18**	306
+30 mins.	41	4	**8**	53	3	236	**68**	307	24	**15**	**3**	**42**	9	265	17	291
+45 mins.	40	3	4	47	1	263	57	321	17	13	0	30	8	262	14	284
Total Volume	167	22	24	213	8	1040	240	1288	96	49	3	148	34	1101	65	1200
% App. Total	78.4	10.3	11.3		0.6	80.7	18.6		64.9	33.1	2		2.8	91.8	5.4	
PHF	.928	.688	.750	.903	.500	.925	.882	.939	.857	.817	.250	.881	.708	.946	.903	.940

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
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Groups Printed- Passenger Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	45	7	7	59	4	206	64	274	11	9	1	21	10	244	14	268	622
04:15 PM	40	8	5	53	4	250	51	305	17	13	0	30	12	274	17	303	691
04:30 PM	41	4	7	52	6	226	53	285	22	11	3	36	7	251	15	273	646
04:45 PM	40	3	3	46	0	280	62	342	12	3	0	15	2	265	10	277	680
Total	166	22	22	210	14	962	230	1206	62	36	4	102	31	1034	56	1121	2639
05:00 PM	47	6	4	57	4	256	53	313	27	9	0	36	12	291	16	319	725
05:15 PM	43	6	0	49	3	233	68	304	28	12	0	40	5	272	18	295	688
05:30 PM	37	2	4	43	1	261	57	319	24	14	3	41	8	261	17	286	689
05:45 PM	45	4	4	53	3	238	61	302	17	12	0	29	8	258	14	280	664
Total	172	18	12	202	11	988	239	1238	96	47	3	146	33	1082	65	1180	2766
Grand Total	338	40	34	412	25	1950	469	2444	158	83	7	248	64	2116	121	2301	5405
Apprch %	82	9.7	8.3		1	79.8	19.2		63.7	33.5	2.8		2.8	92	5.3		
Total %	6.3	0.7	0.6	7.6	0.5	36.1	8.7	45.2	2.9	1.5	0.1	4.6	1.2	39.1	2.2	42.6	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	40	3	3	46	0	**280**	62	**342**	12	3	0	15	2	265	10	277	680
05:00 PM	**47**	**6**	**4**	**57**	**4**	256	53	313	27	9	0	36	**12**	**291**	16	**319**	**725**
05:15 PM	43	6	0	49	3	233	**68**	304	**28**	12	0	40	5	272	**18**	295	688
05:30 PM	37	2	4	43	1	261	57	319	24	**14**	**3**	**41**	8	261	17	286	689
Total Volume	167	17	11	195	8	1030	240	1278	91	38	3	132	27	1089	61	1177	2782
% App. Total	85.6	8.7	5.6		0.6	80.6	18.8		68.9	28.8	2.3		2.3	92.5	5.2		
PHF	.888	.708	.688	.855	.500	.920	.882	.934	.813	.679	.250	.805	.563	.936	.847	.922	.959

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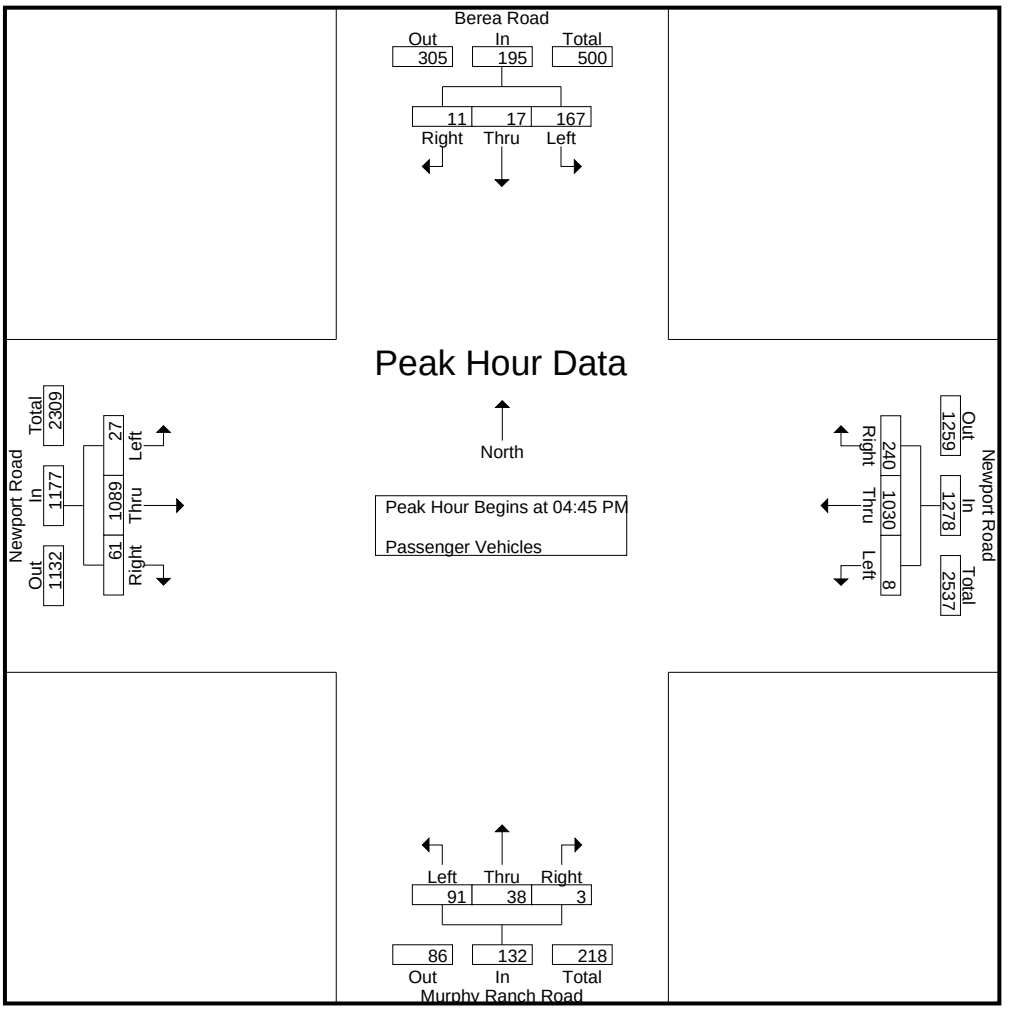
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	40	3	3	46	0	**280**	62	**342**	12	3	0	15	2	265	10	277
+15 mins.	**47**	**6**	**4**	**57**	**4**	256	53	313	27	9	0	36	**12**	**291**	16	**319**
+30 mins.	43	6	0	49	3	233	**68**	304	**28**	12	0	40	5	272	**18**	295
+45 mins.	37	2	4	43	1	261	57	319	24	**14**	**3**	**41**	8	261	17	286
Total Volume	167	17	11	195	8	1030	240	1278	91	38	3	132	27	1089	61	1177
% App. Total	85.6	8.7	5.6		0.6	80.6	18.8		68.9	28.8	2.3		2.3	92.5	5.2	
PHF	.888	.708	.688	.855	.500	.920	.882	.934	.813	.679	.250	.805	.563	.936	.847	.922

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	1	3	0	0	0	0	0	7	1	8	11
04:15 PM	1	0	0	1	0	4	3	7	2	0	0	2	0	6	0	6	16
04:30 PM	0	0	1	1	0	3	1	4	1	1	0	2	1	5	1	7	14
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	1	0	2	3	0	10	5	15	3	1	0	4	1	19	2	22	44
05:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:15 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	11	0	11	15
05:30 PM	1	0	0	1	0	2	0	2	0	1	0	1	1	4	0	5	9
05:45 PM	1	0	0	1	0	4	0	4	0	1	0	1	0	4	0	4	10
Total	4	0	1	5	0	10	0	10	0	2	0	2	1	19	0	20	37
Grand Total	5	0	3	8	0	20	5	25	3	3	0	6	2	38	2	42	81
Apprch %	62.5	0	37.5		0	80	20		50	50	0		4.8	90.5	4.8		
Total %	6.2	0	3.7	9.9	0	24.7	6.2	30.9	3.7	3.7	0	7.4	2.5	46.9	2.5	51.9	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
05:15 PM	**2**	0	0	**2**	0	2	0	2	0	0	0	0	0	**11**	0	**11**	**15**
05:30 PM	1	0	0	1	0	2	0	2	0	**1**	0	**1**	**1**	4	0	5	9
Total Volume	3	0	2	5	0	7	0	7	0	1	0	1	1	16	0	17	30
% App. Total	60	0	40		0	100	0		0	100	0		5.9	94.1	0		
PHF	.375	.000	.500	.625	.000	.875	.000	.875	.000	.250	.000	.250	.250	.364	.000	.386	.500

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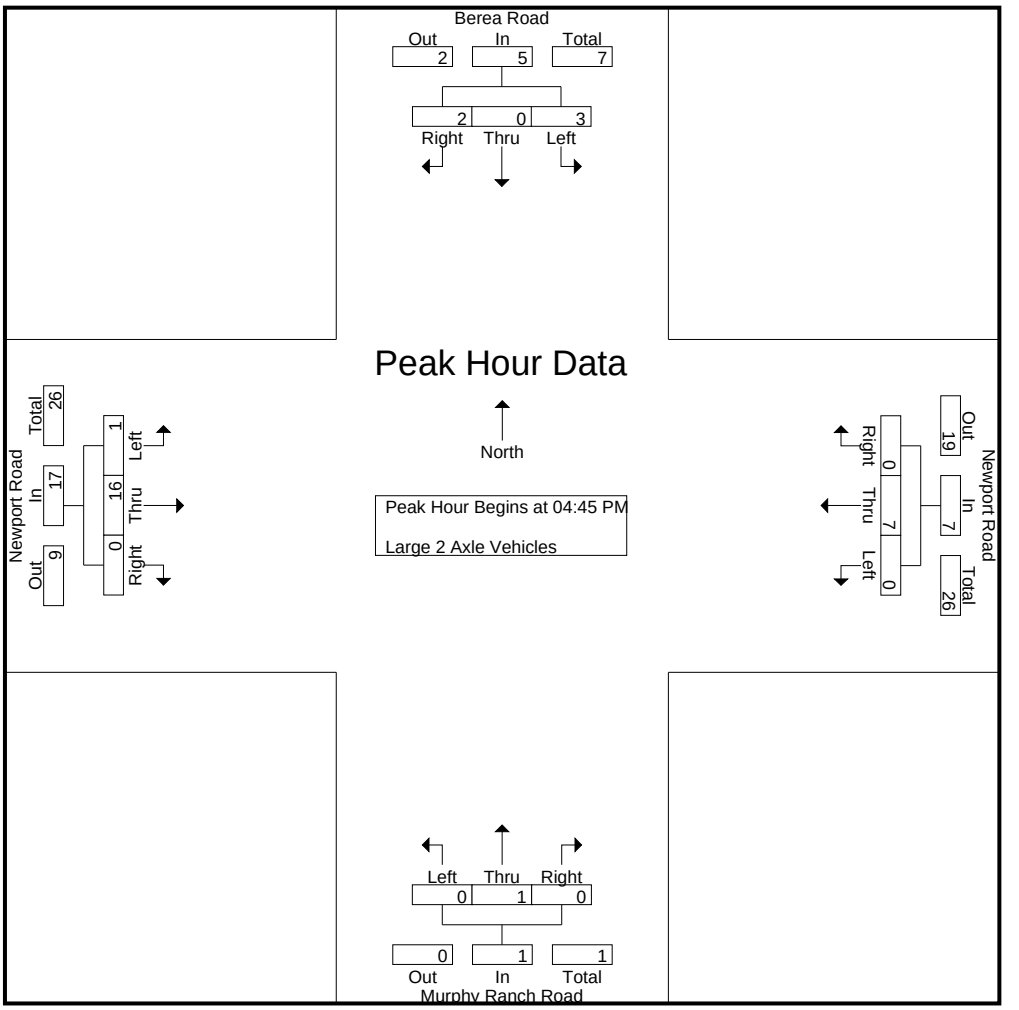
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	2	0	2	0	0	0	0	0	**11**	0	**11**
+45 mins.	1	0	0	1	0	2	0	2	0	**1**	0	**1**	**1**	4	0	5
Total Volume	3	0	2	5	0	7	0	7	0	1	0	1	1	16	0	17
% App. Total	60	0	40		0	100	0		0	100	0		5.9	94.1	0	
PHF	.375	.000	.500	.625	.000	.875	.000	.875	.000	.250	.000	.250	.250	.364	.000	.386

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	100	0		0	0	0		0	0	0		
Total %	0	50	0	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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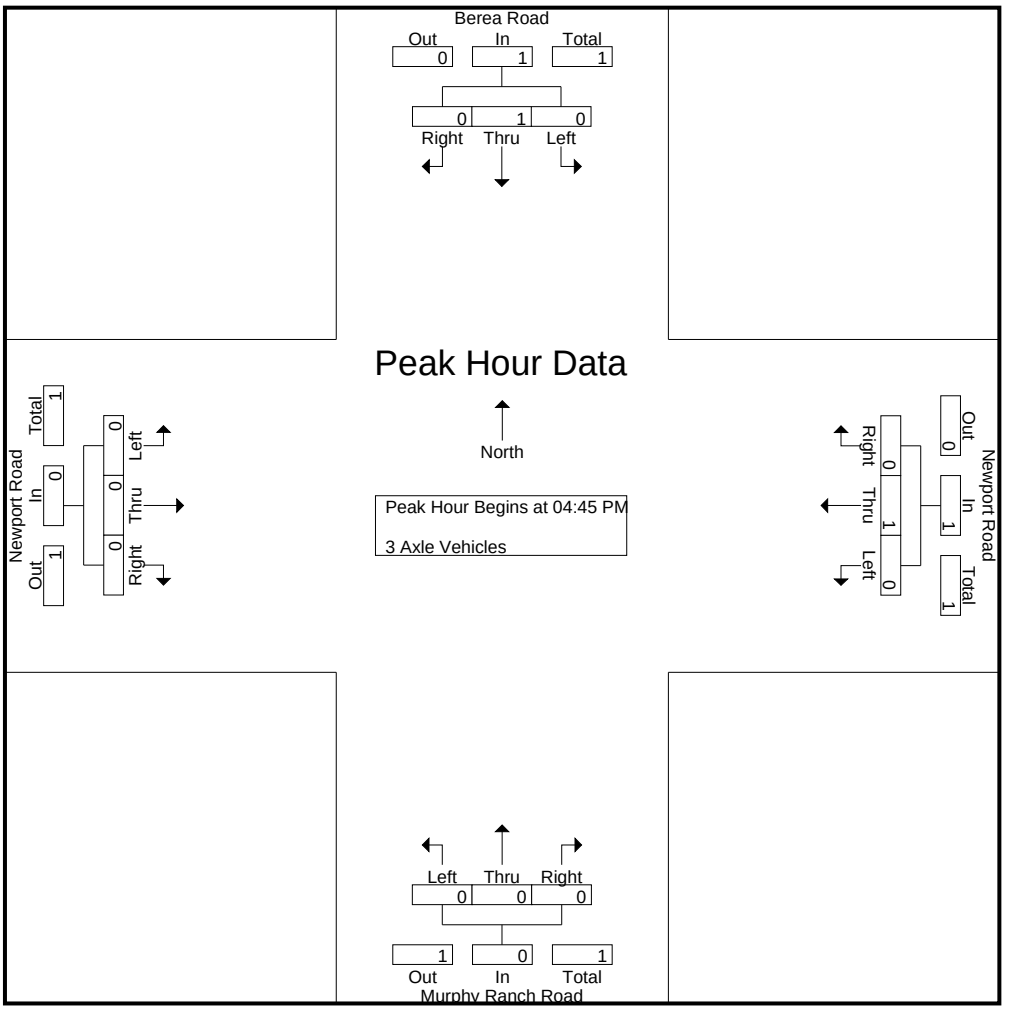
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

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

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City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
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	

	Berea Road Southbound				Newport Road Westbound				Murphy Ranch Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 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

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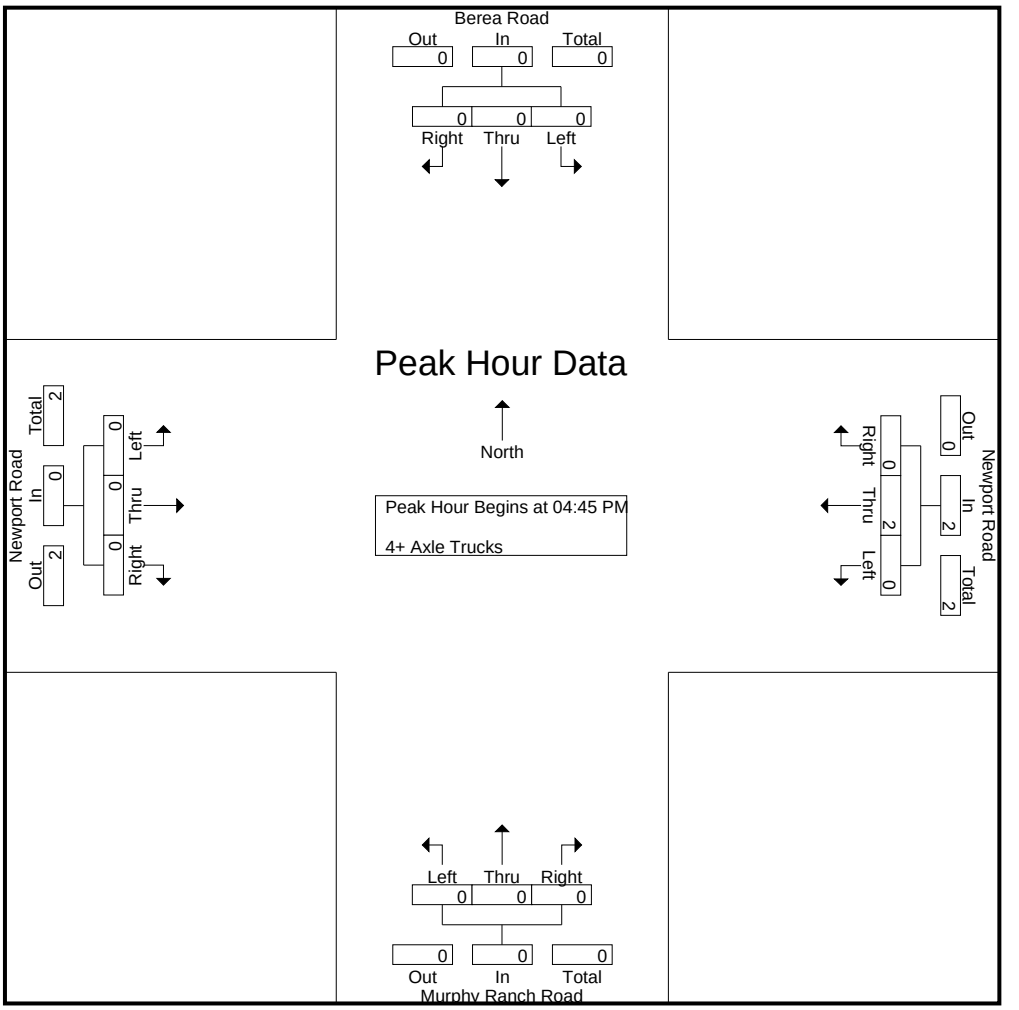
City of Menifee
N/S: Berea Road/Murphy Ranch Road
E/W: Newport Road
Weather: Clear

File Name : 06_MEN_Berea_Newport PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	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	2	0	2	0	0	0	0	0	0	0	0
% 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

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

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

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	56	74	33	163	28	168	24	220	25	36	29	90	40	194	33	267	740
07:15 AM	76	114	54	244	31	167	28	226	30	74	33	137	45	210	44	299	906
07:30 AM	60	71	34	165	22	163	25	210	39	94	41	174	44	224	17	285	834
07:45 AM	50	61	43	154	28	164	26	218	33	82	37	152	61	218	31	310	834
Total	242	320	164	726	109	662	103	874	127	286	140	553	190	846	125	1161	3314
08:00 AM	51	85	33	169	26	176	20	222	30	56	24	110	44	164	18	226	727
08:15 AM	54	74	44	172	24	162	16	202	37	78	16	131	52	196	27	275	780
08:30 AM	48	60	63	171	26	171	19	216	30	79	19	128	48	185	22	255	770
08:45 AM	63	52	50	165	35	182	39	256	25	69	32	126	37	225	16	278	825
Total	216	271	190	677	111	691	94	896	122	282	91	495	181	770	83	1034	3102
Grand Total	458	591	354	1403	220	1353	197	1770	249	568	231	1048	371	1616	208	2195	6416
Apprch %	32.6	42.1	25.2		12.4	76.4	11.1		23.8	54.2	22		16.9	73.6	9.5		
Total %	7.1	9.2	5.5	21.9	3.4	21.1	3.1	27.6	3.9	8.9	3.6	16.3	5.8	25.2	3.2	34.2	
Passenger Vehicles	446	580	330	1356	209	1303	185	1697	236	557	226	1019	355	1563	202	2120	6192
% Passenger Vehicles	97.4	98.1	93.2	96.7	95	96.3	93.9	95.9	94.8	98.1	97.8	97.2	95.7	96.7	97.1	96.6	96.5
Large 2 Axle Vehicles	10	10	17	37	9	35	10	54	10	11	3	24	8	39	4	51	166
% Large 2 Axle Vehicles	2.2	1.7	4.8	2.6	4.1	2.6	5.1	3.1	4	1.9	1.3	2.3	2.2	2.4	1.9	2.3	2.6
3 Axle Vehicles	0	1	7	8	1	11	0	12	1	0	1	2	8	7	1	16	38
% 3 Axle Vehicles	0	0.2	2	0.6	0.5	0.8	0	0.7	0.4	0	0.4	0.2	2.2	0.4	0.5	0.7	0.6
4+ Axle Trucks	2	0	0	2	1	4	2	7	2	0	1	3	0	7	1	8	20
% 4+ Axle Trucks	0.4	0	0	0.1	0.5	0.3	1	0.4	0.8	0	0.4	0.3	0	0.4	0.5	0.4	0.3

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	56	74	33	163	28	**168**	24	220	25	36	29	90	40	194	33	267	740
07:15 AM	**76**	**114**	**54**	**244**	**31**	167	**28**	**226**	30	74	33	137	45	210	**44**	299	**906**
07:30 AM	60	71	34	165	22	163	25	210	**39**	**94**	**41**	**174**	44	**224**	17	285	834
07:45 AM	50	61	43	154	28	164	26	218	33	82	37	152	**61**	218	31	**310**	834
Total Volume	242	320	164	726	109	662	103	874	127	286	140	553	190	846	125	1161	3314
% App. Total	33.3	44.1	22.6		12.5	75.7	11.8		23	51.7	25.3		16.4	72.9	10.8		
PHF	.796	.702	.759	.744	.879	.985	.920	.967	.814	.761	.854	.795	.779	.944	.710	.936	.914

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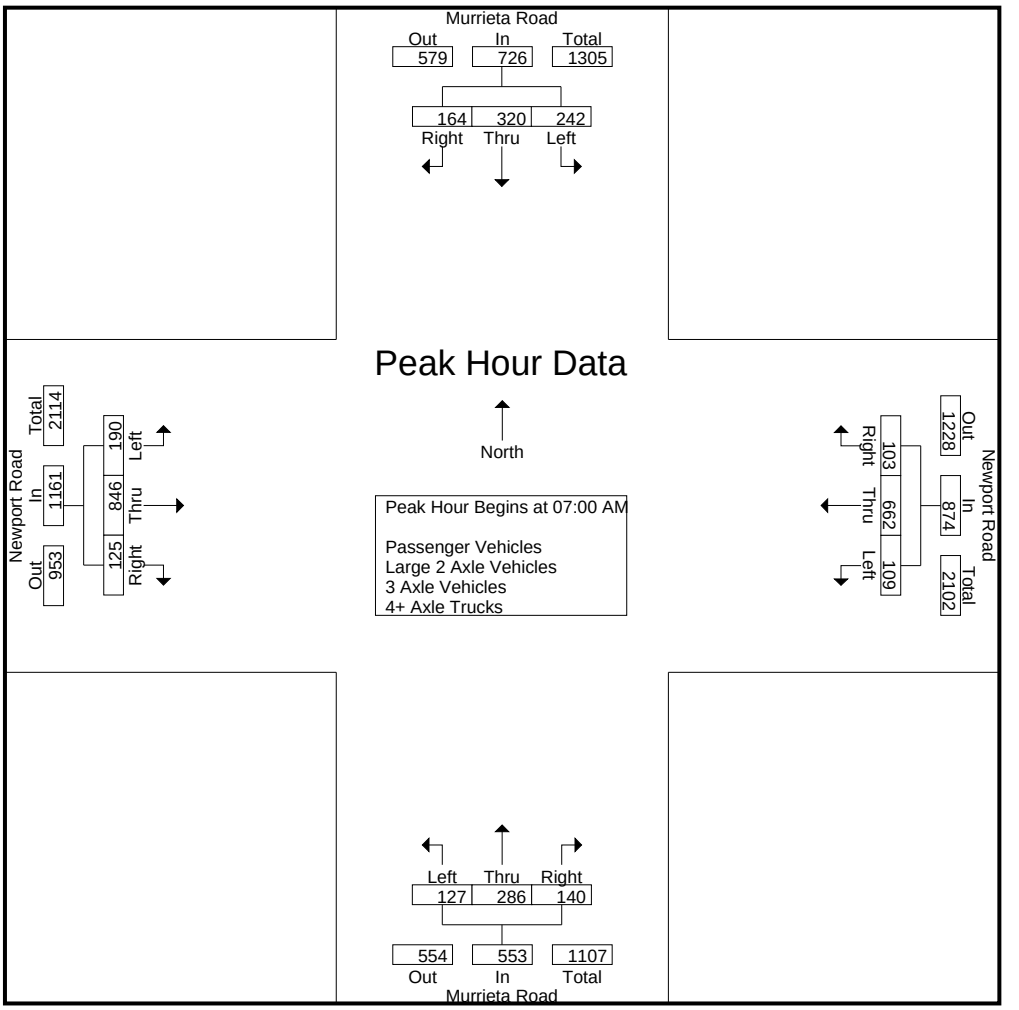
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	07:15 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	**76**	**114**	**54**	**244**	26	176	20	222	30	74	33	137	40	194	33	267
+15 mins.	60	71	34	165	24	162	16	202	**39**	**94**	**41**	**174**	45	210	**44**	299
+30 mins.	50	61	43	154	26	171	19	216	33	82	37	152	44	**224**	17	285
+45 mins.	51	85	33	169	**35**	**182**	**39**	**256**	30	56	24	110	**61**	218	31	**310**
Total Volume	237	331	164	732	111	691	94	896	132	306	135	573	190	846	125	1161
% App. Total	32.4	45.2	22.4		12.4	77.1	10.5		23	53.4	23.6		16.4	72.9	10.8	
PHF	.780	.726	.759	.750	.793	.949	.603	.875	.846	.814	.823	.823	.779	.944	.710	.936

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	54	73	31	158	27	159	23	209	22	32	29	83	37	188	32	257	707
07:15 AM	73	114	49	236	29	159	27	215	29	71	33	133	41	205	42	288	872
07:30 AM	60	70	31	161	22	158	22	202	39	94	40	173	43	213	17	273	809
07:45 AM	48	60	41	149	24	161	25	210	30	79	36	145	58	212	29	299	803
Total	235	317	152	704	102	637	97	836	120	276	138	534	179	818	120	1117	3191
08:00 AM	50	83	33	166	24	169	19	212	29	56	22	107	43	161	18	222	707
08:15 AM	50	74	41	165	24	159	14	197	34	78	16	128	50	190	26	266	756
08:30 AM	48	58	58	164	26	164	19	209	29	78	19	126	47	177	22	246	745
08:45 AM	63	48	46	157	33	174	36	243	24	69	31	124	36	217	16	269	793
Total	211	263	178	652	107	666	88	861	116	281	88	485	176	745	82	1003	3001
Grand Total	446	580	330	1356	209	1303	185	1697	236	557	226	1019	355	1563	202	2120	6192
Apprch %	32.9	42.8	24.3		12.3	76.8	10.9		23.2	54.7	22.2		16.7	73.7	9.5		
Total %	7.2	9.4	5.3	21.9	3.4	21	3	27.4	3.8	9	3.6	16.5	5.7	25.2	3.3	34.2	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	54	73	31	158	27	159	23	209	22	32	29	83	37	188	32	257	707
07:15 AM	**73**	**114**	**49**	**236**	**29**	159	**27**	**215**	29	71	33	133	41	205	**42**	288	**872**
07:30 AM	60	70	31	161	22	158	22	202	**39**	**94**	**40**	**173**	43	**213**	17	273	809
07:45 AM	48	60	41	149	24	**161**	25	210	30	79	36	145	**58**	212	29	**299**	803
Total Volume	235	317	152	704	102	637	97	836	120	276	138	534	179	818	120	1117	3191
% App. Total	33.4	45	21.6		12.2	76.2	11.6		22.5	51.7	25.8		16	73.2	10.7		
PHF	.805	.695	.776	.746	.879	.989	.898	.972	.769	.734	.863	.772	.772	.960	.714	.934	.915

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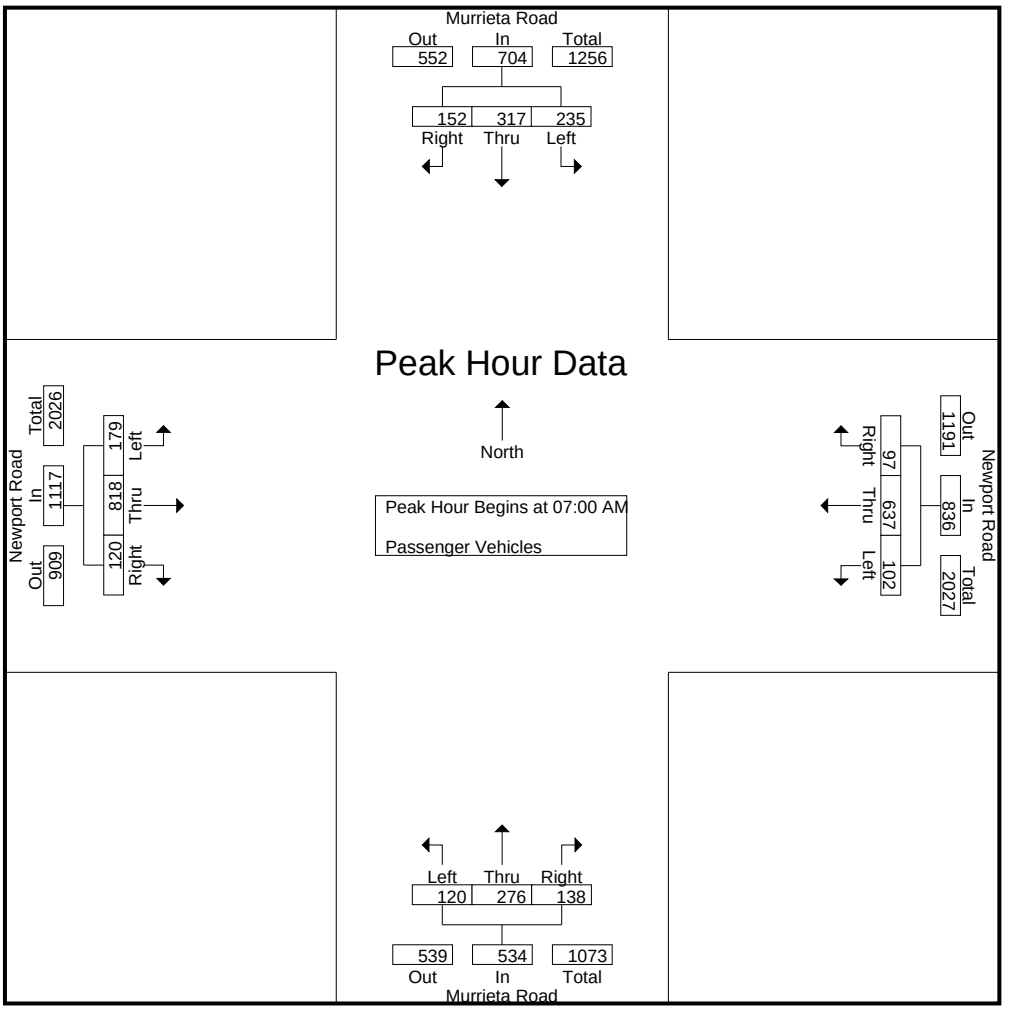
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
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.	54	73	31	158	27	159	23	209	22	32	29	83	37	188	32	257
+15 mins.	**73**	**114**	**49**	**236**	**29**	159	**27**	**215**	29	71	33	133	41	205	**42**	288
+30 mins.	60	70	31	161	22	158	22	202	**39**	**94**	**40**	**173**	43	**213**	17	273
+45 mins.	48	60	41	149	24	**161**	25	210	30	79	36	145	**58**	212	29	**299**
Total Volume	235	317	152	704	102	637	97	836	120	276	138	534	179	818	120	1117
% App. Total	33.4	45	21.6		12.2	76.2	11.6		22.5	51.7	25.8		16	73.2	10.7	
PHF	.805	.695	.776	.746	.879	.989	.898	.972	.769	.734	.863	.772	.772	.960	.714	.934

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	1	7	1	9	3	4	0	7	1	4	1	6	25
07:15 AM	3	0	4	7	2	6	1	9	0	3	0	3	4	4	1	9	28
07:30 AM	0	1	2	3	0	4	3	7	0	0	0	0	0	9	0	9	19
07:45 AM	2	1	1	4	3	2	1	6	2	3	1	6	1	6	1	8	24
Total	5	3	9	17	6	19	6	31	5	10	1	16	6	23	3	32	96
08:00 AM	1	1	0	2	2	5	0	7	1	0	1	2	1	2	0	3	14
08:15 AM	4	0	2	6	0	3	2	5	2	0	0	2	1	3	1	5	18
08:30 AM	0	2	3	5	0	4	0	4	1	1	0	2	0	6	0	6	17
08:45 AM	0	4	3	7	1	4	2	7	1	0	1	2	0	5	0	5	21
Total	5	7	8	20	3	16	4	23	5	1	2	8	2	16	1	19	70
Grand Total	10	10	17	37	9	35	10	54	10	11	3	24	8	39	4	51	166
Apprch %	27	27	45.9		16.7	64.8	18.5		41.7	45.8	12.5		15.7	76.5	7.8		
Total %	6	6	10.2	22.3	5.4	21.1	6	32.5	6	6.6	1.8	14.5	4.8	23.5	2.4	30.7	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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**	2	3	1	**7**	1	**9**	**3**	**4**	0	**7**	1	4	**1**	6	25
07:15 AM	**3**	0	**4**	**7**	2	6	1	9	0	3	0	3	**4**	4	1	**9**	**28**
07:30 AM	0	1	2	3	0	4	**3**	7	0	0	0	0	0	**9**	0	9	19
07:45 AM	2	1	1	4	**3**	2	1	6	2	3	**1**	6	1	6	1	8	24
Total Volume	5	3	9	17	6	19	6	31	5	10	1	16	6	23	3	32	96
% App. Total	29.4	17.6	52.9		19.4	61.3	19.4		31.2	62.5	6.2		18.8	71.9	9.4		
PHF	.417	.750	.563	.607	.500	.679	.500	.861	.417	.625	.250	.571	.375	.639	.750	.889	.857

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
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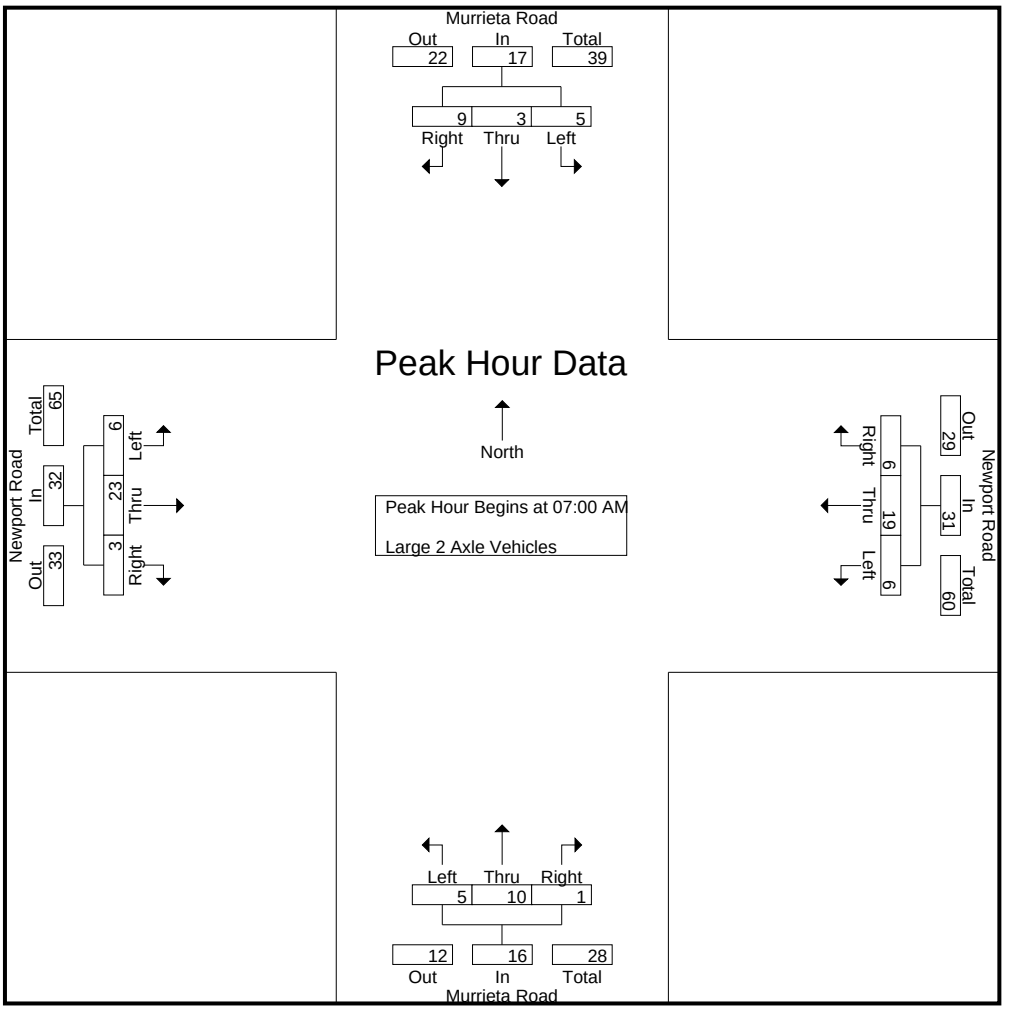

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	2	3	1	**7**	1	**9**	**3**	**4**	0	**7**	1	4	**1**	6
+15 mins.	**3**	0	**4**	**7**	2	6	1	9	0	3	0	3	**4**	4	1	**9**
+30 mins.	0	1	2	3	0	4	**3**	7	0	0	0	0	0	**9**	0	9
+45 mins.	2	1	1	4	**3**	2	1	6	2	3	**1**	6	1	6	1	8
Total Volume	5	3	9	17	6	19	6	31	5	10	1	16	6	23	3	32
% App. Total	29.4	17.6	52.9		19.4	61.3	19.4		31.2	62.5	6.2		18.8	71.9	9.4	
PHF	.417	.750	.563	.607	.500	.679	.500	.861	.417	.625	.250	.571	.375	.639	.750	.889

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	1	0	1	0	0	0	0	2	1	0	3	4
07:15 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	1	3
07:30 AM	0	0	1	1	0	1	0	1	0	0	1	1	1	2	0	3	6
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	0	0	2	4
Total	0	0	3	3	0	3	0	3	1	0	1	2	5	3	1	9	17
08:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	2	2	0	2	0	2	0	0	0	0	1	1	0	2	6
08:45 AM	0	0	1	1	1	4	0	5	0	0	0	0	1	2	0	3	9
Total	0	1	4	5	1	8	0	9	0	0	0	0	3	4	0	7	21
Grand Total	0	1	7	8	1	11	0	12	1	0	1	2	8	7	1	16	38
Apprch %	0	12.5	87.5		8.3	91.7	0		50	0	50		50	43.8	6.2		
Total %	0	2.6	18.4	21.1	2.6	28.9	0	31.6	2.6	0	2.6	5.3	21.1	18.4	2.6	42.1	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	**1**	0	**1**	0	0	0	0	**2**	1	0	**3**	4
07:15 AM	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	3
07:30 AM	0	0	1	1	0	1	0	1	0	0	**1**	1	1	**2**	0	3	**6**
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	0	0	2	4
Total Volume	0	0	3	3	0	3	0	3	1	0	1	2	5	3	1	9	17
% App. Total	0	0	100		0	100	0		50	0	50		55.6	33.3	11.1		
PHF	.000	.000	.750	.750	.000	.750	.000	.750	.250	.000	.250	.500	.625	.375	.250	.750	.708

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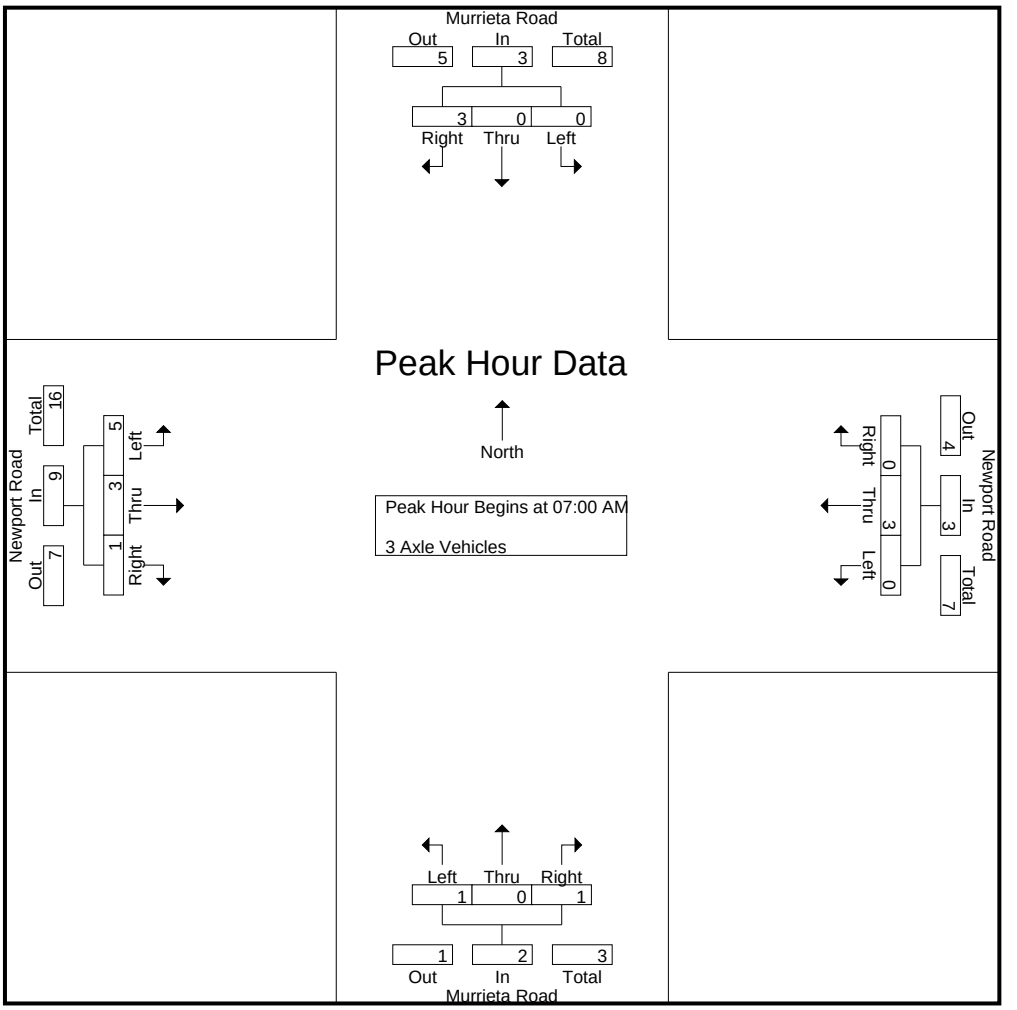
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**	1	0	**3**
+15 mins.	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1
+30 mins.	0	0	1	1	0	1	0	1	0	0	**1**	1	1	**2**	0	3
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	2	0	0	2
Total Volume	0	0	3	3	0	3	0	3	1	0	1	2	5	3	1	9
% App. Total	0	0	100		0	100	0		50	0	50		55.6	33.3	11.1	
PHF	.000	.000	.750	.750	.000	.750	.000	.750	.250	.000	.250	.500	.625	.375	.250	.750

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

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
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Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	2	0	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
Total	2	0	0	2	1	3	0	4	1	0	0	1	0	2	1	3	10
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	2	3	1	0	1	2	0	5	0	5	10
Grand Total	2	0	0	2	1	4	2	7	2	0	1	3	0	7	1	8	20
Apprch %	100	0	0		14.3	57.1	28.6		66.7	0	33.3		0	87.5	12.5		
Total %	10	0	0	10	5	20	10	35	10	0	5	15	0	35	5	40	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	**2**	0	0	**2**	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**4**
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	0	0	**1**	1	3
Total Volume	2	0	0	2	1	3	0	4	1	0	0	1	0	2	1	3	10
% App. Total	100	0	0		25	75	0		100	0	0		0	66.7	33.3		
PHF	.250	.000	.000	.250	.250	.375	.000	.500	.250	.000	.000	.250	.000	.500	.250	.750	.625

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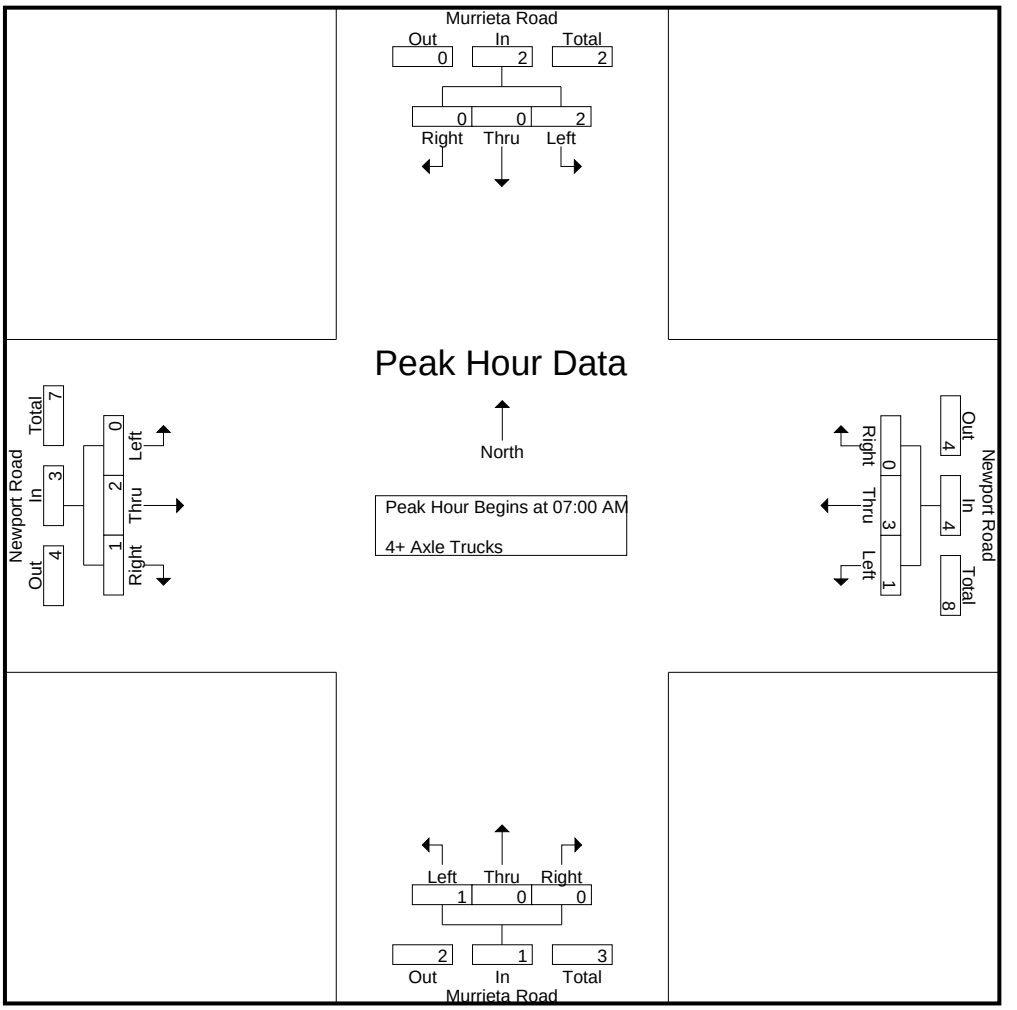
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
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.	**2**	0	0	**2**	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	1	**1**	0	0	**1**	0	0	**1**	1
Total Volume	2	0	0	2	1	3	0	4	1	0	0	1	0	2	1	3
% App. Total	100	0	0		25	75	0		100	0	0		0	66.7	33.3	
PHF	.250	.000	.000	.250	.250	.375	.000	.500	.250	.000	.000	.250	.000	.500	.250	.750

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

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

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	68	50	40	158	56	237	50	343	37	69	37	143	65	202	18	285	929
04:15 PM	63	52	54	169	49	247	52	348	23	54	30	107	63	237	18	318	942
04:30 PM	73	59	49	181	35	210	61	306	30	69	28	127	51	246	11	308	922
04:45 PM	57	48	47	152	35	243	60	338	33	72	29	134	82	257	20	359	983
Total	261	209	190	660	175	937	223	1335	123	264	124	511	261	942	67	1270	3776
05:00 PM	61	66	53	180	1	254	54	309	45	80	42	167	46	194	18	258	914
05:15 PM	53	74	66	193	19	238	73	330	40	56	24	120	83	239	26	348	991
05:30 PM	70	75	42	187	53	247	60	360	30	49	23	102	68	229	17	314	963
05:45 PM	74	68	47	189	44	217	46	307	42	72	22	136	66	224	17	307	939
Total	258	283	208	749	117	956	233	1306	157	257	111	525	263	886	78	1227	3807
Grand Total	519	492	398	1409	292	1893	456	2641	280	521	235	1036	524	1828	145	2497	7583
Apprch %	36.8	34.9	28.2		11.1	71.7	17.3		27	50.3	22.7		21	73.2	5.8		
Total %	6.8	6.5	5.2	18.6	3.9	25	6	34.8	3.7	6.9	3.1	13.7	6.9	24.1	1.9	32.9	
Passenger Vehicles	512	488	390	1390	288	1867	451	2606	276	519	230	1025	510	1798	144	2452	7473
% Passenger Vehicles	98.7	99.2	98	98.7	98.6	98.6	98.9	98.7	98.6	99.6	97.9	98.9	97.3	98.4	99.3	98.2	98.5
Large 2 Axle Vehicles	5	4	8	17	4	21	4	29	3	2	5	10	13	21	1	35	91
% Large 2 Axle Vehicles	1	0.8	2	1.2	1.4	1.1	0.9	1.1	1.1	0.4	2.1	1	2.5	1.1	0.7	1.4	1.2
3 Axle Vehicles	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5	11
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0.4	0	0	0.1	0	0.3	0	0.2	0.1
4+ Axle Trucks	2	0	0	2	0	0	1	1	0	0	0	0	1	4	0	5	8
% 4+ Axle Trucks	0.4	0	0	0.1	0	0	0.2	0	0	0	0	0	0.2	0.2	0	0.2	0.1

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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 04:45 PM																	
04:45 PM	57	48	47	152	35	243	60	338	33	72	29	134	82	**257**	20	**359**	983
05:00 PM	61	66	53	180	1	**254**	54	309	**45**	**80**	**42**	**167**	46	194	18	258	914
05:15 PM	53	74	**66**	**193**	19	238	**73**	330	40	56	24	120	**83**	239	**26**	348	**991**
05:30 PM	**70**	**75**	42	187	**53**	247	60	**360**	30	49	23	102	68	229	17	314	963
Total Volume	241	263	208	712	108	982	247	1337	148	257	118	523	279	919	81	1279	3851
% App. Total	33.8	36.9	29.2		8.1	73.4	18.5		28.3	49.1	22.6		21.8	71.9	6.3		
PHF	.861	.877	.788	.922	.509	.967	.846	.928	.822	.803	.702	.783	.840	.894	.779	.891	.971

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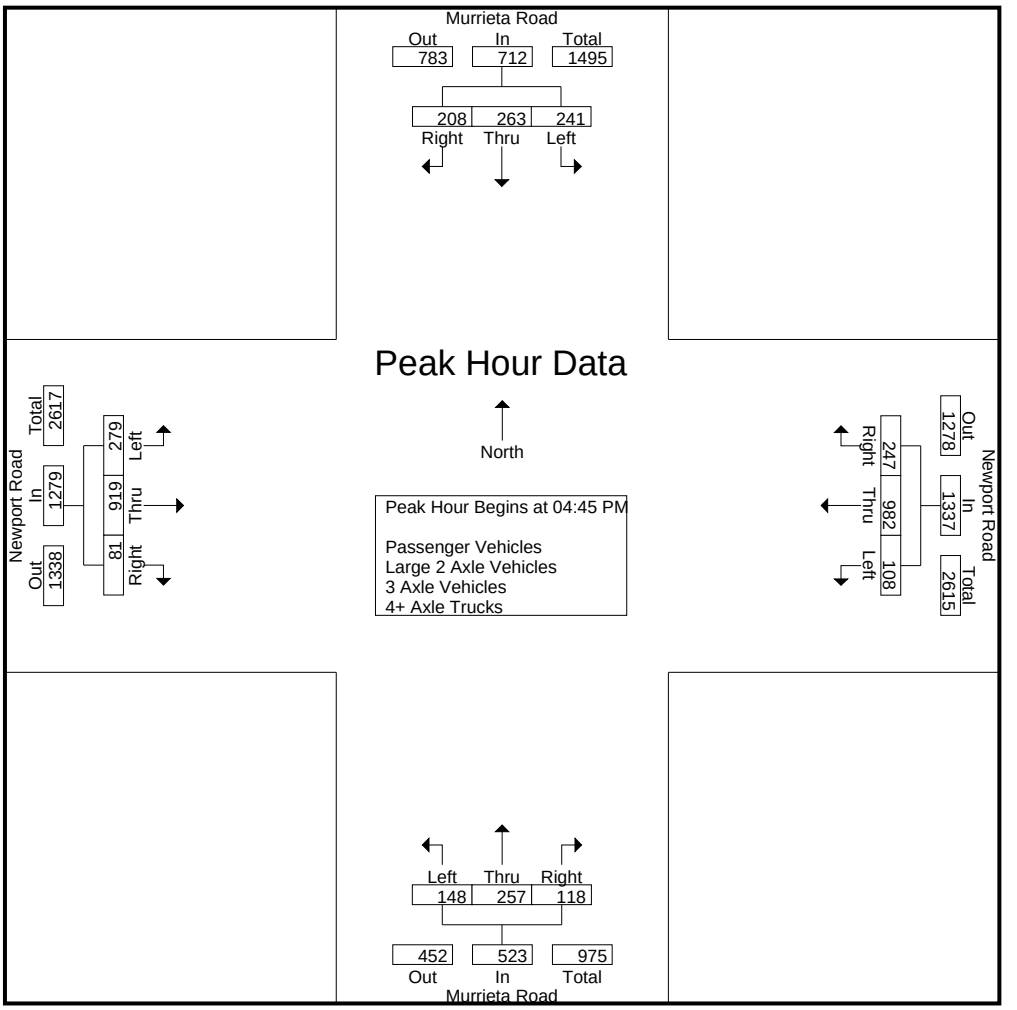
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	05:00 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	61	66	53	180	35	243	60	338	30	69	28	127	82	**257**	20	**359**
+15 mins.	53	74	**66**	**193**	1	**254**	54	309	33	72	29	134	46	194	18	258
+30 mins.	70	**75**	42	187	19	238	**73**	330	**45**	**80**	**42**	**167**	**83**	239	**26**	348
+45 mins.	**74**	68	47	189	**53**	247	60	**360**	40	56	24	120	68	229	17	314
Total Volume	258	283	208	749	108	982	247	1337	148	277	123	548	279	919	81	1279
% App. Total	34.4	37.8	27.8		8.1	73.4	18.5		27	50.5	22.4		21.8	71.9	6.3	
PHF	.872	.943	.788	.970	.509	.967	.846	.928	.822	.866	.732	.820	.840	.894	.779	.891

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	68	49	37	154	55	231	49	335	36	69	34	139	64	199	17	280	908
04:15 PM	62	52	54	168	49	245	52	346	23	54	29	106	63	234	18	315	935
04:30 PM	72	58	49	179	35	208	60	303	29	68	28	125	45	239	11	295	902
04:45 PM	55	47	45	147	33	237	60	330	32	72	29	133	81	250	20	351	961
Total	257	206	185	648	172	921	221	1314	120	263	120	503	253	922	66	1241	3706
05:00 PM	60	65	53	178	1	252	53	306	44	80	41	165	44	192	18	254	903
05:15 PM	53	74	63	190	18	234	72	324	40	55	24	119	82	236	26	344	977
05:30 PM	69	75	42	186	53	246	60	359	30	49	23	102	67	225	17	309	956
05:45 PM	73	68	47	188	44	214	45	303	42	72	22	136	64	223	17	304	931
Total	255	282	205	742	116	946	230	1292	156	256	110	522	257	876	78	1211	3767
Grand Total	512	488	390	1390	288	1867	451	2606	276	519	230	1025	510	1798	144	2452	7473
Apprch %	36.8	35.1	28.1		11.1	71.6	17.3		26.9	50.6	22.4		20.8	73.3	5.9		
Total %	6.9	6.5	5.2	18.6	3.9	25	6	34.9	3.7	6.9	3.1	13.7	6.8	24.1	1.9	32.8	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	55	47	45	147	33	237	60	330	32	72	29	133	81	**250**	20	**351**	961
05:00 PM	60	65	53	178	1	**252**	53	306	**44**	**80**	**41**	**165**	44	192	18	254	903
05:15 PM	53	74	**63**	**190**	18	234	**72**	324	40	55	24	119	**82**	236	**26**	344	**977**
05:30 PM	**69**	**75**	42	186	**53**	246	60	**359**	30	49	23	102	67	225	17	309	956
Total Volume	237	261	203	701	105	969	245	1319	146	256	117	519	274	903	81	1258	3797
% App. Total	33.8	37.2	29		8	73.5	18.6		28.1	49.3	22.5		21.8	71.8	6.4		
PHF	.859	.870	.806	.922	.495	.961	.851	.919	.830	.800	.713	.786	.835	.903	.779	.896	.972

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City of Menifee
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File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
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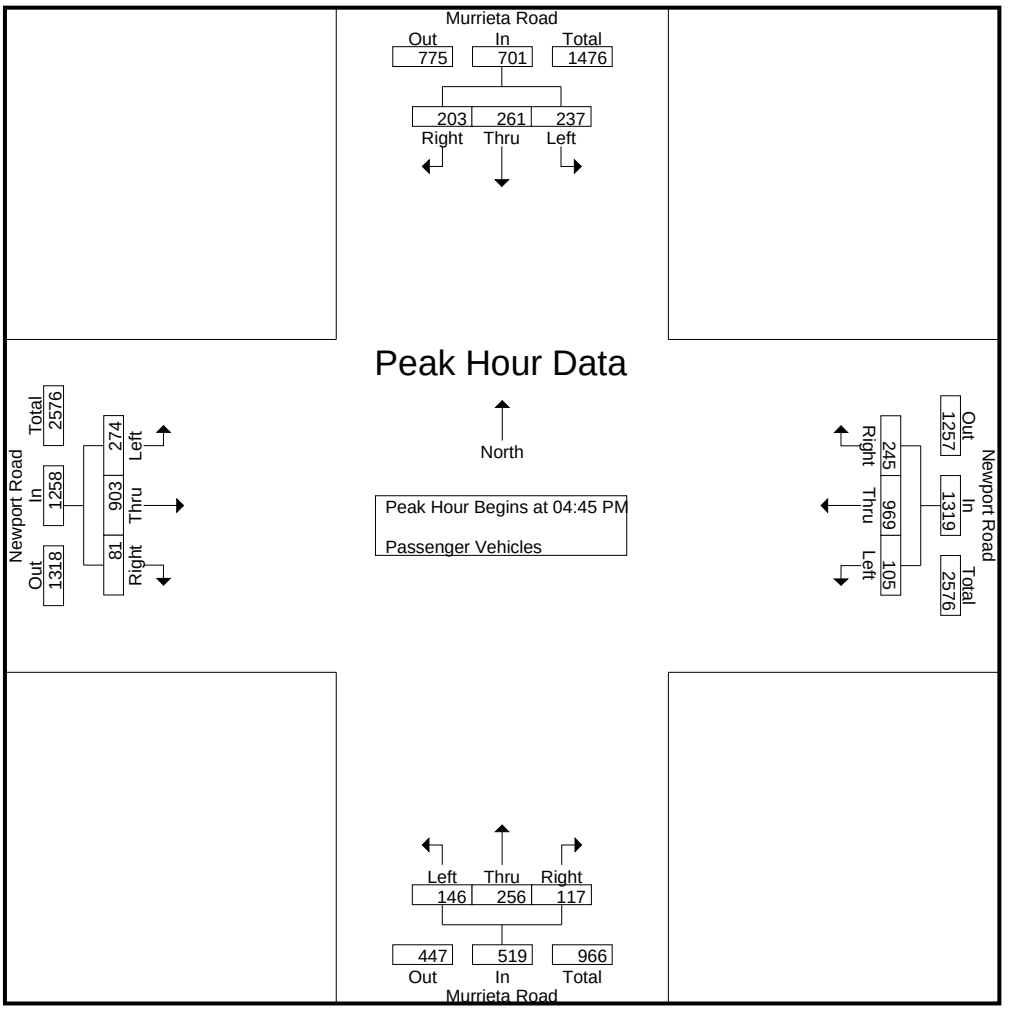

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	55	47	45	147	33	237	60	330	32	72	29	133	81	**250**	20	**351**
+15 mins.	60	65	53	178	1	**252**	53	306	**44**	**80**	**41**	**165**	44	192	18	254
+30 mins.	53	74	**63**	**190**	18	234	**72**	324	40	55	24	119	**82**	236	**26**	344
+45 mins.	**69**	**75**	42	186	**53**	246	60	**359**	30	49	23	102	67	225	17	309
Total Volume	237	261	203	701	105	969	245	1319	146	256	117	519	274	903	81	1258
% App. Total	33.8	37.2	29		8	73.5	18.6		28.1	49.3	22.5		21.8	71.8	6.4	
PHF	.859	.870	.806	.922	.495	.961	.851	.919	.830	.800	.713	.786	.835	.903	.779	.896

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	1	6	1	8	1	0	3	4	1	3	1	5	21
04:15 PM	1	0	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
04:30 PM	1	1	0	2	0	1	0	1	1	1	0	2	5	4	0	9	14
04:45 PM	2	1	2	5	2	3	0	5	0	0	0	0	1	6	0	7	17
Total	4	3	5	12	3	12	1	16	2	1	4	7	7	14	1	22	57
05:00 PM	0	1	0	1	0	2	1	3	1	0	1	2	2	1	0	3	9
05:15 PM	0	0	3	3	1	3	1	5	0	1	0	1	1	3	0	4	13
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
05:45 PM	1	0	0	1	0	3	1	4	0	0	0	0	2	0	0	2	7
Total	1	1	3	5	1	9	3	13	1	1	1	3	6	7	0	13	34
Grand Total	5	4	8	17	4	21	4	29	3	2	5	10	13	21	1	35	91
Apprch %	29.4	23.5	47.1		13.8	72.4	13.8		30	20	50		37.1	60	2.9		
Total %	5.5	4.4	8.8	18.7	4.4	23.1	4.4	31.9	3.3	2.2	5.5	11	14.3	23.1	1.1	38.5	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**2**	**1**	2	**5**	**2**	**3**	0	**5**	0	0	0	0	1	**6**	0	**7**	**17**
05:00 PM	0	1	0	1	0	2	**1**	3	**1**	0	**1**	**2**	**2**	1	0	3	9
05:15 PM	0	0	**3**	3	1	3	1	5	0	**1**	0	1	1	3	0	4	13
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
Total Volume	2	2	5	9	3	9	2	14	1	1	1	3	5	13	0	18	44
% App. Total	22.2	22.2	55.6		21.4	64.3	14.3		33.3	33.3	33.3		27.8	72.2	0		
PHF	.250	.500	.417	.450	.375	.750	.500	.700	.250	.250	.250	.375	.625	.542	.000	.643	.647

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City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
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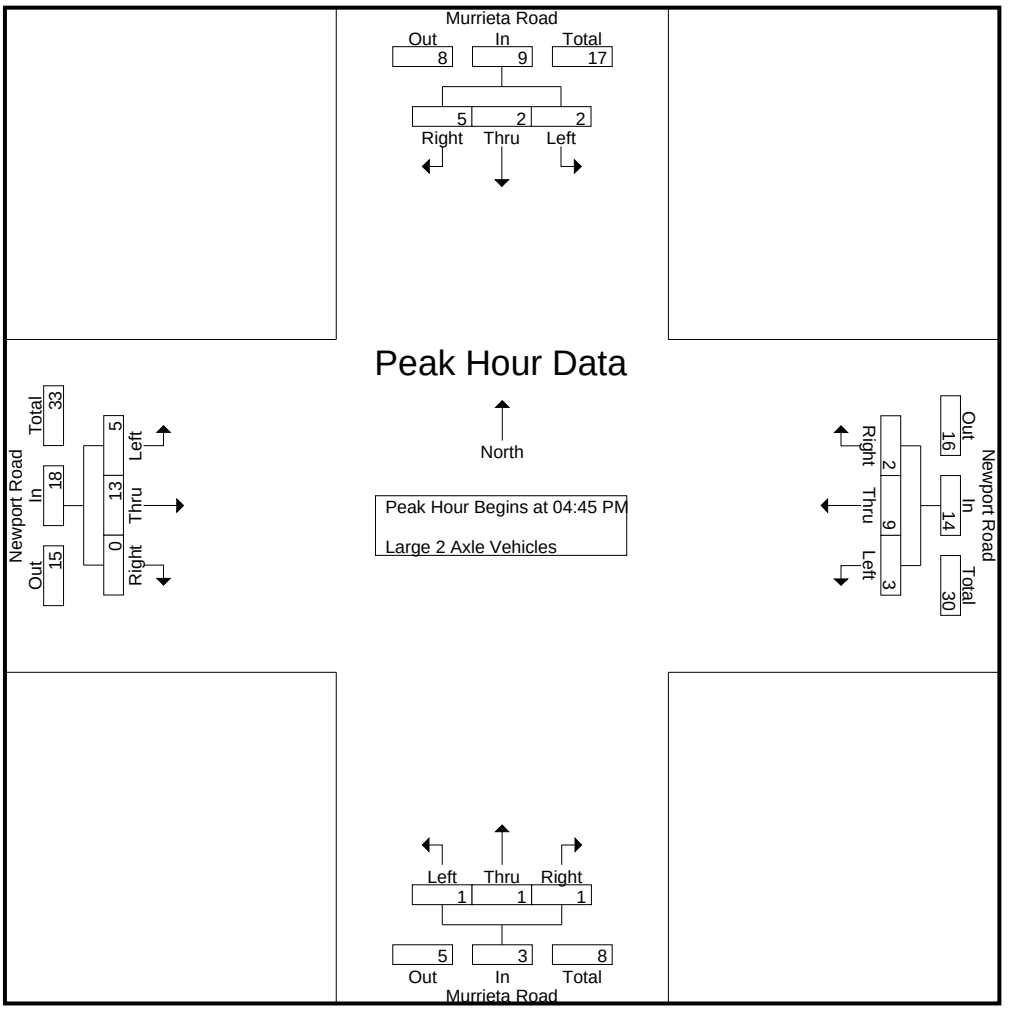

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**2**	**1**	2	**5**	**2**	**3**	0	**5**	0	0	0	0	1	**6**	0	**7**
+15 mins.	0	1	0	1	0	2	**1**	3	**1**	0	**1**	**2**	**2**	1	0	3
+30 mins.	0	0	**3**	3	1	3	1	5	0	**1**	0	1	1	3	0	4
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4
Total Volume	2	2	5	9	3	9	2	14	1	1	1	3	5	13	0	18
% App. Total	22.2	22.2	55.6		21.4	64.3	14.3		33.3	33.3	33.3		27.8	72.2	0	
PHF	.250	.500	.417	.450	.375	.750	.500	.700	.250	.250	.250	.375	.625	.542	.000	.643

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	2	0	2	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	4
Total	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5	11
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	45.5	0	45.5	9.1	0	0	9.1	0	45.5	0	45.5	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**3**	0	**3**	**1**	0	0	**1**	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	.000	.250	.000	.250	.375

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
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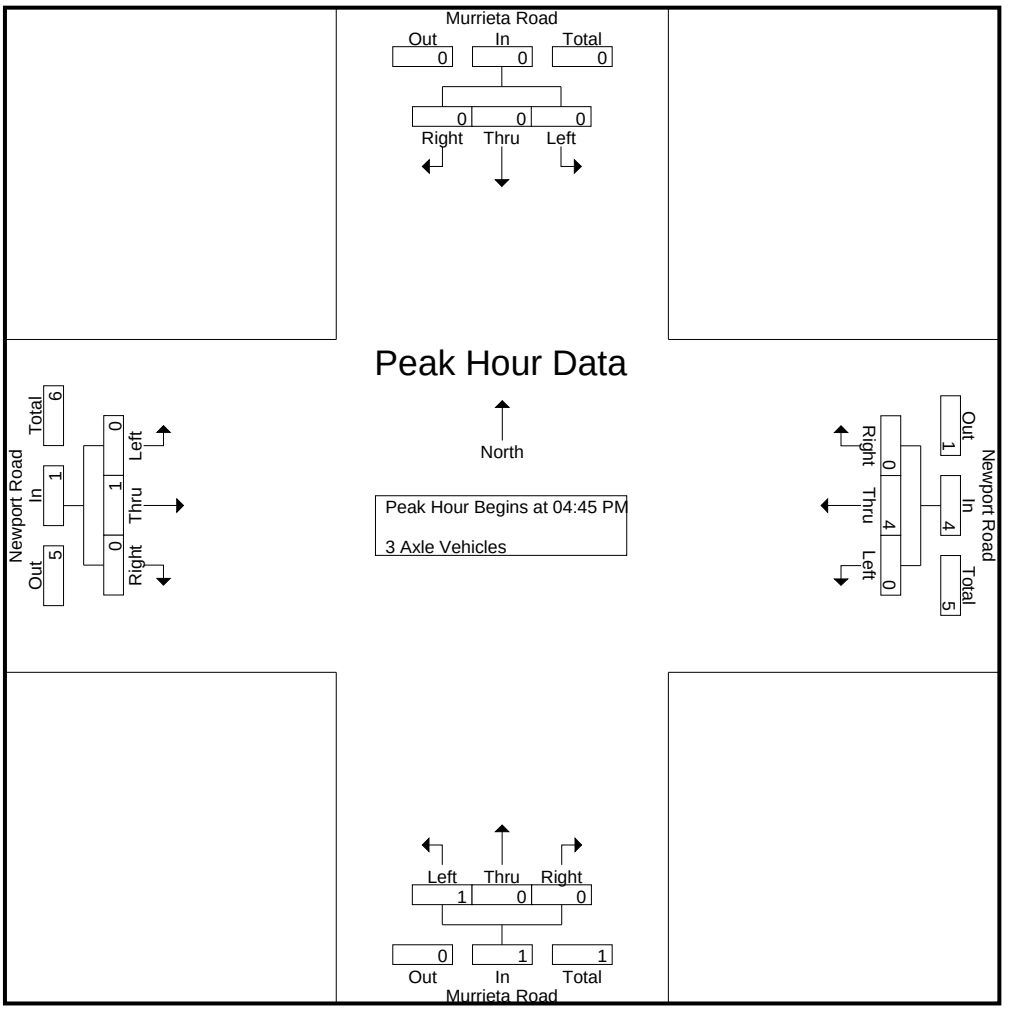

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	.000	.250	.000	.250

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

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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	1	1	0	0	0	0	1	1	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	3	4
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	2	0	0	2	0	0	1	1	0	0	0	0	1	4	0	5	8
Apprch %	100	0	0		0	0	100		0	0	0		20	80	0		
Total %	25	0	0	25	0	0	12.5	12.5	0	0	0	0	12.5	50	0	62.5	

	Murrieta Road Southbound				Newport Road Westbound				Murrieta Road Northbound				Newport Road 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	**2**
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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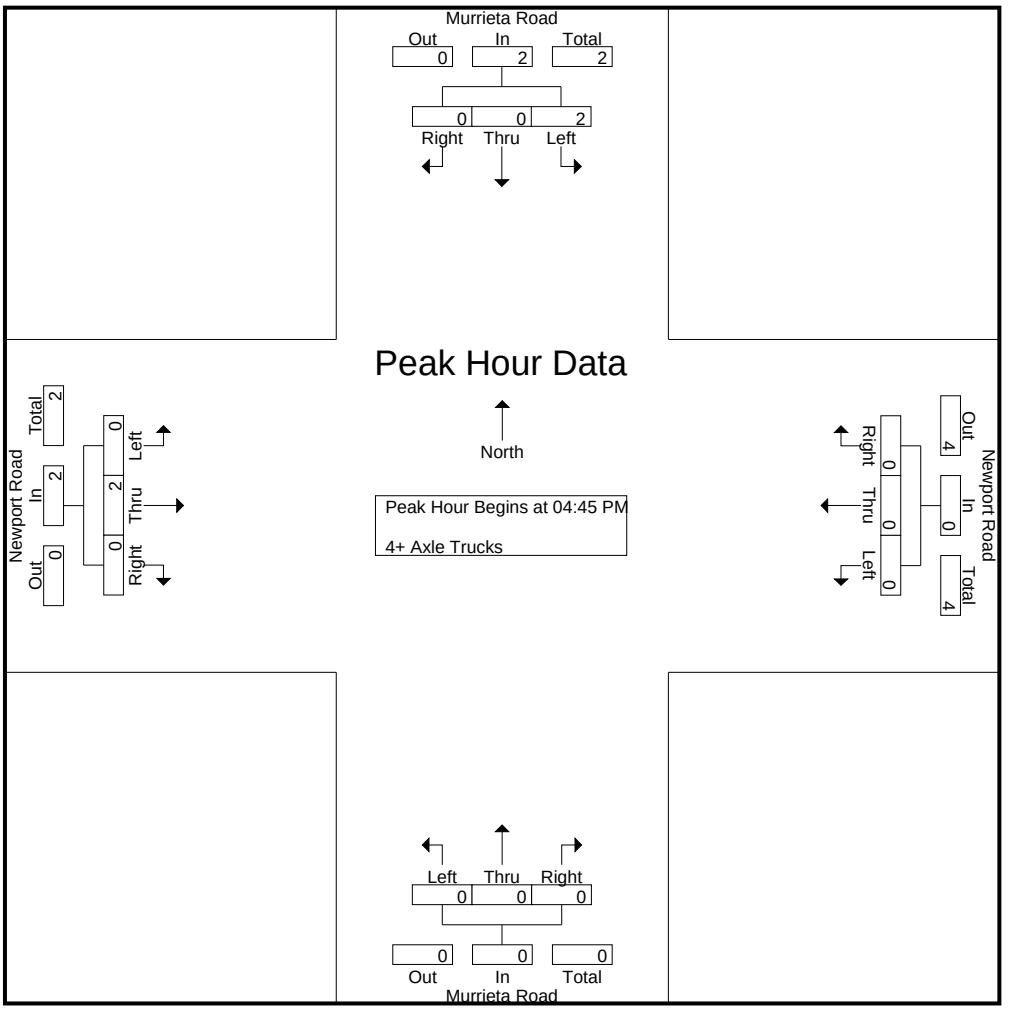
City of Menifee
N/S: Murrieta Road
E/W: Newport Road
Weather: Clear

File Name : 07_MEN_Murrieta_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

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

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City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 04_MEN_Evans_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road 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	13	17	7	37	18	203	8	229	5	3	8	16	3	257	17	277	559
07:15 AM	19	58	7	84	28	217	4	249	8	13	12	33	4	314	29	347	713
07:30 AM	15	41	5	61	17	194	9	220	7	31	31	69	7	297	17	321	671
07:45 AM	9	13	9	31	15	215	6	236	13	12	9	34	4	283	13	300	601
Total	56	129	28	213	78	829	27	934	33	59	60	152	18	1151	76	1245	2544
08:00 AM	14	8	3	25	11	225	4	240	9	7	7	23	6	247	9	262	550
08:15 AM	8	6	4	18	7	173	9	189	5	5	3	13	3	245	4	252	472
08:30 AM	8	3	7	18	5	225	13	243	4	4	5	13	5	258	6	269	543
08:45 AM	13	3	5	21	9	265	10	284	4	6	2	12	5	297	3	305	622
Total	43	20	19	82	32	888	36	956	22	22	17	61	19	1047	22	1088	2187
Grand Total	99	149	47	295	110	1717	63	1890	55	81	77	213	37	2198	98	2333	4731
Apprch %	33.6	50.5	15.9		5.8	90.8	3.3		25.8	38	36.2		1.6	94.2	4.2		
Total %	2.1	3.1	1	6.2	2.3	36.3	1.3	39.9	1.2	1.7	1.6	4.5	0.8	46.5	2.1	49.3	

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road 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	13	17	7	37	18	203	8	229	5	3	8	16	3	257	17	277	559
07:15 AM	**19**	**58**	7	**84**	**28**	**217**	4	**249**	8	13	12	33	4	**314**	**29**	**347**	**713**
07:30 AM	15	41	5	61	17	194	**9**	220	7	**31**	**31**	**69**	**7**	297	17	321	671
07:45 AM	9	13	**9**	31	15	215	6	236	**13**	12	9	34	4	283	13	300	601
Total Volume	56	129	28	213	78	829	27	934	33	59	60	152	18	1151	76	1245	2544
% App. Total	26.3	60.6	13.1		8.4	88.8	2.9		21.7	38.8	39.5		1.4	92.4	6.1		
PHF	.737	.556	.778	.634	.696	.955	.750	.938	.635	.476	.484	.551	.643	.916	.655	.897	.892

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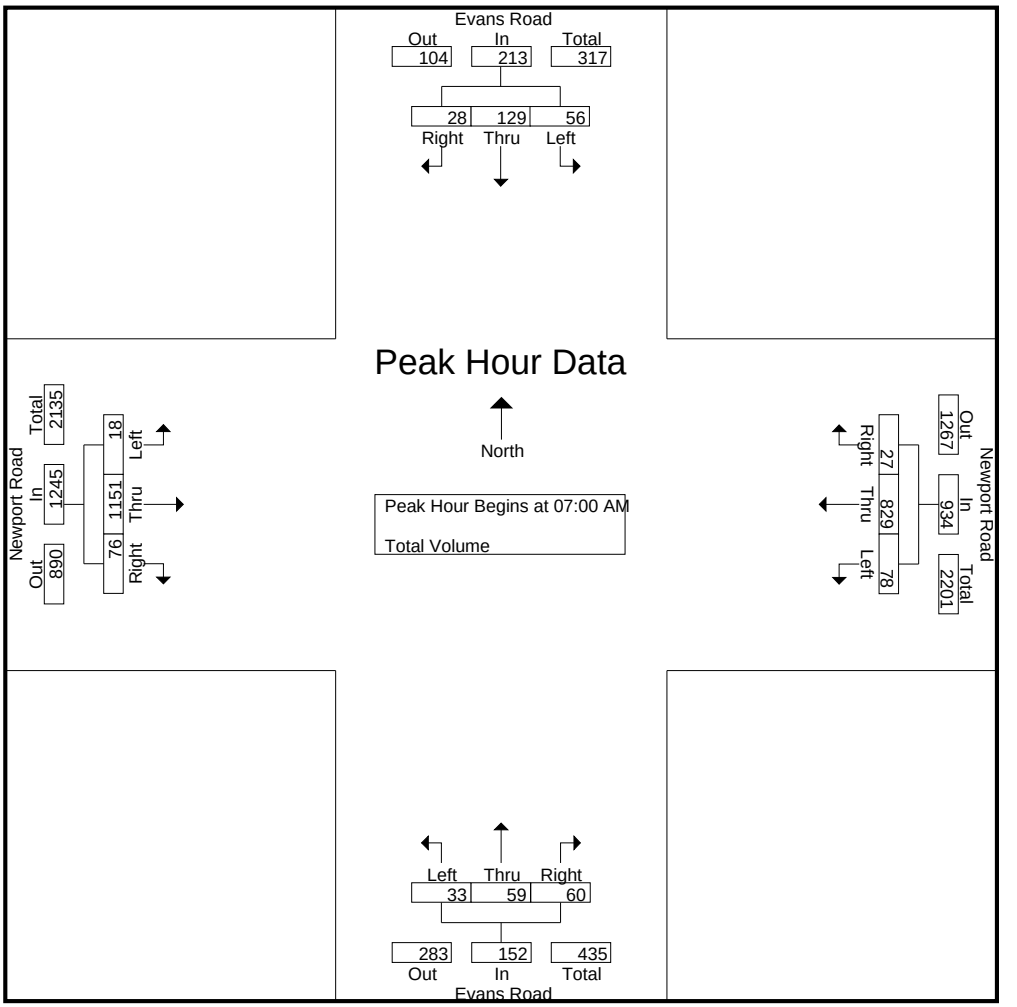
City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 04_MEN_Evans_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
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				07:15 AM				07:00 AM			
+0 mins.	13	17	7	37	**11**	225	4	240	8	13	12	33	3	257	17	277
+15 mins.	**19**	**58**	7	**84**	7	173	9	189	7	**31**	**31**	**69**	4	**314**	**29**	**347**
+30 mins.	15	41	5	61	5	225	**13**	243	**13**	12	9	34	**7**	297	17	321
+45 mins.	9	13	**9**	31	9	**265**	10	**284**	9	7	7	23	4	283	13	300
Total Volume	56	129	28	213	32	888	36	956	37	63	59	159	18	1151	76	1245
% App. Total	26.3	60.6	13.1		3.3	92.9	3.8		23.3	39.6	37.1		1.4	92.4	6.1	
PHF	.737	.556	.778	.634	.727	.838	.692	.842	.712	.508	.476	.576	.643	.916	.655	.897

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City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 04_MEN_Evans_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road 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	17	2	5	24	5	358	13	376	7	3	8	18	7	333	3	343	761
04:15 PM	11	2	7	20	4	343	9	356	7	2	4	13	3	301	6	310	699
04:30 PM	9	1	9	19	4	334	11	349	8	2	3	13	5	335	7	347	728
04:45 PM	10	3	6	19	7	337	9	353	4	4	5	13	5	346	5	356	741
Total	47	8	27	82	20	1372	42	1434	26	11	20	57	20	1315	21	1356	2929
05:00 PM	14	4	11	29	8	332	12	352	7	1	5	13	6	324	5	335	729
05:15 PM	7	1	7	15	7	324	13	344	5	5	2	12	7	293	6	306	677
05:30 PM	9	1	9	19	11	357	22	390	7	3	6	16	4	305	8	317	742
05:45 PM	9	2	5	16	9	311	17	337	3	2	8	13	6	295	2	303	669
Total	39	8	32	79	35	1324	64	1423	22	11	21	54	23	1217	21	1261	2817
Grand Total	86	16	59	161	55	2696	106	2857	48	22	41	111	43	2532	42	2617	5746
Apprch %	53.4	9.9	36.6		1.9	94.4	3.7		43.2	19.8	36.9		1.6	96.8	1.6		
Total %	1.5	0.3	1	2.8	1	46.9	1.8	49.7	0.8	0.4	0.7	1.9	0.7	44.1	0.7	45.5	

	Evans Road Southbound				Newport Road Westbound				Evans Road Northbound				Newport Road 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	**17**	2	5	**24**	5	**358**	**13**	**376**	7	3	**8**	**18**	**7**	333	3	343	**761**
04:15 PM	11	2	7	20	4	343	9	356	7	2	4	13	3	301	6	310	699
04:30 PM	9	1	**9**	19	4	334	11	349	**8**	2	3	13	5	335	**7**	347	728
04:45 PM	10	**3**	6	19	**7**	337	9	353	4	**4**	5	13	5	**346**	5	**356**	741
Total Volume	47	8	27	82	20	1372	42	1434	26	11	20	57	20	1315	21	1356	2929
% App. Total	57.3	9.8	32.9		1.4	95.7	2.9		45.6	19.3	35.1		1.5	97	1.5		
PHF	.691	.667	.750	.854	.714	.958	.808	.953	.813	.688	.625	.792	.714	.950	.750	.952	.962

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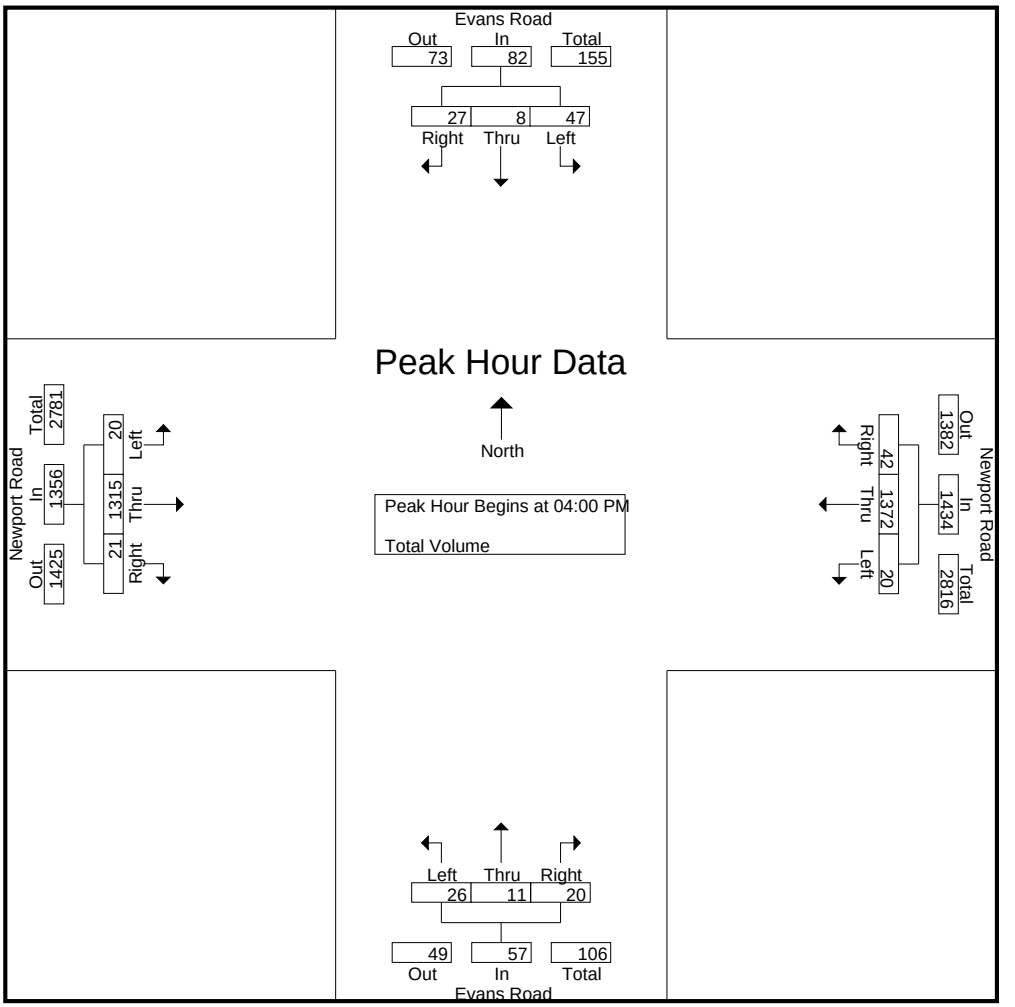
City of Menifee
N/S: Evans Road
E/W: Newport Road
Weather: Clear

File Name : 04_MEN_Evans_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 2



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

	04:15 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	11	2	7	20	7	337	9	353	7	3	**8**	**18**	**7**	333	3	343
+15 mins.	9	1	9	19	8	332	12	352	7	2	4	13	3	301	6	310
+30 mins.	10	3	6	19	7	324	13	344	**8**	2	3	13	5	335	**7**	347
+45 mins.	**14**	**4**	**11**	**29**	**11**	**357**	**22**	**390**	4	**4**	5	13	5	**346**	5	**356**
Total Volume	44	10	33	87	33	1350	56	1439	26	11	20	57	20	1315	21	1356
% App. Total	50.6	11.5	37.9		2.3	93.8	3.9		45.6	19.3	35.1		1.5	97	1.5	
PHF	.786	.625	.750	.750	.750	.945	.636	.922	.813	.688	.625	.792	.714	.950	.750	.952

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City of Menifee
N/S: Winter Hawk Road
E/W: Newport Road
Weather: Clear

File Name : 05_MEN_Winter Hawk_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Winter Hawk Road Southbound				Newport Road Westbound				Winter Hawk Road Northbound				Newport Road 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	12	12	7	31	4	226	1	231	10	0	4	14	0	275	7	282	558
07:15 AM	12	9	13	34	0	209	6	215	13	2	9	24	4	335	19	358	631
07:30 AM	5	3	6	14	2	190	7	199	11	4	5	20	4	304	8	316	549
07:45 AM	18	6	4	28	3	230	1	234	14	5	10	29	4	293	14	311	602
Total	47	30	30	107	9	855	15	879	48	11	28	87	12	1207	48	1267	2340
08:00 AM	11	3	0	14	3	211	9	223	22	5	7	34	2	245	11	258	529
08:15 AM	13	11	5	29	5	183	8	196	9	3	4	16	1	271	5	277	518
08:30 AM	10	5	5	20	12	235	10	257	16	2	10	28	2	272	3	277	582
08:45 AM	8	5	4	17	8	280	23	311	7	2	8	17	4	318	7	329	674
Total	42	24	14	80	28	909	50	987	54	12	29	95	9	1106	26	1141	2303
Grand Total	89	54	44	187	37	1764	65	1866	102	23	57	182	21	2313	74	2408	4643
Apprch %	47.6	28.9	23.5		2	94.5	3.5		56	12.6	31.3		0.9	96.1	3.1		
Total %	1.9	1.2	0.9	4	0.8	38	1.4	40.2	2.2	0.5	1.2	3.9	0.5	49.8	1.6	51.9	

	Winter Hawk Road Southbound				Newport Road Westbound				Winter Hawk Road Northbound				Newport Road 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	12	**12**	7	31	**4**	226	1	231	10	0	4	14	0	275	7	282	558
07:15 AM	12	9	**13**	**34**	0	209	6	215	13	2	9	24	**4**	**335**	**19**	**358**	**631**
07:30 AM	5	3	6	14	2	190	**7**	199	11	4	5	20	4	304	8	316	549
07:45 AM	**18**	6	4	28	3	**230**	1	**234**	**14**	**5**	**10**	**29**	4	293	14	311	602
Total Volume	47	30	30	107	9	855	15	879	48	11	28	87	12	1207	48	1267	2340
% App. Total	43.9	28	28		1	97.3	1.7		55.2	12.6	32.2		0.9	95.3	3.8		
PHF	.653	.625	.577	.787	.563	.929	.536	.939	.857	.550	.700	.750	.750	.901	.632	.885	.927

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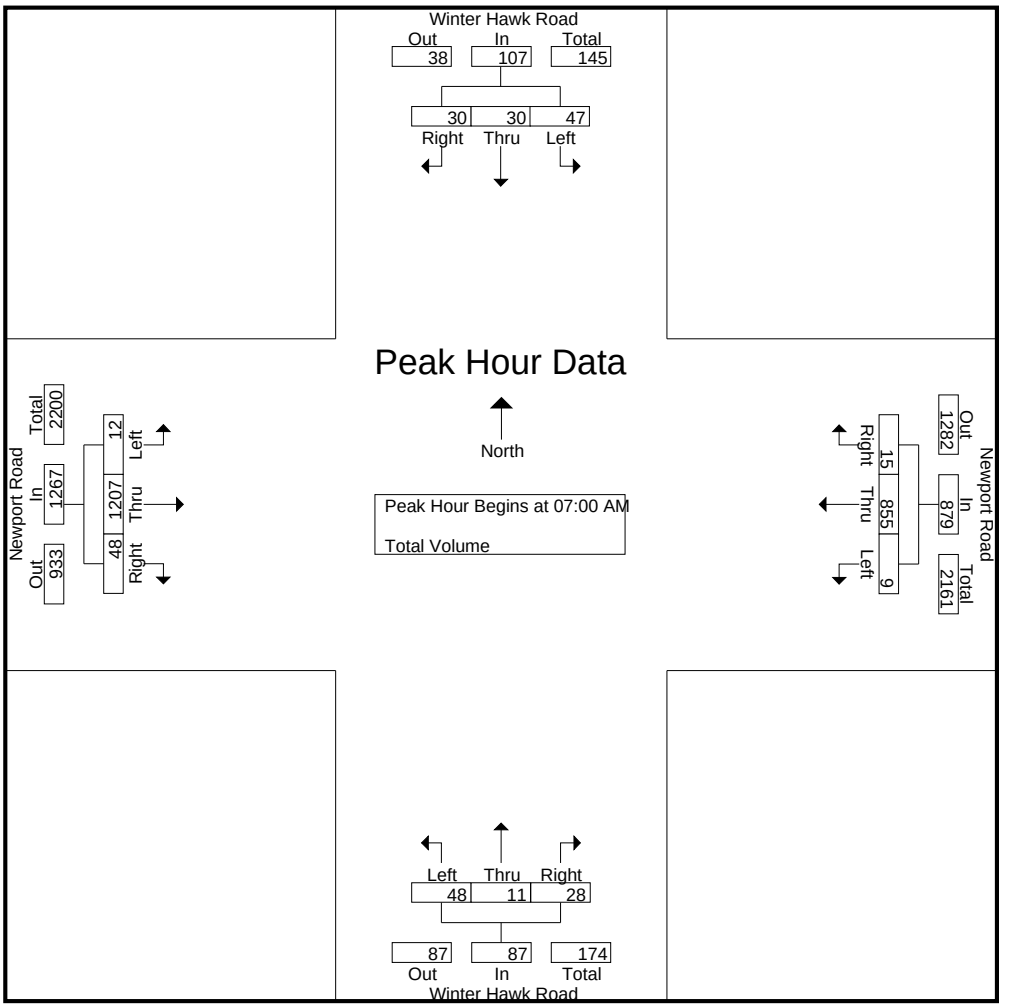
City of Menifee
N/S: Winter Hawk Road
E/W: Newport Road
Weather: Clear

File Name : 05_MEN_Winter Hawk_Newport_AM
Site Code : 05718454
Start Date : 6/5/2018



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				07:15 AM				07:00 AM			
+0 mins.	12	**12**	7	31	3	211	9	223	13	2	9	24	0	275	7	282
+15 mins.	12	9	**13**	**34**	5	183	8	196	11	4	5	20	**4**	**335**	**19**	**358**
+30 mins.	5	3	6	14	**12**	235	10	257	14	**5**	**10**	29	4	304	8	316
+45 mins.	**18**	6	4	28	8	**280**	**23**	**311**	**22**	5	7	**34**	4	293	14	311
Total Volume	47	30	30	107	28	909	50	987	60	16	31	107	12	1207	48	1267
% App. Total	43.9	28	28		2.8	92.1	5.1		56.1	15	29		0.9	95.3	3.8	
PHF	.653	.625	.577	.787	.583	.812	.543	.793	.682	.800	.775	.787	.750	.901	.632	.885

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City of Menifee
N/S: Winter Hawk Road
E/W: Newport Road
Weather: Clear

File Name : 05_MEN_Winter Hawk_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 1

Groups Printed- Total Volume

	Winter Hawk Road Southbound				Newport Road Westbound				Winter Hawk Road Northbound				Newport Road 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	3	3	0	6	2	362	9	373	10	3	2	15	4	336	6	346	740
04:15 PM	3	1	4	8	5	354	10	369	14	3	9	26	4	317	9	330	733
04:30 PM	5	3	3	11	0	329	13	342	10	3	9	22	8	340	10	358	733
04:45 PM	4	1	2	7	2	368	8	378	10	1	14	25	3	341	13	357	767
Total	15	8	9	32	9	1413	40	1462	44	10	34	88	19	1334	38	1391	2973
05:00 PM	10	1	4	15	5	335	14	354	14	0	10	24	3	310	10	323	716
05:15 PM	4	3	3	10	3	349	12	364	11	1	11	23	6	290	9	305	702
05:30 PM	6	3	3	12	5	377	12	394	15	2	6	23	1	335	12	348	777
05:45 PM	6	2	1	9	3	321	9	333	16	3	4	23	2	298	12	312	677
Total	26	9	11	46	16	1382	47	1445	56	6	31	93	12	1233	43	1288	2872
Grand Total	41	17	20	78	25	2795	87	2907	100	16	65	181	31	2567	81	2679	5845
Apprch %	52.6	21.8	25.6		0.9	96.1	3		55.2	8.8	35.9		1.2	95.8	3		
Total %	0.7	0.3	0.3	1.3	0.4	47.8	1.5	49.7	1.7	0.3	1.1	3.1	0.5	43.9	1.4	45.8	

	Winter Hawk Road Southbound				Newport Road Westbound				Winter Hawk Road Northbound				Newport Road 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	3	**3**	0	6	2	362	9	373	10	**3**	2	15	4	336	6	346	740
04:15 PM	3	1	**4**	8	**5**	354	10	369	**14**	3	9	**26**	4	317	9	330	733
04:30 PM	**5**	3	3	**11**	0	329	**13**	342	10	3	9	22	**8**	340	10	**358**	733
04:45 PM	4	1	2	7	2	**368**	8	**378**	10	1	**14**	25	3	**341**	**13**	357	**767**
Total Volume	15	8	9	32	9	1413	40	1462	44	10	34	88	19	1334	38	1391	2973
% App. Total	46.9	25	28.1		0.6	96.6	2.7		50	11.4	38.6		1.4	95.9	2.7		
PHF	.750	.667	.563	.727	.450	.960	.769	.967	.786	.833	.607	.846	.594	.978	.731	.971	.969

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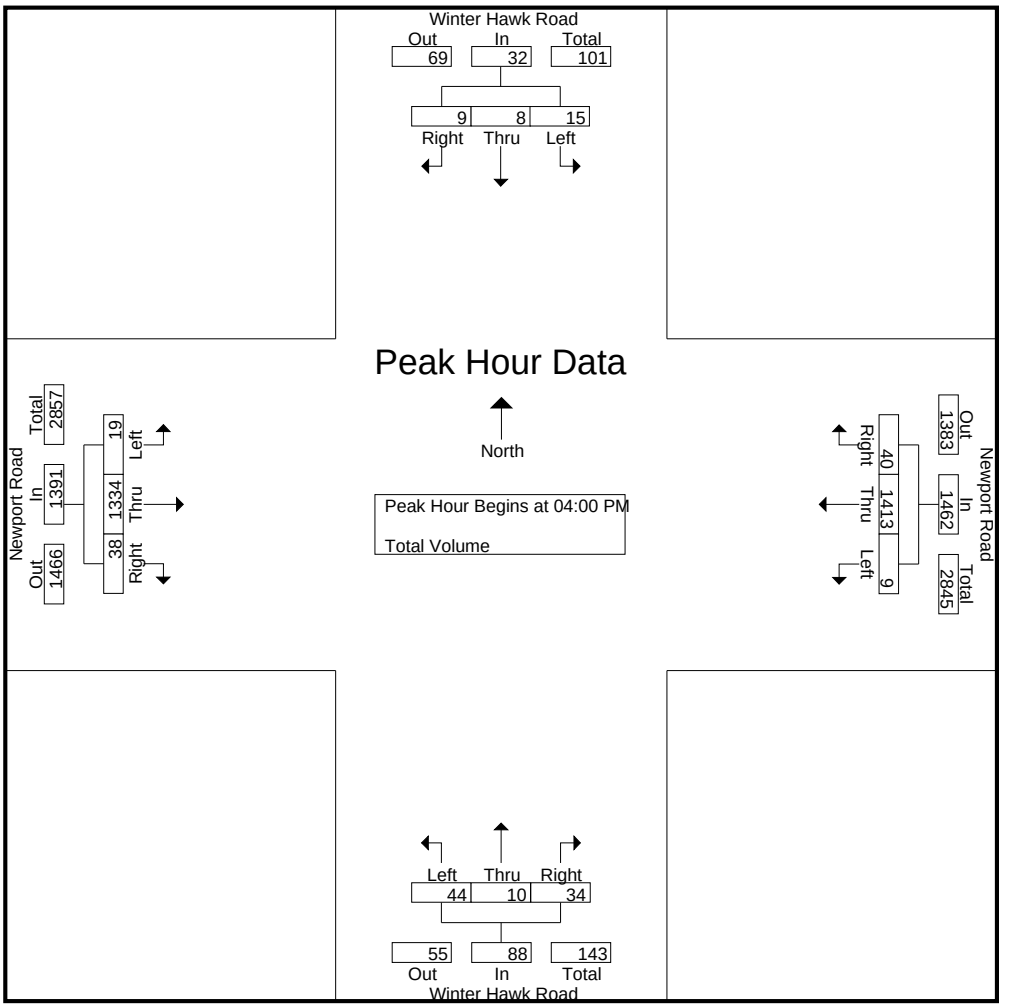
City of Menifee
N/S: Winter Hawk Road
E/W: Newport Road
Weather: Clear

File Name : 05_MEN_Winter Hawk_Newport_PM
Site Code : 05718454
Start Date : 6/5/2018
Page No : 2



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

	05:00 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	**10**	1	**4**	**15**	2	368	8	378	**14**	**3**	9	**26**	4	336	6	346
+15 mins.	4	**3**	3	10	**5**	335	**14**	354	10	3	9	22	4	317	9	330
+30 mins.	6	3	3	12	3	349	12	364	10	1	**14**	25	**8**	340	10	**358**
+45 mins.	6	2	1	9	5	**377**	12	**394**	14	0	10	24	3	**341**	**13**	357
Total Volume	26	9	11	46	15	1429	46	1490	48	7	42	97	19	1334	38	1391
% App. Total	56.5	19.6	23.9		1	95.9	3.1		49.5	7.2	43.3		1.4	95.9	2.7	
PHF	.650	.750	.688	.767	.750	.948	.821	.945	.857	.583	.750	.933	.594	.978	.731	.971

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

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

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

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	37	45	13	95	98	191	11	300	26	19	62	107	11	240	20	271	773
07:15 AM	30	96	13	139	113	173	21	307	25	46	89	160	15	285	33	333	939
07:30 AM	47	49	16	112	74	198	17	289	46	59	92	197	12	322	22	356	954
07:45 AM	40	40	16	96	43	214	35	292	36	49	95	180	25	279	16	320	888
Total	154	230	58	442	328	776	84	1188	133	173	338	644	63	1126	91	1280	3554
08:00 AM	53	32	20	105	32	199	33	264	34	38	48	120	26	252	12	290	779
08:15 AM	41	38	28	107	37	176	42	255	24	36	40	100	20	211	11	242	704
08:30 AM	42	28	29	99	41	212	41	294	26	46	51	123	23	259	8	290	806
08:45 AM	57	20	37	114	21	268	57	346	52	31	42	125	24	276	12	312	897
Total	193	118	114	425	131	855	173	1159	136	151	181	468	93	998	43	1134	3186
Grand Total	347	348	172	867	459	1631	257	2347	269	324	519	1112	156	2124	134	2414	6740
Apprch %	40	40.1	19.8		19.6	69.5	11		24.2	29.1	46.7		6.5	88	5.6		
Total %	5.1	5.2	2.6	12.9	6.8	24.2	3.8	34.8	4	4.8	7.7	16.5	2.3	31.5	2	35.8	
Passenger Vehicles	338	342	171	851	446	1566	249	2261	261	318	511	1090	154	2062	134	2350	6552
% Passenger Vehicles	97.4	98.3	99.4	98.2	97.2	96	96.9	96.3	97	98.1	98.5	98	98.7	97.1	100	97.3	97.2
Large 2 Axle Vehicles	9	6	0	15	11	45	6	62	8	6	7	21	2	48	0	50	148
% Large 2 Axle Vehicles	2.6	1.7	0	1.7	2.4	2.8	2.3	2.6	3	1.9	1.3	1.9	1.3	2.3	0	2.1	2.2
3 Axle Vehicles	0	0	0	0	2	12	2	16	0	0	1	1	0	6	0	6	23
% 3 Axle Vehicles	0	0	0	0	0.4	0.7	0.8	0.7	0	0	0.2	0.1	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	0	1	1	0	8	0	8	0	0	0	0	0	8	0	8	17
% 4+ Axle Trucks	0	0	0.6	0.1	0	0.5	0	0.3	0	0	0	0	0	0.4	0	0.3	0.3

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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 07:15 AM																	
07:15 AM	30	**96**	13	**139**	**113**	173	21	**307**	25	46	89	160	15	285	**33**	333	939
07:30 AM	47	49	16	112	74	198	17	289	**46**	**59**	92	**197**	12	**322**	22	**356**	**954**
07:45 AM	40	40	16	96	43	**214**	**35**	292	36	49	**95**	180	25	279	16	320	888
08:00 AM	**53**	32	**20**	105	32	199	33	264	34	38	48	120	**26**	252	12	290	779
Total Volume	170	217	65	452	262	784	106	1152	141	192	324	657	78	1138	83	1299	3560
% App. Total	37.6	48	14.4		22.7	68.1	9.2		21.5	29.2	49.3		6	87.6	6.4		
PHF	.802	.565	.813	.813	.580	.916	.757	.938	.766	.814	.853	.834	.750	.884	.629	.912	.933

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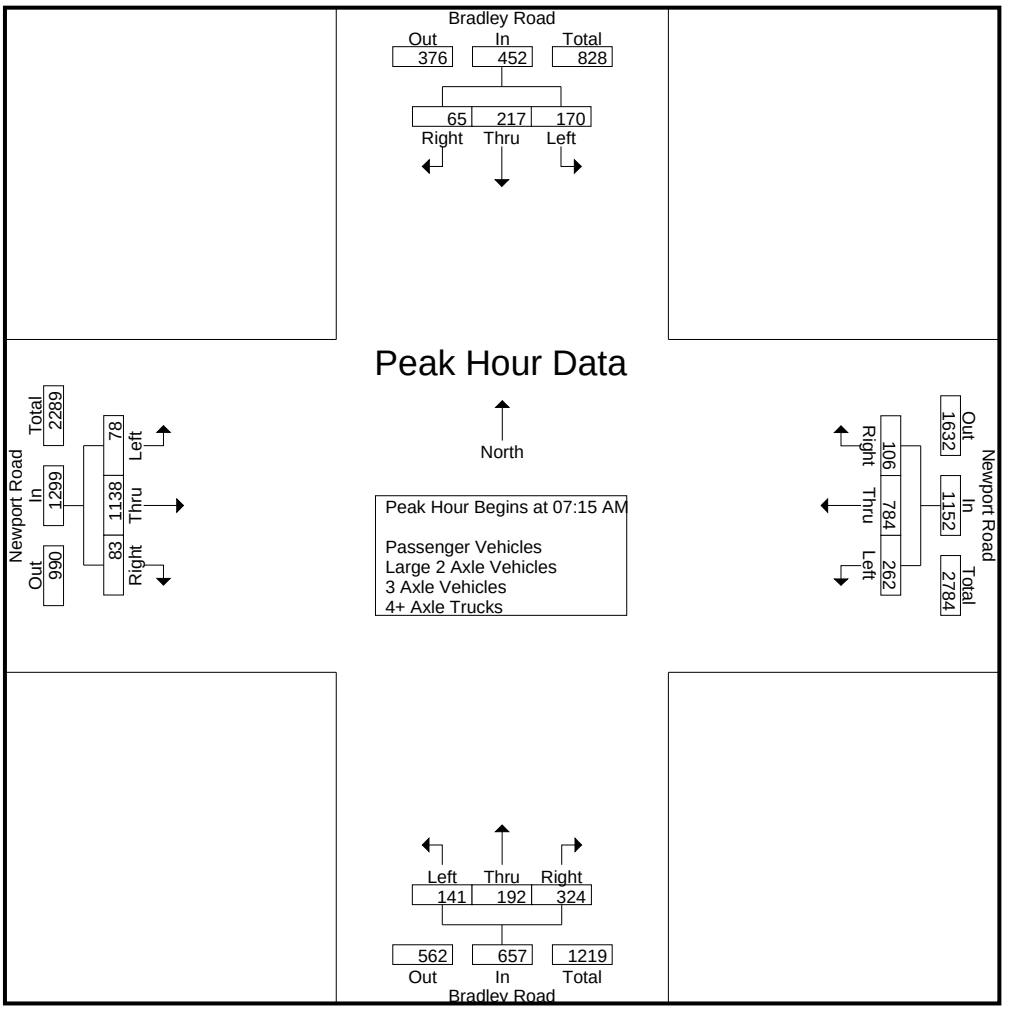
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	30	**96**	13	**139**	98	191	11	300	25	46	89	160	15	285	**33**	333
+15 mins.	47	49	16	112	**113**	173	21	**307**	**46**	**59**	92	**197**	12	**322**	22	**356**
+30 mins.	40	40	16	96	74	198	17	289	36	49	**95**	180	25	279	16	320
+45 mins.	**53**	32	**20**	105	43	**214**	**35**	292	34	38	48	120	**26**	252	12	290
Total Volume	170	217	65	452	328	776	84	1188	141	192	324	657	78	1138	83	1299
% App. Total	37.6	48	14.4		27.6	65.3	7.1		21.5	29.2	49.3		6	87.6	6.4	
PHF	.802	.565	.813	.813	.726	.907	.600	.967	.766	.814	.853	.834	.750	.884	.629	.912

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City of Menifee
N/S: Bradley Road
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File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	36	44	13	93	98	184	11	293	24	17	62	103	10	233	20	263	752
07:15 AM	29	96	12	137	112	166	21	299	24	46	88	158	15	280	33	328	922
07:30 AM	47	49	16	112	72	190	17	279	45	59	91	195	12	312	22	346	932
07:45 AM	40	40	16	96	43	205	33	281	35	47	95	177	25	271	16	312	866
Total	152	229	57	438	325	745	82	1152	128	169	336	633	62	1096	91	1249	3472
08:00 AM	51	31	20	102	29	191	31	251	33	38	48	119	25	244	12	281	753
08:15 AM	38	37	28	103	33	172	42	247	23	35	38	96	20	205	11	236	682
08:30 AM	40	26	29	95	40	203	41	284	25	46	49	120	23	246	8	277	776
08:45 AM	57	19	37	113	19	255	53	327	52	30	40	122	24	271	12	307	869
Total	186	113	114	413	121	821	167	1109	133	149	175	457	92	966	43	1101	3080
Grand Total	338	342	171	851	446	1566	249	2261	261	318	511	1090	154	2062	134	2350	6552
Apprch %	39.7	40.2	20.1		19.7	69.3	11		23.9	29.2	46.9		6.6	87.7	5.7		
Total %	5.2	5.2	2.6	13	6.8	23.9	3.8	34.5	4	4.9	7.8	16.6	2.4	31.5	2	35.9	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	29	**96**	12	**137**	**112**	166	21	**299**	24	46	88	158	15	280	**33**	328	922
07:30 AM	47	49	16	112	72	190	17	279	**45**	**59**	91	**195**	12	**312**	22	**346**	**932**
07:45 AM	40	40	16	96	43	**205**	**33**	281	35	47	**95**	177	**25**	271	16	312	866
08:00 AM	**51**	31	**20**	102	29	191	31	251	33	38	48	119	25	244	12	281	753
Total Volume	167	216	64	447	256	752	102	1110	137	190	322	649	77	1107	83	1267	3473
% App. Total	37.4	48.3	14.3		23.1	67.7	9.2		21.1	29.3	49.6		6.1	87.4	6.6		
PHF	.819	.563	.800	.816	.571	.917	.773	.928	.761	.805	.847	.832	.770	.887	.629	.915	.932

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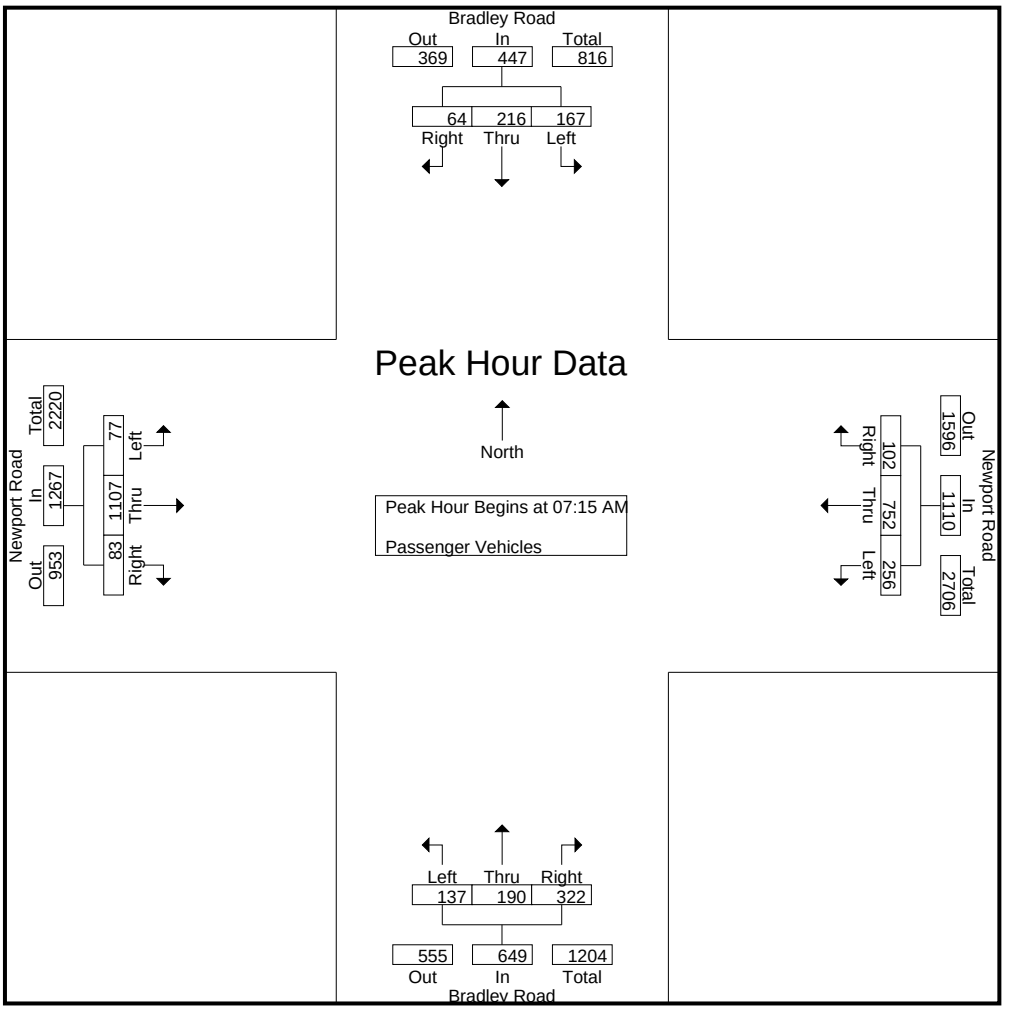
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	29	**96**	12	**137**	**112**	166	21	**299**	24	46	88	158	15	280	**33**	328
+15 mins.	47	49	16	112	72	190	17	279	**45**	**59**	91	**195**	12	**312**	22	**346**
+30 mins.	40	40	16	96	43	**205**	**33**	281	35	47	**95**	177	**25**	271	16	312
+45 mins.	**51**	31	**20**	102	29	191	31	251	33	38	48	119	25	244	12	281
Total Volume	167	216	64	447	256	752	102	1110	137	190	322	649	77	1107	83	1267
% App. Total	37.4	48.3	14.3		23.1	67.7	9.2		21.1	29.3	49.6		6.1	87.4	6.6	
PHF	.819	.563	.800	.816	.571	.917	.773	.928	.761	.805	.847	.832	.770	.887	.629	.915

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

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	1	0	2	0	6	0	6	2	2	0	4	1	5	0	6	18
07:15 AM	1	0	0	1	1	6	0	7	1	0	1	2	0	4	0	4	14
07:30 AM	0	0	0	0	2	7	0	9	1	0	1	2	0	7	0	7	18
07:45 AM	0	0	0	0	0	7	2	9	1	2	0	3	0	8	0	8	20
Total	2	1	0	3	3	26	2	31	5	4	2	11	1	24	0	25	70
08:00 AM	2	1	0	3	2	4	2	8	1	0	0	1	1	6	0	7	19
08:15 AM	3	1	0	4	3	4	0	7	1	1	2	4	0	4	0	4	19
08:30 AM	2	2	0	4	1	5	0	6	1	0	2	3	0	9	0	9	22
08:45 AM	0	1	0	1	2	6	2	10	0	1	1	2	0	5	0	5	18
Total	7	5	0	12	8	19	4	31	3	2	5	10	1	24	0	25	78
Grand Total	9	6	0	15	11	45	6	62	8	6	7	21	2	48	0	50	148
Apprch %	60	40	0		17.7	72.6	9.7		38.1	28.6	33.3		4	96	0		
Total %	6.1	4.1	0	10.1	7.4	30.4	4.1	41.9	5.4	4.1	4.7	14.2	1.4	32.4	0	33.8	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	1	6	0	7	**1**	0	**1**	2	0	4	0	4	14
07:30 AM	0	0	0	0	**2**	**7**	0	**9**	1	0	1	2	0	7	0	7	18
07:45 AM	0	0	0	0	0	7	**2**	9	1	**2**	0	**3**	0	**8**	0	**8**	**20**
08:00 AM	**2**	**1**	0	**3**	2	4	2	8	1	0	0	1	**1**	6	0	7	19
Total Volume	3	1	0	4	5	24	4	33	4	2	2	8	1	25	0	26	71
% App. Total	75	25	0		15.2	72.7	12.1		50	25	25		3.8	96.2	0		
PHF	.375	.250	.000	.333	.625	.857	.500	.917	1.00	.250	.500	.667	.250	.781	.000	.813	.888

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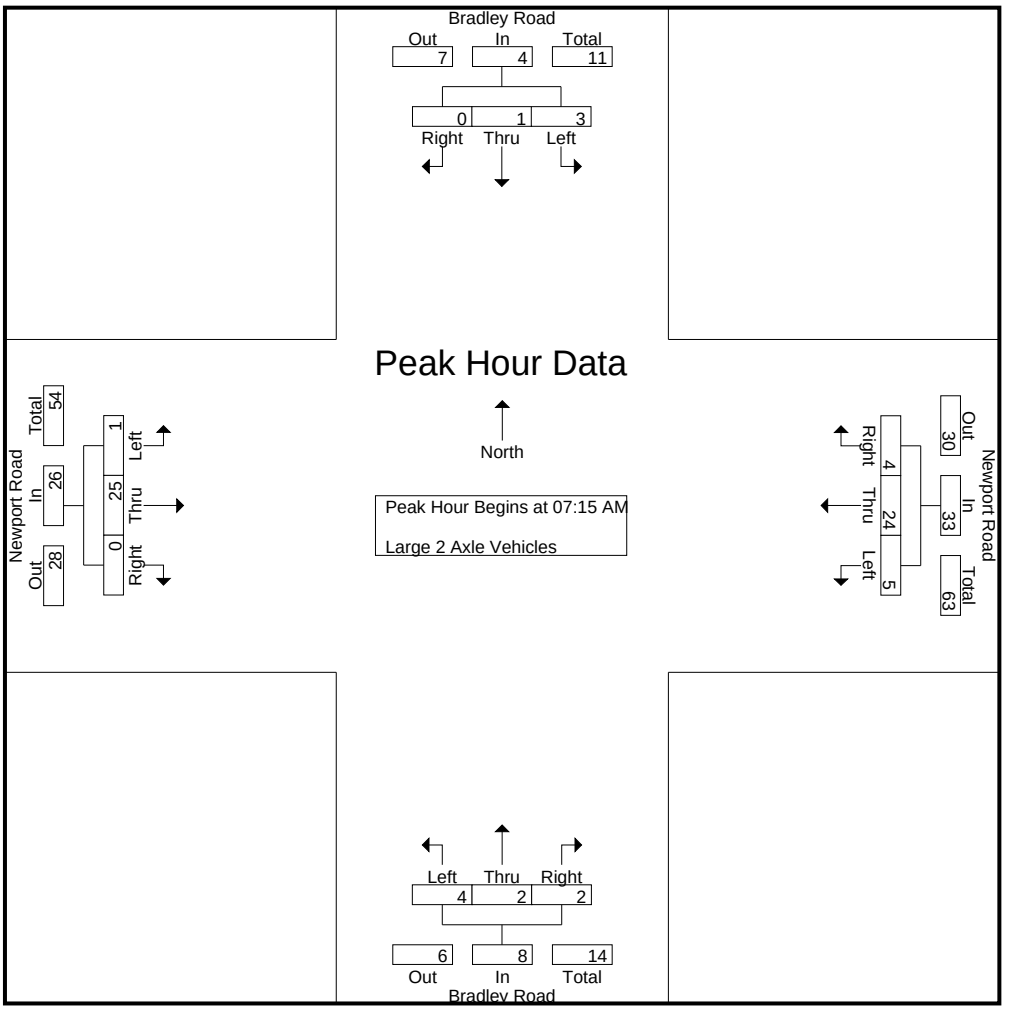
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	1	6	0	7	**1**	0	**1**	2	0	4	0	4
+15 mins.	0	0	0	0	**2**	**7**	0	**9**	1	0	1	2	0	7	0	7
+30 mins.	0	0	0	0	0	7	**2**	9	1	**2**	0	**3**	0	**8**	0	**8**
+45 mins.	**2**	**1**	0	**3**	2	4	2	8	1	0	0	1	**1**	6	0	7
Total Volume	3	1	0	4	5	24	4	33	4	2	2	8	1	25	0	26
% App. Total	75	25	0		15.2	72.7	12.1		50	25	25		3.8	96.2	0	
PHF	.375	.250	.000	.333	.625	.857	.500	.917	1.000	.250	.500	.667	.250	.781	.000	.813

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

File Name : 10_MEN_Bradley_Newport AM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	0	1	0	0	0	0	0	3	0	3	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	5	2	7	0	0	1	1	0	0	0	0	8
Total	0	0	0	0	2	10	2	14	0	0	1	1	0	3	0	3	18
Grand Total	0	0	0	0	2	12	2	16	0	0	1	1	0	6	0	6	23
Apprch %	0	0	0		12.5	75	12.5		0	0	100		0	100	0		
Total %	0	0	0	0	8.7	52.2	8.7	69.6	0	0	4.3	4.3	0	26.1	0	26.1	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	1	4	0	5	0	0	0	0	0	4	0	4	9
% App. Total	0	0	0		20	80	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.000	.000	.000	.000	.000	.333	.000	.333	.563

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Weather: Clear

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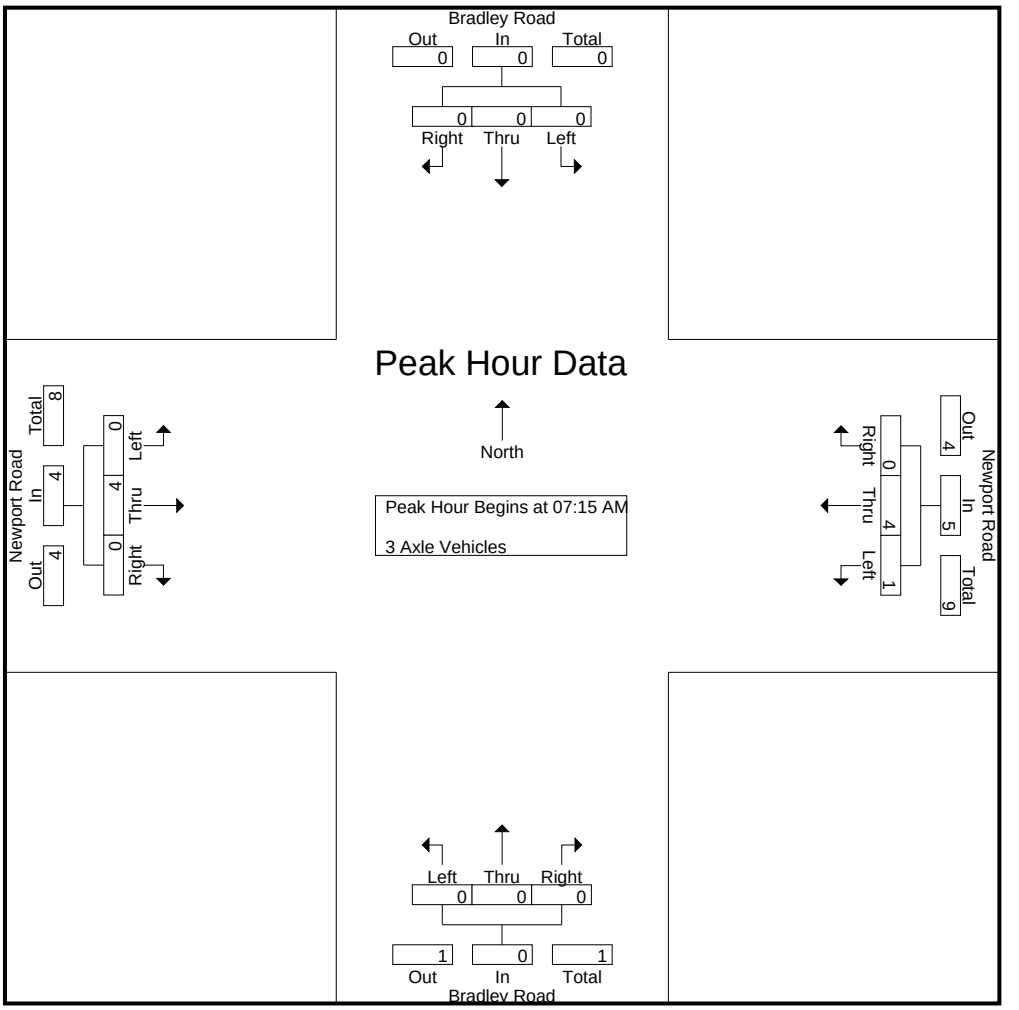

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	4	0	5	0	0	0	0	0	4	0	4
% App. Total	0	0	0		20	80	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.000	.000	.000	.000	.000	.333	.000	.333

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Groups Printed- 4+ Axle Trucks

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	3	0	3	0	0	0	0	0	3	0	3	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Grand Total	0	0	1	1	0	8	0	8	0	0	0	0	0	8	0	8	17
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	5.9	5.9	0	47.1	0	47.1	0	0	0	0	0	47.1	0	47.1	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**3**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.583

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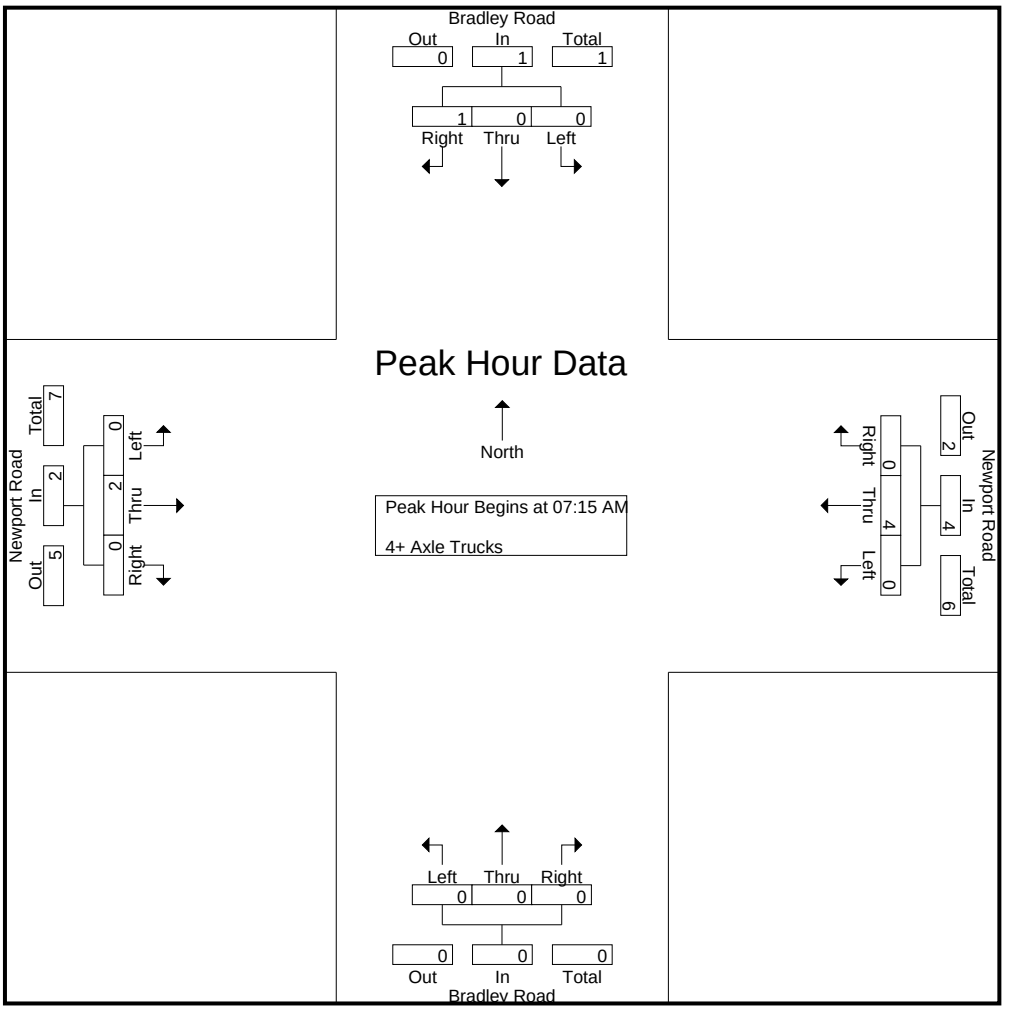

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	70	29	19	118	62	366	88	516	19	34	30	83	24	307	18	349	1066
04:15 PM	58	44	24	126	46	315	75	436	21	37	39	97	39	276	11	326	985
04:30 PM	76	42	25	143	36	299	79	414	30	31	56	117	35	272	11	318	992
04:45 PM	81	32	26	139	65	322	72	459	30	36	31	97	38	307	15	360	1055
Total	285	147	94	526	209	1302	314	1825	100	138	156	394	136	1162	55	1353	4098
05:00 PM	51	44	32	127	42	309	73	424	26	32	39	97	36	277	17	330	978
05:15 PM	56	39	30	125	66	327	76	469	33	29	32	94	25	271	17	313	1001
05:30 PM	62	44	24	130	66	322	70	458	31	35	33	99	27	313	15	355	1042
05:45 PM	60	37	20	117	52	321	79	452	27	35	33	95	32	262	22	316	980
Total	229	164	106	499	226	1279	298	1803	117	131	137	385	120	1123	71	1314	4001
Grand Total	514	311	200	1025	435	2581	612	3628	217	269	293	779	256	2285	126	2667	8099
Apprch %	50.1	30.3	19.5		12	71.1	16.9		27.9	34.5	37.6		9.6	85.7	4.7		
Total %	6.3	3.8	2.5	12.7	5.4	31.9	7.6	44.8	2.7	3.3	3.6	9.6	3.2	28.2	1.6	32.9	
Passenger Vehicles	509	305	195	1009	427	2547	605	3579	216	265	284	765	255	2249	126	2630	7983
% Passenger Vehicles	99	98.1	97.5	98.4	98.2	98.7	98.9	98.6	99.5	98.5	96.9	98.2	99.6	98.4	100	98.6	98.6
Large 2 Axle Vehicles	4	6	3	13	7	29	7	43	1	4	8	13	1	22	0	23	92
% Large 2 Axle Vehicles	0.8	1.9	1.5	1.3	1.6	1.1	1.1	1.2	0.5	1.5	2.7	1.7	0.4	1	0	0.9	1.1
3 Axle Vehicles	1	0	2	3	0	4	0	4	0	0	0	0	0	7	0	7	14
% 3 Axle Vehicles	0.2	0	1	0.3	0	0.2	0	0.1	0	0	0	0	0	0.3	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	1	1	0	2	0	0	1	1	0	7	0	7	10
% 4+ Axle Trucks	0	0	0	0	0.2	0	0	0.1	0	0	0.3	0.1	0	0.3	0	0.3	0.1

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	70	29	19	118	62	**366**	**88**	**516**	19	34	30	83	24	**307**	**18**	349	**1066**
04:15 PM	58	**44**	24	126	46	315	75	436	21	**37**	39	97	**39**	276	11	326	985
04:30 PM	76	42	25	**143**	36	299	79	414	**30**	31	**56**	**117**	35	272	11	318	992
04:45 PM	**81**	32	**26**	139	**65**	322	72	459	30	36	31	97	38	307	15	**360**	1055
Total Volume	285	147	94	526	209	1302	314	1825	100	138	156	394	136	1162	55	1353	4098
% App. Total	54.2	27.9	17.9		11.5	71.3	17.2		25.4	35	39.6		10.1	85.9	4.1		
PHF	.880	.835	.904	.920	.804	.889	.892	.884	.833	.932	.696	.842	.872	.946	.764	.940	.961

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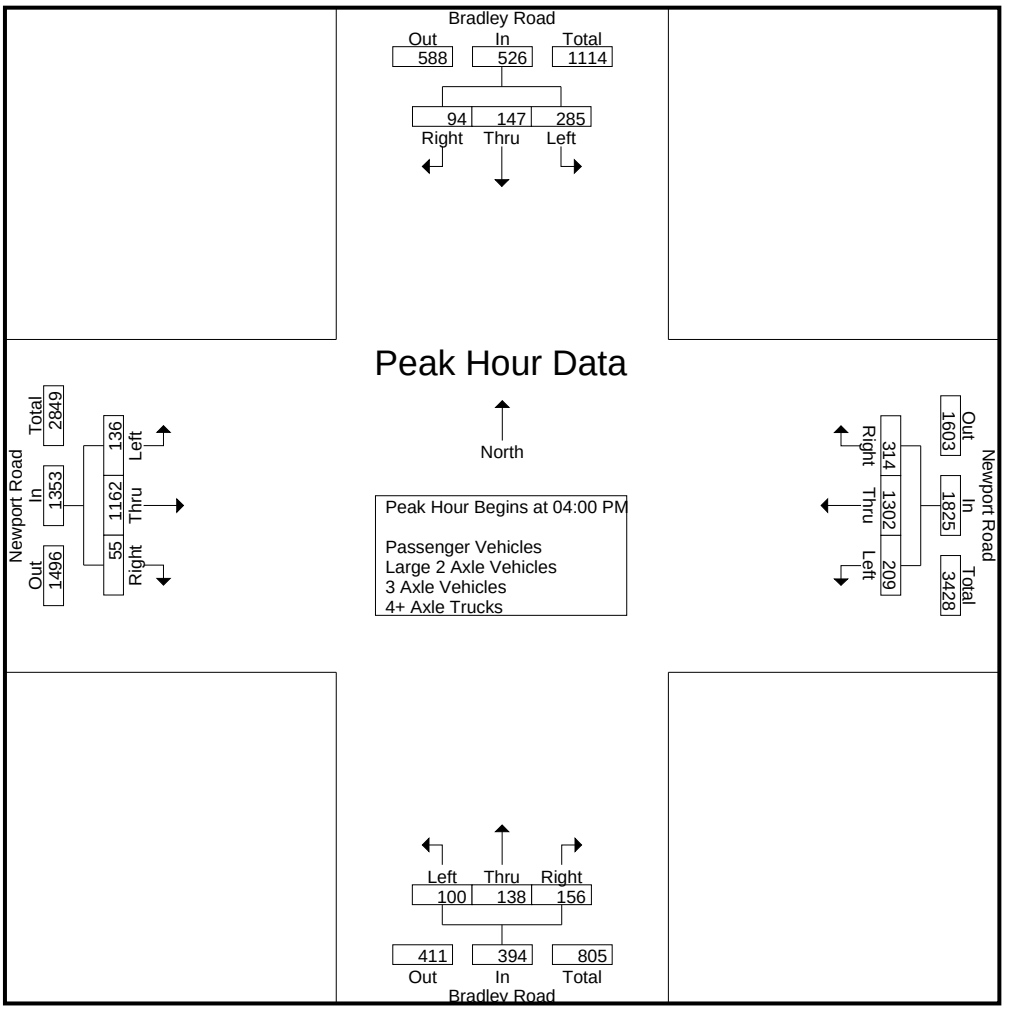

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	58	**44**	24	126	62	**366**	**88**	**516**	21	**37**	39	97	**38**	307	15	**360**
+15 mins.	76	42	25	**143**	46	315	75	436	**30**	31	**56**	**117**	36	277	**17**	330
+30 mins.	**81**	32	26	139	36	299	79	414	30	36	31	97	25	271	17	313
+45 mins.	51	44	**32**	127	**65**	322	72	459	26	32	39	97	27	**313**	15	355
Total Volume	266	162	107	535	209	1302	314	1825	107	136	165	408	126	1168	64	1358
% App. Total	49.7	30.3	20		11.5	71.3	17.2		26.2	33.3	40.4		9.3	86	4.7	
PHF	.821	.920	.836	.935	.804	.889	.892	.884	.892	.919	.737	.872	.829	.933	.941	.943

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Groups Printed- Passenger Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	69	29	19	117	61	361	86	508	19	33	30	82	23	304	18	345	1052
04:15 PM	57	41	22	120	44	312	73	429	20	36	37	93	39	270	11	320	962
04:30 PM	75	42	25	142	34	292	79	405	30	31	55	116	35	262	11	308	971
04:45 PM	81	32	25	138	64	315	72	451	30	35	29	94	38	303	15	356	1039
Total	282	144	91	517	203	1280	310	1793	99	135	151	385	135	1139	55	1329	4024
05:00 PM	51	44	30	125	41	305	73	419	26	32	36	94	36	274	17	327	965
05:15 PM	56	38	30	124	66	325	74	465	33	28	32	93	25	269	17	311	993
05:30 PM	61	43	24	128	65	321	69	455	31	35	33	99	27	308	15	350	1032
05:45 PM	59	36	20	115	52	316	79	447	27	35	32	94	32	259	22	313	969
Total	227	161	104	492	224	1267	295	1786	117	130	133	380	120	1110	71	1301	3959
Grand Total	509	305	195	1009	427	2547	605	3579	216	265	284	765	255	2249	126	2630	7983
Apprch %	50.4	30.2	19.3		11.9	71.2	16.9		28.2	34.6	37.1		9.7	85.5	4.8		
Total %	6.4	3.8	2.4	12.6	5.3	31.9	7.6	44.8	2.7	3.3	3.6	9.6	3.2	28.2	1.6	32.9	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	69	29	19	117	61	**361**	**86**	**508**	19	33	30	82	23	**304**	**18**	345	**1052**
04:15 PM	57	41	22	120	44	312	73	429	20	**36**	37	93	**39**	270	11	320	962
04:30 PM	75	**42**	**25**	**142**	34	292	79	405	**30**	31	**55**	**116**	35	262	11	308	971
04:45 PM	**81**	32	25	138	**64**	315	72	451	30	35	29	94	38	303	15	**356**	1039
Total Volume	282	144	91	517	203	1280	310	1793	99	135	151	385	135	1139	55	1329	4024
% App. Total	54.5	27.9	17.6		11.3	71.4	17.3		25.7	35.1	39.2		10.2	85.7	4.1		
PHF	.870	.857	.910	.910	.793	.886	.901	.882	.825	.938	.686	.830	.865	.937	.764	.933	.956

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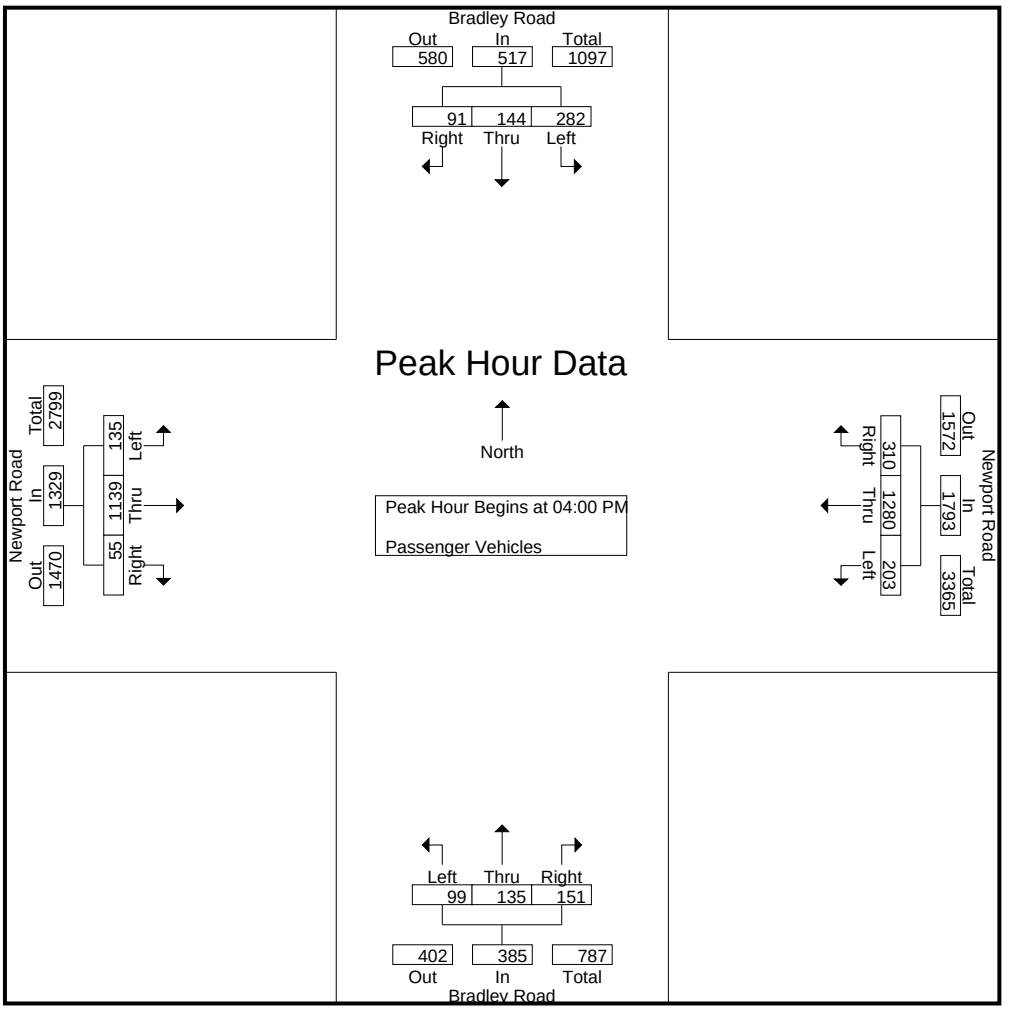

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	69	29	19	117	61	**361**	**86**	**508**	19	33	30	82	23	**304**	**18**	345
+15 mins.	57	41	22	120	44	312	73	429	20	**36**	37	93	**39**	270	11	320
+30 mins.	75	**42**	**25**	**142**	34	292	79	405	**30**	31	**55**	**116**	35	262	11	308
+45 mins.	**81**	32	25	138	**64**	315	72	451	30	35	29	94	38	303	15	**356**
Total Volume	282	144	91	517	203	1280	310	1793	99	135	151	385	135	1139	55	1329
% App. Total	54.5	27.9	17.6		11.3	71.4	17.3		25.7	35.1	39.2		10.2	85.7	4.1	
PHF	.870	.857	.910	.910	.793	.886	.901	.882	.825	.938	.686	.830	.865	.937	.764	.933

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Groups Printed- Large 2 Axle Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	5	2	8	0	1	0	1	1	1	0	2	11
04:15 PM	1	3	1	5	1	3	2	6	1	1	2	4	0	5	0	5	20
04:30 PM	1	0	0	1	2	5	0	7	0	0	1	1	0	6	0	6	15
04:45 PM	0	0	1	1	1	4	0	5	0	1	1	2	0	2	0	2	10
Total	2	3	2	7	5	17	4	26	1	3	4	8	1	14	0	15	56
05:00 PM	0	0	1	1	1	4	0	5	0	0	3	3	0	2	0	2	11
05:15 PM	0	1	0	1	0	2	2	4	0	1	0	1	0	1	0	1	7
05:30 PM	1	1	0	2	1	1	1	3	0	0	0	0	0	4	0	4	9
05:45 PM	1	1	0	2	0	5	0	5	0	0	1	1	0	1	0	1	9
Total	2	3	1	6	2	12	3	17	0	1	4	5	0	8	0	8	36
Grand Total	4	6	3	13	7	29	7	43	1	4	8	13	1	22	0	23	92
Apprch %	30.8	46.2	23.1		16.3	67.4	16.3		7.7	30.8	61.5		4.3	95.7	0		
Total %	4.3	6.5	3.3	14.1	7.6	31.5	7.6	46.7	1.1	4.3	8.7	14.1	1.1	23.9	0	25	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	**5**	**2**	**8**	0	**1**	0	1	**1**	1	0	2	11
04:15 PM	**1**	**3**	**1**	**5**	1	3	2	6	**1**	1	**2**	**4**	0	5	0	5	**20**
04:30 PM	1	0	0	1	**2**	5	0	7	0	0	1	1	0	**6**	0	**6**	15
04:45 PM	0	0	1	1	1	4	0	5	0	1	1	2	0	2	0	2	10
Total Volume	2	3	2	7	5	17	4	26	1	3	4	8	1	14	0	15	56
% App. Total	28.6	42.9	28.6		19.2	65.4	15.4		12.5	37.5	50		6.7	93.3	0		
PHF	.500	.250	.500	.350	.625	.850	.500	.813	.250	.750	.500	.500	.250	.583	.000	.625	.700

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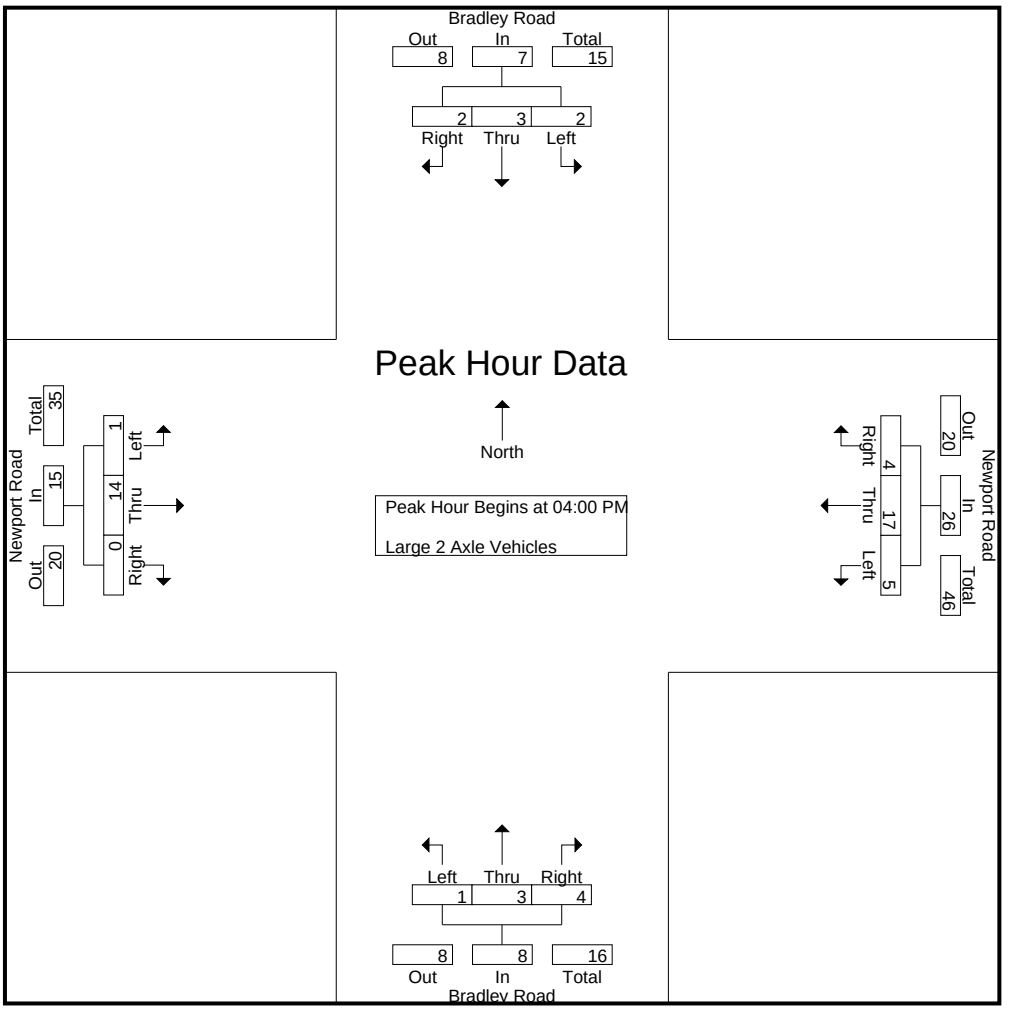
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	**5**	**2**	**8**	0	**1**	0	1	**1**	1	0	2
+15 mins.	**1**	**3**	**1**	**5**	1	3	2	6	**1**	1	**2**	**4**	0	5	0	5
+30 mins.	1	0	0	1	**2**	5	0	7	0	0	1	1	0	**6**	0	**6**
+45 mins.	0	0	1	1	1	4	0	5	0	1	1	2	0	2	0	2
Total Volume	2	3	2	7	5	17	4	26	1	3	4	8	1	14	0	15
% App. Total	28.6	42.9	28.6		19.2	65.4	15.4		12.5	37.5	50		6.7	93.3	0	
PHF	.500	.250	.500	.350	.625	.850	.500	.813	.250	.750	.500	.500	.250	.583	.000	.625

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

File Name : 10_MEN_Bradley_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	1	0	1	2	0	4	0	4	0	0	0	0	0	6	0	6	12
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	1	0	2	3	0	4	0	4	0	0	0	0	0	7	0	7	14
Apprch %	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
Total %	7.1	0	14.3	21.4	0	28.6	0	28.6	0	0	0	0	0	50	0	50	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
Total Volume	1	0	1	2	0	4	0	4	0	0	0	0	0	6	0	6	12
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.750

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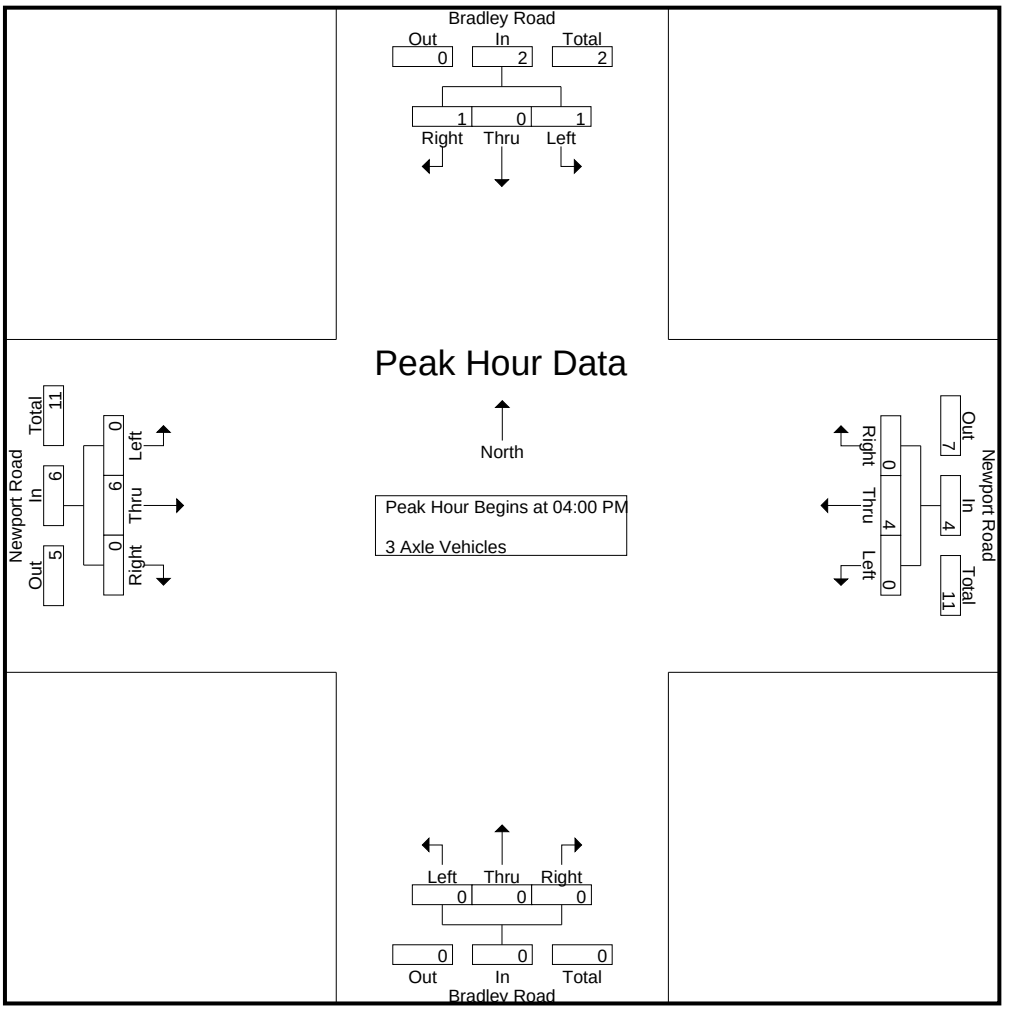
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
Total Volume	1	0	1	2	0	4	0	4	0	0	0	0	0	6	0	6
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500

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

File Name : 10_MEN_Bradley_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	1	0	1	1
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Grand Total	0	0	0	0	1	1	0	2	0	0	1	1	0	7	0	7	10
Apprch %	0	0	0		50	50	0		0	0	100		0	100	0		
Total %	0	0	0	0	10	10	0	20	0	0	10	10	0	70	0	70	

	Bradley Road Southbound				Newport Road Westbound				Bradley Road Northbound				Newport Road 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	**1**	0	**1**	1
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
Total Volume	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.750

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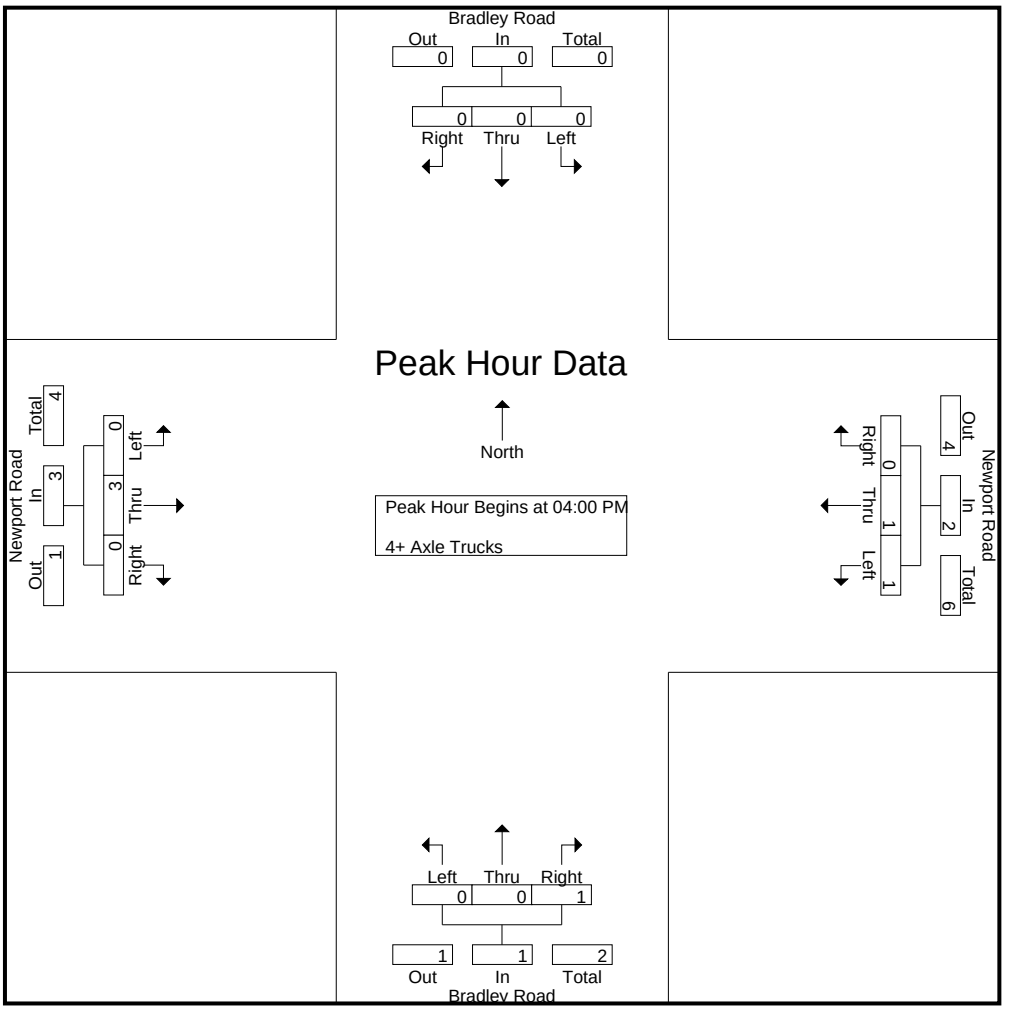
City of Menifee
N/S: Bradley Road
E/W: Newport Road
Weather: Clear

File Name : 10_MEN_Bradley_Newport PM
Site Code : 00321056
Start Date : 6/5/2018
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	**1**	0	**1**
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1
Total Volume	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750

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City of Menifee
N/S: Berea Road
E/W: Champion Self Storage Driveway
Weather: Clear

File Name : 11_MEN_Berea_Champion DW AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound			Berea Road Northbound			Champion Self Storage Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	0	7	0	2	2	0	0	0	9
07:15 AM	9	0	9	0	2	2	0	0	0	11
07:30 AM	12	0	12	0	5	5	0	0	0	17
07:45 AM	6	0	6	0	2	2	0	0	0	8
Total	34	0	34	0	11	11	0	0	0	45
08:00 AM	11	0	11	1	5	6	0	0	0	17
08:15 AM	8	0	8	0	0	0	0	0	0	8
08:30 AM	7	0	7	1	8	9	0	2	2	18
08:45 AM	5	0	5	0	5	5	0	0	0	10
Total	31	0	31	2	18	20	0	2	2	53
Grand Total	65	0	65	2	29	31	0	2	2	98
Apprch %	100	0		6.5	93.5		0	100		
Total %	66.3	0	66.3	2	29.6	31.6	0	2	2	

	Berea Road Southbound			Berea Road Northbound			Champion Self Storage Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 07:15 AM										
07:15 AM	9	0	9	0	2	2	0	0	0	11
07:30 AM	**12**	0	**12**	0	**5**	5	0	0	0	**17**
07:45 AM	6	0	6	0	2	2	0	0	0	8
08:00 AM	11	0	11	**1**	5	**6**	0	0	0	17
Total Volume	38	0	38	1	14	15	0	0	0	53
% App. Total	100	0		6.7	93.3		0	0		
PHF	.792	.000	.792	.250	.700	.625	.000	.000	.000	.779

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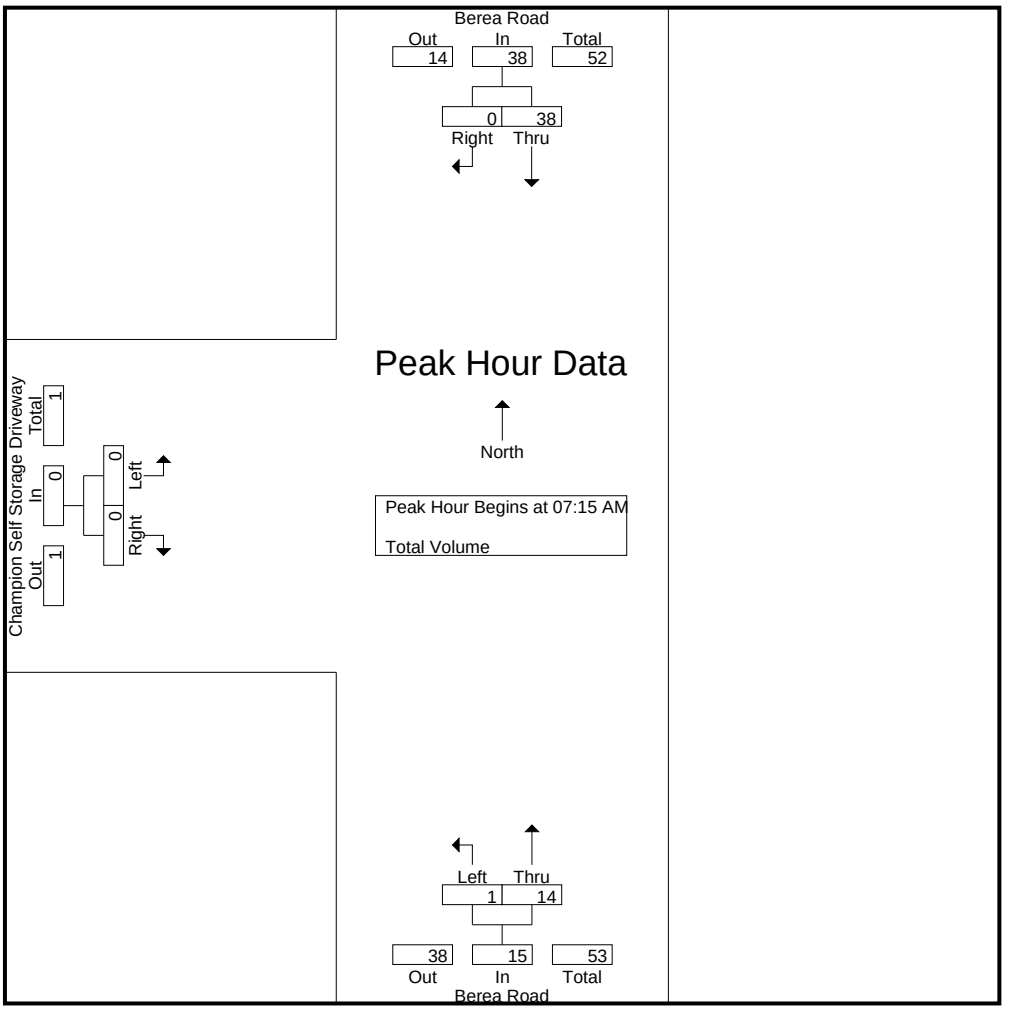
City of Menifee
N/S: Berea Road
E/W: Champion Self Storage Driveway
Weather: Clear

File Name : 11_MEN_Berea_Champion DW AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	07:15 AM			08:00 AM			07:45 AM		
+0 mins.	9	0	9	**1**	5	6	0	0	0
+15 mins.	**12**	0	**12**	0	0	0	0	0	0
+30 mins.	6	0	6	1	**8**	**9**	0	0	0
+45 mins.	11	0	11	0	5	5	0	**2**	**2**
Total Volume	38	0	38	2	18	20	0	2	2
% App. Total	100	0		10	90		0	100	
PHF	.792	.000	.792	.500	.563	.556	.000	.250	.250

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City of Menifee
N/S: Berea Road
E/W: Champion Self Storage Driveway
Weather: Clear

File Name : 11_MEN_Berea_Champion DW PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound			Berea Road Northbound			Champion Self Storage Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	14	0	14	1	27	28	0	0	0	42
04:15 PM	6	0	6	0	15	15	0	0	0	21
04:30 PM	11	0	11	2	15	17	0	0	0	28
04:45 PM	8	0	8	0	9	9	0	1	1	18
Total	39	0	39	3	66	69	0	1	1	109
05:00 PM	9	0	9	6	16	22	0	3	3	34
05:15 PM	7	0	7	1	20	21	0	2	2	30
05:30 PM	8	1	9	0	13	13	0	5	5	27
05:45 PM	6	0	6	0	15	15	0	3	3	24
Total	30	1	31	7	64	71	0	13	13	115
Grand Total	69	1	70	10	130	140	0	14	14	224
Apprch %	98.6	1.4		7.1	92.9		0	100		
Total %	30.8	0.4	31.2	4.5	58	62.5	0	6.2	6.2	

	Berea Road Southbound			Berea Road Northbound			Champion Self Storage Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 05:00 PM										
05:00 PM	**9**	0	**9**	**6**	16	**22**	0	3	3	**34**
05:15 PM	7	0	7	1	**20**	21	0	2	2	30
05:30 PM	8	**1**	9	0	13	13	0	**5**	**5**	27
05:45 PM	6	0	6	0	15	15	0	3	3	24
Total Volume	30	1	31	7	64	71	0	13	13	115
% App. Total	96.8	3.2		9.9	90.1		0	100		
PHF	.833	.250	.861	.292	.800	.807	.000	.650	.650	.846

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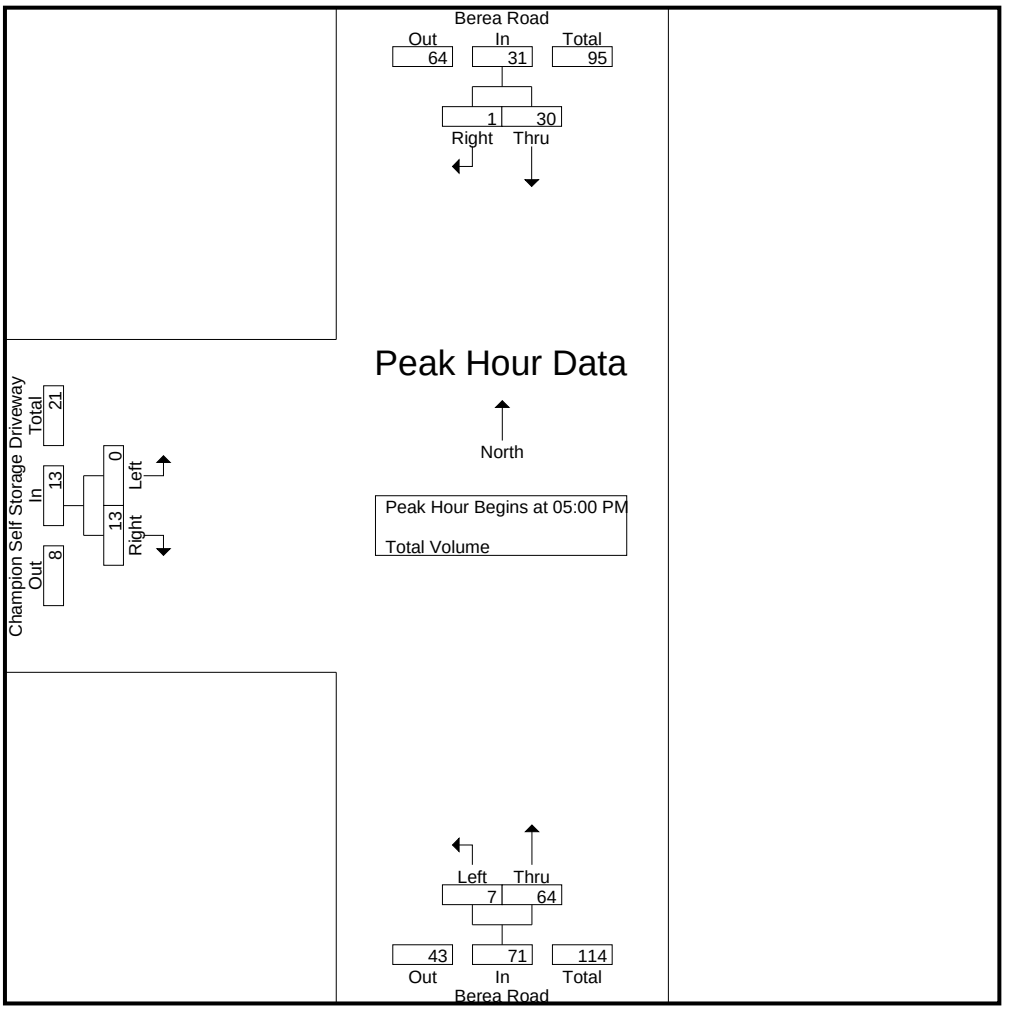
City of Menifee
N/S: Berea Road
E/W: Champion Self Storage Driveway
Weather: Clear

File Name : 11_MEN_Berea_Champion DW PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 2



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

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	**14**	0	**14**	**6**	16	**22**	0	3	3
+15 mins.	6	0	6	1	**20**	21	0	2	2
+30 mins.	11	0	11	0	13	13	0	**5**	**5**
+45 mins.	8	0	8	0	15	15	0	3	3
Total Volume	39	0	39	7	64	71	0	13	13
% App. Total	100	0		9.9	90.1		0	100	
PHF	.696	.000	.696	.292	.800	.807	.000	.650	.650

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City of Menifee
N/S: Berea Road
E/W: Normandy Road/Spirit Park Driveway
Weather: Clear

File Name : 12_MEN_Berea_Spirit Park DW AM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound				Spirit Park Driveway Westbound				Berea Road Northbound				Normandy Road 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	2	3	2	7	0	1	0	1	29	1	0	30	1	0	40	41	79
07:15 AM	0	7	2	9	0	1	1	2	31	1	1	33	0	0	35	35	79
07:30 AM	0	10	0	10	1	1	0	2	18	2	1	21	3	0	36	39	72
07:45 AM	0	6	1	7	0	0	0	0	27	2	1	30	0	0	29	29	66
Total	2	26	5	33	1	3	1	5	105	6	3	114	4	0	140	144	296
08:00 AM	0	9	2	11	0	0	0	0	30	7	3	40	1	0	32	33	84
08:15 AM	0	6	2	8	0	0	0	0	26	0	2	28	0	1	20	21	57
08:30 AM	0	8	0	8	0	0	1	1	25	4	1	30	4	0	29	33	72
08:45 AM	0	6	0	6	2	1	1	4	24	2	1	27	2	0	34	36	73
Total	0	29	4	33	2	1	2	5	105	13	7	125	7	1	115	123	286
Grand Total	2	55	9	66	3	4	3	10	210	19	10	239	11	1	255	267	582
Apprch %	3	83.3	13.6		30	40	30		87.9	7.9	4.2		4.1	0.4	95.5		
Total %	0.3	9.5	1.5	11.3	0.5	0.7	0.5	1.7	36.1	3.3	1.7	41.1	1.9	0.2	43.8	45.9	

	Berea Road Southbound				Spirit Park Driveway Westbound				Berea Road Northbound				Normandy Road 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 07:15 AM																	
07:15 AM	0	7	**2**	9	0	**1**	**1**	**2**	**31**	1	1	33	0	0	35	35	79
07:30 AM	0	**10**	0	10	**1**	1	0	2	18	2	1	21	**3**	0	**36**	**39**	72
07:45 AM	0	6	1	7	0	0	0	0	27	2	1	30	0	0	29	29	66
08:00 AM	0	9	2	**11**	0	0	0	0	30	**7**	**3**	**40**	1	0	32	33	**84**
Total Volume	0	32	5	37	1	2	1	4	106	12	6	124	4	0	132	136	301
% App. Total	0	86.5	13.5		25	50	25		85.5	9.7	4.8		2.9	0	97.1		
PHF	.000	.800	.625	.841	.250	.500	.250	.500	.855	.429	.500	.775	.333	.000	.917	.872	.896

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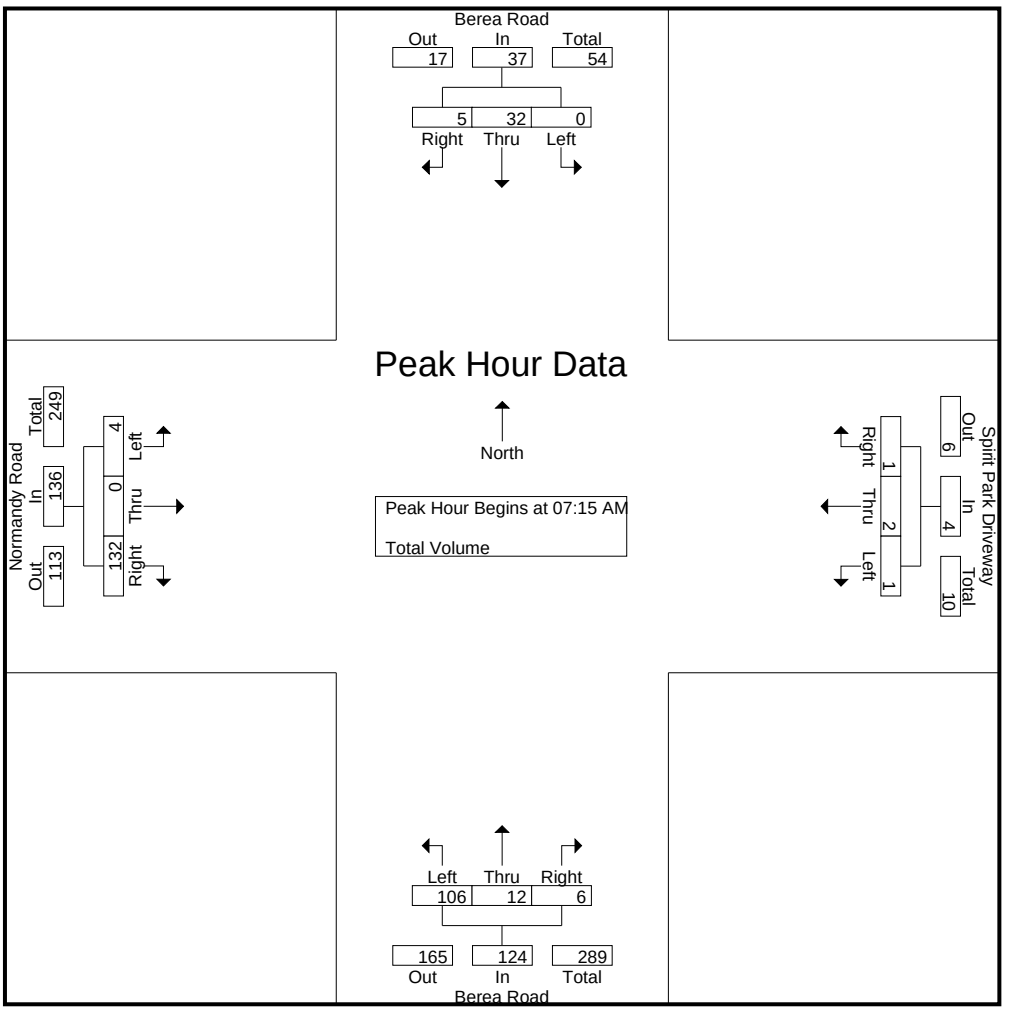
City of Menifee
N/S: Berea Road
E/W: Normandy Road/Spirit Park Driveway
Weather: Clear

File Name : 12_MEN_Berea_Spirit Park DW AM
Site Code : 00321056
Start Date : 2/10/2021



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

	07:15 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	7	**2**	9	0	**1**	0	1	27	2	1	30	1	0	**40**	**41**
+15 mins.	0	**10**	0	10	0	1	**1**	**2**	**30**	**7**	**3**	**40**	0	0	35	35
+30 mins.	0	6	1	7	**1**	1	0	2	26	0	2	28	**3**	0	36	39
+45 mins.	0	9	2	**11**	0	0	0	0	25	4	1	30	0	0	29	29
Total Volume	0	32	5	37	1	3	1	5	108	13	7	128	4	0	140	144
% App. Total	0	86.5	13.5		20	60	20		84.4	10.2	5.5		2.8	0	97.2	
PHF	.000	.800	.625	.841	.250	.750	.250	.625	.900	.464	.583	.800	.333	.000	.875	.878

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City of Menifee
N/S: Berea Road
E/W: Normandy Road/Spirit Park Driveway
Weather: Clear

File Name : 12_MEN_Berea_Spirit Park DW PM
Site Code : 00321056
Start Date : 2/10/2021
Page No : 1

Groups Printed- Total Volume

	Berea Road Southbound				Spirit Park Driveway Westbound				Berea Road Northbound				Normandy Road 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	1	7	6	14	8	1	1	10	52	27	5	84	3	1	43	47	155
04:15 PM	0	3	3	6	3	0	0	3	58	13	7	78	2	2	45	49	136
04:30 PM	0	7	3	10	1	3	0	4	53	19	3	75	0	0	46	46	135
04:45 PM	0	5	4	9	3	0	1	4	54	7	5	66	3	1	34	38	117
Total	1	22	16	39	15	4	2	21	217	66	20	303	8	4	168	180	543
05:00 PM	0	5	5	10	6	2	0	8	50	14	3	67	6	1	51	58	143
05:15 PM	0	6	3	9	0	1	1	2	75	13	5	93	3	0	40	43	147
05:30 PM	0	8	4	12	0	0	1	1	62	13	3	78	2	3	36	41	132
05:45 PM	0	8	1	9	7	4	0	11	67	16	4	87	1	3	44	48	155
Total	0	27	13	40	13	7	2	22	254	56	15	325	12	7	171	190	577
Grand Total	1	49	29	79	28	11	4	43	471	122	35	628	20	11	339	370	1120
Apprch %	1.3	62	36.7		65.1	25.6	9.3		75	19.4	5.6		5.4	3	91.6		
Total %	0.1	4.4	2.6	7.1	2.5	1	0.4	3.8	42.1	10.9	3.1	56.1	1.8	1	30.3	33	

	Berea Road Southbound				Spirit Park Driveway Westbound				Berea Road Northbound				Normandy Road 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 05:00 PM																	
05:00 PM	0	5	**5**	10	6	2	0	8	50	14	3	67	**6**	1	**51**	**58**	143
05:15 PM	0	6	3	9	0	1	**1**	2	**75**	13	**5**	**93**	3	0	40	43	147
05:30 PM	0	**8**	4	**12**	0	0	1	1	62	13	3	78	2	**3**	36	41	132
05:45 PM	0	8	1	9	**7**	**4**	0	**11**	67	**16**	4	87	1	3	44	48	**155**
Total Volume	0	27	13	40	13	7	2	22	254	56	15	325	12	7	171	190	577
% App. Total	0	67.5	32.5		59.1	31.8	9.1		78.2	17.2	4.6		6.3	3.7	90		
PHF	.000	.844	.650	.833	.464	.438	.500	.500	.847	.875	.750	.874	.500	.583	.838	.819	.931

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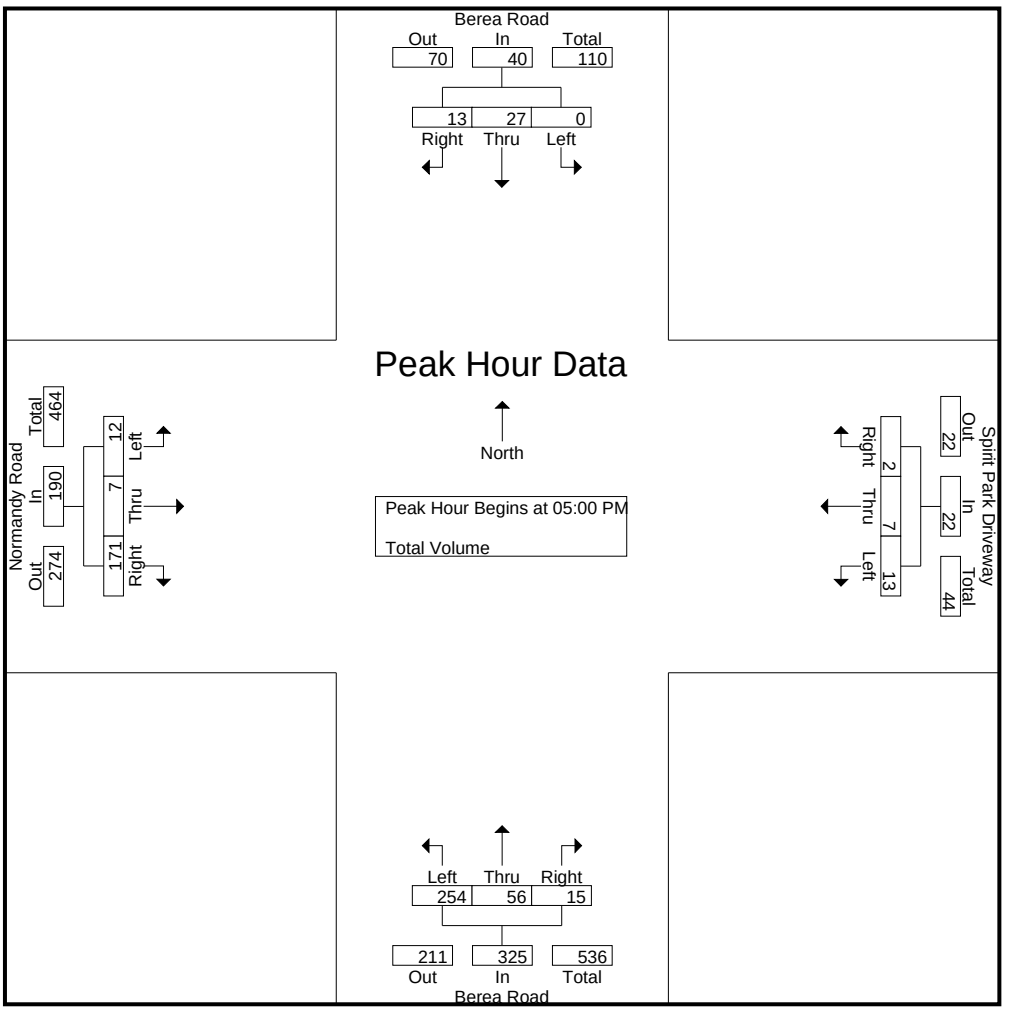
City of Menifee
N/S: Berea Road
E/W: Normandy Road/Spirit Park Driveway
Weather: Clear

File Name : 12_MEN_Berea_Spirit Park DW PM
Site Code : 00321056
Start Date : 2/10/2021



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

	04:45 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	0	5	4	9	6	2	0	8	50	14	3	67	2	**2**	45	49
+15 mins.	0	5	**5**	10	0	1	**1**	2	**75**	13	**5**	**93**	0	0	46	46
+30 mins.	0	6	3	9	0	0	1	1	62	13	3	78	3	1	34	38
+45 mins.	0	**8**	4	**12**	**7**	**4**	0	**11**	67	**16**	4	87	**6**	1	**51**	**58**
Total Volume	0	24	16	40	13	7	2	22	254	56	15	325	11	4	176	191
% App. Total	0	60	40		59.1	31.8	9.1		78.2	17.2	4.6		5.8	2.1	92.1	
PHF	.000	.750	.800	.833	.464	.438	.500	.500	.847	.875	.750	.874	.458	.500	.863	.823

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City of Menifee
Pelion Road
E/ Berea Road
24 Hour Directional Speed Survey

MEN001
Site Code: 003-21056

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
09:00	4	2	2	3	0	0	0	0	0	0	0	0	0	0	11
10:00	2	1	3	0	2	0	0	0	0	0	0	0	0	0	8
11:00	2	3	2	2	1	0	0	0	0	0	0	0	0	0	10
12 PM	3	1	5	2	1	0	0	0	0	0	0	0	0	0	12
13:00	3	3	0	2	1	0	0	0	0	0	0	0	0	0	9
14:00	4	2	1	2	1	0	0	0	0	0	0	0	0	0	10
15:00	9	4	6	6	0	0	0	0	0	0	0	0	0	0	25
16:00	2	6	6	3	1	0	0	0	0	0	0	0	0	0	18
17:00	3	6	5	3	0	0	0	0	0	0	0	0	0	0	17
18:00	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
19:00	1	1	3	0	1	0	0	0	0	0	0	0	0	0	6
20:00	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
21:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
Total	38	37	55	35	9	0	0	0	0	0	0	0	0	0	174

Daily

15th Percentile :	10 MPH
50th Percentile :	21 MPH
85th Percentile :	27 MPH
95th Percentile :	30 MPH

Statistics

Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	92
Percent in Pace :	52.9%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
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E/ Berea Road
24 Hour Directional Speed Survey

MEN001
Site Code: 003-21056

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	2	8	2	1	1	0	0	0	0	0	0	0	0	14
08:00	1	0	1	2	2	1	0	0	0	0	0	0	0	0	7
09:00	0	1	0	2	2	0	0	0	0	0	0	0	0	0	5
10:00	2	2	6	3	0	0	0	0	0	0	0	0	0	0	13
11:00	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
12 PM	4	3	4	4	0	0	0	0	0	0	0	0	0	0	15
13:00	3	2	4	0	2	1	0	0	0	0	0	0	0	0	12
14:00	1	0	3	1	2	0	0	0	0	0	0	0	0	0	7
15:00	4	0	3	3	2	1	0	0	0	0	0	0	0	0	13
16:00	1	3	8	2	0	1	0	0	0	0	0	0	0	0	15
17:00	1	4	7	2	1	0	0	0	0	0	0	0	0	0	15
18:00	0	1	4	3	2	0	0	0	0	0	0	0	0	0	10
19:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
21:00	1	0	1	2	0	0	1	0	0	0	0	0	0	0	5
22:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	18	28	69	33	17	5	1	0	0	0	0	0	0	0	171

Daily

15th Percentile :	16 MPH
50th Percentile :	22 MPH
85th Percentile :	29 MPH
95th Percentile :	34 MPH

Statistics

Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	102
Percent in Pace :	59.6%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Pelion Road
E/ Berea Road
24 Hour Directional Speed Survey

MEN001
Site Code: 003-21056

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
06:00	0	3	4	1	1	0	0	0	0	0	0	0	0	0	9
07:00	0	3	11	2	1	1	0	0	0	0	0	0	0	0	18
08:00	1	2	4	3	2	1	0	0	0	0	0	0	0	0	13
09:00	4	3	2	5	2	0	0	0	0	0	0	0	0	0	16
10:00	4	3	9	3	2	0	0	0	0	0	0	0	0	0	21
11:00	2	10	8	2	1	0	0	0	0	0	0	0	0	0	23
12 PM	7	4	9	6	1	0	0	0	0	0	0	0	0	0	27
13:00	6	5	4	2	3	1	0	0	0	0	0	0	0	0	21
14:00	5	2	4	3	3	0	0	0	0	0	0	0	0	0	17
15:00	13	4	9	9	2	1	0	0	0	0	0	0	0	0	38
16:00	3	9	14	5	1	1	0	0	0	0	0	0	0	0	33
17:00	4	10	12	5	1	0	0	0	0	0	0	0	0	0	32
18:00	0	2	8	6	2	0	0	0	0	0	0	0	0	0	18
19:00	1	1	6	1	1	0	0	0	0	0	0	0	0	0	10
20:00	0	1	5	2	2	0	0	0	0	0	0	0	0	0	10
21:00	2	0	2	4	0	0	1	0	0	0	0	0	0	0	9
22:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
23:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	7
Total	56	65	124	68	26	5	1	0	0	0	0	0	0	0	345

Daily

15th Percentile :	13 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH

Statistics

Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	192
Percent in Pace :	55.7%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Dorval Court
E/ Berea Road
24 Hour Directional Speed Survey

MEN002
Site Code: 003-21056

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
06:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	1	2	2	2	0	0	0	0	0	0	0	0	7
09:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
11:00	3	2	2	4	0	0	0	0	0	0	0	0	0	0	11
12 PM	0	3	3	3	1	0	0	0	0	0	0	0	0	0	10
13:00	0	3	1	4	3	0	0	0	0	0	0	0	0	0	11
14:00	2	2	1	3	3	1	0	0	0	0	0	0	0	0	12
15:00	1	1	3	6	4	2	0	0	0	0	0	0	0	0	17
16:00	0	1	4	10	3	1	0	0	0	0	0	0	0	0	19
17:00	3	2	9	7	7	0	0	0	0	0	0	0	0	0	28
18:00	0	4	2	3	4	0	0	0	0	0	0	0	0	0	13
19:00	0	2	1	1	1	0	1	0	0	0	0	0	0	0	6
20:00	0	0	1	3	1	0	0	1	0	0	0	0	0	0	6
21:00	0	1	2	3	0	0	0	1	0	0	0	0	0	0	7
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	24	33	58	32	6	1	2	0	0	0	0	0	0	166

Daily

15th Percentile :	18 MPH
50th Percentile :	26 MPH
85th Percentile :	32 MPH
95th Percentile :	35 MPH

Statistics

Mean Speed(Average) :	26 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	91
Percent in Pace :	54.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Dorval Court
E/ Berea Road
24 Hour Directional Speed Survey

MEN002
Site Code: 003-21056

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
06:00	0	0	2	1	1	0	0	1	0	0	0	0	0	0	5
07:00	0	1	3	2	1	1	0	0	0	0	0	0	0	0	8
08:00	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10
09:00	0	0	1	4	1	2	1	0	0	0	0	0	0	0	9
10:00	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
11:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
12 PM	2	1	2	2	1	0	1	0	0	0	0	0	0	0	9
13:00	2	0	4	3	2	3	0	0	0	0	0	0	0	0	14
14:00	1	1	3	3	5	2	0	0	0	0	0	0	0	0	15
15:00	1	2	4	4	1	1	0	0	0	0	0	0	0	0	13
16:00	0	3	2	6	5	2	0	0	0	0	0	0	0	0	18
17:00	1	4	3	5	3	2	0	0	0	0	0	0	0	0	18
18:00	2	1	1	4	0	1	0	0	0	0	0	0	0	0	9
19:00	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	14	29	50	29	20	3	1	0	0	0	0	0	0	156

Daily

15th Percentile :	19 MPH
50th Percentile :	27 MPH
85th Percentile :	35 MPH
95th Percentile :	39 MPH

Statistics

Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	79
Percent in Pace :	50.6%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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E/ Berea Road
24 Hour Directional Speed Survey

MEN002
Site Code: 003-21056

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
06:00	0	0	2	2	2	0	0	1	0	0	0	0	0	0	7
07:00	1	1	4	2	1	1	0	0	0	0	0	0	0	0	10
08:00	0	0	2	7	4	4	0	0	0	0	0	0	0	0	17
09:00	0	1	2	5	1	2	1	0	0	0	0	0	0	0	12
10:00	0	0	1	5	2	1	1	0	0	0	0	0	0	0	10
11:00	3	2	3	8	0	0	0	0	0	0	0	0	0	0	16
12 PM	2	4	5	5	2	0	1	0	0	0	0	0	0	0	19
13:00	2	3	5	7	5	3	0	0	0	0	0	0	0	0	25
14:00	3	3	4	6	8	3	0	0	0	0	0	0	0	0	27
15:00	2	3	7	10	5	3	0	0	0	0	0	0	0	0	30
16:00	0	4	6	16	8	3	0	0	0	0	0	0	0	0	37
17:00	4	6	12	12	10	2	0	0	0	0	0	0	0	0	46
18:00	2	5	3	7	4	1	0	0	0	0	0	0	0	0	22
19:00	0	3	1	3	3	1	1	0	0	0	0	0	0	0	12
20:00	1	0	2	3	1	0	0	1	0	0	0	0	0	0	8
21:00	0	1	2	5	1	0	0	1	0	0	0	0	0	0	10
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	38	62	108	61	26	4	3	0	0	0	0	0	0	322

Daily

15th Percentile :	18 MPH
50th Percentile :	26 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH

Statistics

Mean Speed(Average) :	27 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	170
Percent in Pace :	52.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Berea Road
B/ Dorval Court - Champion Self Storage
24 Hour Directional Speed Survey

MEN003
Site Code: 003-21056

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
06:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
07:00	0	0	2	5	3	2	0	0	0	0	0	0	0	0	12
08:00	1	0	3	7	6	1	0	0	0	0	0	0	0	0	18
09:00	0	1	3	8	0	0	0	0	0	0	0	0	0	0	12
10:00	2	0	4	6	4	2	0	0	0	0	0	0	0	0	18
11:00	0	1	5	16	6	2	0	0	0	0	0	0	0	0	30
12 PM	1	0	6	13	9	1	1	0	0	0	0	0	0	0	31
13:00	4	2	4	13	11	2	1	0	0	0	0	0	0	0	37
14:00	3	1	6	7	10	5	1	0	0	0	0	0	0	0	33
15:00	0	1	1	14	24	6	1	0	0	0	0	0	0	0	47
16:00	1	0	10	35	17	4	2	0	0	0	0	0	0	0	69
17:00	1	0	15	29	15	1	0	0	0	0	0	0	0	0	61
18:00	1	0	8	12	20	5	0	1	0	0	0	0	0	0	47
19:00	1	0	2	9	12	3	1	0	0	0	0	0	0	0	28
20:00	0	1	2	5	5	1	0	0	0	0	0	0	0	0	14
21:00	0	0	4	6	5	0	0	0	0	0	0	0	0	0	15
22:00	1	0	3	4	5	1	0	0	0	0	0	0	0	0	14
23:00	0	0	1	3	1	1	0	0	0	0	0	0	0	0	6
Total	16	7	83	204	158	37	8	1	0	0	0	0	0	0	514

Daily

15th Percentile :	23 MPH
50th Percentile :	28 MPH
85th Percentile :	34 MPH
95th Percentile :	37 MPH

Statistics

Mean Speed(Average) :	29 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	362
Percent in Pace :	70.4%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Berea Road
B/ Dorval Court - Champion Self Storage
24 Hour Directional Speed Survey

MEN003
Site Code: 003-21056

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	1	1	4	0	0	0	0	0	0	0	0	6
04:00	0	0	1	4	3	5	1	1	0	0	0	0	0	0	15
05:00	0	0	1	7	4	1	3	0	0	0	0	0	0	0	16
06:00	0	0	1	3	9	3	1	3	0	0	0	0	0	0	20
07:00	0	0	5	10	8	8	4	0	0	0	0	0	0	0	35
08:00	1	1	2	7	17	4	1	0	0	0	0	0	0	0	33
09:00	0	1	2	5	5	2	1	0	0	0	0	0	0	0	16
10:00	0	0	2	9	7	3	1	0	0	0	0	0	0	0	22
11:00	0	2	3	17	5	2	2	0	0	0	0	0	0	0	31
12 PM	1	0	5	8	6	4	0	0	0	0	0	0	0	0	24
13:00	0	1	6	10	16	4	3	0	0	0	0	0	0	0	40
14:00	1	0	1	7	7	7	2	1	0	0	0	0	0	0	26
15:00	1	2	4	9	13	7	1	0	0	0	0	0	0	0	37
16:00	0	1	8	15	12	2	0	0	0	0	0	0	0	0	38
17:00	0	2	4	7	14	5	1	0	0	0	0	0	0	0	33
18:00	0	0	4	6	10	0	0	0	0	0	0	0	0	0	20
19:00	0	0	4	4	8	2	0	0	0	0	0	0	0	0	18
20:00	0	0	2	4	2	1	0	0	0	0	0	0	0	0	9
21:00	0	0	4	1	2	1	1	0	1	0	0	0	0	0	10
22:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Total	4	11	59	138	154	67	22	5	1	0	0	0	0	0	461

Daily

15th Percentile :	24 MPH
50th Percentile :	30 MPH
85th Percentile :	36 MPH
95th Percentile :	41 MPH

Statistics

Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	292
Percent in Pace :	63.3%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Berea Road
B/ Dorval Court - Champion Self Storage
24 Hour Directional Speed Survey

MEN003
Site Code: 003-21056

Northbound, Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
03:00	0	0	1	1	2	4	0	0	0	0	0	0	0	0	8
04:00	0	0	1	5	3	5	1	1	0	0	0	0	0	0	16
05:00	0	0	1	8	5	1	4	0	0	0	0	0	0	0	19
06:00	0	0	3	7	11	3	1	3	0	0	0	0	0	0	28
07:00	0	0	7	15	11	10	4	0	0	0	0	0	0	0	47
08:00	2	1	5	14	23	5	1	0	0	0	0	0	0	0	51
09:00	0	2	5	13	5	2	1	0	0	0	0	0	0	0	28
10:00	2	0	6	15	11	5	1	0	0	0	0	0	0	0	40
11:00	0	3	8	33	11	4	2	0	0	0	0	0	0	0	61
12 PM	2	0	11	21	15	5	1	0	0	0	0	0	0	0	55
13:00	4	3	10	23	27	6	4	0	0	0	0	0	0	0	77
14:00	4	1	7	14	17	12	3	1	0	0	0	0	0	0	59
15:00	1	3	5	23	37	13	2	0	0	0	0	0	0	0	84
16:00	1	1	18	50	29	6	2	0	0	0	0	0	0	0	107
17:00	1	2	19	36	29	6	1	0	0	0	0	0	0	0	94
18:00	1	0	12	18	30	5	0	1	0	0	0	0	0	0	67
19:00	1	0	6	13	20	5	1	0	0	0	0	0	0	0	46
20:00	0	1	4	9	7	2	0	0	0	0	0	0	0	0	23
21:00	0	0	8	7	7	1	1	0	1	0	0	0	0	0	25
22:00	1	0	3	6	7	1	0	0	0	0	0	0	0	0	18
23:00	0	0	1	4	3	1	0	0	0	0	0	0	0	0	9
Total	20	18	142	342	312	104	30	6	1	0	0	0	0	0	975

Daily

15th Percentile :	23 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	39 MPH

Statistics

Mean Speed(Average) :	30 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	654
Percent in Pace :	67.1%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

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City of Menifee
Berea Road
B/ Champion Self Storage - Normandy Road
24 Hour Directional Volume Count

MEN004
Site Code: 003-21056

Start Time	2/9/2021 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	2			0	5				
12:15		1	10			1	12				
12:30		2	8			0	4				
12:45		1	15	6	35	0	9	1	30	7	65
01:00		0	10			0	**11**				
01:15		0	15			1	**14**				
01:30		0	11			0	**9**				
01:45		0	12	0	48	0	**16**	1	50	1	98
02:00		0	6			2	7				
02:15		0	8			0	7				
02:30		0	16			1	9				
02:45		2	11	2	41	0	12	3	35	5	76
03:00		2	11			1	4				
03:15		0	16			1	17				
03:30		0	7			1	9				
03:45		0	**21**	2	55	3	10	6	40	8	95
04:00		0	**23**			0	14				
04:15		0	**16**			3	6				
04:30		0	**16**			4	10				
04:45		1	14	1	69	8	9	15	39	16	108
05:00		2	17			7	12				
05:15		0	20			3	9				
05:30		1	13			1	13				
05:45		1	15	4	65	6	11	17	45	21	110
06:00		2	11			7	9				
06:15		1	11			7	6				
06:30		2	16			1	3				
06:45		3	9	8	47	5	2	20	20	28	67
07:00		3	9			8	5				
07:15		1	9			**9**	5				
07:30		5	2			**13**	8				
07:45		3	6	12	26	**6**	1	36	19	48	45
08:00		6	1			**12**	2				
08:15		0	5			7	2				
08:30		9	7			9	3				
08:45		5	4	20	17	6	3	34	10	54	27
09:00		2	8			6	3				
09:15		7	2			2	1				
09:30		3	3			7	5				
09:45		3	3	15	16	3	2	18	11	33	27
10:00		4	1			8	0				
10:15		2	7			3	2				
10:30		**8**	3			9	0				
10:45		**12**	2	26	13	6	5	26	7	52	20
11:00		**7**	3			8	0				
11:15		**12**	3			12	2				
11:30		8	0			12	0				
11:45		5	0	32	6	6	0	38	2	70	8
Total		128	438	128	438	215	308	215	308	343	746
Combined Total		566		566		523		523		1089	
AM Peak	-	10:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	39	-	-	-	40	-	-	-	-	-
P.H.F.		0.813				0.769					
PM Peak	-	-	03:45	-	-	-	01:00	-	-	-	-
Vol.	-	-	76	-	-	-	50	-	-	-	-
P.H.F.			0.826				0.781				
Percentage		22.6%	77.4%			41.1%	58.9%				
ADT/AADT		ADT 1,089		AADT 1,089							

Counts Unlimited, Inc.

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City of Menifee
Berea Road
B/ Normandy Road - Newport Road
24 Hour Directional Volume Count

MEN005
Site Code: 003-21056

Start Time	2/9/2021 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	60			3	56				
12:15		11	59			2	54				
12:30		4	57			11	54				
12:45		5	62	26	238	4	56	20	220	46	458
01:00		1	51			2	53				
01:15		3	58			1	52				
01:30		1	51			2	58				
01:45		1	61	6	221	2	59	7	222	13	443
02:00		1	48			2	40				
02:15		3	56			0	40				
02:30		2	62			1	49				
02:45		4	73	10	239	0	45	3	174	13	413
03:00		5	58			7	58				
03:15		0	79			4	**56**				
03:30		1	79			2	**66**				
03:45		2	101	8	317	5	**55**	18	235	26	552
04:00		1	81			7	**62**				
04:15		3	81			10	49				
04:30		2	76			11	59				
04:45		3	73	9	311	20	45	48	215	57	526
05:00		2	76			23	60				
05:15		7	**89**			23	49				
05:30		8	**88**			31	47				
05:45		9	**88**	26	341	23	57	100	213	126	554
06:00		15	**84**			22	66				
06:15		38	73			41	46				
06:30		35	84			40	38				
06:45		34	56	122	297	42	27	145	177	267	474
07:00		40	61			36	30				
07:15		27	50			47	28				
07:30		26	34			51	29				
07:45		34	35	127	180	37	24	171	111	298	291
08:00		40	38			40	16				
08:15		32	36			28	15				
08:30		41	45			44	33				
08:45		23	29	136	148	42	17	154	81	290	229
09:00		29	27			38	11				
09:15		37	23			27	14				
09:30		25	20			43	8				
09:45		37	14	128	84	42	9	150	42	278	126
10:00		43	14			47	9				
10:15		37	19			33	11				
10:30		37	12			55	3				
10:45		49	8	166	53	35	5	170	28	336	81
11:00		**50**	7			**47**	4				
11:15		**52**	14			**49**	4				
11:30		**64**	11			**65**	4				
11:45		**53**	3	219	35	**36**	0	197	12	416	47
Total		983	2464	983	2464	1183	1730	1183	1730	2166	4194
Combined Total		3447		3447		2913		2913		6360	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	219	-	-	-	197	-	-	-	-	-
P.H.F.		0.855				0.758					
PM Peak	-	-	05:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	349	-	-	-	239	-	-	-	-
P.H.F.			0.864				0.905				
Percentage		28.5%	71.5%			40.6%	59.4%				
ADT/AADT		ADT 6,360		AADT 6,360							

Counts Unlimited, Inc.

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City of Menifee
Park City Avenue
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN006
Site Code: 003-21056

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	4	2	2	0	0	0	0	0	0	0	0	0	8
06:00	2	0	8	7	4	1	0	0	0	0	0	0	0	0	22
07:00	0	6	8	4	5	1	0	0	0	0	0	0	0	0	24
08:00	0	1	4	4	3	0	0	0	0	0	0	0	0	0	12
09:00	0	4	3	10	1	1	0	0	0	0	0	0	0	0	19
10:00	2	1	4	8	2	0	0	0	0	0	0	0	0	0	17
11:00	0	2	6	11	0	0	0	0	0	0	0	0	0	0	19
12 PM	2	3	5	6	2	0	0	0	0	0	0	0	0	0	18
13:00	3	2	5	15	3	0	0	0	0	0	0	0	0	0	28
14:00	0	1	6	3	3	1	0	0	0	0	0	0	0	0	14
15:00	0	5	8	3	3	1	0	0	0	0	0	0	0	0	20
16:00	1	6	8	18	4	0	0	0	0	0	0	0	0	0	37
17:00	3	2	4	5	1	0	0	0	0	0	0	0	0	0	15
18:00	0	2	8	8	0	1	0	0	0	0	0	0	0	0	19
19:00	1	0	1	6	0	0	0	0	0	0	0	0	0	0	8
20:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	14	36	97	113	33	6	0	0	0	0	0	0	0	0	299

Daily

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH

Statistics

Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	210
Percent in Pace :	70.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

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City of Menifee
Park City Avenue
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN006
Site Code: 003-21056

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
07:00	0	1	9	4	1	0	0	0	0	0	0	0	0	0	15
08:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4
09:00	0	1	6	3	2	0	0	0	0	0	0	0	0	0	12
10:00	2	1	4	8	0	0	0	0	0	0	0	0	0	0	15
11:00	0	3	9	4	1	0	0	0	0	0	0	0	0	0	17
12 PM	3	0	7	5	3	0	0	0	0	0	0	0	0	0	18
13:00	0	7	9	5	2	0	0	0	0	0	0	0	0	0	23
14:00	0	6	9	8	4	0	0	0	0	0	0	0	0	0	27
15:00	1	2	14	10	3	0	0	0	0	0	0	0	0	0	30
16:00	3	4	12	10	1	2	0	0	0	0	0	0	0	0	32
17:00	2	4	18	10	1	0	0	0	0	0	0	0	0	0	35
18:00	4	3	9	14	0	0	0	0	0	0	0	0	0	0	30
19:00	1	2	7	4	1	0	0	0	0	0	0	0	0	0	15
20:00	1	0	9	4	1	0	0	0	0	0	0	0	0	0	15
21:00	0	1	5	3	2	0	0	0	0	0	0	0	0	0	11
22:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	21	38	133	97	23	2	0	0	0	0	0	0	0	0	314

Daily

15th Percentile :	18 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH

Statistics

Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	230
Percent in Pace :	73.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Park City Avenue
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN006
Site Code: 003-21056

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	4	2	2	0	0	0	0	0	0	0	0	0	8
06:00	3	0	9	9	4	1	0	0	0	0	0	0	0	0	26
07:00	0	7	17	8	6	1	0	0	0	0	0	0	0	0	39
08:00	1	2	5	4	4	0	0	0	0	0	0	0	0	0	16
09:00	0	5	9	13	3	1	0	0	0	0	0	0	0	0	31
10:00	4	2	8	16	2	0	0	0	0	0	0	0	0	0	32
11:00	0	5	15	15	1	0	0	0	0	0	0	0	0	0	36
12 PM	5	3	12	11	5	0	0	0	0	0	0	0	0	0	36
13:00	3	9	14	20	5	0	0	0	0	0	0	0	0	0	51
14:00	0	7	15	11	7	1	0	0	0	0	0	0	0	0	41
15:00	1	7	22	13	6	1	0	0	0	0	0	0	0	0	50
16:00	4	10	20	28	5	2	0	0	0	0	0	0	0	0	69
17:00	5	6	22	15	2	0	0	0	0	0	0	0	0	0	50
18:00	4	5	17	22	0	1	0	0	0	0	0	0	0	0	49
19:00	2	2	8	10	1	0	0	0	0	0	0	0	0	0	23
20:00	1	1	13	6	1	0	0	0	0	0	0	0	0	0	22
21:00	0	1	8	3	2	0	0	0	0	0	0	0	0	0	14
22:00	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	35	74	230	210	56	8	0	0	0	0	0	0	0	0	613

Daily

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Statistics

Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	440
Percent in Pace :	71.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Lazy Creek Road
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN007
Site Code: 003-21056

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
04:00	0	0	2	7	3	0	0	0	0	0	0	0	0	0	12
05:00	1	1	14	12	6	3	0	0	0	0	0	0	0	0	37
06:00	0	4	14	19	12	2	0	0	0	0	0	0	0	0	51
07:00	0	2	10	19	13	1	0	0	0	0	0	0	0	0	45
08:00	0	2	7	18	12	3	0	0	0	0	0	0	0	0	42
09:00	2	4	7	14	3	1	0	0	0	0	0	0	0	0	31
10:00	2	0	6	18	8	2	0	0	0	0	0	0	0	0	36
11:00	1	1	12	17	7	1	0	0	0	0	0	0	0	0	39
12 PM	3	3	13	21	10	3	0	0	0	0	0	0	0	0	53
13:00	2	3	6	11	8	2	0	0	0	0	0	0	0	0	32
14:00	0	2	5	15	7	1	0	0	0	0	0	0	0	0	30
15:00	4	3	20	20	13	2	0	0	0	0	0	0	0	0	62
16:00	0	3	13	23	9	2	0	0	0	0	0	0	0	0	50
17:00	1	0	18	20	8	4	0	0	0	0	0	0	0	0	51
18:00	2	2	9	8	7	1	0	0	0	0	0	0	0	0	29
19:00	0	1	6	13	11	1	0	0	0	0	0	0	0	0	32
20:00	1	2	6	7	10	1	0	0	0	0	0	0	0	0	27
21:00	0	0	2	6	3	3	0	0	0	0	0	0	0	0	14
22:00	0	0	4	2	4	1	1	0	0	0	0	0	0	0	12
23:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Total	19	33	176	278	157	34	2	0	0	0	0	0	0	0	699

Daily

15th Percentile :	21 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	35 MPH

Statistics

Mean Speed(Average) :	27 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	454
Percent in Pace :	64.9%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Lazy Creek Road
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN007
Site Code: 003-21056

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	3	1	0	0	0	0	0	0	0	0	0	5
04:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
05:00	0	0	0	6	1	0	0	0	0	0	0	0	0	0	7
06:00	0	1	2	3	2	1	0	0	0	0	0	0	0	0	9
07:00	2	0	5	8	4	0	1	0	0	0	0	0	0	0	20
08:00	0	1	4	7	8	1	0	0	0	0	0	0	0	0	21
09:00	2	1	2	9	9	1	0	0	0	0	0	0	0	0	24
10:00	3	2	6	9	12	1	1	0	0	0	0	0	0	0	34
11:00	0	1	7	11	4	0	1	0	0	0	0	0	0	0	24
12 PM	0	0	10	30	5	1	0	0	0	0	0	0	0	0	46
13:00	1	5	7	13	6	1	0	1	0	0	0	0	0	0	34
14:00	3	2	7	12	7	2	0	0	0	0	0	0	0	0	33
15:00	1	3	11	24	16	10	0	0	0	0	0	0	0	0	65
16:00	1	1	13	38	19	1	1	0	0	0	0	0	0	0	74
17:00	3	1	10	40	12	4	0	0	0	0	0	0	0	0	70
18:00	0	0	9	34	16	4	1	0	0	0	0	0	0	0	64
19:00	1	2	11	20	12	3	0	0	0	0	0	0	0	0	49
20:00	0	0	4	15	8	4	1	0	0	0	0	0	0	0	32
21:00	0	3	3	10	6	4	0	0	0	0	0	0	0	0	26
22:00	0	0	4	7	8	0	0	0	0	0	0	0	0	0	19
23:00	1	2	1	5	3	1	0	0	0	0	0	0	0	0	13
Total	19	25	118	306	161	40	6	1	0	0	0	0	0	0	676

Daily

15th Percentile :	22 MPH
50th Percentile :	27 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Statistics

Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	467
Percent in Pace :	69.1%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Lazy Creek Road
W/ Murrieta Road
24 Hour Directional Speed Survey

MEN007
Site Code: 003-21056

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
02/09/21	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:00	1	0	1	6	4	0	0	0	0	0	0	0	0	0	12
04:00	0	0	3	8	4	1	0	0	0	0	0	0	0	0	16
05:00	1	1	14	18	7	3	0	0	0	0	0	0	0	0	44
06:00	0	5	16	22	14	3	0	0	0	0	0	0	0	0	60
07:00	2	2	15	27	17	1	1	0	0	0	0	0	0	0	65
08:00	0	3	11	25	20	4	0	0	0	0	0	0	0	0	63
09:00	4	5	9	23	12	2	0	0	0	0	0	0	0	0	55
10:00	5	2	12	27	20	3	1	0	0	0	0	0	0	0	70
11:00	1	2	19	28	11	1	1	0	0	0	0	0	0	0	63
12 PM	3	3	23	51	15	4	0	0	0	0	0	0	0	0	99
13:00	3	8	13	24	14	3	0	1	0	0	0	0	0	0	66
14:00	3	4	12	27	14	3	0	0	0	0	0	0	0	0	63
15:00	5	6	31	44	29	12	0	0	0	0	0	0	0	0	127
16:00	1	4	26	61	28	3	1	0	0	0	0	0	0	0	124
17:00	4	1	28	60	20	8	0	0	0	0	0	0	0	0	121
18:00	2	2	18	42	23	5	1	0	0	0	0	0	0	0	93
19:00	1	3	17	33	23	4	0	0	0	0	0	0	0	0	81
20:00	1	2	10	22	18	5	1	0	0	0	0	0	0	0	59
21:00	0	3	5	16	9	7	0	0	0	0	0	0	0	0	40
22:00	0	0	8	9	12	1	1	0	0	0	0	0	0	0	31
23:00	1	2	2	8	3	1	0	0	0	0	0	0	0	0	17
Total	38	58	294	584	318	74	8	1	0	0	0	0	0	0	1375

Daily

15th Percentile :	21 MPH
50th Percentile :	27 MPH
85th Percentile :	33 MPH
95th Percentile :	35 MPH

Statistics

Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	902
Percent in Pace :	65.6%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

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City of Menifee
Newoprt Road
B/ Berea Road - Murrieta Road
24 Hour Directional Volume Count

MEN008
Site Code: 003-21056

Start Time	2/11/2021 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	161			25	215				
12:15		17	166			25	204				
12:30		17	140			22	239				
12:45		15	146	66	613	23	227	95	885	161	1498
01:00		16	159			14	191				
01:15		13	152			21	223				
01:30		8	175			21	198				
01:45		11	165	48	651	15	210	71	822	119	1473
02:00		11	145			9	181				
02:15		7	138			14	218				
02:30		10	193			14	253				
02:45		6	179	34	655	19	217	56	869	90	1524
03:00		10	194			18	227				
03:15		9	179			24	216				
03:30		15	188			28	210				
03:45		17	172	51	733	43	260	113	913	164	1646
04:00		23	212			51	230				
04:15		15	188			66	204				
04:30		24	181			77	240				
04:45		45	**212**	107	793	90	239	284	913	391	1706
05:00		68	**226**			122	**275**				
05:15		53	**196**			105	**249**				
05:30		99	**214**			113	**256**				
05:45		92	200	312	836	112	**254**	452	1034	764	1870
06:00		94	166			121	226				
06:15		122	181			129	246				
06:30		132	176			144	199				
06:45		137	161	485	684	172	204	566	875	1051	1559
07:00		112	139			151	171				
07:15		149	136			177	184				
07:30		158	124			134	180				
07:45		142	117	561	516	167	161	629	696	1190	1212
08:00		123	115			153	146				
08:15		133	98			137	136				
08:30		143	94			170	134				
08:45		145	90	544	397	164	121	624	537	1168	934
09:00		136	88			165	118				
09:15		130	86			173	88				
09:30		143	51			178	94				
09:45		138	73	547	298	148	84	664	384	1211	682
10:00		139	61			171	62				
10:15		138	51			156	52				
10:30		143	39			204	54				
10:45		**154**	23	574	174	174	54	705	222	1279	396
11:00		**160**	38			**180**	51				
11:15		**167**	35			**215**	52				
11:30		**148**	29			**214**	26				
11:45		151	20	626	122	**192**	30	801	159	1427	281
Total		3955	6472	3955	6472	5060	8309	5060	8309	9015	14781
Combined Total		10427		10427		13369		13369		23796	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	629	-	-	-	801	-	-	-	-	-
P.H.F.		0.942				0.931					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	848	-	-	-	1034	-	-	-	-
P.H.F.			0.938				0.940				
Percentage		37.9%	62.1%			37.8%	62.2%				
ADT/AADT		ADT 23,796		AADT 23,796							

Counts Unlimited, Inc.

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City of Menifee
Newport Road
B/ Murrieta Road - Evans Road
24 Hour Directional Volume Count

MEN004
Site Code: 003-16623

Start Time	11/16/2016 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	294			27	298				
12:15		18	290			23	307				
12:30		14	265			20	257				
12:45		14	273	62	1122	15	285	85	1147	147	2269
01:00		9	277			16	261				
01:15		16	261			16	276				
01:30		15	290			13	280				
01:45		15	305	55	1133	12	256	57	1073	112	2206
02:00		10	294			21	247				
02:15		17	300			14	251				
02:30		14	267			22	276				
02:45		21	314	62	1175	33	312	90	1086	152	2261
03:00		23	312			49	329				
03:15		32	270			62	258				
03:30		46	290			58	317				
03:45		36	261	137	1133	83	**304**	252	1208	389	2341
04:00		91	298			75	**276**				
04:15		94	**319**			88	**305**				
04:30		86	**332**			100	**347**				
04:45		94	**307**	365	1256	94	298	357	1226	722	2482
05:00		116	**308**			124	266				
05:15		130	274			109	301				
05:30		142	267			157	290				
05:45		193	291	581	1140	157	297	547	1154	1128	2294
06:00		238	276			186	257				
06:15		224	236			217	279				
06:30		**286**	204			201	219				
06:45		**317**	181	1065	897	210	224	814	979	1879	1876
07:00		**302**	170			252	219				
07:15		**292**	162			233	202				
07:30		260	177			205	174				
07:45		259	132	1113	641	204	166	894	761	2007	1402
08:00		245	137			213	164				
08:15		263	113			194	161				
08:30		250	119			233	138				
08:45		245	99	1003	468	204	120	844	583	1847	1051
09:00		246	107			222	130				
09:15		260	76			237	112				
09:30		234	73			228	85				
09:45		272	59	1012	315	230	85	917	412	1929	727
10:00		265	49			240	51				
10:15		237	38			235	46				
10:30		262	51			231	58				
10:45		245	34	1009	172	**286**	48	992	203	2001	375
11:00		260	40			**266**	37				
11:15		281	33			**256**	35				
11:30		285	28			**271**	28				
11:45		243	21	1069	122	265	19	1058	119	2127	241
Total		7533	9574	7533	9574	6907	9951	6907	9951	14440	19525
Combined Total		17107		17107		16858		16858		33965	
AM Peak	-	06:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	1197	-	-	-	1079	-	-	-	-	-
P.H.F.		0.944				0.943					
PM Peak	-	-	04:15	-	-	-	03:45	-	-	-	-
Vol.	-	-	1266	-	-	-	1232	-	-	-	-
P.H.F.			0.953				0.888				
Percentage		44.0%	56.0%			41.0%	59.0%				
ADT/AADT		ADT 33,965		AADT 33,965							

Counts Unlimited, Inc.

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email: counts@countsunlimited.com

City of Menifee
Newport Road
B/ Evans Road - Winter Hawk Road
24 Hour Directional Volume Count

MEN007
Site Code: 003-16623

Start Time	11/16/2016 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		22	249			28	294				
12:15		19	301			28	298				
12:30		18	346			23	274				
12:45		15	264	74	1160	18	265	97	1131	171	2291
01:00		14	276			18	282				
01:15		9	313			16	266				
01:30		17	274			17	305				
01:45		15	290	55	1153	12	261	63	1114	118	2267
02:00		17	309			12	280				
02:15		9	302			20	260				
02:30		16	320			12	239				
02:45		16	286	58	1217	22	279	66	1058	124	2275
03:00		22	320			30	328				
03:15		26	319			51	299				
03:30		36	283			55	280				
03:45		53	279	137	1201	52	312	188	1219	325	2420
04:00		41	268			75	286				
04:15		100	301			75	288				
04:30		105	**325**			87	307				
04:45		93	**385**	339	1279	95	**337**	332	1218	671	2497
05:00		98	**312**			90	**304**				
05:15		128	**314**			121	**280**				
05:30		142	281			110	**320**				
05:45		141	276	509	1183	154	296	475	1200	984	2383
06:00		199	287			160	304				
06:15		245	286			194	268				
06:30		220	245			223	273				
06:45		**286**	209	950	1027	209	226	786	1071	1736	2098
07:00		**325**	178			228	225				
07:15		**332**	179			254	226				
07:30		**312**	172			227	212				
07:45		282	167	1251	696	200	177	909	840	2160	1536
08:00		275	147			203	181				
08:15		238	132			218	161				
08:30		288	107			194	158				
08:45		263	123	1064	509	242	147	857	647	1921	1156
09:00		284	94			208	124				
09:15		236	110			223	127				
09:30		267	83			228	122				
09:45		253	76	1040	363	227	83	886	456	1926	819
10:00		253	58			249	88				
10:15		278	58			245	62				
10:30		248	39			244	47				
10:45		259	53	1038	208	257	59	995	256	2033	464
11:00		276	36			**255**	52				
11:15		253	42			**282**	42				
11:30		309	33			**280**	38				
11:45		309	30	1147	141	**291**	28	1108	160	2255	301
Total		7662	10137	7662	10137	6762	10370	6762	10370	14424	20507
Combined Total		17799		17799		17132		17132		34931	
AM Peak	-	06:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	1255	-	-	-	1108	-	-	-	-	-
P.H.F.		0.945				0.952					
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	1336	-	-	-	1241	-	-	-	-
P.H.F.			0.868				0.921				
Percentage		43.0%	57.0%			39.5%	60.5%				
ADT/AADT		ADT 34,931		AADT 34,931							

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City of Menifee
Newport Road
B/ Winter Hawk Road - Bradley Road
24 Hour Directional Volume Count

MEN008
Site Code: 003-16623

Start Time	11/16/2016 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		24	247			29	277				
12:15		16	288			29	285				
12:30		20	327			22	265				
12:45		15	245	75	1107	19	281	99	1108	174	2215
01:00		14	309			13	293				
01:15		10	281			17	261				
01:30		16	258			17	298				
01:45		14	302	54	1150	15	238	62	1090	116	2240
02:00		20	311			9	300				
02:15		9	285			18	260				
02:30		18	328			14	279				
02:45		17	273	64	1197	23	249	64	1088	128	2285
03:00		21	290			28	**347**				
03:15		27	325			57	**300**				
03:30		38	264			51	**274**				
03:45		56	289	142	1168	55	**352**	191	1273	333	2441
04:00		45	265			72	286				
04:15		97	298			78	273				
04:30		104	**327**			73	328				
04:45		101	**371**	347	1261	90	315	313	1202	660	2463
05:00		102	**291**			89	292				
05:15		121	**299**			117	278				
05:30		145	255			108	333				
05:45		145	284	513	1129	149	287	463	1190	976	2319
06:00		198	270			162	298				
06:15		234	273			185	283				
06:30		248	231			212	284				
06:45		**278**	207	958	981	211	215	770	1080	1728	2061
07:00		**308**	174			188	232				
07:15		**303**	168			252	230				
07:30		**300**	162			212	197				
07:45		273	164	1184	668	189	169	841	828	2025	1496
08:00		276	131			197	179				
08:15		236	129			206	170				
08:30		284	109			203	166				
08:45		247	115	1043	484	223	150	829	665	1872	1149
09:00		261	92			203	132				
09:15		256	108			204	126				
09:30		281	72			245	122				
09:45		253	70	1051	342	209	82	861	462	1912	804
10:00		259	56			252	86				
10:15		267	57			235	65				
10:30		235	38			229	44				
10:45		252	51	1013	202	**266**	66	982	261	1995	463
11:00		267	38			**261**	56				
11:15		252	39			**239**	41				
11:30		298	33			**290**	40				
11:45		294	28	1111	138	266	31	1056	168	2167	306
Total		7555	9827	7555	9827	6531	10415	6531	10415	14086	20242
Combined Total		17382		17382		16946		16946		34328	
AM Peak	-	06:45	-	-	-	10:45	-	-	-	-	-
Vol.	-	1189	-	-	-	1056	-	-	-	-	-
P.H.F.		0.965				0.910					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	1288	-	-	-	1273	-	-	-	-
P.H.F.			0.868				0.904				
Percentage		43.5%	56.5%			38.5%	61.5%				
ADT/AADT		ADT 34,328		AADT 34,328							

INTERSECTION: Men-Newport/Goetz 7263

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **55**

N/S Street Name: **Goetz**
E/W Street Name: **Newport**

Last Database Change: **2/25/2016 9:43**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	55	<C/0+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	4.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	~~12~~ 19	0	~~33~~ 41	0	~~27~~ 28	0	~~39~~ 42
2	Min Green	4	7	4	7	4	7	4	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	1.5	3.0	2.0	4.0	1.5	3.0
6	Max Gap	2.0	6.0	1.5	4.5	2.0	6.0	1.5	4.5
7	Min Gap	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0
8	Max Limit	20	50	20	40	40	50	40	30
9	Max Limit 2	30	60	30	40	30	60	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	~~12~~ 19	0	~~33~~ 41	0	~~27~~ 28	0	~~39~~ 42
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.5
E	Yellow Change	~~3.2~~ 3.6	~~5.5~~ 4.8	~~3.2~~ 3.6	~~4.3~~ 4.8	~~3.2~~ 3.6	5.5	~~3.2~~ 3.6	~~4.3~~ 3.6
F	Red Clear	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	*View Set Peds*	- - - - -
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	1___5___
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3
F	IC Select (Interconnect)	

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	3 7
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

	2
Phase 1	10
Phase 2	10
Phase 3	10
Phase 4	10
Phase 5	10
Phase 6	10
Phase 7	10
Phase 8	10

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
1	Free Lag	_23__6_8	1
2	Plan 1 - Lag	_2_4_6_8	2
3	Plan 2 - Lag	_2_4_6_8	3
4	Plan 3 - Lag	_2_4_6_8	4
5	Plan 4 - Lag	_2_4_6_8	5
6	Plan 5 - Lag	_2_4_6_8	6
7	Plan 6 - Lag	_2_4_6_8	7
8	Plan 7 - Lag	_2_4_6_8	8
9	Plan 8 - Lag	_2_4_6_8	9
A	Plan 9 - Lag	_2_4_6_8	A
B	External Lag	_____	B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ----->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123 8	0.0	0.0
1		40	45_7_	6	123 8	0.0	0.0
2		41	45_7_	4	123 8	2.0	0.0
3		42	45_7_	8	123 8	0.0	0.0
4		43	45_7_	2	123 8	0.0	0.0
5		44	45_7_	6	123 8	0.0	0.0
6		45	45_7_	4	123 8	0.0	0.0
7		46	45_7_	8	123 8	0.0	0.0
8		47	67_	2	123 8	0.0	0.0
9		48	67_	6	123 8	0.0	0.0
A		49	67_	4	123 8	0.0	0.0
B		50	67_	8	123 8	0.0	0.0
C		55	45_7_	5	123 8	0.0	0.0
D		56	45_7_	1	123 8	0.0	0.0
E		57	45_7_	7	123 8	0.0	0.0
F		58	45_7_	3	123 8	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123 8	0.0	0.0
1		60	45_7_	1	123 8	0.0	0.0
2		61	45_7_	7	123 8	0.0	0.0
3		62	45_7_	3	123 8	0.0	0.0
4		63	45_7_	2	123 8	0.0	0.0
5		64	45_7_	6	123 8	0.0	0.0
6		65	45_7_	4	123 8	0.0	0.0
7		66	45_7_	8	123 8	0.0	0.0
8		67	2	2	123 8	0.0	0.0
9		68	2	6	123 8	0.0	0.0
A		69	2	4	123 8	0.0	0.0
B		70	2	8	123 8	0.0	0.0
C		76	45_7_	2	123 8	0.0	0.0
D		77	45_7_	6	123 8	0.0	0.0
E		78	45_7_	4	123 8	0.0	0.0
F		79	45_7_	8	123 8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ----->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/28+5+F>
Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) **0** <F/1+0+8>
Min Green Before PE Force Off

Max Time (minutes) ~~**255**~~ 4 <F/1+0+9>
Max Preempt Time Before Failure

Min Time (seconds) **0** <F/1+0+A>
Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel 1,2,3,4 <E/125+C+8>
Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) **0** <F/1+A+D>
Bus Delay

Max Time (seconds) **0** <F/1+A+E>
Max Early Green

Max Time (seconds) **0** <F/1+A+F>
Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)
Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: Men-Newport/Derby Hill 7485

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **54**

N/S Street Name: **Derby Hill**
E/W Street Name: **Newport**

Last Database Change: **2/25/2016 9:43**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	3	<C+0+2>
Area Address	54	<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	0	<F+0+E>
Red Revert	2.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	~~12~~ 21	0	~~29~~ 37	0	~~12~~ 18	0	~~29~~ 37
2	Min Green	4	10	4	5	4	10	4	5
3	Type 3 Limit	0	17	0	0	0	17	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	1.5	4.5	1.5	2.0	1.5	4.5	1.5	2.0
6	Max Gap	1.5	7.0	1.5	2.0	1.5	7.0	1.5	2.0
7	Min Gap	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
8	Max Limit	12	40	12	15	12	40	12	15
9	Max Limit 2	0	0	0	0	0	0	0	0
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Reduce Every	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.0
E	Yellow Change	~~3.6~~ 3.0	~~5.5~~ 5.0	~~3.6~~ 3.0	~~3.6~~ 3.2	~~3.6~~ 3.0	~~5.5~~ 5.0	~~3.6~~ 3.0	~~3.6~~ 3.2
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>

Row		E
	RR-1 Delay	0
	RR-1 Clear	0
	EV-A Delay	0
	EV-A Clear	5
	EV-B Delay	0
	EV-B Clear	5
	EV-C Delay	0
	EV-C Clear	5
	EV-D Delay	0
	EV-D Clear	5
	RR-2 Delay	0
	RR-2 Clear	0
	View EV Delay	- - -
	View EV Clear	- - -
	View RR Delay	- - -
	View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2___6__
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	~~_2~~_4_~~6~~_8
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	___4___8
F	First Phases	_2___6__

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Coordination <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	65	65	65	65	65	65	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	25	25	25	25	25	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	65	65	65	65	65	65	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	25	25	25	25	25	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	_____
1	RR-1 Clear Phases	_____
2	RR-2 Clear Phases	_____
3	RR-2 Limited Service	_____
4	Prot / Perm Phases	_____
5	Overlap A - Green Omit	_____
6	Overlap B - Green Omit	_____
7	Overlap C - Green Omit	_____
8	Overlap D - Green Omit	_____
9	Overlap Yellow Flash	_____
A	EV-A Phases	_2__5__
B	EV-B Phases	___4__7_
C	EV-C Phases	1____6__
D	EV-D Phases	__3____8
E	Extra 1 Config. Bits	1_3_____
F	IC Select (Interconnect)	_2_____

Configuration <E Page>

	F
RR Overlap A - Phases	_____
RR Overlap B - Phases	_____
RR Overlap C - Phases	_____
RR Overlap D - Phases	_____
Ped 2P	_2_____
Ped 6P	_____6__
Ped 4P	___4____
Ped 8P	_____8
Yellow Flash Phases	_____
Overlap A - Phases	_____
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	_____

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Lag Phases <C Page>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Time	Funct.	Day of Week	Column F Phases/Bits
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		

TOD Function
<7 Key>

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

	1	3			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.5		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	14.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

	2	4			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.5		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	14.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Detector Delay & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row		0 Detector Number
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0	Delay Only --->	0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1		0	0							
2		0	0							
3		0	0							
4		0	0							
5		0	0							
6		0	0							
7		0	0							
8		0	0							
9	Limited Service	0	0							
A	Int. --->	- - -	0							
B		0	0							
C		0	0							
D		0	0							
E		0	0							
F		0	0							

<--- Limited Service Interval
(Set Dwell = 255)

Special Event Schedule <C Page with F+9+F=22>

B.3 System Information

System Id	6667
Name	Menifee
Location	Newport @ Long Valley Lane

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	5
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,6,8
Start Ped Call	2,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	11/18/19 8:51 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1						X		
Phase 2						X		
Phase 3								X
Phase 4								X
Phase 5		X						
Phase 6	X	X						
Phase 7								
Phase 8								
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	2	2	2	2	5
Enabled	X	X				X		X
Ring1	X	X						
Ring2						X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	1,2
Ring 2	6,8
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	4	6	0	0	0	6	0	4
Pass/10	2.5	4	0	0	0	4	0	3
Max. 1	25	45	0	0	0	45	0	35
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.5	0	0	0	5.5	0	3.6
Red/10	1	1	0	0	0	1	0	1
Walk	0	7	0	0	0	0	0	7
Pedestrian Clear	0	16	0	0	0	0	0	33
Add In/10	0	0	0	0	0	0	0	0
Max. Initial	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	0	0	0	0	0	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	2.5	4	0	0	0	4	0	3
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	5	5	0	0	0	5	0	5
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X						X
Cond Srv								
Detector Lock								
Dual Entry								
Simul Gap	X	X	X	X	X	X	X	X
Guar Pass								
Add Init Calc								
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2																																																			0
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2		1,6	8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	1	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	33	255	33	33	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	1
GPS Start Minute	0
GPS Interval Hour	1
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	WWV	None	None	None	None	None
Speed	1200	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.241.12.15	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

INTERSECTION: Men-Newport/Berea/Murphy Ranch

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **52**

N/S Street Name: **(N) Berea (S) Murphy Ranch**
E/W Street Name: **Newport**

Last Database Change: **2/25/2016 9:43**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	3	<C+0+2>
Area Address	52	<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	3.0	<F+C+0>

Start / Revert Times

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	19 ~~16~~	0	37 ~~21~~	0	16	0	37 ~~21~~
2	Min Green	4	10	4	6	4	10	4	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.5	0.0	0.0	2.0	1.5	0.0	0.0
5	Veh Extension	2.0	4.0	1.5	3.0	2.0	4.0	1.5	3.0
6	Max Gap	2.0	5.0	1.5	3.0	2.0	5.0	1.5	3.0
7	Min Gap	2.0	3.0	1.5	3.0	2.0	3.0	1.5	3.0
8	Max Limit	20	50	20	30	20	50	20	30
9	Max Limit 2	30	60	30	40	30	60	30	40
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
E	Yellow Change	3.6 ~~3.2~~	5.5 ~~5.0~~	3.6 ~~3.2~~	3.6	3.6 ~~3.2~~	5.5 ~~5.0~~	3.6 ~~3.2~~	3.6
F	Red Clear	0.5	2.0	0.5	1.0	0.5	2.0	0.5	1.0

Phase Timing - Bank 1 <F Page>

E		F		Row
RR-1 Delay	0	Permit	12345678	0
RR-1 Clear	0	Red Lock	_____	1
EV-A Delay	0	Yellow Lock	_____	2
EV-A Clear	1	Min Recall	_2___6__	3
EV-B Delay	0	Ped Recall	_____	4
EV-B Clear	1	*View Set Peds*	- - - - -	5
EV-C Delay	0	Rest In Walk	_____	6
EV-C Clear	1	Red Rest	_____	7
EV-D Delay	0	Dual Entry	_____	8
EV-D Clear	1	Max Recall	_____	9
RR-2 Delay	0	Soft Recall	_____	A
RR-2 Clear	0	Max 2	_____	B
View EV Delay	- - -	Cond. Service	_____	C
View EV Clear	- - -	Man Cntrl Calls	_____	D
View RR Delay	- - -	Yellow Start	1___5___	E
View RR Clear	- - -	First Phases	_2___6__	F

Preempt Timing **Phase Functions** <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

(* = Coordination Recall)

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	65	65	65	65	65	65	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	25	25	25	25	25	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	65	65	65	65	65	65	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	25	25	25	25	25	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

Row		E	Row
			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Sync Phases <C Page>

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Overlap A - Green Omit		5
6	Overlap B - Green Omit		6
7	Overlap C - Green Omit		7
8	Overlap D - Green Omit		8
9	Overlap Yellow Flash		9
A	EV-A Phases	2 5	A
B	EV-B Phases	4 7	B
C	EV-C Phases	1 6	C
D	EV-D Phases	3 8	D
E	Extra 1 Config. Bits	1	E
F	IC Select (Interconnect)	2	F

Configuration <E Page>

	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Configuration <E Page>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Time	Funct.	Day of Week	Column F Phases/Bits
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		

TOD Function
<7 Key>

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	6.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	6.0	0.0		I-6U	3
8	6.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Detector Delay & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row		0 Detector Number
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row
0	Delay Only --->	0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9		0	0								9
A	Limited Service Int. --->	- - -	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

<--- Limited Service Interval
(Set Dwell = 255)

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Men-Newport/Murrieta 7248

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **50**

N/S Street Name: **Murrieta**
E/W Street Name: **Newport**

Last Database Change: **2/25/2016 9:43**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	50	<C/0+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	2.0	<F/1+0+F>
All Red Start	6.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	29 ~~28~~	0	33 ~~22~~	0	28 ~~25~~	0	35 ~~22~~
2	Min Green	5	6	5	6	5	6	5	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
5	Veh Extension	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
6	Max Gap	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
7	Min Gap	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
8	Max Limit	30	40	30	45	30	40	30	45
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	29 ~~28~~	0	33 ~~22~~	0	28 ~~25~~	0	35 ~~22~~
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
E	Yellow Change	3.6 ~~3.2~~	5.5 ~~4.7~~	3.6 ~~3.2~~	4.4 ~~4.7~~	3.6 ~~3.2~~	5.2 ~~4.7~~	3.6 ~~3.2~~	5.2 ~~4.7~~
F	Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	20	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	20	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	20	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	20	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	1
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	___4___8
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_2_4_6_8
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	1___5___
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases	2 5	A
B	EV-B Phases	4 7	B
C	EV-C Phases	1 6	C
D	EV-D Phases	3 8	D
E	Extra 1 Config. Bits	1	E
F	IC Select (Interconnect)		F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	2 4 6 8

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

	2	Row
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ----->		0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7_	2	123 8	0.0	0.0
1		40	45_7_	6	123 8	0.0	0.0
2		41	45_7_	4	123 8	0.0	0.0
3		42	45_7_	8	123 8	0.0	0.0
4		43	45_7_	2	123 8	0.0	0.0
5		44	45_7_	6	123 8	0.0	0.0
6		45	45_7_	4	123 8	0.0	0.0
7		46	45_7_	8	123 8	0.0	0.0
8		47	67_	2	123 8	0.0	0.0
9		48	67_	6	123 8	0.0	0.0
A		49	67_	4	123 8	0.0	0.0
B		50	67_	8	123 8	0.0	0.0
C		55	45_7_	5	123 8	0.0	0.0
D		56	45_7_	1	123 8	0.0	0.0
E		57	45_7_	7	123 8	0.0	0.0
F		58	45_7_	3	123 8	0.0	0.0

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7_	5	123 8	0.0	0.0
1		60	45_7_	1	123 8	0.0	0.0
2		61	45_7_	7	123 8	0.0	0.0
3		62	45_7_	3	123 8	0.0	0.0
4		63	45_7_	2	123 8	0.0	0.0
5		64	45_7_	6	123 8	0.0	0.0
6		65	45_7_	4	123 8	0.0	0.0
7		66	45_7_	8	123 8	0.0	0.0
8		67	2	2	123 8	0.0	0.0
9		68	2	6	123 8	0.0	0.0
A		69	2	4	123 8	0.0	0.0
B		70	2	8	123 8	0.0	0.0
C		76	45_7_	2	123 8	0.0	0.0
D		77	45_7_	6	123 8	0.0	0.0
E		78	45_7_	4	123 8	0.0	0.0
F		79	45_7_	8	123 8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ----->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/28+5+F>
Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) **0** <F/1+0+8>
Min Green Before PE Force Off

Max Time (minutes) 4 ~~**255**~~ <F/1+0+9>
Max Preempt Time Before Failure

Min Time (seconds) **0** <F/1+0+A>
Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel 1,2,3,4 <E/125+C+8>
Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) **0** <F/1+A+D>
Bus Delay

Max Time (seconds) **0** <F/1+A+E>
Max Early Green

Max Time (seconds) **0** <F/1+A+F>
Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)
Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: Men-Newport/Evans 7221

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **49**

N/S Street Name: **Evans**
E/W Street Name: **Newport**

Last Database Change: **2/25/2016 9:43**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	3	<C+0+2>
Area Address	49	<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Communication Addresses

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	2.0	<F+0+F>
All Red Start	6.0	<F+C+0>

Start / Revert Times

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	10	0	10	0	10	0	10
1	Ped FDW	0	22 ~~17~~	0	34 ~~26~~	0	17 ~~12~~	0	32 ~~25~~
2	Min Green	5	6	5	6	5	6	5	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0
5	Veh Extension	1.5	4.0	1.5	3.0	1.5	4.0	1.5	3.0
6	Max Gap	1.5	5.0	1.5	4.0	1.5	5.0	1.5	4.0
7	Min Gap	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
8	Max Limit	30	50	25	35	25	50	25	35
9	Max Limit 2	0	0	0	0	0	0	0	0
A	- - - - - -	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
E	Yellow Change	3.6 ~~4.0~~	5.2 ~~4.5~~	3.6 ~~4.0~~	3.6 ~~4.0~~	3.6 ~~4.0~~	5.2 ~~4.5~~	3.6 ~~4.0~~	3.7 ~~4.0~~
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>

E		
RR-1 Delay	0	
RR-1 Clear	10	
EV-A Delay	0	
EV-A Clear	1	
EV-B Delay	0	
EV-B Clear	1	
EV-C Delay	0	
EV-C Clear	1	
EV-D Delay	0	
EV-D Clear	1	
RR-2 Delay	0	
RR-2 Clear	10	
View EV Delay	- - -	
View EV Clear	- - -	
View RR Delay	- - -	
View RR Clear	- - -	

Preempt Timing

F		Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
View Set Peds	- - - - -	5
Rest In Walk		6
Red Rest		7
Dual Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	1___5___	E
First Phases	_2___6__	F

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Coordination <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	_____
1	RR-1 Clear Phases	_____
2	RR-2 Clear Phases	_____
3	RR-2 Limited Service	_____
4	Prot / Perm Phases	_____
5	Overlap A - Green Omit	_____
6	Overlap B - Green Omit	_____
7	Overlap C - Green Omit	_____
8	Overlap D - Green Omit	_____
9	Overlap Yellow Flash	_____
A	EV-A Phases	_2__5___
B	EV-B Phases	___4__7_
C	EV-C Phases	1____6__
D	EV-D Phases	__3____8
E	Extra 1 Config. Bits	1_____
F	IC Select (Interconnect)	_____

Configuration <E Page>

	F
RR Overlap A - Phases	_____
RR Overlap B - Phases	_____
RR Overlap C - Phases	_____
RR Overlap D - Phases	_____
Ped 2P	_2_____
Ped 6P	_____6__
Ped 4P	___4____
Ped 8P	_____8
Yellow Flash Phases	_____
Overlap A - Phases	_____
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	_____

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Lag Phases <C Page>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Time	Funct.	Day of Week	Column F Phases/Bits
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		
00:00	0		

TOD Function
<7 Key>

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Detector Delay & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row		0 Detector Number
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only --->	7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row
0		0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service	0	0								9
A	Int. --->	- - -	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

<--- Limited Service Interval
(Set Dwell = 255)

Special Event Schedule <C Page with F+9+F=22>

B.3 System Information

System Id	7251
Name	Newport @ Winterhawk
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	6
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,4,6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Source	1	2	3	4	5	6	7	8	2	4	6	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X	X	X	X	X	X	X					X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	9/28/2018 5:15 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	254

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	5	2	2	2	5	2	2	2
Enabled	X	X	X	X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min. Green	5	6	0	6	5	6	0	6
Pass/10	1.5	4	0	2	1.5	4	0	2
Max. 1	25	45	0	30	25	45	0	30
Max. 2	0	0	0	0	0	0	0	0
Yel/10	3.6	5.2	0	3.6	3.6	5.2	0	3.6
Red/10	1	2	0	1	1	2	0	1
Walk	0	7	0	7	0	7	0	0
Pedestrian Clear	0	16	0	35	0	16	0	0
Add In/10	0	1.5	0	0	0	1.5	0	0
Max. Initial	0	20	0	20	0	20	0	20
TBR	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0
TTR	0	20	0	0	0	20	0	0
Reduce/10	0	0	0	0	0	0	0	0
Min Gp/10	1.5	2	0	2	1.5	2	0	2
DM Limit	0	0	0	0	0	0	0	0
DM Stp/10	0	0	0	0	0	0	0	0
Red Rv/10	2	2	0	2	2	2	0	2
Cond Svc Min	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0
Alt Ps/10	0	0	0	0	0	0	0	0
Alternate Walk	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
St Dly/10	0	0	0	0	0	0	0	0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Recall		X				X		
Max Recall								
Soft Recall								
Ped Recall								
Pedestrian Recycle		X		X		X		
Cond Srv								
Detector Lock								
Dual Entry				X				X
Simul Gap	X	X		X	X	X		X
Guar Pass								
Add Init Calc		X				X		
Walk Rest								
Red Rest								
Flash Entry								
Flash Exit								
CNA-1								
CNA-2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0	0	0	0
Trailing Red	0	0	0	0
Start Delay	0	0	0	0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Grn	0	0	0	0
Trailing Yel	0	0	0	0
Trailing Red	0	0	0	0
Start Delay	0	0	0	0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X
Red Lock																																
Yellow Lock																																
Volume	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Occupancy	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max. Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																													Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1																																																	0
2																																																		0
3																																																		0
4																																																		0
5																																																		0
6																																																		0
7																																																		0
8																																																		0

	Month												Days Of Week							Date																																Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																	0
10																																																		0
11																																																		0
12																																																		0
13																																																		0
14																																																		0
15																																																		0
16																																																		0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 17

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 18

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 19

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 20

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 21

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 22

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 23

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 24

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 25

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 26

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 27

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 28

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 29

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 30

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 31

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 32

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 33

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 34

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 35

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 36

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 37

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 38

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 39

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 40

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 41

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 42

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 43

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 44

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 45

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 46

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 47

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 48

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 49

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 50

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 51

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 52

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 53

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 54

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 55

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 56

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 57

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 58

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 59

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 60

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 61

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 62

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 63

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 64

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Function								
Special Function								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,8	1,6	4,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X						
Override Flash	X	X						
Override +1	X	X						
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	16	35	16	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0	0	0	0	0	0	0	0
Exit Red Clear	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	0.0.0.0	0.0.0.0
Net Mask	0.0.0.0	0.0.0.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	0	0	0	0	0	0	0	0
IP Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	49255	49255	49255	49255	49255	49255	49255	49255
Message Timeout	1	1	1	1	1	1	1	1
Max Retries	3	3	3	3	3	3	3	3
Heartbeat Time	30	30	30	30	30	30	30	30

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

INTERSECTION: Men-Newport/Bradley 7208

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **2026**

N/S Street Name: **Not Assigned**
E/W Street Name: **Not Assigned**

Last Database Change: **12/1/2017 8:57**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**25**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**3**	<C/0+0+2>
Area Address	**43**	<C/0+0+3>
QuicNet Channel	**Serial:COM1:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**0**	<F/1+0+E>
Red Revert	**2.0**	<F/1+0+F>
All Red Start	**6.0**	<F/1+C+0>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	**0**	**8**	**0**	**0**	**0**	**8**	**0**	**8**
1	Ped FDW	**0**	**25**	**0**	**0**	**0**	**22**	**0**	**36**
2	Min Green	**5**	**8**	**5**	**6**	**5**	**8**	**5**	**6**
3	Type 3 Disconnect	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4	Added per Vehicle	**0.0**	**1.5**	**0.0**	**0.0**	**0.0**	**1.5**	**0.0**	**0.0**
5	Veh Extension	**1.5**	**5.0**	**1.5**	**3.0**	**1.5**	**5.0**	**3.0**	**3.0**
6	Max Gap	**1.5**	**4.0**	**1.5**	**4.0**	**1.5**	**4.0**	**3.0**	**4.0**
7	Min Gap	**1.5**	**2.0**	**1.5**	**2.0**	**1.5**	**2.0**	**3.0**	**2.0**
8	Max Limit	**35**	**45**	**25**	**45**	**35**	**45**	**35**	**45**
9	Max Limit 2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
A	Adv. / Delay Walk	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
B	PE Min Ped FDW	**0**	**25**	**0**	**0**	**0**	**22**	**0**	**36**
C	Cond Serv Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
D	Reduce Every	**0.0**	**0.5**	**0.0**	**0.5**	**0.0**	**0.5**	**0.0**	**0.5**
E	Yellow Change	**3.6**	**5.2**	**3.6**	**4.8**	**3.6**	**5.2**	**3.6**	**4.8**
F	Red Clear	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	**0**	**0**	**0**	**0**	**0.0**
Phase 2	**20**	**0**	**0**	**0**	**0.0**
Phase 3	**0**	**0**	**0**	**0**	**0.0**
Phase 4	**20**	**0**	**0**	**0**	**0.0**
Phase 5	**0**	**0**	**0**	**0**	**0.0**
Phase 6	**20**	**0**	**0**	**0**	**0.0**
Phase 7	**0**	**0**	**0**	**0**	**0.0**
Phase 8	**20**	**0**	**0**	**0**	**0.0**
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	**0**
RR-1 Clear	**0**
EV-A Delay	**0**
EV-A Clear	**5**
EV-B Delay	**0**
EV-B Clear	**1**
EV-C Delay	**0**
EV-C Clear	**5**
EV-D Delay	**0**
EV-D Clear	**1**
RR-2 Delay	**0**
RR-2 Clear	**0**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**_2___6__**
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**1___5___**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C	Row
0	EV-A	0	0
1	EV-B	0	1
2	EV-C	0	2
3	EV-D	0	3
4	RR-1 *	- - -	4
5	RR-2 *	- - -	5
6	SE-1	0	6
7	SE-2	0	7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1
F	IC Select (Interconnect)	

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2	Row
0	Phase 1	10	0
1	Phase 2	10	1
2	Phase 3	10	2
3	Phase 4	10	3
4	Phase 5	10	4
5	Phase 6	10	5
6	Phase 7	10	6
7	Phase 8	10	7

Coordination Transition Minimums
<C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row	E	Row
		0
Plan 1 - Sync	_2___6__	1
Plan 2 - Sync	_2___6__	2
Plan 3 - Sync	_2___6__	3
Plan 4 - Sync	_2___6__	4
Plan 5 - Sync	_2___6__	5
Plan 6 - Sync	_2___6__	6
Plan 7 - Sync	_2___6__	7
Plan 8 - Sync	_2___6__	8
Plan 9 - Sync	_2___6__	9
NEMA Sync	_____	A
NEMA Hold	_____	B
		C
		D
Coord Extra	_____	E
		F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Row	F	Row
		0
Free Lag	_2_4_6_8	1
Plan 1 - Lag	_2_4_6_8	2
Plan 2 - Lag	_2_4_6_8	3
Plan 3 - Lag	_2_4_6_8	4
Plan 4 - Lag	_2_4_6_8	5
Plan 5 - Lag	_2_4_6_8	6
Plan 6 - Lag	_2_4_6_8	7
Plan 7 - Lag	_2_4_6_8	8
Plan 8 - Lag	_2_4_6_8	9
Plan 9 - Lag	_2_4_6_8	A
External Lag	_____	B
		C
		D
		E
		F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F/1+0+6>
Short Failure	0.0	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123____8	0.0	0.0
1		40	___45_7_	_____6__	123____8	0.0	0.0
2		41	___45_7_	___4____	123____8	0.0	0.0
3		42	___45_7_	_______8	123____8	0.0	0.0
4		43	___45_7_	_2_____	123____8	0.0	0.0
5		44	___45_7_	_____6__	123____8	0.0	0.0
6		45	___45_7_	___4____	123____8	0.0	0.0
7		46	___45_7_	_______8	123____8	0.0	0.0
8		47	_____67_	_2_____	123____8	0.0	0.0
9		48	_____67_	_____6__	123____8	0.0	0.0
A		49	_____67_	___4____	123____8	0.0	0.0
B		50	_____67_	_______8	123____8	0.0	0.0
C		55	___45_7_	____5___	123____8	0.0	0.0
D		56	___45_7_	1_______	123____8	0.0	0.0
E		57	___45_7_	_____7_	123____8	0.0	0.0
F		58	___45_7_	__3_____	123____8	0.0	0.0

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123____8	0.0	0.0
1		60	___45_7_	1_______	123____8	0.0	0.0
2		61	___45_7_	_____7_	123____8	0.0	0.0
3		62	___45_7_	__3_____	123____8	0.0	0.0
4		63	___45_7_	_2_____	123____8	0.0	0.0
5		64	___45_7_	_____6__	123____8	0.0	0.0
6		65	___45_7_	___4____	123____8	2.0	0.0
7		66	___45_7_	_______8	123____8	0.0	0.0
8		67	_2_____	_2_____	123____8	0.0	0.0
9		68	_2_____	_____6__	123____8	0.0	0.0
A		69	_2_____	___4____	123____8	0.0	0.0
B		70	_2_____	_______8	123____8	0.0	0.0
C		76	___45_7_	_2_____	123____8	0.0	0.0
D		77	___45_7_	_____6__	123____8	0.0	0.0
E		78	___45_7_	___4____	123____8	0.0	0.0
F		79	___45_7_	_______8	123____8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1	_____	1
Output Port 2	_____	2
Output Port 3	_____	3
Output Port 4	_____	4
Output Port 5	_____	5
Output Port 6	_____	6
Output Port 7	_____	7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm	_____	<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds)	0	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	2	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	1234	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds)	0	<F/1+A+D>

Bus Delay

Max Time (seconds)	0	<F/1+A+E>

Max Early Green

Max Time (seconds)	0	<F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)
Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

APPENDIX C:

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
1	**Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road**						
NBL		2	0	2	2	0	2
NBT		1	0	1	1	0	1
NBR		7	2	9	2	2	4
SBL		549	1	550	343	1	344
SBT		3	0	3	1	0	1
SBR		438	0	438	227	0	227
EBL		135	0	135	349	0	349
EBT		553	20	573	1004	23	1,027
EBR		4	0	4	3	0	3
WBL		8	2	10	2	2	4
WBT		834	23	857	828	24	852
WBR		228	1	229	458	1	459
North Leg							
	Approach	990	1	991	571	1	572
	Departure	364	1	365	808	1	809
	Total	1,354	2	1,356	1,379	2	1,381
South Leg							
	Approach	10	2	12	5	2	7
	Departure	15	2	17	6	2	8
	Total	25	4	29	11	4	15
East Leg							
	Approach	1,070	26	1,096	1,288	27	1,315
	Departure	1,109	23	1,132	1,349	26	1,375
	Total	2,179	49	2,228	2,637	53	2,690
West Leg							
	Approach	692	20	712	1,356	23	1,379
	Departure	1,274	23	1,297	1,057	24	1,081
	Total	1,966	43	2,009	2,413	47	2,460
Total Approaches							
	Approach	2,762	49	2,811	3,220	53	3,273
	Departure	2,762	49	2,811	3,220	53	3,273
	Total	5,524	98	5,622	6,440	106	6,546

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Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
2	**Long Valley Lane/Newport Road**						
NBL		25	0	25	18	0	18
NBT		0	0	0	0	0	0
NBR		11	1	12	10	1	11
SBL		0	0	0	0	0	0
SBT		0	0	0	0	0	0
SBR		0	0	0	0	0	0
EBL		0	0	0	0	0	0
EBT		1,102	23	1,125	1330	26	1,356
EBR		7	0	7	19	0	19
WBL		8	1	9	15	1	16
WBT		1,045	26	1,071	1270	27	1,297
WBR		0	0	0	0	0	0
North Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
South Leg							
	Approach	36	1	37	28	1	29
	Departure	15	1	16	34	1	35
	Total	51	2	53	62	2	64
East Leg							
	Approach	1,053	27	1,080	1,285	28	1,313
	Departure	1,113	24	1,137	1,340	27	1,367
	Total	2,166	51	2,217	2,625	55	2,680
West Leg							
	Approach	1,109	23	1,132	1,349	26	1,375
	Departure	1,070	26	1,096	1,288	27	1,315
	Total	2,179	49	2,228	2,637	53	2,690
Total Approaches							
	Approach	2,198	51	2,249	2,662	55	2,717
	Departure	2,198	51	2,249	2,662	55	2,717
	Total	4,396	102	4,498	5,324	110	5,434

LSA

Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
3 Derby Hill Drive/Newport Road						
NBL	32	0	32	7	0	7
NBT	0	0	0	0	0	0
NBR	82	0	82	41	0	41
SBL	29	0	29	13	0	13
SBT	0	0	0	0	0	0
SBR	11	0	11	0	0	0
EBL	20	0	20	6	0	6
EBT	1,097	24	1,121	1331	27	1,358
EBR	7	0	7	21	0	21
WBL	25	0	25	61	0	61
WBT	1,021	27	1,048	1328	28	1,356
WBR	1	0	1	2	0	2
North Leg						
Approach	40	0	40	13	0	13
Departure	21	0	21	8	0	8
Total	61	0	61	21	0	21
South Leg						
Approach	114	0	114	48	0	48
Departure	32	0	32	82	0	82
Total	146	0	146	130	0	130
East Leg						
Approach	1,047	27	1,074	1,391	28	1,419
Departure	1,208	24	1,232	1,385	27	1,412
Total	2,255	51	2,306	2,776	55	2,831
West Leg						
Approach	1,124	24	1,148	1,358	27	1,385
Departure	1,064	27	1,091	1,335	28	1,363
Total	2,188	51	2,239	2,693	55	2,748
Total Approaches						
Approach	2,325	51	2,376	2,810	55	2,865
Departure	2,325	51	2,376	2,810	55	2,865
Total	4,650	102	4,752	5,620	110	5,730

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Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
4	**Berea Road/Dorval Court**						
NBL		1	0	1	4	0	4
NBT		17	5	22	42	5	47
NBR		1	11	12	20	11	31
SBL		0	0	0	1	0	1
SBT		30	5	35	15	5	20
SBR		0	0	0	0	0	0
EBL		0	0	0	0	0	0
EBT		0	0	0	0	0	0
EBR		2	0	2	2	0	2
WBL		16	9	25	13	11	24
WBT		0	0	0	0	0	0
WBR		0	0	0	2	0	2
North Leg							
	Approach	30	5	35	16	5	21
	Departure	17	5	22	44	5	49
	Total	47	10	57	60	10	70
South Leg							
	Approach	19	16	35	66	16	82
	Departure	48	14	62	30	16	46
	Total	67	30	97	96	32	128
East Leg							
	Approach	16	9	25	15	11	26
	Departure	1	11	12	21	11	32
	Total	17	20	37	36	22	58
West Leg							
	Approach	2	0	2	2	0	2
	Departure	1	0	1	4	0	4
	Total	3	0	3	6	0	6
Total Approaches							
	Approach	67	30	97	99	32	131
	Departure	67	30	97	99	32	131
	Total	134	60	194	198	64	262

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Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
5 Berea Road/Normandy Road						
NBL	131	0	131	262	0	262
NBT	15	56	71	59	65	124
NBR	7	19	26	15	22	37
SBL	0	0	0	0	0	0
SBT	42	66	108	28	67	95
SBR	6	5	11	13	6	19
EBL	5	5	10	12	5	17
EBT	0	0	0	7	0	7
EBR	168	0	168	176	0	176
WBL	1	22	23	13	22	35
WBT	3	0	3	7	0	7
WBR	1	0	1	2	0	2
North Leg						
Approach	48	71	119	41	73	114
Departure	21	61	82	73	70	143
Total	69	132	201	114	143	257
South Leg						
Approach	153	75	228	336	87	423
Departure	211	88	299	217	89	306
Total	364	163	527	553	176	729
East Leg						
Approach	5	22	27	22	22	44
Departure	7	19	26	22	22	44
Total	12	41	53	44	44	88
West Leg						
Approach	173	5	178	195	5	200
Departure	140	5	145	282	6	288
Total	313	10	323	477	11	488
Total Approaches						
Approach	379	173	552	594	187	781
Departure	379	173	552	594	187	781
Total	758	346	1,104	1,188	374	1,562

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Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
6 Berea Road - Murphy Ranch Road/Newport Road						
NBL	30	0	30	100	0	100
NBT	8	4	12	40	6	46
NBR	1	0	1	3	0	3
SBL	179	55	234	183	56	239
SBT	11	6	17	19	5	24
SBR	21	27	48	15	28	43
EBL	11	24	35	31	27	58
EBT	1,160	0	1,160	1287	0	1,287
EBR	37	0	37	66	0	66
WBL	20	0	20	9	0	9
WBT	996	0	996	1275	0	1,275
WBR	134	47	181	265	54	319
North Leg						
Approach	211	88	299	217	89	306
Departure	153	75	228	336	87	423
Total	364	163	527	553	176	729
South Leg						
Approach	39	4	43	143	6	149
Departure	68	6	74	94	5	99
Total	107	10	117	237	11	248
East Leg						
Approach	1,150	47	1,197	1,549	54	1,603
Departure	1,340	55	1,395	1,473	56	1,529
Total	2,490	102	2,592	3,022	110	3,132
West Leg						
Approach	1,208	24	1,232	1,384	27	1,411
Departure	1,047	27	1,074	1,390	28	1,418
Total	2,255	51	2,306	2,774	55	2,829
Total Approaches						
Approach	2,608	163	2,771	3,293	176	3,469
Departure	2,608	163	2,771	3,293	176	3,469
Total	5,216	326	5,542	6,586	352	6,938

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Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
7	**Murrieta Road/Newport Road**						
NBL		141	5	146	159	5	164
NBT		308	0	308	273	0	273
NBR		151	0	151	126	0	126
SBL		264	0	264	261	0	261
SBT		341	0	341	280	0	280
SBR		182	4	186	224	6	230
EBL		210	6	216	299	6	305
EBT		917	44	961	987	44	1,031
EBR		138	5	143	86	6	92
WBL		121	0	121	117	0	117
WBT		722	38	760	1050	43	1,093
WBR		112	0	112	263	0	263
North Leg							
	Approach	787	4	791	765	6	771
	Departure	630	6	636	835	6	841
	Total	1,417	10	1,427	1,600	12	1,612
South Leg							
	Approach	600	5	605	558	5	563
	Departure	600	5	605	483	6	489
	Total	1,200	10	1,210	1,041	11	1,052
East Leg							
	Approach	955	38	993	1,430	43	1,473
	Departure	1,332	44	1,376	1,374	44	1,418
	Total	2,287	82	2,369	2,804	87	2,891
West Leg							
	Approach	1,265	55	1,320	1,372	56	1,428
	Departure	1,045	47	1,092	1,433	54	1,487
	Total	2,310	102	2,412	2,805	110	2,915
Total Approaches							
	Approach	3,607	102	3,709	4,125	110	4,235
	Departure	3,607	102	3,709	4,125	110	4,235
	Total	7,214	204	7,418	8,250	220	8,470

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Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
8	**Evans Road/Newport Road**						
NBL		35	5	40	28	5	33
NBT		63	0	63	12	0	12
NBR		64	0	64	21	0	21
SBL		59	0	59	50	0	50
SBT		137	0	137	8	0	8
SBR		30	0	30	29	0	29
EBL		19	0	19	21	0	21
EBT		1,264	38	1,302	1415	39	1,454
EBR		81	6	87	22	5	27
WBL		83	0	83	21	0	21
WBT		911	33	944	1476	38	1,514
WBR		29	0	29	45	0	45
North Leg							
	Approach	226	0	226	87	0	87
	Departure	111	0	111	78	0	78
	Total	337	0	337	165	0	165
South Leg							
	Approach	162	5	167	61	5	66
	Departure	301	6	307	51	5	56
	Total	463	11	474	112	10	122
East Leg							
	Approach	1,023	33	1,056	1,542	38	1,580
	Departure	1,387	38	1,425	1,486	39	1,525
	Total	2,410	71	2,481	3,028	77	3,105
West Leg							
	Approach	1,364	44	1,408	1,458	44	1,502
	Departure	976	38	1,014	1,533	43	1,576
	Total	2,340	82	2,422	2,991	87	3,078
Total Approaches							
	Approach	2,775	82	2,857	3,148	87	3,235
	Departure	2,775	82	2,857	3,148	87	3,235
	Total	5,550	164	5,714	6,296	174	6,470

LSA

Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
9 Winter Hawk Road/Newport Road						
NBL	51	3	54	47	3	50
NBT	12	0	12	11	0	11
NBR	30	0	30	36	0	36
SBL	50	0	50	16	0	16
SBT	32	0	32	8	0	8
SBR	32	2	34	10	3	13
EBL	13	2	15	20	2	22
EBT	1,323	33	1,356	1425	34	1,459
EBR	51	3	54	41	3	44
WBL	10	0	10	10	0	10
WBT	940	28	968	1484	32	1,516
WBR	16	0	16	42	0	42
North Leg						
Approach	114	2	116	34	3	37
Departure	41	2	43	73	2	75
Total	155	4	159	107	5	112
South Leg						
Approach	93	3	96	94	3	97
Departure	93	3	96	59	3	62
Total	186	6	192	153	6	159
East Leg						
Approach	966	28	994	1,536	32	1,568
Departure	1,403	33	1,436	1,477	34	1,511
Total	2,369	61	2,430	3,013	66	3,079
West Leg						
Approach	1,387	38	1,425	1,486	39	1,525
Departure	1,023	33	1,056	1,541	38	1,579
Total	2,410	71	2,481	3,027	77	3,104
Total Approaches						
Approach	2,560	71	2,631	3,150	77	3,227
Departure	2,560	71	2,631	3,150	77	3,227
Total	5,120	142	5,262	6,300	154	6,454

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Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
10 Bradley Road/Newport Road						
NBL	152	5	157	107	5	112
NBT	205	0	205	148	0	148
NBR	345	0	345	170	0	170
SBL	182	0	182	304	0	304
SBT	231	0	231	158	0	158
SBR	71	5	76	102	5	107
EBL	84	6	90	145	6	151
EBT	1,229	22	1,251	1252	22	1,274
EBR	88	5	93	58	6	64
WBL	282	0	282	227	0	227
WBT	856	18	874	1396	22	1,418
WBR	114	0	114	335	0	335
North Leg						
Approach	484	5	489	564	5	569
Departure	403	6	409	628	6	634
Total	887	11	898	1,192	11	1,203
South Leg						
Approach	702	5	707	425	5	430
Departure	601	5	606	443	6	449
Total	1,303	10	1,313	868	11	879
East Leg						
Approach	1,252	18	1,270	1,958	22	1,980
Departure	1,756	22	1,778	1,726	22	1,748
Total	3,008	40	3,048	3,684	44	3,728
West Leg						
Approach	1,401	33	1,434	1,455	34	1,489
Departure	1,079	28	1,107	1,605	32	1,637
Total	2,480	61	2,541	3,060	66	3,126
Total Approaches						
Approach	3,839	61	3,900	4,402	66	4,468
Departure	3,839	61	3,900	4,402	66	4,468
Total	7,678	122	7,800	8,804	132	8,936

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Table C-1 - Existing (2021) Peak Hour Volume Summary

		A.M. Peak Hour			P.M. Peak Hour		
		Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
11	**Berea Road/Project Driveway 1**						
NBL		0	0	0	0	0	0
NBT		20	5	25	66	5	71
NBR		0	14	14	0	16	16
SBL		0	9	9	0	11	11
SBT		48	5	53	30	5	35
SBR		0	0	0	0	0	0
EBL		0	0	0	0	0	0
EBT		0	0	0	0	0	0
EBR		0	0	0	0	0	0
WBL		0	16	16	0	17	17
WBT		0	0	0	0	0	0
WBR		0	11	11	0	11	11
North Leg							
	Approach	48	14	62	30	16	46
	Departure	20	16	36	66	16	82
	Total	68	30	98	96	32	128
South Leg							
	Approach	20	19	39	66	21	87
	Departure	48	21	69	30	22	52
	Total	68	40	108	96	43	139
East Leg							
	Approach	0	27	27	0	28	28
	Departure	0	23	23	0	27	27
	Total	0	50	50	0	55	55
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	68	60	128	96	65	161
	Departure	68	60	128	96	65	161
	Total	136	120	256	192	130	322

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Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2						
NBL	1	0	1	7	0	7
NBT	20	14	34	66	16	82
NBR	0	47	47	0	54	54
SBL	0	5	5	0	5	5
SBT	48	16	64	29	17	46
SBR	0	0	0	1	0	1
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	12	0	12
WBL	0	55	55	0	56	56
WBT	0	0	0	0	0	0
WBR	0	5	5	0	5	5
North Leg						
Approach	48	21	69	30	22	52
Departure	20	19	39	66	21	87
Total	68	40	108	96	43	139
South Leg						
Approach	21	61	82	73	70	143
Departure	48	71	119	41	73	114
Total	69	132	201	114	143	257
East Leg						
Approach	0	60	60	0	61	61
Departure	0	52	52	0	59	59
Total	0	112	112	0	120	120
West Leg						
Approach	0	0	0	12	0	12
Departure	1	0	1	8	0	8
Total	1	0	1	20	0	20
Total Approaches						
Approach	69	142	211	115	153	268
Departure	69	142	211	115	153	268
Total	138	284	422	230	306	536

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Table C-1 - Existing (2021) Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
13 Project Driveway 3 - Spirit Park Driveway/Normandy Road						
NBL	5	0	5	22	0	22
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	22	22	0	22	22
EBL	0	19	19	0	22	22
EBT	0	0	0	0	0	0
EBR	7	0	7	22	0	22
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	22	22	0	22	22
Departure	0	19	19	0	22	22
Total	0	41	41	0	44	44
South Leg						
Approach	5	0	5	22	0	22
Departure	7	0	7	22	0	22
Total	12	0	12	44	0	44
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	7	19	26	22	22	44
Departure	5	22	27	22	22	44
Total	12	41	53	44	44	88
Total Approaches						
Approach	12	41	53	44	44	88
Departure	12	41	53	44	44	88
Total	24	82	106	88	88	176

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Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
1 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road												
NBL	2	0	0	2	0	2	2	0	0	2	0	2
NBT	1	0	0	1	0	1	1	0	0	1	0	1
NBR	7	0	0	7	2	9	2	0	0	2	2	4
SBL	549	22	35	606	1	607	343	14	36	393	1	394
SBT	3	0	0	3	0	3	1	0	0	1	0	1
SBR	438	18	72	528	0	528	227	9	51	287	0	287
EBL	135	5	28	168	0	168	349	14	81	444	0	444
EBT	553	22	61	636	20	656	1,004	40	104	1,148	23	1,171
EBR	4	0	0	4	0	4	3	0	0	3	0	3
WBL	8	0	0	8	2	10	2	0	0	2	2	4
WBT	834	33	79	946	23	969	828	33	81	942	24	966
WBR	228	9	26	263	1	264	458	18	41	517	1	518
North Leg												
Approach	990	40	107	1,137	1	1,138	571	23	87	681	1	682
Departure	364	14	54	432	1	433	808	32	122	962	1	963
Total	1,354	54	161	1,569	2	1,571	1,379	55	209	1,643	2	1,645
South Leg												
Approach	10	0	0	10	2	12	5	0	0	5	2	7
Departure	15	0	0	15	2	17	6	0	0	6	2	8
Total	25	0	0	25	4	29	11	0	0	11	4	15
East Leg												
Approach	1,070	42	105	1,217	26	1,243	1,288	51	122	1,461	27	1,488
Departure	1,109	44	96	1,249	23	1,272	1,349	54	140	1,543	26	1,569
Total	2,179	86	201	2,466	49	2,515	2,637	105	262	3,004	53	3,057
West Leg												
Approach	692	27	89	808	20	828	1,356	54	185	1,595	23	1,618
Departure	1,274	51	151	1,476	23	1,499	1,057	42	132	1,231	24	1,255
Total	1,966	78	240	2,284	43	2,327	2,413	96	317	2,826	47	2,873
Total Approaches												
Approach	2,762	109	301	3,172	49	3,221	3,220	128	394	3,742	53	3,795
Departure	2,762	109	301	3,172	49	3,221	3,220	128	394	3,742	53	3,795
Total	5,524	218	602	6,344	98	6,442	6,440	256	788	7,484	106	7,590

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
2 Long Valley Lane/Newport Road												
NBL	25	1	30	56	0	56	18	1	22	41	0	41
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	11	0	0	11	1	12	10	0	0	10	1	11
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,102	44	83	1,229	23	1,252	1,330	53	108	1,491	26	1,517
EBR	7	0	13	20	0	20	19	1	33	53	0	53
WBL	8	0	0	8	1	9	15	1	0	16	1	17
WBT	1,045	42	78	1,165	26	1,191	1,270	51	102	1,423	27	1,450
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	36	1	30	67	1	68	28	1	22	51	1	52
Departure	15	0	13	28	1	29	34	2	33	69	1	70
Total	51	1	43	95	2	97	62	3	55	120	2	122
East Leg												
Approach	1,053	42	78	1,173	27	1,200	1,285	52	102	1,439	28	1,467
Departure	1,113	44	83	1,240	24	1,264	1,340	53	108	1,501	27	1,528
Total	2,166	86	161	2,413	51	2,464	2,625	105	210	2,940	55	2,995
West Leg												
Approach	1,109	44	96	1,249	23	1,272	1,349	54	141	1,544	26	1,570
Departure	1,070	43	108	1,221	26	1,247	1,288	52	124	1,464	27	1,491
Total	2,179	87	204	2,470	49	2,519	2,637	106	265	3,008	53	3,061
Total Approaches												
Approach	2,198	87	204	2,489	51	2,540	2,662	107	265	3,034	55	3,089
Departure	2,198	87	204	2,489	51	2,540	2,662	107	265	3,034	55	3,089
Total	4,396	174	408	4,978	102	5,080	5,324	214	530	6,068	110	6,178

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
3 Derby Hill Drive/Newport Road												
NBL	32	1	3	36	0	36	7	0	3	10	0	10
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	82	3	0	85	0	85	41	2	0	43	0	43
SBL	29	1	0	30	0	30	13	1	0	14	0	14
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	11	0	0	11	0	11	0	0	0	0	0	0
EBL	20	1	0	21	0	21	6	0	0	6	0	6
EBT	1,097	44	92	1,233	24	1,257	1,331	53	105	1,489	27	1,516
EBR	7	0	3	10	0	10	21	1	2	24	0	24
WBL	25	1	0	26	0	26	61	2	0	63	0	63
WBT	1,021	41	70	1,132	27	1,159	1,328	53	110	1,491	28	1,519
WBR	1	0	0	1	0	1	2	0	0	2	0	2
North Leg												
Approach	40	1	0	41	0	41	13	1	0	14	0	14
Departure	21	1	0	22	0	22	8	0	0	8	0	8
Total	61	2	0	63	0	63	21	1	0	22	0	22
South Leg												
Approach	114	4	3	121	0	121	48	2	3	53	0	53
Departure	32	1	3	36	0	36	82	3	2	87	0	87
Total	146	5	6	157	0	157	130	5	5	140	0	140
East Leg												
Approach	1,047	42	70	1,159	27	1,186	1,391	55	110	1,556	28	1,584
Departure	1,208	48	92	1,348	24	1,372	1,385	56	105	1,546	27	1,573
Total	2,255	90	162	2,507	51	2,558	2,776	111	215	3,102	55	3,157
West Leg												
Approach	1,124	45	95	1,264	24	1,288	1,358	54	107	1,519	27	1,546
Departure	1,064	42	73	1,179	27	1,206	1,335	53	113	1,501	28	1,529
Total	2,188	87	168	2,443	51	2,494	2,693	107	220	3,020	55	3,075
Total Approaches												
Approach	2,325	92	168	2,585	51	2,636	2,810	112	220	3,142	55	3,197
Departure	2,325	92	168	2,585	51	2,636	2,810	112	220	3,142	55	3,197
Total	4,650	184	336	5,170	102	5,272	5,620	224	440	6,284	110	6,394

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Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
4 Berea Road/Dorval Court												
NBL	1	0	0	1	0	1	4	0	0	4	0	4
NBT	17	1	0	18	5	23	42	2	0	44	5	49
NBR	1	0	8	9	11	20	20	1	6	27	11	38
SBL	0	0	0	0	0	0	1	0	0	1	0	1
SBT	30	1	0	31	5	36	15	1	0	16	5	21
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	2	0	0	2	0	2	2	0	0	2	0	2
WBL	16	1	3	20	9	29	13	1	10	24	11	35
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	2	0	0	2	0	2
North Leg												
Approach	30	1	0	31	5	36	16	1	0	17	5	22
Departure	17	1	0	18	5	23	44	2	0	46	5	51
Total	47	2	0	49	10	59	60	3	0	63	10	73
South Leg												
Approach	19	1	8	28	16	44	66	3	6	75	16	91
Departure	48	2	3	53	14	67	30	2	10	42	16	58
Total	67	3	11	81	30	111	96	5	16	117	32	149
East Leg												
Approach	16	1	3	20	9	29	15	1	10	26	11	37
Departure	1	0	8	9	11	20	21	1	6	28	11	39
Total	17	1	11	29	20	49	36	2	16	54	22	76
West Leg												
Approach	2	0	0	2	0	2	2	0	0	2	0	2
Departure	1	0	0	1	0	1	4	0	0	4	0	4
Total	3	0	0	3	0	3	6	0	0	6	0	6
Total Approaches												
Approach	67	3	11	81	30	111	99	5	16	120	32	152
Departure	67	3	11	81	30	111	99	5	16	120	32	152
Total	134	6	22	162	60	222	198	10	32	240	64	304

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
5 Berea Road/Normandy Road												
NBL	131	5	12	148	0	148	262	10	33	305	0	305
NBT	15	1	0	16	56	72	59	2	0	61	65	126
NBR	7	0	0	7	19	26	15	1	0	16	22	38
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	42	2	0	44	66	110	28	1	0	29	67	96
SBR	6	0	3	9	5	14	13	1	10	24	6	30
EBL	5	0	8	13	5	18	12	0	6	18	5	23
EBT	0	0	0	0	0	0	7	0	0	7	0	7
EBR	168	7	27	202	0	202	176	7	26	209	0	209
WBL	1	0	0	1	22	23	13	1	0	14	22	36
WBT	3	0	0	3	0	3	7	0	0	7	0	7
WBR	1	0	0	1	0	1	2	0	0	2	0	2
North Leg												
Approach	48	2	3	53	71	124	41	2	10	53	73	126
Departure	21	1	8	30	61	91	73	2	6	81	70	151
Total	69	3	11	83	132	215	114	4	16	134	143	277
South Leg												
Approach	153	6	12	171	75	246	336	13	33	382	87	469
Departure	211	9	27	247	88	335	217	9	26	252	89	341
Total	364	15	39	418	163	581	553	22	59	634	176	810
East Leg												
Approach	5	0	0	5	22	27	22	1	0	23	22	45
Departure	7	0	0	7	19	26	22	1	0	23	22	45
Total	12	0	0	12	41	53	44	2	0	46	44	90
West Leg												
Approach	173	7	35	215	5	220	195	7	32	234	5	239
Departure	140	5	15	160	5	165	282	11	43	336	6	342
Total	313	12	50	375	10	385	477	18	75	570	11	581
Total Approaches												
Approach	379	15	50	444	173	617	594	23	75	692	187	879
Departure	379	15	50	444	173	617	594	23	75	692	187	879
Total	758	30	100	888	346	1,234	1,188	46	150	1,384	374	1,758

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
6 Berea Road - Murphy Ranch Road/Newport Road												
NBL	30	1	0	31	0	31	100	4	0	104	0	104
NBT	8	0	0	8	4	12	40	2	0	42	6	48
NBR	1	0	0	1	0	1	3	0	0	3	0	3
SBL	179	7	27	213	55	268	183	7	26	216	56	272
SBT	11	0	0	11	6	17	19	1	0	20	5	25
SBR	21	1	0	22	27	49	15	1	0	16	28	44
EBL	11	0	0	11	24	35	31	1	0	32	27	59
EBT	1,160	46	92	1,298	0	1,298	1,287	51	105	1,443	0	1,443
EBR	37	1	0	38	0	38	66	3	0	69	0	69
WBL	20	1	0	21	0	21	9	0	0	9	0	9
WBT	996	40	70	1,106	0	1,106	1,275	51	110	1,436	0	1,436
WBR	134	5	12	151	47	198	265	11	33	309	54	363
North Leg												
Approach	211	8	27	246	88	334	217	9	26	252	89	341
Departure	153	5	12	170	75	245	336	14	33	383	87	470
Total	364	13	39	416	163	579	553	23	59	635	176	811
South Leg												
Approach	39	1	0	40	4	44	143	6	0	149	6	155
Departure	68	2	0	70	6	76	94	4	0	98	5	103
Total	107	3	0	110	10	120	237	10	0	247	11	258
East Leg												
Approach	1,150	46	82	1,278	47	1,325	1,549	62	143	1,754	54	1,808
Departure	1,340	53	119	1,512	55	1,567	1,473	58	131	1,662	56	1,718
Total	2,490	99	201	2,790	102	2,892	3,022	120	274	3,416	110	3,526
West Leg												
Approach	1,208	47	92	1,347	24	1,371	1,384	55	105	1,544	27	1,571
Departure	1,047	42	70	1,159	27	1,186	1,390	56	110	1,556	28	1,584
Total	2,255	89	162	2,506	51	2,557	2,774	111	215	3,100	55	3,155
Total Approaches												
Approach	2,608	102	201	2,911	163	3,074	3,293	132	274	3,699	176	3,875
Departure	2,608	102	201	2,911	163	3,074	3,293	132	274	3,699	176	3,875
Total	5,216	204	402	5,822	326	6,148	6,586	264	548	7,398	352	7,750

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
7 Murrieta Road/Newport Road												
NBL	141	6	17	164	5	169	159	6	16	181	5	186
NBT	308	12	17	337	0	337	273	11	11	295	0	295
NBR	151	6	30	187	0	187	126	5	30	161	0	161
SBL	264	11	42	317	0	317	261	10	52	323	0	323
SBT	341	14	6	361	0	361	280	11	19	310	0	310
SBR	182	7	14	203	4	207	224	9	37	270	6	276
EBL	210	8	31	249	6	255	299	12	25	336	6	342
EBT	917	37	76	1,030	44	1,074	987	39	86	1,112	44	1,156
EBR	138	6	11	155	5	160	86	3	21	110	6	116
WBL	121	5	21	147	0	147	117	5	37	159	0	159
WBT	722	29	52	803	38	841	1,050	42	92	1,184	43	1,227
WBR	112	4	30	146	0	146	263	11	54	328	0	328
North Leg												
Approach	787	32	62	881	4	885	765	30	108	903	6	909
Departure	630	24	78	732	6	738	835	34	90	959	6	965
Total	1,417	56	140	1,613	10	1,623	1,600	64	198	1,862	12	1,874
South Leg												
Approach	600	24	64	688	5	693	558	22	57	637	5	642
Departure	600	25	38	663	5	668	483	19	77	579	6	585
Total	1,200	49	102	1,351	10	1,361	1,041	41	134	1,216	11	1,227
East Leg												
Approach	955	38	103	1,096	38	1,134	1,430	58	183	1,671	43	1,714
Departure	1,332	54	148	1,534	44	1,578	1,374	54	168	1,596	44	1,640
Total	2,287	92	251	2,630	82	2,712	2,804	112	351	3,267	87	3,354
West Leg												
Approach	1,265	51	118	1,434	55	1,489	1,372	54	132	1,558	56	1,614
Departure	1,045	42	83	1,170	47	1,217	1,433	57	145	1,635	54	1,689
Total	2,310	93	201	2,604	102	2,706	2,805	111	277	3,193	110	3,303
Total Approaches												
Approach	3,607	145	347	4,099	102	4,201	4,125	164	480	4,769	110	4,879
Departure	3,607	145	347	4,099	102	4,201	4,125	164	480	4,769	110	4,879
Total	7,214	290	694	8,198	204	8,402	8,250	328	960	9,538	220	9,758

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour					
		Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
8	**Evans Road/Newport Road**												
NBL		35	1	18	54	5	59	28	1	33	62	5	67
NBT		63	3	16	82	0	82	12	0	32	44	0	44
NBR		64	3	53	120	0	120	21	1	74	96	0	96
SBL		59	2	17	78	0	78	50	2	16	68	0	68
SBT		137	5	21	163	0	163	8	0	36	44	0	44
SBR		30	1	0	31	0	31	29	1	0	30	0	30
EBL		19	1	0	20	0	20	21	1	0	22	0	22
EBT		1,264	51	125	1,440	38	1,478	1,415	57	130	1,602	39	1,641
EBR		81	3	22	106	6	112	22	1	38	61	5	66
WBL		83	3	49	135	0	135	21	1	81	103	0	103
WBT		911	36	84	1,031	33	1,064	1,476	59	146	1,681	38	1,719
WBR		29	1	9	39	0	39	45	2	20	67	0	67
North Leg													
	Approach	226	8	38	272	0	272	87	3	52	142	0	142
	Departure	111	5	25	141	0	141	78	3	52	133	0	133
	Total	337	13	63	413	0	413	165	6	104	275	0	275
South Leg													
	Approach	162	7	87	256	5	261	61	2	139	202	5	207
	Departure	301	11	92	404	6	410	51	2	155	208	5	213
	Total	463	18	179	660	11	671	112	4	294	410	10	420
East Leg													
	Approach	1,023	40	142	1,205	33	1,238	1,542	62	247	1,851	38	1,889
	Departure	1,387	56	195	1,638	38	1,676	1,486	60	220	1,766	39	1,805
	Total	2,410	96	337	2,843	71	2,914	3,028	122	467	3,617	77	3,694
West Leg													
	Approach	1,364	55	147	1,566	44	1,610	1,458	59	168	1,685	44	1,729
	Departure	976	38	102	1,116	38	1,154	1,533	61	179	1,773	43	1,816
	Total	2,340	93	249	2,682	82	2,764	2,991	120	347	3,458	87	3,545
Total Approaches													
	Approach	2,775	110	414	3,299	82	3,381	3,148	126	606	3,880	87	3,967
	Departure	2,775	110	414	3,299	82	3,381	3,148	126	606	3,880	87	3,967
	Total	5,550	220	828	6,598	164	6,762	6,296	252	1,212	7,760	174	7,934

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
9 Winter Hawk Road/Newport Road												
NBL	51	2	7	60	3	63	47	2	12	61	3	64
NBT	12	0	0	12	0	12	11	0	0	11	0	11
NBR	30	1	5	36	0	36	36	1	4	41	0	41
SBL	50	2	3	55	0	55	16	1	3	20	0	20
SBT	32	1	0	33	0	33	8	0	0	8	0	8
SBR	32	1	7	40	2	42	10	0	12	22	3	25
EBL	13	1	5	19	2	21	20	1	11	32	2	34
EBT	1,323	53	186	1,562	33	1,595	1,425	57	196	1,678	34	1,712
EBR	51	2	5	58	3	61	41	2	11	54	3	57
WBL	10	0	2	12	0	12	10	0	5	15	0	15
WBT	940	38	129	1,107	28	1,135	1,484	59	225	1,768	32	1,800
WBR	16	1	1	18	0	18	42	2	3	47	0	47
North Leg												
Approach	114	4	10	128	2	130	34	1	15	50	3	53
Departure	41	2	6	49	2	51	73	3	14	90	2	92
Total	155	6	16	177	4	181	107	4	29	140	5	145
South Leg												
Approach	93	3	12	108	3	111	94	3	16	113	3	116
Departure	93	3	7	103	3	106	59	2	16	77	3	80
Total	186	6	19	211	6	217	153	5	32	190	6	196
East Leg												
Approach	966	39	132	1,137	28	1,165	1,536	61	233	1,830	32	1,862
Departure	1,403	56	194	1,653	33	1,686	1,477	59	203	1,739	34	1,773
Total	2,369	95	326	2,790	61	2,851	3,013	120	436	3,569	66	3,635
West Leg												
Approach	1,387	56	196	1,639	38	1,677	1,486	60	218	1,764	39	1,803
Departure	1,023	41	143	1,207	33	1,240	1,541	61	249	1,851	38	1,889
Total	2,410	97	339	2,846	71	2,917	3,027	121	467	3,615	77	3,692
Total Approaches												
Approach	2,560	102	350	3,012	71	3,083	3,150	125	482	3,757	77	3,834
Departure	2,560	102	350	3,012	71	3,083	3,150	125	482	3,757	77	3,834
Total	5,120	204	700	6,024	142	6,166	6,300	250	964	7,514	154	7,668

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
10 Bradley Road/Newport Road												
NBL	152	6	0	158	5	163	107	4	0	111	5	116
NBT	205	8	18	231	0	231	148	6	34	188	0	188
NBR	345	14	16	375	0	375	170	7	15	192	0	192
SBL	182	7	46	235	0	235	304	12	62	378	0	378
SBT	231	9	28	268	0	268	158	6	27	191	0	191
SBR	71	3	7	81	5	86	102	4	12	118	5	123
EBL	84	3	5	92	6	98	145	6	11	162	6	168
EBT	1,229	49	181	1,459	22	1,481	1,252	50	191	1,493	22	1,515
EBR	88	4	0	92	5	97	58	2	0	60	6	66
WBL	282	11	8	301	0	301	227	9	19	255	0	255
WBT	856	34	126	1,016	18	1,034	1,396	56	216	1,668	22	1,690
WBR	114	5	45	164	0	164	335	13	52	400	0	400
North Leg												
Approach	484	19	81	584	5	589	564	22	101	687	5	692
Departure	403	16	68	487	6	493	628	25	97	750	6	756
Total	887	35	149	1,071	11	1,082	1,192	47	198	1,437	11	1,448
South Leg												
Approach	702	28	34	764	5	769	425	17	49	491	5	496
Departure	601	24	36	661	5	666	443	17	46	506	6	512
Total	1,303	52	70	1,425	10	1,435	868	34	95	997	11	1,008
East Leg												
Approach	1,252	50	179	1,481	18	1,499	1,958	78	287	2,323	22	2,345
Departure	1,756	70	243	2,069	22	2,091	1,726	69	268	2,063	22	2,085
Total	3,008	120	422	3,550	40	3,590	3,684	147	555	4,386	44	4,430
West Leg												
Approach	1,401	56	186	1,643	33	1,676	1,455	58	202	1,715	34	1,749
Departure	1,079	43	133	1,255	28	1,283	1,605	64	228	1,897	32	1,929
Total	2,480	99	319	2,898	61	2,959	3,060	122	430	3,612	66	3,678
Total Approaches												
Approach	3,839	153	480	4,472	61	4,533	4,402	175	639	5,216	66	5,282
Departure	3,839	153	480	4,472	61	4,533	4,402	175	639	5,216	66	5,282
Total	7,678	306	960	8,944	122	9,066	8,804	350	1,278	10,432	132	10,564

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
11 Berea Road/Project Driveway 1												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	20	1	8	29	5	34	66	3	6	75	5	80
NBR	0	0	0	0	14	14	0	0	0	0	16	16
SBL	0	0	0	0	9	9	0	0	0	0	11	11
SBT	48	2	3	53	5	58	30	1	10	41	5	46
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	16	16	0	0	0	0	17	17
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	11	11	0	0	0	0	11	11
North Leg												
Approach	48	2	3	53	14	67	30	1	10	41	16	57
Departure	20	1	8	29	16	45	66	3	6	75	16	91
Total	68	3	11	82	30	112	96	4	16	116	32	148
South Leg												
Approach	20	1	8	29	19	48	66	3	6	75	21	96
Departure	48	2	3	53	21	74	30	1	10	41	22	63
Total	68	3	11	82	40	122	96	4	16	116	43	159
East Leg												
Approach	0	0	0	0	27	27	0	0	0	0	28	28
Departure	0	0	0	0	23	23	0	0	0	0	27	27
Total	0	0	0	0	50	50	0	0	0	0	55	55
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	68	3	11	82	60	142	96	4	16	116	65	181
Departure	68	3	11	82	60	142	96	4	16	116	65	181
Total	136	6	22	164	120	284	192	8	32	232	130	362

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
12 Berea Road/Champion Self-Storage Driveway - Project Driveway 2												
NBL	1	0	0	1	0	1	7	0	0	7	0	7
NBT	20	1	8	29	14	43	66	3	6	75	16	91
NBR	0	0	0	0	47	47	0	0	0	0	54	54
SBL	0	0	0	0	5	5	0	0	0	0	5	5
SBT	48	2	3	53	16	69	29	1	10	40	17	57
SBR	0	0	0	0	0	0	1	0	0	1	0	1
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	12	0	0	12	0	12
WBL	0	0	0	0	55	55	0	0	0	0	56	56
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	5	5	0	0	0	0	5	5
North Leg												
Approach	48	2	3	53	21	74	30	1	10	41	22	63
Departure	20	1	8	29	19	48	66	3	6	75	21	96
Total	68	3	11	82	40	122	96	4	16	116	43	159
South Leg												
Approach	21	1	8	30	61	91	73	3	6	82	70	152
Departure	48	2	3	53	71	124	41	1	10	52	73	125
Total	69	3	11	83	132	215	114	4	16	134	143	277
East Leg												
Approach	0	0	0	0	60	60	0	0	0	0	61	61
Departure	0	0	0	0	52	52	0	0	0	0	59	59
Total	0	0	0	0	112	112	0	0	0	0	120	120
West Leg												
Approach	0	0	0	0	0	0	12	0	0	12	0	12
Departure	1	0	0	1	0	1	8	0	0	8	0	8
Total	1	0	0	1	0	1	20	0	0	20	0	20
Total Approaches												
Approach	69	3	11	83	142	225	115	4	16	135	153	288
Departure	69	3	11	83	142	225	115	4	16	135	153	288
Total	138	6	22	166	284	450	230	8	32	270	306	576

LSA

Table C-2 - Opening Year Cumulative (2023) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project	Existing Without Project	2021-2023 Growth	Cumulative Projects Trips	Cumul Without Project	Net Project Trips	Cumul With Project
13 Project Driveway 3 - Spirit Park Driveway/Normandy Road												
NBL	5	0	0	5	0	5	22	1	0	23	0	23
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	22	22	0	0	0	0	22	22
EBL	0	0	0	0	19	19	0	0	0	0	22	22
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	7	0	0	7	0	7	22	1	0	23	0	23
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	22	22	0	0	0	0	22	22
Departure	0	0	0	0	19	19	0	0	0	0	22	22
Total	0	0	0	0	41	41	0	0	0	0	44	44
South Leg												
Approach	5	0	0	5	0	5	22	1	0	23	0	23
Departure	7	0	0	7	0	7	22	1	0	23	0	23
Total	12	0	0	12	0	12	44	2	0	46	0	46
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	7	0	0	7	19	26	22	1	0	23	22	45
Departure	5	0	0	5	22	27	22	1	0	23	22	45
Total	12	0	0	12	41	53	44	2	0	46	44	90
Total Approaches												
Approach	12	0	0	12	41	53	44	2	0	46	44	90
Departure	12	0	0	12	41	53	44	2	0	46	44	90
Total	24	0	0	24	82	106	88	4	0	92	88	180

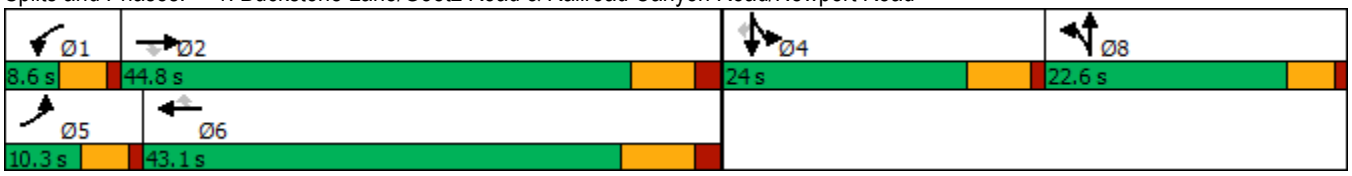
APPENDIX D:

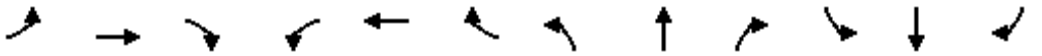
LEVEL OF SERVICE WORKSHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	135	553	4	8	834	228	2	1	549	3	438
Future Volume (vph)	135	553	4	8	834	228	2	1	549	3	438
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	10.3	44.8	44.8	8.6	43.1	43.1	22.6	22.6	24.0	24.0	24.0
Total Split (%)	10.3%	44.8%	44.8%	8.6%	43.1%	43.1%	22.6%	22.6%	24.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.7	45.2	45.2	4.0	35.7	35.7	7.0	7.0	17.6	17.6	17.6
Actuated g/C Ratio	0.07	0.57	0.57	0.05	0.45	0.45	0.09	0.09	0.22	0.22	0.22
v/c Ratio	0.55	0.19	0.00	0.09	0.37	0.27	0.01	0.05	0.72	0.44	0.44
Control Delay	45.6	9.6	0.0	40.4	15.4	3.2	36.0	23.6	35.4	7.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	9.6	0.0	40.4	15.4	3.2	36.0	23.6	35.4	7.4	7.2
LOS	D	A	A	D	B	A	D	C	D	A	A
Approach Delay		16.6			13.0			26.1		22.9	
Approach LOS		B			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	553	4	8	834	228	2	1	7	549	3	438
Future Volume (veh/h)	135	553	4	8	834	228	2	1	7	549	3	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	570	4	8	860	235	2	1	7	566	0	454
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	2580	801	15	2306	716	32	4	25	710	0	632
Arrive On Green	0.06	0.50	0.50	0.01	0.44	0.44	0.02	0.02	0.02	0.20	0.00	0.20
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	205	1436	3619	0	3220
Grp Volume(v), veh/h	139	570	4	8	860	235	2	0	8	566	0	454
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1641	1810	0	1610
Q Serve(g_s), s	3.1	5.0	0.1	0.4	8.8	7.6	0.1	0.0	0.4	11.9	0.0	10.6
Cycle Q Clear(g_c), s	3.1	5.0	0.1	0.4	8.8	7.6	0.1	0.0	0.4	11.9	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	214	2580	801	15	2306	716	32	0	29	710	0	632
V/C Ratio(X)	0.65	0.22	0.00	0.54	0.37	0.33	0.06	0.00	0.28	0.80	0.00	0.72
Avail Cap(c_a), veh/h	250	2580	801	90	2306	716	407	0	369	822	0	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	11.4	10.1	39.6	14.8	14.5	38.7	0.0	38.9	30.7	0.0	30.1
Incr Delay (d2), s/veh	2.8	0.2	0.0	11.1	0.5	1.2	0.8	0.0	5.2	4.8	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	0.0	0.2	3.3	2.8	0.0	0.0	0.2	5.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	11.6	10.2	50.6	15.3	15.7	39.5	0.0	44.0	35.5	0.0	33.0
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		713			1103			10			1020	
Approach Delay, s/veh		17.0			15.6			43.1			34.4	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	47.3		21.5	9.5	43.1		6.0				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.2	5.7	35.6		18.0				
Max Q Clear Time (g_c+I1), s	2.4	7.0		13.9	5.1	10.8		2.4				
Green Ext Time (p_c), s	0.0	6.0		1.8	0.0	10.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1102	7	8	1045	25	11
Future Volume (vph)	1102	7	8	1045	25	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	57.9	57.9	5.4	59.8	6.6	6.6
Actuated g/C Ratio	0.86	0.86	0.08	0.89	0.10	0.10
v/c Ratio	0.26	0.01	0.06	0.24	0.15	0.07
Control Delay	3.1	3.3	29.5	1.8	29.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	3.3	29.5	1.8	29.0	16.0
LOS	A	A	C	A	C	B
Approach Delay	3.1			2.0	25.0	
Approach LOS	A			A	C	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 67.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1102	7	8	1045	25	11
Future Volume (veh/h)	1102	7	8	1045	25	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1172	7	9	1112	27	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3674	1141	17	4104	57	51
Arrive On Green	0.71	0.71	0.01	0.79	0.03	0.03
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1172	7	9	1112	27	12
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	5.3	0.1	0.3	3.6	0.9	0.5
Cycle Q Clear(g_c), s	5.3	0.1	0.3	3.6	0.9	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3674	1141	17	4104	57	51
V/C Ratio(X)	0.32	0.01	0.54	0.27	0.47	0.24
Avail Cap(c_a), veh/h	3674	1141	156	4104	561	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	2.7	30.9	1.7	29.8	29.6
Incr Delay (d2), s/veh	0.2	0.0	24.2	0.2	6.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	0.4	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	2.7	55.0	1.9	35.8	31.9
LnGrp LOS	A	A	E	A	D	C
Approach Vol, veh/h	1179			1121	39	
Approach Delay, s/veh	3.7			2.3	34.6	
Approach LOS	A			A	C	

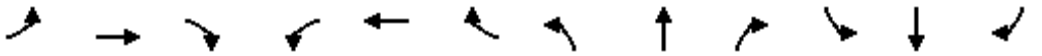
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	50.8				56.0	6.6
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.3	7.3				5.6	2.9
Green Ext Time (p_c), s	0.0	10.4				10.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	1097	7	25	1021	32	82	29	0
Future Volume (vph)	20	1097	7	25	1021	32	82	29	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	NA
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	12.0	51.0	51.0	13.0	52.0	13.0	23.0	13.0	23.0
Total Split (%)	12.0%	51.0%	51.0%	13.0%	52.0%	13.0%	23.0%	13.0%	23.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.0	53.8	53.8	5.2	53.9	7.2	5.1	5.4	5.1
Actuated g/C Ratio	0.07	0.72	0.72	0.07	0.72	0.10	0.07	0.07	0.07
v/c Ratio	0.17	0.30	0.01	0.21	0.28	0.19	0.24	0.23	0.03
Control Delay	38.3	6.8	0.0	38.6	6.6	34.6	1.7	38.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	6.8	0.0	38.6	6.6	34.6	1.7	38.9	0.2
LOS	D	A	A	D	A	C	A	D	A
Approach Delay		7.3			7.3				28.5
Approach LOS		A			A				C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1097	7	25	1021	1	32	0	82	29	0	11
Future Volume (veh/h)	20	1097	7	25	1021	1	32	0	82	29	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1131	7	26	1053	1	33	0	85	30	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	3147	977	40	3265	3	48	141	119	45	0	116
Arrive On Green	0.02	0.61	0.61	0.02	0.61	0.61	0.03	0.00	0.07	0.02	0.00	0.07
Sat Flow, veh/h	1810	5187	1610	1810	5352	5	1810	1900	1610	1810	0	1610
Grp Volume(v), veh/h	21	1131	7	26	680	374	33	0	85	30	0	11
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	0	1610
Q Serve(g_s), s	0.9	8.2	0.1	1.1	7.1	7.1	1.3	0.0	3.8	1.2	0.0	0.5
Cycle Q Clear(g_c), s	0.9	8.2	0.1	1.1	7.1	7.1	1.3	0.0	3.8	1.2	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	3147	977	40	2110	1159	48	141	119	45	0	116
V/C Ratio(X)	0.61	0.36	0.01	0.64	0.32	0.32	0.69	0.00	0.71	0.67	0.00	0.09
Avail Cap(c_a), veh/h	180	3147	977	204	2110	1159	204	469	397	204	0	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	7.4	5.8	36.2	7.1	7.1	36.0	0.0	33.8	36.1	0.0	32.3
Incr Delay (d2), s/veh	6.4	0.3	0.0	6.2	0.4	0.7	6.3	0.0	2.9	6.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.6	0.0	0.5	2.3	2.6	0.7	0.0	1.6	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	7.7	5.8	42.4	7.5	7.8	42.3	0.0	36.7	42.3	0.0	32.4
LnGrp LOS	D	A	A	D	A	A	D	A	D	D	A	C
Approach Vol, veh/h		1159			1080			118			41	
Approach Delay, s/veh		8.3			8.4			38.3			39.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	51.7	6.6	10.0	6.0	52.0	6.5	10.1
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	8.4	44.5	8.4	18.4	7.4	45.5	8.4	18.4
Max Q Clear Time (g_c+I1), s	3.1	10.2	3.3	2.5	2.9	9.1	3.2	5.8
Green Ext Time (p_c), s	0.0	16.1	0.0	0.0	0.0	14.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	16	0	0	1	17	1	0	30	0
Future Vol, veh/h	0	0	2	16	0	0	1	17	1	0	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	21	0	0	1	22	1	0	38	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	63	38	65	63	23	38	0	0	23	0	0
Stage 1	38	38	-	25	25	-	-	-	-	-	-	-
Stage 2	25	25	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	936	832	1040	934	832	1060	1585	-	-	1592	-	-
Stage 1	982	867	-	998	878	-	-	-	-	-	-	-
Stage 2	998	878	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	935	831	1040	931	831	1060	1585	-	-	1592	-	-
Mov Cap-2 Maneuver	935	831	-	931	831	-	-	-	-	-	-	-
Stage 1	981	867	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	978	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	1040	931	1592	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.022	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	168	1	3	1	131	15	7	0	42	6
Future Vol, veh/h	5	0	168	1	3	1	131	15	7	0	42	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	187	1	3	1	146	17	8	0	47	7
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

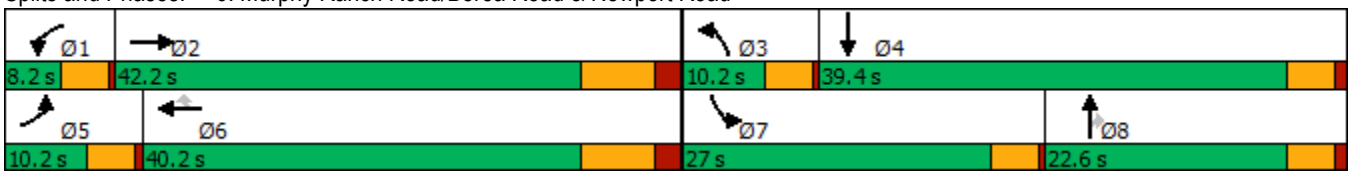
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	8.6	8.2	9.7	8.5
HCM LOS	A	A	A	A

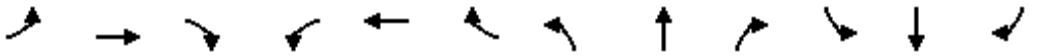
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	68%	0%	100%	0%	0%	75%	88%
Vol Right, %	0%	32%	0%	0%	100%	0%	25%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	22	5	0	168	1	4	48
LT Vol	131	0	5	0	0	1	0	0
Through Vol	0	15	0	0	0	0	3	42
RT Vol	0	7	0	0	168	0	1	6
Lane Flow Rate	146	24	6	0	187	1	4	53
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.227	0.033	0.009	0	0.233	0.002	0.007	0.078
Departure Headway (Hd)	5.609	4.884	5.698	5.196	4.492	6.037	5.357	5.291
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	639	731	629	0	799	592	666	675
Service Time	3.349	2.624	3.424	2.922	2.218	3.785	3.105	3.036
HCM Lane V/C Ratio	0.228	0.033	0.01	0	0.234	0.002	0.006	0.079
HCM Control Delay	10	7.8	8.5	7.9	8.6	8.8	8.1	8.5
HCM Lane LOS	A	A	A	N	A	A	A	A
HCM 95th-tile Q	0.9	0.1	0	0	0.9	0	0	0.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	11	1160	20	996	134	30	8	1	179	11
Future Volume (vph)	11	1160	20	996	134	30	8	1	179	11
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	10.2	42.2	8.2	40.2	40.2	10.2	22.6	22.6	27.0	39.4
Total Split (%)	10.2%	42.2%	8.2%	40.2%	40.2%	10.2%	22.6%	22.6%	27.0%	39.4%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.1	38.6	4.2	38.3	38.3	5.1	6.3	6.3	11.8	9.4
Actuated g/C Ratio	0.08	0.59	0.06	0.59	0.59	0.08	0.10	0.10	0.18	0.14
v/c Ratio	0.09	0.41	0.18	0.34	0.14	0.23	0.04	0.00	0.58	0.13
Control Delay	32.5	9.7	36.1	9.6	2.7	34.7	31.2	0.0	32.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	9.7	36.1	9.6	2.7	34.7	31.2	0.0	32.0	16.1
LOS	C	A	D	A	A	C	C	A	C	B
Approach Delay		9.9		9.3			33.2			29.6
Approach LOS		A		A			C			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 65.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1160	37	20	996	134	30	8	1	179	11	21
Future Volume (veh/h)	11	1160	37	20	996	134	30	8	1	179	11	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1221	39	21	1048	141	32	8	1	188	12	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	2563	82	35	2613	811	48	125	106	232	101	184
Arrive On Green	0.01	0.50	0.50	0.02	0.50	0.50	0.03	0.07	0.07	0.13	0.17	0.17
Sat Flow, veh/h	1810	5163	165	1810	5187	1610	1810	1900	1610	1810	601	1101
Grp Volume(v), veh/h	12	818	442	21	1048	141	32	8	1	188	0	34
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1900	1610	1810	0	1702
Q Serve(g_s), s	0.5	10.9	10.9	0.8	8.8	3.3	1.2	0.3	0.0	7.1	0.0	1.2
Cycle Q Clear(g_c), s	0.5	10.9	10.9	0.8	8.8	3.3	1.2	0.3	0.0	7.1	0.0	1.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	22	1717	929	35	2613	811	48	125	106	232	0	285
V/C Ratio(X)	0.56	0.48	0.48	0.61	0.40	0.17	0.67	0.06	0.01	0.81	0.00	0.12
Avail Cap(c_a), veh/h	158	1717	929	106	2613	811	158	489	415	593	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	11.6	11.6	34.0	10.8	9.4	33.7	30.6	30.5	29.6	0.0	24.7
Incr Delay (d2), s/veh	8.1	0.9	1.8	6.2	0.5	0.5	5.8	0.2	0.0	2.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	4.4	0.4	3.1	1.1	0.6	0.1	0.0	3.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	12.6	13.4	40.2	11.2	9.9	39.5	30.8	30.6	32.2	0.0	24.9
LnGrp LOS	D	B	B	D	B	A	D	C	C	C	A	C
Approach Vol, veh/h		1272			1210			41			222	
Approach Delay, s/veh		13.1			11.6			37.6			31.1	
Approach LOS		B			B			D			C	

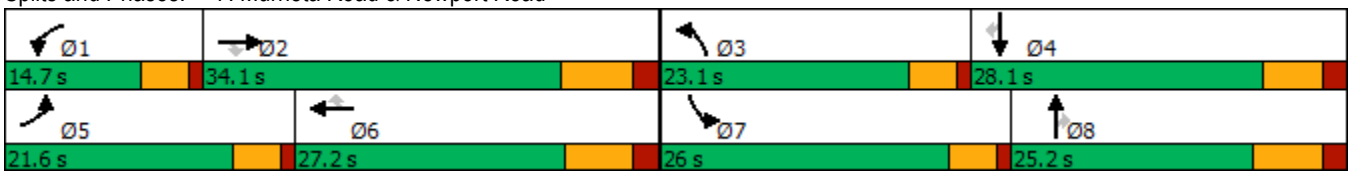
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	42.2	6.0	16.3	4.9	42.7	13.1	9.2
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	4.1	34.7	6.1	34.8	6.1	32.7	22.9	18.0
Max Q Clear Time (g_c+I1), s	2.8	12.9	3.2	3.2	2.5	10.8	9.1	2.3
Green Ext Time (p_c), s	0.0	12.0	0.0	0.1	0.0	11.1	0.1	0.0

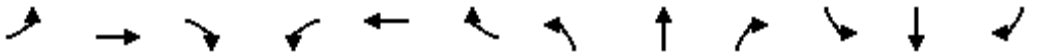
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	917	138	121	722	112	141	308	151	264	341	182
Future Volume (vph)	210	917	138	121	722	112	141	308	151	264	341	182
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	21.6	34.1	34.1	14.7	27.2	27.2	23.1	25.2	25.2	26.0	28.1	28.1
Total Split (%)	21.6%	34.1%	34.1%	14.7%	27.2%	27.2%	23.1%	25.2%	25.2%	26.0%	28.1%	28.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	26.8	26.8	9.1	21.7	21.7	11.8	14.2	14.2	17.7	20.8	20.8
Actuated g/C Ratio	0.16	0.29	0.29	0.10	0.24	0.24	0.13	0.15	0.15	0.19	0.23	0.23
v/c Ratio	0.81	0.67	0.26	0.74	0.65	0.23	0.67	0.61	0.40	0.84	0.46	0.38
Control Delay	60.6	32.3	6.2	67.2	36.2	1.7	53.2	41.8	5.9	57.7	33.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	32.3	6.2	67.2	36.2	1.7	53.2	41.8	5.9	57.7	33.3	7.1
LOS	E	C	A	E	D	A	D	D	A	E	C	A
Approach Delay		34.2			36.1			35.5			35.4	
Approach LOS		C			D			D			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	917	138	121	722	112	141	308	151	264	341	182
Future Volume (veh/h)	210	917	138	121	722	112	141	308	151	264	341	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	231	1008	152	133	793	123	155	338	166	290	375	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1602	497	166	1307	406	191	509	227	328	783	349
Arrive On Green	0.15	0.31	0.31	0.09	0.25	0.25	0.11	0.14	0.14	0.18	0.22	0.22
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	231	1008	152	133	793	123	155	338	166	290	375	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.7	14.4	6.2	6.2	11.6	5.3	7.2	7.6	8.5	13.5	7.8	9.6
Cycle Q Clear(g_c), s	10.7	14.4	6.2	6.2	11.6	5.3	7.2	7.6	8.5	13.5	7.8	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1602	497	166	1307	406	191	509	227	328	783	349
V/C Ratio(X)	0.86	0.63	0.31	0.80	0.61	0.30	0.81	0.66	0.73	0.88	0.48	0.57
Avail Cap(c_a), veh/h	357	1602	497	212	1307	406	389	754	336	450	909	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	25.5	22.7	38.4	28.4	26.1	37.7	35.1	35.4	34.4	29.5	30.2
Incr Delay (d2), s/veh	12.2	1.9	1.6	12.2	2.1	1.9	3.2	1.5	4.5	11.9	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.0	2.5	3.3	4.9	2.2	3.3	3.4	3.6	6.9	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	27.4	24.3	50.6	30.5	28.0	40.9	36.5	39.9	46.3	29.9	31.6
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	C	C
Approach Vol, veh/h		1391			1049			659			865	
Approach Delay, s/veh		30.5			32.8			38.4			35.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	34.1	13.7	25.9	17.4	29.2	20.2	19.4
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.1	26.6	18.5	* 22	17.0	* 20	21.4	18.0
Max Q Clear Time (g_c+I1), s	8.2	16.4	9.2	11.6	12.7	13.6	15.5	10.5
Green Ext Time (p_c), s	0.0	5.3	0.1	2.3	0.1	3.0	0.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

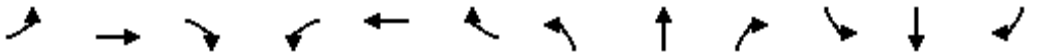
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	19	1264	81	83	911	35	63	64	59	137
Future Volume (vph)	19	1264	81	83	911	35	63	64	59	137
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.0	53.2	53.2	13.2	56.4	10.9	22.6	22.6	11.0	22.7
Total Split (%)	10.0%	53.2%	53.2%	13.2%	56.4%	10.9%	22.6%	22.6%	11.0%	22.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.4	50.1	50.1	8.2	56.5	6.2	12.8	12.8	6.3	15.1
Actuated g/C Ratio	0.06	0.54	0.54	0.09	0.61	0.07	0.14	0.14	0.07	0.16
v/c Ratio	0.20	0.73	0.10	0.58	0.33	0.33	0.27	0.21	0.54	0.60
Control Delay	49.2	21.7	1.8	58.5	11.0	51.6	38.9	1.6	61.3	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	21.7	1.8	58.5	11.0	51.6	38.9	1.6	61.3	43.6
LOS	D	C	A	E	B	D	D	A	E	D
Approach Delay		20.9			14.8		26.9			48.2
Approach LOS		C			B		C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1264	81	83	911	29	35	63	64	59	137	30
Future Volume (veh/h)	19	1264	81	83	911	29	35	63	64	59	137	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1420	91	93	1024	33	39	71	72	66	154	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1951	870	120	3013	97	63	221	187	85	194	43
Arrive On Green	0.02	0.54	0.54	0.07	0.58	0.58	0.04	0.12	0.12	0.05	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	5162	166	1810	1900	1610	1810	1507	333
Grp Volume(v), veh/h	21	1420	91	93	686	371	39	71	72	66	0	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1870	1810	1900	1610	1810	0	1840
Q Serve(g_s), s	1.0	25.9	2.4	4.4	9.0	9.0	1.8	3.0	3.6	3.1	0.0	8.6
Cycle Q Clear(g_c), s	1.0	25.9	2.4	4.4	9.0	9.0	1.8	3.0	3.6	3.1	0.0	8.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	41	1951	870	120	2018	1092	63	221	187	85	0	236
V/C Ratio(X)	0.51	0.73	0.10	0.78	0.34	0.34	0.61	0.32	0.38	0.77	0.00	0.80
Avail Cap(c_a), veh/h	112	1951	870	179	2018	1092	131	393	333	133	0	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	15.1	9.7	40.0	9.4	9.4	41.4	35.3	35.6	41.0	0.0	36.8
Incr Delay (d2), s/veh	9.3	2.4	0.2	11.6	0.5	0.8	9.3	0.8	1.3	13.7	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.3	0.8	2.3	3.2	3.6	1.0	1.4	1.5	1.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	17.6	10.0	51.6	9.9	10.3	50.6	36.1	36.8	54.7	0.0	42.8
LnGrp LOS	D	B	A	D	A	B	D	D	D	D	A	D
Approach Vol, veh/h		1532			1150			182			254	
Approach Delay, s/veh		17.6			13.4			39.5			45.9	
Approach LOS		B			B			D			D	

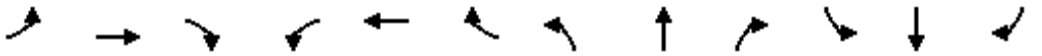
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	53.2	7.7	15.8	6.6	57.0	8.7	14.7
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	8.6	47.0	6.3	18.1	5.4	50.2	6.4	18.0
Max Q Clear Time (g_c+I1), s	6.4	27.9	3.8	10.6	3.0	11.0	5.1	5.6
Green Ext Time (p_c), s	0.0	10.9	0.0	0.5	0.0	8.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1323	51	10	940	16	51	12	30	50	32	32
Future Volume (vph)	13	1323	51	10	940	16	51	12	30	50	32	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	9.8	47.8	47.8	9.6	47.6	47.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.3%	59.8%	59.8%	12.0%	59.5%	59.5%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.2	46.9	46.9	5.0	46.9	46.9		9.2	9.2		9.2	9.2
Actuated g/C Ratio	0.08	0.71	0.71	0.08	0.71	0.71		0.14	0.14		0.14	0.14
v/c Ratio	0.10	0.55	0.05	0.08	0.27	0.01		0.36	0.10		0.43	0.10
Control Delay	31.5	8.2	1.1	31.5	5.6	0.0		31.3	0.6		32.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	31.5	8.2	1.1	31.5	5.6	0.0		31.3	0.6		32.7	0.6
LOS	C	A	A	C	A	A		C	A		C	A
Approach Delay		8.2			5.7			21.5			23.8	
Approach LOS		A			A			C			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1323	51	10	940	16	51	12	30	50	32	32
Future Volume (veh/h)	13	1323	51	10	940	16	51	12	30	50	32	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1423	55	11	1011	17	55	13	32	54	34	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	1929	860	25	2754	855	86	12	381	76	31	381
Arrive On Green	0.02	0.53	0.53	0.01	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	50	1610	0	133	1610
Grp Volume(v), veh/h	14	1423	55	11	1011	17	68	0	32	88	0	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	50	0	1610	133	0	1610
Q Serve(g_s), s	0.6	23.1	1.3	0.5	8.6	0.4	0.0	0.0	1.2	0.0	0.0	1.3
Cycle Q Clear(g_c), s	0.6	23.1	1.3	0.5	8.6	0.4	18.0	0.0	1.2	18.0	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	30	1929	860	25	2754	855	97	0	381	108	0	381
V/C Ratio(X)	0.46	0.74	0.06	0.45	0.37	0.02	0.70	0.00	0.08	0.82	0.00	0.09
Avail Cap(c_a), veh/h	124	1929	860	119	2754	855	97	0	381	108	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	13.6	8.5	37.2	10.4	8.5	35.0	0.0	22.6	31.8	0.0	22.6
Incr Delay (d2), s/veh	10.4	2.6	0.1	4.6	0.4	0.0	19.7	0.0	0.1	36.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	0.4	0.2	3.0	0.1	1.8	0.0	0.4	2.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	16.2	8.7	41.8	10.8	8.5	54.6	0.0	22.7	68.5	0.0	22.7
LnGrp LOS	D	B	A	D	B	A	D	A	C	E	A	C
Approach Vol, veh/h		1492			1039			100			122	
Approach Delay, s/veh		16.2			11.1			44.4			55.7	
Approach LOS		B			B			D			E	

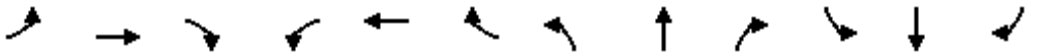
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	47.8		22.6	5.9	47.6		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.2	40.4		18.0				
Max Q Clear Time (g_c+I1), s	2.5	25.1		20.0	2.6	10.6		20.0				
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	8.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	84	1229	282	856	114	152	205	345	182	231
Future Volume (vph)	84	1229	282	856	114	152	205	345	182	231
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	16.6	42.0	15.0	40.4	40.4	17.5	24.8	15.0	18.2	25.5
Total Split (%)	16.6%	42.0%	15.0%	40.4%	40.4%	17.5%	24.8%	15.0%	18.2%	25.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	8.7	35.8	10.2	39.2	39.2	11.5	19.0	34.9	13.1	20.6
Actuated g/C Ratio	0.09	0.36	0.10	0.40	0.40	0.12	0.19	0.35	0.13	0.21
v/c Ratio	0.57	0.76	0.85	0.45	0.17	0.78	0.60	0.60	0.83	0.43
Control Delay	57.4	31.1	65.9	24.1	4.3	68.0	44.9	24.7	70.1	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	31.1	65.9	24.1	4.3	68.0	44.9	24.7	70.1	32.8
LOS	E	C	E	C	A	E	D	C	E	C
Approach Delay		32.7		31.7			39.9			46.9
Approach LOS		C		C			D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1229	88	282	856	114	152	205	345	182	231	71
Future Volume (veh/h)	84	1229	88	282	856	114	152	205	345	182	231	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1322	95	303	920	123	163	220	371	196	248	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1733	125	370	2036	632	195	374	487	230	591	177
Arrive On Green	0.06	0.35	0.35	0.11	0.39	0.39	0.11	0.20	0.20	0.13	0.22	0.22
Sat Flow, veh/h	1810	4939	355	3510	5187	1610	1810	1900	1610	1810	2738	820
Grp Volume(v), veh/h	90	926	491	303	920	123	163	220	371	196	162	162
Grp Sat Flow(s),veh/h/ln	1810	1729	1836	1755	1729	1610	1810	1900	1610	1810	1805	1752
Q Serve(g_s), s	4.7	22.9	22.9	8.2	12.6	4.8	8.5	10.1	19.0	10.2	7.4	7.7
Cycle Q Clear(g_c), s	4.7	22.9	22.9	8.2	12.6	4.8	8.5	10.1	19.0	10.2	7.4	7.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	115	1213	644	370	2036	632	195	374	487	230	390	378
V/C Ratio(X)	0.78	0.76	0.76	0.82	0.45	0.19	0.83	0.59	0.76	0.85	0.41	0.43
Avail Cap(c_a), veh/h	225	1284	682	379	2036	632	242	374	487	255	390	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	27.7	27.7	42.2	21.6	19.3	42.2	35.2	30.5	41.2	32.6	32.7
Incr Delay (d2), s/veh	4.3	3.2	6.0	12.1	0.3	0.3	15.3	6.6	10.8	21.8	3.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.7	10.8	4.1	5.0	1.8	4.6	5.3	9.1	5.9	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	31.0	33.7	54.4	22.0	19.6	57.5	41.8	41.2	63.1	35.8	36.2
LnGrp LOS	D	C	C	D	C	B	E	D	D	E	D	D
Approach Vol, veh/h		1507			1346			754			520	
Approach Delay, s/veh		32.9			29.0			44.9			46.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	40.0	15.0	26.6	10.7	44.1	16.8	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	10.4	35.8	12.9	19.7	12.0	34.2	13.6	19.0
Max Q Clear Time (g_c+I1), s	10.2	24.9	10.5	9.7	6.7	14.6	12.2	21.0
Green Ext Time (p_c), s	0.0	9.0	0.0	1.3	0.0	11.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	20	48	0
Future Vol, veh/h	0	0	1	20	48	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1	22	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	52	52	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	932	1021	1567	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1021	1567	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	5	0
Future Vol, veh/h	0	7	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	5	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1625	-	1022	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	1022	1085
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-

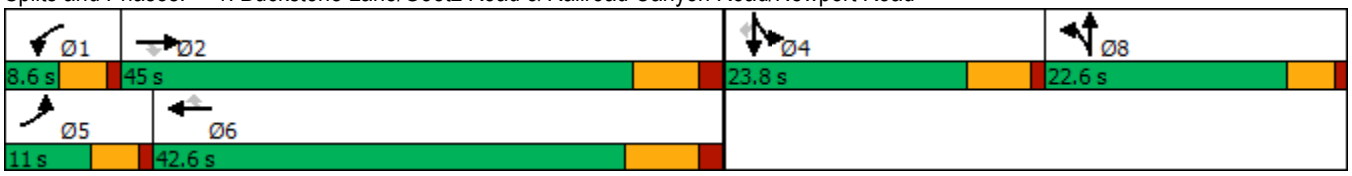
Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

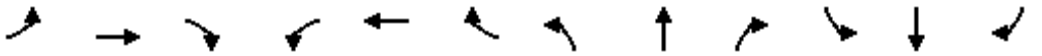
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1625	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	349	1004	3	2	828	458	2	1	343	1	227
Future Volume (vph)	349	1004	3	2	828	458	2	1	343	1	227
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	11.0	45.0	45.0	8.6	42.6	42.6	22.6	22.6	23.8	23.8	23.8
Total Split (%)	11.0%	45.0%	45.0%	8.6%	42.6%	42.6%	22.6%	22.6%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	6.5	45.7	45.7	4.0	35.4	35.4	7.1	7.1	13.3	13.3	13.3
Actuated g/C Ratio	0.09	0.61	0.61	0.05	0.47	0.47	0.09	0.09	0.18	0.18	0.18
v/c Ratio	1.18	0.32	0.00	0.02	0.34	0.46	0.01	0.02	0.56	0.32	0.29
Control Delay	142.5	9.2	0.0	38.5	14.0	3.4	35.5	28.3	32.3	8.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	142.5	9.2	0.0	38.5	14.0	3.4	35.5	28.3	32.3	8.8	4.8
LOS	F	A	A	D	B	A	D	C	C	A	A
Approach Delay		43.5			10.3			31.2		22.1	
Approach LOS		D			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	1004	3	2	828	458	2	1	2	343	1	227
Future Volume (veh/h)	349	1004	3	2	828	458	2	1	2	343	1	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	1014	3	2	836	463	2	1	2	346	0	230
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	2855	886	4	2424	752	17	5	10	502	0	447
Arrive On Green	0.09	0.55	0.55	0.00	0.47	0.47	0.01	0.01	0.01	0.14	0.00	0.14
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	565	1131	3619	0	3220
Grp Volume(v), veh/h	353	1014	3	2	836	463	2	0	3	346	0	230
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1696	1810	0	1610
Q Serve(g_s), s	6.4	8.2	0.1	0.1	7.7	16.1	0.1	0.0	0.1	6.8	0.0	5.0
Cycle Q Clear(g_c), s	6.4	8.2	0.1	0.1	7.7	16.1	0.1	0.0	0.1	6.8	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	299	2855	886	4	2424	752	17	0	16	502	0	447
V/C Ratio(X)	1.18	0.36	0.00	0.51	0.34	0.62	0.12	0.00	0.19	0.69	0.00	0.51
Avail Cap(c_a), veh/h	299	2855	886	96	2424	752	434	0	407	867	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	9.4	7.6	37.4	12.7	15.0	36.9	0.0	36.9	30.8	0.0	30.0
Incr Delay (d2), s/veh	110.1	0.3	0.0	32.9	0.4	3.7	3.1	0.0	5.8	1.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	2.8	0.0	0.1	2.8	6.1	0.1	0.0	0.1	3.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.4	9.8	7.6	70.4	13.1	18.7	40.0	0.0	42.7	32.5	0.0	30.9
LnGrp LOS	F	A	A	E	B	B	D	A	D	C	A	C
Approach Vol, veh/h		1370			1301			5			576	
Approach Delay, s/veh		44.5			15.2			41.7			31.9	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	48.8		16.2	11.0	42.6		5.3				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.0	6.4	35.1		18.0				
Max Q Clear Time (g_c+I1), s	2.1	10.2		8.8	8.4	18.1		2.1				
Green Ext Time (p_c), s	0.0	11.3		1.6	0.0	9.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1330	19	15	1270	18	10
Future Volume (vph)	1330	19	15	1270	18	10
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	58.9	58.9	5.4	60.9	6.3	6.3
Actuated g/C Ratio	0.86	0.86	0.08	0.89	0.09	0.09
v/c Ratio	0.30	0.01	0.10	0.28	0.11	0.06
Control Delay	3.1	2.6	30.5	1.8	29.0	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	2.6	30.5	1.8	29.0	16.7
LOS	A	A	C	A	C	B
Approach Delay	3.1			2.1	24.6	
Approach LOS	A			A	C	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 68.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 2.8		Intersection LOS: A	
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1330	19	15	1270	18	10
Future Volume (veh/h)	1330	19	15	1270	18	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1343	19	15	1283	18	10
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3672	1140	27	4132	45	40
Arrive On Green	0.71	0.71	0.01	0.80	0.02	0.02
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1343	19	15	1283	18	10
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	6.3	0.2	0.5	4.2	0.6	0.4
Cycle Q Clear(g_c), s	6.3	0.2	0.5	4.2	0.6	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3672	1140	27	4132	45	40
V/C Ratio(X)	0.37	0.02	0.56	0.31	0.40	0.25
Avail Cap(c_a), veh/h	3672	1140	157	4132	565	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	2.7	30.4	1.7	29.8	29.7
Incr Delay (d2), s/veh	0.3	0.0	17.4	0.2	5.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	0.4	0.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	2.7	47.8	1.9	35.6	33.0
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1362			1298	28	
Approach Delay, s/veh	3.8			2.4	34.7	
Approach LOS	A			A	C	

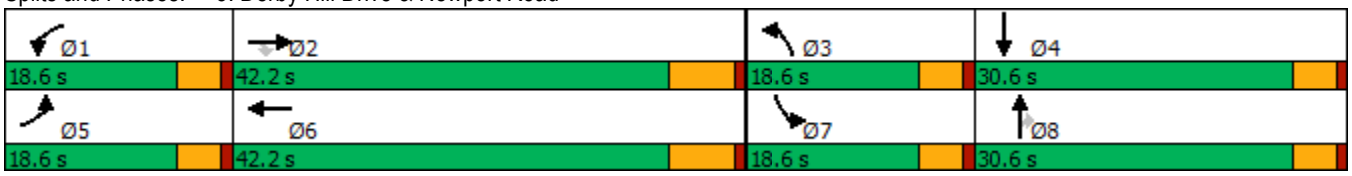
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.5	50.5				56.0	6.1
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.5	8.3				6.2	2.6
Green Ext Time (p_c), s	0.0	12.4				12.8	0.0

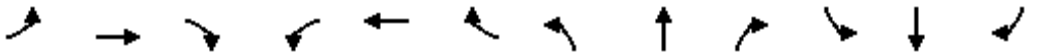
Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	Ø4
Lane Configurations									
Traffic Volume (vph)	6	1331	21	61	1328	7	41	13	
Future Volume (vph)	6	1331	21	61	1328	7	41	13	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	18.6	42.2	42.2	18.6	42.2	18.6	30.6	18.6	30.6
Total Split (%)	16.9%	38.4%	38.4%	16.9%	38.4%	16.9%	27.8%	16.9%	28%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	4.3	44.3	44.3	6.3	52.8	6.1	5.0	4.6	
Actuated g/C Ratio	0.07	0.67	0.67	0.10	0.80	0.09	0.08	0.07	
v/c Ratio	0.05	0.40	0.02	0.37	0.33	0.04	0.08	0.11	
Control Delay	31.8	8.2	0.0	35.2	4.6	26.4	0.3	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.8	8.2	0.0	35.2	4.6	26.4	0.3	32.4	
LOS	C	A	A	D	A	C	A	C	
Approach Delay		8.2			5.9				
Approach LOS		A			A				

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 65.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1331	21	61	1328	2	7	0	41	13	0	0
Future Volume (veh/h)	6	1331	21	61	1328	2	7	0	41	13	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1386	22	64	1383	2	7	0	43	14	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	11	2958	918	82	3258	5	13	88	75	25	100	0
Arrive On Green	0.01	0.57	0.57	0.05	0.61	0.61	0.01	0.00	0.05	0.01	0.00	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5349	8	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	6	1386	22	64	894	491	7	0	43	14	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.2	9.8	0.4	2.2	8.5	8.5	0.2	0.0	1.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	9.8	0.4	2.2	8.5	8.5	0.2	0.0	1.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	11	2958	918	82	2107	1157	13	88	75	25	100	0
V/C Ratio(X)	0.52	0.47	0.02	0.78	0.42	0.42	0.53	0.00	0.58	0.56	0.00	0.00
Avail Cap(c_a), veh/h	405	2958	918	405	2107	1157	405	789	669	405	789	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.0	7.9	5.9	29.6	6.4	6.4	31.0	0.0	29.2	30.7	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.5	0.0	6.0	0.6	1.1	11.5	0.0	2.6	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.0	0.1	1.0	2.5	3.0	0.1	0.0	0.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	8.4	5.9	35.5	7.1	7.6	42.5	0.0	31.8	37.8	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	A
Approach Vol, veh/h		1414			1449			50			14	
Approach Delay, s/veh		8.5			8.5			33.3			37.8	
Approach LOS		A			A			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	42.2	5.1	7.9	5.0	44.6	5.5	7.5
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	14.0	35.7	14.0	26.0	14.0	35.7	14.0	26.0
Max Q Clear Time (g_c+I1), s	4.2	11.8	2.2	0.0	2.2	10.5	2.5	3.6
Green Ext Time (p_c), s	0.0	16.0	0.0	0.0	0.0	16.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	13	0	2	4	42	20	1	15	0
Future Vol, veh/h	0	0	2	13	0	2	4	42	20	1	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	20	0	3	6	64	30	2	23	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	120	133	23	120	118	79	23	0	0	94	0	0
Stage 1	27	27	-	91	91	-	-	-	-	-	-	-
Stage 2	93	106	-	29	27	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	860	761	1060	860	776	987	1605	-	-	1500	-	-
Stage 1	996	877	-	921	823	-	-	-	-	-	-	-
Stage 2	919	811	-	993	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	854	757	1060	854	772	987	1605	-	-	1500	-	-
Mov Cap-2 Maneuver	854	757	-	854	772	-	-	-	-	-	-	-
Stage 1	992	876	-	917	820	-	-	-	-	-	-	-
Stage 2	913	808	-	989	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.2	0.4	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1605	-	-	1060	870	1500	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.026	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	7	176	13	7	2	262	59	15	0	28	13
Future Vol, veh/h	12	7	176	13	7	2	262	59	15	0	28	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	8	189	14	8	2	282	63	16	0	30	14
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

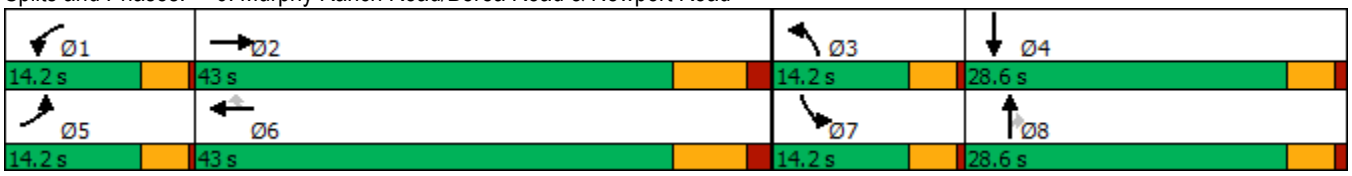
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	9.6	9.3	12.1	8.9
HCM LOS	A	A	B	A

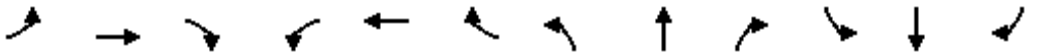
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	80%	0%	100%	0%	0%	78%	68%
Vol Right, %	0%	20%	0%	0%	100%	0%	22%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	74	12	7	176	13	9	41
LT Vol	262	0	12	0	0	13	0	0
Through Vol	0	59	0	7	0	0	7	28
RT Vol	0	15	0	0	176	0	2	13
Lane Flow Rate	282	80	13	8	189	14	10	44
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.447	0.112	0.022	0.012	0.266	0.026	0.016	0.07
Departure Headway (Hd)	5.718	5.075	6.271	5.766	5.06	6.649	5.984	5.69
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	700	569	618	706	534	592	622
Service Time	3.494	2.851	4.035	3.53	2.823	4.449	3.783	3.488
HCM Lane V/C Ratio	0.451	0.114	0.023	0.013	0.268	0.026	0.017	0.071
HCM Control Delay	13.1	8.5	9.2	8.6	9.7	9.6	8.9	8.9
HCM Lane LOS	B	A	A	A	A	A	A	A
HCM 95th-tile Q	2.3	0.4	0.1	0	1.1	0.1	0	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	31	1287	9	1275	265	100	40	3	183	19
Future Volume (vph)	31	1287	9	1275	265	100	40	3	183	19
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	14.2	43.0	14.2	43.0	43.0	14.2	28.6	28.6	14.2	28.6
Total Split (%)	14.2%	43.0%	14.2%	43.0%	43.0%	14.2%	28.6%	28.6%	14.2%	28.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.9	40.2	5.0	38.0	38.0	8.8	7.3	7.3	10.3	8.4
Actuated g/C Ratio	0.08	0.57	0.07	0.53	0.53	0.12	0.10	0.10	0.14	0.12
v/c Ratio	0.21	0.48	0.07	0.48	0.29	0.47	0.22	0.01	0.73	0.16
Control Delay	37.0	11.4	36.4	13.2	6.8	38.5	34.8	0.0	50.6	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	11.4	36.4	13.2	6.8	38.5	34.8	0.0	50.6	24.1
LOS	D	B	D	B	A	D	C	A	D	C
Approach Delay		11.9		12.2			36.7			46.4
Approach LOS		B		B			D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 71.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1287	66	9	1275	265	100	40	3	183	19	15
Future Volume (veh/h)	31	1287	66	9	1275	265	100	40	3	183	19	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1341	69	9	1328	276	104	42	3	191	20	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	2547	131	17	2527	784	134	153	129	231	131	105
Arrive On Green	0.03	0.50	0.50	0.01	0.49	0.49	0.07	0.08	0.08	0.13	0.13	0.13
Sat Flow, veh/h	1810	5051	260	1810	5187	1610	1810	1900	1610	1810	977	782
Grp Volume(v), veh/h	32	918	492	9	1328	276	104	42	3	191	0	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1853	1810	1729	1610	1810	1900	1610	1810	0	1759
Q Serve(g_s), s	1.3	13.1	13.1	0.4	12.9	7.7	4.1	1.5	0.1	7.5	0.0	1.3
Cycle Q Clear(g_c), s	1.3	13.1	13.1	0.4	12.9	7.7	4.1	1.5	0.1	7.5	0.0	1.3
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	47	1743	934	17	2527	784	134	153	129	231	0	236
V/C Ratio(X)	0.68	0.53	0.53	0.54	0.53	0.35	0.78	0.28	0.02	0.83	0.00	0.15
Avail Cap(c_a), veh/h	251	1743	934	251	2527	784	251	626	530	251	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	12.2	12.2	36.0	12.9	11.6	33.2	31.5	30.9	31.0	0.0	27.9
Incr Delay (d2), s/veh	6.1	1.1	2.1	9.9	0.8	1.2	3.6	1.0	0.1	17.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.8	5.3	0.2	4.6	2.8	1.9	0.7	0.0	4.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	13.3	14.3	45.9	13.7	12.8	36.8	32.5	30.9	48.0	0.0	28.2
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	A	C
Approach Vol, veh/h		1442			1613			149			227	
Approach Delay, s/veh		14.3			13.7			35.4			44.9	
Approach LOS		B			B			D			D	

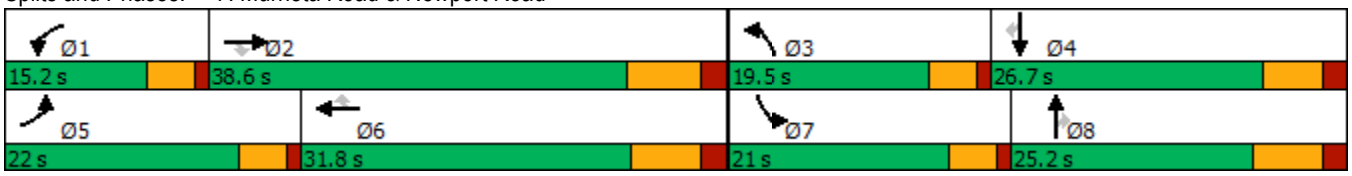
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	44.2	9.5	14.4	6.0	43.0	13.4	10.5
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	10.1	35.5	10.1	24.0	10.1	35.5	10.1	24.0
Max Q Clear Time (g_c+I1), s	2.4	15.1	6.1	3.3	3.3	14.9	9.5	3.5
Green Ext Time (p_c), s	0.0	12.9	0.0	0.1	0.0	14.0	0.0	0.1

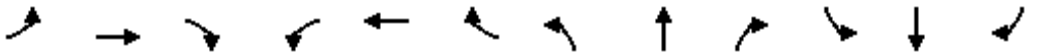
Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	987	86	117	1050	263	159	273	126	261	280	224
Future Volume (vph)	299	987	86	117	1050	263	159	273	126	261	280	224
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	22.0	38.6	38.6	15.2	31.8	31.8	19.5	25.2	25.2	21.0	26.7	26.7
Total Split (%)	22.0%	38.6%	38.6%	15.2%	31.8%	31.8%	19.5%	25.2%	25.2%	21.0%	26.7%	26.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	17.4	32.6	32.6	9.1	24.7	24.7	11.8	13.0	13.0	15.8	17.8	17.8
Actuated g/C Ratio	0.18	0.34	0.34	0.10	0.26	0.26	0.12	0.14	0.14	0.17	0.19	0.19
v/c Ratio	0.92	0.57	0.14	0.70	0.80	0.44	0.73	0.57	0.33	0.89	0.43	0.47
Control Delay	74.0	27.5	1.3	62.9	38.5	6.3	59.1	42.8	3.2	70.9	36.4	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	27.5	1.3	62.9	38.5	6.3	59.1	42.8	3.2	70.9	36.4	8.2
LOS	E	C	A	E	D	A	E	D	A	E	D	A
Approach Delay		36.0			34.6			38.5			39.9	
Approach LOS		D			C			D			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 94.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	987	86	117	1050	263	159	273	126	261	280	224
Future Volume (veh/h)	299	987	86	117	1050	263	159	273	126	261	280	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	1018	89	121	1082	271	164	281	130	269	289	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	1931	599	151	1389	431	198	421	188	303	630	281
Arrive On Green	0.19	0.37	0.37	0.08	0.27	0.27	0.11	0.12	0.12	0.17	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	308	1018	89	121	1082	271	164	281	130	269	289	231
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.3	14.1	3.4	6.0	17.7	13.6	8.2	6.9	7.1	13.4	6.6	12.7
Cycle Q Clear(g_c), s	15.3	14.1	3.4	6.0	17.7	13.6	8.2	6.9	7.1	13.4	6.6	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1931	599	151	1389	431	198	421	188	303	630	281
V/C Ratio(X)	0.90	0.53	0.15	0.80	0.78	0.63	0.83	0.67	0.69	0.89	0.46	0.82
Avail Cap(c_a), veh/h	343	1931	599	209	1389	431	293	707	315	323	798	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	22.5	19.2	41.3	31.1	29.6	40.1	38.9	39.0	37.4	34.0	36.6
Incr Delay (d2), s/veh	25.5	1.0	0.5	9.7	4.4	6.8	7.5	1.8	4.5	22.6	0.5	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	5.7	1.3	3.1	7.8	6.0	4.0	3.1	3.0	7.7	2.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	23.6	19.7	51.0	35.5	36.4	47.6	40.7	43.5	60.0	34.6	48.2
LnGrp LOS	E	C	B	D	D	D	D	D	D	E	C	D
Approach Vol, veh/h		1415			1474			575			789	
Approach Delay, s/veh		31.7			36.9			43.3			47.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	41.7	14.7	23.2	21.9	32.1	20.0	17.9
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.6	31.1	14.9	* 20	17.4	* 25	16.4	18.0
Max Q Clear Time (g_c+I1), s	8.0	16.1	10.2	14.7	17.3	19.7	15.4	9.1
Green Ext Time (p_c), s	0.0	6.6	0.1	1.3	0.0	3.3	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

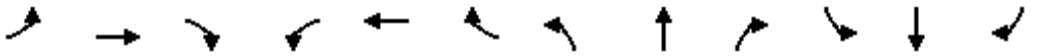
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	1415	22	21	1476	28	12	21	50	8
Future Volume (vph)	21	1415	22	21	1476	28	12	21	50	8
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.1	54.9	54.9	11.9	56.7	9.8	22.6	22.6	10.6	23.4
Total Split (%)	10.1%	54.9%	54.9%	11.9%	56.7%	9.8%	22.6%	22.6%	10.6%	23.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.6	59.8	59.8	6.4	60.5	5.3	6.4	6.4	5.9	8.9
Actuated g/C Ratio	0.07	0.75	0.75	0.08	0.76	0.07	0.08	0.08	0.07	0.11
v/c Ratio	0.18	0.55	0.02	0.15	0.41	0.25	0.09	0.09	0.39	0.18
Control Delay	41.9	10.4	0.0	39.6	7.6	44.1	38.7	0.7	46.8	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	10.4	0.0	39.6	7.6	44.1	38.7	0.7	46.8	19.4
LOS	D	B	A	D	A	D	D	A	D	B
Approach Delay		10.7			8.0		28.1			35.2
Approach LOS		B			A		C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1415	22	21	1476	45	28	12	21	50	8	29
Future Volume (veh/h)	21	1415	22	21	1476	45	28	12	21	50	8	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1474	23	22	1538	47	29	12	22	52	8	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	2242	1000	44	3212	98	53	126	107	77	28	104
Arrive On Green	0.02	0.62	0.62	0.02	0.62	0.62	0.03	0.07	0.07	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	5172	158	1810	1900	1610	1810	350	1313
Grp Volume(v), veh/h	22	1474	23	22	1028	557	29	12	22	52	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1872	1810	1900	1610	1810	0	1664
Q Serve(g_s), s	1.0	21.3	0.4	1.0	13.0	13.0	1.3	0.5	1.1	2.3	0.0	1.7
Cycle Q Clear(g_c), s	1.0	21.3	0.4	1.0	13.0	13.0	1.3	0.5	1.1	2.3	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	44	2242	1000	44	2148	1163	53	126	107	77	0	132
V/C Ratio(X)	0.50	0.66	0.02	0.50	0.48	0.48	0.54	0.10	0.21	0.68	0.00	0.29
Avail Cap(c_a), veh/h	122	2242	1000	162	2148	1163	116	421	356	134	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	9.9	5.9	39.2	8.3	8.3	38.9	35.7	35.9	38.4	0.0	35.3
Incr Delay (d2), s/veh	8.8	1.5	0.0	8.8	0.8	1.4	8.3	0.3	0.9	9.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.5	0.1	0.5	4.4	4.9	0.7	0.2	0.4	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	11.4	6.0	47.9	9.1	9.7	47.2	36.0	36.9	48.3	0.0	36.5
LnGrp LOS	D	B	A	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		1519			1607			63			90	
Approach Delay, s/veh		11.8			9.8			41.5			43.3	
Approach LOS		B			A			D			D	

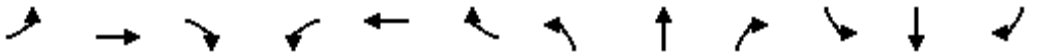
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	56.7	7.0	11.0	6.6	56.7	8.1	10.0
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	7.3	48.7	5.2	18.8	5.5	50.5	6.0	18.0
Max Q Clear Time (g_c+I1), s	3.0	23.3	3.3	3.7	3.0	15.0	4.3	3.1
Green Ext Time (p_c), s	0.0	13.3	0.0	0.1	0.0	15.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1425	41	10	1484	42	47	11	36	16	8	10
Future Volume (vph)	20	1425	41	10	1484	42	47	11	36	16	8	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	10.3	47.8	47.8	9.6	47.1	47.1	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.9%	59.8%	59.8%	12.0%	58.9%	58.9%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.7	49.0	49.0	5.0	48.8	48.8		8.3	8.3		8.3	8.3
Actuated g/C Ratio	0.08	0.73	0.73	0.07	0.73	0.73		0.12	0.12		0.12	0.12
v/c Ratio	0.14	0.56	0.03	0.07	0.41	0.04		0.34	0.12		0.13	0.03
Control Delay	31.2	7.6	0.5	30.8	5.9	0.6		32.0	0.8		27.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	31.2	7.6	0.5	30.8	5.9	0.6		32.0	0.8		27.3	0.2
LOS	C	A	A	C	A	A		C	A		C	A
Approach Delay		7.8			5.9			20.0			19.3	
Approach LOS		A			A			B			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 67.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1425	41	10	1484	42	47	11	36	16	8	10
Future Volume (veh/h)	20	1425	41	10	1484	42	47	11	36	16	8	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1469	42	10	1530	43	48	11	37	16	8	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1962	875	22	2763	858	96	14	362	85	28	362
Arrive On Green	0.02	0.54	0.54	0.01	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	39	61	1610	23	124	1610
Grp Volume(v), veh/h	21	1469	42	10	1530	43	59	0	37	24	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	99	0	1610	147	0	1610
Q Serve(g_s), s	0.9	23.5	0.9	0.4	14.6	1.0	0.5	0.0	1.4	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.9	23.5	0.9	0.4	14.6	1.0	16.9	0.0	1.4	16.7	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	42	1962	875	22	2763	858	110	0	362	113	0	362
V/C Ratio(X)	0.50	0.75	0.05	0.44	0.55	0.05	0.54	0.00	0.10	0.21	0.00	0.03
Avail Cap(c_a), veh/h	138	1962	875	121	2763	858	132	0	387	136	0	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	13.2	8.0	36.7	11.6	8.4	34.1	0.0	23.0	24.4	0.0	22.6
Incr Delay (d2), s/veh	8.7	2.7	0.1	5.0	0.8	0.1	4.1	0.0	0.1	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.9	0.3	0.2	5.2	0.3	1.2	0.0	0.5	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	15.8	8.1	41.8	12.4	8.5	38.2	0.0	23.1	25.3	0.0	22.7
LnGrp LOS	D	B	A	D	B	A	D	A	C	C	A	C
Approach Vol, veh/h		1532			1583			96			34	
Approach Delay, s/veh		16.0			12.5			32.4			24.5	
Approach LOS		B			B			C			C	

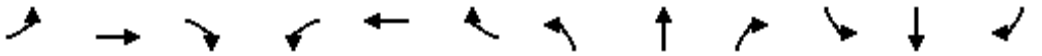
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	47.9		21.8	6.4	47.1		21.8				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.7	39.9		18.0				
Max Q Clear Time (g_c+I1), s	2.4	25.5		18.7	2.9	16.6		18.9				
Green Ext Time (p_c), s	0.0	9.6		0.0	0.0	12.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	145	1252	227	1396	335	107	148	170	304	158
Future Volume (vph)	145	1252	227	1396	335	107	148	170	304	158
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	14.0	41.0	16.0	43.0	43.0	14.7	24.8	16.0	18.2	28.3
Total Split (%)	14.0%	41.0%	16.0%	43.0%	43.0%	14.7%	24.8%	16.0%	18.2%	28.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.4	36.2	10.0	36.8	36.8	8.9	19.0	34.8	13.6	23.8
Actuated g/C Ratio	0.09	0.36	0.10	0.37	0.37	0.09	0.19	0.35	0.14	0.24
v/c Ratio	0.90	0.73	0.68	0.76	0.44	0.69	0.43	0.29	1.29	0.31
Control Delay	93.0	30.5	53.3	30.9	5.8	66.6	39.9	13.2	195.8	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	30.5	53.3	30.9	5.8	66.6	39.9	13.2	195.8	20.2
LOS	F	C	D	C	A	E	D	B	F	C
Approach Delay		36.8		29.2			35.9			114.9
Approach LOS		D		C			D			F

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 43.3	Intersection LOS: D
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1252	58	227	1396	335	107	148	170	304	158	102
Future Volume (veh/h)	145	1252	58	227	1396	335	107	148	170	304	158	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	1304	60	236	1454	349	111	154	177	317	165	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1878	86	305	1874	582	139	365	449	249	545	331
Arrive On Green	0.10	0.37	0.37	0.09	0.36	0.36	0.08	0.19	0.19	0.14	0.25	0.25
Sat Flow, veh/h	1810	5082	234	3510	5187	1610	1810	1900	1610	1810	2158	1311
Grp Volume(v), veh/h	151	887	477	236	1454	349	111	154	177	317	136	135
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1755	1729	1610	1810	1900	1610	1810	1805	1664
Q Serve(g_s), s	8.2	21.5	21.5	6.5	24.6	17.5	6.0	7.1	8.8	13.6	6.0	6.5
Cycle Q Clear(g_c), s	8.2	21.5	21.5	6.5	24.6	17.5	6.0	7.1	8.8	13.6	6.0	6.5
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	172	1278	686	305	1874	582	139	365	449	249	456	420
V/C Ratio(X)	0.88	0.69	0.69	0.77	0.78	0.60	0.80	0.42	0.39	1.27	0.30	0.32
Avail Cap(c_a), veh/h	172	1278	686	404	1929	599	185	365	449	249	456	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	26.5	26.5	44.2	28.0	25.8	44.9	35.1	28.9	42.7	29.9	30.1
Incr Delay (d2), s/veh	35.6	2.1	3.9	4.5	2.4	2.5	12.0	3.6	2.6	151.0	1.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	9.0	10.0	3.0	10.3	6.9	3.1	3.6	3.7	16.4	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	28.6	30.4	48.8	30.4	28.3	56.9	38.7	31.5	193.7	31.6	32.1
LnGrp LOS	E	C	C	D	C	C	E	D	C	F	C	C
Approach Vol, veh/h		1515			2039			442			588	
Approach Delay, s/veh		34.2			32.2			40.4			119.1	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	42.8	12.2	30.8	14.0	41.9	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	11.4	34.8	10.1	22.5	9.4	36.8	13.6	19.0
Max Q Clear Time (g_c+I1), s	8.5	23.5	8.0	8.5	10.2	26.6	15.6	10.8
Green Ext Time (p_c), s	0.1	9.0	0.0	1.3	0.0	9.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	7	66	29	1
Future Vol, veh/h	0	12	7	66	29	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	8	78	34	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	129	35	35	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	870	1044	1589	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	866	1044	1589	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	1044	-	-
HCM Lane V/C Ratio	0.005	-	0.014	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	22	0	0	22	0
Future Vol, veh/h	0	22	0	0	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	24	0	0	24	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	13	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1604	-	1011	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	1011	1074
Mov Cap-2 Maneuver	-	-	-	-	1011	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1028	-

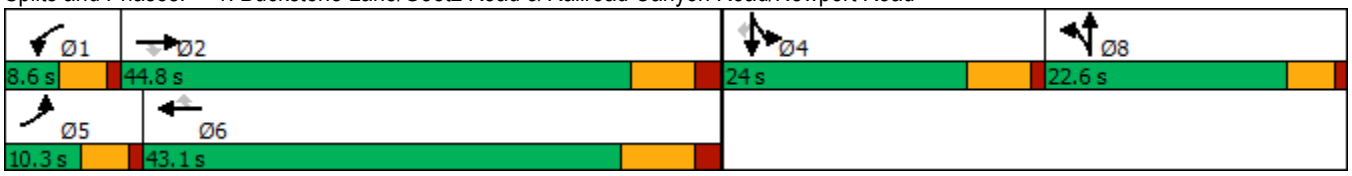
Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

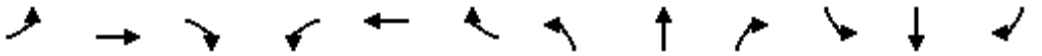
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1011	-	-	1604	-
HCM Lane V/C Ratio	0.024	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	135	573	4	10	857	229	2	1	550	3	438
Future Volume (vph)	135	573	4	10	857	229	2	1	550	3	438
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	10.3	44.8	44.8	8.6	43.1	43.1	22.6	22.6	24.0	24.0	24.0
Total Split (%)	10.3%	44.8%	44.8%	8.6%	43.1%	43.1%	22.6%	22.6%	24.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.7	45.2	45.2	4.0	35.7	35.7	7.0	7.0	17.6	17.6	17.6
Actuated g/C Ratio	0.07	0.57	0.57	0.05	0.45	0.45	0.09	0.09	0.22	0.22	0.22
v/c Ratio	0.55	0.20	0.00	0.11	0.38	0.28	0.01	0.07	0.73	0.44	0.44
Control Delay	45.6	9.7	0.0	40.9	15.5	3.2	36.0	22.5	35.4	7.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	9.7	0.0	40.9	15.5	3.2	36.0	22.5	35.4	7.4	7.2
LOS	D	A	A	D	B	A	D	C	D	A	A
Approach Delay		16.4			13.2			24.8		22.9	
Approach LOS		B			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	573	4	10	857	229	2	1	9	550	3	438
Future Volume (veh/h)	135	573	4	10	857	229	2	1	9	550	3	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	591	4	10	884	236	2	1	9	567	0	454
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	2561	795	18	2297	713	37	3	30	710	0	631
Arrive On Green	0.06	0.49	0.49	0.01	0.44	0.44	0.02	0.02	0.02	0.20	0.00	0.20
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	164	1472	3619	0	3220
Grp Volume(v), veh/h	139	591	4	10	884	236	2	0	10	567	0	454
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1635	1810	0	1610
Q Serve(g_s), s	3.1	5.2	0.1	0.4	9.2	7.7	0.1	0.0	0.5	12.0	0.0	10.6
Cycle Q Clear(g_c), s	3.1	5.2	0.1	0.4	9.2	7.7	0.1	0.0	0.5	12.0	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	214	2561	795	18	2297	713	37	0	33	710	0	631
V/C Ratio(X)	0.65	0.23	0.01	0.55	0.38	0.33	0.05	0.00	0.30	0.80	0.00	0.72
Avail Cap(c_a), veh/h	249	2561	795	90	2297	713	405	0	366	819	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	11.6	10.3	39.6	15.0	14.6	38.6	0.0	38.8	30.8	0.0	30.2
Incr Delay (d2), s/veh	2.9	0.2	0.0	9.5	0.5	1.2	0.6	0.0	4.9	4.9	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.9	0.0	0.2	3.5	2.9	0.0	0.0	0.2	5.6	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	11.8	10.3	49.2	15.5	15.9	39.2	0.0	43.7	35.8	0.0	33.2
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		734			1130			12			1021	
Approach Delay, s/veh		17.1			15.9			42.9			34.6	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	47.2		21.6	9.5	43.1		6.2				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.2	5.7	35.6		18.0				
Max Q Clear Time (g_c+I1), s	2.4	7.2		14.0	5.1	11.2		2.5				
Green Ext Time (p_c), s	0.0	6.3		1.8	0.0	10.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		22.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1125	7	9	1071	25	12
Future Volume (vph)	1125	7	9	1071	25	12
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	57.6	57.6	5.4	59.6	6.6	6.6
Actuated g/C Ratio	0.86	0.86	0.08	0.89	0.10	0.10
v/c Ratio	0.27	0.01	0.07	0.25	0.15	0.08
Control Delay	3.1	3.3	29.4	1.8	28.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	3.3	29.4	1.8	28.8	15.8
LOS	A	A	C	A	C	B
Approach Delay	3.1			2.0	24.6	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 66.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 2.9	Intersection LOS: A
Intersection Capacity Utilization 34.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1125	7	9	1071	25	12
Future Volume (veh/h)	1125	7	9	1071	25	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1197	7	10	1139	27	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3667	1138	18	4101	58	52
Arrive On Green	0.71	0.71	0.01	0.79	0.03	0.03
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1197	7	10	1139	27	13
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	5.5	0.1	0.3	3.7	0.9	0.5
Cycle Q Clear(g_c), s	5.5	0.1	0.3	3.7	0.9	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3667	1138	18	4101	58	52
V/C Ratio(X)	0.33	0.01	0.54	0.28	0.47	0.25
Avail Cap(c_a), veh/h	3667	1138	156	4101	561	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.5	2.7	30.8	1.8	29.8	29.6
Incr Delay (d2), s/veh	0.2	0.0	22.5	0.2	5.7	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.3	0.4	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	2.7	53.3	1.9	35.5	32.1
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1204			1149	40	
Approach Delay, s/veh	3.7			2.4	34.4	
Approach LOS	A			A	C	

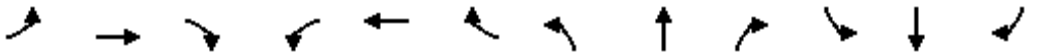
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	50.8				56.0	6.6
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.3	7.5				5.7	2.9
Green Ext Time (p_c), s	0.0	10.7				10.8	0.1

Intersection Summary		
HCM 6th Ctrl Delay	3.6	
HCM 6th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	1121	7	25	1048	32	82	29	0
Future Volume (vph)	20	1121	7	25	1048	32	82	29	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	NA
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	12.0	51.0	51.0	13.0	52.0	13.0	23.0	13.0	23.0
Total Split (%)	12.0%	51.0%	51.0%	13.0%	52.0%	13.0%	23.0%	13.0%	23.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.0	53.8	53.8	5.2	53.9	7.2	5.1	5.4	5.1
Actuated g/C Ratio	0.07	0.72	0.72	0.07	0.72	0.10	0.07	0.07	0.07
v/c Ratio	0.17	0.31	0.01	0.21	0.29	0.19	0.24	0.23	0.03
Control Delay	38.3	6.8	0.0	38.6	6.6	34.6	1.7	38.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	6.8	0.0	38.6	6.6	34.6	1.7	38.9	0.2
LOS	D	A	A	D	A	C	A	D	A
Approach Delay		7.4			7.4				28.5
Approach LOS		A			A				C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1121	7	25	1048	1	32	0	82	29	0	11
Future Volume (veh/h)	20	1121	7	25	1048	1	32	0	82	29	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1156	7	26	1080	1	33	0	85	30	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	3147	977	40	3265	3	48	141	119	45	0	116
Arrive On Green	0.02	0.61	0.61	0.02	0.61	0.61	0.03	0.00	0.07	0.02	0.00	0.07
Sat Flow, veh/h	1810	5187	1610	1810	5352	5	1810	1900	1610	1810	0	1610
Grp Volume(v), veh/h	21	1156	7	26	698	383	33	0	85	30	0	11
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	0	1610
Q Serve(g_s), s	0.9	8.4	0.1	1.1	7.4	7.4	1.3	0.0	3.8	1.2	0.0	0.5
Cycle Q Clear(g_c), s	0.9	8.4	0.1	1.1	7.4	7.4	1.3	0.0	3.8	1.2	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	3147	977	40	2110	1159	48	141	119	45	0	116
V/C Ratio(X)	0.61	0.37	0.01	0.64	0.33	0.33	0.69	0.00	0.71	0.67	0.00	0.09
Avail Cap(c_a), veh/h	180	3147	977	204	2110	1159	204	469	397	204	0	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	7.4	5.8	36.2	7.1	7.1	36.0	0.0	33.8	36.1	0.0	32.3
Incr Delay (d2), s/veh	6.4	0.3	0.0	6.2	0.4	0.8	6.3	0.0	2.9	6.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.7	0.0	0.5	2.4	2.7	0.7	0.0	1.6	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	7.8	5.8	42.4	7.5	7.9	42.3	0.0	36.7	42.3	0.0	32.4
LnGrp LOS	D	A	A	D	A	A	D	A	D	D	A	C
Approach Vol, veh/h		1184			1107			118			41	
Approach Delay, s/veh		8.4			8.5			38.3			39.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	51.7	6.6	10.0	6.0	52.0	6.5	10.1
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	8.4	44.5	8.4	18.4	7.4	45.5	8.4	18.4
Max Q Clear Time (g_c+I1), s	3.1	10.4	3.3	2.5	2.9	9.4	3.2	5.8
Green Ext Time (p_c), s	0.0	16.4	0.0	0.0	0.0	14.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	25	0	0	1	22	12	0	35	0
Future Vol, veh/h	0	0	2	25	0	0	1	22	12	0	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	32	0	0	1	28	15	0	45	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	83	90	45	85	83	36	45	0	0	43	0	0
Stage 1	45	45	-	38	38	-	-	-	-	-	-	-
Stage 2	38	45	-	47	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	909	804	1031	906	811	1042	1576	-	-	1566	-	-
Stage 1	974	861	-	982	867	-	-	-	-	-	-	-
Stage 2	982	861	-	972	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	908	803	1031	903	810	1042	1576	-	-	1566	-	-
Mov Cap-2 Maneuver	908	803	-	903	810	-	-	-	-	-	-	-
Stage 1	973	861	-	981	866	-	-	-	-	-	-	-
Stage 2	981	860	-	970	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9.1	0.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	1031	903	1566	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.035	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	9.1	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	168	23	3	1	131	71	26	0	108	11
Future Vol, veh/h	10	0	168	23	3	1	131	71	26	0	108	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	0	187	26	3	1	146	79	29	0	120	12
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

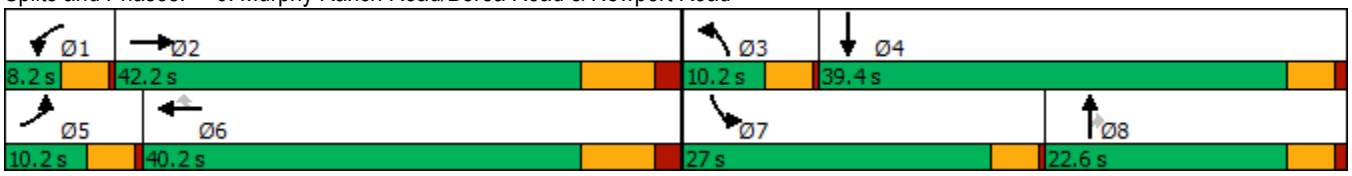
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	9.6	9.6	9.9	9.9
HCM LOS	A	A	A	A

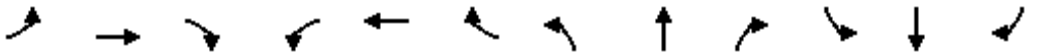
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	73%	0%	100%	0%	0%	75%	91%
Vol Right, %	0%	27%	0%	0%	100%	0%	25%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	97	10	0	168	23	4	119
LT Vol	131	0	10	0	0	23	0	0
Through Vol	0	71	0	0	0	0	3	108
RT Vol	0	26	0	0	168	0	1	11
Lane Flow Rate	146	108	11	0	187	26	4	132
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.24	0.157	0.019	0	0.26	0.047	0.007	0.206
Departure Headway (Hd)	5.929	5.237	6.216	5.711	5.005	6.65	5.967	5.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	601	678	572	0	711	542	603	632
Service Time	3.714	3.022	3.995	3.49	2.783	4.35	3.667	3.413
HCM Lane V/C Ratio	0.243	0.159	0.019	0	0.263	0.048	0.007	0.209
HCM Control Delay	10.6	9	9.1	8.5	9.6	9.7	8.7	9.9
HCM Lane LOS	B	A	A	N	A	A	A	A
HCM 95th-tile Q	0.9	0.6	0.1	0	1	0.1	0	0.8

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	35	1160	20	996	181	30	12	1	234	17
Future Volume (vph)	35	1160	20	996	181	30	12	1	234	17
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	10.2	42.2	8.2	40.2	40.2	10.2	22.6	22.6	27.0	39.4
Total Split (%)	10.2%	42.2%	8.2%	40.2%	40.2%	10.2%	22.6%	22.6%	27.0%	39.4%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.6	38.8	4.2	36.6	36.6	5.2	6.4	6.4	13.7	11.6
Actuated g/C Ratio	0.08	0.57	0.06	0.54	0.54	0.08	0.09	0.09	0.20	0.17
v/c Ratio	0.25	0.42	0.19	0.37	0.20	0.23	0.07	0.00	0.67	0.21
Control Delay	37.4	10.8	39.3	12.1	5.0	37.6	34.1	0.0	35.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	10.8	39.3	12.1	5.0	37.6	34.1	0.0	35.0	13.2
LOS	D	B	D	B	A	D	C	A	C	B
Approach Delay		11.6		11.5			35.8			30.2
Approach LOS		B		B			D			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 67.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1160	37	20	996	181	30	12	1	234	17	48
Future Volume (veh/h)	35	1160	37	20	996	181	30	12	1	234	17	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1221	39	21	1048	191	32	13	1	246	18	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	2433	78	34	2393	743	47	140	119	290	91	258
Arrive On Green	0.03	0.47	0.47	0.02	0.46	0.46	0.03	0.07	0.07	0.16	0.21	0.21
Sat Flow, veh/h	1810	5163	165	1810	5187	1610	1810	1900	1610	1810	437	1239
Grp Volume(v), veh/h	37	818	442	21	1048	191	32	13	1	246	0	69
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1900	1610	1810	0	1677
Q Serve(g_s), s	1.5	12.1	12.1	0.8	10.0	5.3	1.3	0.5	0.0	9.7	0.0	2.5
Cycle Q Clear(g_c), s	1.5	12.1	12.1	0.8	10.0	5.3	1.3	0.5	0.0	9.7	0.0	2.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	52	1629	881	34	2393	743	47	140	119	290	0	349
V/C Ratio(X)	0.71	0.50	0.50	0.61	0.44	0.26	0.68	0.09	0.01	0.85	0.00	0.20
Avail Cap(c_a), veh/h	150	1629	881	101	2393	743	150	464	394	563	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	13.5	13.5	35.9	13.4	12.1	35.6	31.8	31.6	30.0	0.0	24.1
Incr Delay (d2), s/veh	6.4	1.1	2.0	6.4	0.6	0.8	6.2	0.3	0.0	2.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.5	5.1	0.4	3.7	1.9	0.6	0.2	0.0	4.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	14.6	15.5	42.3	14.0	13.0	41.7	32.1	31.6	32.7	0.0	24.4
LnGrp LOS	D	B	B	D	B	B	D	C	C	C	A	C
Approach Vol, veh/h		1297			1260			46			315	
Approach Delay, s/veh		15.7			14.3			38.8			30.9	
Approach LOS		B			B			D			C	

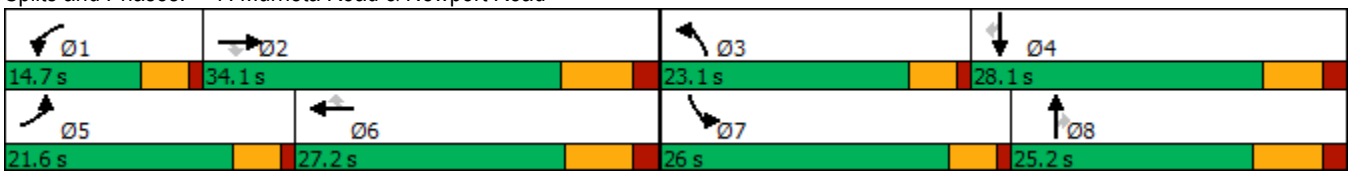
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	42.2	6.0	19.9	6.2	41.5	15.9	10.0
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	4.1	34.7	6.1	34.8	6.1	32.7	22.9	18.0
Max Q Clear Time (g_c+I1), s	2.8	14.1	3.3	4.5	3.5	12.0	11.7	2.5
Green Ext Time (p_c), s	0.0	11.6	0.0	0.4	0.0	11.0	0.2	0.0

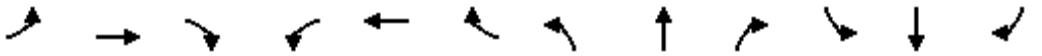
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	961	143	121	760	112	146	308	151	264	341	186
Future Volume (vph)	216	961	143	121	760	112	146	308	151	264	341	186
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	21.6	34.1	34.1	14.7	27.2	27.2	23.1	25.2	25.2	26.0	28.1	28.1
Total Split (%)	21.6%	34.1%	34.1%	14.7%	27.2%	27.2%	23.1%	25.2%	25.2%	26.0%	28.1%	28.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	14.8	26.8	26.8	9.1	21.5	21.5	12.1	14.2	14.2	17.7	20.6	20.6
Actuated g/C Ratio	0.16	0.29	0.29	0.10	0.23	0.23	0.13	0.15	0.15	0.19	0.22	0.22
v/c Ratio	0.82	0.70	0.27	0.74	0.69	0.23	0.68	0.61	0.40	0.84	0.46	0.39
Control Delay	61.2	33.0	6.1	67.2	37.2	1.7	53.3	41.8	5.9	57.7	33.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	33.0	6.1	67.2	37.2	1.7	53.3	41.8	5.9	57.7	33.6	7.1
LOS	E	C	A	E	D	A	D	D	A	E	C	A
Approach Delay		34.7			36.9			35.6			35.4	
Approach LOS		C			D			D			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 91.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	961	143	121	760	112	146	308	151	264	341	186
Future Volume (veh/h)	216	961	143	121	760	112	146	308	151	264	341	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	1056	157	133	835	123	160	338	166	290	375	204
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	1602	497	166	1290	401	196	509	227	328	772	344
Arrive On Green	0.15	0.31	0.31	0.09	0.25	0.25	0.11	0.14	0.14	0.18	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	237	1056	157	133	835	123	160	338	166	290	375	204
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.0	15.2	6.4	6.2	12.4	5.4	7.5	7.6	8.5	13.5	7.8	9.8
Cycle Q Clear(g_c), s	11.0	15.2	6.4	6.2	12.4	5.4	7.5	7.6	8.5	13.5	7.8	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1602	497	166	1290	401	196	509	227	328	772	344
V/C Ratio(X)	0.86	0.66	0.32	0.80	0.65	0.31	0.82	0.66	0.73	0.88	0.49	0.59
Avail Cap(c_a), veh/h	357	1602	497	212	1290	401	389	754	336	450	909	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	25.8	22.8	38.4	29.0	26.3	37.6	35.1	35.4	34.4	29.7	30.5
Incr Delay (d2), s/veh	13.1	2.1	1.7	12.2	2.5	2.0	3.1	1.5	4.5	11.9	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.4	2.6	3.3	5.3	2.2	3.4	3.4	3.6	6.9	3.4	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	28.0	24.5	50.6	31.5	28.3	40.7	36.5	39.9	46.3	30.2	32.1
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	C	C
Approach Vol, veh/h		1450			1091			664			869	
Approach Delay, s/veh		31.0			33.5			38.4			36.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	34.1	13.9	25.6	17.7	28.9	20.2	19.4
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.1	26.6	18.5	* 22	17.0	* 20	21.4	18.0
Max Q Clear Time (g_c+I1), s	8.2	17.2	9.5	11.8	13.0	14.4	15.5	10.5
Green Ext Time (p_c), s	0.0	5.2	0.1	2.3	0.1	2.8	0.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

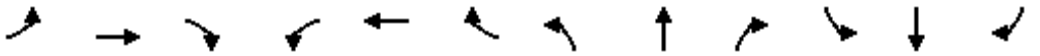
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	19	1302	87	83	944	40	63	64	59	137
Future Volume (vph)	19	1302	87	83	944	40	63	64	59	137
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.0	53.2	53.2	13.2	56.4	10.9	22.6	22.6	11.0	22.7
Total Split (%)	10.0%	53.2%	53.2%	13.2%	56.4%	10.9%	22.6%	22.6%	11.0%	22.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.4	50.1	50.1	8.2	56.5	6.2	12.8	12.8	6.3	15.1
Actuated g/C Ratio	0.06	0.54	0.54	0.09	0.61	0.07	0.14	0.14	0.07	0.16
v/c Ratio	0.20	0.75	0.11	0.58	0.35	0.38	0.27	0.21	0.54	0.60
Control Delay	49.2	22.4	2.3	58.5	11.1	53.4	38.9	1.6	61.3	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	22.4	2.3	58.5	11.1	53.4	38.9	1.6	61.3	43.6
LOS	D	C	A	E	B	D	D	A	E	D
Approach Delay		21.5			14.8		28.1			48.2
Approach LOS		C			B		C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1302	87	83	944	29	40	63	64	59	137	30
Future Volume (veh/h)	19	1302	87	83	944	29	40	63	64	59	137	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1463	98	93	1061	33	45	71	72	66	154	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1944	867	120	3007	93	69	226	192	85	193	43
Arrive On Green	0.02	0.54	0.54	0.07	0.58	0.58	0.04	0.12	0.12	0.05	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	5168	161	1810	1900	1610	1810	1507	333
Grp Volume(v), veh/h	21	1463	98	93	710	384	45	71	72	66	0	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1871	1810	1900	1610	1810	0	1840
Q Serve(g_s), s	1.0	27.5	2.6	4.4	9.4	9.4	2.1	3.0	3.6	3.1	0.0	8.7
Cycle Q Clear(g_c), s	1.0	27.5	2.6	4.4	9.4	9.4	2.1	3.0	3.6	3.1	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	41	1944	867	120	2012	1088	69	226	192	85	0	236
V/C Ratio(X)	0.51	0.75	0.11	0.78	0.35	0.35	0.65	0.31	0.38	0.77	0.00	0.80
Avail Cap(c_a), veh/h	112	1944	867	178	2012	1088	131	392	332	133	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	15.6	9.9	40.1	9.6	9.6	41.4	35.2	35.5	41.1	0.0	36.9
Incr Delay (d2), s/veh	9.3	2.8	0.3	11.7	0.5	0.9	10.0	0.8	1.2	13.7	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.9	0.9	2.3	3.4	3.8	1.1	1.4	1.5	1.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	18.4	10.2	51.8	10.1	10.5	51.4	36.0	36.7	54.8	0.0	43.0
LnGrp LOS	D	B	B	D	B	B	D	D	D	D	A	D
Approach Vol, veh/h		1582			1187			188			254	
Approach Delay, s/veh		18.3			13.5			39.9			46.1	
Approach LOS		B			B			D			D	

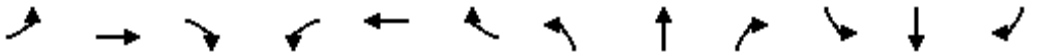
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	53.2	7.9	15.8	6.6	57.0	8.7	15.0
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	8.6	47.0	6.3	18.1	5.4	50.2	6.4	18.0
Max Q Clear Time (g_c+I1), s	6.4	29.5	4.1	10.7	3.0	11.4	5.1	5.6
Green Ext Time (p_c), s	0.0	10.7	0.0	0.5	0.0	9.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1356	54	10	968	16	54	12	30	50	32	34
Future Volume (vph)	15	1356	54	10	968	16	54	12	30	50	32	34
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	9.8	47.8	47.8	9.6	47.6	47.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.3%	59.8%	59.8%	12.0%	59.5%	59.5%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.2	46.7	46.7	5.0	46.7	46.7		9.2	9.2		9.2	9.2
Actuated g/C Ratio	0.08	0.71	0.71	0.08	0.71	0.71		0.14	0.14		0.14	0.14
v/c Ratio	0.11	0.57	0.05	0.08	0.28	0.01		0.38	0.10		0.43	0.11
Control Delay	31.7	8.4	1.2	31.5	5.6	0.0		31.8	0.6		32.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	31.7	8.4	1.2	31.5	5.6	0.0		31.8	0.6		32.7	0.7
LOS	C	A	A	C	A	A		C	A		C	A
Approach Delay		8.4			5.8			22.1			23.3	
Approach LOS		A			A			C			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1356	54	10	968	16	54	12	30	50	32	34
Future Volume (veh/h)	15	1356	54	10	968	16	54	12	30	50	32	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	1458	58	11	1041	17	58	13	32	54	34	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	1932	862	25	2749	853	86	11	380	76	31	380
Arrive On Green	0.02	0.54	0.54	0.01	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	47	1610	0	133	1610
Grp Volume(v), veh/h	16	1458	58	11	1041	17	71	0	32	88	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	47	0	1610	133	0	1610
Q Serve(g_s), s	0.7	24.0	1.3	0.5	9.0	0.4	0.0	0.0	1.2	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.7	24.0	1.3	0.5	9.0	0.4	18.0	0.0	1.2	18.0	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	34	1932	862	25	2749	853	97	0	380	108	0	380
V/C Ratio(X)	0.47	0.75	0.07	0.45	0.38	0.02	0.73	0.00	0.08	0.82	0.00	0.10
Avail Cap(c_a), veh/h	123	1932	862	119	2749	853	97	0	380	108	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	13.8	8.5	37.3	10.5	8.5	35.3	0.0	22.7	31.9	0.0	22.8
Incr Delay (d2), s/veh	9.7	2.8	0.2	4.6	0.4	0.0	24.5	0.0	0.1	37.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.3	0.5	0.2	3.2	0.1	2.0	0.0	0.4	2.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	16.6	8.7	41.9	10.9	8.6	59.8	0.0	22.8	68.9	0.0	22.9
LnGrp LOS	D	B	A	D	B	A	E	A	C	E	A	C
Approach Vol, veh/h		1532			1069			103			125	
Approach Delay, s/veh		16.6			11.2			48.3			55.3	
Approach LOS		B			B			D			E	

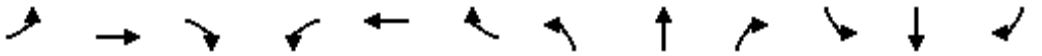
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	48.0		22.6	6.0	47.6		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.2	40.4		18.0				
Max Q Clear Time (g_c+I1), s	2.5	26.0		20.0	2.7	11.0		20.0				
Green Ext Time (p_c), s	0.0	9.3		0.0	0.0	8.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	90	1251	282	874	114	157	205	345	182	231
Future Volume (vph)	90	1251	282	874	114	157	205	345	182	231
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	16.6	42.0	15.0	40.4	40.4	17.5	24.8	15.0	18.2	25.5
Total Split (%)	16.6%	42.0%	15.0%	40.4%	40.4%	17.5%	24.8%	15.0%	18.2%	25.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	8.9	35.8	10.2	39.0	39.0	11.6	19.0	34.9	13.1	20.4
Actuated g/C Ratio	0.09	0.36	0.10	0.39	0.39	0.12	0.19	0.35	0.13	0.21
v/c Ratio	0.60	0.78	0.85	0.46	0.17	0.80	0.60	0.60	0.83	0.44
Control Delay	58.4	31.6	65.9	24.4	4.3	70.0	44.9	24.7	70.1	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	31.6	65.9	24.4	4.3	70.0	44.9	24.7	70.1	32.7
LOS	E	C	E	C	A	E	D	C	E	C
Approach Delay		33.2		31.8			40.6			46.6
Approach LOS		C		C			D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1251	93	282	874	114	157	205	345	182	231	76
Future Volume (veh/h)	90	1251	93	282	874	114	157	205	345	182	231	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	1345	100	303	940	123	169	220	371	196	248	82
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1736	129	370	2020	627	201	373	486	230	568	183
Arrive On Green	0.07	0.35	0.35	0.11	0.39	0.39	0.11	0.20	0.20	0.13	0.21	0.21
Sat Flow, veh/h	1810	4926	366	3510	5187	1610	1810	1900	1610	1810	2683	866
Grp Volume(v), veh/h	97	944	501	303	940	123	169	220	371	196	165	165
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1755	1729	1610	1810	1900	1610	1810	1805	1744
Q Serve(g_s), s	5.1	23.5	23.5	8.2	13.1	4.9	8.9	10.2	19.0	10.3	7.7	8.0
Cycle Q Clear(g_c), s	5.1	23.5	23.5	8.2	13.1	4.9	8.9	10.2	19.0	10.3	7.7	8.0
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	124	1219	646	370	2020	627	201	373	486	230	382	370
V/C Ratio(X)	0.79	0.77	0.77	0.82	0.47	0.20	0.84	0.59	0.76	0.85	0.43	0.45
Avail Cap(c_a), veh/h	224	1279	679	377	2020	627	241	373	486	254	382	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	27.9	27.9	42.4	22.0	19.5	42.1	35.3	30.7	41.4	33.1	33.2
Incr Delay (d2), s/veh	4.1	3.5	6.5	12.3	0.4	0.3	16.9	6.7	10.9	22.0	3.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.0	11.2	4.1	5.2	1.9	4.9	5.4	9.1	5.9	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	31.4	34.4	54.7	22.4	19.9	59.1	42.0	41.5	63.4	36.6	37.1
LnGrp LOS	D	C	C	D	C	B	E	D	D	E	D	D
Approach Vol, veh/h		1542			1366			760			526	
Approach Delay, s/veh		33.5			29.3			45.6			46.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	40.3	15.4	26.3	11.2	43.9	16.9	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	10.4	35.8	12.9	19.7	12.0	34.2	13.6	19.0
Max Q Clear Time (g_c+I1), s	10.2	25.5	10.9	10.0	7.1	15.1	12.3	21.0
Green Ext Time (p_c), s	0.0	8.6	0.0	1.3	0.0	11.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	11	25	14	9	53
Future Vol, veh/h	16	11	25	14	9	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	12	27	15	10	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	113	35	0	0	42	0
Stage 1	35	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	888	1044	-	-	1580	-
Stage 1	993	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	882	1044	-	-	1580	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1580	-
HCM Lane V/C Ratio	-	-	0.031	0.006	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	55	0	5	1	34	47	5	64	0
Future Vol, veh/h	0	0	0	55	0	5	1	34	47	5	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	60	0	5	1	37	51	5	70	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	147	170	70	145	145	63	70	0	0	88	0	0
Stage 1	80	80	-	65	65	-	-	-	-	-	-	-
Stage 2	67	90	-	80	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	826	727	998	828	750	1007	1544	-	-	1520	-	-
Stage 1	934	832	-	951	845	-	-	-	-	-	-	-
Stage 2	948	824	-	934	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	819	724	998	826	747	1007	1544	-	-	1520	-	-
Mov Cap-2 Maneuver	819	724	-	826	747	-	-	-	-	-	-	-
Stage 1	933	830	-	950	844	-	-	-	-	-	-	-
Stage 2	942	823	-	931	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.7	0.1	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	-	839	1520	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.078	0.004	-	-
HCM Control Delay (s)	7.3	0	-	0	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	0	7	0	0	0	5	0	0	0	0	22
Future Vol, veh/h	19	0	7	0	0	0	5	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	0	8	0	0	0	5	0	0	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	8	0	0	59	47	4	47	51	1
Stage 1	-	-	-	-	-	-	46	46	-	1	1	-
Stage 2	-	-	-	-	-	-	13	1	-	46	50	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1625	-	-	942	849	1085	959	844	1090
Stage 1	-	-	-	-	-	-	973	861	-	1027	899	-
Stage 2	-	-	-	-	-	-	1013	899	-	973	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1625	-	-	912	838	1085	949	833	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	912	838	-	949	833	-
Stage 1	-	-	-	-	-	-	960	850	-	1014	899	-
Stage 2	-	-	-	-	-	-	991	899	-	960	846	-

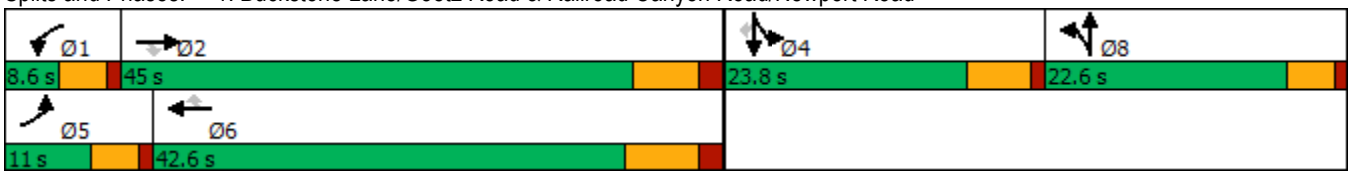
Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0	9	8.4
HCM LOS			A	A

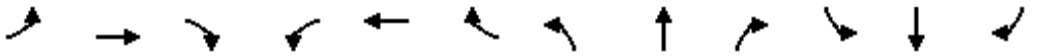
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	912	1635	-	-	1625	-	-	1090
HCM Lane V/C Ratio	0.006	0.013	-	-	-	-	-	0.022
HCM Control Delay (s)	9	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	349	1027	3	4	852	459	2	1	344	1	227
Future Volume (vph)	349	1027	3	4	852	459	2	1	344	1	227
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	11.0	45.0	45.0	8.6	42.6	42.6	22.6	22.6	23.8	23.8	23.8
Total Split (%)	11.0%	45.0%	45.0%	8.6%	42.6%	42.6%	22.6%	22.6%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	6.5	45.8	45.8	4.0	35.4	35.4	7.1	7.1	13.3	13.3	13.3
Actuated g/C Ratio	0.09	0.61	0.61	0.05	0.47	0.47	0.09	0.09	0.18	0.18	0.18
v/c Ratio	1.18	0.33	0.00	0.04	0.35	0.46	0.01	0.03	0.56	0.32	0.29
Control Delay	142.8	9.3	0.0	38.5	14.1	3.4	35.5	25.6	32.3	8.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	142.8	9.3	0.0	38.5	14.1	3.4	35.5	25.6	32.3	8.8	4.8
LOS	F	A	A	D	B	A	D	C	C	A	A
Approach Delay		43.1			10.5			28.4		22.1	
Approach LOS		D			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	1027	3	4	852	459	2	1	4	344	1	227
Future Volume (veh/h)	349	1027	3	4	852	459	2	1	4	344	1	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	1037	3	4	861	464	2	1	4	347	0	230
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	2832	879	8	2414	749	23	4	17	502	0	447
Arrive On Green	0.08	0.55	0.55	0.00	0.47	0.47	0.01	0.01	0.01	0.14	0.00	0.14
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	332	1329	3619	0	3220
Grp Volume(v), veh/h	353	1037	3	4	861	464	2	0	5	347	0	230
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1661	1810	0	1610
Q Serve(g_s), s	6.4	8.6	0.1	0.2	8.0	16.3	0.1	0.0	0.2	6.9	0.0	5.0
Cycle Q Clear(g_c), s	6.4	8.6	0.1	0.2	8.0	16.3	0.1	0.0	0.2	6.9	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	298	2832	879	8	2414	749	23	0	21	502	0	447
V/C Ratio(X)	1.18	0.37	0.00	0.52	0.36	0.62	0.09	0.00	0.24	0.69	0.00	0.51
Avail Cap(c_a), veh/h	298	2832	879	96	2414	749	432	0	396	864	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	9.7	7.8	37.5	12.9	15.1	36.8	0.0	36.9	30.9	0.0	30.1
Incr Delay (d2), s/veh	112.0	0.4	0.0	18.6	0.4	3.8	1.6	0.0	5.7	1.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.0	0.0	0.1	3.0	6.2	0.0	0.0	0.1	3.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.5	10.1	7.8	56.0	13.3	19.0	38.4	0.0	42.5	32.6	0.0	31.0
LnGrp LOS	F	B	A	E	B	B	D	A	D	C	A	C
Approach Vol, veh/h		1393			1329			7			577	
Approach Delay, s/veh		44.7			15.4			41.4			32.0	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	48.7		16.3	11.0	42.6		5.6				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.0	6.4	35.1		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.6		8.9	8.4	18.3		2.2				
Green Ext Time (p_c), s	0.0	11.5		1.6	0.0	9.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1356	19	16	1297	18	11
Future Volume (vph)	1356	19	16	1297	18	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	58.5	58.5	5.4	60.4	6.2	6.2
Actuated g/C Ratio	0.86	0.86	0.08	0.89	0.09	0.09
v/c Ratio	0.31	0.01	0.11	0.28	0.11	0.07
Control Delay	3.1	2.6	30.3	1.8	28.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	2.6	30.3	1.8	28.8	16.5
LOS	A	A	C	A	C	B
Approach Delay	3.1			2.1	24.1	
Approach LOS	A			A	C	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 67.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 38.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1356	19	16	1297	18	11
Future Volume (veh/h)	1356	19	16	1297	18	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1370	19	16	1310	18	11
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3665	1138	28	4130	46	41
Arrive On Green	0.71	0.71	0.02	0.80	0.03	0.03
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1370	19	16	1310	18	11
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	6.5	0.2	0.5	4.3	0.6	0.4
Cycle Q Clear(g_c), s	6.5	0.2	0.5	4.3	0.6	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3665	1138	28	4130	46	41
V/C Ratio(X)	0.37	0.02	0.57	0.32	0.39	0.27
Avail Cap(c_a), veh/h	3665	1138	157	4130	565	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	2.7	30.4	1.7	29.8	29.7
Incr Delay (d2), s/veh	0.3	0.0	16.8	0.2	5.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.4	0.4	0.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	2.7	47.2	1.9	35.2	33.2
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1389			1326	29	
Approach Delay, s/veh	3.9			2.5	34.4	
Approach LOS	A			A	C	

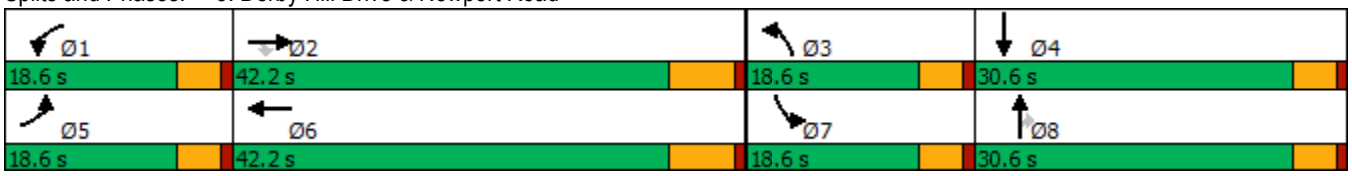
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	50.4				56.0	6.2
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.5	8.5				6.3	2.6
Green Ext Time (p_c), s	0.0	12.7				13.2	0.0

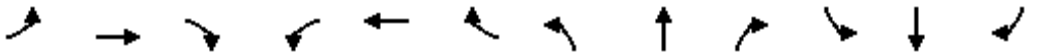
Intersection Summary							
HCM 6th Ctrl Delay			3.5				
HCM 6th LOS			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	Ø4
Lane Configurations									
Traffic Volume (vph)	6	1358	21	61	1356	7	41	13	
Future Volume (vph)	6	1358	21	61	1356	7	41	13	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	18.6	42.2	42.2	18.6	42.2	18.6	30.6	18.6	30.6
Total Split (%)	16.9%	38.4%	38.4%	16.9%	38.4%	16.9%	27.8%	16.9%	28%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	4.3	44.3	44.3	6.3	52.8	6.1	5.0	4.6	
Actuated g/C Ratio	0.07	0.67	0.67	0.10	0.80	0.09	0.08	0.07	
v/c Ratio	0.05	0.40	0.02	0.37	0.34	0.04	0.08	0.11	
Control Delay	31.8	8.3	0.0	35.2	4.6	26.4	0.3	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.8	8.3	0.0	35.2	4.6	26.4	0.3	32.4	
LOS	C	A	A	D	A	C	A	C	
Approach Delay		8.2			6.0				
Approach LOS		A			A				

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 65.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1358	21	61	1356	2	7	0	41	13	0	0
Future Volume (veh/h)	6	1358	21	61	1356	2	7	0	41	13	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1415	22	64	1412	2	7	0	43	14	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	11	2958	918	82	3259	5	13	88	75	25	100	0
Arrive On Green	0.01	0.57	0.57	0.05	0.61	0.61	0.01	0.00	0.05	0.01	0.00	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5349	8	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	6	1415	22	64	913	501	7	0	43	14	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.2	10.1	0.4	2.2	8.8	8.8	0.2	0.0	1.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	10.1	0.4	2.2	8.8	8.8	0.2	0.0	1.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	11	2958	918	82	2107	1157	13	88	75	25	100	0
V/C Ratio(X)	0.52	0.48	0.02	0.78	0.43	0.43	0.53	0.00	0.58	0.56	0.00	0.00
Avail Cap(c_a), veh/h	405	2958	918	405	2107	1157	405	789	669	405	789	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.0	7.9	5.9	29.6	6.5	6.5	31.0	0.0	29.2	30.7	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.6	0.0	6.0	0.7	1.2	11.5	0.0	2.6	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.1	0.1	1.0	2.6	3.0	0.1	0.0	0.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	8.5	5.9	35.5	7.1	7.7	42.5	0.0	31.8	37.8	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	A
Approach Vol, veh/h		1443			1478			50			14	
Approach Delay, s/veh		8.6			8.6			33.3			37.8	
Approach LOS		A			A			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	42.2	5.1	7.9	5.0	44.6	5.5	7.5
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	14.0	35.7	14.0	26.0	14.0	35.7	14.0	26.0
Max Q Clear Time (g_c+I1), s	4.2	12.1	2.2	0.0	2.2	10.8	2.5	3.6
Green Ext Time (p_c), s	0.0	16.2	0.0	0.0	0.0	16.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	24	0	2	4	47	31	1	20	0
Future Vol, veh/h	0	0	2	24	0	2	4	47	31	1	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	36	0	3	6	71	47	2	30	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	142	164	30	143	141	95	30	0	0	118	0	0
Stage 1	34	34	-	107	107	-	-	-	-	-	-	-
Stage 2	108	130	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	832	732	1050	831	754	967	1596	-	-	1470	-	-
Stage 1	987	871	-	903	811	-	-	-	-	-	-	-
Stage 2	902	792	-	985	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	826	728	1050	825	750	967	1596	-	-	1470	-	-
Mov Cap-2 Maneuver	826	728	-	825	750	-	-	-	-	-	-	-
Stage 1	983	870	-	899	808	-	-	-	-	-	-	-
Stage 2	896	789	-	981	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.5	0.4	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	1050	834	1470	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.047	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.5	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	7	176	35	7	2	262	124	37	0	95	19
Future Vol, veh/h	17	7	176	35	7	2	262	124	37	0	95	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	8	189	38	8	2	282	133	40	0	102	20
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

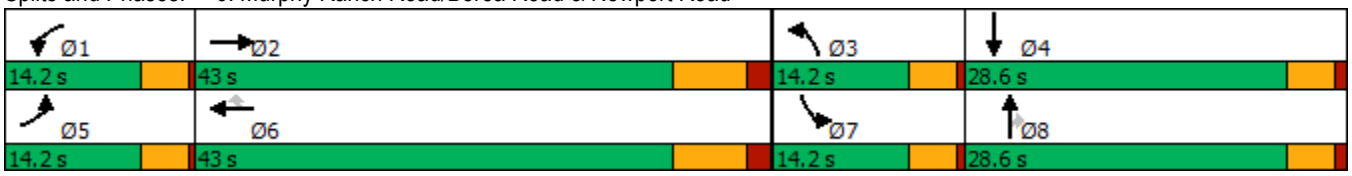
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	10.8	10.5	12.9	10.7
HCM LOS	B	B	B	B

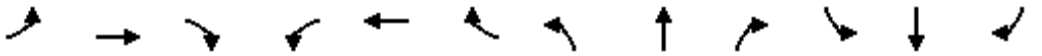
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	77%	0%	100%	0%	0%	78%	83%
Vol Right, %	0%	23%	0%	0%	100%	0%	22%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	161	17	7	176	35	9	114
LT Vol	262	0	17	0	0	35	0	0
Through Vol	0	124	0	7	0	0	7	95
RT Vol	0	37	0	0	176	0	2	19
Lane Flow Rate	282	173	18	8	189	38	10	123
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.484	0.265	0.035	0.013	0.3	0.077	0.018	0.214
Departure Headway (Hd)	6.185	5.521	6.933	6.426	5.715	7.349	6.679	6.28
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	651	516	557	628	487	535	571
Service Time	3.916	3.252	4.676	4.169	3.458	5.101	4.431	4.023
HCM Lane V/C Ratio	0.484	0.266	0.035	0.014	0.301	0.078	0.019	0.215
HCM Control Delay	14.6	10.2	9.9	9.3	10.9	10.7	9.6	10.7
HCM Lane LOS	B	B	A	A	B	B	A	B
HCM 95th-tile Q	2.6	1.1	0.1	0	1.3	0.2	0.1	0.8

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	58	1287	9	1275	319	100	46	3	239	24
Future Volume (vph)	58	1287	9	1275	319	100	46	3	239	24
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	14.2	43.0	14.2	43.0	43.0	14.2	28.6	28.6	14.2	28.6
Total Split (%)	14.2%	43.0%	14.2%	43.0%	43.0%	14.2%	28.6%	28.6%	14.2%	28.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	7.0	43.8	5.0	36.7	36.7	7.9	7.6	7.6	11.8	8.7
Actuated g/C Ratio	0.09	0.57	0.07	0.48	0.48	0.10	0.10	0.10	0.15	0.11
v/c Ratio	0.36	0.48	0.08	0.53	0.38	0.56	0.26	0.01	0.90	0.30
Control Delay	41.1	11.4	38.4	16.8	8.3	46.5	37.8	0.0	71.7	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	11.4	38.4	16.8	8.3	46.5	37.8	0.0	71.7	20.5
LOS	D	B	D	B	A	D	D	A	E	C
Approach Delay		12.7		15.2			42.9			60.5
Approach LOS		B		B			D			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1287	66	9	1275	319	100	46	3	239	24	43
Future Volume (veh/h)	58	1287	66	9	1275	319	100	46	3	239	24	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1341	69	9	1328	332	104	48	3	249	25	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	2559	132	16	2454	762	134	151	128	244	85	153
Arrive On Green	0.04	0.51	0.51	0.01	0.47	0.47	0.07	0.08	0.08	0.13	0.14	0.14
Sat Flow, veh/h	1810	5051	260	1810	5187	1610	1810	1900	1610	1810	608	1095
Grp Volume(v), veh/h	60	918	492	9	1328	332	104	48	3	249	0	70
Grp Sat Flow(s),veh/h/ln	1810	1729	1853	1810	1729	1610	1810	1900	1610	1810	0	1703
Q Serve(g_s), s	2.5	13.4	13.4	0.4	13.6	10.3	4.2	1.8	0.1	10.1	0.0	2.8
Cycle Q Clear(g_c), s	2.5	13.4	13.4	0.4	13.6	10.3	4.2	1.8	0.1	10.1	0.0	2.8
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	77	1752	939	16	2454	762	134	151	128	244	0	238
V/C Ratio(X)	0.78	0.52	0.52	0.55	0.54	0.44	0.78	0.32	0.02	1.02	0.00	0.29
Avail Cap(c_a), veh/h	244	1752	939	244	2454	762	244	608	515	244	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	12.4	12.4	37.0	14.0	13.1	34.1	32.6	31.9	32.5	0.0	28.9
Incr Delay (d2), s/veh	6.2	1.1	2.1	10.0	0.9	1.8	3.6	1.2	0.1	63.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	5.5	0.2	5.0	3.8	1.9	0.9	0.1	8.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	13.6	14.5	47.0	14.9	14.9	37.8	33.8	31.9	96.1	0.0	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	F	A	C
Approach Vol, veh/h		1470			1669			155			319	
Approach Delay, s/veh		15.0			15.1			36.4			81.5	
Approach LOS		B			B			D			F	

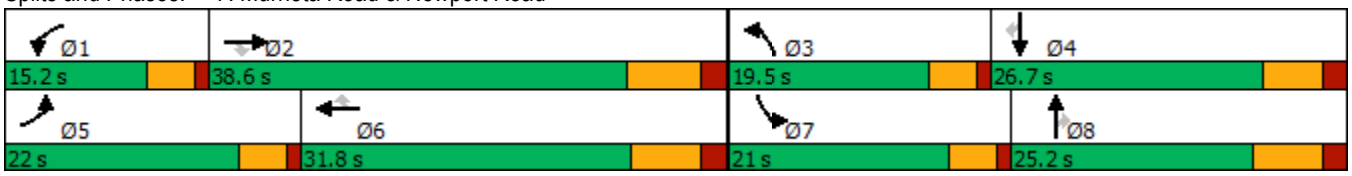
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	45.5	9.6	15.1	7.3	43.0	14.2	10.5
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	10.1	35.5	10.1	24.0	10.1	35.5	10.1	24.0
Max Q Clear Time (g_c+I1), s	2.4	15.4	6.2	4.8	4.5	15.6	12.1	3.8
Green Ext Time (p_c), s	0.0	12.8	0.0	0.3	0.0	13.8	0.0	0.2

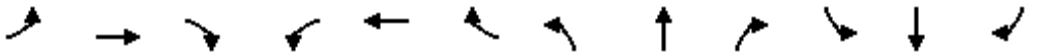
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1031	92	117	1093	263	164	273	126	261	280	230
Future Volume (vph)	305	1031	92	117	1093	263	164	273	126	261	280	230
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	22.0	38.6	38.6	15.2	31.8	31.8	19.5	25.2	25.2	21.0	26.7	26.7
Total Split (%)	22.0%	38.6%	38.6%	15.2%	31.8%	31.8%	19.5%	25.2%	25.2%	21.0%	26.7%	26.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	17.4	32.6	32.6	9.1	24.7	24.7	11.9	13.0	13.0	15.8	17.6	17.6
Actuated g/C Ratio	0.18	0.34	0.34	0.10	0.26	0.26	0.13	0.14	0.14	0.17	0.19	0.19
v/c Ratio	0.94	0.59	0.15	0.70	0.83	0.44	0.74	0.57	0.33	0.89	0.43	0.48
Control Delay	77.5	28.0	1.7	62.9	40.0	6.3	59.7	42.8	3.2	70.9	36.6	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	28.0	1.7	62.9	40.0	6.3	59.7	42.8	3.2	70.9	36.6	8.3
LOS	E	C	A	E	D	A	E	D	A	E	D	A
Approach Delay		36.8			35.8			38.9			39.8	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 94.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1031	92	117	1093	263	164	273	126	261	280	230
Future Volume (veh/h)	305	1031	92	117	1093	263	164	273	126	261	280	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	314	1063	95	121	1127	271	169	281	130	269	289	237
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1916	595	151	1376	427	203	441	197	302	639	285
Arrive On Green	0.19	0.37	0.37	0.08	0.27	0.27	0.11	0.12	0.12	0.17	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	314	1063	95	121	1127	271	169	281	130	269	289	237
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.8	15.1	3.7	6.1	18.9	13.8	8.5	6.9	7.1	13.5	6.6	13.2
Cycle Q Clear(g_c), s	15.8	15.1	3.7	6.1	18.9	13.8	8.5	6.9	7.1	13.5	6.6	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1916	595	151	1376	427	203	441	197	302	639	285
V/C Ratio(X)	0.92	0.55	0.16	0.80	0.82	0.63	0.83	0.64	0.66	0.89	0.45	0.83
Avail Cap(c_a), veh/h	340	1916	595	207	1376	427	291	701	313	320	790	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	23.2	19.6	41.7	32.0	30.1	40.3	38.7	38.9	37.8	34.1	36.8
Incr Delay (d2), s/veh	29.8	1.2	0.6	10.1	5.5	7.0	9.0	1.5	3.8	23.1	0.5	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	6.2	1.4	3.1	8.4	6.1	4.2	3.1	3.0	7.8	2.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	24.4	20.2	51.8	37.5	37.1	49.3	40.3	42.6	60.9	34.6	49.7
LnGrp LOS	E	C	C	D	D	D	D	D	D	E	C	D
Approach Vol, veh/h		1472			1519			580			795	
Approach Delay, s/veh		33.2			38.6			43.4			48.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	41.7	15.0	23.6	22.0	32.1	20.1	18.5
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.6	31.1	14.9	* 20	17.4	* 25	16.4	18.0
Max Q Clear Time (g_c+I1), s	8.1	17.1	10.5	15.2	17.8	20.9	15.5	9.1
Green Ext Time (p_c), s	0.0	6.6	0.1	1.3	0.0	2.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	1454	27	21	1514	33	12	21	50	8
Future Volume (vph)	21	1454	27	21	1514	33	12	21	50	8
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.1	54.9	54.9	11.9	56.7	9.8	22.6	22.6	10.6	23.4
Total Split (%)	10.1%	54.9%	54.9%	11.9%	56.7%	9.8%	22.6%	22.6%	10.6%	23.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.6	59.8	59.8	6.4	60.5	5.3	6.4	6.4	5.9	6.9
Actuated g/C Ratio	0.07	0.75	0.75	0.08	0.76	0.07	0.08	0.08	0.07	0.09
v/c Ratio	0.18	0.56	0.02	0.15	0.42	0.29	0.09	0.09	0.39	0.22
Control Delay	41.9	10.7	0.0	39.6	7.7	45.2	38.7	0.7	46.8	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	10.7	0.0	39.6	7.7	45.2	38.7	0.7	46.8	20.9
LOS	D	B	A	D	A	D	D	A	D	C
Approach Delay		10.9			8.1		29.8			35.9
Approach LOS		B			A		C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1454	27	21	1514	45	33	12	21	50	8	29
Future Volume (veh/h)	21	1454	27	21	1514	45	33	12	21	50	8	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1515	28	22	1577	47	34	12	22	52	8	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	2240	999	44	3212	96	60	127	108	77	27	101
Arrive On Green	0.02	0.62	0.62	0.02	0.62	0.62	0.03	0.07	0.07	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	5176	154	1810	1900	1610	1810	350	1313
Grp Volume(v), veh/h	22	1515	28	22	1054	570	34	12	22	52	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1872	1810	1900	1610	1810	0	1664
Q Serve(g_s), s	1.0	22.3	0.5	1.0	13.5	13.5	1.5	0.5	1.1	2.3	0.0	1.8
Cycle Q Clear(g_c), s	1.0	22.3	0.5	1.0	13.5	13.5	1.5	0.5	1.1	2.3	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	44	2240	999	44	2146	1162	60	127	108	77	0	127
V/C Ratio(X)	0.50	0.68	0.03	0.50	0.49	0.49	0.57	0.09	0.20	0.68	0.00	0.30
Avail Cap(c_a), veh/h	122	2240	999	162	2146	1162	116	420	356	133	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	10.1	6.0	39.2	8.4	8.4	38.8	35.6	35.9	38.4	0.0	35.5
Incr Delay (d2), s/veh	8.8	1.7	0.1	8.8	0.8	1.5	8.3	0.3	0.9	9.9	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.9	0.2	0.5	4.5	5.1	0.8	0.2	0.4	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	11.7	6.0	48.0	9.2	9.9	47.1	36.0	36.8	48.3	0.0	36.8
LnGrp LOS	D	B	A	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		1565			1646			68			90	
Approach Delay, s/veh		12.2			10.0			41.8			43.5	
Approach LOS		B			A			D			D	

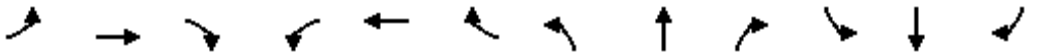
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	56.7	7.3	10.8	6.6	56.7	8.1	10.1
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	7.3	48.7	5.2	18.8	5.5	50.5	6.0	18.0
Max Q Clear Time (g_c+I1), s	3.0	24.3	3.5	3.8	3.0	15.5	4.3	3.1
Green Ext Time (p_c), s	0.0	13.4	0.0	0.1	0.0	15.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1459	44	10	1516	42	50	11	36	16	8	13
Future Volume (vph)	22	1459	44	10	1516	42	50	11	36	16	8	13
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	10.3	47.8	47.8	9.6	47.1	47.1	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.9%	59.8%	59.8%	12.0%	58.9%	58.9%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.7	50.9	50.9	5.0	48.8	48.8		8.5	8.5		8.5	8.5
Actuated g/C Ratio	0.08	0.74	0.74	0.07	0.71	0.71		0.12	0.12		0.12	0.12
v/c Ratio	0.16	0.57	0.04	0.08	0.43	0.04		0.36	0.12		0.14	0.04
Control Delay	33.2	7.7	0.7	32.6	7.2	0.6		34.1	0.8		28.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	33.2	7.7	0.7	32.6	7.2	0.6		34.1	0.8		28.6	0.2
LOS	C	A	A	C	A	A		C	A		C	A
Approach Delay		7.9			7.2			21.8			18.6	
Approach LOS		A			A			C			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 69.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1459	44	10	1516	42	50	11	36	16	8	13
Future Volume (veh/h)	22	1459	44	10	1516	42	50	11	36	16	8	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1504	45	10	1563	43	52	11	37	16	8	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1937	864	23	2718	844	90	11	379	81	26	379
Arrive On Green	0.03	0.54	0.54	0.01	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	16	48	1610	9	110	1610
Grp Volume(v), veh/h	23	1504	45	10	1563	43	63	0	37	24	0	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	64	0	1610	119	0	1610
Q Serve(g_s), s	1.0	25.2	1.0	0.4	15.6	1.0	0.2	0.0	1.4	0.2	0.0	0.5
Cycle Q Clear(g_c), s	1.0	25.2	1.0	0.4	15.6	1.0	17.9	0.0	1.4	17.9	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	46	1937	864	23	2718	844	101	0	379	107	0	379
V/C Ratio(X)	0.50	0.78	0.05	0.44	0.58	0.05	0.62	0.00	0.10	0.22	0.00	0.03
Avail Cap(c_a), veh/h	135	1937	864	119	2718	844	103	0	381	108	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	14.0	8.4	37.3	12.4	8.9	35.1	0.0	22.8	24.4	0.0	22.4
Incr Delay (d2), s/veh	8.4	3.1	0.1	5.0	0.9	0.1	10.8	0.0	0.1	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.7	0.3	0.2	5.6	0.3	1.5	0.0	0.5	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	17.1	8.5	42.3	13.2	9.0	45.9	0.0	22.9	25.5	0.0	22.5
LnGrp LOS	D	B	A	D	B	A	D	A	C	C	A	C
Approach Vol, veh/h		1572			1616			100			37	
Approach Delay, s/veh		17.3			13.3			37.4			24.4	
Approach LOS		B			B			D			C	

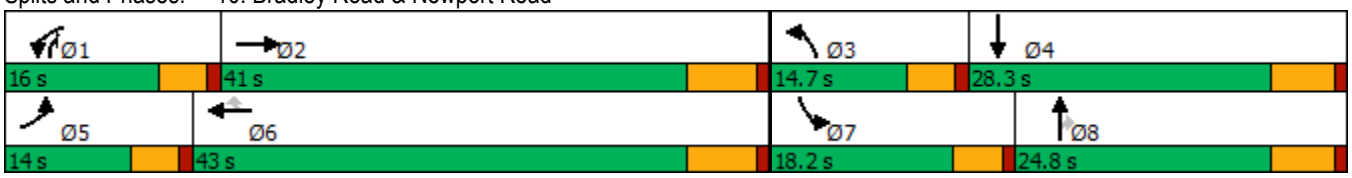
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	48.1		22.6	6.5	47.1		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.7	39.9		18.0				
Max Q Clear Time (g_c+I1), s	2.4	27.2		19.9	3.0	17.6		19.9				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	12.6		0.0				

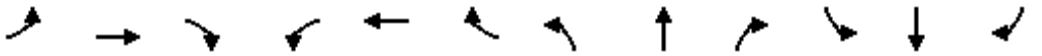
Intersection Summary			
HCM 6th Ctrl Delay		16.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	151	1274	227	1418	335	112	148	170	304	158
Future Volume (vph)	151	1274	227	1418	335	112	148	170	304	158
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	14.0	41.0	16.0	43.0	43.0	14.7	24.8	16.0	18.2	28.3
Total Split (%)	14.0%	41.0%	16.0%	43.0%	43.0%	14.7%	24.8%	16.0%	18.2%	28.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.4	36.2	10.0	36.8	36.8	9.0	19.0	34.8	13.6	23.6
Actuated g/C Ratio	0.09	0.36	0.10	0.37	0.37	0.09	0.19	0.35	0.14	0.24
v/c Ratio	0.93	0.75	0.68	0.77	0.44	0.72	0.43	0.29	1.29	0.31
Control Delay	99.5	31.0	53.4	31.3	5.9	68.5	40.0	13.2	195.8	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	31.0	53.4	31.3	5.9	68.5	40.0	13.2	195.8	19.9
LOS	F	C	D	C	A	E	D	B	F	B
Approach Delay		37.9		29.6			36.9			114.0
Approach LOS		D		C			D			F

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1274	64	227	1418	335	112	148	170	304	158	107
Future Volume (veh/h)	151	1274	64	227	1418	335	112	148	170	304	158	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	1327	67	236	1477	349	117	154	177	317	165	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1872	95	305	1878	583	146	364	449	248	526	334
Arrive On Green	0.09	0.37	0.37	0.09	0.36	0.36	0.08	0.19	0.19	0.14	0.25	0.25
Sat Flow, veh/h	1810	5057	255	3510	5187	1610	1810	1900	1610	1810	2118	1345
Grp Volume(v), veh/h	157	907	487	236	1477	349	117	154	177	317	139	137
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1755	1729	1610	1810	1900	1610	1810	1805	1658
Q Serve(g_s), s	8.5	22.2	22.2	6.5	25.2	17.5	6.3	7.1	8.8	13.6	6.2	6.7
Cycle Q Clear(g_c), s	8.5	22.2	22.2	6.5	25.2	17.5	6.3	7.1	8.8	13.6	6.2	6.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.81
Lane Grp Cap(c), veh/h	172	1280	686	305	1878	583	146	364	449	248	449	412
V/C Ratio(X)	0.91	0.71	0.71	0.77	0.79	0.60	0.80	0.42	0.39	1.28	0.31	0.33
Avail Cap(c_a), veh/h	172	1280	686	404	1927	598	184	364	449	248	449	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	26.6	26.6	44.3	28.2	25.7	44.8	35.2	29.0	42.7	30.3	30.5
Incr Delay (d2), s/veh	44.0	2.3	4.3	4.6	2.6	2.5	14.2	3.6	2.6	151.7	1.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.3	10.3	3.0	10.5	6.9	3.4	3.6	3.7	16.5	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.5	29.0	30.9	48.9	30.8	28.2	58.9	38.8	31.6	194.5	32.1	32.6
LnGrp LOS	F	C	C	D	C	C	E	D	C	F	C	C
Approach Vol, veh/h		1551			2062			448			593	
Approach Delay, s/veh		35.6			32.4			41.2			119.0	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	42.9	12.6	30.4	14.0	42.1	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	11.4	34.8	10.1	22.5	9.4	36.8	13.6	19.0
Max Q Clear Time (g_c+I1), s	8.5	24.2	8.3	8.7	10.5	27.2	15.6	10.8
Green Ext Time (p_c), s	0.1	8.6	0.0	1.3	0.0	8.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	11	71	16	11	35
Future Vol, veh/h	17	11	71	16	11	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	12	77	17	12	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	86	0	0	94	0
Stage 1	86	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	849	978	-	-	1513	-
Stage 1	942	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	842	978	-	-	1513	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1513	-
HCM Lane V/C Ratio	-	-	0.034	0.008	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	12	56	0	5	7	82	54	5	46	1
Future Vol, veh/h	0	0	12	56	0	5	7	82	54	5	46	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	14	66	0	6	8	96	64	6	54	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	214	243	55	218	211	128	55	0	0	160	0	0
Stage 1	67	67	-	144	144	-	-	-	-	-	-	-
Stage 2	147	176	-	74	67	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	747	662	1018	743	690	927	1563	-	-	1432	-	-
Stage 1	948	843	-	864	782	-	-	-	-	-	-	-
Stage 2	860	757	-	940	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	655	1018	727	683	927	1563	-	-	1432	-	-
Mov Cap-2 Maneuver	737	655	-	727	683	-	-	-	-	-	-	-
Stage 1	942	840	-	859	777	-	-	-	-	-	-	-
Stage 2	849	752	-	923	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	10.4	0.4	0.7
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	1018	740	1432	-	-
HCM Lane V/C Ratio	0.005	-	-	0.014	0.097	0.004	-	-
HCM Control Delay (s)	7.3	0	-	8.6	10.4	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	22	0	0	0	22	0	0	0	0	22
Future Vol, veh/h	22	0	22	0	0	0	22	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	0	24	0	0	0	24	0	0	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	24	0	0	73	61	12	61	73	1
Stage 1	-	-	-	-	-	-	60	60	-	1	1	-
Stage 2	-	-	-	-	-	-	13	1	-	60	72	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1604	-	-	923	834	1074	939	821	1090
Stage 1	-	-	-	-	-	-	957	849	-	1027	899	-
Stage 2	-	-	-	-	-	-	1013	899	-	957	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1604	-	-	893	821	1074	929	809	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	893	821	-	929	809	-
Stage 1	-	-	-	-	-	-	943	836	-	1012	899	-
Stage 2	-	-	-	-	-	-	991	899	-	943	826	-

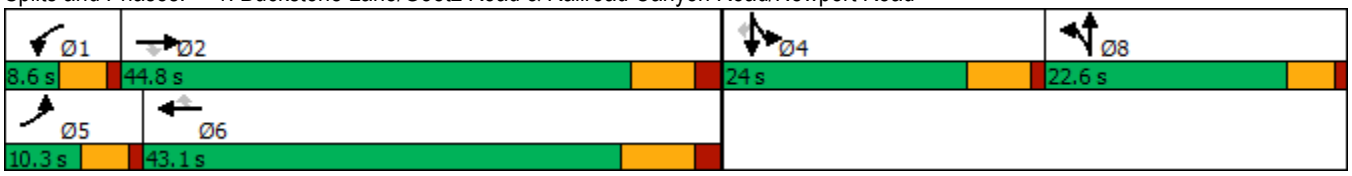
Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	0	9.1	8.4
HCM LOS			A	A

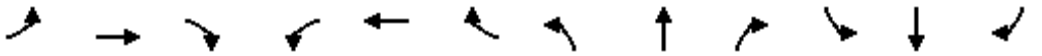
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	893	1635	-	-	1604	-	-	1090
HCM Lane V/C Ratio	0.027	0.015	-	-	-	-	-	0.022
HCM Control Delay (s)	9.1	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	168	636	4	8	946	263	2	1	606	3	528
Future Volume (vph)	168	636	4	8	946	263	2	1	606	3	528
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	10.3	44.8	44.8	8.6	43.1	43.1	22.6	22.6	24.0	24.0	24.0
Total Split (%)	10.3%	44.8%	44.8%	8.6%	43.1%	43.1%	22.6%	22.6%	24.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.7	45.2	45.2	4.0	35.7	35.7	7.0	7.0	18.3	18.3	18.3
Actuated g/C Ratio	0.07	0.57	0.57	0.05	0.45	0.45	0.09	0.09	0.23	0.23	0.23
v/c Ratio	0.69	0.22	0.00	0.09	0.42	0.31	0.01	0.05	0.78	0.49	0.49
Control Delay	52.8	9.9	0.0	40.4	16.1	3.2	36.0	23.6	37.7	7.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	9.9	0.0	40.4	16.1	3.2	36.0	23.6	37.7	7.4	7.2
LOS	D	A	A	D	B	A	D	C	D	A	A
Approach Delay		18.8			13.5			26.1		23.5	
Approach LOS		B			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	636	4	8	946	263	2	1	7	606	3	528
Future Volume (veh/h)	168	636	4	8	946	263	2	1	7	606	3	528
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	656	4	8	975	271	2	1	7	625	0	546
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	2564	796	15	2247	697	31	4	25	747	0	664
Arrive On Green	0.07	0.49	0.49	0.01	0.43	0.43	0.02	0.02	0.02	0.21	0.00	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	205	1436	3619	0	3220
Grp Volume(v), veh/h	173	656	4	8	975	271	2	0	8	625	0	546
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1641	1810	0	1610
Q Serve(g_s), s	4.0	6.0	0.1	0.4	10.8	9.4	0.1	0.0	0.4	13.6	0.0	13.3
Cycle Q Clear(g_c), s	4.0	6.0	0.1	0.4	10.8	9.4	0.1	0.0	0.4	13.6	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	243	2564	796	15	2247	697	31	0	29	747	0	664
V/C Ratio(X)	0.71	0.26	0.01	0.54	0.43	0.39	0.06	0.00	0.28	0.84	0.00	0.82
Avail Cap(c_a), veh/h	243	2564	796	88	2247	697	396	0	360	801	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	12.0	10.5	40.6	16.3	15.9	39.7	0.0	39.9	31.3	0.0	31.2
Incr Delay (d2), s/veh	8.0	0.2	0.0	11.1	0.6	1.6	0.8	0.0	5.2	7.4	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.2	0.0	0.2	4.1	3.6	0.0	0.0	0.2	6.5	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	12.3	10.5	51.7	16.9	17.5	40.6	0.0	45.1	38.7	0.0	38.4
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		833			1254			10			1171	
Approach Delay, s/veh		19.1			17.2			44.2			38.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	48.1		22.8	10.3	43.1		6.0				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.2	5.7	35.6		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.0		15.6	6.0	12.8		2.4				
Green Ext Time (p_c), s	0.0	7.0		1.3	0.0	11.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1229	20	8	1165	56	11
Future Volume (vph)	1229	20	8	1165	56	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	56.0	56.0	5.4	58.0	7.7	7.7
Actuated g/C Ratio	0.80	0.80	0.08	0.83	0.11	0.11
v/c Ratio	0.32	0.02	0.06	0.29	0.30	0.06
Control Delay	4.3	3.0	31.1	2.8	31.9	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	3.0	31.1	2.8	31.9	15.4
LOS	A	A	C	A	C	B
Approach Delay	4.2			3.0	29.2	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1229	20	8	1165	56	11
Future Volume (veh/h)	1229	20	8	1165	56	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1307	21	9	1239	60	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3613	1121	17	4036	86	77
Arrive On Green	0.70	0.70	0.01	0.78	0.05	0.05
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1307	21	9	1239	60	12
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	6.5	0.3	0.3	4.4	2.1	0.5
Cycle Q Clear(g_c), s	6.5	0.3	0.3	4.4	2.1	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3613	1121	17	4036	86	77
V/C Ratio(X)	0.36	0.02	0.54	0.31	0.70	0.16
Avail Cap(c_a), veh/h	3613	1121	154	4036	552	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9	3.0	31.4	2.1	29.8	29.1
Incr Delay (d2), s/veh	0.3	0.0	24.2	0.2	9.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.2	0.6	1.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	3.0	55.6	2.3	39.6	30.0
LnGrp LOS	A	A	E	A	D	C
Approach Vol, veh/h	1328			1248	72	
Approach Delay, s/veh	4.2			2.6	38.0	
Approach LOS	A			A	D	

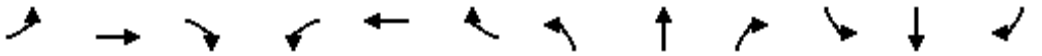
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	50.8				56.0	7.6
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.3	8.5				6.4	4.1
Green Ext Time (p_c), s	0.0	11.9				12.1	0.1

Intersection Summary			
HCM 6th Ctrl Delay		4.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	1233	10	26	1132	36	85	30	0
Future Volume (vph)	21	1233	10	26	1132	36	85	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	NA
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	12.0	51.0	51.0	13.0	52.0	13.0	23.0	13.0	23.0
Total Split (%)	12.0%	51.0%	51.0%	13.0%	52.0%	13.0%	23.0%	13.0%	23.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.1	53.4	53.4	5.3	53.5	7.3	5.2	5.5	5.1
Actuated g/C Ratio	0.07	0.72	0.72	0.07	0.72	0.10	0.07	0.07	0.07
v/c Ratio	0.18	0.34	0.01	0.21	0.31	0.21	0.26	0.23	0.03
Control Delay	38.4	7.2	0.0	38.6	6.8	34.6	1.8	38.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	7.2	0.0	38.6	6.8	34.6	1.8	38.8	0.2
LOS	D	A	A	D	A	C	A	D	A
Approach Delay		7.6			7.6				28.7
Approach LOS		A			A				C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1233	10	26	1132	1	36	0	85	30	0	11
Future Volume (veh/h)	21	1233	10	26	1132	1	36	0	85	30	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1271	10	27	1167	1	37	0	88	31	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	3134	973	42	3252	3	52	145	123	46	0	118
Arrive On Green	0.02	0.60	0.60	0.02	0.61	0.61	0.03	0.00	0.08	0.03	0.00	0.07
Sat Flow, veh/h	1810	5187	1610	1810	5353	5	1810	1900	1610	1810	0	1610
Grp Volume(v), veh/h	22	1271	10	27	754	414	37	0	88	31	0	11
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	0	1610
Q Serve(g_s), s	0.9	9.6	0.2	1.1	8.2	8.2	1.5	0.0	4.0	1.3	0.0	0.5
Cycle Q Clear(g_c), s	0.9	9.6	0.2	1.1	8.2	8.2	1.5	0.0	4.0	1.3	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	3134	973	42	2101	1154	52	145	123	46	0	118
V/C Ratio(X)	0.62	0.41	0.01	0.65	0.36	0.36	0.71	0.00	0.71	0.67	0.00	0.09
Avail Cap(c_a), veh/h	179	3134	973	203	2101	1154	203	467	396	203	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	7.8	5.9	36.3	7.4	7.4	36.1	0.0	33.8	36.2	0.0	32.4
Incr Delay (d2), s/veh	6.4	0.4	0.0	6.2	0.5	0.9	6.6	0.0	2.9	6.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.1	0.1	0.5	2.7	3.1	0.7	0.0	1.6	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	8.2	5.9	42.5	7.9	8.2	42.6	0.0	36.7	42.4	0.0	32.5
LnGrp LOS	D	A	A	D	A	A	D	A	D	D	A	C
Approach Vol, veh/h		1303			1195			125			42	
Approach Delay, s/veh		8.7			8.8			38.4			39.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	51.7	6.7	10.1	6.1	52.0	6.5	10.3
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	8.4	44.5	8.4	18.4	7.4	45.5	8.4	18.4
Max Q Clear Time (g_c+I1), s	3.1	11.6	3.5	2.5	2.9	10.2	3.3	6.0
Green Ext Time (p_c), s	0.0	18.0	0.0	0.0	0.0	16.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	20	0	0	1	18	9	0	31	0
Future Vol, veh/h	0	0	2	20	0	0	1	18	9	0	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	26	0	0	1	23	12	0	40	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	71	77	40	73	71	29	40	0	0	35	0	0
Stage 1	40	40	-	31	31	-	-	-	-	-	-	-
Stage 2	31	37	-	42	40	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	925	817	1037	923	823	1052	1583	-	-	1576	-	-
Stage 1	980	866	-	991	873	-	-	-	-	-	-	-
Stage 2	991	868	-	978	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	816	1037	920	822	1052	1583	-	-	1576	-	-
Mov Cap-2 Maneuver	924	816	-	920	822	-	-	-	-	-	-	-
Stage 1	979	866	-	990	872	-	-	-	-	-	-	-
Stage 2	990	867	-	976	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1583	-	-	1037	920	1576	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.028	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	202	1	3	1	148	16	7	0	44	9
Future Vol, veh/h	13	0	202	1	3	1	148	16	7	0	44	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	224	1	3	1	164	18	8	0	49	10
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

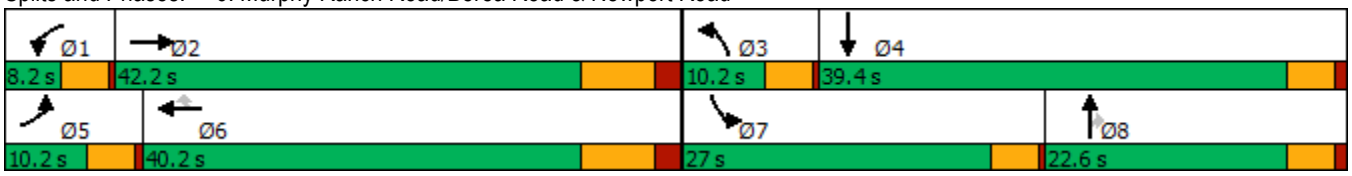
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	9.2	8.4	10.3	8.7
HCM LOS	A	A	B	A

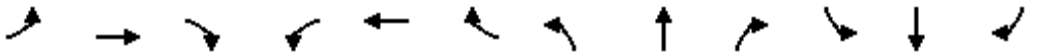
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	70%	0%	100%	0%	0%	75%	83%
Vol Right, %	0%	30%	0%	0%	100%	0%	25%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	23	13	0	202	1	4	53
LT Vol	148	0	13	0	0	1	0	0
Through Vol	0	16	0	0	0	0	3	44
RT Vol	0	7	0	0	202	0	1	9
Lane Flow Rate	164	26	14	0	224	1	4	59
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.263	0.036	0.023	0	0.286	0.002	0.007	0.089
Departure Headway (Hd)	5.747	5.031	5.789	5.286	4.581	6.22	5.54	5.436
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	623	708	618	0	783	572	642	655
Service Time	3.502	2.786	3.526	3.023	2.319	3.99	3.308	3.2
HCM Lane V/C Ratio	0.263	0.037	0.023	0	0.286	0.002	0.006	0.09
HCM Control Delay	10.6	8	8.7	8	9.2	9	8.3	8.7
HCM Lane LOS	B	A	A	N	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.1	0	1.2	0	0	0.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	11	1298	21	1106	151	31	8	1	213	11
Future Volume (vph)	11	1298	21	1106	151	31	8	1	213	11
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	10.2	42.2	8.2	40.2	40.2	10.2	22.6	22.6	27.0	39.4
Total Split (%)	10.2%	42.2%	8.2%	40.2%	40.2%	10.2%	22.6%	22.6%	27.0%	39.4%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.1	37.9	4.2	39.1	39.1	5.1	6.3	6.3	12.7	10.5
Actuated g/C Ratio	0.08	0.56	0.06	0.58	0.58	0.08	0.09	0.09	0.19	0.16
v/c Ratio	0.09	0.48	0.19	0.39	0.16	0.24	0.04	0.00	0.65	0.12
Control Delay	34.8	11.9	38.7	10.3	3.4	37.1	33.4	0.0	35.1	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	11.9	38.7	10.3	3.4	37.1	33.4	0.0	35.1	16.0
LOS	C	B	D	B	A	D	C	A	D	B
Approach Delay		12.0		10.0			35.5			32.5
Approach LOS		B		A			D			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 67.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1298	38	21	1106	151	31	8	1	213	11	22
Future Volume (veh/h)	11	1298	38	21	1106	151	31	8	1	213	11	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1366	40	22	1164	159	33	8	1	224	12	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	2503	73	36	2548	791	49	125	106	269	109	209
Arrive On Green	0.01	0.48	0.48	0.02	0.49	0.49	0.03	0.07	0.07	0.15	0.19	0.19
Sat Flow, veh/h	1810	5179	152	1810	5187	1610	1810	1900	1610	1810	583	1117
Grp Volume(v), veh/h	12	912	494	22	1164	159	33	8	1	224	0	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1610	1810	1900	1610	1810	0	1699
Q Serve(g_s), s	0.5	13.3	13.3	0.9	10.6	4.0	1.3	0.3	0.0	8.6	0.0	1.2
Cycle Q Clear(g_c), s	0.5	13.3	13.3	0.9	10.6	4.0	1.3	0.3	0.0	8.6	0.0	1.2
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	21	1671	905	36	2548	791	49	125	106	269	0	318
V/C Ratio(X)	0.56	0.55	0.55	0.61	0.46	0.20	0.68	0.06	0.01	0.83	0.00	0.11
Avail Cap(c_a), veh/h	154	1671	905	103	2548	791	154	476	404	577	0	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	13.0	13.0	34.9	12.0	10.3	34.6	31.5	31.4	29.7	0.0	24.2
Incr Delay (d2), s/veh	8.2	1.3	2.4	6.2	0.6	0.6	6.0	0.2	0.0	2.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	5.6	0.4	3.8	1.4	0.6	0.1	0.0	3.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	14.3	15.4	41.1	12.6	10.9	40.6	31.7	31.4	32.3	0.0	24.4
LnGrp LOS	D	B	B	D	B	B	D	C	C	C	A	C
Approach Vol, veh/h		1418			1345			42			259	
Approach Delay, s/veh		14.9			12.8			38.7			31.2	
Approach LOS		B			B			D			C	

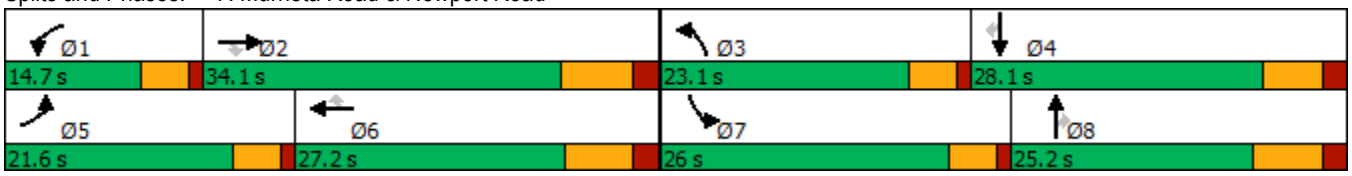
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	42.2	6.0	18.0	5.0	42.8	14.8	9.3
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	4.1	34.7	6.1	34.8	6.1	32.7	22.9	18.0
Max Q Clear Time (g_c+I1), s	2.9	15.3	3.3	3.2	2.5	12.6	10.6	2.3
Green Ext Time (p_c), s	0.0	12.4	0.0	0.1	0.0	11.7	0.2	0.0

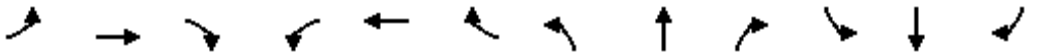
Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	1030	155	147	803	146	164	337	187	317	361	203
Future Volume (vph)	249	1030	155	147	803	146	164	337	187	317	361	203
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	21.6	34.1	34.1	14.7	27.2	27.2	23.1	25.2	25.2	26.0	28.1	28.1
Total Split (%)	21.6%	34.1%	34.1%	14.7%	27.2%	27.2%	23.1%	25.2%	25.2%	26.0%	28.1%	28.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	16.2	26.7	26.7	9.9	20.7	20.7	13.3	15.3	15.3	20.3	23.2	23.2
Actuated g/C Ratio	0.17	0.28	0.28	0.10	0.22	0.22	0.14	0.16	0.16	0.21	0.24	0.24
v/c Ratio	0.90	0.79	0.30	0.87	0.79	0.32	0.73	0.64	0.48	0.92	0.46	0.40
Control Delay	72.9	37.4	6.1	84.5	42.7	4.4	56.7	43.6	9.3	67.9	33.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	37.4	6.1	84.5	42.7	4.4	56.7	43.6	9.3	67.9	33.8	6.9
LOS	E	D	A	F	D	A	E	D	A	E	C	A
Approach Delay		40.2			43.3			37.4			39.8	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	1030	155	147	803	146	164	337	187	317	361	203
Future Volume (veh/h)	249	1030	155	147	803	146	164	337	187	317	361	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	1132	170	162	882	160	180	370	205	348	397	223
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1442	448	191	1111	345	214	566	253	380	897	400
Arrive On Green	0.17	0.28	0.28	0.11	0.21	0.21	0.12	0.16	0.16	0.21	0.25	0.25
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	274	1132	170	162	882	160	180	370	205	348	397	223
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.2	19.3	8.2	8.4	15.4	8.3	9.3	9.2	11.8	18.0	8.9	11.6
Cycle Q Clear(g_c), s	14.2	19.3	8.2	8.4	15.4	8.3	9.3	9.2	11.8	18.0	8.9	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	1442	448	191	1111	345	214	566	253	380	897	400
V/C Ratio(X)	0.89	0.79	0.38	0.85	0.79	0.46	0.84	0.65	0.81	0.92	0.44	0.56
Avail Cap(c_a), veh/h	321	1442	448	191	1111	345	350	679	303	405	897	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	31.9	27.9	42.0	35.6	32.8	41.3	37.9	39.0	37.0	30.4	31.4
Incr Delay (d2), s/veh	24.0	4.4	2.4	27.1	5.9	4.4	4.5	1.7	13.1	23.8	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	8.4	3.4	5.2	7.0	3.6	4.4	4.2	5.5	10.3	3.9	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	36.3	30.3	69.2	41.4	37.2	45.8	39.6	52.1	60.7	30.7	33.1
LnGrp LOS	E	D	C	E	D	D	D	D	D	E	C	C
Approach Vol, veh/h		1576			1204			755			968	
Approach Delay, s/veh		40.3			44.6			44.4			42.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	34.1	15.9	31.0	20.8	28.0	24.7	22.2
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.1	26.6	18.5	* 22	17.0	* 20	21.4	18.0
Max Q Clear Time (g_c+I1), s	10.4	21.3	11.3	13.6	16.2	17.4	20.0	13.8
Green Ext Time (p_c), s	0.0	3.5	0.1	2.2	0.0	1.6	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

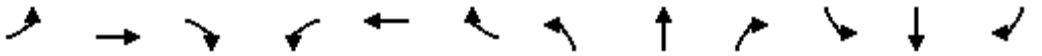
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	1440	106	135	1031	54	82	120	78	163
Future Volume (vph)	20	1440	106	135	1031	54	82	120	78	163
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.0	53.2	53.2	13.2	56.4	10.9	22.6	22.6	11.0	22.7
Total Split (%)	10.0%	53.2%	53.2%	13.2%	56.4%	10.9%	22.6%	22.6%	11.0%	22.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.4	47.1	47.1	8.6	56.5	6.2	14.2	14.2	6.4	16.7
Actuated g/C Ratio	0.06	0.49	0.49	0.09	0.59	0.06	0.15	0.15	0.07	0.17
v/c Ratio	0.22	0.92	0.14	0.94	0.40	0.53	0.33	0.38	0.74	0.67
Control Delay	50.4	33.5	3.4	104.3	12.4	62.5	39.5	9.8	80.2	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	33.5	3.4	104.3	12.4	62.5	39.5	9.8	80.2	47.4
LOS	D	C	A	F	B	E	D	A	F	D
Approach Delay		31.6			22.7		30.4			56.8
Approach LOS		C			C		C			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1440	106	135	1031	39	54	82	120	78	163	31
Future Volume (veh/h)	20	1440	106	135	1031	39	54	82	120	78	163	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1618	119	152	1158	44	61	92	135	88	183	35
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1828	815	168	2952	112	79	234	199	113	220	42
Arrive On Green	0.02	0.51	0.51	0.09	0.58	0.58	0.04	0.12	0.12	0.06	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	5128	195	1810	1900	1610	1810	1550	296
Grp Volume(v), veh/h	22	1618	119	152	781	421	61	92	135	88	0	218
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1865	1810	1900	1610	1810	0	1847
Q Serve(g_s), s	1.1	37.2	3.7	7.7	11.5	11.5	3.1	4.1	7.4	4.4	0.0	10.7
Cycle Q Clear(g_c), s	1.1	37.2	3.7	7.7	11.5	11.5	3.1	4.1	7.4	4.4	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	42	1828	815	168	1991	1074	79	234	199	113	0	262
V/C Ratio(X)	0.52	0.89	0.15	0.91	0.39	0.39	0.77	0.39	0.68	0.78	0.00	0.83
Avail Cap(c_a), veh/h	105	1828	815	168	1991	1074	123	368	312	125	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	20.5	12.2	41.7	10.8	10.8	43.9	37.5	38.9	42.9	0.0	38.7
Incr Delay (d2), s/veh	9.6	6.7	0.4	43.7	0.6	1.1	14.7	1.1	4.0	24.5	0.0	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	16.2	1.3	5.4	4.2	4.7	1.7	2.0	3.1	2.7	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	27.2	12.6	85.4	11.4	11.9	58.6	38.6	43.0	67.4	0.0	50.0
LnGrp LOS	D	C	B	F	B	B	E	D	D	E	A	D
Approach Vol, veh/h		1759			1354			288			306	
Approach Delay, s/veh		26.6			19.8			44.9			55.0	
Approach LOS		C			B			D			D	

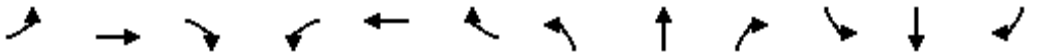
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	53.2	8.6	17.8	6.8	59.6	10.4	16.0
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	8.6	47.0	6.3	18.1	5.4	50.2	6.4	18.0
Max Q Clear Time (g_c+I1), s	9.7	39.2	5.1	12.7	3.1	13.5	6.4	9.4
Green Ext Time (p_c), s	0.0	6.1	0.0	0.5	0.0	10.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1562	58	12	1107	18	60	12	36	55	33	40
Future Volume (vph)	19	1562	58	12	1107	18	60	12	36	55	33	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	9.8	47.8	47.8	9.6	47.6	47.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.3%	59.8%	59.8%	12.0%	59.5%	59.5%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.2	46.2	46.2	5.0	46.2	46.2		9.6	9.6		9.6	9.6
Actuated g/C Ratio	0.08	0.70	0.70	0.08	0.70	0.70		0.15	0.15		0.15	0.15
v/c Ratio	0.14	0.66	0.05	0.09	0.33	0.02		0.40	0.12		0.44	0.13
Control Delay	32.5	10.5	1.4	32.1	6.1	0.0		31.9	0.7		32.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	32.5	10.5	1.4	32.1	6.1	0.0		31.9	0.7		32.5	0.8
LOS	C	B	A	C	A	A		C	A		C	A
Approach Delay		10.4			6.3			21.5			22.5	
Approach LOS		B			A			C			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1562	58	12	1107	18	60	12	36	55	33	40
Future Volume (veh/h)	19	1562	58	12	1107	18	60	12	36	55	33	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1680	62	13	1190	19	65	13	39	59	35	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1930	861	29	2738	850	86	10	379	77	29	379
Arrive On Green	0.02	0.53	0.53	0.02	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	42	1610	0	125	1610
Grp Volume(v), veh/h	20	1680	62	13	1190	19	78	0	39	94	0	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	42	0	1610	125	0	1610
Q Serve(g_s), s	0.8	31.0	1.4	0.5	10.8	0.4	0.0	0.0	1.5	0.0	0.0	1.6
Cycle Q Clear(g_c), s	0.8	31.0	1.4	0.5	10.8	0.4	18.0	0.0	1.5	18.0	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	41	1930	861	29	2738	850	96	0	379	106	0	379
V/C Ratio(X)	0.49	0.87	0.07	0.46	0.43	0.02	0.81	0.00	0.10	0.89	0.00	0.11
Avail Cap(c_a), veh/h	123	1930	861	118	2738	850	96	0	379	106	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	15.5	8.6	37.3	11.1	8.6	36.0	0.0	22.9	32.8	0.0	23.0
Incr Delay (d2), s/veh	8.7	5.7	0.2	4.1	0.5	0.0	38.8	0.0	0.1	53.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	0.5	0.3	3.8	0.1	2.5	0.0	0.5	3.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	21.2	8.8	41.5	11.6	8.7	74.8	0.0	23.1	86.2	0.0	23.1
LnGrp LOS	D	C	A	D	B	A	E	A	C	F	A	C
Approach Vol, veh/h		1762			1222			117			137	
Approach Delay, s/veh		21.0			11.8			57.6			66.4	
Approach LOS		C			B			E			E	

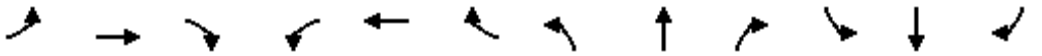
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	48.1		22.6	6.3	47.6		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.2	40.4		18.0				
Max Q Clear Time (g_c+I1), s	2.5	33.0		20.0	2.8	12.8		20.0				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	10.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	92	1459	301	1016	164	158	231	375	235	268
Future Volume (vph)	92	1459	301	1016	164	158	231	375	235	268
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	16.6	42.0	15.0	40.4	40.4	17.5	24.8	15.0	18.2	25.5
Total Split (%)	16.6%	42.0%	15.0%	40.4%	40.4%	17.5%	24.8%	15.0%	18.2%	25.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.1	35.8	10.4	39.1	39.1	11.7	19.0	35.2	13.6	20.9
Actuated g/C Ratio	0.09	0.36	0.10	0.39	0.39	0.12	0.19	0.35	0.14	0.21
v/c Ratio	0.61	0.90	0.89	0.54	0.24	0.81	0.69	0.65	1.03	0.50
Control Delay	58.8	38.4	71.7	25.7	4.5	70.9	48.7	26.8	110.1	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	38.4	71.7	25.7	4.5	70.9	48.7	26.8	110.1	34.5
LOS	E	D	E	C	A	E	D	C	F	C
Approach Delay		39.5		32.7			42.6			65.0
Approach LOS		D		C			D			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1459	92	301	1016	164	158	231	375	235	268	81
Future Volume (veh/h)	92	1459	92	301	1016	164	158	231	375	235	268	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1569	99	324	1092	176	170	248	403	253	288	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1775	112	366	2028	629	202	362	475	247	592	175
Arrive On Green	0.07	0.36	0.36	0.10	0.39	0.39	0.11	0.19	0.19	0.14	0.22	0.22
Sat Flow, veh/h	1810	4987	315	3510	5187	1610	1810	1900	1610	1810	2745	813
Grp Volume(v), veh/h	99	1088	580	324	1092	176	170	248	403	253	187	188
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1610	1810	1900	1610	1810	1805	1754
Q Serve(g_s), s	5.4	29.5	29.5	9.1	16.2	7.5	9.2	12.1	19.0	13.6	9.1	9.4
Cycle Q Clear(g_c), s	5.4	29.5	29.5	9.1	16.2	7.5	9.2	12.1	19.0	13.6	9.1	9.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	126	1231	656	366	2028	629	202	362	475	247	389	378
V/C Ratio(X)	0.79	0.88	0.88	0.88	0.54	0.28	0.84	0.68	0.85	1.02	0.48	0.50
Avail Cap(c_a), veh/h	218	1242	662	366	2028	629	234	362	475	247	389	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	30.2	30.2	44.1	23.4	20.8	43.4	37.6	33.0	43.0	34.2	34.3
Incr Delay (d2), s/veh	4.1	8.3	14.3	21.1	0.5	0.5	18.8	10.1	17.0	63.8	4.2	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.3	15.3	5.0	6.5	2.8	5.1	6.6	11.2	10.4	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	38.5	44.4	65.2	23.9	21.3	62.2	47.6	50.1	106.9	38.4	38.9
LnGrp LOS	D	D	D	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1767			1592			821			628	
Approach Delay, s/veh		41.1			32.0			51.8			66.2	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	41.7	15.7	27.3	11.5	45.2	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	10.4	35.8	12.9	19.7	12.0	34.2	13.6	19.0
Max Q Clear Time (g_c+I1), s	11.1	31.5	11.2	11.4	7.4	18.2	15.6	21.0
Green Ext Time (p_c), s	0.0	4.0	0.0	1.4	0.0	11.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	29	53	0
Future Vol, veh/h	0	0	1	29	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1	32	58	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	92	58	58	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	913	1014	1559	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1014	1559	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	5	0
Future Vol, veh/h	0	7	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	5	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1625	-	1022	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	1022	1085
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1028	-

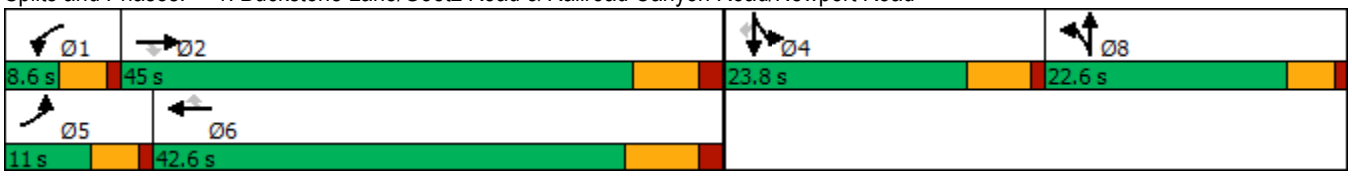
Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

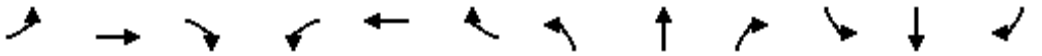
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1625	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	444	1148	3	2	942	517	2	1	393	1	287
Future Volume (vph)	444	1148	3	2	942	517	2	1	393	1	287
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	11.0	45.0	45.0	8.6	42.6	42.6	22.6	22.6	23.8	23.8	23.8
Total Split (%)	11.0%	45.0%	45.0%	8.6%	42.6%	42.6%	22.6%	22.6%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	6.4	45.7	45.7	4.0	35.4	35.4	7.1	7.1	14.8	14.8	14.8
Actuated g/C Ratio	0.08	0.60	0.60	0.05	0.46	0.46	0.09	0.09	0.19	0.19	0.19
v/c Ratio	1.52	0.38	0.00	0.02	0.40	0.51	0.01	0.02	0.59	0.35	0.35
Control Delay	280.8	10.1	0.0	39.0	15.2	3.6	35.5	28.7	32.4	8.1	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	280.8	10.1	0.0	39.0	15.2	3.6	35.5	28.7	32.4	8.1	7.6
LOS	F	B	A	D	B	A	D	C	C	A	A
Approach Delay		85.4			11.1			31.4		22.0	
Approach LOS		F			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 44.8	Intersection LOS: D
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	1148	3	2	942	517	2	1	2	393	1	287
Future Volume (veh/h)	444	1148	3	2	942	517	2	1	2	393	1	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	448	1160	3	2	952	522	2	1	2	397	0	291
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	2804	870	4	2381	739	17	5	10	557	0	496
Arrive On Green	0.08	0.54	0.54	0.00	0.46	0.46	0.01	0.01	0.01	0.15	0.00	0.15
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	565	1131	3619	0	3220
Grp Volume(v), veh/h	448	1160	3	2	952	522	2	0	3	397	0	291
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1696	1810	0	1610
Q Serve(g_s), s	6.4	10.1	0.1	0.1	9.3	19.8	0.1	0.0	0.1	8.0	0.0	6.4
Cycle Q Clear(g_c), s	6.4	10.1	0.1	0.1	9.3	19.8	0.1	0.0	0.1	8.0	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	294	2804	870	4	2381	739	17	0	16	557	0	496
V/C Ratio(X)	1.52	0.41	0.00	0.51	0.40	0.71	0.12	0.00	0.19	0.71	0.00	0.59
Avail Cap(c_a), veh/h	294	2804	870	95	2381	739	426	0	399	852	0	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	10.4	8.1	38.1	13.7	16.6	37.6	0.0	37.6	30.7	0.0	30.1
Incr Delay (d2), s/veh	252.8	0.5	0.0	33.0	0.5	5.6	3.1	0.0	5.8	1.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	3.5	0.0	0.1	3.5	7.8	0.1	0.0	0.1	3.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	287.9	10.9	8.1	71.1	14.2	22.2	40.7	0.0	43.4	32.5	0.0	31.2
LnGrp LOS	F	B	A	E	B	C	D	A	D	C	A	C
Approach Vol, veh/h		1611			1476			5			688	
Approach Delay, s/veh		87.9			17.1			42.3			31.9	
Approach LOS		F			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	48.8		17.6	11.0	42.6		5.3				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.0	6.4	35.1		18.0				
Max Q Clear Time (g_c+I1), s	2.1	12.1		10.0	8.4	21.8		2.1				
Green Ext Time (p_c), s	0.0	12.7		1.8	0.0	8.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		50.0
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1491	53	16	1423	41	10
Future Volume (vph)	1491	53	16	1423	41	10
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	55.9	55.9	5.4	57.9	7.1	7.1
Actuated g/C Ratio	0.80	0.80	0.08	0.83	0.10	0.10
v/c Ratio	0.36	0.04	0.11	0.33	0.22	0.06
Control Delay	4.3	2.4	31.6	2.8	30.8	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	2.4	31.6	2.8	30.8	16.2
LOS	A	A	C	A	C	B
Approach Delay	4.2			3.1	28.0	
Approach LOS	A			A	C	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 69.5		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.36		
Intersection Signal Delay: 4.1	Intersection LOS: A	
Intersection Capacity Utilization 41.4%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1491	53	16	1423	41	10
Future Volume (veh/h)	1491	53	16	1423	41	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1506	54	16	1437	41	10
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3619	1123	28	4078	68	60
Arrive On Green	0.70	0.70	0.02	0.79	0.04	0.04
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1506	54	16	1437	41	10
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	7.8	0.7	0.6	5.2	1.4	0.4
Cycle Q Clear(g_c), s	7.8	0.7	0.6	5.2	1.4	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3619	1123	28	4078	68	60
V/C Ratio(X)	0.42	0.05	0.57	0.35	0.60	0.17
Avail Cap(c_a), veh/h	3619	1123	155	4078	558	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	3.0	30.8	2.0	29.8	29.3
Incr Delay (d2), s/veh	0.4	0.1	16.9	0.2	8.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.2	0.4	0.6	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	3.1	47.7	2.2	38.2	30.6
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1560			1453	51	
Approach Delay, s/veh	4.4			2.7	36.7	
Approach LOS	A			A	D	

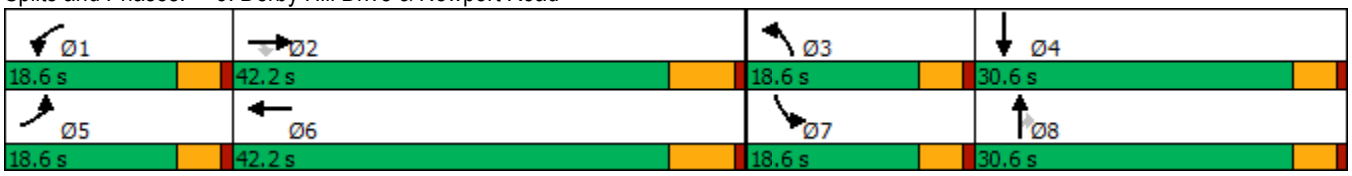
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	50.4				56.0	7.0
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.6	9.8				7.2	3.4
Green Ext Time (p_c), s	0.0	14.2				15.0	0.1

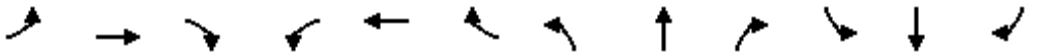
Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	Ø4
Lane Configurations									
Traffic Volume (vph)	6	1489	24	63	1491	10	43	14	
Future Volume (vph)	6	1489	24	63	1491	10	43	14	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	18.6	42.2	42.2	18.6	42.2	18.6	30.6	18.6	30.6
Total Split (%)	16.9%	38.4%	38.4%	16.9%	38.4%	16.9%	27.8%	16.9%	28%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	4.4	44.0	44.0	6.4	52.7	6.2	5.0	4.7	
Actuated g/C Ratio	0.07	0.67	0.67	0.10	0.80	0.09	0.08	0.07	
v/c Ratio	0.05	0.45	0.02	0.37	0.37	0.06	0.08	0.12	
Control Delay	31.8	8.8	0.0	34.8	4.8	26.8	0.3	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.8	8.8	0.0	34.8	4.8	26.8	0.3	32.4	
LOS	C	A	A	C	A	C	A	C	
Approach Delay		8.7			6.1				
Approach LOS		A			A				

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 65.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1489	24	63	1491	2	10	0	43	14	0	0
Future Volume (veh/h)	6	1489	24	63	1491	2	10	0	43	14	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1551	25	66	1553	2	10	0	45	15	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	11	2941	913	85	3250	4	18	93	79	27	102	0
Arrive On Green	0.01	0.57	0.57	0.05	0.61	0.61	0.01	0.00	0.05	0.01	0.00	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5350	7	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	6	1551	25	66	1004	551	10	0	45	15	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.2	11.6	0.4	2.3	10.1	10.1	0.3	0.0	1.7	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.6	0.4	2.3	10.1	10.1	0.3	0.0	1.7	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	11	2941	913	85	2101	1153	18	93	79	27	102	0
V/C Ratio(X)	0.52	0.53	0.03	0.78	0.48	0.48	0.54	0.00	0.57	0.57	0.00	0.00
Avail Cap(c_a), veh/h	402	2941	913	402	2101	1153	402	785	665	402	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	8.4	6.0	29.7	6.8	6.8	31.0	0.0	29.3	30.8	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.7	0.1	5.7	0.8	1.4	8.9	0.0	2.4	6.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	0.1	1.1	3.0	3.5	0.2	0.0	0.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	9.1	6.0	35.4	7.6	8.3	39.9	0.0	31.7	37.6	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	A
Approach Vol, veh/h		1582			1621			55			15	
Approach Delay, s/veh		9.2			9.0			33.2			37.6	
Approach LOS		A			A			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	42.2	5.2	8.0	5.0	44.7	5.5	7.7
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	14.0	35.7	14.0	26.0	14.0	35.7	14.0	26.0
Max Q Clear Time (g_c+I1), s	4.3	13.6	2.3	0.0	2.2	12.1	2.5	3.7
Green Ext Time (p_c), s	0.0	16.6	0.0	0.0	0.0	17.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	24	0	2	4	44	27	1	16	0
Future Vol, veh/h	0	0	2	24	0	2	4	44	27	1	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	36	0	3	6	67	41	2	24	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	129	148	24	130	128	88	24	0	0	108	0	0
Stage 1	28	28	-	100	100	-	-	-	-	-	-	-
Stage 2	101	120	-	30	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	747	1058	847	766	976	1604	-	-	1483	-	-
Stage 1	994	876	-	911	816	-	-	-	-	-	-	-
Stage 2	910	800	-	992	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	843	743	1058	841	762	976	1604	-	-	1483	-	-
Mov Cap-2 Maneuver	843	743	-	841	762	-	-	-	-	-	-	-
Stage 1	990	875	-	907	813	-	-	-	-	-	-	-
Stage 2	904	797	-	988	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.4	0.4	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	1058	850	1483	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.046	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	7	209	14	7	2	305	61	16	0	29	24
Future Vol, veh/h	18	7	209	14	7	2	305	61	16	0	29	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	8	225	15	8	2	328	66	17	0	31	26
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

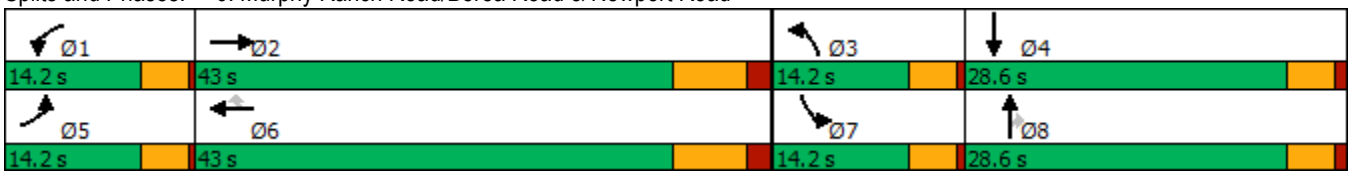
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	10.6	9.8	14.3	9.4
HCM LOS	B	A	B	A

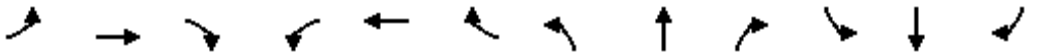
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	79%	0%	100%	0%	0%	78%	55%
Vol Right, %	0%	21%	0%	0%	100%	0%	22%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	77	18	7	209	14	9	53
LT Vol	305	0	18	0	0	14	0	0
Through Vol	0	61	0	7	0	0	7	29
RT Vol	0	16	0	0	209	0	2	24
Lane Flow Rate	328	83	19	8	225	15	10	57
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.545	0.123	0.035	0.013	0.336	0.03	0.017	0.095
Departure Headway (Hd)	5.984	5.337	6.597	6.091	5.383	7.1	6.432	5.988
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	603	673	546	591	672	505	557	598
Service Time	3.705	3.058	4.297	3.791	3.083	4.838	4.17	3.722
HCM Lane V/C Ratio	0.544	0.123	0.035	0.014	0.335	0.03	0.018	0.095
HCM Control Delay	15.7	8.8	9.5	8.9	10.8	10.1	9.3	9.4
HCM Lane LOS	C	A	A	A	B	B	A	A
HCM 95th-tile Q	3.3	0.4	0.1	0	1.5	0.1	0.1	0.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	32	1443	9	1436	309	104	42	3	216	20
Future Volume (vph)	32	1443	9	1436	309	104	42	3	216	20
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	14.2	43.0	14.2	43.0	43.0	14.2	28.6	28.6	14.2	28.6
Total Split (%)	14.2%	43.0%	14.2%	43.0%	43.0%	14.2%	28.6%	28.6%	14.2%	28.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.9	39.5	5.0	37.2	37.2	8.8	7.4	7.4	10.3	8.5
Actuated g/C Ratio	0.08	0.56	0.07	0.53	0.53	0.13	0.11	0.11	0.15	0.12
v/c Ratio	0.22	0.54	0.07	0.54	0.35	0.48	0.22	0.01	0.85	0.17
Control Delay	36.9	12.1	36.4	14.1	7.7	38.7	34.9	0.0	63.0	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	12.1	36.4	14.1	7.7	38.7	34.9	0.0	63.0	24.0
LOS	D	B	D	B	A	D	C	A	E	C
Approach Delay		12.6		13.1			36.9			57.4
Approach LOS		B		B			D			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 70.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1443	69	9	1436	309	104	42	3	216	20	16
Future Volume (veh/h)	32	1443	69	9	1436	309	104	42	3	216	20	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1503	72	9	1496	322	108	44	3	225	21	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	2530	121	17	2497	775	139	152	128	248	136	110
Arrive On Green	0.03	0.50	0.50	0.01	0.48	0.48	0.08	0.08	0.08	0.14	0.14	0.14
Sat Flow, veh/h	1810	5071	243	1810	5187	1610	1810	1900	1610	1810	972	787
Grp Volume(v), veh/h	33	1025	550	9	1496	322	108	44	3	225	0	38
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	1729	1610	1810	1900	1610	1810	0	1758
Q Serve(g_s), s	1.3	15.6	15.6	0.4	15.5	9.6	4.3	1.6	0.1	9.0	0.0	1.4
Cycle Q Clear(g_c), s	1.3	15.6	15.6	0.4	15.5	9.6	4.3	1.6	0.1	9.0	0.0	1.4
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	48	1725	926	17	2497	775	139	152	128	248	0	246
V/C Ratio(X)	0.68	0.59	0.59	0.54	0.60	0.42	0.78	0.29	0.02	0.91	0.00	0.15
Avail Cap(c_a), veh/h	248	1725	926	248	2497	775	248	618	524	248	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	13.2	13.2	36.4	13.9	12.4	33.4	32.0	31.3	31.4	0.0	27.9
Incr Delay (d2), s/veh	6.2	1.5	2.8	10.0	1.1	1.6	3.5	1.0	0.1	33.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.7	6.5	0.2	5.7	3.5	2.0	0.8	0.1	6.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	14.7	16.0	46.4	15.0	14.0	37.0	33.0	31.4	64.5	0.0	28.2
LnGrp LOS	D	B	B	D	B	B	D	C	C	E	A	C
Approach Vol, veh/h		1608			1827			155			263	
Approach Delay, s/veh		15.7			15.0			35.7			59.2	
Approach LOS		B			B			D			E	

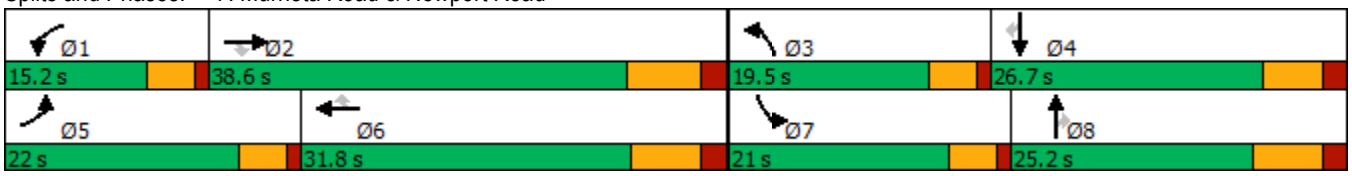
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	44.3	9.8	14.9	6.1	43.0	14.2	10.5
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	10.1	35.5	10.1	24.0	10.1	35.5	10.1	24.0
Max Q Clear Time (g_c+I1), s	2.4	17.6	6.3	3.4	3.3	17.5	11.0	3.6
Green Ext Time (p_c), s	0.0	12.9	0.0	0.1	0.0	13.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	1112	110	159	1184	328	181	295	161	323	310	270
Future Volume (vph)	336	1112	110	159	1184	328	181	295	161	323	310	270
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	22.0	38.6	38.6	15.2	31.8	31.8	19.5	25.2	25.2	21.0	26.7	26.7
Total Split (%)	22.0%	38.6%	38.6%	15.2%	31.8%	31.8%	19.5%	25.2%	25.2%	21.0%	26.7%	26.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	17.4	31.5	31.5	10.2	24.6	24.6	12.7	13.8	13.8	16.4	18.3	18.3
Actuated g/C Ratio	0.18	0.33	0.33	0.11	0.26	0.26	0.13	0.14	0.14	0.17	0.19	0.19
v/c Ratio	1.05	0.67	0.18	0.85	0.92	0.51	0.78	0.59	0.41	1.08	0.47	0.52
Control Delay	105.2	30.6	2.8	79.6	47.0	6.4	63.1	43.1	6.2	113.7	37.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.2	30.6	2.8	79.6	47.0	6.4	63.1	43.1	6.2	113.7	37.3	8.2
LOS	F	C	A	E	D	A	E	D	A	F	D	A
Approach Delay		44.7			42.1			39.4			55.9	
Approach LOS		D			D			D			E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 95.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 45.2	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	1112	110	159	1184	328	181	295	161	323	310	270
Future Volume (veh/h)	336	1112	110	159	1184	328	181	295	161	323	310	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	346	1146	113	164	1221	338	187	304	166	333	320	278
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	1695	526	196	1322	410	220	532	237	307	706	315
Arrive On Green	0.18	0.33	0.33	0.11	0.25	0.25	0.12	0.15	0.15	0.17	0.20	0.20
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	346	1146	113	164	1221	338	187	304	166	333	320	278
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	17.4	18.4	4.9	8.6	22.1	19.1	9.8	7.6	9.5	16.4	7.6	16.2
Cycle Q Clear(g_c), s	17.4	18.4	4.9	8.6	22.1	19.1	9.8	7.6	9.5	16.4	7.6	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1695	526	196	1322	410	220	532	237	307	706	315
V/C Ratio(X)	1.06	0.68	0.21	0.84	0.92	0.82	0.85	0.57	0.70	1.08	0.45	0.88
Avail Cap(c_a), veh/h	326	1695	526	199	1322	410	279	673	300	307	759	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	28.1	23.5	42.2	35.1	33.9	41.5	38.3	39.1	40.1	34.3	37.7
Incr Delay (d2), s/veh	66.8	2.2	0.9	24.1	12.2	16.9	14.8	1.0	5.1	75.3	0.5	21.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	7.8	2.0	5.1	10.6	9.2	5.2	3.4	4.0	13.6	3.3	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.4	30.3	24.5	66.3	47.2	50.8	56.4	39.3	44.2	115.4	34.7	59.6
LnGrp LOS	F	C	C	E	D	D	E	D	D	F	C	E
Approach Vol, veh/h		1605			1723			657			931	
Approach Delay, s/veh		46.3			49.8			45.4			71.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	39.1	16.3	26.1	22.0	32.1	21.0	21.4
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.6	31.1	14.9	* 20	17.4	* 25	16.4	18.0
Max Q Clear Time (g_c+I1), s	10.6	20.4	11.8	18.2	19.4	24.1	18.4	11.5
Green Ext Time (p_c), s	0.0	6.0	0.1	0.7	0.0	0.4	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

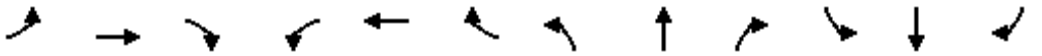
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	1602	61	103	1681	62	44	96	68	44
Future Volume (vph)	22	1602	61	103	1681	62	44	96	68	44
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.1	54.9	54.9	11.9	56.7	9.8	22.6	22.6	10.6	23.4
Total Split (%)	10.1%	54.9%	54.9%	11.9%	56.7%	9.8%	22.6%	22.6%	10.6%	23.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.5	52.0	52.0	7.3	61.4	5.2	7.8	7.8	6.0	8.4
Actuated g/C Ratio	0.06	0.59	0.59	0.08	0.69	0.06	0.09	0.09	0.07	0.09
v/c Ratio	0.21	0.79	0.06	0.72	0.51	0.62	0.28	0.38	0.58	0.39
Control Delay	45.4	19.7	0.4	68.4	10.1	67.9	42.5	7.5	61.4	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	19.7	0.4	68.4	10.1	67.9	42.5	7.5	61.4	31.6
LOS	D	B	A	E	B	E	D	A	E	C
Approach Delay		19.4			13.3		33.7			45.9
Approach LOS		B			B		C			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1602	61	103	1681	67	62	44	96	68	44	30
Future Volume (veh/h)	22	1602	61	103	1681	67	62	44	96	68	44	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1669	64	107	1751	70	65	46	100	71	46	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	2014	898	136	3113	124	84	166	140	92	97	65
Arrive On Green	0.02	0.56	0.56	0.08	0.61	0.61	0.05	0.09	0.09	0.05	0.09	0.09
Sat Flow, veh/h	1810	3610	1610	1810	5117	204	1810	1900	1610	1810	1058	713
Grp Volume(v), veh/h	23	1669	64	107	1183	638	65	46	100	71	0	77
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1863	1810	1900	1610	1810	0	1772
Q Serve(g_s), s	1.1	33.2	1.6	5.1	17.8	17.8	3.1	2.0	5.3	3.4	0.0	3.6
Cycle Q Clear(g_c), s	1.1	33.2	1.6	5.1	17.8	17.8	3.1	2.0	5.3	3.4	0.0	3.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	44	2014	898	136	2104	1134	84	166	140	92	0	162
V/C Ratio(X)	0.52	0.83	0.07	0.79	0.56	0.56	0.77	0.28	0.71	0.77	0.00	0.47
Avail Cap(c_a), veh/h	114	2014	898	151	2104	1134	108	392	332	124	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	15.9	8.9	39.7	10.2	10.2	41.2	37.3	38.8	40.9	0.0	37.7
Incr Delay (d2), s/veh	9.1	4.1	0.2	21.7	1.1	2.0	22.7	0.9	6.5	18.6	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.3	0.6	3.0	6.3	7.0	1.9	0.9	2.3	2.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	20.0	9.0	61.4	11.3	12.2	63.9	38.2	45.3	59.5	0.0	39.8
LnGrp LOS	D	B	A	E	B	B	E	D	D	E	A	D
Approach Vol, veh/h		1756			1928			211			148	
Approach Delay, s/veh		20.0			14.4			49.5			49.2	
Approach LOS		B			B			D			D	

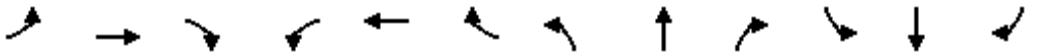
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	54.9	8.6	12.6	6.7	59.3	9.0	12.2
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	7.3	48.7	5.2	18.8	5.5	50.5	6.0	18.0
Max Q Clear Time (g_c+I1), s	7.1	35.2	5.1	5.6	3.1	19.8	5.4	7.3
Green Ext Time (p_c), s	0.0	9.9	0.0	0.2	0.0	17.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1678	54	15	1768	47	61	11	41	20	8	22
Future Volume (vph)	32	1678	54	15	1768	47	61	11	41	20	8	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	10.3	47.8	47.8	9.6	47.1	47.1	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.9%	59.8%	59.8%	12.0%	58.9%	58.9%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.7	50.3	50.3	5.0	48.2	48.2		9.0	9.0		9.0	9.0
Actuated g/C Ratio	0.08	0.73	0.73	0.07	0.70	0.70		0.13	0.13		0.13	0.13
v/c Ratio	0.22	0.66	0.05	0.11	0.50	0.04		0.41	0.13		0.16	0.07
Control Delay	34.8	9.8	1.1	33.5	8.2	0.9		34.6	0.9		28.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	34.8	9.8	1.1	33.5	8.2	0.9		34.6	0.9		28.5	0.5
LOS	C	A	A	C	A	A		C	A		C	A
Approach Delay		10.0			8.2			22.4			16.1	
Approach LOS		B			A			C			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 69	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1678	54	15	1768	47	61	11	41	20	8	22
Future Volume (veh/h)	32	1678	54	15	1768	47	61	11	41	20	8	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1730	56	15	1823	48	63	11	42	21	8	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1929	861	32	2694	836	87	9	377	81	19	377
Arrive On Green	0.03	0.53	0.53	0.02	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	37	1610	0	80	1610
Grp Volume(v), veh/h	33	1730	56	15	1823	48	74	0	42	29	0	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	37	0	1610	81	0	1610
Q Serve(g_s), s	1.4	32.9	1.3	0.6	20.0	1.1	0.0	0.0	1.6	0.0	0.0	0.9
Cycle Q Clear(g_c), s	1.4	32.9	1.3	0.6	20.0	1.1	18.0	0.0	1.6	18.0	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.85		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	60	1929	861	32	2694	836	95	0	377	100	0	377
V/C Ratio(X)	0.55	0.90	0.07	0.46	0.68	0.06	0.78	0.00	0.11	0.29	0.00	0.06
Avail Cap(c_a), veh/h	134	1929	861	118	2694	836	95	0	377	100	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	16.0	8.6	37.4	13.7	9.1	36.3	0.0	23.1	27.0	0.0	22.8
Incr Delay (d2), s/veh	7.8	7.0	0.1	3.8	1.4	0.1	32.1	0.0	0.1	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.6	0.4	0.3	7.3	0.4	2.2	0.0	0.6	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	23.0	8.8	41.2	15.1	9.3	68.4	0.0	23.3	28.6	0.0	22.9
LnGrp LOS	D	C	A	D	B	A	E	A	C	C	A	C
Approach Vol, veh/h		1819			1886			116			52	
Approach Delay, s/veh		23.0			15.1			52.1			26.1	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	48.3		22.6	7.1	47.1		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.7	39.9		18.0				
Max Q Clear Time (g_c+I1), s	2.6	34.9		20.0	3.4	22.0		20.0				
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	12.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		20.1	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	162	1493	255	1668	400	111	188	192	378	191
Future Volume (vph)	162	1493	255	1668	400	111	188	192	378	191
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	14.0	41.0	16.0	43.0	43.0	14.7	24.8	16.0	18.2	28.3
Total Split (%)	14.0%	41.0%	16.0%	43.0%	43.0%	14.7%	24.8%	16.0%	18.2%	28.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.4	35.8	10.4	36.8	36.8	9.0	19.0	35.2	13.6	23.6
Actuated g/C Ratio	0.09	0.36	0.10	0.37	0.37	0.09	0.19	0.35	0.14	0.24
v/c Ratio	1.00	0.88	0.73	0.91	0.53	0.72	0.54	0.32	1.61	0.36
Control Delay	116.6	36.7	55.5	38.6	8.9	68.1	43.0	14.6	322.7	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.6	36.7	55.5	38.6	8.9	68.1	43.0	14.6	322.7	21.0
LOS	F	D	E	D	A	E	D	B	F	C
Approach Delay		44.3		35.3			37.6			187.0
Approach LOS		D		D			D			F

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 58.4	Intersection LOS: E
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1493	60	255	1668	400	111	188	192	378	191	118
Future Volume (veh/h)	162	1493	60	255	1668	400	111	188	192	378	191	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	1555	62	266	1738	417	116	196	200	394	199	123
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1876	75	333	1906	592	145	361	459	246	538	318
Arrive On Green	0.09	0.37	0.37	0.09	0.37	0.37	0.08	0.19	0.19	0.14	0.25	0.25
Sat Flow, veh/h	1810	5117	204	3510	5187	1610	1810	1900	1610	1810	2184	1289
Grp Volume(v), veh/h	169	1051	566	266	1738	417	116	196	200	394	163	159
Grp Sat Flow(s),veh/h/ln	1810	1729	1863	1755	1729	1610	1810	1900	1610	1810	1805	1668
Q Serve(g_s), s	9.3	27.6	27.6	7.4	31.8	22.1	6.3	9.3	10.1	13.6	7.5	7.9
Cycle Q Clear(g_c), s	9.3	27.6	27.6	7.4	31.8	22.1	6.3	9.3	10.1	13.6	7.5	7.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	170	1268	683	333	1906	592	145	361	459	246	445	411
V/C Ratio(X)	0.99	0.83	0.83	0.80	0.91	0.70	0.80	0.54	0.44	1.60	0.37	0.39
Avail Cap(c_a), veh/h	170	1268	683	401	1910	593	183	361	459	246	445	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	28.8	28.8	44.3	30.1	27.0	45.2	36.5	29.2	43.2	31.2	31.4
Incr Delay (d2), s/veh	66.6	5.3	9.3	7.5	7.4	4.8	14.3	5.7	3.0	288.1	2.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	12.0	13.7	3.5	14.1	9.0	3.4	4.9	4.2	25.7	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.9	34.0	38.1	51.8	37.5	31.7	59.5	42.3	32.1	331.3	33.5	34.1
LnGrp LOS	F	C	D	D	D	C	E	D	C	F	C	C
Approach Vol, veh/h		1786			2421			512			716	
Approach Delay, s/veh		42.7			38.1			42.2			197.5	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	42.8	12.6	30.4	14.0	42.9	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	11.4	34.8	10.1	22.5	9.4	36.8	13.6	19.0
Max Q Clear Time (g_c+I1), s	9.4	29.6	8.3	9.9	11.3	33.8	15.6	12.1
Green Ext Time (p_c), s	0.1	4.7	0.0	1.5	0.0	2.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	7	75	40	1
Future Vol, veh/h	0	12	7	75	40	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	8	88	47	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	152	48	48	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	844	1027	1572	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	1027	1572	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	1027	-	-
HCM Lane V/C Ratio	0.005	-	0.014	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	0	23	0
Future Vol, veh/h	0	23	0	0	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	25	0	0	25	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	14	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1603	-	1010	1073
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	1010	1073
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1028	-

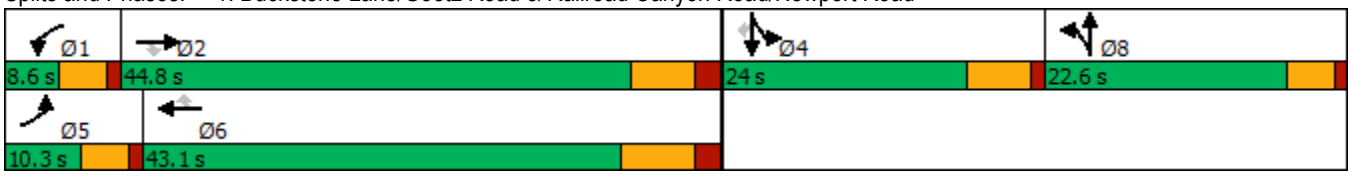
Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

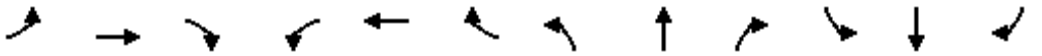
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1603	-
HCM Lane V/C Ratio	0.025	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	168	656	4	10	969	264	2	1	607	3	528
Future Volume (vph)	168	656	4	10	969	264	2	1	607	3	528
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	10.3	44.8	44.8	8.6	43.1	43.1	22.6	22.6	24.0	24.0	24.0
Total Split (%)	10.3%	44.8%	44.8%	8.6%	43.1%	43.1%	22.6%	22.6%	24.0%	24.0%	24.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.7	45.2	45.2	4.0	35.7	35.7	7.0	7.0	18.3	18.3	18.3
Actuated g/C Ratio	0.07	0.57	0.57	0.05	0.45	0.45	0.09	0.09	0.23	0.23	0.23
v/c Ratio	0.69	0.23	0.00	0.11	0.43	0.31	0.01	0.07	0.78	0.49	0.49
Control Delay	52.8	10.0	0.0	40.9	16.3	3.2	36.0	22.5	37.8	7.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	10.0	0.0	40.9	16.3	3.2	36.0	22.5	37.8	7.4	7.2
LOS	D	A	A	D	B	A	D	C	D	A	A
Approach Delay		18.6			13.7			24.8		23.5	
Approach LOS		B			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	656	4	10	969	264	2	1	9	607	3	528
Future Volume (veh/h)	168	656	4	10	969	264	2	1	9	607	3	528
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	676	4	10	999	272	2	1	9	626	0	546
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	2546	790	18	2239	695	37	3	30	746	0	664
Arrive On Green	0.07	0.49	0.49	0.01	0.43	0.43	0.02	0.02	0.02	0.21	0.00	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	164	1472	3619	0	3220
Grp Volume(v), veh/h	173	676	4	10	999	272	2	0	10	626	0	546
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1635	1810	0	1610
Q Serve(g_s), s	4.0	6.3	0.1	0.5	11.2	9.5	0.1	0.0	0.5	13.7	0.0	13.4
Cycle Q Clear(g_c), s	4.0	6.3	0.1	0.5	11.2	9.5	0.1	0.0	0.5	13.7	0.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	243	2546	790	18	2239	695	37	0	33	746	0	664
V/C Ratio(X)	0.71	0.27	0.01	0.56	0.45	0.39	0.05	0.00	0.30	0.84	0.00	0.82
Avail Cap(c_a), veh/h	243	2546	790	88	2239	695	395	0	357	799	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	12.3	10.7	40.7	16.5	16.0	39.6	0.0	39.8	31.4	0.0	31.3
Incr Delay (d2), s/veh	8.2	0.3	0.0	9.6	0.6	1.7	0.6	0.0	4.9	7.5	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.3	0.0	0.2	4.3	3.6	0.0	0.0	0.2	6.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	12.6	10.7	50.3	17.1	17.7	40.2	0.0	44.7	39.0	0.0	38.6
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		853			1281			12			1172	
Approach Delay, s/veh		19.3			17.5			44.0			38.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	48.0		22.8	10.3	43.1		6.3				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.2	5.7	35.6		18.0				
Max Q Clear Time (g_c+I1), s	2.5	8.3		15.7	6.0	13.2		2.5				
Green Ext Time (p_c), s	0.0	7.2		1.3	0.0	11.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1252	20	9	1191	56	12
Future Volume (vph)	1252	20	9	1191	56	12
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	56.0	56.0	5.4	58.0	7.7	7.7
Actuated g/C Ratio	0.80	0.80	0.08	0.83	0.11	0.11
v/c Ratio	0.32	0.02	0.07	0.29	0.30	0.07
Control Delay	4.3	3.0	31.2	2.9	31.9	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	3.0	31.2	2.9	31.9	15.2
LOS	A	A	C	A	C	B
Approach Delay	4.3			3.1	29.0	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 70	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 36.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1252	20	9	1191	56	12
Future Volume (veh/h)	1252	20	9	1191	56	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1332	21	10	1267	60	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3606	1120	18	4034	87	77
Arrive On Green	0.70	0.70	0.01	0.78	0.05	0.05
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1332	21	10	1267	60	13
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	6.7	0.3	0.4	4.6	2.1	0.5
Cycle Q Clear(g_c), s	6.7	0.3	0.4	4.6	2.1	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3606	1120	18	4034	87	77
V/C Ratio(X)	0.37	0.02	0.54	0.31	0.69	0.17
Avail Cap(c_a), veh/h	3606	1120	154	4034	552	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	3.0	31.4	2.1	29.8	29.1
Incr Delay (d2), s/veh	0.3	0.0	22.6	0.2	9.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.3	0.7	1.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	3.0	53.9	2.3	39.3	30.1
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1353			1277	73	
Approach Delay, s/veh	4.2			2.7	37.7	
Approach LOS	A			A	D	

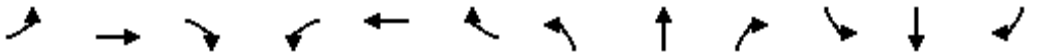
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.2	50.8				56.0	7.6
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.4	8.7				6.6	4.1
Green Ext Time (p_c), s	0.0	12.2				12.5	0.1

Intersection Summary			
HCM 6th Ctrl Delay		4.4	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	1257	10	26	1159	36	85	30	0
Future Volume (vph)	21	1257	10	26	1159	36	85	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	NA
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	12.0	51.0	51.0	13.0	52.0	13.0	23.0	13.0	23.0
Total Split (%)	12.0%	51.0%	51.0%	13.0%	52.0%	13.0%	23.0%	13.0%	23.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.1	53.4	53.4	5.3	53.5	7.3	5.2	5.5	5.1
Actuated g/C Ratio	0.07	0.72	0.72	0.07	0.72	0.10	0.07	0.07	0.07
v/c Ratio	0.18	0.35	0.01	0.21	0.32	0.21	0.26	0.23	0.03
Control Delay	38.4	7.2	0.0	38.6	6.9	34.6	1.9	38.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	7.2	0.0	38.6	6.9	34.6	1.9	38.8	0.2
LOS	D	A	A	D	A	C	A	D	A
Approach Delay		7.7			7.6				28.7
Approach LOS		A			A				C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1257	10	26	1159	1	36	0	85	30	0	11
Future Volume (veh/h)	21	1257	10	26	1159	1	36	0	85	30	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1296	10	27	1195	1	37	0	88	31	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	3134	973	42	3252	3	52	145	123	46	0	118
Arrive On Green	0.02	0.60	0.60	0.02	0.61	0.61	0.03	0.00	0.08	0.03	0.00	0.07
Sat Flow, veh/h	1810	5187	1610	1810	5353	4	1810	1900	1610	1810	0	1610
Grp Volume(v), veh/h	22	1296	10	27	772	424	37	0	88	31	0	11
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	0	1610
Q Serve(g_s), s	0.9	9.9	0.2	1.1	8.4	8.4	1.5	0.0	4.0	1.3	0.0	0.5
Cycle Q Clear(g_c), s	0.9	9.9	0.2	1.1	8.4	8.4	1.5	0.0	4.0	1.3	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	3134	973	42	2101	1154	52	145	123	46	0	118
V/C Ratio(X)	0.62	0.41	0.01	0.65	0.37	0.37	0.71	0.00	0.71	0.67	0.00	0.09
Avail Cap(c_a), veh/h	179	3134	973	203	2101	1154	203	467	396	203	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	7.8	5.9	36.3	7.4	7.4	36.1	0.0	33.8	36.2	0.0	32.4
Incr Delay (d2), s/veh	6.4	0.4	0.0	6.2	0.5	0.9	6.6	0.0	2.9	6.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.2	0.1	0.5	2.8	3.2	0.7	0.0	1.6	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	8.2	5.9	42.5	7.9	8.3	42.6	0.0	36.7	42.4	0.0	32.5
LnGrp LOS	D	A	A	D	A	A	D	A	D	D	A	C
Approach Vol, veh/h		1328			1223			125			42	
Approach Delay, s/veh		8.8			8.8			38.4			39.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	51.7	6.7	10.1	6.1	52.0	6.5	10.3
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	8.4	44.5	8.4	18.4	7.4	45.5	8.4	18.4
Max Q Clear Time (g_c+I1), s	3.1	11.9	3.5	2.5	2.9	10.4	3.3	6.0
Green Ext Time (p_c), s	0.0	18.3	0.0	0.0	0.0	16.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	29	0	0	1	23	20	0	36	0
Future Vol, veh/h	0	0	2	29	0	0	1	23	20	0	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	37	0	0	1	29	26	0	46	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	103	46	92	90	42	46	0	0	55	0	0
Stage 1	46	46	-	44	44	-	-	-	-	-	-	-
Stage 2	44	57	-	48	46	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	791	1029	897	804	1034	1575	-	-	1550	-	-
Stage 1	973	861	-	975	862	-	-	-	-	-	-	-
Stage 2	975	851	-	971	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	790	1029	894	803	1034	1575	-	-	1550	-	-
Mov Cap-2 Maneuver	899	790	-	894	803	-	-	-	-	-	-	-
Stage 1	972	861	-	974	861	-	-	-	-	-	-	-
Stage 2	974	850	-	969	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9.2	0.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	1029	894	1550	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.042	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	202	23	3	1	148	72	26	0	110	14
Future Vol, veh/h	18	0	202	23	3	1	148	72	26	0	110	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	224	26	3	1	164	80	29	0	122	16
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

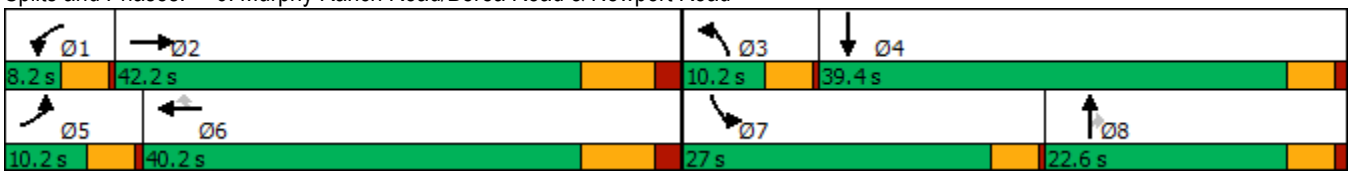
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	10.3	9.9	10.5	10.4
HCM LOS	B	A	B	B

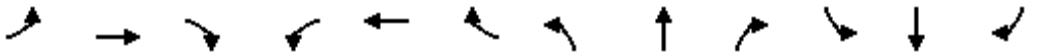
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	73%	0%	100%	0%	0%	75%	89%
Vol Right, %	0%	27%	0%	0%	100%	0%	25%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	98	18	0	202	23	4	124
LT Vol	148	0	18	0	0	23	0	0
Through Vol	0	72	0	0	0	0	3	110
RT Vol	0	26	0	0	202	0	1	14
Lane Flow Rate	164	109	20	0	224	26	4	138
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.283	0.166	0.036	0	0.325	0.049	0.008	0.226
Departure Headway (Hd)	6.189	5.498	6.433	5.928	5.22	6.877	6.192	5.911
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	653	560	0	694	521	578	608
Service Time	3.915	3.224	4.133	3.628	2.92	4.612	3.927	3.642
HCM Lane V/C Ratio	0.282	0.167	0.036	0	0.323	0.05	0.007	0.227
HCM Control Delay	11.3	9.3	9.4	8.6	10.4	10	9	10.4
HCM Lane LOS	B	A	A	N	B	A	A	B
HCM 95th-tile Q	1.2	0.6	0.1	0	1.4	0.2	0	0.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	35	1298	21	1106	198	31	12	1	268	17
Future Volume (vph)	35	1298	21	1106	198	31	12	1	268	17
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	10.2	42.2	8.2	40.2	40.2	10.2	22.6	22.6	27.0	39.4
Total Split (%)	10.2%	42.2%	8.2%	40.2%	40.2%	10.2%	22.6%	22.6%	27.0%	39.4%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	5.6	38.1	4.2	35.4	35.4	5.2	6.4	6.4	14.7	12.5
Actuated g/C Ratio	0.08	0.55	0.06	0.51	0.51	0.07	0.09	0.09	0.21	0.18
v/c Ratio	0.26	0.49	0.20	0.44	0.23	0.24	0.07	0.00	0.74	0.20
Control Delay	38.9	12.9	41.0	14.1	5.9	39.2	35.2	0.0	38.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	12.9	41.0	14.1	5.9	39.2	35.2	0.0	38.7	13.1
LOS	D	B	D	B	A	D	D	A	D	B
Approach Delay		13.6		13.3			37.2			33.6
Approach LOS		B		B			D			C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1298	38	21	1106	198	31	12	1	268	17	49
Future Volume (veh/h)	35	1298	38	21	1106	198	31	12	1	268	17	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1366	40	22	1164	208	33	13	1	282	18	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	2379	70	35	2336	725	48	138	117	325	97	281
Arrive On Green	0.03	0.46	0.46	0.02	0.45	0.45	0.03	0.07	0.07	0.18	0.23	0.23
Sat Flow, veh/h	1810	5179	152	1810	5187	1610	1810	1900	1610	1810	431	1245
Grp Volume(v), veh/h	37	912	494	22	1164	208	33	13	1	282	0	70
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1610	1810	1900	1610	1810	0	1676
Q Serve(g_s), s	1.5	14.6	14.6	0.9	12.0	6.2	1.4	0.5	0.0	11.4	0.0	2.5
Cycle Q Clear(g_c), s	1.5	14.6	14.6	0.9	12.0	6.2	1.4	0.5	0.0	11.4	0.0	2.5
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	52	1588	860	35	2336	725	48	138	117	325	0	379
V/C Ratio(X)	0.72	0.57	0.57	0.62	0.50	0.29	0.69	0.09	0.01	0.87	0.00	0.18
Avail Cap(c_a), veh/h	146	1588	860	98	2336	725	146	453	384	548	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	15.0	15.0	36.8	14.7	13.1	36.5	32.7	32.5	30.1	0.0	23.6
Incr Delay (d2), s/veh	6.7	1.5	2.8	6.4	0.8	1.0	6.4	0.3	0.0	3.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.6	6.3	0.5	4.5	2.3	0.7	0.2	0.0	5.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	16.5	17.8	43.2	15.5	14.1	42.9	33.0	32.5	33.7	0.0	23.8
LnGrp LOS	D	B	B	D	B	B	D	C	C	C	A	C
Approach Vol, veh/h		1443			1394			47			352	
Approach Delay, s/veh		17.6			15.7			39.9			31.7	
Approach LOS		B			B			D			C	

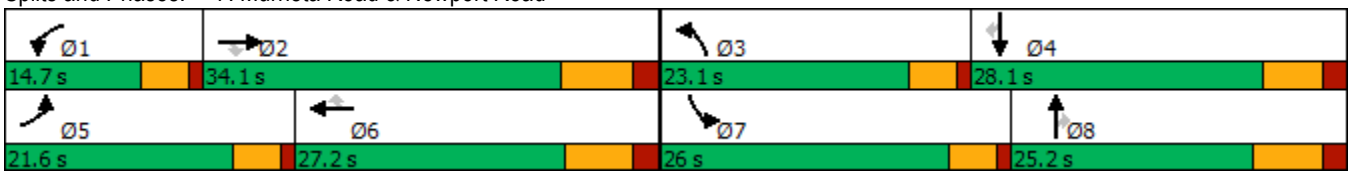
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	42.2	6.1	21.7	6.3	41.5	17.7	10.1
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	4.1	34.7	6.1	34.8	6.1	32.7	22.9	18.0
Max Q Clear Time (g_c+I1), s	2.9	16.6	3.4	4.5	3.5	14.0	13.4	2.5
Green Ext Time (p_c), s	0.0	11.8	0.0	0.4	0.0	11.4	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1074	160	147	841	146	169	337	187	317	361	207
Future Volume (vph)	255	1074	160	147	841	146	169	337	187	317	361	207
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	21.6	34.1	34.1	14.7	27.2	27.2	23.1	25.2	25.2	26.0	28.1	28.1
Total Split (%)	21.6%	34.1%	34.1%	14.7%	27.2%	27.2%	23.1%	25.2%	25.2%	26.0%	28.1%	28.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	16.4	26.7	26.7	9.9	20.5	20.5	13.5	15.3	15.3	20.3	22.9	22.9
Actuated g/C Ratio	0.17	0.28	0.28	0.10	0.21	0.21	0.14	0.16	0.16	0.21	0.24	0.24
v/c Ratio	0.91	0.82	0.31	0.87	0.84	0.32	0.74	0.64	0.48	0.92	0.46	0.41
Control Delay	74.5	38.9	6.1	84.5	45.0	4.4	57.2	43.6	9.3	67.9	34.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	38.9	6.1	84.5	45.0	4.4	57.2	43.6	9.3	67.9	34.0	6.9
LOS	E	D	A	F	D	A	E	D	A	E	C	A
Approach Delay		41.4			44.9			37.7			39.8	
Approach LOS		D			D			D			D	

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 96.2		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 41.4	Intersection LOS: D	
Intersection Capacity Utilization 76.9%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 7: Murrieta Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1074	160	147	841	146	169	337	187	317	361	207
Future Volume (veh/h)	255	1074	160	147	841	146	169	337	187	317	361	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	1180	176	162	924	160	186	370	205	348	397	227
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	1442	448	191	1095	340	220	566	253	380	885	395
Arrive On Green	0.17	0.28	0.28	0.11	0.21	0.21	0.12	0.16	0.16	0.21	0.25	0.25
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	280	1180	176	162	924	160	186	370	205	348	397	227
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.5	20.3	8.5	8.4	16.4	8.3	9.6	9.2	11.8	18.0	8.9	11.9
Cycle Q Clear(g_c), s	14.5	20.3	8.5	8.4	16.4	8.3	9.6	9.2	11.8	18.0	8.9	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1442	448	191	1095	340	220	566	253	380	885	395
V/C Ratio(X)	0.90	0.82	0.39	0.85	0.84	0.47	0.85	0.65	0.81	0.92	0.45	0.58
Avail Cap(c_a), veh/h	321	1442	448	191	1095	340	350	679	303	405	885	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	32.3	28.0	42.0	36.2	33.1	41.1	37.9	39.0	37.0	30.6	31.7
Incr Delay (d2), s/veh	24.9	5.3	2.6	27.1	8.0	4.6	5.7	1.7	13.1	23.8	0.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	9.0	3.5	5.2	7.6	3.6	4.6	4.2	5.5	10.3	3.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	37.6	30.6	69.2	44.2	37.7	46.9	39.6	52.1	60.7	31.0	33.8
LnGrp LOS	E	D	C	E	D	D	D	D	D	E	C	C
Approach Vol, veh/h		1636			1246			761			972	
Approach Delay, s/veh		41.3			46.6			44.7			42.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	34.1	16.2	30.6	21.1	27.7	24.7	22.2
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.1	26.6	18.5	* 22	17.0	* 20	21.4	18.0
Max Q Clear Time (g_c+I1), s	10.4	22.3	11.6	13.9	16.5	18.4	20.0	13.8
Green Ext Time (p_c), s	0.0	3.0	0.1	2.1	0.0	1.1	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

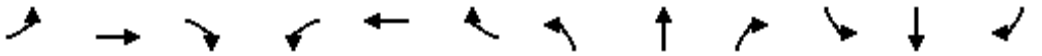
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	1478	112	135	1064	59	82	120	78	163
Future Volume (vph)	20	1478	112	135	1064	59	82	120	78	163
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.0	53.2	53.2	13.2	56.4	10.9	22.6	22.6	11.0	22.7
Total Split (%)	10.0%	53.2%	53.2%	13.2%	56.4%	10.9%	22.6%	22.6%	11.0%	22.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.4	47.1	47.1	8.6	56.5	6.2	14.2	14.2	6.4	16.7
Actuated g/C Ratio	0.06	0.49	0.49	0.09	0.59	0.06	0.15	0.15	0.07	0.17
v/c Ratio	0.22	0.94	0.15	0.94	0.41	0.57	0.33	0.38	0.74	0.67
Control Delay	50.4	36.4	3.8	104.3	12.6	65.2	39.5	9.8	80.2	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	36.4	3.8	104.3	12.6	65.2	39.5	9.8	80.2	47.4
LOS	D	D	A	F	B	E	D	A	F	D
Approach Delay		34.3			22.6		31.6			56.8
Approach LOS		C			C		C			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 96.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.6	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1478	112	135	1064	39	59	82	120	78	163	31
Future Volume (veh/h)	20	1478	112	135	1064	39	59	82	120	78	163	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1661	126	152	1196	44	66	92	135	88	183	35
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1820	812	167	2943	108	85	241	204	113	220	42
Arrive On Green	0.02	0.50	0.50	0.09	0.57	0.57	0.05	0.13	0.13	0.06	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	5135	189	1810	1900	1610	1810	1550	296
Grp Volume(v), veh/h	22	1661	126	152	805	435	66	92	135	88	0	218
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1866	1810	1900	1610	1810	0	1847
Q Serve(g_s), s	1.1	39.4	3.9	7.8	12.1	12.1	3.4	4.1	7.4	4.5	0.0	10.7
Cycle Q Clear(g_c), s	1.1	39.4	3.9	7.8	12.1	12.1	3.4	4.1	7.4	4.5	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	42	1820	812	167	1982	1069	85	241	204	113	0	262
V/C Ratio(X)	0.52	0.91	0.16	0.91	0.41	0.41	0.77	0.38	0.66	0.78	0.00	0.83
Avail Cap(c_a), veh/h	105	1820	812	167	1982	1069	122	367	311	124	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	21.2	12.4	41.9	11.1	11.1	43.9	37.4	38.8	43.1	0.0	38.9
Incr Delay (d2), s/veh	9.6	8.5	0.4	44.7	0.6	1.1	17.1	1.0	3.6	24.7	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.5	1.4	5.5	4.5	5.0	1.9	2.0	3.1	2.8	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	29.7	12.8	86.6	11.7	12.2	61.0	38.3	42.4	67.8	0.0	50.3
LnGrp LOS	D	C	B	F	B	B	E	D	D	E	A	D
Approach Vol, veh/h		1809			1392			293			306	
Approach Delay, s/veh		28.8			20.0			45.3			55.3	
Approach LOS		C			C			D			E	

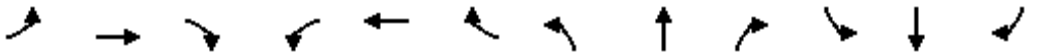
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	53.2	9.0	17.8	6.8	59.6	10.4	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	8.6	47.0	6.3	18.1	5.4	50.2	6.4	18.0
Max Q Clear Time (g_c+I1), s	9.8	41.4	5.4	12.7	3.1	14.1	6.5	9.4
Green Ext Time (p_c), s	0.0	4.7	0.0	0.5	0.0	10.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1595	61	12	1135	18	63	12	36	55	33	42
Future Volume (vph)	21	1595	61	12	1135	18	63	12	36	55	33	42
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	9.8	47.8	47.8	9.6	47.6	47.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.3%	59.8%	59.8%	12.0%	59.5%	59.5%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.2	48.1	48.1	5.0	46.2	46.2		9.6	9.6		9.6	9.6
Actuated g/C Ratio	0.08	0.71	0.71	0.07	0.69	0.69		0.14	0.14		0.14	0.14
v/c Ratio	0.16	0.67	0.06	0.10	0.34	0.02		0.43	0.12		0.46	0.14
Control Delay	34.6	10.5	1.6	33.8	7.1	0.0		34.4	0.7		34.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	34.6	10.5	1.6	33.8	7.1	0.0		34.4	0.7		34.6	0.9
LOS	C	B	A	C	A	A		C	A		C	A
Approach Delay		10.5			7.3			23.5			23.7	
Approach LOS		B			A			C			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 67.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1595	61	12	1135	18	63	12	36	55	33	42
Future Volume (veh/h)	21	1595	61	12	1135	18	63	12	36	55	33	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1715	66	13	1220	19	68	13	39	59	35	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1935	863	29	2731	848	86	9	378	76	29	378
Arrive On Green	0.03	0.54	0.54	0.02	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	40	1610	0	125	1610
Grp Volume(v), veh/h	23	1715	66	13	1220	19	81	0	39	94	0	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	40	0	1610	125	0	1610
Q Serve(g_s), s	1.0	32.2	1.5	0.5	11.2	0.4	0.0	0.0	1.5	0.0	0.0	1.7
Cycle Q Clear(g_c), s	1.0	32.2	1.5	0.5	11.2	0.4	18.0	0.0	1.5	18.0	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	46	1935	863	29	2731	848	96	0	378	106	0	378
V/C Ratio(X)	0.50	0.89	0.08	0.46	0.45	0.02	0.85	0.00	0.10	0.89	0.00	0.12
Avail Cap(c_a), veh/h	123	1935	863	118	2731	848	96	0	378	106	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	15.7	8.6	37.4	11.2	8.7	36.3	0.0	23.0	32.9	0.0	23.1
Incr Delay (d2), s/veh	8.3	6.4	0.2	4.2	0.5	0.0	46.7	0.0	0.1	54.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.2	0.5	0.3	4.0	0.2	2.7	0.0	0.5	3.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	22.2	8.8	41.6	11.8	8.8	83.0	0.0	23.2	87.0	0.0	23.3
LnGrp LOS	D	C	A	D	B	A	F	A	C	F	A	C
Approach Vol, veh/h		1804			1252			120			139	
Approach Delay, s/veh		22.0			12.0			63.6			66.4	
Approach LOS		C			B			E			E	

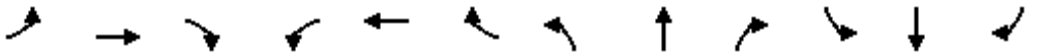
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	48.3		22.6	6.5	47.6		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.2	40.4		18.0				
Max Q Clear Time (g_c+I1), s	2.5	34.2		20.0	3.0	13.2		20.0				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	10.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	98	1481	301	1034	164	163	231	375	235	268
Future Volume (vph)	98	1481	301	1034	164	163	231	375	235	268
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	16.6	42.0	15.0	40.4	40.4	17.5	24.8	15.0	18.2	25.5
Total Split (%)	16.6%	42.0%	15.0%	40.4%	40.4%	17.5%	24.8%	15.0%	18.2%	25.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.3	35.8	10.4	38.9	38.9	11.8	19.0	35.2	13.6	20.8
Actuated g/C Ratio	0.09	0.36	0.10	0.39	0.39	0.12	0.19	0.35	0.14	0.21
v/c Ratio	0.63	0.92	0.89	0.55	0.24	0.82	0.69	0.65	1.03	0.50
Control Delay	59.8	39.8	71.7	26.0	4.5	72.6	48.7	26.8	110.1	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	39.8	71.7	26.0	4.5	72.6	48.7	26.8	110.1	34.5
LOS	E	D	E	C	A	E	D	C	F	C
Approach Delay		41.0		32.9			43.1			64.7
Approach LOS		D		C			D			E

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1481	97	301	1034	164	163	231	375	235	268	86
Future Volume (veh/h)	98	1481	97	301	1034	164	163	231	375	235	268	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1592	104	324	1112	176	175	248	403	253	288	92
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	1774	116	366	2010	624	207	362	474	247	575	180
Arrive On Green	0.07	0.36	0.36	0.10	0.39	0.39	0.11	0.19	0.19	0.14	0.21	0.21
Sat Flow, veh/h	1810	4975	325	3510	5187	1610	1810	1900	1610	1810	2705	847
Grp Volume(v), veh/h	105	1106	590	324	1112	176	175	248	403	253	190	190
Grp Sat Flow(s),veh/h/ln	1810	1729	1842	1755	1729	1610	1810	1900	1610	1810	1805	1748
Q Serve(g_s), s	5.7	30.2	30.2	9.1	16.7	7.5	9.5	12.1	19.0	13.6	9.3	9.6
Cycle Q Clear(g_c), s	5.7	30.2	30.2	9.1	16.7	7.5	9.5	12.1	19.0	13.6	9.3	9.6
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	132	1233	657	366	2010	624	207	362	474	247	384	371
V/C Ratio(X)	0.79	0.90	0.90	0.89	0.55	0.28	0.85	0.69	0.85	1.03	0.50	0.51
Avail Cap(c_a), veh/h	218	1241	661	366	2010	624	234	362	474	247	384	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	30.4	30.4	44.1	23.8	21.0	43.3	37.6	33.1	43.1	34.6	34.7
Incr Delay (d2), s/veh	4.0	9.4	15.9	21.2	0.6	0.5	20.0	10.1	17.1	64.1	4.5	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	13.8	15.9	5.0	6.8	2.9	5.3	6.6	11.2	10.4	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	39.7	46.3	65.3	24.4	21.5	63.3	47.7	50.2	107.2	39.1	39.7
LnGrp LOS	D	D	D	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1801			1612			826			633	
Approach Delay, s/veh		42.4			32.3			52.2			66.5	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	41.8	16.0	27.0	11.9	44.9	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	10.4	35.8	12.9	19.7	12.0	34.2	13.6	19.0
Max Q Clear Time (g_c+I1), s	11.1	32.2	11.5	11.6	7.7	18.7	15.6	21.0
Green Ext Time (p_c), s	0.0	3.3	0.0	1.4	0.0	11.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	11	34	14	9	58
Future Vol, veh/h	16	11	34	14	9	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	12	37	15	10	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	45	0	0	52	0
Stage 1	45	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	871	1031	-	-	1567	-
Stage 1	983	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	1031	-	-	1567	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	1567	-
HCM Lane V/C Ratio	-	-	0.032	0.006	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	55	0	5	1	43	47	5	69	0
Future Vol, veh/h	0	0	0	55	0	5	1	43	47	5	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	60	0	5	1	47	51	5	75	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	185	75	160	160	73	75	0	0	98	0	0
Stage 1	85	85	-	75	75	-	-	-	-	-	-	-
Stage 2	77	100	-	85	85	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	713	992	810	736	995	1537	-	-	1508	-	-
Stage 1	928	828	-	939	836	-	-	-	-	-	-	-
Stage 2	937	816	-	928	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	802	710	992	808	733	995	1537	-	-	1508	-	-
Mov Cap-2 Maneuver	802	710	-	808	733	-	-	-	-	-	-	-
Stage 1	927	826	-	938	835	-	-	-	-	-	-	-
Stage 2	931	815	-	925	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0.1	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1537	-	-	-	821	1508	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.079	0.004	-	-
HCM Control Delay (s)	7.3	0	-	0	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	0	7	0	0	0	5	0	0	0	0	22
Future Vol, veh/h	19	0	7	0	0	0	5	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	0	8	0	0	0	5	0	0	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	8	0	0	59	47	4	47	51	1
Stage 1	-	-	-	-	-	-	46	46	-	1	1	-
Stage 2	-	-	-	-	-	-	13	1	-	46	50	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1625	-	-	942	849	1085	959	844	1090
Stage 1	-	-	-	-	-	-	973	861	-	1027	899	-
Stage 2	-	-	-	-	-	-	1013	899	-	973	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1625	-	-	912	838	1085	949	833	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	912	838	-	949	833	-
Stage 1	-	-	-	-	-	-	960	850	-	1014	899	-
Stage 2	-	-	-	-	-	-	991	899	-	960	846	-

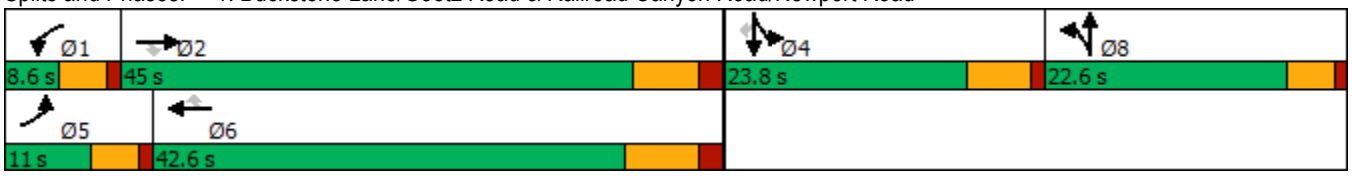
Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0	9	8.4
HCM LOS			A	A

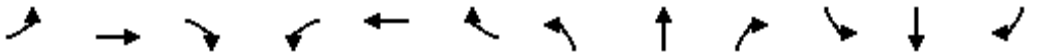
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	912	1635	-	-	1625	-	-	1090
HCM Lane V/C Ratio	0.006	0.013	-	-	-	-	-	0.022
HCM Control Delay (s)	9	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	444	1171	3	4	966	518	2	1	394	1	287
Future Volume (vph)	444	1171	3	4	966	518	2	1	394	1	287
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	4	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.6	32.8	32.8	8.6	42.5	42.5	22.6	22.6	23.8	23.8	23.8
Total Split (s)	11.0	45.0	45.0	8.6	42.6	42.6	22.6	22.6	23.8	23.8	23.8
Total Split (%)	11.0%	45.0%	45.0%	8.6%	42.6%	42.6%	22.6%	22.6%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	5.5	5.5	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.8	6.8	4.6	7.5	7.5	4.6	4.6	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	6.4	45.7	45.7	4.0	35.4	35.4	7.1	7.1	14.8	14.8	14.8
Actuated g/C Ratio	0.08	0.60	0.60	0.05	0.46	0.46	0.09	0.09	0.19	0.19	0.19
v/c Ratio	1.52	0.38	0.00	0.04	0.41	0.51	0.01	0.03	0.59	0.35	0.35
Control Delay	280.8	10.2	0.0	39.0	15.3	3.6	35.5	25.8	32.4	8.1	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	280.8	10.2	0.0	39.0	15.3	3.6	35.5	25.8	32.4	8.1	7.6
LOS	F	B	A	D	B	A	D	C	C	A	A
Approach Delay		84.4			11.3			28.6		22.1	
Approach LOS		F			B			C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Buckstone Lane/Goetz Road & Railroad Canyon Road/Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	1171	3	4	966	518	2	1	4	394	1	287
Future Volume (veh/h)	444	1171	3	4	966	518	2	1	4	394	1	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	448	1183	3	4	976	523	2	1	4	398	0	291
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	2781	863	8	2371	736	23	4	17	557	0	496
Arrive On Green	0.08	0.54	0.54	0.00	0.46	0.46	0.01	0.01	0.01	0.15	0.00	0.15
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	1810	332	1329	3619	0	3220
Grp Volume(v), veh/h	448	1183	3	4	976	523	2	0	5	398	0	291
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1810	0	1661	1810	0	1610
Q Serve(g_s), s	6.4	10.5	0.1	0.2	9.7	20.1	0.1	0.0	0.2	8.0	0.0	6.5
Cycle Q Clear(g_c), s	6.4	10.5	0.1	0.2	9.7	20.1	0.1	0.0	0.2	8.0	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	293	2781	863	8	2371	736	23	0	21	557	0	496
V/C Ratio(X)	1.53	0.43	0.00	0.52	0.41	0.71	0.09	0.00	0.24	0.71	0.00	0.59
Avail Cap(c_a), veh/h	293	2781	863	94	2371	736	424	0	389	848	0	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	10.7	8.3	38.2	13.9	16.8	37.5	0.0	37.5	30.9	0.0	30.2
Incr Delay (d2), s/veh	255.6	0.5	0.0	18.6	0.5	5.8	1.6	0.0	5.7	1.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	3.7	0.0	0.1	3.6	7.9	0.0	0.0	0.1	3.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	290.8	11.2	8.3	56.8	14.5	22.5	39.1	0.0	43.2	32.6	0.0	31.3
LnGrp LOS	F	B	A	E	B	C	D	A	D	C	A	C
Approach Vol, veh/h		1634			1503			7			689	
Approach Delay, s/veh		87.8			17.4			42.1			32.1	
Approach LOS		F			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	48.7		17.6	11.0	42.6		5.6				
Change Period (Y+Rc), s	4.6	* 7.5		5.8	4.6	7.5		4.6				
Max Green Setting (Gmax), s	4.0	* 38		18.0	6.4	35.1		18.0				
Max Q Clear Time (g_c+I1), s	2.2	12.5		10.0	8.4	22.1		2.2				
Green Ext Time (p_c), s	0.0	12.9		1.8	0.0	8.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		50.1
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1517	53	17	1450	41	11
Future Volume (vph)	1517	53	17	1450	41	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	6.0	4.0	4.0
Minimum Split (s)	29.5	29.5	8.6	12.5	22.6	22.6
Total Split (s)	46.0	46.0	10.0	56.0	24.0	24.0
Total Split (%)	57.5%	57.5%	12.5%	70.0%	30.0%	30.0%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	55.9	55.9	5.4	57.9	7.1	7.1
Actuated g/C Ratio	0.80	0.80	0.08	0.83	0.10	0.10
v/c Ratio	0.37	0.04	0.12	0.34	0.22	0.06
Control Delay	4.3	2.4	31.7	2.8	30.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	2.4	31.7	2.8	30.8	16.1
LOS	A	A	C	A	C	B
Approach Delay	4.2			3.1	27.7	
Approach LOS	A			A	C	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 69.5			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Long Valley Lane & Newport Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1517	53	17	1450	41	11
Future Volume (veh/h)	1517	53	17	1450	41	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1532	54	17	1465	41	11
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3613	1121	30	4076	69	61
Arrive On Green	0.70	0.70	0.02	0.79	0.04	0.04
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1532	54	17	1465	41	11
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	8.0	0.7	0.6	5.3	1.4	0.4
Cycle Q Clear(g_c), s	8.0	0.7	0.6	5.3	1.4	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3613	1121	30	4076	69	61
V/C Ratio(X)	0.42	0.05	0.57	0.36	0.60	0.18
Avail Cap(c_a), veh/h	3613	1121	155	4076	557	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	3.0	30.8	2.0	29.8	29.4
Incr Delay (d2), s/veh	0.4	0.1	16.4	0.2	8.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	0.4	0.7	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	3.1	47.2	2.3	37.9	30.7
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1586			1482	52	
Approach Delay, s/veh	4.4			2.8	36.4	
Approach LOS	A			A	D	

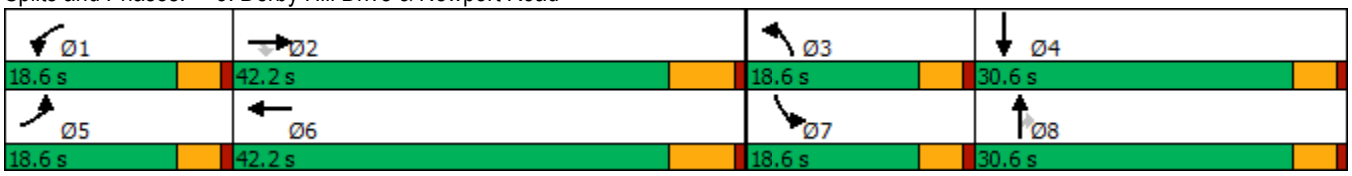
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	50.4				56.0	7.0
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	5.4	39.5				49.5	19.4
Max Q Clear Time (g_c+I1), s	2.6	10.0				7.3	3.4
Green Ext Time (p_c), s	0.0	14.5				15.4	0.1

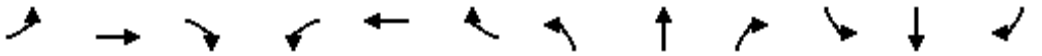
Intersection Summary			
HCM 6th Ctrl Delay		4.2	
HCM 6th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBL	Ø4
Lane Configurations									
Traffic Volume (vph)	6	1516	24	63	1519	10	43	14	
Future Volume (vph)	6	1516	24	63	1519	10	43	14	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm	Prot	
Protected Phases	5	2		1	6	3		7	4
Permitted Phases			2				8		
Detector Phase	5	2	2	1	6	3	8	7	
Switch Phase									
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	5.0	4.0	5.0
Minimum Split (s)	8.6	32.5	32.5	8.6	29.5	8.6	20.6	8.6	20.6
Total Split (s)	18.6	42.2	42.2	18.6	42.2	18.6	30.6	18.6	30.6
Total Split (%)	16.9%	38.4%	38.4%	16.9%	38.4%	16.9%	27.8%	16.9%	28%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None
Act Effct Green (s)	4.4	44.0	44.0	6.4	52.7	6.2	5.0	4.7	
Actuated g/C Ratio	0.07	0.67	0.67	0.10	0.80	0.09	0.08	0.07	
v/c Ratio	0.05	0.45	0.02	0.37	0.38	0.06	0.08	0.12	
Control Delay	31.8	8.8	0.0	34.8	4.9	26.8	0.3	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.8	8.8	0.0	34.8	4.9	26.8	0.3	32.4	
LOS	C	A	A	C	A	C	A	C	
Approach Delay		8.8			6.1				
Approach LOS		A			A				

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 65.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Derby Hill Drive & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1516	24	63	1519	2	10	0	43	14	0	0
Future Volume (veh/h)	6	1516	24	63	1519	2	10	0	43	14	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1579	25	66	1582	2	10	0	45	15	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	11	2941	913	85	3250	4	18	93	79	27	102	0
Arrive On Green	0.01	0.57	0.57	0.05	0.61	0.61	0.01	0.00	0.05	0.01	0.00	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5350	7	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	6	1579	25	66	1023	561	10	0	45	15	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.2	11.9	0.4	2.3	10.4	10.4	0.3	0.0	1.7	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.9	0.4	2.3	10.4	10.4	0.3	0.0	1.7	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	11	2941	913	85	2101	1153	18	93	79	27	102	0
V/C Ratio(X)	0.52	0.54	0.03	0.78	0.49	0.49	0.54	0.00	0.57	0.57	0.00	0.00
Avail Cap(c_a), veh/h	402	2941	913	402	2101	1153	402	785	665	402	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	8.5	6.0	29.7	6.9	6.9	31.0	0.0	29.3	30.8	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.7	0.1	5.7	0.8	1.5	8.9	0.0	2.4	6.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.7	0.1	1.1	3.1	3.7	0.2	0.0	0.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	9.2	6.0	35.4	7.7	8.4	39.9	0.0	31.7	37.6	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	A
Approach Vol, veh/h		1610			1650			55			15	
Approach Delay, s/veh		9.3			9.0			33.2			37.6	
Approach LOS		A			A			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	42.2	5.2	8.0	5.0	44.7	5.5	7.7
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6
Max Green Setting (Gmax), s	14.0	35.7	14.0	26.0	14.0	35.7	14.0	26.0
Max Q Clear Time (g_c+I1), s	4.3	13.9	2.3	0.0	2.2	12.4	2.5	3.7
Green Ext Time (p_c), s	0.0	16.6	0.0	0.0	0.0	17.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	35	0	2	4	49	38	1	21	0
Future Vol, veh/h	0	0	2	35	0	2	4	49	38	1	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	3	53	0	3	6	74	58	2	32	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	153	180	32	153	151	103	32	0	0	132	0	0
Stage 1	36	36	-	115	115	-	-	-	-	-	-	-
Stage 2	117	144	-	38	36	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	819	717	1048	819	744	957	1593	-	-	1453	-	-
Stage 1	985	869	-	895	804	-	-	-	-	-	-	-
Stage 2	892	782	-	982	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	713	1048	813	740	957	1593	-	-	1453	-	-
Mov Cap-2 Maneuver	813	713	-	813	740	-	-	-	-	-	-	-
Stage 1	981	868	-	891	801	-	-	-	-	-	-	-
Stage 2	886	779	-	978	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.7	0.3	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	1048	820	1453	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.068	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.7	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	7	209	36	7	2	305	126	38	0	96	30
Future Vol, veh/h	23	7	209	36	7	2	305	126	38	0	96	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	8	225	39	8	2	328	135	41	0	103	32
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

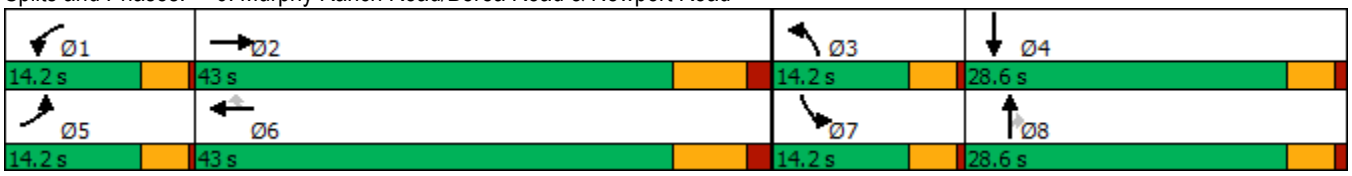
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	11.9	11	15.3	11.4
HCM LOS	B	B	C	B

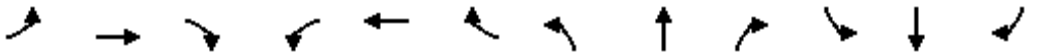
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	77%	0%	100%	0%	0%	78%	76%
Vol Right, %	0%	23%	0%	0%	100%	0%	22%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	164	23	7	209	36	9	126
LT Vol	305	0	23	0	0	36	0	0
Through Vol	0	126	0	7	0	0	7	96
RT Vol	0	38	0	0	209	0	2	30
Lane Flow Rate	328	176	25	8	225	39	10	135
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.583	0.281	0.049	0.014	0.372	0.083	0.019	0.246
Departure Headway (Hd)	6.4	5.735	7.174	6.666	5.954	7.717	7.044	6.54
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	564	626	498	535	602	463	506	547
Service Time	4.146	3.48	4.933	4.425	3.712	5.493	4.82	4.304
HCM Lane V/C Ratio	0.582	0.281	0.05	0.015	0.374	0.084	0.02	0.247
HCM Control Delay	17.8	10.7	10.3	9.5	12.2	11.2	10	11.4
HCM Lane LOS	C	B	B	A	B	B	A	B
HCM 95th-tile Q	3.7	1.1	0.2	0	1.7	0.3	0.1	1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	59	1443	9	1436	363	104	48	3	272	25
Future Volume (vph)	59	1443	9	1436	363	104	48	3	272	25
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	8.1	33.5	8.1	30.5	30.5	8.1	22.6	22.6	8.1	22.6
Total Split (s)	14.2	43.0	14.2	43.0	43.0	14.2	28.6	28.6	14.2	28.6
Total Split (%)	14.2%	43.0%	14.2%	43.0%	43.0%	14.2%	28.6%	28.6%	14.2%	28.6%
Yellow Time (s)	3.6	5.5	3.6	5.5	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.0	0.5	2.0	2.0	0.5	1.0	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	7.5	4.1	7.5	7.5	4.1	4.6	4.6	4.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	7.1	43.4	5.0	36.2	36.2	8.0	7.7	7.7	11.9	8.8
Actuated g/C Ratio	0.09	0.57	0.07	0.48	0.48	0.10	0.10	0.10	0.16	0.12
v/c Ratio	0.37	0.54	0.08	0.61	0.44	0.57	0.26	0.01	1.01	0.30
Control Delay	41.2	12.2	38.4	17.9	9.7	47.0	37.9	0.0	95.7	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	12.2	38.4	17.9	9.7	47.0	37.9	0.0	95.7	20.5
LOS	D	B	D	B	A	D	D	A	F	C
Approach Delay		13.3		16.4			43.3			80.4
Approach LOS		B		B			D			F

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 76.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Murphy Ranch Road/Berea Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1443	69	9	1436	363	104	48	3	272	25	44
Future Volume (veh/h)	59	1443	69	9	1436	363	104	48	3	272	25	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1503	72	9	1496	378	108	50	3	283	26	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	2571	123	16	2451	761	139	151	128	243	84	149
Arrive On Green	0.04	0.51	0.51	0.01	0.47	0.47	0.08	0.08	0.08	0.13	0.14	0.14
Sat Flow, veh/h	1810	5071	243	1810	5187	1610	1810	1900	1610	1810	615	1089
Grp Volume(v), veh/h	61	1025	550	9	1496	378	108	50	3	283	0	72
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	1729	1610	1810	1900	1610	1810	0	1704
Q Serve(g_s), s	2.5	15.6	15.6	0.4	16.1	12.2	4.4	1.9	0.1	10.1	0.0	2.9
Cycle Q Clear(g_c), s	2.5	15.6	15.6	0.4	16.1	12.2	4.4	1.9	0.1	10.1	0.0	2.9
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	79	1753	941	16	2451	761	139	151	128	243	0	234
V/C Ratio(X)	0.78	0.58	0.58	0.55	0.61	0.50	0.78	0.33	0.02	1.16	0.00	0.31
Avail Cap(c_a), veh/h	243	1753	941	243	2451	761	243	607	514	243	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	13.0	13.0	37.1	14.7	13.7	34.1	32.7	31.9	32.5	0.0	29.2
Incr Delay (d2), s/veh	6.0	1.4	2.7	10.0	1.1	2.3	3.5	1.3	0.1	108.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.7	6.5	0.2	6.0	4.5	2.0	0.9	0.1	11.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	14.4	15.6	47.1	15.8	16.0	37.6	34.0	32.0	141.5	0.0	29.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	F	A	C
Approach Vol, veh/h		1636			1883			161			355	
Approach Delay, s/veh		15.8			16.0			36.4			118.8	
Approach LOS		B			B			D			F	

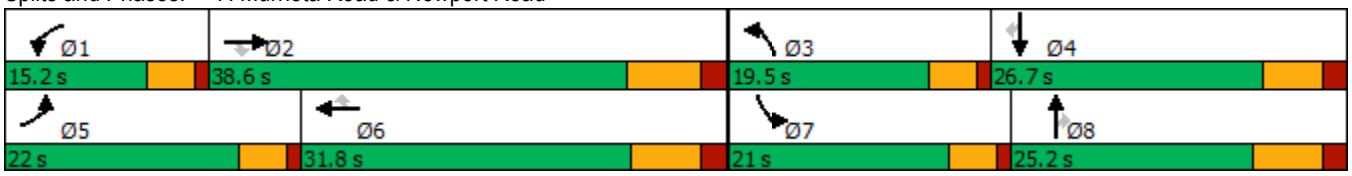
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	45.6	9.9	14.9	7.4	43.0	14.2	10.6
Change Period (Y+Rc), s	4.1	7.5	4.1	4.6	4.1	7.5	4.1	4.6
Max Green Setting (Gmax), s	10.1	35.5	10.1	24.0	10.1	35.5	10.1	24.0
Max Q Clear Time (g_c+I1), s	2.4	17.6	6.4	4.9	4.5	18.1	12.1	3.9
Green Ext Time (p_c), s	0.0	12.9	0.0	0.3	0.0	13.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	342	1156	116	159	1227	328	186	295	161	323	310	276
Future Volume (vph)	342	1156	116	159	1227	328	186	295	161	323	310	276
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	9.6	25.5	25.5	9.6	25.2	25.2	9.6	25.2	25.2	9.6	24.4	24.4
Total Split (s)	22.0	38.6	38.6	15.2	31.8	31.8	19.5	25.2	25.2	21.0	26.7	26.7
Total Split (%)	22.0%	38.6%	38.6%	15.2%	31.8%	31.8%	19.5%	25.2%	25.2%	21.0%	26.7%	26.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.5	7.5	4.6	7.2	7.2	4.6	7.2	7.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	17.4	31.5	31.5	10.2	24.6	24.6	12.9	13.8	13.8	16.4	18.1	18.1
Actuated g/C Ratio	0.18	0.33	0.33	0.11	0.26	0.26	0.13	0.14	0.14	0.17	0.19	0.19
v/c Ratio	1.08	0.70	0.19	0.85	0.95	0.51	0.79	0.59	0.41	1.08	0.47	0.53
Control Delay	111.3	31.2	3.4	79.6	51.3	6.4	63.9	43.1	6.2	113.7	37.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	31.2	3.4	79.6	51.3	6.4	63.9	43.1	6.2	113.7	37.5	8.3
LOS	F	C	A	E	D	A	E	D	A	F	D	A
Approach Delay		46.2			45.4			39.9			55.7	
Approach LOS		D			D			D			E	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 95.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 46.8	Intersection LOS: D
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Murrieta Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1156	116	159	1227	328	186	295	161	323	310	276
Future Volume (veh/h)	342	1156	116	159	1227	328	186	295	161	323	310	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	1192	120	164	1265	338	192	304	166	333	320	285
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1678	521	196	1312	407	225	556	248	305	716	319
Arrive On Green	0.18	0.32	0.32	0.11	0.25	0.25	0.12	0.15	0.15	0.17	0.20	0.20
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	353	1192	120	164	1265	338	192	304	166	333	320	285
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	17.4	19.6	5.3	8.6	23.4	19.3	10.1	7.6	9.5	16.4	7.6	16.8
Cycle Q Clear(g_c), s	17.4	19.6	5.3	8.6	23.4	19.3	10.1	7.6	9.5	16.4	7.6	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1678	521	196	1312	407	225	556	248	305	716	319
V/C Ratio(X)	1.09	0.71	0.23	0.84	0.96	0.83	0.85	0.55	0.67	1.09	0.45	0.89
Avail Cap(c_a), veh/h	324	1678	521	197	1312	407	277	668	298	305	753	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	28.9	24.0	42.5	35.9	34.4	41.7	38.0	38.8	40.4	34.3	38.0
Incr Delay (d2), s/veh	76.5	2.6	1.0	24.6	17.7	17.6	16.3	0.8	4.4	78.3	0.4	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	8.3	2.1	5.2	11.8	9.4	5.5	3.4	4.0	13.8	3.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.5	31.5	25.1	67.1	53.6	51.9	58.0	38.9	43.2	118.7	34.7	61.9
LnGrp LOS	F	C	C	E	D	D	E	D	D	F	C	E
Approach Vol, veh/h		1665			1767			662			938	
Approach Delay, s/veh		49.0			54.5			45.5			72.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	39.0	16.7	26.5	22.0	32.1	21.0	22.2
Change Period (Y+Rc), s	4.6	7.5	4.6	* 7.2	4.6	* 7.5	4.6	7.2
Max Green Setting (Gmax), s	10.6	31.1	14.9	* 20	17.4	* 25	16.4	18.0
Max Q Clear Time (g_c+I1), s	10.6	21.6	12.1	18.8	19.4	25.4	18.4	11.5
Green Ext Time (p_c), s	0.0	5.7	0.0	0.5	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

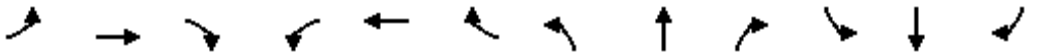
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	1641	66	103	1719	67	44	96	68	44
Future Volume (vph)	22	1641	66	103	1719	67	44	96	68	44
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	9.6	24.2	24.2	9.6	24.2	9.6	22.6	22.6	9.6	22.6
Total Split (s)	10.1	54.9	54.9	11.9	56.7	9.8	22.6	22.6	10.6	23.4
Total Split (%)	10.1%	54.9%	54.9%	11.9%	56.7%	9.8%	22.6%	22.6%	10.6%	23.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	5.5	52.0	52.0	7.3	61.4	5.2	7.8	7.8	6.0	8.4
Actuated g/C Ratio	0.06	0.59	0.59	0.08	0.69	0.06	0.09	0.09	0.07	0.09
v/c Ratio	0.21	0.81	0.07	0.72	0.52	0.67	0.28	0.38	0.58	0.39
Control Delay	45.4	20.5	0.7	68.4	10.3	72.5	42.5	7.5	61.4	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	20.5	0.7	68.4	10.3	72.5	42.5	7.5	61.4	31.6
LOS	D	C	A	E	B	E	D	A	E	C
Approach Delay		20.1			13.4		36.0			45.9
Approach LOS		C			B		D			D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 88.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Evans Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1641	66	103	1719	67	67	44	96	68	44	30
Future Volume (veh/h)	22	1641	66	103	1719	67	67	44	96	68	44	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1709	69	107	1791	70	70	46	100	71	46	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	2014	898	136	3117	122	90	166	140	92	93	63
Arrive On Green	0.02	0.56	0.56	0.08	0.61	0.61	0.05	0.09	0.09	0.05	0.09	0.09
Sat Flow, veh/h	1810	3610	1610	1810	5122	200	1810	1900	1610	1810	1058	713
Grp Volume(v), veh/h	23	1709	69	107	1209	652	70	46	100	71	0	77
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1864	1810	1900	1610	1810	0	1772
Q Serve(g_s), s	1.1	34.7	1.7	5.1	18.4	18.4	3.3	2.0	5.3	3.4	0.0	3.6
Cycle Q Clear(g_c), s	1.1	34.7	1.7	5.1	18.4	18.4	3.3	2.0	5.3	3.4	0.0	3.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	44	2014	898	136	2104	1134	90	166	140	92	0	156
V/C Ratio(X)	0.52	0.85	0.08	0.79	0.57	0.58	0.77	0.28	0.71	0.77	0.00	0.49
Avail Cap(c_a), veh/h	114	2014	898	151	2104	1134	108	392	332	124	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	16.2	8.9	39.7	10.3	10.3	41.0	37.3	38.8	40.9	0.0	38.0
Incr Delay (d2), s/veh	9.1	4.7	0.2	21.7	1.1	2.1	24.8	0.9	6.5	18.6	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.0	0.6	3.0	6.5	7.3	2.1	0.9	2.3	2.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	20.9	9.1	61.4	11.4	12.4	65.7	38.2	45.3	59.5	0.0	40.4
LnGrp LOS	D	C	A	E	B	B	E	D	D	E	A	D
Approach Vol, veh/h		1801			1968			216			148	
Approach Delay, s/veh		20.8			14.5			50.4			49.5	
Approach LOS		C			B			D			D	

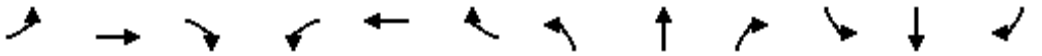
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	54.9	9.0	12.3	6.7	59.3	9.0	12.2
Change Period (Y+Rc), s	4.6	6.2	4.6	4.6	4.6	6.2	4.6	4.6
Max Green Setting (Gmax), s	7.3	48.7	5.2	18.8	5.5	50.5	6.0	18.0
Max Q Clear Time (g_c+I1), s	7.1	36.7	5.3	5.6	3.1	20.4	5.4	7.3
Green Ext Time (p_c), s	0.0	9.1	0.0	0.2	0.0	17.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1712	57	15	1800	47	64	11	41	20	8	25
Future Volume (vph)	34	1712	57	15	1800	47	64	11	41	20	8	25
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.6	30.2	30.2	9.6	30.2	30.2	10.6	10.6	10.6	22.6	22.6	22.6
Total Split (s)	10.3	47.8	47.8	9.6	47.1	47.1	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	12.9%	59.8%	59.8%	12.0%	58.9%	58.9%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	7.2	7.2	4.6	7.2	7.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.7	50.0	50.0	5.0	47.9	47.9		9.3	9.3		9.3	9.3
Actuated g/C Ratio	0.08	0.72	0.72	0.07	0.69	0.69		0.13	0.13		0.13	0.13
v/c Ratio	0.24	0.67	0.05	0.11	0.52	0.04		0.41	0.13		0.15	0.08
Control Delay	35.2	10.4	1.2	33.7	8.5	0.9		34.5	0.9		28.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	35.2	10.4	1.2	33.7	8.5	0.9		34.5	0.9		28.2	0.5
LOS	D	B	A	C	A	A		C	A		C	A
Approach Delay		10.6			8.5			22.6			15.1	
Approach LOS		B			A			C			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 69	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Winter Hawk Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1712	57	15	1800	47	64	11	41	20	8	25
Future Volume (veh/h)	34	1712	57	15	1800	47	64	11	41	20	8	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1765	59	15	1856	48	66	11	42	21	8	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1931	861	32	2690	835	87	8	377	81	19	377
Arrive On Green	0.03	0.54	0.54	0.02	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	5187	1610	0	35	1610	0	80	1610
Grp Volume(v), veh/h	35	1765	59	15	1856	48	77	0	42	29	0	26
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1610	35	0	1610	80	0	1610
Q Serve(g_s), s	1.5	34.2	1.4	0.6	20.6	1.1	0.0	0.0	1.6	0.0	0.0	1.0
Cycle Q Clear(g_c), s	1.5	34.2	1.4	0.6	20.6	1.1	18.0	0.0	1.6	18.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	62	1931	861	32	2690	835	95	0	377	100	0	377
V/C Ratio(X)	0.57	0.91	0.07	0.47	0.69	0.06	0.81	0.00	0.11	0.29	0.00	0.07
Avail Cap(c_a), veh/h	134	1931	861	118	2690	835	95	0	377	100	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	16.3	8.6	37.4	13.9	9.2	36.6	0.0	23.2	27.0	0.0	22.9
Incr Delay (d2), s/veh	7.8	8.2	0.2	3.8	1.5	0.1	38.8	0.0	0.1	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.3	0.5	0.3	7.5	0.4	2.4	0.0	0.6	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	24.4	8.8	41.2	15.4	9.3	75.3	0.0	23.3	28.6	0.0	23.0
LnGrp LOS	D	C	A	D	B	A	E	A	C	C	A	C
Approach Vol, veh/h		1859			1919			119			55	
Approach Delay, s/veh		24.3			15.4			57.0			26.0	
Approach LOS		C			B			E			C	

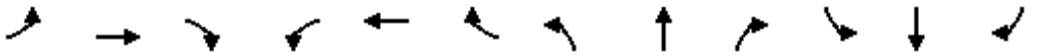
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	48.4		22.6	7.2	47.1		22.6				
Change Period (Y+Rc), s	4.6	7.2		4.6	4.6	7.2		4.6				
Max Green Setting (Gmax), s	5.0	40.6		18.0	5.7	39.9		18.0				
Max Q Clear Time (g_c+I1), s	2.6	36.2		20.0	3.5	22.6		20.0				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	12.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	168	1515	255	1690	400	116	188	192	378	191
Future Volume (vph)	168	1515	255	1690	400	116	188	192	378	191
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	14.0	41.0	16.0	43.0	43.0	14.7	24.8	16.0	18.2	28.3
Total Split (%)	14.0%	41.0%	16.0%	43.0%	43.0%	14.7%	24.8%	16.0%	18.2%	28.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	9.4	35.8	10.4	36.8	36.8	9.1	19.0	35.2	13.6	23.5
Actuated g/C Ratio	0.09	0.36	0.10	0.37	0.37	0.09	0.19	0.35	0.14	0.24
v/c Ratio	1.04	0.89	0.73	0.92	0.53	0.74	0.54	0.32	1.61	0.36
Control Delay	124.9	37.8	55.5	39.7	9.2	70.3	43.0	14.6	322.7	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.9	37.8	55.5	39.7	9.2	70.3	43.0	14.6	322.7	20.7
LOS	F	D	E	D	A	E	D	B	F	C
Approach Delay		46.2		36.2			38.4			185.7
Approach LOS		D		D			D			F

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 59.3	Intersection LOS: E
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1515	66	255	1690	400	116	188	192	378	191	123
Future Volume (veh/h)	168	1515	66	255	1690	400	116	188	192	378	191	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	1578	69	266	1760	417	121	196	200	394	199	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1869	82	333	1907	592	150	361	459	246	523	321
Arrive On Green	0.09	0.37	0.37	0.09	0.37	0.37	0.08	0.19	0.19	0.14	0.24	0.24
Sat Flow, veh/h	1810	5095	223	3510	5187	1610	1810	1900	1610	1810	2149	1318
Grp Volume(v), veh/h	175	1071	576	266	1760	417	121	196	200	394	166	161
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1755	1729	1610	1810	1900	1610	1810	1805	1663
Q Serve(g_s), s	9.4	28.4	28.4	7.4	32.5	22.1	6.6	9.3	10.1	13.6	7.6	8.1
Cycle Q Clear(g_c), s	9.4	28.4	28.4	7.4	32.5	22.1	6.6	9.3	10.1	13.6	7.6	8.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	170	1268	682	333	1907	592	150	361	459	246	439	405
V/C Ratio(X)	1.03	0.84	0.84	0.80	0.92	0.70	0.81	0.54	0.44	1.60	0.38	0.40
Avail Cap(c_a), veh/h	170	1268	682	400	1910	593	183	361	459	246	439	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	29.0	29.0	44.3	30.2	27.0	45.0	36.5	29.2	43.2	31.5	31.7
Incr Delay (d2), s/veh	76.6	5.9	10.4	7.5	8.3	4.8	16.0	5.8	3.0	288.3	2.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	12.4	14.2	3.5	14.5	9.0	3.6	4.9	4.2	25.7	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.9	34.9	39.4	51.8	38.6	31.7	61.0	42.3	32.2	331.5	34.0	34.6
LnGrp LOS	F	C	D	D	D	C	E	D	C	F	C	C
Approach Vol, veh/h		1822			2443			517			721	
Approach Delay, s/veh		44.7			38.9			42.8			196.7	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	42.9	12.9	30.1	14.0	42.9	18.2	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	11.4	34.8	10.1	22.5	9.4	36.8	13.6	19.0
Max Q Clear Time (g_c+I1), s	9.4	30.4	8.6	10.1	11.4	34.5	15.6	12.1
Green Ext Time (p_c), s	0.1	4.1	0.0	1.5	0.0	2.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	11	80	16	11	46
Future Vol, veh/h	17	11	80	16	11	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	12	87	17	12	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	170	96	0	0	104	0
Stage 1	96	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	825	966	-	-	1500	-
Stage 1	933	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	966	-	-	1500	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	1500	-
HCM Lane V/C Ratio	-	-	0.035	0.008	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	12	56	0	5	7	91	54	5	57	1
Future Vol, veh/h	0	0	12	56	0	5	7	91	54	5	57	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	14	66	0	6	8	107	64	6	67	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	238	267	68	242	235	139	68	0	0	171	0	0
Stage 1	80	80	-	155	155	-	-	-	-	-	-	-
Stage 2	158	187	-	87	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	721	642	1001	716	669	915	1546	-	-	1418	-	-
Stage 1	934	832	-	852	773	-	-	-	-	-	-	-
Stage 2	849	749	-	926	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	711	636	1001	700	662	915	1546	-	-	1418	-	-
Mov Cap-2 Maneuver	711	636	-	700	662	-	-	-	-	-	-	-
Stage 1	928	829	-	847	768	-	-	-	-	-	-	-
Stage 2	838	745	-	909	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	10.6	0.3	0.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	1001	714	1418	-	-
HCM Lane V/C Ratio	0.005	-	-	0.014	0.101	0.004	-	-
HCM Control Delay (s)	7.3	0	-	8.6	10.6	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	23	0	0	0	23	0	0	0	0	22
Future Vol, veh/h	22	0	23	0	0	0	23	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	0	25	0	0	0	25	0	0	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	25	0	0	74	62	13	62	74	1
Stage 1	-	-	-	-	-	-	61	61	-	1	1	-
Stage 2	-	-	-	-	-	-	13	1	-	61	73	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1603	-	-	921	833	1073	938	820	1090
Stage 1	-	-	-	-	-	-	955	848	-	1027	899	-
Stage 2	-	-	-	-	-	-	1013	899	-	955	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1603	-	-	891	821	1073	928	808	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	891	821	-	928	808	-
Stage 1	-	-	-	-	-	-	941	835	-	1012	899	-
Stage 2	-	-	-	-	-	-	991	899	-	941	825	-

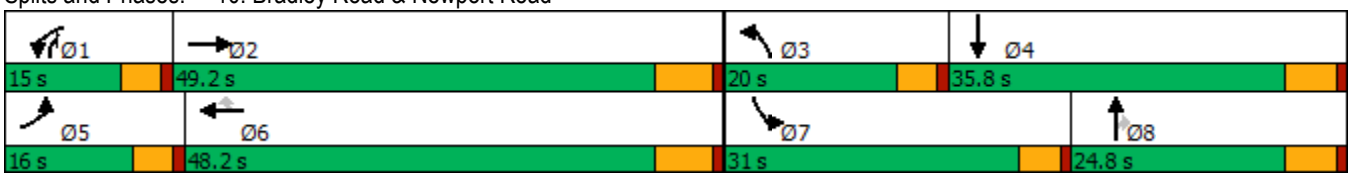
Approach	EB	WB	NB	SB
HCM Control Delay, s	3.5	0	9.2	8.4
HCM LOS			A	A

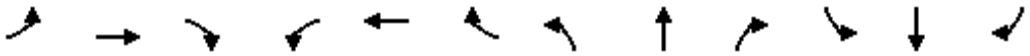
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	891	1635	-	-	1603	-	-	1090
HCM Lane V/C Ratio	0.028	0.015	-	-	-	-	-	0.022
HCM Control Delay (s)	9.2	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	168	1515	255	1690	400	116	188	192	378	191
Future Volume (vph)	168	1515	255	1690	400	116	188	192	378	191
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6		3	8	1	7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	8.0	5.0	8.0	8.0	5.0	6.0	5.0	5.0	6.0
Minimum Split (s)	9.6	25.2	9.6	25.2	25.2	9.6	24.8	9.6	9.6	11.8
Total Split (s)	16.0	49.2	15.0	48.2	48.2	20.0	24.8	15.0	31.0	35.8
Total Split (%)	13.3%	41.0%	12.5%	40.2%	40.2%	16.7%	20.7%	12.5%	25.8%	29.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	11.4	43.1	10.3	42.0	42.0	11.6	19.0	35.1	26.4	33.8
Actuated g/C Ratio	0.10	0.36	0.09	0.35	0.35	0.10	0.16	0.29	0.22	0.28
v/c Ratio	1.02	0.89	0.88	0.97	0.57	0.70	0.65	0.36	0.99	0.31
Control Delay	128.6	43.2	83.6	53.7	15.4	72.6	58.7	16.6	90.5	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.6	43.2	83.6	53.7	15.4	72.6	58.7	16.6	90.5	23.1
LOS	F	D	F	D	B	E	E	B	F	C
Approach Delay		51.4		50.4			45.6			59.9
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Bradley Road & Newport Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1515	66	255	1690	400	116	188	192	378	191	123
Future Volume (veh/h)	168	1515	66	255	1690	400	116	188	192	378	191	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	1578	69	266	1760	417	121	196	200	394	199	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	1826	80	304	1815	564	147	301	394	398	638	392
Arrive On Green	0.09	0.36	0.36	0.09	0.35	0.35	0.08	0.16	0.16	0.22	0.30	0.30
Sat Flow, veh/h	1810	5095	223	3510	5187	1610	1810	1900	1610	1810	2149	1318
Grp Volume(v), veh/h	175	1071	576	266	1760	417	121	196	200	394	166	161
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1755	1729	1610	1810	1900	1610	1810	1805	1663
Q Serve(g_s), s	11.4	34.5	34.6	9.0	40.1	27.3	7.9	11.6	12.8	26.1	8.5	9.1
Cycle Q Clear(g_c), s	11.4	34.5	34.6	9.0	40.1	27.3	7.9	11.6	12.8	26.1	8.5	9.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	172	1239	666	304	1815	564	147	301	394	398	536	494
V/C Ratio(X)	1.02	0.86	0.86	0.87	0.97	0.74	0.82	0.65	0.51	0.99	0.31	0.33
Avail Cap(c_a), veh/h	172	1239	666	304	1815	564	232	301	394	398	536	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	35.8	35.8	54.2	38.4	34.2	54.3	47.4	39.1	46.7	32.7	32.8
Incr Delay (d2), s/veh	73.4	7.1	12.3	22.6	14.7	6.2	6.2	10.5	4.6	42.3	1.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	15.6	17.7	4.9	19.1	11.5	3.9	6.4	5.6	16.3	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.7	42.9	48.0	76.8	53.1	40.4	60.5	57.9	43.6	88.9	34.1	34.6
LnGrp LOS	F	D	D	E	D	D	E	E	D	F	C	C
Approach Vol, veh/h		1822			2443			517			721	
Approach Delay, s/veh		52.7			53.5			53.0			64.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	49.2	14.4	41.4	16.0	48.2	31.0	24.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	10.4	43.0	15.4	30.0	11.4	42.0	26.4	19.0
Max Q Clear Time (g_c+I1), s	11.0	36.6	9.9	11.1	13.4	42.1	28.1	14.8
Green Ext Time (p_c), s	0.0	5.9	0.0	1.8	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

APPENDIX E:

QUEUING ANALYSIS WORKSHEETS

Intersection: 11: Berea Road & Project Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	32
Average Queue (ft)	13	3
95th Queue (ft)	38	18
Link Distance (ft)	345	222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Berea Road & Champion Self-Storage Driveway/Project Driveway 2

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	56
Average Queue (ft)	24
95th Queue (ft)	52
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Spirit Park Driveway/Project Driveway 3 & Normandy Road

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	30
Average Queue (ft)	5	14
95th Queue (ft)	24	38
Link Distance (ft)	86	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Berea Road & Project Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	32
Average Queue (ft)	20	3
95th Queue (ft)	43	18
Link Distance (ft)	345	222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Berea Road & Champion Self-Storage Driveway/Project Driveway 2

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	56	29
Average Queue (ft)	15	31	1
95th Queue (ft)	39	47	11
Link Distance (ft)	232	230	150
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Spirit Park Driveway/Project Driveway 3 & Normandy Road

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	29
Average Queue (ft)	13	20
95th Queue (ft)	36	42
Link Distance (ft)	86	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		