



**Evergreen Commercial Development Project
Initial Study/Mitigated Negative Declaration**

Appendix I

Central and Cambern Retail Traffic Analysis

Urban Crossroads

July 27, 2022



Central & Cambern Retail

TRAFFIC ANALYSIS

CITY OF LAKE ELSINORE

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
PHF	Peak Hour Factor
Project	Central & Cambern Retail
RCTC	Riverside County Transportation Commission
RTA	Riverside Transport Authority
SP	Service Population
SR	State Route
TA	Traffic Impact Analysis
TAZ	Traffic Analysis Zone
TIF	Transportation Impact Fee
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the traffic analysis (TA) for the proposed Central & Cambern Retail development (“Project”), which is located on the southeast corner of Cambern Avenue and Central Avenue (SR-74) in the City of Lake Elsinore, as shown on Exhibit 1-1. The preliminary site plan for the proposed Project is shown on Exhibit 1-2.

The purpose of this TA is to evaluate the potential traffic and circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to resolve identified deficiencies and to achieve acceptable circulation system operational conditions in accordance with the City’s General Plan. As directed by City of Lake Elsinore staff, this traffic study has been prepared in accordance with the City of Lake Elsinore Traffic Impact Analysis Preparation Guide, and consultation with City staff during the scoping process. (1) The approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of Phase 1 of the site:

- Project to construct Central Avenue (SR-74) to its ultimate half-section width as an augmented urban arterial (134-foot right-of-way) from Cambern Avenue to the eastern Project boundary in compliance with the circulation recommendations found in the City of Lake Elsinore’s General Plan.
- Project to construct Cambern Avenue to its ultimate half-section width as a secondary highway (90-foot right-of-way and 70-foot curb-to-curb) from Central Avenue (SR-74) to the southern boundary of Phase 1 with two lanes of travel in each direction in compliance with the circulation recommendations found in the City of Lake Elsinore’s General Plan.
- Project to implement intersection improvements to the intersection of Cambern Avenue at Central Avenue (SR-74) and other Project driveways (as needed for site access at Driveways 1, 4, and 5).

The Project is to construct the following improvements as design features in conjunction with development of the remainder of the site (Project Buildout):

- Project to construct Cambern Avenue to its ultimate half-section width as a secondary highway (90-foot right-of-way and 70-foot curb-to-curb) with two lanes of travel in each direction, in compliance with the circulation recommendations found in the City of Lake Elsinore’s General Plan.
- Project to implement intersection improvements at Project driveways (as needed for site access at Driveways 2 and 3).

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

EXHIBIT 1-1: LOCATION MAP

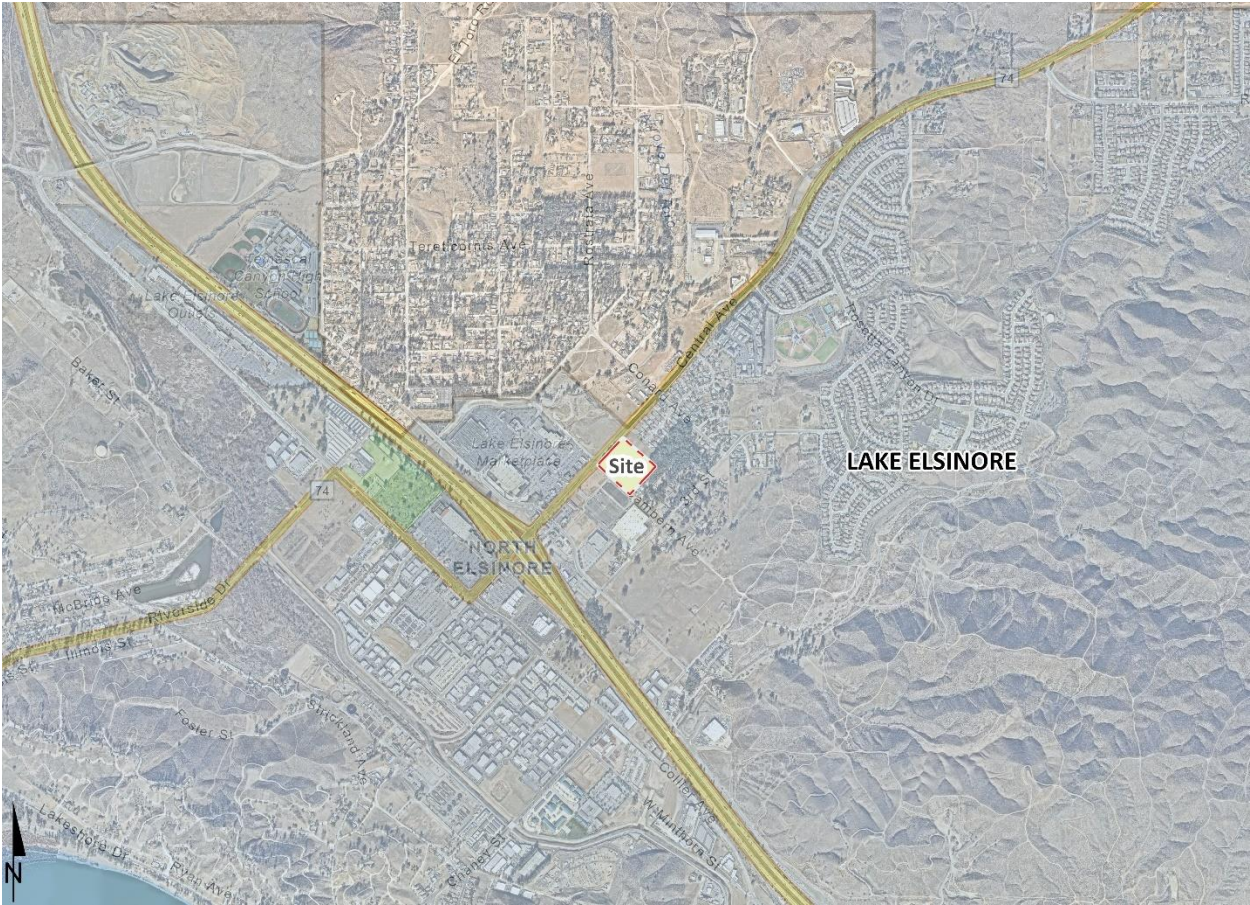
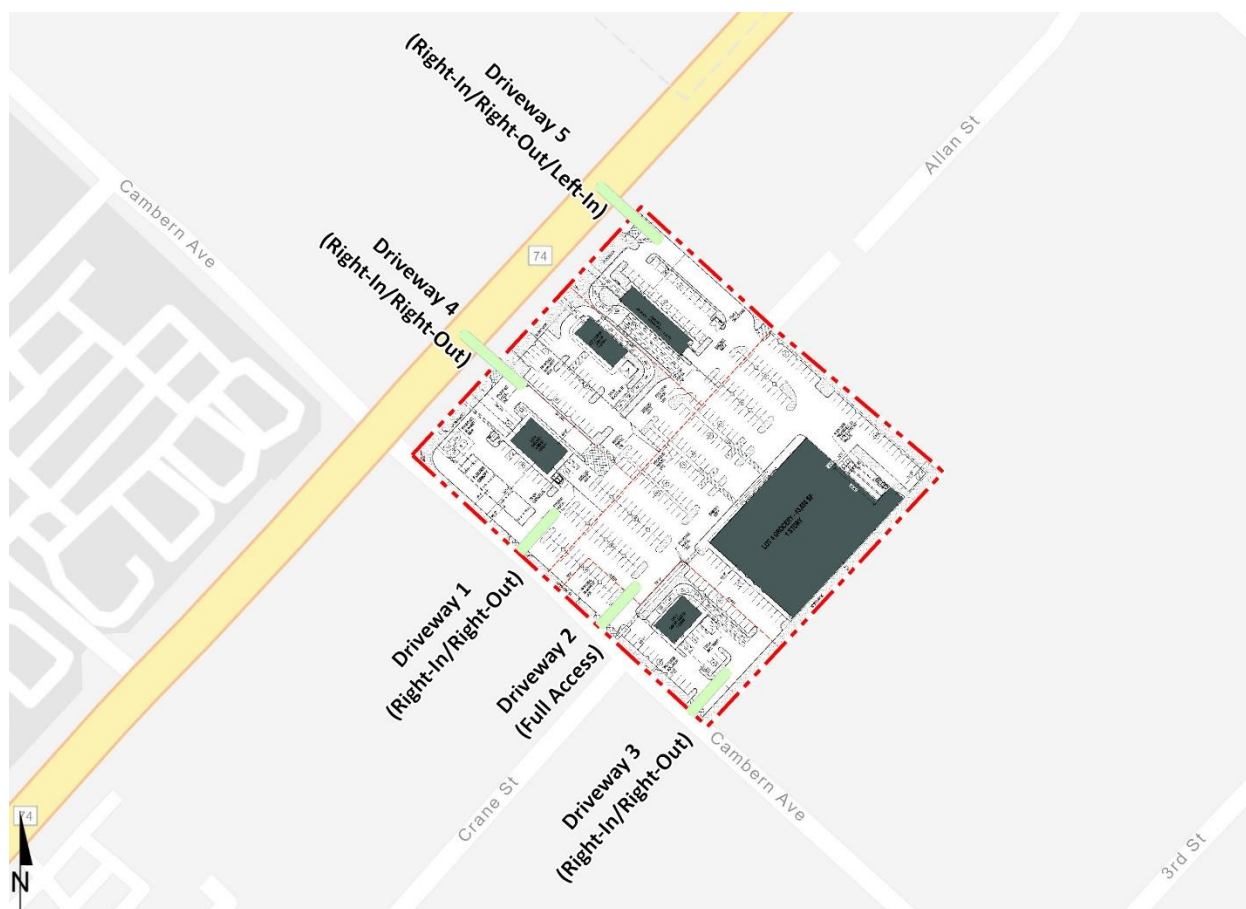


EXHIBIT 1-2: PRELIMINARY SITE PLAN



1.2 PROJECT OVERVIEW

Phase 1 of the proposed Project consists of the development of the following uses:

- 16 vehicle fueling position Super Convenience Market/Gas Station
- 3,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 1 Automated Car Wash Tunnel

Buildout of the proposed Project consists of the development of the following uses:

- 16 vehicle fueling position Super Convenience Market/Gas Station
- 6,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 1 Automated Car Wash Tunnel
- 43,050 square feet of Supermarket use

It should be noted, the uses identified in Project Buildout include the uses in Phase 1 and are not in addition to the uses in Phase 1. For purposes of the traffic analysis, it is anticipated that the Project will be developed with an anticipated Opening Year of 2023. The Project is proposed to take access via the following roadways:

- Driveway 1 on Cambern Avenue: right-in/right-out access only
- Driveway 2 on Cambern Avenue: full access
- Driveway 3 on Cambern Avenue: right-in/right-out only
- Driveway 4 on Central Avenue (SR-74): right-in/right-out only
- Driveway 5 on Central Avenue (SR-74): right-in/right-out/left-in only

Trips generated by the Project's proposed land uses have been estimated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) for the following land uses (2):

- Supermarket (ITE Land Use Code 850)
- Fast-Food Restaurant with Drive-Thru (ITE Land Use Code 934)
- Automated Car Wash (ITE Land Use Code 948)
- Super Convenience Market/Gas Station (ITE Land Use Code 960)

The proposed Project is anticipated to generate a total of 4,924 two-way trips per day with 346 AM peak hour trips and 462 PM peak hour trips at Project Buildout. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2021) Conditions (Baseline)
- Existing plus Ambient Growth plus Project (EAP) (2023) Conditions – Phase 1 and Project Buildout
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2023) Conditions – Phase 1 and Project Buildout

1.3.1 EXISTING (2021) CONDITIONS

Information for Existing (2021) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Traffic counts collected in November 2020 and historic traffic counts have been utilized in order to establish a pre-COVID baseline. A detailed discussion of the adjustments made to each intersection can be found in Section 3.5 *Existing Traffic Counts* of this report.

1.3.2 EXISTING PLUS AMBIENT GROWTH PLUS PROJECT (2023) CONDITIONS

The EAP (2023) conditions analysis determines the traffic deficiencies based on a comparison of the EAP (2023) traffic conditions to Existing (2021) traffic conditions. In an effort to discern the deficiencies associated with each phase of the development, EAP (2023) traffic conditions have been evaluated for Phase 1 and Project Buildout conditions. To account for background traffic growth, an ambient growth factor from Existing (2021) conditions of 4.04% is included for EAP (2023) traffic conditions. The EAP analysis is intended to identify “Opening Year” deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.3 EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PLUS CUMULATIVE (2023) CONDITIONS

The EAPC (2023) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth factor of 4.04% from Existing conditions are included for EAPC (2023) traffic conditions. Similar to EAP traffic conditions, EAPC (2023) traffic conditions have also been evaluated for both Phase 1 and Project Buildout.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Lake Elsinore’s traffic study requirements, Urban Crossroads, Inc. prepared a traffic study scoping package for review by City staff prior to the preparation of this report. The Agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology and is included in Appendix 1.1.

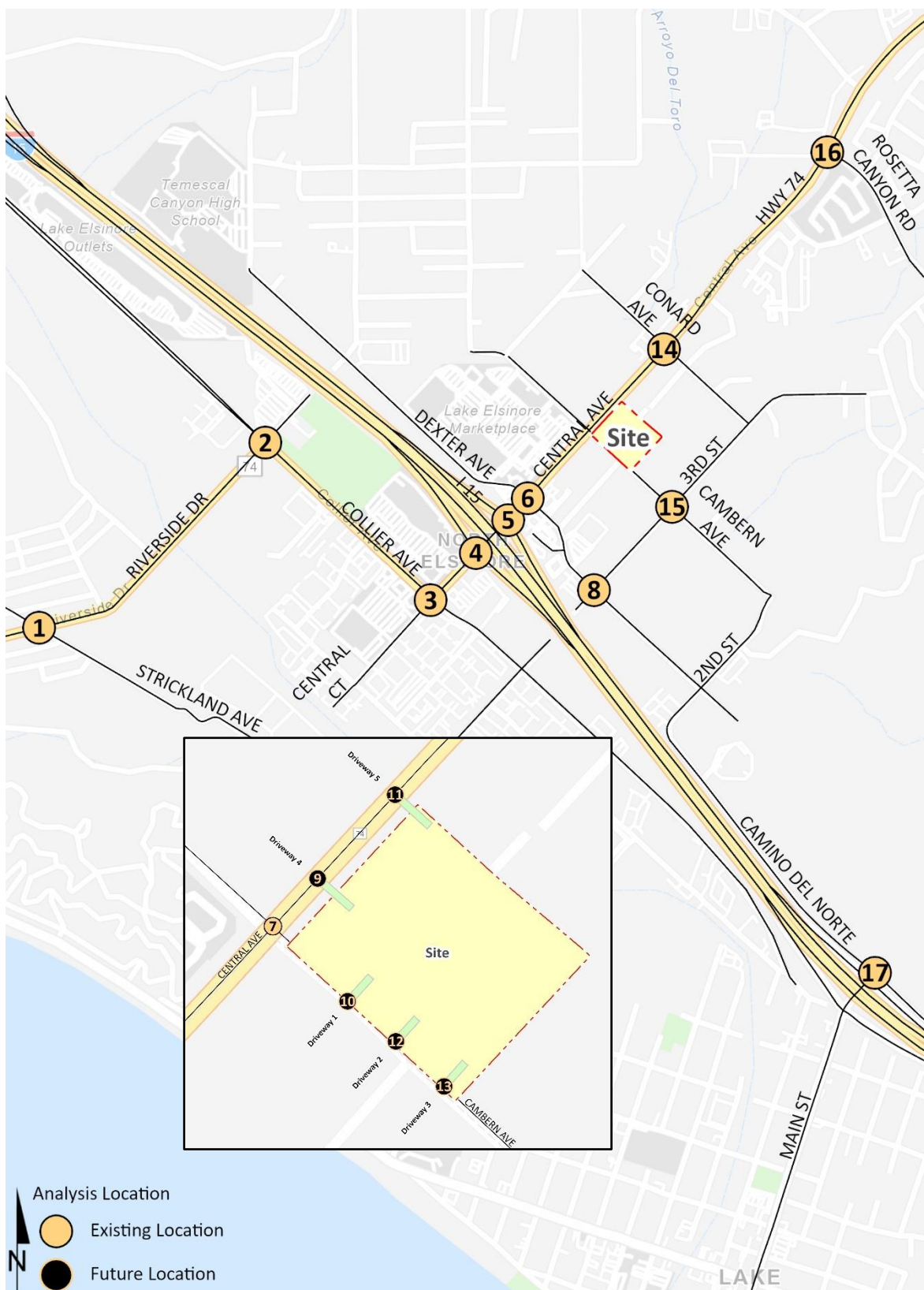
The following 17 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for this TA based on consultation with City of Lake Elsinore staff and have generally been selected based on the “50 peak hour trip” criterion. The “50 peak hour trip” criterion is consistent with the methodology employed by the City of Lake Elsinore, and generally represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential study area.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction	CMP?
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	Lake Elsinore, Caltrans	No
2	Collier Av. & Riverside Dr. (SR-74)	Lake Elsinore, Caltrans	No
3	Collier Av. (SR-74) & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
4	I-15 SB Ramps & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
5	I-15 NB Ramps & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
6	Dexter Av. & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
7	Cambern Av. & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
8	Dexter Av. & 3rd St.	Lake Elsinore	No
9	Driveway 4 & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
10	Cambern Av. & Driveway 1	Lake Elsinore	No
11	Driveway 5 & Central Av. (SR-74)	Lake Elsinore, Caltrans	No
12	Cambern Av. & Driveway 2	Lake Elsinore	No
13	Cambern Av. & Driveway 3	Lake Elsinore	No
14	Conard Av. & Central Av. (SR-74)	Lake Elsinore, County, Caltrans	No
15	Cambern Av. & 3rd St.	Lake Elsinore	No
16	Rosetta Canyon Dr. & Central Av. (SR-74)	Lake Elsinore, County, Caltrans	No
17	Camino Del Norte & Main St.	Lake Elsinore	No

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for the County of Riverside in December 2011. (3) None of the study area intersections are identified as CMP facilities in the Riverside County CMP.

EXHIBIT 1-3: STUDY AREA



1.5 ANALYSIS FINDINGS

This section provides a summary of analysis results for Existing, EAP (2023), and EAPC (2023) traffic conditions. A summary of level of service (LOS) results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF DEFICIENT INTERSECTIONS BY ANALYSIS SCENARIO

#	Intersection	Existing (2021)		EAP (2023) - Phase 1		EAP (2023) - Project Buildout		EAPC (2023) - Phase 1		EAPC (2023) - Project Buildout	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	●	●	●	●	●	●	●	●	●	●
2	Collier Av. & Riverside Dr. (SR-74)	●	●	●	●	●	●	●	●	●	●
3	Collier Av. (SR-74) & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
4	I-15 SB Ramps & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
5	I-15 NB Ramps & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
6	Dexter Av. & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
7	Camburn Av. & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
8	Dexter Av. & 3rd St.	●	●	●	●	●	●	●	●	●	●
9	Driveway 4 & Central Av. (SR-74)	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection
10	Camburn Av. & Driveway 1	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection
11	Driveway 5 & Central Av. (SR-74)	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection
12	Camburn Av. & Driveway 2	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection
13	Camburn Av. & Driveway 3	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection
14	Conard Av. & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
15	Camburn Av. & 3rd St.	●	●	●	●	●	●	●	●	●	●
16	Rosetta Canyon Dr. & Central Av. (SR-74)	●	●	●	●	●	●	●	●	●	●
17	Camino Del Norte & Main St.	●	●	●	●	●	●	●	●	●	●

● = A - D ● = E ● = F

1.5.1 EXISTING (2021) CONDITIONS

The following study area intersections are currently operating at an unacceptable LOS during the peak hours under Existing (2021) traffic conditions:

- Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) (#1) – LOS F AM and PM peak hours
- Dexter Av. & Central Av. (SR-74) (#6) – LOS E PM peak hour only
- Camburn Av. & Central Av. (SR-74) (#7) – LOS E AM and PM peak hours

1.5.2 EAP (2023) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under EAP (2023) traffic conditions with the development of Phase 1 only, in addition to those intersections previously identified under Existing (2021) traffic conditions:

- Collier Av. & Riverside Dr. (SR-74) (#2) – LOS E PM peak hour only
- Collier Av. (SR-74) & Central Av. (SR-74) (#3) – LOS E PM peak hour only
- Camino Del Norte & Main St. (#17) – LOS E PM peak hour only

It should be noted the intersection of Camburn Avenue at Central Avenue (SR-74) (#7) is anticipated to improve operations during the PM peak hour with implementation of the site adjacent roadway and site access improvements (to be constructed by the Project), but the AM peak hour would go from LOS E to LOS F with the addition of Project traffic under Project Buildout

traffic conditions. There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hour under Project Buildout traffic conditions.

1.5.3 EAPC (2023) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under EAPC (Phase 1) (2023) traffic conditions:

- Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) (#1) – LOS F AM and PM peak hours
- Collier Av. & Riverside Dr. (SR-74) (#2) – LOS E AM peak hour; LOS F PM peak hour
- Collier Av. (SR-74) & Central Av. (SR-74) (#3) – LOS E AM peak hour; LOS F PM peak hour
- I-15 Southbound Ramps & Central Av. (SR-74) (#4) – LOS E AM peak hour; LOS F PM peak hour
- I-15 Northbound Ramps & Central Av. (SR-74) (#5) – LOS E AM peak hour; LOS F PM peak hour
- Dexter Av. & Central Av. (SR-74) (#6) – LOS F AM and PM peak hours
- Cambern Av. & Central Av. (SR-74) (#7) – LOS F AM and PM peak hours
- Dexter Av. & 3rd St. (#8) – LOS F PM peak hour only
- Driveway 5 & Central Av. (SR-74) (#11) – LOS F PM peak hour only
- Conard Av. & Central Av. (SR-74) (#14) – LOS E AM peak hour only
- Rosetta Canyon Dr. & Central Av. (SR-74) (#16) – LOS E PM peak hour only
- Camino Del Norte & Main St. (#17) – LOS F PM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hour under EAPC (Project Buildout) (2023) traffic conditions.

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access. The site adjacent recommendations are shown on Exhibit 1-4 for Phase 1.

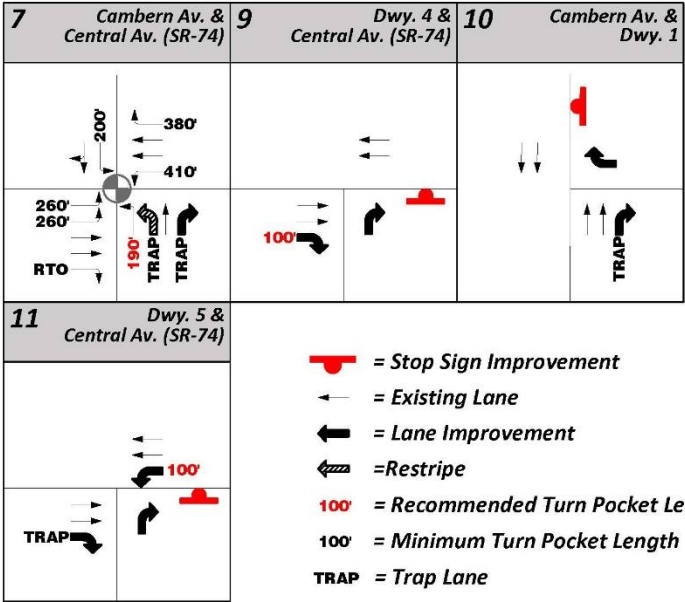
Recommendation 1 – Cambern Avenue & Central Avenue (SR-74) (#7) – The following improvements are necessary to accommodate site access:

- Project to modify to accommodate a minimum of 190-feet of storage for the northbound left turn lane.
- Project to restripe the existing lanes to accommodate a 2nd northbound left turn lane (trap lane; pocket length not applicable) and single through lane.
- Project to construct a northbound right turn lane (trap lane; pocket length not applicable).
- Project will modify the existing traffic signal to accommodate all aforementioned improvements.

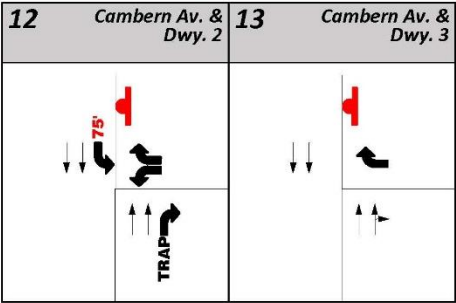
EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS



Phase 1



Phase 2



Recommendation 2 – Driveway 4 & Central Avenue (SR-74) (#9) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and construct a right turn lane (Project Driveway). Project shall prohibit left turn access at Driveway 4 by implementing the necessary signage and striping at the driveway location.
- Project to construct an eastbound right turn pocket with a minimum of 100-feet of storage.

Recommendation 3 – Cambern Avenue & Driveway 1 (#10) – The following improvements are necessary to accommodate site access:

- Project to accommodate 2 northbound through lanes and a northbound right turn lane (trap lane; pocket length not applicable).
- Project to install a stop control on the westbound approach and construct a westbound right turn lane (Project Driveway). Project shall construct a raised median along Cambern Avenue which will prohibit left turn access at Driveway 1.

Recommendation 4 – Driveway 5 & Central Avenue (SR-74) (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and construct a right turn lane (Project Driveway). Project shall prohibit egress left turn access only at Driveway 5 by implementing the necessary signage and striping at the driveway location.
- Project to construct an eastbound right turn lane (trap lane; pocket length not applicable).
- Project to construct a westbound left turn lane with a minimum of 100-feet of storage.

Recommendation 5 – Central Avenue (SR-74) is an east-west oriented roadway located on the Project's northern boundary. Project to construct Central Avenue (SR-74) to its ultimate half-section width as an Augmented Urban Arterial (134-foot right-of-way) between Cambern Avenue and the eastern Project boundary in compliance with the circulation recommendations found in the City of Lake Elsinore's General Plan. The improvement will include 62-feet of pavement from the centerline, curb and gutter improvements, a 6-foot sidewalk, and 6-feet of landscaping.

Recommendation 6 – Cambern Avenue is a north-south oriented roadway located on the Project's western boundary. Project to construct Cambern Avenue to its ultimate half-section width as a Secondary Highway (90-foot right-of-way and 70-foot curb-to-curb) between Central Avenue (SR-74) and the southern boundary of Phase 1 in compliance with the circulation recommendations found in the City of Lake Elsinore's General Plan. The cross-section should include a minimum of two travel lanes in each direction with applicable striping for left-turn storage.

The following recommendations are based on the improvements needed to accommodate site access. The site adjacent recommendations are also shown on Exhibit 1-4 for Phase 2. Exhibit 1-5 shows the concept striping for the site adjacent roadways.

Recommendation 7 – Cambern Avenue & Driveway 2 (#12) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a left turn lane and right turn lane (Project Driveway).
- Project to construct a northbound right turn lane (trap lane; pocket length not applicable).
- Project to construct a southbound left turn lane with a minimum of 75-feet of storage.

Recommendation 8 – Cambern Avenue & Driveway 3 (#13) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a right turn lane (Project Driveway). Driveway should be striped and signed to restrict access to right-in/right-out access only.

Recommendation 9 – Cambern Avenue is a north-south oriented roadway located on the Project's western boundary. Project to construct Cambern Avenue to its ultimate half-section width as a Secondary Highway (90-foot right-of-way and 70-foot curb-to-curb) between the northern boundary of Phase 2 and the southern boundary of the Project in compliance with the circulation recommendations found in the City of Lake Elsinore's General Plan. The cross-section should include a minimum of two travel lanes in each direction with applicable striping for left-turn storage. Bike lanes along Cambern Avenue has also been accommodated per the City's General Plan.

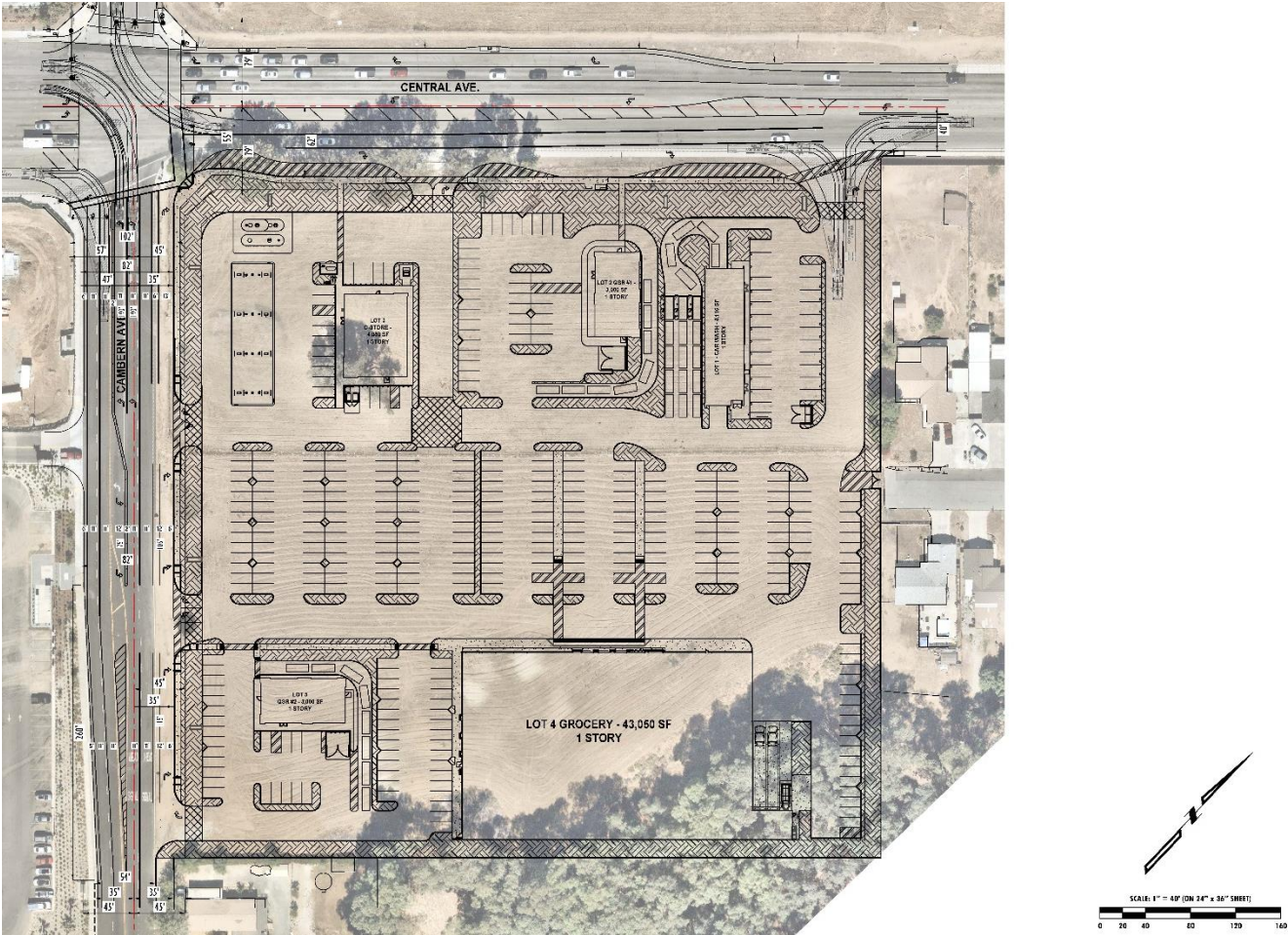
On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Lake Elsinore sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

1.6.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2021), EAP (2023), and EAPC (2023) traffic conditions are summarized in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvement.

EXHIBIT 1-5: SITE ADJACENT CONCEPT STRIPING



1.6.3 SITE ADJACENT QUEUES

A queuing analysis has been performed for the site adjacent study area intersections. The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 30-minute periods with 60-minute recording intervals. Queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 of this report.

1.7 TRUCK ACCESS AND CIRCULATION

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-6 and Exhibit 1-7). As shown on Exhibit 1-6, the proposed curb radii at Driveway 4 on Central Avenue (SR-74) and Driveway 1 on Cambern Avenue are anticipated to accommodate the ingress and egress of heavy trucks as currently designed, specifically, for the gas station fuel tanker trucks. Note that trucks are anticipated to circulate by accessing the site via Driveway 4 on Central Avenue (SR-74) and exiting from Driveway 1 on Cambern Avenue to make a northbound left back onto Central Avenue (SR-74). Similarly, Exhibit 1-7 shows the truck access and circulation for the grocer delivery trucks using a WB-67 truck template along Cambern Avenue. As shown, the trucks will access the site via Driveway 2 on Cambern Avenue to the grocer tenant and circulate back out to exit using Driveway 1 on Cambern Avenue to make a northbound left turn movement onto Central Avenue (SR-74). Exhibit 1-8 shows the truck access and circulation for the grocer delivery trucks onto Central Avenue (SR-74). All driveways are designed adequately to accommodate the grocer delivery trucks.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	Recommended Improvements ¹				Improvements in Fee Program? ¹	Project Responsibility ²	Fair Share % ³
			EAP (2023) - Phase 1	EAP (2023) - Phase 2	EAPC (2023) - Phase 1	EAPC (2023) - Phase 2			
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	Lake Elsinore, Caltrans	Install a Traffic Signal Add 2nd EB through lane Add 2nd WB through lane	Same Same Same	Same Same Same	Same Same Same	Yes (TIF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees	--
2	Collier Av. & Riverside Dr. (SR-74)	Lake Elsinore, Caltrans	Add 2nd NB left turn lane	Same Add 2nd EB right turn lane with overlap phasing	Same Same	Same Same	No No	Fair Share Fair Share	9.3%
3	Collier Av. (SR-74) & Central Av. (SR-74)	Lake Elsinore, Caltrans	Add 3rd SB left turn lane	Same	Same	Same	No	Fair Share	8.5%
4	I-15 SB Ramps & Central Av. (SR-74)	Lake Elsinore, Caltrans	None	None	Add 2nd SB left turn lane Add 3rd WB through lane	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--
5	I-15 NB Ramps & Central Av. (SR-74)	Lake Elsinore, Caltrans	None	None	Add 2nd NB right turn lane Add 2nd EB left turn lane	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--
6	Dexter Av. & Central Av. (SR-74)	Lake Elsinore, Caltrans	Add 2nd EB left turn lane	Same Add 2nd WB left turn lane	Same Same Add 2nd NB left turn lane Add 4th EB through lane Modify the traffic signal to accommodate right-turn overlap phasing on the EB right turn lane	Same Same Same Same Same	No No No No No	Fair Share Fair Share Fair Share Fair Share Fair Share	19.8%
7	Cambern Av. & Central Av. (SR-74)	Lake Elsinore, Caltrans	Add NB right turn lane Restripe NB approach with 2 lefts and through lane Add 3rd EB through lane Add 3rd WB through lane Modify the existing traffic signal to accommodate all improvements	Same Same Same Same	Same Same Same Same Add 2nd SB left turn lane	Same Same Same Same Same	No No Yes (TUMF) Yes (TUMF) No	Construct Construct Fees Fees Fair Share	20.1%
8	Dexter Av. & 3rd St.	Lake Elsinore			Install a Traffic Signal	Same	No	Fair Share	28.6%

#	Intersection Location	Jurisdiction	Recommended Improvements ¹				Improvements in Fee Program? ¹	Project Responsibility ²	Fair Share % ³
			EAP (2023) - Phase 1	EAP (2023) - Phase 2	EAPC (2023) - Phase 1	EAPC (2023) - Phase 2			
9	Driveway 4 & Central Av. (SR-74)	Lake Elsinore, Caltrans	Add EB right turn lane	Same	Same	Same	No	Construct	--
			Add NB right turn lane	Same	Same	Same	No	Construct	
					Restripe to provide a 3rd EB through lane	Same	Yes (TUMF)	Fees	
10	Cambern Av. & Driveway 1	Lake Elsinore, Caltrans	Add NB right turn lane	Same	Same	Same	No	Construct	--
			Add WB right turn lane	Same	Same	Same	No	Construct	
11	Driveway 5 & Central Av. (SR-74)	Lake Elsinore, Caltrans	Add NB right turn lane (for Project Access)	Same	Same	Same	No	Construct	--
			Add EB right turn lane (for Project Access)	Same	Same	Same	No	Construct	
					Add 3rd EB through lane	Same	Yes (TUMF)	Fees	
					Add 3rd WB through lane	Same	Yes (TUMF)	Fees	
12	Cambern Av. & Driveway 2	Lake Elsinore, County, Caltrans	None	Add SB left turn lane	None	Same as EAPC Phase 2	No	Construct	--
				Add NB right turn lane	None	Same as EAPC Phase 2	No	Construct	
				Add WB left turn lane	None	Same as EAPC Phase 2	No	Construct	
				Add WB right turn lane	None	Same as EAPC Phase 2	No	Construct	
13	Cambern Av. & Driveway 3	Lake Elsinore, County, Caltrans	None	Add WB right turn lane	None	Same as EAPC Phase 2	No	Construct	--
14	Conard Av. & Central Av. (SR-74)	Lake Elsinore, County, Caltrans			Add 3rd EB through lane	Same	Yes (TUMF)	Fees	--
					Add 3rd WB through lane	Same	Yes (TUMF)	Fees	
16	Rosetta Canyon Dr. & Central Av. (SR-74)	Lake Elsinore, County, Caltrans			Add 3rd WB through lane	Same	Yes (TUMF)	Fees	--
17	Camino Del Norte & Main St.	Lake Elsinore	Add a NB left turn lane	Same	Same	Same	No	Fair Share	27.6%
			Add a SB right turn lane	Same	Same	Same	No	Fair Share	
					Install a Traffic Signal	Same	Yes (TIF)	Fees	

¹ Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.

² Identifies the Project's responsibility to construct an improvement or contribute a fee payment or fair share towards the implementation of the improvements shown.

³ Represents the fair share percentage for the Project during the most impacted peak hour. See Table 7-1 for detailed calculations.

EXHIBIT 1-6: GAS STATION FUEL TANKER TRUCK ACCESS & CIRCULATION

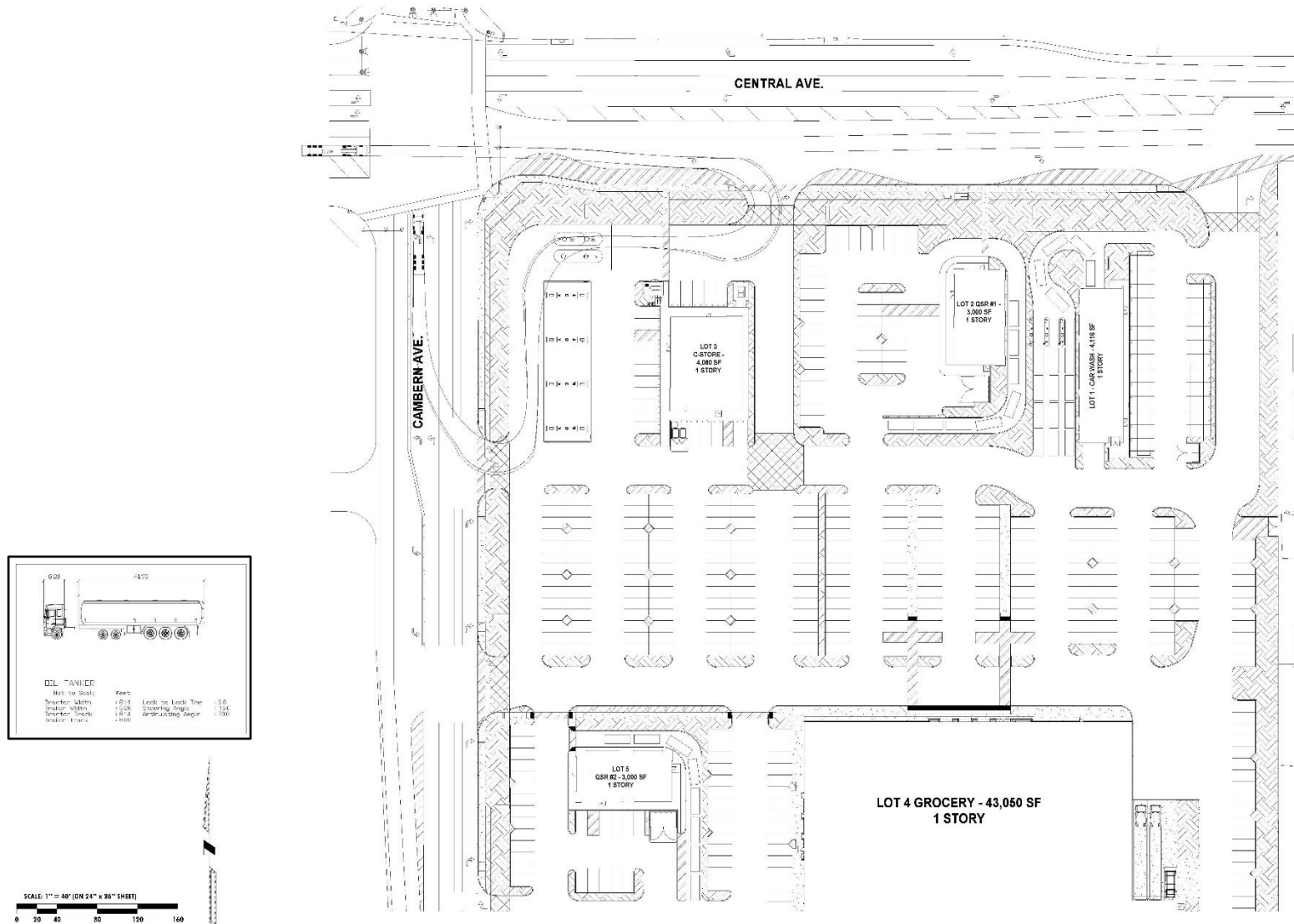


EXHIBIT 1-7: GROCER TRUCK ACCESS & CIRCULATION (CAMBERN AVENUE)

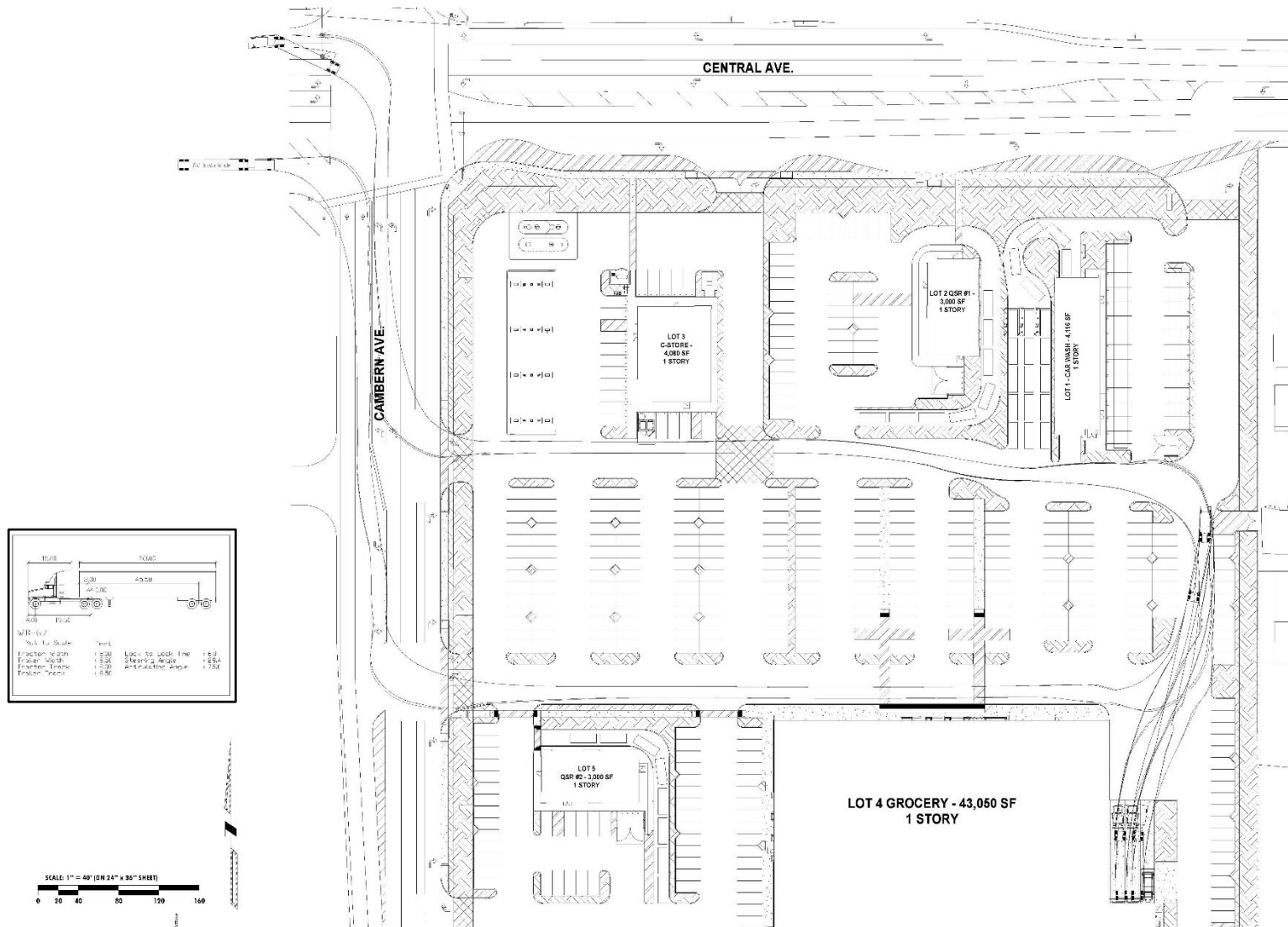
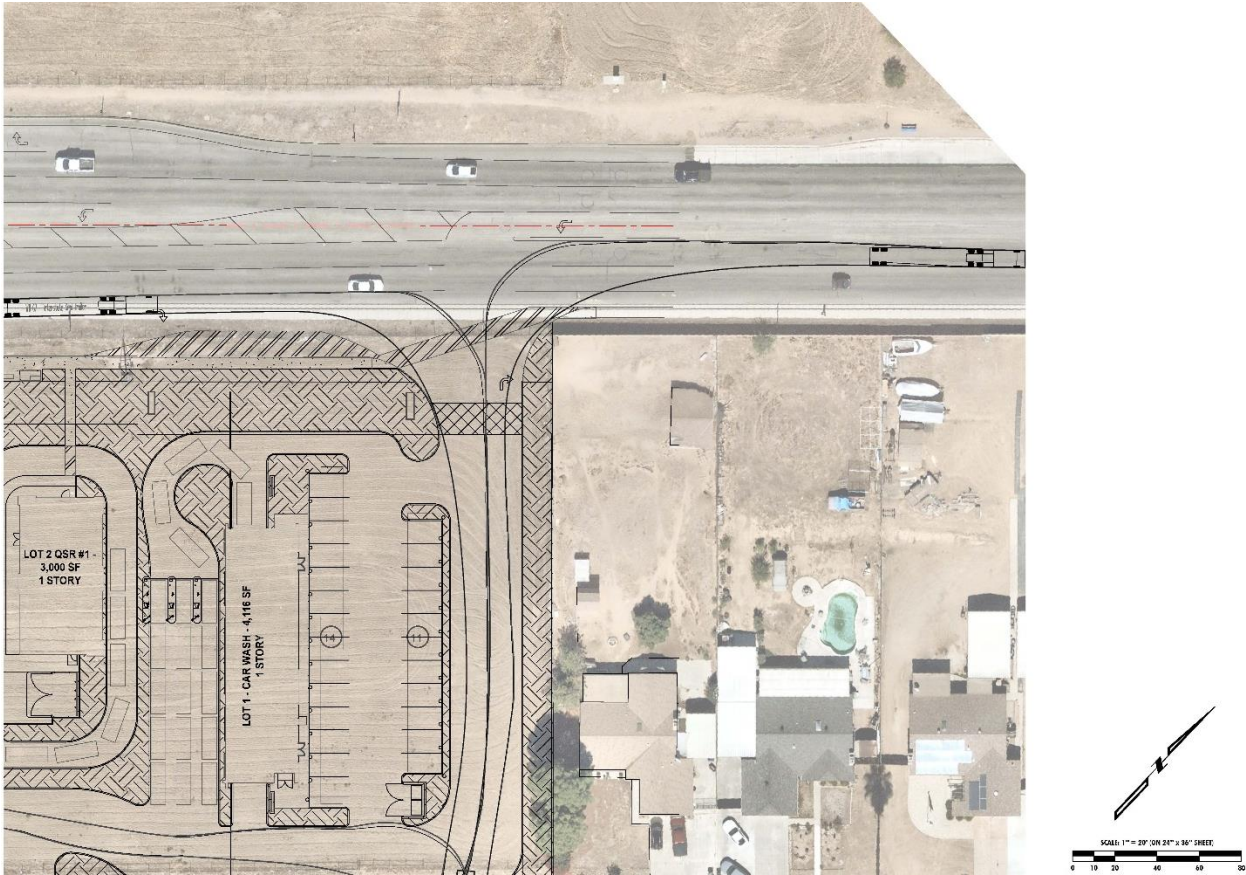


EXHIBIT 1-8: GROCER TRUCK ACCESS & CIRCULATION (CENTRAL AVENUE)



1.8 PARKING INVENTORY

The on-site parking summary and calculations have been provided by the Project Applicant. The required parking is determined based on the City of Lake Elsinore's Municipal Code Chapter 17.148 (Parking Requirements) as shown in Table 1-4. There are 364 on-site parking spaces provided as shown in Table 1-5, which exceeds the City requirement of 291 spaces per the Municipal Code (a surplus of 73 spaces).

TABLE 1-4: MUNICIPAL CODE PARKING REQUIREMENT

Land Use	Parking Requirement
Commercial	1 space for every 250 SF of gross floor area
Restaurants	1 space for every 200 SF of gross floor area plus 1 space for every 45 SF of customer area

Source: Chapter 17.148 Parking Requirements of the City of Lake Elsinore Municipal Code.

TABLE 1-5: ONSITE PARKING SPACE SUMMARY

Lot	Land Use	Square Footage (SF)	Parking Required ¹	Parking Provided
Lot 1 (C-2 General Commercial Zoning)	Car Wash	4,116	16	29
Lot 2 (C-2 General Commercial Zoning)	Quick Service Restaurant	1,400	7	47
	Customer Area	1,600	36	
Lot 3 (C-2 General Commercial Zoning)	C-Store	4,088	16	36
Lot 4 (C-2 General Commercial Zoning)	Grocery	43,050	173	200
Lot 5 (C-2 General Commercial Zoning)	Quick Service Restaurant	1,400	7	52
	Customer Area	1,600	36	
TOTAL		57,254	291	364

¹ Per Chapter 17.148 Parking Requirements of the City of Lake Elsinore Municipal Code: 1 space/250 SF (commercial) or 1 space/200 SF (restaurant) plus 1 space/45 SF of customer area for restaurants.

1.9 VEHICLE MILES TRAVELED (VMT)

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based LOS as the new measure for identifying transportation impacts for land use projects. The City of Lake Elsinore has adopted VMT guidelines on June 23, 2020.

As noted in the City Guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Low VMT Area screening process has been conducted with using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. The Screening Tool uses the sub-regional travel demand model RIVTAM to estimate VMT for individual traffic analysis zones (TAZ's) for areas throughout the WRCOG region. A low VMT area is defined as an individual TAZ where total daily VMT per service population (SP) is

below baseline VMT per SP. As such, City Guidelines state that the baseline project generated VMT per SP that exceeds the City's baseline VMT per SP would result in a significant VMT impact.

The parcel containing the proposed Project was selected and measure of VMT used is VMT per SP. The Project resides within TAZ 3,570 and based on the screening tool was found to generate 36.33 VMT per SP, whereas the City's impact threshold (i.e., City of Lake Elsinore VMT per SP) is 37.87 VMT per SP. As a secondary check, the underlying land use assumptions contained within TAZ 3,570 were also reviewed to ensure that the Project's land use is consistent with that modeled within its respective TAZ. TAZ 3,570 was found to include population and employment, which is consistent with the Project's intended retail land use.

Based on our review of applicable VMT screening thresholds, the Project meets the Low VMT Area Screening. Therefore, the Project can be presumed to result in a less than significant VMT impact. The VMT analysis for the proposed Project is provided in Appendix 1.3 of this report.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Lake Elsinore traffic study guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM), 6th Edition, methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Lake Elsinore and County of Riverside require signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. Study area intersections have been evaluated using the Synchro (Version 10) analysis software package.

Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), $V/C \leq 1.0$	Level of Service, $V/C \leq 1.0$	Level of Service, $V/C > 1.0$
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: HCM (6th Edition)

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., $PHF = [Hourly Volume] / [4 \times Peak 15\text{-minute Flow Rate}]$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all near-term analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

California Department of Transportation (Caltrans)

The traffic modeling and signal timing optimization software package Synchro (Version 11) has also been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include intersections along Riverside Drive, Collier Avenue, and Central Avenue (SR-74).

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Lake Elsinore and County of Riverside require the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM (6th Edition)

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Per the HCM, the highest delay for any individual movement on the minor street is reported for side-street stop-controlled intersections. For all-way stop controlled intersections, LOS is computed for the intersection as a whole and the average intersection delay is reported (similar to signalized intersections).

2.3 FREEWAY OFF-RAMP QUEUING ANALYSIS

The 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-15 Freeway at the Central Avenue (SR-74) interchange. Specifically, the queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-15 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays.

Although only the 95th percentile queue has been reported in the tables, the 50th percentile queue can be found in the appendix alongside the 95th percentile queue for each ramp location. The queue length reported is for the lane with the highest queue in the lane group. The 50th percentile or average queue represents the typical queue length for peak hour traffic conditions,

while the 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.4 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by the Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The Caltrans CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Traffic signal warrant analyses were performed for the following unsignalized study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	Lake Elsinore, Caltrans
8	Dexter Av. & 3rd St.	Lake Elsinore
12	Cambern Av. & Driveway 2	Lake Elsinore
15	Cambern Av. & 3rd St.	Lake Elsinore
17	Camino Del Norte & Main St.	Lake Elsinore

Although unsignalized, traffic signal warrants have not been evaluated for Driveway 2 along Cambern Avenue since the driveway are proposed for restricted access. The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2023) Traffic Conditions* and Section 6 *EAPC (2023) Traffic Conditions* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An

intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.5 MINIMUM ACCEPTABLE LOS

2.5.2 CITY OF LAKE ELSINORE

The City of Lake Elsinore has established LOS D as the minimum level of service for its intersections. Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

2.5.2 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the Riverside County General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

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

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within a Community Development Area of the Elsinore Area Plan.

2.6 DEFICIENCY CRITERIA

Below are the traffic deficiency criteria:

- When existing traffic conditions exceed the General Plan target LOS (e.g., LOS D or better).
- When project traffic, added to existing traffic, will deteriorate the LOS to below the target LOS, and deficiencies cannot be improved through project conditions of approval.
- When cumulative traffic exceeds the target LOS, and deficiencies cannot be improved through the Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) network (or other funding mechanism), project conditions of approval, or other implementation mechanism.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the County's Transportation Uniform Mitigation Fee (TUMF) program and/or City's Transportation Impact Fee (TIF) program will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{EAPC (2023) Traffic} - \text{Existing (2021) Traffic})$$

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Lake Elsinore General Plan Circulation Network, and a review of existing peak hour intersection operations, off-ramp freeway queuing, and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Lake Elsinore staff (Appendix 1.1), the study area includes a total of 17 intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Lake Elsinore. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified in the City of Lake Elsinore General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Lake Elsinore General Plan Circulation Element and Exhibit 3-3 illustrates the City of Lake Elsinore General Plan roadway cross-sections.

Study area roadways that are classified as an Urban Arterial are identified as having six lanes of travel. The following study area roadways within the City of Lake Elsinore are classified as an Urban Arterial:

- Central Avenue (SR-74) (augmented urban arterial)
- Collier Avenue (SR-74) (From Riverside Drive to Central Avenue)
- Riverside Drive (SR-74)

Study area roadways that are classified as a Major Highway are identified as having four lanes of travel. The following study area roadway within the City of Lake Elsinore are classified as a Major Highway:

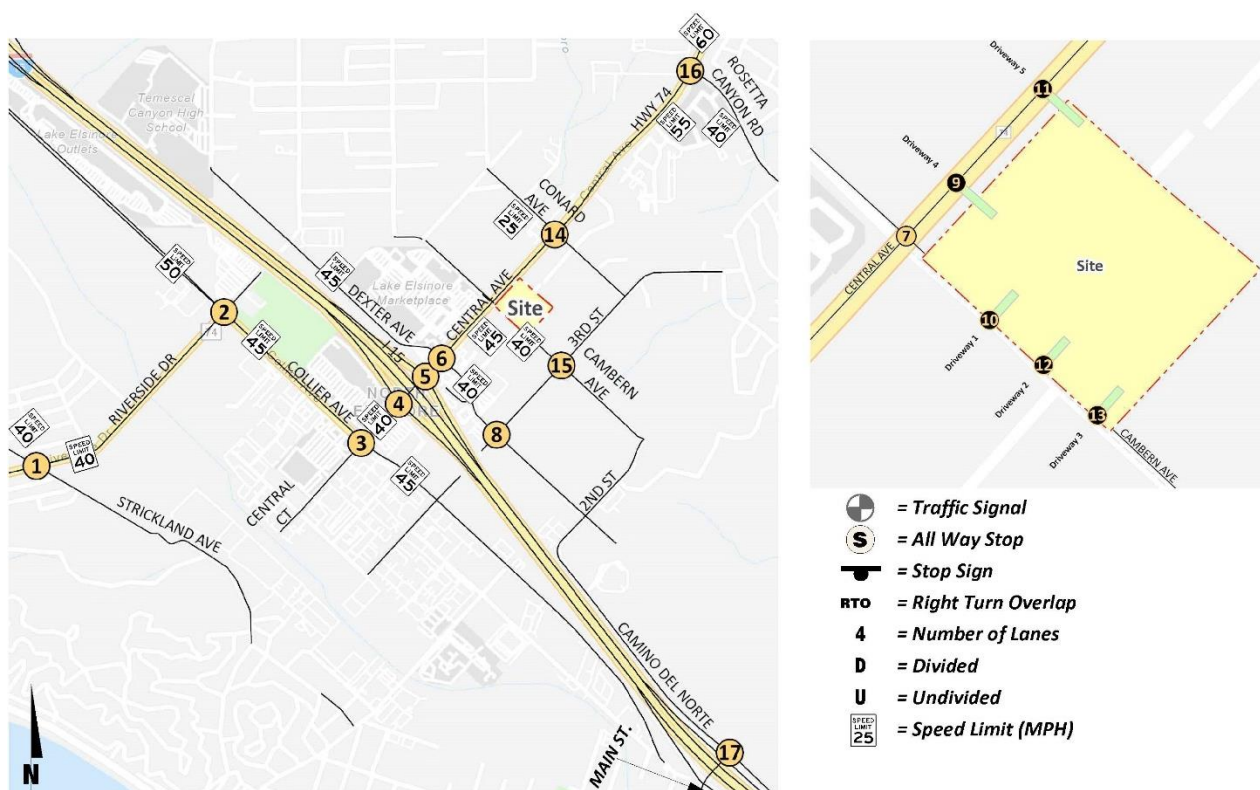
- Collier Avenue (North of Riverside Drive and South of Central Avenue)

Study area roadways that are classified as a Secondary are identified as having four lanes of travel. The following study area roadway within the City of Lake Elsinore are classified as a Secondary:

- Cambern Avenue
- Conard Avenue

3.3 BICYCLE AND PEDESTRIAN FACILITIES

The City of Lake Elsinore Area Trails System is shown on Exhibit 3-4 while the City of Lake Elsinore Bikeway Plan is shown on Exhibit 3-5. There is an existing Class II bike path along Riverside Drive (SR-74) and Collier Avenue (SR-74). Existing pedestrian facilities within the study area are shown on Exhibit 3-6. The Project will be including Class II bike lanes along Cambern Avenue.

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS

1 Gunnerson/Strickland & (SR-74) / Riverside Dr.	2 Collier Av. & (SR-74) / Riverside Dr.	3 Collier Av. & Central Av. (SR-74)	4 I-15 SB Ramps & Central Av. (SR-74)	5 I-15 NB Ramps & Central Av. (SR-74)	6 Dexter Av. & Central Av. (SR-74)
7 Cambern Av. & Central Av. (SR-74)	8 Dexter Av. & 3rd St.	9 Dwy. 4 & Central Av. (SR-74)	10 Cambern Av. & Dwy. 1	11 Dwy. 5 & Central Av. (SR-74)	12 Cambern Av. & Dwy. 2
		Future Intersection	Future Intersection	Future Intersection	Future Intersection
13 Cambern Av. & Dwy. 3	14 Conard Av. & Central Av. (SR-74)	15 Cambern Av. & 3rd St.	16 Rosetta Canyon Rd. & Central Av. (SR-74)	17 Camino Del Norte & Main St.	
Future Intersection					

EXHIBIT 3-2: CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT

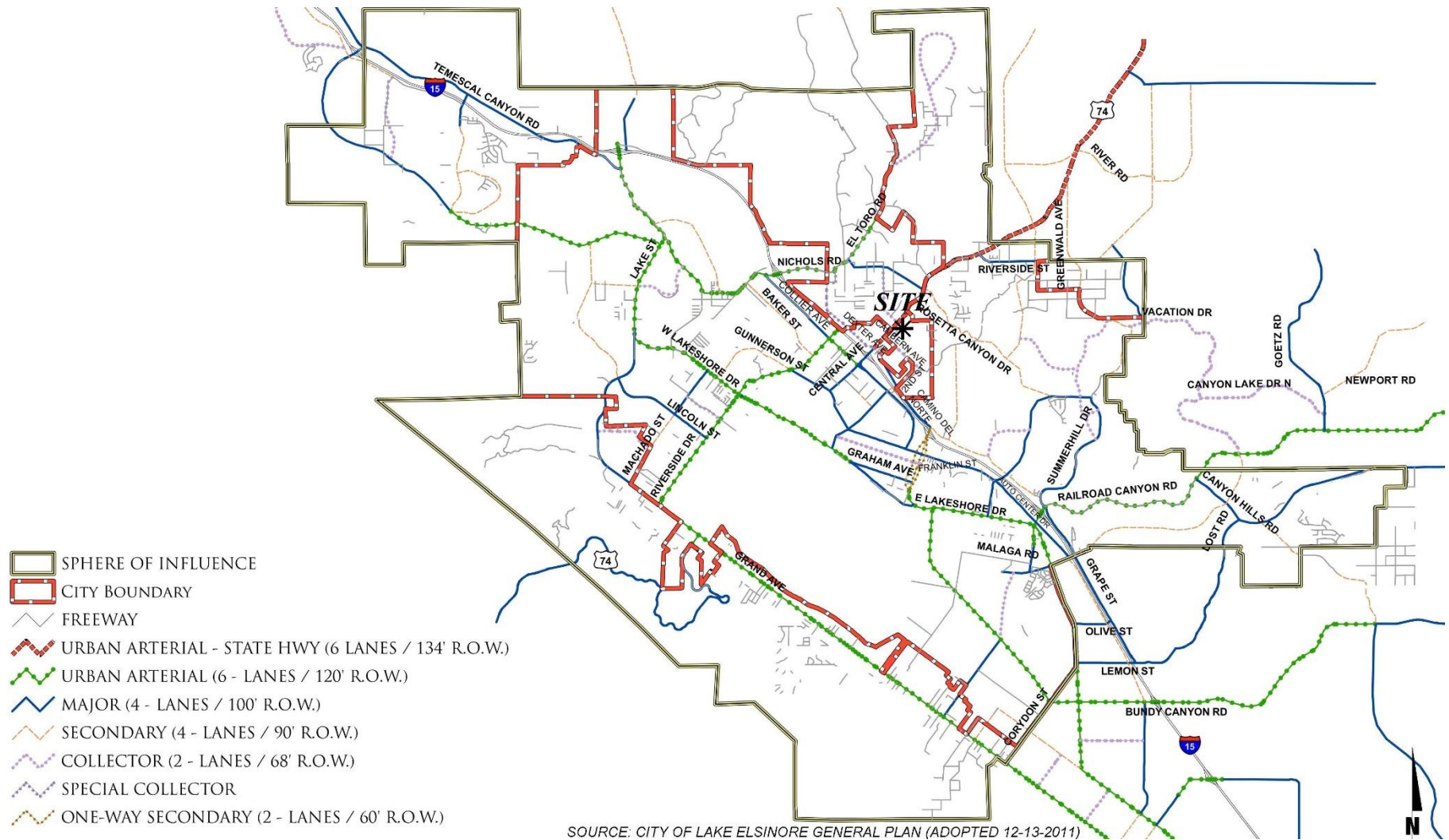
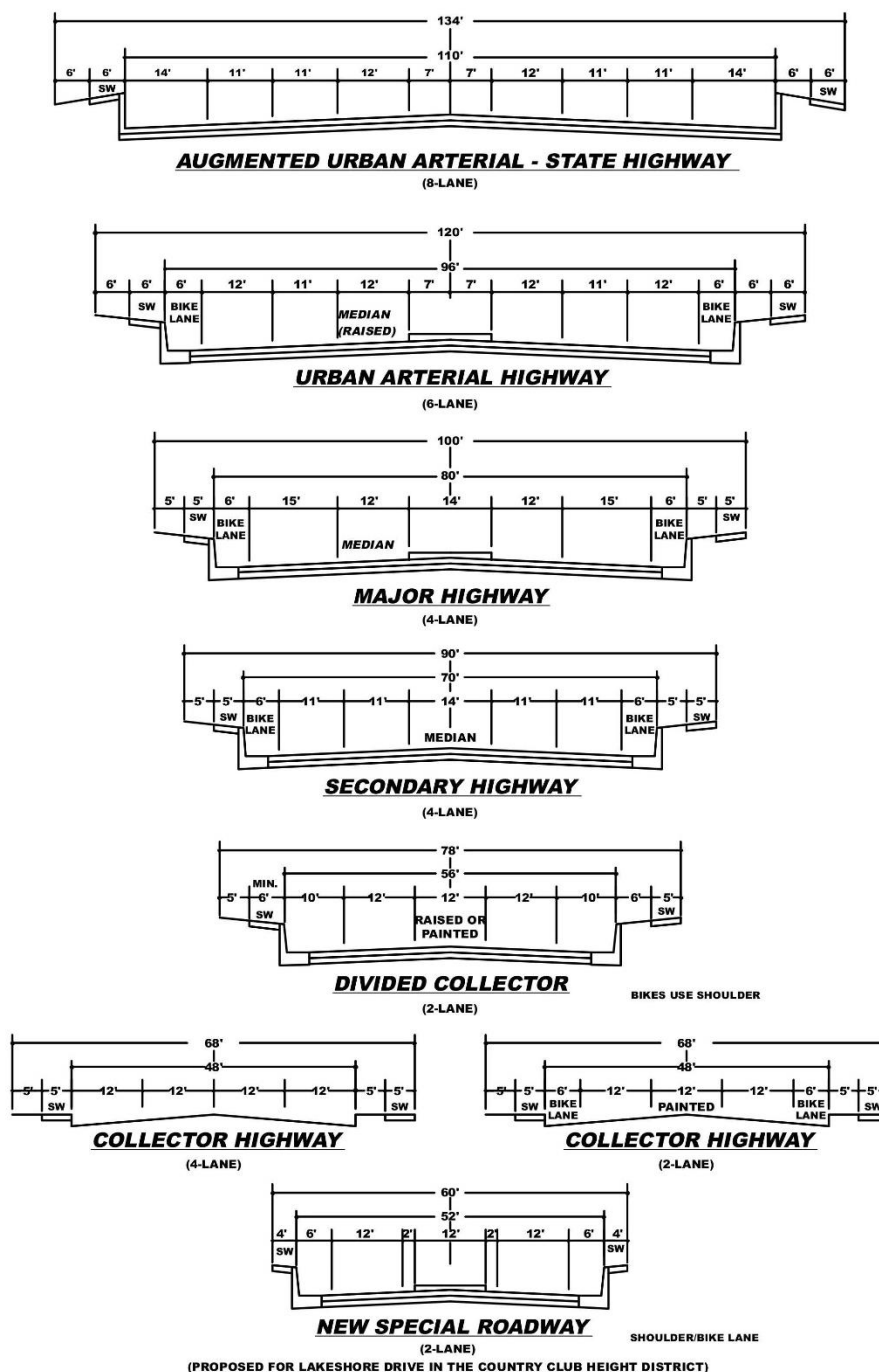
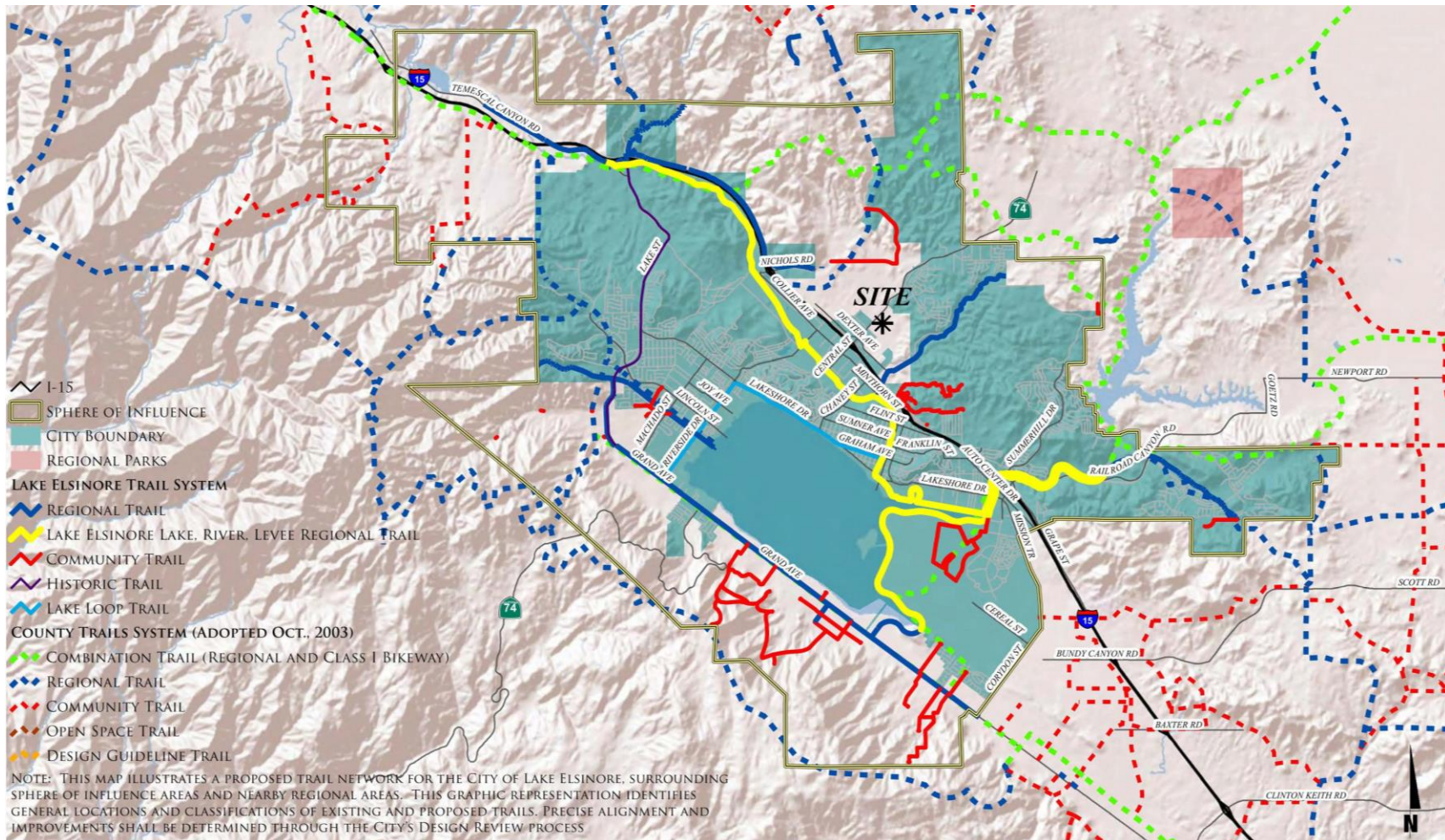


EXHIBIT 3-3: CITY OF LAKE ELSINORE GENERAL PLAN ROADWAY CROSS-SECTIONS

* BIKE LANES ARE NOT MANDATORY UNLESS SHOWN ON THE BIKEWAY CIRCULATION ELEMENT PLAN
 PRECISE SIDEWALK LOCATION SUBJECT TO CITY ENGINEER APPROVAL
 NOTE: CHECK THE DISTRICT PLAN OF YOUR AREA FOR ANY REQUIRED SPECIAL ROADWAY CROSS-SECTION,
 ESPECIALLY THE LAKE EDGE AND COUNTRY CLUB HEIGHTS DISTRICT PLANS.
 STRIPPING OF COLLECTOR HIGHWAY AS DIRECTED BY CITY ENGINEER.

SOURCE: CITY OF LAKE ELSINORE GENERAL PLAN (ADOPTED 12-13-2011)

EXHIBIT 3-4: CITY OF LAKE ELSINORE AREA TRAILS SYSTEM



SOURCE: CITY OF LAKE ELSINORE GENERAL PLAN (ADOPTED 12-13-2011)

EXHIBIT 3-5: CITY OF LAKE ELSINORE BIKEWAY PLAN

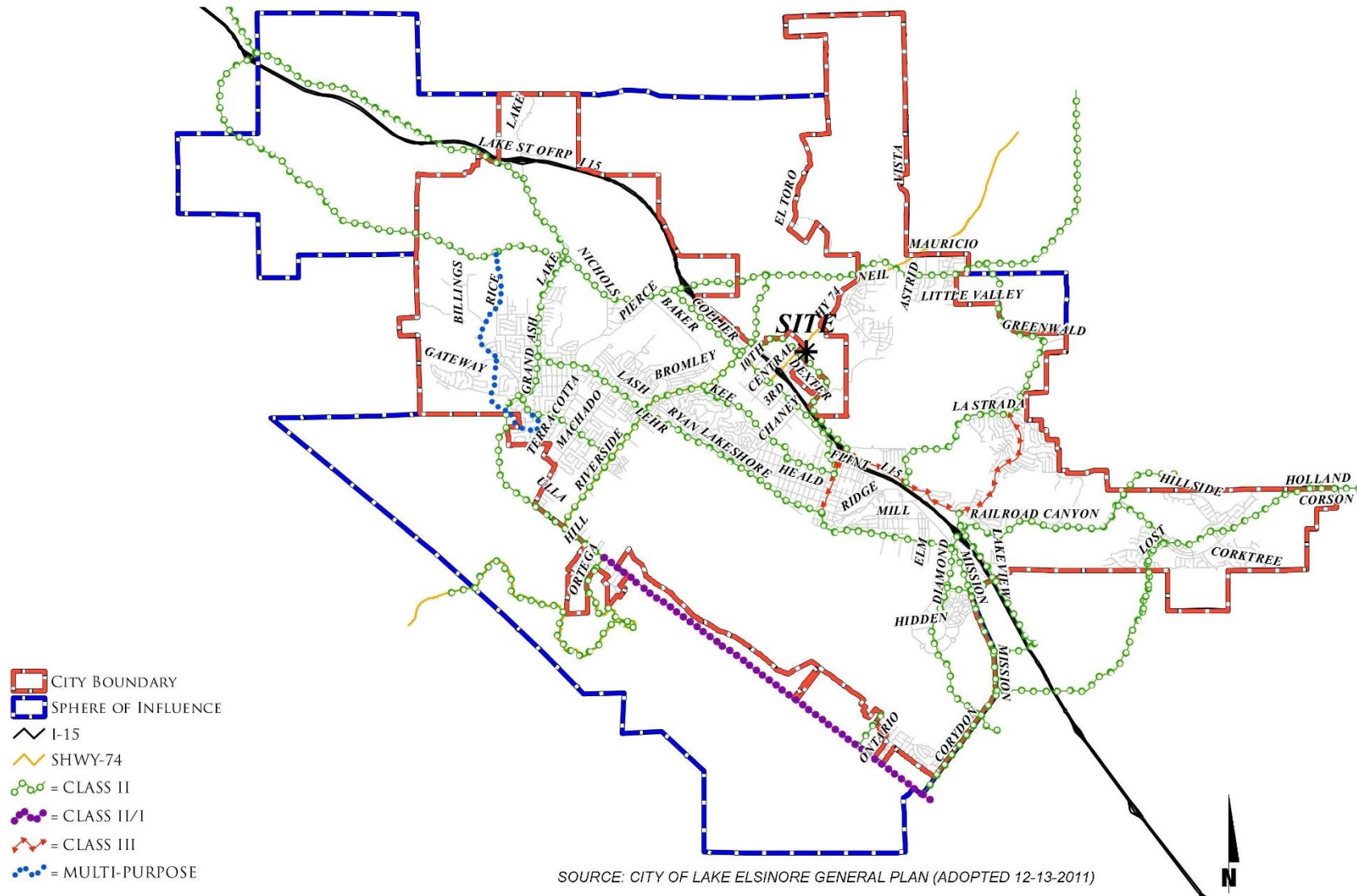
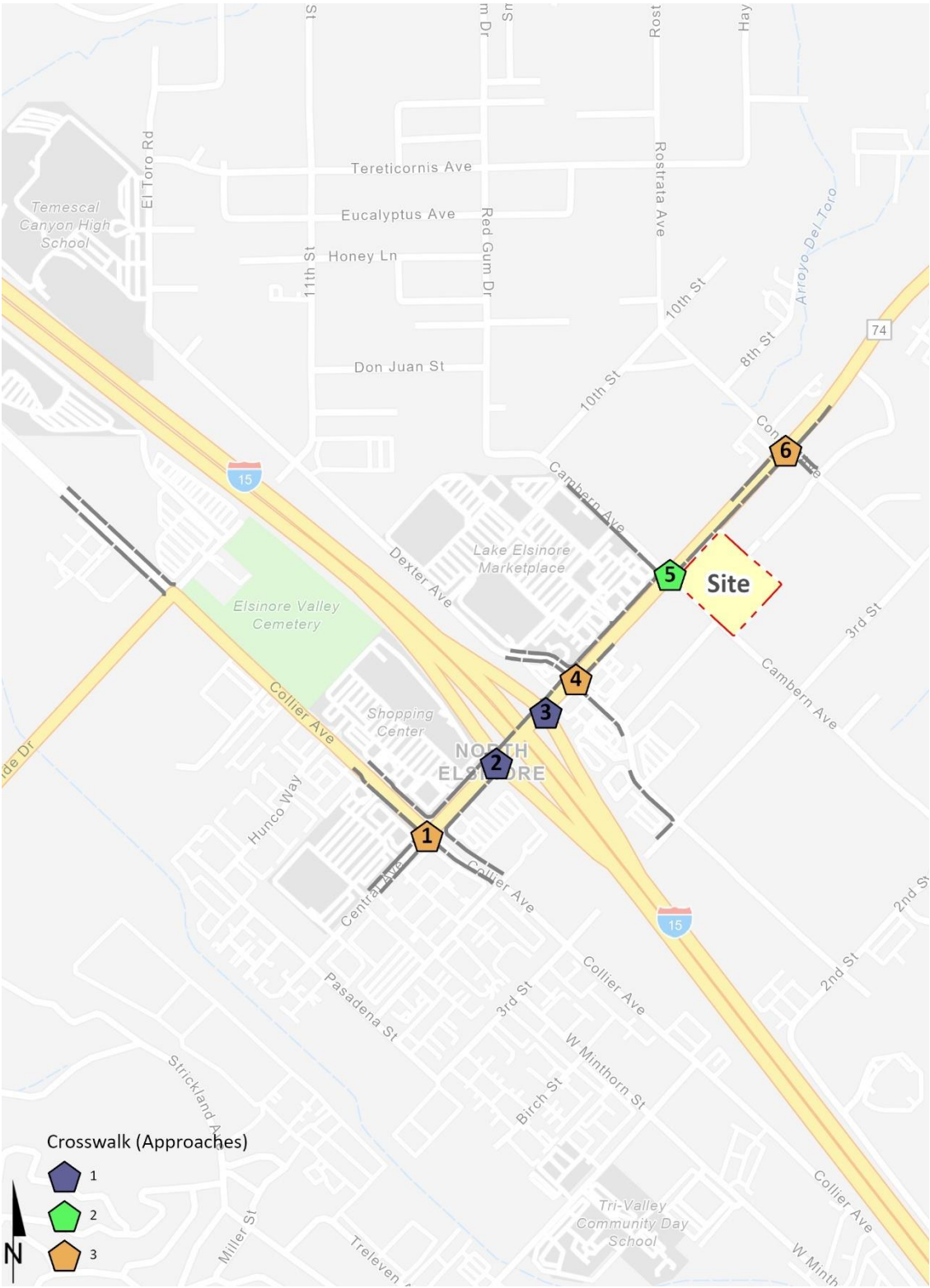


EXHIBIT 3-6: EXISTING PEDESTRIAN AND BICYCLE FACILITIES



3.4 TRANSIT SERVICE

The Riverside Transit Authority (RTA) currently serves the City of Lake Elsinore. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. RTA Route 8 runs along Riverside Drive (SR-74), Collier Avenue, Central Avenue (SR-79), and through parts of Cambern Avenue, 3rd Street, and Dexter Avenue. This route would likely serve the Project in the future. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-7. As shown on Exhibit 3-7, there are existing bus stops along the Project's frontage at Cambern Avenue and Central Avenue. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with RTA to potentially provide additional bus service to the site.

3.5 EXISTING TRAFFIC COUNTS

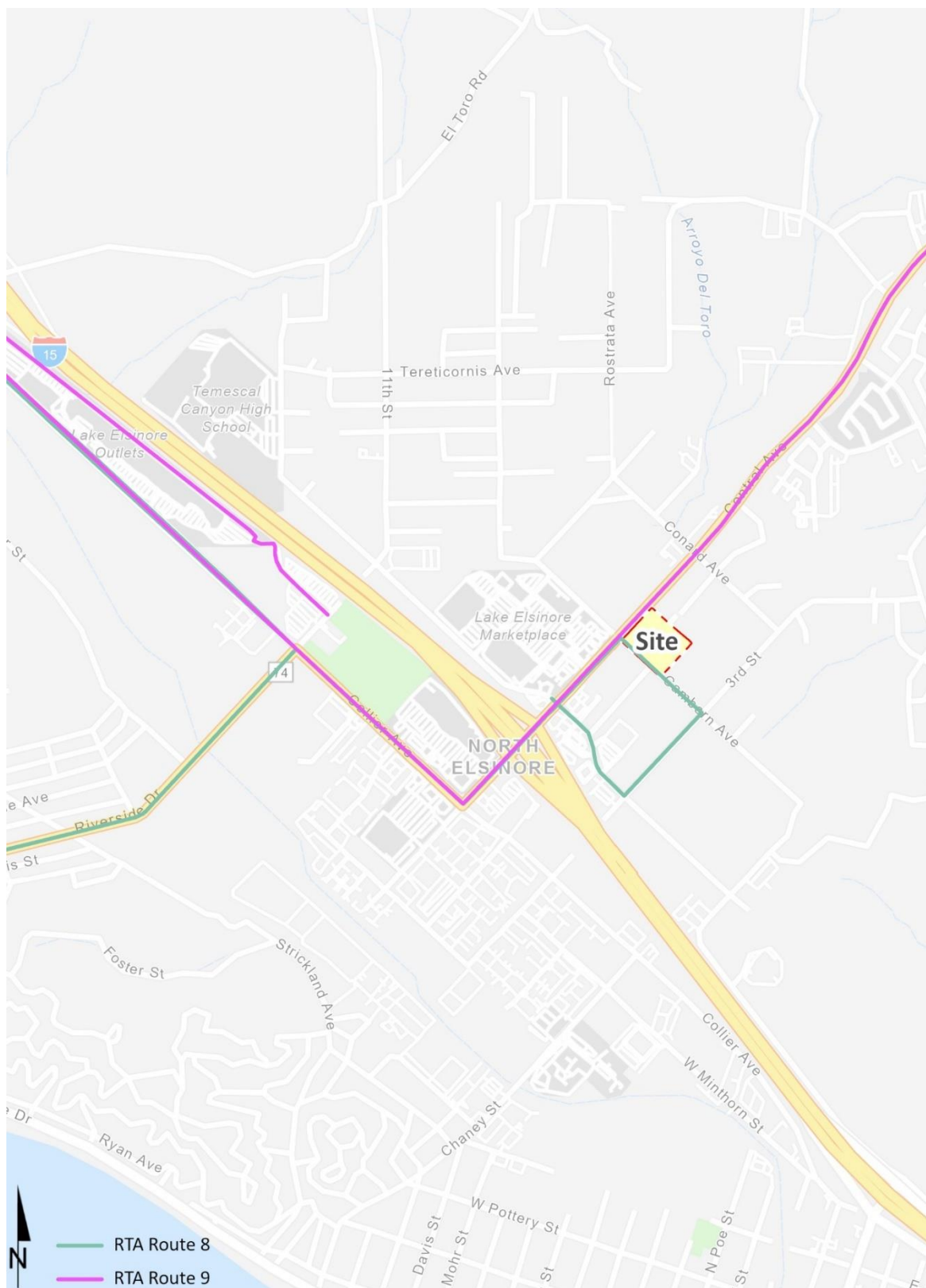
The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in July 2021. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

Due to the currently ongoing COVID-19 pandemic, schools and businesses within the study area were closed or operating at less than full capacity at the time this study was prepared. As such, historic (2013 and 2015) traffic counts were utilized in conjunction with a 2.0% per year growth rate (compounded annually) to reflect adjusted 2021 conditions. The 2013 and 2015 weekday AM and weekday PM peak hour count data are representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules.

For intersections where historic traffic count data is not available, Urban Crossroads recommends collecting existing traffic count data and then adjusting the traffic counts to non-COVID conditions through application of an adjustment factor. In order to develop an adjustment factor, the historic traffic counts have been compared to the July 2021 traffic counts collected at the same location. The historic count was first adjusted to 2021 traffic conditions through the application of a 2% per year growth rate and addition of cumulative development projects that have recently opened but were not open in 2018 when traffic counts were collected, will be manually added to the existing baseline volumes. These projects consist of the adjacent Walmart, Central Plaza, Honda Dealership, and Chick-Fil-A projects. The calculated average growth for the overall intersection (all turning movements) between the current and adjusted historic count will be applied to other existing traffic counts collected in order to reflect and evaluate pre-COVID traffic conditions. Where applicable, traffic volumes have been flow conserved in order to not have any loss of vehicles. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

EXHIBIT 3-7: EXISTING TRANSIT ROUTES



Existing weekday Average Daily Traffic (ADT) volumes are shown on Exhibit 3-8. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 12.61 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.93 percent. As such, the above equation utilizing a factor of 12.61 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.93 percent (i.e., $1/0.0793 = 12.61$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-8.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that the following study area intersections are currently operating at an unacceptable LOS during the peak hours under Existing (2021) traffic conditions:

- Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) (#1) – LOS F AM and PM peak hours
- Dexter Av. & Central Av. (SR-74) (#6) – LOS E PM peak hour only
- Cambern Av. & Central Av. (SR-74) (#7) – LOS E AM and PM peak hours

The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

EXHIBIT 3-8: EXISTING (2021) TRAFFIC VOLUMES

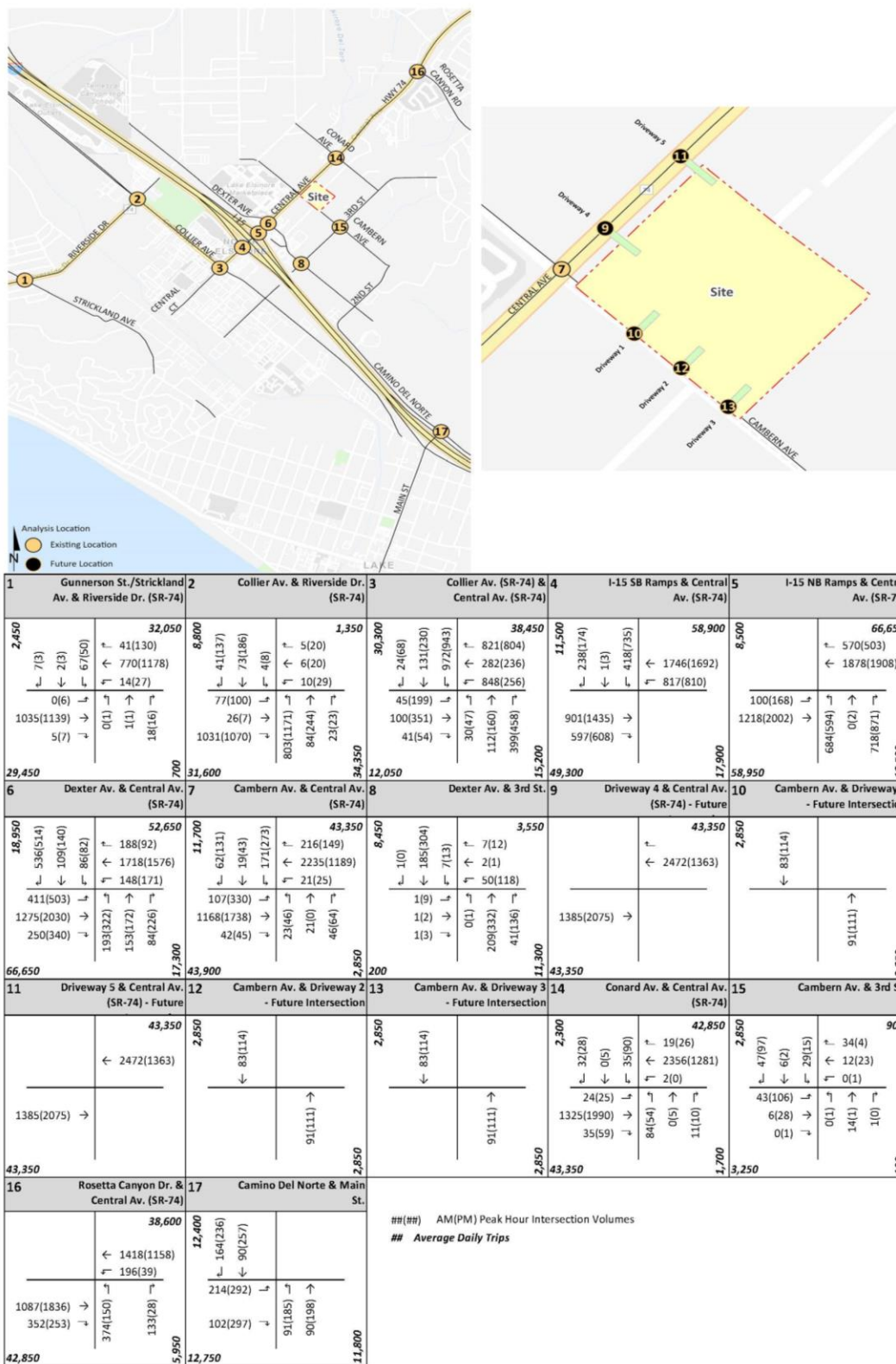


TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2021) CONDITIONS

#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	CSS	56.6	108.4	F	F
2	Collier Av. & Riverside Dr. (SR-74)	TS	24.9	54.7	C	D
3	Collier Av. (SR-74) & Central Av. (SR-74)	TS	43.0	50.3	D	D
4	I-15 SB Ramps & Central Av. (SR-74)	TS	44.9	41.1	D	D
5	I-15 NB Ramps & Central Av. (SR-74)	TS	38.2	43.4	D	D
6	Dexter Av. & Central Av. (SR-74)	TS	38.5	60.9	D	E
7	Cambern Av. & Central Av. (SR-74)	TS	62.2	60.5	E	E
8	Dexter Av. & 3rd St.	CSS	14.2	24.3	B	C
9	Driveway 4 & Central Av. (SR-74)		Future Intersection			
10	Cambern Av. & Driveway 1		Future Intersection			
11	Driveway 5 & Central Av. (SR-74)		Future Intersection			
12	Cambern Av. & Driveway 2		Future Intersection			
13	Cambern Av. & Driveway 3		Future Intersection			
14	Conard Av. & Central Av. (SR-74)	TS	20.1	7.3	C	A
15	Cambern Av. & 3rd St.	AWS	7.8	8.5	A	A
16	Rosetta Canyon Dr. & Central Av. (SR-74)	TS	14.7	10.9	B	B
17	Camino Del Norte & Main St.	AWS	12.2	30.6	B	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

3.7 FREEWAY OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-15 Freeway and Central Avenue (SR-74) interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2021) traffic conditions off-ramp queuing analysis are provided in Appendix 3.3.

TABLE 3-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EXISTING (2021) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Central Av. (SR-74)	SBL	250	264 ^{2,3}	506 ^{2,3}	Yes	Yes
	SBL/T/R	1,520	272 ²	530 ²	Yes	Yes
	SBR	250	166	114	Yes	Yes
I-15 NB Ramps & Central Av. (SR-74)	NBL	250	513 ^{2,3}	595 ^{2,3}	Yes	Yes
	NBL/T/R	1,300	483 ²	634 ²	Yes	Yes
	NBR	250	426 ^{2,3}	502 ^{2,3}	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

3.8 EXISTING (2021) TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following existing unsignalized study area intersections currently meet a traffic signal warrant for Existing conditions (see Appendix 3.4):

- Dexter Avenue & 3rd Street (#8)
- Camino Del Norte & Main Street (#17)

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4 PROJECTED FUTURE TRAFFIC

Phase 1 of the Project is to include the development of the following uses:

- 16-vehicle fueling position super convenience market and gas station
- 1 automated car wash tunnel
- 3,000 square feet of fast-food restaurant with drive-through window use

Buildout of the Project is to include the development of the following uses:

- 16-vehicle fueling position super convenience market and gas station
- 1 automated car wash tunnel
- 6,000 square feet of fast-food restaurant with drive-through window use
- 43,050 square feet of Supermarket use

It should be noted, the uses identified in Project Buildout include the uses in Phase 1 and are not in addition to the uses in Phase 1. For purposes of the traffic analysis, it is anticipated that the Project will be developed in two phases with an anticipated Opening Year of 2023. The Project is proposed to take access via the following roadways:

- Driveway 1 on Cambern Avenue – right-in/right-out access
- Driveway 2 on Cambern Avenue – full access
- Driveway 3 on Cambern Avenue – right-in/right-out access
- Driveway 4 on Central Avenue (SR-74) – right-in/right-out access
- Driveway 5 on Central Avenue (SR-74) – right-in/right-out/left-in access

Regional access to the Project site is available from Central Avenue (SR-74) and the I-15 Freeway.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic are shown in Table 4-1. The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual, 10th Edition, 2017. (2) As the project is proposed to include shopping center, gas station, and other complementary uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). (6) Patrons of the gas station may also visit other uses on-site, including the restaurants, residential, and retail uses, without leaving the site. The ITE Trip Generation Handbook has been utilized to determine the internal capture for the applicable mix of uses.

TABLE 4-1: PROJECT TRIP GENERATION SUMMARY

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Supermarket	850	TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
Fast-Food Restaurant with Drive-Through Window	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Automated Car Wash ³	948	TUN	N/A	N/A	N/A	38.75	38.75	77.50	775.00
Super Convenience Market/Gas Station	960	VFP	14.04	14.04	28.08	11.48	11.48	22.96	230.52

Land Use ¹	Quantity	Units ²	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	Daily
Phase 1									
Super Convenience Market/Gas Station	16	VFP	225	225	450	184	184	368	3,688
Internal Capture:			-8	-29	-37	-19	-15	-34	-342
Pass-By (76% AM/PM/Daily):			-149	-149	-298	-125	-125	-250	-2,804
Retail Subtotal:			68	47	115	40	44	84	542
Fast-Food Restaurant with Drive-Through Window	3.000	TSF	61	59	120	51	47	98	1,414
Internal Capture:			0	0	0	0	0	0	0
Pass-By (49% AM; 50% PM/Daily):			-30	-30	-60	-24	-24	-48	-708
Restaurant Subtotal:			31	29	60	27	23	50	706
Automated Car Wash Tunnel	1	TUN	0	0	0	39	39	78	776
Phase 1 Total:			99	76	175	106	106	212	2,024
Project Buildout									
Supermarket	43.050	TSF	99	66	165	203	195	398	4,598
Internal Capture:			-9	-21	-31	-22	-17	-38	-444
Pass-By (36% PM/Daily):			0	0	0	-65	-65	-130	-1,496
Super Convenience Market/Gas Station	16	VFP	225	225	450	184	184	368	3,688
Internal Capture:			-8	-17	-24	-17	-13	-31	-308
Pass-By (76% AM/PM/Daily):			-158	-158	-316	-127	-127	-254	-2,804
Fast-Food Restaurant with Drive-Through Window	6.000	TSF	123	118	241	102	94	196	2,826
Internal Capture:			-38	-17	-55	-30	-39	-69	-996
Pass-By (49% AM; 50% PM/Daily):			-42	-42	-84	-28	-28	-56	-916
Automated Car Wash Tunnel	1	TUN	0	0	0	39	39	78	776
Project Buildout Subtotal:			192	154	346	239	223	462	4,924

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet; TUN = Tunnels VFP = Vehicle Fueling Position

³ Daily rate is not readily available in the ITE Trip Generation Manual, Tenth Edition (2017). As such, the daily rate is assumed to be 10 times the PM peak hour rate.

As shown in Table 4-1, the proposed Project is anticipated to generate a total of 4,924 trip-ends per day with 346 AM peak hour trips and 462 PM peak hour trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system. Separate trip distributions were generated for the residential and retail/restaurant uses. Exhibit 4-1 illustrates the Phase 1 Project trip distribution patterns while Exhibits 4-2 illustrates the Project Buildout trip distribution patterns. Phase 1 includes the development of the northern half of the site, while Project Buildout includes the southern portion. The Project trip distribution patterns were reviewed by the City of Lake Elsinore as part of the traffic study scoping process (see Appendix 1.1).

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3 and Exhibit 4-4 for Phase 1 and Project Buildout conditions, respectively. The pass-by adjustments utilized for this TA are shown on Exhibit 4-5 for Phase 1 and Exhibit 4-6 for Project Buildout conditions.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth of 4.04% (2% per year compounded annually for 2 years) for 2023 traffic conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. EAP (2023) and EAPC (2023) traffic volumes are provided in Section 5 and Section 6 of this report, respectively. Both EAP and EAPC traffic conditions have been evaluated for Phase 1 and Project Buildout conditions.

EXHIBIT 4-1: PROJECT (PHASE 1) TRIP DISTRIBUTION

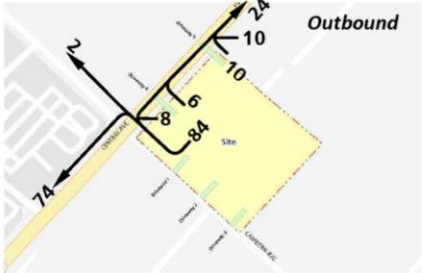


EXHIBIT 4-2: PROJECT (PROJECT BUILDOUT) TRIP DISTRIBUTION

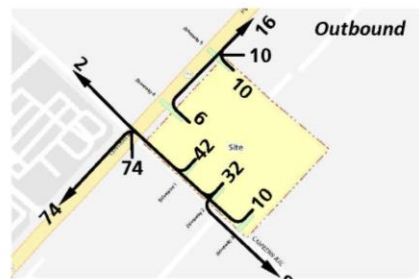
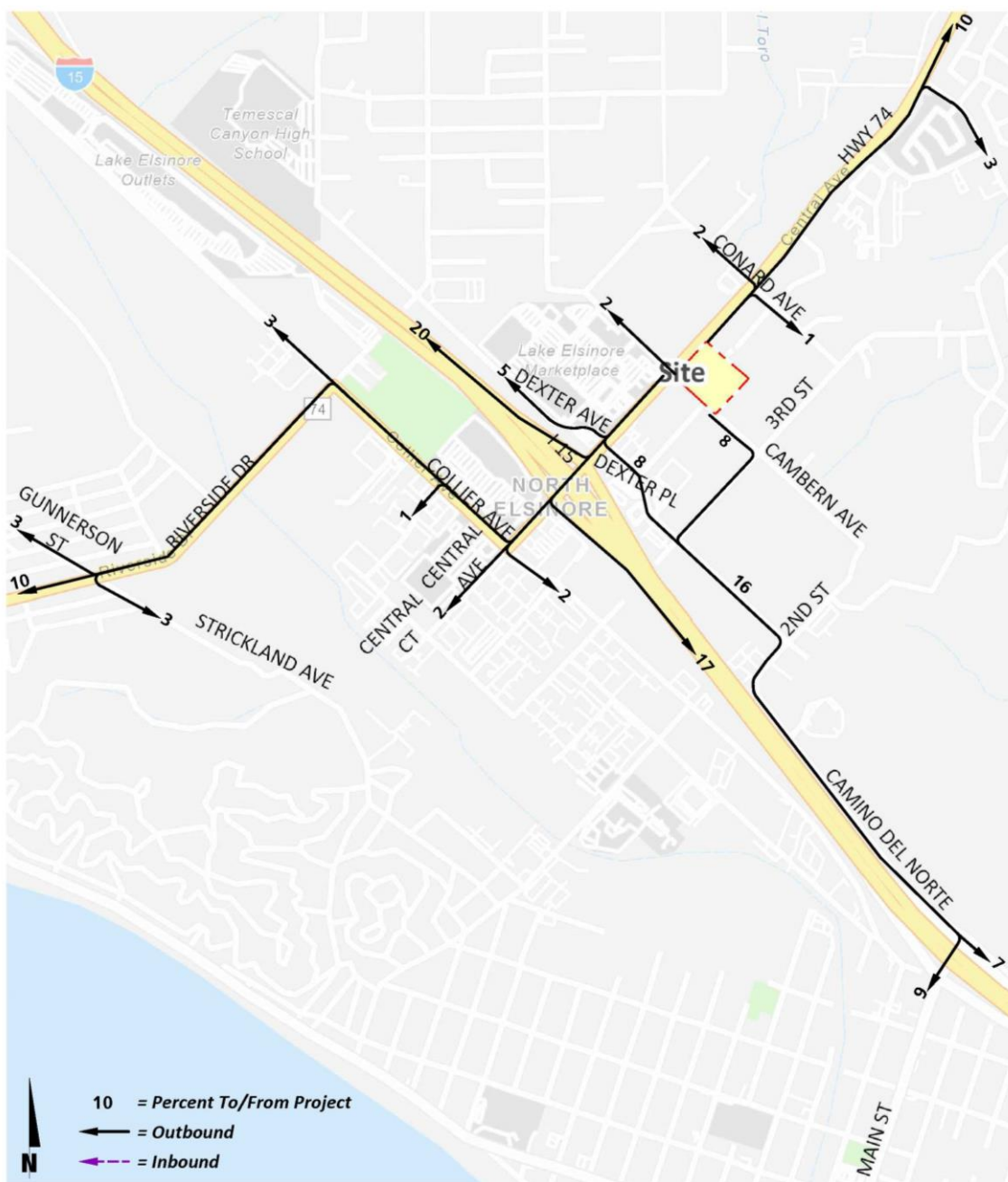


EXHIBIT 4-3: PROJECT ONLY (PHASE 1) TRAFFIC VOLUMES

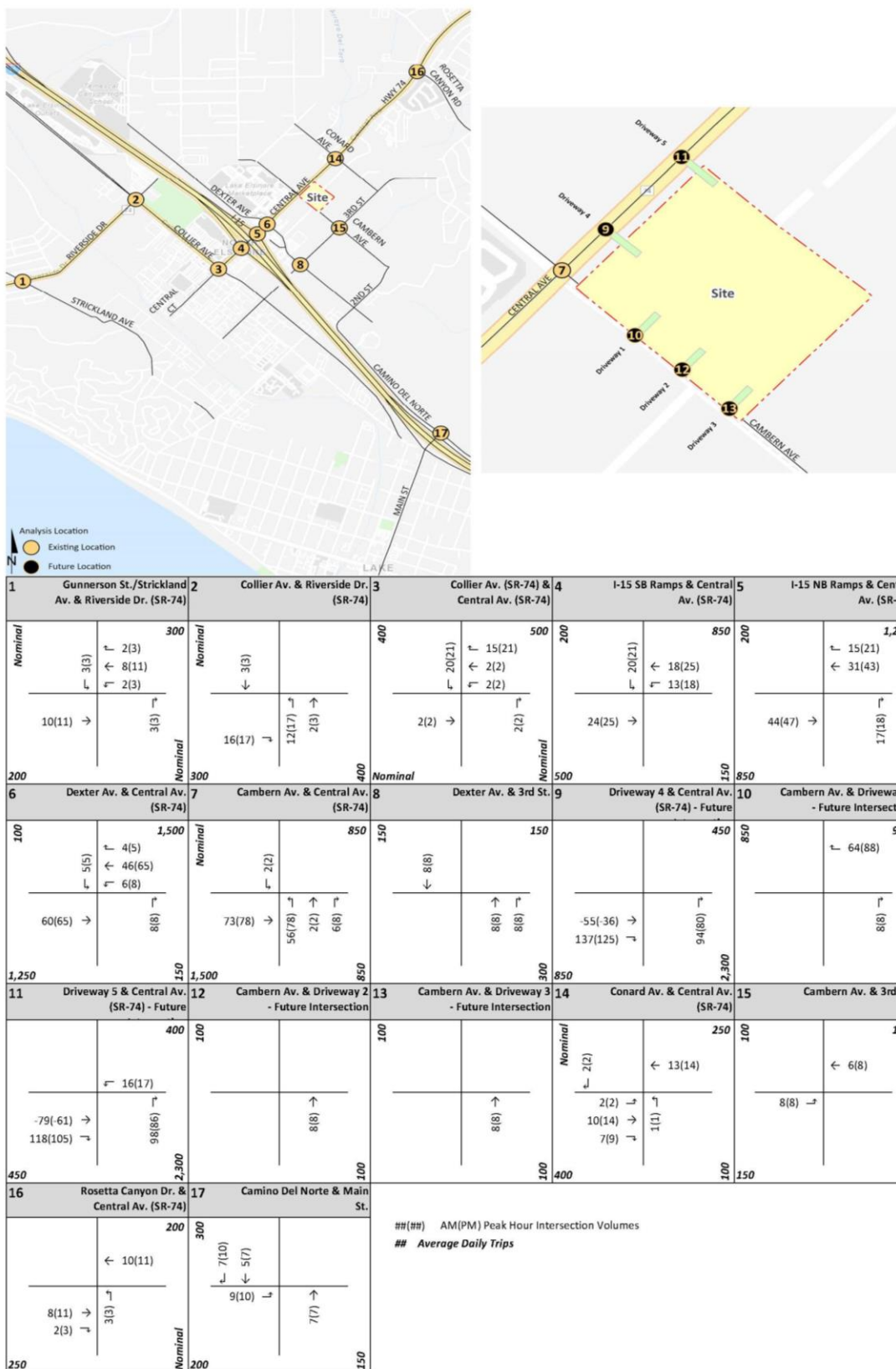
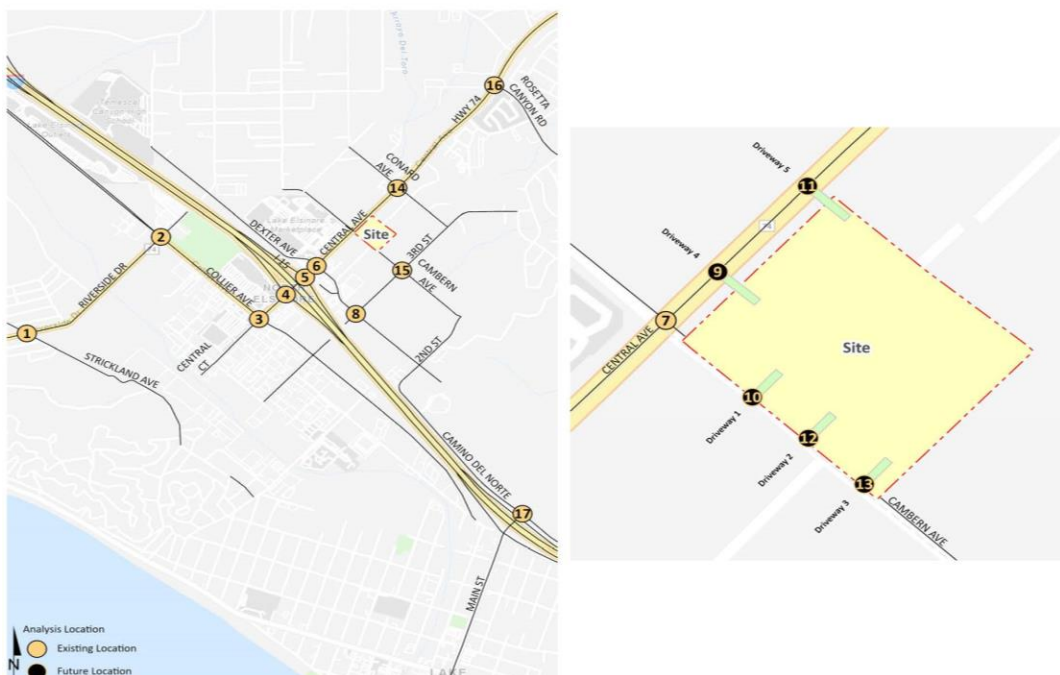


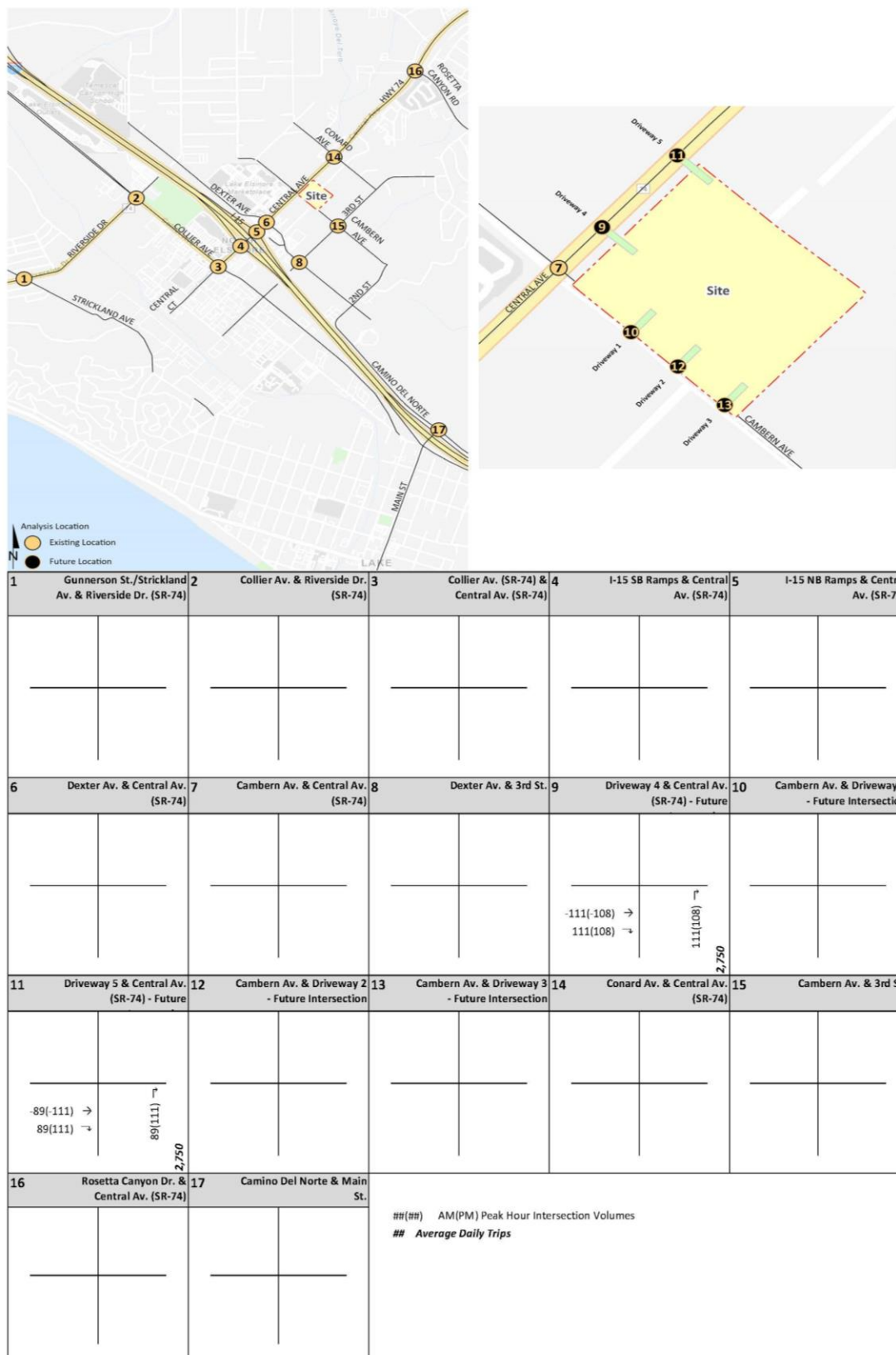
EXHIBIT 4-4: PROJECT ONLY (PROJECT BUILDOUT) TRAFFIC VOLUMES

1 Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	2 Collier Av. & Riverside Dr. (SR-74)	3 Collier Av. (SR-74) & Central Av. (SR-74)	4 I-15 SB Ramps & Central Av. (SR-74)	5 I-15 NB Ramps & Central Av. (SR-74)
150 800 19(24) → 6(7) 5(7) 15(22) 5(7)	150 800 31(38) → 6(7) 25(36) 5(7)	1,000 1,200 4(5) → 38(48) 3(4) 3(4)	500 2,100 46(57) → 38(48) 37(54) 26(38)	500 3,000 84(105) → 31(45) 63(91) 33(41)
6 Dexter Av. & Central Av. (SR-74)	7 Cambern Av. & Central Av. (SR-74)	8 Dexter Av. & 3rd St.	9 Driveway 4 & Central Av. (SR-74) - Future	10 Cambern Av. & Driveway 1 - Future Intersection
250 3,650 117(146) → 10(12) 8(11) 94(136) 12(18)	100 1,200 94(117) → 4(5) 114(165) 3(4)	400 400 12(18) 12(18) 15(19) 15(19)	400 400 186(201) → 92(84) → 120(121)	2,550 1,100 52(65) 65(94) 52(76) 4(5)
11 Driveway 5 & Central Av. (SR-74) - Future	12 Cambern Av. & Driveway 2 - Future Intersection	13 Cambern Av. & Driveway 3 - Future Intersection	14 Conard Av. & Central Av. (SR-74)	15 Cambern Av. & 3rd St.
400 800 108(135) → 31(38) 80(98) → 104(133)	1,550 1,500 52(65) 37(54) 12(18) 19(27)	550 350 12(18) 15(22) 8(10) 8(10)	100 650 4(5) 25(31) 3(4) 20(29) 2(2)	400 400 12(18) 15(19)
16 Rosetta Canyon Dr. & Central Av. (SR-74)	17 Camino Del Norte & Main St.			
650 500 15(22) → 5(7) 6(7) 19(24)	800 350 14(20) 11(16) 17(22) → 13(17)			

###(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

50



EXHIBIT 4-6: PROJECT (PROJECT BUILDOUT) PASS-BY TRAFFIC VOLUMES

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Lake Elsinore. Exhibit 4-7 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-2. If applicable, the traffic generated by individual cumulative projects was manually added to the EAP (2023) forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-2 are reflected as part of the background traffic to calculate EAPC (2023) traffic forecasts. Cumulative ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-8.

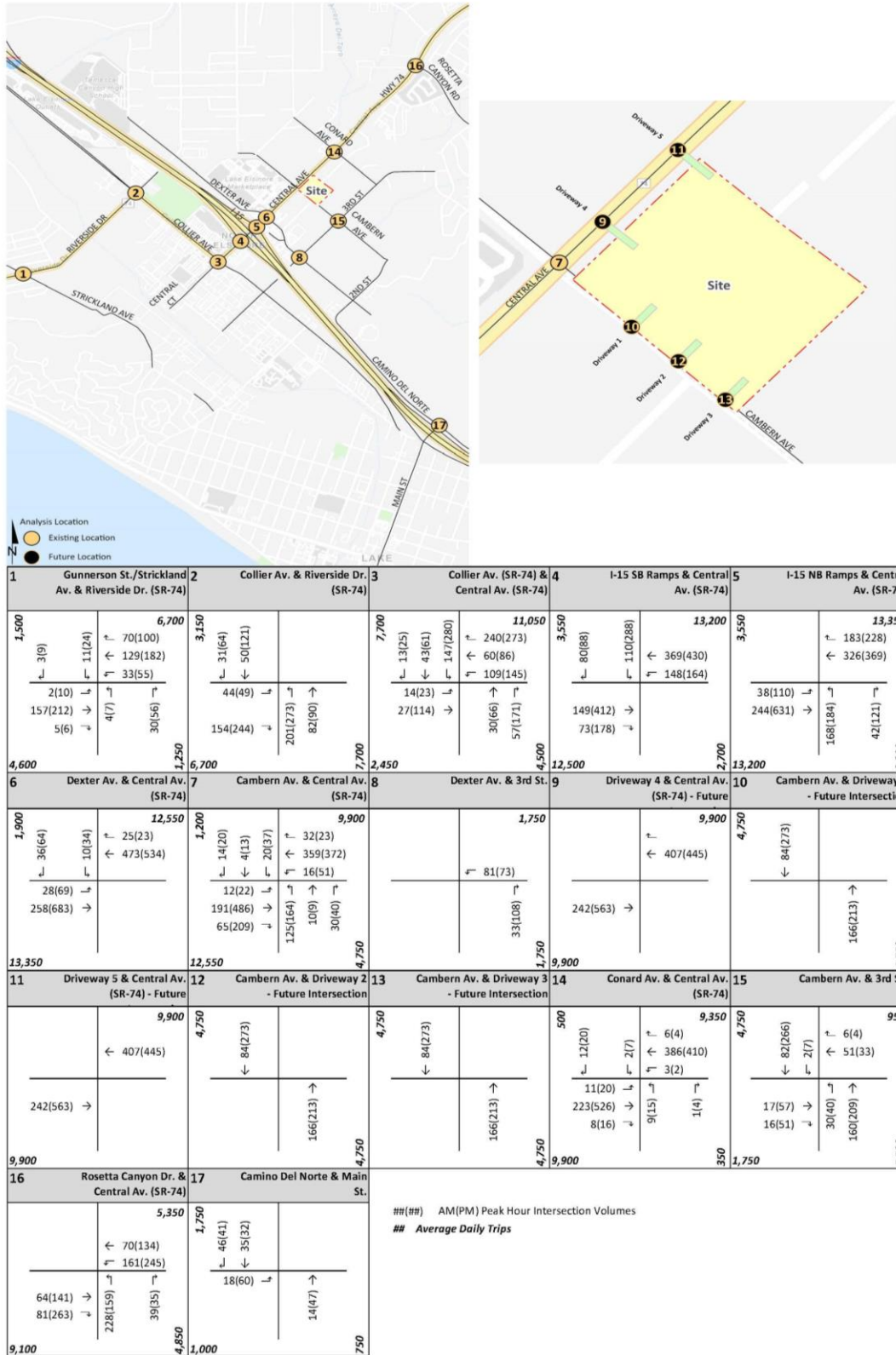
TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name	Land Use	Quantity ¹
City of Lake Elsinore:			
LE1	Chevron Gas Station	Super Convenience Mkt./Gas Station	12 VFP
LE2	Ramsgate	Single Family Residential	1,306 DU
		Condo/Townhomes	120 DU
LE3	Trieste Residential (Tract 36624)	Single Family Residential	75 DU
LE4	Fairway Business Park	Warehouse	216.600 TSF
LE5	Ness Industrial Garage	Warehouse	12.000 TSF
		Single Family Residential	523 DU
LE6	Spyglass Ranch ²	Condo/Townhomes	171 DU
		Shopping Center	145.00 TSF
LE7	South Shore I (Tract 31593)	Single Family Residential	521 DU
	South Shore II (Tract 36567)	Single Family Residential	400 DU
LE8	Chik-fil-a Restaurant	Fast Food w/ Drive Thru	4.800 TSF
		Fast Food w/ Drive Thru	2.540 TSF
LE9	Kassab Travel Center	Super Gas Station	18 VFP
LE10	Marina Village Condos (Tract 33820)	Condo/Townhomes	94 DU
LE11	Honda	Automobile Sales	53.400 TSF
LE12	Lake Elsinore Sports Complex	Sports Center	525.000 TSF
LE13	Lakeview Manor	Condo/Townhomes	104 DU
		Single Family Residential	141 DU
LE14	Nichols South	Park	8.3 AC
		Hotel	130 RM
		Shopping Center	29.500 TSF
LE15	Central & Collier	Shopping Center	75.000 TSF
LE16	Village at Lakeshore (TR 33267)	Condo/Townhomes	163 DU
LE17	Tige Watersports	Shopping Center	34.500 TSF
LE18	Lakeshore Town Center	Town Center	237.400 TSF
LE19	Lakeview Plaza	Shopping Center	43.000 TSF
LE20	North Peak Plaza	Hotel	97 RM
		Shopping Center	37.500 TSF
		Single Family Residential	1,056 DU
LE21	Alberhill Ridge (Tract 35001)	Apartments	345 DU
		Shopping Center	679.000 TSF
		General Office	679.000 TSF
LE22	Pennington Industrial Park	Warehouse	91.140 TSF
		Free-Standing Discount Superstore	151.397 TSF
LE23	Lake Elsinore Walmart	Specialty Retail	5.300 TSF
		Fast Food w/o Drive Thru	12.100 TSF
LE24	Circle K	Gas Station	4.500 TSF
LE25	Terracina	Single Family Residential	365 DU
LE26	Saddleback Industrial	General Light Industrial	93 TSF
County of Riverside:			
RC1	CUP190006	Discount Tire	8.192 TSF
RC2	TPM37545	Single Family Residential	4 DU

¹ TSF = Thousand Square Feet; DU = Dwelling Unit; AC = Acres; VFP = Vehicle Fueling Positions; RM = Rooms

² Source: Spyglass Ranch TIA (Revised), Kunzman Associates, February 2007.

EXHIBIT 4-7: CUMULATIVE DEVELOPMENT LOCATION MAP

EXHIBIT 4-8: CUMULATIVE ONLY TRAFFIC VOLUMES

5 EAP (2023) TRAFFIC CONDITIONS

This section discusses the methods used to develop EAP (2023) traffic forecasts, and the resulting intersection operations, freeway off-ramp queueing, and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2023) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2023) conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).

5.2 EAP (2023) TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% plus the addition of Project Phase 1 or Project Buildout traffic. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for EAP (2023) Phase 1 traffic conditions are shown on Exhibit 5-1 and on Exhibit 5-2 for EAP (2023) Project Buildout traffic conditions.

5.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under EAP (2023) traffic conditions with the roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under EAP (Phase 1) (2023) traffic conditions, in addition to those intersections previously identified under Existing (2021) traffic conditions:

- Collier Av. & Riverside Dr. (SR-74) (#2) – LOS E PM peak hour only
- Collier Av. (SR-74) & Central Av. (SR-74) (#3) – LOS E PM peak hour only
- Camino Del Norte & Main St. (#17) – LOS E PM peak hour only

It should be noted the intersections of Cambern Avenue at Central Avenue (SR-74) (#7) is anticipated to improve operations under Phase 1 during the PM peak hour with implementation of the site adjacent roadway and site access improvements (to be constructed by the Project), however, the AM peak hour is anticipated to decrease from LOS E to LOS F with the addition of Project traffic. There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hour under Project Buildout traffic conditions. The intersection operations analysis worksheets for EAP (Phase 1) (2023) traffic conditions are included in Appendix 5.1 and in Appendix 5.2 for EAP (Project Buildout) (2023) traffic conditions.

EXHIBIT 5-1: EAP (PHASE 1) (2023) TRAFFIC VOLUMES

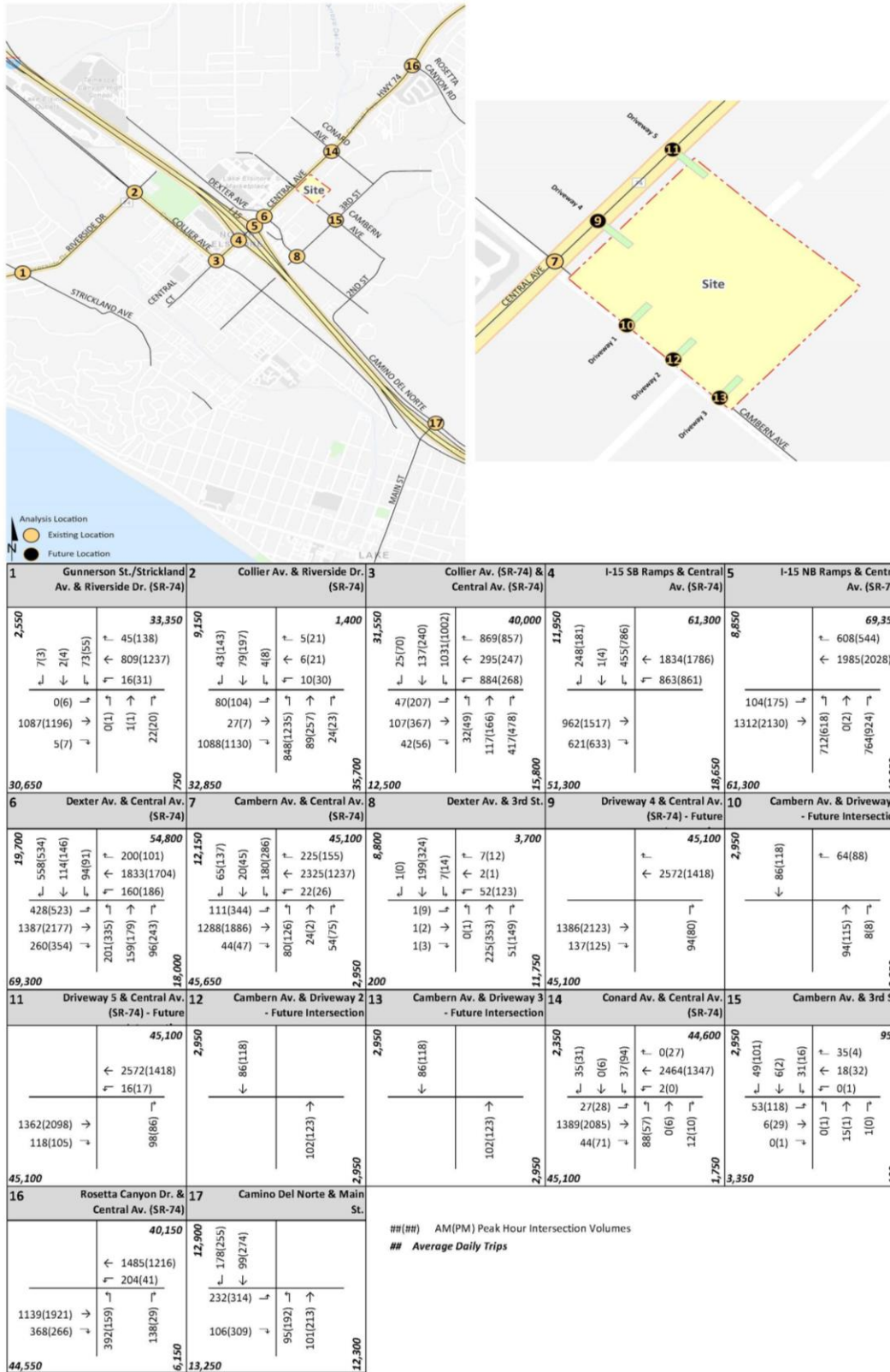


EXHIBIT 5-2: EAP (PROJECT BUILDOUT) (2023) TRAFFIC VOLUMES

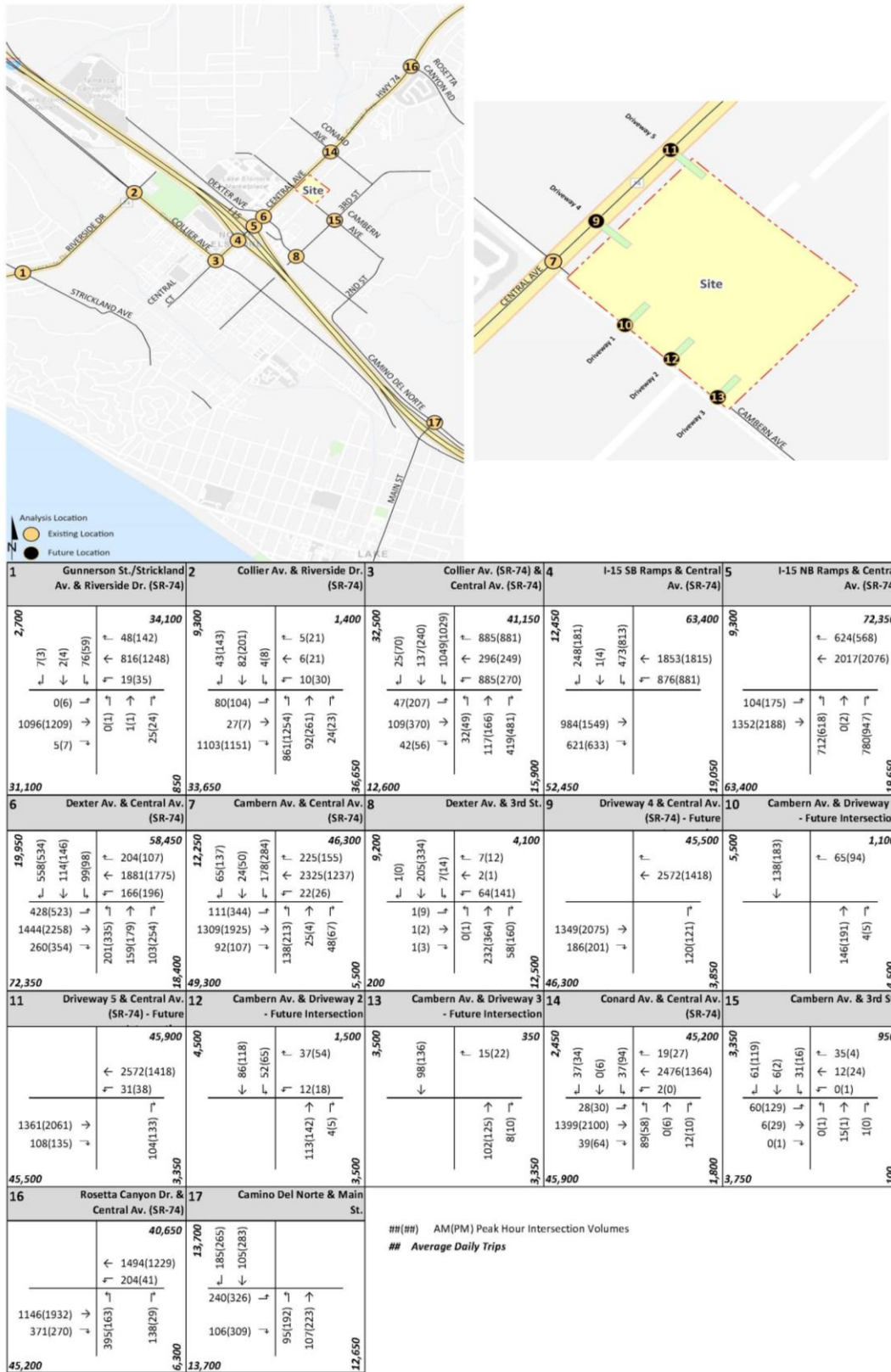


TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2023) CONDITIONS

#	Intersection	Traffic Control ²	Existing (2021)				EAP (Phase 1) (2023)				EAP (Buildout) (2023)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	CSS	56.6	108.4	F	F	75.4	166.8	F	F	85.7	>200.0	F	F
2	Collier Av. & Riverside Dr. (SR-74)	TS	24.9	54.7	C	D	30.6	69.5	C	E	32.2	74.8	C	E
3	Collier Av. (SR-74) & Central Av. (SR-74)	TS	43.0	50.3	D	D	49.4	57.5	D	E	51.5	60.6	D	E
4	I-15 SB Ramps & Central Av. (SR-74)	TS	44.9	41.1	D	D	49.4	50.0	D	D	50.6	54.9	D	D
5	I-15 NB Ramps & Central Av. (SR-74)	TS	38.2	43.4	D	D	41.6	51.2	D	D	43.1	54.9	D	D
6	Dexter Av. & Central Av. (SR-74)	TS	38.5	60.9	D	E	50.0	78.7	D	E	54.6	90.8	D	F
7	Camburn Av. & Central Av. (SR-74) ³	TS	62.2	60.5	E	E	77.2	50.8	E	D	81.8	61.8	F	E
8	Dexter Av. & 3rd St.	CSS	14.2	24.3	B	C	15.4	29.5	C	D	16.0	33.8	C	D
9	Driveway 4 & Central Av. (SR-74)	CSS	Future Intersection				12.4	22.9	B	C	12.8	24.4	B	C
10	Camburn Av. & Driveway 1	CSS	Future Intersection				8.8	9.0	A	A	9.0	9.3	A	A
11	Driveway 5 & Central Av. (SR-74)	CSS	Future Intersection				13.5	32.9	B	D	13.7	34.9	B	D
12	Camburn Av. & Driveway 2	CSS	Future Intersection				Future Intersection				10.6	11.3	B	B
13	Camburn Av. & Driveway 3	CSS	Future Intersection				Future Intersection				8.7	8.8	A	A
14	Conard Av. & Central Av. (SR-74)	TS	20.1	7.3	C	A	28.5	8.1	C	A	29.5	8.3	C	A
15	Camburn Av. & 3rd St.	AWS	7.8	8.5	A	A	7.9	8.6	A	A	8.0	8.9	A	A
16	Rosetta Canyon Dr. & Central Av. (SR-74)	TS	14.7	10.9	B	B	15.9	11.6	B	B	16.0	11.7	B	B
17	Camino Del Norte & Main St.	AWS	12.2	30.6	B	D	14.0	40.7	B	E	14.8	46.6	B	E

¹ **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

³ CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

⁴ Intersection includes improvements to be implemented as part of the Project's design features.

5.4 FREEWAY OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-15 Freeway at Central Avenue (SR-74) interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 Freeway mainline. Queuing analysis findings are presented in Table 5-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 5-2, the northbound left turn movement at the I-15 Northbound Ramps on Central Avenue (SR-73) is anticipated to experience queuing issues during the weekday PM peak 95th percentile traffic flows. Peak hour off-ramp queues can be improved with additional lanes or lengthening of the northbound left turn pocket; however, the peak hour intersection operations analysis shown on Table 5-1 indicates the I-15 Northbound Ramps on Central Avenue (SR-74) does not require any improvements. Worksheets for EAP (Phase 1) (2023) traffic conditions off-ramp queuing analysis are provided in Appendix 5.3 and in Appendix 5.4 for EAP (Project Buildout) (2023) traffic conditions.

TABLE 5-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAP (2023) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	EAP (Phase 1) (2023)				EAP (Buildout) (2023)			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Central Av. (SR-74)	SBL	250	274 ^{2,3}	552 ^{2,3}	Yes	Yes	292 ^{2,3}	564 ^{2,3}	Yes	Yes
	SBL/T/R	1,520	296 ²	576 ²	Yes	Yes	308 ²	614 ²	Yes	Yes
	SBR	250	184	121	Yes	Yes	188	121	Yes	Yes
I-15 NB Ramps & Central Av. (SR-74)	NBL	250	557 ^{2,3}	641 ²	Yes	No	570 ^{2,3}	650 ²	Yes	No
	NBL/T/R	1,300	515 ²	674 ²	Yes	Yes	526 ²	683 ²	Yes	Yes
	NBR	250	472 ^{2,3}	550 ^{2,3}	Yes	Yes	475 ^{2,3}	571 ^{2,3}	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

5.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for EAP (2023) traffic conditions based on peak hour intersection turning movements volumes and daily planning level volumes. There are no additional unsignalized intersections that are anticipated to meet a traffic signal warrant for EAP (2023) conditions, in addition to the unsignalized intersections previously identified under Existing (2021) conditions (see Appendix 5.5 and Appendix 5.6).

5.5 DEFICIENCIES AND IMPROVEMENTS

This section provides a summary of deficiencies and recommended improvements for EAP (2023) traffic conditions. Improvement strategies have been identified at intersections that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to acceptable LOS. If not constructed by the Project, the Project Applicant shall contribute to these improvements through payment of County TUMF or City TIF fees or fair share contribution as identified on Table 1-3. The effectiveness of the identified improvement strategies to address EAP (2023) traffic deficiencies are presented in Table 5-3 for both Phase 1 and Project Buildout traffic conditions. The intersection operations analysis worksheets for EAP (2023) Phase 1 and Project Buildout traffic conditions, with improvements, are included in Appendices 5.7 and 5.8, respectively.

TABLE 5-3: INTERSECTION ANALYSIS FOR EAP (2023) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)																	
	Existing Without Improvements:	CSS	0	1	1	0	1	1	1	1	0	1	1	0	56.6	108.4	F	F
	EAP (2023) Phase 1 Improvements:	TS	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	6.8	8.2	A	A
	EAP (2023) Project Buildout Improvements:	TS	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	6.9	8.4	A	B
2	Collier Av. & Riverside Dr. (SR-74)																	
	Existing Without Improvements:	TS	1	1	0	1	1	1	0	1	1>	0	1	0	24.9	54.7	C	D
	EAP (2023) Phase 1 Improvements:	TS	<u>2</u>	1	0	1	1	1	0	1	1>	0	1	0	40.6	43.7	D	D
	EAP (2023) Project Buildout Improvements:	TS	<u>2</u>	1	0	1	1	1	0	1	<u>2></u>	0	1	0	14.3	19.5	B	B
3	Collier Av. (SR-74) & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	2	2>	2	2	1	2	2	0	2	1	2>	43.0	50.3	D	D
	EAP (2023) Phase 1 Improvements: ⁴	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	34.3	43.6	C	D
	EAP (2023) Project Buildout Improvements: ⁴	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	35.3	45.7	D	D
6	Dexter Av. & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	1	0	1	1	1>	1	3	1	1	4	1	38.5	60.9	D	E
	EAP (2023) Phase 1 Improvements:	TS	1	1	0	1	1	1>	<u>2</u>	3	1	1	4	1	28.5	54.1	C	D
	EAP (2023) Project Buildout Improvements:	TS	1	1	0	1	1	1>	<u>2</u>	3	1	<u>2</u>	4	1	27.7	50.5	C	D
7	Camburn Av. & Central Av. (SR-74)																	
	Existing Without Improvements:	TS	1	2	0	1	1	0	2	2	1>	1	2	1	62.2	60.5	E	E
	EAP (2023) Phase 1 Improvements:	TS	<u>2</u>	<u>1</u>	<u>1</u>	1	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	19.3	26.6	B	C
	EAP (2023) Project Buildout Improvements:	TS	<u>2</u>	<u>1</u>	<u>1</u>	1	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	23.2	43.6	C	D
17	Camino Del Norte & Main St.																	
	Existing Without Improvements:	AWS	0	1	0	0	1	0	1	0	1	0	0	0	12.2	30.6	B	D
	EAP (2023) Phase 1 Improvements:	AWS	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	12.8	20.2	B	C
	EAP (2023) Project Buildout Improvements:	AWS	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	13.3	21.5	B	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

⁴ It may not be feasible to accommodate a 3rd southbound left turn lane within the existing right-of-way. As such, restriping should also be considered to eliminate a southbound through lane to accommodate the third southbound left turn lane.

6 EAPC (2023) TRAFFIC CONDITIONS

This section discusses the methods used to develop EAPC (2023) traffic forecasts, and the resulting intersection operations, freeway off-ramp queuing, and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

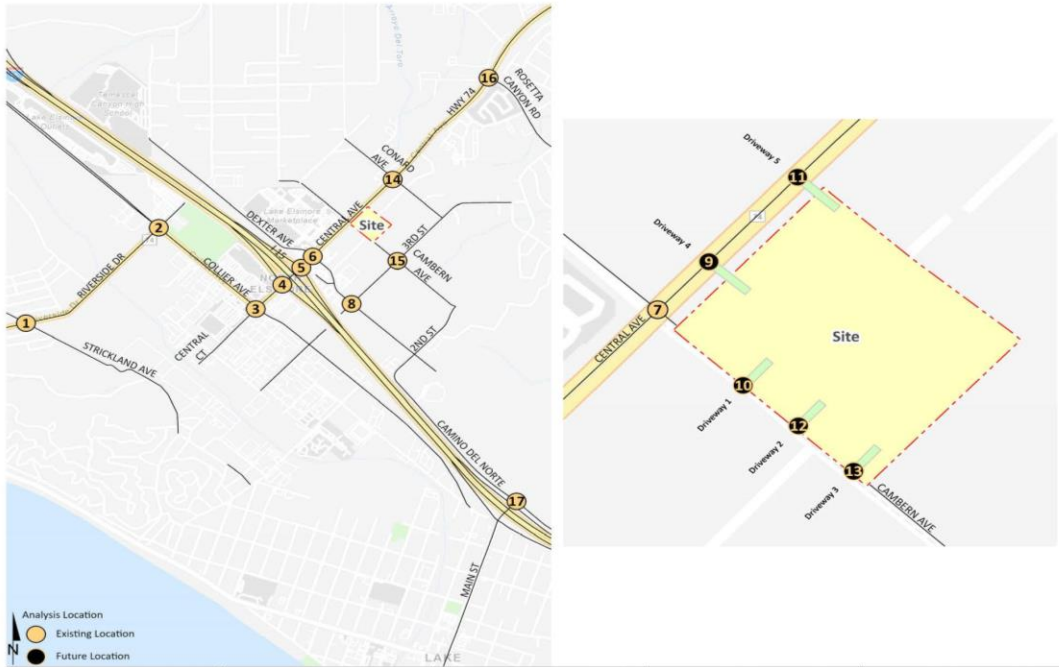
The lane configurations and traffic controls assumed to be in place for EAPC (2023) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2023) conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2023) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

6.2 EAPC (2023) TRAFFIC VOLUME FORECASTS

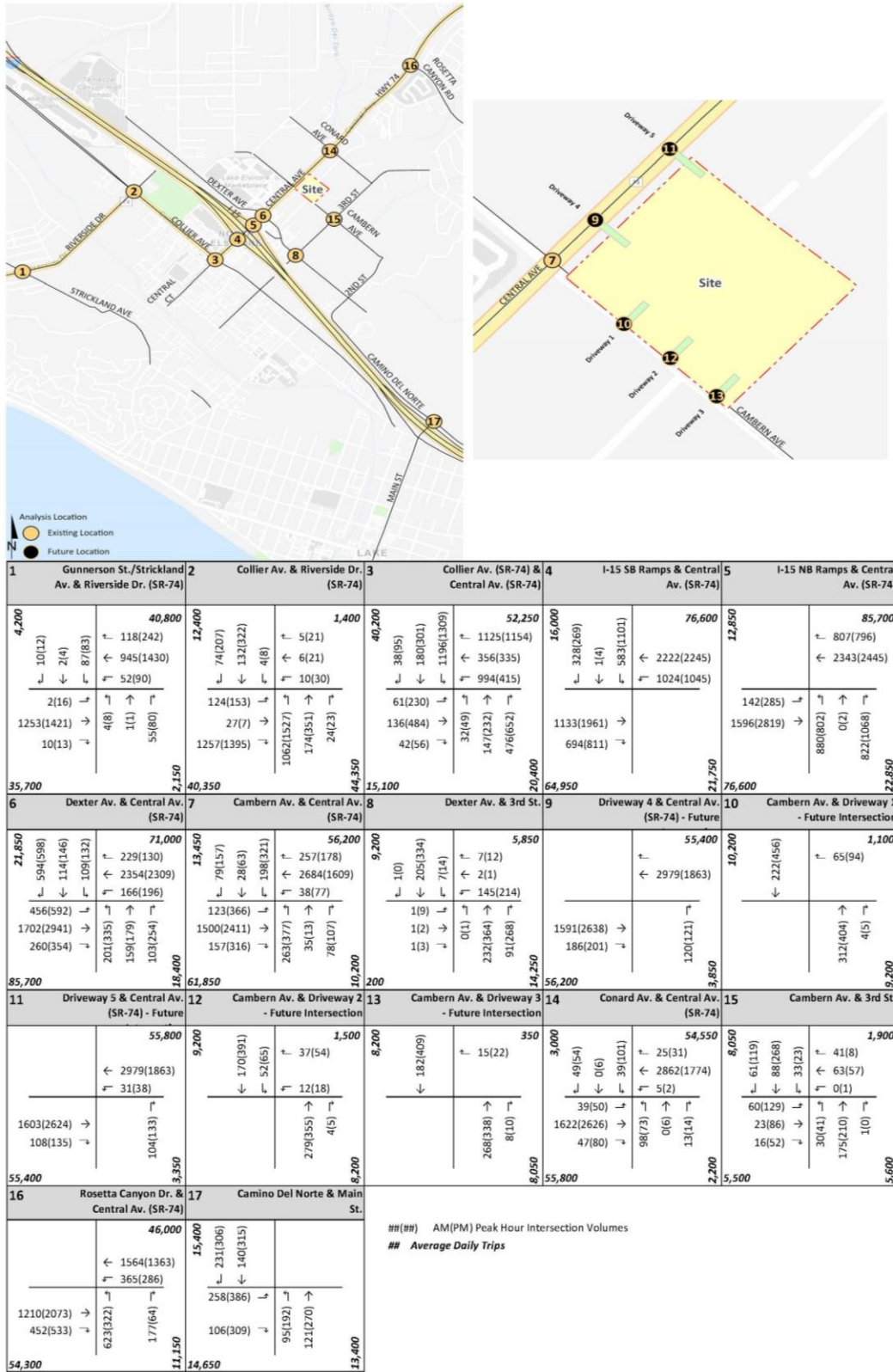
This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% plus traffic from pending and approved but not yet constructed known development projects in the area, in conjunction with Project traffic. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for EAPC (Phase 1) (2023) traffic conditions are shown on Exhibit 6-1 and Exhibit 6-2 illustrates the EAPC (Project Buildout) (2023) traffic volumes.

EXHIBIT 6-1: EAPC (PHASE 1) (2023) TRAFFIC VOLUMES



1 Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) 4,050 10(12) 2(4) 84(79) 2(16) 1244(1408) 10(13) 35,200	2 Collier Av. & Riverside Dr. (SR-74) 12,300 74(207) 129(318) 4(8) 124(153) 27(7) 1242(1374) 39,550	3 Collier Av. (SR-74) & Central Av. (SR-74) 39,200 38(95) 180(301) 1178(1282) 61(230) 134(481) 42(56) 15,000	4 I-15 SB Ramps & Central Av. (SR-74) 15,500 328(269) 1(4) 565(1074) 1111(1929) 694(811) 63,800	5 I-15 NB Ramps & Central Av. (SR-74) 12,350 791(772) 2311(2397) 142(285) 1556(2761) 880(802) 806(1045) 22,450
6 Dexter Av. & Central Av. (SR-74) 21,600 594(598) 114(146) 104(125) 456(592) 1645(2860) 260(354) 82,700	7 Cambern Av. & Central Av. (SR-74) 13,350 79(157) 24(58) 200(323) 123(366) 1479(2372) 109(256) 58,200	8 Dexter Av. & 3rd St. 8,800 1(0) 199(324) 7(14) 7(12) 2(1) 133(196) 1(9) 1(2) 1(3) 0(1) 225(353) 84(257) 13,450	9 Driveway 4 & Central Av. (SR-74) - Future 55,000 2979(1863) 1628(2686) 137(125) 94(80) 55,000	10 Cambern Av. & Driveway 1 - Future Intersection 7,650 170(391) 64(88) 260(328) 8(8) 7,650
11 Driveway 5 & Central Av. (SR-74) - Future 55,000 2979(1863) 16(17) 1604(2661) 118(105) 55,000	12 Cambern Av. & Driveway 2 - Future Intersection 7,650 170(391) 268(336) 7,650	13 Cambern Av. & Driveway 3 - Future Intersection 7,650 170(391) 268(336) 7,650	14 Conard Av. & Central Av. (SR-74) 2,900 47(51) 0(6) 39(101) 38(48) 1612(2611) 52(87) 55,000	15 Cambern Av. & 3rd St. 53,900 6(31) 2850(1757) 5(2) 49(101) 88(268) 33(23) 53(118) 23(86) 16(52) 30(41) 175(210) 1(0) 1,900
16 Rosetta Canyon Dr. & Central Av. (SR-74) 45,500 1555(1350) 365(286) 1203(2062) 449(529) 620(318) 177(64) 11,000	17 Camino Del Norte & Main St. 14,650 224(296) 134(306) 250(374) 106(309) 95(192) 115(260) 13,050	###(##) AM(PM) Peak Hour Intersection Volumes ## Average Daily Trips		

EXHIBIT 6-2: EAPC (PROJECT BUILDOUT) (2023) TRAFFIC VOLUMES



6.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under EAPC (2023) traffic conditions with the roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*. As shown in Table 6-1, the following study area intersection is anticipated to continue to operate at an unacceptable LOS during the peak hours under EAPC (Phase 1) (2023) traffic conditions:

- Gunnerson St./Strickland Av. & Riverside Dr. (SR-74) (#1) – LOS F AM and PM peak hours
- Collier Av. & Riverside Dr. (SR-74) (#2) – LOS E AM peak hour; LOS F PM peak hour
- Collier Av. (SR-74) & Central Av. (SR-74) (#3) – LOS E AM peak hour; LOS F PM peak hour
- I-15 Southbound Ramps & Central Av. (SR-74) (#4) – LOS E AM peak hour; LOS F PM peak hour
- I-15 Northbound Ramps & Central Av. (SR-74) (#5) – LOS E AM peak hour; LOS F PM peak hour
- Dexter Av. & Central Av. (SR-74) (#6) – LOS F AM and PM peak hours
- Cambern Av. & Central Av. (SR-74) (#7) – LOS F AM and PM peak hours
- Dexter Av. & 3rd St. (#8) – LOS F PM peak hour only
- Driveway 5 & Central Av. (SR-74) (#11) – LOS F PM peak hour only
- Conard Av. & Central Av. (SR-74) (#14) – LOS E AM peak hour only
- Rosetta Canyon Dr. & Central Av. (SR-74) (#16) – LOS E PM peak hour only
- Camino Del Norte & Main St. (#17) – LOS F PM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hour under EAPC (Project Buildout) (2023) traffic conditions. The intersection operations analysis worksheets for EAPC (2023) traffic conditions are included in Appendix 6.1 for Phase 1 and in Appendix 6.2 for Project Buildout conditions.

TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2023) CONDITIONS

#	Intersection	Traffic Control ²	EAPC (Phase 1) (2023)				EAPC (Buildout) (2023)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)	CSS	>200.0	143.3	F	F	>200.0	154.3	F	F
2	Collier Av. & Riverside Dr. (SR-74)	TS	63.7	167.1	E	F	68.0	173.8	E	F
3	Collier Av. (SR-74) & Central Av. (SR-74)	TS	65.2	95.3	E	F	67.8	98.8	E	F
4	I-15 SB Ramps & Central Av. (SR-74)	TS	70.2	134.3	E	F	77.2	142.9	E	F
5	I-15 NB Ramps & Central Av. (SR-74)	TS	73.8	117.7	E	F	77.6	127.2	E	F
6	Dexter Av. & Central Av. (SR-74)	TS	100.5	181.4	F	F	105.9	195.3	F	F
7	Cambern Av. & Central Av. (SR-74) ³	TS	142.8	153.8	F	F	148.9	188.2	F	F
8	Dexter Av. & 3rd St.	CSS	21.2	67.3	C	F	22.8	84.6	C	F
9	Driveway 4 & Central Av. (SR-74)	<u>CSS</u>	14.5	>100.0	B	F	14.5	>100.0	B	F
10	Cambern Av. & Driveway 1	<u>CSS</u>	9.4	9.8	A	A	9.6	10.2	A	B
11	Driveway 5 & Central Av. (SR-74)	<u>CSS</u>	15.9	>200.0	C	F	16.1	>200.0	C	F
12	Cambern Av. & Driveway 2	<u>CSS</u>	Future Intersection				12.8	16.4	B	C
13	Cambern Av. & Driveway 3	<u>CSS</u>	Future Intersection				9.2	9.5	A	A
14	Conard Av. & Central Av. (SR-74)	TS	70.7	33.9	E	C	75.9	35.1	E	D
15	Cambern Av. & 3rd St.	AWS	10.4	17.2	B	C	10.4	17.3	B	C
16	Rosetta Canyon Dr. & Central Av. (SR-74)	TS	52.3	59.8	D	E	52.6	60.6	D	E
17	Camino Del Norte & Main St.	AWS	17.9	69.7	C	F	19.2	79.6	C	F

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement

³ Intersection includes improvements to be implemented as part of the Project's design features.

6.4 FREEWAY OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-15 Freeway at Central Avenue (SR-74) interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 Freeway mainline. Queuing analysis findings are presented in Table 6-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 6-2, the following movements are anticipated to experience queuing issues during the weekday AM and/or weekday PM peak 95th percentile traffic flows:

- I-15 Southbound Ramps & Central Av. (SR-74) (#4): Southbound left turn lane (PM peak hour only)
- I-15 Northbound Ramps & Central Av. (SR-74) (#5): Northbound left turn lane (AM and PM peak hours); Northbound right turn lane (AM and PM peak hours)

Worksheets for EAPC (Phase 1) (2023) traffic conditions off-ramp queuing analysis are provided in Appendix 6.3 and in Appendix 6.4 for EAPC (Project Buildout) (2023) traffic conditions.

TABLE 6-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAPC (2023) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	EAPC (Phase 1) (2023)				EAPC (Buildout) (2023)			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Central Av. (SR-74)	SBL	250	401 ^{2,3}	802 ²	Yes	No	406 ^{2,3}	825 ²	Yes	No
	SBL/T/R	1,520	415 ²	837 ²	Yes	Yes	429 ²	861 ²	Yes	Yes
	SBR	250	280 ^{2,3}	204 ^{2,3}	Yes	Yes	291 ^{2,3}	204 ^{2,3}	Yes	Yes
I-15 NB Ramps & Central Av. (SR-74)	NBL	250	666 ²	812 ²	No	No	680 ²	826 ²	No	No
	NBL/T/R	1,300	637 ²	848 ²	Yes	Yes	647 ²	872 ²	Yes	Yes
	NBR	250	581 ²	713 ²	No	No	585 ²	718 ^{2,3}	No	No

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for EAPC (Phase 1) (2023) traffic conditions based on peak hour intersection turning movements volumes and daily planning level volumes. There are no additional unsignalized intersections that are anticipated to meet a traffic signal warrant for EAPC (Phase 1) (2023) conditions, in addition to the unsignalized intersections previously identified under previous analysis scenarios (see Appendix 6.5). All of the applicable unsignalized study area intersections meet a traffic signal warrant by EAPC (Phase 1) (2023) traffic conditions. As such, no traffic signal warrant analysis has been performed for EAPC (Project Buildout) (2023) traffic conditions.

6.6 DEFICIENCIES AND IMPROVEMENTS

The effectiveness of the recommended improvement strategies to address EAPC (2023) traffic deficiencies are presented on Table 6-3. If not constructed by the Project, the Project Applicant shall contribute to these improvements through payment of City TIF fees or fair share contribution as identified on Table 1-3. The effectiveness of the identified improvement strategies to address EAPC (2023) traffic deficiencies are presented in Table 6-3 for both Phase 1 and Project Buildout traffic conditions. The intersection operations analysis worksheets for EAPC (2023) Phase 1 and Project Buildout traffic conditions, with improvements, are included in Appendices 6.6 and 6.7, respectively.

TABLE 6-3: INTERSECTION ANALYSIS FOR EAPC (2023) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	<u>TS</u>	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	10.7	17.4	B	B
	EAPC (2023) Project Buildout Improvements:	<u>TS</u>	0	1	1	0	1	1	1	<u>2</u>	0	1	<u>2</u>	0	11.3	20.6	B	C
2	Collier Av. & Riverside Dr. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	<u>2</u>	1	0	1	1	1	0	1	<u>2></u>	0	1	0	14.3	31.1	B	C
	EAPC (2023) Project Buildout Improvements:	TS	<u>2</u>	1	0	1	1	1	0	1	<u>2></u>	0	1	0	16.7	31.3	B	D
3	Collier Av. (SR-74) & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements: ⁵	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	35.4	41.1	D	D
	EAPC (2023) Project Buildout Improvements: ^{4,5}	TS	1	2	2>	<u>3</u>	2	1	2	2	0	2	1	2>	35.5	42.1	D	D
4	I-15 SB Ramps & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	0	0	0	<u>2</u>	1	1	0	3	1	2	<u>3</u>	0	52.0	53.6	D	D
	EAPC (2023) Project Buildout Improvements: ⁴	TS	0	0	0	<u>2</u>	1	1	0	3	1	2	<u>3</u>	0	54.6	54.4	D	D
5	I-15 NB Ramps & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	1	1	<u>2</u>	0	0	0	<u>2</u>	3	0	0	3	1	52.3	52.5	D	D
	EAPC (2023) Project Buildout Improvements: ⁴	TS	1	1	<u>2</u>	0	0	0	<u>2</u>	3	0	0	3	1	53.3	54.5	D	D
6	Dexter Av. & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	<u>2</u>	1	0	1	1	1>	<u>2</u>	<u>4</u>	<u>1></u>	<u>2</u>	<u>4</u>	1	25.7	32.7	C	C
	EAPC (2023) Project Buildout Improvements: ⁴	TS	<u>2</u>	1	0	1	1	1>	<u>2</u>	<u>4</u>	<u>1></u>	<u>2</u>	<u>4</u>	1	26.0	49.9	C	D
7	Camburn Av. & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	29.0	44.6	C	D
	EAPC (2023) Project Buildout Improvements: ⁴	TS	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	1	0	2	<u>3</u>	1>	1	<u>3</u>	1	37.3	20.4	D	C
8	Dexter Av. & 3rd St.																	
	EAPC (2023) Phase 1 Improvements:	<u>TS</u>	1	1	0	1	1	0	0	1	0	0	1	0	8.5	12.2	A	B
	EAPC (2023) Project Buildout Improvements:	<u>TS</u>	1	1	0	1	1	0	0	1	0	0	1	0	8.7	13.2	A	B
12	Camburn Av. & Driveway 2																	
	EAPC (2023) Phase 1 Improvements:	CSS	0	0	<u>1</u>	0	0	0	0	<u>3</u>	<u>1</u>	0	2	0	12.3	18.2	B	C
	EAPC (2023) Project Buildout Improvements:	CSS	0	0	<u>1</u>	0	0	0	0	<u>3</u>	<u>1</u>	0	2	0	12.8	19.6	B	C
11	Driveway 5 & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	CSS	0	0	<u>1</u>	0	0	0	0	<u>3</u>	<u>1</u>	0	<u>3</u>	0	13.1	23.1	B	C
	EAPC (2023) Project Buildout Improvements:	CSS	0	0	<u>1</u>	0	0	0	0	<u>3</u>	<u>1</u>	0	<u>3</u>	0	13.2	17.5	C	C
14	Conard Av. & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	0	1	0	0	1	0	1	<u>3</u>	0	1	<u>3</u>	0	11.2	7.6	B	A
	EAPC (2023) Project Buildout Improvements: ⁴	TS	0	1	0	0	1	0	1	<u>3</u>	0	1	<u>3</u>	0	11.7	7.8	B	A
16	Rosetta Canyon Dr. & Central Av. (SR-74)																	
	EAPC (2023) Phase 1 Improvements:	TS	2	0	1	0	0	0	0	3	0	1	<u>3</u>	0	51.1	32.1	D	C
	EAPC (2023) Project Buildout Improvements:	TS	2	0	1	0	0	0	0	3	0	1	<u>3</u>	0	51.4	32.9	D	C
17	Camino Del Norte & Main St.																	
	EAPC (2023) Phase 1 Improvements:	<u>TS</u>	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	12.2	16.4	B	B
	EAPC (2023) Project Buildout Improvements:	<u>TS</u>	<u>1</u>	1	0	0	1	<u>1</u>	1	0	1	0	0	0	12.4	17.0	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

⁴ Improvements along Central Avenue (SR-74) for the PM peak hour includes increasing the cycle length from 100-seconds to 120-seconds.

⁵ It may not be feasible to accommodate a 3rd southbound left turn lane within the existing right-of-way. As such, restriping should also be considered to eliminate a southbound through lane to accommodate the third southbound left turn lane.

As shown previously in Table 6-2, there are peak hour queuing issues anticipated at the I-15 Freeway and Central Avenue (SR-74) interchange for EAPC (2023) traffic conditions. However, with the implementation of the intersection improvements shown on Table 6-3 at the off-ramps and the lengthening of the northbound right turn lane at the I-15 Northbound Ramps to accommodate 825-feet of storage, there are no peak hour queuing issues anticipated. Worksheets for EAPC (Phase 1) (2023) traffic conditions off-ramp queuing analysis, with improvements, are provided in Appendix 6.8 and in Appendix 6.9 for EAPC (Project Buildout) (2023) traffic conditions.

TABLE 6-4: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAPC (2023) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)	EAPC (Phase 1) (2023)				EAPC (Buildout) (2023)			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Central Av. (SR-74)	SBL	250	242	570 ^{2,3}	Yes	Yes	254	749 ^{2,3}	Yes	Yes
	SBL/T/R	1,520	159	126	Yes	Yes	161	152	Yes	Yes
	SBR	250	111	76	Yes	Yes	113	104	Yes	Yes
I-15 NB Ramps & Central Av. (SR-74)	NBL	250	474 ^{2,3}	513 ^{2,3}	Yes	Yes	474 ^{2,3}	560 ^{2,3}	Yes	Yes
	NBL/T/R	1,300	475 ²	518 ²	Yes	Yes	475 ²	565 ²	Yes	Yes
	NBR	<u>825</u>	401 ²	705 ²	Yes	Yes	415 ²	824 ²	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Lake Elsinore are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

7.1 CITY OF LAKE ELSINORE TRANSPORTATION IMPACT FEE (TIF) PROGRAM

Transportation improvements throughout the City of Lake Elsinore are funded through a combination of project improvements, fair share contributions or development impact fee programs, such as the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program or the City's Transportation Impact Fee (TIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

Fees from new residential, commercial and industrial development are collected to fund local facilities. Under the City's TIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the TIF program.

The timing to use the TIF fees is established through periodic capital improvement programs which are overseen by the City's Engineering Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's TIF program establishes a timeline to fund, design, and build the improvements.

7.2 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (7) This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project is located in the Southwest Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

7.3 FAIR SHARE CONTRIBUTION

Project improvement may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersection.

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing	Project Buildout	EAPC (2023)	Net New Traffic	Project % of New Traffic
2	Collier Av. & Riverside Dr. (SR-74)	AM: 2,182	67	2,900	718	9.3%
		PM: 3,015	88	4,066	1,051	8.4%
3	Collier Av. (SR-74) & Central Av. (SR-74)	AM: 3,806	83	4,783	977	8.5%
		PM: 3,805	111	5,314	1,509	7.4%
6	Dexter Av. & Central Av. (SR-74)	AM: 5,152	256	6,446	1,294	19.8%
		PM: 6,167	342	8,166	1,999	17.1%
7	Cambern Av. & Central Av. (SR-74)	AM: 4,131	263	5,439	1,308	20.1%
		PM: 4,035	351	5,995	1,960	17.9%
8	Dexter Av. & 3rd St.	AM: 505	54	694	189	28.6%
		PM: 931	74	1,224	293	25.3%
17	Camino Del Norte & Main St.	AM: 751	55	950	199	27.6%
		PM: 1,465	75	1,779	314	23.9%

BOLD = Denotes highest fair share percentage.

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8 REFERENCES

1. **City of Lake Elsinore.** *Traffic Impact Analysis Preparation Guide*. Lake Elsinore : s.n., June 23, 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual*. 10th Edition. 2017.
3. **Riverside County Transportation Commission.** *2011 Riverside County Congestion Management Program*. County of Riverside : RCTC, December 14, 2011.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM)*. 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD)*. 2017.
6. **Institute of Transportation Engineers.** *Trip Generation Handbook*. 3rd Edition. 2017.
7. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update*. July 2017.

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APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

Case No. _____
 Related Cases -
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____

	<u>Consultant</u>	<u>Developer</u>
Name:	Charlene So, Urban Crossroads, Inc.	Jon Prystasz
Address:		2390 East Camelback Rd., Suite 410
		Phoenix, AZ 85016
Telephone:	949-861-0177	602-808-8600

Current Trip Generation			Proposed Project			
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	176	140	316
PM Trips	0	0	0	231	218	449
Internal Trip Allowance	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(varies % Trip Discount)			
Pass-By Trip Allowance	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(see Table 1 % Trip Discount)			

Project Build-out Year: 2023 Annual Ambient Growth Rate: 2.0 %
Phase Year(s), if needed: N/A
Other area projects to be analyzed: Provided by Planning Department in June 2021

June 2020

Exhibit B – Scoping Agreement – Page 2

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

- | | |
|-----------------------|-----------|
| 1. See attached table | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

Is this project within one-mile radius of another jurisdiction or a State Highway? ☒ Yes ☐ No

If so, name of Agency: Caltrans

F. Site Plan (please attach figure)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by City)

See Special Issues section.

H. Existing Conditions

Traffic count data must be new or recent within 1 calendar year. Provide traffic count dates if using other than new counts. Date of counts: see Existing Count Data section for proposed methodology

I. Traffic Study Requirements

Traffic Study Required: X

Focused Study Required:

Exempt from Analysis:

Recommended by:

Charlene S 5/21/2021
Consultant's Representative Date

Scoping Agreement Submitted on 6/22/2021

Revised on 7/12/2021

Approved Scoping Agreement:

Brad Brophy 7/20/2021
City of Lake Elsinore Engineering Department Date

#	Intersection
1	Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)
2	Collier Av. & Riverside Dr. (SR-74)
3	Collier Av. (SR-74) & Central Av. (SR-74)
4	I-15 SB Ramps & Central Av. (SR-74)
5	I-15 NB Ramps & Central Av. (SR-74)
6	Dexter Av. & Central Av. (SR-74)
7	Cambern Av. & Central Av. (SR-74)
8	Dexter Av. & 3rd St.
9	Driveway 4 & Central Av. (SR-74) - Future Intersection
10	Cambern Av. & Driveway 1 - Future Intersection
11	Driveway 5 & Central Av. (SR-74) - Future Intersection
12	Cambern Av. & Driveway 2 - Future Intersection
13	Cambern Av. & Driveway 3 - Future Intersection
14	Conrad Av. & Central Av. (SR-74)
15	Cambern Av. & 3rd St.
16	Rosetta Canyon Dr. & Central Av. (SR-74)
17	Camino Del Norte & Main St.



Date: July 12, 2021

Mr. Justin Kirk
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

SUBJECT: CENTRAL AND CAMBERN RETAIL TRAFFIC STUDY SCOPING AGREEMENT

Dear Mr. Justin Kirk:

The firm of Urban Crossroads, Inc. is pleased to submit this Scoping Agreement for the proposed Central and Cambern Retail development (referred to as "Project"), which is located on the southeast corner of Cambern Avenue and Central Avenue (SR-74) in the City of Lake Elsinore. Exhibit 1 shows the Project in relation to the existing roadway network while Exhibit 2 shows the proposed Project site plan. It is our understanding that the Project is to be developed within 2 phases. Phase 1 of the proposed Project consists of the development of the following uses:

- 16 vehicle fueling position Super Convenience Market/Gas Station
- 3,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 1 Automated Car Wash Tunnel

Buildout of the proposed Project consists of the development of the following uses:

- 16 vehicle fueling position Super Convenience Market/Gas Station
- 3,871 square feet of Fast-Food Restaurant with Drive-Through Window use
- 1 Automated Car Wash Tunnel
- 43,050 square feet of Supermarket use

For purposes of the traffic analysis, it is anticipated that the Project will be developed with an anticipated Opening Year of 2023.

Our goal is to obtain comments from City of Lake Elsinore staff, to ensure that the traffic study fully addresses the potential deficiencies of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, trip distribution, and project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations.

As indicated on Exhibit 1, access to the Project site is proposed to be provided to Central Avenue (SR-74) and Cambern Avenue via the following driveways:

- Driveway 1 on Cambern Avenue: right-in/right-out access only
- Driveway 2 on Cambern Avenue: full access
- Driveway 3 on Cambern Avenue: right-in/right-out only
- Driveway 4 on Central Avenue (SR-74): right-in/right-out only
- Driveway 5 on Central Avenue (SR-74): right-in/right-out/left-in only

STUDY AREA

Exhibit 3 identifies the proposed study area intersections based on the Project's trip generation, trip distribution patterns, and contribution of 50 or more peak hour trips.

ANALYSIS SCENARIOS

Peak hour operations at each of the study area intersections and site access driveways will be assessed for the following analysis scenarios:

1. Existing (2021) Conditions (Baseline)
2. Existing plus Ambient Growth plus Project (2023) (Phase 1) Conditions
3. Existing plus Ambient Growth plus Project (2023) (Project Buildout) Conditions
4. Existing plus Ambient Growth plus Project plus Cumulative (2023) (Phase 1) Conditions
5. Existing plus Ambient Growth plus Project plus Cumulative (2023) (Project Buildout) Conditions

Peak hour operations and level of service for study area intersections will be evaluated for the following time periods:

- Weekday AM Peak Hour (7PM-9PM)
- Weekday PM Peak Hour (4PM-6PM)

EXISTING COUNT DATA

In light of the current ongoing COVID-19 pandemic, Urban Crossroads recommends using historic traffic counts in conjunction with a 2% per year (or other growth as directed by City staff) adjustment to establish a 2021 baseline for the purposes of the traffic study. For intersections where historic traffic count data is not available, Urban Crossroads recommends collecting existing traffic count data and then adjusting the traffic counts to non-COVID conditions through application of an adjustment factor.

In order to develop an adjustment factor, the historic traffic counts will be compared to the current traffic count collected at the same location. The historic count will first be adjusted to 2021 traffic conditions through the application of a 2% per year growth rate. The calculated average growth for the overall intersection (all turning movements) between the current and adjusted historic count will be applied to other existing traffic counts collected in order to reflect and evaluate pre-COVID traffic conditions.

Development projects that have recently opened, but were not open in 2018 when traffic counts were collected, will be manually added to the existing baseline volumes. These projects consist of the adjacent Walmart, Central Plaza, Honda Dealership, and Chick-Fil-A projects.

AMBIENT GROWTH

Consistent with other studies performed in the area, an ambient growth rate of 2% per year is proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate will be compounded over a three-year period (i.e., $1.02^{2\text{years}} = 1.0404$ or 4.04% for 2023).

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic are shown in Table 1. The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual, 10th Edition, 2017. Pass-by trip reductions have been applied to the proposed Project uses based on percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). These percentages represent traffic that is already on the roadway today that would make an intermediate stop at the site before continuing on to their ultimate destination. The pass-by trip reductions will be applied to off-site study area intersections only while the Project driveways will evaluate 100% of the Project traffic. Patrons of the gas station may also visit other uses

on-site, including the restaurants, car wash, and retail uses, without leaving the site. The ITE Trip Generation Handbook has been utilized to determine the internal capture for the applicable mix of uses.

As shown in Table 1, the buildout of the proposed Project is anticipated to generate a total of 4,818 net trip-ends per day, with 316 net AM peak hour trips and 449 net PM peak hour trips.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Daily
Supermarket	850	TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
Fast-Food Restaurant with Drive-Through Window	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Automated Car Wash ³	948	TUN	N/A	N/A	N/A	38.75	38.75	77.50	775.00
Super Convenience Market/Gas Station	960	VFP	14.04	14.04	28.08	11.48	11.48	22.96	230.52

Land Use ¹	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Super Convenience Market/Gas Station	16	VFP	225	225	450	184	184	368	3,688
Internal Capture:			-8	-29	-37	-19	-15	-34	-342
Pass-By (76% AM/PM/Daily):			-149	-149	-298	-125	-125	-250	-2,804
Retail Subtotal:			68	47	115	40	44	84	542
Fast-Food Restaurant with Drive-Through Window	3,000	TSF	61	59	120	51	47	98	1,414
Internal Capture:			0	0	0	0	0	0	0
Pass-By (49% AM; 50% PM/Daily):			-30	-30	-60	-24	-24	-48	-708
Restaurant Subtotal:			31	29	60	27	23	50	706
Automated Car Wash Tunnel	1	TUN	0	0	0	39	39	78	776
Phase 1 Total:			99	76	175	106	106	212	2,024
Project Buildout									
Supermarket	43,050	TSF	99	66	165	203	195	398	4,598
Internal Capture:			-6	-21	-27	-14	-11	-24	-284
Pass-By (36% PM/Daily):			0	0	0	-68	-68	-136	-1,554
Super Convenience Market/Gas Station	16	VFP	225	225	450	184	184	368	3,688
Internal Capture:			-5	-17	-22	-11	-8	-20	-198
Pass-By (76% AM/PM/Daily):			-158	-158	-316	-131	-131	-262	-2,804
Fast-Food Restaurant with Drive-Through Window	3,871	TSF	79	76	155	66	61	127	1,824
Internal Capture:			-38	-11	-49	-19	-25	-44	-632
Pass-By (49% AM; 50% PM/Daily):			-20	-20	-40	-18	-18	-36	-596
Automated Car Wash Tunnel	1	TUN	0	0	0	39	39	78	776
Project Buildout Subtotal:			176	140	316	231	218	449	4,818

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units; TSF = thousand square feet; TUN = Tunnels VFP = Vehicle Fueling Position

³ Daily rate is not readily available in the ITE Trip Generation Manual, Tenth Edition (2017). As such, the daily rate is assumed to be 10 times the PM peak hour rate.

TRIP DISTRIBUTION

The Project trip distribution patterns were developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. Project travel patterns were derived for each of the proposed land uses and for each phase. Exhibit 4 shows the Project trip distribution patterns for Phase 1 and Exhibit 5 shows the Project trip distribution patterns for Project Buildout.

LEVEL OF SERVICE (LOS) CRITERIA

The City of Lake Elsinore has established LOS D as the minimum level of service for its intersections. Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

LOS DEFICIENCY

Below are the traffic deficiency criteria:

- When existing traffic conditions exceed the General Plan target LOS (e.g., LOS D or better).
- When project traffic, added to existing traffic, will deteriorate the LOS to below the target LOS, and deficiencies cannot be improved through project conditions of approval.
- When cumulative traffic exceeds the target LOS, and deficiencies cannot be improved through the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) network (or other funding mechanism), project conditions of approval, or other implementation mechanism.

SPECIAL ISSUES

The following special issues will also be addressed as part of the TIA:

- Site Access Evaluation: The turn pocket lengths will be determined through peak hour traffic simulations developed using SimTraffic software in an effort to identify the required storage capacity for turn lanes at each applicable Project driveway.
- Traffic Signal Warrants: Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Concept Striping Plan: A concept striping plan will be included in the traffic study to demonstrate the full access driveway along Cambern Avenue (Driveway 2).

Mr. Justin Kirk
City of Lake Elsinore
July 12, 2021
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CUMULATIVE DEVELOPMENT PROJECTS

A list of current cumulative projects, dated October 10, 2020, has been provided by the City of Lake Elsinore. This list of cumulative development projects are shown on Exhibit 6 and in Table 2. The City of Lake Elsinore has provided an updated cumulative development project list dated June 7, 2021. This current June 2021 list of cumulative projects will be utilized for the purposes of the traffic analysis.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

TABLE 2: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

No.	Project Name	Land Use	Quantity ¹
City of Lake Elsinore:			
LE1	Chevron Gas Station	Super Convenience Mkt./Gas Station	12 VFP
LE2	Ramsgate	Single Family Residential	1,306 DU
		Condo/Townhomes	120 DU
LE3	Trieste Residential (Tract 36624)	Single Family Residential	75 DU
LE4	Fairway Business Park	Warehouse	216.600 TSF
LE5	Ness Industrial Garage	Warehouse	12.000 TSF
		Single Family Residential	523 DU
LE6	Spyglass Ranch ²	Condo/Townhomes	171 DU
		Shopping Center	145.00 TSF
LE7	South Shore I (Tract 31593)	Single Family Residential	521 DU
	South Shore II (Tract 36567)	Single Family Residential	400 DU
LE8	Chik-fil-a Restaurant	Fast Food w/ Drive Thru	4.800 TSF
		Fast Food w/ Drive Thru	2.540 TSF
LE9	Kassab Travel Center	Super Gas Station	18 VFP
LE10	Marina Village Condos (Tract 33820)	Condo/Townhomes	94 DU
LE11	Honda	Automobile Sales	53.400 TSF
LE12	Lake Elsinore Sports Complex	Sports Center	525.000 TSF
LE13	Lakeview Manor	Condo/Townhomes	104 DU
		Single Family Residential	141 DU
LE14	Nichols South	Park	8.3 AC
		Hotel	130 RM
		Shopping Center	29.500 TSF
LE15	Central & Collier	Shopping Center	75.000 TSF
LE16	Village at Lakeshore (TR 33267)	Condo/Townhomes	163 DU
LE17	Tige Watersports	Shopping Center	34.500 TSF
LE18	Lakeshore Town Center	Town Center	237.400 TSF
LE19	Lakeview Plaza	Shopping Center	43.000 TSF
		Hotel	97 RM
LE20	North Peak Plaza	Shopping Center	37.500 TSF
		Single Family Residential	1,056 DU
		Apartments	345 DU
LE21	Alberhill Ridge (Tract 35001)	Shopping Center	679.000 TSF
		General Office	679.000 TSF
LE22	Pennington Industrial Park	Warehouse	91.140 TSF
		Free-Standing Discount Superstore	151.397 TSF
LE23	Lake Elsinore Walmart	Specialty Retail	5.300 TSF
		Fast Food w/o Drive Thru	12.100 TSF
LE24	Circle K	Gas Station	4.500 TSF
LE25	Terracina	Single Family Residential	365 DU
LE26	Saddleback Industrial	General Light Industrial	93 TSF
County of Riverside:			
RC1	CUP190006	Discount Tire	8.192 TSF
RC2	TPM37545	Single Family Residential	4 DU

¹ TSF = Thousand Square Feet; DU = Dwelling Unit; AC = Acres; VFP = Vehicle Fueling Positions; RM = Rooms

² Source: Spyglass Ranch TIA (Revised), Kunzman Associates, February 2007.

EXHIBIT 1: LOCATION MAP

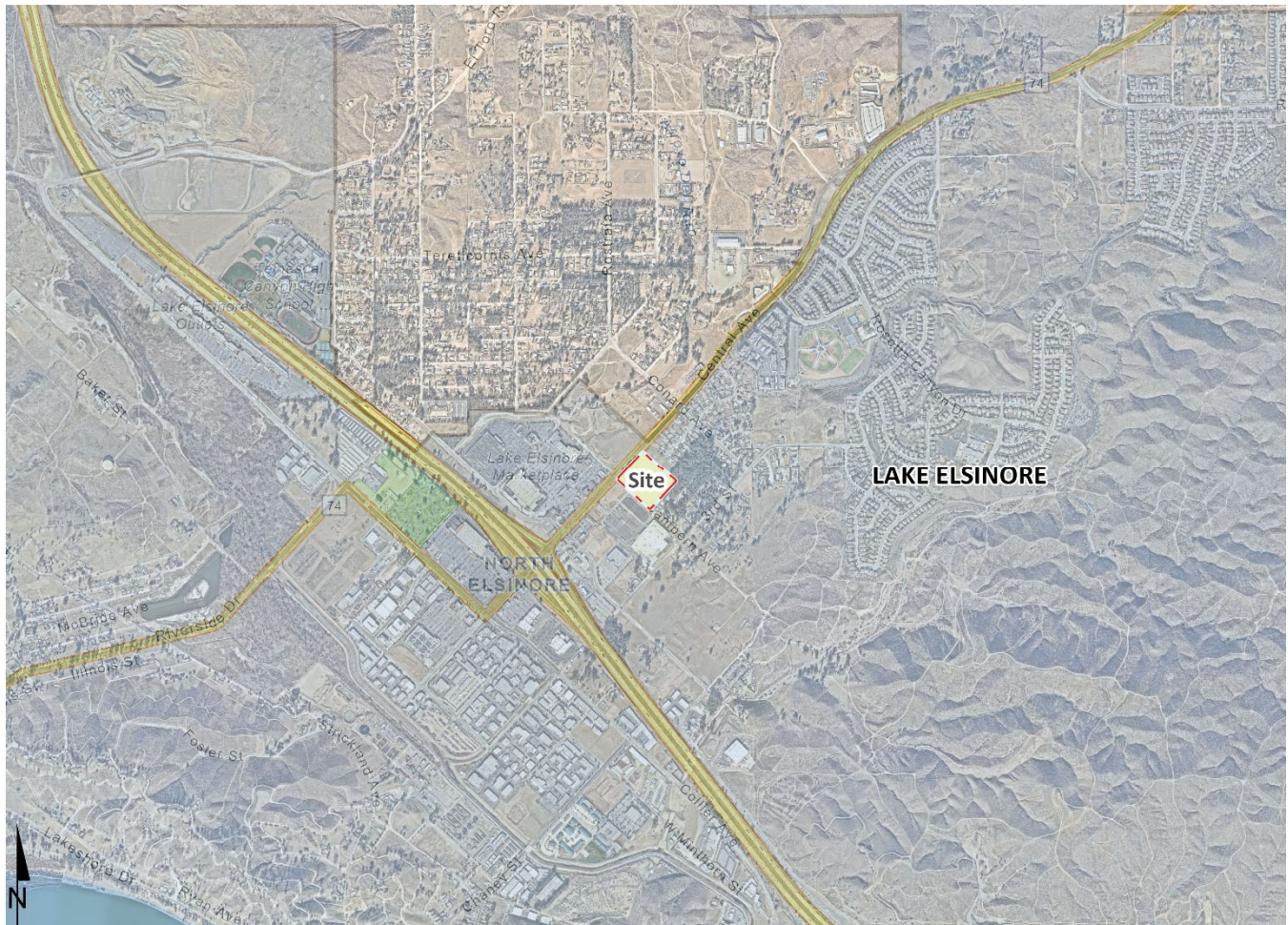


EXHIBIT 2: SITE MAP

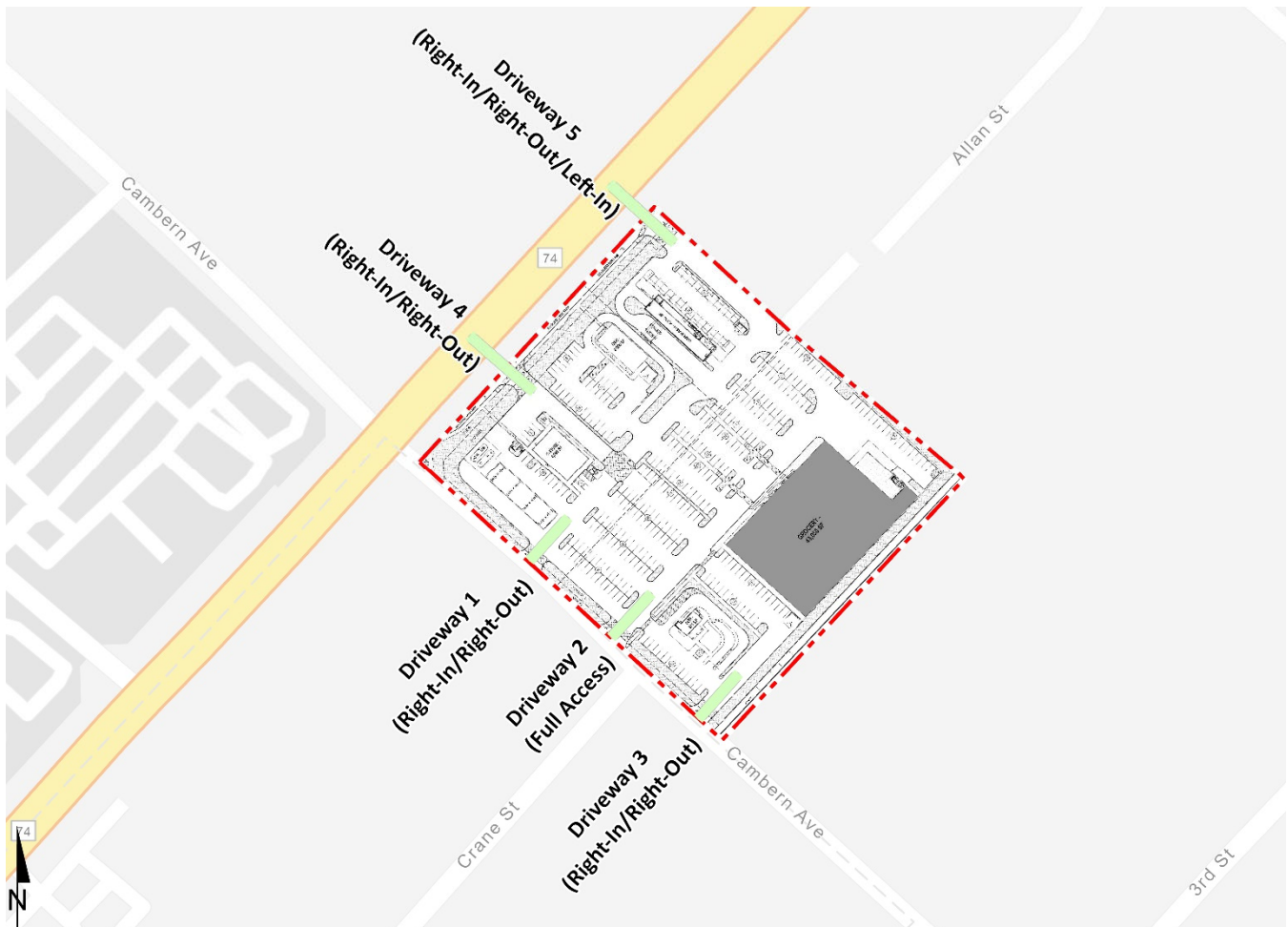


EXHIBIT 3: STUDY AREA

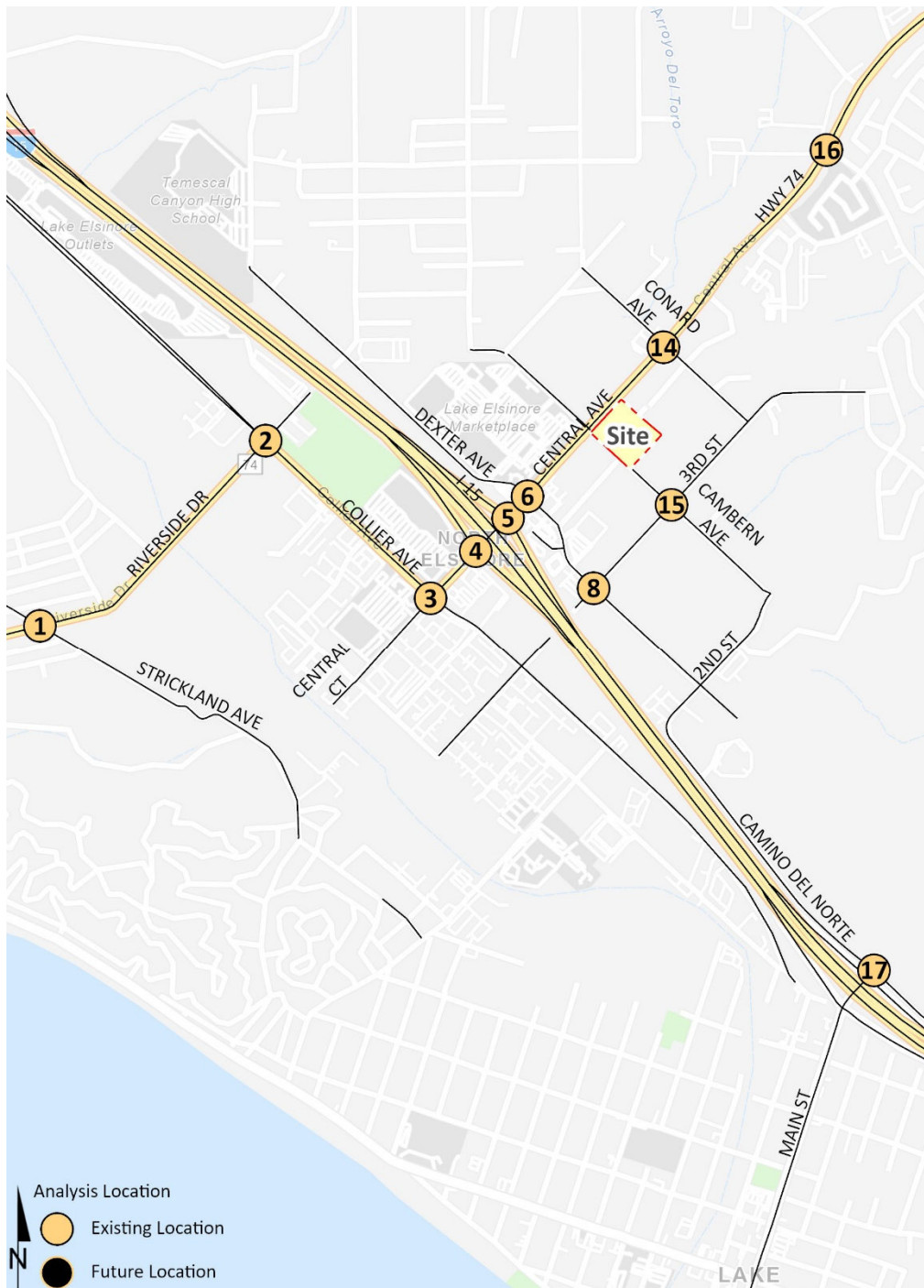


EXHIBIT 3: STUDY AREA

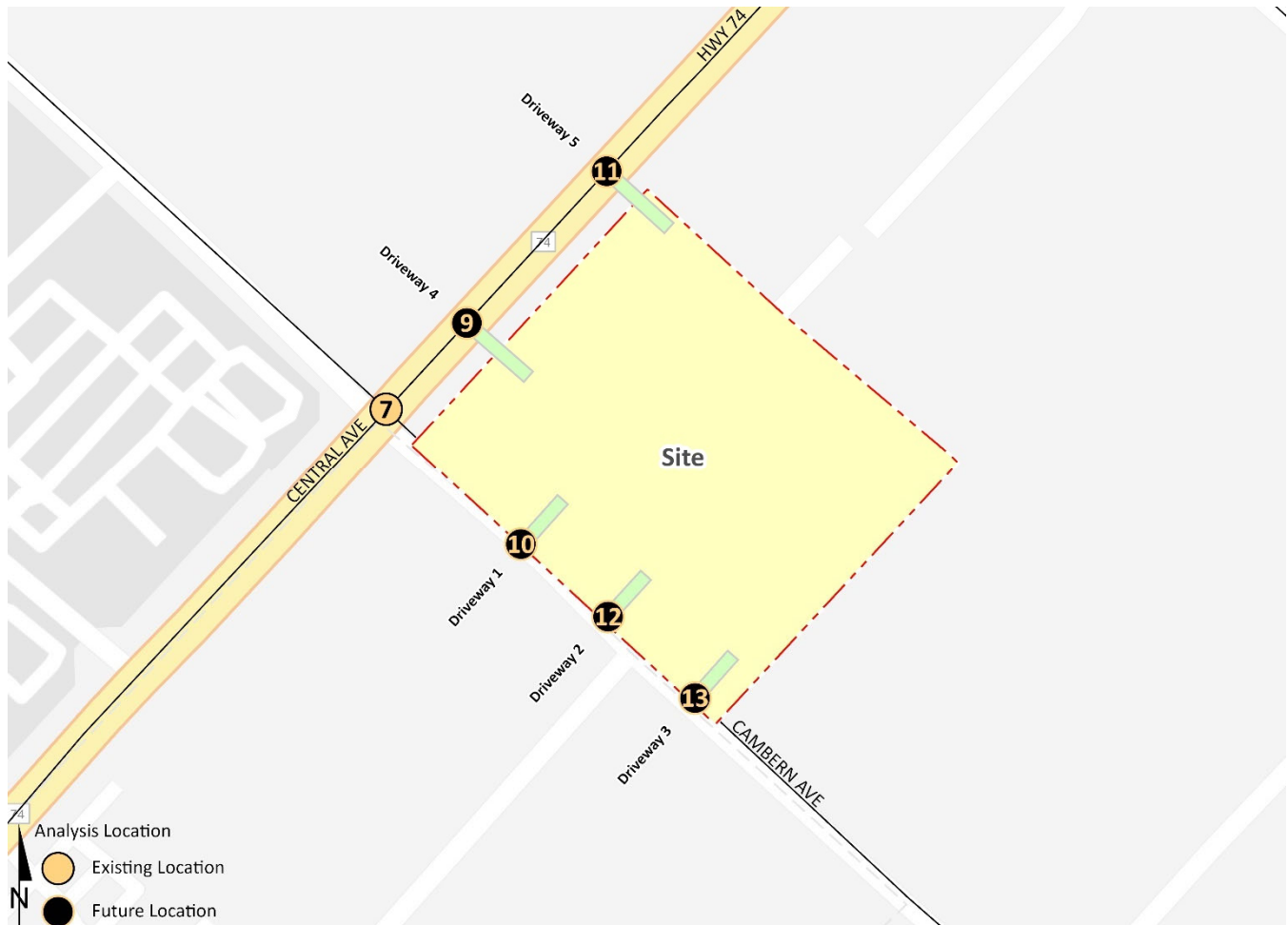


EXHIBIT 4: PROJECT TRIP DISTRIBUTION FOR PHASE 1



EXHIBIT 5: PROJECT TRIP DISTRIBUTION FOR PROJECT BUILDOUT



EXHIBIT 6: CUMULATIVE PROJECT LOCATION MAP



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ATTACHMENT A: INTERNAL CAPTURE WORKSHEETS FOR PHASE 1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Central & Cambern			Organization:	Urban Crossroads, Inc.
Project Location:	City of Lake Elsinore			Performed By:	CP
Scenario Description:				Date:	10/5/2020
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				450	225	225
Restaurant				120	61	59
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				570	286	284

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		29	0	0	0
Restaurant	0	8		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	570	286	284
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips ⁵	496	249	247
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	13%
Restaurant	48%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

ATTACHMENT A: INTERNAL CAPTURE WORKSHEETS FOR PROJECT BUILDOUT

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Central & Cambern			Organization:	Urban Crossroads, Inc.
Project Location:	City of Lake Elsinore			Performed By:	CP
Scenario Description:				Date:	10/5/2020
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				615	324	291
Restaurant				155	79	76
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				770	403	367

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		38	0	0	0
Restaurant	0	11		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	770	403	367
Internal Capture Percentage	13%	12%	13%
External Vehicle-Trips ⁵	672	354	318
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	13%
Restaurant	48%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

APPENDIX 1.2:

SITE ADJACENT QUEUES

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Intersection: 7: Camben Ave & Central Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	142	257	350	299	246	63	146	183	213	216	148	93
Average Queue (ft)	15	83	175	134	105	22	40	163	173	174	83	72
95th Queue (ft)	77	165	290	243	199	52	105	172	204	202	176	120
Link Distance (ft)			481	481	481	481		148	148	148		
Upstream Blk Time (%)							0	32	25	27	1	4
Queuing Penalty (veh)							0	323	249	264	0	0
Storage Bay Dist (ft)	260	260					410				380	100
Storage Blk Time (%)			1				0	32		27	1	4
Queuing Penalty (veh)			2				0	12		68	5	1

Intersection: 7: Camben Ave & Central Ave

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	L	TR
Maximum Queue (ft)	94	153	95	170	203	147
Average Queue (ft)	90	114	41	64	118	56
95th Queue (ft)	99	144	80	153	184	106
Link Distance (ft)		94	94			1226
Upstream Blk Time (%)	41	57	1			
Queuing Penalty (veh)	0	108	1			
Storage Bay Dist (ft)	100			200	200	
Storage Blk Time (%)	41	57		0	0	
Queuing Penalty (veh)	14	150		0	0	

Intersection: 9: Driveway 4 & Central Ave

Movement	WB	WB	NB
Directions Served	T	T	R
Maximum Queue (ft)	321	342	42
Average Queue (ft)	311	314	33
95th Queue (ft)	340	335	45
Link Distance (ft)	304	304	27
Upstream Blk Time (%)	20	19	12
Queuing Penalty (veh)	305	276	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cambern Ave & Driveway 1

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	59	142	20
Average Queue (ft)	42	97	1
95th Queue (ft)	69	179	11
Link Distance (ft)	44	127	127
Upstream Blk Time (%)	64	22	
Queuing Penalty (veh)	0	23	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Driveway 5 & Central Ave

Movement	EB	WB	WB	WB	WB	NB
Directions Served	R	L	T	T	T	R
Maximum Queue (ft)	11	124	406	407	404	74
Average Queue (ft)	1	19	373	376	376	33
95th Queue (ft)	6	70	392	398	396	59
Link Distance (ft)	304		352	352	352	280
Upstream Blk Time (%)			51	96	97	
Queuing Penalty (veh)			0	0	0	
Storage Bay Dist (ft)		100				
Storage Blk Time (%)		0	32			
Queuing Penalty (veh)		0	10			

Intersection: 12: Cambern Ave & Driveway 2

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	T	L
Maximum Queue (ft)	36	75	161	41	35
Average Queue (ft)	9	28	38	1	14
95th Queue (ft)	32	58	132	26	38
Link Distance (ft)	244	244	173	173	
Upstream Blk Time (%)			3	0	
Queuing Penalty (veh)			3	0	
Storage Bay Dist (ft)					100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13: Camben Ave & Driveway 3

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	28	81
Average Queue (ft)	9	6
95th Queue (ft)	30	52
Link Distance (ft)	265	641
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Camben Ave & 3rd St

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	TR	LTR	LT	R
Maximum Queue (ft)	62	38	79	81	53	65
Average Queue (ft)	22	16	37	42	32	30
95th Queue (ft)	44	32	67	66	45	56
Link Distance (ft)		625	1092	916	641	641
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	0	0	1			
Queuing Penalty (veh)	0	0	0			

Intersection: 17: Main St. & Camino Del Norte

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	157	62	85	104	97	129
Average Queue (ft)	73	28	42	49	49	51
95th Queue (ft)	125	52	72	86	85	89
Link Distance (ft)	1207	1207	1382	1382	1908	1908
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1815

Intersection: 7: Camben Ave & Central Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	291	330	521	518	512	524	151	180	212	215	152	92
Average Queue (ft)	166	300	466	447	443	302	80	164	168	172	83	83
95th Queue (ft)	274	402	564	564	582	670	148	173	197	204	180	99
Link Distance (ft)			481	481	481	481		152	152	152		
Upstream Blk Time (%)			14	10	23	11	1	45	36	39	1	12
Queuing Penalty (veh)			0	0	0	0	0	279	222	240	0	0
Storage Bay Dist (ft)	260	260					410				380	100
Storage Blk Time (%)	0	5	33				1	45		39	1	12
Queuing Penalty (veh)	3	36	121				5	35		69	3	2

Intersection: 7: Camben Ave & Central Ave

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	L	TR
Maximum Queue (ft)	93	145	95	250	264	304
Average Queue (ft)	92	112	54	142	182	134
95th Queue (ft)	95	135	91	234	256	229
Link Distance (ft)		94	94			1226
Upstream Blk Time (%)	62	67	1			
Queuing Penalty (veh)	0	167	3			
Storage Bay Dist (ft)	100			200	200	
Storage Blk Time (%)	62	67		2	7	2
Queuing Penalty (veh)	8	252		4	15	8

Intersection: 9: Driveway 4 & Central Ave

Movement	EB	WB	WB	NB
Directions Served	T	T	T	R
Maximum Queue (ft)	8	322	336	94
Average Queue (ft)	0	313	314	44
95th Queue (ft)	5	319	328	79
Link Distance (ft)	152	301	301	162
Upstream Blk Time (%)		34	34	
Queuing Penalty (veh)		319	314	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Cambern Ave & Driveway 1

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	59	142
Average Queue (ft)	52	134
95th Queue (ft)	60	149
Link Distance (ft)	44	127
Upstream Blk Time (%)	100	38
Queuing Penalty (veh)	0	52
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Driveway 5 & Central Ave

Movement	EB	EB	WB	WB	WB	WB	NB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	7	31	124	760	769	763	177
Average Queue (ft)	0	2	39	697	684	659	75
95th Queue (ft)	4	14	106	882	892	917	140
Link Distance (ft)	301	301		710	710	710	280
Upstream Blk Time (%)				66	68	68	
Queuing Penalty (veh)				0	0	0	
Storage Bay Dist (ft)			100				
Storage Blk Time (%)			0	45			
Queuing Penalty (veh)			2	17			

Intersection: 12: Cambern Ave & Driveway 2

Movement	WB	WB	NB	SB
Directions Served	L	R	T	L
Maximum Queue (ft)	122	200	184	52
Average Queue (ft)	17	76	95	17
95th Queue (ft)	66	193	207	45
Link Distance (ft)	244	244	173	
Upstream Blk Time (%)	0	3	9	
Queuing Penalty (veh)	0	0	11	
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Camben Ave & Driveway 3

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	35	143
Average Queue (ft)	16	26
95th Queue (ft)	39	115
Link Distance (ft)	265	641
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Camben Ave & 3rd St

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	68	66	8	59	102	129	55
Average Queue (ft)	30	32	1	28	52	58	31
95th Queue (ft)	52	56	9	51	80	99	48
Link Distance (ft)		625		1092	916	641	641
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		50				
Storage Blk Time (%)	1	1		0			
Queuing Penalty (veh)	1	2		0			

Intersection: 17: Main St. & Camino Del Norte

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	248	146	190	190	187	152
Average Queue (ft)	119	62	98	88	105	64
95th Queue (ft)	197	109	170	157	167	110
Link Distance (ft)	1207	1207	1382	1382	1908	1908
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 2190

APPENDIX 1.3:

VEHICLE MILES TRAVELED

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September 9, 2021

Mr. Jon Prystasz
Evergreen
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

SUBJECT: CENTRAL AVENUE AND CAMBERN AVENUE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Dear Mr. Jon Prystasz:

The following VMT screening evaluation has been prepared for the Central Avenue and Cambern Avenue development (**Project**), which is located on the southeast corner of Cambern Avenue and Central Avenue in the City of Lake Elsinore.

PROJECT OVERVIEW

The Project is to consist of:

- 4,088 Square Feet (SF) of convenience market and gas station with 16-vehicle fueling positions
- 4,116 SF automated car wash tunnel
- 3,000 SF of fast-food restaurant with drive-through window use
- 871 SF quick service restaurant space with drive-through window use
- 43,050 SF of supermarket use

In review with the City's General Plan the proposed land use of general commercial is consistent existing land uses.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the City of Lake Elsinore adopted Traffic Impact Analysis Preparation Guide (June 2020) (**City Guidelines**), which documents the City's VMT analysis methodology and approved impact thresholds. (3) The VMT screening evaluation presented in this report has been developed based on the adopted City Guidelines.

PROJECT SCREENING

The City Guidelines provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact. City Guidelines list the screening thresholds in the following three steps:

Step 1: Transit Priority Area (TPA) Screening

Step 2: Low VMT Area Screening

Step 3: Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. (See Attachment A)

The TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Low VMT Area screening process has been conducted with using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. The Screening Tool uses the sub-

¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

regional travel demand model RIVTAM to estimate VMT for individual traffic analysis zones (TAZ's) for areas throughout the WRCOG region. A low VMT area is defined as an individual TAZ where total daily VMT per service population (SP) is below baseline VMT per SP. As such, City Guidelines state that the baseline project generated VMT per SP that exceeds the City's baseline VMT per SP would result in a significant VMT impact.

The parcel containing the proposed Project was selected and measure of VMT used is VMT per SP. The Project resides within TAZ 3,570 and based on the screening tool was found to generate 36.33 VMT per SP, whereas the City's impact threshold (i.e., City of Lake Elsinore VMT per SP) is 37.87 VMT per SP. As a secondary check, the underlying land use assumptions contained within TAZ 3,570 were also reviewed to ensure that the Project's land use is consistent with that modeled within its respective TAZ. TAZ 3,570 was found to include population and employment, which is consistent with the Project's intended retail land use.

The Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identifies that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving use (e.g., local parks, local serving gas stations, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips.³ The Project includes a local serving gas station, fast-food restaurant with drive-through window, quick service restaurant space and a supermarket of less than 50,000 square feet. As all proposed uses fall under the City Guidelines for Project Type screening, the Project's impact on VMT is presumed to be less than significant.

The Project Type screening criteria is met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project meets the Low VMT Area screening and Project Type Screening. Therefore, the Project can be presumed to result in a less than significant VMT impact. The Project was not found to meet the TPA screening, however meeting the Low VMT Area screening or Project Type Screening is sufficient to determine a less than significant impact; no additional VMT analysis is required.

³ City Guidelines; Page 5

If you have any questions, please contact me directly at 949-660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.

A handwritten signature in black ink, appearing to be 'Alexander So', with a stylized, flowing script.

Alexander So
Senior Analyst

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Lake Elsinore.** *Traffic Impact Analysis Preparation Guide.* City of Lake Elsinore : s.n., June 2020.

ATTACHMENT A
WRCOG VMT SCREENING TOOL

WRCOG VMT SCREENING TOOL

WRCOG VMT Screening Tool

Cambern Ave & Central Ave, Lak X

Show search results for Cambern Ave...

VMT Impact Screening

Input Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model*

Western Riverside County Parcels... [X] [Red Square]

[Help](#) **Execute**

Layer List

All results based on RIVTAM Model.

- ☒ Output Layer
- ☒ Western Riverside County Parcels (Zoom in to view)
- ☐ Transit Priority Area
- ☒ RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- ☐ RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- ☐ RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- ☐ RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- ☐ RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- ☐ RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- ☒ City Boundaries
- ☒ TUMF Zone Boundaries

(2 of 2)

APN:377030076; TAZ:3,570

Within a Transit Priority Area (TPA)?
No (Fail)

Within a low VMT generating TAZ based on Total VMT?
Yes (Pass)
Jurisdictional average 2012 daily total VMT per service population = 37.87
Project TAZ 2012 daily total VMT per service population = 36.33

Within a low VMT generating TAZ based on Residential Home-Based VMT?
No (Fail)
Jurisdictional average 2012 daily residential home-based VMT per capita = 19.04
Project TAZ 2012 daily residential home-based VMT per capita = 21.34

Within a low VMT generating TAZ based on Home-Based Work VMT?
Yes (Pass)
Jurisdictional average 2012 daily home-based work VMT per worker = 14.83
Project TAZ 2012 daily home-based work VMT per worker = 11.16

Notes:

- TPA designation is based on October 2018 conditions.
- Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
- If VMT screening is desired for current baseline conditions, contact WRCOG for 2012 and 2040 VMT data. Interpolated VMT results can be obtained using the complete data set.
- VMT results do not account for full length of trips that occur beyond the SCAG region.

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APPENDIX 3.1:

CURRENT AND HISTORIC TRAFFIC COUNTS

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Volume Development
AM Peak Hour

1: Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)

	PHF:	0.931		7:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	0	1	18	67	2	7	0	1,035	5	14	770	41	1,961

2: Collier Av. & Riverside Dr. (SR-74)

	PHF:	0.954		8:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	803	84	23	4	73	41	77	26	1,031	10	6	5	2,182

3: Collier Av. (SR-74) & Central Av. (SR-74)

	PHF:	0.917		7:30					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	30	112	399	972	131	24	45	100	41	848	282	821	3,806

4: I-15 SB Ramps & Central Av. (SR-74)

	PHF:	0.908		7:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	0	0	0	418	1	238	0	901	597	817	1,746	0	4,718

5: I-15 NB Ramps & Central Av. (SR-74)

	PHF:	0.961		7:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	684	0	718	0	0	0	100	1,218	0	0	1,878	570	5,132

6: Dexter Av. & Central Av. (SR-74)

	PHF:	0.971		7:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	193	153	84	86	109	536	411	1,275	250	148	1,718	188	5,152

7: Cambern Av. & Central Av. (SR-74)

	PHF:	0.880							Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	23	21	46	171	19	62	107	1,168	42	21	2,235	216	4,131

8: Dexter Av. & 3rd St.

	PHF:	0.778		7:00					Count Date:	7/27/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	0	209	41	7	185	1	1	1	1	50	2	7	505

9: Driveway 4 & Central Av. (SR-74)

	PHF:	0.920							Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols								1,385			2,472		3,857

10: Cambern Av. & Driveway 1

	PHF:	0.920							Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		91			83								173

11: Driveway 5 & Central Av. (SR-74)

	PHF:	0.920							Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols								1,385			2,472		3,857

12: Cambern Av. & Driveway 2

	PHF:	0.920							Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		91			83								173

Volume Development
AM Peak Hour

13: Cambern Av. & Driveway 3

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		91			83								173

14: Conard Av. & Central Av. (SR-74)

PHF: 0.939

7:00

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	84	0	11	35	0	32	24	1,325	35	2	2,356	19	3,923

15: Cambern Av. & 3rd St.

PHF: 0.833

7:00

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	0	14	1	29	6	47	43	6	0	0	12	34	192

16: Rosetta Canyon Dr. & Central Av. (SR-74)

PHF: 0.977

7:00

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	374	0	133	0	0	0	0	1,087	352	196	1,418	0	3,559

17: Camino Del Norte & Main St.

PHF: 0.773

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	91	90	0	0	90	164	214	0	102	0	0	0	751

5: I-15 NB Ramps & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	574	0	546	0	0	0	66	843	0	0	1476	448	3953
Recent Dev:	38	0	103	0	0	0	26	232	0	0	216	65	680
2021 adjusted	684	0	718	0	0	0	100	1181	0	0	1878	570	5132
2021 collected	429	0	314	0	0	0	76	590	0	0	997	496	2902
growth	160%	#DIV/0!	229%	#DIV/0!	#DIV/0!	#DIV/0!	132%	200%	#DIV/0!	#DIV/0!	188%	115%	171%
New 2021 Adj.	684	0	718	0	0	0	100	1181	0	0	1878	570	5132

4: I-15 SB Ramps & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	0	0	0	267	1	202	0	652	507	648	1370	0	3647
Recent Dev:	0	0	0	117	0	11	0	167	26	75	178	0	574
2021 adjusted	0	0	0	418	1	238	0	901	597	805	1721	0	4681
2021 collected	0	0	0	257	1	168	0	405	406	486	953	0	2676
growth	#DIV/0!	#DIV/0!	#DIV/0!	163%	113%	142%	#DIV/0!	223%	147%	166%	181%	#DIV/0!	162%
New 2021 Adj.	0	0	0	418	1	238	0	901	597	805	1721	0	4681

15: Cambern Av. & 3rd St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	0	0	1	2	1	1	0	1	0	0	7	3	16
Recent Dev:	0	0	0	3	0	0	0	0	0	0	0	3	6
2021 adjusted	0	0	1	5	1	1	0	1	0	0	8	7	25
2021 collected	0	3	1	0	1	34	28	6	0	0	12	5	90
growth	#DIV/0!	0%	117%	#DIV/0!	117%	3%	0%	20%	#DIV/0!	#DIV/0!	68%	130%	91%
New 2021 Adj.	0	3	1	5	1	34	28	6	0	0	12	7	90

17: Camino Del Norte & Main St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	2	0	0	0	0	122	160	0	1	0	0	0	285
Recent Dev:	0	0	0	0	0	21	27	0	0	0	0	0	48
2021 adjusted	2	0	0	0	0	164	214	0	1	0	0	0	382
2021 collected	91	90	0	0	90	87	109	0	102	0	0	0	569
growth	3%	0%	#DIV/0!	#DIV/0!	0%	188%	197%	#DIV/0!	1%	#DIV/0!	#DIV/0!	#DIV/0!	97%
New 2021 Adj.	91	90	0	0	90	164	214	0	102	0	0	0	751

3: Collier Av. (SR-74) & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	27	48	318	767	66	21	40	83	36	580	246	675	2907
Recent Dev:	0	58	41	108	57	0	0	7	0	195	5	61	532
2021 adjusted	30	112	399	972	131	24	45	100	41	848	282	821	3806
2021 collected	30	64	156	611	71	24	38	97	24	290	210	472	2087
growth	101%	175%	256%	159%	185%	99%	119%	104%	169%	292%	134%	174%	164%
New 2021 Adj.	30	112	399	972	131	24	45	100	41	848	282	821	3806

2: Collier Av. & Riverside Dr. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	637	59	7	1	38	32	68	6	806	0	0	3	1657
Recent Dev:	86	15	0	0	19	0	0	19	123	0	0	0	262
2021 adjusted	803	81	8	1	62	36	77	26	1031	0	0	3	2128
2021 collected	411	84	23	4	73	41	55	12	650	10	6	5	1374
growth	195%	97%	34%	28%	85%	88%	139%	215%	159%	0%	0%	68%	92%
New 2021 Adj.	803	84	23	4	73	41	77	26	1031	10	6	5	2182

8: Dexter Av. & 3rd St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	0	155	5	0	141	1	1	0	1	7	1	4	316
Recent Dev:	0	27	0	0	20	0	0	0	0	0	0	0	47
2021 adjusted	0	209	6	0	185	1	1	0	1	8	1	5	417
2021 collected	0	147	41	7	112	0	0	1	0	50	2	7	367
growth	#DIV/0!	142%	14%	0%	165%	#DIV/0!	#DIV/0!	0%	#DIV/0!	16%	59%	67%	58%
New 2021 Adj.	0	209	41	7	185	1	1	1	1	50	2	7	505

6: Dexter Av. & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	81	124	66	68	82	463	359	930	101	119	1330	167	3890
Recent Dev:	97	13	10	9	17	0	7	193	136	14	175	0	671
2021 adjusted	188	153	84	86	109	521	411	1240	250	148	1673	188	5052
2021 collected	133	77	62	27	36	210	168	650	107	91	1191	88	2840
growth	142%	198%	136%	317%	304%	248%	245%	191%	233%	163%	140%	214%	211%
New 2021 Adj.	188	153	84	86	109	521	411	1240	250	148	1673	188	5052

1: Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	0	1	7	43	2	6	0	836	1	5	644	23	1568
Recent Dev:	0	0	10	19	0	0	0	94	0	8	45	15	191
2021 adjusted	0	1	18	67	2	7	0	1035	1	14	770	41	1957
2021 collected	0	0	8	46	0	4	0	636	5	7	505	33	1244
growth	#DIV/0!	#DIV/0!	224%	147%	#DIV/0!	169%	#DIV/0!	163%	23%	195%	153%	124%	149%
New 2021 Adj.	0	1	18	67	2	7	0	1035	5	14	770	41	1961

16: Rosetta Canyon Dr. & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	315	0	118	0	0	0	0	909	299	174	1179	0	2994
Recent Dev:	19	0	0	0	0	0	0	63	15	0	90	0	187
2021 adjusted	374	0	133	0	0	0	0	1087	352	196	1418	0	3559
2021 collected	100	0	18	0	0	0	0	661	43	11	1157	0	1990
growth	374%	#DIV/0!	738%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	164%	818%	1781%	123%	#DIV/0!	666%
New 2021 Adj.	374	0	133	0	0	0	0	1087	352	196	1418	0	3559

7: Cambern Av. & Central Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	1	1	2	121	1	53	91	860	2	1	1309	122	2564
Recent Dev:	0	0	0	0	0	0	0	0	0	0	0	0	0
2021 adjusted	1	1	2	142	1	62	107	1008	2	1	1534	143	3004
New 2021 Adj.	1	1	2	142	1	62	107	1008	2	1	1534	143	3004

Volume Development
PM Peak Hour

1: Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)

	PHF: <u>0.949</u>		4:15 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	1	1	16	50	3	3	6	1,139	7	27	1,178	130	2,562

2: Collier Av. & Riverside Dr. (SR-74)

	PHF: <u>0.968</u>		4:15 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	1,171	244	23	8	186	137	100	7	1,070	29	20	20	3,015

3: Collier Av. (SR-74) & Central Av. (SR-74)

	PHF: <u>0.904</u>		4:30 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	47	160	458	943	230	68	199	351	54	256	236	804	3,805

4: I-15 SB Ramps & Central Av. (SR-74)

	PHF: <u>0.920</u>		4:15 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	0	0	0	735	3	174	0	1,435	608	810	1,692	0	5,457

5: I-15 NB Ramps & Central Av. (SR-74)

	PHF: <u>0.911</u>		4:30 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	594	2	871	0	0	0	168	2,002	0	0	1,908	503	6,048

6: Dexter Av. & Central Av. (SR-74)

	PHF: <u>0.949</u>		4:30 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	322	172	226	82	140	514	503	2,030	340	171	1,576	92	6,167

7: Cambern Av. & Central Av. (SR-74)

	PHF: <u>0.960</u>								Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	46	0	64	273	43	131	330	1,738	45	25	1,189	149	4,035

8: Dexter Av. & 3rd St.

	PHF: <u>0.939</u>		4:45 PM						Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	1	332	136	13	304	0	9	2	3	118	1	12	931

9: Driveway 4 & Central Av. (SR-74)

	PHF: <u>0.920</u>								Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols								2,075			1,363		3,438

10: Cambern Av. & Driveway 1

	PHF: <u>0.920</u>								Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		111			114								224

11: Driveway 5 & Central Av. (SR-74)

	PHF: <u>0.920</u>								Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols								2,075			1,363		3,438

12: Cambern Av. & Driveway 2

	PHF: <u>0.920</u>								Count Date: <u>7/27/2021</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		111			114								224

Volume Development
PM Peak Hour

13: Cambern Av. & Driveway 3PHF: 0.920

Count Date: _____

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols		111			114								224

14: Conard Av. & Central Av. (SR-74)PHF: 0.972

4:15 PM

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	54	5	10	90	5	28	25	1,990	59	0	1,281	26	3,575

15: Cambern Av. & 3rd St.PHF: 0.785

5:00 PM

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	1	1	0	15	2	97	106	28	1	1	23	4	279

16: Rosetta Canyon Dr. & Central Av. (SR-74)PHF: 0.968

4:30 PM

Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	150	0	28	0	0	0	0	1,836	253	39	1,158	0	3,464

17: Camino Del Norte & Main St.PHF: 0.938Count Date: 7/27/2021

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2021 Adj. Vols	185	198	0	0	257	236	292	0	297	0	0	0	1,465

5: I-15 NB Ramps & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	500	2	662	0	0	0	119	1469	0	0	1437	355	4544
Recent Dev:	31	0	119	0	0	0	34	275	0	0	290	103	852
2021 adjusted	594	2	865	0	0	0	168	1929	0	0	1908	503	5969
2021 collected	462	1	489	0	0	0	121	1562	0	0	1169	392	4196
growth	129%	225%	177%	#DIV/0!	#DIV/0!	#DIV/0!	139%	124%	#DIV/0!	#DIV/0!	163%	128%	136%
New 2021 Adj.	594	2	865	0	0	0	168	1929	0	0	1908	503	5969

4: I-15 SB Ramps & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	0	0	0	542	3	147	0	1090	468	610	1319	0	4179
Recent Dev:	0	0	0	125	0	8	0	207	34	120	201	0	695
2021 adjusted	0	0	0	735	3	174	0	1435	561	807	1686	0	5401
2021 collected	0	0	0	543	0	164	0	1138	608	496	1139	0	4088
growth	#DIV/0!	#DIV/0!	#DIV/0!	135%	#DIV/0!	106%	#DIV/0!	126%	92%	163%	148%	#DIV/0!	128%
New 2021 Adj.	0	0	0	735	3	174	0	1435	608	807	1686	0	5401

15: Cambern Av. & 3rd St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	0	0	0	2	0	3	1	6	1	0	4	0	17
Recent Dev:	0	0	0	4	0	0	0	0	0	0	0	4	8
2021 adjusted	0	0	0	6	0	4	1	7	1	0	5	4	28
2021 collected	1	1	0	11	1	70	106	28	0	1	23	3	245
growth	0%	0%	#DIV/0!	58%	0%	5%	1%	25%	#DIV/0!	0%	20%	133%	40%
New 2021 Adj.	1	1	0	11	1	70	106	28	1	1	23	4	28

17: Camino Del Norte & Main St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	2	0	0	0	2	173	221	0	0	0	0	0	398
Recent Dev:	0	0	0	0	0	33	33	0	0	0	0	0	66
2021 adjusted	2	0	0	0	2	236	292	0	0	0	0	0	532
2021 collected	185	198	0	0	257	179	254	0	297	0	0	0	1370
growth	1%	0%	#DIV/0!	#DIV/0!	1%	132%	115%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	62%
New 2021 Adj.	185	198	0	0	257	236	292	0	297	0	0	0	1465

3: Collier Av. (SR-74) & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	41	102	427	838	215	63	186	327	46	239	220	750	3454
Recent Dev:	0												0
2021 adjusted	44	109	458	898	230	68	199	350	49	256	236	804	3701
2021 collected	47	160	447	943	144	34	126	351	54	246	192	700	3444
growth	93%	68%	102%	95%	160%	199%	158%	100%	91%	104%	123%	115%	117%
New 2021 Adj.	47	160	458	943	230	68	199	351	54	256	236	804	3805

2: Collier Av. & Riverside Dr. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	924	199	20	7	141	122	89	6	841	26	18	18	2411
Recent Dev:	130	20	0	0	20	0	0	0	123	0	0	0	293
2021 adjusted	1171	244	23	8	179	137	100	7	1070	29	20	20	3008
2021 collected	828	215	12	4	186	109	80	4	872	13	16	12	2351
growth	141%	114%	188%	197%	96%	126%	125%	169%	123%	225%	127%	169%	150%
New 2021 Adj.	1171	244	23	8	186	137	100	7	1070	29	20	20	3015

8: Dexter Av. & 3rd St.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	1	223	8	0	148	0	0	0	0	5	0	1	386
Recent Dev:	0	33	0	0	33	0	0	0	0	0	0	0	66
2021 adjusted	1	294	9	0	206	0	0	0	0	6	0	1	518
2021 collected	1	332	136	13	304	0	9	2	3	107	1	12	920
growth	117%	89%	7%	0%	68%	#DIV/0!	0%	0%	0%	5%	0%	10%	27%
New 2021 Adj.	1	332	136	13	304	0	9	2	3	107	1	12	920

6: Dexter Av. & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	140	122	188	66	106	433	440	1560	170	135	1122	82	4564
Recent Dev:	150	21	14	8	21	0	7	238	149	14	236	0	858
2021 adjusted	308	158	226	82	140	488	503	1995	340	166	1500	92	5998
2021 collected	150	172	118	68	105	295	358	1517	211	171	1134	62	4361
growth	205%	92%	191%	121%	134%	165%	140%	131%	161%	97%	132%	149%	143%
New 2021 Adj.	308	172	226	82	140	488	503	1995	340	171	1500	92	6016

1: Gunnerson St./Strickland Av. & Riverside Dr. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	1	1	3	27	3	2	5	931	5	6	959	104	2047
Recent Dev:	0	0	12	20	0	0	0	91	0	20	98	13	254
2021 adjusted	1	1	15	50	3	2	6	1139	6	27	1178	130	2559
2021 collected	0	1	16	28	1	3	3	916	7	14	814	110	1913
growth	#DIV/0!	113%	96%	180%	338%	75%	188%	124%	80%	191%	145%	118%	150%
New 2021 Adj.	1	1	16	50	3	3	6	1139	7	27	1178	130	2562

16: Rosetta Canyon Dr. & Central Av. (SR-74)

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2015 historic	115	0	25	0	0	0	0	1547	207	35	949	0	2878
Recent Dev:	20	0	0	0	0	0	0	94	20	0	89	0	223
2021 adjusted	150	0	28	0	0	0	0	1836	253	39	1158	0	3464
2021 collected	104	0	23	0	0	0	0	1540	155	26	1002	0	2850
growth	144%	#DIV/0!	122%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	119%	163%	152%	116%	#DIV/0!	136%
New 2021 Adj.	150	0	28	0	0	0	0	1836	253	39	1158	0	3464

7: Cambern Av. & Central Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2013 historic	1	0	2	233	2	112	282	1483	2	1	1033	144	3295
Recent Dev:	0	0	0	0	0	0	0	0	0	0	0	0	0
2021 adjusted	1	0	2	273	2	131	330	1738	2	1	1210	169	3861
New 2021 Adj.	1	0	2	273	2	131	330	1738	2	1	1210	169	3861

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
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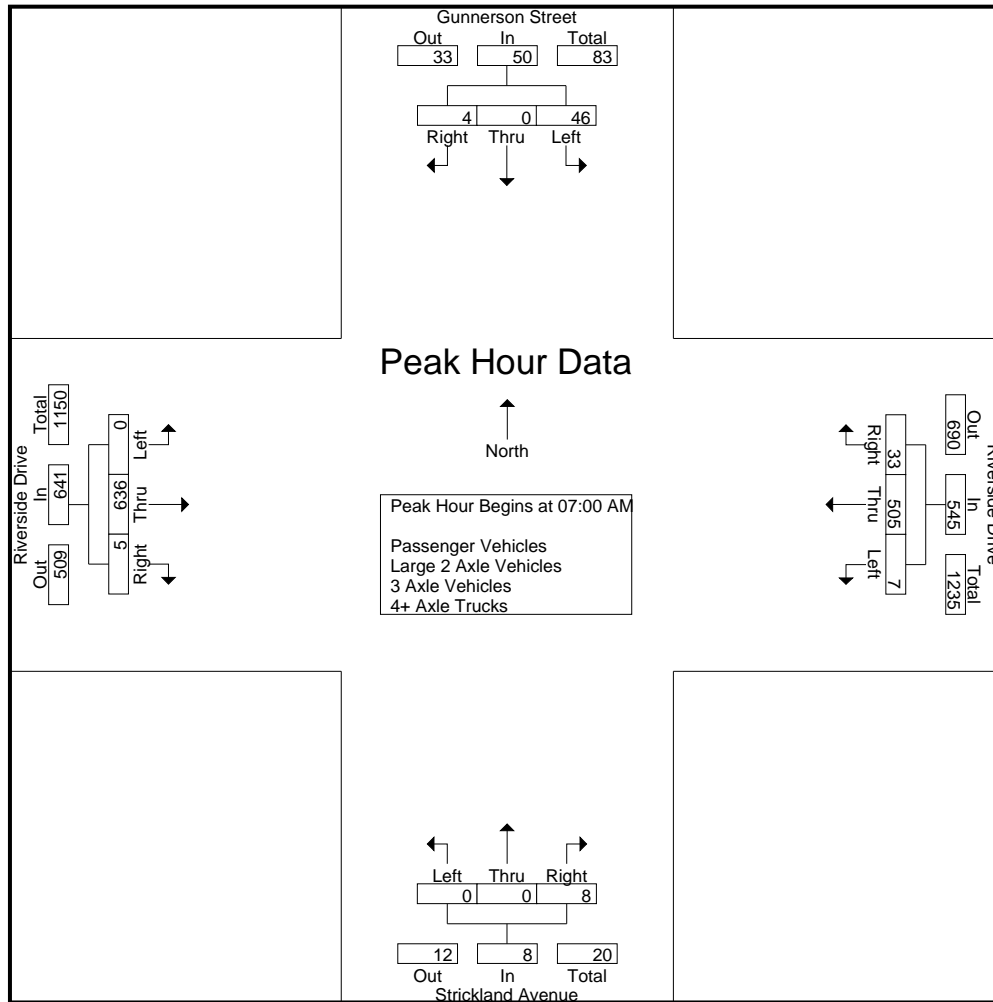
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	10	0	0	10	2	124	11	137	0	0	1	1	0	142	1	143	291
07:15 AM	11	0	0	11	1	134	7	142	0	0	2	2	0	154	0	154	309
07:30 AM	18	0	2	20	0	124	6	130	0	0	3	3	0	180	1	181	334
07:45 AM	7	0	2	9	4	123	9	136	0	0	2	2	0	160	3	163	310
Total	46	0	4	50	7	505	33	545	0	0	8	8	0	636	5	641	1244
08:00 AM	14	0	1	15	3	95	5	103	0	0	2	2	1	149	3	153	273
08:15 AM	12	0	0	12	0	103	7	110	0	0	0	0	1	173	1	175	297
08:30 AM	8	0	0	8	3	122	4	129	1	1	2	4	1	172	0	173	314
08:45 AM	8	0	1	9	0	102	9	111	1	1	2	4	1	166	0	167	291
Total	42	0	2	44	6	422	25	453	2	2	6	10	4	660	4	668	1175
Grand Total	88	0	6	94	13	927	58	998	2	2	14	18	4	1296	9	1309	2419
Apprch %	93.6	0	6.4		1.3	92.9	5.8		11.1	11.1	77.8		0.3	99	0.7		
Total %	3.6	0	0.2	3.9	0.5	38.3	2.4	41.3	0.1	0.1	0.6	0.7	0.2	53.6	0.4	54.1	
Passenger Vehicles	87	0	5	92	13	879	55	947	2	1	14	17	4	1261	9	1274	2330
% Passenger Vehicles	98.9	0	83.3	97.9	100	94.8	94.8	94.9	100	50	100	94.4	100	97.3	100	97.3	96.3
Large 2 Axle Vehicles	1	0	1	2	0	35	2	37	0	1	0	1	0	23	0	23	63
% Large 2 Axle Vehicles	1.1	0	16.7	2.1	0	3.8	3.4	3.7	0	50	0	5.6	0	1.8	0	1.8	2.6
3 Axle Vehicles	0	0	0	0	0	7	1	8	0	0	0	0	0	5	0	5	13
% 3 Axle Vehicles	0	0	0	0	0	0.8	1.7	0.8	0	0	0	0	0	0.4	0	0.4	0.5
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0.5	0	0.5	0.5

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	10	0	0	10	2	124	11	137	0	0	1	1	0	142	1	143	291
07:15 AM	11	0	0	11	1	134	7	142	0	0	2	2	0	154	0	154	309
07:30 AM	18	0	2	20	0	124	6	130	0	0	3	3	0	180	1	181	334
07:45 AM	7	0	2	9	4	123	9	136	0	0	2	2	0	160	3	163	310
Total Volume	46	0	4	50	7	505	33	545	0	0	8	8	0	636	5	641	1244
% App. Total	92	0	8		1.3	92.7	6.1		0	0	100		0	99.2	0.8		
PHF	.639	.000	.500	.625	.438	.942	.750	.960	.000	.000	.667	.667	.000	.883	.417	.885	.931

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

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

	07:30 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	18	0	2	20	2	124	11	137	0	0	2	2	0	180	1	181
+15 mins.	7	0	2	9	1	134	7	142	0	0	0	0	0	160	3	163
+30 mins.	14	0	1	15	0	124	6	130	1	1	2	4	1	149	3	153
+45 mins.	12	0	0	12	4	123	9	136	1	1	2	4	1	173	1	175
Total Volume	51	0	5	56	7	505	33	545	2	2	6	10	2	662	8	672
% App. Total	91.1	0	8.9		1.3	92.7	6.1		20	20	60		0.3	98.5	1.2	
PHF	.708	.000	.625	.700	.438	.942	.750	.960	.500	.500	.750	.625	.500	.919	.667	.928

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
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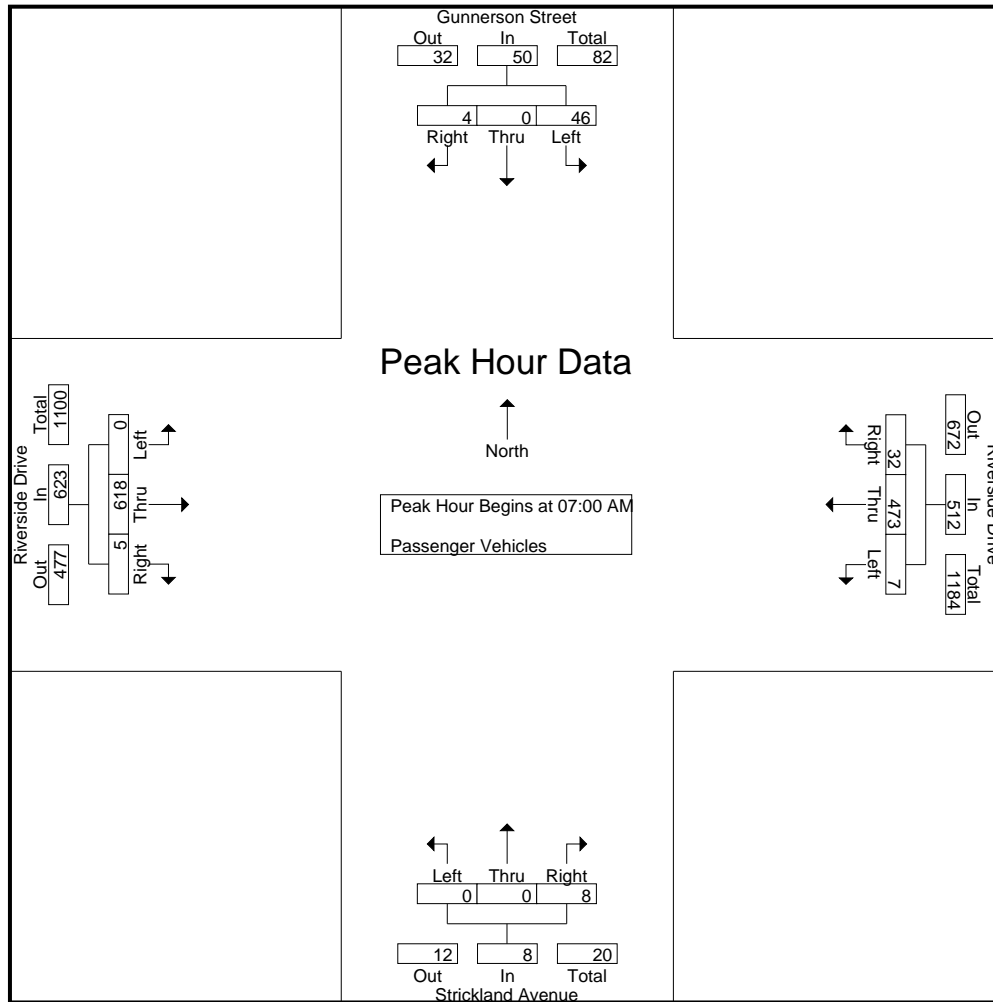
Groups Printed- Passenger Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	10	0	0	10	2	115	10	127	0	0	1	1	0	137	1	138	276
07:15 AM	11	0	0	11	1	126	7	134	0	0	2	2	0	148	0	148	295
07:30 AM	18	0	2	20	0	116	6	122	0	0	3	3	0	176	1	177	322
07:45 AM	7	0	2	9	4	116	9	129	0	0	2	2	0	157	3	160	300
Total	46	0	4	50	7	473	32	512	0	0	8	8	0	618	5	623	1193
08:00 AM	14	0	1	15	3	90	5	98	0	0	2	2	1	148	3	152	267
08:15 AM	11	0	0	11	0	99	7	106	0	0	0	0	1	171	1	173	290
08:30 AM	8	0	0	8	3	118	4	125	1	0	2	3	1	163	0	164	300
08:45 AM	8	0	0	8	0	99	7	106	1	1	2	4	1	161	0	162	280
Total	41	0	1	42	6	406	23	435	2	1	6	9	4	643	4	651	1137
Grand Total	87	0	5	92	13	879	55	947	2	1	14	17	4	1261	9	1274	2330
Apprch %	94.6	0	5.4		1.4	92.8	5.8		11.8	5.9	82.4		0.3	99	0.7		
Total %	3.7	0	0.2	3.9	0.6	37.7	2.4	40.6	0.1	0	0.6	0.7	0.2	54.1	0.4	54.7	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	10	0	0	10	2	115	10	127	0	0	1	1	0	137	1	138	276
07:15 AM	11	0	0	11	1	126	7	134	0	0	2	2	0	148	0	148	295
07:30 AM	18	0	2	20	0	116	6	122	0	0	3	3	0	176	1	177	322
07:45 AM	7	0	2	9	4	116	9	129	0	0	2	2	0	157	3	160	300
Total Volume	46	0	4	50	7	473	32	512	0	0	8	8	0	618	5	623	1193
% App. Total	92	0	8		1.4	92.4	6.2		0	0	100		0	99.2	0.8		
PHF	.639	.000	.500	.625	.438	.938	.800	.955	.000	.000	.667	.667	.000	.878	.417	.880	.926

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
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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.	10	0	0	10	2	115	10	127	0	0	1	1	0	137	1	138
+15 mins.	11	0	0	11	1	126	7	134	0	0	2	2	0	148	0	148
+30 mins.	18	0	2	20	0	116	6	122	0	0	3	3	0	176	1	177
+45 mins.	7	0	2	9	4	116	9	129	0	0	2	2	0	157	3	160
Total Volume	46	0	4	50	7	473	32	512	0	0	8	8	0	618	5	623
% App. Total	92	0	8		1.4	92.4	6.2		0	0	100		0	99.2	0.8	
PHF	.639	.000	.500	.625	.438	.938	.800	.955	.000	.000	.667	.667	.000	.878	.417	.880

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
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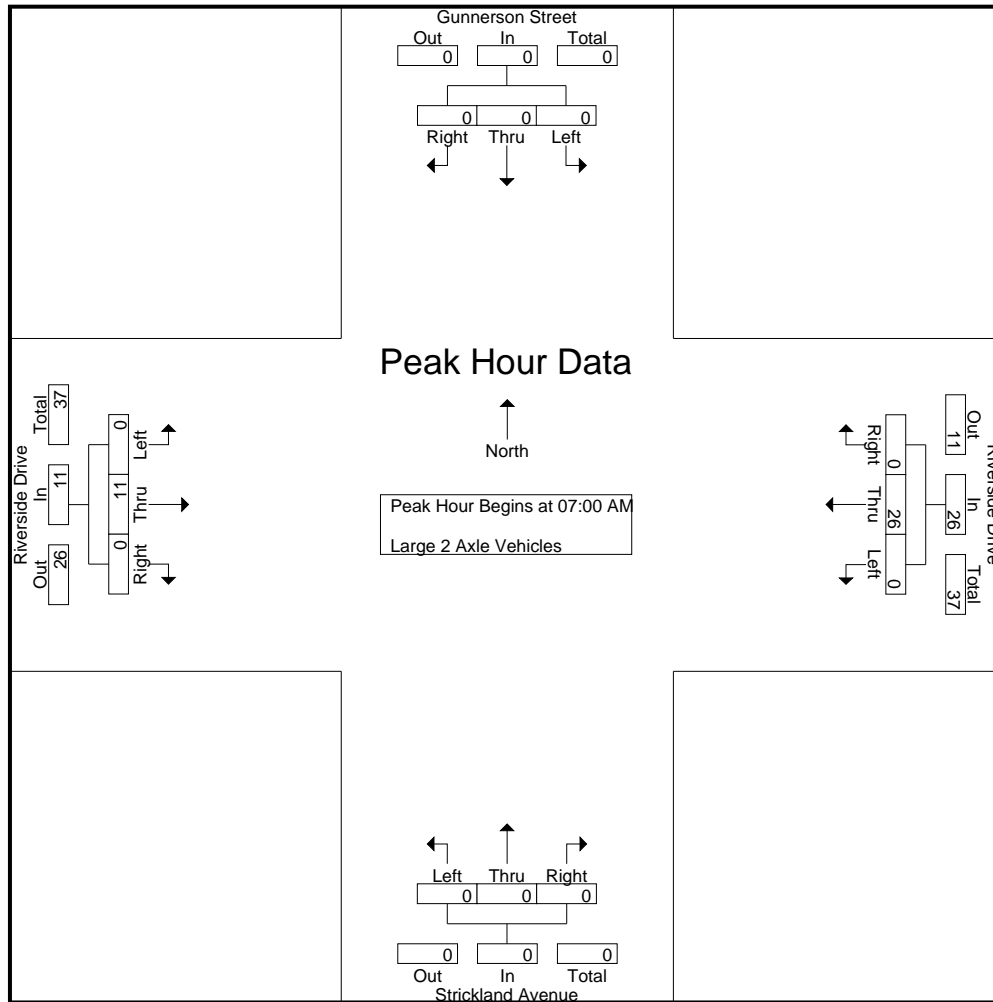
Groups Printed- Large 2 Axle Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	7	0	7	0	0	0	0	0	3	0	3	10
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	11	0	11	37
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	8	0	8	11
08:45 AM	0	0	1	1	0	1	2	3	0	0	0	0	0	2	0	2	6
Total	1	0	1	2	0	9	2	11	0	1	0	1	0	12	0	12	26
Grand Total	1	0	1	2	0	35	2	37	0	1	0	1	0	23	0	23	63
Apprch %	50	0	50		0	94.6	5.4		0	100	0		0	100	0		
Total %	1.6	0	1.6	3.2	0	55.6	3.2	58.7	0	1.6	0	1.6	0	36.5	0	36.5	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	7	0	7	0	0	0	0	0	3	0	3	10
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total Volume	0	0	0	0	0	26	0	26	0	0	0	0	0	11	0	11	37
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.929	.000	.929	.000	.000	.000	.000	.000	.688	.000	.688	.841

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	26	0	26	0	0	0	0	0	11	0	11
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.929	.000	.929	.000	.000	.000	.000	.000	.688	.000	.688

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
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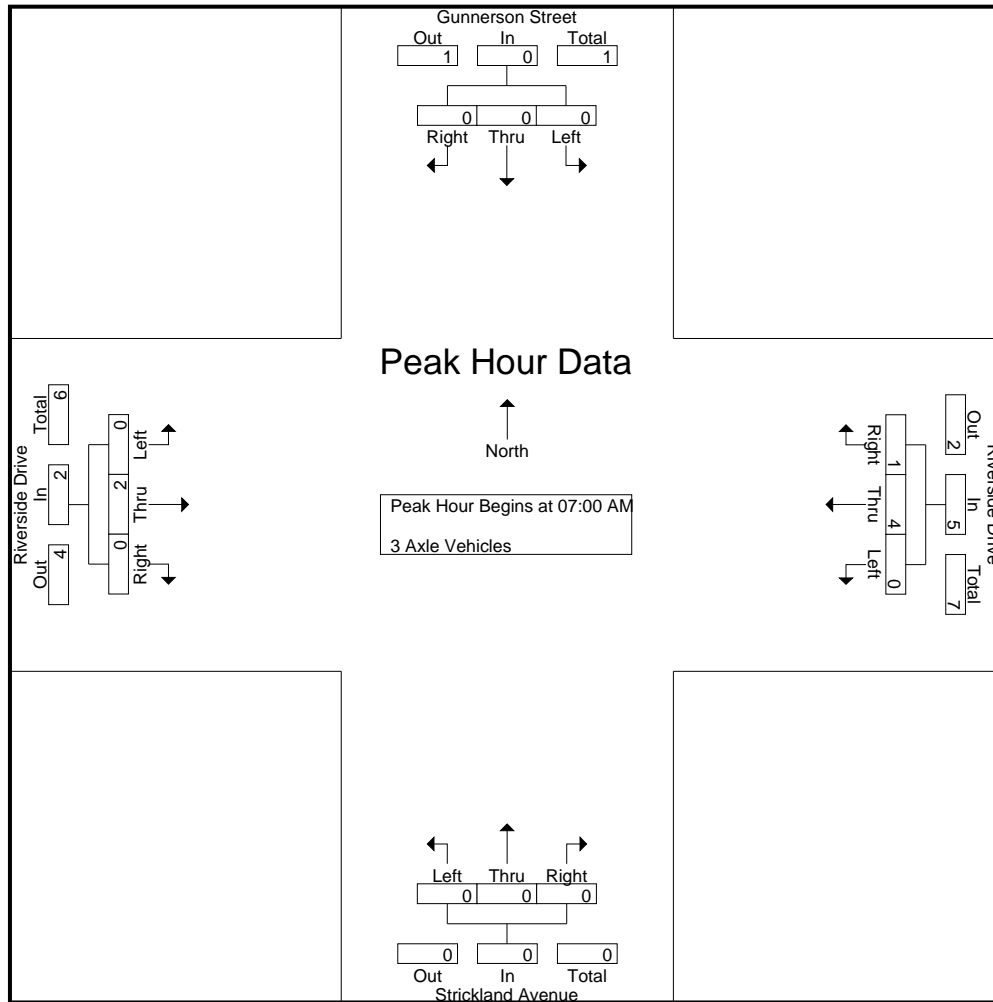
Groups Printed- 3 Axle Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	2	1	3	0	0	0	0	0	1	0	1	4
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	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	0	0	0	0	0	7	1	8	0	0	0	0	0	5	0	5	13
Apprch %	0	0	0		0	87.5	12.5		0	0	0		0	100	0		
Total %	0	0	0	0	0	53.8	7.7	61.5	0	0	0	0	0	38.5	0	38.5	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	2	1	3	0	0	0	0	0	1	0	1	4
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	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
% App. Total	0	0	0		0	80	20		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.417	.000	.000	.000	.000	.000	.500	.000	.500	.438

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	1	3	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	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	80	20		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.417	.000	.000	.000	.000	.000	.500	.000	.500

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
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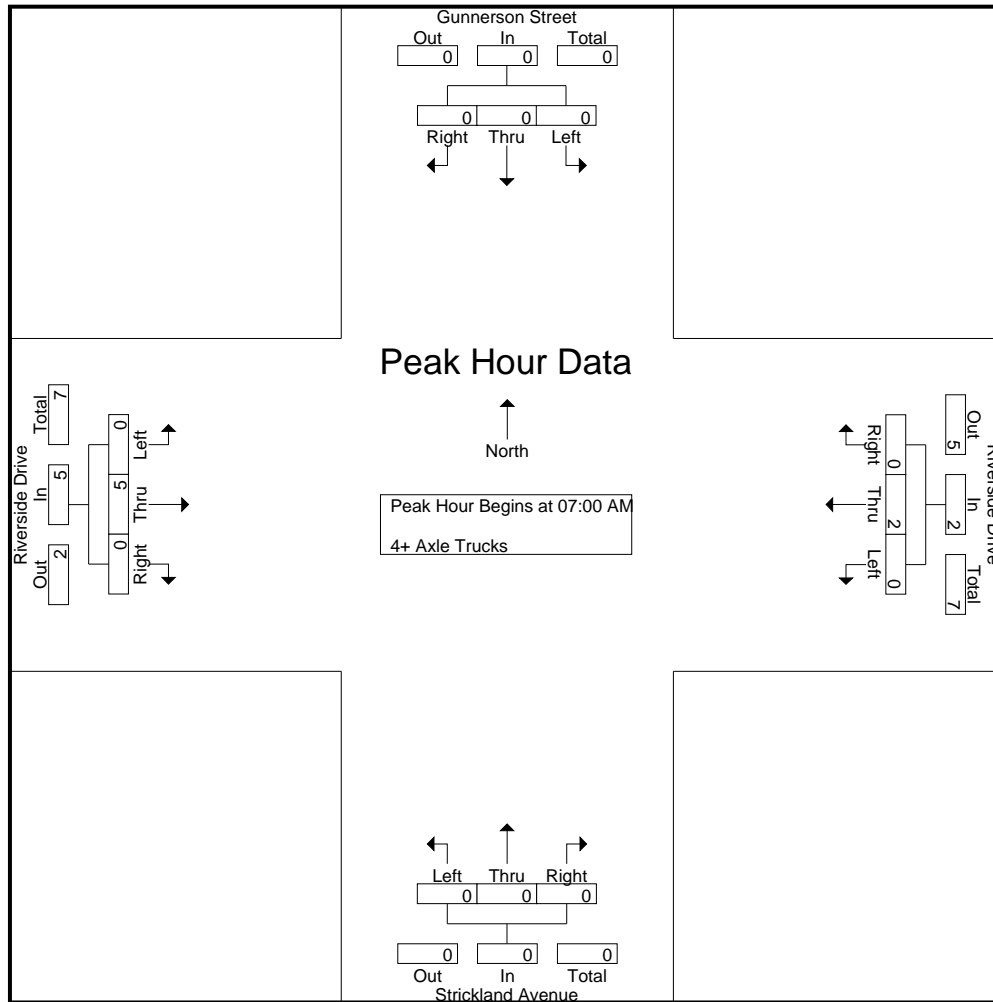
Groups Printed- 4+ Axle Trucks

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
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	2	0	2	0	0	0	0	0	5	0	5	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	46.2	0	46.2	0	0	0	0	0	53.8	0	53.8	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.583

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv AM
Site Code : 05121362
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
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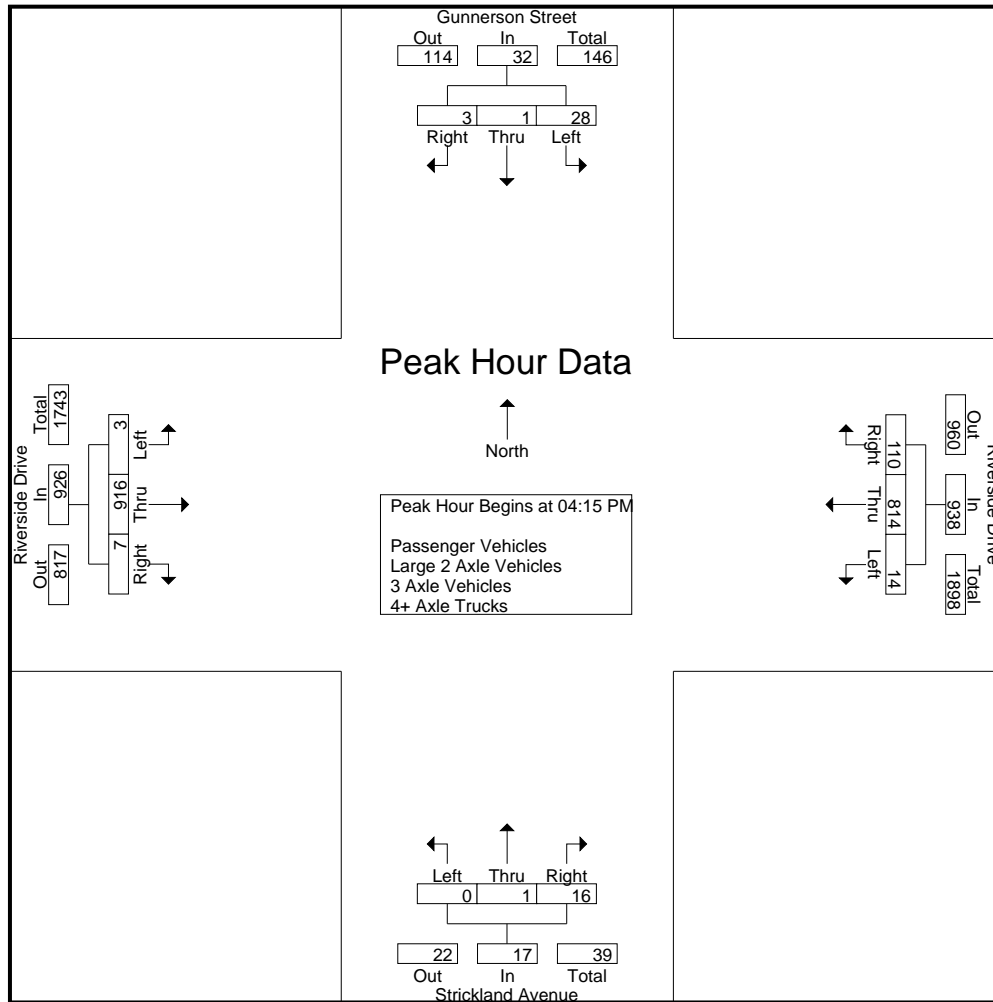
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	12	0	1	13	3	229	27	259	0	0	2	2	0	175	1	176	450
04:15 PM	11	1	1	13	5	201	26	232	0	0	6	6	0	252	1	253	504
04:30 PM	6	0	1	7	2	205	27	234	0	1	4	5	1	215	1	217	463
04:45 PM	3	0	0	3	3	215	23	241	0	0	3	3	2	225	4	231	478
Total	32	1	3	36	13	850	103	966	0	1	15	16	3	867	7	877	1895
05:00 PM	8	0	1	9	4	193	34	231	0	0	3	3	0	224	1	225	468
05:15 PM	9	0	2	11	3	203	30	236	0	0	3	3	2	204	0	206	456
05:30 PM	3	0	0	3	1	211	31	243	0	0	1	1	0	239	1	240	487
05:45 PM	9	0	0	9	2	188	28	218	0	0	6	6	2	158	0	160	393
Total	29	0	3	32	10	795	123	928	0	0	13	13	4	825	2	831	1804
Grand Total	61	1	6	68	23	1645	226	1894	0	1	28	29	7	1692	9	1708	3699
Apprch %	89.7	1.5	8.8		1.2	86.9	11.9		0	3.4	96.6		0.4	99.1	0.5		
Total %	1.6	0	0.2	1.8	0.6	44.5	6.1	51.2	0	0	0.8	0.8	0.2	45.7	0.2	46.2	
Passenger Vehicles	60	1	6	67	23	1621	224	1868	0	1	27	28	7	1655	9	1671	3634
% Passenger Vehicles	98.4	100	100	98.5	100	98.5	99.1	98.6	0	100	96.4	96.6	100	97.8	100	97.8	98.2
Large 2 Axle Vehicles	0	0	0	0	0	21	2	23	0	0	1	1	0	23	0	23	47
% Large 2 Axle Vehicles	0	0	0	0	0	1.3	0.9	1.2	0	0	3.6	3.4	0	1.4	0	1.3	1.3
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.5	0	0.5	0.3
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	6	0	6	8
% 4+ Axle Trucks	1.6	0	0	1.5	0	0.1	0	0.1	0	0	0	0	0	0.4	0	0.4	0.2

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	11	1	1	13	5	201	26	232	0	0	6	6	0	252	1	253	504
04:30 PM	6	0	1	7	2	205	27	234	0	1	4	5	1	215	1	217	463
04:45 PM	3	0	0	3	3	215	23	241	0	0	3	3	2	225	4	231	478
05:00 PM	8	0	1	9	4	193	34	231	0	0	3	3	0	224	1	225	468
Total Volume	28	1	3	32	14	814	110	938	0	1	16	17	3	916	7	926	1913
% App. Total	87.5	3.1	9.4		1.5	86.8	11.7		0	5.9	94.1		0.3	98.9	0.8		
PHF	.636	.250	.750	.615	.700	.947	.809	.973	.000	.250	.667	.708	.375	.909	.438	.915	.949

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

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

	04:00 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	12	0	1	13	3	229	27	259	0	0	6	6	0	252	1	253
+15 mins.	11	1	1	13	5	201	26	232	0	1	4	5	1	215	1	217
+30 mins.	6	0	1	7	2	205	27	234	0	0	3	3	2	225	4	231
+45 mins.	3	0	0	3	3	215	23	241	0	0	3	3	0	224	1	225
Total Volume	32	1	3	36	13	850	103	966	0	1	16	17	3	916	7	926
% App. Total	88.9	2.8	8.3		1.3	88	10.7		0	5.9	94.1		0.3	98.9	0.8	
PHF	.667	.250	.750	.692	.650	.928	.954	.932	.000	.250	.667	.708	.375	.909	.438	.915

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
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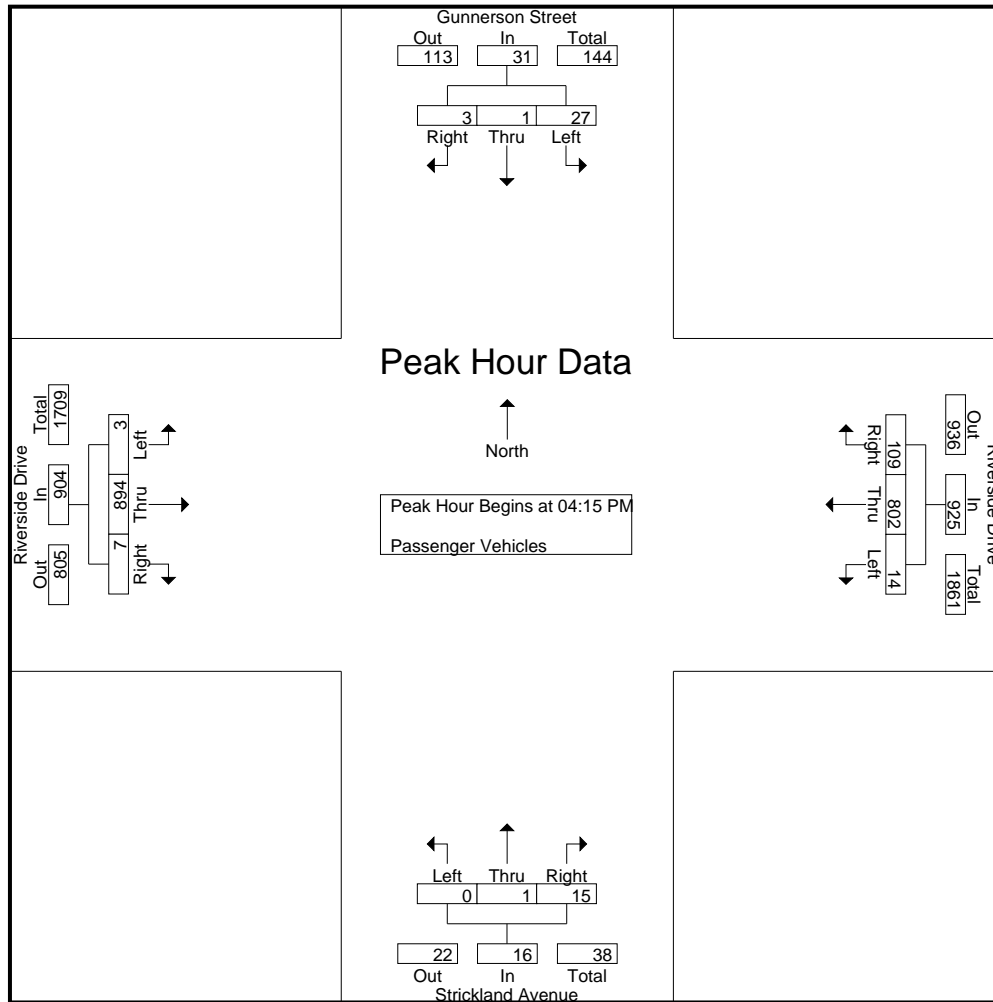
Groups Printed- Passenger Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	12	0	1	13	3	224	26	253	0	0	2	2	0	173	1	174	442
04:15 PM	11	1	1	13	5	198	26	229	0	0	5	5	0	248	1	249	496
04:30 PM	6	0	1	7	2	201	27	230	0	1	4	5	1	210	1	212	454
04:45 PM	3	0	0	3	3	214	23	240	0	0	3	3	2	216	4	222	468
Total	32	1	3	36	13	837	102	952	0	1	14	15	3	847	7	857	1860
05:00 PM	7	0	1	8	4	189	33	226	0	0	3	3	0	220	1	221	458
05:15 PM	9	0	2	11	3	201	30	234	0	0	3	3	2	198	0	200	448
05:30 PM	3	0	0	3	1	209	31	241	0	0	1	1	0	235	1	236	481
05:45 PM	9	0	0	9	2	185	28	215	0	0	6	6	2	155	0	157	387
Total	28	0	3	31	10	784	122	916	0	0	13	13	4	808	2	814	1774
Grand Total	60	1	6	67	23	1621	224	1868	0	1	27	28	7	1655	9	1671	3634
Apprch %	89.6	1.5	9		1.2	86.8	12		0	3.6	96.4		0.4	99	0.5		
Total %	1.7	0	0.2	1.8	0.6	44.6	6.2	51.4	0	0	0.7	0.8	0.2	45.5	0.2	46	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	1	1	13	5	198	26	229	0	0	5	5	0	248	1	249	496
04:30 PM	6	0	1	7	2	201	27	230	0	1	4	5	1	210	1	212	454
04:45 PM	3	0	0	3	3	214	23	240	0	0	3	3	2	216	4	222	468
05:00 PM	7	0	1	8	4	189	33	226	0	0	3	3	0	220	1	221	458
Total Volume	27	1	3	31	14	802	109	925	0	1	15	16	3	894	7	904	1876
% App. Total	87.1	3.2	9.7		1.5	86.7	11.8		0	6.2	93.8		0.3	98.9	0.8		
PHF	.614	.250	.750	.596	.700	.937	.826	.964	.000	.250	.750	.800	.375	.901	.438	.908	.946

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	11	1	1	13	5	198	26	229	0	0	5	5	0	248	1	249
+15 mins.	6	0	1	7	2	201	27	230	0	1	4	5	1	210	1	212
+30 mins.	3	0	0	3	3	214	23	240	0	0	3	3	2	216	4	222
+45 mins.	7	0	1	8	4	189	33	226	0	0	3	3	0	220	1	221
Total Volume	27	1	3	31	14	802	109	925	0	1	15	16	3	894	7	904
% App. Total	87.1	3.2	9.7		1.5	86.7	11.8		0	6.2	93.8		0.3	98.9	0.8	
PHF	.614	.250	.750	.596	.700	.937	.826	.964	.000	.250	.750	.800	.375	.901	.438	.908

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
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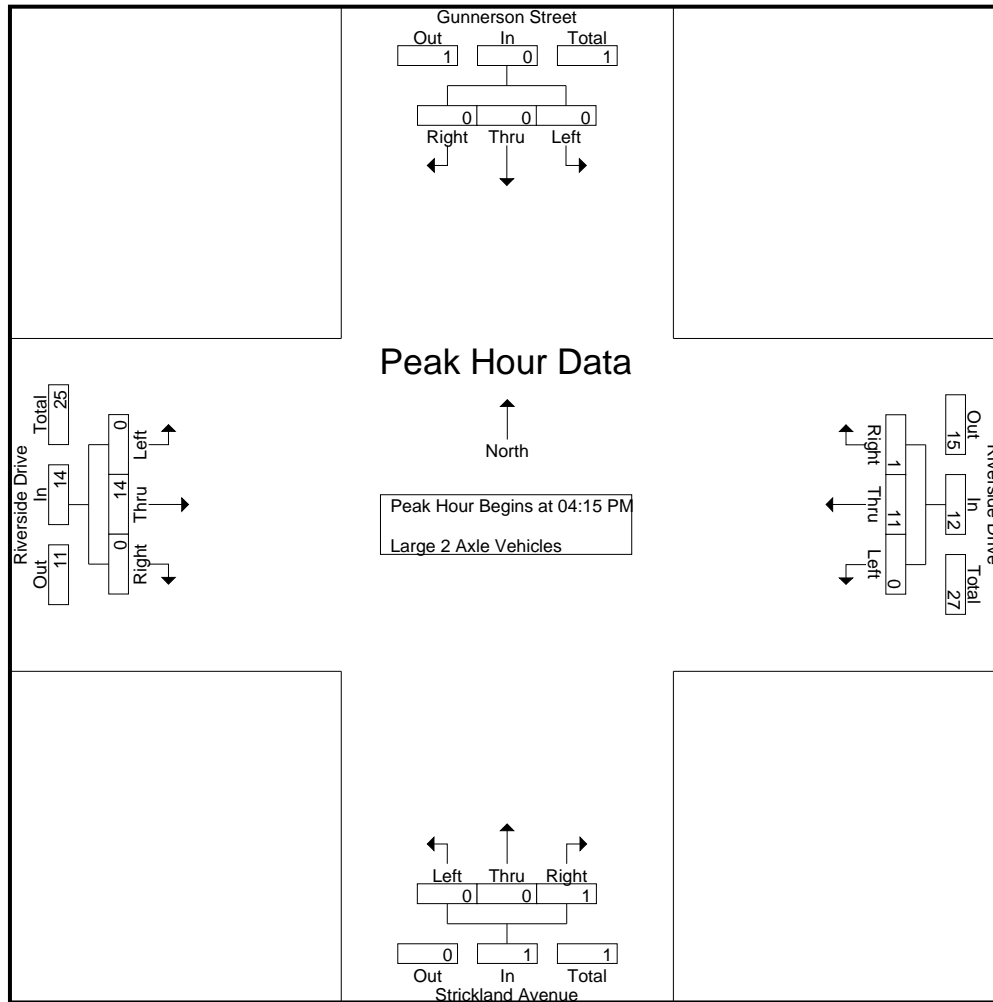
Groups Printed- Large 2 Axle Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	3	1	4	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	0	0	0	0	0	10	1	11	0	0	1	1	0	13	0	13	25
05:00 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	11	1	12	0	0	0	0	0	10	0	10	22
Grand Total	0	0	0	0	0	21	2	23	0	0	1	1	0	23	0	23	47
Apprch %	0	0	0		0	91.3	8.7		0	0	100		0	100	0		
Total %	0	0	0	0	0	44.7	4.3	48.9	0	0	2.1	2.1	0	48.9	0	48.9	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
Total Volume	0	0	0	0	0	11	1	12	0	0	1	1	0	14	0	14	27
% App. Total	0	0	0		0	91.7	8.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.250	.600	.000	.000	.250	.250	.000	.583	.000	.583	.844

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	11	1	12	0	0	1	1	0	14	0	14
% App. Total	0	0	0	0	0	91.7	8.3		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.250	.600	.000	.000	.250	.250	.000	.583	.000	.583

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
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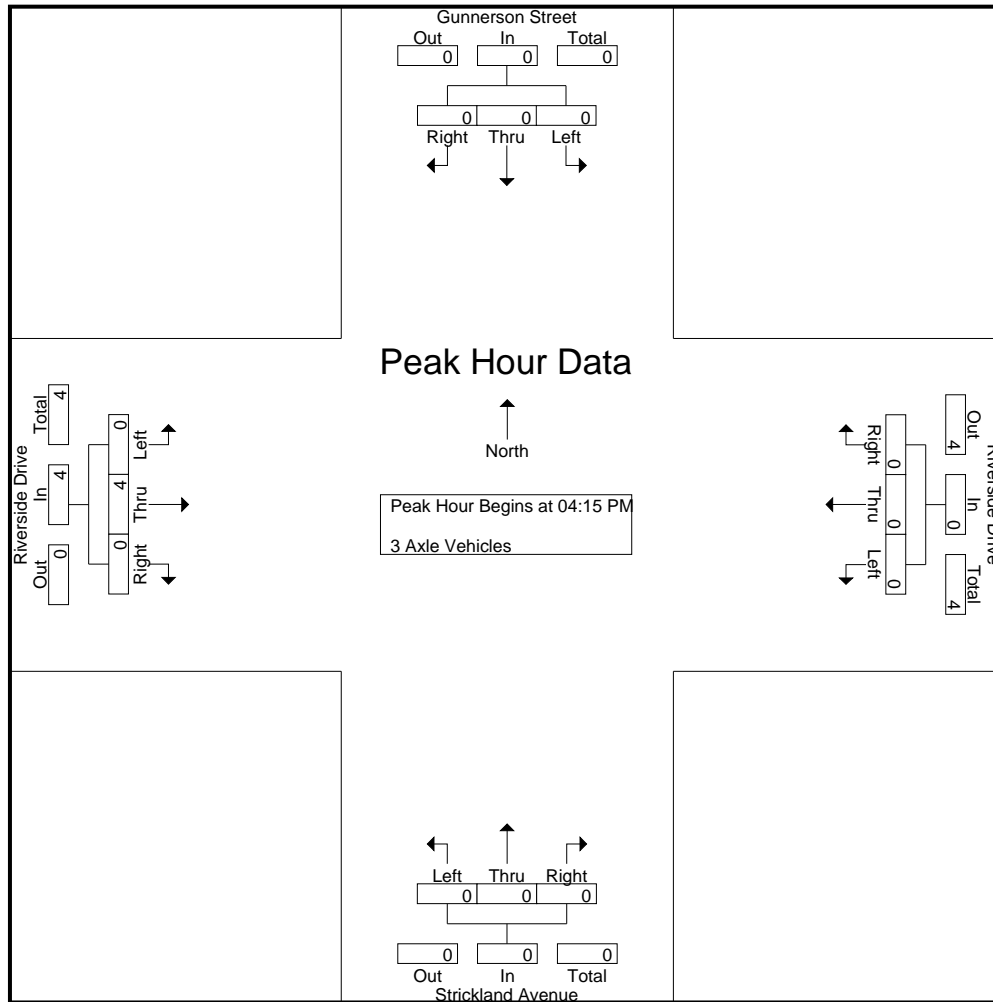
Groups Printed- 3 Axle Vehicles

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
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	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	20	0	20	0	0	0		0	80	0	80	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	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	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

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

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

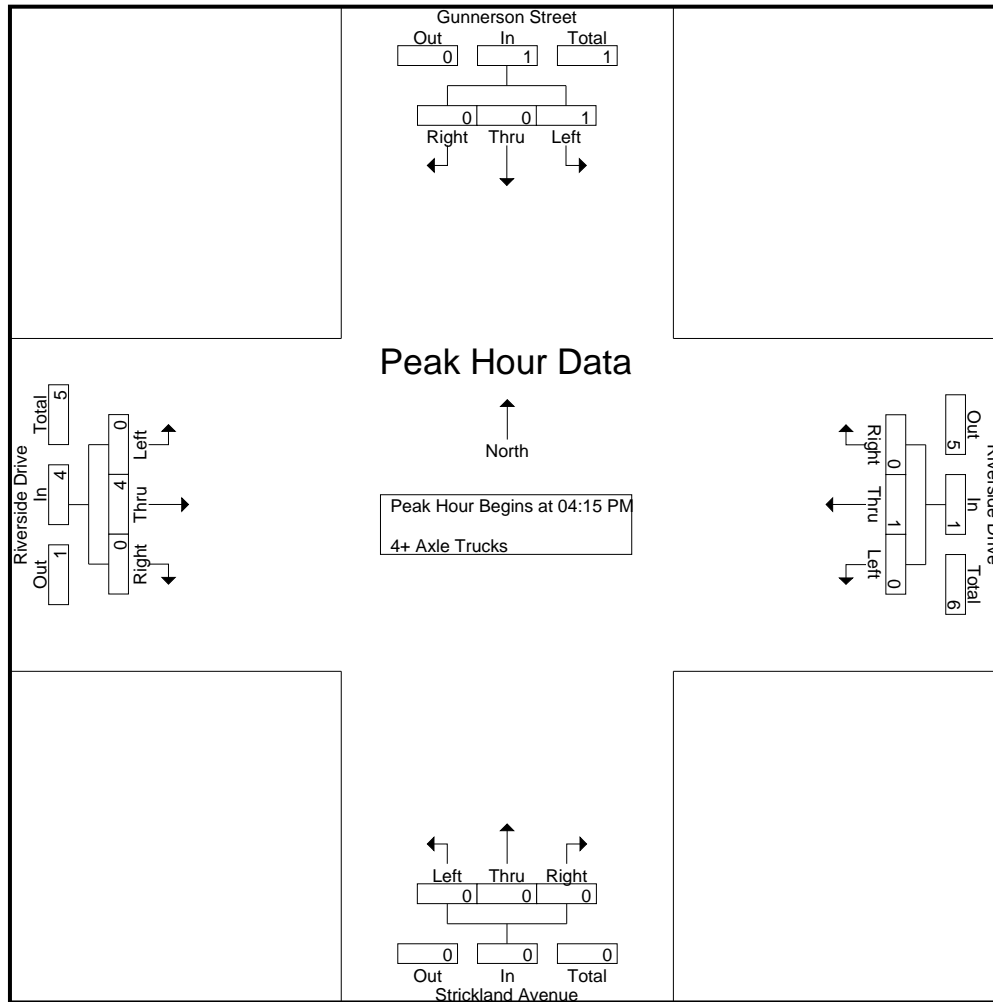
Groups Printed- 4+ Axle Trucks

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	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	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0	0	6	0	6	8
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	12.5	0	0	12.5	0	12.5	0	12.5	0	0	0	0	0	75	0	75	

	Gunnerson Street Southbound				Riverside Drive Westbound				Strickland Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.00	.000	1.00	.750

City of Lake Elsinore
N/S: Gunnerson St/Strickland Ave
E/W: Riverside Drive
Weather: Clear

File Name : 01_LKE_Gun_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.000	.000	1.000

Location: Lake Elsinore
 N/S: Gunnerson St/Strickland Ave
 E/W: Riverside Drive



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

		North Leg Gunnerson Street	East Leg Riverside Drive	South Leg Strickland Avenue	West Leg Riverside Drive	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL VOLUMES:	0	0	0	0	0

		North Leg Gunnerson Street	East Leg Riverside Drive	South Leg Strickland Avenue	West Leg Riverside Drive	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	2	0	2
	TOTAL VOLUMES:	0	0	2	0	2

Location: Lake Elsinore
 N/S: Gunnerson St/Strickland Ave
 E/W: Riverside Drive



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Gunnerson Street			Westbound Riverside Drive			Northbound Strickland Avenue			Eastbound Riverside Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound Gunnerson Street			Westbound Riverside Drive			Northbound Strickland Avenue			Eastbound Riverside Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: Gunnerson Street
E/W: Riverside Drive
Weather: Clear

File Name : LKEGURIAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

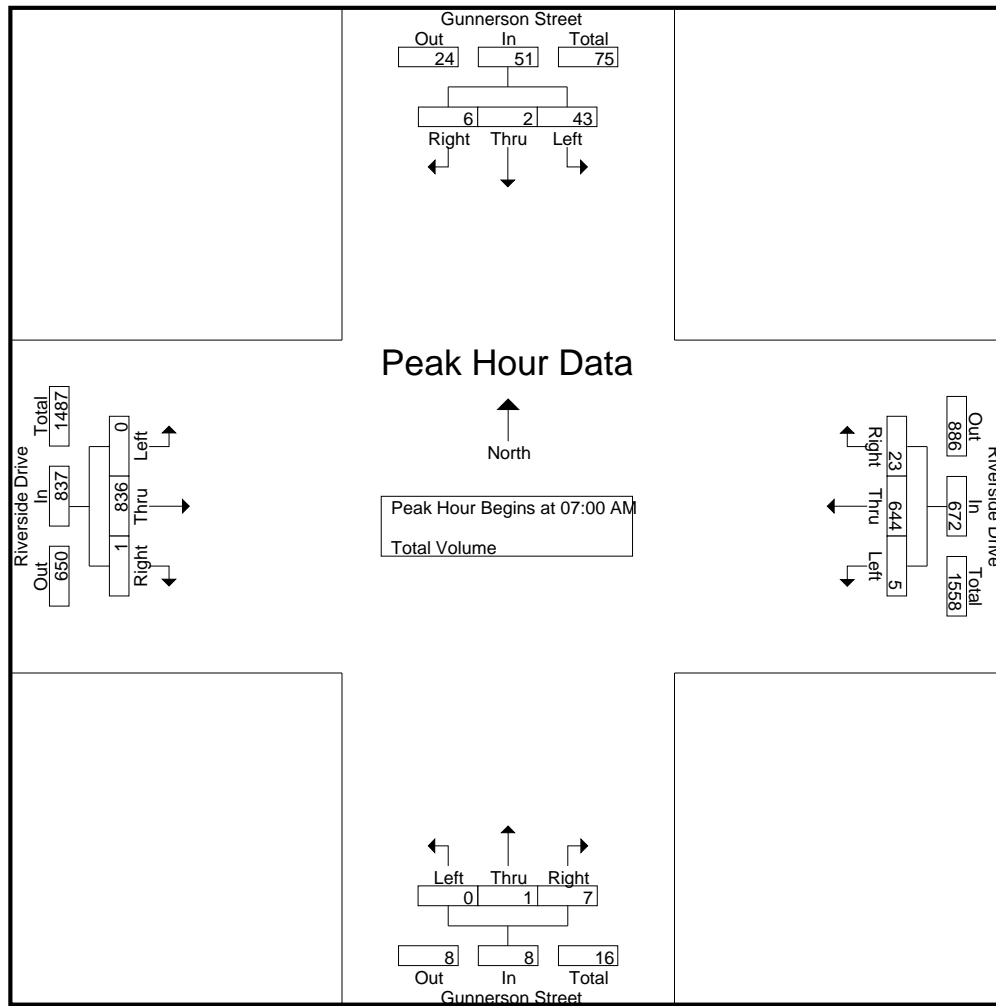
Groups Printed- Total Volume

	Gunnerson Street Southbound				Riverside Drive Westbound				Gunnerson Street Northbound				Riverside Drive 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	8	1	3	12	2	148	3	153	0	0	2	2	0	211	0	211	378
07:15 AM	12	1	1	14	3	184	7	194	0	0	0	0	0	205	0	205	413
07:30 AM	13	0	2	15	0	158	7	165	0	0	1	1	0	226	0	226	407
07:45 AM	10	0	0	10	0	154	6	160	0	1	4	5	0	194	1	195	370
Total	43	2	6	51	5	644	23	672	0	1	7	8	0	836	1	837	1568
08:00 AM	10	0	0	10	0	143	3	146	2	1	1	4	1	178	0	179	339
08:15 AM	10	1	1	12	2	139	12	153	0	1	1	2	0	155	0	155	322
08:30 AM	9	3	0	12	1	118	11	130	0	0	0	0	0	189	1	190	332
08:45 AM	6	0	0	6	2	138	9	149	0	1	1	2	0	160	1	161	318
Total	35	4	1	40	5	538	35	578	2	3	3	8	1	682	2	685	1311
Grand Total	78	6	7	91	10	1182	58	1250	2	4	10	16	1	1518	3	1522	2879
Apprch %	85.7	6.6	7.7		0.8	94.6	4.6		12.5	25	62.5		0.1	99.7	0.2		
Total %	2.7	0.2	0.2	3.2	0.3	41.1	2	43.4	0.1	0.1	0.3	0.6	0	52.7	0.1	52.9	

	Gunnerson Street Southbound				Riverside Drive Westbound				Gunnerson Street Northbound				Riverside Drive 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	8	1	3	12	2	148	3	153	0	0	2	2	0	211	0	211	378
07:15 AM	12	1	1	14	3	184	7	194	0	0	0	0	0	205	0	205	413
07:30 AM	13	0	2	15	0	158	7	165	0	0	1	1	0	226	0	226	407
07:45 AM	10	0	0	10	0	154	6	160	0	1	4	5	0	194	1	195	370
Total Volume	43	2	6	51	5	644	23	672	0	1	7	8	0	836	1	837	1568
% App. Total	84.3	3.9	11.8		0.7	95.8	3.4		0	12.5	87.5		0	99.9	0.1		
PHF	.827	.500	.500	.850	.417	.875	.821	.866	.000	.250	.438	.400	.000	.925	.250	.926	.949

City of Lake Elsinore
N/S: Gunnerson Street
E/W: Riverside Drive
Weather: Clear

File Name : LKEGURIAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	8	1	3	12	2	148	3	153	0	0	1	1	0	211	0	211
+15 mins.	12	1	1	14	3	184	7	194	0	1	4	5	0	205	0	205
+30 mins.	13	0	2	15	0	158	7	165	2	1	1	4	0	226	0	226
+45 mins.	10	0	0	10	0	154	6	160	0	1	1	2	0	194	1	195
Total Volume	43	2	6	51	5	644	23	672	2	3	7	12	0	836	1	837
% App. Total	84.3	3.9	11.8		0.7	95.8	3.4		16.7	25	58.3		0	99.9	0.1	
PHF	.827	.500	.500	.850	.417	.875	.821	.866	.250	.750	.438	.600	.000	.925	.250	.926

City of Lake Elsinore
N/S: Gunnerson Street
E/W: Riverside Drive
Weather: Clear

File Name : LKEGURIPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

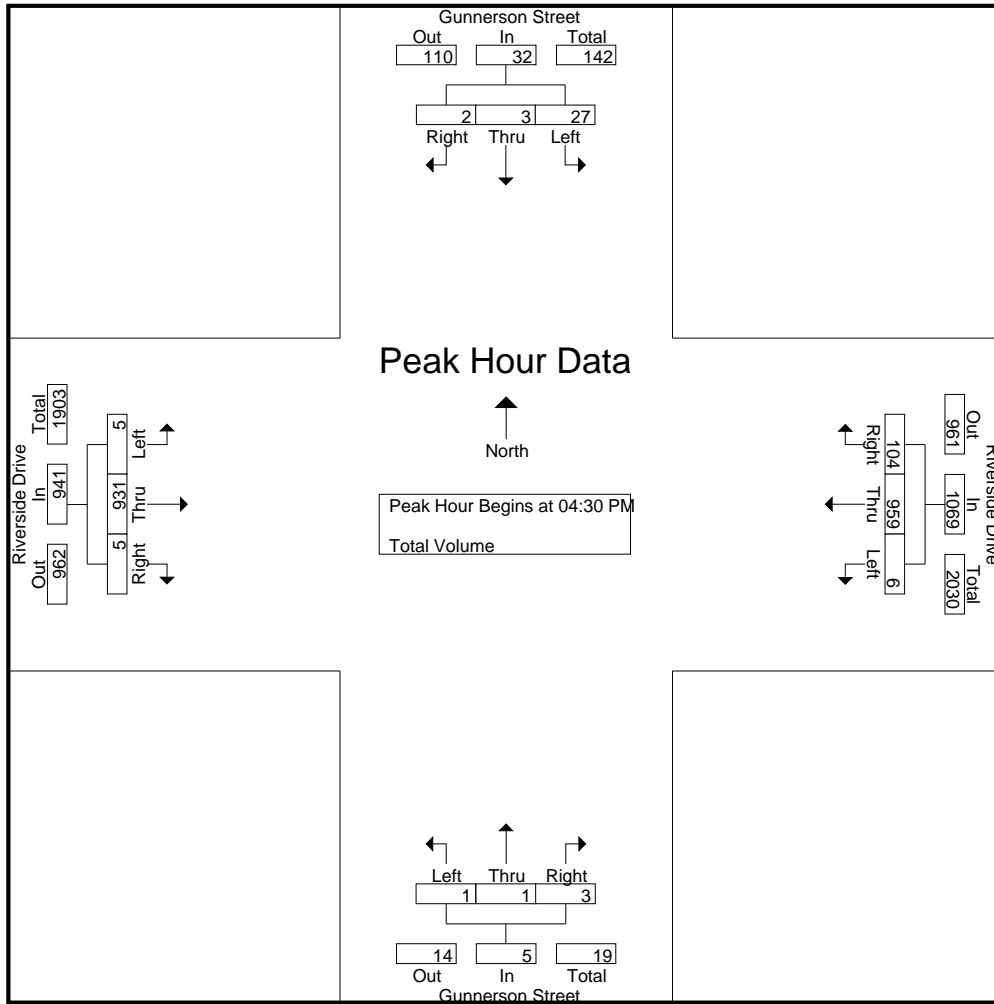
Groups Printed- Total Volume

	Gunnerson Street Southbound				Riverside Drive Westbound				Gunnerson Street Northbound				Riverside Drive 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	6	0	0	6	3	197	20	220	0	1	6	7	1	236	3	240	473
04:15 PM	8	1	0	9	2	244	23	269	0	0	4	4	0	220	1	221	503
04:30 PM	5	2	0	7	1	257	27	285	0	0	1	1	1	238	2	241	534
04:45 PM	9	0	0	9	0	225	20	245	0	0	0	0	1	251	0	252	506
Total	28	3	0	31	6	923	90	1019	0	1	11	12	3	945	6	954	2016
05:00 PM	4	1	1	6	3	237	31	271	1	1	1	3	0	207	1	208	488
05:15 PM	9	0	1	10	2	240	26	268	0	0	1	1	3	235	2	240	519
05:30 PM	4	0	1	5	1	222	23	246	0	0	0	0	1	219	0	220	471
05:45 PM	4	1	0	5	0	231	23	254	0	0	2	2	1	212	0	213	474
Total	21	2	3	26	6	930	103	1039	1	1	4	6	5	873	3	881	1952
Grand Total	49	5	3	57	12	1853	193	2058	1	2	15	18	8	1818	9	1835	3968
Apprch %	86	8.8	5.3		0.6	90	9.4		5.6	11.1	83.3		0.4	99.1	0.5		
Total %	1.2	0.1	0.1	1.4	0.3	46.7	4.9	51.9	0	0.1	0.4	0.5	0.2	45.8	0.2	46.2	

	Gunnerson Street Southbound				Riverside Drive Westbound				Gunnerson Street Northbound				Riverside Drive 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 04:30 PM																	
04:30 PM	5	2	0	7	1	257	27	285	0	0	1	1	1	238	2	241	534
04:45 PM	9	0	0	9	0	225	20	245	0	0	0	0	1	251	0	252	506
05:00 PM	4	1	1	6	3	237	31	271	1	1	1	3	0	207	1	208	488
05:15 PM	9	0	1	10	2	240	26	268	0	0	1	1	3	235	2	240	519
Total Volume	27	3	2	32	6	959	104	1069	1	1	3	5	5	931	5	941	2047
% App. Total	84.4	9.4	6.2		0.6	89.7	9.7		20	20	60		0.5	98.9	0.5		
PHF	.750	.375	.500	.800	.500	.933	.839	.938	.250	.250	.750	.417	.417	.927	.625	.934	.958

City of Lake Elsinore
N/S: Gunnerson Street
E/W: Riverside Drive
Weather: Clear

File Name : LKEGURIPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	04:30 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	5	2	0	7	2	244	23	269	0	1	6	7	1	236	3	240
+15 mins.	9	0	0	9	1	257	27	285	0	0	4	4	0	220	1	221
+30 mins.	4	1	1	6	0	225	20	245	0	0	1	1	1	238	2	241
+45 mins.	9	0	1	10	3	237	31	271	0	0	0	0	1	251	0	252
Total Volume	27	3	2	32	6	963	101	1070	0	1	11	12	3	945	6	954
% App. Total	84.4	9.4	6.2		0.6	90	9.4		0	8.3	91.7		0.3	99.1	0.6	
PHF	.750	.375	.500	.800	.500	.937	.815	.939	.000	.250	.458	.429	.750	.941	.500	.946

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

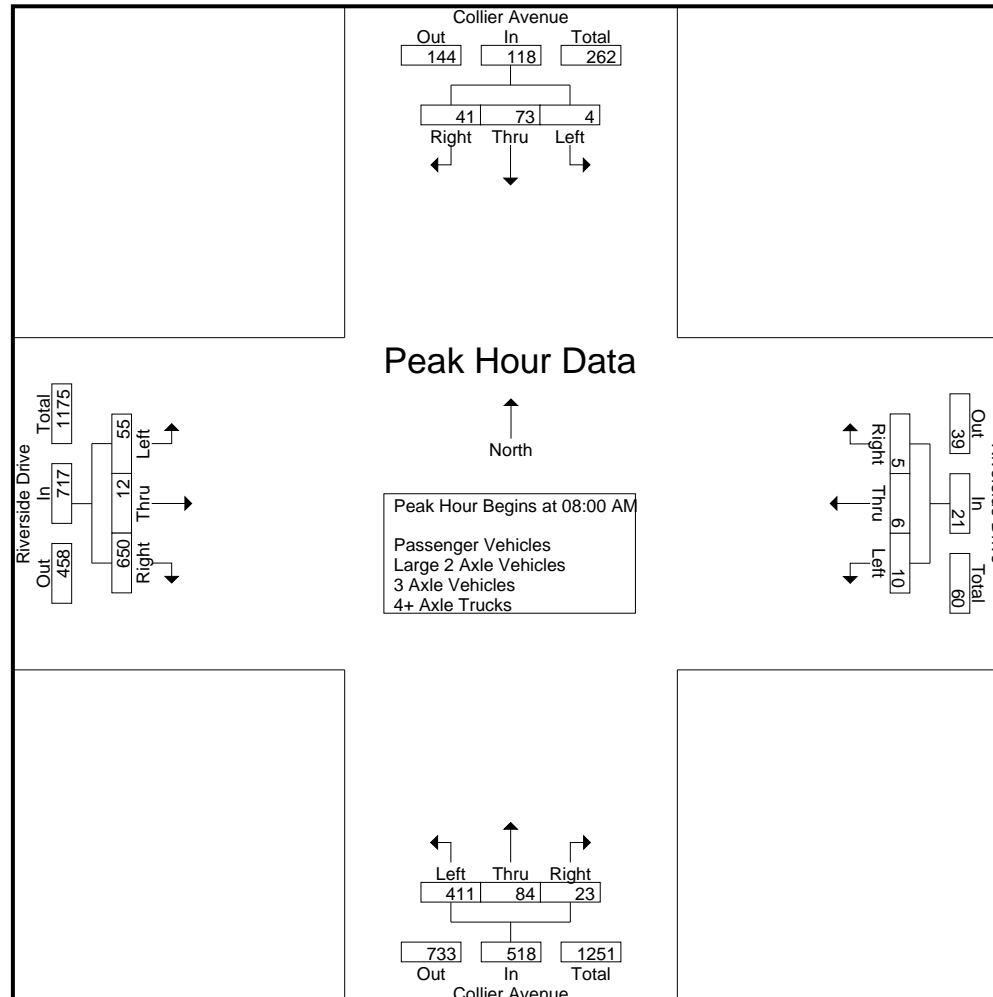
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	13	11	7	25	2	0	1	1	3	133	11	4	0	148	19	0	141	21	160	29	336	365
07:15 AM	1	16	7	6	24	1	0	0	0	1	141	10	5	2	156	14	0	160	11	174	19	355	374
07:30 AM	1	16	6	4	23	2	0	1	1	3	102	14	4	0	120	17	0	159	9	176	14	322	336
07:45 AM	0	17	11	10	28	2	0	0	0	2	126	21	3	0	150	13	1	157	11	171	21	351	372
Total	3	62	35	27	100	7	0	2	2	9	502	56	16	2	574	63	1	617	52	681	83	1364	1447
08:00 AM	0	20	9	9	29	1	1	0	0	2	100	14	6	1	120	13	5	162	9	180	19	331	350
08:15 AM	0	17	12	9	29	1	0	3	3	4	93	32	4	0	129	16	5	153	8	174	20	336	356
08:30 AM	2	17	14	12	33	4	2	1	0	7	110	17	4	0	131	12	1	163	13	176	25	347	372
08:45 AM	2	19	6	6	27	4	3	1	1	8	108	21	9	2	138	14	1	172	14	187	23	360	383
Total	4	73	41	36	118	10	6	5	4	21	411	84	23	3	518	55	12	650	44	717	87	1374	1461
Grand Total	7	135	76	63	218	17	6	7	6	30	913	140	39	5	1092	118	13	1267	96	1398	170	2738	2908
Apprch %	3.2	61.9	34.9			56.7	20	23.3			83.6	12.8	3.6			8.4	0.9	90.6					
Total %	0.3	4.9	2.8		8	0.6	0.2	0.3		1.1	33.3	5.1	1.4		39.9	4.3	0.5	46.3		51.1	5.8	94.2	
Passenger Vehicles	5	126	70		262	16	6	5		32	869	131	39		1044	114	13	1235		1454	0	0	2792
% Passenger Vehicles	71.4	93.3	92.1	96.8	93.2	94.1	100	71.4	83.3	88.9	95.2	93.6	100	100	95.2	96.6	100	97.5	95.8	97.3	0	0	96
Large 2 Axle Vehicles	1	7	4		14	1	0	0		1	33	8	0		41	3	0	22		28	0	0	84
% Large 2 Axle Vehicles	14.3	5.2	5.3	3.2	5	5.9	0	0	0	2.8	3.6	5.7	0	0	3.7	2.5	0	1.7	3.1	1.9	0	0	2.9
3 Axle Vehicles	1	1	1		3	0	0	1		1	6	1	0		7	1	0	3		4	0	0	15
% 3 Axle Vehicles	14.3	0.7	1.3	0	1.1	0	0	14.3	0	2.8	0.7	0.7	0	0	0.6	0.8	0	0.2	0	0.3	0	0	0.5
4+ Axle Trucks	0	1	1		2	0	0	1		2	5	0	0		5	0	0	7		8	0	0	17
% 4+ Axle Trucks	0	0.7	1.3	0	0.7	0	0	14.3	16.7	5.6	0.5	0	0	0	0.5	0	0	0.6	1	0.5	0	0	0.6

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	0	20	9	29	1	1	0	2	100	14	6	120	13	5	162	180	331
08:15 AM	0	17	12	29	1	0	3	4	93	32	4	129	16	5	153	174	336
08:30 AM	2	17	14	33	4	2	1	7	110	17	4	131	12	1	163	176	347
08:45 AM	2	19	6	27	4	3	1	8	108	21	9	138	14	1	172	187	360
Total Volume	4	73	41	118	10	6	5	21	411	84	23	518	55	12	650	717	1374
% App. Total	3.4	61.9	34.7		47.6	28.6	23.8		79.3	16.2	4.4		7.7	1.7	90.7		
PHF	.500	.913	.732	.894	.625	.500	.417	.656	.934	.656	.639	.938	.859	.600	.945	.959	.954

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 Each Approach Begins at:																	
	07:45 AM				08:00 AM				07:00 AM				08:00 AM				
+0 mins.	0	17	11	28	1	1	0	2	133	11	4	148	13	5	162	180	
+15 mins.	0	20	9	29	1	0	3	4	141	10	5	156	16	5	153	174	
+30 mins.	0	17	12	29	4	2	1	7	102	14	4	120	12	1	163	176	
+45 mins.	2	17	14	33	4	3	1	8	126	21	3	150	14	1	172	187	
Total Volume	2	71	46	119	10	6	5	21	502	56	16	574	55	12	650	717	
% App. Total	1.7	59.7	38.7		47.6	28.6	23.8		87.5	9.8	2.8		7.7	1.7	90.7		
PHF	.250	.888	.821	.902	.625	.500	.417	.656	.890	.667	.800	.920	.859	.600	.945	.959	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
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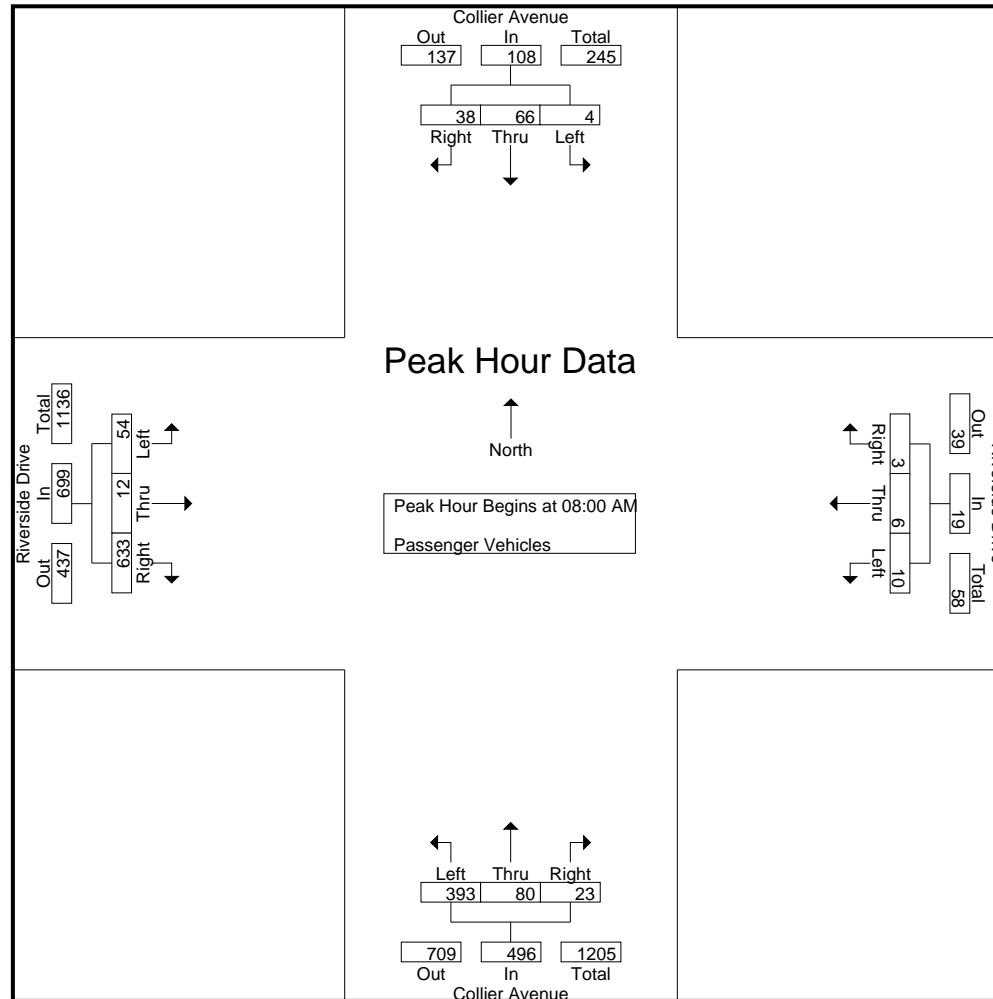
Groups Printed- Passenger Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	13	11	7	24	2	0	1	1	3	126	8	4	0	138	19	0	136	21	155	29	320	349
07:15 AM	1	15	6	6	22	1	0	0	0	1	133	10	5	2	148	13	0	155	11	168	19	339	358
07:30 AM	0	15	5	4	20	1	0	1	1	2	96	13	4	0	113	15	0	156	9	171	14	306	320
07:45 AM	0	17	10	10	27	2	0	0	0	2	121	20	3	0	144	13	1	155	11	169	21	342	363
Total	1	60	32	27	93	6	0	2	2	8	476	51	16	2	543	60	1	602	52	663	83	1307	1390
08:00 AM	0	20	9	9	29	1	1	0	0	2	95	13	6	1	114	13	5	161	9	179	19	324	343
08:15 AM	0	15	10	7	25	1	0	2	2	3	88	31	4	0	123	16	5	149	8	170	17	321	338
08:30 AM	2	13	13	12	28	4	2	0	0	6	107	16	4	0	127	11	1	155	11	167	23	328	351
08:45 AM	2	18	6	6	26	4	3	1	1	8	103	20	9	2	132	14	1	168	12	183	21	349	370
Total	4	66	38	34	108	10	6	3	3	19	393	80	23	3	496	54	12	633	40	699	80	1322	1402
Grand Total	5	126	70	61	201	16	6	5	5	27	869	131	39	5	1039	114	13	1235	92	1362	163	2629	2792
Apprch %	2.5	62.7	34.8			59.3	22.2	18.5			83.6	12.6	3.8			8.4	1	90.7					
Total %	0.2	4.8	2.7		7.6	0.6	0.2	0.2		1	33.1	5	1.5		39.5	4.3	0.5	47		51.8	5.8	94.2	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	20	9	29	1	1	0	2	95	13	6	114	13	5	161	179	324
08:15 AM	0	15	10	25	1	0	2	3	88	31	4	123	16	5	149	170	321
08:30 AM	2	13	13	28	4	2	0	6	107	16	4	127	11	1	155	167	328
08:45 AM	2	18	6	26	4	3	1	8	103	20	9	132	14	1	168	183	349
Total Volume	4	66	38	108	10	6	3	19	393	80	23	496	54	12	633	699	1322
% App. Total	3.7	61.1	35.2		52.6	31.6	15.8		79.2	16.1	4.6		7.7	1.7	90.6		
PHF	.500	.825	.731	.931	.625	.500	.375	.594	.918	.645	.639	.939	.844	.600	.942	.955	.947

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv AM
 Site Code : 05121362
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	20	9	29	1	1	0	2	95	13	6	114	13	5	161	179	
+15 mins.	0	15	10	25	1	0	2	3	88	31	4	123	16	5	149	170	
+30 mins.	2	13	13	28	4	2	0	6	107	16	4	127	11	1	155	167	
+45 mins.	2	18	6	26	4	3	1	8	103	20	9	132	14	1	168	183	
Total Volume	4	66	38	108	10	6	3	19	393	80	23	496	54	12	633	699	
% App. Total	3.7	61.1	35.2		52.6	31.6	15.8		79.2	16.1	4.6		7.7	1.7	90.6		
PHF	.500	.825	.731	.931	.625	.500	.375	.594	.918	.645	.639	.939	.844	.600	.942	.955	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

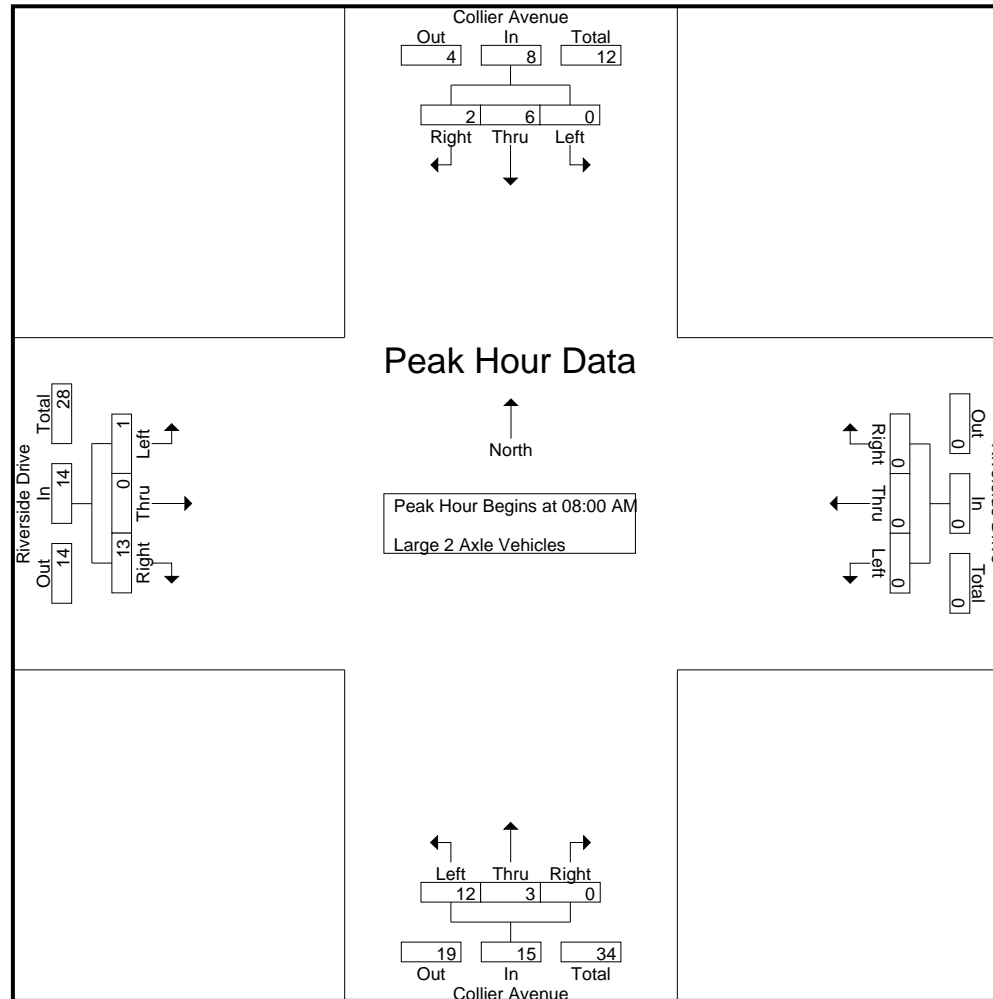
Groups Printed- Large 2 Axle Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	0	0	1	0	0	0	0	0	6	3	0	0	9	0	0	4	0	4	0	14	14
07:15 AM	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	1	0	3	0	4	0	11	11
07:30 AM	0	0	1	0	1	1	0	0	0	1	4	1	0	0	5	1	0	0	0	1	0	8	8
07:45 AM	0	0	1	0	1	0	0	0	0	0	5	1	0	0	6	0	0	2	0	2	0	9	9
Total	1	1	2	0	4	1	0	0	0	1	21	5	0	0	26	2	0	9	0	11	0	42	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	1	0	1	0	5	5
08:15 AM	0	2	2	2	4	0	0	0	0	0	4	1	0	0	5	0	0	4	0	4	2	13	15
08:30 AM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	1	0	7	2	8	2	13	15
08:45 AM	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	1	1	1	1	6	7
Total	0	6	2	2	8	0	0	0	0	0	12	3	0	0	15	1	0	13	3	14	5	37	42
Grand Total	1	7	4	2	12	1	0	0	0	1	33	8	0	0	41	3	0	22	3	25	5	79	84
Apprch %	8.3	58.3	33.3			100	0	0			80.5	19.5	0			12	0	88					
Total %	1.3	8.9	5.1		15.2	1.3	0	0		1.3	41.8	10.1	0		51.9	3.8	0	27.8		31.6	6	94	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	3	1	0	4	0	0	1	1	5
08:15 AM	0	2	2	4	0	0	0	0	4	1	0	5	0	0	4	4	13
08:30 AM	0	3	0	3	0	0	0	0	1	1	0	2	1	0	7	8	13
08:45 AM	0	1	0	1	0	0	0	0	4	0	0	4	0	0	1	1	6
Total Volume	0	6	2	8	0	0	0	0	12	3	0	15	1	0	13	14	37
% App. Total	0	75	25		0	0	0		80	20	0		7.1	0	92.9		
PHF	.000	.500	.250	.500	.000	.000	.000	.000	.750	.750	.000	.750	.250	.000	.464	.438	.712

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv AM
 Site Code : 05121362
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

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Site Code : 05121362
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	3	1	0	4	0	0	1	1	
+15 mins.	0	2	2	4	0	0	0	0	4	1	0	5	0	0	4	4	
+30 mins.	0	3	0	3	0	0	0	0	1	1	0	2	1	0	7	8	
+45 mins.	0	1	0	1	0	0	0	0	4	0	0	4	0	0	1	1	
Total Volume	0	6	2	8	0	0	0	0	12	3	0	15	1	0	13	14	
% App. Total	0	75	25		0	0	0		80	20	0		7.1	0	92.9		
PHF	.000	.500	.250	.500	.000	.000	.000	.000	.750	.750	.000	.750	.250	.000	.464	.438	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

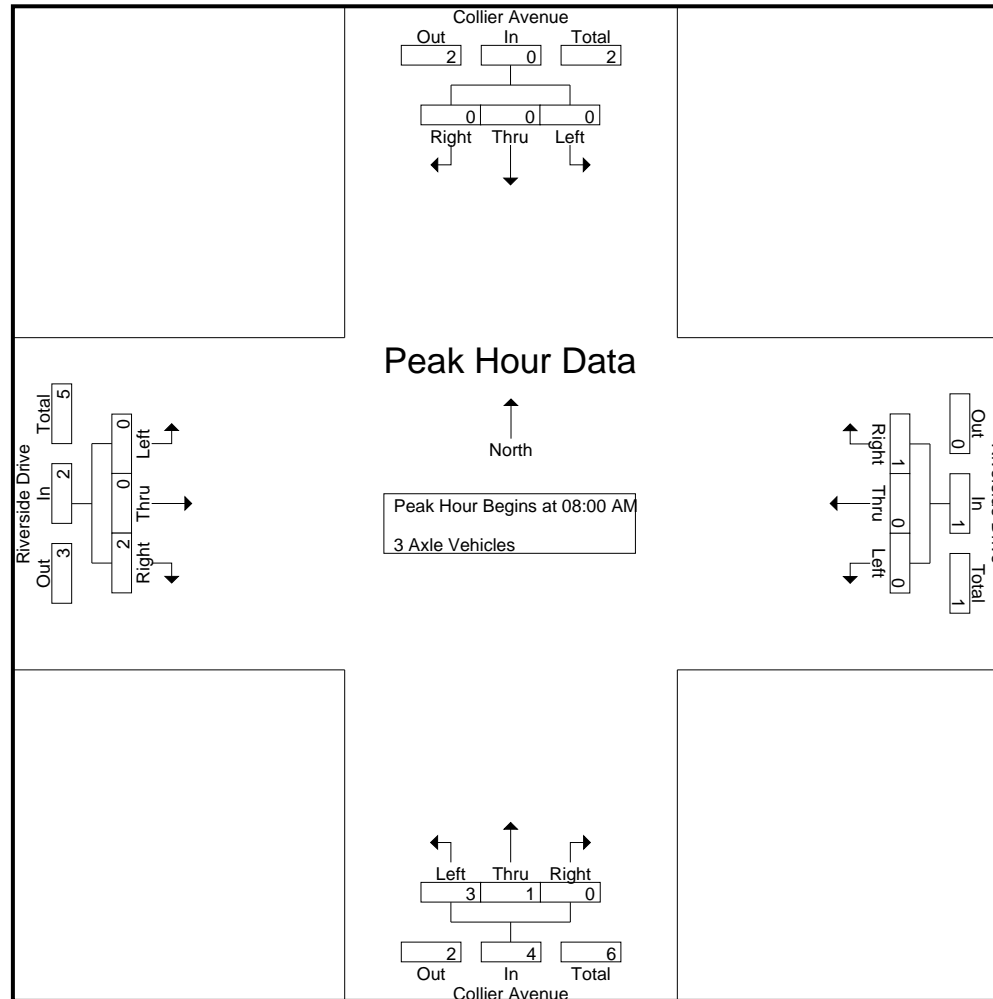
Groups Printed- 3 Axle Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
07:30 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	3	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	8	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	1	0	1	0	4	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	2
Total	0	0	0	0	0	0	0	1	0	1	3	1	0	0	4	0	0	2	0	2	0	7	7
Grand Total	1	1	1	0	3	0	0	1	0	1	6	1	0	0	7	1	0	3	0	4	0	15	15
Apprch %	33.3	33.3	33.3			0	0	100			85.7	14.3	0			25	0	75			0		
Total %	6.7	6.7	6.7		20	0	0	6.7		6.7	40	6.7	0		46.7	6.7	0	20		26.7	0	100	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	2	0	0	2	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	1	1	3	1	0	4	0	0	2	2	7
% App. Total	0	0	0	0	0	0	100		75	25	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.375	.250	.000	.500	.000	.000	.500	.500	.438

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	2	0	0	2	0	0	1	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1
Total Volume	0	0	0	0	0	0	1	1	3	1	0	4	0	0	2	2	2
% App. Total	0	0	0		0	0	100		75	25	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.375	.250	.000	.500	.000	.000	.500	.500	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
Site Code : 05121362
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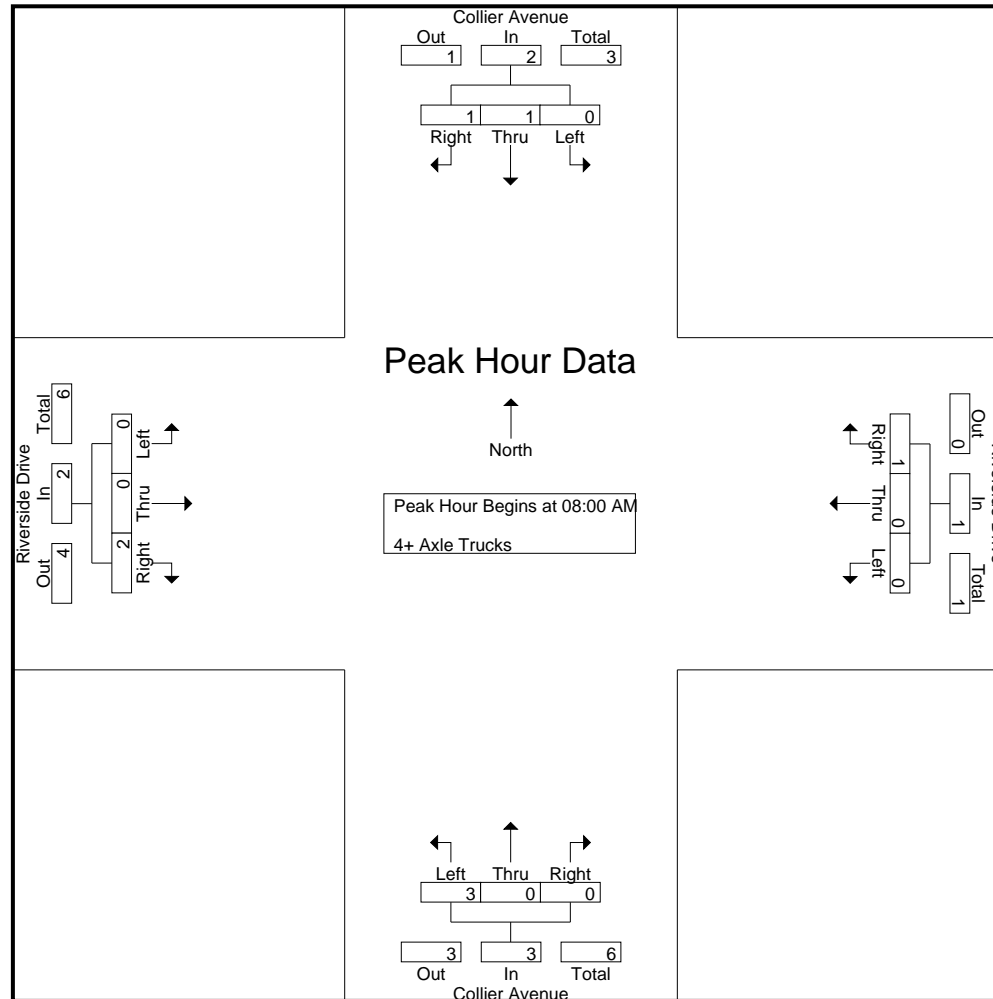
Groups Printed- 4+ Axle Trucks

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	0	7	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	2	1	3	4
Total	0	1	1	0	2	0	0	1	1	1	3	0	0	0	3	0	0	2	1	2	2	8	10
Grand Total	0	1	1	0	2	0	0	1	1	1	5	0	0	0	5	0	0	7	1	7	2	15	17
Apprch %	0	50	50			0	0	100			100	0	0			0	0	100					
Total %	0	6.7	6.7		13.3	0	0	6.7		6.7	33.3	0	0		33.3	0	0	46.7		46.7	11.8	88.2	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
Total Volume	0	1	1	2	0	0	1	1	3	0	0	3	0	0	2	2	8
% App. Total	0	50	50		0	0	100		100	0	0		0	0	100		
PHF	.000	.250	.250	.250	.000	.000	.250	.250	.375	.000	.000	.375	.000	.000	.250	.250	.667

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv AM
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
+30 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	
Total Volume	0	1	1	2	0	0	1	1	3	0	0	3	0	0	2	2	
% App. Total	0	50	50		0	0	100		100	0	0		0	0	100		
PHF	.000	.250	.250	.250	.000	.000	.250	.250	.375	.000	.000	.375	.000	.000	.250	.250	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
Site Code : 05121362
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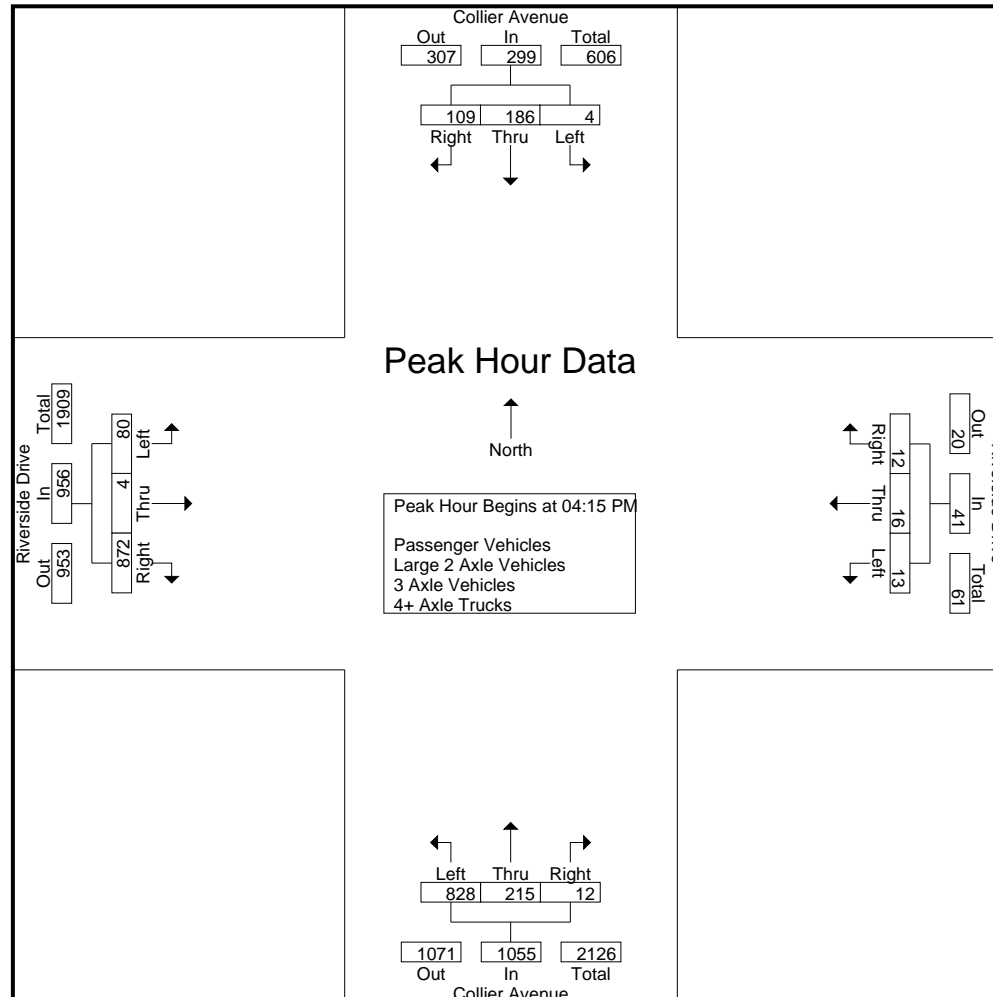
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	40	21	15	61	9	7	1	1	17	221	60	3	0	284	12	6	184	15	202	31	564	595
04:15 PM	2	35	26	18	63	2	3	4	2	9	211	47	1	0	259	26	1	237	13	264	33	595	628
04:30 PM	2	49	27	23	78	3	4	3	2	10	200	60	3	1	263	22	1	207	14	230	40	581	621
04:45 PM	0	46	25	18	71	4	4	3	2	11	215	54	4	2	273	20	0	211	14	231	36	586	622
Total	4	170	99	74	273	18	18	11	7	47	847	221	11	3	1079	80	8	839	56	927	140	2326	2466
05:00 PM	0	56	31	23	87	4	5	2	0	11	202	54	4	1	260	12	2	217	9	231	33	589	622
05:15 PM	1	28	30	24	59	0	3	0	0	3	205	33	3	0	241	18	2	205	8	225	32	528	560
05:30 PM	0	40	17	11	57	2	0	0	0	2	223	42	0	0	265	20	1	218	9	239	20	563	583
05:45 PM	2	29	26	19	57	2	1	0	0	3	188	35	2	0	225	19	0	155	8	174	27	459	486
Total	3	153	104	77	260	8	9	2	0	19	818	164	9	1	991	69	5	795	34	869	112	2139	2251
Grand Total	7	323	203	151	533	26	27	13	7	66	1665	385	20	4	2070	149	13	1634	90	1796	252	4465	4717
Apprch %	1.3	60.6	38.1			39.4	40.9	19.7			80.4	18.6	1			8.3	0.7	91					
Total %	0.2	7.2	4.5		11.9	0.6	0.6	0.3		1.5	37.3	8.6	0.4		46.4	3.3	0.3	36.6		40.2	5.3	94.7	
Passenger Vehicles	6	318	198		669	25	27	12		70	1647	374	20		2045	141	13	1603		1844	0	0	4628
% Passenger Vehicles	85.7	98.5	97.5	97.4	97.8	96.2	100	92.3	85.7	95.9	98.9	97.1	100	100	98.6	94.6	100	98.1	96.7	97.8	0	0	98.1
Large 2 Axle Vehicles	0	5	3		11	0	0	0		0	17	8	0		25	5	0	18		25	0	0	61
% Large 2 Axle Vehicles	0	1.5	1.5	2	1.6	0	0	0	0	0	1	2.1	0	0	1.2	3.4	0	1.1	2.2	1.3	0	0	1.3
3 Axle Vehicles	0	0	1		1	0	0	1		2	1	0	0		1	1	0	7		8	0	0	12
% 3 Axle Vehicles	0	0	0.5	0	0.1	0	0	7.7	14.3	2.7	0.1	0	0	0	0	0.7	0	0.4	0	0.4	0	0	0.3
4+ Axle Trucks	1	0	1		3	1	0	0		1	0	3	0		3	2	0	6		9	0	0	16
% 4+ Axle Trucks	14.3	0	0.5	0.7	0.4	3.8	0	0	0	1.4	0	0.8	0	0	0.1	1.3	0	0.4	1.1	0.5	0	0	0.3

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	2	35	26	63	2	3	4	9	211	47	1	259	26	1	237	264	595
04:30 PM	2	49	27	78	3	4	3	10	200	60	3	263	22	1	207	230	581
04:45 PM	0	46	25	71	4	4	3	11	215	54	4	273	20	0	211	231	586
05:00 PM	0	56	31	87	4	5	2	11	202	54	4	260	12	2	217	231	589
Total Volume	4	186	109	299	13	16	12	41	828	215	12	1055	80	4	872	956	2351
% App. Total	1.3	62.2	36.5		31.7	39	29.3		78.5	20.4	1.1		8.4	0.4	91.2		
PHF	.500	.830	.879	.859	.813	.800	.750	.932	.963	.896	.750	.966	.769	.500	.920	.905	.988

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv PM
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City of Lake Elsinore
N/S: Collier Avenue
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File Name : 02_LKE_Collier_Riv PM
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:00 PM				04:15 PM				
+0 mins.	2	35	26	63	9	7	1	17	221	60	3	284	26	1	237	264	
+15 mins.	2	49	27	78	2	3	4	9	211	47	1	259	22	1	207	230	
+30 mins.	0	46	25	71	3	4	3	10	200	60	3	263	20	0	211	231	
+45 mins.	0	56	31	87	4	4	3	11	215	54	4	273	12	2	217	231	
Total Volume	4	186	109	299	18	18	11	47	847	221	11	1079	80	4	872	956	
% App. Total	1.3	62.2	36.5		38.3	38.3	23.4		78.5	20.5	1		8.4	0.4	91.2		
PHF	.500	.830	.879	.859	.500	.643	.688	.691	.958	.921	.688	.950	.769	.500	.920	.905	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
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File Name : 02_LKE_Collier_Riv PM
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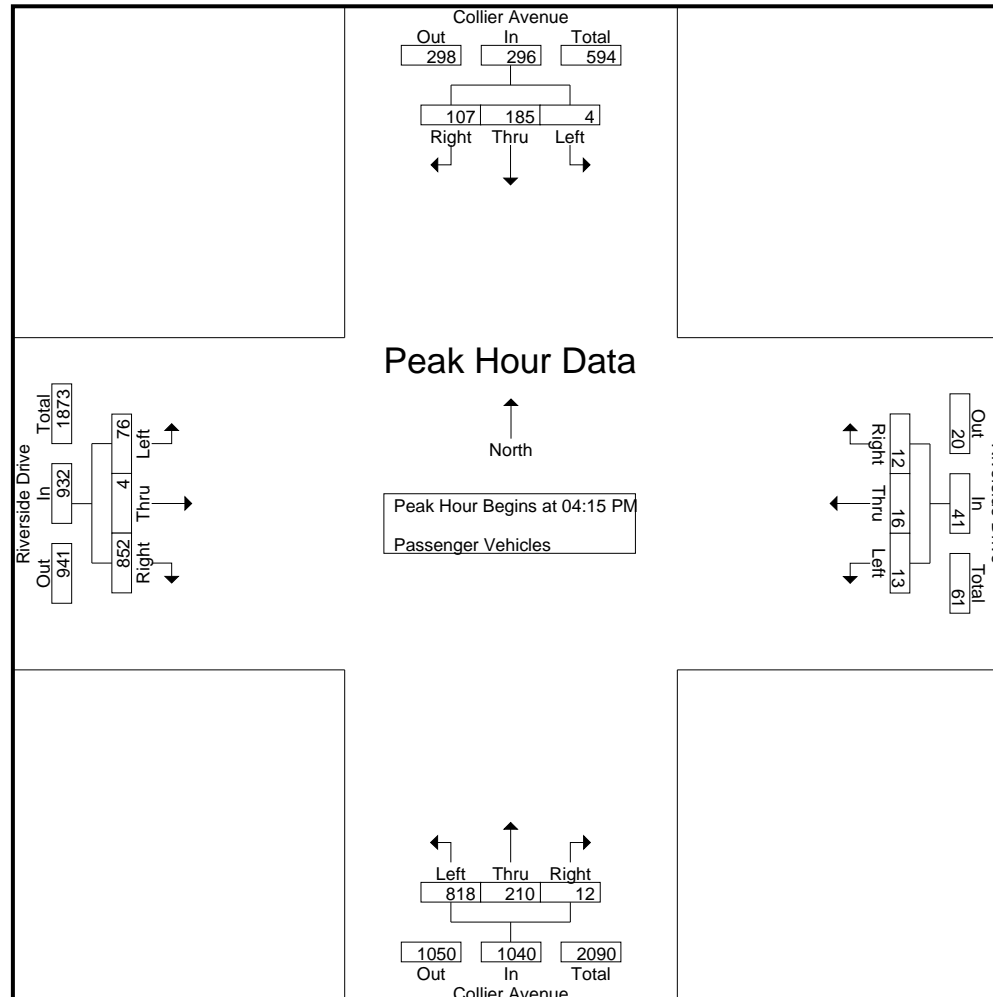
Groups Printed- Passenger Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	40	19	14	59	8	7	0	0	15	216	58	3	0	277	11	6	183	15	200	29	551	580
04:15 PM	2	35	26	18	63	2	3	4	2	9	209	45	1	0	255	25	1	231	12	257	32	584	616
04:30 PM	2	48	27	23	77	3	4	3	2	10	196	60	3	1	259	22	1	202	14	225	40	571	611
04:45 PM	0	46	24	17	70	4	4	3	2	11	214	52	4	2	270	18	0	206	14	224	35	575	610
Total	4	169	96	72	269	17	18	10	6	45	835	215	11	3	1061	76	8	822	55	906	136	2281	2417
05:00 PM	0	56	30	22	86	4	5	2	0	11	199	53	4	1	256	11	2	213	8	226	31	579	610
05:15 PM	1	28	29	23	58	0	3	0	0	3	204	30	3	0	237	16	2	201	7	219	30	517	547
05:30 PM	0	37	17	11	54	2	0	0	0	2	221	41	0	0	262	19	1	215	9	235	20	553	573
05:45 PM	1	28	26	19	55	2	1	0	0	3	188	35	2	0	225	19	0	152	8	171	27	454	481
Total	2	149	102	75	253	8	9	2	0	19	812	159	9	1	980	65	5	781	32	851	108	2103	2211
Grand Total	6	318	198	147	522	25	27	12	6	64	1647	374	20	4	2041	141	13	1603	87	1757	244	4384	4628
Apprch %	1.1	60.9	37.9			39.1	42.2	18.8			80.7	18.3	1			8	0.7	91.2					
Total %	0.1	7.3	4.5		11.9	0.6	0.6	0.3		1.5	37.6	8.5	0.5		46.6	3.2	0.3	36.6		40.1	5.3	94.7	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	35	26	63	2	3	4	9	209	45	1	255	25	1	231	257	584
04:30 PM	2	48	27	77	3	4	3	10	196	60	3	259	22	1	202	225	571
04:45 PM	0	46	24	70	4	4	3	11	214	52	4	270	18	0	206	224	575
05:00 PM	0	56	30	86	4	5	2	11	199	53	4	256	11	2	213	226	579
Total Volume	4	185	107	296	13	16	12	41	818	210	12	1040	76	4	852	932	2309
% App. Total	1.4	62.5	36.1		31.7	39	29.3		78.7	20.2	1.2		8.2	0.4	91.4		
PHF	.500	.826	.892	.860	.813	.800	.750	.932	.956	.875	.750	.963	.760	.500	.922	.907	.988

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	2	35	26	63	2	3	4	9	209	45	1	255	25	1	231	257	
+15 mins.	2	48	27	77	3	4	3	10	196	60	3	259	22	1	202	225	
+30 mins.	0	46	24	70	4	4	3	11	214	52	4	270	18	0	206	224	
+45 mins.	0	56	30	86	4	5	2	11	199	53	4	256	11	2	213	226	
Total Volume	4	185	107	296	13	16	12	41	818	210	12	1040	76	4	852	932	
% App. Total	1.4	62.5	36.1		31.7	39	29.3		78.7	20.2	1.2		8.2	0.4	91.4		
PHF	.500	.826	.892	.860	.813	.800	.750	.932	.956	.875	.750	.963	.760	.500	.922	.907	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
Site Code : 05121362
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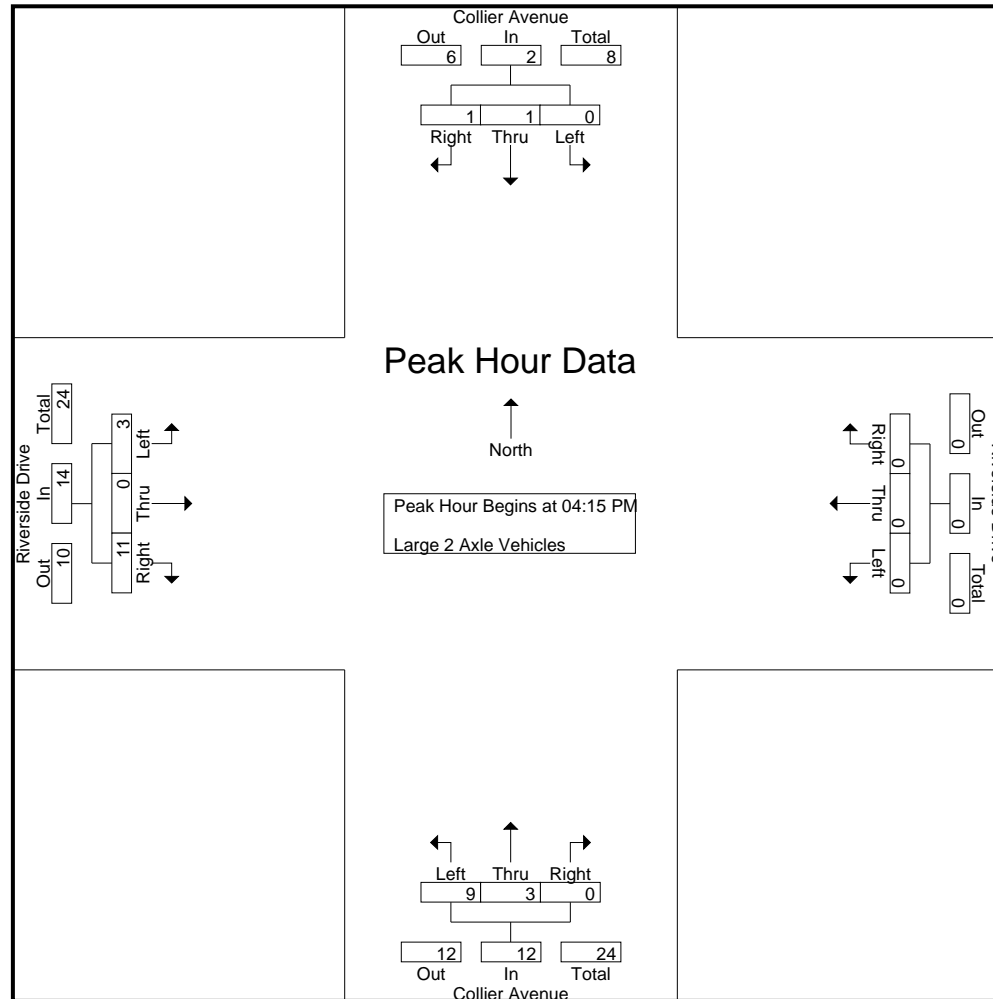
Groups Printed- Large 2 Axle Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	0	0	0	5	2	0	0	7	0	0	1	0	1	1	9	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	1	0	3	0	4	0	8	8
04:30 PM	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	3	0	3	0	8	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	5	5
Total	0	1	1	1	2	0	0	0	0	0	11	4	0	0	15	3	0	10	0	13	1	30	31
05:00 PM	0	0	1	1	1	0	0	0	0	0	3	1	0	0	4	0	0	2	1	2	2	7	9
05:15 PM	0	0	1	1	1	0	0	0	0	0	1	2	0	0	3	2	0	2	1	4	2	8	10
05:30 PM	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	3	0	3	0	9	9
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	4	2	2	6	0	0	0	0	0	6	4	0	0	10	2	0	8	2	10	4	26	30
Grand Total	0	5	3	3	8	0	0	0	0	0	17	8	0	0	25	5	0	18	2	23	5	56	61
Apprch %	0	62.5	37.5			0	0	0			68	32	0			21.7	0	78.3					
Total %	0	8.9	5.4		14.3	0	0	0			30.4	14.3	0		44.6	8.9	0	32.1		41.1	8.2	91.8	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	2	2	0	4	1	0	3	4	8
04:30 PM	0	1	0	1	0	0	0	0	4	0	0	4	0	0	3	3	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	5
05:00 PM	0	0	1	1	0	0	0	0	3	1	0	4	0	0	2	2	7
Total Volume	0	1	1	2	0	0	0	0	9	3	0	12	3	0	11	14	28
% App. Total	0	50	50		0	0	0		75	25	0		21.4	0	78.6		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.563	.375	.000	.750	.375	.000	.917	.700	.875

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

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City of Lake Elsinore
N/S: Collier Avenue
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	2	2	0	4	1	0	3	4	
+15 mins.	0	1	0	1	0	0	0	0	4	0	0	4	0	0	3	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	
+45 mins.	0	0	1	1	0	0	0	0	3	1	0	4	0	0	2	2	
Total Volume	0	1	1	2	0	0	0	0	9	3	0	12	3	0	11	14	
% App. Total	0	50	50		0	0	0		75	25	0		21.4	0	78.6		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.563	.375	.000	.750	.375	.000	.917	.700	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
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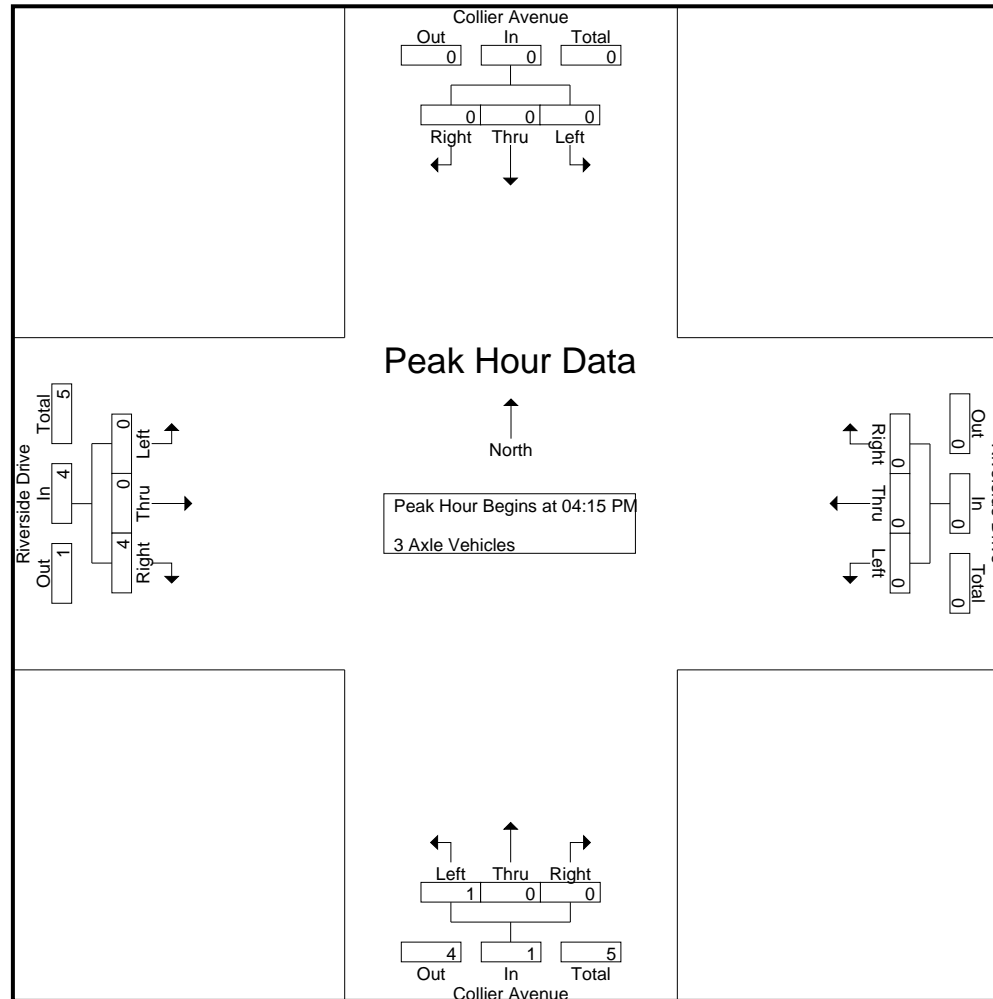
Groups Printed- 3 Axle Vehicles

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	1	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	2
Total	0	0	1	0	1	0	0	1	1	1	1	0	0	0	1	0	0	3	0	3	1	6	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	2	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	0	5	5
Grand Total	0	0	1	0	1	0	0	1	1	1	1	0	0	0	1	1	0	7	0	8	1	11	12
Apprch %	0	0	100			0	0	100			100	0	0			12.5	0	87.5					
Total %	0	0	9.1		9.1	0	0	9.1		9.1	9.1	0	0		9.1	9.1	0	63.6		72.7	8.3	91.7	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	4	5
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	1.00	1.00	.625

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	4	
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	1.000	1.000	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

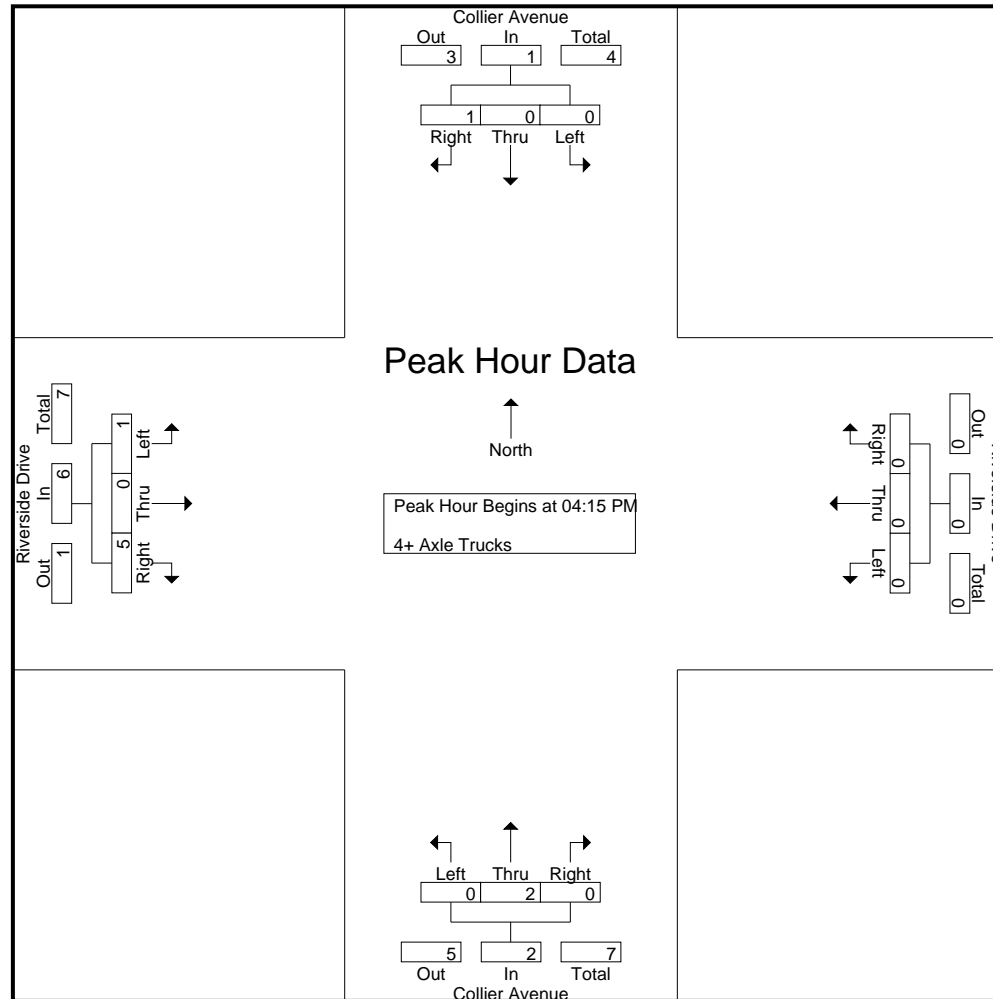
Groups Printed- 4+ Axle Trucks

	Collier Avenue Southbound					Riverside Drive Westbound					Collier Avenue Northbound					Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:45 PM	0	0	1	1	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	4	5
Total	0	0	1	1	1	1	0	0	0	1	0	2	0	0	2	1	0	4	1	5	2	9	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	5	5
Grand Total	1	0	1	1	2	1	0	0	0	1	0	3	0	0	3	2	0	6	1	8	2	14	16
Apprch %	50	0	50			100	0	0			0	100	0			25	0	75					
Total %	7.1	0	7.1		14.3	7.1	0	0		7.1	0	21.4	0		21.4	14.3	0	42.9		57.1	12.5	87.5	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total Volume	0	0	1	1	0	0	0	0	0	2	0	2	1	0	5	6	9
% App. Total	0	0	100		0	0	0		0	100	0		16.7	0	83.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.625	.750	.563

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive
 Weather: Clear

File Name : 02_LKE_Collier_Riv PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : 02_LKE_Collier_Riv PM
Site Code : 05121362
Start Date : 7/27/2021
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	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	0	1	1	0	0	0	0	0	2	0	2	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
Total Volume	0	0	1	1	0	0	0	0	0	2	0	2	1	0	5	6	
% App. Total	0	0	100		0	0	0		0	100	0		16.7	0	83.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.625	.750	

Location: Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Collier Avenue	East Leg Riverside Drive	South Leg Collier Avenue	West Leg Riverside Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	3

	North Leg Collier Avenue	East Leg Riverside Drive	South Leg Collier Avenue	West Leg Riverside Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Lake Elsinore
 N/S: Collier Avenue
 E/W: Riverside Drive



Date: 7/27/2021
 Day: Tuesday

BICYCLES

	Southbound Collier Avenue			Westbound Riverside Drive			Northbound Collier Avenue			Eastbound Riverside Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

	Southbound Collier Avenue			Westbound Riverside Drive			Northbound Collier Avenue			Eastbound Riverside Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : LKECORIAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

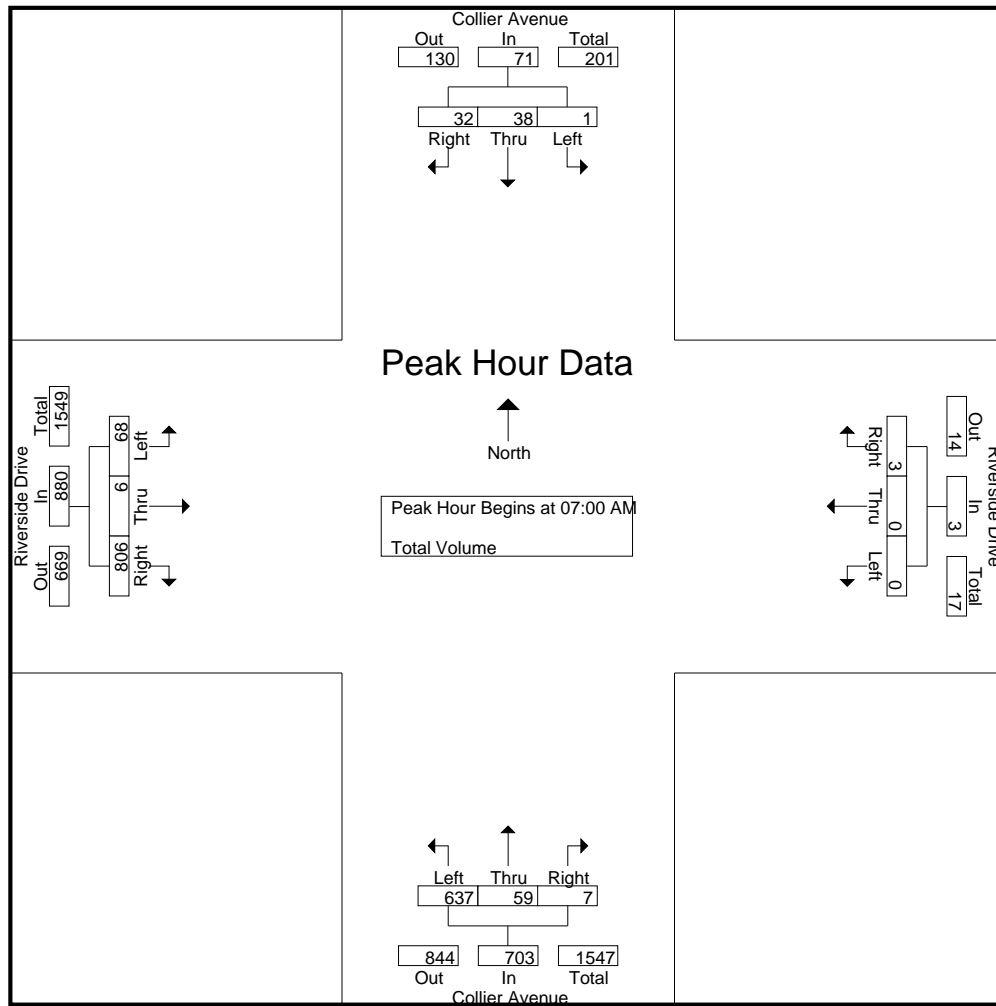
Groups Printed- Total Volume

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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	8	15	0	0	0	0	153	9	1	163	21	1	183	205	383
07:15 AM	0	9	7	16	0	0	1	1	187	14	2	203	27	1	209	237	457
07:30 AM	0	11	9	20	0	0	0	0	148	20	2	170	6	1	218	225	415
07:45 AM	0	12	8	20	0	0	2	2	149	16	2	167	14	3	196	213	402
Total	1	38	32	71	0	0	3	3	637	59	7	703	68	6	806	880	1657
08:00 AM	3	15	10	28	0	0	2	2	139	13	4	156	11	4	172	187	373
08:15 AM	0	14	7	21	1	0	0	1	153	21	6	180	11	1	150	162	364
08:30 AM	2	10	8	20	0	5	1	6	112	16	7	135	10	4	195	209	370
08:45 AM	2	14	8	24	1	3	5	9	131	18	3	152	20	2	132	154	339
Total	7	53	33	93	2	8	8	18	535	68	20	623	52	11	649	712	1446
Grand Total	8	91	65	164	2	8	11	21	1172	127	27	1326	120	17	1455	1592	3103
Apprch %	4.9	55.5	39.6		9.5	38.1	52.4		88.4	9.6	2		7.5	1.1	91.4		
Total %	0.3	2.9	2.1	5.3	0.1	0.3	0.4	0.7	37.8	4.1	0.9	42.7	3.9	0.5	46.9	51.3	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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	1	6	8	15	0	0	0	0	153	9	1	163	21	1	183	205	383
07:15 AM	0	9	7	16	0	0	1	1	187	14	2	203	27	1	209	237	457
07:30 AM	0	11	9	20	0	0	0	0	148	20	2	170	6	1	218	225	415
07:45 AM	0	12	8	20	0	0	2	2	149	16	2	167	14	3	196	213	402
Total Volume	1	38	32	71	0	0	3	3	637	59	7	703	68	6	806	880	1657
% App. Total	1.4	53.5	45.1		0	0	100		90.6	8.4	1		7.7	0.7	91.6		
PHF	.250	.792	.889	.888	.000	.000	.375	.375	.852	.738	.875	.866	.630	.500	.924	.928	.906

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : LKECORIAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	08:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	15	10	28	0	0	2	2	153	9	1	163	21	1	183	205
+15 mins.	0	14	7	21	1	0	0	1	187	14	2	203	27	1	209	237
+30 mins.	2	10	8	20	0	5	1	6	148	20	2	170	6	1	218	225
+45 mins.	2	14	8	24	1	3	5	9	149	16	2	167	14	3	196	213
Total Volume	7	53	33	93	2	8	8	18	637	59	7	703	68	6	806	880
% App. Total	7.5	57	35.5		11.1	44.4	44.4		90.6	8.4	1		7.7	0.7	91.6	
PHF	.583	.883	.825	.830	.500	.400	.400	.500	.852	.738	.875	.866	.630	.500	.924	.928

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : LKECORIPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

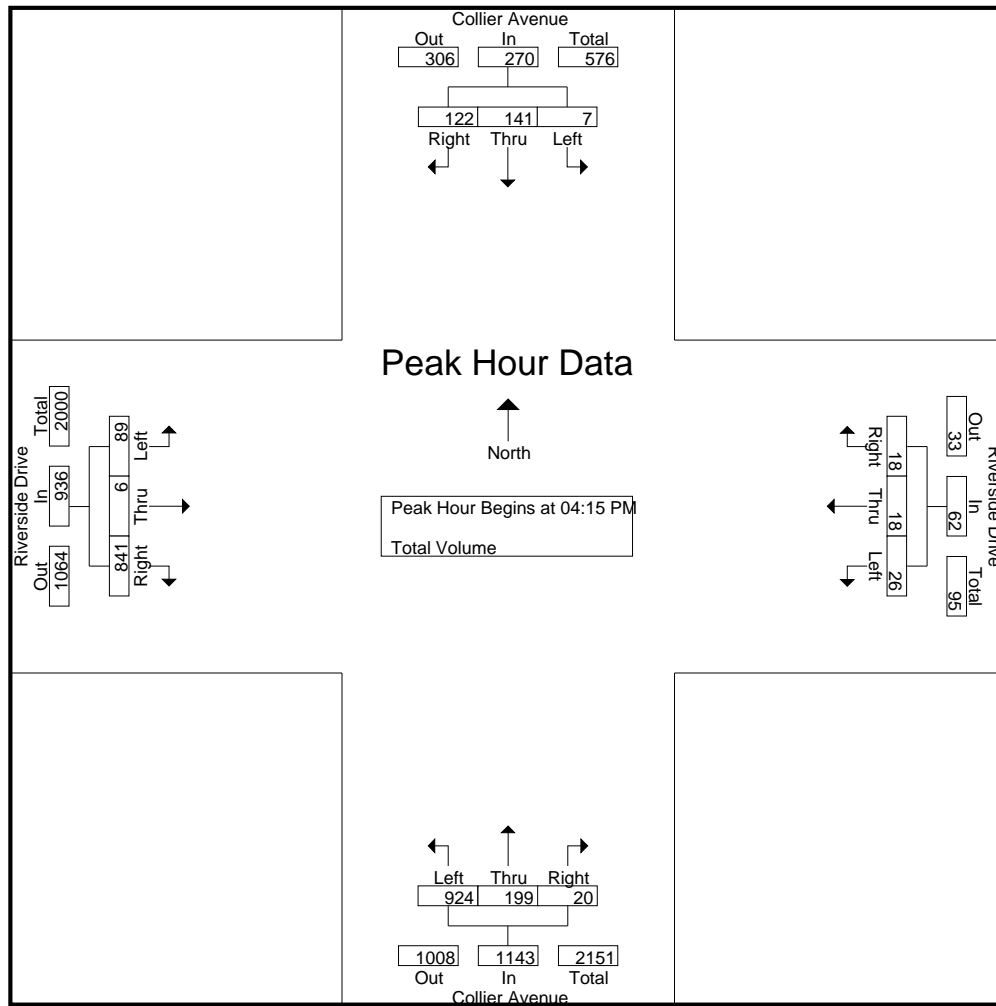
Groups Printed- Total Volume

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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	2	58	29	89	7	5	2	14	185	40	2	227	25	3	227	255	585
04:15 PM	3	32	22	57	7	3	4	14	243	46	8	297	14	1	214	229	597
04:30 PM	2	37	33	72	7	6	1	14	237	50	8	295	15	2	234	251	632
04:45 PM	2	29	31	62	4	4	4	12	211	52	4	267	32	1	213	246	587
Total	9	156	115	280	25	18	11	54	876	188	22	1086	86	7	888	981	2401
05:00 PM	0	43	36	79	8	5	9	22	233	51	0	284	28	2	180	210	595
05:15 PM	0	36	31	67	2	3	5	10	227	50	6	283	55	2	163	220	580
05:30 PM	3	28	28	59	0	1	2	3	221	57	1	279	39	2	211	252	593
05:45 PM	1	14	24	39	1	1	0	2	225	38	3	266	15	1	218	234	541
Total	4	121	119	244	11	10	16	37	906	196	10	1112	137	7	772	916	2309
Grand Total	13	277	234	524	36	28	27	91	1782	384	32	2198	223	14	1660	1897	4710
Apprch %	2.5	52.9	44.7		39.6	30.8	29.7		81.1	17.5	1.5		11.8	0.7	87.5		
Total %	0.3	5.9	5	11.1	0.8	0.6	0.6	1.9	37.8	8.2	0.7	46.7	4.7	0.3	35.2	40.3	

	Collier Avenue Southbound				Riverside Drive Westbound				Collier Avenue Northbound				Riverside Drive 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	3	32	22	57	7	3	4	14	243	46	8	297	14	1	214	229	597
04:30 PM	2	37	33	72	7	6	1	14	237	50	8	295	15	2	234	251	632
04:45 PM	2	29	31	62	4	4	4	12	211	52	4	267	32	1	213	246	587
05:00 PM	0	43	36	79	8	5	9	22	233	51	0	284	28	2	180	210	595
Total Volume	7	141	122	270	26	18	18	62	924	199	20	1143	89	6	841	936	2411
% App. Total	2.6	52.2	45.2		41.9	29	29		80.8	17.4	1.7		9.5	0.6	89.9		
PHF	.583	.820	.847	.854	.813	.750	.500	.705	.951	.957	.625	.962	.695	.750	.899	.932	.954

City of Lake Elsinore
N/S: Collier Avenue
E/W: Riverside Drive
Weather: Clear

File Name : LKECORIPM
Site Code : 10515000
Start Date : 11/19/2015
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				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	2	58	29	89	7	3	4	14	243	46	8	297	25	3	227	255
+15 mins.	3	32	22	57	7	6	1	14	237	50	8	295	14	1	214	229
+30 mins.	2	37	33	72	4	4	4	12	211	52	4	267	15	2	234	251
+45 mins.	2	29	31	62	8	5	9	22	233	51	0	284	32	1	213	246
Total Volume	9	156	115	280	26	18	18	62	924	199	20	1143	86	7	888	981
% App. Total	3.2	55.7	41.1		41.9	29	29		80.8	17.4	1.7		8.8	0.7	90.5	
PHF	.750	.672	.871	.787	.813	.750	.500	.705	.951	.957	.625	.962	.672	.583	.949	.962

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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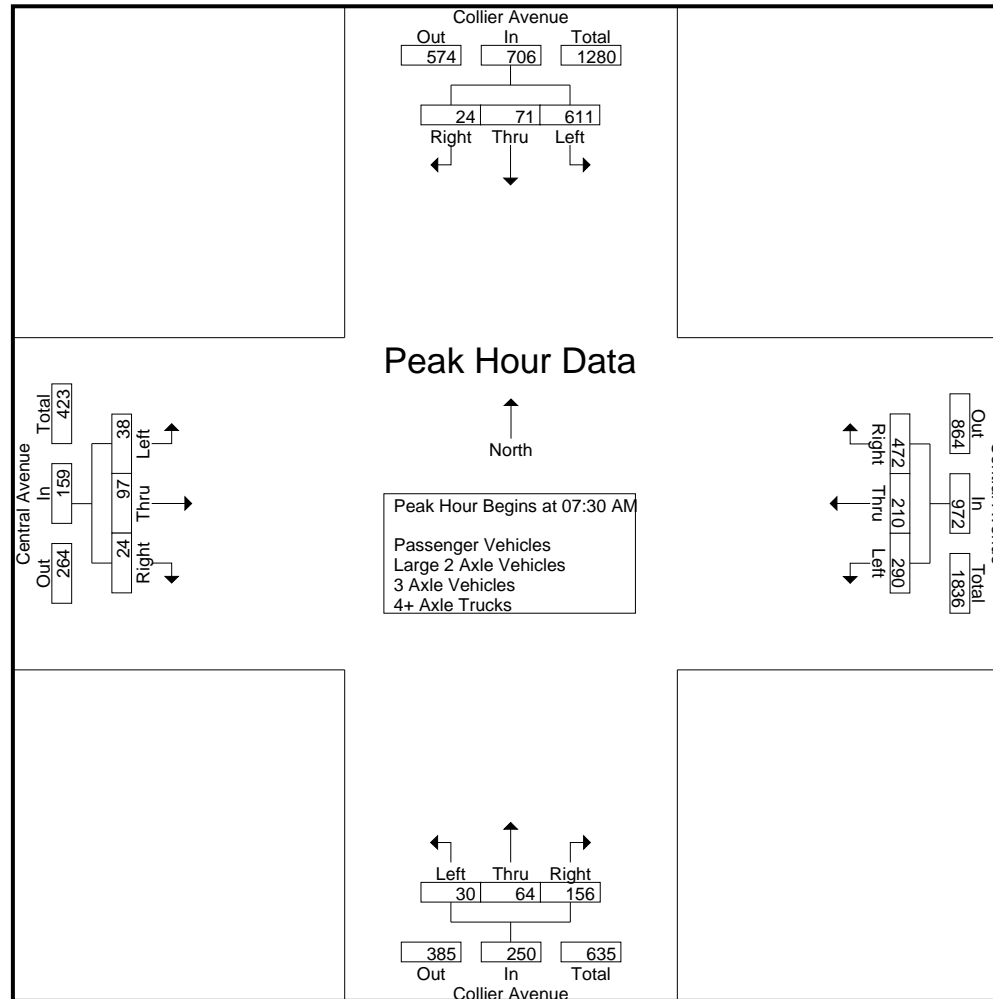
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	125	12	4	3	141	56	28	146	37	230	3	15	25	14	43	7	23	2	0	32	54	446	500
07:15 AM	158	12	4	2	174	75	31	122	17	228	7	11	37	13	55	8	21	2	0	31	32	488	520
07:30 AM	188	17	4	2	209	76	49	132	24	257	7	17	45	12	69	7	20	7	3	34	41	569	610
07:45 AM	120	19	11	7	150	113	65	137	23	315	9	11	38	16	58	8	20	6	3	34	49	557	606
Total	591	60	23	14	674	320	173	537	101	1030	26	54	145	55	225	30	84	17	6	131	176	2060	2236
08:00 AM	155	13	4	1	172	48	51	94	9	193	9	12	30	18	51	8	23	7	4	38	32	454	486
08:15 AM	148	22	5	5	175	53	45	109	17	207	5	24	43	24	72	15	34	4	2	53	48	507	555
08:30 AM	172	19	4	4	195	43	43	104	20	190	12	16	47	31	75	9	35	13	4	57	59	517	576
08:45 AM	162	22	3	3	187	66	40	116	27	222	9	19	52	22	80	16	23	7	2	46	54	535	589
Total	637	76	16	13	729	210	179	423	73	812	35	71	172	95	278	48	115	31	12	194	193	2013	2206
Grand Total	1228	136	39	27	1403	530	352	960	174	1842	61	125	317	150	503	78	199	48	18	325	369	4073	4442
Apprch %	87.5	9.7	2.8			28.8	19.1	52.1			12.1	24.9	63			24	61.2	14.8					
Total %	30.1	3.3	1		34.4	13	8.6	23.6		45.2	1.5	3.1	7.8		12.3	1.9	4.9	1.2		8	8.3	91.7	
Passenger Vehicles	1179	134	38		1378	496	342	912		1919	57	117	288		601	77	189	45		329	0	0	4227
% Passenger Vehicles	96	98.5	97.4	100	96.4	93.6	97.2	95	97.1	95.2	93.4	93.6	90.9	92.7	92	98.7	95	93.8	100	95.9	0	0	95.2
Large 2 Axle Vehicles	35	2	1		38	21	7	36		67	4	8	20		40	1	7	3		11	0	0	156
% Large 2 Axle Vehicles	2.9	1.5	2.6	0	2.7	4	2	3.8	1.7	3.3	6.6	6.4	6.3	5.3	6.1	1.3	3.5	6.2	0	3.2	0	0	3.5
3 Axle Vehicles	2	0	0		2	4	2	5		12	0	0	3		4	0	0	0		0	0	0	18
% 3 Axle Vehicles	0.2	0	0	0	0.1	0.8	0.6	0.5	0.6	0.6	0	0	0.9	0.7	0.6	0	0	0	0	0	0	0	0.4
4+ Axle Trucks	12	0	0		12	9	1	7		18	0	0	6		8	0	3	0		3	0	0	41
% 4+ Axle Trucks	1	0	0	0	0.8	1.7	0.3	0.7	0.6	0.9	0	0	1.9	1.3	1.2	0	1.5	0	0	0.9	0	0	0.9

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	188	17	4	209	76	49	132	257	7	17	45	69	7	20	7	34	569
07:45 AM	120	19	11	150	113	65	137	315	9	11	38	58	8	20	6	34	557
08:00 AM	155	13	4	172	48	51	94	193	9	12	30	51	8	23	7	38	454
08:15 AM	148	22	5	175	53	45	109	207	5	24	43	72	15	34	4	53	507
Total Volume	611	71	24	706	290	210	472	972	30	64	156	250	38	97	24	159	2087
% App. Total	86.5	10.1	3.4		29.8	21.6	48.6		12	25.6	62.4		23.9	61	15.1		
PHF	.813	.807	.545	.844	.642	.808	.861	.771	.833	.667	.867	.868	.633	.713	.857	.750	.917

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen AM
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City of Lake Elsinore
N/S: Collier Avenue
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Weather: Clear

File Name : 03_LKE_Collier_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	08:00 AM				07:00 AM				08:00 AM				08:00 AM				
+0 mins.	155	13	4	172	56	28	146	230	9	12	30	51	8	23	7	38	
+15 mins.	148	22	5	175	75	31	122	228	5	24	43	72	15	34	4	53	
+30 mins.	172	19	4	195	76	49	132	257	12	16	47	75	9	35	13	57	
+45 mins.	162	22	3	187	113	65	137	315	9	19	52	80	16	23	7	46	
Total Volume	637	76	16	729	320	173	537	1030	35	71	172	278	48	115	31	194	
% App. Total	87.4	10.4	2.2		31.1	16.8	52.1		12.6	25.5	61.9		24.7	59.3	16		
PHF	.926	.864	.800	.935	.708	.665	.920	.817	.729	.740	.827	.869	.750	.821	.596	.851	

City of Lake Elsinore
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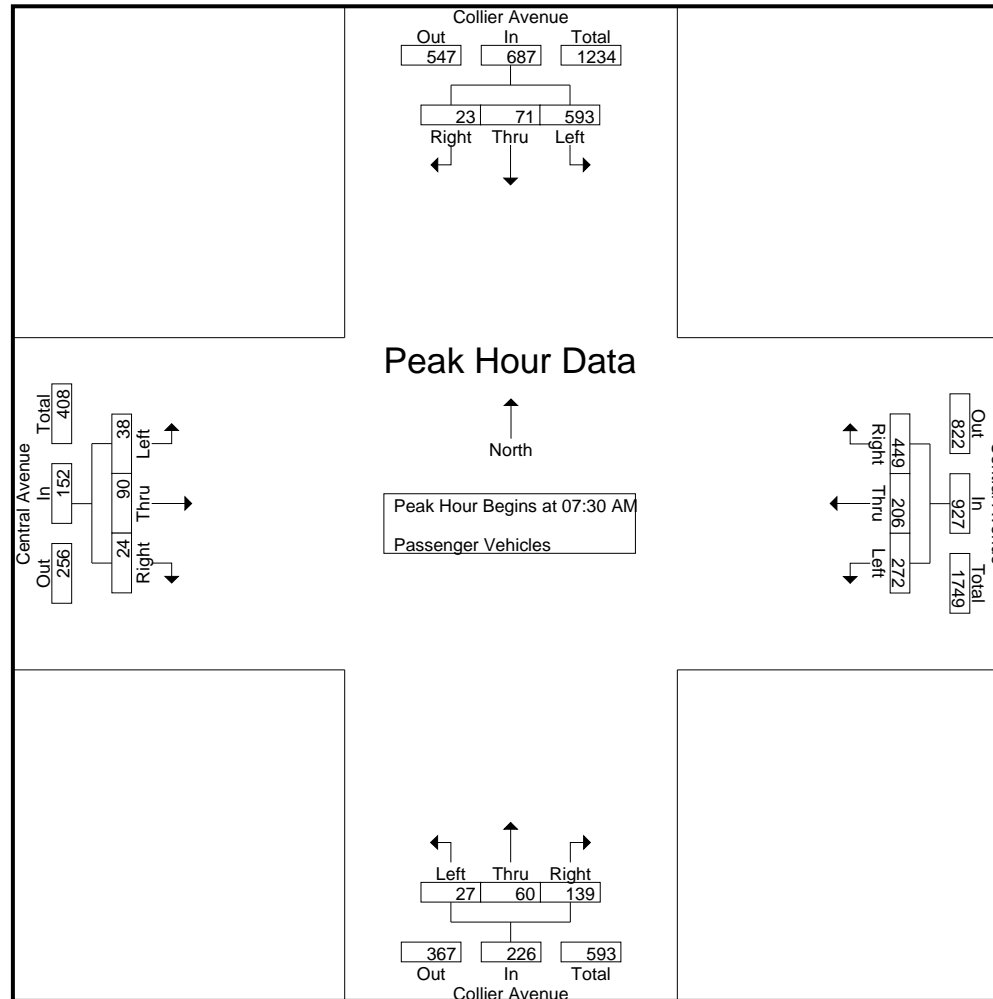
Groups Printed- Passenger Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	119	11	4	3	134	51	28	135	35	214	3	14	22	13	39	7	22	0	0	29	51	416	467
07:15 AM	151	12	4	2	167	72	29	115	17	216	7	10	34	11	51	8	21	2	0	31	30	465	495
07:30 AM	185	17	4	2	206	71	48	122	23	241	6	16	38	9	60	7	19	7	3	33	37	540	577
07:45 AM	115	19	11	7	145	105	64	136	22	305	7	11	36	15	54	8	19	6	3	33	47	537	584
Total	570	59	23	14	652	299	169	508	97	976	23	51	130	48	204	30	81	15	6	126	165	1958	2123
08:00 AM	153	13	3	1	169	46	50	88	8	184	9	10	25	15	44	8	22	7	4	37	28	434	462
08:15 AM	140	22	5	5	167	50	44	103	17	197	5	23	40	24	68	15	30	4	2	49	48	481	529
08:30 AM	163	18	4	4	185	40	41	101	20	182	12	15	45	31	72	9	33	13	4	55	59	494	553
08:45 AM	153	22	3	3	178	61	38	112	27	211	8	18	48	21	74	15	23	6	2	44	53	507	560
Total	609	75	15	13	699	197	173	404	72	774	34	66	158	91	258	47	108	30	12	185	188	1916	2104
Grand Total	1179	134	38	27	1351	496	342	912	169	1750	57	117	288	139	462	77	189	45	18	311	353	3874	4227
Apprch %	87.3	9.9	2.8			28.3	19.5	52.1			12.3	25.3	62.3			24.8	60.8	14.5					
Total %	30.4	3.5	1		34.9	12.8	8.8	23.5		45.2	1.5	3	7.4		11.9	2	4.9	1.2		8	8.4	91.6	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	185	17	4	206	71	48	122	241	6	16	38	60	7	19	7	33	540
07:45 AM	115	19	11	145	105	64	136	305	7	11	36	54	8	19	6	33	537
08:00 AM	153	13	3	169	46	50	88	184	9	10	25	44	8	22	7	37	434
08:15 AM	140	22	5	167	50	44	103	197	5	23	40	68	15	30	4	49	481
Total Volume	593	71	23	687	272	206	449	927	27	60	139	226	38	90	24	152	1992
% App. Total	86.3	10.3	3.3		29.3	22.2	48.4		11.9	26.5	61.5		25	59.2	15.8		
PHF	.801	.807	.523	.834	.648	.805	.825	.760	.750	.652	.869	.831	.633	.750	.857	.776	.922

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

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City of Lake Elsinore
N/S: Collier Avenue
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File Name : 03_LKE_Collier_Cen AM
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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	185	17	4	206	71	48	122	241	6	16	38	60	7	19	7	33	
+15 mins.	115	19	11	145	105	64	136	305	7	11	36	54	8	19	6	33	
+30 mins.	153	13	3	169	46	50	88	184	9	10	25	44	8	22	7	37	
+45 mins.	140	22	5	167	50	44	103	197	5	23	40	68	15	30	4	49	
Total Volume	593	71	23	687	272	206	449	927	27	60	139	226	38	90	24	152	
% App. Total	86.3	10.3	3.3		29.3	22.2	48.4		11.9	26.5	61.5		25	59.2	15.8		
PHF	.801	.807	.523	.834	.648	.805	.825	.760	.750	.652	.869	.831	.633	.750	.857	.776	

City of Lake Elsinore
N/S: Collier Avenue
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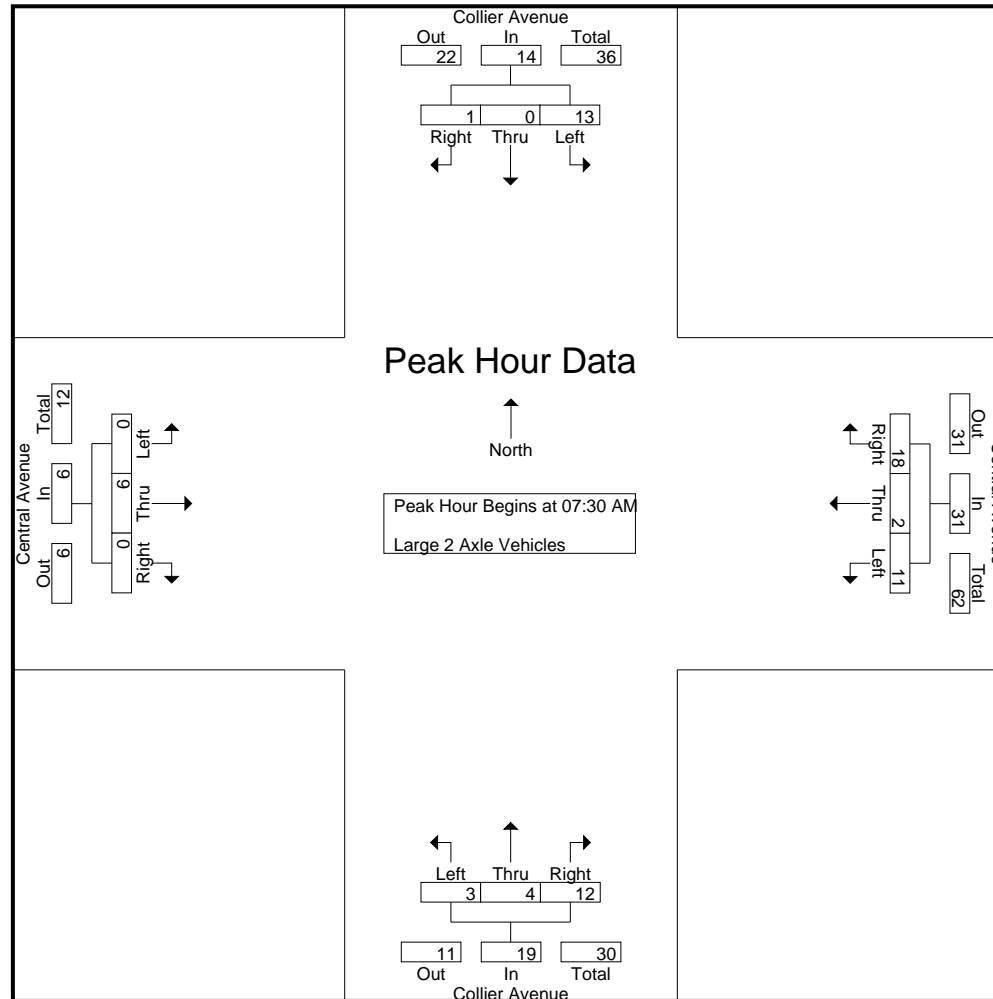
Groups Printed- Large 2 Axle Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	1	0	0	5	4	0	8	1	12	0	1	2	1	3	0	0	2	0	2	2	22	24
07:15 AM	4	0	0	0	4	2	1	6	0	9	0	1	2	1	3	0	0	0	0	0	1	16	17
07:30 AM	2	0	0	0	2	2	1	8	0	11	1	1	6	2	8	0	0	0	0	0	2	21	23
07:45 AM	4	0	0	0	4	6	1	1	1	8	2	0	2	1	4	0	1	0	0	1	2	17	19
Total	14	1	0	0	15	14	3	23	2	40	3	3	12	5	18	0	1	2	0	3	7	76	83
08:00 AM	1	0	1	0	2	2	0	5	1	7	0	2	4	3	6	0	1	0	0	1	4	16	20
08:15 AM	6	0	0	0	6	1	0	4	0	5	0	1	0	0	1	0	4	0	0	4	0	16	16
08:30 AM	8	1	0	0	9	1	2	2	0	5	0	1	1	0	2	0	1	0	0	1	0	17	17
08:45 AM	6	0	0	0	6	3	2	2	0	7	1	1	3	0	5	1	0	1	0	2	0	20	20
Total	21	1	1	0	23	7	4	13	1	24	1	5	8	3	14	1	6	1	0	8	4	69	73
Grand Total	35	2	1	0	38	21	7	36	3	64	4	8	20	8	32	1	7	3	0	11	11	145	156
Apprch %	92.1	5.3	2.6			32.8	10.9	56.2			12.5	25	62.5			9.1	63.6	27.3					
Total %	24.1	1.4	0.7		26.2	14.5	4.8	24.8		44.1	2.8	5.5	13.8		22.1	0.7	4.8	2.1		7.6	7.1	92.9	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	0	2	2	1	8	11	1	1	6	8	0	0	0	0	21
07:45 AM	4	0	0	4	6	1	1	8	2	0	2	4	0	1	0	1	17
08:00 AM	1	0	1	2	2	0	5	7	0	2	4	6	0	1	0	1	16
08:15 AM	6	0	0	6	1	0	4	5	0	1	0	1	0	4	0	4	16
Total Volume	13	0	1	14	11	2	18	31	3	4	12	19	0	6	0	6	70
% App. Total	92.9	0	7.1		35.5	6.5	58.1		15.8	21.1	63.2		0	100	0		
PHF	.542	.000	.250	.583	.458	.500	.563	.705	.375	.500	.500	.594	.000	.375	.000	.375	.833

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen AM
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City of Lake Elsinore
N/S: Collier Avenue
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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	0	0	2	2	1	8	11	1	1	6	8	0	0	0	0	
+15 mins.	4	0	0	4	6	1	1	8	2	0	2	4	0	1	0	1	
+30 mins.	1	0	1	2	2	0	5	7	0	2	4	6	0	1	0	1	
+45 mins.	6	0	0	6	1	0	4	5	0	1	0	1	0	4	0	4	
Total Volume	13	0	1	14	11	2	18	31	3	4	12	19	0	6	0	6	
% App. Total	92.9	0	7.1		35.5	6.5	58.1		15.8	21.1	63.2		0	100	0		
PHF	.542	.000	.250	.583	.458	.500	.563	.705	.375	.500	.500	.594	.000	.375	.000	.375	

City of Lake Elsinore
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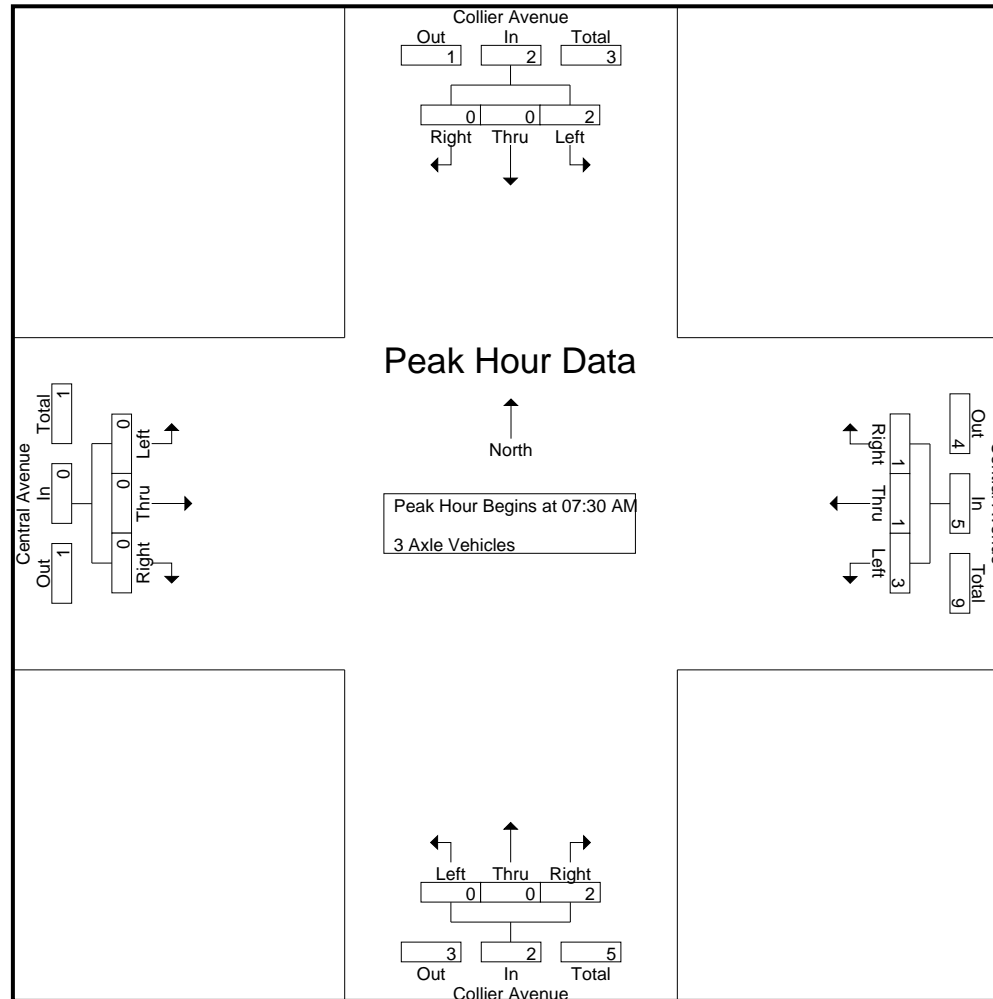
Groups Printed- 3 Axle Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	2	3
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	1	1	0	0	0	0	0	1	3	4
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	3	1	2	1	6	0	0	1	1	1	0	0	0	0	0	2	7	9
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	1	0	0	0	1	1	1	1	0	3	0	0	2	0	2	0	0	0	0	0	0	6	6
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	0	0	0	2	1	1	3	0	5	0	0	2	0	2	0	0	0	0	0	0	9	9
Grand Total	2	0	0	0	2	4	2	5	1	11	0	0	3	1	3	0	0	0	0	0	2	16	18
Apprch %	100	0	0			36.4	18.2	45.5			0	0	100			0	0	0					
Total %	12.5	0	0		12.5	25	12.5	31.2		68.8	0	0	18.8		18.8	0	0	0		0	11.1	88.9	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	1	1	1	3	0	0	2	2	0	0	0	0	6
Total Volume	2	0	0	2	3	1	1	5	0	0	2	2	0	0	0	0	9
% App. Total	100	0	0		60	20	20		0	0	100		0	0	0		
PHF	.500	.000	.000	.500	.750	.250	.250	.417	.000	.000	.250	.250	.000	.000	.000	.000	.375

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen AM
Site Code : 05121362
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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	1	1	3	0	0	2	2	0	0	0	0	0
Total Volume	2	0	0	2	3	1	1	5	0	0	2	2	0	0	0	0	0
% App. Total	100	0	0		60	20	20		0	0	100		0	0	0		
PHF	.500	.000	.000	.500	.750	.250	.250	.417	.000	.000	.250	.250	.000	.000	.000	.000	.000

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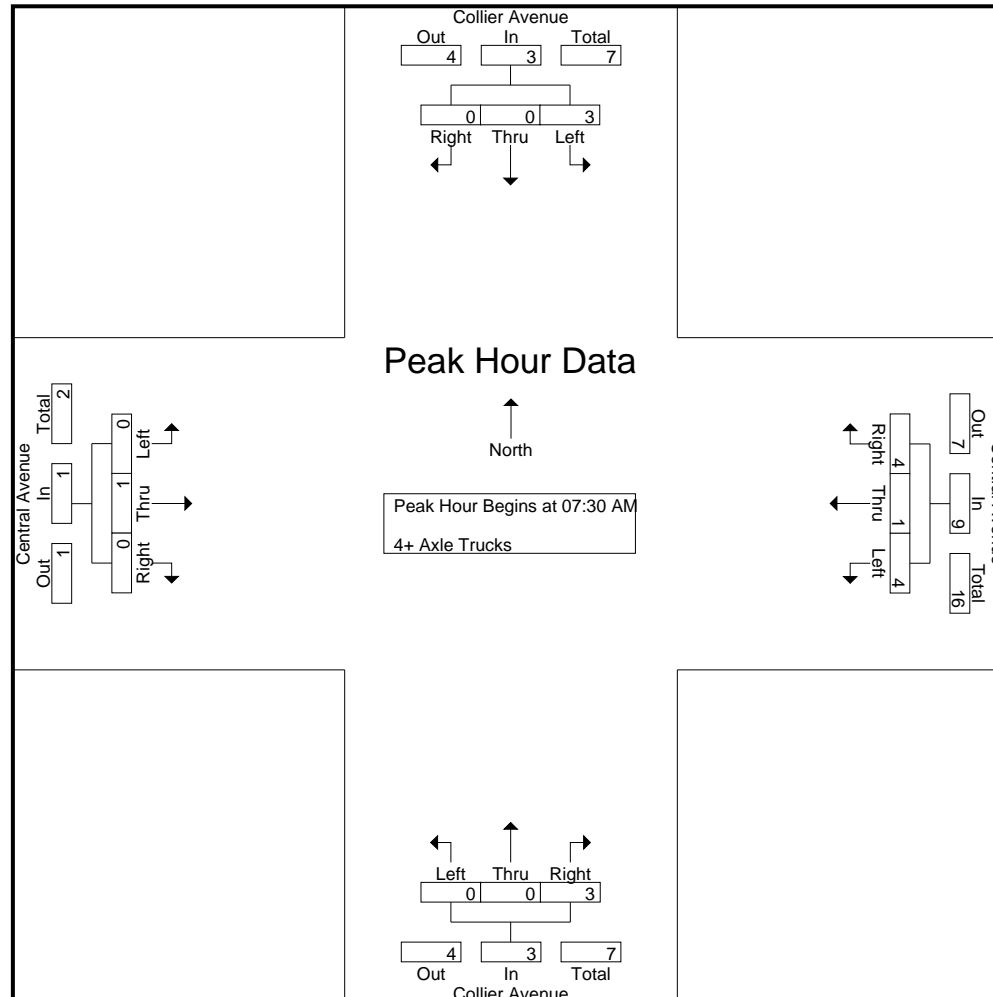
Groups Printed- 4+ Axle Trucks

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	6	6
07:15 AM	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30 AM	1	0	0	0	1	2	0	2	1	4	0	0	1	1	1	0	1	0	0	1	2	7	9
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	7	0	0	0	7	4	0	4	1	8	0	0	2	1	2	0	2	0	0	2	2	19	21
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
08:15 AM	1	0	0	0	1	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	4	4
08:30 AM	1	0	0	0	1	2	0	0	0	2	0	0	1	0	1	0	1	0	0	1	0	5	5
08:45 AM	3	0	0	0	3	2	0	1	0	3	0	0	1	1	1	0	0	0	0	0	1	7	8
Total	5	0	0	0	5	5	1	3	0	9	0	0	4	1	4	0	1	0	0	1	1	19	20
Grand Total	12	0	0	0	12	9	1	7	1	17	0	0	6	2	6	0	3	0	0	3	3	38	41
Apprch %	100	0	0			52.9	5.9	41.2			0	0	100			0	100	0					
Total %	31.6	0	0		31.6	23.7	2.6	18.4		44.7	0	0	15.8		15.8	0	7.9	0		7.9	7.3	92.7	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	2	0	2	4	0	0	1	1	0	1	0	1	7
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
08:15 AM	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	4
Total Volume	3	0	0	3	4	1	4	9	0	0	3	3	0	1	0	1	16
% App. Total	100	0	0		44.4	11.1	44.4		0	0	100		0	100	0		
PHF	.750	.000	.000	.750	.500	.250	.500	.563	.000	.000	.750	.750	.000	.250	.000	.250	.571

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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	0	1	2	0	2	4	0	0	1	1	0	1	0	1	
+15 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	
+45 mins.	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	
Total Volume	3	0	0	3	4	1	4	9	0	0	3	3	0	1	0	1	
% App. Total	100	0	0		44.4	11.1	44.4		0	0	100		0	100	0		
PHF	.750	.000	.000	.750	.500	.250	.500	.563	.000	.000	.750	.750	.000	.250	.000	.250	

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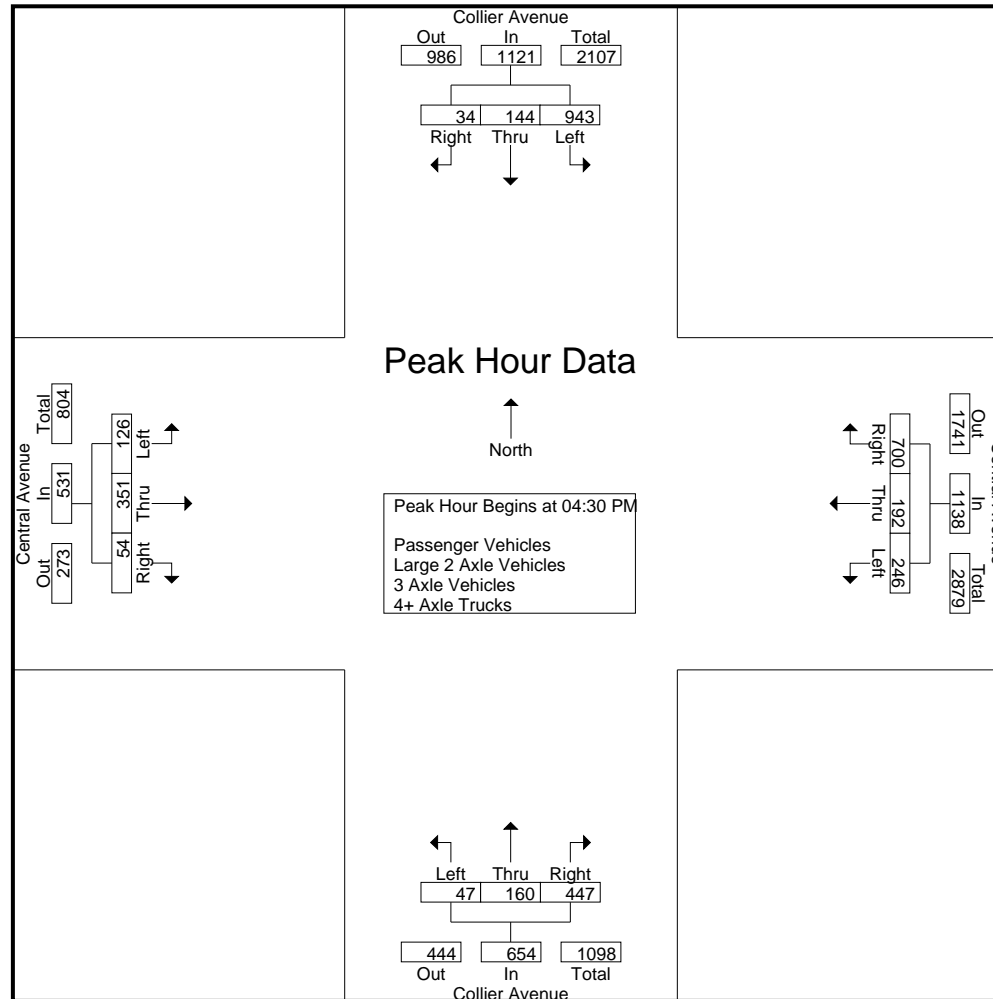
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	226	28	10	3	264	57	50	200	39	307	29	30	120	48	179	44	75	20	3	139	93	889	982
04:15 PM	244	41	3	1	288	63	53	174	29	290	11	25	88	29	124	30	69	14	4	113	63	815	878
04:30 PM	251	40	11	3	302	57	54	197	40	308	18	44	137	36	199	33	96	14	0	143	79	952	1031
04:45 PM	211	26	9	5	246	65	32	157	40	254	5	40	96	18	141	30	79	9	0	118	63	759	822
Total	932	135	33	12	1100	242	189	728	148	1159	63	139	441	131	643	137	319	57	7	513	298	3415	3713
05:00 PM	244	45	10	1	299	67	53	179	32	299	11	47	117	17	175	34	99	11	0	144	50	917	967
05:15 PM	237	33	4	1	274	57	53	167	39	277	13	29	97	23	139	29	77	20	4	126	67	816	883
05:30 PM	222	43	12	9	277	57	48	171	36	276	17	34	97	26	148	38	65	12	0	115	71	816	887
05:45 PM	200	34	2	1	236	64	52	151	37	267	13	28	77	16	118	38	66	9	0	113	54	734	788
Total	903	155	28	12	1086	245	206	668	144	1119	54	138	388	82	580	139	307	52	4	498	242	3283	3525
Grand Total	1835	290	61	24	2186	487	395	1396	292	2278	117	277	829	213	1223	276	626	109	11	1011	540	6698	7238
Apprch %	83.9	13.3	2.8			21.4	17.3	61.3			9.6	22.6	67.8			27.3	61.9	10.8					
Total %	27.4	4.3	0.9		32.6	7.3	5.9	20.8		34	1.7	4.1	12.4		18.3	4.1	9.3	1.6		15.1	7.5	92.5	
Passenger Vehicles	1799	286	61		2170	469	387	1378		2523	117	274	810		1411	274	620	108		1012	0	0	7116
% Passenger Vehicles	98	98.6	100	100	98.2	96.3	98	98.7	99	98.2	100	98.9	97.7	98.6	98.3	99.3	99	99.1	90.9	99	0	0	98.3
Large 2 Axle Vehicles	21	4	0		25	13	6	18		40	0	3	12		18	2	3	1		7	0	0	90
% Large 2 Axle Vehicles	1.1	1.4	0	0	1.1	2.7	1.5	1.3	1	1.6	0	1.1	1.4	1.4	1.3	0.7	0.5	0.9	9.1	0.7	0	0	1.2
3 Axle Vehicles	9	0	0		9	2	0	0		2	0	0	1		1	0	1	0		1	0	0	13
% 3 Axle Vehicles	0.5	0	0	0	0.4	0.4	0	0	0	0.1	0	0	0.1	0	0.1	0	0.2	0	0	0.1	0	0	0.2
4+ Axle Trucks	6	0	0		6	3	2	0		5	0	0	6		6	0	2	0		2	0	0	19
% 4+ Axle Trucks	0.3	0	0	0	0.3	0.6	0.5	0	0	0.2	0	0	0.7	0	0.4	0	0.3	0	0	0.2	0	0	0.3

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 04:30 PM																	
04:30 PM	251	40	11	302	57	54	197	308	18	44	137	199	33	96	14	143	952
04:45 PM	211	26	9	246	65	32	157	254	5	40	96	141	30	79	9	118	759
05:00 PM	244	45	10	299	67	53	179	299	11	47	117	175	34	99	11	144	917
05:15 PM	237	33	4	274	57	53	167	277	13	29	97	139	29	77	20	126	816
Total Volume	943	144	34	1121	246	192	700	1138	47	160	447	654	126	351	54	531	3444
% App. Total	84.1	12.8	3		21.6	16.9	61.5		7.2	24.5	68.3		23.7	66.1	10.2		
PHF	.939	.800	.773	.928	.918	.889	.888	.924	.653	.851	.816	.822	.926	.886	.675	.922	.904

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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:30 PM				04:30 PM				
+0 mins.	244	41	3	288	57	50	200	307	18	44	137	199	33	96	14	143	
+15 mins.	251	40	11	302	63	53	174	290	5	40	96	141	30	79	9	118	
+30 mins.	211	26	9	246	57	54	197	308	11	47	117	175	34	99	11	144	
+45 mins.	244	45	10	299	65	32	157	254	13	29	97	139	29	77	20	126	
Total Volume	950	152	33	1135	242	189	728	1159	47	160	447	654	126	351	54	531	
% App. Total	83.7	13.4	2.9		20.9	16.3	62.8		7.2	24.5	68.3		23.7	66.1	10.2		
PHF	.946	.844	.750	.940	.931	.875	.910	.941	.653	.851	.816	.822	.926	.886	.675	.922	

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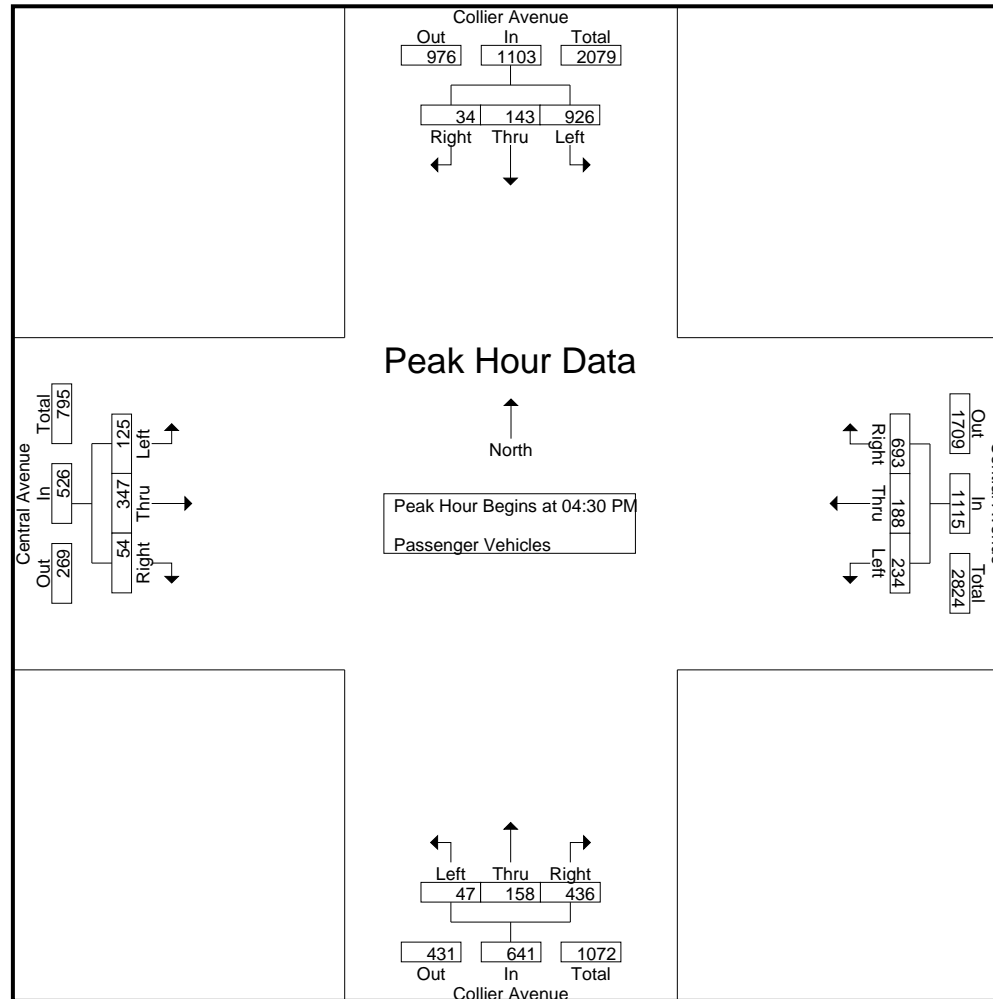
Groups Printed- Passenger Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	221	28	10	3	259	55	47	195	38	297	29	29	118	47	176	44	75	19	2	138	90	870	960
04:15 PM	237	41	3	1	281	59	52	170	29	281	11	25	87	29	123	30	68	14	4	112	63	797	860
04:30 PM	246	39	11	3	296	54	53	194	40	301	18	43	132	36	193	33	95	14	0	142	79	932	1011
04:45 PM	207	26	9	5	242	62	32	157	40	251	5	40	95	18	140	30	79	9	0	118	63	751	814
Total	911	134	33	12	1078	230	184	716	147	1130	63	137	432	130	632	137	317	56	6	510	295	3350	3645
05:00 PM	241	45	10	1	296	66	50	177	32	293	11	47	114	16	172	34	98	11	0	143	49	904	953
05:15 PM	232	33	4	1	269	52	53	165	38	270	13	28	95	22	136	28	75	20	4	123	65	798	863
05:30 PM	220	42	12	9	274	57	48	171	36	276	17	34	93	26	144	37	64	12	0	113	71	807	878
05:45 PM	195	32	2	1	229	64	52	149	36	265	13	28	76	16	117	38	66	9	0	113	53	724	777
Total	888	152	28	12	1068	239	203	662	142	1104	54	137	378	80	569	137	303	52	4	492	238	3233	3471
Grand Total	1799	286	61	24	2146	469	387	1378	289	2234	117	274	810	210	1201	274	620	108	10	1002	533	6583	7116
Apprch %	83.8	13.3	2.8			21	17.3	61.7			9.7	22.8	67.4			27.3	61.9	10.8					
Total %	27.3	4.3	0.9		32.6	7.1	5.9	20.9		33.9	1.8	4.2	12.3		18.2	4.2	9.4	1.6		15.2	7.5	92.5	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	246	39	11	296	54	53	194	301	18	43	132	193	33	95	14	142	932
04:45 PM	207	26	9	242	62	32	157	251	5	40	95	140	30	79	9	118	751
05:00 PM	241	45	10	296	66	50	177	293	11	47	114	172	34	98	11	143	904
05:15 PM	232	33	4	269	52	53	165	270	13	28	95	136	28	75	20	123	798
Total Volume	926	143	34	1103	234	188	693	1115	47	158	436	641	125	347	54	526	3385
% App. Total	84	13	3.1		21	16.9	62.2		7.3	24.6	68		23.8	66	10.3		
PHF	.941	.794	.773	.932	.886	.887	.893	.926	.653	.840	.826	.830	.919	.885	.675	.920	.908

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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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	246	39	11	296	54	53	194	301	18	43	132	193	33	95	14	142	
+15 mins.	207	26	9	242	62	32	157	251	5	40	95	140	30	79	9	118	
+30 mins.	241	45	10	296	66	50	177	293	11	47	114	172	34	98	11	143	
+45 mins.	232	33	4	269	52	53	165	270	13	28	95	136	28	75	20	123	
Total Volume	926	143	34	1103	234	188	693	1115	47	158	436	641	125	347	54	526	
% App. Total	84	13	3.1		21	16.9	62.2		7.3	24.6	68		23.8	66	10.3		
PHF	.941	.794	.773	.932	.886	.887	.893	.926	.653	.840	.826	.830	.919	.885	.675	.920	

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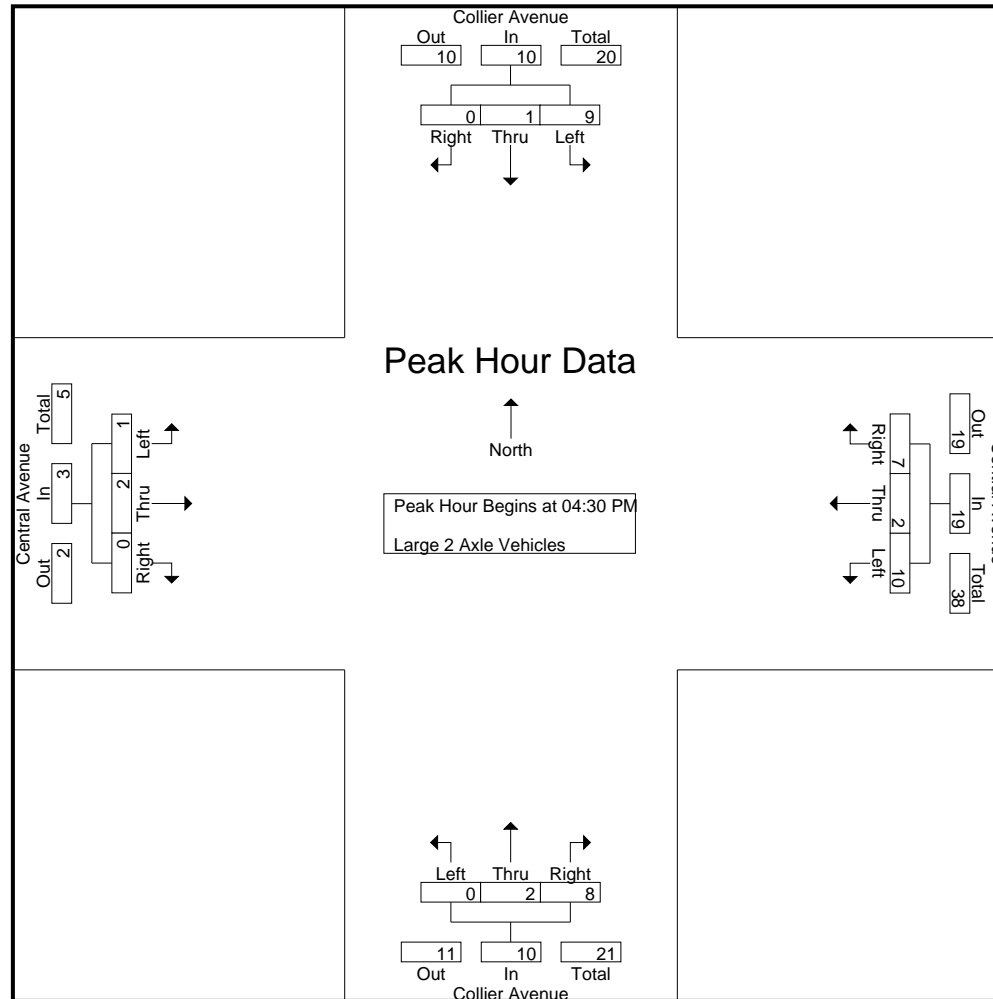
Groups Printed- Large 2 Axle Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	2	0	0	0	2	2	3	5	1	10	0	1	1	1	2	0	0	1	1	1	3	15	18
04:15 PM	4	0	0	0	4	1	1	4	0	6	0	0	0	0	0	0	1	0	0	1	0	11	11
04:30 PM	4	1	0	0	5	3	0	3	0	6	0	1	3	0	4	0	0	0	0	0	0	15	15
04:45 PM	2	0	0	0	2	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	6	6
Total	12	1	0	0	13	9	4	12	1	25	0	2	5	1	7	0	1	1	1	2	3	47	50
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	3	1	3	0	1	0	0	1	1	8	9
05:15 PM	3	0	0	0	3	4	0	2	1	6	0	1	1	1	2	1	1	0	0	2	2	13	15
05:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	6	6
05:45 PM	4	2	0	0	6	0	0	2	1	2	0	0	1	0	1	0	0	0	0	0	1	9	10
Total	9	3	0	0	12	4	2	6	2	12	0	1	7	2	8	2	2	0	0	4	4	36	40
Grand Total	21	4	0	0	25	13	6	18	3	37	0	3	12	3	15	2	3	1	1	6	7	83	90
Apprch %	84	16	0			35.1	16.2	48.6			0	20	80			33.3	50	16.7					
Total %	25.3	4.8	0		30.1	15.7	7.2	21.7		44.6	0	3.6	14.5		18.1	2.4	3.6	1.2		7.2	7.8	92.2	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	1	0	5	3	0	3	6	0	1	3	4	0	0	0	0	15
04:45 PM	2	0	0	2	3	0	0	3	0	0	1	1	0	0	0	0	6
05:00 PM	0	0	0	0	0	2	2	4	0	0	3	3	0	1	0	1	8
05:15 PM	3	0	0	3	4	0	2	6	0	1	1	2	1	1	0	2	13
Total Volume	9	1	0	10	10	2	7	19	0	2	8	10	1	2	0	3	42
% App. Total	90	10	0		52.6	10.5	36.8		0	20	80		33.3	66.7	0		
PHF	.563	.250	.000	.500	.625	.250	.583	.792	.000	.500	.667	.625	.250	.500	.000	.375	.700

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	4	1	0	5	3	0	3	6	0	1	3	4	0	0	0	0	
+15 mins.	2	0	0	2	3	0	0	3	0	0	1	1	0	0	0	0	
+30 mins.	0	0	0	0	0	2	2	4	0	0	3	3	0	1	0	1	
+45 mins.	3	0	0	3	4	0	2	6	0	1	1	2	1	1	0	2	
Total Volume	9	1	0	10	10	2	7	19	0	2	8	10	1	2	0	3	
% App. Total	90	10	0		52.6	10.5	36.8		0	20	80		33.3	66.7	0		
PHF	.563	.250	.000	.500	.625	.250	.583	.792	.000	.500	.667	.625	.250	.500	.000	.375	

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

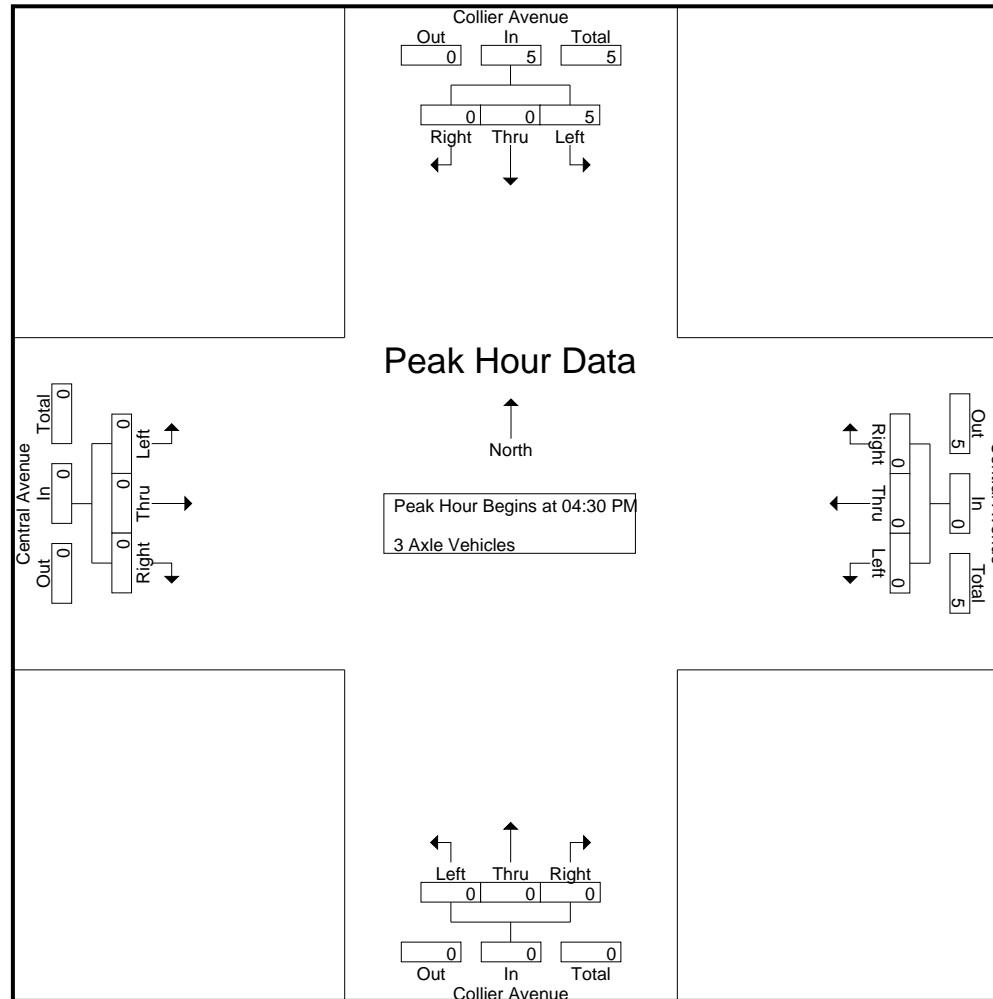
Groups Printed- 3 Axle Vehicles

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	1	0	0	0	1	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	4	0	0	0	4	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	7	7
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	6
Grand Total	9	0	0	0	9	2	0	0	0	2	0	0	1	0	1	0	1	0	0	1	0	13	13
Apprch %	100	0	0			100	0	0			0	0	100			0	100	0			0		
Total %	69.2	0	0		69.2	15.4	0	0		15.4	0	0	7.7		7.7	0	7.7	0		7.7	0	100	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
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	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

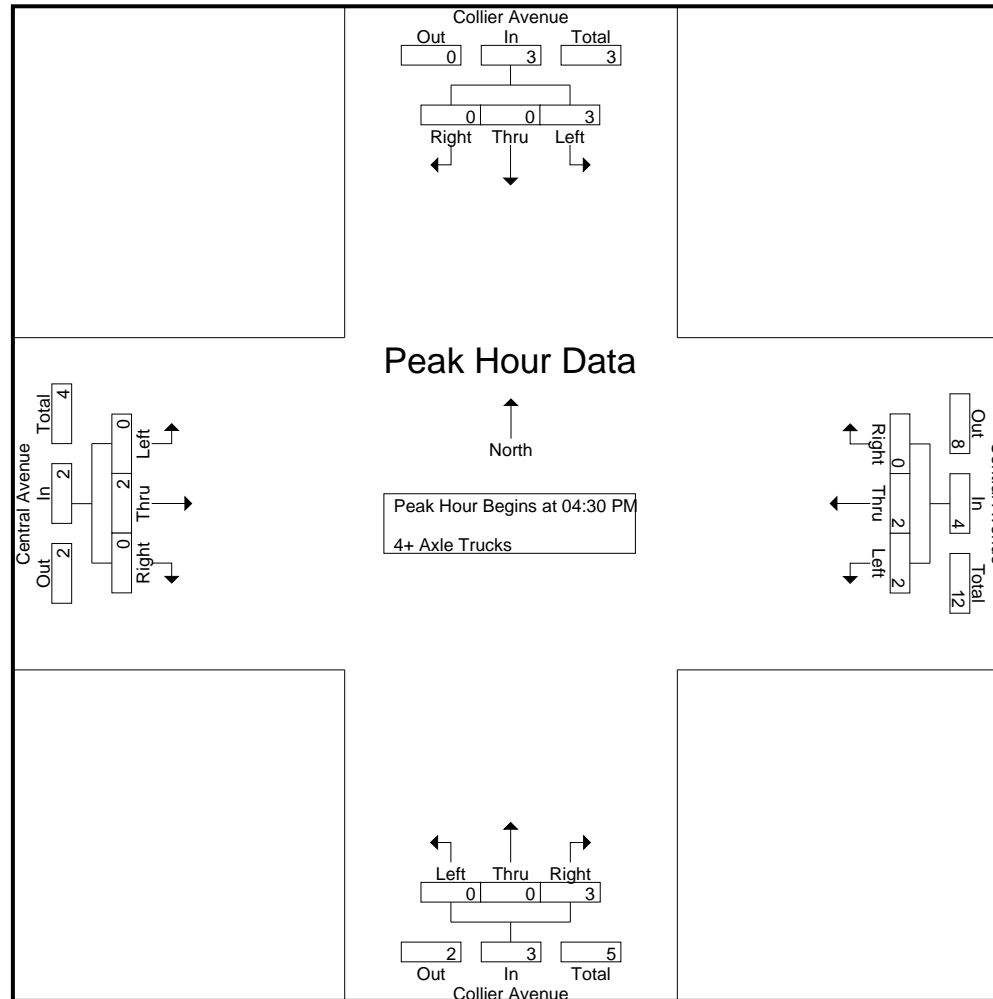
Groups Printed- 4+ Axle Trucks

	Collier Avenue Southbound					Central Avenue Westbound					Collier Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
04:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	5	5
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	5	0	0	0	5	1	1	0	0	2	0	0	3	0	3	0	1	0	0	1	0	11	11
05:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	2	1	0	0	3	0	0	3	0	3	0	1	0	0	1	0	8	8
Grand Total	6	0	0	0	6	3	2	0	0	5	0	0	6	0	6	0	2	0	0	2	0	19	19
Apprch %	100	0	0			60	40	0			0	0	100			0	100	0			0	0	
Total %	31.6	0	0		31.6	15.8	10.5	0		26.3	0	0	31.6		31.6	0	10.5	0		10.5	0	100	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	0	1	0	1	0	0	2	2	0	1	0	1	5
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
Total Volume	3	0	0	3	2	2	0	4	0	0	3	3	0	2	0	2	12
% App. Total	100	0	0		50	50	0		0	0	100		0	100	0		
PHF	.750	.000	.000	.750	.500	.500	.000	.500	.000	.000	.375	.375	.000	.500	.000	.500	.600

City of Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 03_LKE_Collier_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_Collier_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	0	0	1	0	1	0	1	0	0	2	2	0	1	0	1	
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	
Total Volume	3	0	0	3	2	2	0	4	0	0	3	3	0	2	0	2	
% App. Total	100	0	0		50	50	0		0	0	100		0	100	0		
PHF	.750	.000	.000	.750	.500	.500	.000	.500	.000	.000	.375	.375	.000	.500	.000	.500	

Location: Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Collier Avenue	East Leg Central Avenue	South Leg Collier Avenue	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	3	0	0	2	5
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	4	0	0	3	7

	North Leg Collier Avenue	East Leg Central Avenue	South Leg Collier Avenue	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	1	1	4
4:15 PM	1	0	0	0	1
4:30 PM	1	0	0	1	2
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	6	0	1	2	9

Location: Lake Elsinore
 N/S: Collier Avenue
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Collier Avenue			Westbound Central Avenue			Northbound Collier Avenue			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	1	0	0	0	0	0	0	1

		Southbound Collier Avenue			Westbound Central Avenue			Northbound Collier Avenue			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKECOCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

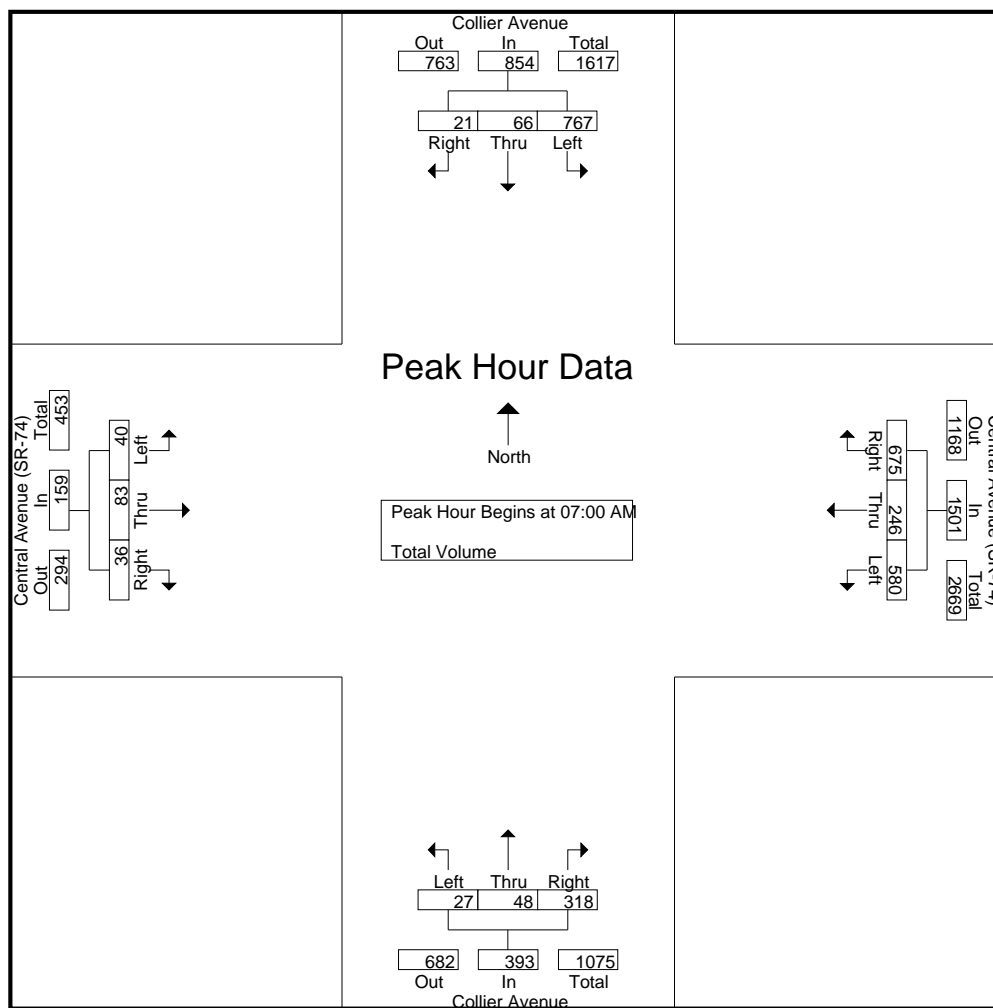
Groups Printed- Total Volume

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) 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	180	17	2	199	132	55	163	350	2	5	82	89	9	19	8	36	674
07:15 AM	198	16	4	218	170	66	188	424	6	8	103	117	14	29	9	52	811
07:30 AM	208	15	6	229	131	46	141	318	8	14	68	90	8	17	10	35	672
07:45 AM	181	18	9	208	147	79	183	409	11	21	65	97	9	18	9	36	750
Total	767	66	21	854	580	246	675	1501	27	48	318	393	40	83	36	159	2907
08:00 AM	188	16	5	209	93	64	152	309	9	20	64	93	10	20	8	38	649
08:15 AM	157	18	6	181	81	62	143	286	5	11	67	83	28	30	7	65	615
08:30 AM	195	22	1	218	75	54	116	245	11	17	35	63	16	43	9	68	594
08:45 AM	193	17	6	216	50	42	120	212	11	20	38	69	14	25	5	44	541
Total	733	73	18	824	299	222	531	1052	36	68	204	308	68	118	29	215	2399
Grand Total	1500	139	39	1678	879	468	1206	2553	63	116	522	701	108	201	65	374	5306
Apprch %	89.4	8.3	2.3		34.4	18.3	47.2		9	16.5	74.5		28.9	53.7	17.4		
Total %	28.3	2.6	0.7	31.6	16.6	8.8	22.7	48.1	1.2	2.2	9.8	13.2	2	3.8	1.2	7	

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) 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	180	17	2	199	132	55	163	350	2	5	82	89	9	19	8	36	674
07:15 AM	198	16	4	218	170	66	188	424	6	8	103	117	14	29	9	52	811
07:30 AM	208	15	6	229	131	46	141	318	8	14	68	90	8	17	10	35	672
07:45 AM	181	18	9	208	147	79	183	409	11	21	65	97	9	18	9	36	750
Total Volume	767	66	21	854	580	246	675	1501	27	48	318	393	40	83	36	159	2907
% App. Total	89.8	7.7	2.5		38.6	16.4	45		6.9	12.2	80.9		25.2	52.2	22.6		
PHF	.922	.917	.583	.932	.853	.778	.898	.885	.614	.571	.772	.840	.714	.716	.900	.764	.896

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKECOCEAM
Site Code : 10515000
Start Date : 11/19/2015
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	198	16	4	218	132	55	163	350	6	8	103	117	10	20	8	38
+15 mins.	208	15	6	229	170	66	188	424	8	14	68	90	28	30	7	65
+30 mins.	181	18	9	208	131	46	141	318	11	21	65	97	16	43	9	68
+45 mins.	188	16	5	209	147	79	183	409	9	20	64	93	14	25	5	44
Total Volume	775	65	24	864	580	246	675	1501	34	63	300	397	68	118	29	215
% App. Total	89.7	7.5	2.8		38.6	16.4	45		8.6	15.9	75.6		31.6	54.9	13.5	
PHF	.931	.903	.667	.943	.853	.778	.898	.885	.773	.750	.728	.848	.607	.686	.806	.790

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKECOCEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

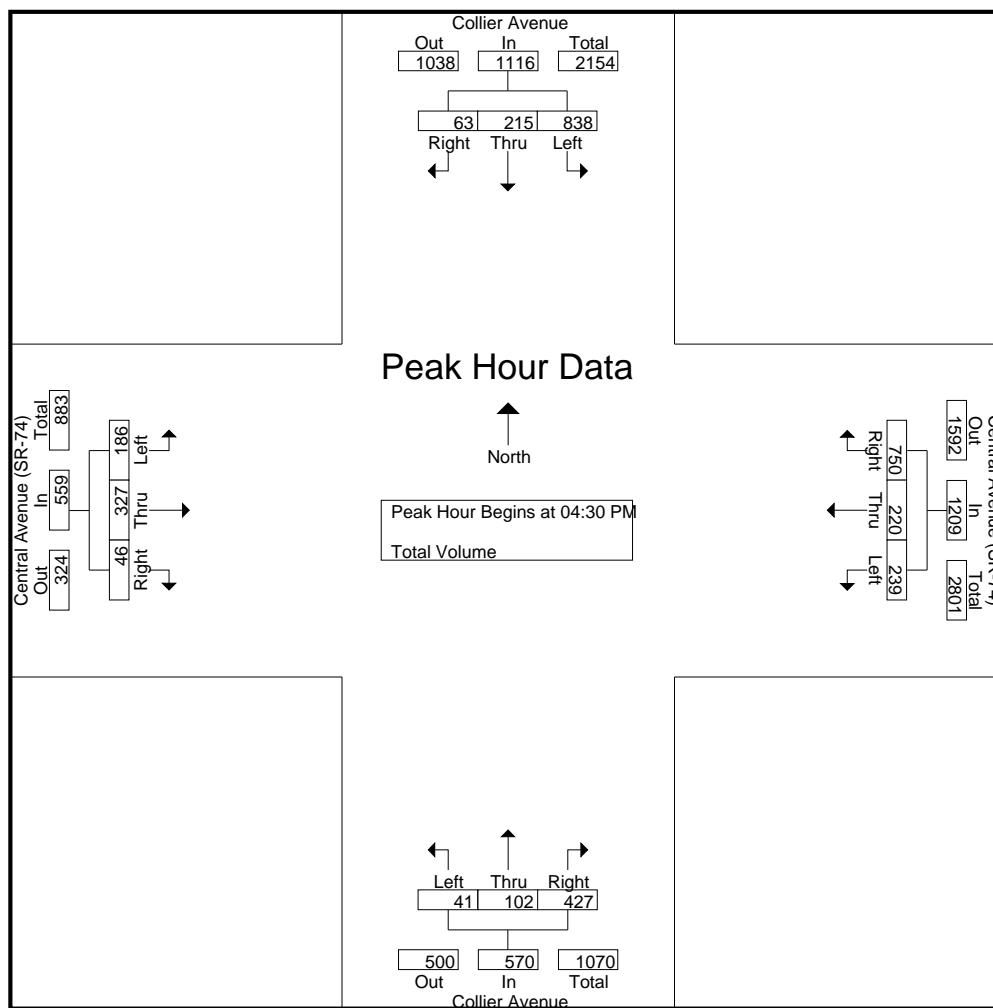
Groups Printed- Total Volume

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) 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	231	34	7	272	69	50	187	306	13	22	89	124	46	62	22	130	832
04:15 PM	248	38	4	290	56	39	210	305	16	30	77	123	39	64	16	119	837
04:30 PM	215	59	19	293	49	61	198	308	7	25	120	152	55	81	10	146	899
04:45 PM	214	55	16	285	49	59	163	271	10	27	103	140	39	79	14	132	828
Total	908	186	46	1140	223	209	758	1190	46	104	389	539	179	286	62	527	3396
05:00 PM	205	49	12	266	81	47	192	320	14	27	106	147	43	83	9	135	868
05:15 PM	204	52	16	272	60	53	197	310	10	23	98	131	49	84	13	146	859
05:30 PM	207	41	17	265	51	45	180	276	13	19	91	123	30	67	17	114	778
05:45 PM	198	41	13	252	62	54	186	302	9	17	67	93	43	82	7	132	779
Total	814	183	58	1055	254	199	755	1208	46	86	362	494	165	316	46	527	3284
Grand Total	1722	369	104	2195	477	408	1513	2398	92	190	751	1033	344	602	108	1054	6680
Apprch %	78.5	16.8	4.7		19.9	17	63.1		8.9	18.4	72.7		32.6	57.1	10.2		
Total %	25.8	5.5	1.6	32.9	7.1	6.1	22.6	35.9	1.4	2.8	11.2	15.5	5.1	9	1.6	15.8	

	Collier Avenue Southbound				Central Avenue (SR-74) Westbound				Collier Avenue Northbound				Central Avenue (SR-74) 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 04:30 PM																	
04:30 PM	215	59	19	293	49	61	198	308	7	25	120	152	55	81	10	146	899
04:45 PM	214	55	16	285	49	59	163	271	10	27	103	140	39	79	14	132	828
05:00 PM	205	49	12	266	81	47	192	320	14	27	106	147	43	83	9	135	868
05:15 PM	204	52	16	272	60	53	197	310	10	23	98	131	49	84	13	146	859
Total Volume	838	215	63	1116	239	220	750	1209	41	102	427	570	186	327	46	559	3454
% App. Total	75.1	19.3	5.6		19.8	18.2	62		7.2	17.9	74.9		33.3	58.5	8.2		
PHF	.974	.911	.829	.952	.738	.902	.947	.945	.732	.944	.890	.938	.845	.973	.821	.957	.961

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKECOCEPM
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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				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	231	34	7	272	49	61	198	308	7	25	120	152	55	81	10	146
+15 mins.	248	38	4	290	49	59	163	271	10	27	103	140	39	79	14	132
+30 mins.	215	59	19	293	81	47	192	320	14	27	106	147	43	83	9	135
+45 mins.	214	55	16	285	60	53	197	310	10	23	98	131	49	84	13	146
Total Volume	908	186	46	1140	239	220	750	1209	41	102	427	570	186	327	46	559
% App. Total	79.6	16.3	4		19.8	18.2	62		7.2	17.9	74.9		33.3	58.5	8.2	
PHF	.915	.788	.605	.973	.738	.902	.947	.945	.732	.944	.890	.938	.845	.973	.821	.957

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

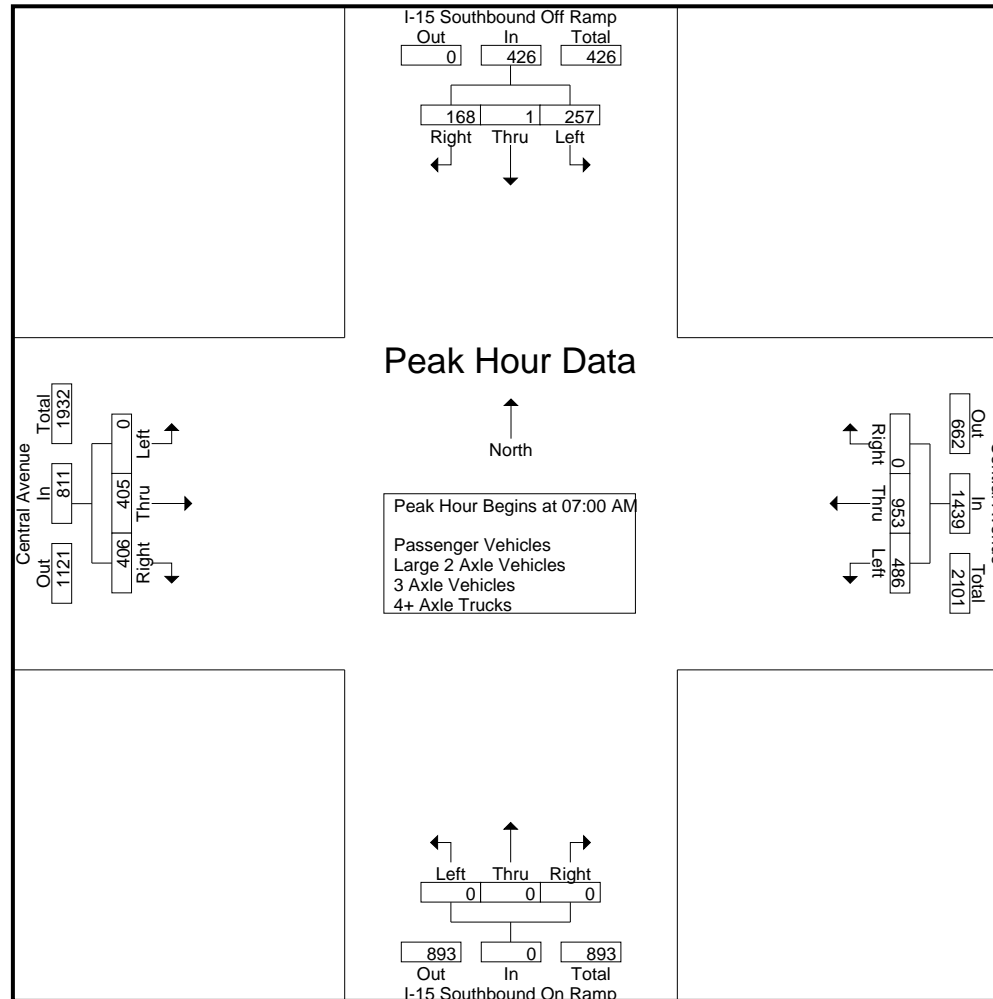
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	63	0	33	23	96	109	221	0	0	330	0	0	0	0	0	0	93	81	26	174	49	600	649
07:15 AM	72	0	34	23	106	127	225	0	0	352	0	0	0	0	0	0	101	105	36	206	59	664	723
07:30 AM	61	0	55	25	116	133	248	0	0	381	0	0	0	0	0	0	115	125	26	240	51	737	788
07:45 AM	61	1	46	31	108	117	259	0	0	376	0	0	0	0	0	0	96	95	20	191	51	675	726
Total	257	1	168	102	426	486	953	0	0	1439	0	0	0	0	0	0	405	406	108	811	210	2676	2886
08:00 AM	66	0	35	26	101	84	188	0	0	272	0	0	0	0	0	0	118	90	36	208	62	581	643
08:15 AM	59	2	35	22	96	110	199	0	0	309	0	0	0	0	0	0	120	98	42	218	64	623	687
08:30 AM	87	1	36	26	124	115	189	0	0	304	0	0	0	0	0	0	138	112	44	250	70	678	748
08:45 AM	79	1	41	24	121	120	219	0	0	339	0	0	0	0	0	0	147	92	21	239	45	699	744
Total	291	4	147	98	442	429	795	0	0	1224	0	0	0	0	0	0	523	392	143	915	241	2581	2822
Grand Total	548	5	315	200	868	915	1748	0	0	2663	0	0	0	0	0	0	928	798	251	1726	451	5257	5708
Apprch %	63.1	0.6	36.3			34.4	65.6	0			0	0	0			0	53.8	46.2					
Total %	10.4	0.1	6		16.5	17.4	33.3	0		50.7	0	0	0		0	0	17.7	15.2		32.8	7.9	92.1	
Passenger Vehicles	478	4	282		948	854	1677	0		2531	0	0	0		0	0	870	769		1884	0	0	5363
% Passenger Vehicles	87.2	80	89.5	92	88.8	93.3	95.9	0	0	95	0	0	0	0	0	0	93.8	96.4	97.6	95.3	0	0	94
Large 2 Axle Vehicles	29	1	17		58	40	53	0		93	0	0	0		0	0	37	23		65	0	0	216
% Large 2 Axle Vehicles	5.3	20	5.4	5.5	5.4	4.4	3	0	0	3.5	0	0	0	0	0	0	4	2.9	2	3.3	0	0	3.8
3 Axle Vehicles	21	0	3		25	11	8	0		19	0	0	0		0	0	5	2		7	0	0	51
% 3 Axle Vehicles	3.8	0	1	0.5	2.3	1.2	0.5	0	0	0.7	0	0	0	0	0	0	0.5	0.3	0	0.4	0	0	0.9
4+ Axle Trucks	20	0	13		37	10	10	0		20	0	0	0		0	0	16	4		21	0	0	78
% 4+ Axle Trucks	3.6	0	4.1	2	3.5	1.1	0.6	0	0	0.8	0	0	0	0	0	0	1.7	0.5	0.4	1.1	0	0	1.4

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	63	0	33	96	109	221	0	330	0	0	0	0	0	93	81	174	600
07:15 AM	72	0	34	106	127	225	0	352	0	0	0	0	0	101	105	206	664
07:30 AM	61	0	55	116	133	248	0	381	0	0	0	0	0	115	125	240	737
07:45 AM	61	1	46	108	117	259	0	376	0	0	0	0	0	96	95	191	675
Total Volume	257	1	168	426	486	953	0	1439	0	0	0	0	0	405	406	811	2676
% App. Total	60.3	0.2	39.4		33.8	66.2	0		0	0	0		0	49.9	50.1		
PHF	.892	.250	.764	.918	.914	.920	.000	.944	.000	.000	.000	.000	.000	.880	.812	.845	.908

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	08:00 AM				07:00 AM				07:00 AM				08:00 AM				
+0 mins.	66	0	35	101	109	221	0	330	0	0	0	0	0	118	90	208	
+15 mins.	59	2	35	96	127	225	0	352	0	0	0	0	0	120	98	218	
+30 mins.	87	1	36	124	133	248	0	381	0	0	0	0	0	138	112	250	
+45 mins.	79	1	41	121	117	259	0	376	0	0	0	0	0	147	92	239	
Total Volume	291	4	147	442	486	953	0	1439	0	0	0	0	0	523	392	915	
% App. Total	65.8	0.9	33.3		33.8	66.2	0		0	0	0		0	57.2	42.8		
PHF	.836	.500	.896	.891	.914	.920	.000	.944	.000	.000	.000	.000	.000	.889	.875	.915	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
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File Name : 04_LKE_15S_Cen AM
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Page No : 1

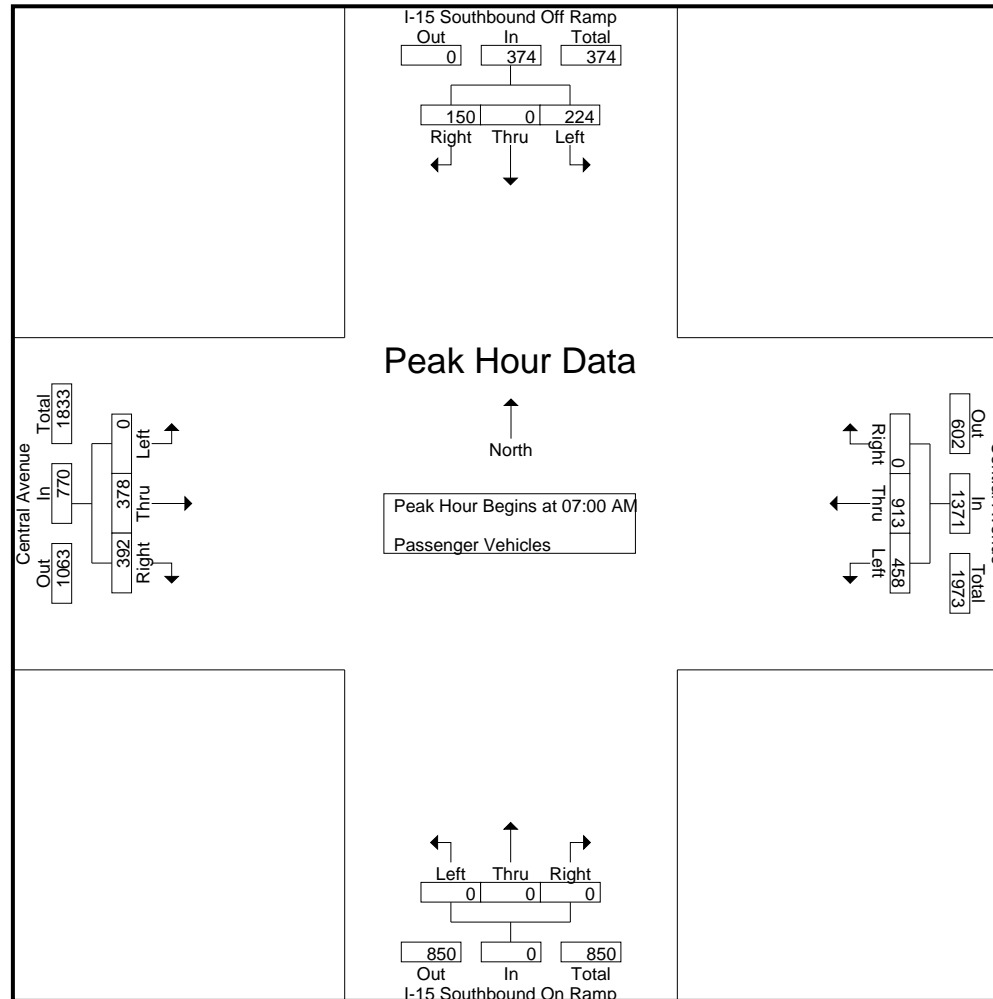
Groups Printed- Passenger Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	57	0	30	20	87	103	208	0	0	311	0	0	0	0	0	0	86	78	24	164	44	562	606
07:15 AM	64	0	32	22	96	118	213	0	0	331	0	0	0	0	0	0	95	100	36	195	58	622	680
07:30 AM	53	0	49	25	102	128	239	0	0	367	0	0	0	0	0	0	108	123	26	231	51	700	751
07:45 AM	50	0	39	27	89	109	253	0	0	362	0	0	0	0	0	0	89	91	20	180	47	631	678
Total	224	0	150	94	374	458	913	0	0	1371	0	0	0	0	0	0	378	392	106	770	200	2515	2715
08:00 AM	57	0	31	22	88	74	181	0	0	255	0	0	0	0	0	0	113	88	36	201	58	544	602
08:15 AM	51	2	33	22	86	101	189	0	0	290	0	0	0	0	0	0	111	94	41	205	63	581	644
08:30 AM	78	1	31	23	110	106	182	0	0	288	0	0	0	0	0	0	129	106	43	235	66	633	699
08:45 AM	68	1	37	23	106	115	212	0	0	327	0	0	0	0	0	0	139	89	19	228	42	661	703
Total	254	4	132	90	390	396	764	0	0	1160	0	0	0	0	0	0	492	377	139	869	229	2419	2648
Grand Total	478	4	282	184	764	854	1677	0	0	2531	0	0	0	0	0	0	870	769	245	1639	429	4934	5363
Apprch %	62.6	0.5	36.9			33.7	66.3	0			0	0	0			0	53.1	46.9					
Total %	9.7	0.1	5.7		15.5	17.3	34	0		51.3	0	0	0		0	0	17.6	15.6		33.2	8	92	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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	57	0	30	87	103	208	0	311	0	0	0	0	0	86	78	164	562
07:15 AM	64	0	32	96	118	213	0	331	0	0	0	0	0	95	100	195	622
07:30 AM	53	0	49	102	128	239	0	367	0	0	0	0	0	108	123	231	700
07:45 AM	50	0	39	89	109	253	0	362	0	0	0	0	0	89	91	180	631
Total Volume	224	0	150	374	458	913	0	1371	0	0	0	0	0	378	392	770	2515
% App. Total	59.9	0	40.1		33.4	66.6	0		0	0	0		0	49.1	50.9		
PHF	.875	.000	.765	.917	.895	.902	.000	.934	.000	.000	.000	.000	.000	.875	.797	.833	.898

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	57	0	30	87	103	208	0	311	0	0	0	0	0	86	78	164	
+15 mins.	64	0	32	96	118	213	0	331	0	0	0	0	0	95	100	195	
+30 mins.	53	0	49	102	128	239	0	367	0	0	0	0	0	108	123	231	
+45 mins.	50	0	39	89	109	253	0	362	0	0	0	0	0	89	91	180	
Total Volume	224	0	150	374	458	913	0	1371	0	0	0	0	0	378	392	770	
% App. Total	59.9	0	40.1		33.4	66.6	0		0	0	0		0	49.1	50.9		
PHF	.875	.000	.765	.917	.895	.902	.000	.934	.000	.000	.000	.000	.000	.875	.797	.833	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

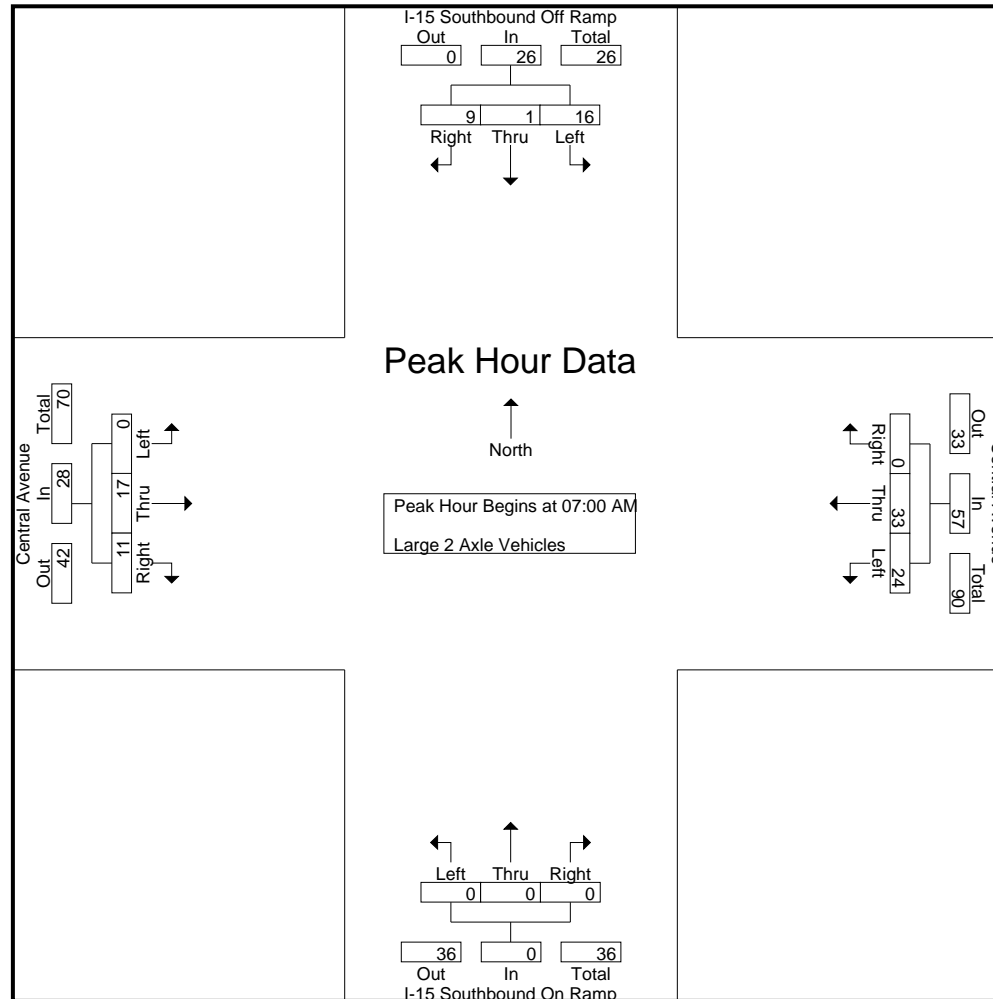
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	0	0	0	6	6	11	0	0	17	0	0	0	0	0	0	5	2	1	7	1	30	31
07:15 AM	2	0	1	0	3	7	9	0	0	16	0	0	0	0	0	0	3	3	0	6	0	25	25
07:30 AM	4	0	2	0	6	5	7	0	0	12	0	0	0	0	0	0	4	2	0	6	0	24	24
07:45 AM	4	1	6	4	11	6	6	0	0	12	0	0	0	0	0	0	5	4	0	9	4	32	36
Total	16	1	9	4	26	24	33	0	0	57	0	0	0	0	0	0	17	11	1	28	5	111	116
08:00 AM	3	0	3	3	6	5	4	0	0	9	0	0	0	0	0	0	4	2	0	6	3	21	24
08:15 AM	5	0	0	0	5	3	8	0	0	11	0	0	0	0	0	0	6	3	1	9	1	25	26
08:30 AM	2	0	3	3	5	4	3	0	0	7	0	0	0	0	0	0	6	4	1	10	4	22	26
08:45 AM	3	0	2	1	5	4	5	0	0	9	0	0	0	0	0	0	4	3	2	7	3	21	24
Total	13	0	8	7	21	16	20	0	0	36	0	0	0	0	0	0	20	12	4	32	11	89	100
Grand Total	29	1	17	11	47	40	53	0	0	93	0	0	0	0	0	0	37	23	5	60	16	200	216
Apprch %	61.7	2.1	36.2			43	57	0			0	0	0			0	61.7	38.3					
Total %	14.5	0.5	8.5		23.5	20	26.5	0		46.5	0	0	0		0	0	18.5	11.5		30	7.4	92.6	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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	6	0	0	6	6	11	0	17	0	0	0	0	0	5	2	7	30
07:15 AM	2	0	1	3	7	9	0	16	0	0	0	0	0	3	3	6	25
07:30 AM	4	0	2	6	5	7	0	12	0	0	0	0	0	4	2	6	24
07:45 AM	4	1	6	11	6	6	0	12	0	0	0	0	0	5	4	9	32
Total Volume	16	1	9	26	24	33	0	57	0	0	0	0	0	17	11	28	111
% App. Total	61.5	3.8	34.6		42.1	57.9	0		0	0	0		0	60.7	39.3		
PHF	.667	.250	.375	.591	.857	.750	.000	.838	.000	.000	.000	.000	.000	.850	.688	.778	.867

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	0	0	6	6	11	0	17	0	0	0	0	0	5	2	7	
+15 mins.	2	0	1	3	7	9	0	16	0	0	0	0	0	3	3	6	
+30 mins.	4	0	2	6	5	7	0	12	0	0	0	0	0	4	2	6	
+45 mins.	4	1	6	11	6	6	0	12	0	0	0	0	0	5	4	9	
Total Volume	16	1	9	26	24	33	0	57	0	0	0	0	0	17	11	28	
% App. Total	61.5	3.8	34.6		42.1	57.9	0		0	0	0		0	60.7	39.3		
PHF	.667	.250	.375	.591	.857	.750	.000	.838	.000	.000	.000	.000	.000	.850	.688	.778	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

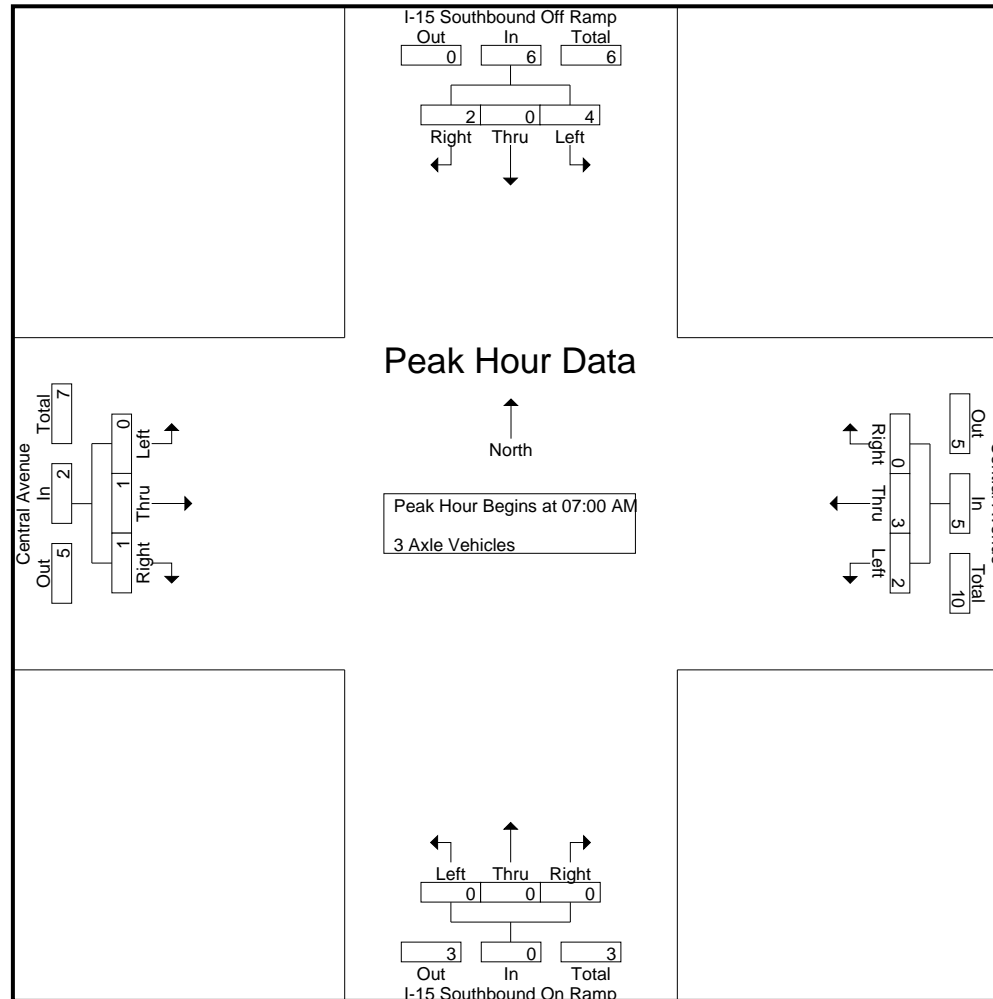
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	1	0	1	1	2	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	1	6	7
07:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	4	0	2	1	6	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	1	13	14
08:00 AM	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	7	7
08:15 AM	2	0	1	0	3	5	1	0	0	6	0	0	0	0	0	0	1	0	0	1	0	10	10
08:30 AM	6	0	0	0	6	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	0	14	14
08:45 AM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	17	0	1	0	18	9	5	0	0	14	0	0	0	0	0	0	4	1	0	5	0	37	37
Grand Total	21	0	3	1	24	11	8	0	0	19	0	0	0	0	0	0	5	2	0	7	1	50	51
Apprch %	87.5	0	12.5			57.9	42.1	0			0	0	0			0	71.4	28.6					
Total %	42	0	6		48	22	16	0		38	0	0	0		0	0	10	4		14	2	98	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	1	2	2	1	0	3	0	0	0	0	0	0	1	1	6
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	4	0	2	6	2	3	0	5	0	0	0	0	0	1	1	2	13
% App. Total	66.7	0	33.3		40	60	0		0	0	0		0	50	50		
PHF	.500	.000	.500	.750	.250	.375	.000	.417	.000	.000	.000	.000	.000	.250	.250	.500	.542

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	2	2	1	0	3	0	0	0	0	0	0	1	1	1
+30 mins.	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	4	0	2	6	2	3	0	5	0	0	0	0	0	1	1	2	2
% App. Total	66.7	0	33.3		40	60	0		0	0	0		0	50	50		
PHF	.500	.000	.500	.750	.250	.375	.000	.417	.000	.000	.000	.000	.000	.250	.250	.500	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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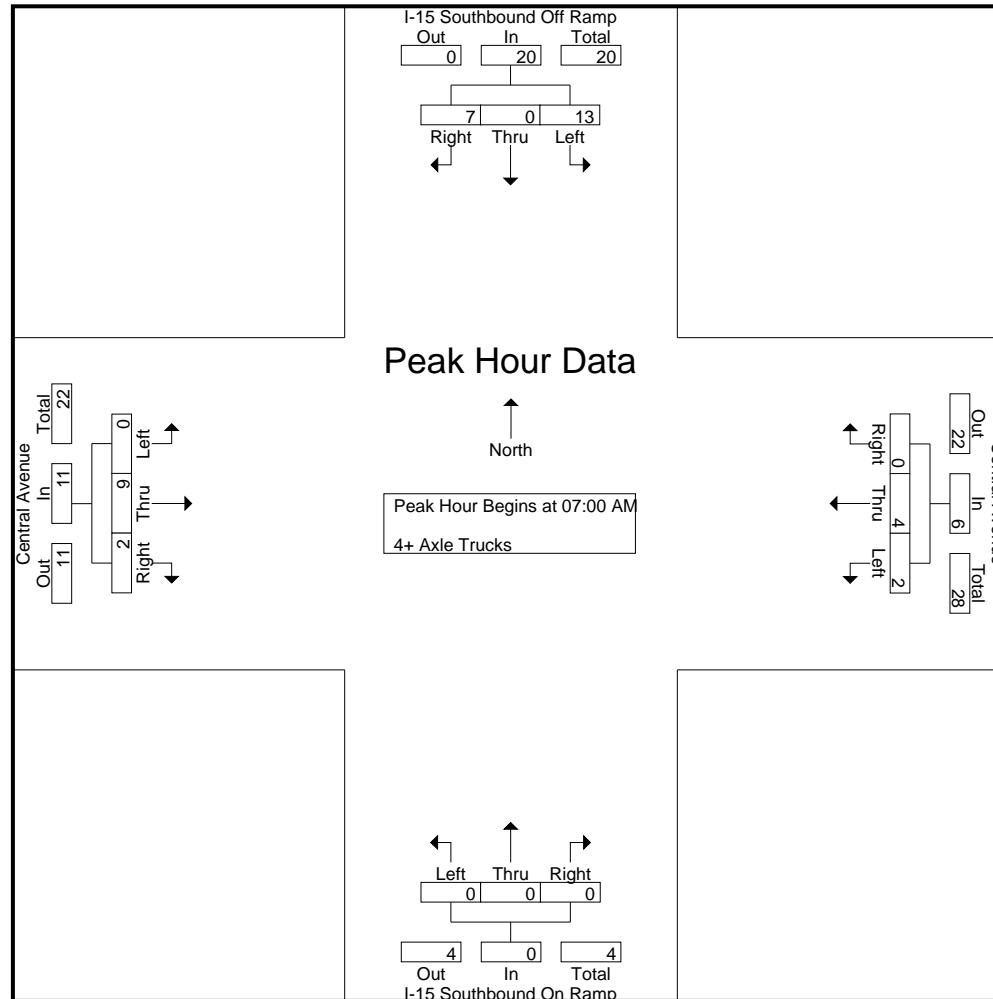
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	4	6	10
07:15 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	11	11
07:30 AM	3	0	3	0	6	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	11	11
07:45 AM	5	0	1	0	6	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	9	9
Total	13	0	7	3	20	2	4	0	0	6	0	0	0	0	0	0	9	2	1	11	4	37	41
08:00 AM	2	0	1	1	3	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	1	9	10
08:15 AM	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	0	7	7
08:30 AM	1	0	2	0	3	3	1	0	0	4	0	0	0	0	0	0	1	1	0	2	0	9	9
08:45 AM	3	0	2	0	5	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	11	11
Total	7	0	6	1	13	8	6	0	0	14	0	0	0	0	0	0	7	2	0	9	1	36	37
Grand Total	20	0	13	4	33	10	10	0	0	20	0	0	0	0	0	0	16	4	1	20	5	73	78
Apprch %	60.6	0	39.4			50	50	0			0	0	0			0	80	20					
Total %	27.4	0	17.8		45.2	13.7	13.7	0		27.4	0	0	0		0	0	21.9	5.5		27.4	6.4	93.6	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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	3	3	0	0	0	0	0	0	0	0	0	2	1	3	6
07:15 AM	5	0	0	5	0	2	0	2	0	0	0	0	0	3	1	4	11
07:30 AM	3	0	3	6	0	2	0	2	0	0	0	0	0	3	0	3	11
07:45 AM	5	0	1	6	2	0	0	2	0	0	0	0	0	1	0	1	9
Total Volume	13	0	7	20	2	4	0	6	0	0	0	0	0	9	2	11	37
% App. Total	65	0	35		33.3	66.7	0		0	0	0		0	81.8	18.2		
PHF	.650	.000	.583	.833	.250	.500	.000	.750	.000	.000	.000	.000	.000	.750	.500	.688	.841

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen AM
 Site Code : 05121362
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
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File Name : 04_LKE_15S_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	2	1	3	
+15 mins.	5	0	0	5	0	2	0	2	0	0	0	0	0	3	1	4	
+30 mins.	3	0	3	6	0	2	0	2	0	0	0	0	0	3	0	3	
+45 mins.	5	0	1	6	2	0	0	2	0	0	0	0	0	1	0	1	
Total Volume	13	0	7	20	2	4	0	6	0	0	0	0	0	9	2	11	
% App. Total	65	0	35		33.3	66.7	0		0	0	0		0	81.8	18.2		
PHF	.650	.000	.583	.833	.250	.500	.000	.750	.000	.000	.000	.000	.000	.750	.500	.688	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
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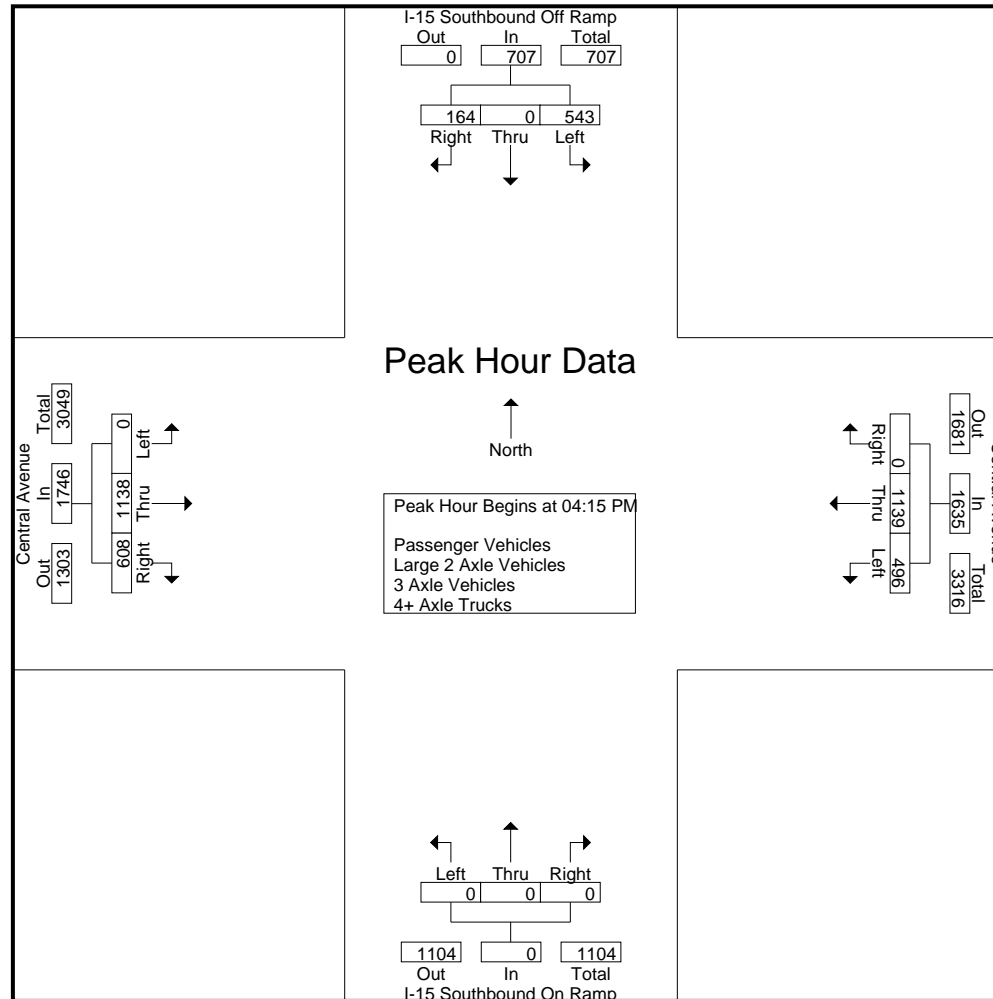
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	126	0	31	22	157	147	289	0	0	436	0	0	0	0	0	0	263	134	43	397	65	990	1055
04:15 PM	139	0	47	27	186	118	287	0	0	405	0	0	0	0	0	0	260	146	52	406	79	997	1076
04:30 PM	130	0	42	24	172	135	318	0	0	453	0	0	0	0	0	0	331	155	48	486	72	1111	1183
04:45 PM	127	0	42	23	169	119	235	0	0	354	0	0	0	0	0	0	262	140	57	402	80	925	1005
Total	522	0	162	96	684	519	1129	0	0	1648	0	0	0	0	0	0	1116	575	200	1691	296	4023	4319
05:00 PM	147	0	33	16	180	124	299	0	0	423	0	0	0	0	0	0	285	167	55	452	71	1055	1126
05:15 PM	138	0	35	16	173	117	284	0	0	401	0	0	0	0	0	0	277	112	39	389	55	963	1018
05:30 PM	133	0	44	25	177	106	274	0	0	380	0	0	0	0	0	0	260	131	58	391	83	948	1031
05:45 PM	147	0	44	24	191	102	272	0	0	374	0	0	0	0	0	0	222	110	43	332	67	897	964
Total	565	0	156	81	721	449	1129	0	0	1578	0	0	0	0	0	0	1044	520	195	1564	276	3863	4139
Grand Total	1087	0	318	177	1405	968	2258	0	0	3226	0	0	0	0	0	0	2160	1095	395	3255	572	7886	8458
Apprch %	77.4	0	22.6			30	70	0			0	0	0			0	66.4	33.6					
Total %	13.8	0	4		17.8	12.3	28.6	0		40.9	0	0	0		0	0	27.4	13.9		41.3	6.8	93.2	
Passenger Vehicles	1037	0	304		1511	952	2223	0		3175	0	0	0		0	0	2107	1085		3583	0	0	8269
% Passenger Vehicles	95.4	0	95.6	96	95.5	98.3	98.4	0	0	98.4	0	0	0	0	0	0	97.5	99.1	99	98.2	0	0	97.8
Large 2 Axle Vehicles	32	0	13		52	10	29	0		39	0	0	0		0	0	29	8		41	0	0	132
% Large 2 Axle Vehicles	2.9	0	4.1	4	3.3	1	1.3	0	0	1.2	0	0	0	0	0	0	1.3	0.7	1	1.1	0	0	1.6
3 Axle Vehicles	3	0	0		3	5	1	0		6	0	0	0		0	0	10	1		11	0	0	20
% 3 Axle Vehicles	0.3	0	0	0	0.2	0.5	0	0	0	0.2	0	0	0	0	0	0	0.5	0.1	0	0.3	0	0	0.2
4+ Axle Trucks	15	0	1		16	1	5	0		6	0	0	0		0	0	14	1		15	0	0	37
% 4+ Axle Trucks	1.4	0	0.3	0	1	0.1	0.2	0	0	0.2	0	0	0	0	0	0	0.6	0.1	0	0.4	0	0	0.4

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	139	0	47	186	118	287	0	405	0	0	0	0	0	260	146	406	997
04:30 PM	130	0	42	172	135	318	0	453	0	0	0	0	0	331	155	486	1111
04:45 PM	127	0	42	169	119	235	0	354	0	0	0	0	0	262	140	402	925
05:00 PM	147	0	33	180	124	299	0	423	0	0	0	0	0	285	167	452	1055
Total Volume	543	0	164	707	496	1139	0	1635	0	0	0	0	0	1138	608	1746	4088
% App. Total	76.8	0	23.2		30.3	69.7	0		0	0	0		0	65.2	34.8		
PHF	.923	.000	.872	.950	.919	.895	.000	.902	.000	.000	.000	.000	.000	.860	.910	.898	.920

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
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	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	05:00 PM				04:00 PM				04:00 PM				04:15 PM				
+0 mins.	147	0	33	180	147	289	0	436	0	0	0	0	0	260	146	406	
+15 mins.	138	0	35	173	118	287	0	405	0	0	0	0	0	331	155	486	
+30 mins.	133	0	44	177	135	318	0	453	0	0	0	0	0	262	140	402	
+45 mins.	147	0	44	191	119	235	0	354	0	0	0	0	0	285	167	452	
Total Volume	565	0	156	721	519	1129	0	1648	0	0	0	0	0	1138	608	1746	
% App. Total	78.4	0	21.6		31.5	68.5	0		0	0	0		0	65.2	34.8		
PHF	.961	.000	.886	.944	.883	.888	.000	.909	.000	.000	.000	.000	.000	.860	.910	.898	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
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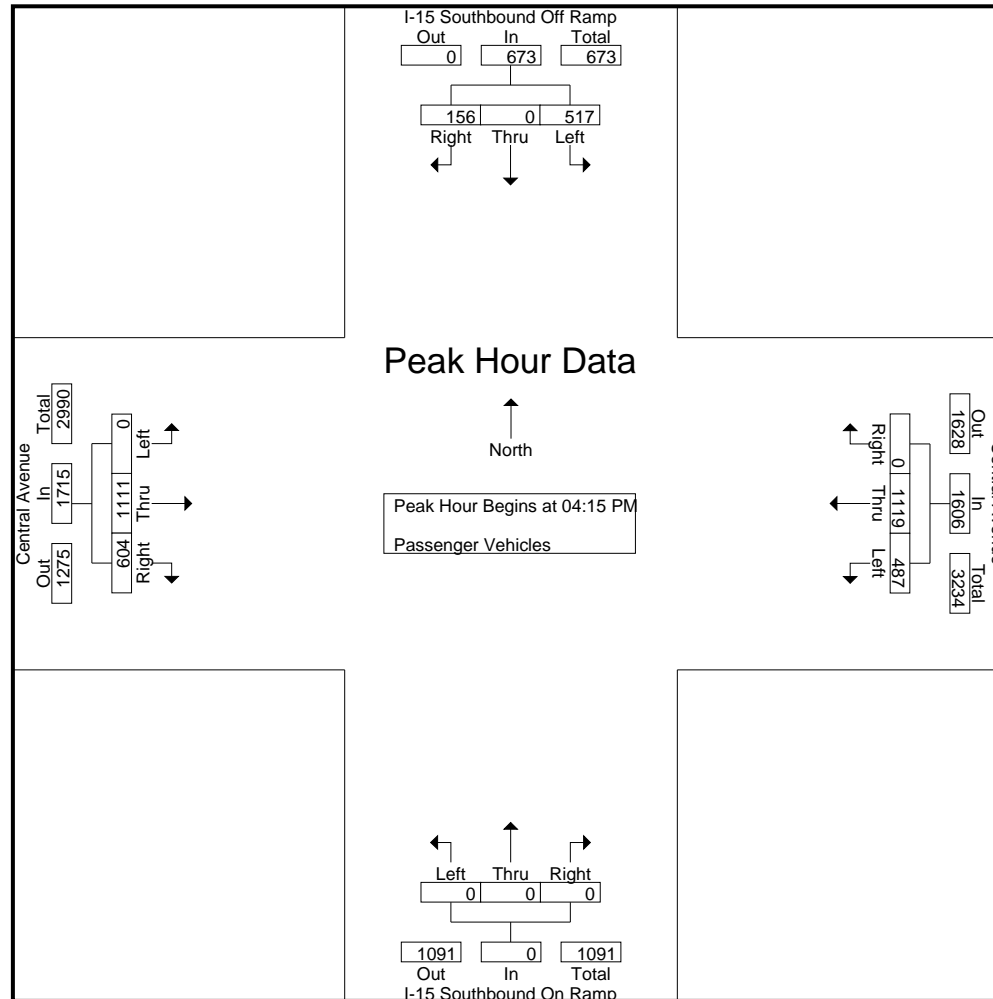
Groups Printed- Passenger Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	121	0	29	20	150	143	281	0	0	424	0	0	0	0	0	0	258	132	42	390	62	964	1026
04:15 PM	128	0	44	25	172	117	280	0	0	397	0	0	0	0	0	0	253	146	52	399	77	968	1045
04:30 PM	122	0	41	23	163	132	310	0	0	442	0	0	0	0	0	0	321	152	48	473	71	1078	1149
04:45 PM	124	0	39	22	163	119	235	0	0	354	0	0	0	0	0	0	258	139	56	397	78	914	992
Total	495	0	153	90	648	511	1106	0	0	1617	0	0	0	0	0	0	1090	569	198	1659	288	3924	4212
05:00 PM	143	0	32	16	175	119	294	0	0	413	0	0	0	0	0	0	279	167	55	446	71	1034	1105
05:15 PM	132	0	31	15	163	116	280	0	0	396	0	0	0	0	0	0	266	112	39	378	54	937	991
05:30 PM	126	0	44	25	170	105	274	0	0	379	0	0	0	0	0	0	255	129	57	384	82	933	1015
05:45 PM	141	0	44	24	185	101	269	0	0	370	0	0	0	0	0	0	217	108	42	325	66	880	946
Total	542	0	151	80	693	441	1117	0	0	1558	0	0	0	0	0	0	1017	516	193	1533	273	3784	4057
Grand Total	1037	0	304	170	1341	952	2223	0	0	3175	0	0	0	0	0	0	2107	1085	391	3192	561	7708	8269
Apprch %	77.3	0	22.7			30	70	0			0	0	0			0	66	34					
Total %	13.5	0	3.9		17.4	12.4	28.8	0		41.2	0	0	0		0	0	27.3	14.1		41.4	6.8	93.2	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	128	0	44	172	117	280	0	397	0	0	0	0	0	253	146	399	968
04:30 PM	122	0	41	163	132	310	0	442	0	0	0	0	0	321	152	473	1078
04:45 PM	124	0	39	163	119	235	0	354	0	0	0	0	0	258	139	397	914
05:00 PM	143	0	32	175	119	294	0	413	0	0	0	0	0	279	167	446	1034
Total Volume	517	0	156	673	487	1119	0	1606	0	0	0	0	0	1111	604	1715	3994
% App. Total	76.8	0	23.2		30.3	69.7	0		0	0	0		0	64.8	35.2		
PHF	.904	.000	.886	.961	.922	.902	.000	.908	.000	.000	.000	.000	.000	.865	.904	.906	.926

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
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City of Lake Elsinore
N/S: I-15 Southbound Ramps
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File Name : 04_LKE_15S_Cen PM
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	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	128	0	44	172	117	280	0	397	0	0	0	0	0	253	146		399
+15 mins.	122	0	41	163	132	310	0	442	0	0	0	0	0	321	152		473
+30 mins.	124	0	39	163	119	235	0	354	0	0	0	0	0	258	139		397
+45 mins.	143	0	32	175	119	294	0	413	0	0	0	0	0	279	167		446
Total Volume	517	0	156	673	487	1119	0	1606	0	0	0	0	0	1111	604		1715
% App. Total	76.8	0	23.2		30.3	69.7	0		0	0	0		0	64.8	35.2		
PHF	.904	.000	.886	.961	.922	.902	.000	.908	.000	.000	.000	.000	.000	.865	.904		.906

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

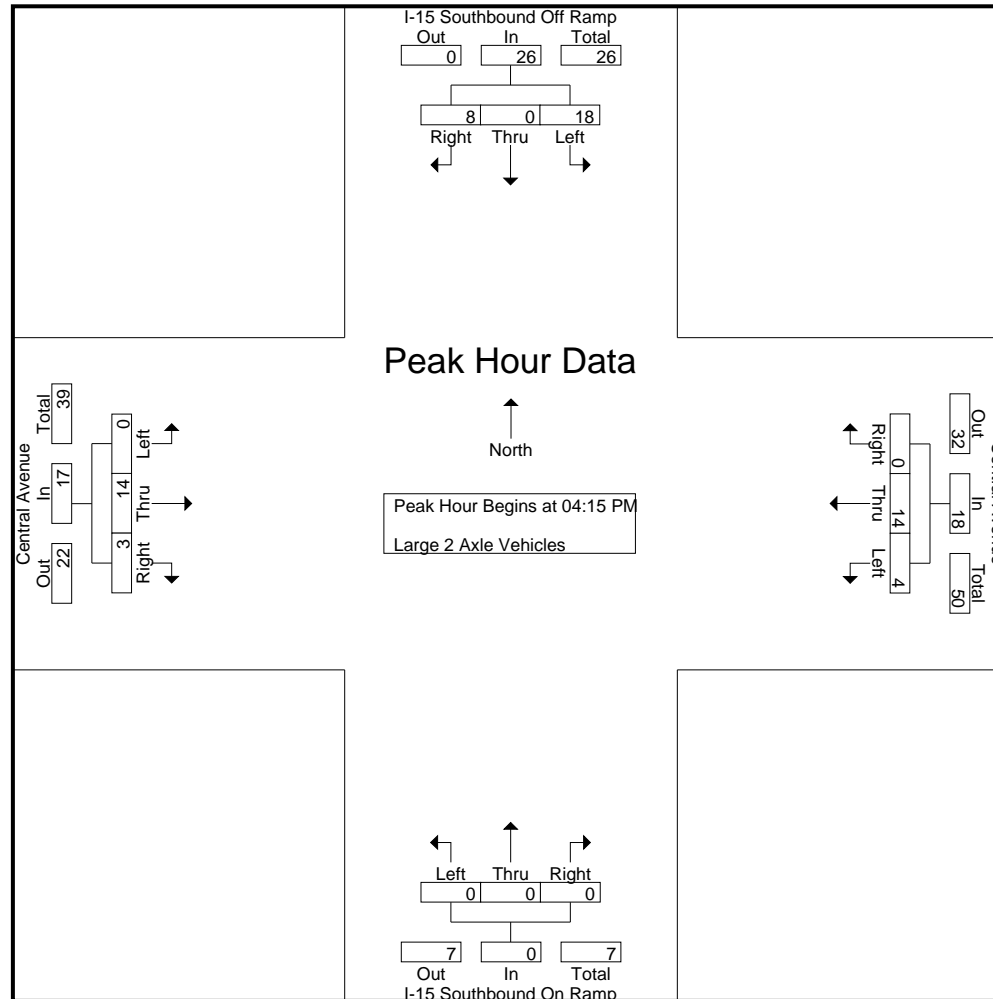
Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	2	2	4	3	8	0	0	11	0	0	0	0	0	0	2	1	1	3	3	18	21
04:15 PM	10	0	3	2	13	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	2	21	23
04:30 PM	3	0	1	1	4	1	6	0	0	7	0	0	0	0	0	0	6	2	0	8	1	19	20
04:45 PM	2	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	2	8	10
Total	17	0	9	6	26	4	19	0	0	23	0	0	0	0	0	0	13	4	2	17	8	66	74
05:00 PM	3	0	1	0	4	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	0	13	13
05:15 PM	6	0	3	1	9	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	1	21	22
05:30 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	2	2	1	4	1	8	9
05:45 PM	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	0	4	2	1	6	1	13	14
Total	15	0	4	1	19	6	10	0	0	16	0	0	0	0	0	0	16	4	2	20	3	55	58
Grand Total	32	0	13	7	45	10	29	0	0	39	0	0	0	0	0	0	29	8	4	37	11	121	132
Apprch %	71.1	0	28.9			25.6	74.4	0			0	0	0			0	78.4	21.6					
Total %	26.4	0	10.7		37.2	8.3	24	0		32.2	0	0	0		0	0	24	6.6		30.6	8.3	91.7	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	0	3	13	0	5	0	5	0	0	0	0	0	3	0	3	21
04:30 PM	3	0	1	4	1	6	0	7	0	0	0	0	0	6	2	8	19
04:45 PM	2	0	3	5	0	0	0	0	0	0	0	0	0	2	1	3	8
05:00 PM	3	0	1	4	3	3	0	6	0	0	0	0	0	3	0	3	13
Total Volume	18	0	8	26	4	14	0	18	0	0	0	0	0	14	3	17	61
% App. Total	69.2	0	30.8		22.2	77.8	0		0	0	0		0	82.4	17.6		
PHF	.450	.000	.667	.500	.333	.583	.000	.643	.000	.000	.000	.000	.000	.583	.375	.531	.726

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	10	0	3	13	0	5	0	5	0	0	0	0	0	3	0	3	
+15 mins.	3	0	1	4	1	6	0	7	0	0	0	0	0	6	2	8	
+30 mins.	2	0	3	5	0	0	0	0	0	0	0	0	0	2	1	3	
+45 mins.	3	0	1	4	3	3	0	6	0	0	0	0	0	3	0	3	
Total Volume	18	0	8	26	4	14	0	18	0	0	0	0	0	14	3	17	
% App. Total	69.2	0	30.8		22.2	77.8	0		0	0	0		0	82.4	17.6		
PHF	.450	.000	.667	.500	.333	.583	.000	.643	.000	.000	.000	.000	.000	.583	.375	.531	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

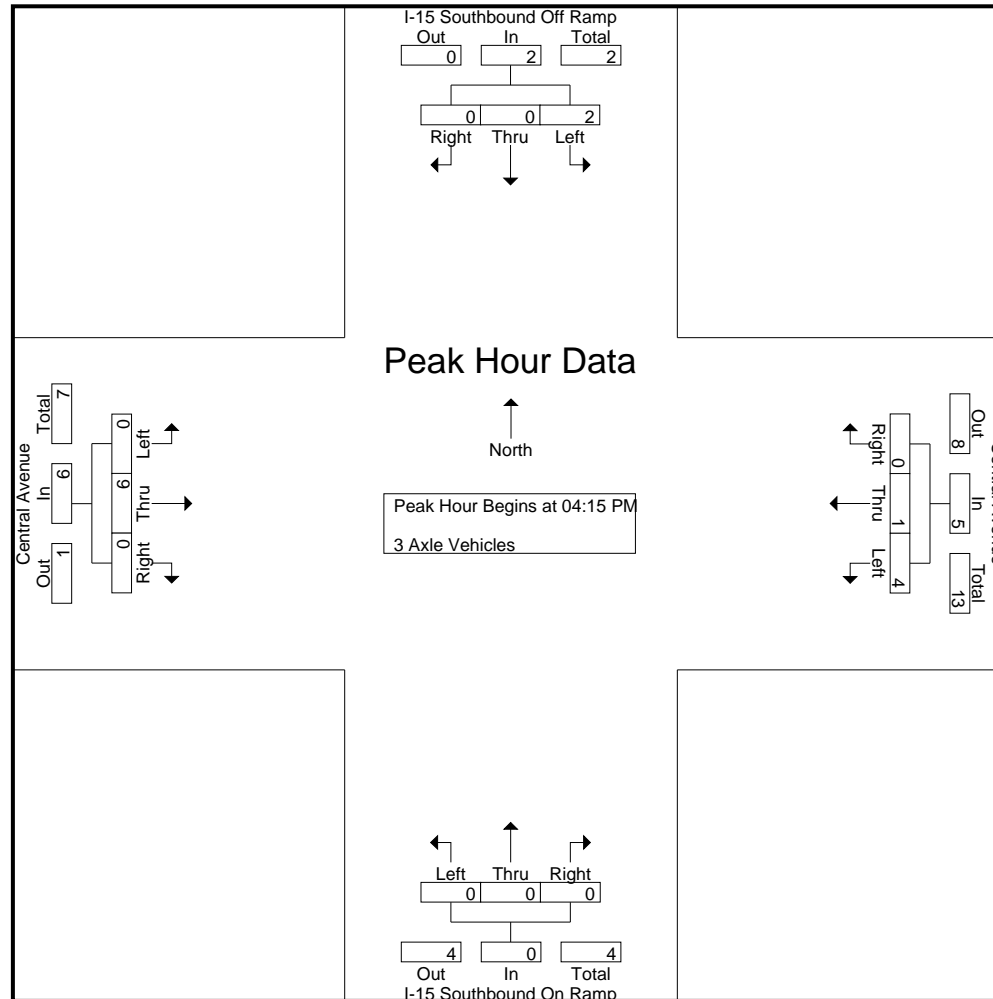
Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	4	4
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
04:30 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	3	0	0	0	3	4	1	0	0	5	0	0	0	0	0	0	5	1	0	6	0	14	14
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	6
Grand Total	3	0	0	0	3	5	1	0	0	6	0	0	0	0	0	0	10	1	0	11	0	20	20
Apprch %	100	0	0			83.3	16.7	0			0	0	0			0	90.9	9.1			0		
Total %	15	0	0		15	25	5	0		30	0	0	0		0	0	50	5		55	0	100	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
04:30 PM	2	0	0	2	2	0	0	2	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	2	0	0	2	4	1	0	5	0	0	0	0	0	6	0	6	13
% App. Total	100	0	0		80	20	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.250	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.650

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	
+15 mins.	2	0	0	2	2	0	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	1	0	1	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	
Total Volume	2	0	0	2	4	1	0	5	0	0	0	0	0	6	0	6	
% App. Total	100	0	0		80	20	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.250	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

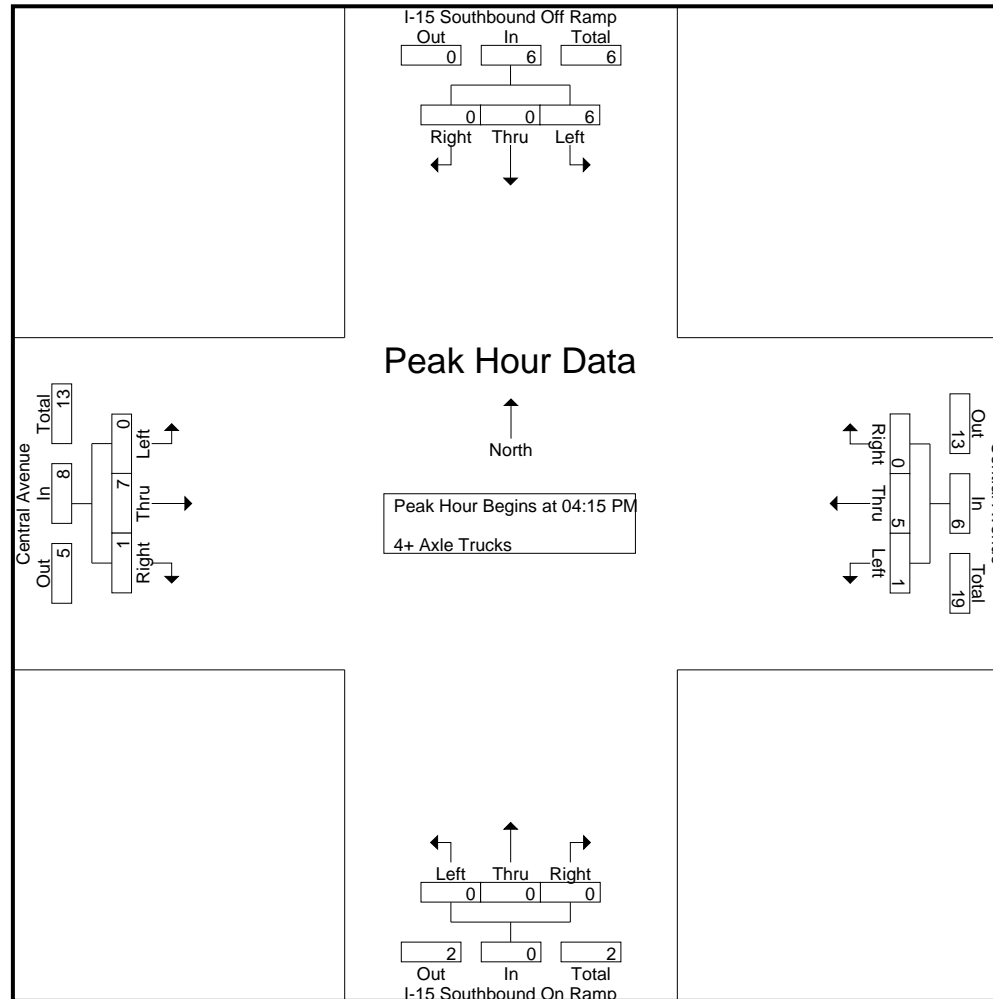
Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound					Central Avenue Westbound					I-15 Southbound On Ramp Northbound					Central Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	4	4
04:30 PM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	1	0	0	4	0	9	9
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	0	8	1	0	0	9	0	19	19
05:00 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	0	1	0	5	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	3
05:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7	7
05:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	8	0	1	0	9	1	2	0	0	3	0	0	0	0	0	0	6	0	0	0	6	0	18	18
Grand Total	15	0	1	0	16	1	5	0	0	6	0	0	0	0	0	0	14	1	0	15	0	37	37	
Apprch %	93.8	0	6.2			16.7	83.3	0			0	0	0			0	93.3	6.7				0		
Total %	40.5	0	2.7		43.2	2.7	13.5	0		16.2	0	0	0		0	0	37.8	2.7		40.5	0	100		

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:30 PM	3	0	0	3	0	2	0	2	0	0	0	0	0	3	1	4	9
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	1	0	0	1	1	2	0	3	0	0	0	0	0	1	0	1	5
Total Volume	6	0	0	6	1	5	0	6	0	0	0	0	0	7	1	8	20
% App. Total	100	0	0		16.7	83.3	0		0	0	0		0	87.5	12.5		
PHF	.500	.000	.000	.500	.250	.625	.000	.500	.000	.000	.000	.000	.000	.583	.250	.500	.556

City of Lake Elsinore
 N/S: I-15 Southbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 04_LKE_15S_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_15S_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	
+15 mins.	3	0	0	3	0	2	0	2	0	0	0	0	0	3	1	4	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	1	0	0	1	1	2	0	3	0	0	0	0	0	1	0	1	
Total Volume	6	0	0	6	1	5	0	6	0	0	0	0	0	7	1	8	
% App. Total	100	0	0		16.7	83.3	0		0	0	0		0	87.5	12.5		
PHF	.500	.000	.000	.500	.250	.625	.000	.500	.000	.000	.000	.000	.000	.583	.250	.500	

Location: Lake Elsinore
 N/S: I-15 SB Ramps
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Central Avenue	South Leg I-15 SB Ramps	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg I-15 SB Ramps	East Leg Central Avenue	South Leg I-15 SB Ramps	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	0	1	0	5

Location: Lake Elsinore
 N/S: I-15 SB Ramps
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound I-15 SB Ramps			Westbound Central Avenue			Northbound I-15 SB Ramps			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound I-15 SB Ramps			Westbound Central Avenue			Northbound I-15 SB Ramps			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15SCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

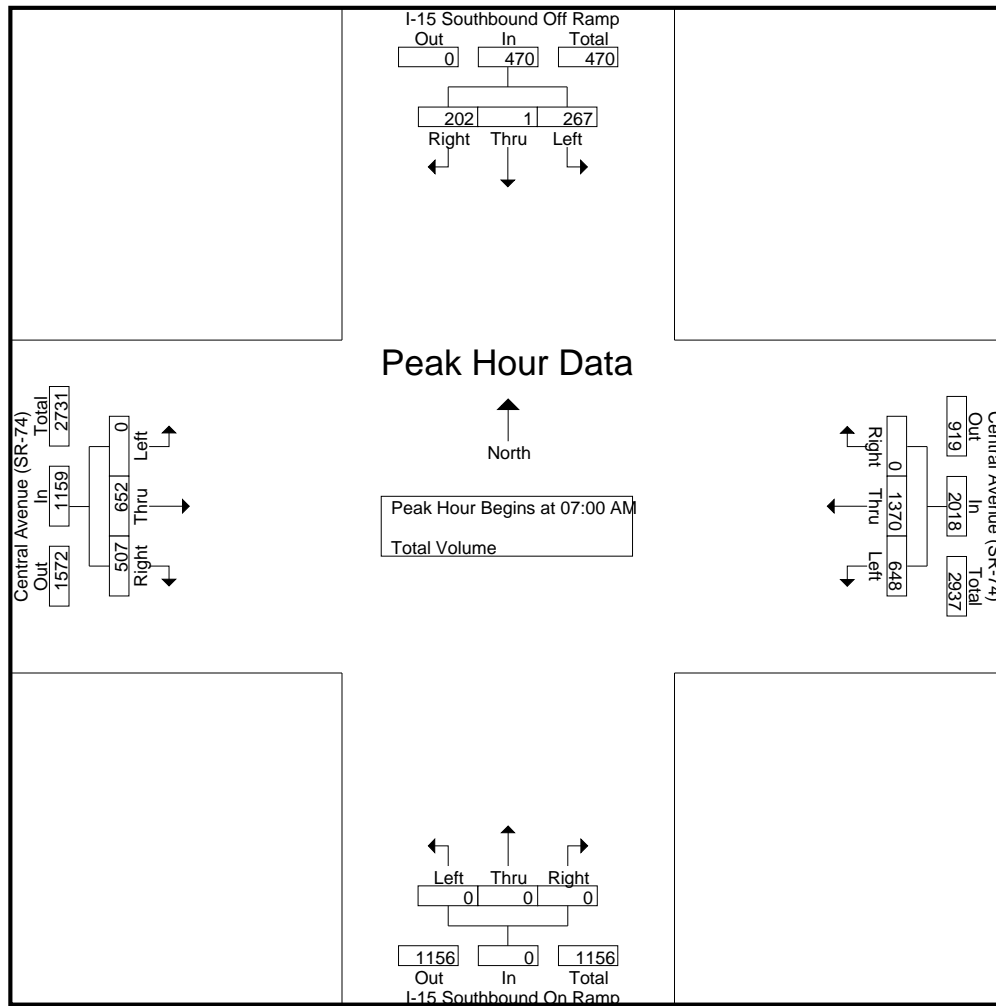
Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) 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	65	0	43	108	146	336	0	482	0	0	0	0	0	165	110	275	865
07:15 AM	72	1	58	131	194	376	0	570	0	0	0	0	0	190	132	322	1023
07:30 AM	60	0	45	105	172	295	0	467	0	0	0	0	0	154	152	306	878
07:45 AM	70	0	56	126	136	363	0	499	0	0	0	0	0	143	113	256	881
Total	267	1	202	470	648	1370	0	2018	0	0	0	0	0	652	507	1159	3647
08:00 AM	37	0	47	84	148	286	0	434	0	0	0	0	0	127	125	252	770
08:15 AM	66	0	34	100	125	258	0	383	0	0	0	0	0	117	131	248	731
08:30 AM	56	1	28	85	123	220	0	343	0	0	0	0	0	137	136	273	701
08:45 AM	60	2	34	96	100	218	0	318	0	0	0	0	0	117	123	240	654
Total	219	3	143	365	496	982	0	1478	0	0	0	0	0	498	515	1013	2856
Grand Total	486	4	345	835	1144	2352	0	3496	0	0	0	0	0	1150	1022	2172	6503
Apprch %	58.2	0.5	41.3		32.7	67.3	0		0	0	0		0	52.9	47.1		
Total %	7.5	0.1	5.3	12.8	17.6	36.2	0	53.8	0	0	0	0	0	17.7	15.7	33.4	

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) 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	65	0	43	108	146	336	0	482	0	0	0	0	0	165	110	275	865
07:15 AM	72	1	58	131	194	376	0	570	0	0	0	0	0	190	132	322	1023
07:30 AM	60	0	45	105	172	295	0	467	0	0	0	0	0	154	152	306	878
07:45 AM	70	0	56	126	136	363	0	499	0	0	0	0	0	143	113	256	881
Total Volume	267	1	202	470	648	1370	0	2018	0	0	0	0	0	652	507	1159	3647
% App. Total	56.8	0.2	43		32.1	67.9	0		0	0	0		0	56.3	43.7		
PHF	.927	.250	.871	.897	.835	.911	.000	.885	.000	.000	.000	.000	.000	.858	.834	.900	.891

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15SCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	65	0	43	108	146	336	0	482	0	0	0	0	0	165	110	275
+15 mins.	72	1	58	131	194	376	0	570	0	0	0	0	0	190	132	322
+30 mins.	60	0	45	105	172	295	0	467	0	0	0	0	0	154	152	306
+45 mins.	70	0	56	126	136	363	0	499	0	0	0	0	0	143	113	256
Total Volume	267	1	202	470	648	1370	0	2018	0	0	0	0	0	652	507	1159
% App. Total	56.8	0.2	43		32.1	67.9	0		0	0	0	0	0	56.3	43.7	
PHF	.927	.250	.871	.897	.835	.911	.000	.885	.000	.000	.000	.000	.000	.858	.834	.900

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15SCEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

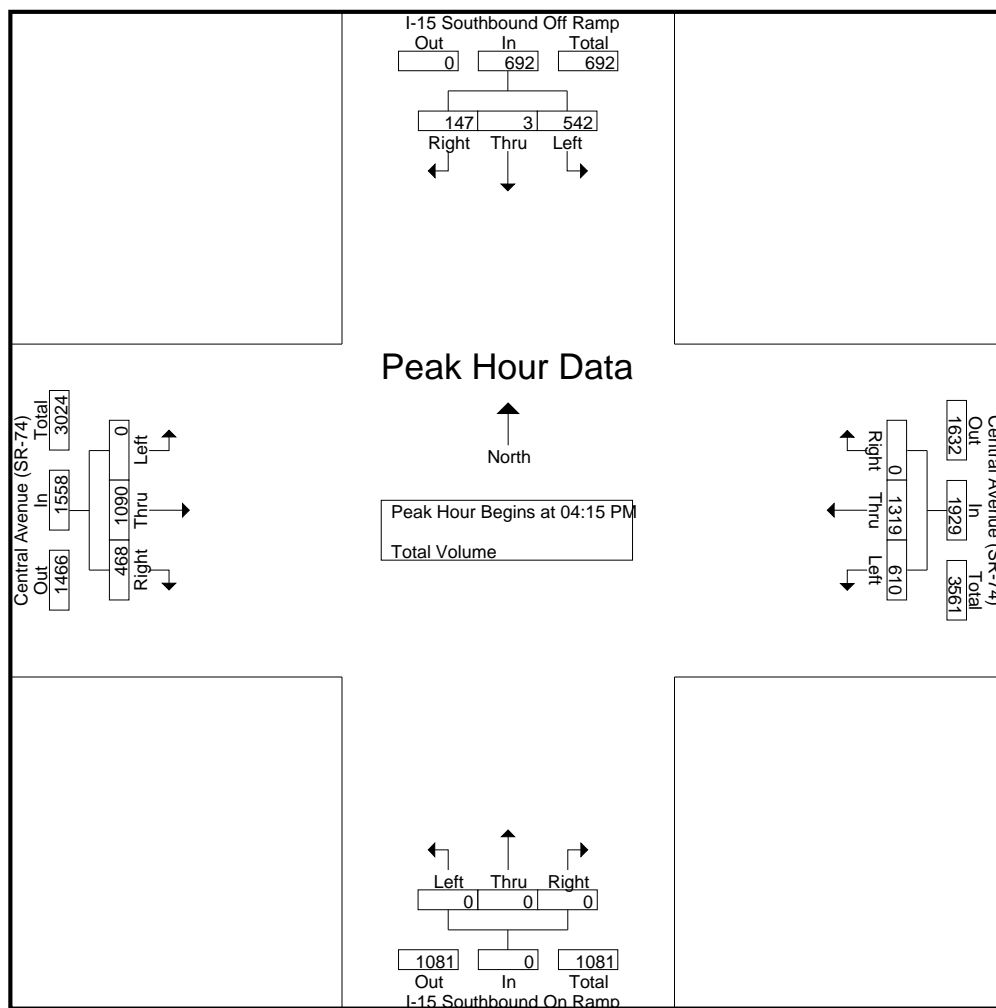
Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) 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	127	0	47	174	160	338	0	498	0	0	0	0	0	235	140	375	1047
04:15 PM	135	1	36	172	132	334	0	466	0	0	0	0	0	274	129	403	1041
04:30 PM	133	1	28	162	170	355	0	525	0	0	0	0	0	285	120	405	1092
04:45 PM	135	0	43	178	137	292	0	429	0	0	0	0	0	270	115	385	992
Total	530	2	154	686	599	1319	0	1918	0	0	0	0	0	1064	504	1568	4172
05:00 PM	139	1	40	180	171	338	0	509	0	0	0	0	0	261	104	365	1054
05:15 PM	131	0	38	169	133	314	0	447	0	0	0	0	0	268	102	370	986
05:30 PM	167	1	27	195	146	299	0	445	0	0	0	0	0	241	106	347	987
05:45 PM	119	0	35	154	137	298	0	435	0	0	0	0	0	264	95	359	948
Total	556	2	140	698	587	1249	0	1836	0	0	0	0	0	1034	407	1441	3975
Grand Total	1086	4	294	1384	1186	2568	0	3754	0	0	0	0	0	2098	911	3009	8147
Apprch %	78.5	0.3	21.2		31.6	68.4	0		0	0	0		0	69.7	30.3		
Total %	13.3	0	3.6	17	14.6	31.5	0	46.1	0	0	0	0	0	25.8	11.2	36.9	

	I-15 Southbound Off Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Southbound On Ramp Northbound				Central Avenue (SR-74) 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	135	1	36	172	132	334	0	466	0	0	0	0	0	274	129	403	1041
04:30 PM	133	1	28	162	170	355	0	525	0	0	0	0	0	285	120	405	1092
04:45 PM	135	0	43	178	137	292	0	429	0	0	0	0	0	270	115	385	992
05:00 PM	139	1	40	180	171	338	0	509	0	0	0	0	0	261	104	365	1054
Total Volume	542	3	147	692	610	1319	0	1929	0	0	0	0	0	1090	468	1558	4179
% App. Total	78.3	0.4	21.2		31.6	68.4	0		0	0	0		0	70	30		
PHF	.975	.750	.855	.961	.892	.929	.000	.919	.000	.000	.000	.000	.000	.956	.907	.962	.957

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15SCEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	04:45 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	135	0	43	178	132	334	0	466	0	0	0	0	0	235	140	375
+15 mins.	139	1	40	180	170	355	0	525	0	0	0	0	0	274	129	403
+30 mins.	131	0	38	169	137	292	0	429	0	0	0	0	0	285	120	405
+45 mins.	167	1	27	195	171	338	0	509	0	0	0	0	0	270	115	385
Total Volume	572	2	148	722	610	1319	0	1929	0	0	0	0	0	1064	504	1568
% App. Total	79.2	0.3	20.5		31.6	68.4	0		0	0	0	0	0	67.9	32.1	
PHF	.856	.500	.860	.926	.892	.929	.000	.919	.000	.000	.000	.000	.000	.933	.900	.968

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

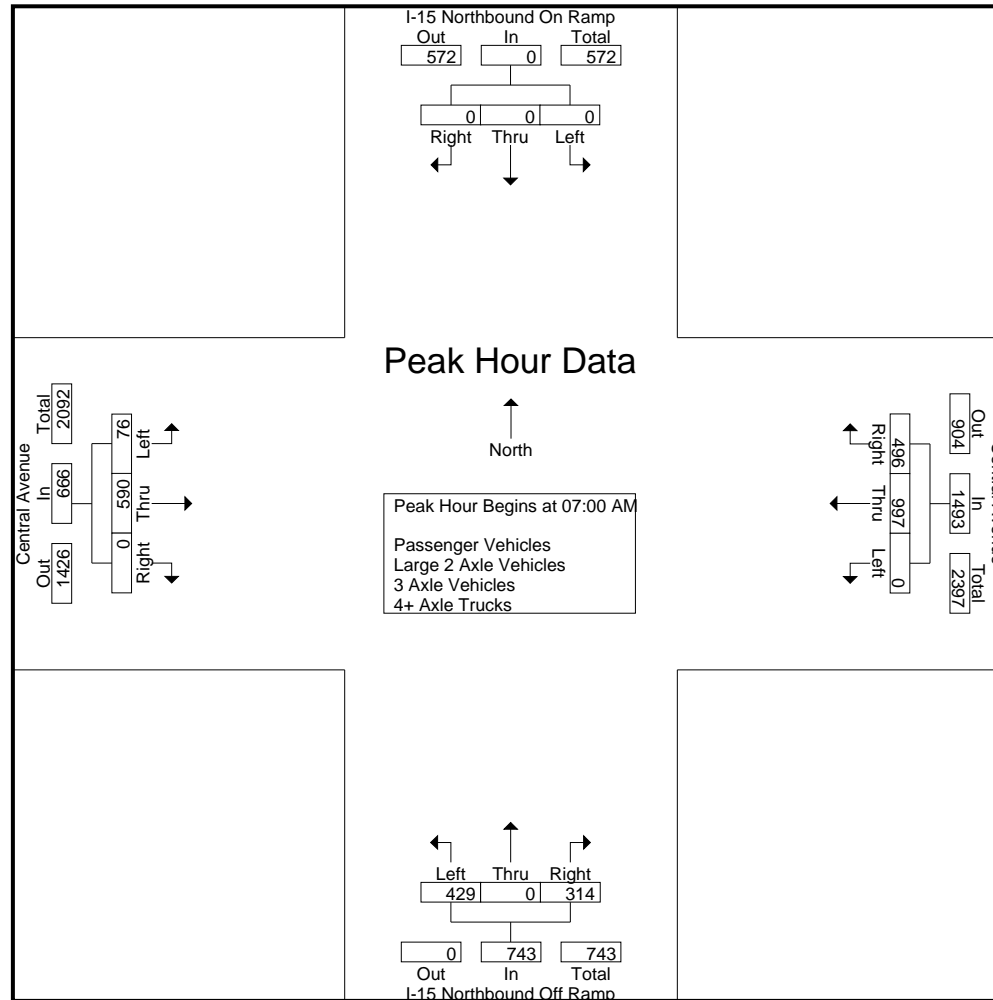
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	237	133	43	370	82	0	78	54	160	18	155	0	0	173	97	703	800
07:15 AM	0	0	0	0	0	0	253	138	44	391	101	0	65	32	166	17	146	0	0	163	76	720	796
07:30 AM	0	0	0	0	0	0	279	105	22	384	110	0	79	46	189	27	155	0	0	182	68	755	823
07:45 AM	0	0	0	0	0	0	228	120	41	348	136	0	92	48	228	14	134	0	0	148	89	724	813
Total	0	0	0	0	0	0	997	496	150	1493	429	0	314	180	743	76	590	0	0	666	330	2902	3232
08:00 AM	0	0	0	0	0	0	192	101	22	293	75	0	65	30	140	25	157	0	0	182	52	615	667
08:15 AM	0	0	0	0	0	0	207	120	27	327	94	1	68	29	163	28	153	0	0	181	56	671	727
08:30 AM	0	0	0	0	0	0	209	100	34	309	77	0	88	45	165	23	187	0	0	210	79	684	763
08:45 AM	0	0	0	0	0	0	239	80	25	319	92	0	91	28	183	25	195	0	0	220	53	722	775
Total	0	0	0	0	0	0	847	401	108	1248	338	1	312	132	651	101	692	0	0	793	240	2692	2932
Grand Total	0	0	0	0	0	0	1844	897	258	2741	767	1	626	312	1394	177	1282	0	0	1459	570	5594	6164
Apprch %	0	0	0			0	67.3	32.7			55	0.1	44.9			12.1	87.9	0					
Total %	0	0	0			0	33	16		49	13.7	0	11.2		24.9	3.2	22.9	0		26.1	9.2	90.8	
Passenger Vehicles	0	0	0			0	1744	830		2814	749	0	594		1644	148	1186	0		1334	0	0	5792
% Passenger Vehicles	0	0	0	0	0	0	94.6	92.5	93	93.8	97.7	0	94.9	96.5	96.4	83.6	92.5	0	0	91.4	0	0	94
Large 2 Axle Vehicles	0	0	0			0	68	29		103	16	0	16		38	19	49	0		68	0	0	209
% Large 2 Axle Vehicles	0	0	0	0	0	0	3.7	3.2	2.3	3.4	2.1	0	2.6	1.9	2.2	10.7	3.8	0	0	4.7	0	0	3.4
3 Axle Vehicles	0	0	0			0	13	7		22	0	0	7		10	1	13	0		14	0	0	46
% 3 Axle Vehicles	0	0	0	0	0	0	0.7	0.8	0.8	0.7	0	0	1.1	1	0.6	0.6	1	0	0	1	0	0	0.7
4+ Axle Trucks	0	0	0			0	19	31		60	2	1	9		14	9	34	0		43	0	0	117
% 4+ Axle Trucks	0	0	0	0	0	0	1	3.5	3.9	2	0.3	100	1.4	0.6	0.8	5.1	2.7	0	0	2.9	0	0	1.9

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	237	133	370	82	0	78	160	18	155	0	173	703
07:15 AM	0	0	0	0	0	253	138	391	101	0	65	166	17	146	0	163	720
07:30 AM	0	0	0	0	0	279	105	384	110	0	79	189	27	155	0	182	755
07:45 AM	0	0	0	0	0	228	120	348	136	0	92	228	14	134	0	148	724
Total Volume	0	0	0	0	0	997	496	1493	429	0	314	743	76	590	0	666	2902
% App. Total	0	0	0		0	66.8	33.2		57.7	0	42.3		11.4	88.6	0		
PHF	.000	.000	.000	.000	.000	.893	.899	.955	.789	.000	.853	.815	.704	.952	.000	.915	.961

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	237	133	370	82	0	78	160	25	157	0	182	
+15 mins.	0	0	0	0	0	253	138	391	101	0	65	166	28	153	0	181	
+30 mins.	0	0	0	0	0	279	105	384	110	0	79	189	23	187	0	210	
+45 mins.	0	0	0	0	0	228	120	348	136	0	92	228	25	195	0	220	
Total Volume	0	0	0	0	0	997	496	1493	429	0	314	743	101	692	0	793	
% App. Total	0	0	0		0	66.8	33.2		57.7	0	42.3		12.7	87.3	0		
PHF	.000	.000	.000	.000	.000	.893	.899	.955	.789	.000	.853	.815	.902	.887	.000	.901	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

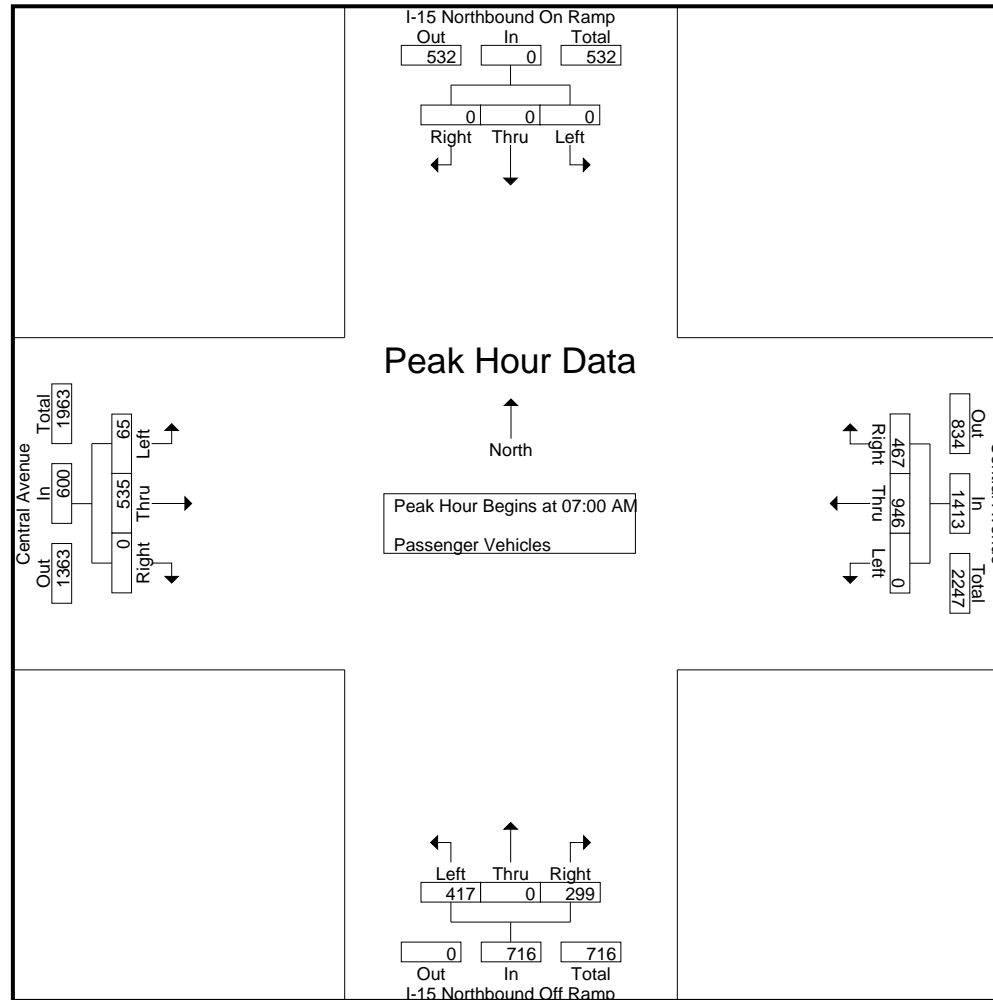
Groups Printed- Passenger Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	219	122	41	341	79	0	71	51	150	15	139	0	0	154	92	645	737
07:15 AM	0	0	0	0	0	0	239	129	44	368	99	0	64	31	163	16	133	0	0	149	75	680	755
07:30 AM	0	0	0	0	0	0	270	99	19	369	105	0	74	45	179	22	144	0	0	166	64	714	778
07:45 AM	0	0	0	0	0	0	218	117	40	335	134	0	90	47	224	12	119	0	0	131	87	690	777
Total	0	0	0	0	0	0	946	467	144	1413	417	0	299	174	716	65	535	0	0	600	318	2729	3047
08:00 AM	0	0	0	0	0	0	177	89	18	266	75	0	61	29	136	23	145	0	0	168	47	570	617
08:15 AM	0	0	0	0	0	0	193	111	24	304	93	0	66	29	159	23	142	0	0	165	53	628	681
08:30 AM	0	0	0	0	0	0	197	91	31	288	75	0	81	43	156	21	177	0	0	198	74	642	716
08:45 AM	0	0	0	0	0	0	231	72	23	303	89	0	87	26	176	16	187	0	0	203	49	682	731
Total	0	0	0	0	0	0	798	363	96	1161	332	0	295	127	627	83	651	0	0	734	223	2522	2745
Grand Total	0	0	0	0	0	0	1744	830	240	2574	749	0	594	301	1343	148	1186	0	0	1334	541	5251	5792
Apprch %	0	0	0			0	67.8	32.2			55.8	0	44.2			11.1	88.9	0					
Total %	0	0	0			0	33.2	15.8		49	14.3	0	11.3		25.6	2.8	22.6	0		25.4	9.3	90.7	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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	219	122	341	79	0	71	150	15	139	0	154	645
07:15 AM	0	0	0	0	0	239	129	368	99	0	64	163	16	133	0	149	680
07:30 AM	0	0	0	0	0	270	99	369	105	0	74	179	22	144	0	166	714
07:45 AM	0	0	0	0	0	218	117	335	134	0	90	224	12	119	0	131	690
Total Volume	0	0	0	0	0	946	467	1413	417	0	299	716	65	535	0	600	2729
% App. Total	0	0	0	0	0	66.9	33.1		58.2	0	41.8		10.8	89.2	0		
PHF	.000	.000	.000	.000	.000	.876	.905	.957	.778	.000	.831	.799	.739	.929	.000	.904	.956

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	219	122	341	79	0	71	150	15	139	0	154	
+15 mins.	0	0	0	0	0	239	129	368	99	0	64	163	16	133	0	149	
+30 mins.	0	0	0	0	0	270	99	369	105	0	74	179	22	144	0	166	
+45 mins.	0	0	0	0	0	218	117	335	134	0	90	224	12	119	0	131	
Total Volume	0	0	0	0	0	946	467	1413	417	0	299	716	65	535	0	600	
% App. Total	0	0	0		0	66.9	33.1		58.2	0	41.8		10.8	89.2	0		
PHF	.000	.000	.000	.000	.000	.876	.905	.957	.778	.000	.831	.799	.739	.929	.000	.904	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

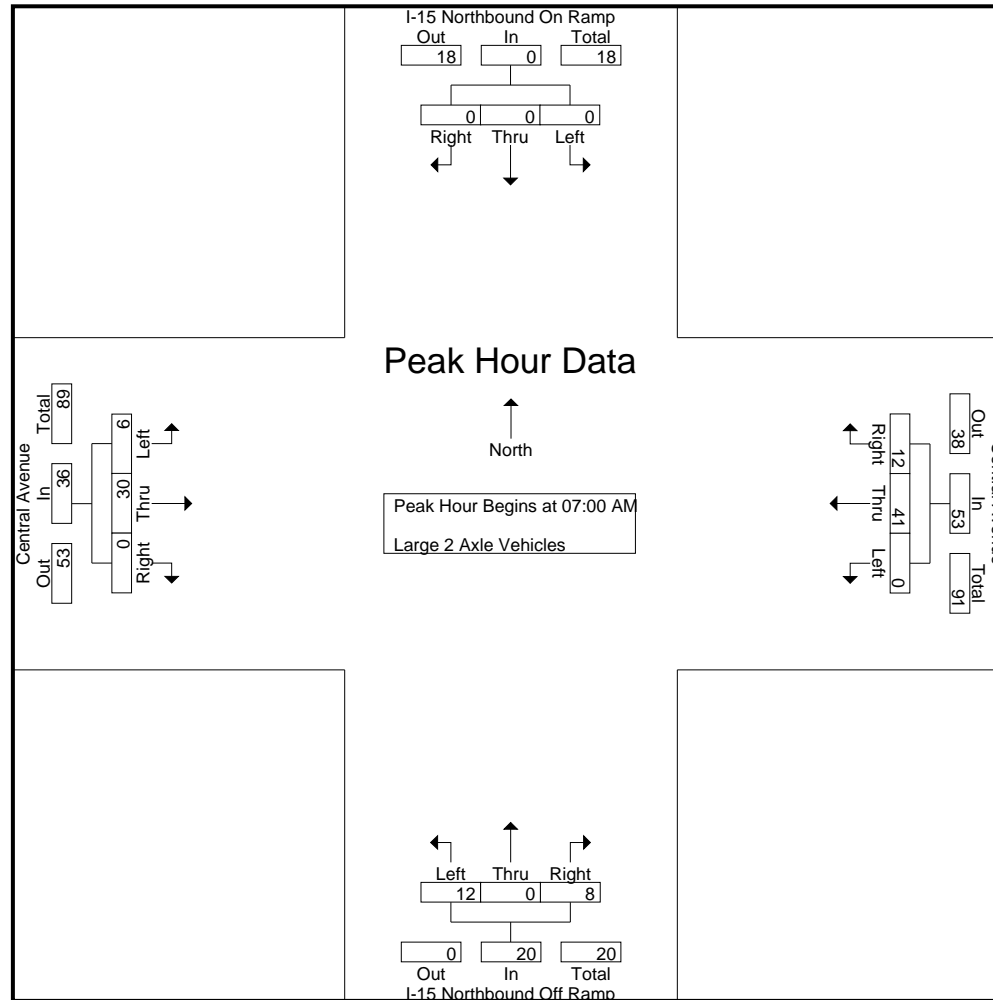
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	16	7	1	23	3	0	6	2	9	2	12	0	0	14	3	46	49
07:15 AM	0	0	0	0	0	0	10	2	0	12	2	0	1	1	3	0	5	0	0	5	1	20	21
07:30 AM	0	0	0	0	0	0	8	2	2	10	5	0	1	0	6	2	6	0	0	8	2	24	26
07:45 AM	0	0	0	0	0	0	7	1	0	8	2	0	0	0	2	2	7	0	0	9	0	19	19
Total	0	0	0	0	0	0	41	12	3	53	12	0	8	3	20	6	30	0	0	36	6	109	115
08:00 AM	0	0	0	0	0	0	9	8	2	17	0	0	2	1	2	2	7	0	0	9	3	28	31
08:15 AM	0	0	0	0	0	0	8	4	0	12	1	0	1	0	2	4	6	0	0	10	0	24	24
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	2	0	3	1	5	0	0	6	0	16	16
08:45 AM	0	0	0	0	0	0	5	3	1	8	2	0	3	2	5	6	1	0	0	7	3	20	23
Total	0	0	0	0	0	0	27	17	3	44	4	0	8	3	12	13	19	0	0	32	6	88	94
Grand Total	0	0	0	0	0	0	68	29	6	97	16	0	16	6	32	19	49	0	0	68	12	197	209
Apprch %	0	0	0			0	70.1	29.9			50	0	50			27.9	72.1	0					
Total %	0	0	0			0	34.5	14.7		49.2	8.1	0	8.1		16.2	9.6	24.9	0		34.5	5.7	94.3	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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	16	7	23	3	0	6	9	2	12	0	14	46
07:15 AM	0	0	0	0	0	10	2	12	2	0	1	3	0	5	0	5	20
07:30 AM	0	0	0	0	0	8	2	10	5	0	1	6	2	6	0	8	24
07:45 AM	0	0	0	0	0	7	1	8	2	0	0	2	2	7	0	9	19
Total Volume	0	0	0	0	0	41	12	53	12	0	8	20	6	30	0	36	109
% App. Total	0	0	0		0	77.4	22.6		60	0	40		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.641	.429	.576	.600	.000	.333	.556	.750	.625	.000	.643	.592

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	16	7	23	3	0	6	9	2	12	0	14	
+15 mins.	0	0	0	0	0	10	2	12	2	0	1	3	0	5	0	5	
+30 mins.	0	0	0	0	0	8	2	10	5	0	1	6	2	6	0	8	
+45 mins.	0	0	0	0	0	7	1	8	2	0	0	2	2	7	0	9	
Total Volume	0	0	0	0	0	41	12	53	12	0	8	20	6	30	0	36	
% App. Total	0	0	0		0	77.4	22.6		60	0	40		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.641	.429	.576	.600	.000	.333	.556	.750	.625	.000	.643	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

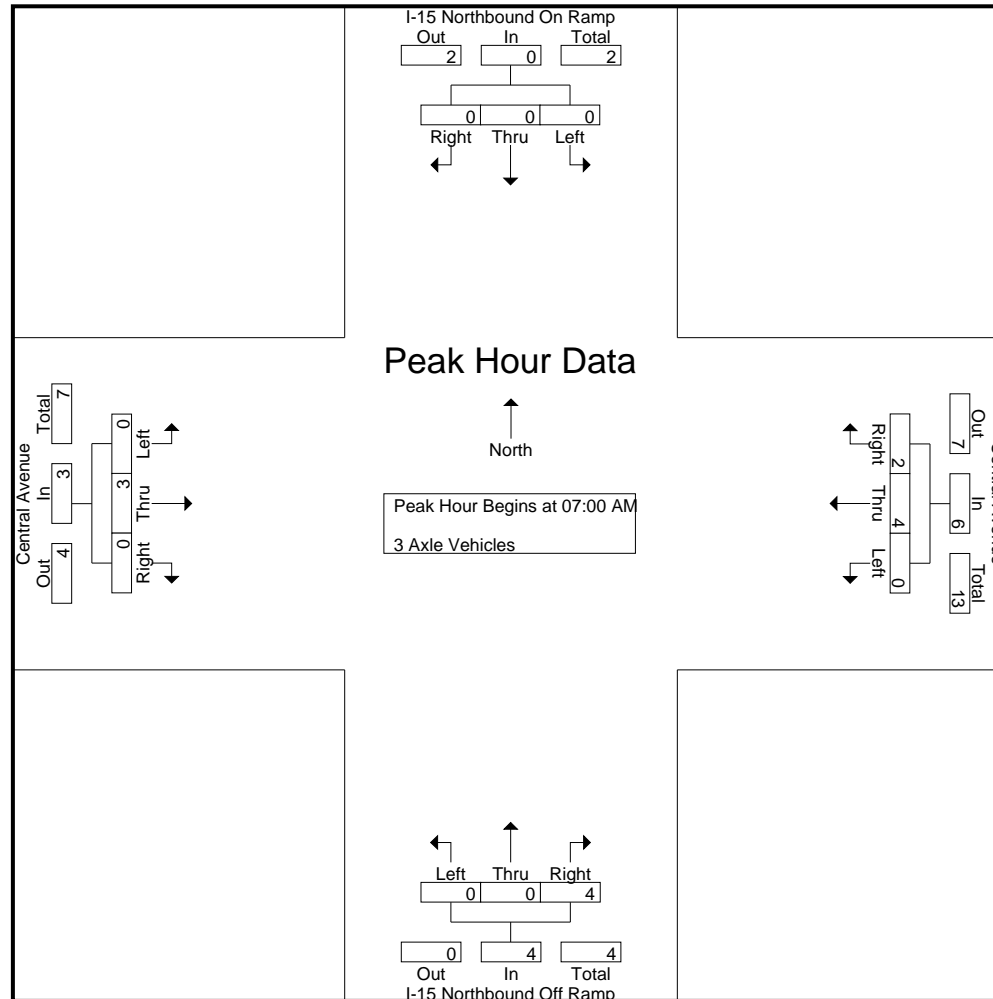
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	1	3	0	0	0	0	0	1	4	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	2	0	0	2	1	3	4
Total	0	0	0	0	0	0	4	2	0	6	0	0	4	2	4	0	3	0	0	3	2	13	15
08:00 AM	0	0	0	0	0	0	1	3	2	4	0	0	0	0	0	0	3	0	0	3	2	7	9
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
08:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	2	1	2	0	2	0	0	2	1	9	10
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	1	2	0	0	3	0	6	6
Total	0	0	0	0	0	0	9	5	2	14	0	0	3	1	3	1	10	0	0	11	3	28	31
Grand Total	0	0	0	0	0	0	13	7	2	20	0	0	7	3	7	1	13	0	0	14	5	41	46
Apprch %	0	0	0			0	65	35			0	0	100			7.1	92.9	0					
Total %	0	0	0			0	31.7	17.1		48.8	0	0	17.1		17.1	2.4	31.7	0		34.1	10.9	89.1	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	3	3	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Total Volume	0	0	0	0	0	4	2	6	0	0	4	4	0	3	0	3	13
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.000	.000	.333	.333	.000	.375	.000	.375	.813

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 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	2	1	3	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	1	1	0	0	3	3	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	
Total Volume	0	0	0	0	0	4	2	6	0	0	4	4	0	3	0	3	
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.000	.000	.333	.333	.000	.375	.000	.375	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
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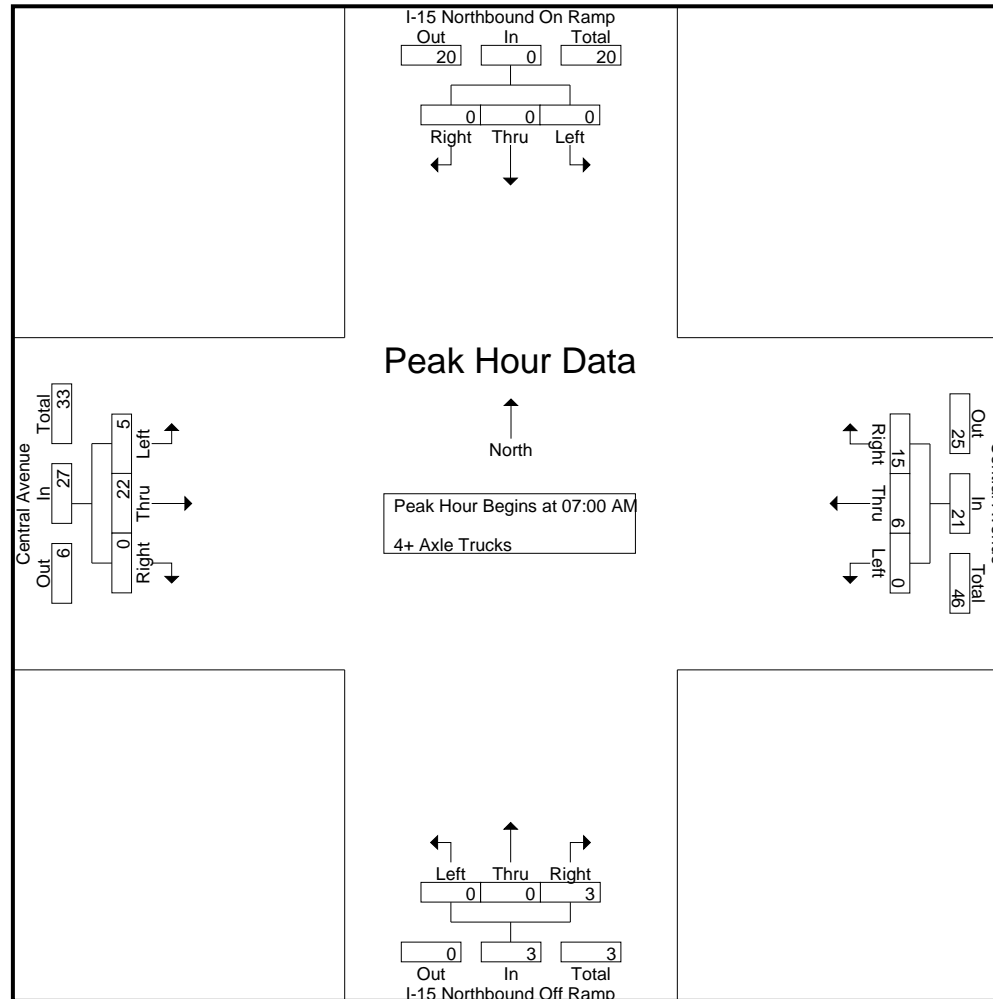
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	4	1	4	0	0	1	1	1	1	3	0	0	4	2	9	11
07:15 AM	0	0	0	0	0	0	2	6	0	8	0	0	0	0	0	1	8	0	0	9	0	17	17
07:30 AM	0	0	0	0	0	0	1	3	1	4	0	0	1	0	1	3	5	0	0	8	1	13	14
07:45 AM	0	0	0	0	0	0	3	2	1	5	0	0	1	0	1	0	6	0	0	6	1	12	13
Total	0	0	0	0	0	0	6	15	3	21	0	0	3	1	3	5	22	0	0	27	4	51	55
08:00 AM	0	0	0	0	0	0	5	1	0	6	0	0	2	0	2	0	2	0	0	2	0	10	10
08:15 AM	0	0	0	0	0	0	3	5	3	8	0	1	1	0	2	1	2	0	0	3	3	13	16
08:30 AM	0	0	0	0	0	0	3	6	3	9	1	0	3	1	4	1	3	0	0	4	4	17	21
08:45 AM	0	0	0	0	0	0	2	4	1	6	1	0	0	0	1	2	5	0	0	7	1	14	15
Total	0	0	0	0	0	0	13	16	7	29	2	1	6	1	9	4	12	0	0	16	8	54	62
Grand Total	0	0	0	0	0	0	19	31	10	50	2	1	9	2	12	9	34	0	0	43	12	105	117
Apprch %	0	0	0			0	38	62			16.7	8.3	75			20.9	79.1	0					
Total %	0	0	0			0	18.1	29.5		47.6	1.9	1	8.6		11.4	8.6	32.4	0		41	10.3	89.7	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	4	4	0	0	1	1	1	3	0	4	9
07:15 AM	0	0	0	0	0	2	6	8	0	0	0	0	1	8	0	9	17
07:30 AM	0	0	0	0	0	1	3	4	0	0	1	1	3	5	0	8	13
07:45 AM	0	0	0	0	0	3	2	5	0	0	1	1	0	6	0	6	12
Total Volume	0	0	0	0	0	6	15	21	0	0	3	3	5	22	0	27	51
% App. Total	0	0	0		0	28.6	71.4		0	0	100		18.5	81.5	0		
PHF	.000	.000	.000	.000	.000	.500	.625	.656	.000	.000	.750	.750	.417	.688	.000	.750	.750

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	4	4	0	0	1	1	1	3	0	4	
+15 mins.	0	0	0	0	0	2	6	8	0	0	0	0	1	8	0	9	
+30 mins.	0	0	0	0	0	1	3	4	0	0	1	1	3	5	0	8	
+45 mins.	0	0	0	0	0	3	2	5	0	0	1	1	0	6	0	6	
Total Volume	0	0	0	0	0	6	15	21	0	0	3	3	5	22	0	27	
% App. Total	0	0	0		0	28.6	71.4		0	0	100		18.5	81.5	0		
PHF	.000	.000	.000	.000	.000	.500	.625	.656	.000	.000	.750	.750	.417	.688	.000	.750	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

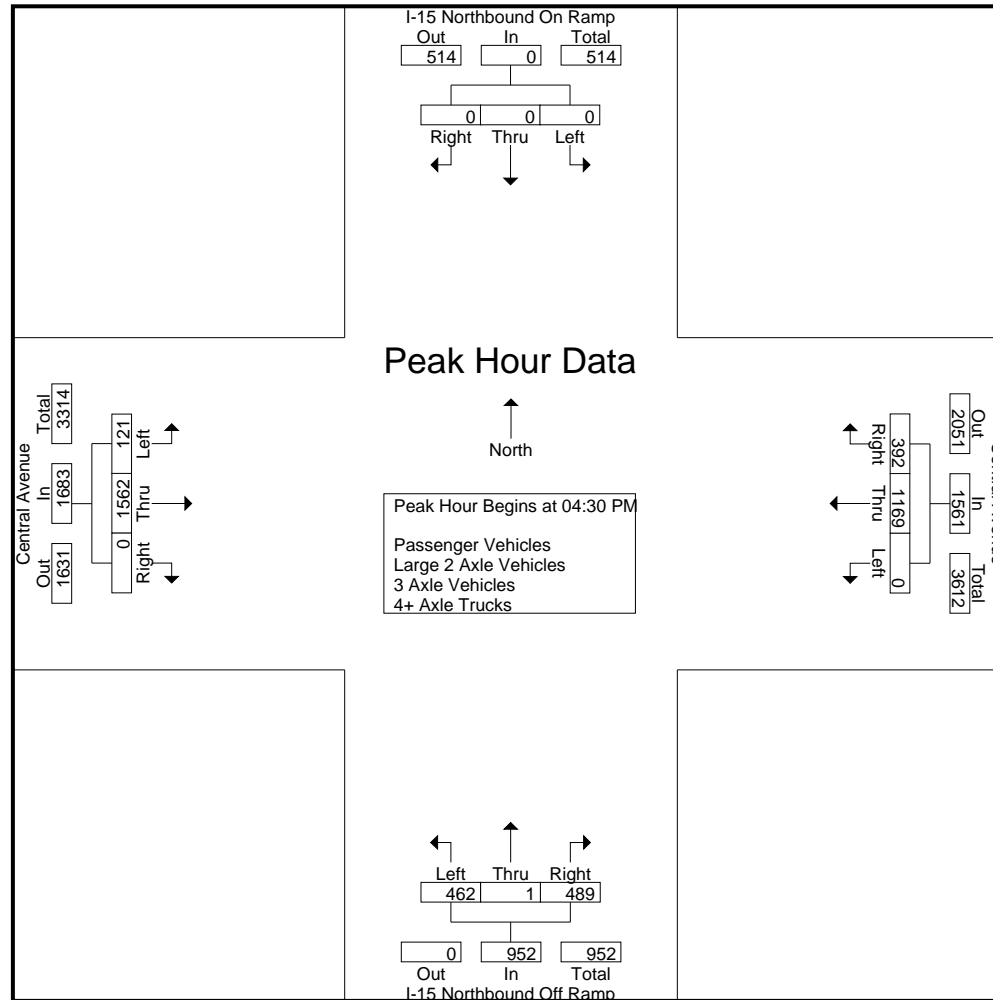
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	324	89	11	413	120	0	120	33	240	36	351	0	0	387	44	1040	1084
04:15 PM	0	0	0	0	0	0	287	96	23	383	107	0	130	30	237	39	346	0	0	385	53	1005	1058
04:30 PM	0	0	0	0	0	0	305	118	50	423	148	0	118	37	266	35	427	0	0	462	87	1151	1238
04:45 PM	0	0	0	0	0	0	264	88	21	352	97	1	127	30	225	30	359	0	0	389	51	966	1017
Total	0	0	0	0	0	0	1180	391	105	1571	472	1	495	130	968	140	1483	0	0	1623	235	4162	4397
05:00 PM	0	0	0	0	0	0	310	96	27	406	103	0	103	28	206	32	392	0	0	424	55	1036	1091
05:15 PM	0	0	0	0	0	0	290	90	23	380	114	0	141	36	255	24	384	0	0	408	59	1043	1102
05:30 PM	0	0	0	0	0	0	274	72	18	346	100	0	109	43	209	26	365	0	0	391	61	946	1007
05:45 PM	0	0	0	0	0	0	274	85	9	359	99	1	118	40	218	20	341	0	0	361	49	938	987
Total	0	0	0	0	0	0	1148	343	77	1491	416	1	471	147	888	102	1482	0	0	1584	224	3963	4187
Grand Total	0	0	0	0	0	0	2328	734	182	3062	888	2	966	277	1856	242	2965	0	0	3207	459	8125	8584
Apprch %	0	0	0			0	76	24			47.8	0.1	52			7.5	92.5	0					
Total %	0	0	0			0	28.7	9			10.9	0	11.9			3	36.5	0			5.3	94.7	
Passenger Vehicles	0	0	0			0	2300	687			869	2	945			229	2892	0			0	0	8355
% Passenger Vehicles	0	0	0	0	0	0	98.8	93.6	87.9	97	97.9	100	97.8	97.8	97.8	94.6	97.5	0	0	97.3	0	0	97.3
Large 2 Axle Vehicles	0	0	0			0	20	22			13	0	6			7	43	0			0	0	118
% Large 2 Axle Vehicles	0	0	0	0	0	0	0.9	3	3.3	1.5	1.5	0	0.6	0.4	0.9	2.9	1.5	0	0	1.6	0	0	1.4
3 Axle Vehicles	0	0	0			0	3	6			1	0	2			2	6	0			0	0	26
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0.8	3.3	0.5	0.1	0	0.2	0	0.1	0.8	0.2	0	0	0.2	0	0	0.3
4+ Axle Trucks	0	0	0			0	5	19			5	0	13			4	24	0			0	0	85
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	2.6	5.5	1	0.6	0	1.3	1.8	1.1	1.7	0.8	0	0	0.9	0	0	1

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	0	0	0	0	0	305	118	423	148	0	118	266	35	427	0	462	1151
04:45 PM	0	0	0	0	0	264	88	352	97	1	127	225	30	359	0	389	966
05:00 PM	0	0	0	0	0	310	96	406	103	0	103	206	32	392	0	424	1036
05:15 PM	0	0	0	0	0	290	90	380	114	0	141	255	24	384	0	408	1043
Total Volume	0	0	0	0	0	1169	392	1561	462	1	489	952	121	1562	0	1683	4196
% App. Total	0	0	0		0	74.9	25.1		48.5	0.1	51.4		7.2	92.8	0		
PHF	.000	.000	.000	.000	.000	.943	.831	.923	.780	.250	.867	.895	.864	.915	.000	.911	.911

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	0	324	89	413	120	0	120	240	35	427	0	462	
+15 mins.	0	0	0	0	0	287	96	383	107	0	130	237	30	359	0	389	
+30 mins.	0	0	0	0	0	305	118	423	148	0	118	266	32	392	0	424	
+45 mins.	0	0	0	0	0	264	88	352	97	1	127	225	24	384	0	408	
Total Volume	0	0	0	0	0	1180	391	1571	472	1	495	968	121	1562	0	1683	
% App. Total	0	0	0		0	75.1	24.9		48.8	0.1	51.1		7.2	92.8	0		
PHF	.000	.000	.000	.000	.000	.910	.828	.928	.797	.250	.952	.910	.864	.915	.000	.911	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
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Start Date : 7/27/2021
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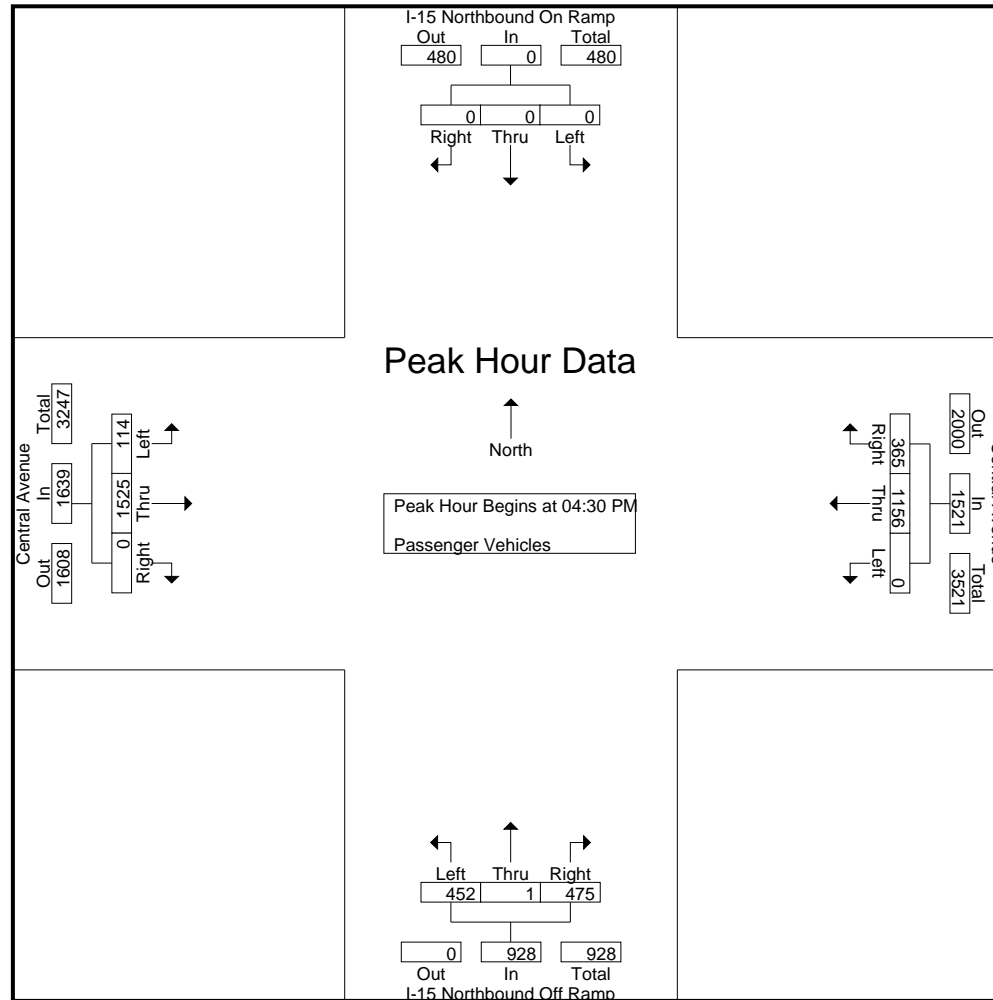
Groups Printed- Passenger Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	317	80	8	397	117	0	117	33	234	34	344	0	0	378	41	1009	1050
04:15 PM	0	0	0	0	0	0	283	91	20	374	104	0	128	30	232	37	332	0	0	369	50	975	1025
04:30 PM	0	0	0	0	0	0	299	104	41	403	144	0	113	34	257	34	416	0	0	450	75	1110	1185
04:45 PM	0	0	0	0	0	0	264	84	19	348	96	1	123	28	220	29	350	0	0	379	47	947	994
Total	0	0	0	0	0	0	1163	359	88	1522	461	1	481	125	943	134	1442	0	0	1576	213	4041	4254
05:00 PM	0	0	0	0	0	0	306	92	25	398	99	0	100	28	199	30	386	0	0	416	53	1013	1066
05:15 PM	0	0	0	0	0	0	287	85	21	372	113	0	139	35	252	21	373	0	0	394	56	1018	1074
05:30 PM	0	0	0	0	0	0	272	70	17	342	100	0	109	43	209	25	354	0	0	379	60	930	990
05:45 PM	0	0	0	0	0	0	272	81	9	353	96	1	116	40	213	19	337	0	0	356	49	922	971
Total	0	0	0	0	0	0	1137	328	72	1465	408	1	464	146	873	95	1450	0	0	1545	218	3883	4101
Grand Total	0	0	0	0	0	0	2300	687	160	2987	869	2	945	271	1816	229	2892	0	0	3121	431	7924	8355
Apprch %	0	0	0			0	77	23			47.9	0.1	52			7.3	92.7	0					
Total %	0	0	0			0	29	8.7		37.7	11	0	11.9		22.9	2.9	36.5	0		39.4	5.2	94.8	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	299	104	403	144	0	113	257	34	416	0	450	1110
04:45 PM	0	0	0	0	0	264	84	348	96	1	123	220	29	350	0	379	947
05:00 PM	0	0	0	0	0	306	92	398	99	0	100	199	30	386	0	416	1013
05:15 PM	0	0	0	0	0	287	85	372	113	0	139	252	21	373	0	394	1018
Total Volume	0	0	0	0	0	1156	365	1521	452	1	475	928	114	1525	0	1639	4088
% App. Total	0	0	0		0	76	24		48.7	0.1	51.2		7	93	0		
PHF	.000	.000	.000	.000	.000	.944	.877	.944	.785	.250	.854	.903	.838	.916	.000	.911	.921

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	299	104	403	144	0	113	257	34	416	0	450	
+15 mins.	0	0	0	0	0	264	84	348	96	1	123	220	29	350	0	379	
+30 mins.	0	0	0	0	0	306	92	398	99	0	100	199	30	386	0	416	
+45 mins.	0	0	0	0	0	287	85	372	113	0	139	252	21	373	0	394	
Total Volume	0	0	0	0	0	1156	365	1521	452	1	475	928	114	1525	0	1639	
% App. Total	0	0	0		0	76	24		48.7	0.1	51.2		7	93	0		
PHF	.000	.000	.000	.000	.000	.944	.877	.944	.785	.250	.854	.903	.838	.916	.000	.911	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

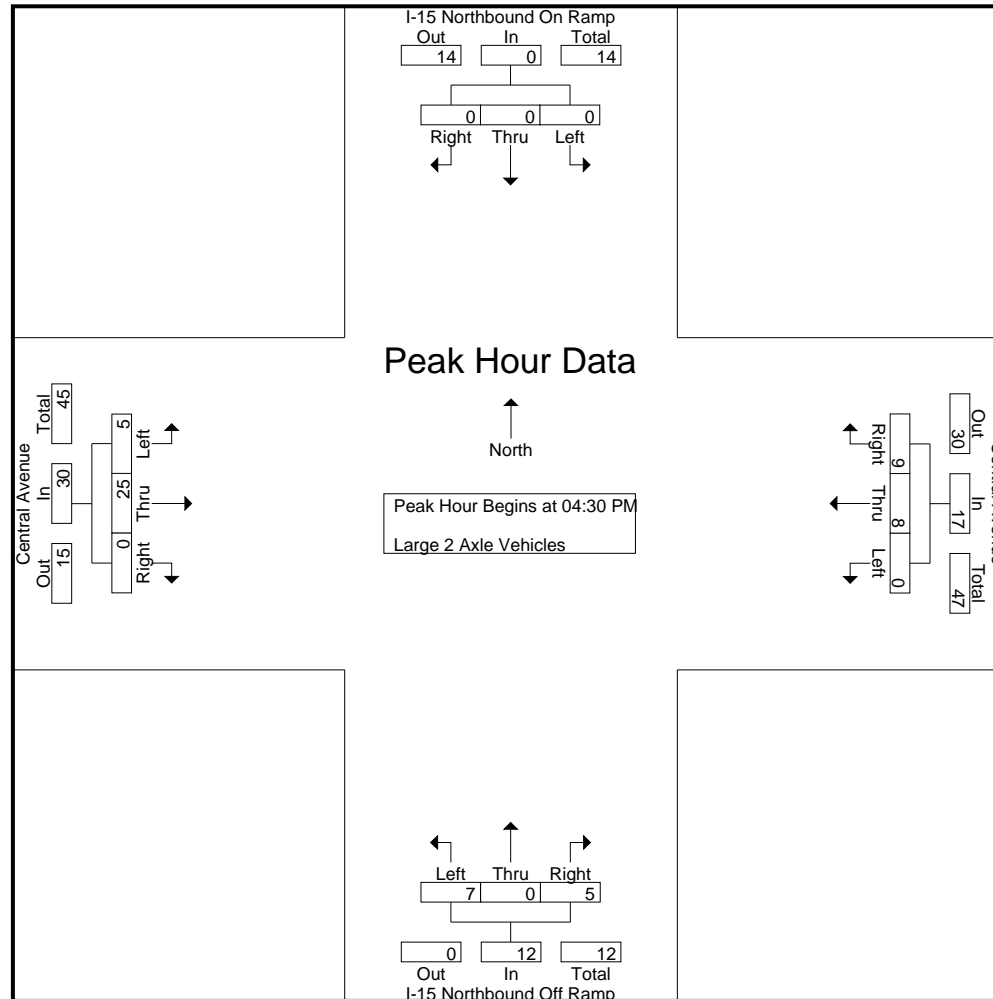
Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	6	4	1	10	2	0	0	0	2	0	4	0	0	4	1	16	17
04:15 PM	0	0	0	0	0	0	3	4	2	7	1	0	1	0	2	1	9	0	0	10	2	19	21
04:30 PM	0	0	0	0	0	0	4	4	1	8	2	0	1	1	3	1	6	0	0	7	2	18	20
04:45 PM	0	0	0	0	0	0	0	2	1	2	1	0	2	0	3	0	5	0	0	5	1	10	11
Total	0	0	0	0	0	0	13	14	5	27	6	0	4	1	10	2	24	0	0	26	6	63	69
05:00 PM	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	2	5	0	0	7	0	13	13
05:15 PM	0	0	0	0	0	0	3	3	1	6	1	0	0	0	1	2	9	0	0	11	1	18	19
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
05:45 PM	0	0	0	0	0	0	2	4	0	6	3	0	0	0	3	1	2	0	0	3	0	12	12
Total	0	0	0	0	0	0	7	8	1	15	7	0	2	0	9	5	19	0	0	24	1	48	49
Grand Total	0	0	0	0	0	0	20	22	6	42	13	0	6	1	19	7	43	0	0	50	7	111	118
Apprch %	0	0	0			0	47.6	52.4			68.4	0	31.6			14	86	0					
Total %	0	0	0			0	18	19.8		37.8	11.7	0	5.4		17.1	6.3	38.7	0		45	5.9	94.1	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	4	4	8	2	0	1	3	1	6	0	7	18
04:45 PM	0	0	0	0	0	0	2	2	1	0	2	3	0	5	0	5	10
05:00 PM	0	0	0	0	0	1	0	1	3	0	2	5	2	5	0	7	13
05:15 PM	0	0	0	0	0	3	3	6	1	0	0	1	2	9	0	11	18
Total Volume	0	0	0	0	0	8	9	17	7	0	5	12	5	25	0	30	59
% App. Total	0	0	0	0	0	47.1	52.9		58.3	0	41.7		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.500	.563	.531	.583	.000	.625	.600	.625	.694	.000	.682	.819

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	4	4	8	2	0	1	3	1	6	0	7	
+15 mins.	0	0	0	0	0	0	2	2	1	0	2	3	0	5	0	5	
+30 mins.	0	0	0	0	0	1	0	1	3	0	2	5	2	5	0	7	
+45 mins.	0	0	0	0	0	3	3	6	1	0	0	1	2	9	0	11	
Total Volume	0	0	0	0	0	8	9	17	7	0	5	12	5	25	0	30	
% App. Total	0	0	0		0	47.1	52.9		58.3	0	41.7		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.500	.563	.531	.583	.000	.625	.600	.625	.694	.000	.682	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

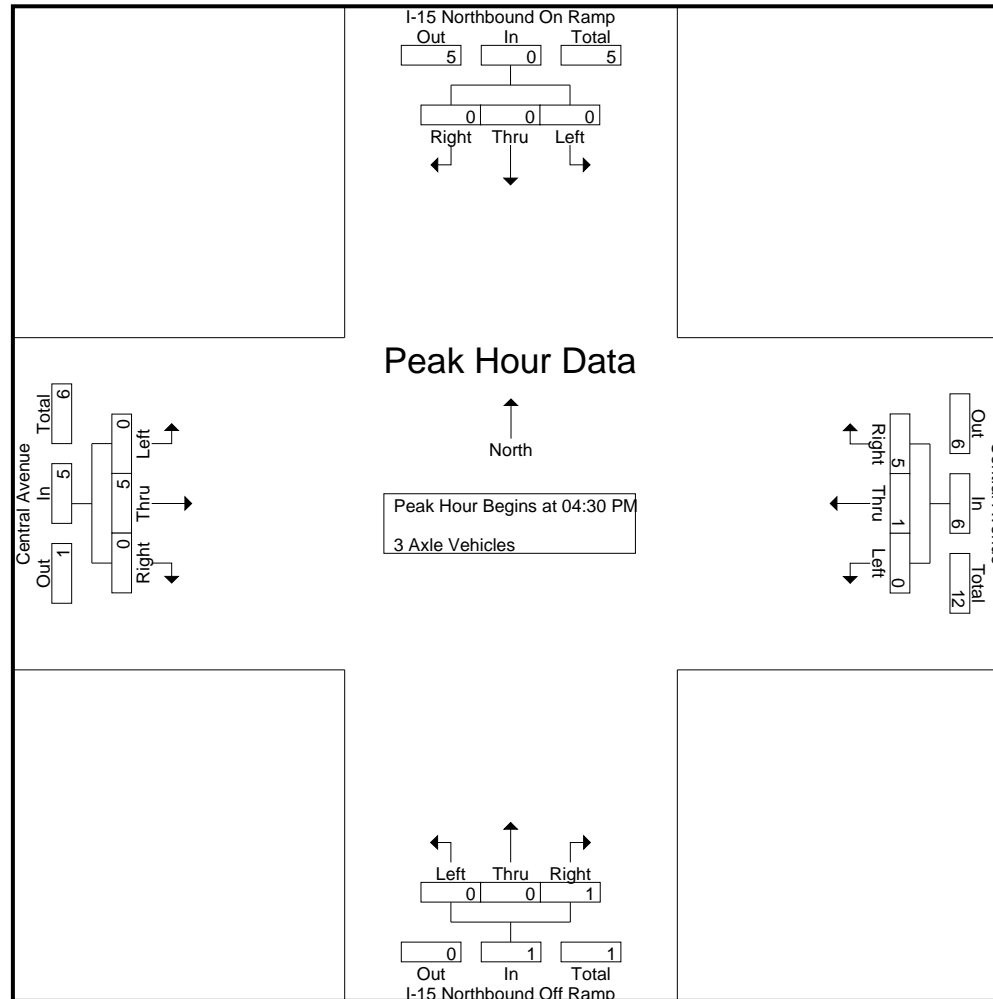
Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	1	1	1	2	1	0	0	0	1	1	0	0	0	1	1	4	5
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	4	4
04:30 PM	0	0	0	0	0	0	1	4	4	5	0	0	0	0	0	0	2	0	0	2	4	7	11
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	3	5	5	8	1	0	1	0	2	2	4	0	0	6	5	16	21
05:00 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	2	0	0	2	1	4	5
Grand Total	0	0	0	0	0	0	3	6	6	9	1	0	2	0	3	2	6	0	0	8	6	20	26
Apprch %	0	0	0			0	33.3	66.7			33.3	0	66.7			25	75	0					
Total %	0	0	0			0	15	30		45	5	0	10		15	10	30	0		40	23.1	76.9	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	4	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total Volume	0	0	0	0	0	1	5	6	0	0	1	1	0	5	0	5	12
% App. Total	0	0	0		0	16.7	83.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.313	.300	.000	.000	.250	.250	.000	.625	.000	.625	.429

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	4	5	0	0	0	0	0	2	0	2	
+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	0	1	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	0	1	5	6	0	0	1	1	0	5	0	5	
% App. Total	0	0	0		0	16.7	83.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.313	.300	.000	.000	.250	.250	.000	.625	.000	.625	

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

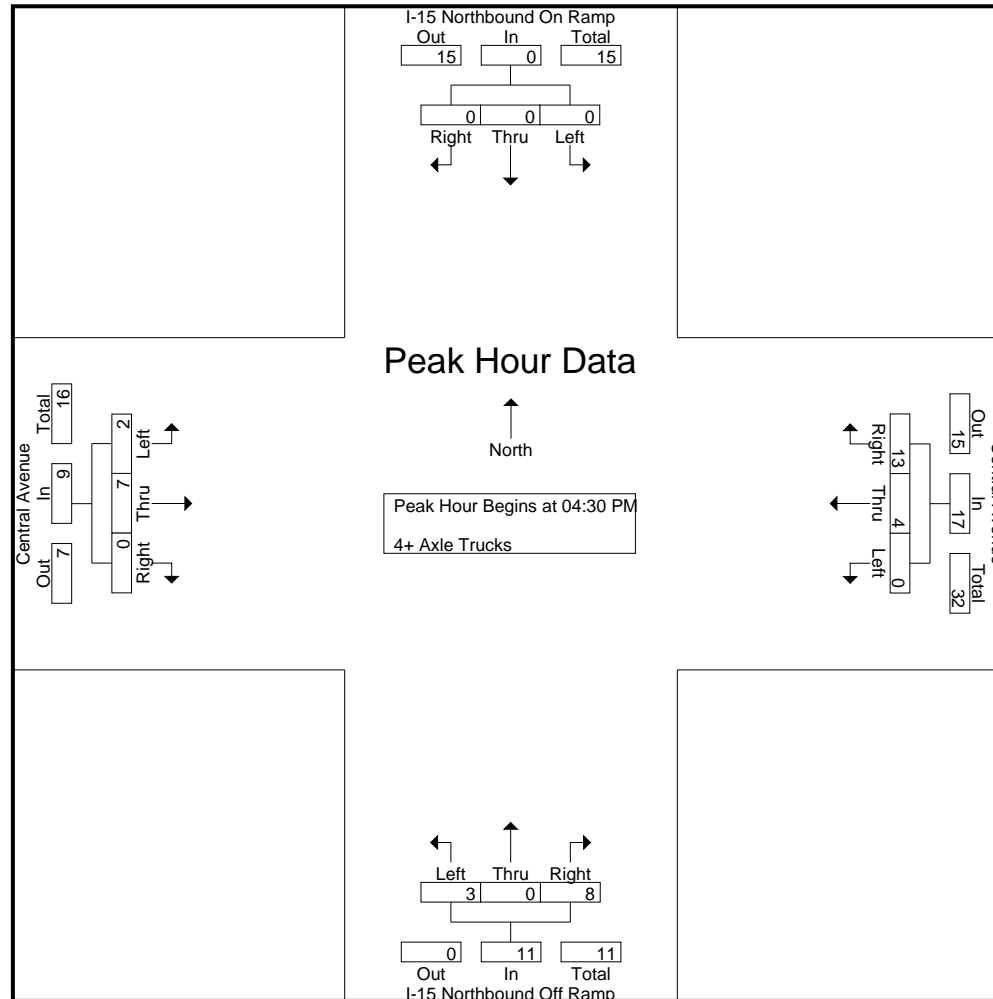
Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound					Central Avenue Westbound					I-15 Northbound Off Ramp Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	0	4	1	4	0	0	3	0	3	1	3	0	0	4	1	11	12
04:15 PM	0	0	0	0	0	0	0	1	1	1	2	0	0	0	2	0	4	0	0	4	1	7	8
04:30 PM	0	0	0	0	0	0	1	6	4	7	2	0	4	2	6	0	3	0	0	3	6	16	22
04:45 PM	0	0	0	0	0	0	0	2	1	2	0	0	2	2	2	1	3	0	0	4	3	8	11
Total	0	0	0	0	0	0	1	13	7	14	4	0	9	4	13	2	13	0	0	15	11	42	53
05:00 PM	0	0	0	0	0	0	3	3	1	6	1	0	1	0	2	0	0	0	0	0	1	8	9
05:15 PM	0	0	0	0	0	0	0	2	1	2	0	0	1	1	1	1	1	0	0	2	2	5	7
05:30 PM	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	8	0	0	9	1	11	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	4	4
Total	0	0	0	0	0	0	4	6	3	10	1	0	4	1	5	2	11	0	0	13	4	28	32
Grand Total	0	0	0	0	0	0	5	19	10	24	5	0	13	5	18	4	24	0	0	28	15	70	85
Apprch %	0	0	0			0	20.8	79.2			27.8	0	72.2			14.3	85.7	0					
Total %	0	0	0			0	7.1	27.1		34.3	7.1	0	18.6		25.7	5.7	34.3	0		40	17.6	82.4	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	6	7	2	0	4	6	0	3	0	3	16
04:45 PM	0	0	0	0	0	0	2	2	0	0	2	2	1	3	0	4	8
05:00 PM	0	0	0	0	0	3	3	6	1	0	1	2	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	2	2	0	0	1	1	1	1	0	2	5
Total Volume	0	0	0	0	0	4	13	17	3	0	8	11	2	7	0	9	37
% App. Total	0	0	0		0	23.5	76.5		27.3	0	72.7		22.2	77.8	0		
PHF	.000	.000	.000	.000	.000	.333	.542	.607	.375	.000	.500	.458	.500	.583	.000	.563	.578

City of Lake Elsinore
 N/S: I-15 Northbound Ramps
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 05_LKE_15N_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_15N_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	6	7	2	0	4	6	0	3	0	3	
+15 mins.	0	0	0	0	0	0	2	2	0	0	2	2	1	3	0	4	
+30 mins.	0	0	0	0	0	3	3	6	1	0	1	2	0	0	0	0	
+45 mins.	0	0	0	0	0	0	2	2	0	0	1	1	1	1	0	2	
Total Volume	0	0	0	0	0	4	13	17	3	0	8	11	2	7	0	9	
% App. Total	0	0	0		0	23.5	76.5		27.3	0	72.7		22.2	77.8	0		
PHF	.000	.000	.000	.000	.000	.333	.542	.607	.375	.000	.500	.458	.500	.583	.000	.563	

Location: Lake Elsinore
 N/S: I-15 NB Ramps
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Central Avenue	South Leg I-15 NB Ramps	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

	North Leg I-15 NB Ramps	East Leg Central Avenue	South Leg I-15 NB Ramps	West Leg Central Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	1	0	3

Location: Lake Elsinore
 N/S: I-15 NB Ramps
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Central Avenue			Northbound I-15 NB Ramps			Eastbound Central Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 NB Ramps			Westbound Central Avenue			Northbound I-15 NB Ramps			Eastbound Central Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15NCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

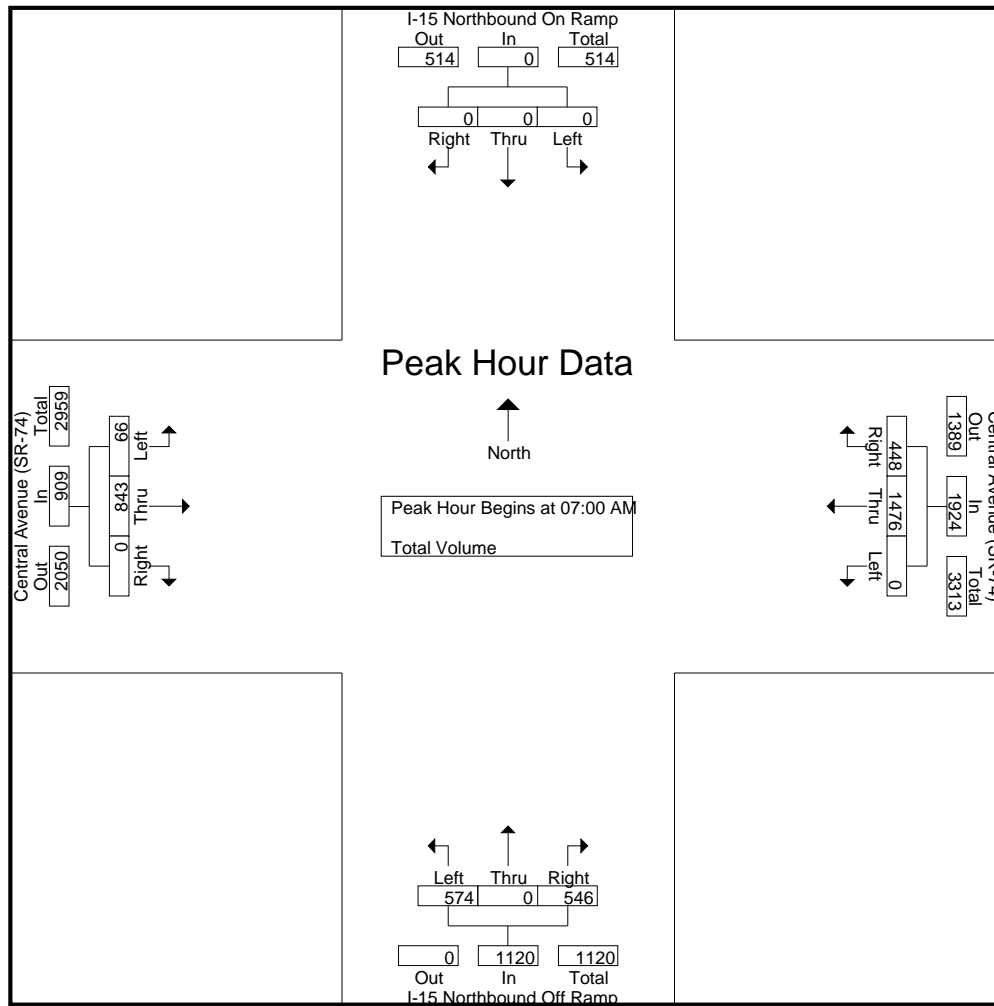
Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) 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	364	135	499	119	0	167	286	16	197	0	213	998
07:15 AM	0	0	0	0	0	443	121	564	138	0	154	292	27	228	0	255	1111
07:30 AM	0	0	0	0	0	332	93	425	122	0	109	231	11	217	0	228	884
07:45 AM	0	0	0	0	0	337	99	436	195	0	116	311	12	201	0	213	960
Total	0	0	0	0	0	1476	448	1924	574	0	546	1120	66	843	0	909	3953
08:00 AM	0	0	0	0	0	286	100	386	133	0	108	241	24	163	0	187	814
08:15 AM	0	0	0	0	0	272	95	367	132	1	110	243	25	169	0	194	804
08:30 AM	0	0	0	0	0	256	81	337	109	0	97	206	18	166	0	184	727
08:45 AM	0	0	0	0	0	186	88	274	117	0	110	227	19	166	0	185	686
Total	0	0	0	0	0	1000	364	1364	491	1	425	917	86	664	0	750	3031
Grand Total	0	0	0	0	0	2476	812	3288	1065	1	971	2037	152	1507	0	1659	6984
Apprch %	0	0	0		0	75.3	24.7		52.3	0	47.7		9.2	90.8	0		
Total %	0	0	0		0	35.5	11.6	47.1	15.2	0	13.9	29.2	2.2	21.6	0	23.8	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	364	135	499	119	0	167	286	16	197	0	213	998
07:15 AM	0	0	0	0	0	443	121	564	138	0	154	292	27	228	0	255	1111
07:30 AM	0	0	0	0	0	332	93	425	122	0	109	231	11	217	0	228	884
07:45 AM	0	0	0	0	0	337	99	436	195	0	116	311	12	201	0	213	960
Total Volume	0	0	0	0	0	1476	448	1924	574	0	546	1120	66	843	0	909	3953
% App. Total	0	0	0		0	76.7	23.3		51.2	0	48.8		7.3	92.7	0		
PHF	.000	.000	.000	.000	.000	.833	.830	.853	.736	.000	.817	.900	.611	.924	.000	.891	.890

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15NCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	364	135	499	119	0	167	286	16	197	0	213
+15 mins.	0	0	0	0	0	443	121	564	138	0	154	292	27	228	0	255
+30 mins.	0	0	0	0	0	332	93	425	122	0	109	231	11	217	0	228
+45 mins.	0	0	0	0	0	337	99	436	195	0	116	311	12	201	0	213
Total Volume	0	0	0	0	0	1476	448	1924	574	0	546	1120	66	843	0	909
% App. Total	0	0	0	0	0	76.7	23.3		51.2	0	48.8		7.3	92.7	0	
PHF	.000	.000	.000	.000	.000	.833	.830	.853	.736	.000	.817	.900	.611	.924	.000	.891

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15NCEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

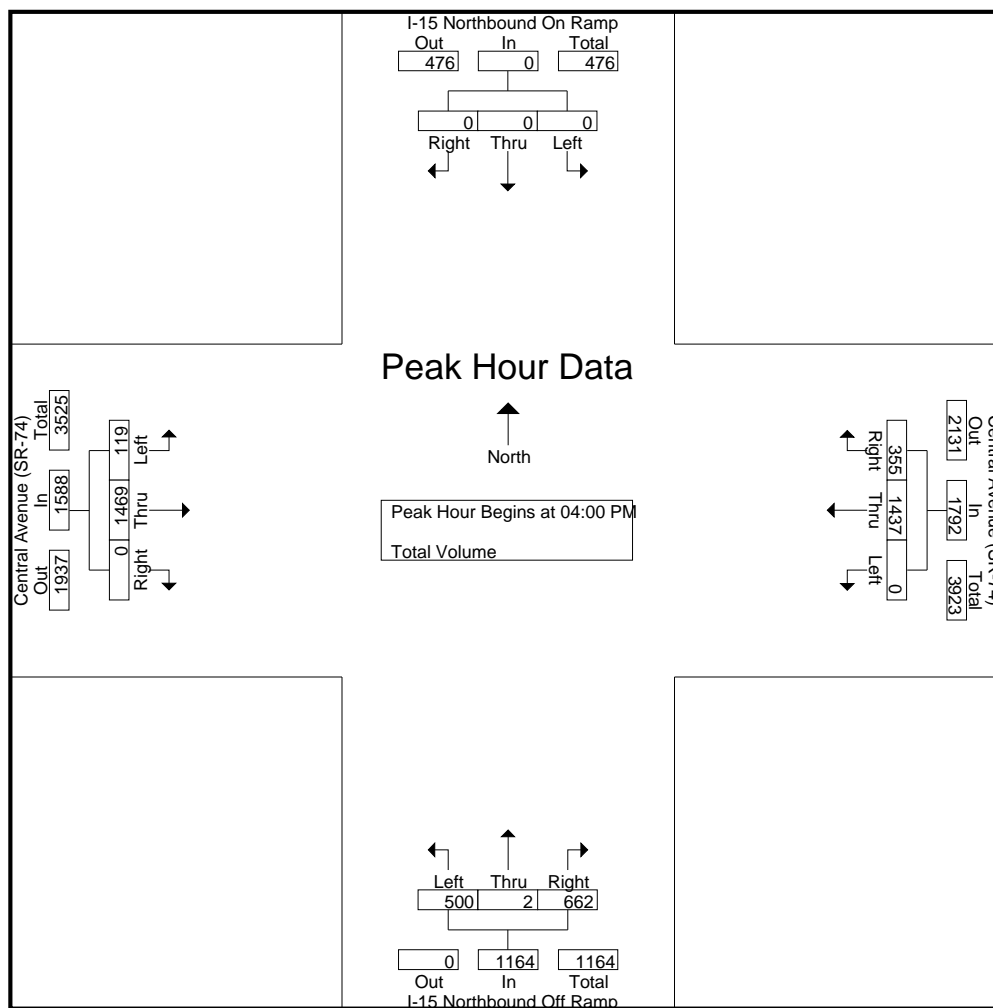
Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) 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	371	96	467	127	1	186	314	30	358	0	388	1169
04:15 PM	0	0	0	0	0	359	87	446	124	1	151	276	22	364	0	386	1108
04:30 PM	0	0	0	0	0	359	93	452	139	0	166	305	33	374	0	407	1164
04:45 PM	0	0	0	0	0	348	79	427	110	0	159	269	34	373	0	407	1103
Total	0	0	0	0	0	1437	355	1792	500	2	662	1164	119	1469	0	1588	4544
05:00 PM	0	0	0	0	0	329	118	447	130	0	177	307	26	381	0	407	1161
05:15 PM	0	0	0	0	0	301	73	374	110	0	186	296	32	376	0	408	1078
05:30 PM	0	0	0	0	0	349	82	431	149	0	191	340	31	351	0	382	1153
05:45 PM	0	0	0	0	0	304	87	391	124	0	157	281	22	361	0	383	1055
Total	0	0	0	0	0	1283	360	1643	513	0	711	1224	111	1469	0	1580	4447
Grand Total	0	0	0	0	0	2720	715	3435	1013	2	1373	2388	230	2938	0	3168	8991
Apprch %	0	0	0		0	79.2	20.8		42.4	0.1	57.5		7.3	92.7	0		
Total %	0	0	0	0	0	30.3	8	38.2	11.3	0	15.3	26.6	2.6	32.7	0	35.2	

	I-15 Northbound On Ramp Southbound				Central Avenue (SR-74) Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue (SR-74) 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	0	0	0	0	371	96	467	127	1	186	314	30	358	0	388	1169
04:15 PM	0	0	0	0	0	359	87	446	124	1	151	276	22	364	0	386	1108
04:30 PM	0	0	0	0	0	359	93	452	139	0	166	305	33	374	0	407	1164
04:45 PM	0	0	0	0	0	348	79	427	110	0	159	269	34	373	0	407	1103
Total Volume	0	0	0	0	0	1437	355	1792	500	2	662	1164	119	1469	0	1588	4544
% App. Total	0	0	0		0	80.2	19.8		43	0.2	56.9		7.5	92.5	0		
PHF	.000	.000	.000	.000	.000	.968	.924	.959	.899	.500	.890	.927	.875	.982	.000	.975	.972

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKE15NCEPM
Site Code : 10515000
Start Date : 11/19/2015
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				05:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	371	96	467	130	0	177	307	33	374	0	407
+15 mins.	0	0	0	0	0	359	87	446	110	0	186	296	34	373	0	407
+30 mins.	0	0	0	0	0	359	93	452	149	0	191	340	26	381	0	407
+45 mins.	0	0	0	0	0	348	79	427	124	0	157	281	32	376	0	408
Total Volume	0	0	0	0	0	1437	355	1792	513	0	711	1224	125	1504	0	1629
% App. Total	0	0	0	0	0	80.2	19.8		41.9	0	58.1		7.7	92.3	0	
PHF	.000	.000	.000	.000	.000	.968	.924	.959	.861	.000	.931	.900	.919	.987	.000	.998

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

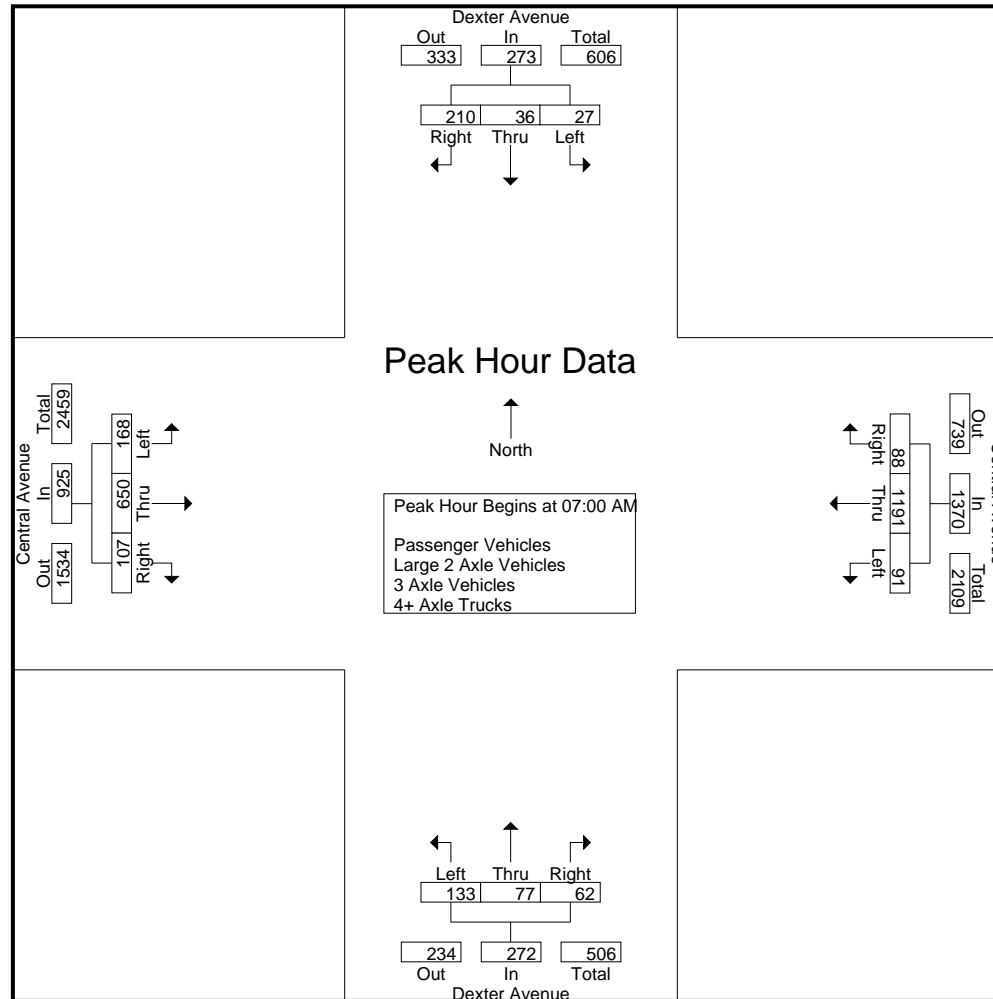
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	8	51	12	64	19	298	20	5	337	33	19	22	12	74	46	169	24	2	239	31	714	745
07:15 AM	5	7	53	18	65	20	306	21	1	347	30	14	14	8	58	36	154	25	6	215	33	685	718
07:30 AM	8	7	47	20	62	26	313	19	3	358	31	22	14	6	67	39	155	29	6	223	35	710	745
07:45 AM	9	14	59	21	82	26	274	28	7	328	39	22	12	3	73	47	172	29	3	248	34	731	765
Total	27	36	210	71	273	91	1191	88	16	1370	133	77	62	29	272	168	650	107	17	925	133	2840	2973
08:00 AM	10	11	41	12	62	13	226	25	2	264	25	15	13	7	53	45	147	28	4	220	25	599	624
08:15 AM	11	13	45	11	69	28	253	19	2	300	35	16	19	11	70	52	143	45	4	240	28	679	707
08:30 AM	5	8	47	19	60	27	241	16	3	284	43	17	25	10	85	34	199	50	12	283	44	712	756
08:45 AM	7	9	48	23	64	28	238	14	2	280	34	28	26	17	88	60	204	53	8	317	50	749	799
Total	33	41	181	65	255	96	958	74	9	1128	137	76	83	45	296	191	693	176	28	1060	147	2739	2886
Grand Total	60	77	391	136	528	187	2149	162	25	2498	270	153	145	74	568	359	1343	283	45	1985	280	5579	5859
Apprch %	11.4	14.6	74.1			7.5	86	6.5			47.5	26.9	25.5			18.1	67.7	14.3					
Total %	1.1	1.4	7		9.5	3.4	38.5	2.9		44.8	4.8	2.7	2.6		10.2	6.4	24.1	5.1		35.6	4.8	95.2	
Passenger Vehicles	58	76	374		641	181	1993	153		2351	250	151	137		611	349	1228	266		1886	0	0	5489
% Passenger Vehicles	96.7	98.7	95.7	97.8	96.5	96.8	92.7	94.4	96	93.2	92.6	98.7	94.5	98.6	95.2	97.2	91.4	94	95.6	92.9	0	0	93.7
Large 2 Axle Vehicles	2	1	12		17	4	83	5		93	13	2	3		19	9	49	10		68	0	0	197
% Large 2 Axle Vehicles	3.3	1.3	3.1	1.5	2.6	2.1	3.9	3.1	4	3.7	4.8	1.3	2.1	1.4	3	2.5	3.6	3.5	0	3.3	0	0	3.4
3 Axle Vehicles	0	0	1		2	2	29	1		32	4	0	3		7	0	36	1		38	0	0	79
% 3 Axle Vehicles	0	0	0.3	0.7	0.3	1.1	1.3	0.6	0	1.3	1.5	0	2.1	0	1.1	0	2.7	0.4	2.2	1.9	0	0	1.3
4+ Axle Trucks	0	0	4		4	0	44	3		47	3	0	2		5	1	30	6		38	0	0	94
% 4+ Axle Trucks	0	0	1	0	0.6	0	2	1.9	0	1.9	1.1	0	1.4	0	0.8	0.3	2.2	2.1	2.2	1.9	0	0	1.6

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	5	8	51	64	19	298	20	337	33	19	22	74	46	169	24	239	714
07:15 AM	5	7	53	65	20	306	21	347	30	14	14	58	36	154	25	215	685
07:30 AM	8	7	47	62	26	313	19	358	31	22	14	67	39	155	29	223	710
07:45 AM	9	14	59	82	26	274	28	328	39	22	12	73	47	172	29	248	731
Total Volume	27	36	210	273	91	1191	88	1370	133	77	62	272	168	650	107	925	2840
% App. Total	9.9	13.2	76.9		6.6	86.9	6.4		48.9	28.3	22.8		18.2	70.3	11.6		
PHF	.750	.643	.890	.832	.875	.951	.786	.957	.853	.875	.705	.919	.894	.945	.922	.932	.971

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:30 AM				07:00 AM				08:00 AM				08:00 AM				
+0 mins.	8	7	47	62	19	298	20	337	25	15	13	53	45	147	28	220	
+15 mins.	9	14	59	82	20	306	21	347	35	16	19	70	52	143	45	240	
+30 mins.	10	11	41	62	26	313	19	358	43	17	25	85	34	199	50	283	
+45 mins.	11	13	45	69	26	274	28	328	34	28	26	88	60	204	53	317	
Total Volume	38	45	192	275	91	1191	88	1370	137	76	83	296	191	693	176	1060	
% App. Total	13.8	16.4	69.8		6.6	86.9	6.4		46.3	25.7	28		18	65.4	16.6		
PHF	.864	.804	.814	.838	.875	.951	.786	.957	.797	.679	.798	.841	.796	.849	.830	.836	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

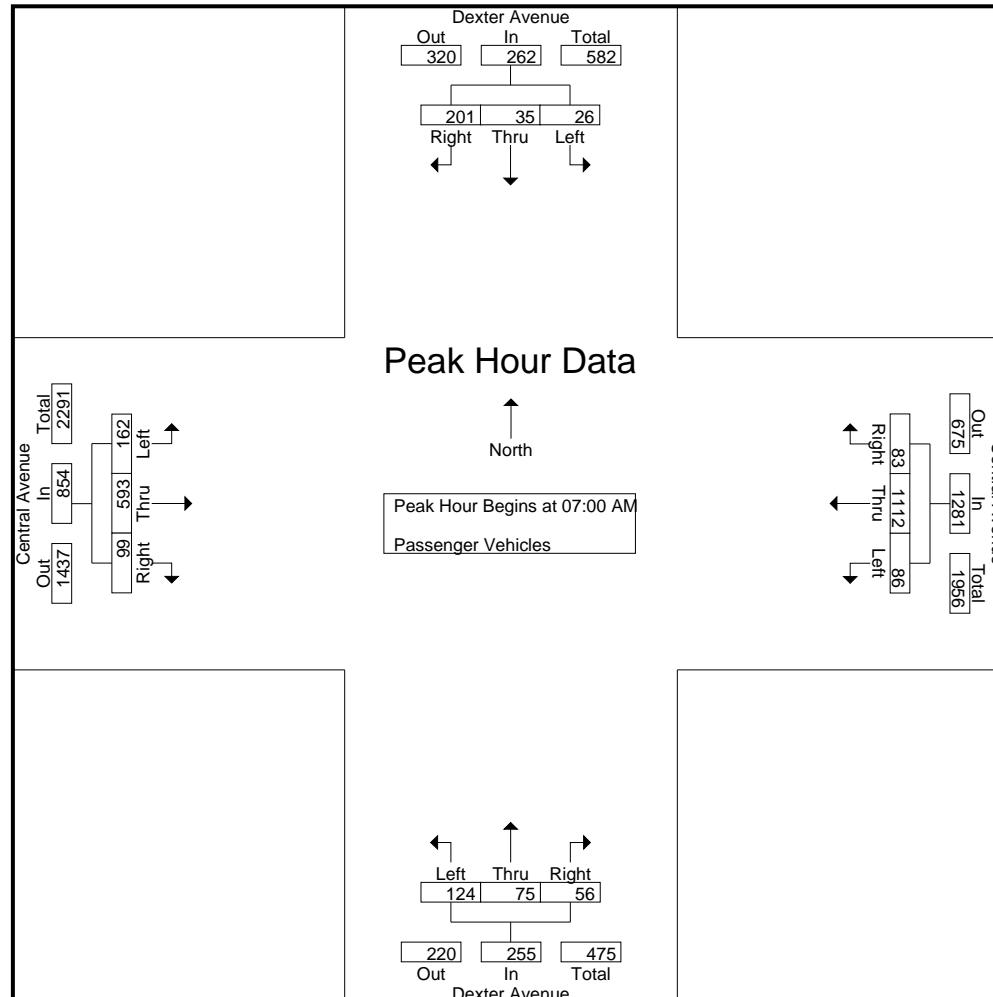
Groups Printed- Passenger Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	8	49	12	62	18	274	19	5	311	32	19	20	12	71	42	153	22	2	217	31	661	692
07:15 AM	5	6	50	18	61	19	283	21	1	323	27	13	13	8	53	35	145	21	5	201	32	638	670
07:30 AM	7	7	46	19	60	25	295	17	3	337	29	22	14	6	65	38	141	28	6	207	34	669	703
07:45 AM	9	14	56	20	79	24	260	26	6	310	36	21	9	2	66	47	154	28	3	229	31	684	715
Total	26	35	201	69	262	86	1112	83	15	1281	124	75	56	28	255	162	593	99	16	854	128	2652	2780
08:00 AM	9	11	36	11	56	13	202	25	2	240	23	15	13	7	51	44	134	27	4	205	24	552	576
08:15 AM	11	13	44	11	68	28	235	18	2	281	31	16	19	11	66	50	134	40	3	224	27	639	666
08:30 AM	5	8	45	19	58	26	222	13	3	261	40	17	24	10	81	34	184	48	12	266	44	666	710
08:45 AM	7	9	48	23	64	28	222	14	2	264	32	28	25	17	85	59	183	52	8	294	50	707	757
Total	32	41	173	64	246	95	881	70	9	1046	126	76	81	45	283	187	635	167	27	989	145	2564	2709
Grand Total	58	76	374	133	508	181	1993	153	24	2327	250	151	137	73	538	349	1228	266	43	1843	273	5216	5489
Apprch %	11.4	15	73.6			7.8	85.6	6.6			46.5	28.1	25.5			18.9	66.6	14.4					
Total %	1.1	1.5	7.2		9.7	3.5	38.2	2.9		44.6	4.8	2.9	2.6		10.3	6.7	23.5	5.1		35.3	5	95	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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	5	8	49	62	18	274	19	311	32	19	20	71	42	153	22	217	661
07:15 AM	5	6	50	61	19	283	21	323	27	13	13	53	35	145	21	201	638
07:30 AM	7	7	46	60	25	295	17	337	29	22	14	65	38	141	28	207	669
07:45 AM	9	14	56	79	24	260	26	310	36	21	9	66	47	154	28	229	684
Total Volume	26	35	201	262	86	1112	83	1281	124	75	56	255	162	593	99	854	2652
% App. Total	9.9	13.4	76.7		6.7	86.8	6.5		48.6	29.4	22		19	69.4	11.6		
PHF	.722	.625	.897	.829	.860	.942	.798	.950	.861	.852	.700	.898	.862	.963	.884	.932	.969

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	5	8	49	62	18	274	19	311	32	19	20	71	42	153	22	217	
+15 mins.	5	6	50	61	19	283	21	323	27	13	13	53	35	145	21	201	
+30 mins.	7	7	46	60	25	295	17	337	29	22	14	65	38	141	28	207	
+45 mins.	9	14	56	79	24	260	26	310	36	21	9	66	47	154	28	229	
Total Volume	26	35	201	262	86	1112	83	1281	124	75	56	255	162	593	99	854	
% App. Total	9.9	13.4	76.7		6.7	86.8	6.5		48.6	29.4	22		19	69.4	11.6		
PHF	.722	.625	.897	.829	.860	.942	.798	.950	.861	.852	.700	.898	.862	.963	.884	.932	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

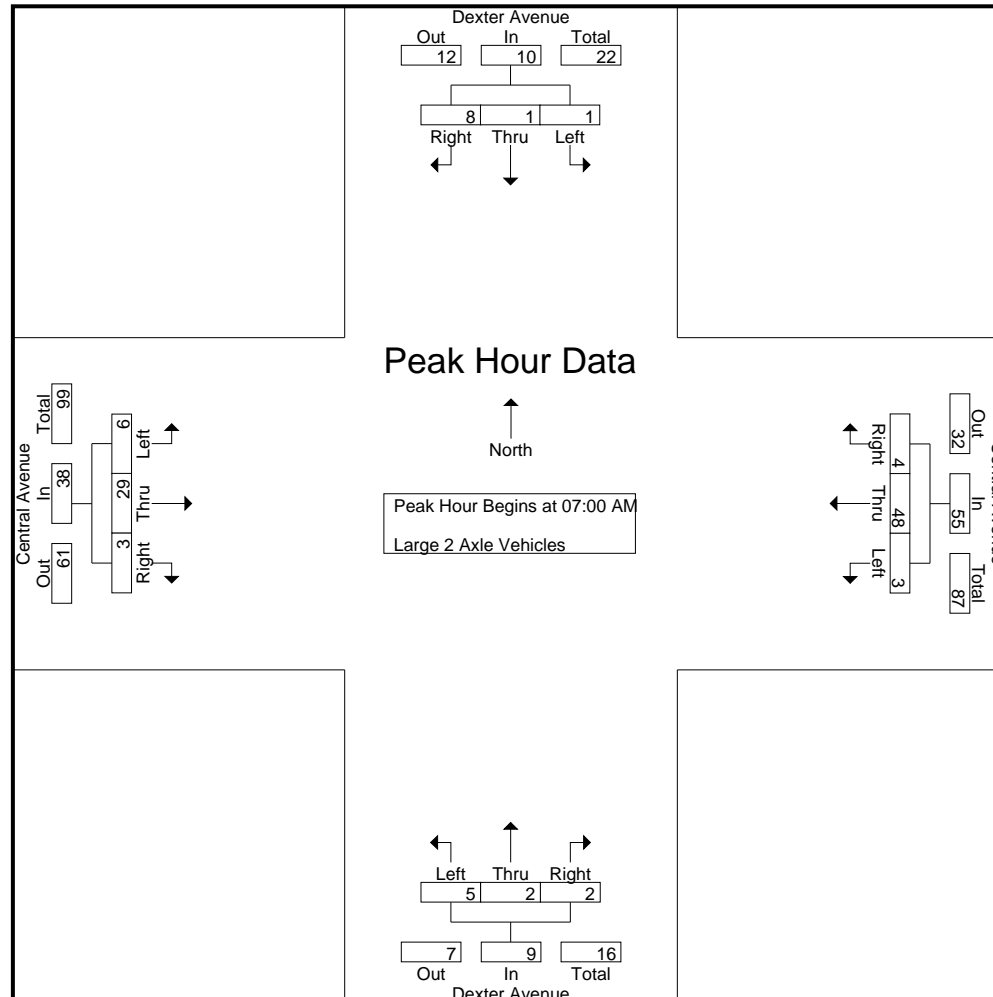
Groups Printed- Large 2 Axle Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	19	1	0	20	1	0	1	0	2	4	11	1	0	16	0	39	39
07:15 AM	0	1	3	0	4	1	13	0	0	14	0	1	0	0	1	1	5	1	0	7	0	26	26
07:30 AM	1	0	1	1	2	1	10	2	0	13	2	0	0	0	2	1	5	1	0	7	1	24	25
07:45 AM	0	0	3	1	3	1	6	1	1	8	2	1	1	1	4	0	8	0	0	8	3	23	26
Total	1	1	8	2	10	3	48	4	1	55	5	2	2	1	9	6	29	3	0	38	4	112	116
08:00 AM	1	0	2	0	3	0	15	0	0	15	2	0	0	0	2	1	4	1	0	6	0	26	26
08:15 AM	0	0	1	0	1	0	5	0	0	5	3	0	0	0	3	1	6	4	0	11	0	20	20
08:30 AM	0	0	1	0	1	1	5	1	0	7	1	0	1	0	2	0	4	1	0	5	0	15	15
08:45 AM	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	1	6	1	0	8	0	20	20
Total	1	0	4	0	5	1	35	1	0	37	8	0	1	0	9	3	20	7	0	30	0	81	81
Grand Total	2	1	12	2	15	4	83	5	1	92	13	2	3	1	18	9	49	10	0	68	4	193	197
Apprch %	13.3	6.7	80			4.3	90.2	5.4			72.2	11.1	16.7			13.2	72.1	14.7					
Total %	1	0.5	6.2		7.8	2.1	43	2.6		47.7	6.7	1	1.6		9.3	4.7	25.4	5.2		35.2	2	98	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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	1	1	0	19	1	20	1	0	1	2	4	11	1	16	39
07:15 AM	0	1	3	4	1	13	0	14	0	1	0	1	1	5	1	7	26
07:30 AM	1	0	1	2	1	10	2	13	2	0	0	2	1	5	1	7	24
07:45 AM	0	0	3	3	1	6	1	8	2	1	1	4	0	8	0	8	23
Total Volume	1	1	8	10	3	48	4	55	5	2	2	9	6	29	3	38	112
% App. Total	10	10	80		5.5	87.3	7.3		55.6	22.2	22.2		15.8	76.3	7.9		
PHF	.250	.250	.667	.625	.750	.632	.500	.688	.625	.500	.500	.563	.375	.659	.750	.594	.718

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	1	1	0	19	1	20	1	0	1	2	4	11	1	16	
+15 mins.	0	1	3	4	1	13	0	14	0	1	0	1	1	5	1	7	
+30 mins.	1	0	1	2	1	10	2	13	2	0	0	2	1	5	1	7	
+45 mins.	0	0	3	3	1	6	1	8	2	1	1	4	0	8	0	8	
Total Volume	1	1	8	10	3	48	4	55	5	2	2	9	6	29	3	38	
% App. Total	10	10	80		5.5	87.3	7.3		55.6	22.2	22.2		15.8	76.3	7.9		
PHF	.250	.250	.667	.625	.750	.632	.500	.688	.625	.500	.500	.563	.375	.659	.750	.594	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

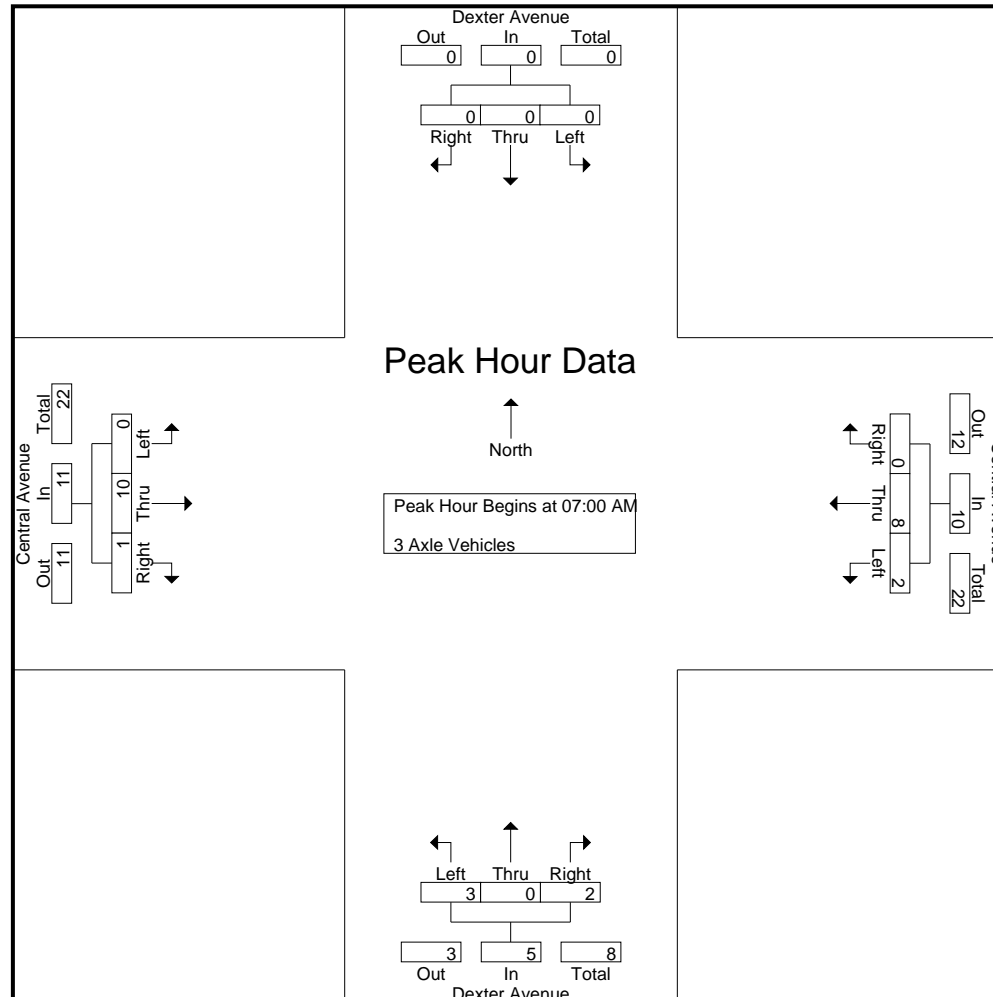
Groups Printed- 3 Axle Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0	4	4
07:15 AM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	0	1	1	1	1	6	7
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8
07:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	5	0	0	5	0	8	8
Total	0	0	0	0	0	2	8	0	0	10	3	0	2	0	5	0	10	1	1	11	1	26	27
08:00 AM	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	1	10	11
08:15 AM	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	0	2	0	0	2	0	12	12
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	15	15
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	10	0	0	10	0	14	14
Total	0	0	1	1	1	0	21	1	0	22	1	0	1	0	2	0	26	0	0	26	1	51	52
Grand Total	0	0	1	1	1	2	29	1	0	32	4	0	3	0	7	0	36	1	1	37	2	77	79
Apprch %	0	0	100			6.2	90.6	3.1			57.1	0	42.9			0	97.3	2.7					
Total %	0	0	1.3		1.3	2.6	37.7	1.3		41.6	5.2	0	3.9		9.1	0	46.8	1.3		48.1	2.5	97.5	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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	1	1	0	2	0	0	1	1	0	1	0	1	4
07:15 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	0	1	1	6
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:45 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	5	0	5	8
Total Volume	0	0	0	0	2	8	0	10	3	0	2	5	0	10	1	11	26
% App. Total	0	0	0	0	20	80	0		60	0	40		0	90.9	9.1		
PHF	.000	.000	.000	.000	.500	.500	.000	.625	.375	.000	.500	.625	.000	.500	.250	.550	.813

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	
+15 mins.	0	0	0	0	0	3	0	3	2	0	0	2	0	0	1	1	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	1	0	0	1	1	0	1	2	0	5	0	5	
Total Volume	0	0	0	0	2	8	0	10	3	0	2	5	0	10	1	11	
% App. Total	0	0	0		20	80	0		60	0	40		0	90.9	9.1		
PHF	.000	.000	.000	.000	.500	.500	.000	.625	.375	.000	.500	.625	.000	.500	.250	.550	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

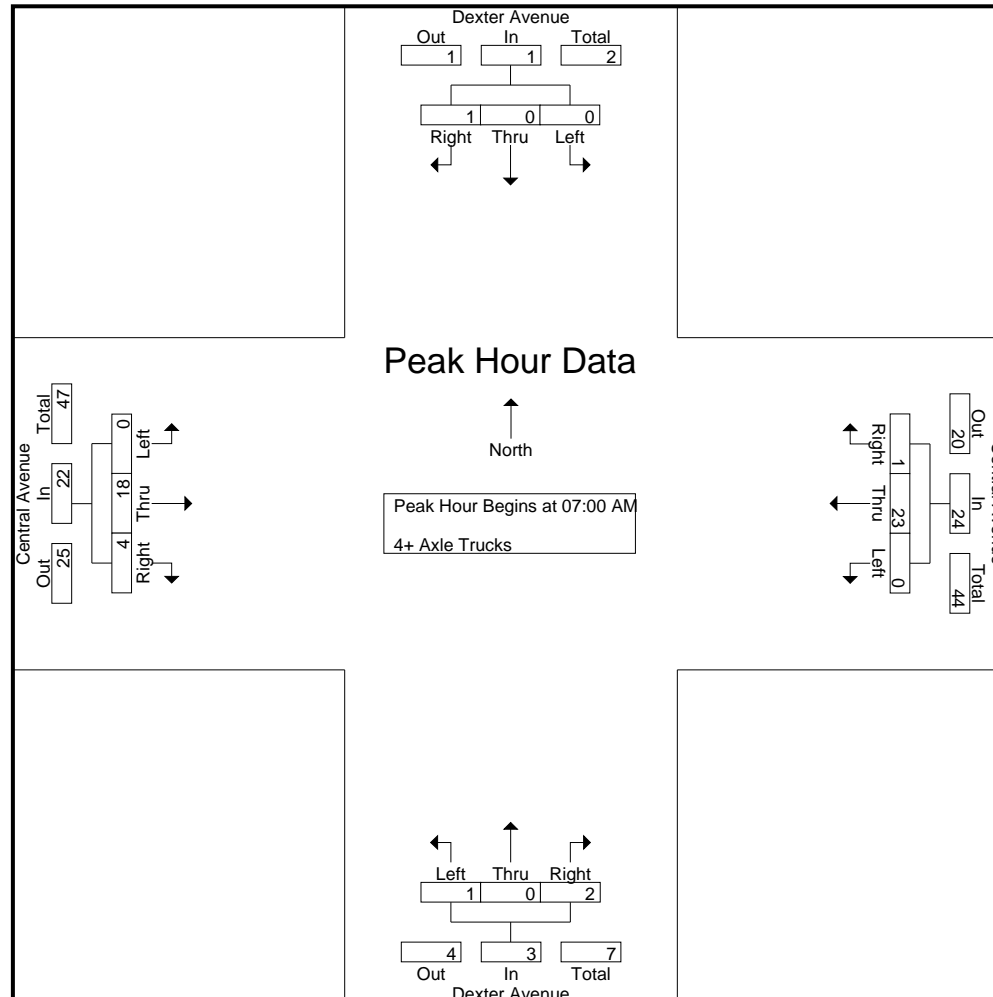
Groups Printed- 4+ Axle Trucks

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	0	10	10
07:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	1	0	2	0	4	2	0	6	0	15	15
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	9	9
07:45 AM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	0	5	1	0	6	0	16	16
Total	0	0	1	0	1	0	23	1	0	24	1	0	2	0	3	0	18	4	0	22	0	50	50
08:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	11	11
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	1	1	3	1	8	9
08:30 AM	0	0	1	0	1	0	8	2	0	10	2	0	0	0	2	0	2	1	0	3	0	16	16
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	8	8
Total	0	0	3	0	3	0	21	2	0	23	2	0	0	0	2	1	12	2	1	15	1	43	44
Grand Total	0	0	4	0	4	0	44	3	0	47	3	0	2	0	5	1	30	6	1	37	1	93	94
Apprch %	0	0	100			0	93.6	6.4			60	0	40			2.7	81.1	16.2					
Total %	0	0	4.3		4.3	0	47.3	3.2		50.5	3.2	0	2.2		5.4	1.1	32.3	6.5		39.8	1.1	98.9	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	1	1	0	4	0	4	0	0	0	0	0	4	1	5	10
07:15 AM	0	0	0	0	0	7	0	7	1	0	1	2	0	4	2	6	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
07:45 AM	0	0	0	0	0	8	1	9	0	0	1	1	0	5	1	6	16
Total Volume	0	0	1	1	0	23	1	24	1	0	2	3	0	18	4	22	50
% App. Total	0	0	100		0	95.8	4.2		33.3	0	66.7		0	81.8	18.2		
PHF	.000	.000	.250	.250	.000	.719	.250	.667	.250	.000	.500	.375	.000	.900	.500	.917	.781

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	1	1	0	4	0	4	0	0	0	0	0	4	1	5	
+15 mins.	0	0	0	0	0	7	0	7	1	0	1	2	0	4	2	6	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	
+45 mins.	0	0	0	0	0	8	1	9	0	0	1	1	0	5	1	6	
Total Volume	0	0	1	1	0	23	1	24	1	0	2	3	0	18	4	22	
% App. Total	0	0	100		0	95.8	4.2		33.3	0	66.7		0	81.8	18.2		
PHF	.000	.000	.250	.250	.000	.719	.250	.667	.250	.000	.500	.375	.000	.900	.500	.917	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

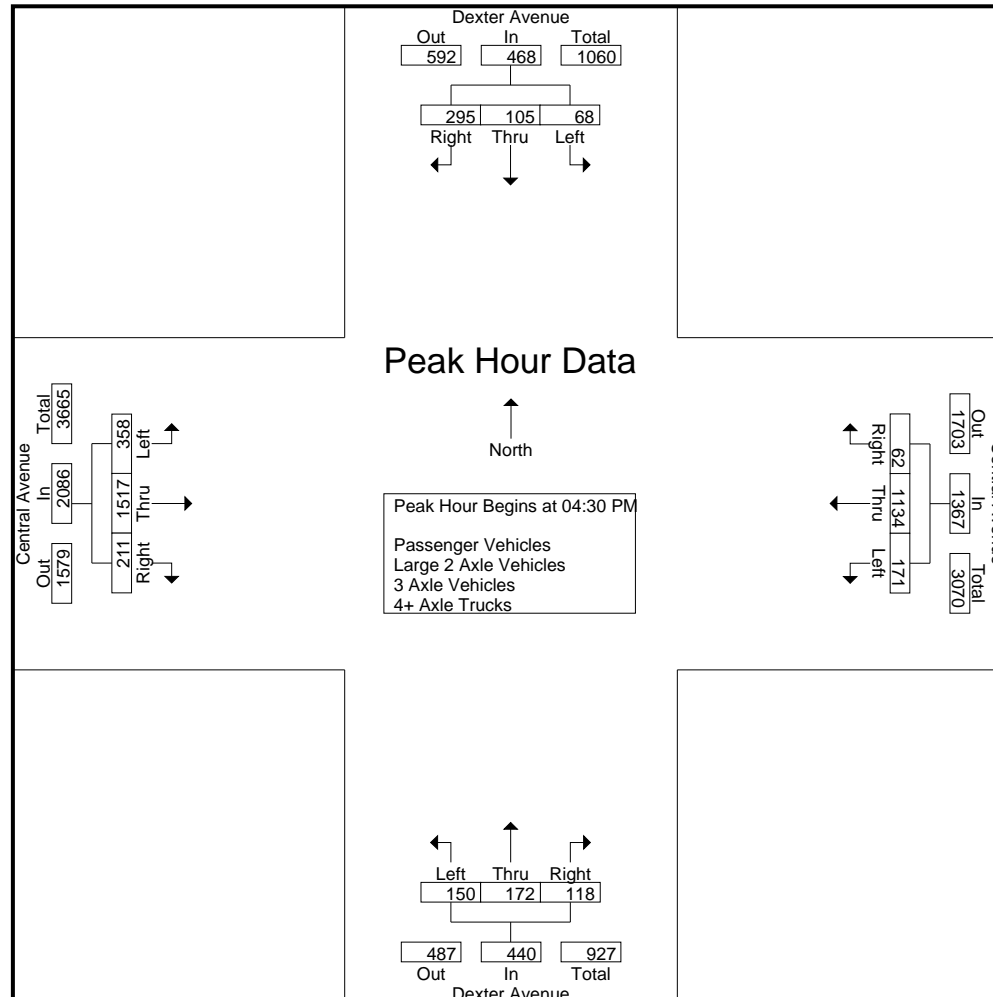
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	17	76	13	101	33	312	12	3	357	48	33	22	12	103	75	345	70	22	490	50	1051	1101
04:15 PM	10	19	62	7	91	44	289	16	6	349	46	27	28	18	101	82	342	33	5	457	36	998	1034
04:30 PM	14	27	76	14	117	38	297	19	3	354	34	40	25	9	99	100	387	43	8	530	34	1100	1134
04:45 PM	17	27	69	16	113	43	268	15	3	326	31	37	35	12	103	71	362	65	8	498	39	1040	1079
Total	49	90	283	50	422	158	1166	62	15	1386	159	137	110	51	406	328	1436	211	43	1975	159	4189	4348
05:00 PM	13	21	73	16	107	39	287	18	1	344	41	48	22	6	111	85	373	52	7	510	30	1072	1102
05:15 PM	24	30	77	16	131	51	282	10	1	343	44	47	36	16	127	102	395	51	12	548	45	1149	1194
05:30 PM	9	21	64	17	94	38	220	12	1	270	47	34	31	9	112	68	359	49	11	476	38	952	990
05:45 PM	12	32	70	15	114	34	267	20	4	321	40	36	32	11	108	88	345	45	6	478	36	1021	1057
Total	58	104	284	64	446	162	1056	60	7	1278	172	165	121	42	458	343	1472	197	36	2012	149	4194	4343
Grand Total	107	194	567	114	868	320	2222	122	22	2664	331	302	231	93	864	671	2908	408	79	3987	308	8383	8691
Apprch %	12.3	22.4	65.3			12	83.4	4.6			38.3	35	26.7			16.8	72.9	10.2					
Total %	1.3	2.3	6.8		10.4	3.8	26.5	1.5		31.8	3.9	3.6	2.8		10.3	8	34.7	4.9		47.6	3.5	96.5	
Passenger Vehicles	106	190	560		969	318	2153	118		2611	323	299	225		939	666	2810	401		3953	0	0	8472
% Passenger Vehicles	99.1	97.9	98.8	99.1	98.7	99.4	96.9	96.7	100	97.2	97.6	99	97.4	98.9	98.1	99.3	96.6	98.3	96.2	97.2	0	0	97.5
Large 2 Axle Vehicles	1	4	5		11	2	39	2		43	5	3	5		14	5	52	3		62	0	0	130
% Large 2 Axle Vehicles	0.9	2.1	0.9	0.9	1.1	0.6	1.8	1.6	0	1.6	1.5	1	2.2	1.1	1.5	0.7	1.8	0.7	2.5	1.5	0	0	1.5
3 Axle Vehicles	0	0	0		0	0	11	2		13	1	0	0		1	0	11	2		13	0	0	27
% 3 Axle Vehicles	0	0	0	0	0	0	0.5	1.6	0	0.5	0.3	0	0	0	0.1	0	0.4	0.5	0	0.3	0	0	0.3
4+ Axle Trucks	0	0	2		2	0	19	0		19	2	0	1		3	0	35	2		38	0	0	62
% 4+ Axle Trucks	0	0	0.4	0	0.2	0	0.9	0	0	0.7	0.6	0	0.4	0	0.3	0	1.2	0.5	1.3	0.9	0	0	0.7

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	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	14	27	76	117	38	297	19	354	34	40	25	99	100	387	43	530	1100
04:45 PM	17	27	69	113	43	268	15	326	31	37	35	103	71	362	65	498	1040
05:00 PM	13	21	73	107	39	287	18	344	41	48	22	111	85	373	52	510	1072
05:15 PM	24	30	77	131	51	282	10	343	44	47	36	127	102	395	51	548	1149
Total Volume	68	105	295	468	171	1134	62	1367	150	172	118	440	358	1517	211	2086	4361
% App. Total	14.5	22.4	63		12.5	83	4.5		34.1	39.1	26.8		17.2	72.7	10.1		
PHF	.708	.875	.958	.893	.838	.955	.816	.965	.852	.896	.819	.866	.877	.960	.812	.952	.949

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	04:30 PM				04:00 PM				05:00 PM				04:30 PM				
+0 mins.	14	27	76	117	33	312	12	357	41	48	22	111	100	387	43	530	
+15 mins.	17	27	69	113	44	289	16	349	44	47	36	127	71	362	65	498	
+30 mins.	13	21	73	107	38	297	19	354	47	34	31	112	85	373	52	510	
+45 mins.	24	30	77	131	43	268	15	326	40	36	32	108	102	395	51	548	
Total Volume	68	105	295	468	158	1166	62	1386	172	165	121	458	358	1517	211	2086	
% App. Total	14.5	22.4	63		11.4	84.1	4.5		37.6	36	26.4		17.2	72.7	10.1		
PHF	.708	.875	.958	.893	.898	.934	.816	.971	.915	.859	.840	.902	.877	.960	.812	.952	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

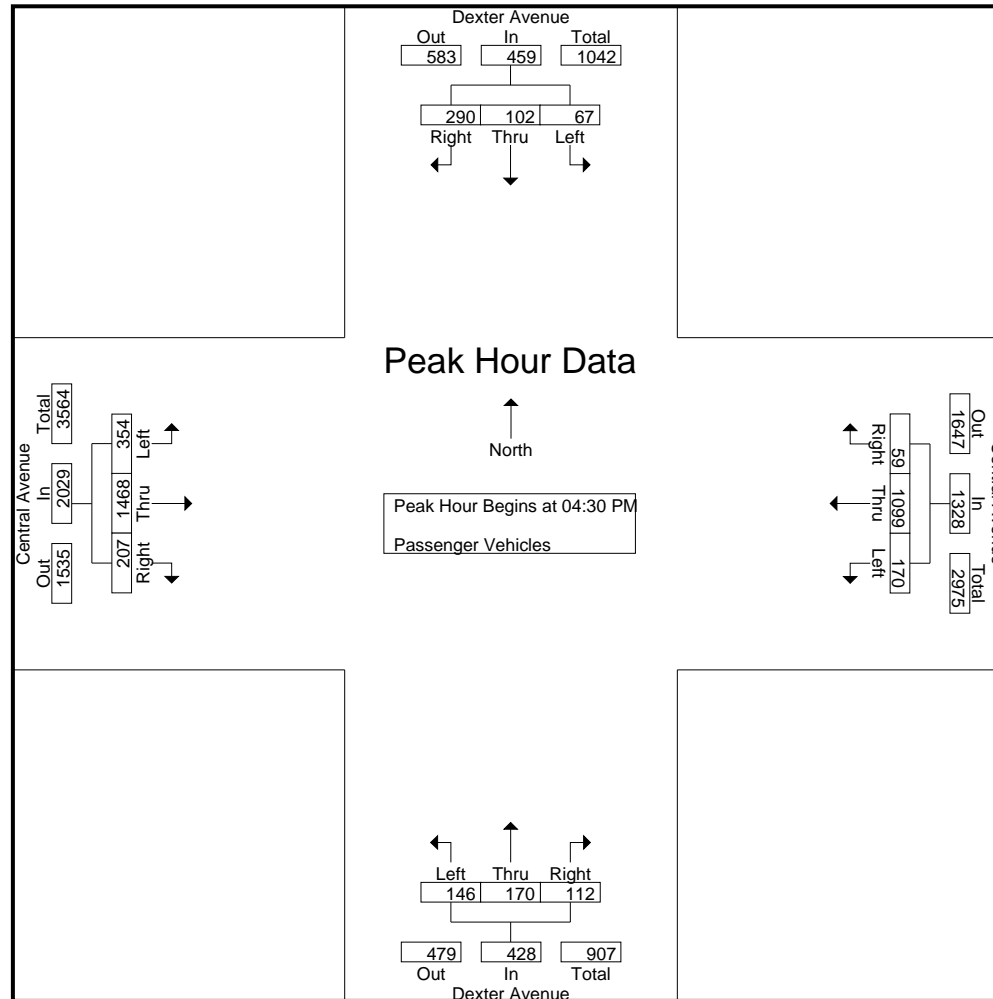
Groups Printed- Passenger Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	17	75	13	100	33	293	12	3	338	47	33	22	12	102	75	336	67	21	478	49	1018	1067
04:15 PM	10	19	62	7	91	43	282	16	6	341	45	26	28	18	99	82	327	33	5	442	36	973	1009
04:30 PM	13	26	76	14	115	38	283	18	3	339	33	40	23	9	96	99	372	42	8	513	34	1063	1097
04:45 PM	17	26	67	15	110	43	263	14	3	320	31	36	33	12	100	71	350	64	7	485	37	1015	1052
Total	48	88	280	49	416	157	1121	60	15	1338	156	135	106	51	397	327	1385	206	41	1918	156	4069	4225
05:00 PM	13	21	73	16	107	39	280	17	1	336	39	47	21	5	107	84	365	51	6	500	28	1050	1078
05:15 PM	24	29	74	16	127	50	273	10	1	333	43	47	35	16	125	100	381	50	12	531	45	1116	1161
05:30 PM	9	21	64	17	94	38	216	12	1	266	47	34	31	9	112	68	347	49	11	464	38	936	974
05:45 PM	12	31	69	15	112	34	263	19	4	316	38	36	32	11	106	87	332	45	6	464	36	998	1034
Total	58	102	280	64	440	161	1032	58	7	1251	167	164	119	41	450	339	1425	195	35	1959	147	4100	4247
Grand Total	106	190	560	113	856	318	2153	118	22	2589	323	299	225	92	847	666	2810	401	76	3877	303	8169	8472
Apprch %	12.4	22.2	65.4			12.3	83.2	4.6			38.1	35.3	26.6			17.2	72.5	10.3					
Total %	1.3	2.3	6.9		10.5	3.9	26.4	1.4		31.7	4	3.7	2.8		10.4	8.2	34.4	4.9		47.5	3.6	96.4	

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	26	76	115		38	283	18	339		33	40	23	96		99	372	42	513		1063
04:45 PM	17	26	67	110		43	263	14	320		31	36	33	100		71	350	64	485		1015
05:00 PM	13	21	73	107		39	280	17	336		39	47	21	107		84	365	51	500		1050
05:15 PM	24	29	74	127		50	273	10	333		43	47	35	125		100	381	50	531		1116
Total Volume	67	102	290	459		170	1099	59	1328		146	170	112	428		354	1468	207	2029		4244
% App. Total	14.6	22.2	63.2			12.8	82.8	4.4			34.1	39.7	26.2			17.4	72.4	10.2			
PHF	.698	.879	.954	.904		.850	.971	.819	.979		.849	.904	.800	.856		.885	.963	.809	.955		.951

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	13	26	76	115	38	283	18	339	33	40	23	96	99	372	42	513	
+15 mins.	17	26	67	110	43	263	14	320	31	36	33	100	71	350	64	485	
+30 mins.	13	21	73	107	39	280	17	336	39	47	21	107	84	365	51	500	
+45 mins.	24	29	74	127	50	273	10	333	43	47	35	125	100	381	50	531	
Total Volume	67	102	290	459	170	1099	59	1328	146	170	112	428	354	1468	207	2029	
% App. Total	14.6	22.2	63.2		12.8	82.8	4.4		34.1	39.7	26.2		17.4	72.4	10.2		
PHF	.698	.879	.954	.904	.850	.971	.819	.979	.849	.904	.800	.856	.885	.963	.809	.955	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

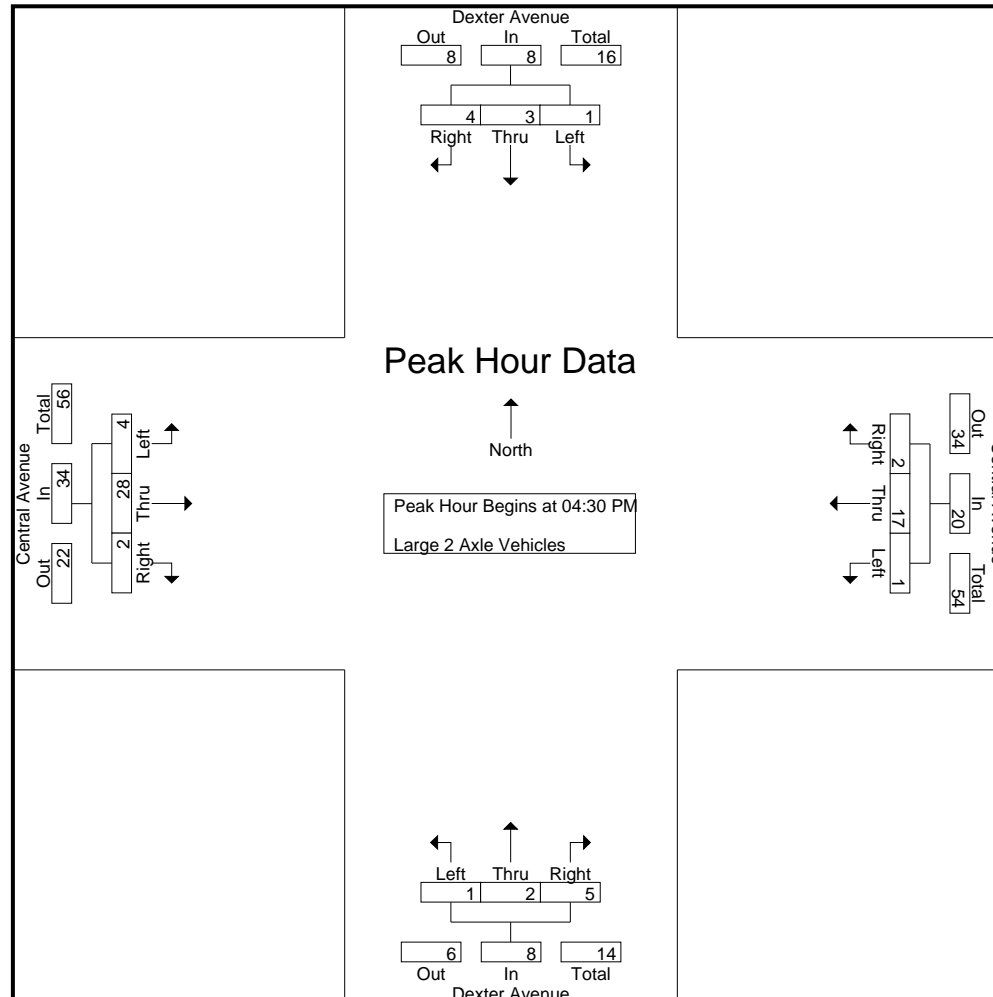
Groups Printed- Large 2 Axle Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	3	1	0	4	0	16	16
04:15 PM	0	0	0	0	0	1	6	0	0	7	1	1	0	0	2	0	8	0	0	8	0	17	17
04:30 PM	1	1	0	0	2	0	6	1	0	7	0	0	2	0	2	1	8	0	0	9	0	20	20
04:45 PM	0	1	1	1	2	0	3	1	0	4	0	1	1	0	2	0	6	1	1	7	2	15	17
Total	1	2	1	1	4	1	26	2	0	29	2	2	3	0	7	1	25	2	1	28	2	68	70
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	1	1	2	1	5	1	1	7	2	11	13
05:15 PM	0	1	3	0	4	1	6	0	0	7	1	0	1	0	2	2	9	0	0	11	0	24	24
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	7	7
05:45 PM	0	1	1	0	2	0	4	0	0	4	2	0	0	0	2	1	7	0	0	8	0	16	16
Total	0	2	4	0	6	1	13	0	0	14	3	1	2	1	6	4	27	1	1	32	2	58	60
Grand Total	1	4	5	1	10	2	39	2	0	43	5	3	5	1	13	5	52	3	2	60	4	126	130
Apprch %	10	40	50			4.7	90.7	4.7			38.5	23.1	38.5			8.3	86.7	5					
Total %	0.8	3.2	4		7.9	1.6	31	1.6		34.1	4	2.4	4		10.3	4	41.3	2.4		47.6	3.1	96.9	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	1	0	2	0	6	1	7	0	0	2	2	1	8	0	9	20
04:45 PM	0	1	1	2	0	3	1	4	0	1	1	2	0	6	1	7	15
05:00 PM	0	0	0	0	0	2	0	2	0	1	1	2	1	5	1	7	11
05:15 PM	0	1	3	4	1	6	0	7	1	0	1	2	2	9	0	11	24
Total Volume	1	3	4	8	1	17	2	20	1	2	5	8	4	28	2	34	70
% App. Total	12.5	37.5	50		5	85	10		12.5	25	62.5		11.8	82.4	5.9		
PHF	.250	.750	.333	.500	.250	.708	.500	.714	.250	.500	.625	1.00	.500	.778	.500	.773	.729

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	1	0	2	0	6	1	7	0	0	2	2	1	8	0	9	
+15 mins.	0	1	1	2	0	3	1	4	0	1	1	2	0	6	1	7	
+30 mins.	0	0	0	0	0	2	0	2	0	1	1	2	1	5	1	7	
+45 mins.	0	1	3	4	1	6	0	7	1	0	1	2	2	9	0	11	
Total Volume	1	3	4	8	1	17	2	20	1	2	5	8	4	28	2	34	
% App. Total	12.5	37.5	50		5	85	10		12.5	25	62.5		11.8	82.4	5.9		
PHF	.250	.750	.333	.500	.250	.708	.500	.714	.250	.500	.625	1.000	.500	.778	.500	.773	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

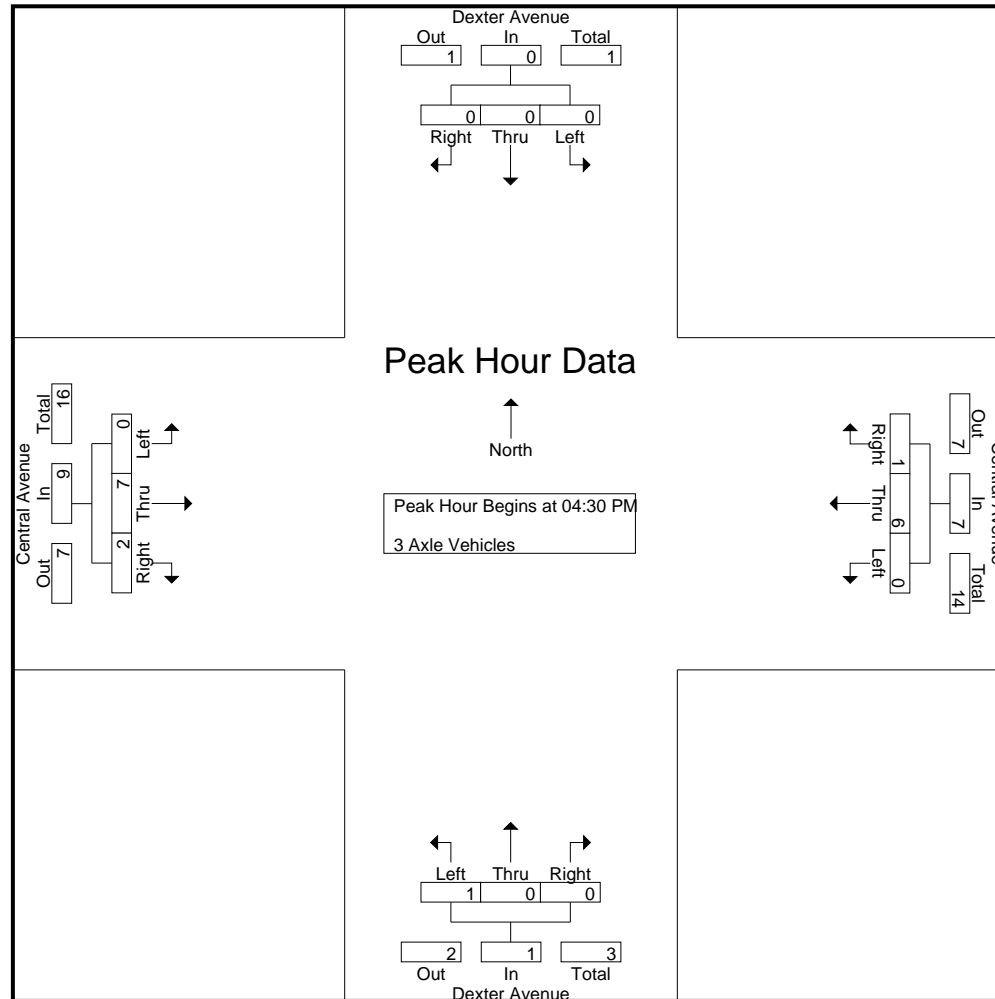
Groups Printed- 3 Axle Vehicles

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	0	8	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	1	0	7	0	17	17
05:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	5	1	0	6	0	10	10
Grand Total	0	0	0	0	0	0	11	2	0	13	1	0	0	0	1	0	11	2	0	13	0	27	27
Apprch %	0	0	0			0	84.6	15.4			100	0	0			0	84.6	15.4			0		
Total %	0	0	0			0	40.7	7.4		48.1	3.7	0	0		3.7	0	40.7	7.4		48.1	0	100	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total Volume	0	0	0	0	0	6	1	7	1	0	0	1	0	7	2	9	17
% App. Total	0	0	0		0	85.7	14.3		100	0	0		0	77.8	22.2		
PHF	.000	.000	.000	.000	.000	.300	.250	.350	.250	.000	.000	.250	.000	.875	.500	.750	.531

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
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File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	
+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	1	2	1	0	0	1	0	2	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	
Total Volume	0	0	0	0	0	6	1	7	1	0	0	1	0	7	2	9	
% App. Total	0	0	0		0	85.7	14.3		100	0	0		0	77.8	22.2		
PHF	.000	.000	.000	.000	.000	.300	.250	.350	.250	.000	.000	.250	.000	.875	.500	.750	

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

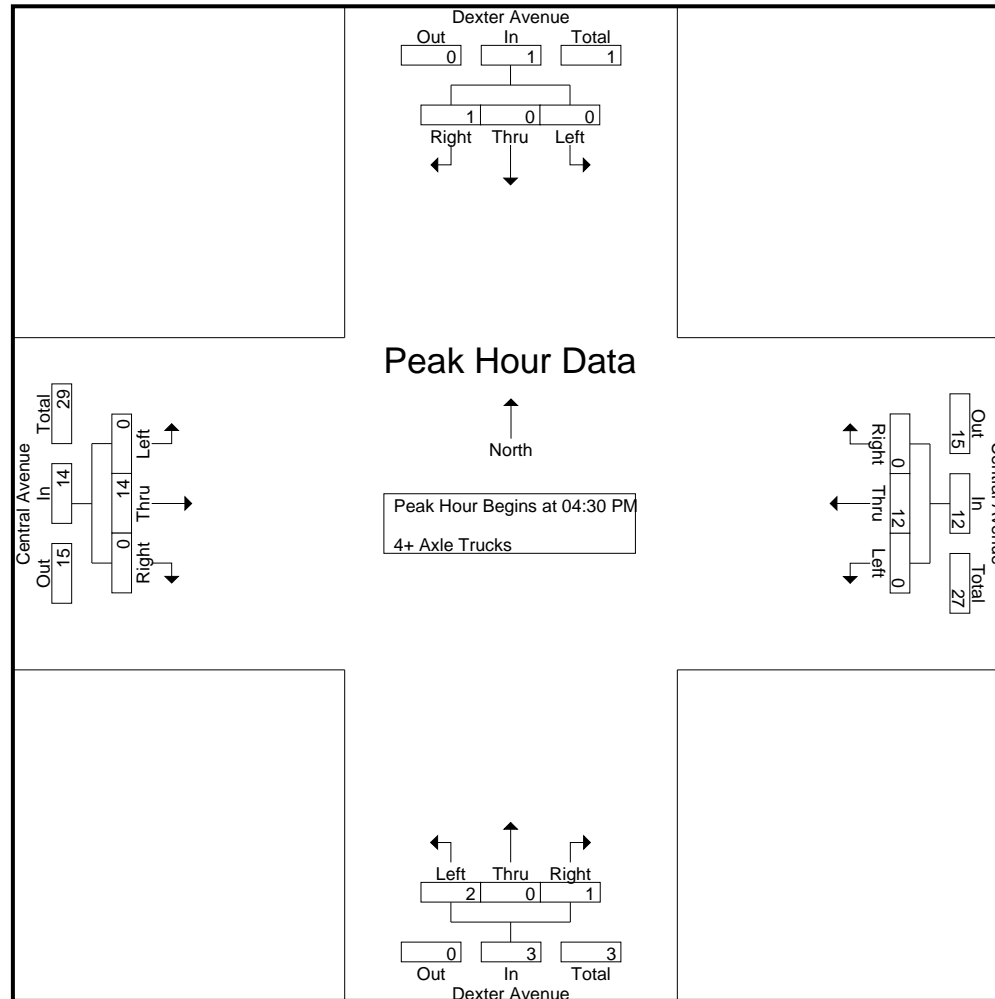
Groups Printed- 4+ Axle Trucks

	Dexter Avenue Southbound					Central Avenue Westbound					Dexter Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	5	2	1	7	1	11	12
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	6
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	9	9
04:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	9	9
Total	0	0	2	0	2	0	9	0	0	9	1	0	1	0	2	0	20	2	1	22	1	35	36
05:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	6	6
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	9	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	5
Total	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	15	0	0	15	0	26	26
Grand Total	0	0	2	0	2	0	19	0	0	19	2	0	1	0	3	0	35	2	1	37	1	61	62
Apprch %	0	0	100			0	100	0			66.7	0	33.3			0	94.6	5.4					
Total %	0	0	3.3		3.3	0	31.1	0		31.1	3.3	0	1.6		4.9	0	57.4	3.3		60.7	1.6	98.4	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	5	0	5	9
04:45 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	5	0	5	9
05:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	1	1	0	12	0	12	2	0	1	3	0	14	0	14	30
% App. Total	0	0	100		0	100	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.500	.000	.250	.750	.000	.700	.000	.700	.833

City of Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 06_LKE_Dex_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 06_LKE_Dex_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	5	0	5	
+15 mins.	0	0	1	1	0	2	0	2	0	0	1	1	0	5	0	5	
+30 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	
Total Volume	0	0	1	1	0	12	0	12	2	0	1	3	0	14	0	14	
% App. Total	0	0	100		0	100	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.500	.000	.250	.750	.000	.700	.000	.700	

Location: Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

		North Leg Dexter Avenue	East Leg Central Avenue	South Leg Dexter Avenue	West Leg Central Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	1	0	0	1
	7:45 AM	0	3	0	0	3
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	1	0	0	1
	8:45 AM	1	1	0	0	2
	TOTAL VOLUMES:	1	6	0	0	7

		North Leg Dexter Avenue	East Leg Central Avenue	South Leg Dexter Avenue	West Leg Central Avenue	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	4:00 PM	0	1	0	0	1
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	1	0	0	0	1
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL VOLUMES:	1	1	0	0	2

Location: Lake Elsinore
 N/S: Dexter Avenue
 E/W: Central Avenue



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Dexter Avenue			Westbound Central Avenue			Northbound Dexter Avenue			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound Dexter Avenue			Westbound Central Avenue			Northbound Dexter Avenue			Eastbound Central Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	2	0	0	0	0	2

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKEDECEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

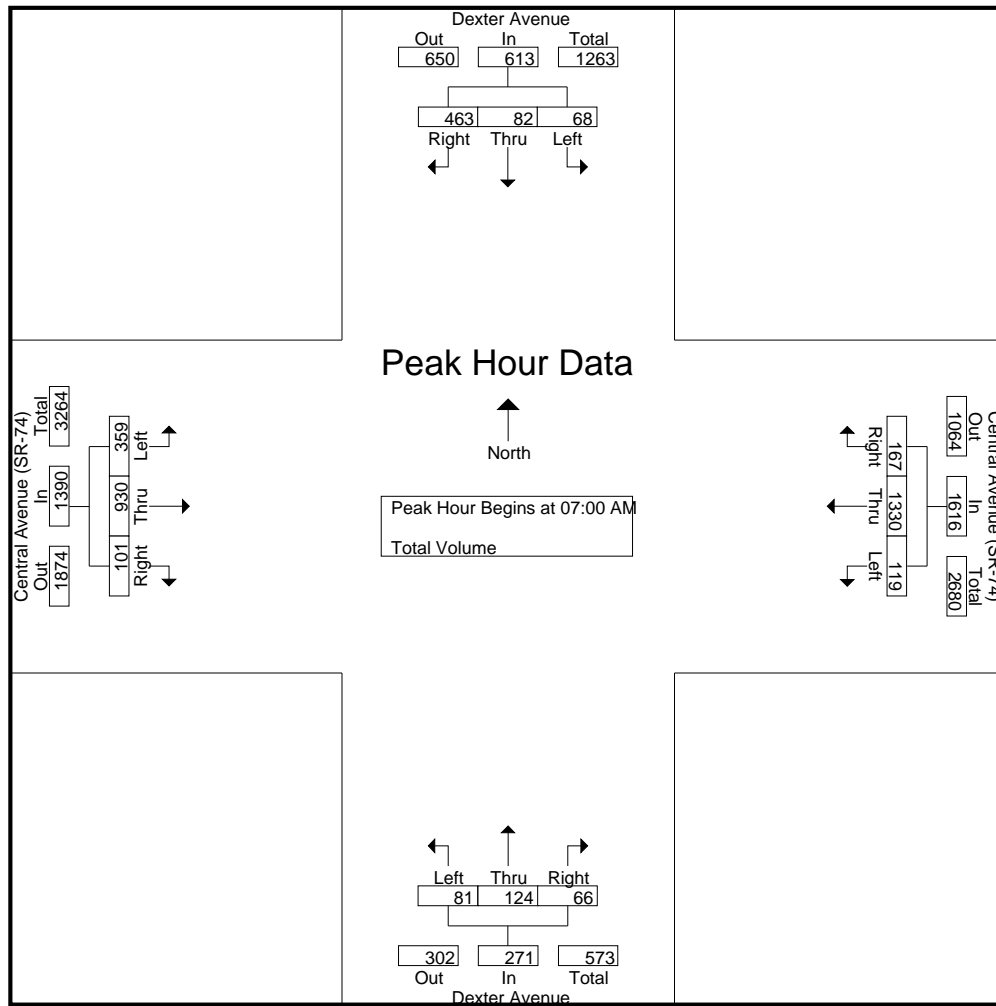
Groups Printed- Total Volume

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) 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	15	27	134	176	24	341	75	440	22	62	12	96	125	236	15	376	1088
07:15 AM	22	29	165	216	21	367	49	437	19	33	15	67	105	254	24	383	1103
07:30 AM	21	22	112	155	35	289	24	348	18	12	17	47	58	231	26	315	865
07:45 AM	10	4	52	66	39	333	19	391	22	17	22	61	71	209	36	316	834
Total	68	82	463	613	119	1330	167	1616	81	124	66	271	359	930	101	1390	3890
08:00 AM	8	3	53	64	31	330	26	387	16	14	21	51	67	173	31	271	773
08:15 AM	8	6	51	65	27	294	28	349	25	17	16	58	68	165	38	271	743
08:30 AM	6	5	58	69	19	249	10	278	25	11	20	56	63	168	35	266	669
08:45 AM	7	8	53	68	30	214	14	258	16	10	18	44	78	152	52	282	652
Total	29	22	215	266	107	1087	78	1272	82	52	75	209	276	658	156	1090	2837
Grand Total	97	104	678	879	226	2417	245	2888	163	176	141	480	635	1588	257	2480	6727
Apprch %	11	11.8	77.1		7.8	83.7	8.5		34	36.7	29.4		25.6	64	10.4		
Total %	1.4	1.5	10.1	13.1	3.4	35.9	3.6	42.9	2.4	2.6	2.1	7.1	9.4	23.6	3.8	36.9	

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) 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	15	27	134	176	24	341	75	440	22	62	12	96	125	236	15	376	1088
07:15 AM	22	29	165	216	21	367	49	437	19	33	15	67	105	254	24	383	1103
07:30 AM	21	22	112	155	35	289	24	348	18	12	17	47	58	231	26	315	865
07:45 AM	10	4	52	66	39	333	19	391	22	17	22	61	71	209	36	316	834
Total Volume	68	82	463	613	119	1330	167	1616	81	124	66	271	359	930	101	1390	3890
% App. Total	11.1	13.4	75.5		7.4	82.3	10.3		29.9	45.8	24.4		25.8	66.9	7.3		
PHF	.773	.707	.702	.709	.763	.906	.557	.918	.920	.500	.750	.706	.718	.915	.701	.907	.882

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKEDECEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	15	27	134	176	24	341	75	440	22	62	12	96	125	236	15	376
+15 mins.	22	29	165	216	21	367	49	437	19	33	15	67	105	254	24	383
+30 mins.	21	22	112	155	35	289	24	348	18	12	17	47	58	231	26	315
+45 mins.	10	4	52	66	39	333	19	391	22	17	22	61	71	209	36	316
Total Volume	68	82	463	613	119	1330	167	1616	81	124	66	271	359	930	101	1390
% App. Total	11.1	13.4	75.5		7.4	82.3	10.3		29.9	45.8	24.4		25.8	66.9	7.3	
PHF	.773	.707	.702	.709	.763	.906	.557	.918	.920	.500	.750	.706	.718	.915	.701	.907

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKEDECEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

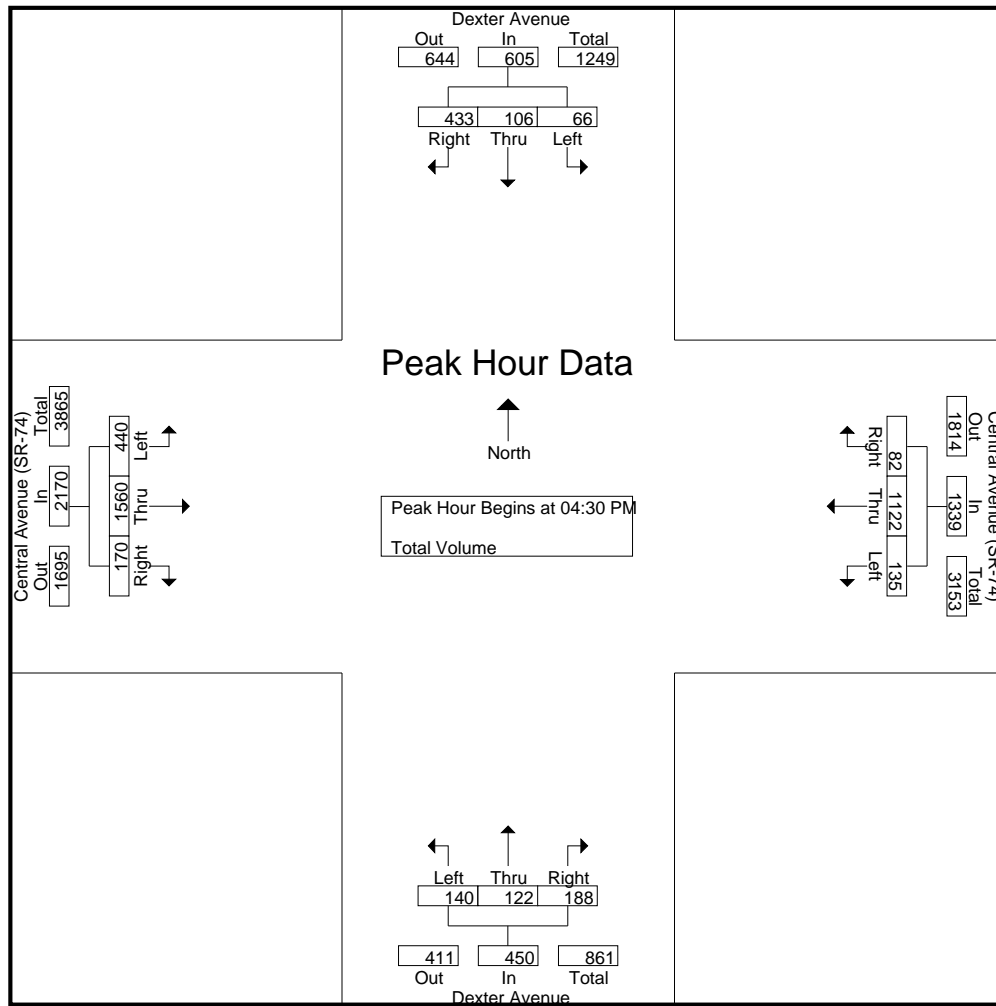
Groups Printed- Total Volume

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) 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	18	16	89	123	33	327	23	383	31	31	35	97	96	370	40	506	1109
04:15 PM	14	11	100	125	36	318	16	370	31	18	38	87	111	369	40	520	1102
04:30 PM	13	23	111	147	31	302	18	351	30	34	38	102	111	386	41	538	1138
04:45 PM	16	19	103	138	26	271	22	319	34	31	50	115	104	388	42	534	1106
Total	61	69	403	533	126	1218	79	1423	126	114	161	401	422	1513	163	2098	4455
05:00 PM	23	31	130	184	32	288	27	347	40	29	42	111	109	394	39	542	1184
05:15 PM	14	33	89	136	46	261	15	322	36	28	58	122	116	392	48	556	1136
05:30 PM	10	17	76	103	33	277	15	325	49	28	47	124	96	404	50	550	1102
05:45 PM	28	14	89	131	34	275	19	328	22	24	42	88	119	369	46	534	1081
Total	75	95	384	554	145	1101	76	1322	147	109	189	445	440	1559	183	2182	4503
Grand Total	136	164	787	1087	271	2319	155	2745	273	223	350	846	862	3072	346	4280	8958
Apprch %	12.5	15.1	72.4		9.9	84.5	5.6		32.3	26.4	41.4		20.1	71.8	8.1		
Total %	1.5	1.8	8.8	12.1	3	25.9	1.7	30.6	3	2.5	3.9	9.4	9.6	34.3	3.9	47.8	

	Dexter Avenue Southbound				Central Avenue (SR-74) Westbound				Dexter Avenue Northbound				Central Avenue (SR-74) 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 04:30 PM																	
04:30 PM	13	23	111	147	31	302	18	351	30	34	38	102	111	386	41	538	1138
04:45 PM	16	19	103	138	26	271	22	319	34	31	50	115	104	388	42	534	1106
05:00 PM	23	31	130	184	32	288	27	347	40	29	42	111	109	394	39	542	1184
05:15 PM	14	33	89	136	46	261	15	322	36	28	58	122	116	392	48	556	1136
Total Volume	66	106	433	605	135	1122	82	1339	140	122	188	450	440	1560	170	2170	4564
% App. Total	10.9	17.5	71.6		10.1	83.8	6.1		31.1	27.1	41.8		20.3	71.9	7.8		
PHF	.717	.803	.833	.822	.734	.929	.759	.954	.875	.897	.810	.922	.948	.990	.885	.976	.964

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKEDECEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 2



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

	04:30 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	13	23	111	147	33	327	23	383	34	31	50	115	104	388	42	534
+15 mins.	16	19	103	138	36	318	16	370	40	29	42	111	109	394	39	542
+30 mins.	23	31	130	184	31	302	18	351	36	28	58	122	116	392	48	556
+45 mins.	14	33	89	136	26	271	22	319	49	28	47	124	96	404	50	550
Total Volume	66	106	433	605	126	1218	79	1423	159	116	197	472	425	1578	179	2182
% App. Total	10.9	17.5	71.6		8.9	85.6	5.6		33.7	24.6	41.7		19.5	72.3	8.2	
PHF	.717	.803	.833	.822	.875	.931	.859	.929	.811	.935	.849	.952	.916	.976	.895	.981

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEAM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

Start Time	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	27	1	17	45	0	381	51	432	1	1	1	3	31	214	0	245	725
07:15 AM	57	0	13	70	0	385	44	429	0	0	0	0	23	206	0	229	728
07:30 AM	25	0	14	39	1	292	20	313	0	0	1	1	21	240	2	263	616
07:45 AM	12	0	9	21	0	251	7	258	0	0	0	0	16	200	0	216	495
Total	121	1	53	175	1	1309	122	1432	1	1	2	4	91	860	2	953	2564
08:00 AM	16	0	10	26	0	269	19	288	0	2	0	2	18	147	1	166	482
08:15 AM	13	2	9	24	0	257	12	269	1	0	0	1	23	140	1	164	458
08:30 AM	13	0	18	31	0	240	18	258	0	1	0	1	30	204	1	235	525
08:45 AM	20	0	13	33	0	301	29	330	0	0	1	1	38	183	2	223	587
Total	62	2	50	114	0	1067	78	1145	1	3	1	5	109	674	5	788	2052
Grand Total	183	3	103	289	1	2376	200	2577	2	4	3	9	200	1534	7	1741	4616
Apprch %	63.3	1	35.6		0	92.2	7.8		22.2	44.4	33.3		11.5	88.1	0.4		
Total %	4	0.1	2.2	6.3	0	51.5	4.3	55.8	0	0.1	0.1	0.2	4.3	33.2	0.2	37.7	

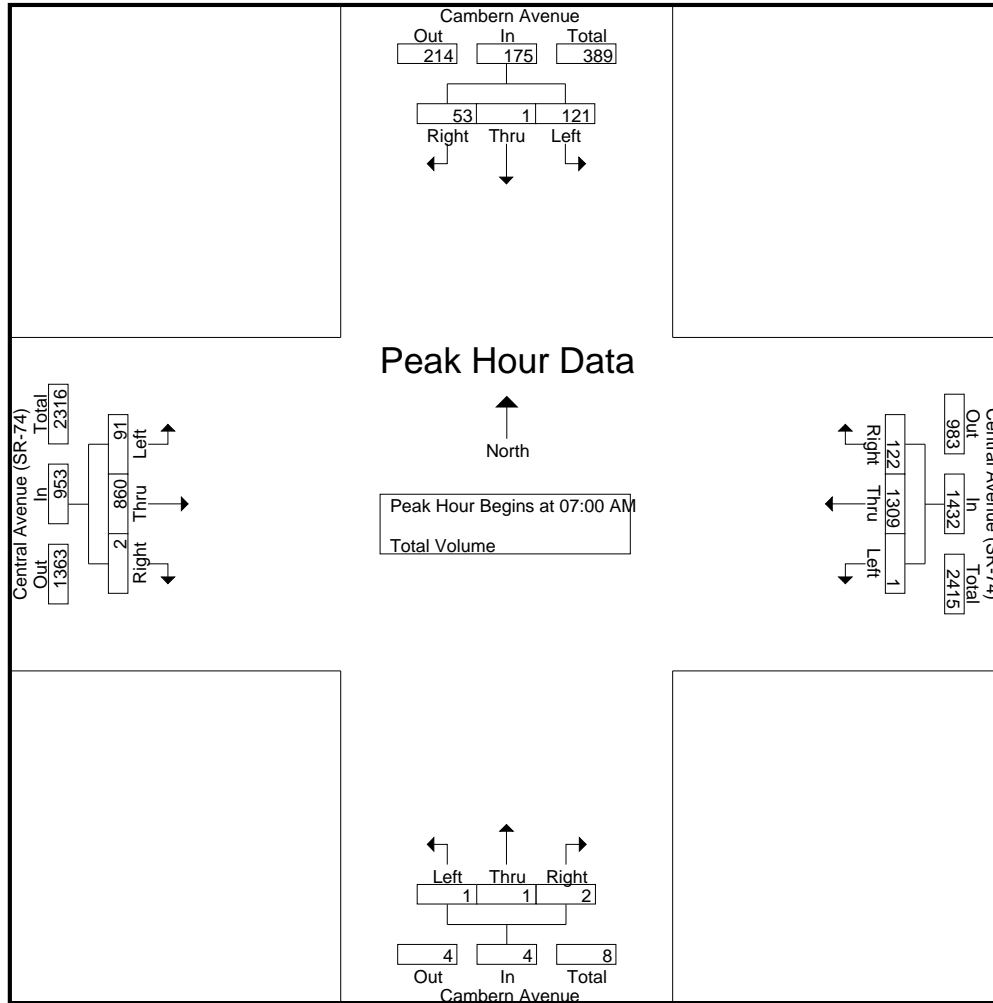
Start Time	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	27	1	17	45	0	381	51	432	1	1	1	3	31	214	0	245	725
07:15 AM	57	0	13	70	0	385	44	429	0	0	0	0	23	206	0	229	728
07:30 AM	25	0	14	39	1	292	20	313	0	0	1	1	21	240	2	263	616
07:45 AM	12	0	9	21	0	251	7	258	0	0	0	0	16	200	0	216	495
Total Volume	121	1	53	175	1	1309	122	1432	1	1	2	4	91	860	2	953	2564
% App. Total	69.1	0.6	30.3		0.1	91.4	8.5		25	25	50		9.5	90.2	0.2		
PHF	.531	.250	.779	.625	.250	.850	.598	.829	.250	.250	.500	.333	.734	.896	.250	.906	.880

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEAM
Site Code : 00001111
Start Date : 5/23/2013
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:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	27	1	17	45	0	381	51	432	0	2	0	2	31	214	0	245
+15 mins.	57	0	13	70	0	385	44	429	1	0	0	1	23	206	0	229
+30 mins.	25	0	14	39	1	292	20	313	0	1	0	1	21	240	2	263
+45 mins.	12	0	9	21	0	251	7	258	0	0	1	1	16	200	0	216
Total Volume	121	1	53	175	1	1309	122	1432	1	3	1	5	91	860	2	953
% App. Total	69.1	0.6	30.3		0.1	91.4	8.5		20	60	20		9.5	90.2	0.2	
PHF	.531	.250	.779	.625	.250	.850	.598	.829	.250	.375	.250	.625	.734	.896	.250	.906

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEPM
Site Code : 00001111
Start Date : 5/23/2013
Page No : 1

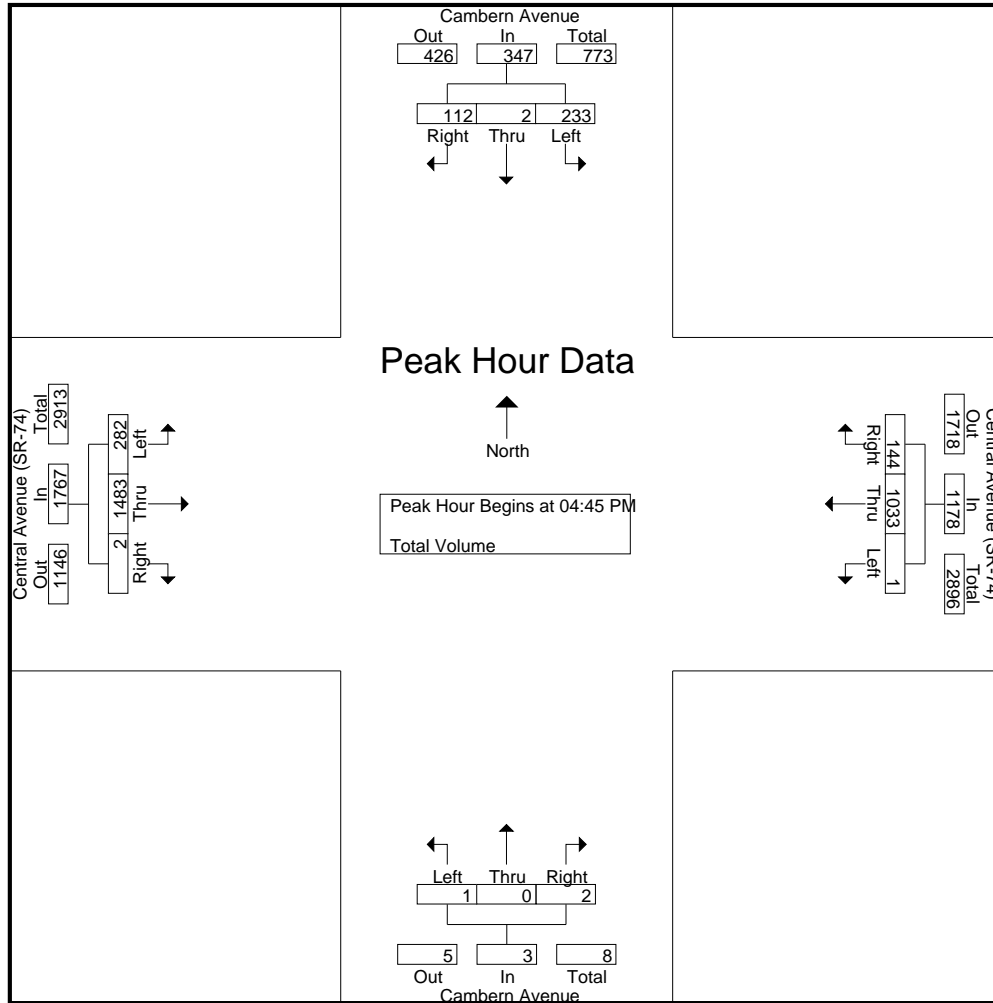
Groups Printed- Total Volume

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) 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	54	0	20	74	0	268	29	297	1	0	0	1	64	278	1	343	715
04:15 PM	45	0	22	67	2	275	36	313	0	0	0	0	73	366	2	441	821
04:30 PM	50	0	21	71	0	239	27	266	0	0	1	1	72	338	3	413	751
04:45 PM	57	0	30	87	0	244	44	288	0	0	0	0	75	375	0	450	825
Total	206	0	93	299	2	1026	136	1164	1	0	1	2	284	1357	6	1647	3112
05:00 PM	62	1	29	92	0	253	27	280	0	0	1	1	62	357	0	419	792
05:15 PM	59	0	30	89	0	264	46	310	1	0	1	2	69	386	2	457	858
05:30 PM	55	1	23	79	1	272	27	300	0	0	0	0	76	365	0	441	820
05:45 PM	59	0	22	81	0	260	28	288	3	1	1	5	66	304	1	371	745
Total	235	2	104	341	1	1049	128	1178	4	1	3	8	273	1412	3	1688	3215
Grand Total	441	2	197	640	3	2075	264	2342	5	1	4	10	557	2769	9	3335	6327
Apprch %	68.9	0.3	30.8		0.1	88.6	11.3		50	10	40		16.7	83	0.3		
Total %	7	0	3.1	10.1	0	32.8	4.2	37	0.1	0	0.1	0.2	8.8	43.8	0.1	52.7	

	Cambern Avenue Southbound				Central Avenue (SR-74) Westbound				Cambern Avenue Northbound				Central Avenue (SR-74) 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	0	30	87	0	244	44	288	0	0	0	0	75	375	0	450	825
05:00 PM	62	1	29	92	0	253	27	280	0	0	1	1	62	357	0	419	792
05:15 PM	59	0	30	89	0	264	46	310	1	0	1	2	69	386	2	457	858
05:30 PM	55	1	23	79	1	272	27	300	0	0	0	0	76	365	0	441	820
Total Volume	233	2	112	347	1	1033	144	1178	1	0	2	3	282	1483	2	1767	3295
% App. Total	67.1	0.6	32.3		0.1	87.7	12.2		33.3	0	66.7		16	83.9	0.1		
PHF	.940	.500	.933	.943	.250	.949	.783	.950	.250	.000	.500	.375	.928	.960	.250	.967	.960

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue
Weather: Sunny

File Name : LKECACEPM
Site Code : 00001111
Start Date : 5/23/2013
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:

	04:45 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	57	0	30	87	0	244	44	288	0	0	1	1	75	375	0	450
+15 mins.	62	1	29	92	0	253	27	280	1	0	1	2	62	357	0	419
+30 mins.	59	0	30	89	0	264	46	310	0	0	0	0	69	386	2	457
+45 mins.	55	1	23	79	1	272	27	300	3	1	1	5	76	365	0	441
Total Volume	233	2	112	347	1	1033	144	1178	4	1	3	8	282	1483	2	1767
% App. Total	67.1	0.6	32.3		0.1	87.7	12.2		50	12.5	37.5		16	83.9	0.1	
PHF	.940	.500	.933	.943	.250	.949	.783	.950	.333	.250	.750	.400	.928	.960	.250	.967

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

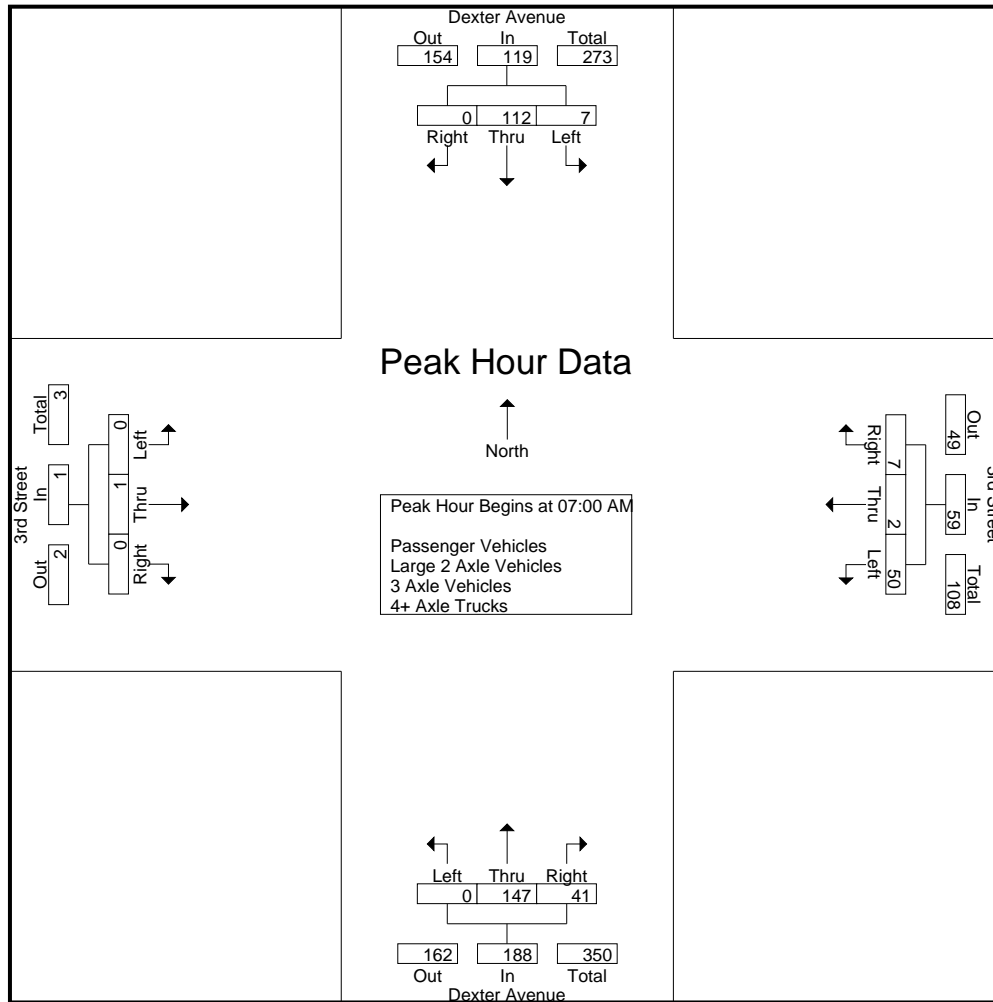
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	26	0	26	13	2	1	16	0	36	7	43	0	1	0	1	86
07:15 AM	1	21	0	22	11	0	1	12	0	29	9	38	0	0	0	0	72
07:30 AM	1	27	0	28	9	0	2	11	0	40	12	52	0	0	0	0	91
07:45 AM	5	38	0	43	17	0	3	20	0	42	13	55	0	0	0	0	118
Total	7	112	0	119	50	2	7	59	0	147	41	188	0	1	0	1	367
08:00 AM	0	23	0	23	8	0	1	9	0	29	4	33	0	0	0	0	65
08:15 AM	0	37	0	37	9	0	1	10	1	28	8	37	1	0	0	1	85
08:30 AM	3	36	0	39	8	1	2	11	0	33	6	39	0	1	0	1	90
08:45 AM	0	39	0	39	11	0	4	15	1	56	9	66	0	0	0	0	120
Total	3	135	0	138	36	1	8	45	2	146	27	175	1	1	0	2	360
Grand Total	10	247	0	257	86	3	15	104	2	293	68	363	1	2	0	3	727
Apprch %	3.9	96.1	0		82.7	2.9	14.4		0.6	80.7	18.7		33.3	66.7	0		
Total %	1.4	34	0	35.4	11.8	0.4	2.1	14.3	0.3	40.3	9.4	49.9	0.1	0.3	0	0.4	
Passenger Vehicles	6	241	0	247	85	2	13	100	2	288	68	358	1	1	0	2	707
% Passenger Vehicles	60	97.6	0	96.1	98.8	66.7	86.7	96.2	100	98.3	100	98.6	100	50	0	66.7	97.2
Large 2 Axle Vehicles	2	5	0	7	1	0	2	3	0	5	0	5	0	0	0	0	15
% Large 2 Axle Vehicles	20	2	0	2.7	1.2	0	13.3	2.9	0	1.7	0	1.4	0	0	0	0	2.1
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.4	0	0.4	0	33.3	0	1	0	0	0	0	0	50	0	33.3	0.4
4+ Axle Trucks	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	20	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0.3

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	26	0	26	13	2	1	16	0	36	7	43	0	1	0	1	86
07:15 AM	1	21	0	22	11	0	1	12	0	29	9	38	0	0	0	0	72
07:30 AM	1	27	0	28	9	0	2	11	0	40	12	52	0	0	0	0	91
07:45 AM	5	38	0	43	17	0	3	20	0	42	13	55	0	0	0	0	118
Total Volume	7	112	0	119	50	2	7	59	0	147	41	188	0	1	0	1	367
% App. Total	5.9	94.1	0		84.7	3.4	11.9		0	78.2	21.8		0	100	0		
PHF	.350	.737	.000	.692	.735	.250	.583	.738	.000	.875	.788	.855	.000	.250	.000	.250	.778

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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:

	07:45 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	5	38	0	43	13	2	1	16	0	36	7	43	0	0	0	0
+15 mins.	0	23	0	23	11	0	1	12	0	29	9	38	0	0	0	0
+30 mins.	0	37	0	37	9	0	2	11	0	40	12	52	1	0	0	1
+45 mins.	3	36	0	39	17	0	3	20	0	42	13	55	0	1	0	1
Total Volume	8	134	0	142	50	2	7	59	0	147	41	188	1	1	0	2
% App. Total	5.6	94.4	0		84.7	3.4	11.9		0	78.2	21.8		50	50	0	
PHF	.400	.882	.000	.826	.735	.250	.583	.738	.000	.875	.788	.855	.250	.250	.000	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

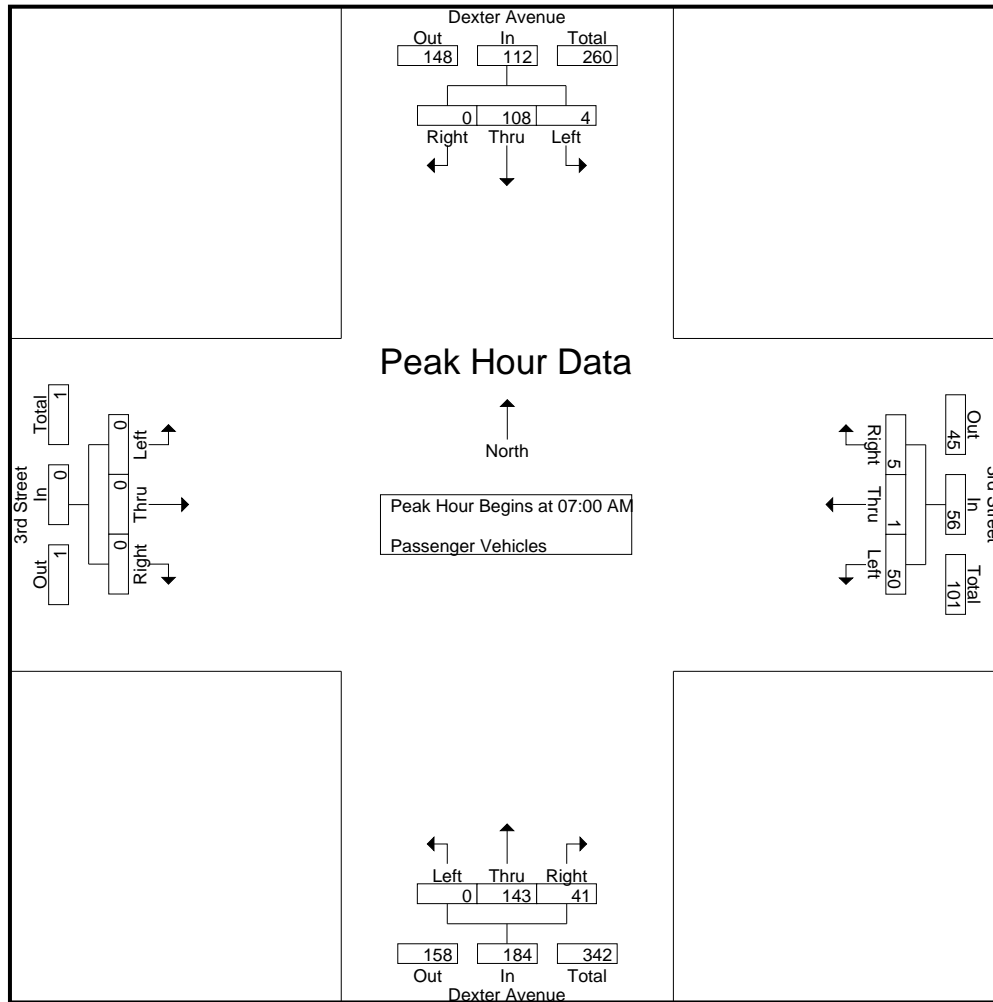
Groups Printed- Passenger Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	24	0	24	13	1	1	15	0	36	7	43	0	0	0	0	82
07:15 AM	0	20	0	20	11	0	1	12	0	28	9	37	0	0	0	0	69
07:30 AM	1	27	0	28	9	0	1	10	0	40	12	52	0	0	0	0	90
07:45 AM	3	37	0	40	17	0	2	19	0	39	13	52	0	0	0	0	111
Total	4	108	0	112	50	1	5	56	0	143	41	184	0	0	0	0	352
08:00 AM	0	23	0	23	8	0	1	9	0	29	4	33	0	0	0	0	65
08:15 AM	0	35	0	35	8	0	1	9	1	28	8	37	1	0	0	1	82
08:30 AM	2	36	0	38	8	1	2	11	0	33	6	39	0	1	0	1	89
08:45 AM	0	39	0	39	11	0	4	15	1	55	9	65	0	0	0	0	119
Total	2	133	0	135	35	1	8	44	2	145	27	174	1	1	0	2	355
Grand Total	6	241	0	247	85	2	13	100	2	288	68	358	1	1	0	2	707
Apprch %	2.4	97.6	0		85	2	13		0.6	80.4	19		50	50	0		
Total %	0.8	34.1	0	34.9	12	0.3	1.8	14.1	0.3	40.7	9.6	50.6	0.1	0.1	0	0.3	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	24	0	24	13	1	1	15	0	36	7	43	0	0	0	0	82
07:15 AM	0	20	0	20	11	0	1	12	0	28	9	37	0	0	0	0	69
07:30 AM	1	27	0	28	9	0	1	10	0	40	12	52	0	0	0	0	90
07:45 AM	3	37	0	40	17	0	2	19	0	39	13	52	0	0	0	0	111
Total Volume	4	108	0	112	50	1	5	56	0	143	41	184	0	0	0	0	352
% App. Total	3.6	96.4	0		89.3	1.8	8.9		0	77.7	22.3		0	0	0		
PHF	.333	.730	.000	.700	.735	.250	.625	.737	.000	.894	.788	.885	.000	.000	.000	.000	.793

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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	24	0	24	13	1	1	15	0	36	7	43	0	0	0	0
+15 mins.	0	20	0	20	11	0	1	12	0	28	9	37	0	0	0	0
+30 mins.	1	27	0	28	9	0	1	10	0	40	12	52	0	0	0	0
+45 mins.	3	37	0	40	17	0	2	19	0	39	13	52	0	0	0	0
Total Volume	4	108	0	112	50	1	5	56	0	143	41	184	0	0	0	0
% App. Total	3.6	96.4	0		89.3	1.8	8.9		0	77.7	22.3		0	0	0	
PHF	.333	.730	.000	.700	.735	.250	.625	.737	.000	.894	.788	.885	.000	.000	.000	.000

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

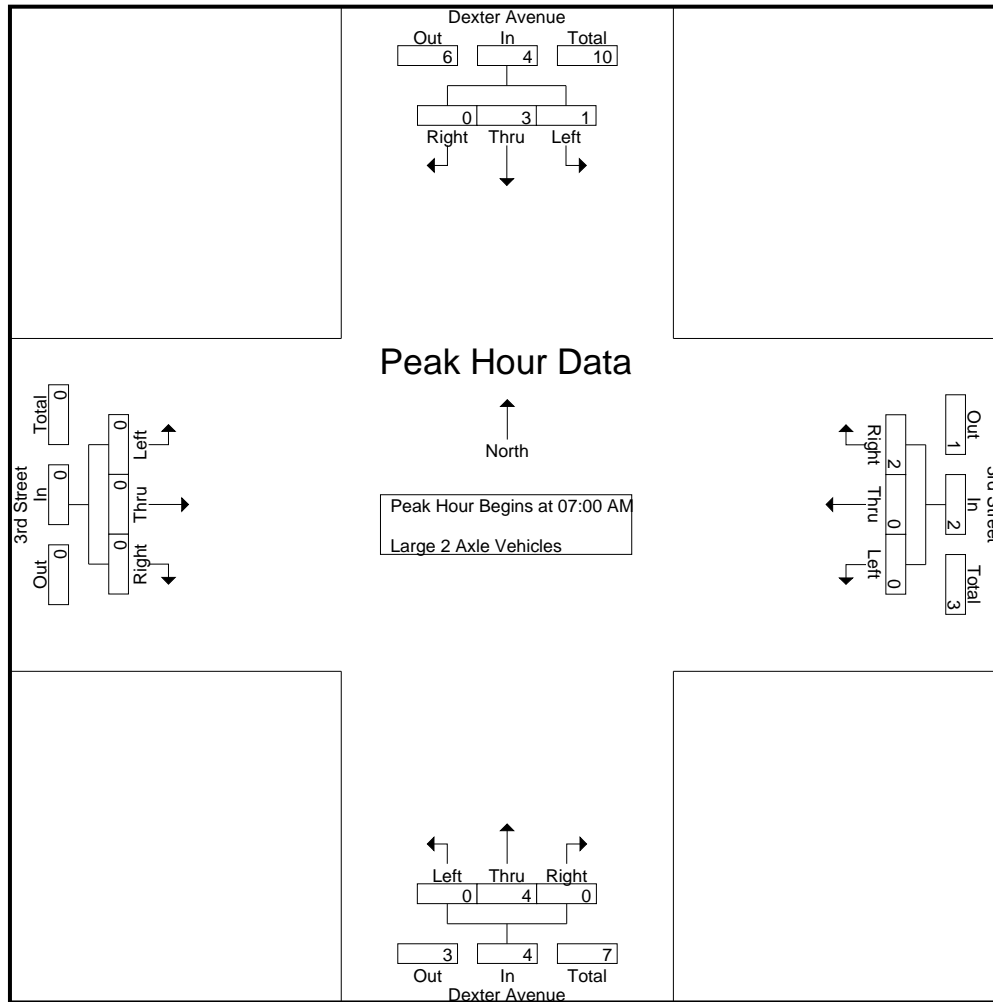
Groups Printed- Large 2 Axle Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Total	1	3	0	4	0	0	2	2	0	4	0	4	0	0	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	2	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
Grand Total	2	5	0	7	1	0	2	3	0	5	0	5	0	0	0	0	15
Apprch %	28.6	71.4	0		33.3	0	66.7		0	100	0		0	0	0		
Total %	13.3	33.3	0	46.7	6.7	0	13.3	20	0	33.3	0	33.3	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Total Volume	1	3	0	4	0	0	2	2	0	4	0	4	0	0	0	0	10
% App. Total	25	75	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.750	.000	.500	.000	.000	.500	.500	.000	.333	.000	.333	.000	.000	.000	.000	.417

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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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	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0
Total Volume	1	3	0	4	0	0	2	2	0	4	0	4	0	0	0	0
% App. Total	25	75	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.750	.000	.500	.000	.000	.500	.500	.000	.333	.000	.333	.000	.000	.000	.000

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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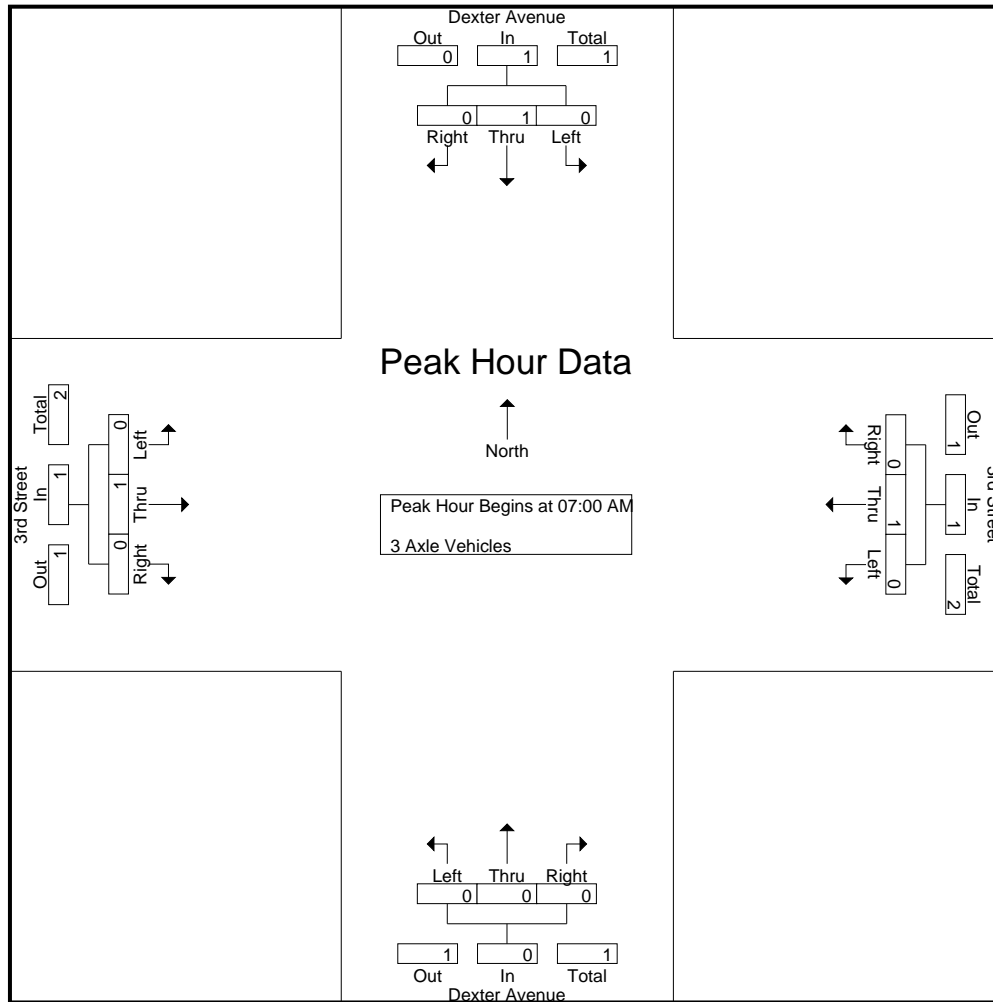
Groups Printed- 3 Axle Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	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	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0		
Total %	0	33.3	0	33.3	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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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	0	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	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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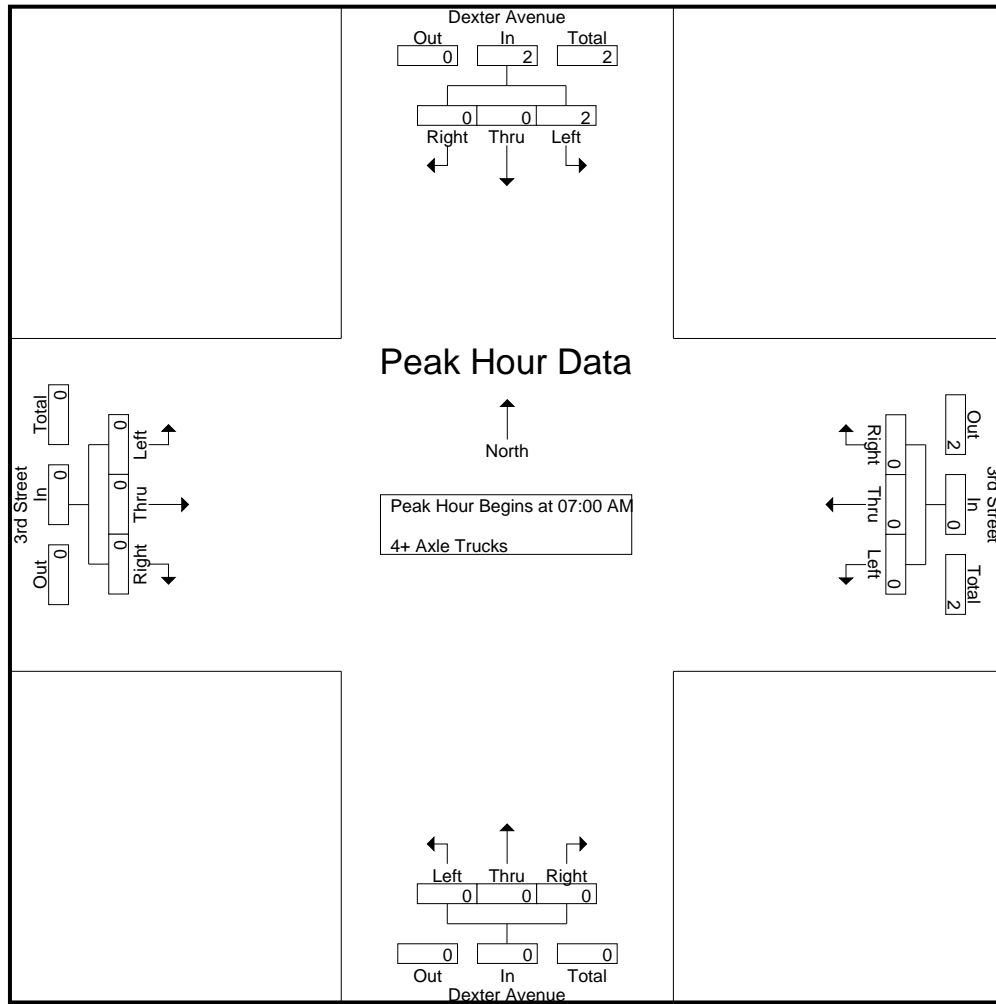
Groups Printed- 4+ Axle Trucks

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
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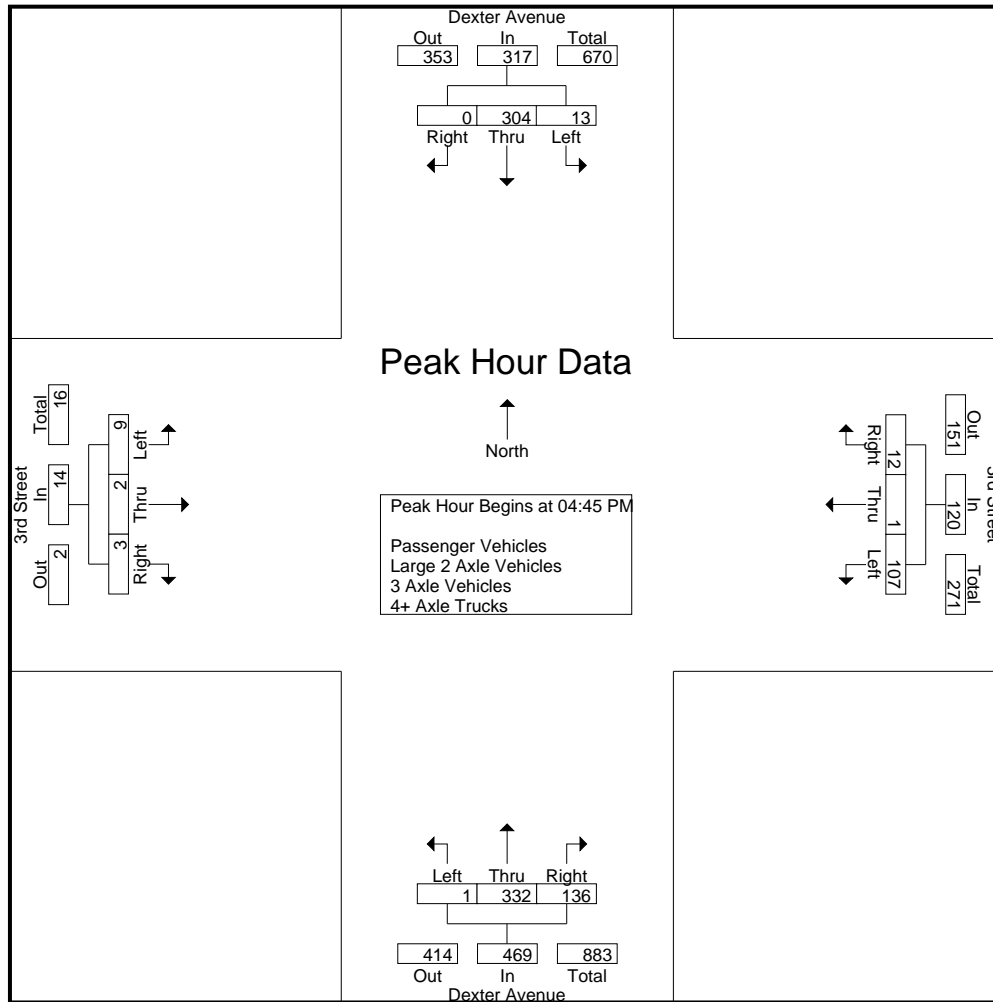
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	67	0	68	24	0	2	26	0	73	25	98	0	0	2	2	194
04:15 PM	2	73	1	76	30	0	4	34	1	61	28	90	4	1	1	6	206
04:30 PM	7	57	0	64	18	0	3	21	1	73	35	109	0	0	1	1	195
04:45 PM	2	79	0	81	28	0	2	30	1	87	43	131	1	0	1	2	244
Total	12	276	1	289	100	0	11	111	3	294	131	428	5	1	5	11	839
05:00 PM	5	82	0	87	30	0	4	34	0	87	33	120	2	1	1	4	245
05:15 PM	4	77	0	81	19	1	3	23	0	74	29	103	4	0	1	5	212
05:30 PM	2	66	0	68	30	0	3	33	0	84	31	115	2	1	0	3	219
05:45 PM	3	87	2	92	30	0	6	36	0	73	36	109	4	0	1	5	242
Total	14	312	2	328	109	1	16	126	0	318	129	447	12	2	3	17	918
Grand Total	26	588	3	617	209	1	27	237	3	612	260	875	17	3	8	28	1757
Apprch %	4.2	95.3	0.5		88.2	0.4	11.4		0.3	69.9	29.7		60.7	10.7	28.6		
Total %	1.5	33.5	0.2	35.1	11.9	0.1	1.5	13.5	0.2	34.8	14.8	49.8	1	0.2	0.5	1.6	
Passenger Vehicles	26	582	3	611	208	1	26	235	3	608	258	869	16	3	8	27	1742
% Passenger Vehicles	100	99	100	99	99.5	100	96.3	99.2	100	99.3	99.2	99.3	94.1	100	100	96.4	99.1
Large 2 Axle Vehicles	0	5	0	5	1	0	0	1	0	3	1	4	1	0	0	1	11
% Large 2 Axle Vehicles	0	0.9	0	0.8	0.5	0	0	0.4	0	0.5	0.4	0.5	5.9	0	0	3.6	0.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0.2	0.4	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	3.7	0.4	0	0	0	0	0	0	0	0	0.1

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	2	79	0	81	28	0	2	30	1	87	43	131	1	0	1	2	244
05:00 PM	5	82	0	87	30	0	4	34	0	87	33	120	2	1	1	4	245
05:15 PM	4	77	0	81	19	1	3	23	0	74	29	103	4	0	1	5	212
05:30 PM	2	66	0	68	30	0	3	33	0	84	31	115	2	1	0	3	219
Total Volume	13	304	0	317	107	1	12	120	1	332	136	469	9	2	3	14	920
% App. Total	4.1	95.9	0		89.2	0.8	10		0.2	70.8	29		64.3	14.3	21.4		
PHF	.650	.927	.000	.911	.892	.250	.750	.882	.250	.954	.791	.895	.563	.500	.750	.700	.939

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

	05:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	5	82	0	87	30	0	4	34	1	87	43	131	2	1	1	4
+15 mins.	4	77	0	81	19	1	3	23	0	87	33	120	4	0	1	5
+30 mins.	2	66	0	68	30	0	3	33	0	74	29	103	2	1	0	3
+45 mins.	3	87	2	92	30	0	6	36	0	84	31	115	4	0	1	5
Total Volume	14	312	2	328	109	1	16	126	1	332	136	469	12	2	3	17
% App. Total	4.3	95.1	0.6		86.5	0.8	12.7		0.2	70.8	29		70.6	11.8	17.6	
PHF	.700	.897	.250	.891	.908	.250	.667	.875	.250	.954	.791	.895	.750	.500	.750	.850

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
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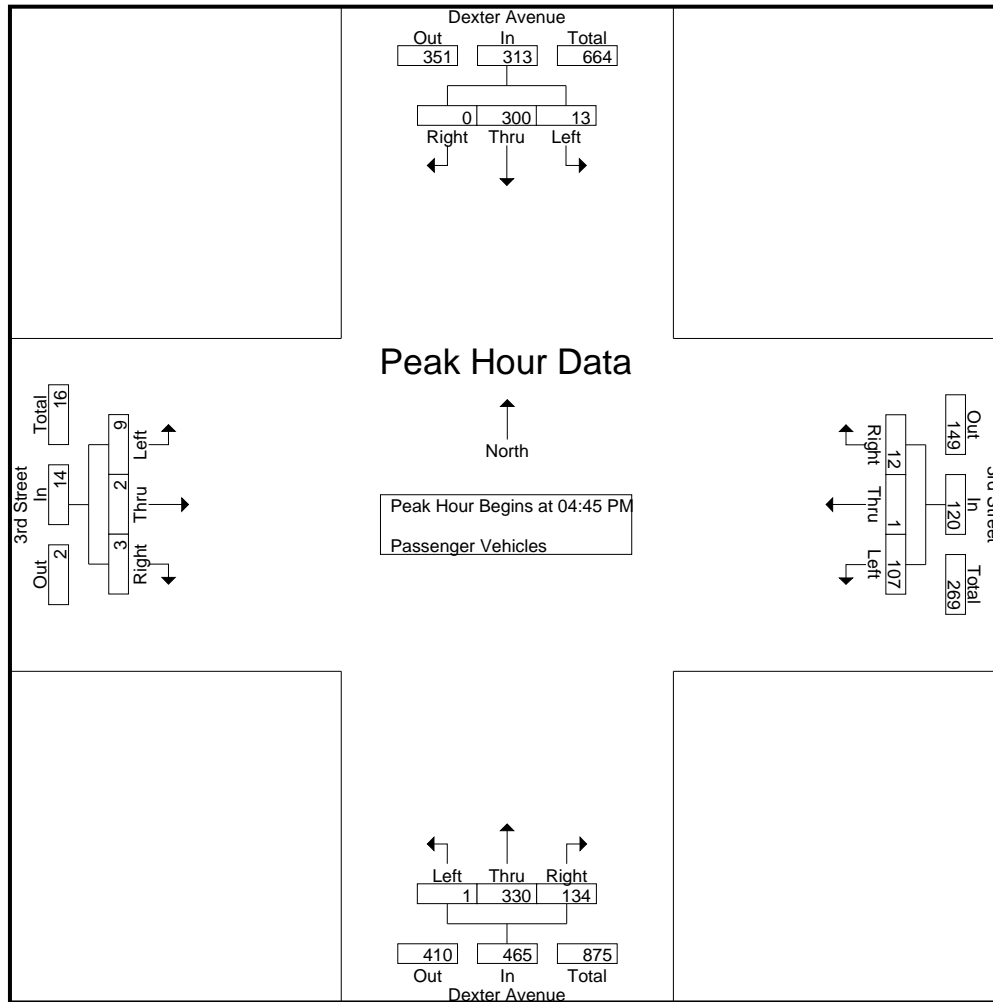
Groups Printed- Passenger Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	66	0	67	24	0	2	26	0	73	25	98	0	0	2	2	193
04:15 PM	2	72	1	75	30	0	4	34	1	61	28	90	3	1	1	5	204
04:30 PM	7	57	0	64	18	0	2	20	1	71	35	107	0	0	1	1	192
04:45 PM	2	79	0	81	28	0	2	30	1	85	41	127	1	0	1	2	240
Total	12	274	1	287	100	0	10	110	3	290	129	422	4	1	5	10	829
05:00 PM	5	82	0	87	30	0	4	34	0	87	33	120	2	1	1	4	245
05:15 PM	4	73	0	77	19	1	3	23	0	74	29	103	4	0	1	5	208
05:30 PM	2	66	0	68	30	0	3	33	0	84	31	115	2	1	0	3	219
05:45 PM	3	87	2	92	29	0	6	35	0	73	36	109	4	0	1	5	241
Total	14	308	2	324	108	1	16	125	0	318	129	447	12	2	3	17	913
Grand Total	26	582	3	611	208	1	26	235	3	608	258	869	16	3	8	27	1742
Apprch %	4.3	95.3	0.5		88.5	0.4	11.1		0.3	70	29.7		59.3	11.1	29.6		
Total %	1.5	33.4	0.2	35.1	11.9	0.1	1.5	13.5	0.2	34.9	14.8	49.9	0.9	0.2	0.5	1.5	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	79	0	81	28	0	2	30	1	85	41	127	1	0	1	2	240
05:00 PM	5	82	0	87	30	0	4	34	0	87	33	120	2	1	1	4	245
05:15 PM	4	73	0	77	19	1	3	23	0	74	29	103	4	0	1	5	208
05:30 PM	2	66	0	68	30	0	3	33	0	84	31	115	2	1	0	3	219
Total Volume	13	300	0	313	107	1	12	120	1	330	134	465	9	2	3	14	912
% App. Total	4.2	95.8	0		89.2	0.8	10		0.2	71	28.8		64.3	14.3	21.4		
PHF	.650	.915	.000	.899	.892	.250	.750	.882	.250	.948	.817	.915	.563	.500	.750	.700	.931

City of Lake Elsinore
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Weather: Clear

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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	79	0	81	28	0	2	30	1	85	41	127	1	0	1	2
+15 mins.	5	82	0	87	30	0	4	34	0	87	33	120	2	1	1	4
+30 mins.	4	73	0	77	19	1	3	23	0	74	29	103	4	0	1	5
+45 mins.	2	66	0	68	30	0	3	33	0	84	31	115	2	1	0	3
Total Volume	13	300	0	313	107	1	12	120	1	330	134	465	9	2	3	14
% App. Total	4.2	95.8	0		89.2	0.8	10		0.2	71	28.8		64.3	14.3	21.4	
PHF	.650	.915	.000	.899	.892	.250	.750	.882	.250	.948	.817	.915	.563	.500	.750	.700

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
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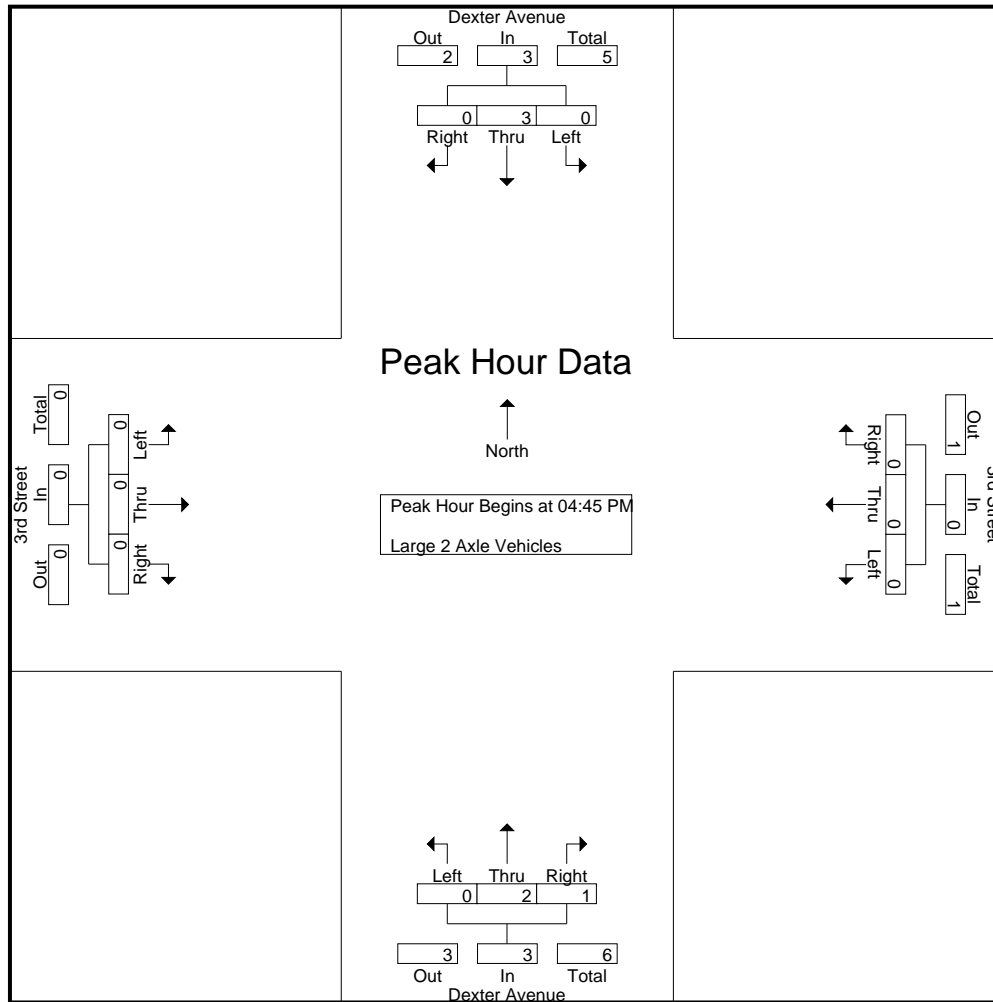
Groups Printed- Large 2 Axle Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	3	1	4	1	0	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
Grand Total	0	5	0	5	1	0	0	1	0	3	1	4	1	0	0	1	11
Apprch %	0	100	0		100	0	0		0	75	25		100	0	0		
Total %	0	45.5	0	45.5	9.1	0	0	9.1	0	27.3	9.1	36.4	9.1	0	0	9.1	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	2	1	3	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.500

City of Lake Elsinore
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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	0	0	0	0	2	1	3	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	3	0	3	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	3	0	3	0	0	0	0	0	2	1	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000

City of Lake Elsinore
N/S: Dexter Avenue
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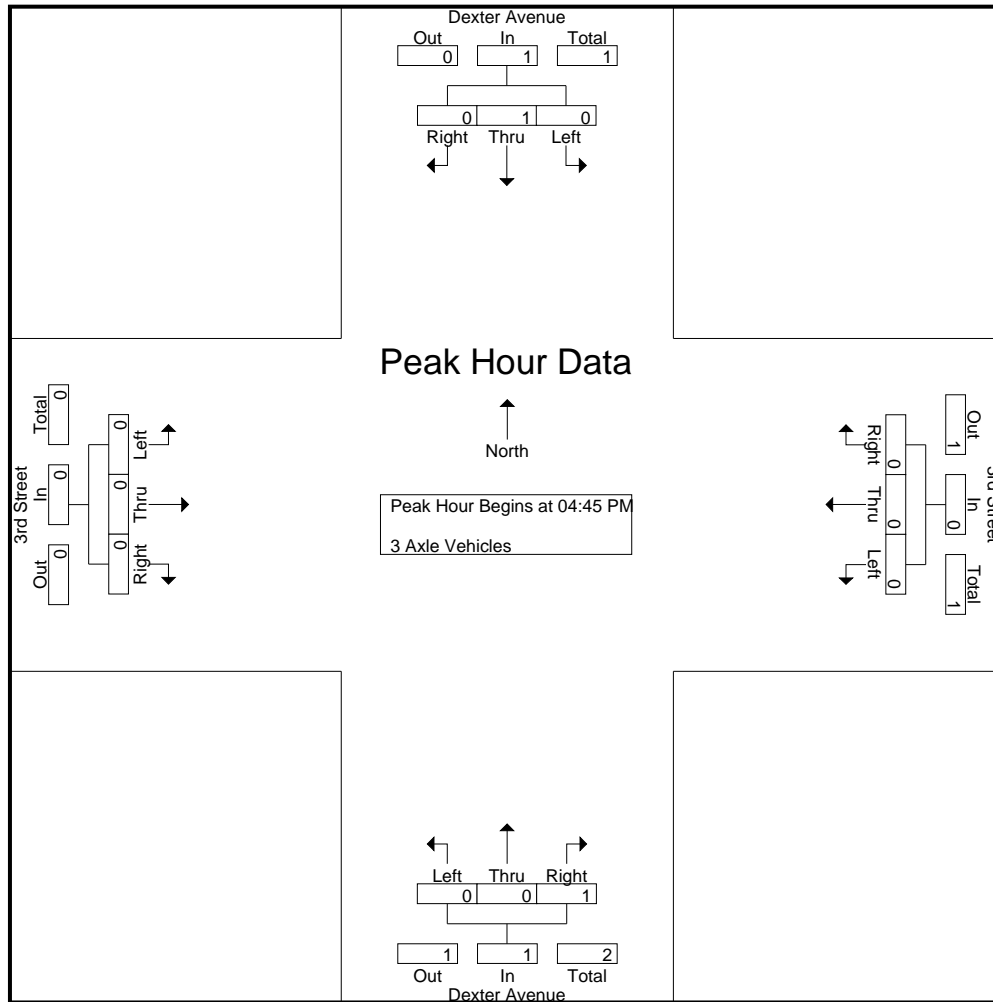
Groups Printed- 3 Axle Vehicles

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	50	50		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	33.3	66.7	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
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	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

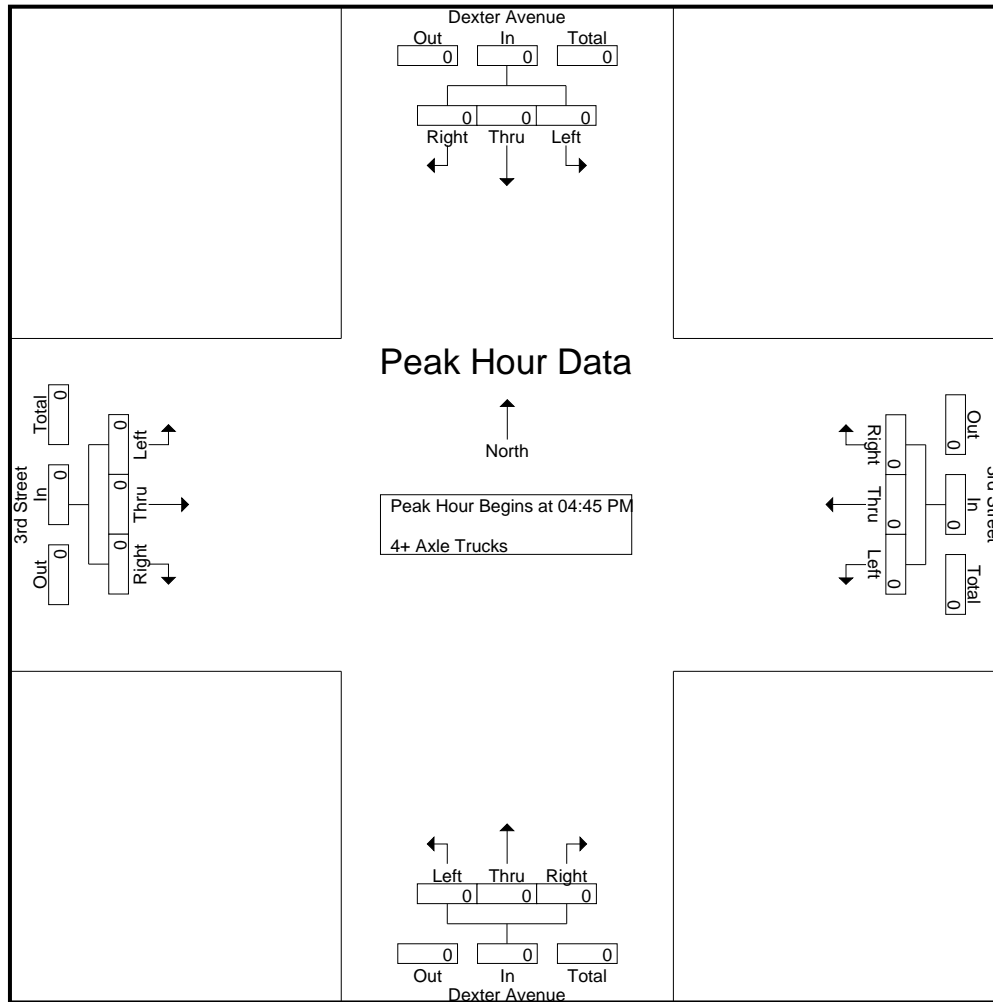
Groups Printed- 4+ Axle Trucks

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	0	0	0	0	1
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	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	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	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 08_LKE_Dex_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Lake Elsinore
 N/S: Dexter Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Dexter Avenue	East Leg 3rd Street	South Leg Dexter Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dexter Avenue	East Leg 3rd Street	South Leg Dexter Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	1	0	0	2

Location: Lake Elsinore
 N/S: Dexter Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Dexter Avenue			Westbound 3rd Street			Northbound Dexter Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound Dexter Avenue			Westbound 3rd Street			Northbound Dexter Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3AM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 1

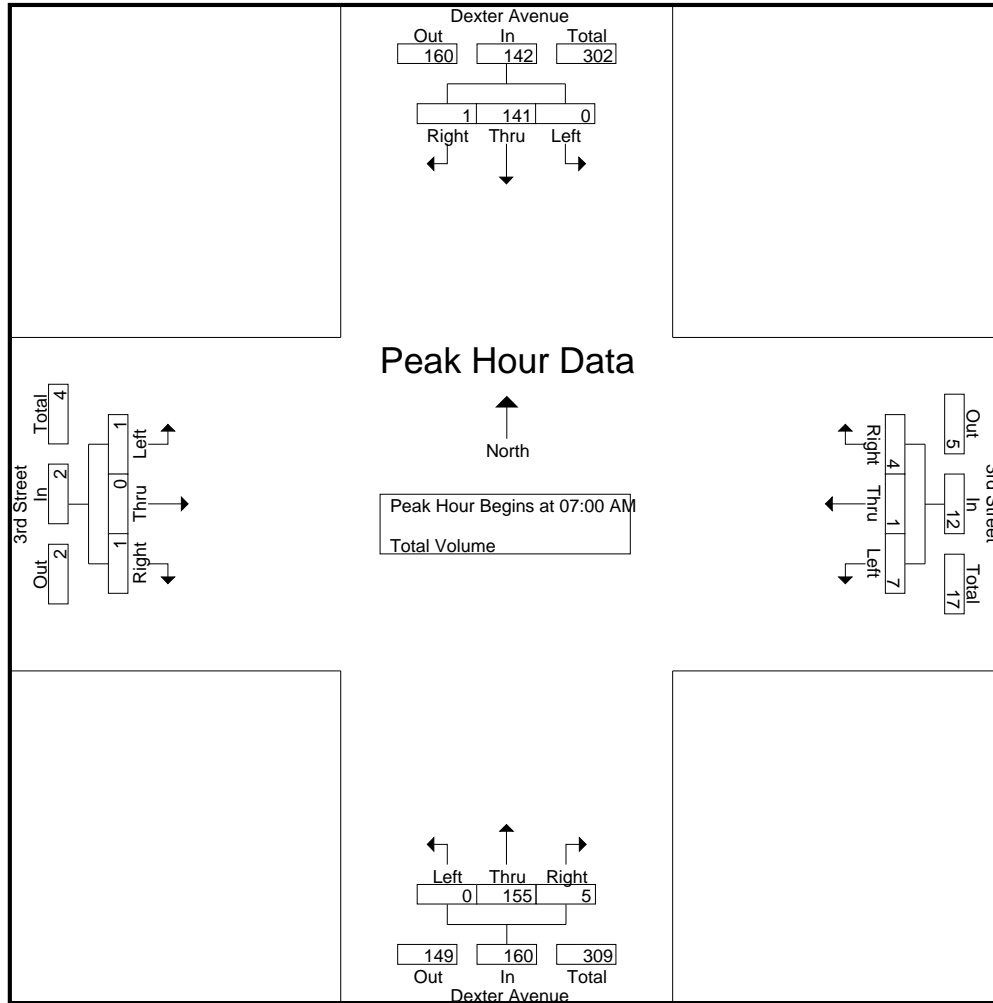
Groups Printed- Total Volume

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	36	1	37	0	1	4	5	0	68	1	69	1	0	0	1	112
07:15 AM	0	46	0	46	3	0	0	3	0	32	2	34	0	0	1	1	84
07:30 AM	0	25	0	25	1	0	0	1	0	36	2	38	0	0	0	0	64
07:45 AM	0	34	0	34	3	0	0	3	0	19	0	19	0	0	0	0	56
Total	0	141	1	142	7	1	4	12	0	155	5	160	1	0	1	2	316
08:00 AM	0	27	0	27	2	0	2	4	0	31	0	31	0	0	0	0	62
08:15 AM	1	20	0	21	1	0	1	2	0	35	1	36	0	0	0	0	59
08:30 AM	1	19	0	20	3	0	1	4	0	26	0	26	0	0	0	0	50
08:45 AM	1	28	0	29	1	0	0	1	0	33	0	33	0	0	0	0	63
Total	3	94	0	97	7	0	4	11	0	125	1	126	0	0	0	0	234
Grand Total	3	235	1	239	14	1	8	23	0	280	6	286	1	0	1	2	550
Apprch %	1.3	98.3	0.4		60.9	4.3	34.8		0	97.9	2.1		50	0	50		
Total %	0.5	42.7	0.2	43.5	2.5	0.2	1.5	4.2	0	50.9	1.1	52	0.2	0	0.2	0.4	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	36	1	37	0	1	4	5	0	68	1	69	1	0	0	1	112
07:15 AM	0	46	0	46	3	0	0	3	0	32	2	34	0	0	1	1	84
07:30 AM	0	25	0	25	1	0	0	1	0	36	2	38	0	0	0	0	64
07:45 AM	0	34	0	34	3	0	0	3	0	19	0	19	0	0	0	0	56
Total Volume	0	141	1	142	7	1	4	12	0	155	5	160	1	0	1	2	316
% App. Total	0	99.3	0.7		58.3	8.3	33.3		0	96.9	3.1		50	0	50		
PHF	.000	.766	.250	.772	.583	.250	.250	.600	.000	.570	.625	.580	.250	.000	.250	.500	.705

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3AM
Site Code : 00002222
Start Date : 5/23/2013
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:

	07:00 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	36	1	37	3	0	0	3	0	68	1	69	1	0	0	1
+15 mins.	0	46	0	46	2	0	2	4	0	32	2	34	0	0	1	1
+30 mins.	0	25	0	25	1	0	1	2	0	36	2	38	0	0	0	0
+45 mins.	0	34	0	34	3	0	1	4	0	19	0	19	0	0	0	0
Total Volume	0	141	1	142	9	0	4	13	0	155	5	160	1	0	1	2
% App. Total	0	99.3	0.7		69.2	0	30.8		0	96.9	3.1		50	0	50	
PHF	.000	.766	.250	.772	.750	.000	.500	.813	.000	.570	.625	.580	.250	.000	.250	.500

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3PM
Site Code : 00002222
Start Date : 5/23/2013
Page No : 1

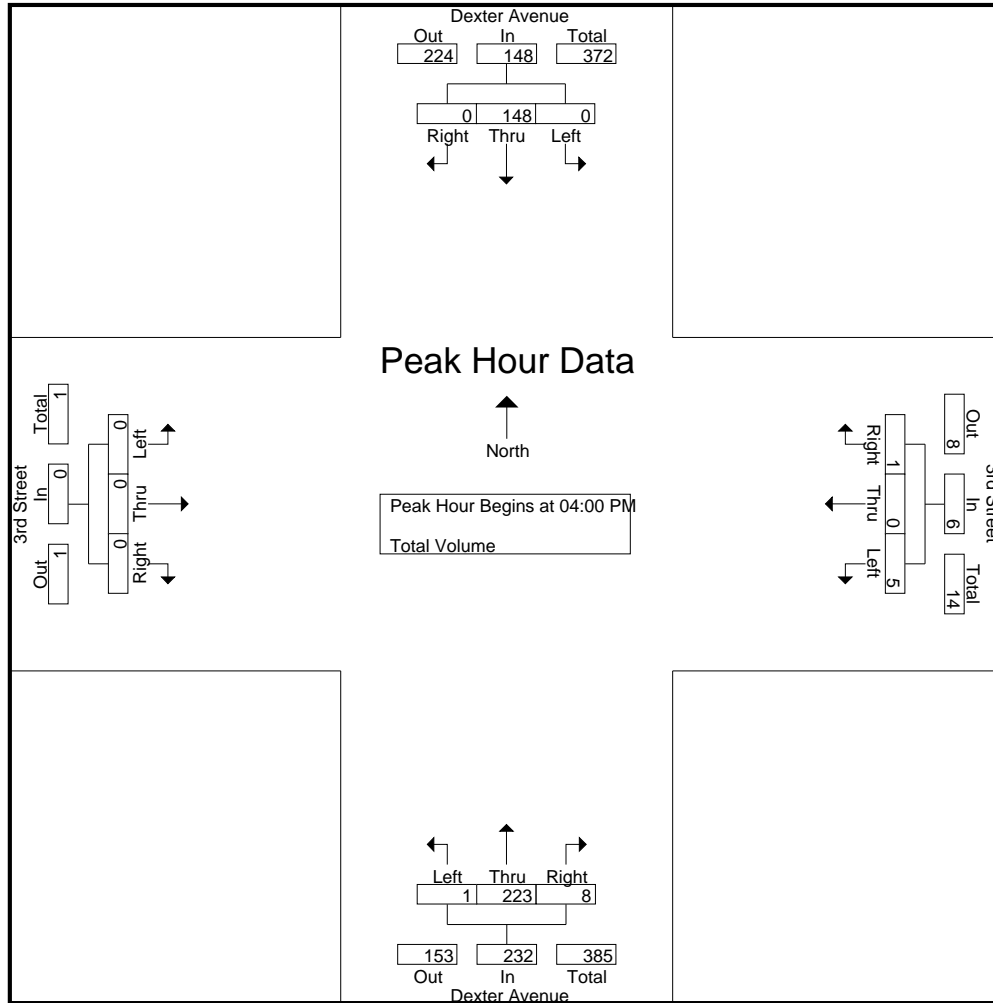
Groups Printed- Total Volume

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0	109
04:15 PM	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0	100
04:30 PM	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0	100
04:45 PM	0	30	0	30	1	0	0	1	0	45	1	46	0	0	0	0	77
Total	0	148	0	148	5	0	1	6	1	223	8	232	0	0	0	0	386
05:00 PM	0	34	0	34	0	0	0	0	0	54	1	55	0	0	0	0	89
05:15 PM	0	37	0	37	0	0	1	1	0	60	2	62	0	0	0	0	100
05:30 PM	0	38	1	39	2	0	0	2	0	57	1	58	0	1	0	1	100
05:45 PM	0	29	0	29	1	0	0	1	0	43	1	44	0	0	0	0	74
Total	0	138	1	139	3	0	1	4	0	214	5	219	0	1	0	1	363
Grand Total	0	286	1	287	8	0	2	10	1	437	13	451	0	1	0	1	749
Apprch %	0	99.7	0.3		80	0	20		0.2	96.9	2.9		0	100	0		
Total %	0	38.2	0.1	38.3	1.1	0	0.3	1.3	0.1	58.3	1.7	60.2	0	0.1	0	0.1	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street 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	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0	109
04:15 PM	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0	100
04:30 PM	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0	100
04:45 PM	0	30	0	30	1	0	0	1	0	45	1	46	0	0	0	0	77
Total Volume	0	148	0	148	5	0	1	6	1	223	8	232	0	0	0	0	386
% App. Total	0	100	0		83.3	0	16.7		0.4	96.1	3.4		0	0	0		
PHF	.000	.925	.000	.925	.625	.000	.250	.750	.250	.845	.500	.866	.000	.000	.000	.000	.885

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKEDE3PM
Site Code : 00002222
Start Date : 5/23/2013
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:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	40	0	40	2	0	0	2	1	66	0	67	0	0	0	0
+15 mins.	0	39	0	39	2	0	0	2	0	55	4	59	0	0	0	0
+30 mins.	0	39	0	39	0	0	1	1	0	57	3	60	0	0	0	0
+45 mins.	0	30	0	30	1	0	0	1	0	45	1	46	0	1	0	1
Total Volume	0	148	0	148	5	0	1	6	1	223	8	232	0	1	0	1
% App. Total	0	100	0		83.3	0	16.7		0.4	96.1	3.4		0	100	0	
PHF	.000	.925	.000	.925	.625	.000	.250	.750	.250	.845	.500	.866	.000	.250	.000	.250

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

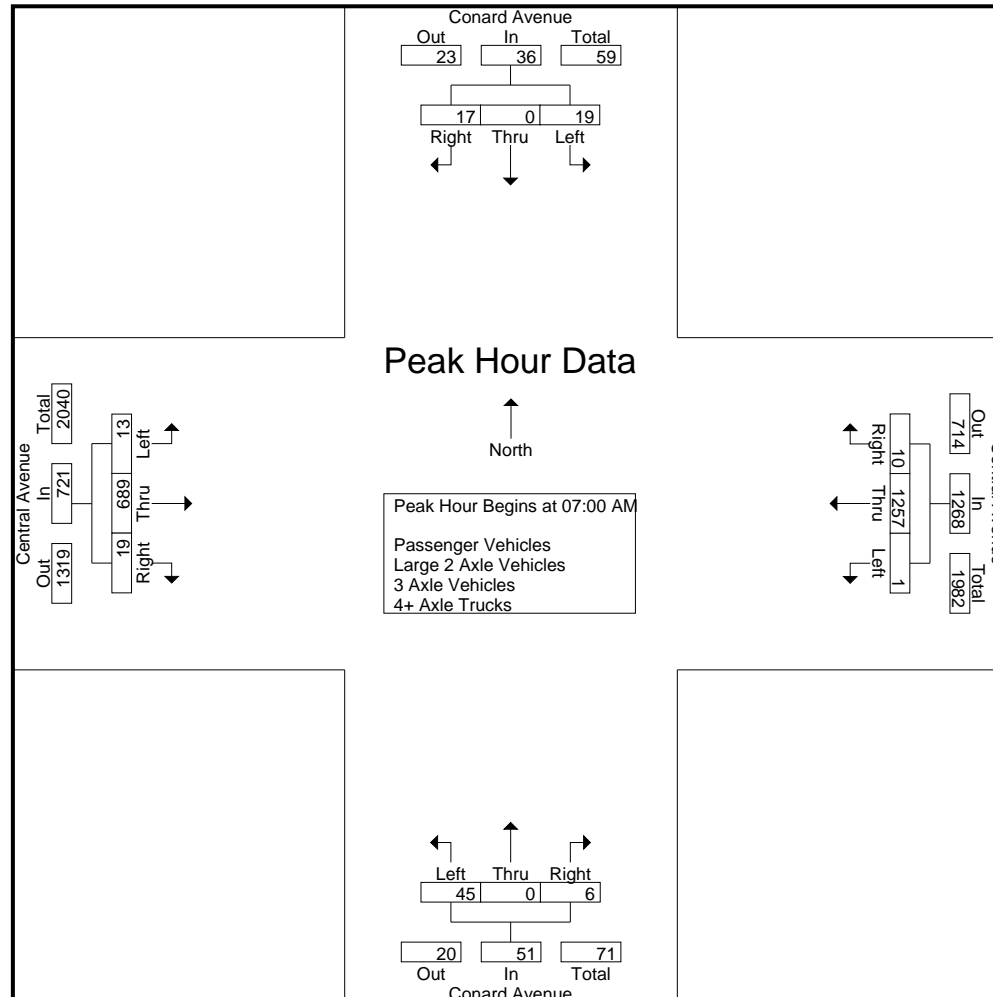
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	9	0	2	1	11	0	306	6	3	312	13	0	1	0	14	1	174	6	0	181	4	518	522
07:15 AM	5	0	3	3	8	0	316	1	0	317	11	0	2	2	13	8	175	3	0	186	5	524	529
07:30 AM	4	0	8	4	12	1	343	1	0	345	12	0	1	0	13	4	176	3	0	183	4	553	557
07:45 AM	1	0	4	4	5	0	292	2	0	294	9	0	2	0	11	0	164	7	0	171	4	481	485
Total	19	0	17	12	36	1	1257	10	3	1268	45	0	6	2	51	13	689	19	0	721	17	2076	2093
08:00 AM	8	1	6	6	15	0	242	2	0	244	13	2	0	0	15	1	168	4	0	173	6	447	453
08:15 AM	3	0	4	4	7	0	269	4	1	273	15	1	0	0	16	3	175	6	0	184	5	480	485
08:30 AM	2	0	8	5	10	1	266	4	0	271	6	0	0	0	6	7	179	7	0	193	5	480	485
08:45 AM	4	0	3	3	7	0	284	3	1	287	16	0	0	0	16	2	197	6	0	205	4	515	519
Total	17	1	21	18	39	1	1061	13	2	1075	50	3	0	0	53	13	719	23	0	755	20	1922	1942
Grand Total	36	1	38	30	75	2	2318	23	5	2343	95	3	6	2	104	26	1408	42	0	1476	37	3998	4035
Apprch %	48	1.3	50.7			0.1	98.9	1			91.3	2.9	5.8			1.8	95.4	2.8					
Total %	0.9	0	1		1.9	0.1	58	0.6		58.6	2.4	0.1	0.2		2.6	0.7	35.2	1.1		36.9	0.9	99.1	
Passenger Vehicles	32	1	34		94	2	2174	19		2198	94	3	6		105	18	1299	40		1357	0	0	3754
% Passenger Vehicles	88.9	100	89.5	90	89.5	100	93.8	82.6	60	93.6	98.9	100	100	100	99.1	69.2	92.3	95.2	0	91.9	0	0	93
Large 2 Axle Vehicles	3	0	3		8	0	74	4		80	1	0	0		1	5	47	1		53	0	0	142
% Large 2 Axle Vehicles	8.3	0	7.9	6.7	7.6	0	3.2	17.4	40	3.4	1.1	0	0	0	0.9	19.2	3.3	2.4	0	3.6	0	0	3.5
3 Axle Vehicles	1	0	0		1	0	20	0		20	0	0	0		0	0	25	0		25	0	0	46
% 3 Axle Vehicles	2.8	0	0	0	1	0	0.9	0	0	0.9	0	0	0	0	0	0	1.8	0	0	1.7	0	0	1.1
4+ Axle Trucks	0	0	1		2	0	50	0		50	0	0	0		0	3	37	1		41	0	0	93
% 4+ Axle Trucks	0	0	2.6	3.3	1.9	0	2.2	0	0	2.1	0	0	0	0	0	11.5	2.6	2.4	0	2.8	0	0	2.3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	9	0	2	11	0	306	6	312	13	0	1	14	1	174	6	181	518
07:15 AM	5	0	3	8	0	316	1	317	11	0	2	13	8	175	3	186	524
07:30 AM	4	0	8	12	1	343	1	345	12	0	1	13	4	176	3	183	553
07:45 AM	1	0	4	5	0	292	2	294	9	0	2	11	0	164	7	171	481
Total Volume	19	0	17	36	1	1257	10	1268	45	0	6	51	13	689	19	721	2076
% App. Total	52.8	0	47.2		0.1	99.1	0.8		88.2	0	11.8		1.8	95.6	2.6		
PHF	.528	.000	.531	.750	.250	.916	.417	.919	.865	.000	.750	.911	.406	.979	.679	.969	.939

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:30 AM				08:00 AM				
+0 mins.	5	0	3	8	0	306	6	312	12	0	1	13	1	168	4	173	
+15 mins.	4	0	8	12	0	316	1	317	9	0	2	11	3	175	6	184	
+30 mins.	1	0	4	5	1	343	1	345	13	2	0	15	7	179	7	193	
+45 mins.	8	1	6	15	0	292	2	294	15	1	0	16	2	197	6	205	
Total Volume	18	1	21	40	1	1257	10	1268	49	3	3	55	13	719	23	755	
% App. Total	45	2.5	52.5		0.1	99.1	0.8		89.1	5.5	5.5		1.7	95.2	3		
PHF	.563	.250	.656	.667	.250	.916	.417	.919	.817	.375	.375	.859	.464	.912	.821	.921	

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

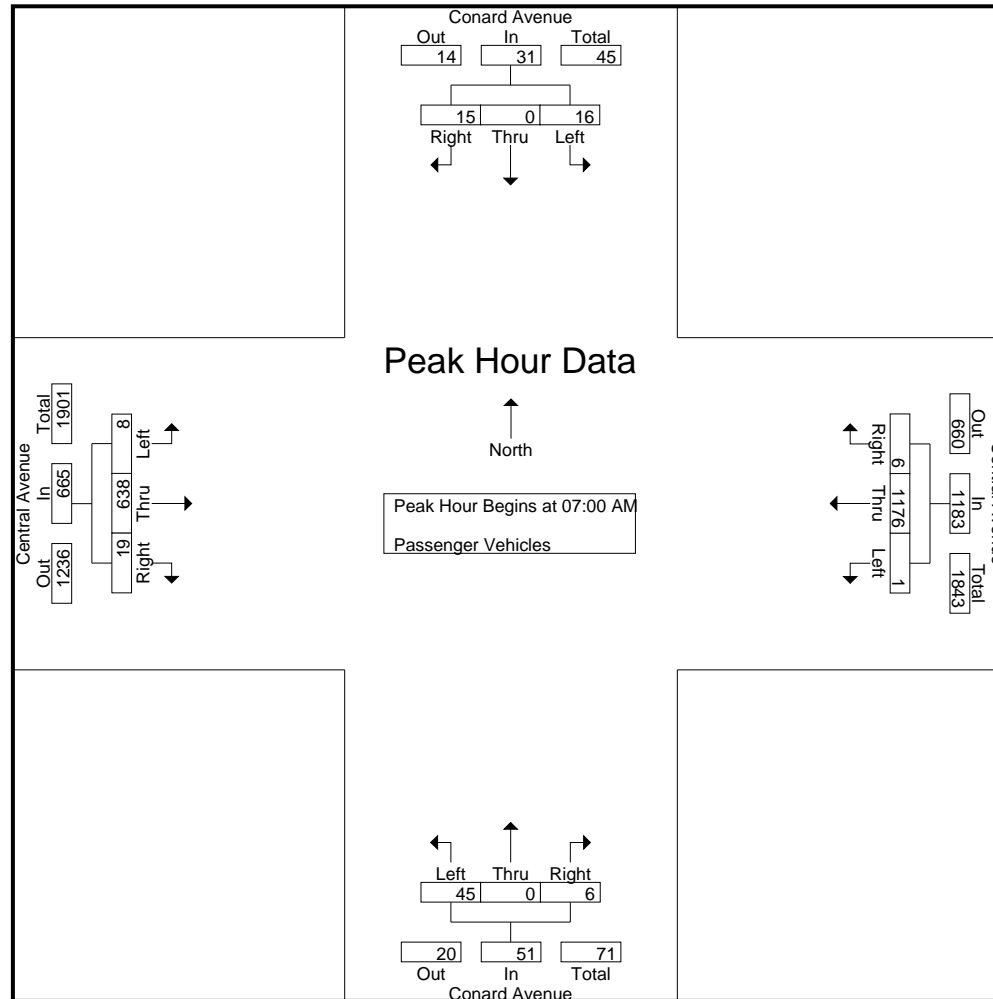
Groups Printed- Passenger Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	0	2	1	8	0	283	2	1	285	13	0	1	0	14	1	159	6	0	166	2	473	475
07:15 AM	5	0	3	3	8	0	292	1	0	293	11	0	2	2	13	6	168	3	0	177	5	491	496
07:30 AM	4	0	7	4	11	1	324	1	0	326	12	0	1	0	13	1	164	3	0	168	4	518	522
07:45 AM	1	0	3	3	4	0	277	2	0	279	9	0	2	0	11	0	147	7	0	154	3	448	451
Total	16	0	15	11	31	1	1176	6	1	1183	45	0	6	2	51	8	638	19	0	665	14	1930	1944
08:00 AM	7	1	5	5	13	0	225	2	0	227	13	2	0	0	15	0	154	4	0	158	5	413	418
08:15 AM	3	0	3	3	6	0	254	4	1	258	14	1	0	0	15	3	167	6	0	176	4	455	459
08:30 AM	2	0	8	5	10	1	245	4	0	250	6	0	0	0	6	5	160	6	0	171	5	437	442
08:45 AM	4	0	3	3	7	0	274	3	1	277	16	0	0	0	16	2	180	5	0	187	4	487	491
Total	16	1	19	16	36	1	998	13	2	1012	49	3	0	0	52	10	661	21	0	692	18	1792	1810
Grand Total	32	1	34	27	67	2	2174	19	3	2195	94	3	6	2	103	18	1299	40	0	1357	32	3722	3754
Apprch %	47.8	1.5	50.7			0.1	99	0.9			91.3	2.9	5.8			1.3	95.7	2.9					
Total %	0.9	0	0.9		1.8	0.1	58.4	0.5		59	2.5	0.1	0.2		2.8	0.5	34.9	1.1		36.5	0.9	99.1	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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	6	0	2	8	0	283	2	285	13	0	1	14	1	159	6	166	473
07:15 AM	5	0	3	8	0	292	1	293	11	0	2	13	6	168	3	177	491
07:30 AM	4	0	7	11	1	324	1	326	12	0	1	13	1	164	3	168	518
07:45 AM	1	0	3	4	0	277	2	279	9	0	2	11	0	147	7	154	448
Total Volume	16	0	15	31	1	1176	6	1183	45	0	6	51	8	638	19	665	1930
% App. Total	51.6	0	48.4		0.1	99.4	0.5		88.2	0	11.8		1.2	95.9	2.9		
PHF	.667	.000	.536	.705	.250	.907	.750	.907	.865	.000	.750	.911	.333	.949	.679	.939	.931

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	0	2	8	0	283	2	285	13	0	1	14	1	159	6	166	
+15 mins.	5	0	3	8	0	292	1	293	11	0	2	13	6	168	3	177	
+30 mins.	4	0	7	11	1	324	1	326	12	0	1	13	1	164	3	168	
+45 mins.	1	0	3	4	0	277	2	279	9	0	2	11	0	147	7	154	
Total Volume	16	0	15	31	1	1176	6	1183	45	0	6	51	8	638	19	665	
% App. Total	51.6	0	48.4		0.1	99.4	0.5		88.2	0	11.8		1.2	95.9	2.9		
PHF	.667	.000	.536	.705	.250	.907	.750	.907	.865	.000	.750	.911	.333	.949	.679	.939	

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

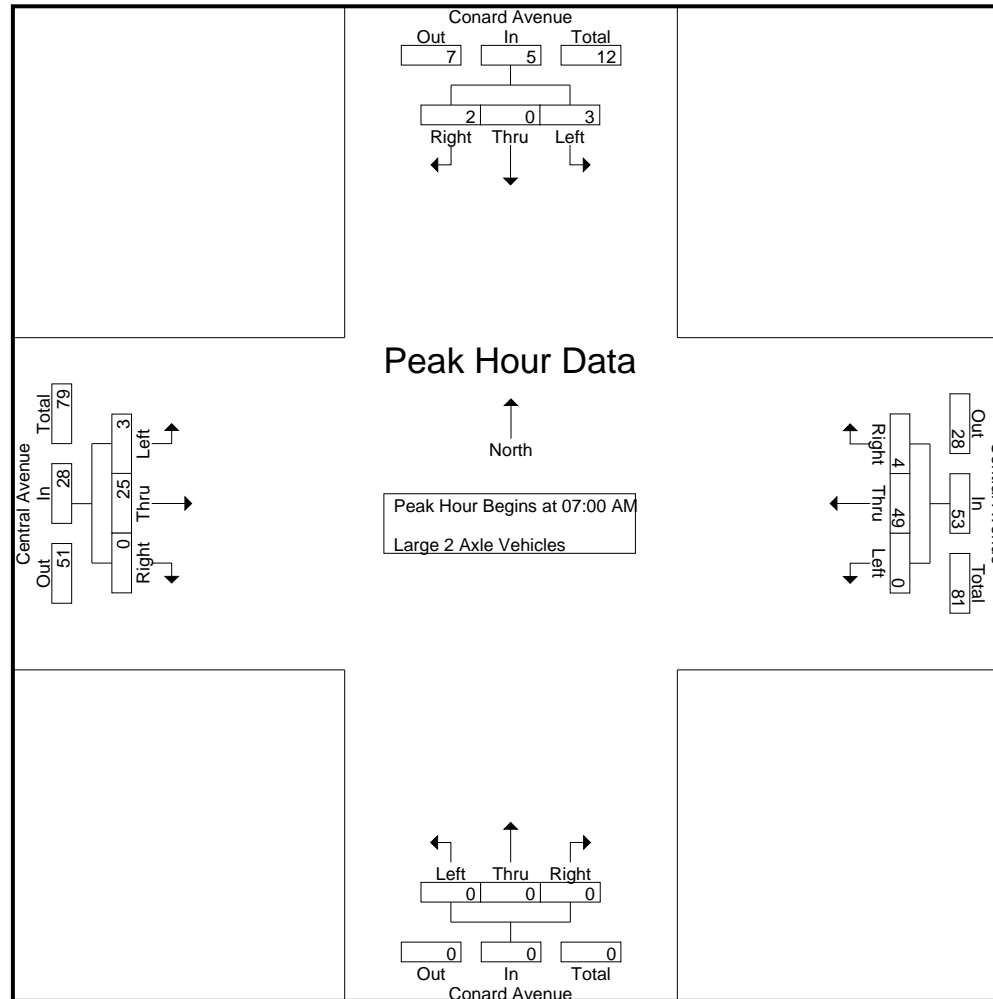
Groups Printed- Large 2 Axle Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	0	0	3	0	18	4	2	22	0	0	0	0	0	0	9	0	0	9	2	34	36
07:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	1	3	0	0	4	0	18	18
07:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	2	6	0	0	8	0	20	20
07:45 AM	0	0	1	1	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	1	14	15
Total	3	0	2	1	5	0	49	4	2	53	0	0	0	0	0	3	25	0	0	28	3	86	89
08:00 AM	0	0	1	1	1	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	1	17	18
08:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	9	9
08:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	2	6	0	0	8	0	16	16
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	10	10
Total	0	0	1	1	1	0	25	0	0	25	1	0	0	0	1	2	22	1	0	25	1	52	53
Grand Total	3	0	3	2	6	0	74	4	2	78	1	0	0	0	1	5	47	1	0	53	4	138	142
Apprch %	50	0	50			0	94.9	5.1			100	0	0			9.4	88.7	1.9					
Total %	2.2	0	2.2		4.3	0	53.6	2.9		56.5	0.7	0	0		0.7	3.6	34.1	0.7		38.4	2.8	97.2	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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	3	0	0	3	0	18	4	22	0	0	0	0	0	9	0	9	34
07:15 AM	0	0	0	0	0	14	0	14	0	0	0	0	1	3	0	4	18
07:30 AM	0	0	1	1	0	11	0	11	0	0	0	0	2	6	0	8	20
07:45 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	7	0	7	14
Total Volume	3	0	2	5	0	49	4	53	0	0	0	0	3	25	0	28	86
% App. Total	60	0	40		0	92.5	7.5		0	0	0		10.7	89.3	0		
PHF	.250	.000	.500	.417	.000	.681	.250	.602	.000	.000	.000	.000	.375	.694	.000	.778	.632

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
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City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	3	0	0	3	0	18	4	22	0	0	0	0	0	9	0	9	
+15 mins.	0	0	0	0	0	14	0	14	0	0	0	0	1	3	0	4	
+30 mins.	0	0	1	1	0	11	0	11	0	0	0	0	2	6	0	8	
+45 mins.	0	0	1	1	0	6	0	6	0	0	0	0	0	7	0	7	
Total Volume	3	0	2	5	0	49	4	53	0	0	0	0	3	25	0	28	
% App. Total	60	0	40		0	92.5	7.5		0	0	0		10.7	89.3	0		
PHF	.250	.000	.500	.417	.000	.681	.250	.602	.000	.000	.000	.000	.375	.694	.000	.778	

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

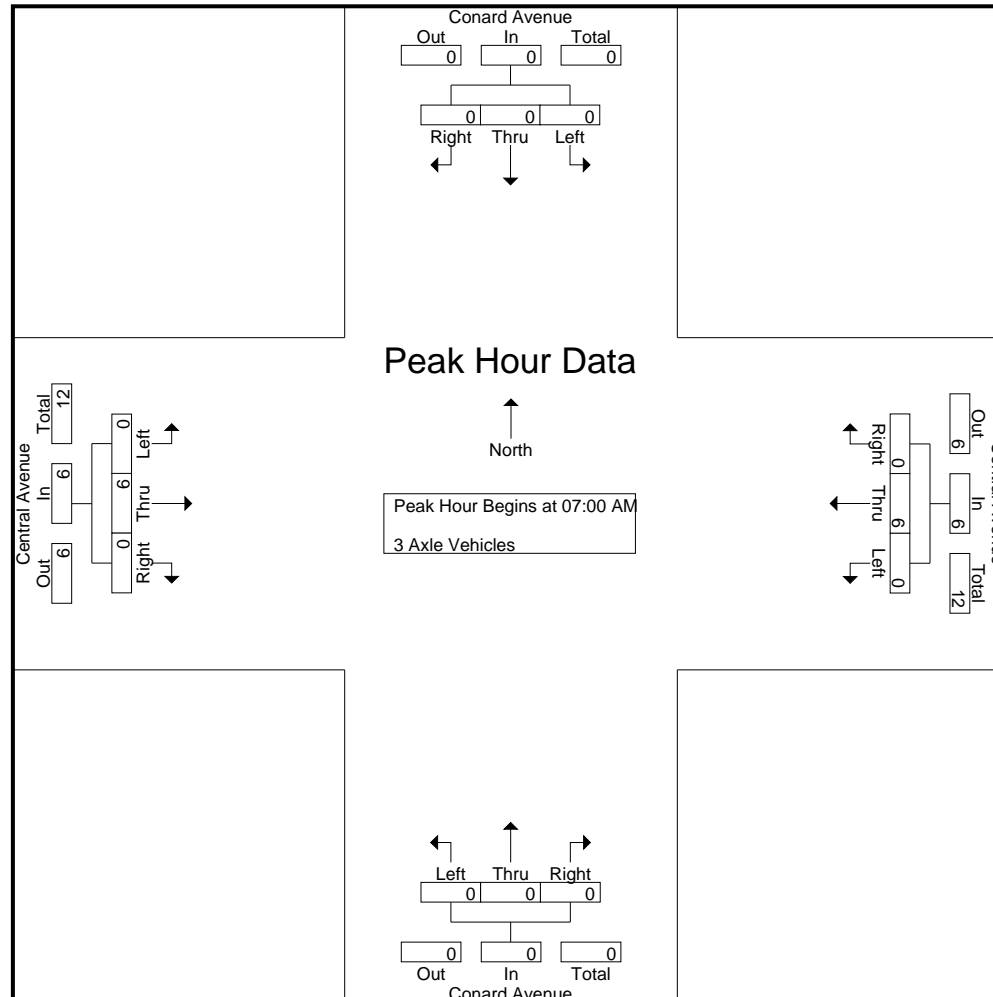
Groups Printed- 3 Axle Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	12	12
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	8	8
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	13	13
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	7	7
Total	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	19	0	0	19	0	34	34
Grand Total	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	0	46	46
Apprch %	100	0	0			0	100	0			0	0	0			0	100	0			0	46	46
Total %	2.2	0	0		2.2	0	43.5	0		43.5	0	0	0		0	0	54.3	0		54.3	0	100	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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	0	2	0	2	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	1.00

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 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	0	2	0	2	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

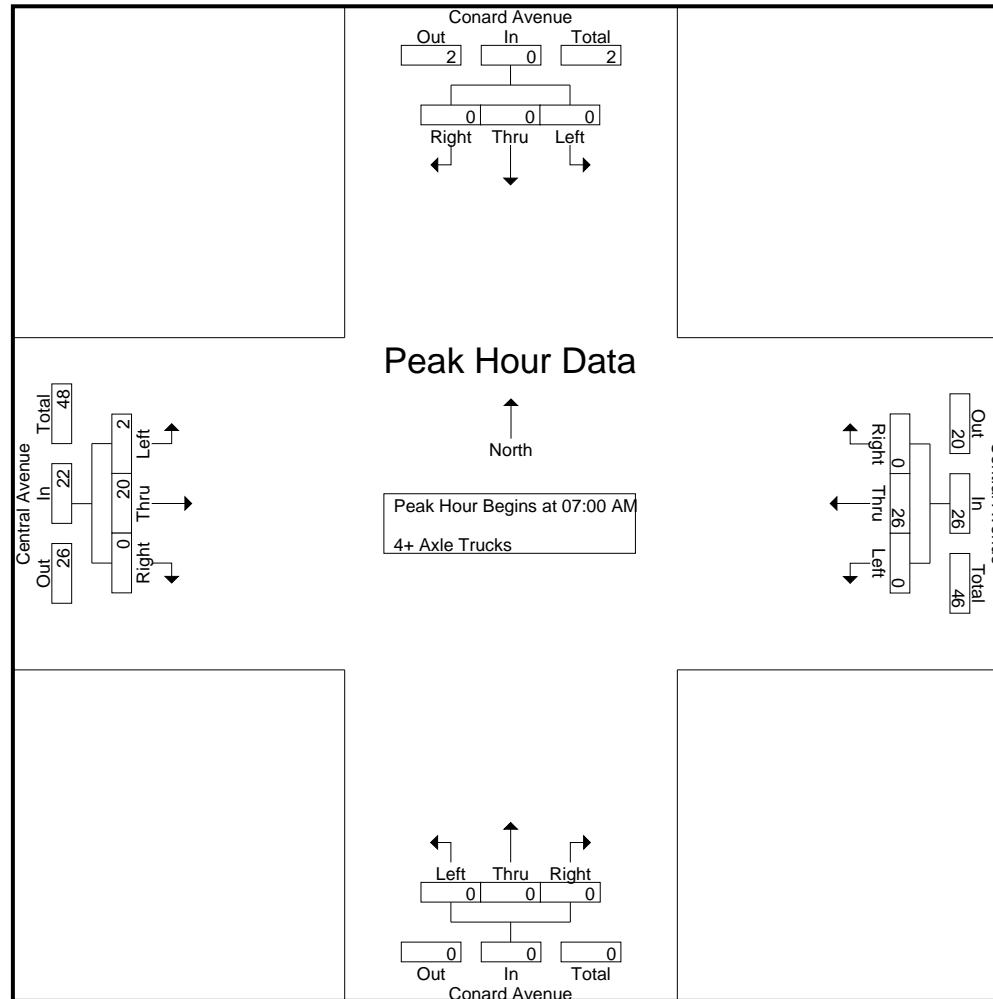
Groups Printed- 4+ Axle Trucks

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8
07:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	0	12	12
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	5	0	0	6	0	12	12
07:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	16	16
Total	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	2	20	0	0	22	0	48	48
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	0	9	9
08:15 AM	0	0	1	1	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	1	10	11
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	1	0	7	0	14	14
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
Total	0	0	1	1	1	0	24	0	0	24	0	0	0	0	0	1	17	1	0	19	1	44	45
Grand Total	0	0	1	1	1	0	50	0	0	50	0	0	0	0	0	3	37	1	0	41	1	92	93
Apprch %	0	0	100			0	100	0			0	0	0			7.3	90.2	2.4					
Total %	0	0	1.1		1.1	0	54.3	0		54.3	0	0	0		0	3.3	40.2	1.1		44.6	1.1	98.9	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	4	0	4	0	0	0	0	0	4	0	4	8
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	1	4	0	5	12
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	5	0	6	12
07:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
Total Volume	0	0	0	0	0	26	0	26	0	0	0	0	2	20	0	22	48
% App. Total	0	0	0	0	0	100	0		0	0	0		9.1	90.9	0		
PHF	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.000	.000	.500	.714	.000	.786	.750

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen AM
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City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen AM
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	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	1	4	0	5	
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	1	5	0	6	
+45 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	
Total Volume	0	0	0	0	0	26	0	26	0	0	0	0	2	20	0	22	
% App. Total	0	0	0		0	100	0		0	0	0		9.1	90.9	0		
PHF	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.000	.000	.500	.714	.000	.786	

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen PM
Site Code : 05121362
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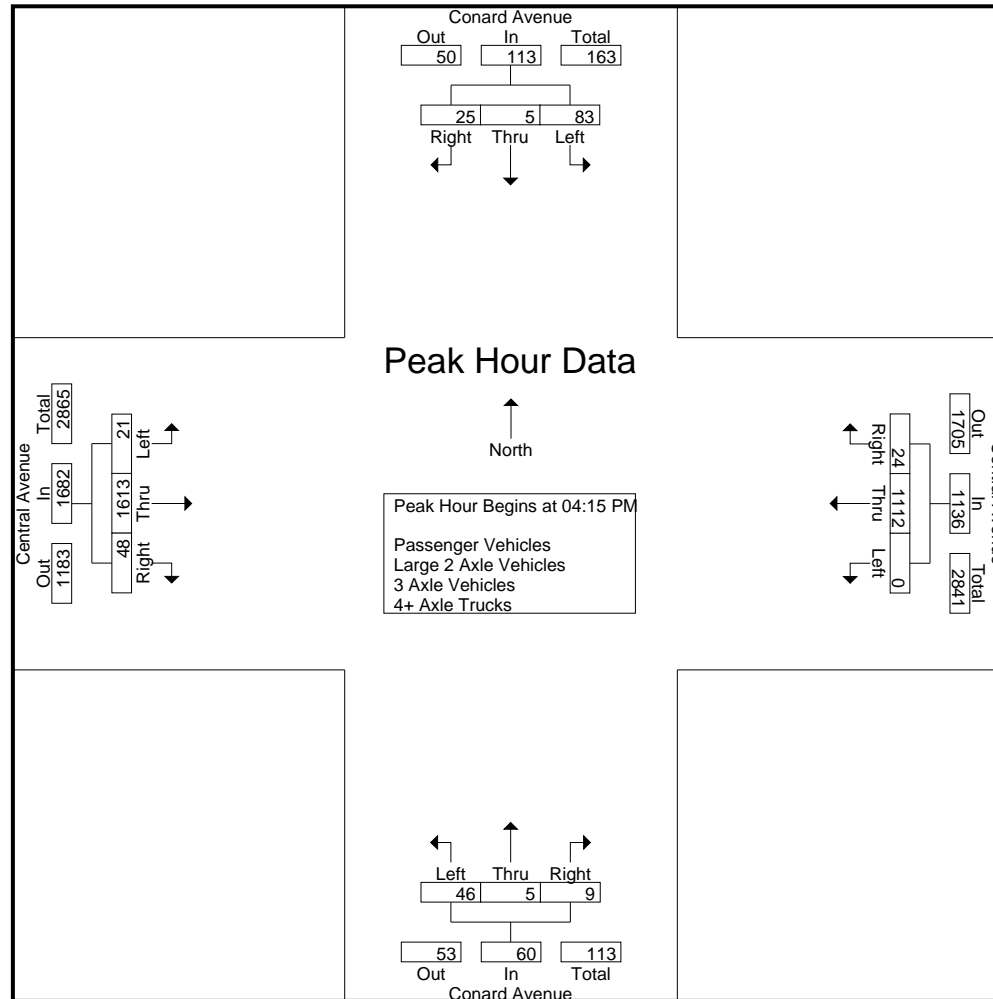
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	14	2	5	4	21	0	284	11	0	295	16	2	3	1	21	12	337	9	0	358	5	695	700
04:15 PM	27	0	8	2	35	0	279	7	0	286	11	0	2	1	13	4	417	14	3	435	6	769	775
04:30 PM	17	1	5	4	23	0	283	4	0	287	13	1	3	0	17	1	387	14	0	402	4	729	733
04:45 PM	18	2	4	4	24	0	269	6	0	275	9	2	4	2	15	10	415	9	0	434	6	748	754
Total	76	5	22	14	103	0	1115	28	0	1143	49	5	12	4	66	27	1556	46	3	1629	21	2941	2962
05:00 PM	21	2	8	3	31	0	281	7	2	288	13	2	0	0	15	6	394	11	1	411	6	745	751
05:15 PM	21	5	6	4	32	0	233	2	0	235	13	0	2	0	15	5	411	15	2	431	6	713	719
05:30 PM	31	1	3	1	35	2	267	7	1	276	7	1	0	0	8	7	387	13	0	407	2	726	728
05:45 PM	21	1	2	1	24	1	276	2	0	279	8	1	0	0	9	1	401	11	1	413	2	725	727
Total	94	9	19	9	122	3	1057	18	3	1078	41	4	2	0	47	19	1593	50	4	1662	16	2909	2925
Grand Total	170	14	41	23	225	3	2172	46	3	2221	90	9	14	4	113	46	3149	96	7	3291	37	5850	5887
Apprch %	75.6	6.2	18.2			0.1	97.8	2.1			79.6	8	12.4			1.4	95.7	2.9					
Total %	2.9	0.2	0.7		3.8	0.1	37.1	0.8		38	1.5	0.2	0.2		1.9	0.8	53.8	1.6		56.3	0.6	99.4	
Passenger Vehicles	165	13	40		240	3	2116	45		2167	90	9	14		117	43	3050	95		3195	0	0	5719
% Passenger Vehicles	97.1	92.9	97.6	95.7	96.8	100	97.4	97.8	100	97.4	100	100	100	100	100	93.5	96.9	99	100	96.9	0	0	97.1
Large 2 Axle Vehicles	4	1	1		7	0	33	1		34	0	0	0		0	2	62	1		65	0	0	106
% Large 2 Axle Vehicles	2.4	7.1	2.4	4.3	2.8	0	1.5	2.2	0	1.5	0	0	0	0	0	4.3	2	1	0	2	0	0	1.8
3 Axle Vehicles	1	0	0		1	0	8	0		8	0	0	0		0	0	7	0		7	0	0	16
% 3 Axle Vehicles	0.6	0	0	0	0.4	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.3
4+ Axle Trucks	0	0	0		0	0	15	0		15	0	0	0		0	1	30	0		31	0	0	46
% 4+ Axle Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	2.2	1	0	0	0.9	0	0	0.8

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	27	0	8	35	0	279	7	286	11	0	2	13	4	417	14	435	769
04:30 PM	17	1	5	23	0	283	4	287	13	1	3	17	1	387	14	402	729
04:45 PM	18	2	4	24	0	269	6	275	9	2	4	15	10	415	9	434	748
05:00 PM	21	2	8	31	0	281	7	288	13	2	0	15	6	394	11	411	745
Total Volume	83	5	25	113	0	1112	24	1136	46	5	9	60	21	1613	48	1682	2991
% App. Total	73.5	4.4	22.1		0	97.9	2.1		76.7	8.3	15		1.2	95.9	2.9		
PHF	.769	.625	.781	.807	.000	.982	.857	.986	.885	.625	.563	.882	.525	.967	.857	.967	.972

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

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City of Lake Elsinore
N/S: Conard Avenue
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	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 Each Approach Begins at:																	
	04:45 PM				04:00 PM				04:00 PM				04:45 PM				
+0 mins.	18	2	4	24	0	284	11	295	16	2	3	21	10	415	9	434	
+15 mins.	21	2	8	31	0	279	7	286	11	0	2	13	6	394	11	411	
+30 mins.	21	5	6	32	0	283	4	287	13	1	3	17	5	411	15	431	
+45 mins.	31	1	3	35	0	269	6	275	9	2	4	15	7	387	13	407	
Total Volume	91	10	21	122	0	1115	28	1143	49	5	12	66	28	1607	48	1683	
% App. Total	74.6	8.2	17.2		0	97.6	2.4		74.2	7.6	18.2		1.7	95.5	2.9		
PHF	.734	.500	.656	.871	.000	.982	.636	.969	.766	.625	.750	.786	.700	.968	.800	.969	

City of Lake Elsinore
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File Name : 14_LKE_Con_Cen PM
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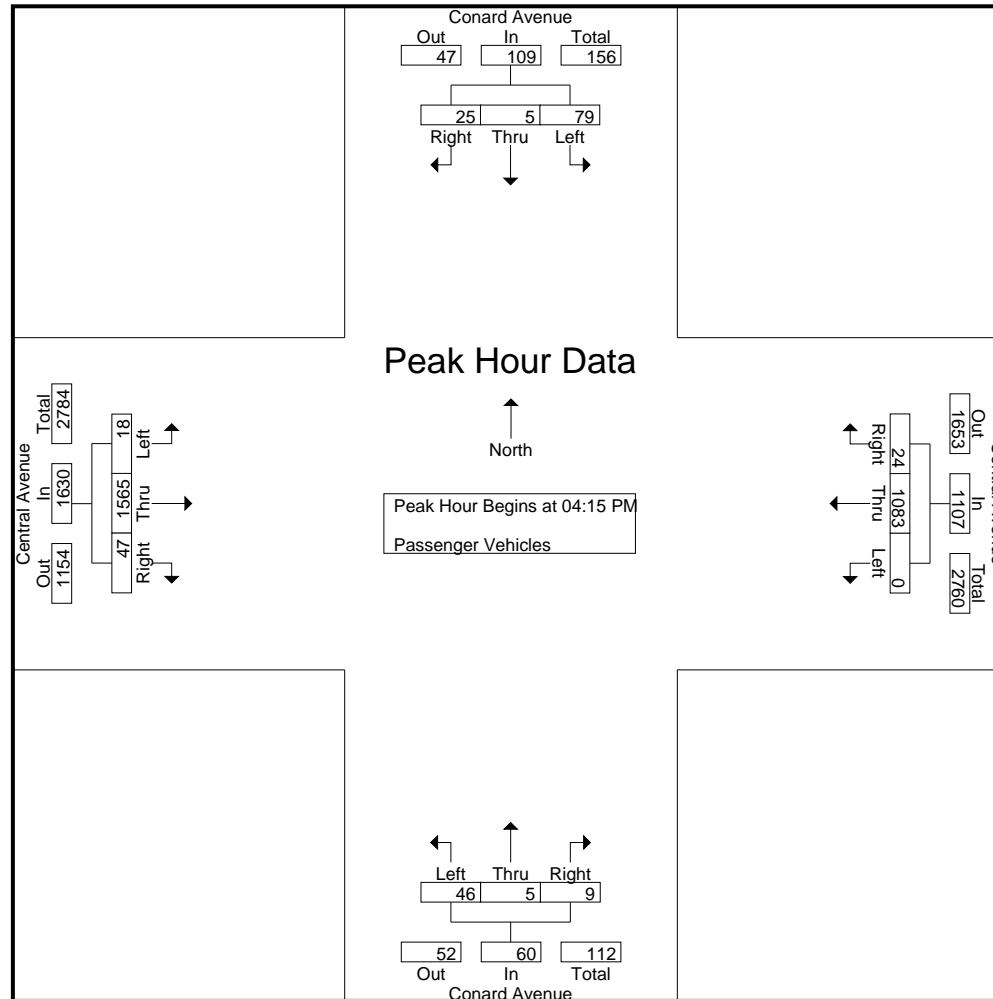
Groups Printed- Passenger Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	2	5	4	21	0	275	10	0	285	16	2	3	1	21	12	323	9	0	344	5	671	676
04:15 PM	26	0	8	2	34	0	270	7	0	277	11	0	2	1	13	4	402	13	3	419	6	743	749
04:30 PM	17	1	5	4	23	0	270	4	0	274	13	1	3	0	17	1	375	14	0	390	4	704	708
04:45 PM	18	2	4	4	24	0	263	6	0	269	9	2	4	2	15	9	402	9	0	420	6	728	734
Total	75	5	22	14	102	0	1078	27	0	1105	49	5	12	4	66	26	1502	45	3	1573	21	2846	2867
05:00 PM	18	2	8	3	28	0	280	7	2	287	13	2	0	0	15	4	386	11	1	401	6	731	737
05:15 PM	21	4	6	4	31	0	226	2	0	228	13	0	2	0	15	5	392	15	2	412	6	686	692
05:30 PM	30	1	3	1	34	2	264	7	1	273	7	1	0	0	8	7	378	13	0	398	2	713	715
05:45 PM	21	1	1	0	23	1	268	2	0	271	8	1	0	0	9	1	392	11	1	404	1	707	708
Total	90	8	18	8	116	3	1038	18	3	1059	41	4	2	0	47	17	1548	50	4	1615	15	2837	2852
Grand Total	165	13	40	22	218	3	2116	45	3	2164	90	9	14	4	113	43	3050	95	7	3188	36	5683	5719
Apprch %	75.7	6	18.3			0.1	97.8	2.1			79.6	8	12.4			1.3	95.7	3					
Total %	2.9	0.2	0.7		3.8	0.1	37.2	0.8		38.1	1.6	0.2	0.2		2	0.8	53.7	1.7		56.1	0.6	99.4	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	26	0	8	34	0	270	7	277	11	0	2	13	4	402	13	419	743
04:30 PM	17	1	5	23	0	270	4	274	13	1	3	17	1	375	14	390	704
04:45 PM	18	2	4	24	0	263	6	269	9	2	4	15	9	402	9	420	728
05:00 PM	18	2	8	28	0	280	7	287	13	2	0	15	4	386	11	401	731
Total Volume	79	5	25	109	0	1083	24	1107	46	5	9	60	18	1565	47	1630	2906
% App. Total	72.5	4.6	22.9		0	97.8	2.2		76.7	8.3	15		1.1	96	2.9		
PHF	.760	.625	.781	.801	.000	.967	.857	.964	.885	.625	.563	.882	.500	.973	.839	.970	.978

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen PM
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City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen PM
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	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	26	0	8	34	0	270	7	277	11	0	2	13	4	402	13	419	
+15 mins.	17	1	5	23	0	270	4	274	13	1	3	17	1	375	14	390	
+30 mins.	18	2	4	24	0	263	6	269	9	2	4	15	9	402	9	420	
+45 mins.	18	2	8	28	0	280	7	287	13	2	0	15	4	386	11	401	
Total Volume	79	5	25	109	0	1083	24	1107	46	5	9	60	18	1565	47	1630	
% App. Total	72.5	4.6	22.9		0	97.8	2.2		76.7	8.3	15		1.1	96	2.9		
PHF	.760	.625	.781	.801	.000	.967	.857	.964	.885	.625	.563	.882	.500	.973	.839	.970	

City of Lake Elsinore
N/S: Conard Avenue
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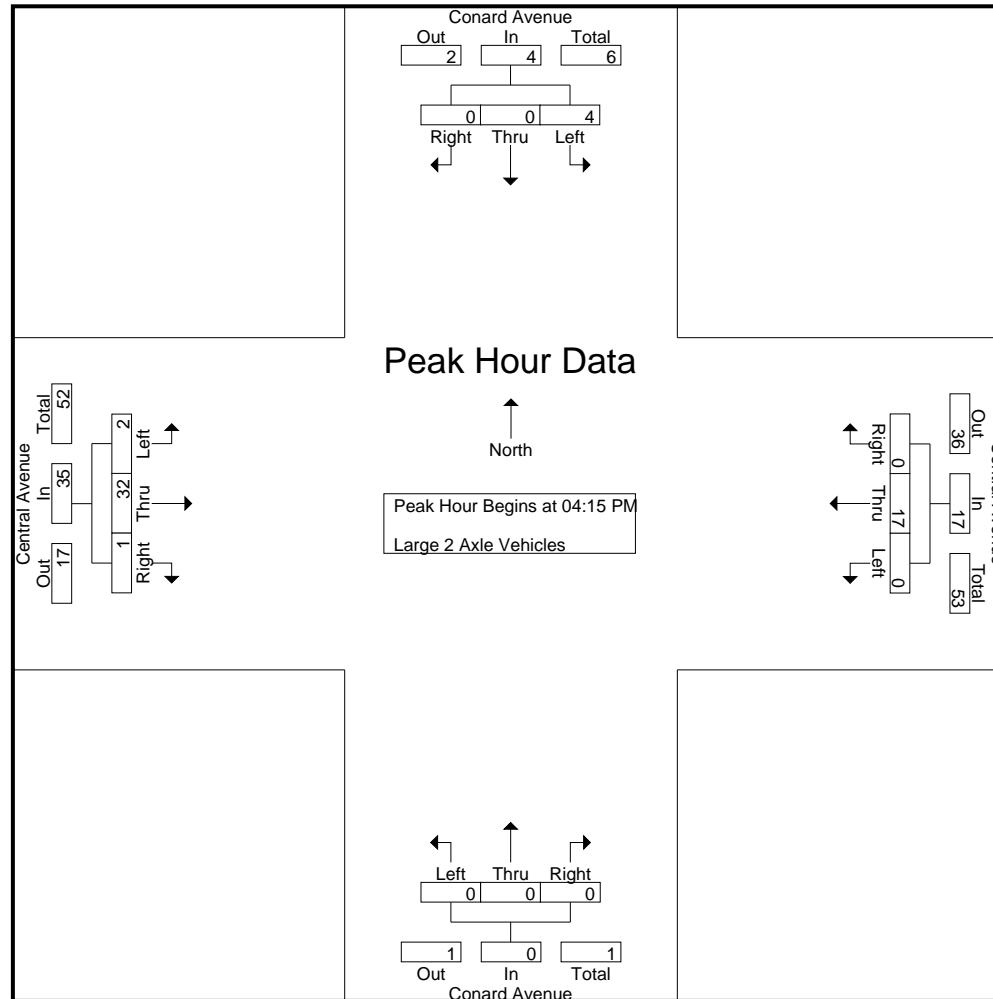
Groups Printed- Large 2 Axle Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	0	13	13
04:15 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	10	1	0	11	0	19	19
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	14	14
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	13	13
Total	1	0	0	0	1	0	22	1	0	23	0	0	0	0	0	0	34	1	0	35	0	59	59
05:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	5	0	0	7	0	10	10
05:15 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	19	19
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
05:45 PM	0	0	1	1	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	1	13	14
Total	3	1	1	1	5	0	11	0	0	11	0	0	0	0	0	2	28	0	0	30	1	46	47
Grand Total	4	1	1	1	6	0	33	1	0	34	0	0	0	0	0	2	62	1	0	65	1	105	106
Apprch %	66.7	16.7	16.7			0	97.1	2.9			0	0	0			3.1	95.4	1.5					
Total %	3.8	1	1		5.7	0	31.4	1		32.4	0	0	0		0	1.9	59	1		61.9	0.9	99.1	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	7	0	7	0	0	0	0	0	10	1	11	19
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	5	0	7	10
Total Volume	4	0	0	4	0	17	0	17	0	0	0	0	2	32	1	35	56
% App. Total	100	0	0		0	100	0		0	0	0		5.7	91.4	2.9		
PHF	.333	.000	.000	.333	.000	.607	.000	.607	.000	.000	.000	.000	.250	.800	.250	.795	.737

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

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City of Lake Elsinore
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Site Code : 05121362
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	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	0	7	0	7	0	0	0	0	0	10	1	11	
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	2	5	0	7	
Total Volume	4	0	0	4	0	17	0	17	0	0	0	0	2	32	1	35	
% App. Total	100	0	0		0	100	0		0	0	0		5.7	91.4	2.9		
PHF	.333	.000	.000	.333	.000	.607	.000	.607	.000	.000	.000	.000	.250	.800	.250	.795	

City of Lake Elsinore
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Page No : 1

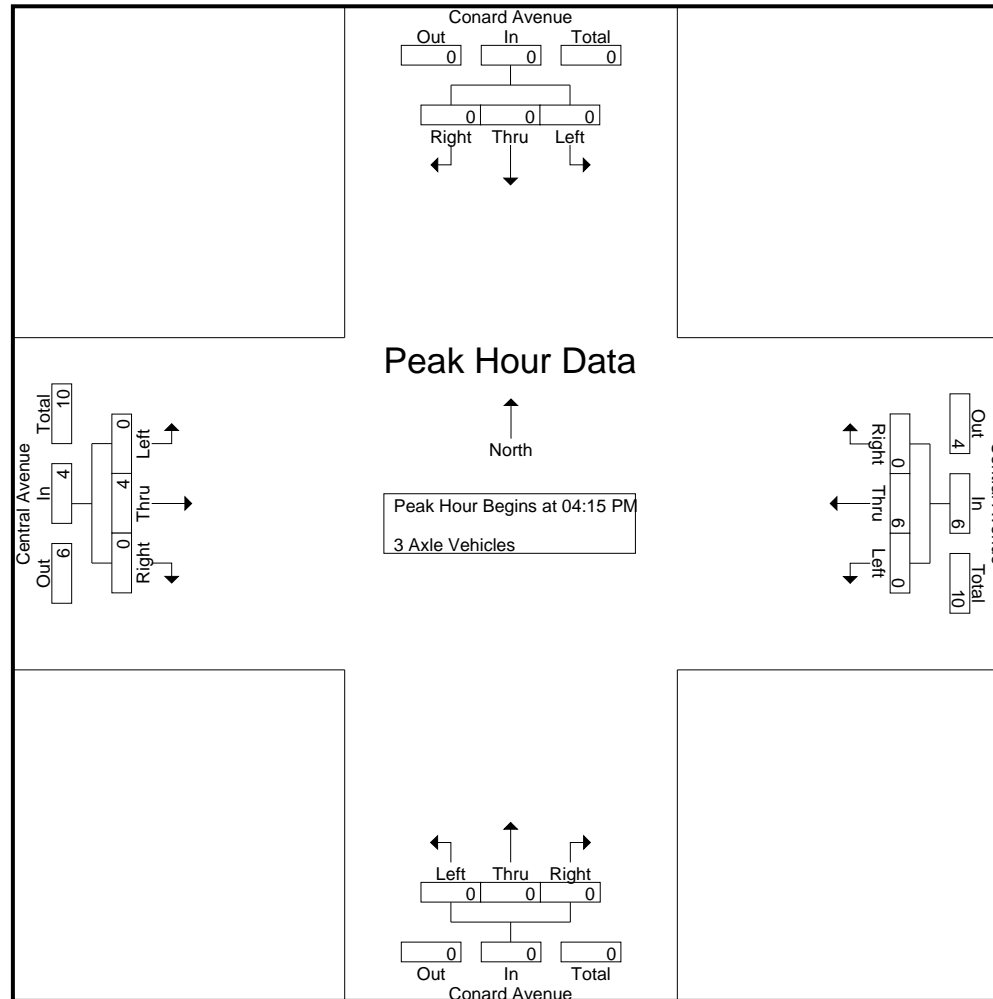
Groups Printed- 3 Axle Vehicles

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	10	10
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	6
Grand Total	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	16	16
Apprch %	100	0	0			0	100	0			0	0	0			0	100	0			0		
Total %	6.2	0	0		6.2	0	50	0		50	0	0	0		0	0	43.8	0		43.8	0	100	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
% App. Total	0	0	0	0	0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.625

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 3

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.500

City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

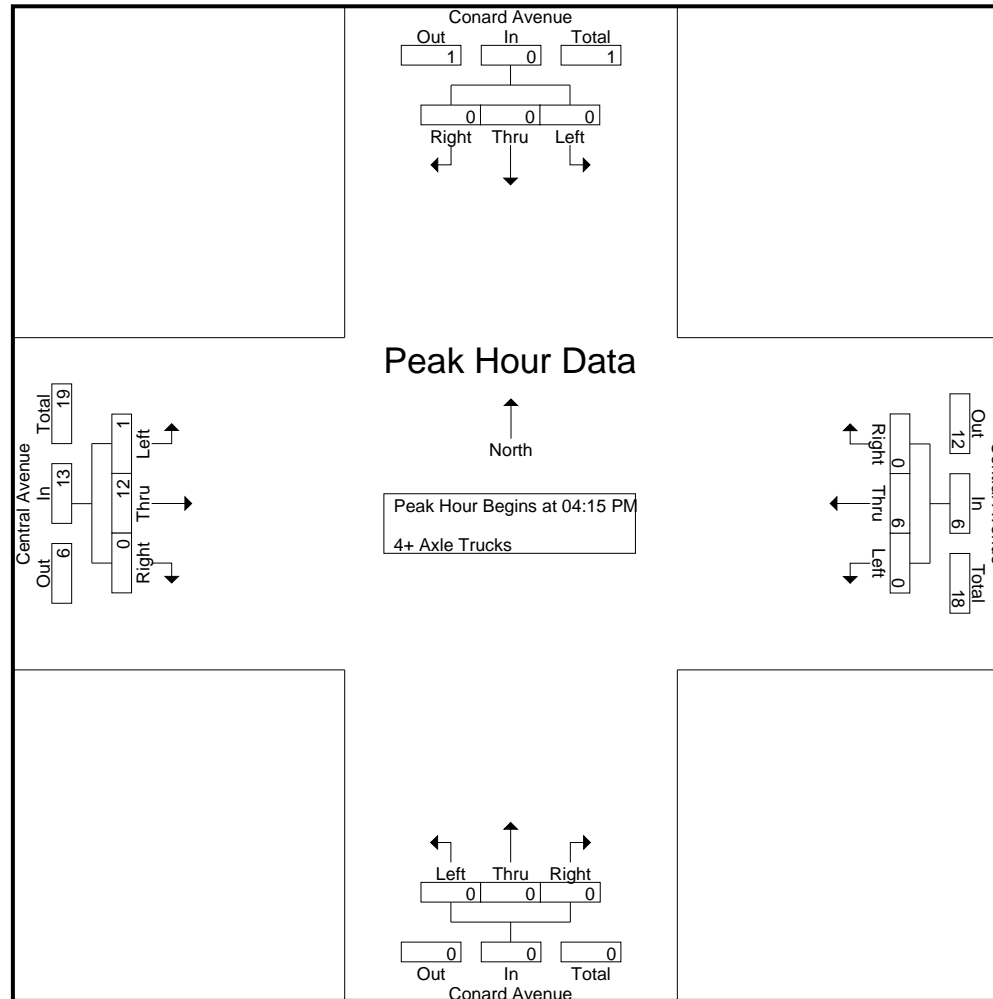
Groups Printed- 4+ Axle Trucks

	Conard Avenue Southbound					Central Avenue Westbound					Conard Avenue Northbound					Central Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	8	8
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	6	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	17	0	0	18	0	26	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	8	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	20	20
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	30	0	0	31	0	46	46
Apprch %	0	0	0			0	100	0			0	0	0			3.2	96.8	0					
Total %	0	0	0			0	32.6	0		32.6	0	0	0			2.2	65.2	0		67.4	0	100	

	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	1	12	0	13	19
% App. Total	0	0	0	0	0	100	0		0	0	0		7.7	92.3	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.813	.679

City of Lake Elsinore
 N/S: Conard Avenue
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 14_LKE_Con_Cen PM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



City of Lake Elsinore
N/S: Conard Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 14_LKE_Con_Cen PM
Site Code : 05121362
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	Conard Avenue Southbound				Central Avenue Westbound				Conard Avenue Northbound				Central Avenue 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	1	12	0	13	
% App. Total	0	0	0		0	100	0		0	0	0		7.7	92.3	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.813	

Location: Lake Elsinore
 N/S: Conard Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Conard Avenue	East Leg 3rd Street	South Leg Conard Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	0	3

	North Leg Conard Avenue	East Leg 3rd Street	South Leg Conard Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Lake Elsinore
 N/S: Conard Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Conard Avenue			Westbound 3rd Street			Northbound Conard Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		1	0	0	0	1	0	0	0	0	0	0	0	2

		Southbound Conard Avenue			Westbound 3rd Street			Northbound Conard Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

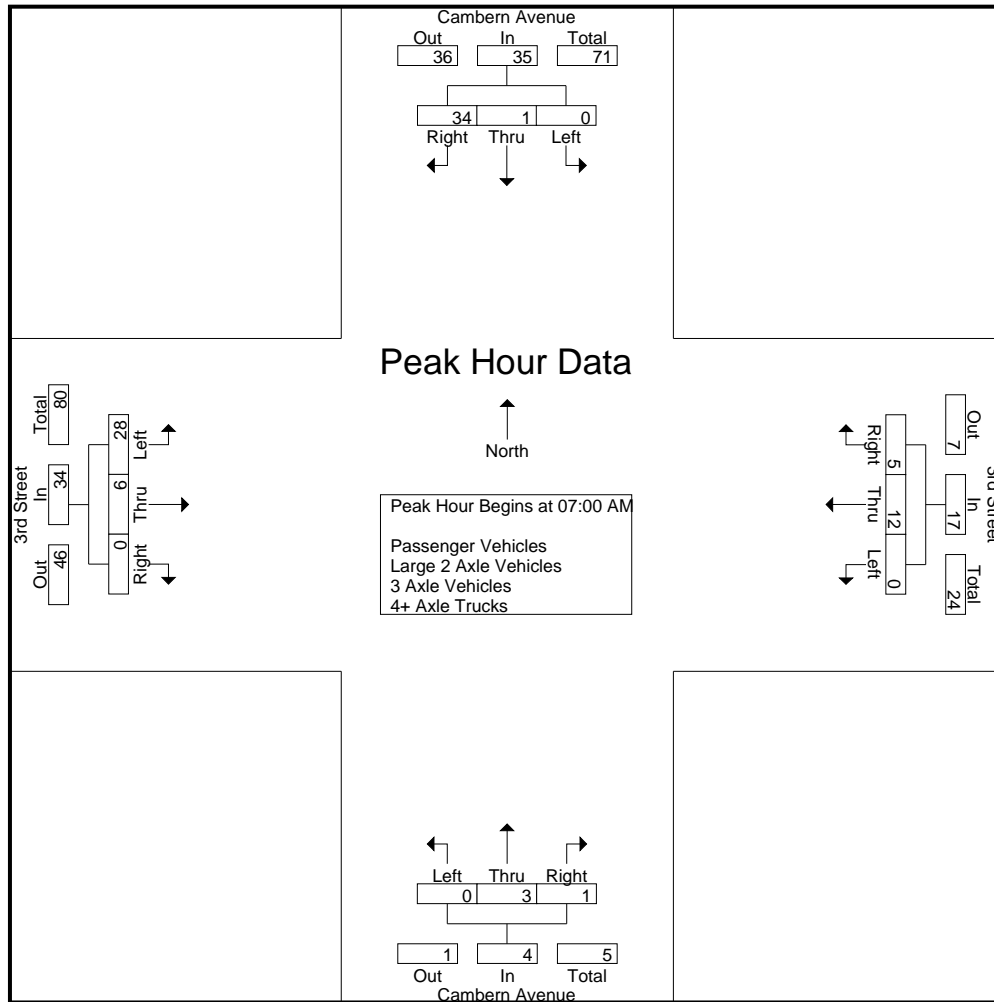
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	8	8	0	2	2	4	0	0	1	1	3	1	0	4	17
07:15 AM	0	0	7	7	0	2	0	2	0	3	0	3	10	0	0	10	22
07:30 AM	0	0	7	7	0	6	2	8	0	0	0	0	6	3	0	9	24
07:45 AM	0	1	12	13	0	2	1	3	0	0	0	0	9	2	0	11	27
Total	0	1	34	35	0	12	5	17	0	3	1	4	28	6	0	34	90
08:00 AM	1	0	4	5	0	1	1	2	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	6	6	0	1	4	5	0	0	0	0	7	1	0	8	19
08:30 AM	1	0	5	6	1	4	1	6	0	0	0	0	5	2	0	7	19
08:45 AM	0	0	10	10	0	3	0	3	0	0	0	0	7	2	0	9	22
Total	2	0	25	27	1	9	6	16	0	0	0	0	22	5	0	27	70
Grand Total	2	1	59	62	1	21	11	33	0	3	1	4	50	11	0	61	160
Apprch %	3.2	1.6	95.2		3	63.6	33.3		0	75	25		82	18	0		
Total %	1.2	0.6	36.9	38.8	0.6	13.1	6.9	20.6	0	1.9	0.6	2.5	31.2	6.9	0	38.1	
Passenger Vehicles	2	1	55	58	1	21	10	32	0	3	0	3	46	11	0	57	150
% Passenger Vehicles	100	100	93.2	93.5	100	100	90.9	97	0	100	0	75	92	100	0	93.4	93.8
Large 2 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% Large 2 Axle Vehicles	0	0	3.4	3.2	0	0	0	0	0	0	0	0	2	0	0	1.6	1.9
3 Axle Vehicles	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
% 3 Axle Vehicles	0	0	1.7	1.6	0	0	9.1	3	0	0	100	25	0	0	0	0	1.9
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
% 4+ Axle Trucks	0	0	1.7	1.6	0	0	0	0	0	0	0	0	6	0	0	4.9	2.5

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	8	8	0	2	2	4	0	0	1	1	3	1	0	4	17
07:15 AM	0	0	7	7	0	2	0	2	0	3	0	3	10	0	0	10	22
07:30 AM	0	0	7	7	0	6	2	8	0	0	0	0	6	3	0	9	24
07:45 AM	0	1	12	13	0	2	1	3	0	0	0	0	9	2	0	11	27
Total Volume	0	1	34	35	0	12	5	17	0	3	1	4	28	6	0	34	90
% App. Total	0	2.9	97.1		0	70.6	29.4		0	75	25		82.4	17.6	0		
PHF	.000	.250	.708	.673	.000	.500	.625	.531	.000	.250	.250	.333	.700	.500	.000	.773	.833

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	8	8	0	6	2	8	0	0	1	1	3	1	0	4
+15 mins.	0	0	7	7	0	2	1	3	0	3	0	3	10	0	0	10
+30 mins.	0	0	7	7	0	1	1	2	0	0	0	0	6	3	0	9
+45 mins.	0	1	12	13	0	1	4	5	0	0	0	0	9	2	0	11
Total Volume	0	1	34	35	0	10	8	18	0	3	1	4	28	6	0	34
% App. Total	0	2.9	97.1		0	55.6	44.4		0	75	25		82.4	17.6	0	
PHF	.000	.250	.708	.673	.000	.417	.500	.563	.000	.250	.250	.333	.700	.500	.000	.773

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

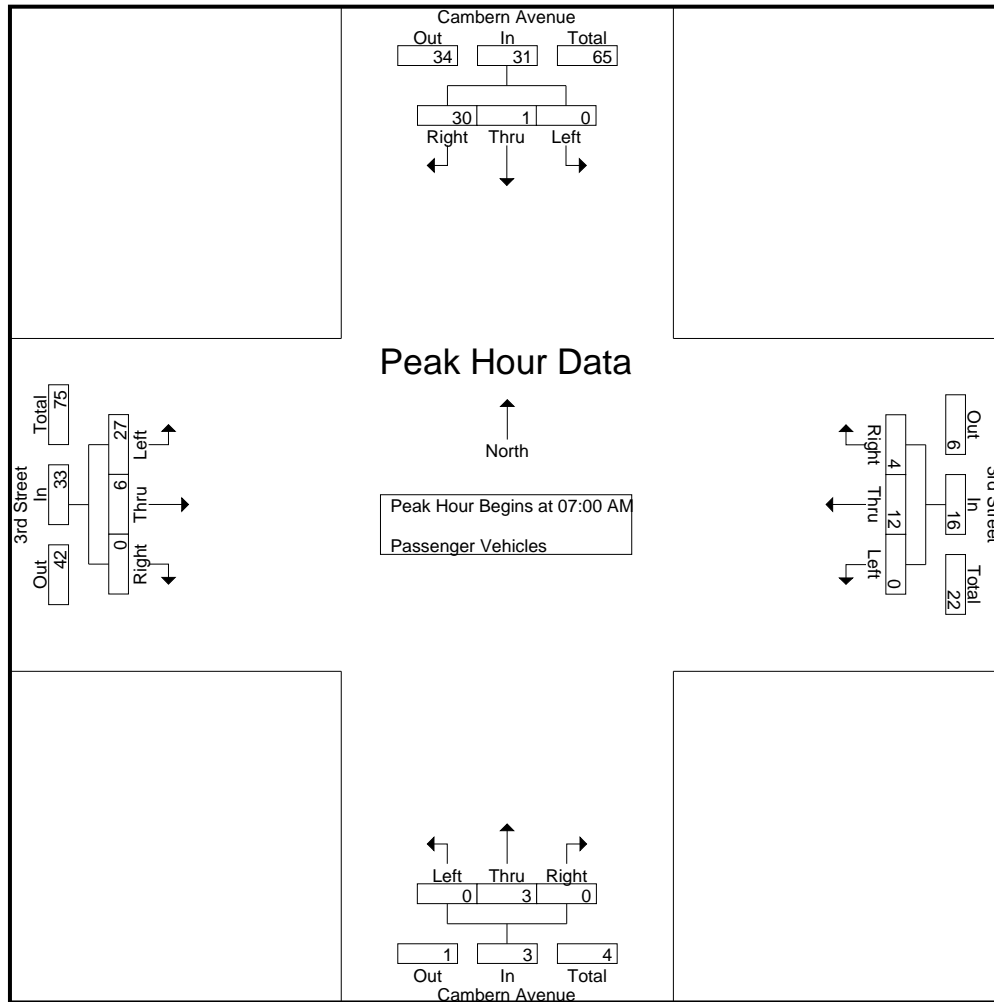
Groups Printed- Passenger Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	7	7	0	2	1	3	0	0	0	0	3	1	0	4	14
07:15 AM	0	0	6	6	0	2	0	2	0	3	0	3	9	0	0	9	20
07:30 AM	0	0	6	6	0	6	2	8	0	0	0	0	6	3	0	9	23
07:45 AM	0	1	11	12	0	2	1	3	0	0	0	0	9	2	0	11	26
Total	0	1	30	31	0	12	4	16	0	3	0	3	27	6	0	33	83
08:00 AM	1	0	4	5	0	1	1	2	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	6	6	0	1	4	5	0	0	0	0	5	1	0	6	17
08:30 AM	1	0	5	6	1	4	1	6	0	0	0	0	5	2	0	7	19
08:45 AM	0	0	10	10	0	3	0	3	0	0	0	0	6	2	0	8	21
Total	2	0	25	27	1	9	6	16	0	0	0	0	19	5	0	24	67
Grand Total	2	1	55	58	1	21	10	32	0	3	0	3	46	11	0	57	150
Apprch %	3.4	1.7	94.8		3.1	65.6	31.2		0	100	0		80.7	19.3	0		
Total %	1.3	0.7	36.7	38.7	0.7	14	6.7	21.3	0	2	0	2	30.7	7.3	0	38	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	7	7	0	2	1	3	0	0	0	0	3	1	0	4	14
07:15 AM	0	0	6	6	0	2	0	2	0	3	0	3	9	0	0	9	20
07:30 AM	0	0	6	6	0	6	2	8	0	0	0	0	6	3	0	9	23
07:45 AM	0	1	11	12	0	2	1	3	0	0	0	0	9	2	0	11	26
Total Volume	0	1	30	31	0	12	4	16	0	3	0	3	27	6	0	33	83
% App. Total	0	3.2	96.8		0	75	25		0	100	0		81.8	18.2	0		
PHF	.000	.250	.682	.646	.000	.500	.500	.500	.000	.250	.000	.250	.750	.500	.000	.750	.798

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
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	7	7	0	2	1	3	0	0	0	0	3	1	0	4
+15 mins.	0	0	6	6	0	2	0	2	0	3	0	3	9	0	0	9
+30 mins.	0	0	6	6	0	6	2	8	0	0	0	0	6	3	0	9
+45 mins.	0	1	11	12	0	2	1	3	0	0	0	0	9	2	0	11
Total Volume	0	1	30	31	0	12	4	16	0	3	0	3	27	6	0	33
% App. Total	0	3.2	96.8		0	75	25		0	100	0		81.8	18.2	0	
PHF	.000	.250	.682	.646	.000	.500	.500	.500	.000	.250	.000	.250	.750	.500	.000	.750

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

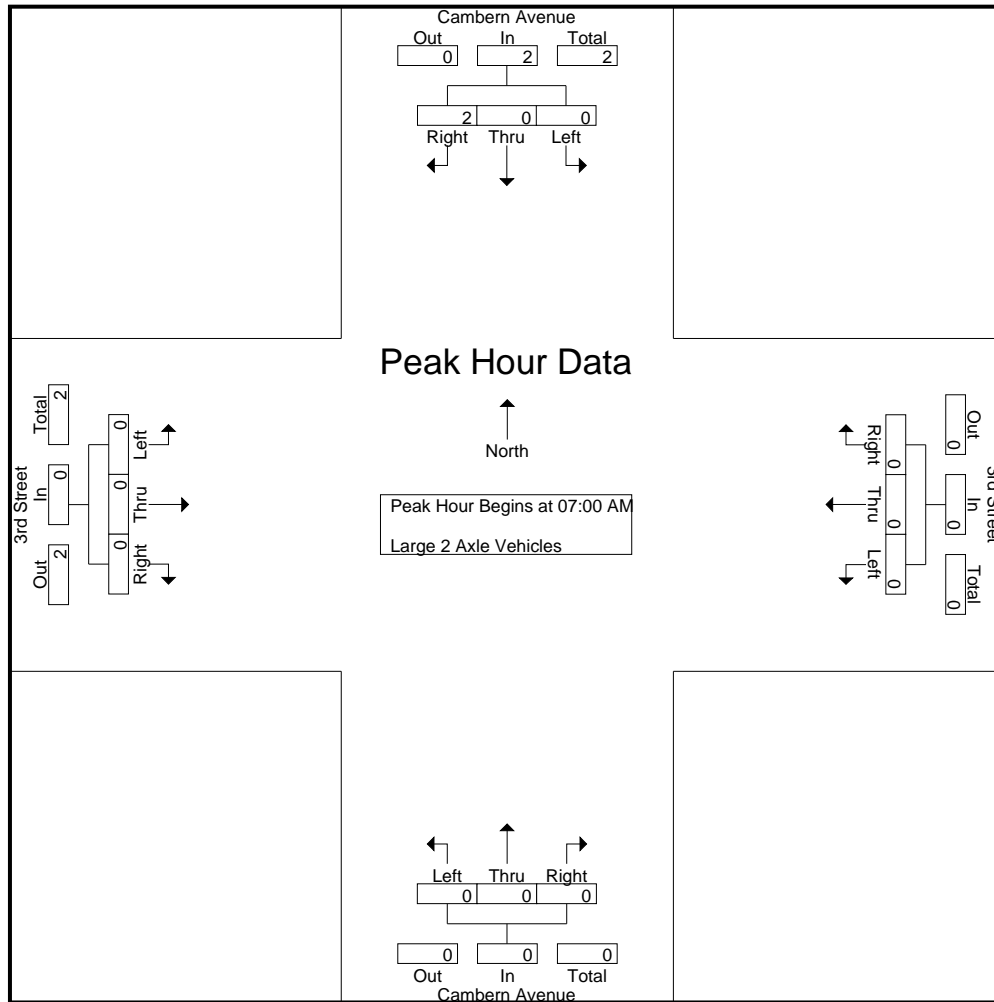
Groups Printed- Large 2 Axle Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

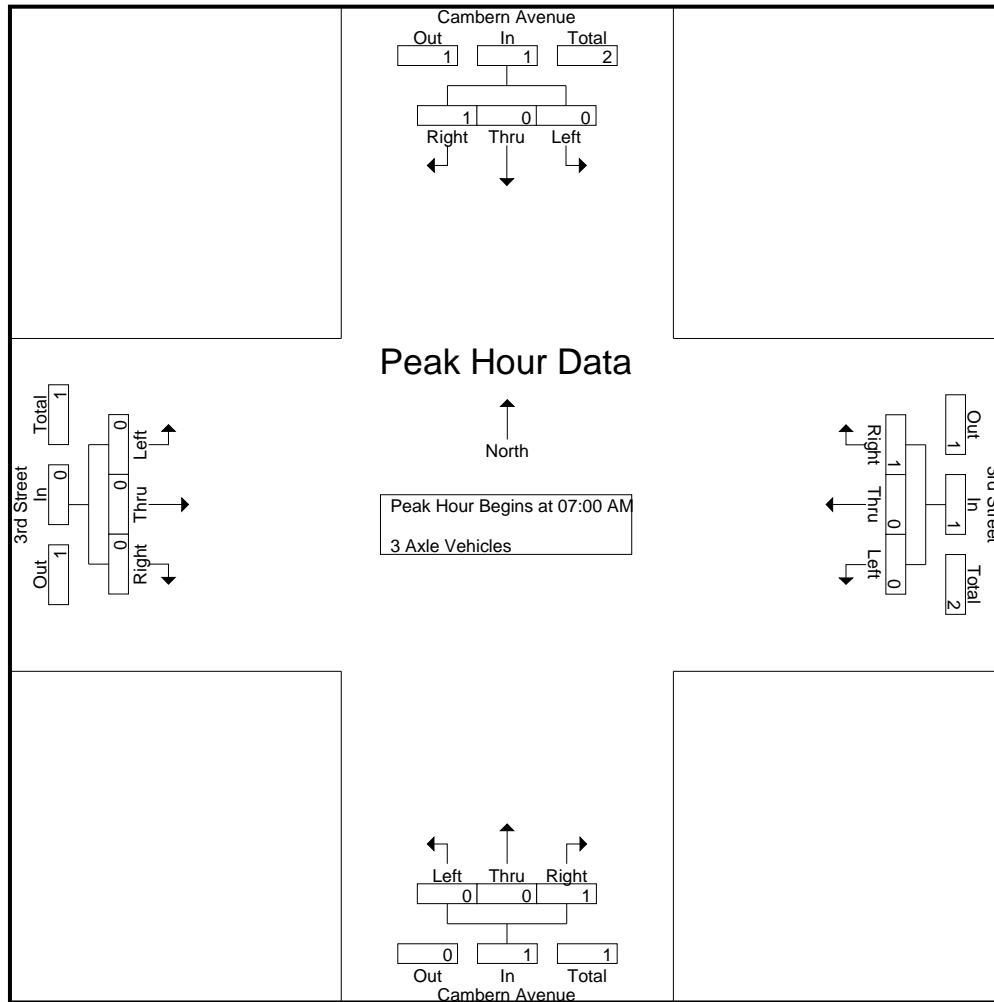
Groups Printed- 3 Axle Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	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	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
Apprch %	0	0	100		0	0	100		0	0	100		0	0	0		
Total %	0	0	33.3	33.3	0	0	33.3	33.3	0	0	33.3	33.3	0	0	0	0	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
% App. Total	0	0	100		0	0	100		0	0	100		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
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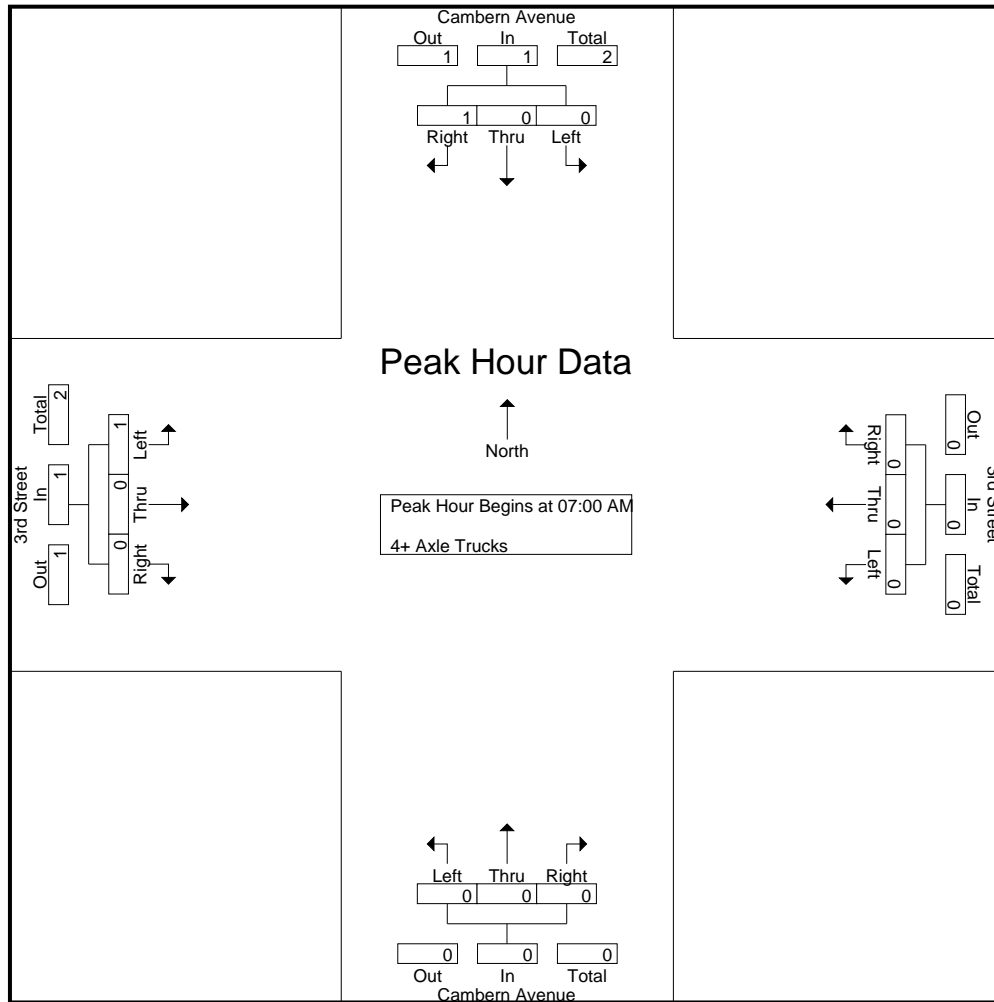
Groups Printed- 4+ Axle Trucks

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	0	0	1	1
07:30 AM	0	0	1	1	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	1	0	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	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	25	25	0	0	0	0	0	0	0	0	75	0	0	75	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	1	1	0	0	0	0	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 Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd AM
Site Code : 05121362
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

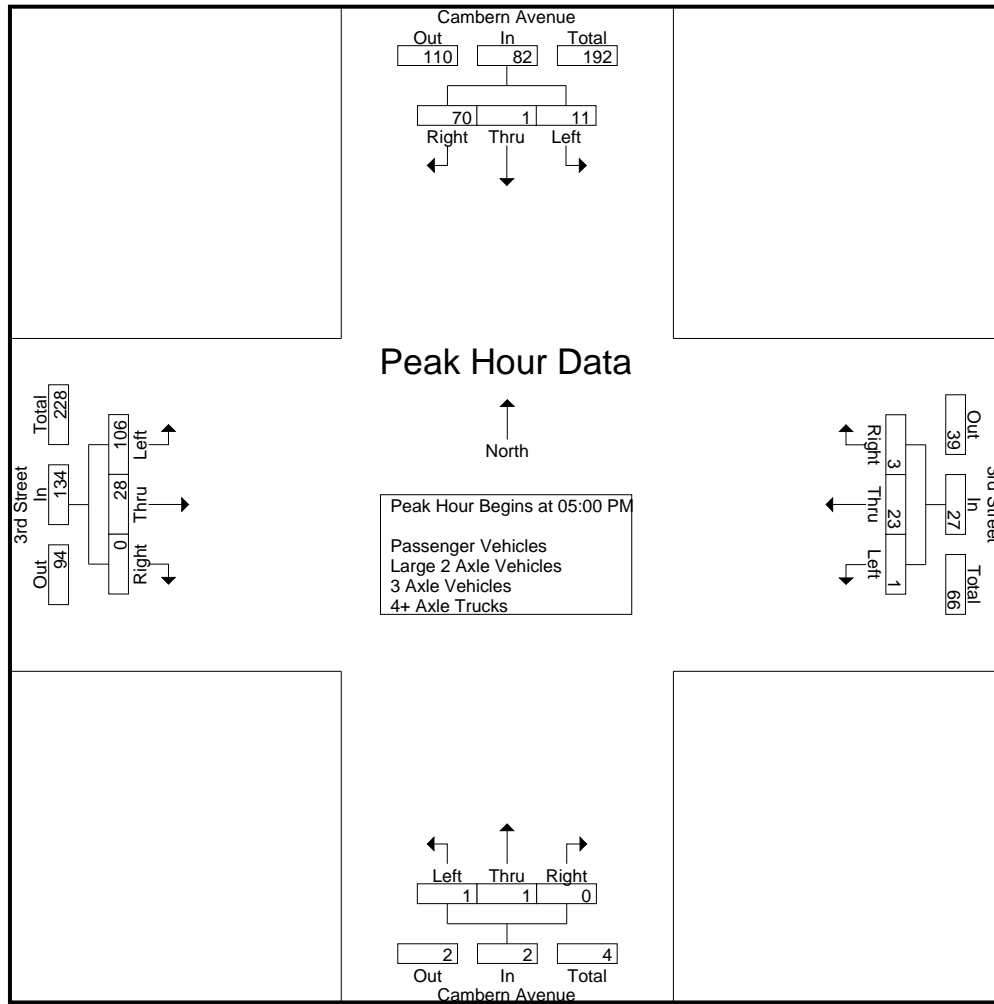
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	2	1	25	28	0	0	1	1	0	0	0	0	24	10	0	34	63
04:15 PM	3	0	20	23	0	7	0	7	0	0	0	0	21	8	0	29	59
04:30 PM	0	0	11	11	0	2	0	2	0	0	0	0	21	14	0	35	48
04:45 PM	5	1	20	26	0	5	0	5	1	0	0	1	28	5	0	33	65
Total	10	2	76	88	0	14	1	15	1	0	0	1	94	37	0	131	235
05:00 PM	2	0	25	27	0	1	0	1	0	0	0	0	35	5	0	40	68
05:15 PM	2	1	11	14	0	7	0	7	0	1	0	1	19	8	0	27	49
05:30 PM	3	0	12	15	0	8	0	8	0	0	0	0	21	6	0	27	50
05:45 PM	4	0	22	26	1	7	3	11	1	0	0	1	31	9	0	40	78
Total	11	1	70	82	1	23	3	27	1	1	0	2	106	28	0	134	245
Grand Total	21	3	146	170	1	37	4	42	2	1	0	3	200	65	0	265	480
Apprch %	12.4	1.8	85.9		2.4	88.1	9.5		66.7	33.3	0		75.5	24.5	0		
Total %	4.4	0.6	30.4	35.4	0.2	7.7	0.8	8.8	0.4	0.2	0	0.6	41.7	13.5	0	55.2	
Passenger Vehicles	21	3	144	168	1	37	4	42	2	1	0	3	200	64	0	264	477
% Passenger Vehicles	100	100	98.6	98.8	100	100	100	100	100	100	0	100	100	98.5	0	99.6	99.4
Large 2 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% Large 2 Axle Vehicles	0	0	0.7	0.6	0	0	0	0	0	0	0	0	0	1.5	0	0.4	0.4
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0.7	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	2	0	25	27	0	1	0	1	0	0	0	0	35	5	0	40	68
05:15 PM	2	1	11	14	0	7	0	7	0	1	0	1	19	8	0	27	49
05:30 PM	3	0	12	15	0	8	0	8	0	0	0	0	21	6	0	27	50
05:45 PM	4	0	22	26	1	7	3	11	1	0	0	1	31	9	0	40	78
Total Volume	11	1	70	82	1	23	3	27	1	1	0	2	106	28	0	134	245
% App. Total	13.4	1.2	85.4		3.7	85.2	11.1		50	50	0		79.1	20.9	0		
PHF	.688	.250	.700	.759	.250	.719	.250	.614	.250	.250	.000	.500	.757	.778	.000	.838	.785

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
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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				05:00 PM				04:30 PM				04:15 PM			
+0 mins.	2	1	25	28	0	1	0	1	0	0	0	0	21	8	0	29
+15 mins.	3	0	20	23	0	7	0	7	1	0	0	1	21	14	0	35
+30 mins.	0	0	11	11	0	8	0	8	0	0	0	0	28	5	0	33
+45 mins.	5	1	20	26	1	7	3	11	0	1	0	1	35	5	0	40
Total Volume	10	2	76	88	1	23	3	27	1	1	0	2	105	32	0	137
% App. Total	11.4	2.3	86.4		3.7	85.2	11.1		50	50	0		76.6	23.4	0	
PHF	.500	.500	.760	.786	.250	.719	.250	.614	.250	.250	.000	.500	.750	.571	.000	.856

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
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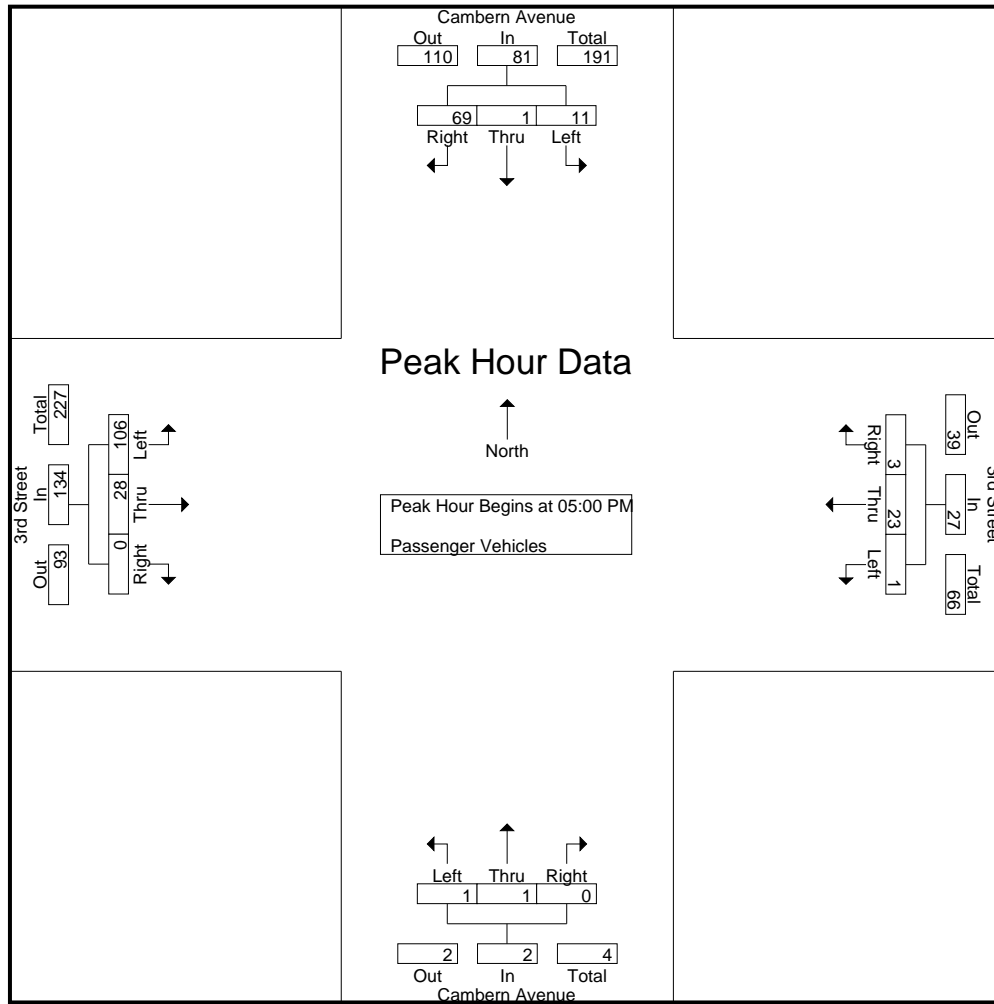
Groups Printed- Passenger Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	2	1	24	27	0	0	1	1	0	0	0	0	24	10	0	34	62
04:15 PM	3	0	20	23	0	7	0	7	0	0	0	0	21	8	0	29	59
04:30 PM	0	0	11	11	0	2	0	2	0	0	0	0	21	14	0	35	48
04:45 PM	5	1	20	26	0	5	0	5	1	0	0	1	28	4	0	32	64
Total	10	2	75	87	0	14	1	15	1	0	0	1	94	36	0	130	233
05:00 PM	2	0	25	27	0	1	0	1	0	0	0	0	35	5	0	40	68
05:15 PM	2	1	11	14	0	7	0	7	0	1	0	1	19	8	0	27	49
05:30 PM	3	0	12	15	0	8	0	8	0	0	0	0	21	6	0	27	50
05:45 PM	4	0	21	25	1	7	3	11	1	0	0	1	31	9	0	40	77
Total	11	1	69	81	1	23	3	27	1	1	0	2	106	28	0	134	244
Grand Total	21	3	144	168	1	37	4	42	2	1	0	3	200	64	0	264	477
Apprch %	12.5	1.8	85.7		2.4	88.1	9.5		66.7	33.3	0		75.8	24.2	0		
Total %	4.4	0.6	30.2	35.2	0.2	7.8	0.8	8.8	0.4	0.2	0	0.6	41.9	13.4	0	55.3	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	25	27	0	1	0	1	0	0	0	0	35	5	0	40	68
05:15 PM	2	1	11	14	0	7	0	7	0	1	0	1	19	8	0	27	49
05:30 PM	3	0	12	15	0	8	0	8	0	0	0	0	21	6	0	27	50
05:45 PM	4	0	21	25	1	7	3	11	1	0	0	1	31	9	0	40	77
Total Volume	11	1	69	81	1	23	3	27	1	1	0	2	106	28	0	134	244
% App. Total	13.6	1.2	85.2		3.7	85.2	11.1		50	50	0		79.1	20.9	0		
PHF	.688	.250	.690	.750	.250	.719	.250	.614	.250	.250	.000	.500	.757	.778	.000	.838	.792

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	0	25	27	0	1	0	1	0	0	0	0	35	5	0	40
+15 mins.	2	1	11	14	0	7	0	7	0	1	0	1	19	8	0	27
+30 mins.	3	0	12	15	0	8	0	8	0	0	0	0	21	6	0	27
+45 mins.	4	0	21	25	1	7	3	11	1	0	0	1	31	9	0	40
Total Volume	11	1	69	81	1	23	3	27	1	1	0	2	106	28	0	134
% App. Total	13.6	1.2	85.2		3.7	85.2	11.1		50	50	0		79.1	20.9	0	
PHF	.688	.250	.690	.750	.250	.719	.250	.614	.250	.250	.000	.500	.757	.778	.000	.838

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

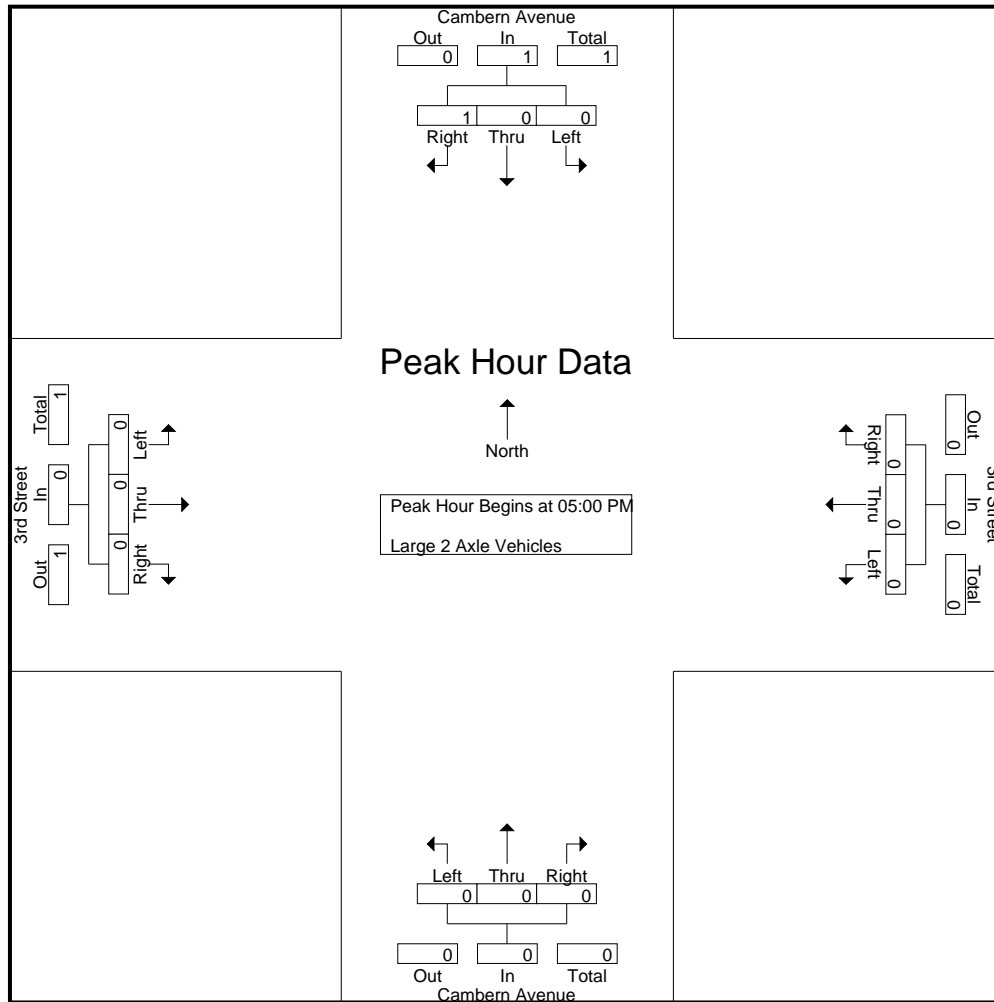
Groups Printed- Large 2 Axle Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	0	0	100		0	0	0		0	0	0		0	100	0		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	0	50	0	50	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

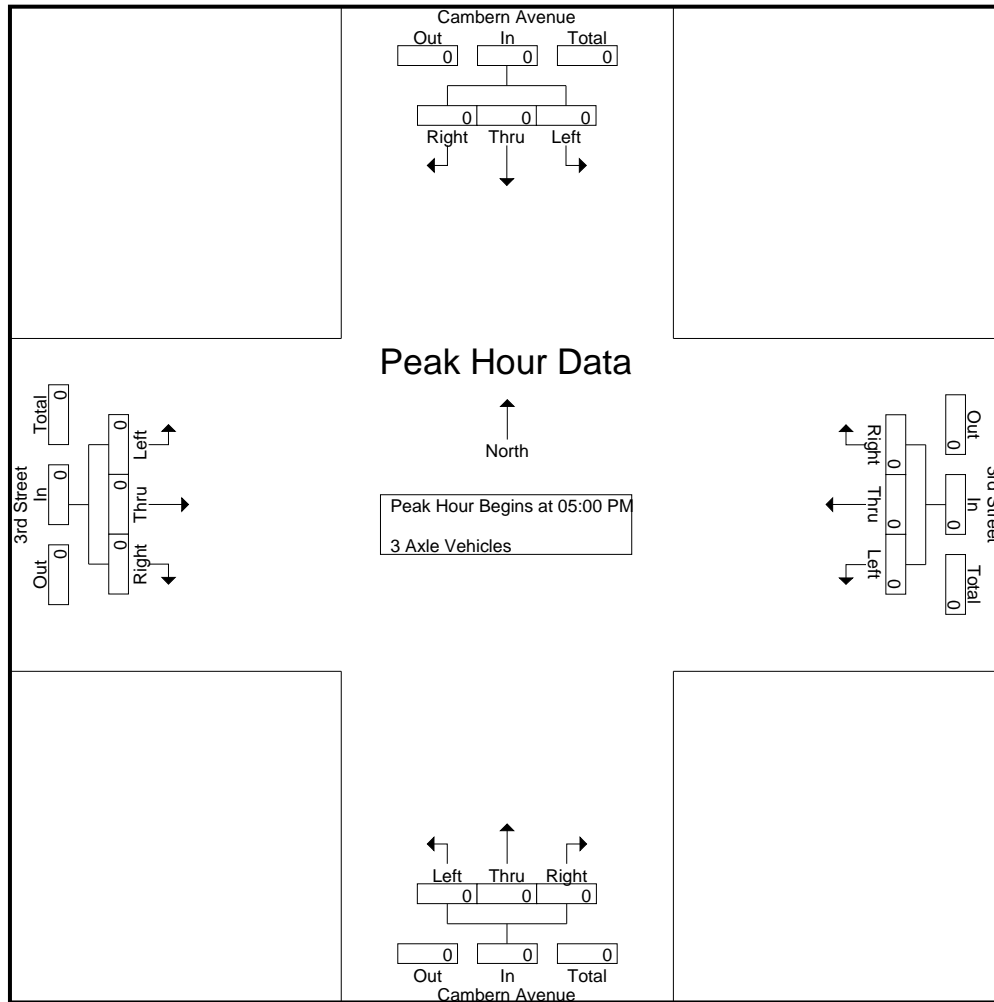
Groups Printed- 3 Axle Vehicles

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

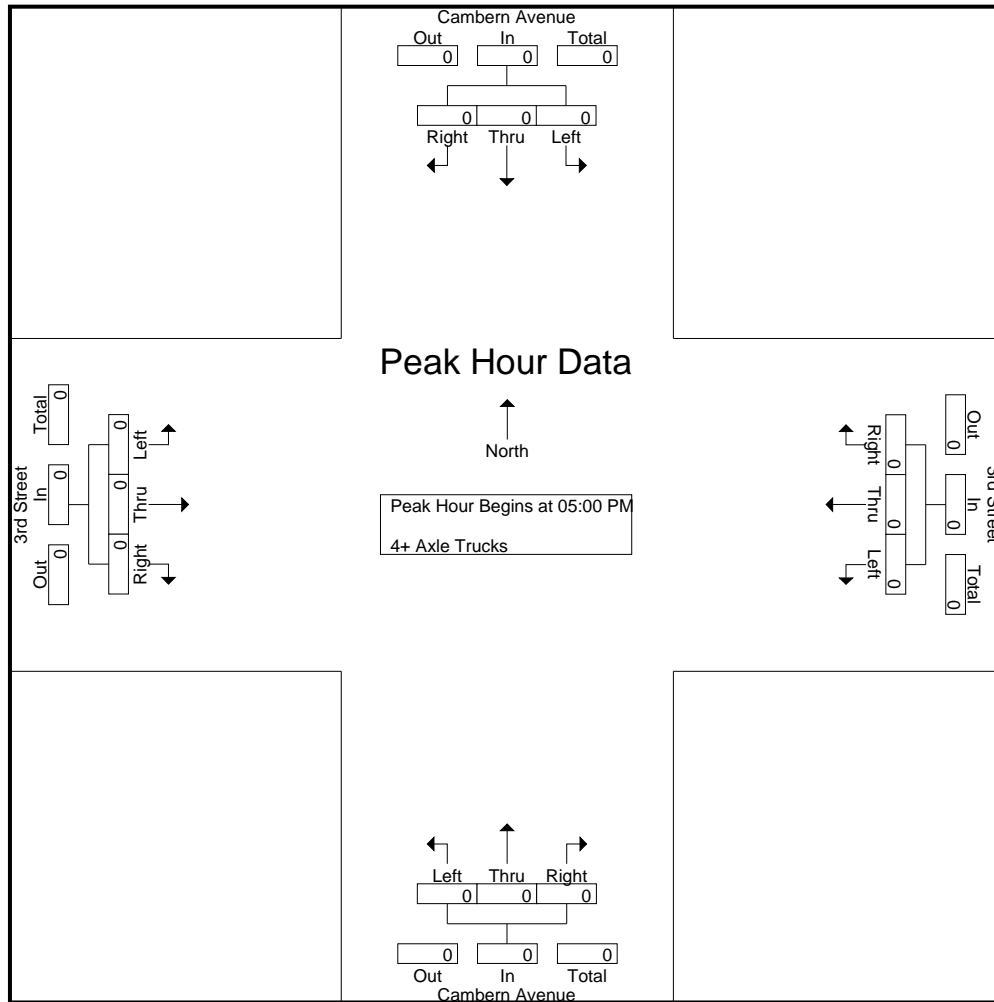
Groups Printed- 4+ Axle Trucks

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 15_LKE_Cam_3rd PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Lake Elsinore
 N/S: Cambern Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Cambern Avenue	East Leg 3rd Street	South Leg Cambern Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cambern Avenue	East Leg 3rd Street	South Leg Cambern Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	4	0	0	0	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	0	0	0	5

Location: Lake Elsinore
 N/S: Cambern Avenue
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

		Southbound Cambern Avenue			Westbound 3rd Street			Northbound Cambern Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	1	0	1

		Southbound Cambern Avenue			Westbound 3rd Street			Northbound Cambern Avenue			Eastbound 3rd Street			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3AM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 1

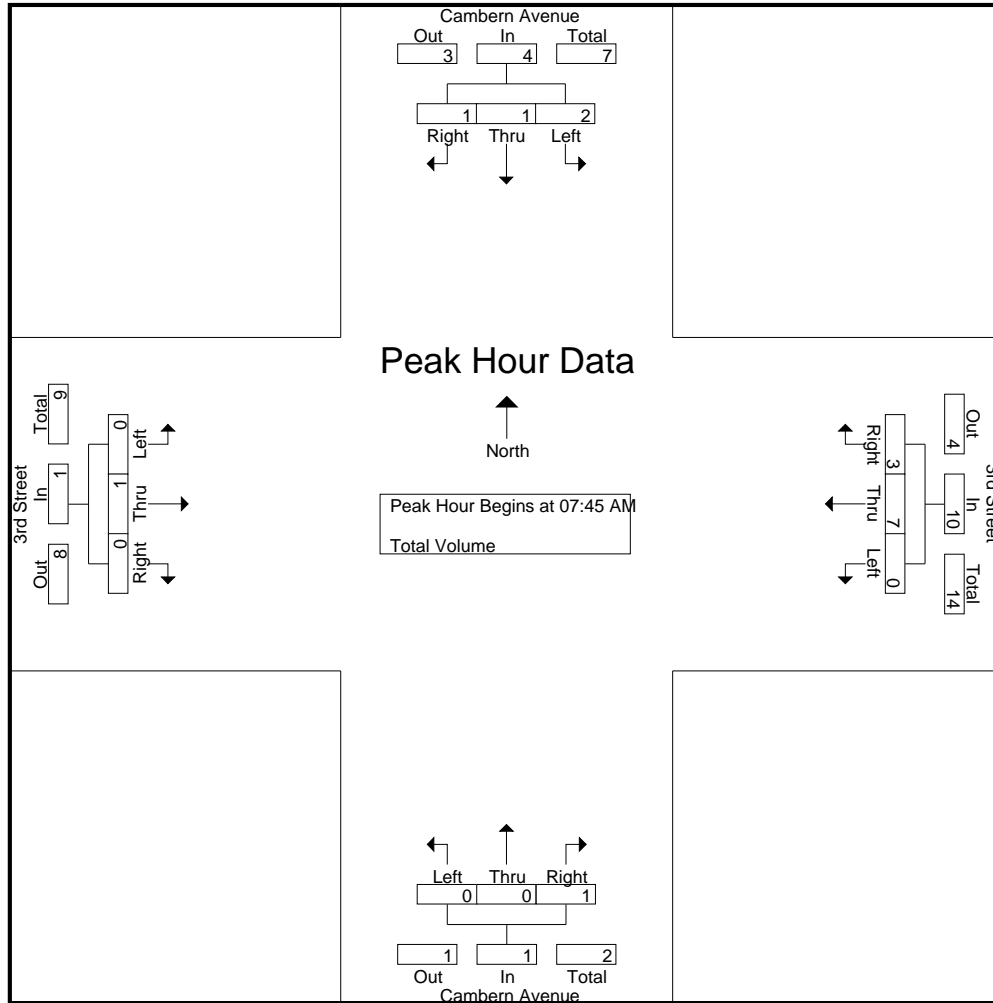
Groups Printed- Total Volume

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	2	3	0	7	0	7	0	0	0	0	0	2	0	2	12
08:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	0	0	0	5
08:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:30 AM	1	1	1	3	0	1	1	2	0	0	0	0	0	1	0	1	6
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	2	1	2	5	0	6	3	9	0	0	1	1	0	1	0	1	16
Grand Total	2	2	4	8	0	13	3	16	0	0	1	1	0	3	0	3	28
Apprch %	25	25	50		0	81.2	18.8		0	0	100		0	100	0		
Total %	7.1	7.1	14.3	28.6	0	46.4	10.7	57.1	0	0	3.6	3.6	0	10.7	0	10.7	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	0	0	0	5
08:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:30 AM	1	1	1	3	0	1	1	2	0	0	0	0	0	1	0	1	6
Total Volume	2	1	1	4	0	7	3	10	0	0	1	1	0	1	0	1	16
% App. Total	50	25	25		0	70	30		0	0	100		0	100	0		
PHF	.500	.250	.250	.333	.000	.583	.750	.625	.000	.000	.250	.250	.000	.250	.000	.250	.667

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3AM
Site Code : 00003333
Start Date : 5/23/2013
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:

	08:00 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	3	1	4	0	0	0	0	0	0	0	0
+30 mins.	1	1	1	3	0	1	1	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	1	1	2	0	0	1	1	0	0	0	0
Total Volume	2	1	2	5	0	7	3	10	0	0	1	1	0	2	0	2
% App. Total	40	20	40		0	70	30		0	0	100		0	100	0	
PHF	.500	.250	.500	.417	.000	.583	.750	.625	.000	.000	.250	.250	.000	.250	.000	.250

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3PM
Site Code : 00003333
Start Date : 5/23/2013
Page No : 1

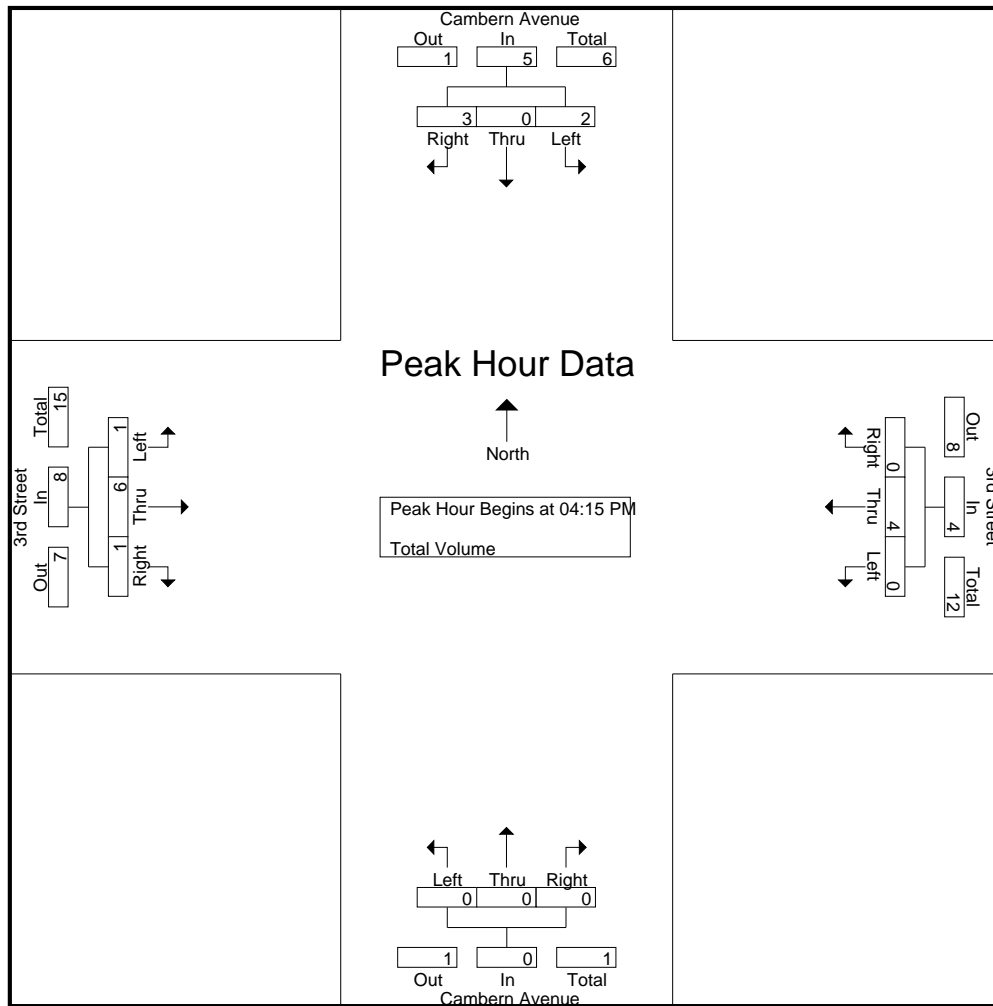
Groups Printed- Total Volume

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
04:30 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total	2	0	3	5	0	4	0	4	0	0	0	0	0	6	1	7	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
05:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total	1	0	4	5	0	1	1	2	0	0	0	0	3	3	0	6	13
Grand Total	3	0	7	10	0	5	1	6	0	0	0	0	3	9	1	13	29
Apprch %	30	0	70		0	83.3	16.7		0	0	0		23.1	69.2	7.7		
Total %	10.3	0	24.1	34.5	0	17.2	3.4	20.7	0	0	0	0	10.3	31	3.4	44.8	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street 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	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
04:30 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	0	3	5	0	4	0	4	0	0	0	0	1	6	1	8	17
% App. Total	40	0	60		0	100	0		0	0	0		12.5	75	12.5		
PHF	.250	.000	.375	.417	.000	.333	.000	.333	.000	.000	.000	.000	.250	.500	.250	.667	.607

City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Sunny

File Name : LKECA3PM
Site Code : 00003333
Start Date : 5/23/2013
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:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	2	2	0	3	0	3	0	0	0	0	0	1	1	2
+30 mins.	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3
Total Volume	2	0	3	5	0	4	0	4	0	0	0	0	2	6	1	9
% App. Total	40	0	60		0	100	0		0	0	0		22.2	66.7	11.1	
PHF	.250	.000	.375	.417	.000	.333	.000	.333	.000	.000	.000	.000	.500	.500	.250	.750

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

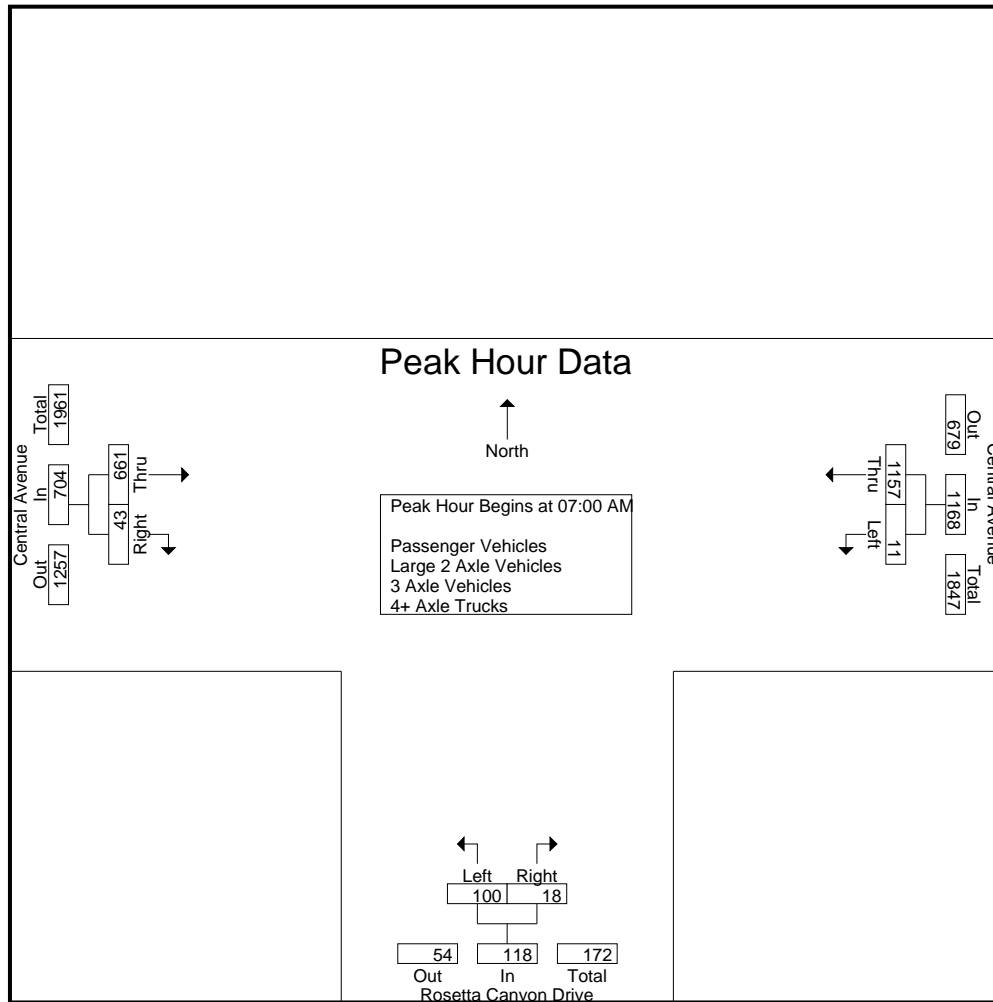
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	3	283	0	286	28	3	4	31	166	13	0	179	4	496	500
07:15 AM	4	291	0	295	27	6	5	33	158	10	1	168	6	496	502
07:30 AM	1	290	0	291	27	3	2	30	184	4	0	188	2	509	511
07:45 AM	3	293	0	296	18	6	5	24	153	16	1	169	6	489	495
Total	11	1157	0	1168	100	18	16	118	661	43	2	704	18	1990	2008
08:00 AM	2	200	0	202	27	9	9	36	160	12	2	172	11	410	421
08:15 AM	8	251	0	259	25	5	3	30	163	17	2	180	5	469	474
08:30 AM	5	243	0	248	28	3	1	31	151	15	3	166	4	445	449
08:45 AM	4	250	0	254	33	4	3	37	164	15	2	179	5	470	475
Total	19	944	0	963	113	21	16	134	638	59	9	697	25	1794	1819
Grand Total	30	2101	0	2131	213	39	32	252	1299	102	11	1401	43	3784	3827
Apprch %	1.4	98.6			84.5	15.5			92.7	7.3					
Total %	0.8	55.5		56.3	5.6	1		6.7	34.3	2.7		37	1.1	98.9	
Passenger Vehicles	28	1975		2003	210	37		278	1209	96		1316	0	0	3597
% Passenger Vehicles	93.3	94	0	94	98.6	94.9	96.9	97.9	93.1	94.1	100	93.2	0	0	94
Large 2 Axle Vehicles	2	49		51	2	1		3	28	0		28	0	0	82
% Large 2 Axle Vehicles	6.7	2.3	0	2.4	0.9	2.6	0	1.1	2.2	0	0	2	0	0	2.1
3 Axle Vehicles	0	21		21	1	0		2	26	4		30	0	0	53
% 3 Axle Vehicles	0	1	0	1	0.5	0	3.1	0.7	2	3.9	0	2.1	0	0	1.4
4+ Axle Trucks	0	56		56	0	1		1	36	2		38	0	0	95
% 4+ Axle Trucks	0	2.7	0	2.6	0	2.6	0	0.4	2.8	2	0	2.7	0	0	2.5

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	283	286	28	3	31	166	13	179	496
07:15 AM	4	291	295	27	6	33	158	10	168	496
07:30 AM	1	290	291	27	3	30	184	4	188	509
07:45 AM	3	293	296	18	6	24	153	16	169	489
Total Volume	11	1157	1168	100	18	118	661	43	704	1990
% App. Total	0.9	99.1		84.7	15.3		93.9	6.1		
PHF	.688	.987	.986	.893	.750	.894	.898	.672	.936	.977

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
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			08:00 AM			07:30 AM		
+0 mins.	3	283	286	27	9	36	184	4	188
+15 mins.	4	291	295	25	5	30	153	16	169
+30 mins.	1	290	291	28	3	31	160	12	172
+45 mins.	3	293	296	33	4	37	163	17	180
Total Volume	11	1157	1168	113	21	134	660	49	709
% App. Total	0.9	99.1		84.3	15.7		93.1	6.9	
PHF	.688	.987	.986	.856	.583	.905	.897	.721	.943

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

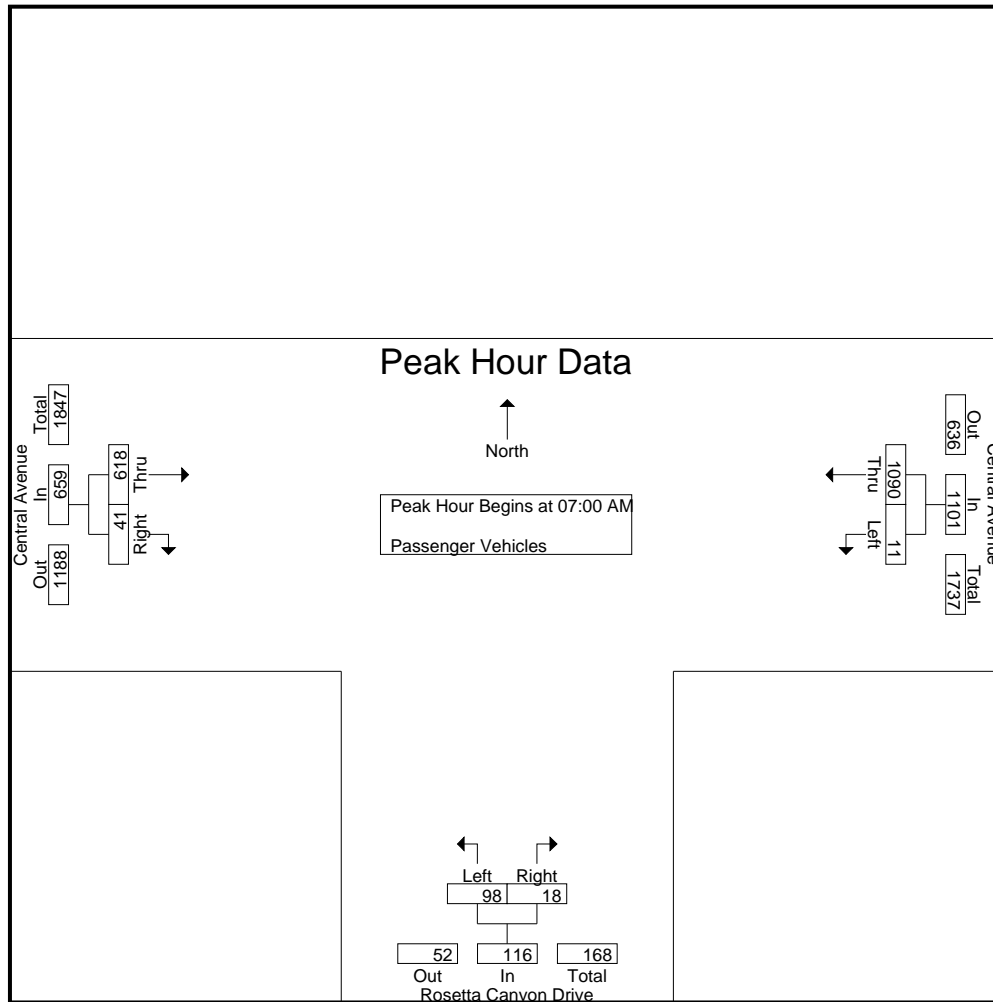
Groups Printed- Passenger Vehicles

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	265	0	268	28	3	3	31	152	13	0	165	3	464	467
07:15 AM	4	273	0	277	26	6	5	32	153	10	1	163	6	472	478
07:30 AM	1	274	0	275	26	3	2	29	175	3	0	178	2	482	484
07:45 AM	3	278	0	281	18	6	5	24	138	15	1	153	6	458	464
Total	11	1090	0	1101	98	18	15	116	618	41	2	659	17	1876	1893
08:00 AM	2	188	0	190	27	9	9	36	149	10	2	159	11	385	396
08:15 AM	8	230	0	238	25	4	3	29	156	17	2	173	5	440	445
08:30 AM	4	228	0	232	27	2	1	29	139	14	3	153	4	414	418
08:45 AM	3	239	0	242	33	4	3	37	147	14	2	161	5	440	445
Total	17	885	0	902	112	19	16	131	591	55	9	646	25	1679	1704
Grand Total	28	1975	0	2003	210	37	31	247	1209	96	11	1305	42	3555	3597
Apprch %	1.4	98.6			85	15			92.6	7.4					
Total %	0.8	55.6		56.3	5.9	1		6.9	34	2.7		36.7	1.2	98.8	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue 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 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	265	268	28	3	31	152	13	165	464
07:15 AM	4	273	277	26	6	32	153	10	163	472
07:30 AM	1	274	275	26	3	29	175	3	178	482
07:45 AM	3	278	281	18	6	24	138	15	153	458
Total Volume	11	1090	1101	98	18	116	618	41	659	1876
% App. Total	1	99		84.5	15.5		93.8	6.2		
PHF	.688	.980	.980	.875	.750	.906	.883	.683	.926	.973

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	265	268	28	3	31	152	13	165
+15 mins.	4	273	277	26	6	32	153	10	163
+30 mins.	1	274	275	26	3	29	175	3	178
+45 mins.	3	278	281	18	6	24	138	15	153
Total Volume	11	1090	1101	98	18	116	618	41	659
% App. Total	1	99		84.5	15.5		93.8	6.2	
PHF	.688	.980	.980	.875	.750	.906	.883	.683	.926

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

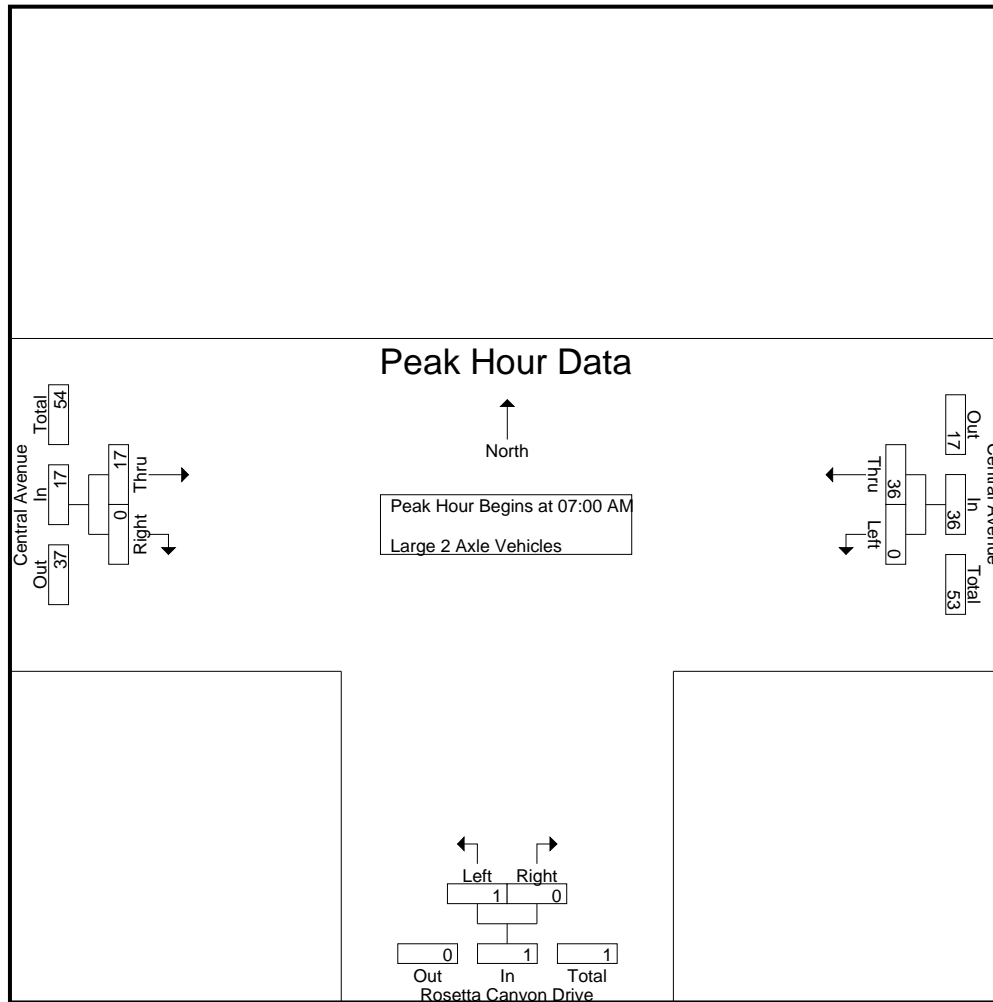
Groups Printed- Large 2 Axle Vehicles

Start Time	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	0	13	0	13	0	0	0	0	7	0	0	7	0	20	20
07:15 AM	0	9	0	9	1	0	0	1	1	0	0	1	0	11	11
07:30 AM	0	8	0	8	0	0	0	0	5	0	0	5	0	13	13
07:45 AM	0	6	0	6	0	0	0	0	4	0	0	4	0	10	10
Total	0	36	0	36	1	0	0	1	17	0	0	17	0	54	54
08:00 AM	0	3	0	3	0	0	0	0	3	0	0	3	0	6	6
08:15 AM	0	5	0	5	0	1	0	1	3	0	0	3	0	9	9
08:30 AM	1	4	0	5	1	0	0	1	2	0	0	2	0	8	8
08:45 AM	1	1	0	2	0	0	0	0	3	0	0	3	0	5	5
Total	2	13	0	15	1	1	0	2	11	0	0	11	0	28	28
Grand Total	2	49	0	51	2	1	0	3	28	0	0	28	0	82	82
Apprch %	3.9	96.1			66.7	33.3			100	0					
Total %	2.4	59.8		62.2	2.4	1.2		3.7	34.1	0		34.1	0	100	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue 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 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	13	13	0	0	0	7	0	7	20
07:15 AM	0	9	9	1	0	1	1	0	1	11
07:30 AM	0	8	8	0	0	0	5	0	5	13
07:45 AM	0	6	6	0	0	0	4	0	4	10
Total Volume	0	36	36	1	0	1	17	0	17	54
% App. Total	0	100		100	0		100	0		
PHF	.000	.692	.692	.250	.000	.250	.607	.000	.607	.675

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	13	13	0	0	0	7	0	7
+15 mins.	0	9	9	1	0	1	1	0	1
+30 mins.	0	8	8	0	0	0	5	0	5
+45 mins.	0	6	6	0	0	0	4	0	4
Total Volume	0	36	36	1	0	1	17	0	17
% App. Total	0	100		100	0		100	0	
PHF	.000	.692	.692	.250	.000	.250	.607	.000	.607

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

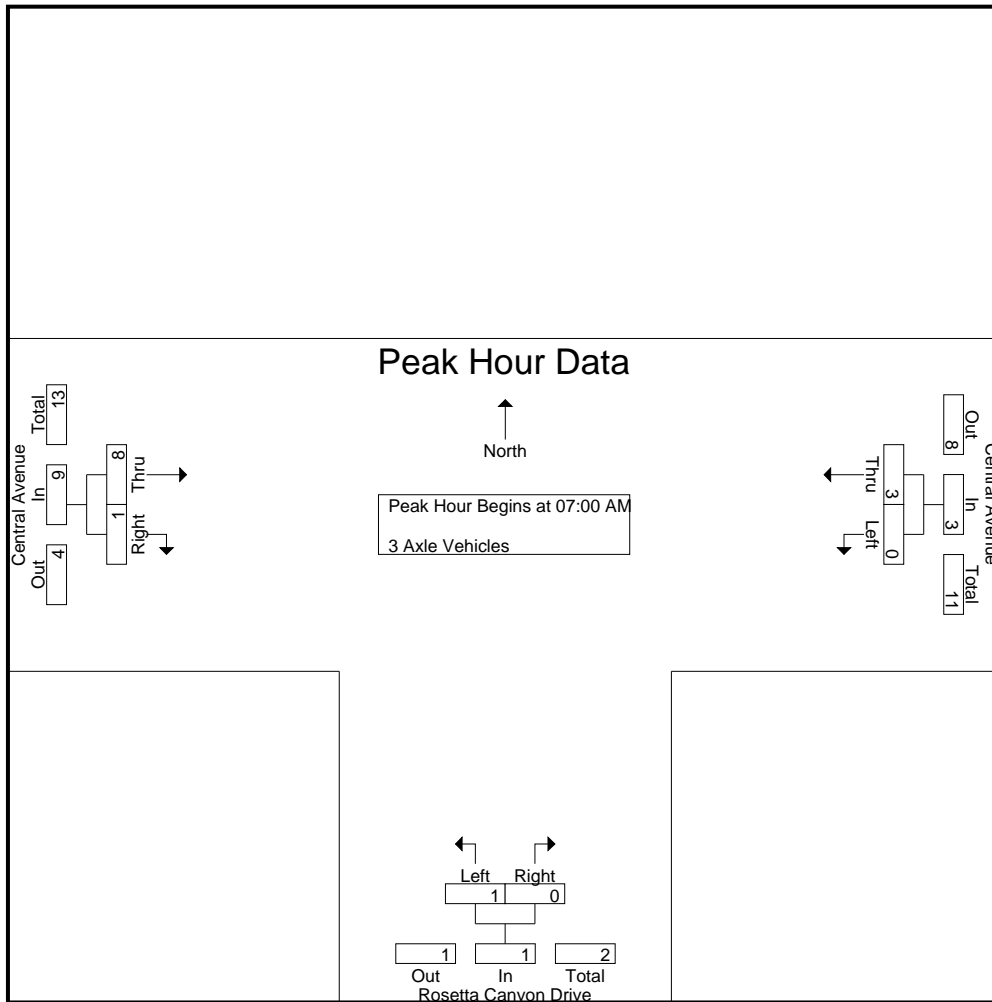
Groups Printed- 3 Axle Vehicles

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	1	0	0	1	0	3	0	0	3	1	4	5
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	1	0	0	1	1	1	0	2	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
Total	0	3	0	3	1	0	1	1	8	1	0	9	1	13	14
08:00 AM	0	4	0	4	0	0	0	0	4	2	0	6	0	10	10
08:15 AM	0	7	0	7	0	0	0	0	2	0	0	2	0	9	9
08:30 AM	0	5	0	5	0	0	0	0	5	1	0	6	0	11	11
08:45 AM	0	2	0	2	0	0	0	0	7	0	0	7	0	9	9
Total	0	18	0	18	0	0	0	0	18	3	0	21	0	39	39
Grand Total	0	21	0	21	1	0	1	1	26	4	0	30	1	52	53
Apprch %	0	100			100	0			86.7	13.3					
Total %	0	40.4		40.4	1.9	0		1.9	50	7.7		57.7	1.9	98.1	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue 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 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	3	0	3	4
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	1	0	1	1	1	2	3
07:45 AM	0	0	0	0	0	0	4	0	4	4
Total Volume	0	3	3	1	0	1	8	1	9	13
% App. Total	0	100		100	0		88.9	11.1		
PHF	.000	.375	.375	.250	.000	.250	.500	.250	.563	.813

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	3	0	3
+15 mins.	0	2	2	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	1	1	2
+45 mins.	0	0	0	0	0	0	4	0	4
Total Volume	0	3	3	1	0	1	8	1	9
% App. Total	0	100		100	0		88.9	11.1	
PHF	.000	.375	.375	.250	.000	.250	.500	.250	.563

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

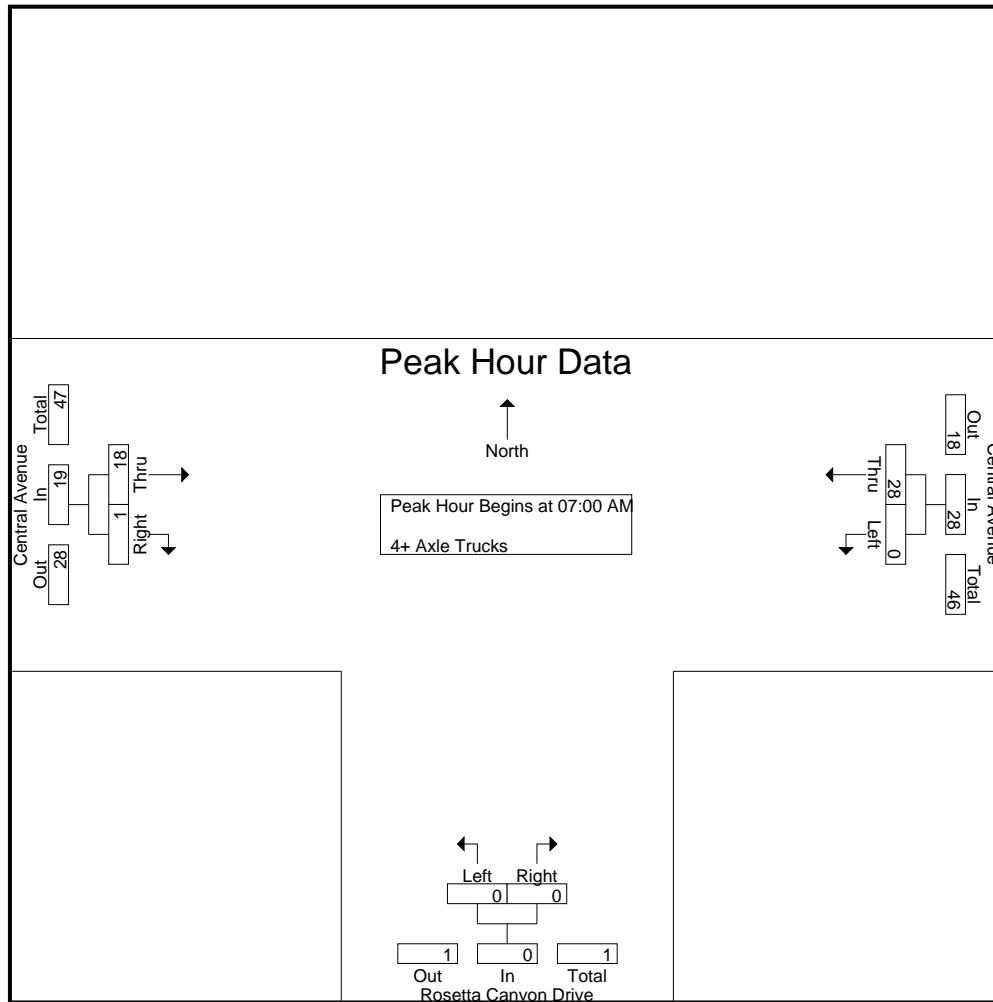
Groups Printed- 4+ Axle Trucks

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	4	0	0	4	0	8	8
07:15 AM	0	7	0	7	0	0	0	0	4	0	0	4	0	11	11
07:30 AM	0	8	0	8	0	0	0	0	3	0	0	3	0	11	11
07:45 AM	0	9	0	9	0	0	0	0	7	1	0	8	0	17	17
Total	0	28	0	28	0	0	0	0	18	1	0	19	0	47	47
08:00 AM	0	5	0	5	0	0	0	0	4	0	0	4	0	9	9
08:15 AM	0	9	0	9	0	0	0	0	2	0	0	2	0	11	11
08:30 AM	0	6	0	6	0	1	0	1	5	0	0	5	0	12	12
08:45 AM	0	8	0	8	0	0	0	0	7	1	0	8	0	16	16
Total	0	28	0	28	0	1	0	1	18	1	0	19	0	48	48
Grand Total	0	56	0	56	0	1	0	1	36	2	0	38	0	95	95
Apprch %	0	100			0	100			94.7	5.3					
Total %	0	58.9		58.9	0	1.1		1.1	37.9	2.1		40	0	100	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue 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 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	4	4	0	0	0	4	0	4	8
07:15 AM	0	7	7	0	0	0	4	0	4	11
07:30 AM	0	8	8	0	0	0	3	0	3	11
07:45 AM	0	9	9	0	0	0	7	1	8	17
Total Volume	0	28	28	0	0	0	18	1	19	47
% App. Total	0	100		0	0		94.7	5.3		
PHF	.000	.778	.778	.000	.000	.000	.643	.250	.594	.691

City of Lake Elsinore
 N/S: Rosetta Canyon Drive
 E/W: Central Avenue (SR-74)
 Weather: Clear

File Name : 16_LKE_Rose_Cen AM
 Site Code : 05121362
 Start Date : 7/27/2021
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	4	4	0	0	0	4	0	4
+15 mins.	0	7	7	0	0	0	4	0	4
+30 mins.	0	8	8	0	0	0	3	0	3
+45 mins.	0	9	9	0	0	0	7	1	8
Total Volume	0	28	28	0	0	0	18	1	19
% App. Total	0	100		0	0		94.7	5.3	
PHF	.000	.778	.778	.000	.000	.000	.643	.250	.594

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 16_LKE_Rose_Cen PM
Site Code : 05121362
Start Date : 7/27/2021
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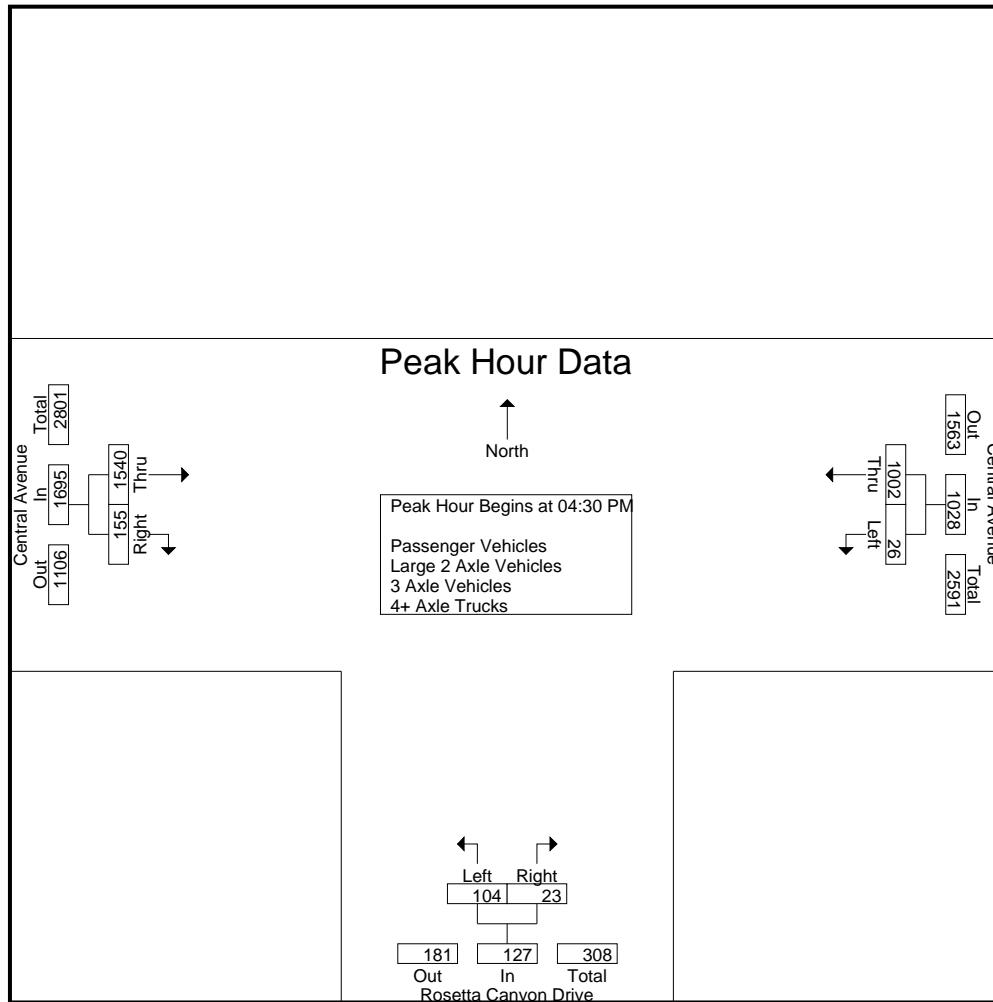
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	2	277	0	279	29	4	2	33	349	28	5	377	7	689	696
04:15 PM	6	259	0	265	23	3	3	26	354	36	4	390	7	681	688
04:30 PM	3	254	0	257	25	6	5	31	391	43	6	434	11	722	733
04:45 PM	6	242	0	248	29	7	4	36	354	42	3	396	7	680	687
Total	17	1032	0	1049	106	20	14	126	1448	149	18	1597	32	2772	2804
05:00 PM	10	273	0	283	32	4	3	36	381	36	8	417	11	736	747
05:15 PM	7	233	0	240	18	6	3	24	414	34	6	448	9	712	721
05:30 PM	12	238	0	250	30	8	5	38	348	33	2	381	7	669	676
05:45 PM	2	254	0	256	27	5	4	32	365	35	3	400	7	688	695
Total	31	998	0	1029	107	23	15	130	1508	138	19	1646	34	2805	2839
Grand Total	48	2030	0	2078	213	43	29	256	2956	287	37	3243	66	5577	5643
Apprch %	2.3	97.7			83.2	16.8			91.2	8.8					
Total %	0.9	36.4		37.3	3.8	0.8		4.6	53	5.1		58.1	1.2	98.8	
Passenger Vehicles	48	1977		2025	212	41		282	2880	285		3202	0	0	5509
% Passenger Vehicles	100	97.4	0	97.4	99.5	95.3	100	98.9	97.4	99.3	100	97.6	0	0	97.6
Large 2 Axle Vehicles	0	24		24	0	0		0	32	0		32	0	0	56
% Large 2 Axle Vehicles	0	1.2	0	1.2	0	0	0	0	1.1	0	0	1	0	0	1
3 Axle Vehicles	0	9		9	1	2		3	12	2		14	0	0	26
% 3 Axle Vehicles	0	0.4	0	0.4	0.5	4.7	0	1.1	0.4	0.7	0	0.4	0	0	0.5
4+ Axle Trucks	0	20		20	0	0		0	32	0		32	0	0	52
% 4+ Axle Trucks	0	1	0	1	0	0	0	0	1.1	0	0	1	0	0	0.9

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	254	257	25	6	31	391	43	434	722
04:45 PM	6	242	248	29	7	36	354	42	396	680
05:00 PM	10	273	283	32	4	36	381	36	417	736
05:15 PM	7	233	240	18	6	24	414	34	448	712
Total Volume	26	1002	1028	104	23	127	1540	155	1695	2850
% App. Total	2.5	97.5		81.9	18.1		90.9	9.1		
PHF	.650	.918	.908	.813	.821	.882	.930	.901	.946	.968

City of Lake Elsinore
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Weather: Clear

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

	04:15 PM			04:45 PM			04:30 PM		
+0 mins.	6	259	265	29	7	36	391	43	434
+15 mins.	3	254	257	32	4	36	354	42	396
+30 mins.	6	242	248	18	6	24	381	36	417
+45 mins.	10	273	283	30	8	38	414	34	448
Total Volume	25	1028	1053	109	25	134	1540	155	1695
% App. Total	2.4	97.6		81.3	18.7		90.9	9.1	
PHF	.625	.941	.930	.852	.781	.882	.930	.901	.946

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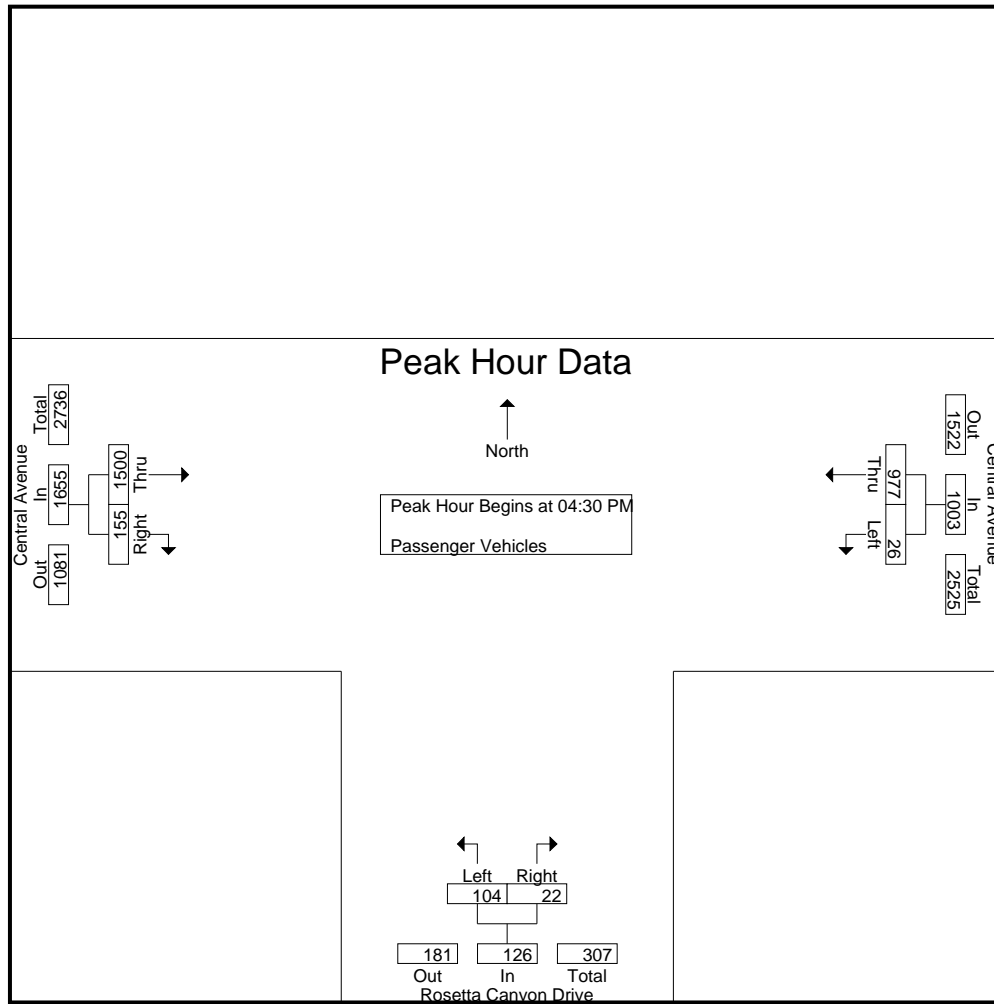
Groups Printed- Passenger Vehicles

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	265	0	267	28	3	2	31	340	27	5	367	7	665	672
04:15 PM	6	252	0	258	23	3	3	26	343	35	4	378	7	662	669
04:30 PM	3	244	0	247	25	6	5	31	381	43	6	424	11	702	713
04:45 PM	6	237	0	243	29	6	4	35	346	42	3	388	7	666	673
Total	17	998	0	1015	105	18	14	123	1410	147	18	1557	32	2695	2727
05:00 PM	10	269	0	279	32	4	3	36	372	36	8	408	11	723	734
05:15 PM	7	227	0	234	18	6	3	24	401	34	6	435	9	693	702
05:30 PM	12	234	0	246	30	8	5	38	340	33	2	373	7	657	664
05:45 PM	2	249	0	251	27	5	4	32	357	35	3	392	7	675	682
Total	31	979	0	1010	107	23	15	130	1470	138	19	1608	34	2748	2782
Grand Total	48	1977	0	2025	212	41	29	253	2880	285	37	3165	66	5443	5509
Apprch %	2.4	97.6			83.8	16.2			91	9					
Total %	0.9	36.3		37.2	3.9	0.8		4.6	52.9	5.2		58.1	1.2	98.8	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	244	247	25	6	31	381	43	424	702
04:45 PM	6	237	243	29	6	35	346	42	388	666
05:00 PM	10	269	279	32	4	36	372	36	408	723
05:15 PM	7	227	234	18	6	24	401	34	435	693
Total Volume	26	977	1003	104	22	126	1500	155	1655	2784
% App. Total	2.6	97.4		82.5	17.5		90.6	9.4		
PHF	.650	.908	.899	.813	.917	.875	.935	.901	.951	.963

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	244	247	25	6	31	381	43	424
+15 mins.	6	237	243	29	6	35	346	42	388
+30 mins.	10	269	279	32	4	36	372	36	408
+45 mins.	7	227	234	18	6	24	401	34	435
Total Volume	26	977	1003	104	22	126	1500	155	1655
% App. Total	2.6	97.4		82.5	17.5		90.6	9.4	
PHF	.650	.908	.899	.813	.917	.875	.935	.901	.951

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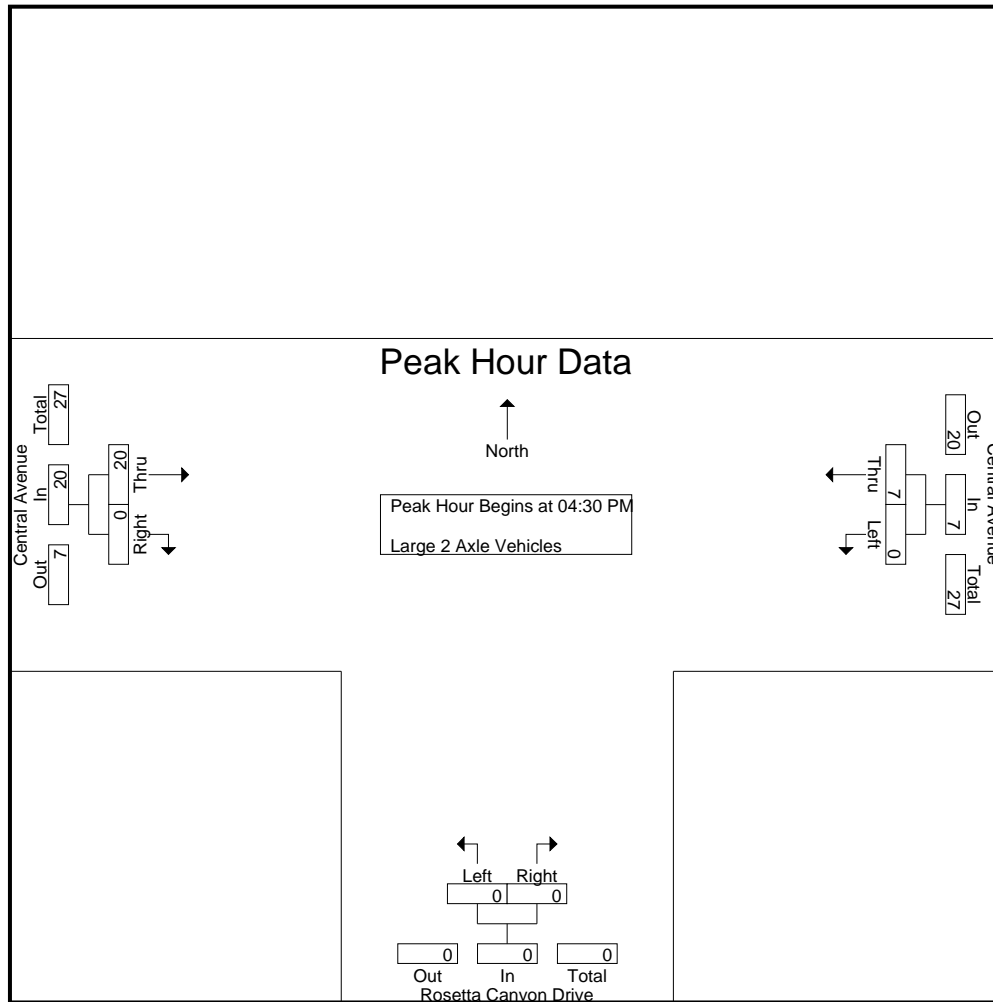
Groups Printed- Large 2 Axle Vehicles

Start Time	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	0	7	0	7	0	0	0	0	2	0	0	2	0	9	9
04:15 PM	0	5	0	5	0	0	0	0	4	0	0	4	0	9	9
04:30 PM	0	3	0	3	0	0	0	0	4	0	0	4	0	7	7
04:45 PM	0	1	0	1	0	0	0	0	6	0	0	6	0	7	7
Total	0	16	0	16	0	0	0	0	16	0	0	16	0	32	32
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
05:15 PM	0	3	0	3	0	0	0	0	7	0	0	7	0	10	10
05:30 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	3	3
05:45 PM	0	4	0	4	0	0	0	0	4	0	0	4	0	8	8
Total	0	8	0	8	0	0	0	0	16	0	0	16	0	24	24
Grand Total	0	24	0	24	0	0	0	0	32	0	0	32	0	56	56
Apprch %	0	100			0	0			100	0					
Total %	0	42.9		42.9	0	0		0	57.1	0		57.1	0	100	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	1	1	0	0	0	6	0	6	7
05:00 PM	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	3	3	0	0	0	7	0	7	10
Total Volume	0	7	7	0	0	0	20	0	20	27
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.714	.000	.714	.675

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	3	3	0	0	0	4	0	4
+15 mins.	0	1	1	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	3	3	0	0	0	7	0	7
Total Volume	0	7	7	0	0	0	20	0	20
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.714	.000	.714

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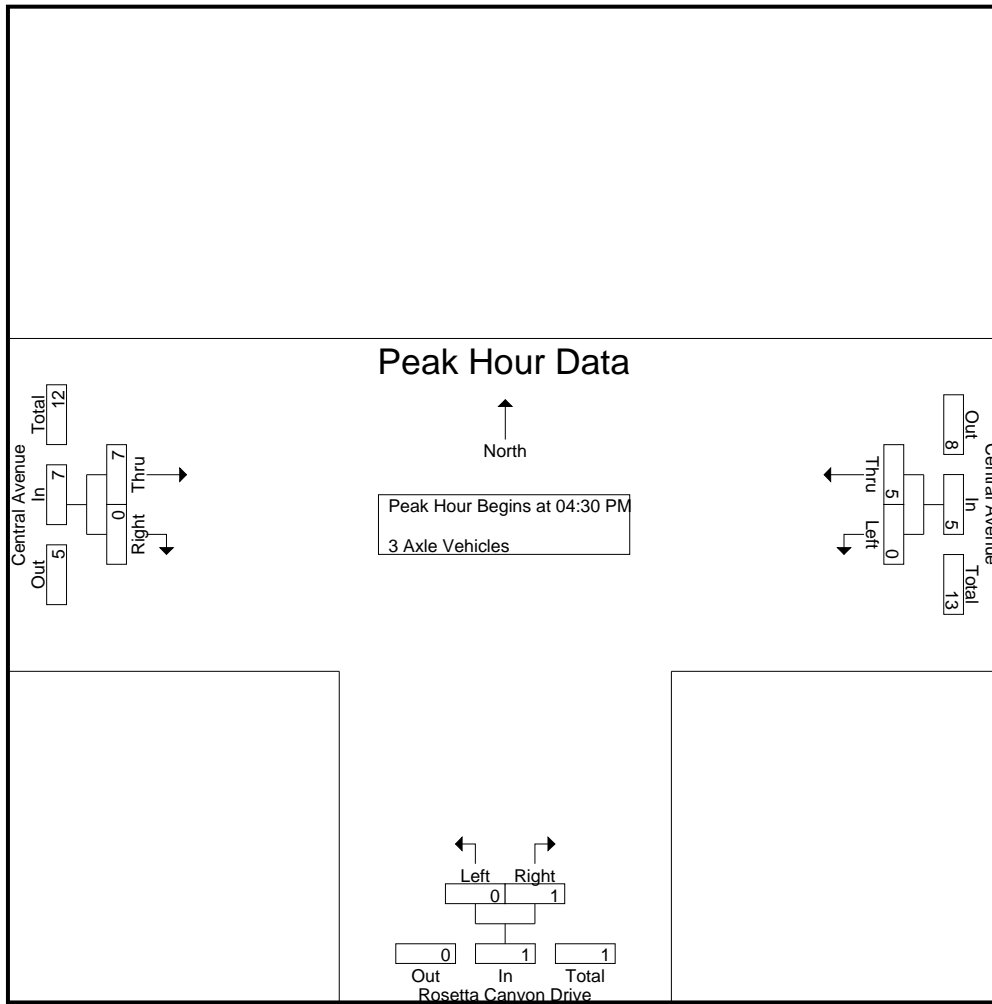
Groups Printed- 3 Axle Vehicles

	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	2	1	1	0	2	2	1	0	3	0	7	7
04:15 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	4	4
04:30 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	4	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	0	6	0	6	1	2	0	3	5	2	0	7	0	16	16
05:00 PM	0	2	0	2	0	0	0	0	4	0	0	4	0	6	6
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
Total	0	3	0	3	0	0	0	0	7	0	0	7	0	10	10
Grand Total	0	9	0	9	1	2	0	3	12	2	0	14	0	26	26
Apprch %	0	100			33.3	66.7			85.7	14.3					
Total %	0	34.6		34.6	3.8	7.7		11.5	46.2	7.7		53.8	0	100	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	3	3	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	2	2	0	0	0	4	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	5	5	0	1	1	7	0	7	13
% App. Total	0	100		0	100		100	0		
PHF	.000	.417	.417	.000	.250	.250	.438	.000	.438	.542

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	3	3	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	5	5	0	1	1	7	0	7
% App. Total	0	100		0	100		100	0	
PHF	.000	.417	.417	.000	.250	.250	.438	.000	.438

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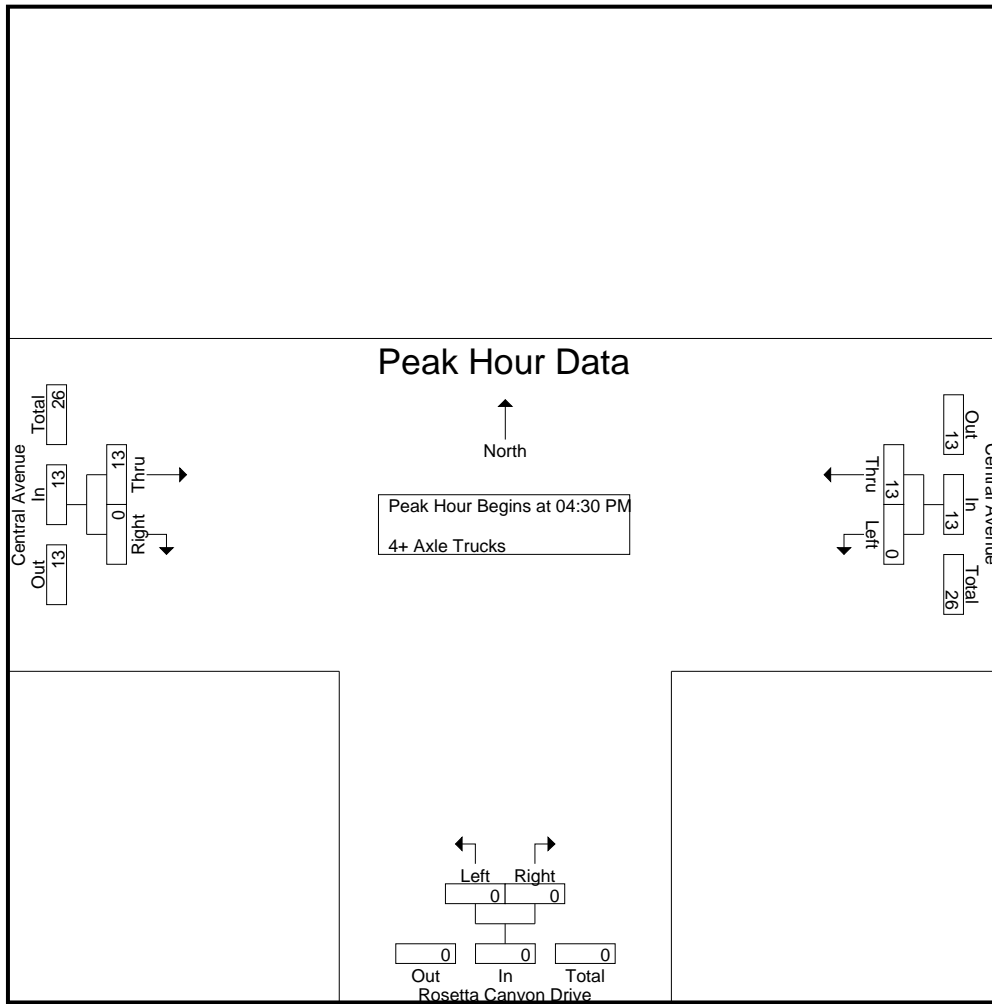
Groups Printed- 4+ Axle Trucks

Start Time	Central Avenue Westbound				Rosetta Canyon Drive Northbound				Central Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	0	3	0	3	0	0	0	0	5	0	0	5	0	8	8
04:15 PM	0	1	0	1	0	0	0	0	5	0	0	5	0	6	6
04:30 PM	0	4	0	4	0	0	0	0	5	0	0	5	0	9	9
04:45 PM	0	4	0	4	0	0	0	0	2	0	0	2	0	6	6
Total	0	12	0	12	0	0	0	0	17	0	0	17	0	29	29
05:00 PM	0	2	0	2	0	0	0	0	2	0	0	2	0	4	4
05:15 PM	0	3	0	3	0	0	0	0	4	0	0	4	0	7	7
05:30 PM	0	3	0	3	0	0	0	0	6	0	0	6	0	9	9
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	8	0	8	0	0	0	0	15	0	0	15	0	23	23
Grand Total	0	20	0	20	0	0	0	0	32	0	0	32	0	52	52
Apprch %	0	100			0	0			100	0					
Total %	0	38.5		38.5	0	0		0	61.5	0		61.5	0	100	

	Central Avenue Westbound			Rosetta Canyon Drive Northbound			Central Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	4	4	0	0	0	5	0	5	9
04:45 PM	0	4	4	0	0	0	2	0	2	6
05:00 PM	0	2	2	0	0	0	2	0	2	4
05:15 PM	0	3	3	0	0	0	4	0	4	7
Total Volume	0	13	13	0	0	0	13	0	13	26
% App. Total	0	100		0	0		100	0		
PHF	.000	.813	.813	.000	.000	.000	.650	.000	.650	.722

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Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	4	4	0	0	0	5	0	5
+15 mins.	0	4	4	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	4	0	4
Total Volume	0	13	13	0	0	0	13	0	13
% App. Total	0	100		0	0		100	0	
PHF	.000	.813	.813	.000	.000	.000	.650	.000	.650

Location: Lake Elsinore
 N/S: Rosetta Canyon Drive
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg 3rd Street	South Leg Rosetta Canyon Drive	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg 3rd Street	South Leg Rosetta Canyon Drive	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Lake Elsinore
 N/S: Rosetta Canyon Drive
 E/W: 3rd Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound 3rd Street			Northbound Rosetta Canyon Drive			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	0	0	1	0	3

	Southbound Dead End			Westbound 3rd Street			Northbound Rosetta Canyon Drive			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	1	0	2

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKERCEAM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

Groups Printed- Total Volume

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	325	330	92	11	103	224	44	268	701
07:15 AM	18	362	380	51	13	64	265	92	357	801
07:30 AM	76	247	323	55	29	84	232	108	340	747
07:45 AM	75	245	320	117	65	182	188	55	243	745
Total	174	1179	1353	315	118	433	909	299	1208	2994
08:00 AM	14	244	258	77	50	127	191	27	218	603
08:15 AM	4	261	265	38	13	51	184	12	196	512
08:30 AM	4	209	213	42	8	50	168	11	179	442
08:45 AM	5	185	190	22	3	25	156	16	172	387
Total	27	899	926	179	74	253	699	66	765	1944
Grand Total	201	2078	2279	494	192	686	1608	365	1973	4938
Apprch %	8.8	91.2		72	28		81.5	18.5		
Total %	4.1	42.1	46.2	10	3.9	13.9	32.6	7.4	40	

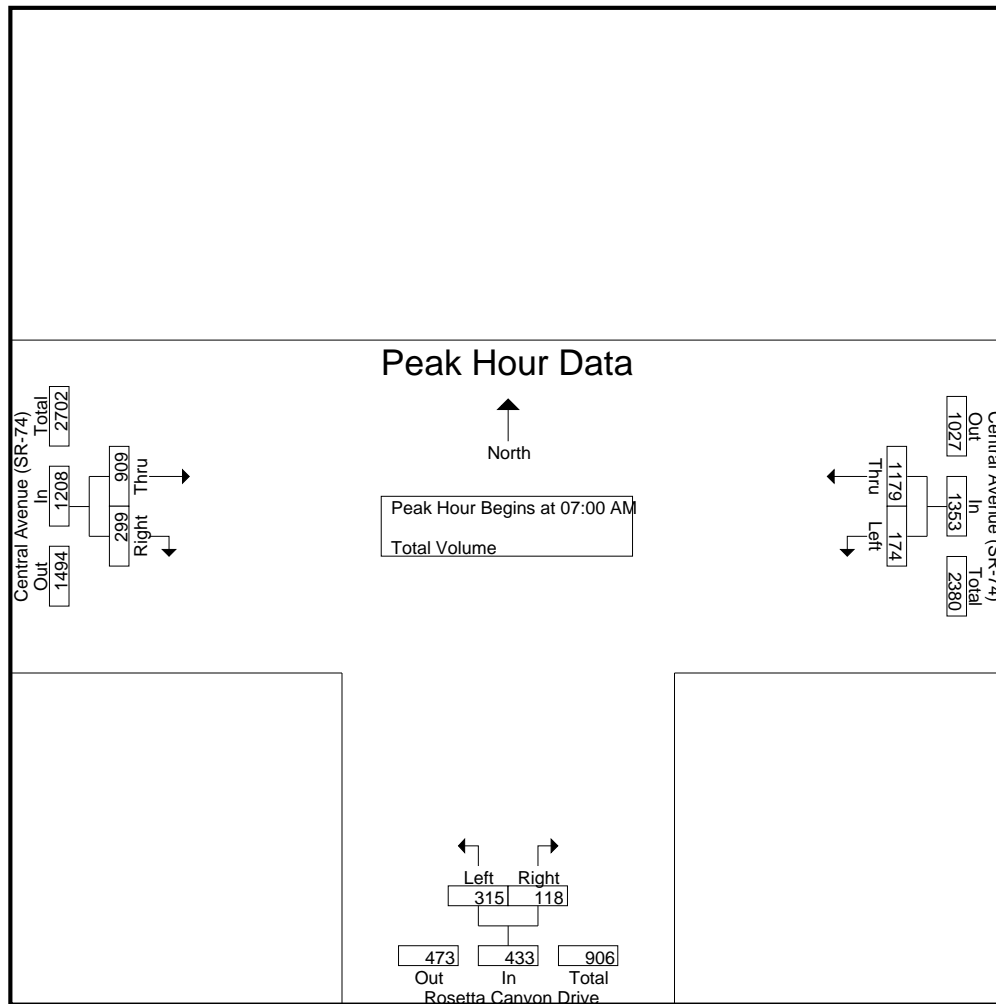
	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	325	330	92	11	103	224	44	268	701
07:15 AM	18	362	380	51	13	64	265	92	357	801
07:30 AM	76	247	323	55	29	84	232	108	340	747
07:45 AM	75	245	320	117	65	182	188	55	243	745
Total Volume	174	1179	1353	315	118	433	909	299	1208	2994
% App. Total	12.9	87.1		72.7	27.3		75.2	24.8		
PHF	.572	.814	.890	.673	.454	.595	.858	.692	.846	.934

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

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKERCCCEAM
Site Code : 10515000
Start Date : 11/19/2015
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			07:00 AM		
+0 mins.	5	325	330	51	13	64	224	44	268
+15 mins.	18	362	380	55	29	84	265	92	357
+30 mins.	76	247	323	117	65	182	232	108	340
+45 mins.	75	245	320	77	50	127	188	55	243
Total Volume	174	1179	1353	300	157	457	909	299	1208
% App. Total	12.9	87.1		65.6	34.4		75.2	24.8	
PHF	.572	.814	.890	.641	.604	.628	.858	.692	.846

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKERCEPM
Site Code : 10515000
Start Date : 11/19/2015
Page No : 1

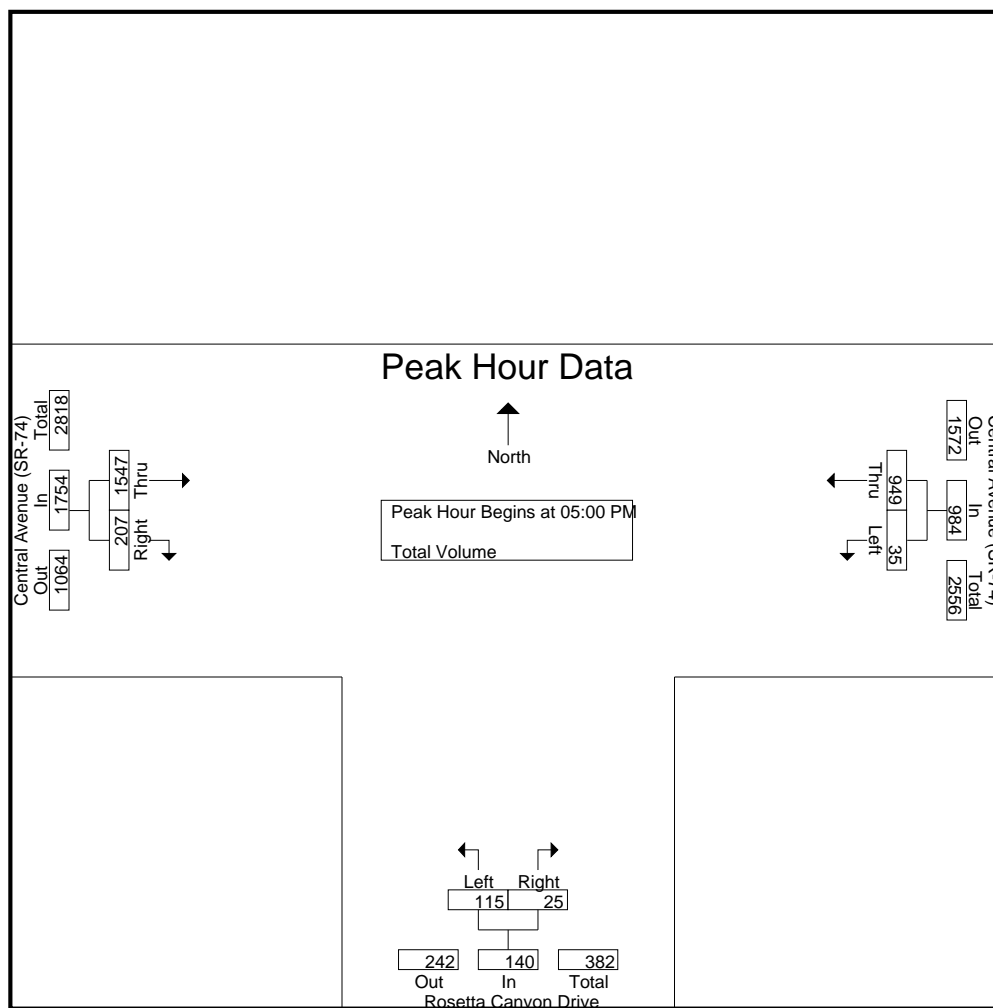
Groups Printed- Total Volume

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	250	256	29	6	35	371	40	411	702
04:15 PM	7	265	272	36	5	41	361	22	383	696
04:30 PM	2	231	233	36	4	40	320	36	356	629
04:45 PM	5	240	245	26	2	28	384	44	428	701
Total	20	986	1006	127	17	144	1436	142	1578	2728
05:00 PM	6	240	246	32	5	37	394	42	436	719
05:15 PM	12	261	273	24	9	33	363	52	415	721
05:30 PM	9	218	227	33	5	38	414	53	467	732
05:45 PM	8	230	238	26	6	32	376	60	436	706
Total	35	949	984	115	25	140	1547	207	1754	2878
Grand Total	55	1935	1990	242	42	284	2983	349	3332	5606
Apprch %	2.8	97.2		85.2	14.8		89.5	10.5		
Total %	1	34.5	35.5	4.3	0.7	5.1	53.2	6.2	59.4	

	Central Avenue (SR-74) Westbound			Rosetta Canyon Drive Northbound			Central Avenue (SR-74) 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 05:00 PM										
05:00 PM	6	240	246	32	5	37	394	42	436	719
05:15 PM	12	261	273	24	9	33	363	52	415	721
05:30 PM	9	218	227	33	5	38	414	53	467	732
05:45 PM	8	230	238	26	6	32	376	60	436	706
Total Volume	35	949	984	115	25	140	1547	207	1754	2878
% App. Total	3.6	96.4		82.1	17.9		88.2	11.8		
PHF	.729	.909	.901	.871	.694	.921	.934	.863	.939	.983

City of Lake Elsinore
N/S: Rosetta Canyon Drive
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : LKERCCPEM
Site Code : 10515000
Start Date : 11/19/2015
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			04:15 PM			05:00 PM		
+0 mins.	6	250	256	36	5	41	394	42	436
+15 mins.	7	265	272	36	4	40	363	52	415
+30 mins.	2	231	233	26	2	28	414	53	467
+45 mins.	5	240	245	32	5	37	376	60	436
Total Volume	20	986	1006	130	16	146	1547	207	1754
% App. Total	2	98		89	11		88.2	11.8	
PHF	.714	.930	.925	.903	.800	.890	.934	.863	.939

Location: Lake Elsinore
 N/S: Cam Del Norte/Minthorn St
 E/W: Main Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

		North Leg Camino Del Norte	East Leg Dead End	South Leg Minthorn Street	West Leg Main Street	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL VOLUMES:	0	0	0	0	0

		North Leg Camino Del Norte	East Leg Dead End	South Leg Minthorn Street	West Leg Main Street	
		Pedestrians	Pedestrians	Pedestrians	Pedestrians	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL VOLUMES:	0	0	0	0	0

Location: Lake Elsinore
 N/S: Cam Del Norte/Minthorn St
 E/W: Main Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

	Southbound Camino Del Norte			Westbound Dead End			Northbound Minthorn Street			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	0	0	0	0	0	0	0	0	3

	Southbound Camino Del Norte			Westbound Dead End			Northbound Minthorn Street			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

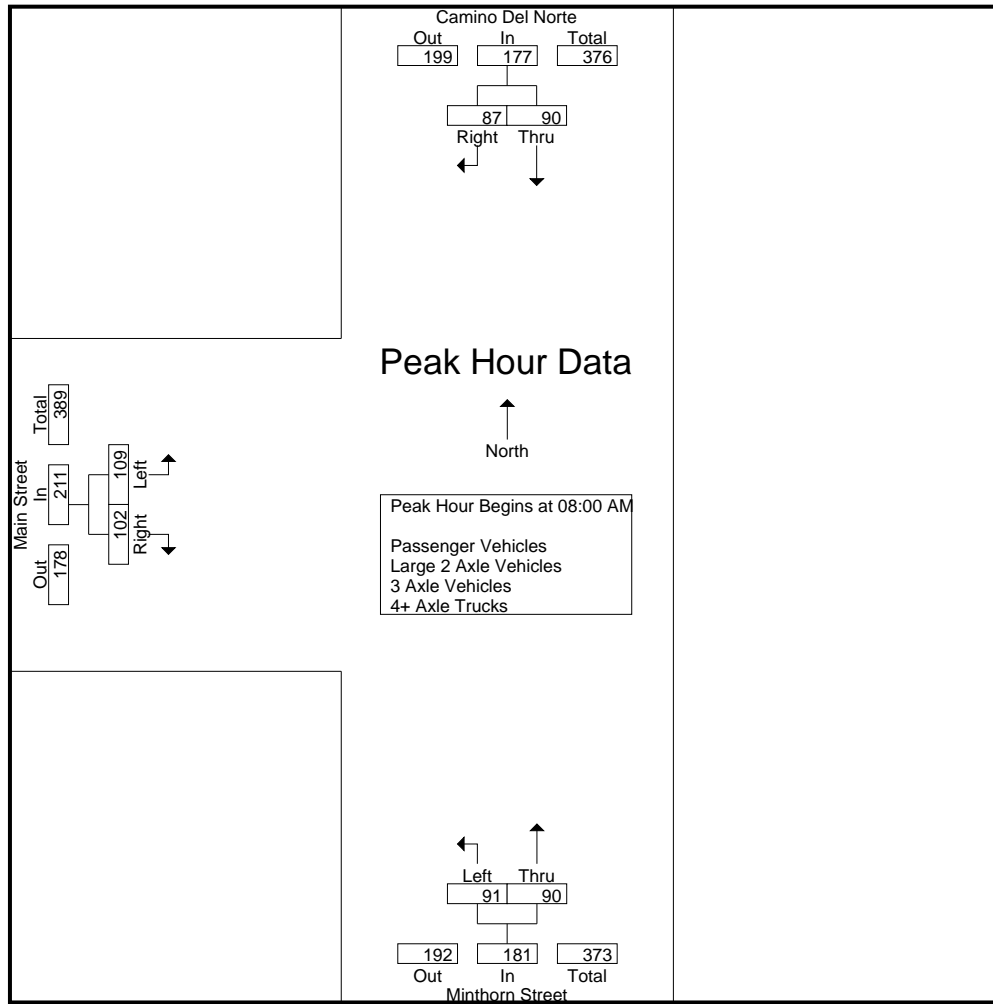
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	19	23	42	22	21	43	22	10	32	117
07:15 AM	16	12	28	29	24	53	21	17	38	119
07:30 AM	16	17	33	23	25	48	27	18	45	126
07:45 AM	26	22	48	23	30	53	41	28	69	170
Total	77	74	151	97	100	197	111	73	184	532
08:00 AM	20	15	35	14	9	23	32	25	57	115
08:15 AM	20	20	40	22	21	43	19	27	46	129
08:30 AM	23	28	51	26	19	45	22	23	45	141
08:45 AM	27	24	51	29	41	70	36	27	63	184
Total	90	87	177	91	90	181	109	102	211	569
Grand Total	167	161	328	188	190	378	220	175	395	1101
Apprch %	50.9	49.1		49.7	50.3		55.7	44.3		
Total %	15.2	14.6	29.8	17.1	17.3	34.3	20	15.9	35.9	
Passenger Vehicles	165	157	322	184	190	374	218	171	389	1085
% Passenger Vehicles	98.8	97.5	98.2	97.9	100	98.9	99.1	97.7	98.5	98.5
Large 2 Axle Vehicles	1	4	5	1	0	1	2	3	5	11
% Large 2 Axle Vehicles	0.6	2.5	1.5	0.5	0	0.3	0.9	1.7	1.3	1
3 Axle Vehicles	1	0	1	2	0	2	0	1	1	4
% 3 Axle Vehicles	0.6	0	0.3	1.1	0	0.5	0	0.6	0.3	0.4
4+ Axle Trucks	0	0	0	1	0	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	0.5	0	0.3	0	0	0	0.1

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street 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 08:00 AM										
08:00 AM	20	15	35	14	9	23	32	25	57	115
08:15 AM	20	20	40	22	21	43	19	27	46	129
08:30 AM	23	28	51	26	19	45	22	23	45	141
08:45 AM	27	24	51	29	41	70	36	27	63	184
Total Volume	90	87	177	91	90	181	109	102	211	569
% App. Total	50.8	49.2		50.3	49.7		51.7	48.3		
PHF	.833	.777	.868	.784	.549	.646	.757	.944	.837	.773

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
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:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	20	15	35	22	21	43	27	18	45
+15 mins.	20	20	40	29	24	53	41	28	69
+30 mins.	23	28	51	23	25	48	32	25	57
+45 mins.	27	24	51	23	30	53	19	27	46
Total Volume	90	87	177	97	100	197	119	98	217
% App. Total	50.8	49.2		49.2	50.8		54.8	45.2	
PHF	.833	.777	.868	.836	.833	.929	.726	.875	.786

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

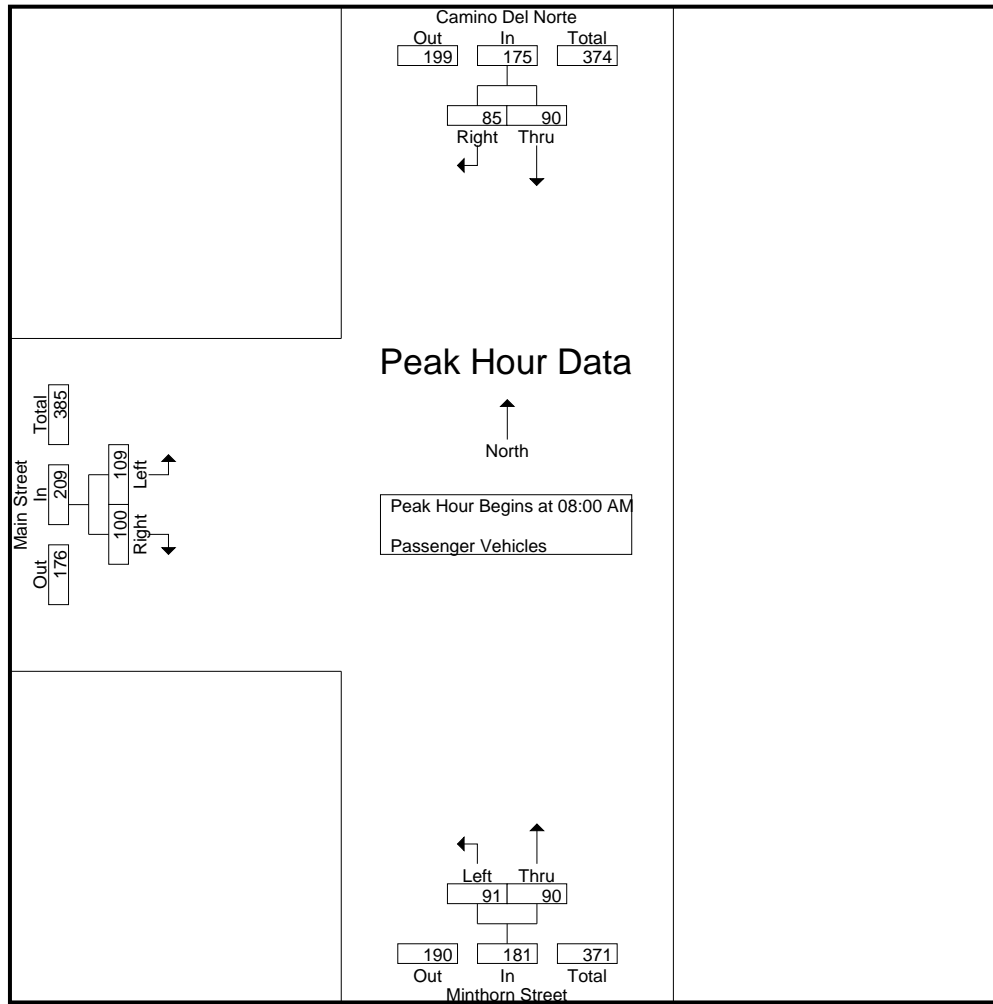
Groups Printed- Passenger Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	18	22	40	21	21	42	22	10	32	114
07:15 AM	15	12	27	27	24	51	21	17	38	116
07:30 AM	16	17	33	23	25	48	27	17	44	125
07:45 AM	26	21	47	22	30	52	39	27	66	165
Total	75	72	147	93	100	193	109	71	180	520
08:00 AM	20	15	35	14	9	23	32	25	57	115
08:15 AM	20	20	40	22	21	43	19	27	46	129
08:30 AM	23	26	49	26	19	45	22	22	44	138
08:45 AM	27	24	51	29	41	70	36	26	62	183
Total	90	85	175	91	90	181	109	100	209	565
Grand Total	165	157	322	184	190	374	218	171	389	1085
Apprch %	51.2	48.8		49.2	50.8		56	44		
Total %	15.2	14.5	29.7	17	17.5	34.5	20.1	15.8	35.9	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	20	15	35	14	9	23	32	25	57	115
08:15 AM	20	20	40	22	21	43	19	27	46	129
08:30 AM	23	26	49	26	19	45	22	22	44	138
08:45 AM	27	24	51	29	41	70	36	26	62	183
Total Volume	90	85	175	91	90	181	109	100	209	565
% App. Total	51.4	48.6		50.3	49.7		52.2	47.8		
PHF	.833	.817	.858	.784	.549	.646	.757	.926	.843	.772

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	20	15	35	14	9	23	32	25	57
+15 mins.	20	20	40	22	21	43	19	27	46
+30 mins.	23	26	49	26	19	45	22	22	44
+45 mins.	27	24	51	29	41	70	36	26	62
Total Volume	90	85	175	91	90	181	109	100	209
% App. Total	51.4	48.6		50.3	49.7		52.2	47.8	
PHF	.833	.817	.858	.784	.549	.646	.757	.926	.843

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

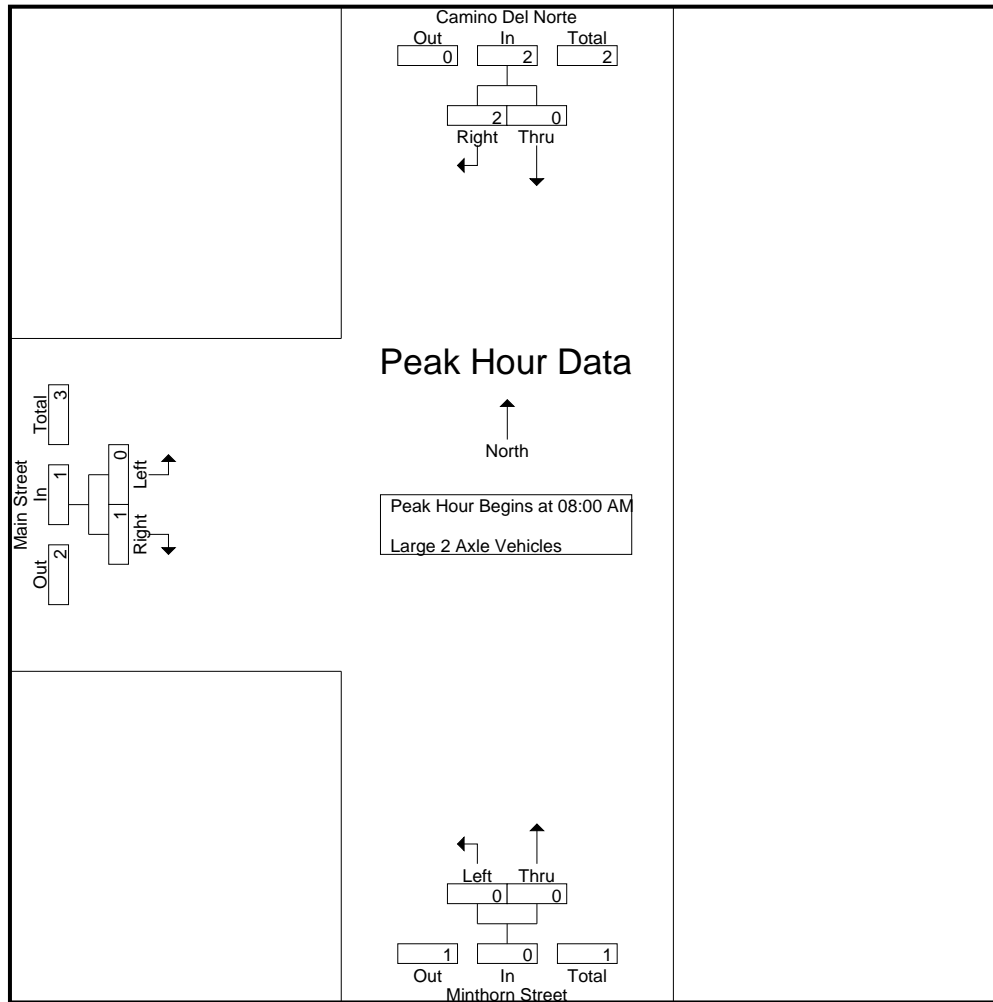
Groups Printed- Large 2 Axle Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	1	0	1	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	1	1	0	0	0	2	1	3	4
Total	1	2	3	1	0	1	2	2	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	2	0	0	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	1	1	3
Grand Total	1	4	5	1	0	1	2	3	5	11
Apprch %	20	80		100	0		40	60		
Total %	9.1	36.4	45.5	9.1	0	9.1	18.2	27.3	45.5	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	2	0	0	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	1	1	3
% App. Total	0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250	.250

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

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

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

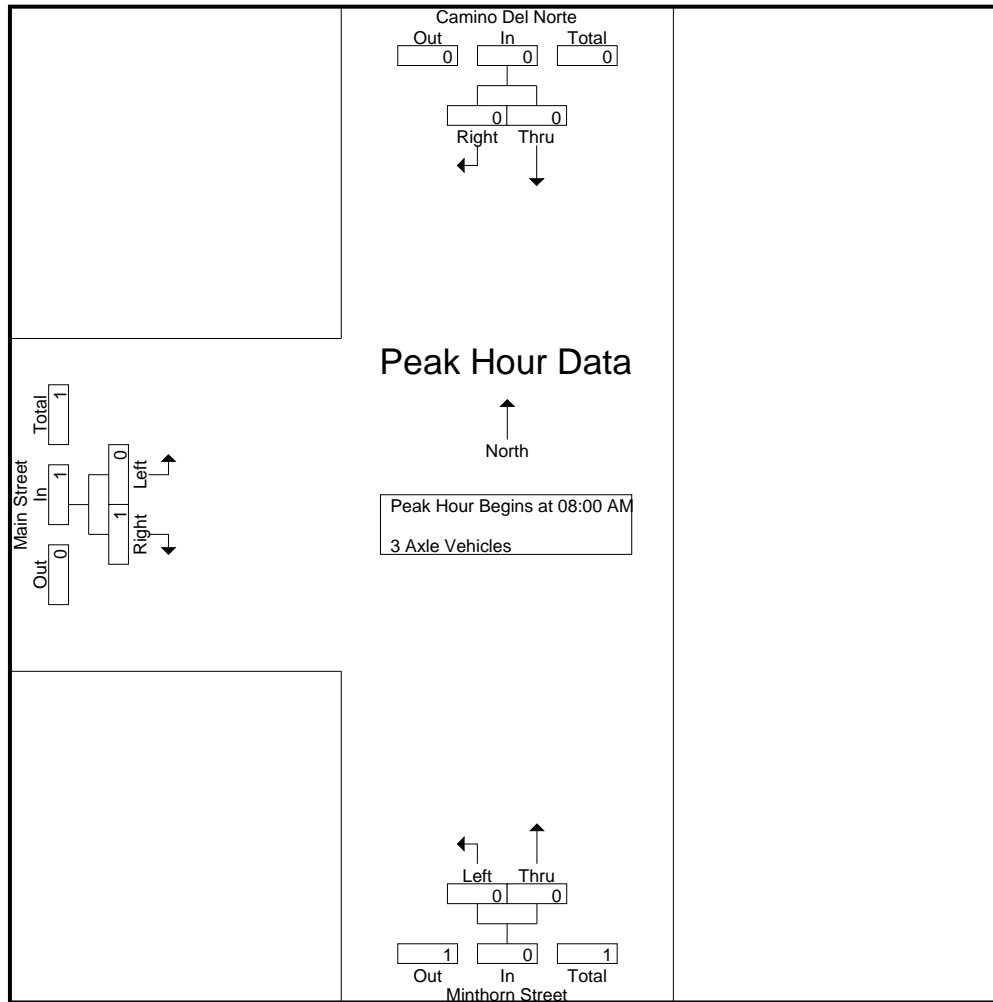
Groups Printed- 3 Axle Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	1	0	1	2	0	2	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	1	0	1	2	0	2	0	1	1	4
Apprch %	100	0		100	0		0	100		
Total %	25	0	25	50	0	50	0	25	25	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

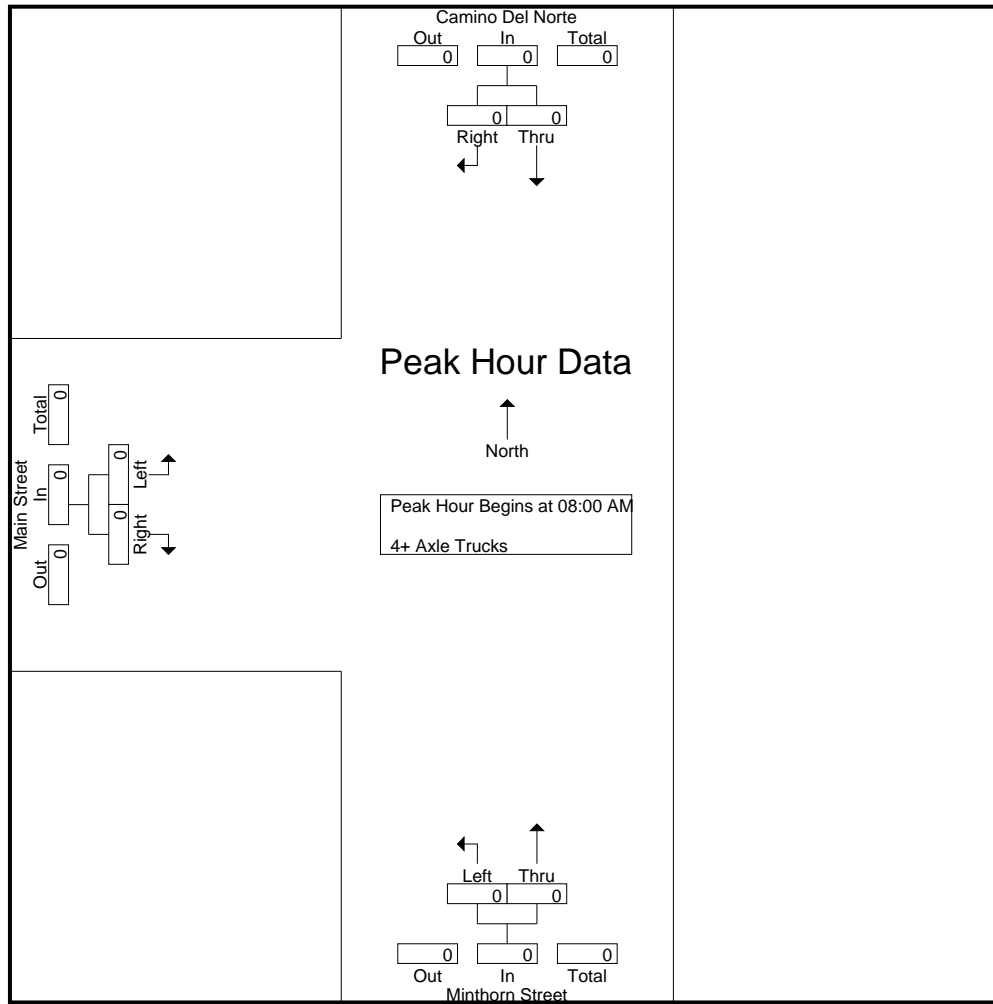
Groups Printed- 4+ Axle Trucks

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0		100	0	100	0	0		

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main AM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

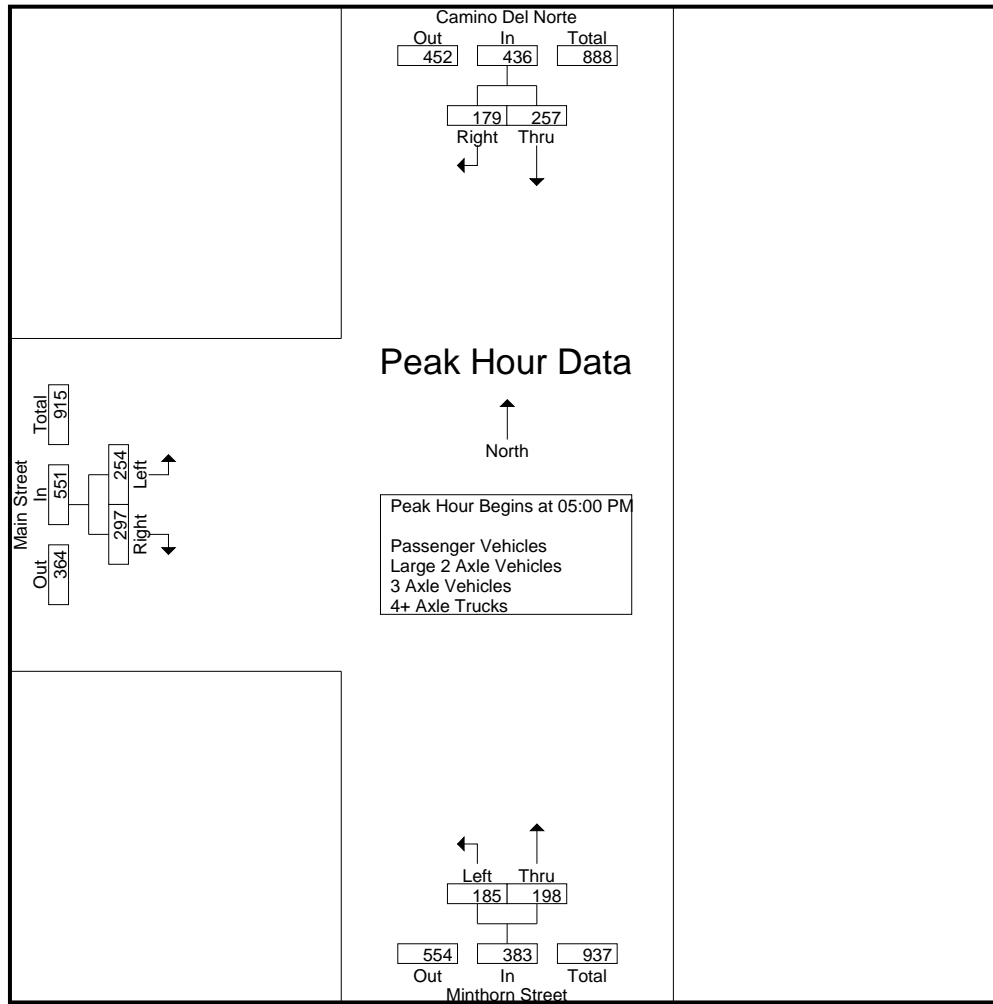
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	69	38	107	41	50	91	52	72	124	322
04:15 PM	66	42	108	38	36	74	68	76	144	326
04:30 PM	46	32	78	41	48	89	70	62	132	299
04:45 PM	58	47	105	45	50	95	73	68	141	341
Total	239	159	398	165	184	349	263	278	541	1288
05:00 PM	77	47	124	55	56	111	65	65	130	365
05:15 PM	64	39	103	48	45	93	63	61	124	320
05:30 PM	49	37	86	47	54	101	58	98	156	343
05:45 PM	67	56	123	35	43	78	68	73	141	342
Total	257	179	436	185	198	383	254	297	551	1370
Grand Total	496	338	834	350	382	732	517	575	1092	2658
Apprch %	59.5	40.5		47.8	52.2		47.3	52.7		
Total %	18.7	12.7	31.4	13.2	14.4	27.5	19.5	21.6	41.1	
Passenger Vehicles	492	338	830	347	380	727	513	572	1085	2642
% Passenger Vehicles	99.2	100	99.5	99.1	99.5	99.3	99.2	99.5	99.4	99.4
Large 2 Axle Vehicles	2	0	2	1	1	2	3	1	4	8
% Large 2 Axle Vehicles	0.4	0	0.2	0.3	0.3	0.3	0.6	0.2	0.4	0.3
3 Axle Vehicles	2	0	2	1	0	1	1	1	2	5
% 3 Axle Vehicles	0.4	0	0.2	0.3	0	0.1	0.2	0.2	0.2	0.2
4+ Axle Trucks	0	0	0	1	1	2	0	1	1	3
% 4+ Axle Trucks	0	0	0	0.3	0.3	0.3	0	0.2	0.1	0.1

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street 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	77	47	124	55	56	111	65	65	130	365
05:15 PM	64	39	103	48	45	93	63	61	124	320
05:30 PM	49	37	86	47	54	101	58	98	156	343
05:45 PM	67	56	123	35	43	78	68	73	141	342
Total Volume	257	179	436	185	198	383	254	297	551	1370
% App. Total	58.9	41.1		48.3	51.7		46.1	53.9		
PHF	.834	.799	.879	.841	.884	.863	.934	.758	.883	.938

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
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:

	05:00 PM			04:45 PM			04:45 PM		
+0 mins.	77	47	124	45	50	95	73	68	141
+15 mins.	64	39	103	55	56	111	65	65	130
+30 mins.	49	37	86	48	45	93	63	61	124
+45 mins.	67	56	123	47	54	101	58	98	156
Total Volume	257	179	436	195	205	400	259	292	551
% App. Total	58.9	41.1		48.8	51.2		47	53	
PHF	.834	.799	.879	.886	.915	.901	.887	.745	.883

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

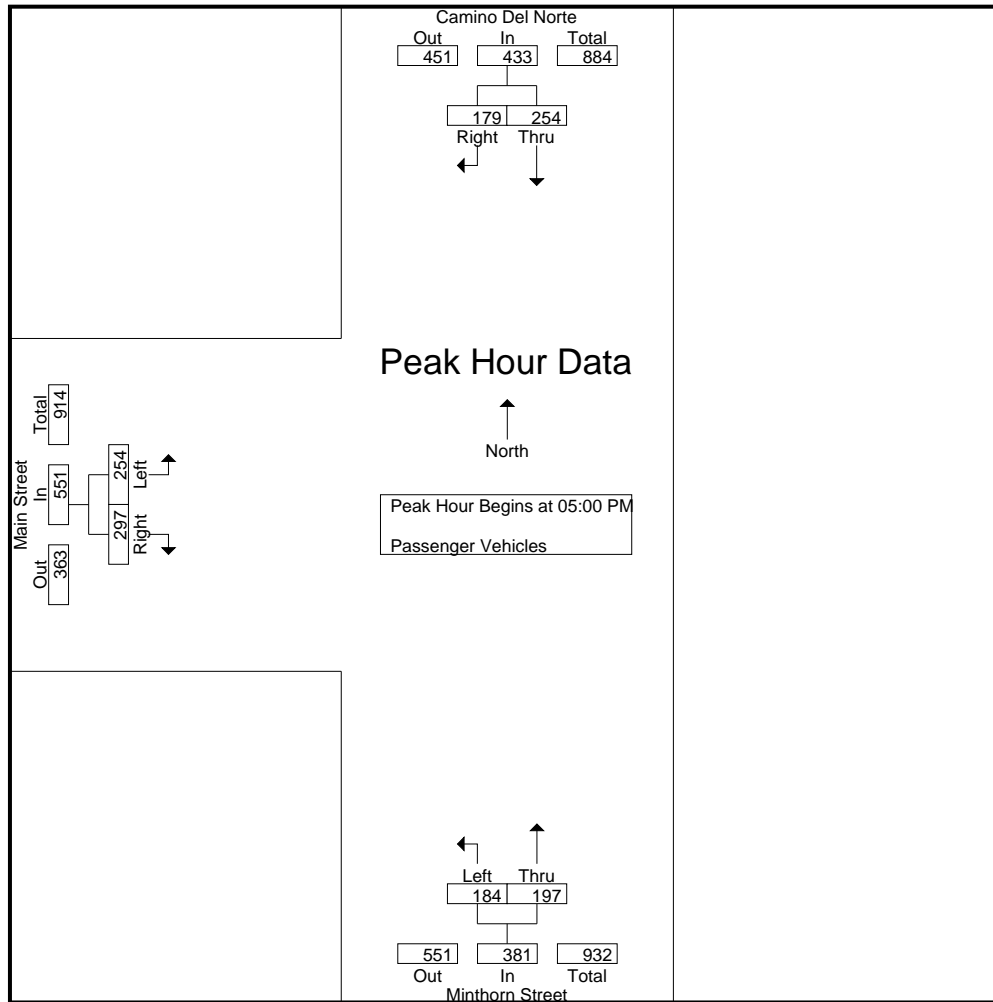
Groups Printed- Passenger Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	69	38	107	40	50	90	52	69	121	318
04:15 PM	65	42	107	38	36	74	68	76	144	325
04:30 PM	46	32	78	40	47	87	67	62	129	294
04:45 PM	58	47	105	45	50	95	72	68	140	340
Total	238	159	397	163	183	346	259	275	534	1277
05:00 PM	77	47	124	55	56	111	65	65	130	365
05:15 PM	61	39	100	48	44	92	63	61	124	316
05:30 PM	49	37	86	47	54	101	58	98	156	343
05:45 PM	67	56	123	34	43	77	68	73	141	341
Total	254	179	433	184	197	381	254	297	551	1365
Grand Total	492	338	830	347	380	727	513	572	1085	2642
Apprch %	59.3	40.7		47.7	52.3		47.3	52.7		
Total %	18.6	12.8	31.4	13.1	14.4	27.5	19.4	21.7	41.1	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	77	47	124	55	56	111	65	65	130	365
05:15 PM	61	39	100	48	44	92	63	61	124	316
05:30 PM	49	37	86	47	54	101	58	98	156	343
05:45 PM	67	56	123	34	43	77	68	73	141	341
Total Volume	254	179	433	184	197	381	254	297	551	1365
% App. Total	58.7	41.3		48.3	51.7		46.1	53.9		
PHF	.825	.799	.873	.836	.879	.858	.934	.758	.883	.935

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	77	47	124	55	56	111	65	65	130
+15 mins.	61	39	100	48	44	92	63	61	124
+30 mins.	49	37	86	47	54	101	58	98	156
+45 mins.	67	56	123	34	43	77	68	73	141
Total Volume	254	179	433	184	197	381	254	297	551
% App. Total	58.7	41.3		48.3	51.7		46.1	53.9	
PHF	.825	.799	.873	.836	.879	.858	.934	.758	.883

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

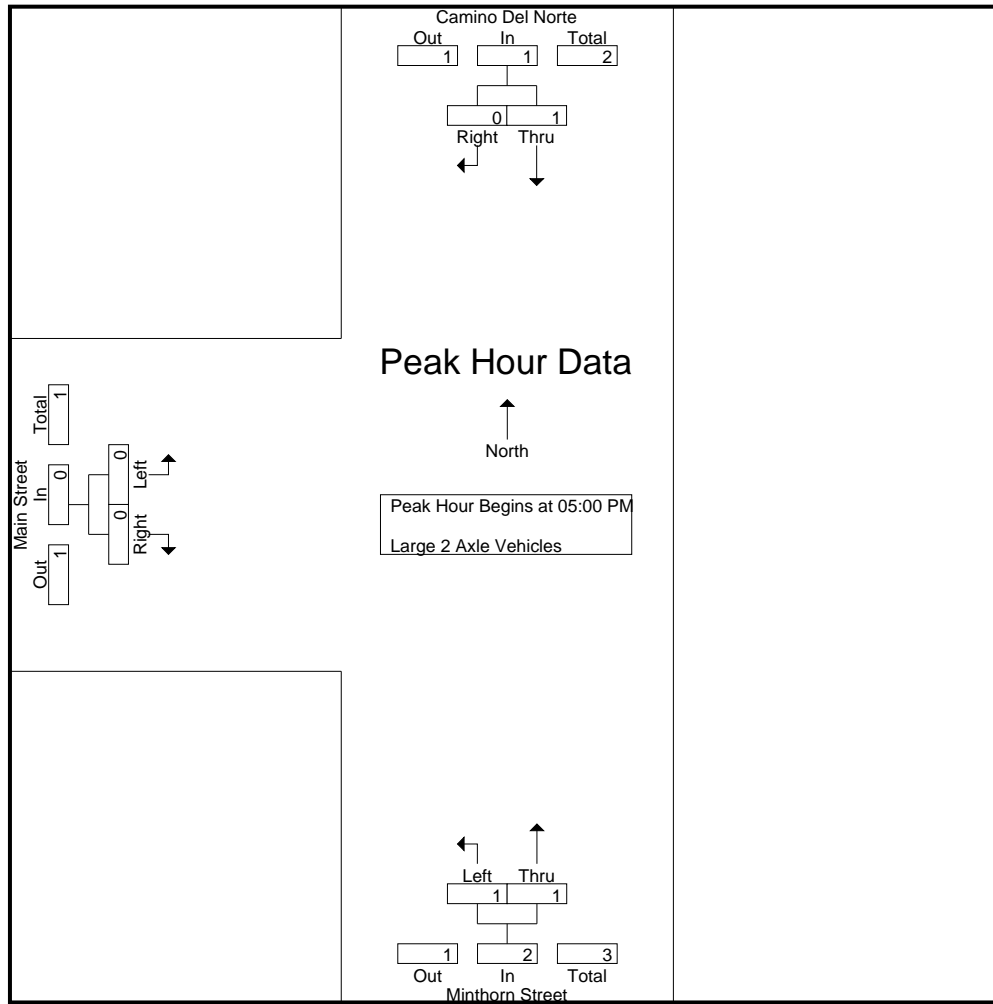
Groups Printed- Large 2 Axle Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	3	1	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	1	0	1	1	1	2	0	0	0	3
Grand Total	2	0	2	1	1	2	3	1	4	8
Apprch %	100	0		50	50		75	25		
Total %	25	0	25	12.5	12.5	25	37.5	12.5	50	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	0	1	1	1	2	0	0	0	3
% App. Total	100	0		50	50		0	0		
PHF	.250	.000	.250	.250	.250	.500	.000	.000	.000	.375

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	1	0	1	1	1	2	0	0	0
% App. Total	100	0		50	50		0	0	
PHF	.250	.000	.250	.250	.250	.500	.000	.000	.000

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

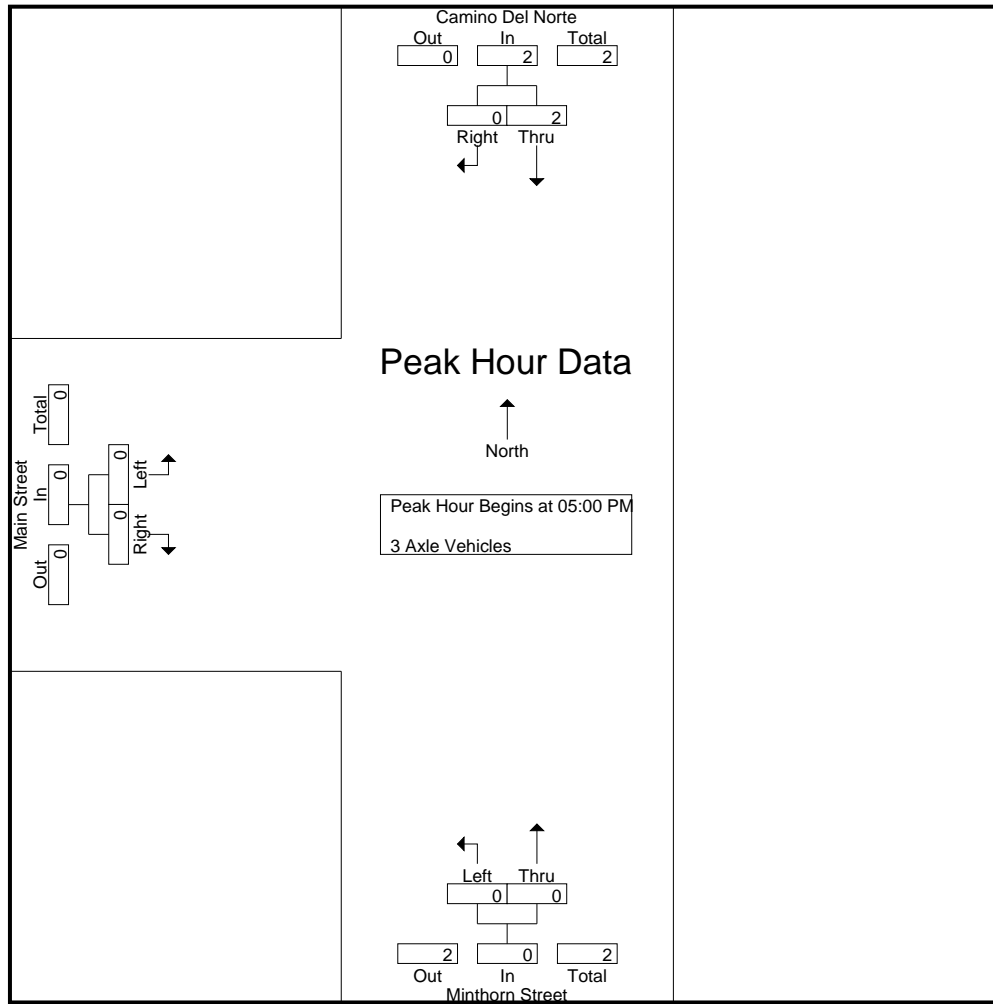
Groups Printed- 3 Axle Vehicles

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	1	0	1	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	2	0	2	1	0	1	1	1	2	5
Apprch %	100	0		100	0		50	50		
Total %	40	0	40	20	0	20	20	20	40	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	0	0	0	0	0	0	2
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
Page No : 1

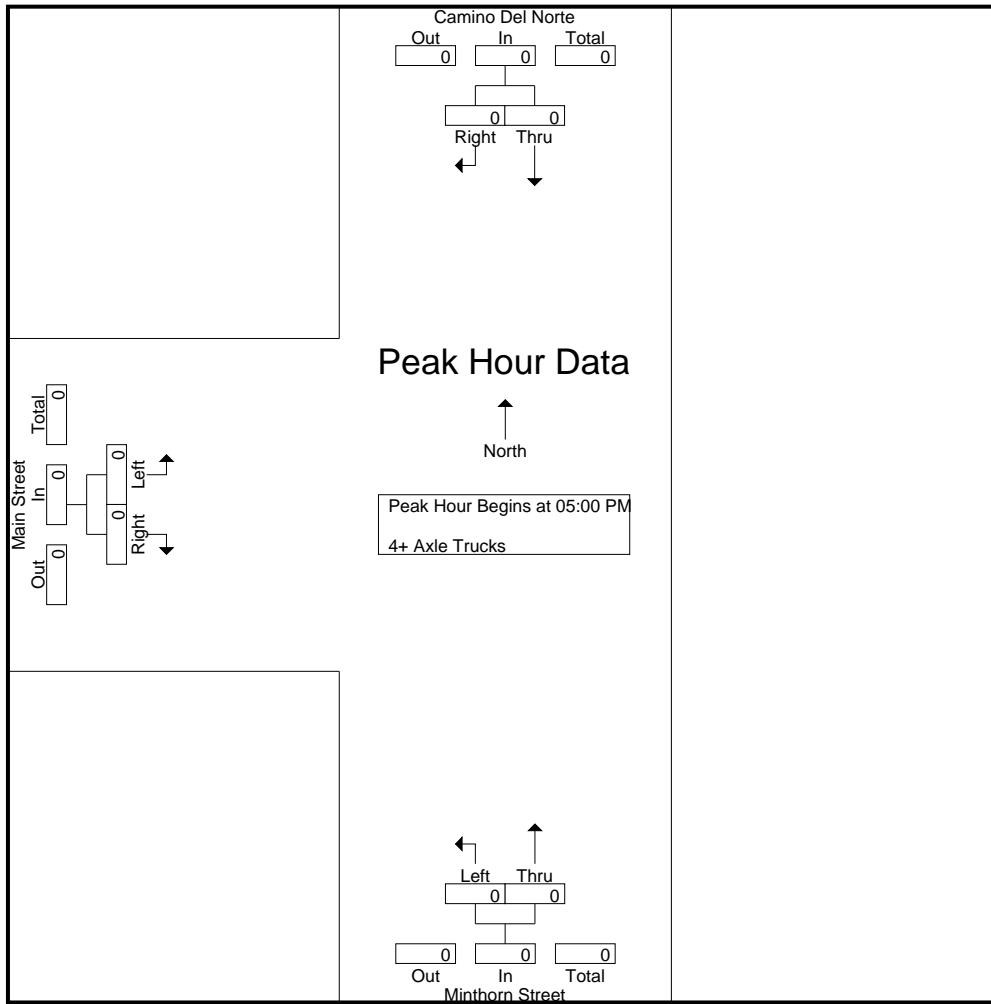
Groups Printed- 4+ Axle Trucks

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	2	0	1	1	3
Apprch %	0	0		50	50		0	100		
Total %	0	0		33.3	33.3	66.7	0	33.3	33.3	

	Camino Del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Lake Elsinore
N/S: Camino Del Norte/Minthorn Street
E/W: Main Street
Weather: Clear

File Name : 17_LKE_Norte_Main PM
Site Code : 05121362
Start Date : 7/27/2021
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Lake Elsinore
 N/S: Cam Del Norte/Minthorn St
 E/W: Main Street



Date: 7/27/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Camino Del Norte	East Leg Dead End	South Leg Minthorn Street	West Leg Main Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Camino Del Norte	East Leg Dead End	South Leg Minthorn Street	West Leg Main Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Lake Elsinore
 N/S: Cam Del Norte/Minthorn St
 E/W: Main Street



Date: 7/27/2021
 Day: Tuesday

BICYCLES

	Southbound Camino Del Norte			Westbound Dead End			Northbound Minthorn Street			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	0	0	0	0	0	0	0	0	3

	Southbound Camino Del Norte			Westbound Dead End			Northbound Minthorn Street			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAAM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

Groups Printed- Total Volume

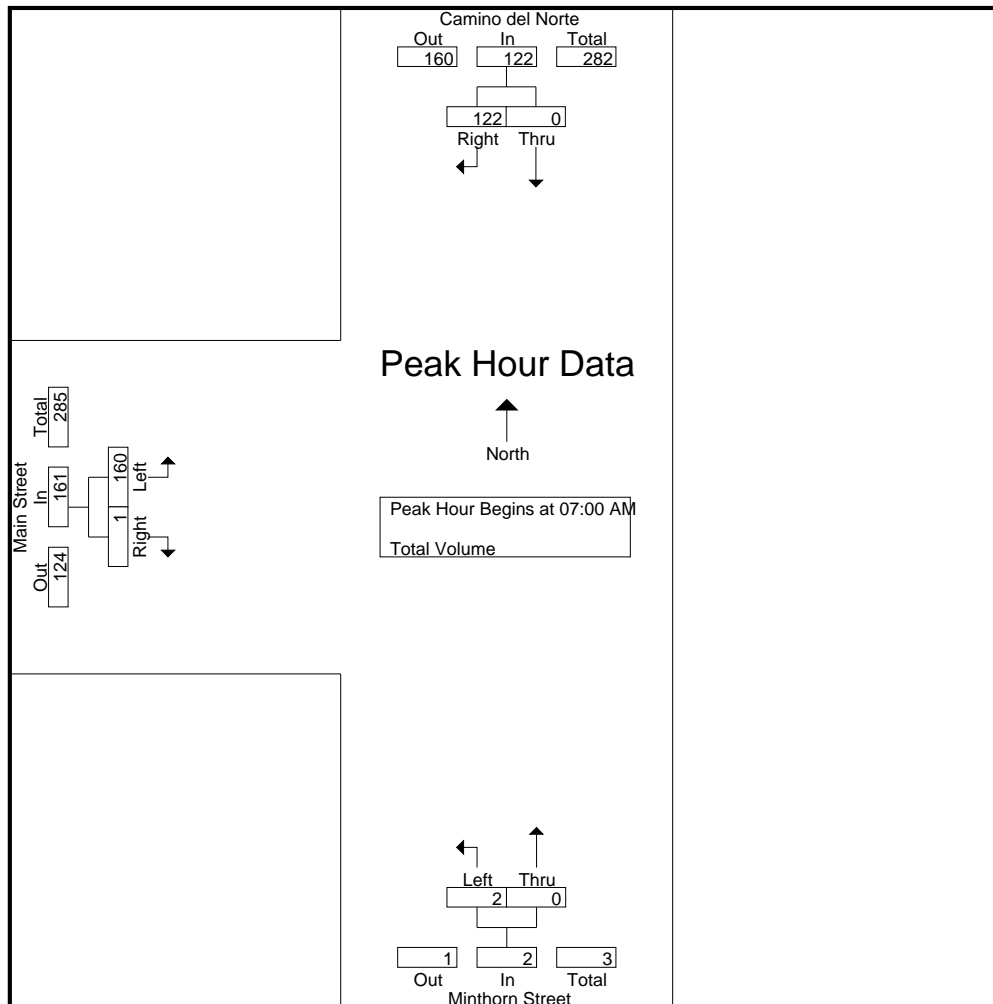
Start Time	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	27	27	1	0	1	68	0	68	96
07:15 AM	0	44	44	0	0	0	33	0	33	77
07:30 AM	0	26	26	0	0	0	36	0	36	62
07:45 AM	0	25	25	1	0	1	23	1	24	50
Total	0	122	122	2	0	2	160	1	161	285
08:00 AM	0	24	24	2	0	2	41	1	42	68
08:15 AM	0	13	13	0	0	0	25	0	25	38
08:30 AM	0	18	18	1	0	1	29	1	30	49
08:45 AM	0	26	26	1	0	1	38	1	39	66
Total	0	81	81	4	0	4	133	3	136	221
Grand Total	0	203	203	6	0	6	293	4	297	506
Apprch %	0	100		100	0		98.7	1.3		
Total %	0	40.1	40.1	1.2	0	1.2	57.9	0.8	58.7	

Start Time	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	27	27	1	0	1	68	0	68	96
07:15 AM	0	44	44	0	0	0	33	0	33	77
07:30 AM	0	26	26	0	0	0	36	0	36	62
07:45 AM	0	25	25	1	0	1	23	1	24	50
Total Volume	0	122	122	2	0	2	160	1	161	285
% App. Total	0	100		100	0		99.4	0.6		
PHF	.000	.693	.693	.500	.000	.500	.588	.250	.592	.742

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

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAAM
Site Code : 00000155
Start Date : 5/23/2013
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:

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	0	27	27	1	0	1	68	0	68
+15 mins.	0	44	44	2	0	2	33	0	33
+30 mins.	0	26	26	0	0	0	36	0	36
+45 mins.	0	25	25	1	0	1	23	1	24
Total Volume	0	122	122	4	0	4	160	1	161
% App. Total	0	100		100	0		99.4	0.6	
PHF	.000	.693	.693	.500	.000	.500	.588	.250	.592

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAPM
Site Code : 00000155
Start Date : 5/23/2013
Page No : 1

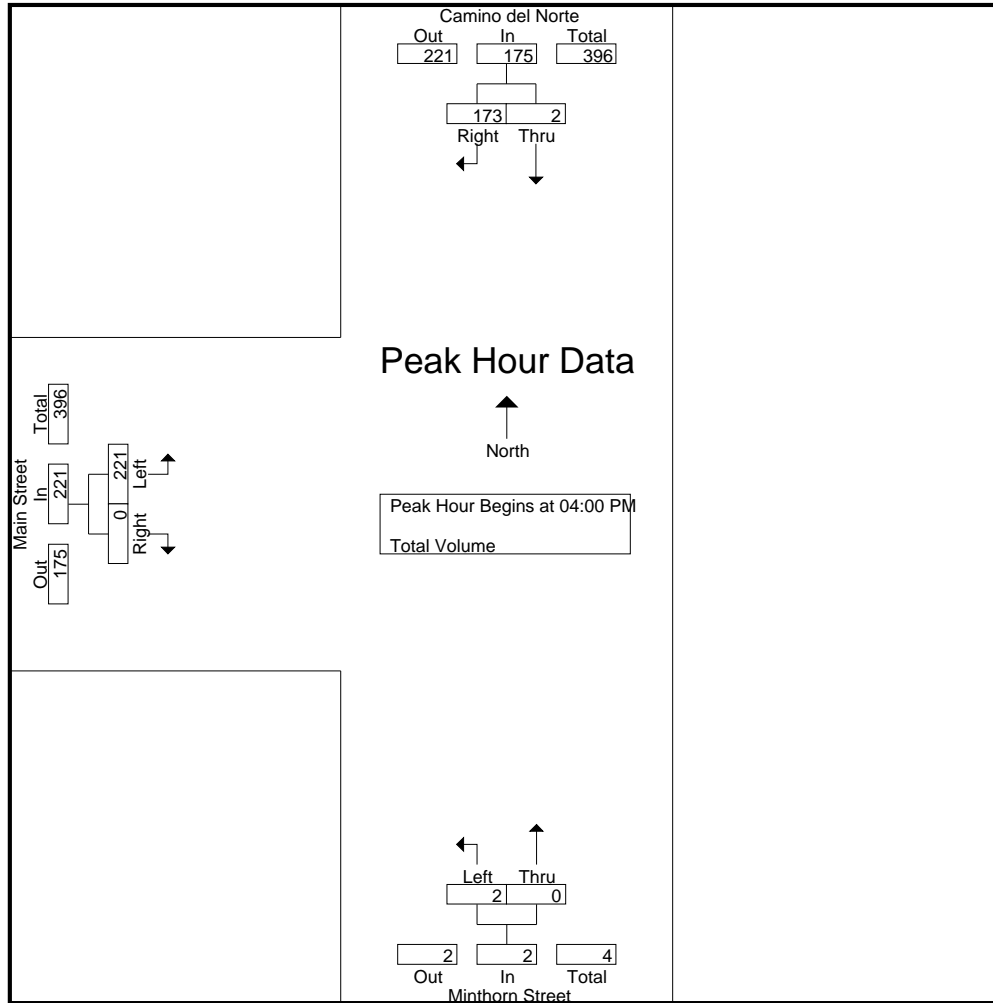
Groups Printed- Total Volume

	Camino del Norte Southbound			Minthorn Street Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	45	46	1	0	1	57	0	57	104
04:15 PM	0	45	45	0	0	0	55	0	55	100
04:30 PM	0	51	51	0	0	0	56	0	56	107
04:45 PM	1	32	33	1	0	1	53	0	53	87
Total	2	173	175	2	0	2	221	0	221	398
05:00 PM	0	35	35	1	0	1	47	1	48	84
05:15 PM	0	38	38	1	0	1	73	1	74	113
05:30 PM	1	45	46	2	0	2	53	1	54	102
05:45 PM	1	31	32	1	0	1	40	0	40	73
Total	2	149	151	5	0	5	213	3	216	372
Grand Total	4	322	326	7	0	7	434	3	437	770
Apprch %	1.2	98.8		100	0		99.3	0.7		
Total %	0.5	41.8	42.3	0.9	0	0.9	56.4	0.4	56.8	

	Camino del Norte Southbound			Minthorn Street Northbound			Main Street 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 04:00 PM										
04:00 PM	1	45	46	1	0	1	57	0	57	104
04:15 PM	0	45	45	0	0	0	55	0	55	100
04:30 PM	0	51	51	0	0	0	56	0	56	107
04:45 PM	1	32	33	1	0	1	53	0	53	87
Total Volume	2	173	175	2	0	2	221	0	221	398
% App. Total	1.1	98.9		100	0		100	0		
PHF	.500	.848	.858	.500	.000	.500	.969	.000	.969	.930

City of Lake Elsinore
N/S: Camino del Norte/Minthorn Street
E/W: Main Street
Weather: Sunny

File Name : LKECDNMAPM
Site Code : 00000155
Start Date : 5/23/2013
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:

	04:00 PM			04:45 PM			04:30 PM		
+0 mins.	1	45	46	1	0	1	56	0	56
+15 mins.	0	45	45	1	0	1	53	0	53
+30 mins.	0	51	51	1	0	1	47	1	48
+45 mins.	1	32	33	2	0	2	73	1	74
Total Volume	2	173	175	5	0	5	229	2	231
% App. Total	1.1	98.9		100	0		99.1	0.9	
PHF	.500	.848	.858	.625	.000	.625	.784	.500	.780

APPENDIX 3.2:

EXISTING (2021) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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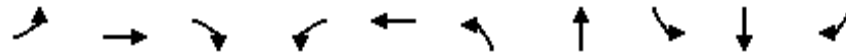
Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1035	5	14	770	41	0	1	18	67	2	7
Future Vol, veh/h	0	1035	5	14	770	41	0	1	18	67	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	0	1113	5	15	828	44	0	1	19	72	2	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	872	0	0	1118	0	0	2001	2018	1116	2006	1998	850
Stage 1	-	-	-	-	-	-	1116	1116	-	880	880	-
Stage 2	-	-	-	-	-	-	885	902	-	1126	1118	-
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	782	-	-	632	-	-	45	59	255	~ 45	61	363
Stage 1	-	-	-	-	-	-	254	285	-	345	368	-
Stage 2	-	-	-	-	-	-	342	359	-	251	285	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	782	-	-	632	-	-	43	58	255	~ 41	60	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	170	-	139	167	-
Stage 1	-	-	-	-	-	-	254	285	-	345	359	-
Stage 2	-	-	-	-	-	-	325	350	-	231	285	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			20.6			52.8		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	170	255	782	-	-	632	-	-	140	363		
HCM Lane V/C Ratio	0.006	0.076	-	-	-	0.024	-	-	0.53	0.021		
HCM Control Delay (s)	26.3	20.3	0	-	-	10.8	-	-	56.6	15.1		
HCM Lane LOS	D	C	A	-	-	B	-	-	F	C		
HCM 95th %tile Q(veh)	0	0.2	0	-	-	0.1	-	-	2.6	0.1		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings

2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	77	26	1031	10	6	803	84	4	73	41
Future Volume (vph)	77	26	1031	10	6	803	84	4	73	41
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 79.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

Ø2 17.8 s	Ø4 16.2 s	Ø8 66 s
Ø6 17.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)































08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	26	1031	10	6	5	803	84	23	4	73	41
Future Volume (veh/h)	77	26	1031	10	6	5	803	84	23	4	73	41
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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	81	27	1039	11	6	1	845	88	21	4	77	5
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	283	83	1071	135	61	7	892	721	172	107	103	90
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.51	0.51	0.51	0.06	0.06	0.06
Sat Flow, veh/h	1140	481	1572	318	354	40	1753	1418	338	1810	1752	1522
Grp Volume(v), veh/h	108	0	1039	18	0	0	845	0	109	4	77	5
Grp Sat Flow(s),veh/h/ln	1622	0	1572	711	0	0	1753	0	1756	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.1	0.0	0.0	33.2	0.0	2.4	0.2	3.1	0.2
Cycle Q Clear(g_c), s	3.7	0.0	12.5	3.8	0.0	0.0	33.2	0.0	2.4	0.2	3.1	0.2
Prop In Lane	0.75		1.00	0.61		0.06	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	366	0	1071	202	0	0	892	0	893	107	103	90
V/C Ratio(X)	0.30	0.00	0.97	0.09	0.00	0.00	0.95	0.00	0.12	0.04	0.75	0.06
Avail Cap(c_a), veh/h	366	0	1071	202	0	0	1429	0	1432	234	227	197
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	5.7	25.2	0.0	0.0	16.9	0.0	9.3	32.2	33.6	32.3
Incr Delay (d2), s/veh	0.2	0.0	20.5	0.1	0.0	0.0	7.0	0.0	0.0	0.1	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	23.6	0.2	0.0	0.0	12.1	0.0	0.7	0.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	26.2	25.2	0.0	0.0	23.9	0.0	9.4	32.3	37.6	32.4
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	D	C
Approach Vol, veh/h	1147				18		954				86	
Approach Delay, s/veh	26.3				25.2		22.2				37.0	
Approach LOS	C				C		C				D	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.8		11.1		17.8		43.7					
Change Period (Y+Rc), s	5.3		6.8		5.3		6.8					
Max Green Setting (Gmax), s	12.5		9.4		12.5		59.2					
Max Q Clear Time (g_c+I1), s	14.5		5.1		5.8		35.2					
Green Ext Time (p_c), s	0.0		0.1		0.0		1.7					
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	 	 	
Traffic Volume (vph)	45	100	848	282	821	30	112	399	972	131	24
Future Volume (vph)	45	100	848	282	821	30	112	399	972	131	24
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























 Ø1	 Ø2 (R)	 Ø3	 Ø4
33.6 s	10.5 s	42.4 s	13.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	100	41	848	282	821	30	112	399	972	131	24
Future Volume (veh/h)	45	100	41	848	282	821	30	112	399	972	131	24
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		0.97	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	49	109	32	922	307	813	33	122	358	1057	142	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	131	162	46	1028	621	1669	50	492	1165	994	1454	628
Arrive On Green	0.04	0.06	0.06	0.10	0.11	0.11	0.03	0.14	0.14	0.29	0.40	0.40
Sat Flow, veh/h	3510	2625	743	3346	1870	2650	1668	3441	2580	3428	3610	1560
Grp Volume(v), veh/h	49	69	72	922	307	813	33	122	358	1057	142	10
Grp Sat Flow(s),veh/h/ln	1755	1706	1662	1673	1870	1325	1668	1721	1290	1714	1805	1560
Q Serve(g_s), s	1.4	4.0	4.2	27.2	15.5	17.2	2.0	3.2	8.9	29.0	2.4	0.4
Cycle Q Clear(g_c), s	1.4	4.0	4.2	27.2	15.5	17.2	2.0	3.2	8.9	29.0	2.4	0.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	106	103	1028	621	1669	50	492	1165	994	1454	628
V/C Ratio(X)	0.38	0.66	0.70	0.90	0.49	0.49	0.66	0.25	0.31	1.06	0.10	0.02
Avail Cap(c_a), veh/h	176	152	148	1265	767	1876	83	492	1165	994	1454	628
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	47.0	45.9	46.0	43.4	36.6	13.9	48.0	38.1	17.6	35.5	18.6	17.9
Incr Delay (d2), s/veh	0.7	2.6	3.1	2.9	0.1	0.0	5.4	1.2	0.7	39.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.7	1.8	12.5	7.7	5.8	0.9	1.4	2.6	16.8	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	48.5	49.1	46.2	36.7	13.9	53.4	39.3	18.2	75.2	18.6	18.0
LnGrp LOS	D	D	D	D	D	B	D	D	B	F	B	B
Approach Vol, veh/h		190			2042			513			1209	
Approach Delay, s/veh		48.5			31.9			25.5			68.1	
Approach LOS		D			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	19.6	35.3	11.5	7.6	45.6	8.3	38.5				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	10.9	29.2	6.2	4.0	4.4	3.4	19.2				
Green Ext Time (p_c), s	0.0	0.0	1.5	0.1	0.0	0.5	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

08/30/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	901	597	817	1746	418	1	238
Future Volume (vph)	901	597	817	1746	418	1	238
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

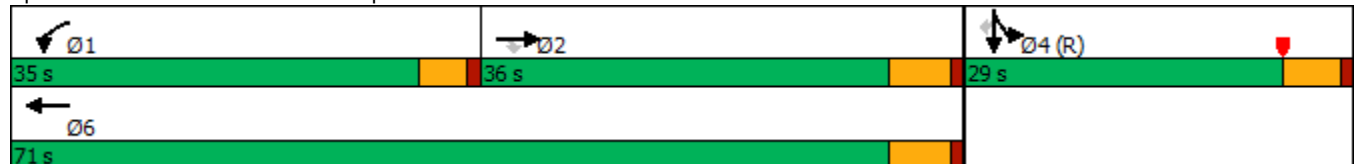
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave

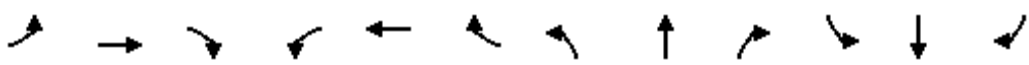


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	901	597	817	1746	0	0	0	0	418	1	238
Future Volume (veh/h)	0	901	597	817	1746	0	0	0	0	418	1	238
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1856	1811	1841	0				1707	418	1737
Adj Flow Rate, veh/h	0	990	537	898	1919	0				506	0	100
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1486	476	974	2239	0				812	0	368
Arrive On Green	0.00	0.30	0.30	0.10	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5065	1572	3346	3589	0				3252	0	1472
Grp Volume(v), veh/h	0	990	537	898	1919	0				506	0	100
Grp Sat Flow(s),veh/h/ln	0	1635	1572	1673	1749	0				1626	0	1472
Q Serve(g_s), s	0.0	17.6	30.3	26.6	52.8	0.0				13.8	0.0	5.5
Cycle Q Clear(g_c), s	0.0	17.6	30.3	26.6	52.8	0.0				13.8	0.0	5.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1486	476	974	2239	0				812	0	368
V/C Ratio(X)	0.00	0.67	1.13	0.92	0.86	0.00				0.62	0.00	0.27
Avail Cap(c_a), veh/h	0	1486	476	1017	2284	0				812	0	368
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.62	0.23	0.23	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.4	34.8	44.1	35.0	0.0				33.3	0.0	30.2
Incr Delay (d2), s/veh	0.0	0.6	73.4	3.6	0.8	0.0				3.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	6.7	20.6	12.3	24.6	0.0				5.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.0	108.2	47.6	35.8	0.0				36.9	0.0	32.0
LnGrp LOS	A	C	F	D	D	A				D	A	C
Approach Vol, veh/h		1527			2817						606	
Approach Delay, s/veh		58.2			39.6						36.1	
Approach LOS		E			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	33.7	36.0		30.3		69.7						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	28.6	32.3		15.8		54.8						
Green Ext Time (p_c), s	0.5	0.0		0.8		6.9						
Intersection Summary												
HCM 6th Ctrl Delay			44.9									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	100	1218	1878	570	684	0	718
Future Volume (vph)	100	1218	1878	570	684	0	718
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

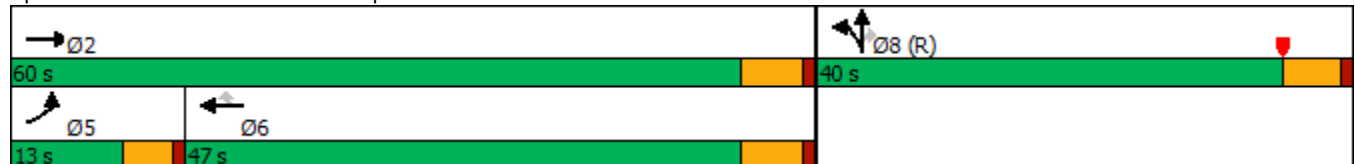
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)





























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	100	1218	0	0	1878	570	684	0	718	0	0	0
Future Volume (veh/h)	100	1218	0	0	1878	570	684	0	718	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	104	1269	0	0	1956	438	886	0	374			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	128	2595	0	0	2057	632	1244	0	544			
Arrive On Green	0.03	0.18	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1612	4982	0	0	5149	1531	3534	0	1547			
Grp Volume(v), veh/h	104	1269	0	0	1956	438	886	0	374			
Grp Sat Flow(s),veh/h/ln	1612	1608	0	0	1662	1531	1767	0	1547			
Q Serve(g_s), s	6.4	23.7	0.0	0.0	38.9	27.3	21.7	0.0	20.7			
Cycle Q Clear(g_c), s	6.4	23.7	0.0	0.0	38.9	27.3	21.7	0.0	20.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	128	2595	0	0	2057	632	1244	0	544			
V/C Ratio(X)	0.81	0.49	0.00	0.00	0.95	0.69	0.71	0.00	0.69			
Avail Cap(c_a), veh/h	135	2619	0	0	2059	632	1244	0	544			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(l)	0.64	0.64	0.00	0.00	0.33	0.33	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.9	28.7	0.0	0.0	42.2	37.2	28.0	0.0	27.7			
Incr Delay (d2), s/veh	18.3	0.0	0.0	0.0	4.3	0.9	3.5	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	10.2	0.0	0.0	18.1	11.3	9.5	0.0	8.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	28.8	0.0	0.0	46.4	38.1	31.5	0.0	34.6			
LnGrp LOS	E	C	A	A	D	D	C	A	C			
Approach Vol, veh/h	1373			2394			1260					
Approach Delay, s/veh	31.6			44.9			32.4					
Approach LOS	C			D			C					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	59.5			12.6			47.0			40.5		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+l1), s	25.7			8.4			40.9			23.7		
Green Ext Time (p_c), s	7.5			0.0			0.3			2.3		
Intersection Summary												
HCM 6th Ctrl Delay				38.2								
HCM 6th LOS				D								
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 		 	
Traffic Volume (vph)	411	1275	250	148	1718	188	193	153	86	109	536
Future Volume (vph)	411	1275	250	148	1718	188	193	153	86	109	536
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

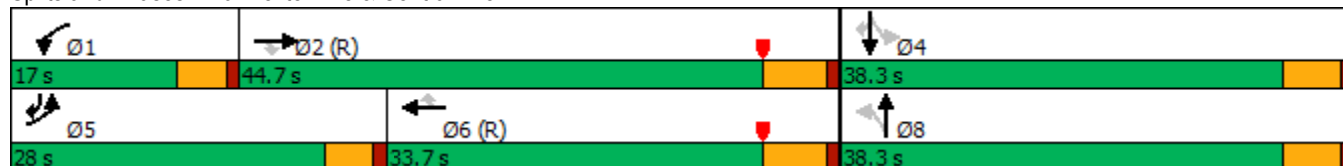
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated






























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

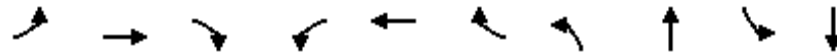
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	411	1275	250	148	1718	188	193	153	84	86	109	536
Future Volume (veh/h)	411	1275	250	148	1718	188	193	153	84	86	109	536
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	424	1314	240	153	1771	178	199	158	57	89	112	480
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	410	1980	625	180	1730	430	299	429	155	344	612	880
Arrive On Green	0.08	0.14	0.14	0.21	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1753	4823	1522	1739	6179	1535	792	1300	469	1146	1856	1560
Grp Volume(v), veh/h	424	1314	240	153	1771	178	199	0	215	89	112	480
Grp Sat Flow(s),veh/h/ln	1753	1608	1522	1739	1545	1535	792	0	1770	1146	1856	1560
Q Serve(g_s), s	23.4	25.9	14.4	8.5	28.0	6.6	23.9	0.0	9.3	6.4	4.3	19.4
Cycle Q Clear(g_c), s	23.4	25.9	14.4	8.5	28.0	6.6	28.2	0.0	9.3	15.7	4.3	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	410	1980	625	180	1730	430	299	0	584	344	612	880
V/C Ratio(X)	1.03	0.66	0.38	0.85	1.02	0.41	0.66	0.00	0.37	0.26	0.18	0.55
Avail Cap(c_a), veh/h	410	1980	625	216	1730	430	299	0	584	344	612	880
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	36.7	31.7	38.9	22.0	17.3	33.9	0.0	25.5	31.5	23.9	13.7
Incr Delay (d2), s/veh	48.4	1.4	1.4	2.3	13.8	0.3	11.1	0.0	1.8	1.8	0.7	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	16.4	11.3	6.0	3.2	6.9	2.0	5.3	0.0	4.0	1.9	1.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	38.1	33.1	41.2	35.8	17.6	45.1	0.0	27.3	33.3	24.5	16.2
LnGrp LOS	F	D	C	D	F	B	D	A	C	C	C	B
Approach Vol, veh/h	1978			2102			414			681		
Approach Delay, s/veh	49.6			34.6			35.9			19.8		
Approach LOS	D			C			D			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	46.7		38.3	28.0	33.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	10.5	27.9		21.4	25.4	30.0		30.2				
Green Ext Time (p_c), s	0.0	5.0		1.2	0.0	0.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				38.5								
HCM 6th LOS				D								

Timings

Central and Camben Retail (JN 13782)

7: Camben Ave & Central Ave

08/30/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↕	↗	↗	↕↕	↗	↗	↕↕	↗	↗
Traffic Volume (vph)	107	1168	42	21	2235	216	23	21	171	19
Future Volume (vph)	107	1168	42	21	2235	216	23	21	171	19
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	3	1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	3	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	3.6	4.3
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	6.0	4.6	4.6	6.0	6.0	4.6	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



























Splits and Phases: 7: Camben Ave & Central Ave

↙ Ø1	→ Ø2 (R)	↘ Ø3	↓ Ø4
9.6 s	43.1 s	10.3 s	37 s
↗ Ø5	← Ø6 (R)	↙ Ø7	↑ Ø8
9.6 s	43.1 s	11 s	36.3 s

HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	107	1168	42	21	2235	216	23	21	46	171	19	62
Future Volume (veh/h)	107	1168	42	21	2235	216	23	21	46	171	19	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	1327	48	24	2540	245	26	24	52	194	22	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2319	1075	43	2228	994	46	96	86	114	36	115
Arrive On Green	0.10	1.00	1.00	0.03	0.83	0.83	0.03	0.05	0.05	0.06	0.09	0.09
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	1777	1585	1781	393	1252
Grp Volume(v), veh/h	122	1327	48	24	2540	245	26	24	52	194	0	92
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1777	1585	1781	0	1645
Q Serve(g_s), s	3.4	0.0	0.0	1.3	62.7	3.2	1.4	1.3	3.2	6.4	0.0	5.4
Cycle Q Clear(g_c), s	3.4	0.0	0.0	1.3	62.7	3.2	1.4	1.3	3.2	6.4	0.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	173	2319	1075	43	2228	994	46	96	86	114	0	152
V/C Ratio(X)	0.71	0.57	0.04	0.55	1.14	0.25	0.57	0.25	0.61	1.70	0.00	0.61
Avail Cap(c_a), veh/h	173	2319	1075	89	2228	994	102	551	491	114	0	521
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	47.8	8.3	3.4	48.2	45.4	46.3	46.8	0.0	43.6
Incr Delay (d2), s/veh	7.5	0.7	0.1	4.1	69.0	0.6	4.1	0.5	2.6	350.3	0.0	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	1.5	0.2	0.0	0.6	26.0	1.0	0.7	0.6	1.3	13.8	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.7	0.1	51.9	77.3	4.0	52.2	45.9	48.8	397.1	0.0	45.1
LnGrp LOS	D	A	A	D	F	A	D	D	D	F	A	D
Approach Vol, veh/h	1497		2809				102		286			
Approach Delay, s/veh	4.9		70.7				49.0		283.9			
Approach LOS	A		E				D		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	71.3	7.2	14.5	9.6	68.7	11.0	10.7				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0	3.4	7.4	5.4	64.7	8.4	5.2				
Green Ext Time (p_c), s	0.0	7.1	0.0	0.3	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	62.2											
HCM 6th LOS	E											

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	50	2	7	0	209	41	7	185	1
Future Vol, veh/h	1	1	1	50	2	7	0	209	41	7	185	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	-	-	-	-	-	-	60	-	-	50	-	-
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	0	0	0
Mvmt Flow	1	1	1	64	3	9	0	268	53	9	237	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	557	577	238	552	551	295	238	0	0	321	0	0
Stage 1	256	256	-	295	295	-	-	-	-	-	-	-
Stage 2	301	321	-	257	256	-	-	-	-	-	-	-
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	444	430	806	447	445	749	1341	-	-	1250	-	-
Stage 1	753	699	-	718	673	-	-	-	-	-	-	-
Stage 2	712	655	-	752	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	434	427	806	443	442	749	1341	-	-	1250	-	-
Mov Cap-2 Maneuver	434	427	-	443	442	-	-	-	-	-	-	-
Stage 1	753	694	-	718	673	-	-	-	-	-	-	-
Stage 2	701	655	-	744	694	-	-	-	-	-	-	-

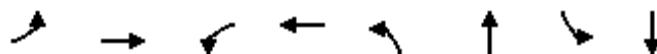
Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		14.2		0		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1341	-	-	510	466	1250	-
HCM Lane V/C Ratio	-	-	-	0.008	0.162	0.007	-
HCM Control Delay (s)	0	-	-	12.1	14.2	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	-

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	1325	2	2356	84	0	35	0
Future Volume (vph)	24	1325	2	2356	84	0	35	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1325	35	2	2356	19	84	0	11	35	0	32
Future Volume (veh/h)	24	1325	35	2	2356	19	84	0	11	35	0	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	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	26	1410	37	2	2506	17	89	0	10	37	0	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	33	2568	67	5	2567	17	184	0	13	136	13	51
Arrive On Green	0.05	1.00	1.00	0.00	0.73	0.73	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1273	3397	89	1810	3504	24	1416	0	159	948	156	627
Grp Volume(v), veh/h	26	707	740	2	1229	1294	99	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	1273	1706	1780	1810	1721	1807	1575	0	0	1731	0	0
Q Serve(g_s), s	2.0	0.0	0.0	0.1	66.8	67.4	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.1	66.8	67.4	5.9	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.90		0.10	0.64		0.36
Lane Grp Cap(c), veh/h	33	1290	1345	5	1261	1324	197	0	0	200	0	0
V/C Ratio(X)	0.79	0.55	0.55	0.41	0.97	0.98	0.50	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	64	1290	1345	90	1261	1324	495	0	0	510	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	0.0	49.8	12.5	12.6	44.7	0.0	0.0	43.6	0.0	0.0
Incr Delay (d2), s/veh	14.7	1.7	1.6	13.8	16.2	16.1	0.7	0.0	0.0	0.3	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	0.7	0.6	0.6	0.1	20.5	21.6	2.4	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	1.7	1.6	63.6	28.7	28.7	45.5	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	A
Approach Vol, veh/h	1473				2525				99		58	
Approach Delay, s/veh	2.7				28.7				45.5		43.9	
Approach LOS	A				C				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	82.4		12.7	7.2	80.1		12.7				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	2.0		5.0	4.0	69.4		7.9				
Green Ext Time (p_c), s	0.0	7.0		0.2	0.0	0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	20.1											
HCM 6th LOS	C											

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	6	0	0	12	34	0	14	1	29	6	47
Future Vol, veh/h	43	6	0	0	12	34	0	14	1	29	6	47
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	4	0	0	0	0	20	0	0	100	0	0	12
Mvmt Flow	52	7	0	0	14	41	0	17	1	35	7	57
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1






Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	8.4	7.3	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%	83%	0%
Vol Thru, %	93%	0%	100%	100%	26%	17%	0%
Vol Right, %	7%	0%	0%	0%	74%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	43	6	0	46	35	47
LT Vol	0	43	0	0	0	29	0
Through Vol	14	0	6	0	12	6	0
RT Vol	1	0	0	0	34	0	47
Lane Flow Rate	18	52	7	0	55	42	57
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.024	0.076	0.009	0	0.066	0.061	0.063
Departure Headway (Hd)	4.856	5.296	4.727	4.835	4.316	5.22	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	741	668	746	0	835	690	878
Service Time	2.858	3.093	2.524	2.537	2.018	2.92	1.803
HCM Lane V/C Ratio	0.024	0.078	0.009	0	0.066	0.061	0.065
HCM Control Delay	8	8.5	7.6	7.5	7.3	8.3	7.1
HCM Lane LOS	A	A	A	N	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0	0.2	0.2	0.2

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1087	196	1418	374	133
Future Volume (vph)	1087	196	1418	374	133
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 68.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
13 s	39 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





08/30/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1087	352	196	1418	374	133
Future Volume (veh/h)	1087	352	196	1418	374	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1109	357	200	1447	382	120
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1536	494	246	2245	532	248
Arrive On Green	0.42	0.42	0.14	0.64	0.15	0.15
Sat Flow, veh/h	3811	1175	1810	3589	3456	1610
Grp Volume(v), veh/h	993	473	200	1447	382	120
Grp Sat Flow(s),veh/h/ln	1635	1555	1810	1749	1728	1610
Q Serve(g_s), s	14.9	14.9	6.3	14.9	6.2	4.0
Cycle Q Clear(g_c), s	14.9	14.9	6.3	14.9	6.2	4.0
Prop In Lane		0.76	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1375	654	246	2245	532	248
V/C Ratio(X)	0.72	0.72	0.81	0.64	0.72	0.48
Avail Cap(c_a), veh/h	1780	847	246	2678	1940	904
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	14.2	14.2	24.7	6.4	23.6	22.7
Incr Delay (d2), s/veh	1.0	2.2	17.2	0.4	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.1	3.4	2.4	2.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.2	16.3	41.9	6.8	24.3	23.3
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	1466			1647	502	
Approach Delay, s/veh	15.6			11.1	24.1	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	31.7		14.1		44.7
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	8.3	16.9		8.2		16.9
Green Ext Time (p_c), s	0.0	7.9		0.9		11.4
Intersection Summary						
HCM 6th Ctrl Delay			14.7			
HCM 6th LOS			B			

Intersection









Intersection Delay, s/veh 12.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	214	102	91	90	90	164
Future Vol, veh/h	214	102	91	90	90	164
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	278	132	118	117	117	213
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	13.6	11.9	12.4
HCM LOS	B	B	B



















Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	50%	100%	0%	0%
Vol Thru, %	50%	0%	0%	35%
Vol Right, %	0%	0%	100%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	214	102	254
LT Vol	91	214	0	0
Through Vol	90	0	0	90
RT Vol	0	0	102	164
Lane Flow Rate	235	278	132	330
Geometry Grp	2	7	7	2
Degree of Util (X)	0.368	0.501	0.195	0.462
Departure Headway (Hd)	5.64	6.489	5.308	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	556	677	713
Service Time	3.677	4.219	3.038	3.079
HCM Lane V/C Ratio	0.369	0.5	0.195	0.463
HCM Control Delay	11.9	15.6	9.3	12.4
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	1.7	2.8	0.7	2.5

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	6	1139	7	27	1178	130	1	1	16	50	3	3
Future Vol, veh/h	6	1139	7	27	1178	130	1	1	16	50	3	3
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	6	1225	8	29	1267	140	1	1	17	54	3	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1407	0	0	1233	0	0	2639	2706	1229	2645	2640	1337
Stage 1	-	-	-	-	-	-	1241	1241	-	1395	1395	-
Stage 2	-	-	-	-	-	-	1398	1465	-	1250	1245	-
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	491	-	-	572	-	-	16	22	219	~ 16	24	189
Stage 1	-	-	-	-	-	-	216	249	-	177	210	-
Stage 2	-	-	-	-	-	-	176	194	-	214	248	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	491	-	-	572	-	-	15	21	219	~ 14	23	189
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	104	-	84	105	-
Stage 1	-	-	-	-	-	-	213	246	-	175	199	-
Stage 2	-	-	-	-	-	-	162	184	-	194	245	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			25.1			103.9		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	96		219	491	-	-	572	-	-	85	189	
HCM Lane V/C Ratio	0.022		0.079	0.013	-	-	0.051	-	-	0.67	0.017	
HCM Control Delay (s)	43.4		22.8	12.4	-	-	11.6	-	-	108.4	24.4	
HCM Lane LOS	E		C	B	-	-	B	-	-	F	C	
HCM 95th %tile Q(veh)	0.1		0.3	0	-	-	0.2	-	-	3.2	0.1	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/30/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	100	7	1070	29	20	1171	244	8	186	137
Future Volume (vph)	100	7	1070	29	20	1171	244	8	186	137
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	67.0	16.8	16.8	67.0	67.0	16.2	16.2	16.2
Total Split (%)	16.8%	16.8%	67.0%	16.8%	16.8%	67.0%	67.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 99

Natural Cycle: 120

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
16.8 s	16.2 s	67 s
 Ø6		
16.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	7	1070	29	20	20	1171	244	23	8	186	137
Future Volume (veh/h)	100	7	1070	29	20	20	1171	244	23	8	186	137
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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	103	7	1051	30	21	15	1207	252	20	8	192	56
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	182	8	1136	56	36	12	1081	1030	82	170	177	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.09	0.09	0.09
Sat Flow, veh/h	974	66	1585	36	310	102	1795	1710	136	1810	1885	1585
Grp Volume(v), veh/h	110	0	1051	66	0	0	1207	0	272	8	192	56
Grp Sat Flow(s),veh/h/ln	1040	0	1585	448	0	0	1795	0	1846	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	1.0	0.0	0.0	60.2	0.0	6.9	0.4	9.4	3.3
Cycle Q Clear(g_c), s	10.5	0.0	11.5	11.5	0.0	0.0	60.2	0.0	6.9	0.4	9.4	3.3
Prop In Lane	0.94		1.00	0.45		0.23	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	189	0	1136	104	0	0	1081	0	1111	170	177	149
V/C Ratio(X)	0.58	0.00	0.92	0.64	0.00	0.00	1.12	0.00	0.24	0.05	1.08	0.38
Avail Cap(c_a), veh/h	189	0	1136	104	0	0	1081	0	1111	170	177	149
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	5.6	43.3	0.0	0.0	19.9	0.0	9.3	41.2	45.3	42.5
Incr Delay (d2), s/veh	3.0	0.0	12.3	9.4	0.0	0.0	65.3	0.0	0.0	0.0	91.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	29.5	1.9	0.0	0.0	40.0	0.0	2.4	0.2	8.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	17.9	52.7	0.0	0.0	85.2	0.0	9.3	41.3	136.9	43.1
LnGrp LOS	D	A	B	D	A	A	F	A	A	D	F	D
Approach Vol, veh/h	1161			66			1479			256		
Approach Delay, s/veh	20.7			52.7			71.3			113.4		
Approach LOS	C			D			E			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	16.8			16.2			16.8			67.0		
Change Period (Y+Rc), s	5.3			6.8			5.3			6.8		
Max Green Setting (Gmax), s	11.5			9.4			11.5			60.2		
Max Q Clear Time (g_c+I1), s	13.5			11.4			13.5			62.2		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	199	351	256	236	804	47	160	458	943	230	68
Future Volume (vph)	199	351	256	236	804	47	160	458	943	230	68
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
33.6 s	10.5 s	42.4 s	13.5 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	351	54	256	236	804	47	160	458	943	230	68
Future Volume (veh/h)	199	351	54	256	236	804	47	160	458	943	230	68
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	221	390	56	284	262	725	52	178	405	1048	256	65
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	500	71	366	406	1424	69	876	985	1002	1778	799
Arrive On Green	0.05	0.16	0.16	0.04	0.07	0.07	0.04	0.24	0.24	0.29	0.50	0.50
Sat Flow, veh/h	3483	3147	449	3374	1870	2799	1810	3582	2790	3456	3582	1609
Grp Volume(v), veh/h	221	221	225	284	262	725	52	178	405	1048	256	65
Grp Sat Flow(s),veh/h/ln	1742	1791	1804	1687	1870	1399	1810	1791	1395	1728	1791	1609
Q Serve(g_s), s	5.0	11.8	12.0	8.3	13.6	16.6	2.8	3.9	11.0	29.0	3.9	2.1
Cycle Q Clear(g_c), s	5.0	11.8	12.0	8.3	13.6	16.6	2.8	3.9	11.0	29.0	3.9	2.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	285	287	366	406	1424	69	876	985	1002	1778	799
V/C Ratio(X)	1.27	0.78	0.79	0.78	0.64	0.51	0.75	0.20	0.41	1.05	0.14	0.08
Avail Cap(c_a), veh/h	174	285	287	1275	767	1963	90	876	985	1002	1778	799
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00	0.27	0.27	0.27
Uniform Delay (d), s/veh	47.5	40.3	40.4	47.0	42.7	19.2	47.6	30.0	24.5	35.5	13.7	13.2
Incr Delay (d2), s/veh	158.3	11.5	12.4	0.8	0.4	0.1	15.1	0.5	1.3	28.6	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	5.9	6.0	6.1	3.7	6.8	6.0	1.5	1.7	3.6	15.4	1.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.8	51.9	52.8	47.8	43.0	19.3	62.8	30.5	25.7	64.1	13.7	13.3
LnGrp LOS	F	D	D	D	D	B	E	C	C	F	B	B
Approach Vol, veh/h		667			1271			635			1369	
Approach Delay, s/veh		103.2			30.5			30.1			52.2	
Approach LOS		F			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	29.8	15.4	21.2	8.4	54.9	9.6	27.0				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	13.0	10.3	14.0	4.8	5.9	7.0	18.6				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.0	0.0	1.0	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1435	608	810	1692	735	3	174
Future Volume (vph)	1435	608	810	1692	735	3	174
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

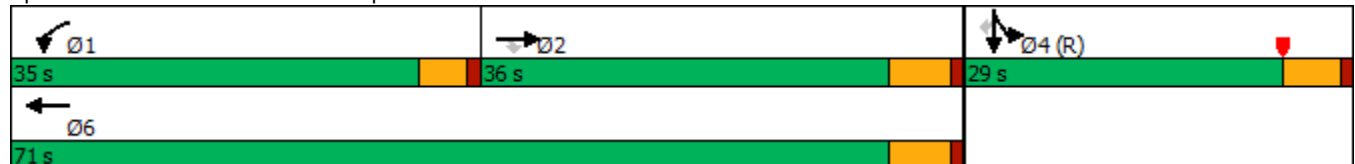
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave

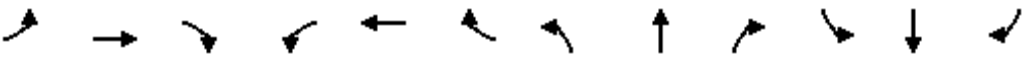


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1435	608	810	1692	0	0	0	0	735	3	174
Future Volume (veh/h)	0	1435	608	810	1692	0	0	0	0	735	3	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1885	1870	1870	0				1826	1900	1826
Adj Flow Rate, veh/h	0	1560	431	880	1839	0				829	0	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1547	484	961	2228	0				915	0	407
Arrive On Green	0.00	0.30	0.30	0.19	0.42	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5274	1598	3456	3647	0				3478	0	1547
Grp Volume(v), veh/h	0	1560	431	880	1839	0				829	0	62
Grp Sat Flow(s),veh/h/ln	0	1702	1598	1728	1777	0				1739	0	1547
Q Serve(g_s), s	0.0	30.3	25.8	25.0	45.9	0.0				23.1	0.0	3.1
Cycle Q Clear(g_c), s	0.0	30.3	25.8	25.0	45.9	0.0				23.1	0.0	3.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1547	484	961	2228	0				915	0	407
V/C Ratio(X)	0.00	1.01	0.89	0.92	0.83	0.00				0.91	0.00	0.15
Avail Cap(c_a), veh/h	0	1547	484	1051	2321	0				915	0	407
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.63	0.63	0.13	0.13	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.8	33.3	39.5	24.1	0.0				35.7	0.0	28.3
Incr Delay (d2), s/veh	0.0	20.2	12.2	1.8	0.3	0.0				14.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.7	11.1	11.0	19.6	0.0				11.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	55.1	45.4	41.3	24.4	0.0				49.9	0.0	29.1
LnGrp LOS	A	F	D	D	C	A				D	A	C
Approach Vol, veh/h		1991			2719						891	
Approach Delay, s/veh		53.0			29.9						48.4	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.4	36.0		31.6		68.4						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	27.0	32.3		25.1		47.9						
Green Ext Time (p_c), s	0.8	0.0		0.0		9.3						
Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	168	2002	1908	503	594	2	871
Future Volume (vph)	168	2002	1908	503	594	2	871
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

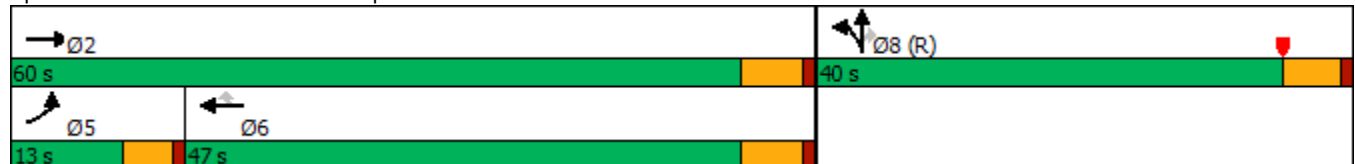
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	168	2002	0	0	1908	503	594	2	871	0	0	0
Future Volume (veh/h)	168	2002	0	0	1908	503	594	2	871	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	185	2200	0	0	2097	420	932	0	516			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	145	2773	0	0	2126	627	1236	0	546			
Arrive On Green	0.06	0.36	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1725	5274	0	0	5316	1519	3563	0	1572			
Grp Volume(v), veh/h	185	2200	0	0	2097	420	932	0	516			
Grp Sat Flow(s),veh/h/ln	1725	1702	0	0	1716	1519	1781	0	1572			
Q Serve(g_s), s	8.4	38.5	0.0	0.0	40.7	26.3	23.1	0.0	31.9			
Cycle Q Clear(g_c), s	8.4	38.5	0.0	0.0	40.7	26.3	23.1	0.0	31.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	2773	0	0	2126	627	1236	0	546			
V/C Ratio(X)	1.28	0.79	0.00	0.00	0.99	0.67	0.75	0.00	0.95			
Avail Cap(c_a), veh/h	145	2773	0	0	2126	627	1236	0	546			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.14	0.14	0.00	0.00	0.29	0.29	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.2	26.8	0.0	0.0	42.9	36.7	28.9	0.0	31.7			
Incr Delay (d2), s/veh	132.2	0.2	0.0	0.0	7.7	0.7	4.3	0.0	27.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.0	16.3	0.0	0.0	20.1	10.8	10.4	0.0	15.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.3	27.0	0.0	0.0	50.6	37.4	33.2	0.0	58.9			
LnGrp LOS	F	C	A	A	D	D	C	A	E			
Approach Vol, veh/h	2385			2517			1448					
Approach Delay, s/veh	38.8			48.4			42.3					
Approach LOS	D			D			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	40.5			10.4			42.7			33.9		
Green Ext Time (p_c), s	9.8			0.0			0.0			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	43.4											
HCM 6th LOS	D											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	503	2030	340	171	1576	92	322	172	82	140	514
Future Volume (vph)	503	2030	340	171	1576	92	322	172	82	140	514
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated






























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)





















08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	503	2030	340	171	1576	92	322	172	226	82	140	514
Future Volume (veh/h)	503	2030	340	171	1576	92	322	172	226	82	140	514
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	529	2137	321	180	1659	89	339	181	193	86	147	476
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	474	2092	655	181	1596	386	289	275	294	219	612	942
Arrive On Green	0.09	0.14	0.14	0.20	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	5066	1585	1795	6383	1544	795	835	890	1016	1856	1585
Grp Volume(v), veh/h	529	2137	321	180	1659	89	339	0	374	86	147	476
Grp Sat Flow(s),veh/h/ln	1795	1689	1585	1795	1596	1544	795	0	1725	1016	1856	1585
Q Serve(g_s), s	26.4	41.3	18.7	10.0	25.0	3.3	27.2	0.0	18.5	7.9	5.8	17.4
Cycle Q Clear(g_c), s	26.4	41.3	18.7	10.0	25.0	3.3	33.0	0.0	18.5	26.5	5.8	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	474	2092	655	181	1596	386	289	0	569	219	612	942
V/C Ratio(X)	1.12	1.02	0.49	0.99	1.04	0.23	1.17	0.00	0.66	0.39	0.24	0.51
Avail Cap(c_a), veh/h	474	2092	655	181	1596	386	289	0	569	219	612	942
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.52	0.52	0.52	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	43.2	33.4	39.9	25.0	19.6	39.8	0.0	28.7	40.0	24.4	11.8
Incr Delay (d2), s/veh	65.8	19.3	1.2	46.1	27.7	0.7	108.9	0.0	5.8	5.2	0.9	1.9
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	21.2	22.2	8.1	6.1	8.6	1.1	15.8	0.0	8.2	2.2	2.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.5	62.5	34.7	85.9	52.7	20.3	148.7	0.0	34.5	45.2	25.3	13.7
LnGrp LOS	F	F	C	F	F	C	F	A	C	D	C	B
Approach Vol, veh/h		2987			1928			713			709	
Approach Delay, s/veh		68.2			54.3			88.8			19.9	
Approach LOS		E			D			F			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	47.0		38.3	31.0	30.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	12.0	43.3		28.5	28.4	27.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			60.9									
HCM 6th LOS			E									

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	330	1738	45	25	1189	149	46	0	273	43
Future Volume (vph)	330	1738	45	25	1189	149	46	0	273	43
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	3	1	6		3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	3	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	9.6	10.3
Total Split (s)	11.0	41.1	11.6	9.6	39.7	39.7	11.6	36.3	13.0	37.7
Total Split (%)	11.0%	41.1%	11.6%	9.6%	39.7%	39.7%	11.6%	36.3%	13.0%	37.7%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	3.6	4.3
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	6.0	4.6	4.6	6.0	6.0	4.6	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 100













Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated























Splits and Phases: 7: Cambern Ave & Central Ave







					
Ø1	Ø2 (R)		Ø3	Ø4	
9.6 s	41.1 s		11.6 s	37.7 s	
					
Ø5	Ø6 (R)		Ø7	Ø8	
11 s	39.7 s		13 s	36.3 s	

HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	1738	45	25	1189	149	46	0	64	273	43	131
Future Volume (veh/h)	330	1738	45	25	1189	149	46	0	64	273	43	131
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1810	47	26	1239	155	48	0	67	284	45	136
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	2131	1009	46	1995	890	66	152	136	150	54	164
Arrive On Green	0.13	1.00	1.00	0.05	1.00	1.00	0.04	0.00	0.09	0.08	0.13	0.13
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	1777	1585	1781	410	1238
Grp Volume(v), veh/h	344	1810	47	26	1239	155	48	0	67	284	0	181
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1777	1585	1781	0	1648
Q Serve(g_s), s	6.4	0.0	0.0	1.4	0.0	0.0	2.7	0.0	4.0	8.4	0.0	10.7
Cycle Q Clear(g_c), s	6.4	0.0	0.0	1.4	0.0	0.0	2.7	0.0	4.0	8.4	0.0	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	221	2131	1009	46	1995	890	66	152	136	150	0	219
V/C Ratio(X)	1.56	0.85	0.05	0.57	0.62	0.17	0.73	0.00	0.49	1.90	0.00	0.83
Avail Cap(c_a), veh/h	221	2131	1009	89	1995	890	125	551	491	150	0	534
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	46.9	0.0	0.0	47.7	0.0	43.6	45.8	0.0	42.2
Incr Delay (d2), s/veh	252.0	0.4	0.0	4.1	1.5	0.4	5.7	0.0	1.0	428.1	0.0	3.0
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	10.2	0.1	0.0	0.7	0.4	0.1	1.3	0.0	1.6	21.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	295.6	0.4	0.0	50.9	1.5	0.4	53.4	0.0	44.7	473.9	0.0	45.3
LnGrp LOS	F	A	A	D	A	A	D	A	D	F	A	D
Approach Vol, veh/h	2201		1420				115			465		
Approach Delay, s/veh	46.5		2.3				48.3			307.1		
Approach LOS	D		A				D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	66.0	8.3	18.6	11.0	62.1	13.0	13.9				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	35.1	7.0	32.4	6.4	33.7	8.4	31.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0	4.7	12.7	8.4	2.0	10.4	6.0				
Green Ext Time (p_c), s	0.0	11.7	0.0	0.6	0.0	6.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	60.5											
HCM 6th LOS	E											

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	2	3	118	1	12	1	332	136	13	304	0
Future Vol, veh/h	9	2	3	118	1	12	1	332	136	13	304	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	-	-	-	-	-	-	60	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	3	126	1	13	1	353	145	14	323	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	786	851	323	782	779	426	323	0	0	498	0	0
Stage 1	351	351	-	428	428	-	-	-	-	-	-	-
Stage 2	435	500	-	354	351	-	-	-	-	-	-	-
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	312	299	723	314	330	633	1248	-	-	1076	-	-
Stage 1	670	636	-	609	588	-	-	-	-	-	-	-
Stage 2	604	546	-	667	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	295	723	308	325	633	1248	-	-	1076	-	-
Mov Cap-2 Maneuver	302	295	-	308	325	-	-	-	-	-	-	-
Stage 1	669	628	-	608	587	-	-	-	-	-	-	-
Stage 2	590	545	-	653	628	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.9		24.3		0		0.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1248	-	-	344	323	1076	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.043	0.431	0.013	-	-				
HCM Control Delay (s)	7.9	-	-	15.9	24.3	8.4	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	2.1	0	-	-				

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	25	1990	1281	54	5	90	5	
Future Volume (vph)	25	1990	1281	54	5	90	5	
Turn Type	Prot	NA	NA	Perm	NA	Perm	NA	
Protected Phases	5	2	6		8		4	1
Permitted Phases				8		4		
Detector Phase	5	2	6	8	8	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	32.8	33.6	33.6	9.6	9.6	9.6
Total Split (s)	9.6	56.8	56.8	33.6	33.6	33.6	33.6	9.6
Total Split (%)	9.6%	56.8%	56.8%	33.6%	33.6%	33.6%	33.6%	10%
Yellow Time (s)	3.6	5.8	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	4.6	6.8	6.8		4.6		4.6	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	C-Min	C-Max	None	None	Min	Min	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1990	59	0	1281	26	54	5	10	90	5	28
Future Volume (veh/h)	25	1990	59	0	1281	26	54	5	10	90	5	28
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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	26	2052	61	0	1321	24	56	5	8	93	5	17
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	41	2780	82	2	2563	47	178	18	17	184	6	22
Arrive On Green	0.05	1.00	1.00	0.00	0.72	0.72	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1612	3496	103	1810	3542	64	1244	195	189	1308	70	239
Grp Volume(v), veh/h	26	1029	1084	0	657	688	69	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1612	1763	1837	1810	1763	1844	1628	0	0	1618	0	0
Q Serve(g_s), s	1.6	0.0	0.0	0.0	16.4	16.5	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	16.4	16.5	3.9	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.81		0.12	0.81		0.15
Lane Grp Cap(c), veh/h	41	1402	1461	2	1275	1334	213	0	0	212	0	0
V/C Ratio(X)	0.63	0.73	0.74	0.00	0.52	0.52	0.32	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	81	1402	1461	90	1275	1334	504	0	0	504	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	0.0	6.1	6.1	43.1	0.0	0.0	44.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	3.5	3.4	0.0	1.3	1.2	0.3	0.0	0.0	0.8	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	0.7	1.3	1.4	0.0	4.3	4.5	1.6	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	3.5	3.4	0.0	7.4	7.3	43.4	0.0	0.0	45.0	0.0	0.0
LnGrp LOS	D	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	2139				1345				69		115	
Approach Delay, s/veh	4.0				7.3				43.4		45.0	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	86.3		13.7	7.2	79.1		13.7				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	0.0	2.0		8.7	3.6	18.5		5.9				
Green Ext Time (p_c), s	0.0	15.5		0.4	0.0	5.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	7.3											
HCM 6th LOS	A											

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	28	1	1	23	4	1	1	0	15	2	97
Future Vol, veh/h	106	28	1	1	23	4	1	1	0	15	2	97
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	134	35	1	1	29	5	1	1	0	19	3	123
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1






Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.1	7.9	8.3	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	100%	0%	100%	0%	88%	0%
Vol Thru, %	50%	0%	97%	0%	85%	12%	0%
Vol Right, %	0%	0%	3%	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	106	29	1	27	17	97
LT Vol	1	106	0	1	0	15	0
Through Vol	1	0	28	0	23	2	0
RT Vol	0	0	1	0	4	0	97
Lane Flow Rate	3	134	37	1	34	22	123
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.004	0.2	0.049	0.002	0.047	0.033	0.148
Departure Headway (Hd)	5.3	5.373	4.847	5.506	4.899	5.484	4.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	677	670	741	651	732	655	829
Service Time	3.32	3.09	2.564	3.226	2.619	3.197	2.053
HCM Lane V/C Ratio	0.004	0.2	0.05	0.002	0.046	0.034	0.148
HCM Control Delay	8.3	9.4	7.8	8.2	7.9	8.4	7.8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.7	0.2	0	0.1	0.1	0.5

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1836	39	1158	150	28
Future Volume (vph)	1836	39	1158	150	28
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	42.0	10.0	52.0	38.0	38.0
Total Split (%)	46.7%	11.1%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 64

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

		
10 s	42 s	38 s
		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





08/30/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1836	253	39	1158	150	28
Future Volume (veh/h)	1836	253	39	1158	150	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	1893	237	40	1194	155	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2460	305	74	2369	449	200
Arrive On Green	0.54	0.54	0.04	0.67	0.13	0.13
Sat Flow, veh/h	4720	564	1810	3647	3510	1560
Grp Volume(v), veh/h	1399	731	40	1194	155	14
Grp Sat Flow(s),veh/h/ln	1689	1740	1810	1777	1755	1560
Q Serve(g_s), s	19.0	19.5	1.3	9.9	2.4	0.5
Cycle Q Clear(g_c), s	19.0	19.5	1.3	9.9	2.4	0.5
Prop In Lane		0.32	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1825	940	74	2369	449	200
V/C Ratio(X)	0.77	0.78	0.54	0.50	0.34	0.07
Avail Cap(c_a), veh/h	2021	1041	155	2735	1981	880
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	10.5	10.6	27.5	4.9	23.3	22.4
Incr Delay (d2), s/veh	1.7	3.4	2.3	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.2	0.5	1.3	0.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	14.1	29.8	5.1	23.4	22.5
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	2130			1234	169	
Approach Delay, s/veh	12.8			5.9	23.3	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.4	38.6		12.5		46.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	5.0	35.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	3.3	21.5		4.4		11.9
Green Ext Time (p_c), s	0.0	10.1		0.3		9.0
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

Intersection

Intersection Delay, s/veh30.6

Intersection LOS D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	292	297	185	198	257	236
Future Vol, veh/h	292	297	185	198	257	236
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	311	316	197	211	273	251
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach RightNB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	21.4	28.7	43.1
HCM LOS	C	D	E

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	48%	100%	0%	0%
Vol Thru, %	52%	0%	0%	52%
Vol Right, %	0%	0%	100%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	383	292	297	493
LT Vol	185	292	0	0
Through Vol	198	0	0	257
RT Vol	0	0	297	236
Lane Flow Rate	407	311	316	524
Geometry Grp	2	7	7	2
Degree of Util (X)	0.766	0.671	0.575	0.908
Departure Headway (Hd)	6.765	7.78	6.55	6.235
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	534	466	550	587
Service Time	4.803	5.523	4.291	4.235
HCM Lane V/C Ratio	0.762	0.667	0.575	0.893
HCM Control Delay	28.7	25.1	17.8	43.1
HCM Lane LOS	D	D	C	E
HCM 95th-tile Q	6.8	4.9	3.6	11.1

APPENDIX 3.3:

EXISTING (2021) CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

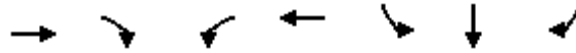
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Queues

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

08/30/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	990	656	898	1919	252	247	223
v/c Ratio	0.73	0.83	0.93	0.89	0.61	0.62	0.51
Control Delay	53.3	34.5	40.4	33.1	40.8	40.4	25.5
Queue Delay	0.0	0.0	0.0	47.1	0.0	0.0	0.0
Total Delay	53.3	34.5	40.4	80.2	40.8	40.4	25.5
Queue Length 50th (ft)	227	241	288	595	153	151	82
Queue Length 95th (ft)	m270	m356	m323	m628	#264	#272	166
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1468	813	1004	2266	412	396	434
Starvation Cap Reductn	0	0	0	626	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.81	0.89	1.17	0.61	0.62	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	104	1269	1956	594	506	491	464
v/c Ratio	0.81	0.49	0.95	0.63	0.88	0.87	0.83
Control Delay	100.8	7.8	47.5	19.7	48.9	42.8	39.2
Queue Delay	0.0	0.1	44.9	6.3	54.7	54.2	3.4
Total Delay	100.8	7.8	92.4	26.0	103.6	96.9	42.5
Queue Length 50th (ft)	73	66	488	229	315	272	238
Queue Length 95th (ft)	m#129	93	m491	m235	#513	#483	#426
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	132	2584	2052	943	577	567	559
Starvation Cap Reductn	0	0	798	292	0	0	0
Spillback Cap Reductn	0	236	5	0	296	265	42
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.54	1.56	0.91	1.80	1.63	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

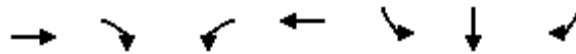
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1560	661	880	1839	415	406	170
v/c Ratio	0.95	0.79	0.90	0.80	1.07	1.09	0.42
Control Delay	52.5	22.0	35.5	26.2	104.3	111.8	20.7
Queue Delay	2.7	0.0	0.0	47.5	0.0	0.0	0.0
Total Delay	55.2	22.0	35.5	73.7	104.3	111.8	20.7
Queue Length 50th (ft)	~333	116	286	558	~311	~323	49
Queue Length 95th (ft)	#497	m298	m292	m570	#506	#530	114
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1637	841	1043	2310	387	371	407
Starvation Cap Reductn	0	0	0	690	0	0	0
Spillback Cap Reductn	40	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.79	0.84	1.14	1.07	1.09	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Central and Camben Retail (JN 13782)

5: I-15 NB Ramps & Central Ave

08/30/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	185	2200	2097	553	562	533	517
v/c Ratio	1.29	0.80	0.99	0.62	0.96	1.05	0.91
Control Delay	194.1	12.3	50.2	18.8	62.8	86.0	48.5
Queue Delay	0.0	47.3	40.8	5.8	45.4	25.1	6.2
Total Delay	194.1	59.6	91.0	24.6	108.2	111.1	54.7
Queue Length 50th (ft)	~157	152	524	193	366	~406	285
Queue Length 95th (ft)	m#161	m153	m528	m210	#595	#634	#502
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	143	2761	2121	892	583	509	569
Starvation Cap Reductn	0	423	835	277	0	0	0
Spillback Cap Reductn	0	929	13	0	257	223	32
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	1.20	1.63	0.90	1.72	1.86	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 3.4:

EXISTING (2021) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

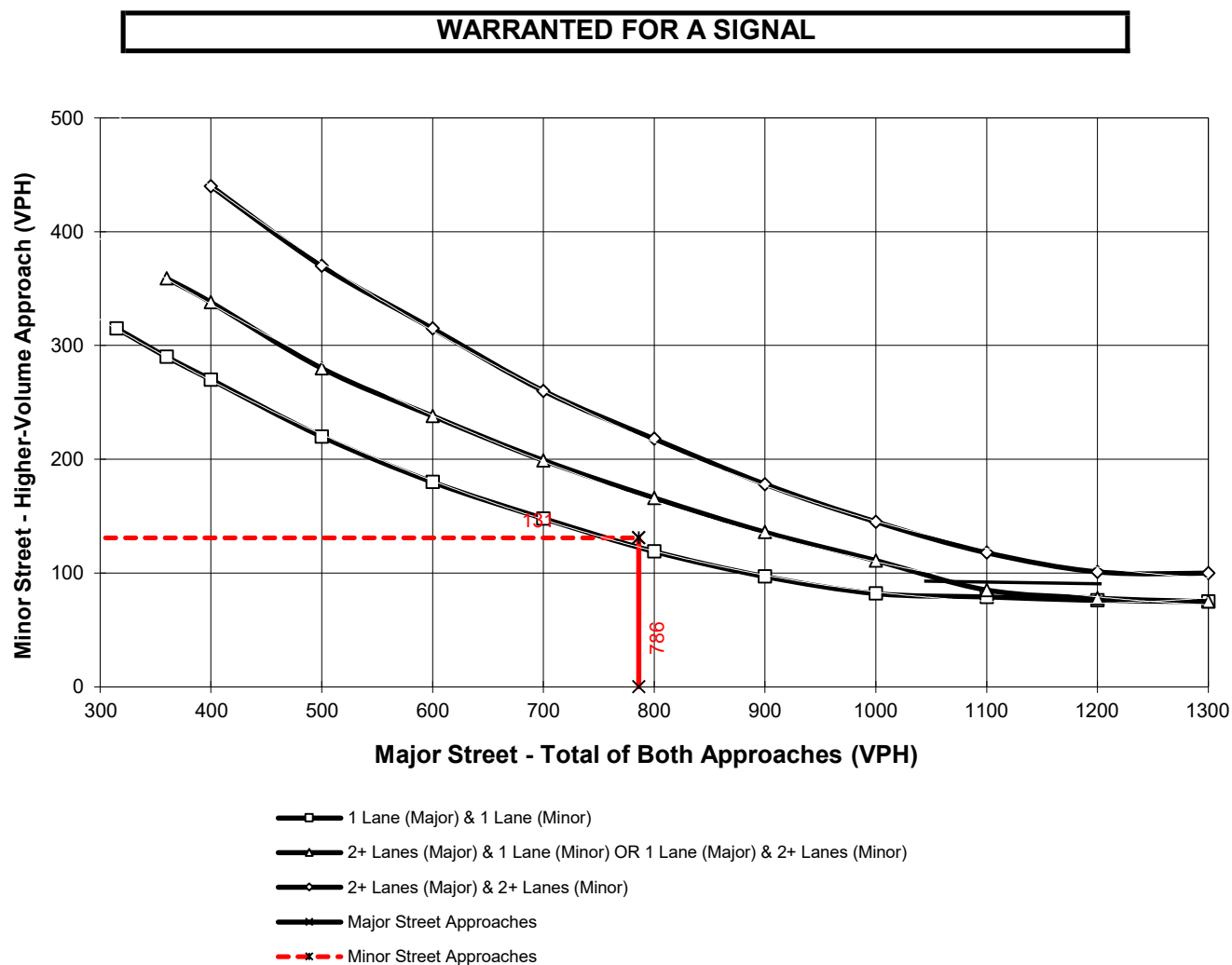
Traffic Conditions = **Existing (2021) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dexter Av.**

Total of Both Approaches (VPH) = **786**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **3rd St.**

High Volume Approach (VPH) = **131**
Number of Approach Lanes Minor Street = **1**



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

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2021) Conditions - Weekday PM Peak Hour**

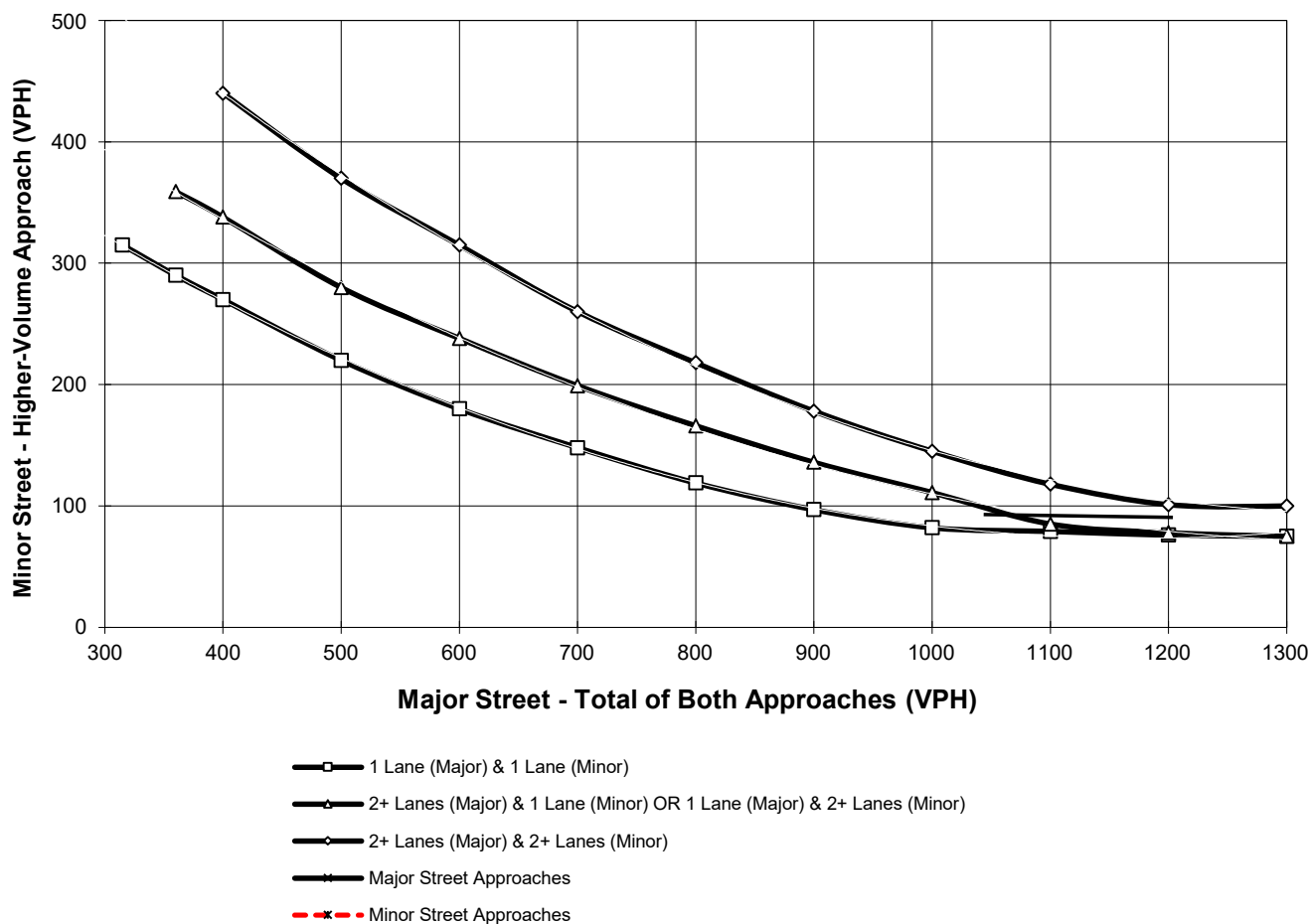
Major Street Name = **3rd St.**

Total of Both Approaches (VPH) = **163**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Cambern Av.**

High Volume Approach (VPH) = **114**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

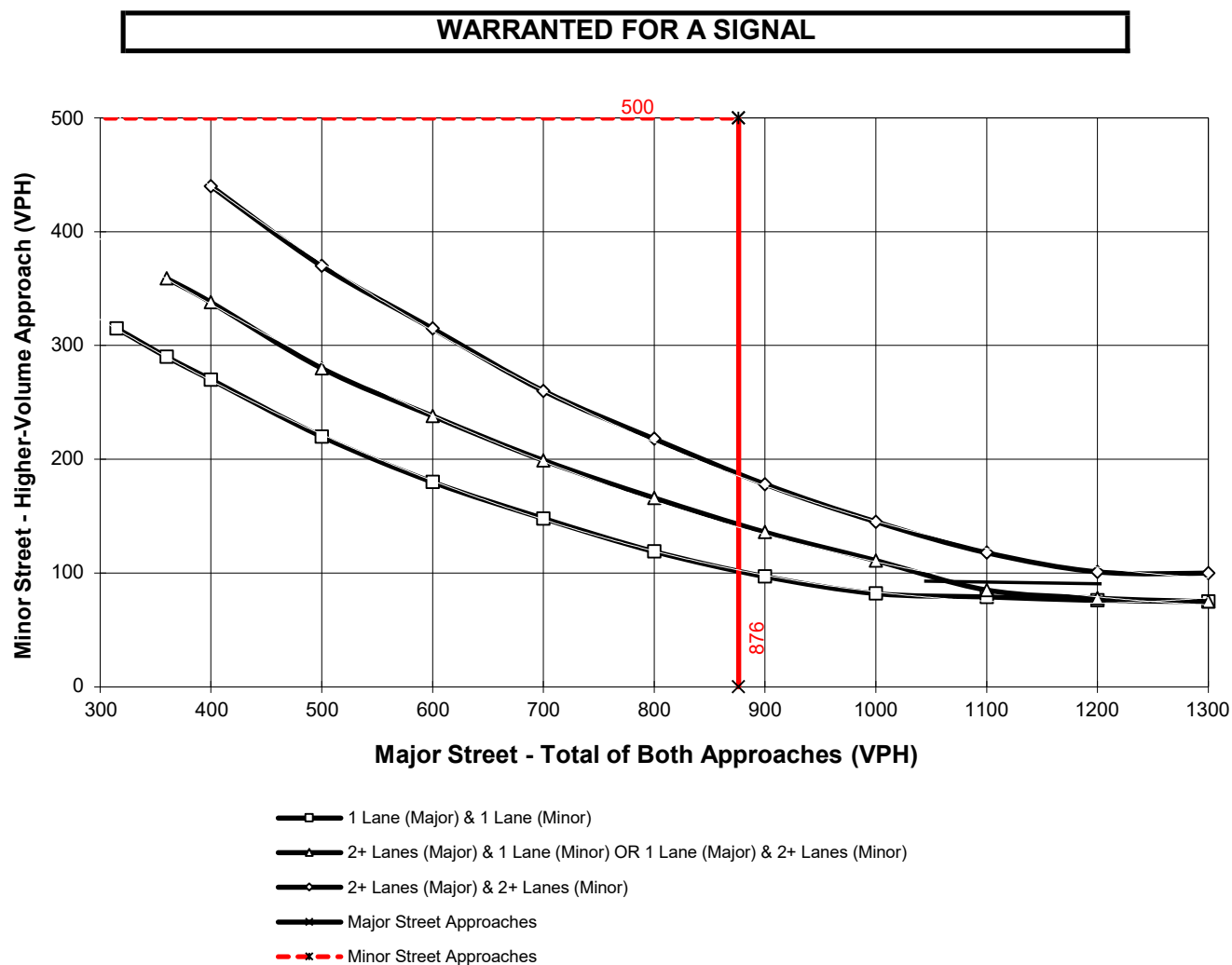
Traffic Conditions = **Existing (2021) Conditions - Weekday PM Peak Hour**

Major Street Name = **Camino Del Norte**

Total of Both Approaches (VPH) = **876**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Main St.**

High Volume Approach (VPH) = **589**
Number of Approach Lanes Minor Street = **1**











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

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APPENDIX 5.1:

EAP (2023) PHASE 1 CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS



















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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	1087	5	16	809	45	0	1	22	73	2	7
Future Vol, veh/h	0	1087	5	16	809	45	0	1	22	73	2	7
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	0	1169	5	17	870	48	0	1	24	78	2	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	918	0	0	1174	0	0	2105	2124	1172	2112	2102	894
Stage 1	-	-	-	-	-	-	1172	1172	-	928	928	-
Stage 2	-	-	-	-	-	-	933	952	-	1184	1174	-
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	752	-	-	602	-	-	38	51	236	~ 38	52	343
Stage 1	-	-	-	-	-	-	237	269	-	324	349	-
Stage 2	-	-	-	-	-	-	322	341	-	233	268	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	752	-	-	602	-	-	36	50	236	~ 33	51	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	158	-	124	154	-
Stage 1	-	-	-	-	-	-	237	269	-	324	339	-
Stage 2	-	-	-	-	-	-	304	331	-	209	268	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			22.2			70.3		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	158	236	752	-	-	602	-	-	125	343		
HCM Lane V/C Ratio	0.007	0.1	-	-	-	0.029	-	-	0.645	0.022		
HCM Control Delay (s)	27.9	21.9	0	-	-	11.2	-	-	75.4	15.7		
HCM Lane LOS	D	C	A	-	-	B	-	-	F	C		
HCM 95th %tile Q(veh)	0	0.3	0	-	-	0.1	-	-	3.4	0.1		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/30/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	27	1088	10	6	848	89	4	79	43
Future Volume (vph)	80	27	1088	10	6	848	89	4	79	43
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 84.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
17.8 s	16.2 s	66 s
 Ø6		
17.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)





























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	27	1088	10	6	5	848	89	24	4	79	43
Future Volume (veh/h)	80	27	1088	10	6	5	848	89	24	4	79	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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	84	28	1099	11	6	1	893	94	22	4	83	7
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	265	78	1091	120	54	6	936	760	178	115	111	97
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.53	0.53	0.53	0.06	0.06	0.06
Sat Flow, veh/h	1150	485	1572	286	336	37	1753	1424	333	1810	1752	1522
Grp Volume(v), veh/h	112	0	1099	18	0	0	893	0	116	4	83	7
Grp Sat Flow(s),veh/h/ln	1634	0	1572	659	0	0	1753	0	1757	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.1	0.0	0.0	37.7	0.0	2.6	0.2	3.6	0.3
Cycle Q Clear(g_c), s	4.2	0.0	12.5	4.3	0.0	0.0	37.7	0.0	2.6	0.2	3.6	0.3
Prop In Lane	0.75		1.00	0.61		0.06	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	343	0	1091	180	0	0	936	0	938	115	111	97
V/C Ratio(X)	0.33	0.00	1.01	0.10	0.00	0.00	0.95	0.00	0.12	0.03	0.75	0.07
Avail Cap(c_a), veh/h	343	0	1091	180	0	0	1332	0	1335	218	211	184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	5.6	27.8	0.0	0.0	17.3	0.0	9.1	34.3	35.9	34.3
Incr Delay (d2), s/veh	0.2	0.0	28.9	0.1	0.0	0.0	10.5	0.0	0.0	0.0	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	28.7	0.3	0.0	0.0	14.6	0.0	0.8	0.1	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	34.5	27.9	0.0	0.0	27.8	0.0	9.1	34.3	39.6	34.5
LnGrp LOS	C	A	F	C	A	A	C	A	A	C	D	C
Approach Vol, veh/h	1211				18		1009				94	
Approach Delay, s/veh	34.0				27.9		25.6				39.0	
Approach LOS	C				C		C				D	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.8		11.7		17.8		48.4					
Change Period (Y+Rc), s	5.3		6.8		5.3		6.8					
Max Green Setting (Gmax), s	12.5		9.4		12.5		59.2					
Max Q Clear Time (g_c+I1), s	14.5		5.6		6.3		39.7					
Green Ext Time (p_c), s	0.0		0.1		0.0		1.9					
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 	 		
Traffic Volume (vph)	47	107	884	295	869	32	117	417	1031	137	25
Future Volume (vph)	47	107	884	295	869	32	117	417	1031	137	25
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























 Ø1	 Ø2 (R)	 Ø3	 Ø4
33.6 s	10.5 s	42.4 s	13.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	107	42	884	295	869	32	117	417	1031	137	25
Future Volume (veh/h)	47	107	42	884	295	869	32	117	417	1031	137	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		0.97	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	51	116	33	961	321	866	35	127	377	1121	149	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	133	170	47	1066	645	1704	52	444	1158	994	1401	605
Arrive On Green	0.04	0.06	0.06	0.11	0.11	0.11	0.03	0.13	0.13	0.29	0.39	0.39
Sat Flow, veh/h	3510	2645	727	3346	1870	2651	1668	3441	2579	3428	3610	1560
Grp Volume(v), veh/h	51	73	76	961	321	866	35	127	377	1121	149	11
Grp Sat Flow(s),veh/h/ln	1755	1706	1665	1673	1870	1325	1668	1721	1289	1714	1805	1560
Q Serve(g_s), s	1.4	4.2	4.4	28.4	16.1	18.1	2.1	3.3	9.5	29.0	2.6	0.4
Cycle Q Clear(g_c), s	1.4	4.2	4.4	28.4	16.1	18.1	2.1	3.3	9.5	29.0	2.6	0.4
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	110	107	1066	645	1704	52	444	1158	994	1401	605
V/C Ratio(X)	0.38	0.67	0.70	0.90	0.50	0.51	0.67	0.29	0.33	1.13	0.11	0.02
Avail Cap(c_a), veh/h	176	152	148	1265	767	1876	83	444	1158	994	1401	605
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	47.0	45.7	45.8	43.2	36.2	13.5	47.9	39.4	17.9	35.5	19.5	18.9
Incr Delay (d2), s/veh	0.7	2.6	3.8	2.8	0.1	0.0	5.6	1.6	0.7	63.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.9	13.0	8.0	6.1	0.9	1.5	2.8	20.1	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	48.3	49.7	46.0	36.2	13.5	53.5	41.0	18.6	99.4	19.6	18.9
LnGrp LOS	D	D	D	D	D	B	D	D	B	F	B	B
Approach Vol, veh/h		200			2148			539			1281	
Approach Delay, s/veh		48.7			31.5			26.2			89.4	
Approach LOS		D			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	18.2	36.5	11.7	7.7	44.1	8.4	39.8				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	11.5	30.4	6.4	4.1	4.6	3.4	20.1				
Green Ext Time (p_c), s	0.0	0.0	1.5	0.1	0.0	0.5	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	962	621	863	1834	455	1	248
Future Volume (vph)	962	621	863	1834	455	1	248
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	33.0	33.0	37.0	70.0	30.0	30.0	30.0
Total Split (%)	33.0%	33.0%	37.0%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

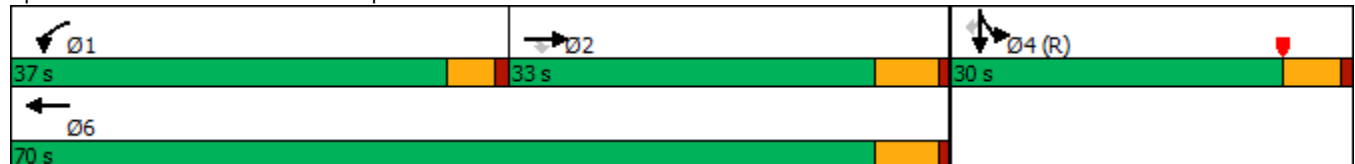
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave

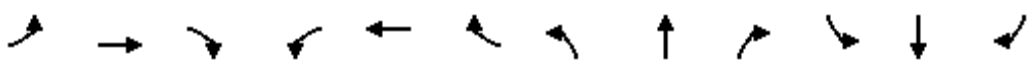


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	962	621	863	1834	0	0	0	0	455	1	248
Future Volume (veh/h)	0	962	621	863	1834	0	0	0	0	455	1	248
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1856	1811	1841	0				1707	418	1737
Adj Flow Rate, veh/h	0	1057	563	948	2015	0				550	0	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1339	429	1022	2184	0				864	0	391
Arrive On Green	0.00	0.27	0.27	0.20	0.42	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	5065	1572	3346	3589	0				3252	0	1472
Grp Volume(v), veh/h	0	1057	563	948	2015	0				550	0	108
Grp Sat Flow(s),veh/h/ln	0	1635	1572	1673	1749	0				1626	0	1472
Q Serve(g_s), s	0.0	20.0	27.3	27.8	54.6	0.0				14.9	0.0	5.8
Cycle Q Clear(g_c), s	0.0	20.0	27.3	27.8	54.6	0.0				14.9	0.0	5.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1339	429	1022	2184	0				864	0	391
V/C Ratio(X)	0.00	0.79	1.31	0.93	0.92	0.00				0.64	0.00	0.28
Avail Cap(c_a), veh/h	0	1339	429	1084	2249	0				864	0	391
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.54	0.11	0.11	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.7	36.3	38.7	26.8	0.0				32.5	0.0	29.1
Incr Delay (d2), s/veh	0.0	1.6	149.1	1.8	0.9	0.0				3.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	7.8	27.7	11.9	23.1	0.0				6.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.3	185.5	40.5	27.7	0.0				36.0	0.0	30.9
LnGrp LOS	A	D	F	D	C	A				D	A	C
Approach Vol, veh/h		1620			2963						658	
Approach Delay, s/veh		87.5			31.8						35.2	
Approach LOS		F			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.1	33.0		31.9		68.1						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	32.4	27.3		24.7		64.3						
Max Q Clear Time (g_c+I1), s	29.8	29.3		16.9		56.6						
Green Ext Time (p_c), s	0.7	0.0		0.9		5.7						

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	104	1312	1985	608	712	0	764
Future Volume (vph)	104	1312	1985	608	712	0	764
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

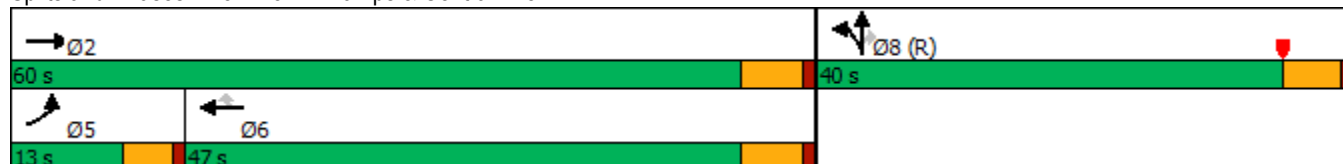
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)





























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	104	1312	0	0	1985	608	712	0	764	0	0	0
Future Volume (veh/h)	104	1312	0	0	1985	608	712	0	764	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	108	1367	0	0	2068	477	931	0	406			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	133	2611	0	0	2059	632	1232	0	540			
Arrive On Green	0.03	0.18	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1612	4982	0	0	5149	1531	3534	0	1547			
Grp Volume(v), veh/h	108	1367	0	0	2068	477	931	0	406			
Grp Sat Flow(s),veh/h/ln	1612	1608	0	0	1662	1531	1767	0	1547			
Q Serve(g_s), s	6.7	25.7	0.0	0.0	41.3	30.0	23.3	0.0	23.2			
Cycle Q Clear(g_c), s	6.7	25.7	0.0	0.0	41.3	30.0	23.3	0.0	23.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	133	2611	0	0	2059	632	1232	0	540			
V/C Ratio(X)	0.81	0.52	0.00	0.00	1.00	0.75	0.76	0.00	0.75			
Avail Cap(c_a), veh/h	135	2619	0	0	2059	632	1232	0	540			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.58	0.58	0.00	0.00	0.21	0.21	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.9	29.4	0.0	0.0	43.2	38.3	28.8	0.0	28.8			
Incr Delay (d2), s/veh	17.8	0.1	0.0	0.0	10.2	1.0	4.3	0.0	9.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	11.0	0.0	0.0	20.2	12.4	10.4	0.0	9.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	29.4	0.0	0.0	53.4	39.3	33.1	0.0	38.1			
LnGrp LOS	E	C	A	A	F	D	C	A	D			
Approach Vol, veh/h	1475			2545			1337					
Approach Delay, s/veh	32.1			50.7			34.7					
Approach LOS	C			D			C					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	59.8			12.8			47.0			40.2		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	27.7			8.7			43.3			25.3		
Green Ext Time (p_c), s	8.1			0.0			0.0			2.3		
Intersection Summary												
HCM 6th Ctrl Delay				41.6								
HCM 6th LOS				D								
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 		 	
Traffic Volume (vph)	428	1387	260	160	1833	200	201	159	94	114	558
Future Volume (vph)	428	1387	260	160	1833	200	201	159	94	114	558
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 6: Dexter Ave & Central Ave
































HCM 6th Signalized Intersection Summary

6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	428	1387	260	160	1833	200	201	159	96	94	114	558
Future Volume (veh/h)	428	1387	260	160	1833	200	201	159	96	94	114	558
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	441	1430	250	165	1890	190	207	164	69	97	118	502
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	410	1947	614	192	1730	430	292	409	172	329	612	880
Arrive On Green	0.08	0.13	0.13	0.22	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1753	4823	1522	1739	6179	1535	772	1239	521	1127	1856	1560
Grp Volume(v), veh/h	441	1430	250	165	1890	190	207	0	233	97	118	502
Grp Sat Flow(s),veh/h/ln	1753	1608	1522	1739	1545	1535	772	0	1760	1127	1856	1560
Q Serve(g_s), s	23.4	28.5	15.1	9.1	28.0	7.2	26.2	0.0	10.2	7.3	4.6	20.7
Cycle Q Clear(g_c), s	23.4	28.5	15.1	9.1	28.0	7.2	30.8	0.0	10.2	17.5	4.6	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	410	1947	614	192	1730	430	292	0	581	329	612	880
V/C Ratio(X)	1.08	0.73	0.41	0.86	1.09	0.44	0.71	0.00	0.40	0.30	0.19	0.57
Avail Cap(c_a), veh/h	410	1947	614	216	1730	430	292	0	581	329	612	880
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	38.2	32.4	38.2	22.0	17.4	35.0	0.0	25.9	32.6	24.0	14.0
Incr Delay (d2), s/veh	60.0	1.9	1.5	2.8	42.7	0.3	13.7	0.0	2.1	2.3	0.7	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	17.7	12.4	6.3	3.5	10.4	2.1	5.8	0.0	4.4	2.1	2.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.1	40.1	33.9	41.0	64.7	17.7	48.6	0.0	27.9	34.9	24.7	16.7
LnGrp LOS	F	D	C	D	F	B	D	A	C	C	C	B
Approach Vol, veh/h	2121			2245			440			717		
Approach Delay, s/veh	53.1			58.9			37.7			20.5		
Approach LOS	D			E			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	46.1		38.3	28.0	33.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	11.1	30.5		22.7	25.4	30.0		32.8				
Green Ext Time (p_c), s	0.0	4.6		1.2	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	50.0											
HCM 6th LOS	D											

Timings

Central and Camben Retail (JN 13782)

7: Cambern Ave & Central Ave

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	111	1288	44	22	2325	225	80	24	54	180	20
Future Volume (vph)	111	1288	44	22	2325	225	80	24	54	180	20
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.2	64.8	76.3	5.5	57.2	57.2	5.6	10.8	10.8	6.4	11.5
Actuated g/C Ratio	0.07	0.65	0.76	0.06	0.57	0.57	0.06	0.11	0.11	0.06	0.12
v/c Ratio	0.51	0.64	0.04	0.26	1.31	0.26	0.48	0.13	0.21	1.81	0.38
Control Delay	44.0	22.8	0.8	39.8	161.9	11.2	54.5	36.9	1.7	428.1	16.4
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	44.0	22.8	0.8	39.8	161.9	11.2	54.5	36.9	1.7	428.1	16.4
LOS	D	C	A	D	F	B	D	D	A	F	B
Approach Delay		23.7			147.6			33.8			295.9
Approach LOS		C			F			C			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.81

Intersection Signal Delay: 112.2

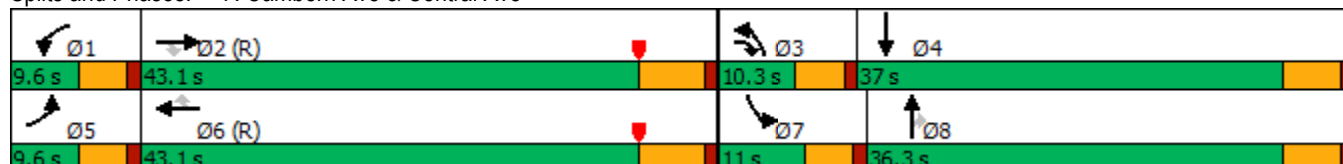
Intersection LOS: F

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

























Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1288	44	22	2325	225	80	24	54	180	20	65
Future Volume (veh/h)	111	1288	44	22	2325	225	80	24	54	180	20	65
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1464	50	25	2642	256	91	27	61	205	23	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2287	1093	45	2198	980	159	117	99	114	31	101
Arrive On Green	0.10	1.00	1.00	0.03	0.82	0.82	0.05	0.06	0.06	0.06	0.08	0.08
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	390	1255
Grp Volume(v), veh/h	126	1464	50	25	2642	256	91	27	61	205	0	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1645
Q Serve(g_s), s	3.5	0.0	0.0	1.4	61.8	3.6	2.6	1.4	3.8	6.4	0.0	5.8
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.4	61.8	3.6	2.6	1.4	3.8	6.4	0.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	173	2287	1093	45	2198	980	159	117	99	114	0	132
V/C Ratio(X)	0.73	0.64	0.05	0.56	1.20	0.26	0.57	0.23	0.62	1.80	0.00	0.73
Avail Cap(c_a), veh/h	173	2287	1093	89	2198	980	197	580	491	114	0	521
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	47.8	8.9	3.7	46.7	44.6	45.7	46.8	0.0	44.9
Incr Delay (d2), s/veh	8.1	0.9	0.0	4.1	95.6	0.6	1.2	0.4	2.3	391.8	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	1.6	0.3	0.0	0.6	34.2	1.1	1.1	0.6	1.5	15.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	0.9	0.0	51.8	104.5	4.4	47.9	45.0	48.0	438.6	0.0	47.8
LnGrp LOS	D	A	A	D	F	A	D	D	D	F	A	D
Approach Vol, veh/h		1640			2923			179			302	
Approach Delay, s/veh		4.8			95.2			47.5			313.1	
Approach LOS		A			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	70.3	9.2	13.4	9.6	67.8	11.0	11.6				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0	4.6	7.8	5.5	63.8	8.4	5.8				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.3	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				77.2								
HCM 6th LOS				E								

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	58	2	7	0	225	51	7	199	1
Future Vol, veh/h	1	1	1	58	2	7	0	225	51	7	199	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	-	-	-	-	-	-	60	-	-	50	-	-
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	0	0	0
Mvmt Flow	1	1	1	74	3	9	0	288	65	9	255	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	601	627	256	596	595	321	256	0	0	353	0	0
Stage 1	274	274	-	321	321	-	-	-	-	-	-	-
Stage 2	327	353	-	275	274	-	-	-	-	-	-	-
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	415	403	788	418	420	724	1321	-	-	1217	-	-
Stage 1	736	687	-	695	655	-	-	-	-	-	-	-
Stage 2	690	634	-	736	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	405	400	788	414	417	724	1321	-	-	1217	-	-
Mov Cap-2 Maneuver	405	400	-	414	417	-	-	-	-	-	-	-
Stage 1	736	682	-	695	655	-	-	-	-	-	-	-
Stage 2	679	634	-	728	682	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	12.5		15.4		0			0.3				
HCM LOS	B		C									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1321	-	-	481	433	1217	-
HCM Lane V/C Ratio	-	-	-	0.008	0.198	0.007	-
HCM Control Delay (s)	0	-	-	12.5	15.4	8	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1386	137	0	2572	0	94
Future Vol, veh/h	1386	137	0	2572	0	94
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1507	149	0	2796	0	102
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	754
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*589
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	589	-	-	-		
HCM Lane V/C Ratio	0.173	-	-	-		
HCM Control Delay (s)	12.4	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.6	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

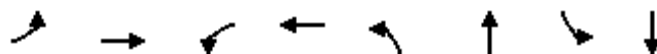
Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	64	94	8	0	86
Future Vol, veh/h	0	64	94	8	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	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	2	0	0	2
Mvmt Flow	0	70	102	9	0	93
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	51	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	1013	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1013	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 1013		-		
HCM Lane V/C Ratio	-	- 0.069		-		
HCM Control Delay (s)	-	- 8.8		-		
HCM Lane LOS	-	- A		-		
HCM 95th %tile Q(veh)	-	- 0.2		-		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	1362	118	16	2572	0	98
Future Vol, veh/h	1362	118	16	2572	0	98
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1480	128	17	2796	0	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1608	0	-	740
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	711	-	0	*528
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	711	-	-	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	528	-	-	711	-	
HCM Lane V/C Ratio	0.202	-	-	0.024	-	
HCM Control Delay (s)	13.5	-	-	10.2	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	27	1389	2	2464	88	0	37	0
Future Volume (vph)	27	1389	2	2464	88	0	37	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary 14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1389	44	2	2464	0	88	0	12	37	0	35
Future Volume (veh/h)	27	1389	44	2	2464	0	88	0	12	37	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	29	1478	47	2	2621	-3	94	0	11	39	0	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	35	2539	81	5	2502	0	189	0	14	136	13	56
Arrive On Green	0.06	1.00	1.00	0.00	0.73	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	3376	107	1810	3532	0	1414	0	165	913	156	658
Grp Volume(v), veh/h	29	746	779	2	2618	0	105	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1273	1706	1777	1810	1721	0	1579	0	0	1728	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.1	72.7	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.1	72.7	0.0	6.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.90		0.10	0.62		0.38
Lane Grp Cap(c), veh/h	35	1283	1336	5	2502	0	203	0	0	206	0	0
V/C Ratio(X)	0.82	0.58	0.58	0.41	1.05	0.00	0.52	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	64	1283	1336	90	2502	0	495	0	0	511	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.68	0.68	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	49.8	13.6	0.0	44.5	0.0	0.0	43.4	0.0	0.0
Incr Delay (d2), s/veh	15.9	1.9	1.9	13.2	28.9	0.0	0.8	0.0	0.0	0.3	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	0.8	0.7	0.7	0.1	26.4	0.0	2.6	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	1.9	1.9	63.0	42.5	0.0	45.3	0.0	0.0	43.7	0.0	0.0
LnGrp LOS	E	A	A	E	F	A	D	A	A	D	A	A
Approach Vol, veh/h	1554				2620				105			
Approach Delay, s/veh	3.0				42.6				45.3			
Approach LOS	A				D				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	82.0		13.1	7.4	79.5		13.1				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	2.0		5.3	4.3	74.7		8.3				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	28.5											
HCM 6th LOS	C											

Intersection

Intersection Delay, s/veh 7.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	6	0	0	18	35	0	15	1	31	6	49
Future Vol, veh/h	53	6	0	0	18	35	0	15	1	31	6	49
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	4	0	0	0	0	20	0	0	100	0	0	12
Mvmt Flow	64	7	0	0	22	42	0	18	1	37	7	59
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1






Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	8.6	7.5	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%	84%	0%
Vol Thru, %	94%	0%	100%	100%	34%	16%	0%
Vol Right, %	6%	0%	0%	0%	66%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	53	6	0	53	37	49
LT Vol	0	53	0	0	0	31	0
Through Vol	15	0	6	0	18	6	0
RT Vol	1	0	0	0	35	0	49
Lane Flow Rate	19	64	7	0	64	45	59
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.026	0.096	0.01	0	0.078	0.065	0.068
Departure Headway (Hd)	4.923	5.415	4.845	4.865	4.401	5.281	4.159
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	730	665	742	0	817	682	865
Service Time	2.933	3.122	2.552	2.572	2.108	2.988	1.866
HCM Lane V/C Ratio	0.026	0.096	0.009	0	0.078	0.066	0.068
HCM Control Delay	8.1	8.7	7.6	7.6	7.5	8.4	7.2
HCM Lane LOS	A	A	A	N	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0	0.3	0.2	0.2

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1139	204	1485	392	138
Future Volume (vph)	1139	204	1485	392	138
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 69.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
13 s	39 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1139	368	204	1485	392	138
Future Volume (veh/h)	1139	368	204	1485	392	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1162	374	208	1515	400	125
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1565	504	239	2250	547	255
Arrive On Green	0.43	0.43	0.13	0.64	0.16	0.16
Sat Flow, veh/h	3812	1174	1810	3589	3456	1610
Grp Volume(v), veh/h	1041	495	208	1515	400	125
Grp Sat Flow(s),veh/h/ln	1635	1555	1810	1749	1728	1610
Q Serve(g_s), s	16.2	16.2	6.8	16.5	6.7	4.3
Cycle Q Clear(g_c), s	16.2	16.2	6.8	16.5	6.7	4.3
Prop In Lane		0.76	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1402	667	239	2250	547	255
V/C Ratio(X)	0.74	0.74	0.87	0.67	0.73	0.49
Avail Cap(c_a), veh/h	1728	822	239	2599	1884	878
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	14.5	14.5	25.8	6.8	24.3	23.2
Incr Delay (d2), s/veh	1.4	2.9	26.4	0.6	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	4.6	4.2	2.8	2.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	17.4	52.2	7.4	25.0	23.8
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	1536			1723	525	
Approach Delay, s/veh	16.4			12.8	24.7	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	33.0		14.6		46.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	8.8	18.2		8.7		18.5
Green Ext Time (p_c), s	0.0	7.8		0.9		11.8
Intersection Summary						
HCM 6th Ctrl Delay			15.9			
HCM 6th LOS			B			

Intersection

Intersection Delay, s/veh 14

Intersection LOS B

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 232 106 95 101 99 178

Future Vol, veh/h 232 106 95 101 99 178

Peak Hour Factor 0.77 0.77 0.77 0.77 0.77 0.77

Heavy Vehicles, % 0 2 0 0 0 2

Mvmt Flow 301 138 123 131 129 231

Number of Lanes 1 1 0 1 1 0

Approach EB NB SB

Opposing Approach SB NB

Opposing Lanes 0 1 1

Conflicting Approach Left SB EB

Conflicting Lanes Left 1 2 0

Conflicting Approach Right NB EB

Conflicting Lanes Right 1 0 2

HCM Control Delay 15 12.8 13.7

HCM LOS B B B

Lane NBLn1 EBLn1 EBLn2 SBLn1

Vol Left, % 48% 100% 0% 0%

Vol Thru, % 52% 0% 0% 36%

Vol Right, % 0% 0% 100% 64%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 196 232 106 277

LT Vol 95 232 0 0

Through Vol 101 0 0 99

RT Vol 0 0 106 178

Lane Flow Rate 255 301 138 360

Geometry Grp 2 7 7 2

Degree of Util (X) 0.41 0.556 0.209 0.519

Departure Headway (Hd) 5.8 6.645 5.463 5.19

Convergence, Y/N Yes Yes Yes Yes

Cap 619 542 657 694









Service Time 3.847 4.385 3.202 3.234

HCM Lane V/C Ratio 0.412 0.555 0.21 0.519

HCM Control Delay 12.8 17.4 9.6 13.7

HCM Lane LOS B C A B



















HCM 95th-tile Q 2 3.4 0.8 3

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1196	7	31	1237	138	1	1	20	55	4	3
Future Vol, veh/h	6	1196	7	31	1237	138	1	1	20	55	4	3
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	6	1286	8	33	1330	148	1	1	22	59	4	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1478	0	0	1294	0	0	2776	2846	1290	2784	2776	1404
Stage 1	-	-	-	-	-	-	1302	1302	-	1470	1470	-
Stage 2	-	-	-	-	-	-	1474	1544	-	1314	1306	-
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	462	-	-	542	-	-	12	17	202	~ 12	19	173
Stage 1	-	-	-	-	-	-	200	233	-	160	193	-
Stage 2	-	-	-	-	-	-	159	178	-	197	232	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	462	-	-	542	-	-	11	16	202	~ 10	18	173
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	94	-	72	94	-
Stage 1	-	-	-	-	-	-	197	230	-	158	181	-
Stage 2	-	-	-	-	-	-	143	167	-	173	229	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			27			160		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	86	202	462	-	-	542	-	-	73	173		
HCM Lane V/C Ratio	0.025	0.106	0.014	-	-	0.062	-	-	0.869	0.019		
HCM Control Delay (s)	47.9	24.9	12.9	-	-	12.1	-	-	166.8	26.2		
HCM Lane LOS	E	C	B	-	-	B	-	-	F	D		
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.2	-	-	4.3	0.1		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/30/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	104	7	1130	30	21	1235	257	8	197	143
Future Volume (vph)	104	7	1130	30	21	1235	257	8	197	143
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	67.0	16.8	16.8	67.0	67.0	16.2	16.2	16.2
Total Split (%)	16.8%	16.8%	67.0%	16.8%	16.8%	67.0%	67.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 99.2

Natural Cycle: 120

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
16.8 s	16.2 s	67 s
 Ø6		
16.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	7	1130	30	21	21	1235	257	23	8	197	143
Future Volume (veh/h)	104	7	1130	30	21	21	1235	257	23	8	197	143
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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	107	7	1113	31	22	16	1273	265	20	8	203	62
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	181	7	1136	54	35	11	1081	1034	78	170	177	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.09	0.09	0.09
Sat Flow, veh/h	969	63	1585	17	301	96	1795	1717	130	1810	1885	1585
Grp Volume(v), veh/h	114	0	1113	69	0	0	1273	0	285	8	203	62
Grp Sat Flow(s),veh/h/ln	1033	0	1585	414	0	0	1795	0	1847	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	0.5	0.0	0.0	60.2	0.0	7.3	0.4	9.4	3.7
Cycle Q Clear(g_c), s	11.0	0.0	11.5	11.5	0.0	0.0	60.2	0.0	7.3	0.4	9.4	3.7
Prop In Lane	0.94		1.00	0.45		0.23	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	189	0	1136	100	0	0	1081	0	1112	170	177	149
V/C Ratio(X)	0.60	0.00	0.98	0.69	0.00	0.00	1.18	0.00	0.26	0.05	1.15	0.42
Avail Cap(c_a), veh/h	189	0	1136	100	0	0	1081	0	1112	170	177	149
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	5.6	43.5	0.0	0.0	19.9	0.0	9.4	41.2	45.3	42.7
Incr Delay (d2), s/veh	3.9	0.0	21.7	15.7	0.0	0.0	89.8	0.0	0.0	0.0	112.2	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	2.9	0.0	34.0	2.1	0.0	0.0	47.3	0.0	2.5	0.2	9.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	0.0	27.3	59.2	0.0	0.0	109.7	0.0	9.4	41.3	157.5	43.4
LnGrp LOS	D	A	C	E	A	A	F	A	A	D	F	D
Approach Vol, veh/h		1227			69			1558			273	
Approach Delay, s/veh		29.2			59.2			91.4			128.2	
Approach LOS		C			E			F			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.8		16.2		16.8		67.0				
Change Period (Y+Rc), s		5.3		6.8		5.3		6.8				
Max Green Setting (Gmax), s		11.5		9.4		11.5		60.2				
Max Q Clear Time (g_c+I1), s		13.5		11.4		13.5		62.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			69.5									
HCM 6th LOS			E									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	 	 	 
Traffic Volume (vph)	207	367	268	247	857	49	166	478	1002	240	70
Future Volume (vph)	207	367	268	247	857	49	166	478	1002	240	70
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
33.6 s	10.5 s	42.4 s	13.5 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	367	56	268	247	857	49	166	478	1002	240	70
Future Volume (veh/h)	207	367	56	268	247	857	49	166	478	1002	240	70
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	230	408	58	298	274	784	54	184	427	1113	267	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	530	75	381	432	1462	70	828	959	1002	1727	776
Arrive On Green	0.05	0.17	0.17	0.04	0.08	0.08	0.04	0.23	0.23	0.29	0.48	0.48
Sat Flow, veh/h	3483	3151	445	3374	1870	2800	1810	3582	2790	3456	3582	1608
Grp Volume(v), veh/h	230	231	235	298	274	784	54	184	427	1113	267	67
Grp Sat Flow(s),veh/h/ln	1742	1791	1805	1687	1870	1400	1810	1791	1395	1728	1791	1608
Q Serve(g_s), s	5.0	12.3	12.5	8.8	14.2	17.8	3.0	4.2	11.9	29.0	4.2	2.3
Cycle Q Clear(g_c), s	5.0	12.3	12.5	8.8	14.2	17.8	3.0	4.2	11.9	29.0	4.2	2.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	301	304	381	432	1462	70	828	959	1002	1727	776
V/C Ratio(X)	1.32	0.77	0.78	0.78	0.63	0.54	0.77	0.22	0.45	1.11	0.15	0.09
Avail Cap(c_a), veh/h	174	301	304	1275	767	1963	90	828	959	1002	1727	776
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00	0.15	0.15	0.15
Uniform Delay (d), s/veh	47.5	39.7	39.8	46.9	42.1	18.9	47.6	31.2	25.4	35.5	14.5	14.0
Incr Delay (d2), s/veh	178.7	10.2	10.8	0.7	0.3	0.1	18.6	0.6	1.5	52.3	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	6.4	6.1	6.3	3.8	7.1	6.4	1.7	1.8	3.9	18.7	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.2	49.9	50.6	47.6	42.4	18.9	66.2	31.8	26.9	87.8	14.5	14.0
LnGrp LOS	F	D	D	D	D	B	E	C	C	F	B	B
Approach Vol, veh/h		696			1356			665			1447	
Approach Delay, s/veh		108.4			30.0			31.5			70.9	
Approach LOS		F			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	28.4	15.9	22.1	8.5	53.5	9.6	28.4				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	13.9	10.8	14.5	5.0	6.2	7.0	19.8				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.0	0.0	1.0	0.0	2.8				
Intersection Summary												
HCM 6th Ctrl Delay			57.5									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1517	633	861	1786	786	4	181
Future Volume (vph)	1517	633	861	1786	786	4	181
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

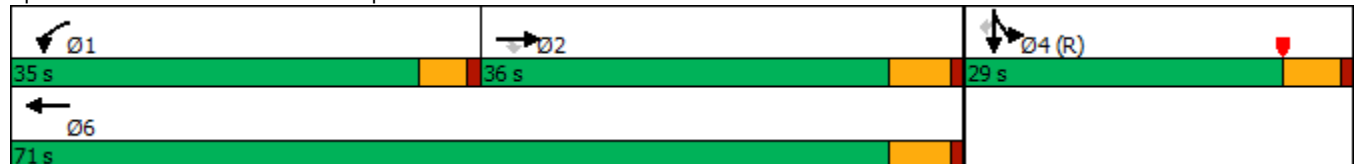
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

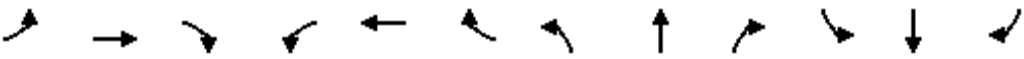
Splits and Phases: 4: I-15 SB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1517	633	861	1786	0	0	0	0	786	4	181
Future Volume (veh/h)	0	1517	633	861	1786	0	0	0	0	786	4	181
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1885	1870	1870	0				1826	1900	1826
Adj Flow Rate, veh/h	0	1649	458	936	1941	0				886	0	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1547	484	1007	2276	0				868	0	386
Arrive On Green	0.00	0.30	0.30	0.20	0.43	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5274	1598	3456	3647	0				3478	0	1547
Grp Volume(v), veh/h	0	1649	458	936	1941	0				886	0	67
Grp Sat Flow(s),veh/h/ln	0	1702	1598	1728	1777	0				1739	0	1547
Q Serve(g_s), s	0.0	30.3	28.0	26.6	49.2	0.0				24.9	0.0	3.4
Cycle Q Clear(g_c), s	0.0	30.3	28.0	26.6	49.2	0.0				24.9	0.0	3.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1547	484	1007	2276	0				868	0	386
V/C Ratio(X)	0.00	1.07	0.95	0.93	0.85	0.00				1.02	0.00	0.17
Avail Cap(c_a), veh/h	0	1547	484	1051	2321	0				868	0	386
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.56	0.56	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.9	34.1	39.2	24.3	0.0				37.5	0.0	29.4
Incr Delay (d2), s/veh	0.0	37.9	18.6	1.6	0.3	0.0				36.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	12.8	11.7	21.0	0.0				14.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	72.7	52.7	40.8	24.6	0.0				73.5	0.0	30.4
LnGrp LOS	A	F	D	D	C	A				F	A	C
Approach Vol, veh/h		2107			2877						953	
Approach Delay, s/veh		68.4			29.9						70.5	
Approach LOS		E			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	33.8	36.0		30.2		69.8						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	28.6	32.3		26.9		51.2						
Green Ext Time (p_c), s	0.5	0.0		0.0		8.7						
Intersection Summary												
HCM 6th Ctrl Delay			50.0									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	175	2130	2028	544	618	2	924
Future Volume (vph)	175	2130	2028	544	618	2	924
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

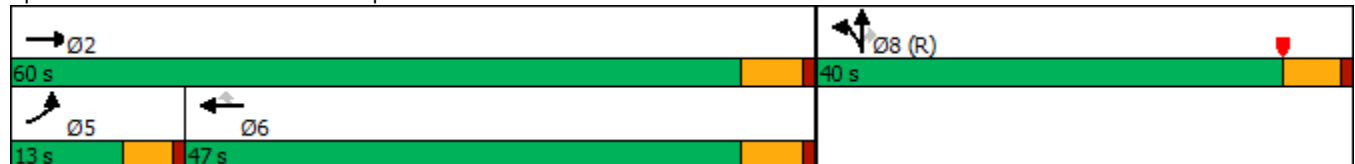
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated




















Splits and Phases: 5: I-15 NB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	2130	0	0	2028	544	618	2	924	0	0	0
Future Volume (veh/h)	175	2130	0	0	2028	544	618	2	924	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	192	2341	0	0	2229	465	981	0	549			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	145	2773	0	0	2126	627	1236	0	546			
Arrive On Green	0.06	0.36	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1725	5274	0	0	5316	1519	3563	0	1572			
Grp Volume(v), veh/h	192	2341	0	0	2229	465	981	0	549			
Grp Sat Flow(s),veh/h/ln	1725	1702	0	0	1716	1519	1781	0	1572			
Q Serve(g_s), s	8.4	42.1	0.0	0.0	41.3	29.4	24.8	0.0	34.7			
Cycle Q Clear(g_c), s	8.4	42.1	0.0	0.0	41.3	29.4	24.8	0.0	34.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	2773	0	0	2126	627	1236	0	546			
V/C Ratio(X)	1.33	0.84	0.00	0.00	1.05	0.74	0.79	0.00	1.01			
Avail Cap(c_a), veh/h	145	2773	0	0	2126	627	1236	0	546			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.14	0.14	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.2	27.9	0.0	0.0	43.2	38.1	29.4	0.0	32.6			
Incr Delay (d2), s/veh	150.8	0.2	0.0	0.0	24.2	0.6	5.3	0.0	40.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	17.8	0.0	0.0	23.7	12.0	11.2	0.0	18.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.9	28.2	0.0	0.0	67.4	38.7	34.7	0.0	72.7			
LnGrp LOS	F	C	A	A	F	D	C	A	F			
Approach Vol, veh/h	2533					2694		1530				
Approach Delay, s/veh	41.0					62.4		48.3				
Approach LOS	D					E		D				
Timer - Assigned Phs	2					5		6		8		
Phs Duration (G+Y+Rc), s	60.0					13.0		47.0		40.0		
Change Period (Y+Rc), s	5.7					4.6		5.7		5.3		
Max Green Setting (Gmax), s	54.3					8.4		41.3		34.7		
Max Q Clear Time (g_c+I1), s	44.1					10.4		43.3		36.7		
Green Ext Time (p_c), s	8.1					0.0		0.0		0.0		
Intersection Summary												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									





























Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 		 	
Traffic Volume (vph)	523	2177	354	186	1704	101	335	179	91	146	534
Future Volume (vph)	523	2177	354	186	1704	101	335	179	91	146	534
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

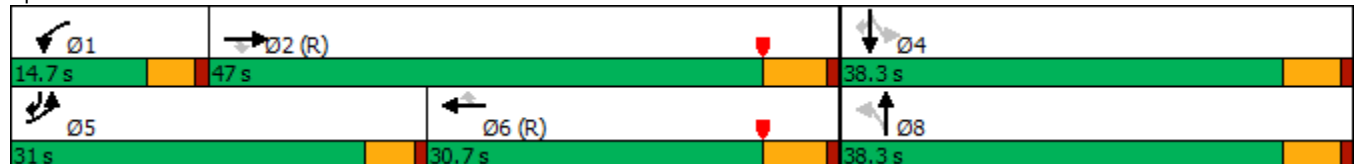
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated






























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	523	2177	354	186	1704	101	335	179	243	91	146	534
Future Volume (veh/h)	523	2177	354	186	1704	101	335	179	243	91	146	534
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	551	2292	336	196	1794	98	353	188	211	96	154	497
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	474	2092	655	181	1596	386	281	268	300	199	612	942
Arrive On Green	0.18	0.28	0.28	0.20	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	5066	1585	1795	6383	1544	775	811	910	993	1856	1585
Grp Volume(v), veh/h	551	2292	336	196	1794	98	353	0	399	96	154	497
Grp Sat Flow(s),veh/h/ln	1795	1689	1585	1795	1596	1544	775	0	1721	993	1856	1585
Q Serve(g_s), s	26.4	41.3	17.9	10.1	25.0	3.6	26.9	0.0	20.2	9.3	6.1	18.5
Cycle Q Clear(g_c), s	26.4	41.3	17.9	10.1	25.0	3.6	33.0	0.0	20.2	29.5	6.1	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	474	2092	655	181	1596	386	281	0	568	199	612	942
V/C Ratio(X)	1.16	1.10	0.51	1.08	1.12	0.25	1.26	0.00	0.70	0.48	0.25	0.53
Avail Cap(c_a), veh/h	474	2092	655	181	1596	386	281	0	568	199	612	942
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.29	0.29	0.29	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	36.2	27.7	39.9	25.0	19.7	40.0	0.0	29.2	42.1	24.5	12.0
Incr Delay (d2), s/veh	82.1	46.4	1.1	59.8	58.7	0.5	141.6	0.0	7.1	8.1	1.0	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	22.6	26.1	7.1	6.8	12.0	1.2	17.9	0.0	9.0	2.6	2.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.2	82.5	28.8	99.7	83.7	20.1	181.6	0.0	36.3	50.2	25.5	14.1
LnGrp LOS	F	F	C	F	F	C	F	A	D	D	C	B
Approach Vol, veh/h		3179			2088			752			747	
Approach Delay, s/veh		83.9			82.2			104.5			21.1	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	47.0		38.3	31.0	30.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	12.1	43.3		31.5	28.4	27.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			78.7									
HCM 6th LOS			E									

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	344	1886	47	26	1237	155	126	2	75	286	45
Future Volume (vph)	344	1886	47	26	1237	155	126	2	75	286	45
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	19.5	9.6	36.7	36.7	19.5	36.3	36.3	15.0	31.8
Total Split (%)	12.0%	39.1%	19.5%	9.6%	36.7%	36.7%	19.5%	36.3%	36.3%	15.0%	31.8%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	18.2	57.2	71.4	5.6	40.7	40.7	8.2	11.1	11.1	11.5	12.4
Actuated g/C Ratio	0.18	0.57	0.71	0.06	0.41	0.41	0.08	0.11	0.11	0.12	0.12
v/c Ratio	0.57	0.97	0.04	0.28	0.89	0.22	0.47	0.01	0.27	1.46	0.58
Control Delay	40.4	32.2	0.3	48.2	35.6	9.2	48.9	31.0	3.0	267.2	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	32.2	0.3	48.2	35.6	9.2	48.9	31.0	3.0	267.2	17.9
LOS	D	C	A	D	D	A	D	C	A	F	B
Approach Delay		32.8			33.0			31.8			170.2
Approach LOS		C			C			C			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 47.5

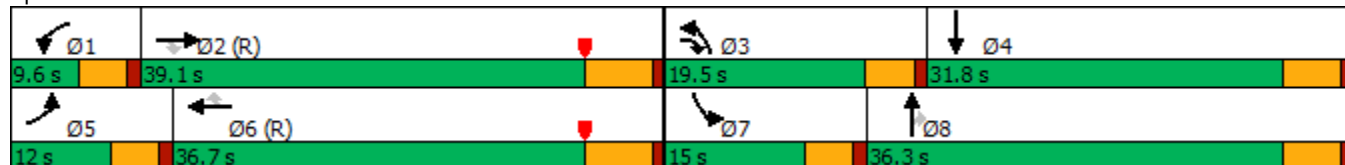
Intersection LOS: D

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

























Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1886	47	26	1237	155	126	2	75	286	45	137
Future Volume (veh/h)	344	1886	47	26	1237	155	126	2	75	286	45	137
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	358	1965	49	27	1289	161	131	2	78	298	47	143
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2040	1000	47	1871	834	197	169	144	185	56	171
Arrive On Green	0.10	0.76	0.76	0.05	1.00	1.00	0.06	0.09	0.09	0.10	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	407	1240
Grp Volume(v), veh/h	358	1965	49	27	1289	161	131	2	78	298	0	190
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1647
Q Serve(g_s), s	7.4	49.4	0.7	1.5	0.0	0.0	3.7	0.1	4.7	10.4	0.0	11.2
Cycle Q Clear(g_c), s	7.4	49.4	0.7	1.5	0.0	0.0	3.7	0.1	4.7	10.4	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	256	2040	1000	47	1871	834	197	169	144	185	0	227
V/C Ratio(X)	1.40	0.96	0.05	0.57	0.69	0.19	0.67	0.01	0.54	1.61	0.00	0.84
Avail Cap(c_a), veh/h	256	2040	1000	89	1871	834	515	580	491	185	0	437
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	10.9	3.8	46.8	0.0	0.0	46.2	41.4	43.5	44.8	0.0	42.0
Incr Delay (d2), s/veh	182.2	1.9	0.0	4.1	2.1	0.5	1.5	0.0	1.2	297.5	0.0	3.2
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	9.4	7.3	0.2	0.7	0.5	0.1	1.6	0.0	1.8	19.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.2	12.8	3.9	50.9	2.1	0.5	47.7	41.4	44.7	342.3	0.0	45.2
LnGrp LOS	F	B	A	D	A	A	D	D	D	F	A	D
Approach Vol, veh/h		2372			1477			211			488	
Approach Delay, s/veh		44.9			2.8			46.5			226.6	
Approach LOS		D			A			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	63.4	10.3	19.1	12.0	58.6	15.0	14.4				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	14.9	26.5	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	3.5	51.4	5.7	13.2	9.4	2.0	12.4	6.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.5	0.0	6.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			50.8									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	2	3	131	1	12	1	353	149	14	324	0
Future Vol, veh/h	9	2	3	131	1	12	1	353	149	14	324	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	-	-	-	-	-	-	60	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	3	139	1	13	1	376	159	15	345	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	840	912	345	836	833	456	345	0	0	535	0	0
Stage 1	375	375	-	458	458	-	-	-	-	-	-	-
Stage 2	465	537	-	378	375	-	-	-	-	-	-	-
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	287	276	702	289	307	609	1225	-	-	1043	-	-
Stage 1	650	621	-	587	570	-	-	-	-	-	-	-
Stage 2	581	526	-	648	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	272	702	283	302	609	1225	-	-	1043	-	-
Mov Cap-2 Maneuver	277	272	-	283	302	-	-	-	-	-	-	-
Stage 1	649	612	-	586	569	-	-	-	-	-	-	-
Stage 2	567	525	-	634	612	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		29.5		0		0.4	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	317	296	1043	-
HCM Lane V/C Ratio	0.001	-	-	0.047	0.518	0.014	-
HCM Control Delay (s)	7.9	-	-	16.9	29.5	8.5	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.8	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	2123	125	0	1418	0	80
Future Vol, veh/h	2123	125	0	1418	0	80
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2308	136	0	1541	0	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1154
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*287
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*287
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		22.9	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	287	-	-	-		
HCM Lane V/C Ratio	0.303	-	-	-		
HCM Control Delay (s)	22.9	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	1.2	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	88	115	8	0	118
Future Vol, veh/h	0	88	115	8	0	118
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	-	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	2	0	0	2
Mvmt Flow	0	96	125	9	0	128
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	63	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	995	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	995	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 995		-		
HCM Lane V/C Ratio	-	- 0.096		-		
HCM Control Delay (s)	-	- 9		-		
HCM Lane LOS	-	- A		-		
HCM 95th %tile Q(veh)	-	- 0.3		-		

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	2098	105	17	1418	0	86
Future Vol, veh/h	2098	105	17	1418	0	86
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2280	114	18	1541	0	93
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2394	0	-	1140
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	330	-	0	*220
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	330	-	-	*220
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		32.9	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	220	-	-	330	-	
HCM Lane V/C Ratio	0.425	-	-	0.056	-	
HCM Control Delay (s)	32.9	-	-	16.6	-	
HCM Lane LOS	D	-	-	C	-	
HCM 95th %tile Q(veh)	2	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	28	2085	1347	57	6	94	6	
Future Volume (vph)	28	2085	1347	57	6	94	6	
Turn Type	Prot	NA	NA	Perm	NA	Perm	NA	
Protected Phases	5	2	6		8		4	1
Permitted Phases				8		4		
Detector Phase	5	2	6	8	8	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	32.8	33.6	33.6	9.6	9.6	9.6
Total Split (s)	9.6	56.8	56.8	33.6	33.6	33.6	33.6	9.6
Total Split (%)	9.6%	56.8%	56.8%	33.6%	33.6%	33.6%	33.6%	10%
Yellow Time (s)	3.6	5.8	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	4.6	6.8	6.8		4.6		4.6	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	C-Min	C-Max	None	None	Min	Min	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2085	71	0	1347	27	57	6	10	94	6	31
Future Volume (veh/h)	28	2085	71	0	1347	27	57	6	10	94	6	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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	29	2149	73	0	1389	25	59	6	8	97	6	20
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	45	2750	93	2	2539	46	182	20	17	187	8	25
Arrive On Green	0.06	1.00	1.00	0.00	0.72	0.72	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1612	3480	118	1810	3543	64	1222	207	176	1279	79	264
Grp Volume(v), veh/h	29	1083	1139	0	691	723	73	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1612	1763	1834	1810	1763	1844	1604	0	0	1622	0	0
Q Serve(g_s), s	1.8	0.0	0.0	0.0	18.3	18.3	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	18.3	18.3	4.1	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.81		0.11	0.79		0.16
Lane Grp Cap(c), veh/h	45	1393	1450	2	1263	1322	219	0	0	220	0	0
V/C Ratio(X)	0.65	0.78	0.79	0.00	0.55	0.55	0.33	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	81	1393	1450	90	1263	1322	502	0	0	505	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	0.84	0.84	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.8	0.0	0.0	0.0	6.6	6.6	42.7	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	5.8	4.3	4.4	0.0	1.4	1.4	0.3	0.0	0.0	0.8	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	0.7	1.7	1.8	0.0	4.9	5.1	1.7	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	4.3	4.4	0.0	8.0	8.0	43.1	0.0	0.0	44.8	0.0	0.0
LnGrp LOS	D	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	2251			1414			73			123		
Approach Delay, s/veh	5.0			8.0			43.1			44.8		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	85.8		14.2	7.4	78.5		14.2				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	0.0	2.0		9.2	3.8	20.3		6.1				
Green Ext Time (p_c), s	0.0	17.7		0.4	0.0	5.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.1								
HCM 6th LOS				A								

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	29	1	1	32	4	1	1	0	16	2	101
Future Vol, veh/h	118	29	1	1	32	4	1	1	0	16	2	101
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	149	37	1	1	41	5	1	1	0	20	3	128
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.3	8	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	100%	0%	100%	0%	89%	0%
Vol Thru, %	50%	0%	97%	0%	89%	11%	0%
Vol Right, %	0%	0%	3%	0%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	118	30	1	36	18	101
LT Vol	1	118	0	1	0	16	0
Through Vol	1	0	29	0	32	2	0
RT Vol	0	0	1	0	4	0	101
Lane Flow Rate	3	149	38	1	46	23	128
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.004	0.224	0.051	0.002	0.063	0.035	0.157
Departure Headway (Hd)	5.388	5.403	4.878	5.544	4.964	5.563	4.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	666	666	736	647	723	646	816
Service Time	3.409	3.122	2.597	3.266	2.686	3.275	2.127
HCM Lane V/C Ratio	0.005	0.224	0.052	0.002	0.064	0.036	0.157
HCM Control Delay	8.4	9.7	7.9	8.3	8	8.5	7.9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.9	0.2	0	0.2	0.1	0.6

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)
08/30/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1921	41	1216	159	29
Future Volume (vph)	1921	41	1216	159	29
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	42.0	10.0	52.0	38.0	38.0
Total Split (%)	46.7%	11.1%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 66

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
10 s	42 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





08/30/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1921	266	41	1216	159	29
Future Volume (veh/h)	1921	266	41	1216	159	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	1980	250	42	1254	164	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2485	310	76	2388	446	198
Arrive On Green	0.55	0.55	0.04	0.67	0.13	0.13
Sat Flow, veh/h	4716	567	1810	3647	3510	1560
Grp Volume(v), veh/h	1463	767	42	1254	164	15
Grp Sat Flow(s),veh/h/ln	1689	1739	1810	1777	1755	1560
Q Serve(g_s), s	20.7	21.4	1.4	10.7	2.6	0.5
Cycle Q Clear(g_c), s	20.7	21.4	1.4	10.7	2.6	0.5
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1845	950	76	2388	446	198
V/C Ratio(X)	0.79	0.81	0.55	0.53	0.37	0.08
Avail Cap(c_a), veh/h	1979	1019	151	2677	1940	862
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	10.8	11.0	28.1	5.0	23.9	23.0
Incr Delay (d2), s/veh	2.2	4.6	2.3	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.0	0.6	1.4	1.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	15.6	30.4	5.1	24.1	23.0
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	2230			1296	179	
Approach Delay, s/veh	13.9			6.0	24.0	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.5	39.6		12.6		47.1
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	5.0	35.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	3.4	23.4		4.6		12.7
Green Ext Time (p_c), s	0.0	9.3		0.3		9.7
Intersection Summary						
HCM 6th Ctrl Delay			11.6			
HCM 6th LOS			B			

Intersection

Intersection Delay, s/veh40.7

Intersection LOS E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	314	309	192	213	274	255
Future Vol, veh/h	314	309	192	213	274	255
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	334	329	204	227	291	271
Number of Lanes	1	1	0	1	1	0









Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach RightNB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	25.2	36.1	62.4
HCM LOS	D	E	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	47%	100%	0%	0%
Vol Thru, %	53%	0%	0%	52%
Vol Right, %	0%	0%	100%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	405	314	309	529
LT Vol	192	314	0	0
Through Vol	213	0	0	274
RT Vol	0	0	309	255
Lane Flow Rate	431	334	329	563
Geometry Grp	2	7	7	2
Degree of Util (X)	0.834	0.742	0.618	0.997
Departure Headway (Hd)	6.971	7.998	6.765	6.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	521	454	533	568
Service Time	5.009	5.739	4.505	4.411
HCM Lane V/C Ratio	0.827	0.736	0.617	0.991
HCM Control Delay	36.1	30.5	19.9	62.4
HCM Lane LOS	E	D	C	F
HCM 95th-tile Q	8.4	6.1	4.2	14.4

APPENDIX 5.2:

EAP (2023) PROJECT BUILDOUT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1096	5	19	816	48	0	1	25	76	2	7
Future Vol, veh/h	0	1096	5	19	816	48	0	1	25	76	2	7
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	0	1178	5	20	877	52	0	1	27	82	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	929	0	0	1183	0	0	2129	2150	1181	2138	2126	903
Stage 1	-	-	-	-	-	-	1181	1181	-	943	943	-
Stage 2	-	-	-	-	-	-	948	969	-	1195	1183	-
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	744	-	-	597	-	-	37	49	234	~ 36	51	339
Stage 1	-	-	-	-	-	-	234	266	-	318	344	-
Stage 2	-	-	-	-	-	-	316	334	-	230	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	744	-	-	597	-	-	35	47	234	~ 31	49	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	154	-	119	150	-
Stage 1	-	-	-	-	-	-	234	266	-	318	332	-
Stage 2	-	-	-	-	-	-	297	323	-	203	265	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	22.6	80
HCM LOS			C	F



















Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	154	234	744	-	-	597	-	-	120	339
HCM Lane V/C Ratio	0.007	0.115	-	-	-	0.034	-	-	0.699	0.022
HCM Control Delay (s)	28.5	22.4	0	-	-	11.2	-	-	85.7	15.9
HCM Lane LOS	D	C	A	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0	0.4	0	-	-	0.1	-	-	3.8	0.1

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

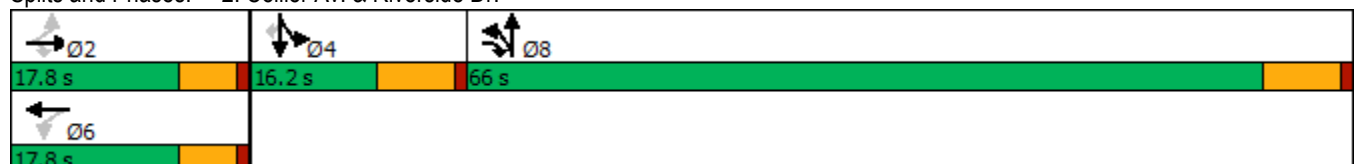
Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/06/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	27	1103	10	6	861	92	4	82	43
Future Volume (vph)	80	27	1103	10	6	861	92	4	82	43
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		10.8	70.3		10.4	58.3	58.3	8.4	8.4	8.4
Actuated g/C Ratio		0.13	0.82		0.12	0.68	0.68	0.10	0.10	0.10
v/c Ratio		0.63	0.87		0.13	0.77	0.10	0.02	0.51	0.19
Control Delay		58.2	14.8		34.7	21.6	7.6	41.5	54.4	1.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		58.2	14.8		34.7	21.6	7.6	41.5	54.4	1.8
LOS		E	B		C	C	A	D	D	A
Approach Delay		18.7			34.7		20.0		36.5	
Approach LOS		B			C		B		D	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 86.2										
Natural Cycle: 90										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 0.87										
Intersection Signal Delay: 20.3					Intersection LOS: C					
Intersection Capacity Utilization 92.5%					ICU Level of Service F					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.



HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)





























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	27	1103	10	6	5	861	92	24	4	82	43
Future Volume (veh/h)	80	27	1103	10	6	5	861	92	24	4	82	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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	84	28	1115	11	6	1	906	97	22	4	86	7
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	260	76	1097	116	52	6	947	775	176	118	115	100
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.54	0.54	0.54	0.07	0.07	0.07
Sat Flow, veh/h	1152	485	1572	278	332	36	1753	1434	325	1810	1752	1522
Grp Volume(v), veh/h	112	0	1115	18	0	0	906	0	119	4	86	7
Grp Sat Flow(s),veh/h/ln	1637	0	1572	646	0	0	1753	0	1759	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.1	0.0	0.0	39.2	0.0	2.7	0.2	3.8	0.3
Cycle Q Clear(g_c), s	4.3	0.0	12.5	4.4	0.0	0.0	39.2	0.0	2.7	0.2	3.8	0.3
Prop In Lane	0.75		1.00	0.61		0.06	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	336	0	1097	174	0	0	947	0	950	118	115	100
V/C Ratio(X)	0.33	0.00	1.02	0.10	0.00	0.00	0.96	0.00	0.13	0.03	0.75	0.07
Avail Cap(c_a), veh/h	336	0	1097	174	0	0	1303	0	1307	214	207	180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	5.5	28.6	0.0	0.0	17.4	0.0	9.0	34.9	36.6	34.9
Incr Delay (d2), s/veh	0.2	0.0	31.5	0.1	0.0	0.0	11.5	0.0	0.0	0.0	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	30.1	0.3	0.0	0.0	15.4	0.0	0.8	0.1	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	37.0	28.7	0.0	0.0	28.9	0.0	9.0	34.9	40.3	35.1
LnGrp LOS	C	A	F	C	A	A	C	A	A	C	D	D
Approach Vol, veh/h	1227			18			1025			97		
Approach Delay, s/veh	36.4			28.7			26.6			39.7		
Approach LOS	D			C			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	17.8			12.0			17.8			49.8		
Change Period (Y+Rc), s	5.3			6.8			5.3			6.8		
Max Green Setting (Gmax), s	12.5			9.4			12.5			59.2		
Max Q Clear Time (g_c+I1), s	14.5			5.8			6.4			41.2		
Green Ext Time (p_c), s	0.0			0.1			0.0			1.9		
Intersection Summary												
HCM 6th Ctrl Delay	32.2											
HCM 6th LOS	C											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 	 		
Traffic Volume (vph)	47	109	885	296	885	32	117	419	1049	137	25
Future Volume (vph)	47	109	885	296	885	32	117	419	1049	137	25
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.0	7.6	33.6	37.4	72.6	5.4	5.2	39.5	34.5	38.2	38.2
Actuated g/C Ratio	0.05	0.08	0.34	0.37	0.73	0.05	0.05	0.40	0.34	0.38	0.38
v/c Ratio	0.29	0.56	0.87	0.46	0.48	0.40	0.72	0.42	0.97	0.11	0.04
Control Delay	50.3	39.6	39.5	24.0	1.1	59.3	69.6	14.8	55.0	23.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	39.6	39.5	24.0	1.1	59.3	69.6	14.8	55.0	23.3	0.1
LOS	D	D	D	C	A	E	E	B	D	C	A
Approach Delay		42.2		20.8			28.6			50.3	
Approach LOS		D		C			C			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 31.8

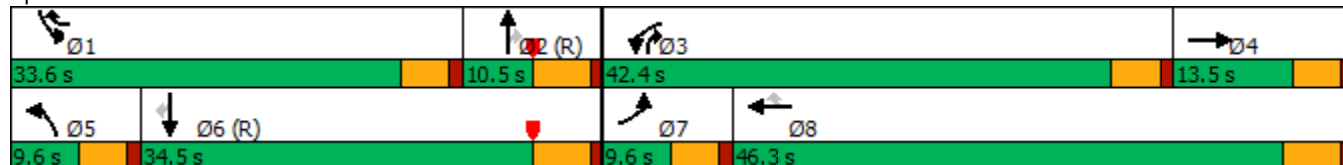
Intersection LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15
























Splits and Phases: 3: Collier Av. & Central Ave



HCM 6th Signalized Intersection Summary 3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	109	42	885	296	885	32	117	419	1049	137	25
Future Volume (veh/h)	47	109	42	885	296	885	32	117	419	1049	137	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		0.97	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	51	118	33	962	322	883	35	127	379	1140	149	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	133	173	47	1067	647	1707	52	441	1157	994	1397	604
Arrive On Green	0.04	0.06	0.06	0.11	0.11	0.11	0.03	0.13	0.13	0.29	0.39	0.39
Sat Flow, veh/h	3510	2655	718	3346	1870	2651	1668	3441	2579	3428	3610	1560
Grp Volume(v), veh/h	51	74	77	962	322	883	35	127	379	1140	149	11
Grp Sat Flow(s),veh/h/ln	1755	1706	1667	1673	1870	1325	1668	1721	1289	1714	1805	1560
Q Serve(g_s), s	1.4	4.3	4.5	28.4	16.2	18.5	2.1	3.3	9.5	29.0	2.6	0.4
Cycle Q Clear(g_c), s	1.4	4.3	4.5	28.4	16.2	18.5	2.1	3.3	9.5	29.0	2.6	0.4
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	111	108	1067	647	1707	52	441	1157	994	1397	604
V/C Ratio(X)	0.38	0.67	0.71	0.90	0.50	0.52	0.67	0.29	0.33	1.15	0.11	0.02
Avail Cap(c_a), veh/h	176	152	148	1265	767	1877	83	441	1157	994	1397	604
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	47.0	45.7	45.8	43.2	36.1	13.5	47.9	39.5	17.9	35.5	19.6	18.9
Incr Delay (d2), s/veh	0.7	2.6	4.3	2.7	0.1	0.0	5.6	1.6	0.8	71.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.9	13.0	8.0	6.3	0.9	1.5	2.8	21.2	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	48.3	50.1	45.9	36.2	13.6	53.5	41.1	18.7	107.1	19.7	18.9
LnGrp LOS	D	D	D	D	D	B	D	D	B	F	B	B
Approach Vol, veh/h		202			2167			541			1300	
Approach Delay, s/veh		48.8			31.3			26.2			96.3	
Approach LOS		D			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	18.1	36.5	11.8	7.7	44.0	8.4	39.9				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	11.5	30.4	6.5	4.1	4.6	3.4	20.5				
Green Ext Time (p_c), s	0.0	0.0	1.5	0.1	0.0	0.5	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	984	621	876	1853	473	1	248
Future Volume (vph)	984	621	876	1853	473	1	248
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	31.0	31.0	39.0	70.0	30.0	30.0	30.0
Total Split (%)	31.0%	31.0%	39.0%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	26.6	26.6	32.1	63.4	25.6	25.6	25.6
Actuated g/C Ratio	0.27	0.27	0.32	0.63	0.26	0.26	0.26
v/c Ratio	0.84	0.90	0.91	0.93	0.71	0.73	0.60
Control Delay	55.7	39.3	35.4	32.8	45.9	46.9	28.9
Queue Delay	0.0	0.0	0.0	46.1	0.0	0.0	0.0
Total Delay	55.7	39.3	35.4	78.8	45.9	46.9	28.9
LOS	E	D	D	E	D	D	C
Approach Delay	49.3			64.9		41.0	
Approach LOS	D			E		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 56.5

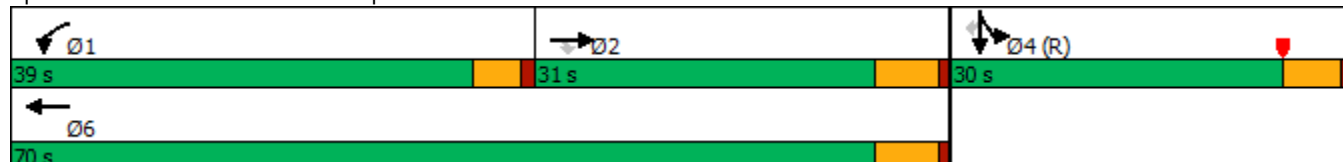
Intersection LOS: E

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: I-15 SB Ramps & Central Ave

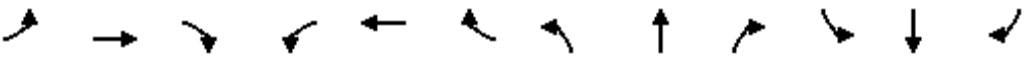


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	984	621	876	1853	0	0	0	0	473	1	248
Future Volume (veh/h)	0	984	621	876	1853	0	0	0	0	473	1	248
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1856	1811	1841	0				1707	418	1737
Adj Flow Rate, veh/h	0	1081	563	963	2036	0				570	0	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1313	421	1046	2190	0				858	0	388
Arrive On Green	0.00	0.27	0.27	0.21	0.42	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5065	1572	3346	3589	0				3252	0	1472
Grp Volume(v), veh/h	0	1081	563	963	2036	0				570	0	108
Grp Sat Flow(s),veh/h/ln	0	1635	1572	1673	1749	0				1626	0	1472
Q Serve(g_s), s	0.0	20.7	26.8	28.2	55.4	0.0				15.6	0.0	5.8
Cycle Q Clear(g_c), s	0.0	20.7	26.8	28.2	55.4	0.0				15.6	0.0	5.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1313	421	1046	2190	0				858	0	388
V/C Ratio(X)	0.00	0.82	1.34	0.92	0.93	0.00				0.66	0.00	0.28
Avail Cap(c_a), veh/h	0	1313	421	1151	2249	0				858	0	388
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.51	0.51	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.4	36.6	38.3	26.9	0.0				32.9	0.0	29.2
Incr Delay (d2), s/veh	0.0	2.1	160.0	1.2	0.8	0.0				4.0	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	8.1	28.5	11.9	23.4	0.0				6.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.5	196.6	39.5	27.7	0.0				36.9	0.0	31.0
LnGrp LOS	A	D	F	D	C	A				D	A	C
Approach Vol, veh/h		1644			2999						678	
Approach Delay, s/veh		91.3			31.5						36.0	
Approach LOS		F			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.8	32.5		31.7		68.3						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	34.4	25.3		24.7		64.3						
Max Q Clear Time (g_c+I1), s	30.2	28.8		17.6		57.4						
Green Ext Time (p_c), s	1.1	0.0		0.9		5.2						
Intersection Summary												
HCM 6th Ctrl Delay			50.6									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	104	1352	2017	624	712	0	780
Future Volume (vph)	104	1352	2017	624	712	0	780
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	8.2	54.3	41.5	41.5	34.7	34.7	34.7
Actuated g/C Ratio	0.08	0.54	0.42	0.42	0.35	0.35	0.35
v/c Ratio	0.83	0.54	1.03	0.69	0.94	0.92	0.89
Control Delay	94.1	8.8	59.9	21.5	58.2	49.5	45.6
Queue Delay	0.0	0.3	31.0	15.6	52.3	53.0	12.2
Total Delay	94.1	9.1	90.9	37.1	110.5	102.6	57.8
LOS	F	A	F	D	F	F	E
Approach Delay		15.2	78.2			91.1	
Approach LOS		B	E			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 65.2

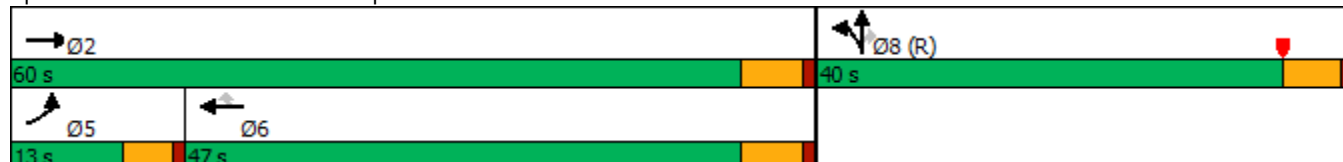
Intersection LOS: E

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	104	1352	0	0	2017	624	712	0	780	0	0	0
Future Volume (veh/h)	104	1352	0	0	2017	624	712	0	780	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	108	1408	0	0	2101	494	936	0	416			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	133	2611	0	0	2059	632	1232	0	540			
Arrive On Green	0.03	0.18	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1612	4982	0	0	5149	1531	3534	0	1547			
Grp Volume(v), veh/h	108	1408	0	0	2101	494	936	0	416			
Grp Sat Flow(s),veh/h/ln	1612	1608	0	0	1662	1531	1767	0	1547			
Q Serve(g_s), s	6.7	26.5	0.0	0.0	41.3	31.2	23.5	0.0	23.9			
Cycle Q Clear(g_c), s	6.7	26.5	0.0	0.0	41.3	31.2	23.5	0.0	23.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	133	2611	0	0	2059	632	1232	0	540			
V/C Ratio(X)	0.81	0.54	0.00	0.00	1.02	0.78	0.76	0.00	0.77			
Avail Cap(c_a), veh/h	135	2619	0	0	2059	632	1232	0	540			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.48	0.48	0.00	0.00	0.15	0.15	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.9	29.7	0.0	0.0	43.2	38.8	28.9	0.0	29.0			
Incr Delay (d2), s/veh	15.1	0.1	0.0	0.0	13.7	0.9	4.4	0.0	10.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	11.4	0.0	0.0	20.9	12.9	10.4	0.0	10.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	29.8	0.0	0.0	56.8	39.7	33.3	0.0	39.2			
LnGrp LOS	E	C	A	A	F	D	C	A	D			
Approach Vol, veh/h	1516			2595			1352					
Approach Delay, s/veh	32.2			53.6			35.1					
Approach LOS	C			D			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	59.8			12.8			47.0			40.2		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	28.5			8.7			43.3			25.9		
Green Ext Time (p_c), s	8.3			0.0			0.0			2.3		
Intersection Summary												
HCM 6th Ctrl Delay	43.1											
HCM 6th LOS	D											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	428	1444	260	166	1881	204	201	159	99	114	558
Future Volume (vph)	428	1444	260	166	1881	204	201	159	99	114	558
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	23.4	39.6	39.6	11.8	28.0	28.0	33.0	33.0	33.0	33.0	61.7
Actuated g/C Ratio	0.23	0.40	0.40	0.12	0.28	0.28	0.33	0.33	0.33	0.33	0.62
v/c Ratio	1.09	0.79	0.35	0.84	1.13	0.36	0.52	0.47	0.36	0.19	0.59
Control Delay	98.1	29.4	6.1	61.4	88.0	3.3	32.8	26.1	29.9	25.1	14.0
Queue Delay	6.1	48.2	0.6	0.0	1.3	0.0	73.9	0.0	0.0	0.0	10.5
Total Delay	104.2	77.5	6.7	61.4	89.3	3.3	106.6	26.1	29.9	25.1	24.6
LOS	F	E	A	E	F	A	F	C	C	C	C
Approach Delay		74.2			79.5			61.0		25.3	
Approach LOS		E			E			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 68.5

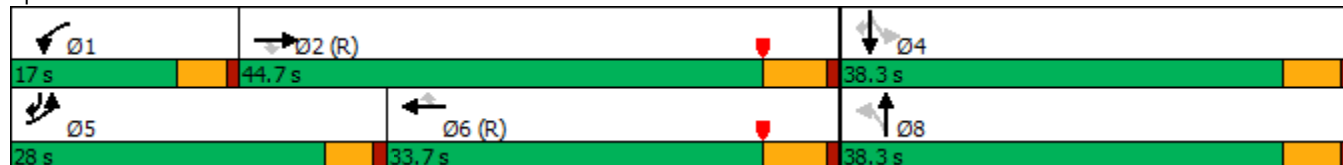
Intersection LOS: E

Intersection Capacity Utilization 101.4%

ICU Level of Service G

Analysis Period (min) 15




























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	428	1444	260	166	1881	204	201	159	103	99	114	558
Future Volume (veh/h)	428	1444	260	166	1881	204	201	159	103	99	114	558
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	441	1489	250	171	1939	194	207	164	76	102	118	502
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	410	1930	609	198	1730	430	292	395	183	323	612	880
Arrive On Green	0.08	0.13	0.13	0.23	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1753	4823	1522	1739	6179	1535	772	1198	555	1120	1856	1560
Grp Volume(v), veh/h	441	1489	250	171	1939	194	207	0	240	102	118	502
Grp Sat Flow(s),veh/h/ln	1753	1608	1522	1739	1545	1535	772	0	1754	1120	1856	1560
Q Serve(g_s), s	23.4	29.8	15.1	9.5	28.0	7.4	26.2	0.0	10.6	7.8	4.6	20.7
Cycle Q Clear(g_c), s	23.4	29.8	15.1	9.5	28.0	7.4	30.8	0.0	10.6	18.4	4.6	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	410	1930	609	198	1730	430	292	0	579	323	612	880
V/C Ratio(X)	1.08	0.77	0.41	0.86	1.12	0.45	0.71	0.00	0.41	0.32	0.19	0.57
Avail Cap(c_a), veh/h	410	1930	609	216	1730	430	292	0	579	323	612	880
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	39.0	32.6	37.9	22.0	17.5	35.0	0.0	26.0	33.1	24.0	14.0
Incr Delay (d2), s/veh	59.7	2.2	1.5	3.1	55.2	0.3	13.7	0.0	2.2	2.6	0.7	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	17.7	13.1	6.3	3.6	11.9	2.1	5.8	0.0	4.6	2.3	2.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.9	41.2	34.1	41.0	77.2	17.8	48.6	0.0	28.2	35.7	24.7	16.7
LnGrp LOS	F	D	C	D	F	B	D	A	C	D	C	B
Approach Vol, veh/h		2180			2304			447			722	
Approach Delay, s/veh		53.5			69.5			37.7			20.7	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	45.7		38.3	28.0	33.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	11.5	31.8		22.7	25.4	30.0		32.8				
Green Ext Time (p_c), s	0.0	4.2		1.2	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	111	1309	92	22	2325	225	138	25	48	178	24
Future Volume (vph)	111	1309	92	22	2325	225	138	25	48	178	24
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.2	64.7	77.5	5.5	57.1	57.1	5.8	10.9	10.9	6.4	11.4
Actuated g/C Ratio	0.07	0.65	0.78	0.06	0.57	0.57	0.06	0.11	0.11	0.06	0.11
v/c Ratio	0.51	0.65	0.08	0.26	1.31	0.26	0.79	0.14	0.19	1.79	0.40
Control Delay	43.4	23.1	1.7	39.3	162.4	11.2	73.6	37.0	1.4	417.0	17.2
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	43.4	23.1	1.7	39.3	162.4	11.2	73.6	37.0	1.4	417.0	17.2
LOS	D	C	A	D	F	B	E	D	A	F	B
Approach Delay		23.3			148.1			52.8			283.8
Approach LOS		C			F			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.79

Intersection Signal Delay: 110.2

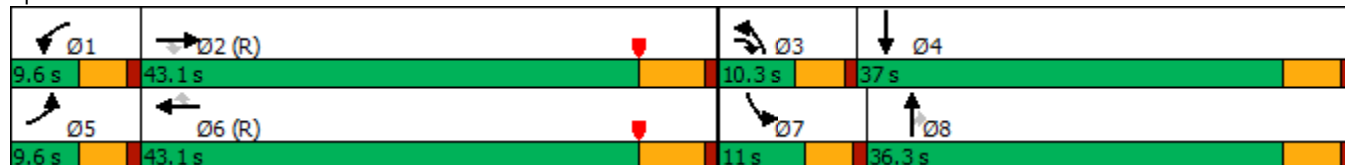
Intersection LOS: F

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: Cambern Ave & Central Ave





































HCM 6th Signalized Intersection Summary

7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022







												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 				 	
Traffic Volume (veh/h)	111	1309	92	22	2325	225	138	25	48	178	24	65
Future Volume (veh/h)	111	1309	92	22	2325	225	138	25	48	178	24	65
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1488	105	25	2642	256	157	28	55	202	27	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2240	1089	45	2151	959	197	142	120	114	37	100
Arrive On Green	0.10	1.00	1.00	0.03	0.80	0.80	0.06	0.08	0.08	0.06	0.08	0.08
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	442	1211
Grp Volume(v), veh/h	126	1488	105	25	2642	256	157	28	55	202	0	101
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1652
Q Serve(g_s), s	3.5	0.0	0.0	1.4	60.5	4.0	4.5	1.4	3.3	6.4	0.0	6.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.4	60.5	4.0	4.5	1.4	3.3	6.4	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	173	2240	1089	45	2151	959	197	142	120	114	0	137
V/C Ratio(X)	0.73	0.66	0.10	0.56	1.23	0.27	0.80	0.20	0.46	1.77	0.00	0.74
Avail Cap(c_a), veh/h	173	2240	1089	89	2151	959	197	580	491	114	0	524
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	47.8	9.8	4.2	46.6	43.4	44.2	46.8	0.0	44.8
Incr Delay (d2), s/veh	7.4	0.9	0.1	4.1	107.1	0.7	18.7	0.3	1.0	380.4	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	1.6	0.3	0.0	0.6	37.6	1.2	2.4	0.6	1.3	14.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.9	0.1	51.8	116.8	4.9	65.3	43.6	45.3	427.2	0.0	47.7
LnGrp LOS	D	A	A	D	F	A	E	D	D	F	A	D
Approach Vol, veh/h	1719		2923				240		303			
Approach Delay, s/veh	4.6		106.5				58.1		300.7			
Approach LOS	A		F				E		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	69.0	10.3	13.6	9.6	66.5	11.0	12.9				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0	6.5	8.0	5.5	62.5	8.4	5.3				
Green Ext Time (p_c), s	0.0	8.6	0.0	0.3	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	81.8											
HCM 6th LOS	F											

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	64	2	7	0	232	58	7	205	1
Future Vol, veh/h	1	1	1	64	2	7	0	232	58	7	205	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	-	-	-	-	-	-	60	-	-	50	-	-
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	0	0	0
Mvmt Flow	1	1	1	82	3	9	0	297	74	9	263	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	622	653	264	617	616	334	264	0	0	371	0	0
Stage 1	282	282	-	334	334	-	-	-	-	-	-	-
Stage 2	340	371	-	283	282	-	-	-	-	-	-	-
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	402	389	780	405	409	712	1312	-	-	1199	-	-
Stage 1	729	681	-	684	647	-	-	-	-	-	-	-
Stage 2	679	623	-	728	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	393	386	780	401	406	712	1312	-	-	1199	-	-
Mov Cap-2 Maneuver	393	386	-	401	406	-	-	-	-	-	-	-
Stage 1	729	676	-	684	647	-	-	-	-	-	-	-
Stage 2	668	623	-	720	676	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.8		16			0			0.3			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1312	-	-	467	419	1199	-	-				
HCM Lane V/C Ratio	-	-	-	0.008	0.223	0.007	-	-				
HCM Control Delay (s)	0	-	-	12.8	16	8	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1349	186	0	2572	0	120
Future Vol, veh/h	1349	186	0	2572	0	120
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1466	202	0	2796	0	130
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	733
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*589
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		12.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	589	-	-	-		
HCM Lane V/C Ratio	0.221	-	-	-		
HCM Control Delay (s)	12.8	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.8	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	65	146	4	0	138
Future Vol, veh/h	0	65	146	4	0	138
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	-	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	2	0	0	2
Mvmt Flow	0	71	159	4	0	150
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	80	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	971	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	971	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	971			
HCM Lane V/C Ratio	-	-	0.073			
HCM Control Delay (s)	-	-	9			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.2			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑		↗
Traffic Vol, veh/h	1361	108	31	2572	0	104
Future Vol, veh/h	1361	108	31	2572	0	104
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1479	117	34	2796	0	113
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1596	0	-	740
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	726	-	0	*528
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	726	-	-	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	528	-	-	726	-	
HCM Lane V/C Ratio	0.214	-	-	0.046	-	
HCM Control Delay (s)	13.7	-	-	10.2	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon















Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	37	113	4	52	86
Future Vol, veh/h	12	37	113	4	52	86
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	0	-	0	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	13	40	123	4	57	93
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	284	62	0	0	127	0
Stage 1	123	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	688	996	-	-	1472	-
Stage 1	895	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	996	-	-	1472	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	2.8			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 661 996	1472	-		
HCM Lane V/C Ratio	-	- 0.02 0.04	0.038	-		
HCM Control Delay (s)	-	- 10.6 8.8	7.5	-		
HCM Lane LOS	-	- B A	A	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0.1	-		

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	15	102	8	0	98
Future Vol, veh/h	0	15	102	8	0	98
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	2	0	0	2
Mvmt Flow	0	16	111	9	0	107
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	60	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	999	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	999	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.7	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	999			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	8.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)




05/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	1399	2	2476	89	0	37	0
Future Volume (vph)	28	1399	2	2476	89	0	37	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min
Act Effect Green (s)	6.1	76.1	5.0	71.3		10.6		10.6
Actuated g/C Ratio	0.06	0.76	0.05	0.71		0.11		0.11
v/c Ratio	0.38	0.60	0.02	1.10		0.48		0.35
Control Delay	61.5	8.0	46.0	68.9		17.5		9.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	61.5	8.0	46.0	68.9		17.5		9.4
LOS	E	A	D	E		B		A
Approach Delay		9.0		68.9		17.5		9.4
Approach LOS		A		E		B		A

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 45.3
Intersection Capacity Utilization 87.8%
Analysis Period (min) 15
Intersection LOS: D
ICU Level of Service E



















Splits and Phases: 14: Conard Ave & Central Ave

		
Ø1	Ø2 (R)	Ø4
9.6 s	56.8 s	33.6 s
		
Ø5	Ø6 (R)	Ø8
9.6 s	56.8 s	33.6 s

HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1399	39	2	2476	19	89	0	12	37	0	37
Future Volume (veh/h)	28	1399	39	2	2476	19	89	0	12	37	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	30	1488	41	2	2634	17	95	0	11	39	0	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	36	2549	70	5	2544	16	190	0	14	133	14	59
Arrive On Green	0.06	1.00	1.00	0.00	0.73	0.73	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	3392	93	1810	3505	23	1418	0	164	876	162	692
Grp Volume(v), veh/h	30	747	782	2	1292	1359	106	0	0	65	0	0
Grp Sat Flow(s),veh/h/ln	1273	1706	1779	1810	1721	1807	1582	0	0	1730	0	0
Q Serve(g_s), s	2.3	0.0	0.0	0.1	72.6	72.6	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.1	72.6	72.6	6.3	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.90		0.10	0.60		0.40
Lane Grp Cap(c), veh/h	36	1282	1337	5	1249	1312	204	0	0	206	0	0
V/C Ratio(X)	0.83	0.58	0.58	0.41	1.03	1.04	0.52	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	64	1282	1337	90	1249	1312	495	0	0	511	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.67	0.67	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	49.8	13.7	13.7	44.5	0.0	0.0	43.4	0.0	0.0
Incr Delay (d2), s/veh	16.5	1.9	1.9	13.1	30.2	30.5	0.8	0.0	0.0	0.3	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	0.9	0.7	0.7	0.1	27.0	28.4	2.6	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	1.9	1.9	62.8	43.9	44.2	45.3	0.0	0.0	43.7	0.0	0.0
LnGrp LOS	E	A	A	E	F	F	D	A	A	D	A	A
Approach Vol, veh/h	1559				2653				106		65	
Approach Delay, s/veh	3.1				44.1				45.3		43.7	
Approach LOS	A				D				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	81.9		13.2	7.4	79.4		13.2				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	2.0		5.4	4.3	74.6		8.3				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	29.5											
HCM 6th LOS	C											

Intersection

Intersection Delay, s/veh 8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	6	0	0	12	35	0	15	1	31	6	61
Future Vol, veh/h	60	6	0	0	12	35	0	15	1	31	6	61
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	4	0	0	0	0	20	0	0	100	0	0	12
Mvmt Flow	72	7	0	0	14	42	0	18	1	37	7	73
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	8.7	7.4	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%	84%	0%
Vol Thru, %	94%	0%	100%	100%	26%	16%	0%
Vol Right, %	6%	0%	0%	0%	74%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	60	6	0	47	37	61
LT Vol	0	60	0	0	0	31	0
Through Vol	15	0	6	0	12	6	0
RT Vol	1	0	0	0	35	0	61
Lane Flow Rate	19	72	7	0	57	45	73
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.026	0.109	0.01	0	0.069	0.065	0.085
Departure Headway (Hd)	4.944	5.439	4.87	4.904	4.381	5.289	4.167
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	727	662	738	0	821	680	864
Service Time	2.956	3.148	2.579	2.613	2.09	2.996	1.874
HCM Lane V/C Ratio	0.026	0.109	0.009	0	0.069	0.066	0.084
HCM Control Delay	8.1	8.8	7.6	7.6	7.4	8.4	7.3
HCM Lane LOS	A	A	A	N	A	A	A
HCM 95th-tile Q	0.1	0.4	0	0	0.2	0.2	0.3

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1146	204	1494	395	138
Future Volume (vph)	1146	204	1494	395	138
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	29.5	8.2	42.8	15.0	15.0
Actuated g/C Ratio	0.42	0.12	0.61	0.21	0.21
v/c Ratio	0.77	0.99	0.72	0.55	0.31
Control Delay	20.5	96.7	13.8	27.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	96.7	13.8	27.2	6.0
LOS	C	F	B	C	A
Approach Delay	20.5		23.8	21.7	
Approach LOS	C		C	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 70.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 22.1

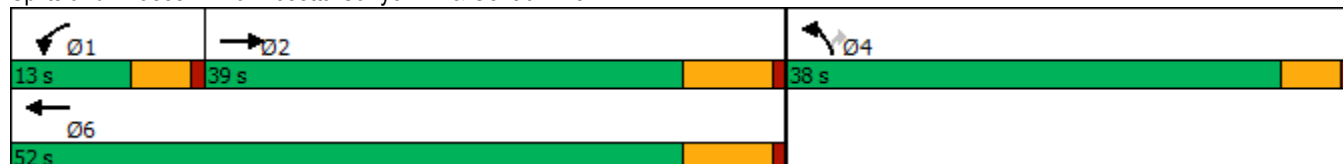
Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15







Splits and Phases: 16: Rosetta Canyon Dr & Central Ave



HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





05/06/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1146	371	204	1494	395	138
Future Volume (veh/h)	1146	371	204	1494	395	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1169	377	208	1524	403	125
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1568	505	238	2251	550	256
Arrive On Green	0.43	0.43	0.13	0.64	0.16	0.16
Sat Flow, veh/h	3810	1176	1810	3589	3456	1610
Grp Volume(v), veh/h	1048	498	208	1524	403	125
Grp Sat Flow(s),veh/h/ln	1635	1555	1810	1749	1728	1610
Q Serve(g_s), s	16.3	16.4	6.9	16.7	6.8	4.3
Cycle Q Clear(g_c), s	16.3	16.4	6.9	16.7	6.8	4.3
Prop In Lane		0.76	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1405	668	238	2251	550	256
V/C Ratio(X)	0.75	0.75	0.87	0.68	0.73	0.49
Avail Cap(c_a), veh/h	1721	818	238	2588	1876	874
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	14.5	14.6	25.9	6.8	24.3	23.3
Incr Delay (d2), s/veh	1.4	3.0	27.2	0.6	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.7	4.3	2.9	2.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	17.5	53.1	7.4	25.1	23.8
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	1546			1732	528	
Approach Delay, s/veh	16.5			12.9	24.8	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	33.1		14.7		46.1
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	8.9	18.4		8.8		18.7
Green Ext Time (p_c), s	0.0	7.8		0.9		11.8
Intersection Summary						
HCM 6th Ctrl Delay			16.0			
HCM 6th LOS			B			

Intersection









Intersection Delay, s/veh 14.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	240	106	95	107	105	185
Future Vol, veh/h	240	106	95	107	105	185
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	312	138	123	139	136	240
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	15.8	13.3	14.6
HCM LOS	C	B	B



















Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	47%	100%	0%	0%
Vol Thru, %	53%	0%	0%	36%
Vol Right, %	0%	0%	100%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	240	106	290
LT Vol	95	240	0	0
Through Vol	107	0	0	105
RT Vol	0	0	106	185
Lane Flow Rate	262	312	138	377
Geometry Grp	2	7	7	2
Degree of Util (X)	0.428	0.582	0.212	0.55
Departure Headway (Hd)	5.873	6.722	5.538	5.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	536	647	685
Service Time	3.927	4.466	3.282	3.304
HCM Lane V/C Ratio	0.429	0.582	0.213	0.55
HCM Control Delay	13.3	18.5	9.8	14.6
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	2.1	3.7	0.8	3.4

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1209	7	35	1248	142	1	1	24	59	4	3
Future Vol, veh/h	6	1209	7	35	1248	142	1	1	24	59	4	3
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	6	1300	8	38	1342	153	1	1	26	63	4	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1495	0	0	1308	0	0	2814	2887	1304	2825	2815	1419
Stage 1	-	-	-	-	-	-	1316	1316	-	1495	1495	-
Stage 2	-	-	-	-	-	-	1498	1571	-	1330	1320	-
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	455	-	-	536	-	-	12	16	198	~ 11	18	169
Stage 1	-	-	-	-	-	-	196	229	-	155	188	-
Stage 2	-	-	-	-	-	-	154	173	-	193	228	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	455	-	-	536	-	-	11	15	198	~ 9	17	169
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	91	-	67	90	-
Stage 1	-	-	-	-	-	-	193	226	-	153	175	-
Stage 2	-	-	-	-	-	-	137	161	-	165	225	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			27.7			202.7		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	83	198	455	-	-	536	-	-	68	169		
HCM Lane V/C Ratio	0.026	0.13	0.014	-	-	0.07	-	-	0.996	0.019		
HCM Control Delay (s)	49.5	25.9	13	-	-	12.2	-	-	211.1	26.7		
HCM Lane LOS	E	D	B	-	-	B	-	-	F	D		
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.2	-	-	5	0.1		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			




Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	104	7	1151	30	21	1254	261	8	201	143
Future Volume (vph)	104	7	1151	30	21	1254	261	8	201	143
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	67.0	16.8	16.8	67.0	67.0	16.2	16.2	16.2
Total Split (%)	16.8%	16.8%	67.0%	16.8%	16.8%	67.0%	67.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		10.7	76.2		10.7	60.2	60.2	9.4	9.4	9.4
Actuated g/C Ratio		0.11	0.77		0.11	0.61	0.61	0.09	0.09	0.09
v/c Ratio		0.80	0.97		0.46	1.19	0.26	0.05	1.17	0.52
Control Delay		80.6	30.5		42.4	118.2	9.7	42.1	161.1	14.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		80.6	30.5		42.4	118.2	9.7	42.1	161.1	14.5
LOS		F	C		D	F	A	D	F	B
Approach Delay		34.9			42.4		98.2		98.9	
Approach LOS		C			D		F		F	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 99.2										
Natural Cycle: 120										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 1.19										
Intersection Signal Delay: 72.2					Intersection LOS: E					
Intersection Capacity Utilization 108.0%					ICU Level of Service G					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
16.8 s	16.2 s	67 s
 Ø6		
16.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	7	1151	30	21	21	1254	261	23	8	201	143
Future Volume (veh/h)	104	7	1151	30	21	21	1254	261	23	8	201	143
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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	107	7	1135	31	22	16	1293	269	20	8	207	62
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	181	7	1136	54	35	11	1081	1035	77	170	177	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.09	0.09	0.09
Sat Flow, veh/h	969	63	1585	17	301	96	1795	1720	128	1810	1885	1585
Grp Volume(v), veh/h	114	0	1135	69	0	0	1293	0	289	8	207	62
Grp Sat Flow(s),veh/h/ln	1033	0	1585	413	0	0	1795	0	1847	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	0.5	0.0	0.0	60.2	0.0	7.4	0.4	9.4	3.7
Cycle Q Clear(g_c), s	11.0	0.0	11.5	11.5	0.0	0.0	60.2	0.0	7.4	0.4	9.4	3.7
Prop In Lane	0.94		1.00	0.45		0.23	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	189	0	1136	100	0	0	1081	0	1112	170	177	149
V/C Ratio(X)	0.60	0.00	1.00	0.69	0.00	0.00	1.20	0.00	0.26	0.05	1.17	0.42
Avail Cap(c_a), veh/h	189	0	1136	100	0	0	1081	0	1112	170	177	149
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	5.6	43.5	0.0	0.0	19.9	0.0	9.4	41.2	45.3	42.7
Incr Delay (d2), s/veh	3.9	0.0	26.4	15.8	0.0	0.0	97.5	0.0	0.0	0.0	120.1	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	2.9	0.0	36.0	2.1	0.0	0.0	49.6	0.0	2.6	0.2	10.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	0.0	32.0	59.3	0.0	0.0	117.4	0.0	9.4	41.3	165.4	43.4
LnGrp LOS	D	A	C	E	A	A	F	A	A	D	F	D
Approach Vol, veh/h		1249			69			1582			277	
Approach Delay, s/veh		33.4			59.3			97.7			134.5	
Approach LOS		C			E			F			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.8		16.2		16.8		67.0				
Change Period (Y+Rc), s		5.3		6.8		5.3		6.8				
Max Green Setting (Gmax), s		11.5		9.4		11.5		60.2				
Max Q Clear Time (g_c+I1), s		13.5		11.4		13.5		62.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			74.8									
HCM 6th LOS			E									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	207	370	270	249	881	49	166	481	1029	240	70
Future Volume (vph)	207	370	270	249	881	49	166	481	1029	240	70
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.0	25.4	15.0	34.7	70.7	6.6	5.2	25.5	35.3	35.8	35.8
Actuated g/C Ratio	0.05	0.25	0.15	0.35	0.71	0.07	0.05	0.26	0.35	0.36	0.36
v/c Ratio	1.33	0.52	0.60	0.43	0.49	0.45	0.99	0.67	0.94	0.21	0.12
Control Delay	220.9	34.5	56.5	25.2	1.4	58.3	113.9	29.0	47.8	23.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	220.9	34.5	56.5	25.2	1.4	58.3	113.9	29.0	47.8	23.9	0.3
LOS	F	C	E	C	A	E	F	C	D	C	A
Approach Delay		95.5		16.3			51.3			41.0	
Approach LOS		F		B			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 42.7

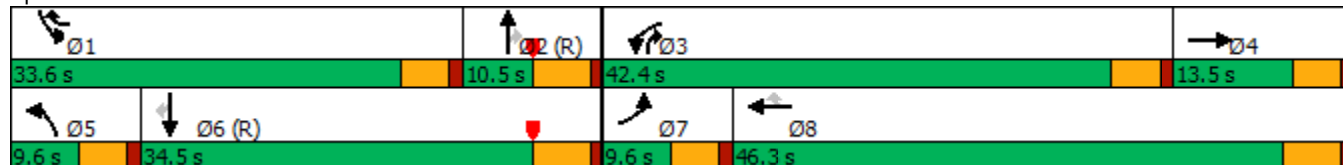
Intersection LOS: D

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	370	56	270	249	881	49	166	481	1029	240	70
Future Volume (veh/h)	207	370	56	270	249	881	49	166	481	1029	240	70
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	230	411	58	300	277	811	54	184	430	1143	267	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	548	77	383	443	1479	70	806	944	1002	1705	766
Arrive On Green	0.05	0.17	0.17	0.04	0.08	0.08	0.04	0.22	0.22	0.29	0.48	0.48
Sat Flow, veh/h	3483	3154	442	3374	1870	2800	1810	3582	2790	3456	3582	1608
Grp Volume(v), veh/h	230	232	237	300	277	811	54	184	430	1143	267	67
Grp Sat Flow(s),veh/h/ln	1742	1791	1806	1687	1870	1400	1810	1791	1395	1728	1791	1608
Q Serve(g_s), s	5.0	12.3	12.5	8.8	14.4	18.3	3.0	4.2	12.1	29.0	4.2	2.3
Cycle Q Clear(g_c), s	5.0	12.3	12.5	8.8	14.4	18.3	3.0	4.2	12.1	29.0	4.2	2.3
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	311	314	383	443	1479	70	806	944	1002	1705	766
V/C Ratio(X)	1.32	0.75	0.76	0.78	0.62	0.55	0.77	0.23	0.46	1.14	0.16	0.09
Avail Cap(c_a), veh/h	174	311	314	1275	767	1963	90	806	944	1002	1705	766
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00	0.10	0.10	0.10
Uniform Delay (d), s/veh	47.5	39.2	39.3	46.9	41.8	18.7	47.6	31.7	25.9	35.5	14.8	14.3
Incr Delay (d2), s/veh	178.7	8.5	9.0	0.6	0.3	0.1	18.6	0.7	1.6	64.7	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	6.4	6.0	6.1	3.9	7.2	6.6	1.7	1.8	4.0	20.4	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.2	47.7	48.3	47.6	42.0	18.8	66.2	32.3	27.5	100.2	14.8	14.3
LnGrp LOS	F	D	D	D	D	B	E	C	C	F	B	B
Approach Vol, veh/h		699			1388			668			1477	
Approach Delay, s/veh		106.6			29.6			31.9			80.9	
Approach LOS		F			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	27.8	15.9	22.7	8.5	52.9	9.6	29.0				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	14.1	10.8	14.5	5.0	6.2	7.0	20.3				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.0	0.0	1.0	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			60.6									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1549	633	881	1815	813	4	181
Future Volume (vph)	1549	633	881	1815	813	4	181
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	31.0	31.0	29.7	65.3	23.7	23.7	23.7
Actuated g/C Ratio	0.31	0.31	0.30	0.65	0.24	0.24	0.24
v/c Ratio	1.07	0.83	0.94	0.85	1.17	1.23	0.43
Control Delay	83.1	26.9	34.7	27.9	134.9	160.2	21.4
Queue Delay	13.2	0.0	0.0	47.1	0.0	0.0	0.0
Total Delay	96.3	26.9	34.7	74.9	134.9	160.2	21.4
LOS	F	C	C	E	F	F	C
Approach Delay	76.2			61.8		127.1	
Approach LOS	E			E		F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 78.2

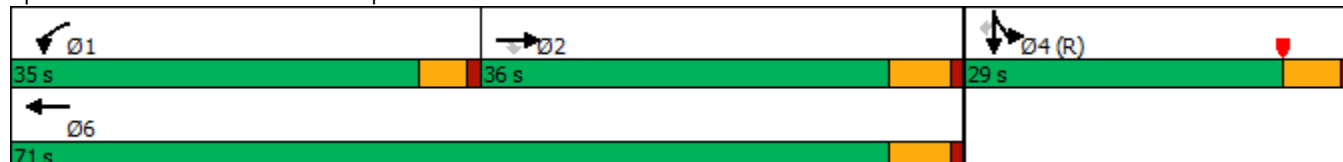
Intersection LOS: E

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 4: I-15 SB Ramps & Central Ave

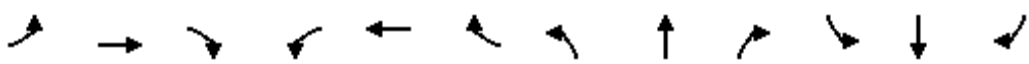


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1549	633	881	1815	0	0	0	0	813	4	181
Future Volume (veh/h)	0	1549	633	881	1815	0	0	0	0	813	4	181
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1885	1870	1870	0				1826	1900	1826
Adj Flow Rate, veh/h	0	1684	447	958	1973	0				916	0	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1547	484	1024	2294	0				851	0	378
Arrive On Green	0.00	0.30	0.30	0.20	0.43	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5274	1598	3456	3647	0				3478	0	1547
Grp Volume(v), veh/h	0	1684	447	958	1973	0				916	0	67
Grp Sat Flow(s),veh/h/ln	0	1702	1598	1728	1777	0				1739	0	1547
Q Serve(g_s), s	0.0	30.3	27.1	27.3	50.2	0.0				24.5	0.0	3.4
Cycle Q Clear(g_c), s	0.0	30.3	27.1	27.3	50.2	0.0				24.5	0.0	3.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1547	484	1024	2294	0				851	0	378
V/C Ratio(X)	0.00	1.09	0.92	0.94	0.86	0.00				1.08	0.00	0.18
Avail Cap(c_a), veh/h	0	1547	484	1051	2321	0				851	0	378
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.53	0.53	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.8	33.7	39.1	24.3	0.0				37.8	0.0	29.8
Incr Delay (d2), s/veh	0.0	46.3	14.4	1.8	0.3	0.0				53.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.5	11.9	12.0	21.4	0.0				16.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	81.2	48.1	40.9	24.6	0.0				91.5	0.0	30.8
LnGrp LOS	A	F	D	D	C	A				F	A	C
Approach Vol, veh/h		2131			2931						983	
Approach Delay, s/veh		74.2			29.9						87.3	
Approach LOS		E			C						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.2	36.0		29.8		70.2						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	29.3	32.3		26.5		52.2						
Green Ext Time (p_c), s	0.4	0.0		0.0		8.4						

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D




















Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	175	2188	2076	568	618	2	947
Future Volume (vph)	175	2188	2076	568	618	2	947
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	8.4	54.3	41.3	41.3	34.7	34.7	34.7
Actuated g/C Ratio	0.08	0.54	0.41	0.41	0.35	0.35	0.35
v/c Ratio	1.34	0.87	1.08	0.69	1.03	1.11	0.99
Control Delay	205.6	13.1	75.2	21.0	77.7	106.3	64.2
Queue Delay	0.0	46.9	12.0	18.0	34.3	8.7	18.0
Total Delay	205.6	60.0	87.2	39.0	111.9	115.0	82.2
LOS	F	E	F	D	F	F	F
Approach Delay		70.8	76.8			103.2	
Approach LOS		E	E			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 81.0

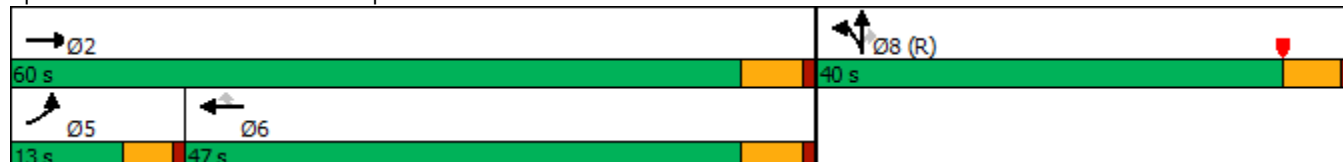
Intersection LOS: F

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)



























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	175	2188	0	0	2076	568	618	2	947	0	0	0
Future Volume (veh/h)	175	2188	0	0	2076	568	618	2	947	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	192	2404	0	0	2281	491	988	0	557			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	145	2773	0	0	2126	627	1236	0	546			
Arrive On Green	0.06	0.36	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1725	5274	0	0	5316	1519	3563	0	1572			
Grp Volume(v), veh/h	192	2404	0	0	2281	491	988	0	557			
Grp Sat Flow(s),veh/h/ln	1725	1702	0	0	1716	1519	1781	0	1572			
Q Serve(g_s), s	8.4	43.8	0.0	0.0	41.3	31.3	25.1	0.0	34.7			
Cycle Q Clear(g_c), s	8.4	43.8	0.0	0.0	41.3	31.3	25.1	0.0	34.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	2773	0	0	2126	627	1236	0	546			
V/C Ratio(X)	1.33	0.87	0.00	0.00	1.07	0.78	0.80	0.00	1.02			
Avail Cap(c_a), veh/h	145	2773	0	0	2126	627	1236	0	546			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.2	28.5	0.0	0.0	43.2	38.9	29.5	0.0	32.6			
Incr Delay (d2), s/veh	150.8	0.3	0.0	0.0	34.0	0.6	5.5	0.0	43.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	18.5	0.0	0.0	25.6	12.8	11.4	0.0	19.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.9	28.7	0.0	0.0	77.2	39.4	35.0	0.0	76.5			
LnGrp LOS	F	C	A	A	F	D	C	A	F			
Approach Vol, veh/h	2596			2772			1545					
Approach Delay, s/veh	41.3			70.5			50.0					
Approach LOS	D			E			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	45.8			10.4			43.3			36.7		
Green Ext Time (p_c), s	7.1			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	54.9											
HCM 6th LOS	D											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  						
Traffic Volume (vph)	523	2258	354	196	1775	107	335	179	98	146	534
Future Volume (vph)	523	2258	354	196	1775	107	335	179	98	146	534
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	26.4	41.3	41.3	10.1	25.0	25.0	33.0	33.0	33.0	33.0	64.7
Actuated g/C Ratio	0.26	0.41	0.41	0.10	0.25	0.25	0.33	0.33	0.33	0.33	0.65
v/c Ratio	1.17	1.14	0.45	1.14	1.18	0.24	0.91	0.75	0.70	0.25	0.54
Control Delay	115.5	97.5	8.5	150.0	115.2	6.1	61.2	33.9	56.9	25.9	11.4
Queue Delay	1.6	1.3	1.6	0.0	1.5	0.0	63.6	0.0	0.0	0.0	3.2
Total Delay	117.2	98.8	10.1	150.0	116.7	6.1	124.8	33.9	56.9	25.9	14.7
LOS	F	F	B	F	F	A	F	C	E	C	B
Approach Delay		91.9			114.1			73.6		22.1	
Approach LOS		F			F			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 88.6

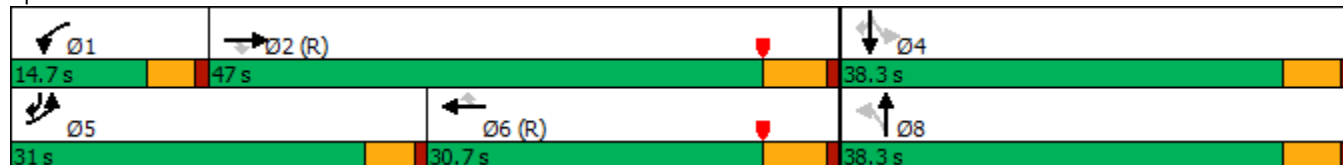
Intersection LOS: F

Intersection Capacity Utilization 102.5%

ICU Level of Service G

Analysis Period (min) 15

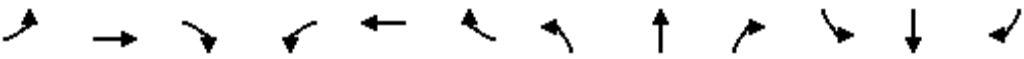












Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)



























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	2258	354	196	1775	107	335	179	254	98	146	534
Future Volume (veh/h)	523	2258	354	196	1775	107	335	179	254	98	146	534
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			
Adj Sat Flow, veh/h/ln	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	551	2377	336	206	1868	105	353	188	222	103	154	497
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	474	2092	655	181	1596	386	281	260	307	190	612	942
Arrive On Green	0.18	0.28	0.28	0.20	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	5066	1585	1795	6383	1544	775	788	930	983	1856	1585
Grp Volume(v), veh/h	551	2377	336	206	1868	105	353	0	410	103	154	497
Grp Sat Flow(s),veh/h/ln	1795	1689	1585	1795	1596	1544	775	0	1718	983	1856	1585
Q Serve(g_s), s	26.4	41.3	17.9	10.1	25.0	3.9	26.9	0.0	21.0	10.3	6.1	18.5
Cycle Q Clear(g_c), s	26.4	41.3	17.9	10.1	25.0	3.9	33.0	0.0	21.0	31.3	6.1	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	474	2092	655	181	1596	386	281	0	567	190	612	942
V/C Ratio(X)	1.16	1.14	0.51	1.14	1.17	0.27	1.26	0.00	0.72	0.54	0.25	0.53
Avail Cap(c_a), veh/h	474	2092	655	181	1596	386	281	0	567	190	612	942
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	36.2	27.7	39.9	25.0	19.7	40.0	0.0	29.5	43.3	24.5	12.0
Incr Delay (d2), s/veh	81.2	63.6	1.0	81.7	79.2	0.6	141.6	0.0	7.8	10.7	1.0	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	22.5	29.4	7.1	7.9	14.3	1.3	17.9	0.0	9.4	3.0	2.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.3	99.7	28.6	121.6	104.2	20.3	181.6	0.0	37.3	53.9	25.5	14.1
LnGrp LOS	F	F	C	F	F	C	F	A	D	D	C	B
Approach Vol, veh/h	3264				2179				763			
Approach Delay, s/veh	96.2				101.8				104.0			
Approach LOS	F				F				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	47.0		38.3	31.0	30.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	12.1	43.3		33.3	28.4	27.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	90.8											
HCM 6th LOS	F											

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 			 		 				
Traffic Volume (vph)	344	1925	107	26	1237	155	213	4	67	284	50
Future Volume (vph)	344	1925	107	26	1237	155	213	4	67	284	50
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	25.7	9.6	36.7	36.7	25.7	36.3	36.3	15.0	25.6
Total Split (%)	12.0%	39.1%	25.7%	9.6%	36.7%	36.7%	25.7%	36.3%	36.3%	15.0%	25.6%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	18.2	55.1	71.9	5.6	38.6	38.6	10.8	12.9	12.9	11.9	11.9
Actuated g/C Ratio	0.18	0.55	0.72	0.06	0.39	0.39	0.11	0.13	0.13	0.12	0.12
v/c Ratio	0.57	1.03	0.10	0.28	0.94	0.22	0.60	0.02	0.22	1.41	0.64
Control Delay	42.1	45.7	0.1	49.6	42.3	8.5	49.0	30.2	1.6	245.0	24.6
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	42.1	45.7	0.1	49.6	42.3	8.5	49.0	30.2	1.6	245.0	24.6
LOS	D	D	A	D	D	A	D	C	A	F	C
Approach Delay		43.2			38.8			37.5			157.5
Approach LOS		D			D			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 53.3

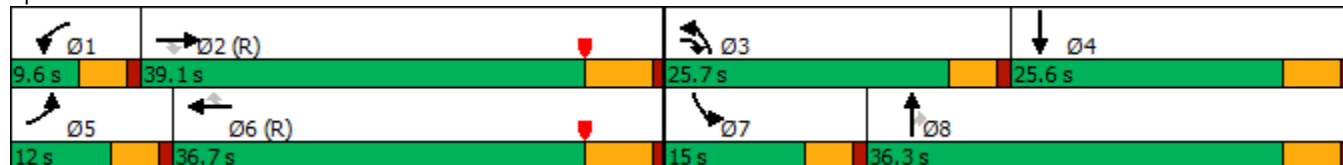
Intersection LOS: D

Intersection Capacity Utilization 94.4%

ICU Level of Service F

Analysis Period (min) 15

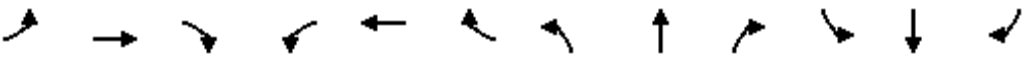
Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary 7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↗	↑↑	↗	↔↔	↑	↗	↗	↗	↗
Traffic Volume (veh/h)	344	1925	107	26	1237	155	213	4	67	284	50	137
Future Volume (veh/h)	344	1925	107	26	1237	155	213	4	67	284	50	137
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	358	2005	111	27	1289	161	222	4	70	296	52	143
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1934	998	47	1765	787	296	225	191	185	61	168
Arrive On Green	0.10	0.72	0.72	0.04	0.66	0.66	0.09	0.12	0.12	0.10	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	441	1212
Grp Volume(v), veh/h	358	2005	111	27	1289	161	222	4	70	296	0	195
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1652
Q Serve(g_s), s	7.4	54.4	1.7	1.5	23.8	4.0	6.3	0.2	4.1	10.4	0.0	11.5
Cycle Q Clear(g_c), s	7.4	54.4	1.7	1.5	23.8	4.0	6.3	0.2	4.1	10.4	0.0	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	256	1934	998	47	1765	787	296	225	191	185	0	229
V/C Ratio(X)	1.40	1.04	0.11	0.57	0.73	0.20	0.75	0.02	0.37	1.60	0.00	0.85
Avail Cap(c_a), veh/h	256	1934	998	89	1765	787	729	580	491	185	0	335
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	13.8	4.3	47.7	12.6	9.2	44.7	38.8	40.5	44.8	0.0	42.0
Incr Delay (d2), s/veh	182.2	18.7	0.0	4.1	2.7	0.6	1.4	0.0	0.4	292.9	0.0	9.0
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	9.4	15.3	0.5	0.7	6.7	1.4	2.7	0.1	1.6	19.5	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.2	32.5	4.4	51.8	15.3	9.8	46.1	38.8	40.9	337.7	0.0	51.1
LnGrp LOS	F	F	A	D	B	A	D	D	D	F	A	D
Approach Vol, veh/h		2474			1477			296			491	
Approach Delay, s/veh		59.4			15.4			44.8			223.9	
Approach LOS		E			B			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	60.4	13.2	19.2	12.0	55.7	15.0	17.3				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	21.1	20.3	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	3.5	56.4	8.3	13.5	9.4	25.8	12.4	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.3	0.4	0.0	2.7	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			61.8									
HCM 6th LOS			E									

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	2	3	141	1	12	1	364	160	14	334	0
Future Vol, veh/h	9	2	3	141	1	12	1	364	160	14	334	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	-	-	-	-	-	-	60	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	3	150	1	13	1	387	170	15	355	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	866	944	355	862	859	472	355	0	0	557	0	0
Stage 1	385	385	-	474	474	-	-	-	-	-	-	-
Stage 2	481	559	-	388	385	-	-	-	-	-	-	-
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	276	264	693	277	296	596	1215	-	-	1024	-	-
Stage 1	642	614	-	575	561	-	-	-	-	-	-	-
Stage 2	570	514	-	640	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	266	260	693	271	291	596	1215	-	-	1024	-	-
Mov Cap-2 Maneuver	266	260	-	271	291	-	-	-	-	-	-	-
Stage 1	641	605	-	574	560	-	-	-	-	-	-	-
Stage 2	556	513	-	626	605	-	-	-	-	-	-	-







Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.4		33.8		0		0.3	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	305	283	1024	-
HCM Lane V/C Ratio	0.001	-	-	0.049	0.579	0.015	-
HCM Control Delay (s)	8	-	-	17.4	33.8	8.6	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	3.4	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	2075	201	0	1418	0	121
Future Vol, veh/h	2075	201	0	1418	0	121
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2255	218	0	1541	0	132
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1128
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*315
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*315
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		24.4	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	315	-	-	-		
HCM Lane V/C Ratio	0.418	-	-	-		
HCM Control Delay (s)	24.4	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	2	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	94	191	5	0	183
Future Vol, veh/h	0	94	191	5	0	183
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	-	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	2	0	0	2
Mvmt Flow	0	102	208	5	0	199
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	104	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	937	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	937	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 937		-		
HCM Lane V/C Ratio	-	- 0.109		-		
HCM Control Delay (s)	-	- 9.3		-		
HCM Lane LOS	-	- A		-		
HCM 95th %tile Q(veh)	-	- 0.4		-		

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	2061	135	38	1418	0	133
Future Vol, veh/h	2061	135	38	1418	0	133
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2240	147	41	1541	0	145
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2387	0	-	1120
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	2.8
Pot Cap-1 Maneuver	-	-	*331	-	0	*260
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	*331	-	-	*260
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		34.9	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	260	-	-	* 331	-	
HCM Lane V/C Ratio	0.556	-	-	0.125	-	
HCM Control Delay (s)	34.9	-	-	17.4	-	
HCM Lane LOS	D	-	-	C	-	
HCM 95th %tile Q(veh)	3.1	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	54	142	5	65	118
Future Vol, veh/h	18	54	142	5	65	118
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	0	-	0	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	20	59	154	5	71	128
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	360	77	0	0	159	0
Stage 1	154	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	618	975	-	-	1433	-
Stage 1	864	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	587	975	-	-	1433	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		2.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	587	975	1433	-
HCM Lane V/C Ratio	-	-	0.033	0.06	0.049	-
HCM Control Delay (s)	-	-	11.3	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↘			↗↘
Traffic Vol, veh/h	0	22	125	10	0	136
Future Vol, veh/h	0	22	125	10	0	136
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	2	0	0	2
Mvmt Flow	0	24	136	11	0	148
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	74	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	979	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	979	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 979		-		
HCM Lane V/C Ratio	-	- 0.024		-		
HCM Control Delay (s)	-	- 8.8		-		
HCM Lane LOS	-	- A		-		
HCM 95th %tile Q(veh)	-	- 0.1		-		

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	Ø1
Lane Configurations								
Traffic Volume (vph)	30	2100	1364	58	6	94	6	
Future Volume (vph)	30	2100	1364	58	6	94	6	
Turn Type	Prot	NA	NA	Perm	NA	Perm	NA	
Protected Phases	5	2	6		8		4	1
Permitted Phases				8		4		
Detector Phase	5	2	6	8	8	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	32.8	33.6	33.6	9.6	9.6	9.6
Total Split (s)	9.6	56.8	56.8	33.6	33.6	33.6	33.6	9.6
Total Split (%)	9.6%	56.8%	56.8%	33.6%	33.6%	33.6%	33.6%	10%
Yellow Time (s)	3.6	5.8	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	4.6	6.8	6.8		4.6		4.6	
Lead/Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	None	C-Min	C-Max	None	None	Min	Min	None
Act Effct Green (s)	5.8	73.4	66.9		15.2		15.2	
Actuated g/C Ratio	0.06	0.73	0.67		0.15		0.15	
v/c Ratio	0.34	0.87	0.61		0.36		0.62	
Control Delay	56.3	16.1	13.5		35.8		44.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	
Total Delay	56.3	16.1	13.5		35.8		44.8	
LOS	E	B	B		D		D	
Approach Delay		16.6	13.5		35.8		44.8	
Approach LOS		B	B		D		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 16.8

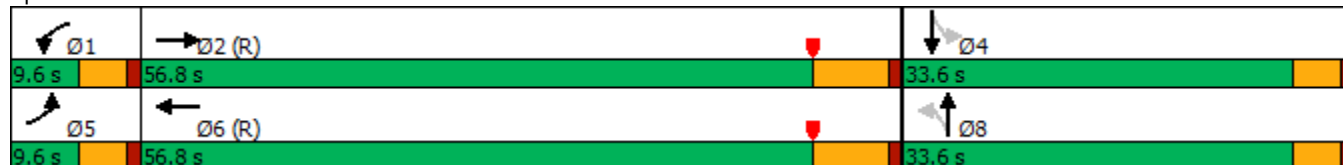
Intersection LOS: B

Intersection Capacity Utilization 77.6%

ICU Level of Service D

Analysis Period (min) 15



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2100	64	0	1364	27	58	6	10	94	6	34
Future Volume (veh/h)	30	2100	64	0	1364	27	58	6	10	94	6	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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	31	2165	66	0	1406	25	60	6	8	97	6	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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	47	2754	84	2	2528	45	184	20	17	186	8	29
Arrive On Green	0.06	1.00	1.00	0.00	0.71	0.71	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1612	3493	106	1810	3544	63	1213	201	171	1248	77	296
Grp Volume(v), veh/h	31	1087	1144	0	699	732	74	0	0	126	0	0
Grp Sat Flow(s),veh/h/ln	1612	1763	1836	1810	1763	1844	1584	0	0	1620	0	0
Q Serve(g_s), s	1.9	0.0	0.0	0.0	18.8	18.9	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	18.8	18.9	4.3	0.0	0.0	7.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.81		0.11	0.77		0.18
Lane Grp Cap(c), veh/h	47	1390	1448	2	1258	1316	220	0	0	222	0	0
V/C Ratio(X)	0.67	0.78	0.79	0.00	0.56	0.56	0.34	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	81	1390	1448	90	1258	1316	500	0	0	505	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	0.83	0.83	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	0.0	6.8	6.8	42.6	0.0	0.0	43.8	0.0	0.0
Incr Delay (d2), s/veh	6.0	4.5	4.5	0.0	1.5	1.4	0.3	0.0	0.0	0.8	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	0.8	1.7	1.8	0.0	5.1	5.3	1.8	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	4.5	4.5	0.0	8.3	8.2	42.9	0.0	0.0	44.7	0.0	0.0
LnGrp LOS	D	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	2262				1431				74		126	
Approach Delay, s/veh	5.1				8.3				42.9		44.7	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	85.6		14.4	7.5	78.1		14.4				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	0.0	2.0		9.4	3.9	20.9		6.3				
Green Ext Time (p_c), s	0.0	17.9		0.4	0.0	5.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	8.3											
HCM 6th LOS	A											

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	29	1	1	24	4	1	1	0	16	2	119
Future Vol, veh/h	129	29	1	1	24	4	1	1	0	16	2	119
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	163	37	1	1	30	5	1	1	0	20	3	151
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.6	8	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	100%	0%	100%	0%	89%	0%
Vol Thru, %	50%	0%	97%	0%	86%	11%	0%
Vol Right, %	0%	0%	3%	0%	14%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	129	30	1	28	18	119
LT Vol	1	129	0	1	0	16	0
Through Vol	1	0	29	0	24	2	0
RT Vol	0	0	1	0	4	0	119
Lane Flow Rate	3	163	38	1	35	23	151
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.004	0.247	0.052	0.002	0.049	0.035	0.185
Departure Headway (Hd)	5.428	5.446	4.921	5.616	5.013	5.579	4.431
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	660	661	729	638	715	644	812
Service Time	3.454	3.167	2.642	3.342	2.739	3.295	2.147
HCM Lane V/C Ratio	0.005	0.247	0.052	0.002	0.049	0.036	0.186
HCM Control Delay	8.5	10	7.9	8.4	8	8.5	8.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	1	0.2	0	0.2	0.1	0.7

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1932	41	1229	163	29
Future Volume (vph)	1932	41	1229	163	29
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	42.0	10.0	52.0	38.0	38.0
Total Split (%)	46.7%	11.1%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	36.2	5.2	41.7	12.0	12.0
Actuated g/C Ratio	0.55	0.08	0.63	0.18	0.18
v/c Ratio	0.83	0.30	0.57	0.26	0.10
Control Delay	19.2	39.6	9.9	24.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	39.6	9.9	24.0	8.9
LOS	B	D	A	C	A
Approach Delay	19.2		10.8	21.8	
Approach LOS	B		B	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 66.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.4

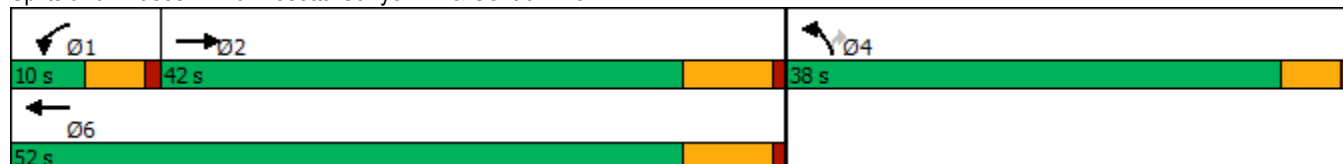
Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave



HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





05/09/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1932	270	41	1229	163	29
Future Volume (veh/h)	1932	270	41	1229	163	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	1992	254	42	1267	168	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2486	313	76	2390	446	198
Arrive On Green	0.55	0.55	0.04	0.67	0.13	0.13
Sat Flow, veh/h	4711	572	1810	3647	3510	1560
Grp Volume(v), veh/h	1473	773	42	1267	168	15
Grp Sat Flow(s),veh/h/ln	1689	1738	1810	1777	1755	1560
Q Serve(g_s), s	21.0	21.7	1.4	10.9	2.6	0.5
Cycle Q Clear(g_c), s	21.0	21.7	1.4	10.9	2.6	0.5
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1848	951	76	2390	446	198
V/C Ratio(X)	0.80	0.81	0.55	0.53	0.38	0.08
Avail Cap(c_a), veh/h	1973	1016	151	2669	1934	859
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	10.9	11.1	28.1	5.0	24.0	23.0
Incr Delay (d2), s/veh	2.3	4.8	2.3	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.2	0.6	1.5	1.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	15.9	30.5	5.2	24.2	23.1
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	2246			1309	183	
Approach Delay, s/veh	14.1			6.0	24.1	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.5	39.8		12.6		47.3
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	5.0	35.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	3.4	23.7		4.6		12.9
Green Ext Time (p_c), s	0.0	9.1		0.3		9.8
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			

Intersection

Intersection Delay, s/veh46.6

Intersection LOS E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	326	309	192	223	283	265
Future Vol, veh/h	326	309	192	223	283	265
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	347	329	204	237	301	282
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach RightNB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	26.7	38.7	75.6
HCM LOS	D	E	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	46%	100%	0%	0%
Vol Thru, %	54%	0%	0%	52%
Vol Right, %	0%	0%	100%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	415	326	309	548
LT Vol	192	326	0	0
Through Vol	223	0	0	283
RT Vol	0	0	309	265
Lane Flow Rate	441	347	329	583
Geometry Grp	2	7	7	2
Degree of Util (X)	0.852	0.768	0.616	1.045
Departure Headway (Hd)	7.089	8.129	6.893	6.455
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	517	447	526	565
Service Time	5.089	5.829	4.593	4.455
HCM Lane V/C Ratio	0.853	0.776	0.625	1.032
HCM Control Delay	38.7	33	20	75.6
HCM Lane LOS	E	D	C	F
HCM 95th-tile Q	8.9	6.6	4.1	16.4

APPENDIX 5.3:

EAP (2023) PHASE 1 CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

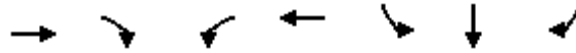
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Queues

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

08/30/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1057	682	948	2015	265	266	243
v/c Ratio	0.79	0.88	0.93	0.92	0.67	0.70	0.58
Control Delay	53.8	37.0	37.8	32.9	43.7	45.0	28.3
Queue Delay	0.0	0.0	0.0	46.3	0.0	0.0	0.0
Total Delay	53.8	37.0	37.8	79.2	43.7	45.0	28.3
Queue Length 50th (ft)	251	287	304	630	162	168	95
Queue Length 95th (ft)	m275	m351	m317	m645	#274	#296	184
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1332	779	1070	2231	393	378	417
Starvation Cap Reductn	0	0	0	626	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.88	0.89	1.26	0.67	0.70	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	108	1367	2068	633	534	510	494
v/c Ratio	0.83	0.53	1.01	0.67	0.93	0.90	0.88
Control Delay	100.5	8.8	56.0	21.0	55.8	47.4	45.1
Queue Delay	0.0	0.2	36.0	12.2	52.4	53.0	10.8
Total Delay	100.5	9.0	92.0	33.1	108.2	100.4	55.9
Queue Length 50th (ft)	75	81	~528	265	341	291	266
Queue Length 95th (ft)	m#118	101	m497	m243	#557	#515	#472
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	132	2584	2048	944	577	566	559
Starvation Cap Reductn	0	0	798	291	0	0	0
Spillback Cap Reductn	0	374	12	0	314	280	54
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.62	1.65	0.97	2.03	1.78	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

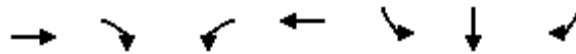
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1649	688	936	1941	444	434	177
v/c Ratio	1.04	0.83	0.93	0.84	1.15	1.17	0.43
Control Delay	72.1	26.4	34.2	27.3	128.6	137.2	21.4
Queue Delay	19.8	0.0	0.0	47.2	0.0	0.0	0.0
Total Delay	92.0	26.4	34.2	74.4	128.6	137.2	21.4
Queue Length 50th (ft)	~420	169	309	594	~351	~364	53
Queue Length 95th (ft)	m#532	m291	m294	m565	#552	#576	121
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1593	828	1043	2310	387	371	407
Starvation Cap Reductn	0	0	0	690	0	0	0
Spillback Cap Reductn	74	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.83	0.90	1.20	1.15	1.17	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/30/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	192	2341	2229	598	591	557	548
v/c Ratio	1.34	0.85	1.05	0.67	1.01	1.10	0.96
Control Delay	205.7	12.6	66.4	20.2	74.6	102.1	58.4
Queue Delay	0.0	47.1	21.9	11.8	36.8	8.3	13.5
Total Delay	205.7	59.6	88.3	32.0	111.4	110.4	72.0
Queue Length 50th (ft)	~167	164	~589	231	~403	~443	315
Queue Length 95th (ft)	m#151	m153	m#542	m218	#641	#674	#550
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	143	2761	2121	897	583	507	569
Starvation Cap Reductn	0	422	835	277	0	0	0
Spillback Cap Reductn	0	985	37	0	301	261	33
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	1.32	1.73	0.96	2.10	2.26	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 5.4:

EAP (2023) PROJECT BUILDOUT CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

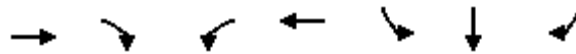
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Queues

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

05/09/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1081	682	963	2036	276	272	246
v/c Ratio	0.84	0.90	0.91	0.93	0.71	0.73	0.60
Control Delay	55.7	39.3	35.4	32.8	45.9	46.9	28.9
Queue Delay	0.0	0.0	0.0	46.1	0.0	0.0	0.0
Total Delay	55.7	39.3	35.4	78.8	45.9	46.9	28.9
Queue Length 50th (ft)	267	291	307	638	170	173	97
Queue Length 95th (ft)	m279	m#353	m311	m643	#292	#308	188
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1290	761	1136	2231	388	373	413
Starvation Cap Reductn	0	0	0	626	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.90	0.85	1.27	0.71	0.73	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	108	1408	2101	650	542	517	496
v/c Ratio	0.83	0.54	1.03	0.69	0.94	0.92	0.89
Control Delay	94.1	8.8	59.9	21.5	58.2	49.5	45.6
Queue Delay	0.0	0.3	31.0	15.6	52.3	53.0	12.2
Total Delay	94.1	9.1	90.9	37.1	110.5	102.6	57.8
Queue Length 50th (ft)	75	79	~545	279	348	298	268
Queue Length 95th (ft)	m#96	101	m496	m248	#570	#526	#475
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	132	2584	2048	948	577	565	559
Starvation Cap Reductn	0	0	799	291	0	0	0
Spillback Cap Reductn	0	508	27	0	338	301	56
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.68	1.68	0.99	2.27	1.96	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

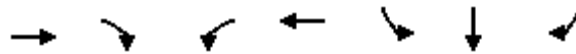
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1684	688	958	1973	451	457	177
v/c Ratio	1.07	0.83	0.94	0.85	1.17	1.23	0.43
Control Delay	83.1	26.9	34.7	27.9	134.9	160.2	21.4
Queue Delay	13.2	0.0	0.0	47.1	0.0	0.0	0.0
Total Delay	96.3	26.9	34.7	74.9	134.9	160.2	21.4
Queue Length 50th (ft)	~437	172	319	606	~362	~398	53
Queue Length 95th (ft)	m#537	m283	m295	m561	#564	#614	121
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1576	824	1043	2310	387	371	407
Starvation Cap Reductn	0	0	0	691	0	0	0
Spillback Cap Reductn	88	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.83	0.92	1.22	1.17	1.23	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	192	2404	2281	624	598	562	562
v/c Ratio	1.34	0.87	1.08	0.69	1.03	1.11	0.99
Control Delay	205.6	13.1	75.2	21.0	77.7	106.3	64.2
Queue Delay	0.0	46.9	12.0	18.0	34.3	8.7	18.0
Total Delay	205.6	60.0	87.2	39.0	111.9	115.0	82.2
Queue Length 50th (ft)	~167	169	~616	256	~430	~453	330
Queue Length 95th (ft)	m#144	m153	m#535	m229	#650	#683	#571
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	143	2761	2121	902	583	506	569
Starvation Cap Reductn	0	421	836	277	0	0	0
Spillback Cap Reductn	0	1013	45	0	320	277	34
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	1.38	1.78	1.00	2.27	2.45	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 5.5:

EAP (2023) PHASE 1 CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)**

<table border="0"> <tr> <td><u>DIST</u></td> <td><u>CO</u></td> <td><u>RTE</u></td> <td><u>PM</u></td> </tr> <tr> <td>Jurisdiction:</td> <td colspan="3"><u>City of Lake Elsinore</u></td> </tr> <tr> <td>Major Street:</td> <td colspan="3"><u>Cambern Av.</u></td> </tr> <tr> <td>Minor Street:</td> <td colspan="3"><u>Driveway 1</u></td> </tr> </table>		<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	Jurisdiction:	<u>City of Lake Elsinore</u>			Major Street:	<u>Cambern Av.</u>			Minor Street:	<u>Driveway 1</u>			<table border="0"> <tr> <td>CALC</td> <td><u>CS</u></td> <td>TRAFFIC CONDITIONS</td> <td><u>EAP (2023) (Ph. 1)</u></td> </tr> <tr> <td>CHK</td> <td><u>CS</u></td> <td>DATE</td> <td><u>08/31/21</u></td> </tr> <tr> <td></td> <td></td> <td>DATE</td> <td><u>08/31/21</u></td> </tr> <tr> <td></td> <td></td> <td>Critical Approach Speed (Major)</td> <td><u>40 mph</u></td> </tr> <tr> <td></td> <td></td> <td>Critical Approach Speed (Minor)</td> <td><u>25 mph</u></td> </tr> </table>		CALC	<u>CS</u>	TRAFFIC CONDITIONS	<u>EAP (2023) (Ph. 1)</u>	CHK	<u>CS</u>	DATE	<u>08/31/21</u>			DATE	<u>08/31/21</u>			Critical Approach Speed (Major)	<u>40 mph</u>			Critical Approach Speed (Minor)	<u>25 mph</u>
<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>																																				
Jurisdiction:	<u>City of Lake Elsinore</u>																																						
Major Street:	<u>Cambern Av.</u>																																						
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CALC	<u>CS</u>	TRAFFIC CONDITIONS	<u>EAP (2023) (Ph. 1)</u>																																				
CHK	<u>CS</u>	DATE	<u>08/31/21</u>																																				
		DATE	<u>08/31/21</u>																																				
		Critical Approach Speed (Major)	<u>40 mph</u>																																				
		Critical Approach Speed (Minor)	<u>25 mph</u>																																				
Major Street Approach Lanes = <u>2</u> lane		Minor Street Approach Lanes: <u>1</u> lane																																					
Major Street Future ADT = <u>2,944</u> vpd		Minor Street Future ADT = <u>0</u> vpd																																					
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);		<div style="border: 1px solid black; width: 80px; height: 30px; margin: 0 auto;"></div> <div style="text-align: center;">or</div> <div style="text-align: right;">RURAL (R)</div>																																					
In built up area of isolated community of < 10,000 population		<div style="border: 1px solid black; width: 80px; height: 30px; margin: 0 auto;"></div>																																					

(Based on Estimated Average Daily Traffic - See Note)

<div> <div> <div>URBAN</div> <div>XX</div> </div> <div> <div>RURAL</div> <div>XX</div> </div> </div> <div>CONDITION A - Minimum Vehicular Volume</div>		Minimum Requirements			
		EADT			
<u>Satisfied</u>	<u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	8,000	5,600	2,400	1,680
2 + 2,944	1 0	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<div> <div> <div>CONDITION B - Interruption of Continuous Traffic</div> <div>XX</div> </div> <div>Satisfied</div> <div>Not Satisfied</div> </div>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	12,000	8,400	1,200	850
2 + 2,944	1 0	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<div> <div> <div>Combination of CONDITIONS A + B</div> <div>XX</div> </div> <div>Satisfied</div> <div>Not Satisfied</div> </div>		2 CONDITIONS 80%		2 CONDITIONS 80%	
<div> <div>No one condition satisfied, but following conditions fulfilled 80% of more</div> <div> <div>A</div> <div>31%</div> </div> <div> <div>B</div> <div>20%</div> </div> </div>					

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2023) (Ph. 1) Conditions - Weekday PM Peak Hour**

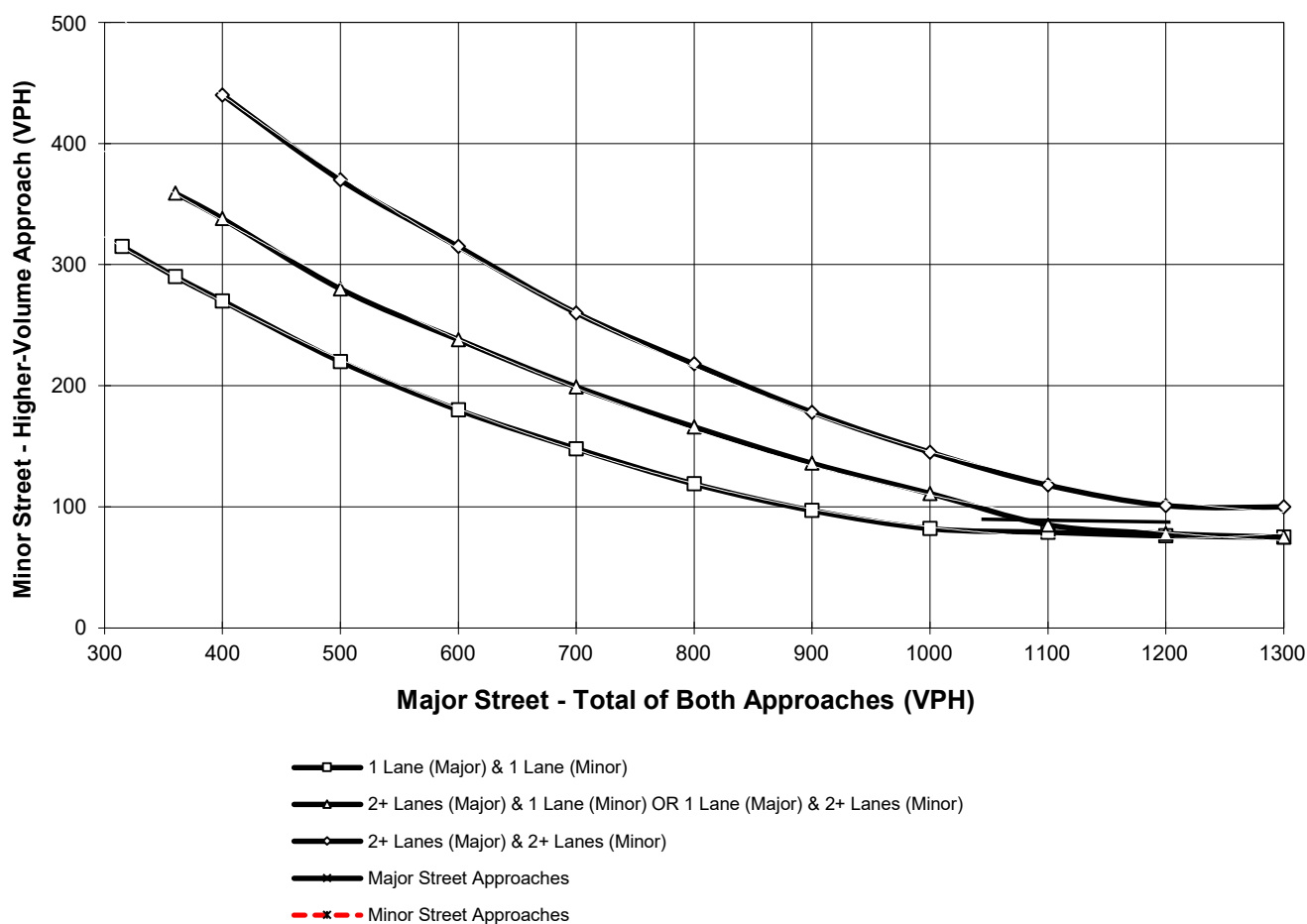
Major Street Name = **3rd St.**

Total of Both Approaches (VPH) = **186**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Cambern Av.**

High Volume Approach (VPH) = **119**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

APPENDIX 5.6:

EAP (2023) PROJECT BUILDOUT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	CALC	TRAFFIC CONDITIONS	EAP (2023) (BO)
Jurisdiction: <u>City of Lake Elsinore</u>				CHK <u>CS</u>		DATE <u>08/31/21</u>
Major Street: <u>Cambern Av.</u>					Critical Approach Speed (Major)	<u>40</u> mph
Minor Street: <u>Driveway 2</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes = <u>2</u> lane				Minor Street Approach Lanes: <u>1</u> lane		
Major Street Future ADT = <u>3,990</u> vpd				Minor Street Future ADT = <u>751</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input type="text"/> or <input type="text"/>
In built up area of isolated community of < 10,000 population						RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX		RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	1	1	8,000	5,600	2,400	1,680
2 + 3,990	1 751	2 +	1 751	9,600	6,720	2,400	1,680
2 +	2 +	2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	2 +	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u>		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Major Street	Minor Street	Urban	Rural	Urban	Rural
1	1	1	1	12,000	8,400	1,200	850
2 + 3,990	1 751	2 +	1 751	14,400	10,080	1,200	850
2 +	2 +	2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	2 +	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B <u>Satisfied</u>		Not Satisfied XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more		A 31%		B 28%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2023) (BO) Conditions - Weekday PM Peak Hour**

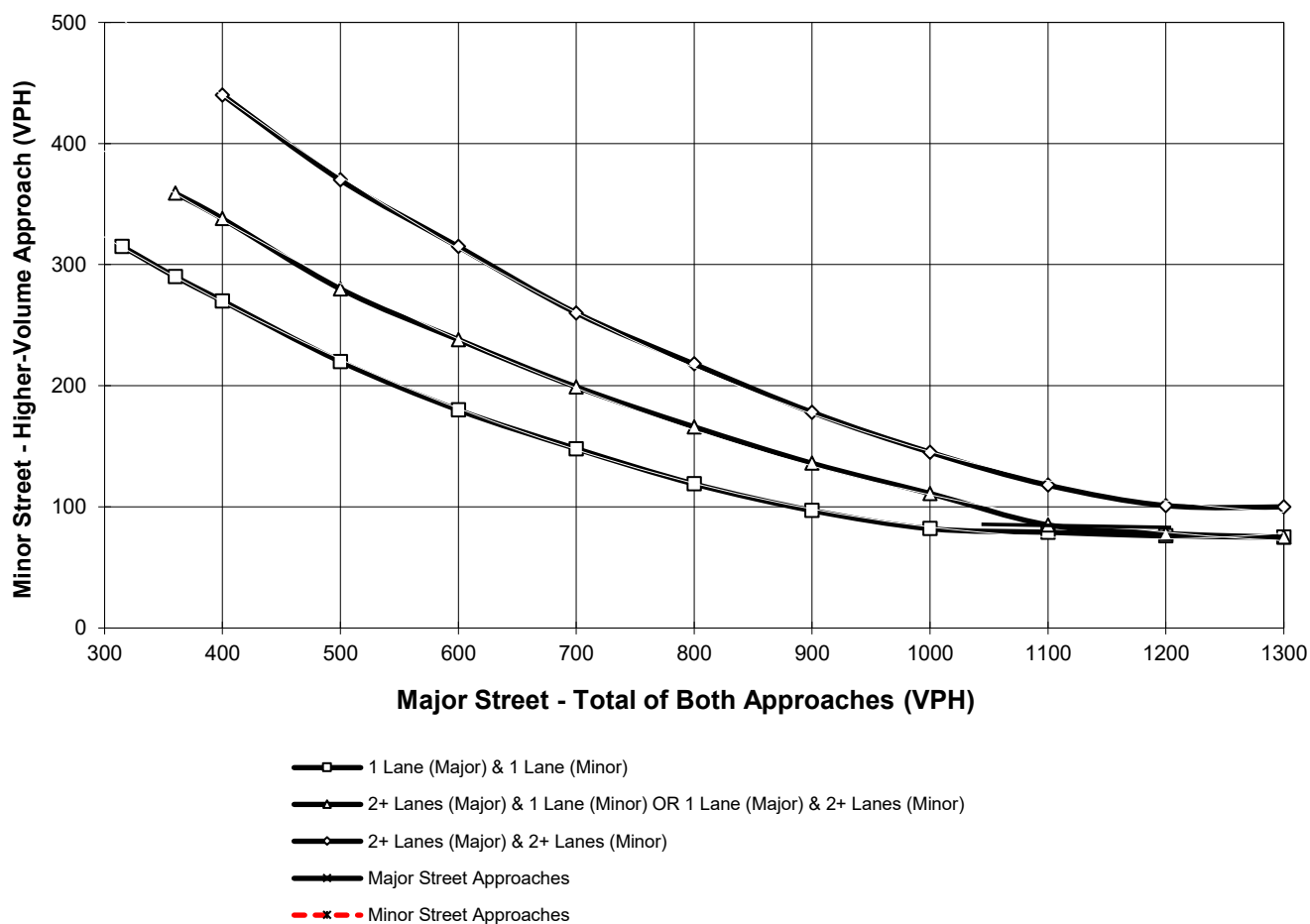
Major Street Name = **3rd St.**

Total of Both Approaches (VPH) = **189**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Cambern Av.**

High Volume Approach (VPH) = **137**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

APPENDIX 5.7:

EAP (2023) PHASE 1 CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

09/01/2021



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations	↑↑	↰	↑↑	↑	↱		↑	↱	
Traffic Volume (vph)	1087	16	809	1	22	73	2	7	
Future Volume (vph)	1087	16	809	1	22	73	2	7	
Turn Type	NA	Prot	NA	NA	Perm	Perm	NA	Perm	
Protected Phases	4	3	8	2			6		7
Permitted Phases					2	6		6	
Detector Phase	4	3	8	2	2	6	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.6	9.6	21.6	33.2	33.2	33.2	33.2	33.2	9.6
Total Split (s)	31.0	9.7	31.1	34.3	34.3	34.3	34.3	34.3	9.6
Total Split (%)	41.3%	12.9%	41.5%	45.7%	45.7%	45.7%	45.7%	45.7%	13%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2	5.2	5.2	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	
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2		6.2	6.2	
Lead/Lag	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes						Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 37.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: Riverside Dr. & Gunnerson St

↑ Ø2	↰ Ø3	→ Ø4
34.3 s	9.7 s	31 s
↓ Ø6	↱ Ø7	← Ø8
34.3 s	9.6 s	31.1 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1087	5	16	809	45	0	1	22	73	2	7
Future Volume (veh/h)	0	1087	5	16	809	45	0	1	22	73	2	7
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1169	5	17	870	48	0	1	24	78	2	8
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	5	1614	7	39	2002	110	0	157	133	320	3	133
Arrive On Green	0.00	0.45	0.45	0.02	0.60	0.60	0.00	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	3600	15	1810	3316	183	0	1900	1610	1374	35	1610
Grp Volume(v), veh/h	0	572	602	17	451	467	0	1	24	80	0	8
Grp Sat Flow(s),veh/h/ln	1810	1763	1853	1810	1721	1778	0	1900	1610	1409	0	1610
Q Serve(g_s), s	0.0	9.1	9.1	0.3	4.9	4.9	0.0	0.0	0.5	1.9	0.0	0.2
Cycle Q Clear(g_c), s	0.0	9.1	9.1	0.3	4.9	4.9	0.0	0.0	0.5	1.9	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.10	0.00		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	5	790	831	39	1039	1074	0	157	133	323	0	133
V/C Ratio(X)	0.00	0.72	0.72	0.43	0.43	0.43	0.00	0.01	0.18	0.25	0.00	0.06
Avail Cap(c_a), veh/h	263	1351	1420	268	1324	1368	0	1550	1314	1362	0	1314
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)	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.8	7.8	16.6	3.7	3.7	0.0	14.5	14.7	15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.5	0.5	2.7	0.1	0.1	0.0	0.0	0.2	0.1	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	0.0	1.7	1.8	0.1	0.3	0.3	0.0	0.0	0.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.2	8.2	19.4	3.8	3.8	0.0	14.5	14.9	15.5	0.0	14.6
LnGrp LOS	A	A	A	B	A	A	A	B	B	B	A	B
Approach Vol, veh/h	1174			935			25			88		
Approach Delay, s/veh	8.2			4.1			14.9			15.4		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	9.0		5.4	20.0		9.0		0.0	25.4			
Change Period (Y+Rc), s	6.2		4.6	4.6		6.2		4.6	4.6			
Max Green Setting (Gmax), s	28.1		5.1	26.4		28.1		5.0	26.5			
Max Q Clear Time (g_c+I1), s	2.5		2.3	11.1		3.9		0.0	6.9			
Green Ext Time (p_c), s	0.0		0.0	4.3		0.2		0.0	3.4			
Intersection Summary												
HCM 6th Ctrl Delay	6.8											
HCM 6th LOS	A											

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

09/01/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	27	1088	10	6	848	89	4	79	43
Future Volume (vph)	80	27	1088	10	6	848	89	4	79	43
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	27.0	27.0	52.0	27.0	27.0	52.0	52.0	21.0	21.0	21.0
Total Split (%)	27.0%	27.0%	52.0%	27.0%	27.0%	52.0%	52.0%	21.0%	21.0%	21.0%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 73.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
27 s	21 s	52 s
 Ø6		
27 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	27	1088	10	6	5	848	89	24	4	79	43
Future Volume (veh/h)	80	27	1088	10	6	5	848	89	24	4	79	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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	84	28	1099	11	6	1	893	94	22	4	83	7
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	475	146	1013	215	104	14	1053	441	103	117	113	98
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.31	0.31	0.31	0.06	0.06	0.06
Sat Flow, veh/h	1132	436	1572	377	310	40	3401	1424	333	1810	1752	1522
Grp Volume(v), veh/h	112	0	1099	18	0	0	893	0	116	4	83	7
Grp Sat Flow(s),veh/h/ln	1567	0	1572	727	0	0	1700	0	1757	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	21.7	0.0	0.0	0.0	15.9	0.0	3.2	0.1	3.0	0.3
Cycle Q Clear(g_c), s	2.8	0.0	21.7	2.8	0.0	0.0	15.9	0.0	3.2	0.1	3.0	0.3
Prop In Lane	0.75		1.00	0.61		0.06	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	621	0	1013	332	0	0	1053	0	544	117	113	98
V/C Ratio(X)	0.18	0.00	1.09	0.05	0.00	0.00	0.85	0.00	0.21	0.03	0.73	0.07
Avail Cap(c_a), veh/h	621	0	1013	332	0	0	2369	0	1224	396	383	333
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	8.0	14.5	0.0	0.0	21.0	0.0	16.6	28.4	29.8	28.5
Incr Delay (d2), s/veh	0.1	0.0	54.3	0.0	0.0	0.0	0.8	0.0	0.1	0.0	3.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	30.1	0.2	0.0	0.0	5.5	0.0	1.1	0.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	62.2	14.6	0.0	0.0	21.7	0.0	16.6	28.5	33.2	28.6
LnGrp LOS	B	A	F	B	A	A	C	A	B	C	C	C
Approach Vol, veh/h	1211			18			1009			94		
Approach Delay, s/veh	57.9			14.6			21.1			32.7		
Approach LOS	E			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	27.0			11.0			27.0			26.9		
Change Period (Y+Rc), s	5.3			6.8			5.3			6.8		
Max Green Setting (Gmax), s	21.7			14.2			21.7			45.2		
Max Q Clear Time (g_c+I1), s	23.7			5.0			4.8			17.9		
Green Ext Time (p_c), s	0.0			0.1			0.0			2.1		
Intersection Summary												
HCM 6th Ctrl Delay	40.6											
HCM 6th LOS	D											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

09/01/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	47	107	884	295	869	32	117	417	1031	137	25
Future Volume (vph)	47	107	884	295	869	32	117	417	1031	137	25
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	15.9	40.0	46.3	30.7	9.6	13.4	40.0	30.7	34.5	34.5
Total Split (%)	9.6%	15.9%	40.0%	46.3%	30.7%	9.6%	13.4%	40.0%	30.7%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
30.7 s	13.4 s	40 s	15.9 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	107	42	884	295	869	32	117	417	1031	137	25
Future Volume (veh/h)	47	107	42	884	295	869	32	117	417	1031	137	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		0.98	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	51	116	33	961	321	866	35	127	377	1121	149	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	133	172	47	1057	642	1591	52	600	1269	1228	1407	608
Arrive On Green	0.04	0.07	0.07	0.10	0.11	0.11	0.03	0.17	0.17	0.25	0.39	0.39
Sat Flow, veh/h	3510	2645	727	3346	1870	2680	1668	3441	2582	4983	3610	1560
Grp Volume(v), veh/h	51	73	76	961	321	866	35	127	377	1121	149	11
Grp Sat Flow(s),veh/h/ln	1755	1706	1665	1673	1870	1340	1668	1721	1291	1661	1805	1560
Q Serve(g_s), s	1.4	4.2	4.4	28.4	16.1	20.0	2.1	3.2	8.7	21.9	2.6	0.4
Cycle Q Clear(g_c), s	1.4	4.2	4.4	28.4	16.1	20.0	2.1	3.2	8.7	21.9	2.6	0.4
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	111	108	1057	642	1591	52	600	1269	1228	1407	608
V/C Ratio(X)	0.38	0.66	0.70	0.91	0.50	0.54	0.67	0.21	0.30	0.91	0.11	0.02
Avail Cap(c_a), veh/h	176	193	188	1185	767	1770	83	600	1269	1301	1407	608
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	47.0	45.7	45.8	43.4	36.3	16.9	47.9	35.4	15.2	36.6	19.4	18.7
Incr Delay (d2), s/veh	0.7	2.5	3.0	3.6	0.1	0.0	5.6	0.8	0.6	4.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.9	13.2	8.0	6.9	0.9	1.3	2.5	8.9	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	48.2	48.8	46.9	36.4	17.0	53.5	36.2	15.8	41.3	19.5	18.8
LnGrp LOS	D	D	D	D	D	B	D	D	B	D	B	B
Approach Vol, veh/h	200				2148				539			
Approach Delay, s/veh	48.3				33.3				23.1			
Approach LOS	D				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.3	22.7	36.2	11.8	7.7	44.3	8.4	39.6				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	26.1	8.1	35.4	* 11	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	23.9	10.7	30.4	6.4	4.1	4.6	3.4	22.0				
Green Ext Time (p_c), s	0.8	0.0	1.2	0.2	0.0	0.5	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Central and Camben Retail (JN 13782)

6: Dexter Ave & Central Ave

09/01/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	428	1387	260	160	1833	200	201	159	94	114	558
Future Volume (vph)	428	1387	260	160	1833	200	201	159	94	114	558
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

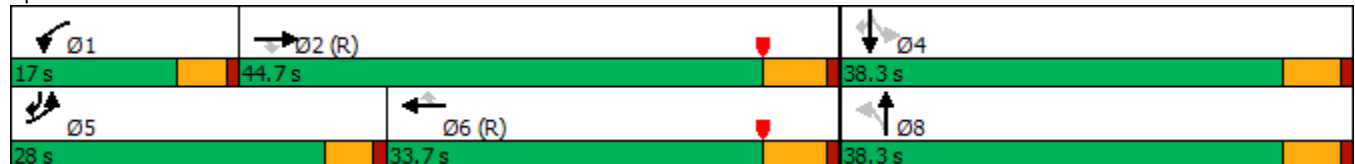
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

09/01/2021






























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	1387	260	160	1833	200	201	159	96	94	114	558
Future Volume (veh/h)	428	1387	260	160	1833	200	201	159	96	94	114	558
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	441	1430	250	165	1890	190	207	164	69	97	118	502
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	525	1947	614	192	2221	552	292	409	172	329	612	756
Arrive On Green	0.05	0.13	0.13	0.22	0.72	0.72	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3401	4823	1522	1739	6179	1535	772	1239	521	1127	1856	1560
Grp Volume(v), veh/h	441	1430	250	165	1890	190	207	0	233	97	118	502
Grp Sat Flow(s),veh/h/ln	1700	1608	1522	1739	1545	1535	772	0	1760	1127	1856	1560
Q Serve(g_s), s	12.9	28.5	15.1	9.1	22.1	4.6	26.2	0.0	10.2	7.3	4.6	24.5
Cycle Q Clear(g_c), s	12.9	28.5	15.1	9.1	22.1	4.6	30.8	0.0	10.2	17.5	4.6	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	525	1947	614	192	2221	552	292	0	581	329	612	756
V/C Ratio(X)	0.84	0.73	0.41	0.86	0.85	0.34	0.71	0.00	0.40	0.30	0.19	0.66
Avail Cap(c_a), veh/h	796	1947	614	216	2221	552	292	0	581	329	612	756
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.74	0.74	0.74	0.30	0.30	0.30	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	38.2	32.4	38.2	12.1	9.6	35.0	0.0	25.9	32.6	24.0	19.6
Incr Delay (d2), s/veh	2.3	1.9	1.5	8.6	1.4	0.5	13.7	0.0	2.1	2.3	0.7	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	5.9	12.4	6.3	3.8	3.6	1.3	5.8	0.0	4.4	2.1	2.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	40.1	33.9	46.8	13.5	10.2	48.6	0.0	27.9	34.9	24.7	24.2
LnGrp LOS	D	D	C	D	B	B	D	A	C	C	C	C
Approach Vol, veh/h	2121			2245			440			717		
Approach Delay, s/veh	41.1			15.6			37.7			25.7		
Approach LOS	D			B			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	46.1		38.3	20.0	41.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	11.1	30.5		26.5	14.9	24.1		32.8				
Green Ext Time (p_c), s	0.0	4.6		1.0	0.6	2.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								

Timings

Central and Camben Retail (JN 13782)

7: Camben Ave & Central Ave

10/29/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			  		 				 
Traffic Volume (vph)	111	1288	44	22	2325	225	80	24	54	180	20
Future Volume (vph)	111	1288	44	22	2325	225	80	24	54	180	20
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	42.1	11.1	9.6	42.1	42.1	11.1	36.3	36.3	12.0	37.2
Total Split (%)	9.6%	42.1%	11.1%	9.6%	42.1%	42.1%	11.1%	36.3%	36.3%	12.0%	37.2%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100











Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

























Splits and Phases: 7: Camben Ave & Central Ave

				
Ø1	Ø2 (R)		Ø3	Ø4
9.6 s	42.1 s		11.1 s	37.2 s
				
Ø5	Ø6 (R)		Ø7	Ø8
9.6 s	42.1 s		12 s	36.3 s

HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)







10/29/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1288	44	22	2325	225	80	24	54	180	20	65
Future Volume (veh/h)	111	1288	44	22	2325	225	80	24	54	180	20	65
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1464	50	25	2642	256	91	27	61	205	23	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	3252	1082	45	3124	970	159	111	94	132	34	109
Arrive On Green	0.10	1.00	1.00	0.05	1.00	1.00	0.05	0.06	0.06	0.07	0.09	0.09
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	1781	390	1255
Grp Volume(v), veh/h	126	1464	50	25	2642	256	91	27	61	205	0	97
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1781	0	1645
Q Serve(g_s), s	3.5	0.0	0.0	1.4	0.0	0.0	2.6	1.4	3.8	7.4	0.0	5.7
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.4	0.0	0.0	2.6	1.4	3.8	7.4	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	173	3252	1082	45	3124	970	159	111	94	132	0	143
V/C Ratio(X)	0.73	0.45	0.05	0.56	0.85	0.26	0.57	0.24	0.65	1.56	0.00	0.68
Avail Cap(c_a), veh/h	173	3252	1082	89	3124	970	225	580	491	132	0	525
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	47.0	0.0	0.0	46.7	44.9	46.0	46.3	0.0	44.3
Incr Delay (d2), s/veh	8.7	0.3	0.1	4.1	3.0	0.7	1.2	0.4	2.8	283.5	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	1.6	0.1	0.0	0.6	0.9	0.2	1.1	0.6	1.5	13.6	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.3	0.1	51.0	3.0	0.7	47.9	45.3	48.9	329.8	0.0	46.4
LnGrp LOS	D	A	A	D	A	A	D	D	D	F	A	D
Approach Vol, veh/h	1640		2923				179		302			
Approach Delay, s/veh	4.3		3.2				47.9		238.8			
Approach LOS	A		A				D		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	69.7	9.2	14.0	9.6	67.2	12.0	11.2				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	36.1	6.5	31.9	5.0	36.1	7.4	31.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0	4.6	7.7	5.5	2.0	9.4	5.8				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.3	0.0	21.1	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

Intersection

Intersection Delay, s/veh 12.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	106	95	101	99	178
Future Vol, veh/h	232	106	95	101	99	178
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	301	138	123	131	129	231
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	15.1	11.3	11.2
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	101	232	106	99	178
LT Vol	95	0	232	0	0	0
Through Vol	0	101	0	0	99	0
RT Vol	0	0	0	106	0	178
Lane Flow Rate	123	131	301	138	129	231
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.235	0.232	0.558	0.21	0.224	0.359
Departure Headway (Hd)	6.869	6.36	6.664	5.487	6.26	5.583
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	564	542	654	572	643
Service Time	4.619	4.11	4.405	3.227	4.007	3.329
HCM Lane V/C Ratio	0.236	0.232	0.555	0.211	0.226	0.359
HCM Control Delay	11.7	11	17.5	9.7	10.8	11.4
HCM Lane LOS	B	B	C	A	B	B
HCM 95th-tile Q	0.9	0.9	3.4	0.8	0.9	1.6

Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

09/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	6	1196	31	1237	1	1	20	55	4	3
Future Volume (vph)	6	1196	31	1237	1	1	20	55	4	3
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	3	8		2			6	
Permitted Phases					2		2	6		6
Detector Phase	7	4	3	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.2	9.6	23.2	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.7	46.9	9.8	47.0	33.3	33.3	33.3	33.3	33.3	33.3
Total Split (%)	10.8%	52.1%	10.9%	52.2%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 49.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: Riverside Dr. & Gunnerson St

Ø2	Ø3	Ø4
33.3 s	9.8 s	46.9 s
Ø6	Ø7	Ø8
33.3 s	9.7 s	47 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1196	7	31	1237	138	1	1	20	55	4	3
Future Volume (veh/h)	6	1196	7	31	1237	138	1	1	20	55	4	3
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1286	8	33	1330	148	1	1	22	59	4	3
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	15	1885	12	69	1733	192	131	26	104	169	0	104
Arrive On Green	0.01	0.52	0.52	0.04	0.55	0.55	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1810	3592	22	1810	3124	346	0	402	1610	0	0	1610
Grp Volume(v), veh/h	6	631	663	33	730	748	2	0	22	63	0	3
Grp Sat Flow(s),veh/h/ln	1810	1763	1852	1810	1721	1749	402	0	1610	0	0	1610
Q Serve(g_s), s	0.1	10.9	11.0	0.7	13.5	13.8	0.0	0.0	0.5	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	10.9	11.0	0.7	13.5	13.8	2.7	0.0	0.5	2.7	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.20	0.50		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	15	925	972	69	955	970	157	0	104	169	0	104
V/C Ratio(X)	0.41	0.68	0.68	0.48	0.76	0.77	0.01	0.00	0.21	0.37	0.00	0.03
Avail Cap(c_a), veh/h	223	1737	1824	228	1699	1727	1186	0	1119	1073	0	1119
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	20.4	7.3	7.3	19.5	7.1	7.2	18.2	0.0	18.3	20.7	0.0	18.1
Incr Delay (d2), s/veh	6.8	0.3	0.3	1.9	0.5	0.5	0.0	0.0	0.4	0.5	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	2.2	2.3	0.3	2.4	2.4	0.0	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	7.6	7.6	21.4	7.6	7.7	18.2	0.0	18.7	21.2	0.0	18.2
LnGrp LOS	C	A	A	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h	1300			1511			24			66		
Approach Delay, s/veh	7.7			7.9			18.7			21.0		
Approach LOS	A			A			B			C		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.3		6.2	27.9		7.3	4.9	29.1				
Change Period (Y+Rc), s	4.6		4.6	6.2		4.6	4.6	6.2				
Max Green Setting (Gmax), s	28.7		5.2	40.7		28.7	5.1	40.8				
Max Q Clear Time (g_c+I1), s	4.7		2.7	13.0		4.7	2.1	15.8				
Green Ext Time (p_c), s	0.0		0.0	5.8		0.2	0.0	7.2				
Intersection Summary												
HCM 6th Ctrl Delay	8.2											
HCM 6th LOS	A											

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

09/01/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	104	7	1130	30	21	1235	257	8	197	143
Future Volume (vph)	104	7	1130	30	21	1235	257	8	197	143
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	22.0	22.0	53.0	22.0	22.0	53.0	53.0	25.0	25.0	25.0
Total Split (%)	22.0%	22.0%	53.0%	22.0%	22.0%	53.0%	53.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 88.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
22 s	25 s	53 s
 Ø6		
22 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	7	1130	30	21	21	1235	257	23	8	197	143
Future Volume (veh/h)	104	7	1130	30	21	21	1235	257	23	8	197	143
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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	107	7	1113	31	22	16	1273	265	20	8	203	62
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	375	22	989	122	83	42	1432	706	53	244	255	214
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.41	0.41	0.41	0.14	0.14	0.14
Sat Flow, veh/h	1342	103	1585	263	391	197	3483	1717	130	1810	1885	1585
Grp Volume(v), veh/h	114	0	1113	69	0	0	1273	0	285	8	203	62
Grp Sat Flow(s),veh/h/ln	1445	0	1585	851	0	0	1742	0	1847	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	16.7	0.2	0.0	0.0	26.6	0.0	8.4	0.3	8.2	2.8
Cycle Q Clear(g_c), s	5.0	0.0	16.7	5.3	0.0	0.0	26.6	0.0	8.4	0.3	8.2	2.8
Prop In Lane	0.94		1.00	0.45		0.23	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	396	0	989	248	0	0	1432	0	760	244	255	214
V/C Ratio(X)	0.29	0.00	1.13	0.28	0.00	0.00	0.89	0.00	0.38	0.03	0.80	0.29
Avail Cap(c_a), veh/h	396	0	989	248	0	0	2051	0	1088	420	437	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	8.7	25.3	0.0	0.0	21.4	0.0	16.1	29.5	32.9	30.5
Incr Delay (d2), s/veh	0.1	0.0	69.6	0.2	0.0	0.0	2.9	0.0	0.1	0.0	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	37.4	1.0	0.0	0.0	9.9	0.0	3.1	0.1	3.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	78.3	25.5	0.0	0.0	24.3	0.0	16.2	29.5	35.1	30.8
LnGrp LOS	C	A	F	C	A	A	C	A	B	C	D	C
Approach Vol, veh/h		1227			69			1558			273	
Approach Delay, s/veh		73.4			25.5			22.8			33.9	
Approach LOS		E			C			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.0		17.4		22.0		39.1				
Change Period (Y+Rc), s		5.3		6.8		5.3		6.8				
Max Green Setting (Gmax), s		16.7		18.2		16.7		46.2				
Max Q Clear Time (g_c+I1), s		18.7		10.2		7.3		28.6				
Green Ext Time (p_c), s		0.0		0.4		0.2		3.7				
Intersection Summary												
HCM 6th Ctrl Delay			43.7									
HCM 6th LOS			D									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

09/01/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	  	 	
Traffic Volume (vph)	207	367	268	247	857	49	166	478	1002	240	70
Future Volume (vph)	207	367	268	247	857	49	166	478	1002	240	70
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	36.4	19.5	46.3	30.3	9.6	13.8	19.5	30.3	34.5	34.5
Total Split (%)	9.6%	36.4%	19.5%	46.3%	30.3%	9.6%	13.8%	19.5%	30.3%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
30.3 s	13.8 s	19.5 s	36.4 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	367	56	268	247	857	49	166	478	1002	240	70
Future Volume (veh/h)	207	367	56	268	247	857	49	166	478	1002	240	70
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	230	408	58	298	274	784	54	184	427	1113	267	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	582	82	371	458	1370	70	947	1044	1221	1678	754
Arrive On Green	0.05	0.18	0.18	0.04	0.08	0.08	0.04	0.26	0.26	0.24	0.47	0.47
Sat Flow, veh/h	3483	3151	445	3374	1870	2805	1810	3582	2790	5023	3582	1608
Grp Volume(v), veh/h	230	231	235	298	274	784	54	184	427	1113	267	67
Grp Sat Flow(s),veh/h/ln	1742	1791	1805	1687	1870	1402	1810	1791	1395	1674	1791	1608
Q Serve(g_s), s	5.0	12.1	12.2	8.8	14.2	19.2	3.0	4.0	11.3	21.5	4.3	2.3
Cycle Q Clear(g_c), s	5.0	12.1	12.2	8.8	14.2	19.2	3.0	4.0	11.3	21.5	4.3	2.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	331	333	371	458	1370	70	947	1044	1221	1678	754
V/C Ratio(X)	1.32	0.70	0.71	0.80	0.60	0.57	0.77	0.19	0.41	0.91	0.16	0.09
Avail Cap(c_a), veh/h	174	570	574	503	767	1833	90	947	1044	1291	1678	754
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00	0.20	0.20	0.20
Uniform Delay (d), s/veh	47.5	38.2	38.2	47.1	41.2	22.0	47.6	28.5	23.1	36.8	15.3	14.7
Incr Delay (d2), s/veh	178.7	1.0	1.0	2.4	0.2	0.1	18.6	0.5	1.2	2.2	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	6.4	5.2	5.3	3.9	7.1	7.0	1.7	1.7	3.7	8.6	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.2	39.2	39.2	49.5	41.5	22.0	66.2	29.0	24.3	39.0	15.3	14.8
LnGrp LOS	F	D	D	D	D	C	E	C	C	D	B	B
Approach Vol, veh/h		696			1356			665			1447	
Approach Delay, s/veh		101.0			32.0			29.0			33.5	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.9	31.7	15.6	23.8	8.5	52.1	9.6	29.8				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	25.7	8.5	14.9	* 32	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	23.5	13.3	10.8	14.2	5.0	6.3	7.0	21.2				
Green Ext Time (p_c), s	0.8	0.0	0.2	1.5	0.0	1.0	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes























* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Central and Camben Retail (JN 13782)

6: Dexter Ave & Central Ave

09/01/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	523	2177	354	186	1704	101	335	179	91	146	534
Future Volume (vph)	523	2177	354	186	1704	101	335	179	91	146	534
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	29.0	47.7	47.7	14.0	32.7	32.7	38.3	38.3	38.3	38.3	29.0
Total Split (%)	29.0%	47.7%	47.7%	14.0%	32.7%	32.7%	38.3%	38.3%	38.3%	38.3%	29.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

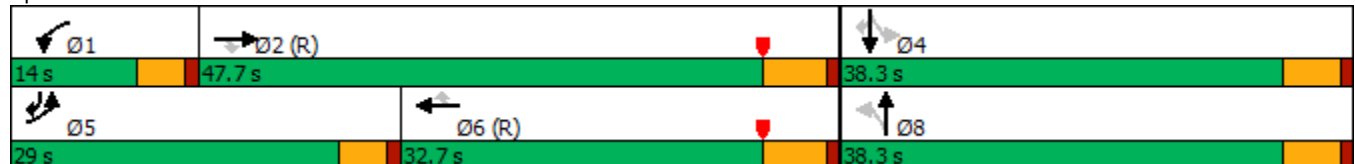
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























09/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	2177	354	186	1704	101	335	179	243	91	146	534
Future Volume (veh/h)	523	2177	354	186	1704	101	335	179	243	91	146	534
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	551	2292	336	196	1794	98	353	188	211	96	154	497
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	635	2128	666	169	2117	513	281	268	300	199	612	812
Arrive On Green	0.12	0.28	0.28	0.19	0.66	0.66	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3483	5066	1585	1795	6383	1546	775	811	910	993	1856	1585
Grp Volume(v), veh/h	551	2292	336	196	1794	98	353	0	399	96	154	497
Grp Sat Flow(s),veh/h/ln	1742	1689	1585	1795	1596	1546	775	0	1721	993	1856	1585
Q Serve(g_s), s	15.5	42.0	17.8	9.4	21.6	2.4	26.9	0.0	20.2	9.3	6.1	22.3
Cycle Q Clear(g_c), s	15.5	42.0	17.8	9.4	21.6	2.4	33.0	0.0	20.2	29.5	6.1	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	635	2128	666	169	2117	513	281	0	568	199	612	812
V/C Ratio(X)	0.87	1.08	0.50	1.16	0.85	0.19	1.26	0.00	0.70	0.48	0.25	0.61
Avail Cap(c_a), veh/h	850	2128	666	169	2117	513	281	0	568	199	612	812
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.37	0.37	0.37	0.71	0.71	0.71	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	35.9	27.2	40.6	14.9	11.7	40.0	0.0	29.2	42.1	24.5	17.3
Incr Delay (d2), s/veh	2.3	38.7	1.0	108.9	3.2	0.6	141.6	0.0	7.1	8.1	1.0	3.4
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	7.0	25.0	7.1	8.7	4.4	0.8	17.9	0.0	9.0	2.6	2.7	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	74.6	28.2	149.5	18.1	12.2	181.6	0.0	36.3	50.2	25.5	20.8
LnGrp LOS	D	F	C	F	B	B	F	A	D	D	C	C
Approach Vol, veh/h	3179			2088			752			747		
Approach Delay, s/veh	64.6			30.1			104.5			25.5		
Approach LOS	E			C			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	47.7		38.3	22.8	38.9		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	9.4	42.0		33.0	24.4	27.0		33.0				
Max Q Clear Time (g_c+I1), s	11.4	44.0		31.5	17.5	23.6		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.7	2.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				54.1								
HCM 6th LOS				D								

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

10/29/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	344	1886	47	26	1237	155	126	2	75	286	45
Future Volume (vph)	344	1886	47	26	1237	155	126	2	75	286	45
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	15.5	38.1	12.8	9.6	32.2	32.2	12.8	36.3	36.3	16.0	39.5
Total Split (%)	15.5%	38.1%	12.8%	9.6%	32.2%	32.2%	12.8%	36.3%	36.3%	16.0%	39.5%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100

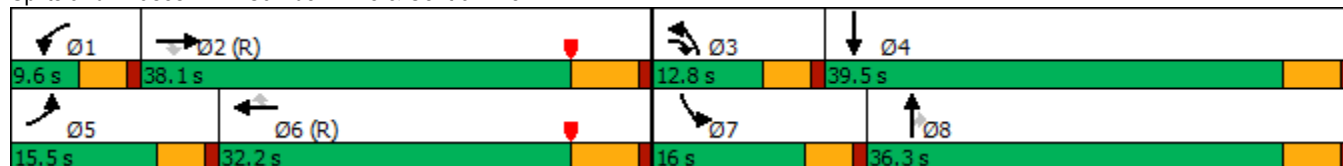
Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

























Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)







10/29/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1886	47	26	1237	155	126	2	75	286	45	137
Future Volume (veh/h)	344	1886	47	26	1237	155	126	2	75	286	45	137
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	358	1965	49	27	1289	161	131	2	78	298	47	143
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	2930	999	47	2508	779	194	151	128	203	57	172
Arrive On Green	0.22	1.00	1.00	0.05	0.98	0.98	0.06	0.08	0.08	0.11	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	1781	407	1240
Grp Volume(v), veh/h	358	1965	49	27	1289	161	131	2	78	298	0	190
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1781	0	1647
Q Serve(g_s), s	10.2	0.0	0.0	1.5	0.9	0.2	3.7	0.1	4.8	11.4	0.0	11.2
Cycle Q Clear(g_c), s	10.2	0.0	0.0	1.5	0.9	0.2	3.7	0.1	4.8	11.4	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	377	2930	999	47	2508	779	194	151	128	203	0	228
V/C Ratio(X)	0.95	0.67	0.05	0.57	0.51	0.21	0.68	0.01	0.61	1.47	0.00	0.83
Avail Cap(c_a), veh/h	377	2930	999	89	2508	779	283	580	491	203	0	563
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	0.0	46.8	0.5	0.4	46.3	42.3	44.4	44.3	0.0	41.9
Incr Delay (d2), s/veh	5.9	0.1	0.0	4.1	0.8	0.6	1.5	0.0	1.7	235.3	0.0	3.0
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	4.0	0.0	0.0	0.7	0.3	0.2	1.6	0.0	1.9	18.1	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.1	0.0	50.9	1.2	1.1	47.8	42.3	46.2	279.6	0.0	44.9
LnGrp LOS	D	A	A	D	A	A	D	D	D	F	A	D
Approach Vol, veh/h	2372		1477				211		488			
Approach Delay, s/veh	6.8		2.1				47.2		188.2			
Approach LOS	A		A				D		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	63.4	10.2	19.2	15.5	55.1	16.0	13.4				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	32.1	8.2	34.2	10.9	26.2	11.4	31.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	5.7	13.2	12.2	2.9	13.4	6.8				
Green Ext Time (p_c), s	0.0	12.0	0.0	0.6	0.0	6.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	26.6											
HCM 6th LOS	C											

Intersection

Intersection Delay, s/veh20.2

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	314	309	192	213	274	255
Future Vol, veh/h	314	309	192	213	274	255
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	334	329	204	227	291	271
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	23.7	17.2	18.5
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	213	314	309	274	255
LT Vol	192	0	314	0	0	0
Through Vol	0	213	0	0	274	0
RT Vol	0	0	0	309	0	255
Lane Flow Rate	204	227	334	329	291	271
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.459	0.476	0.726	0.602	0.601	0.504
Departure Headway (Hd)	8.084	7.569	7.82	6.596	7.427	6.69
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	476	464	552	487	540
Service Time	5.825	5.31	5.52	4.296	5.166	4.429
HCM Lane V/C Ratio	0.458	0.477	0.72	0.596	0.598	0.502
HCM Control Delay	17.5	17	28.6	18.8	20.8	16.1
HCM Lane LOS	C	C	D	C	C	C
HCM 95th-tile Q	2.4	2.5	5.8	4	3.9	2.8

APPENDIX 5.8:

EAP (2023) PROJECT BUILDOUT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations	↑↑	↵	↑↑	↑	↵		↑	↵	
Traffic Volume (vph)	1096	19	816	1	25	76	2	7	
Future Volume (vph)	1096	19	816	1	25	76	2	7	
Turn Type	NA	Prot	NA	NA	Perm	Perm	NA	Perm	
Protected Phases	4	3	8	2			6		7
Permitted Phases					2	6		6	
Detector Phase	4	3	8	2	2	6	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.2	9.6	23.2	31.6	31.6	31.6	31.6	31.6	9.6
Total Split (s)	33.0	9.7	33.1	32.3	32.3	32.3	32.3	32.3	9.6
Total Split (%)	44.0%	12.9%	44.1%	43.1%	43.1%	43.1%	43.1%	43.1%	13%
Yellow Time (s)	5.2	3.6	5.2	3.6	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	4.6	6.2	4.6	4.6		4.6	4.6	
Lead/Lag	Lag	Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes	Yes						Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	28.1	6.4	29.2	9.4	9.4		10.1	10.1	
Actuated g/C Ratio	0.70	0.16	0.72	0.23	0.23		0.25	0.25	
v/c Ratio	0.48	0.07	0.38	0.00	0.06		0.24	0.02	
Control Delay	11.0	25.8	6.9	15.0	0.2		17.1	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.0	25.8	6.9	15.0	0.2		17.1	0.0	
LOS	B	C	A	B	A		B	A	
Approach Delay	11.0		7.3	0.8			15.6		
Approach LOS	B		A	A			B		

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 40.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 9.5

Intersection LOS: A

Intersection Capacity Utilization 51.8%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 1: Riverside Dr. & Gunnerson St

↑ Ø2	↵ Ø3	→ Ø4
32.3 s	9.7 s	33 s
↓ Ø6	↵ Ø7	← Ø8
32.3 s	9.6 s	33.1 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1096	5	19	816	48	0	1	25	76	2	7
Future Volume (veh/h)	0	1096	5	19	816	48	0	1	25	76	2	7
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1178	5	20	877	52	0	1	27	82	2	8
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	5	1619	7	46	2002	119	0	161	136	319	3	136
Arrive On Green	0.00	0.45	0.45	0.03	0.61	0.61	0.00	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	3600	15	1810	3301	196	0	1900	1610	1371	33	1610
Grp Volume(v), veh/h	0	577	606	20	457	472	0	1	27	84	0	8
Grp Sat Flow(s),veh/h/ln	1810	1763	1853	1810	1721	1776	0	1900	1610	1405	0	1610
Q Serve(g_s), s	0.0	9.4	9.4	0.4	5.0	5.0	0.0	0.0	0.5	2.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	9.4	9.4	0.4	5.0	5.0	0.0	0.0	0.5	2.0	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.11	0.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	5	793	833	46	1044	1077	0	161	136	322	0	136
V/C Ratio(X)	0.00	0.73	0.73	0.44	0.44	0.44	0.00	0.01	0.20	0.26	0.00	0.06
Avail Cap(c_a), veh/h	259	1351	1420	264	1324	1366	0	1505	1276	1322	0	1276
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)	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.9	7.9	16.8	3.7	3.7	0.0	14.7	14.9	15.6	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.5	0.5	2.4	0.1	0.1	0.0	0.0	0.3	0.2	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	0.0	1.8	1.9	0.2	0.3	0.3	0.0	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.4	8.3	19.2	3.8	3.8	0.0	14.7	15.2	15.8	0.0	14.8
LnGrp LOS	A	A	A	B	A	A	A	B	B	B	A	B
Approach Vol, veh/h	1183			949			28			92		
Approach Delay, s/veh	8.3			4.1			15.1			15.7		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	7.6		5.5	21.9		7.6		0.0	27.4			
Change Period (Y+Rc), s	4.6		4.6	6.2		4.6		4.6	6.2			
Max Green Setting (Gmax), s	27.7		5.1	26.8		27.7		5.0	26.9			
Max Q Clear Time (g_c+I1), s	2.5		2.4	11.4		4.0		0.0	7.0			
Green Ext Time (p_c), s	0.0		0.0	4.4		0.2		0.0	3.5			
Intersection Summary												
HCM 6th Ctrl Delay	6.9											
HCM 6th LOS	A											

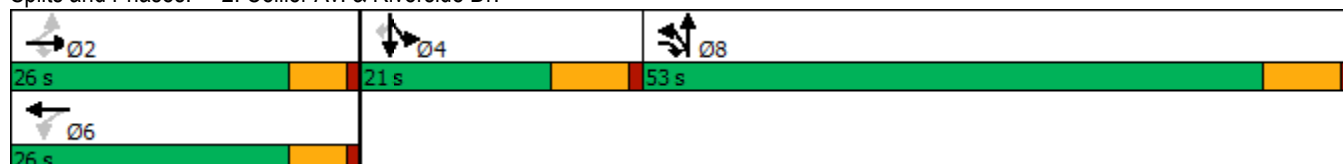
Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	27	1103	10	6	861	92	4	82	43
Future Volume (vph)	80	27	1103	10	6	861	92	4	82	43
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	26.0	26.0	53.0	26.0	26.0	53.0	53.0	21.0	21.0	21.0
Total Split (%)	26.0%	26.0%	53.0%	26.0%	26.0%	53.0%	53.0%	21.0%	21.0%	21.0%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		11.1	47.7		11.0	35.9	35.9	9.3	9.3	9.3
Actuated g/C Ratio		0.17	0.75		0.17	0.56	0.56	0.15	0.15	0.15
v/c Ratio		0.45	0.51		0.09	0.48	0.12	0.02	0.34	0.15
Control Delay		36.7	1.9		26.8	14.6	11.1	33.0	36.4	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.7	1.9		26.8	14.6	11.1	33.0	36.4	1.0
LOS		D	A		C	B	B	C	D	A
Approach Delay		5.0			26.8		14.2		24.5	
Approach LOS		A			C		B		C	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 63.7										
Natural Cycle: 60										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 0.51										
Intersection Signal Delay: 10.1					Intersection LOS: B					
Intersection Capacity Utilization 62.8%					ICU Level of Service B					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.



HCM 6th Signalized Intersection Summary 2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	27	1103	10	6	5	861	92	24	4	82	43
Future Volume (veh/h)	80	27	1103	10	6	5	861	92	24	4	82	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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	84	28	1115	11	6	1	906	97	22	4	86	7
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	450	136	1727	207	98	12	1077	454	103	121	117	102
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.32	0.07	0.07	0.07
Sat Flow, veh/h	1129	444	2768	365	319	40	3401	1433	325	1810	1752	1522
Grp Volume(v), veh/h	112	0	1115	18	0	0	906	0	119	4	86	7
Grp Sat Flow(s),veh/h/ln	1573	0	1384	724	0	0	1700	0	1758	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	15.5	0.0	0.0	0.0	15.2	0.0	3.0	0.1	2.9	0.3
Cycle Q Clear(g_c), s	2.7	0.0	15.5	2.8	0.0	0.0	15.2	0.0	3.0	0.1	2.9	0.3
Prop In Lane	0.75		1.00	0.61		0.06	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	586	0	1727	317	0	0	1077	0	557	121	117	102
V/C Ratio(X)	0.19	0.00	0.65	0.06	0.00	0.00	0.84	0.00	0.21	0.03	0.73	0.07
Avail Cap(c_a), veh/h	634	0	1813	339	0	0	2568	0	1328	420	407	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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	7.2	14.8	0.0	0.0	19.5	0.0	15.3	26.7	28.0	26.8
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.1	0.0	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	7.7	0.2	0.0	0.0	5.1	0.0	1.0	0.0	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	7.8	14.9	0.0	0.0	20.2	0.0	15.4	26.7	31.3	26.9
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	C	C
Approach Vol, veh/h	1227						1025		97			
Approach Delay, s/veh	8.5						19.6		30.8			
Approach LOS	A						B		C			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	24.1		10.9		24.1		26.2					
Change Period (Y+Rc), s	5.3		6.8		5.3		6.8					
Max Green Setting (Gmax), s	20.7		14.2		20.7		46.2					
Max Q Clear Time (g_c+I1), s	17.5		4.9		4.8		17.2					
Green Ext Time (p_c), s	1.3		0.1		0.0		2.2					
Intersection Summary												
HCM 6th Ctrl Delay	14.3											
HCM 6th LOS	B											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	  	 	
Traffic Volume (vph)	47	109	885	296	885	32	117	419	1049	137	25
Future Volume (vph)	47	109	885	296	885	32	117	419	1049	137	25
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	17.5	38.4	46.3	31.1	9.6	13.0	38.4	31.1	34.5	34.5
Total Split (%)	9.6%	17.5%	38.4%	46.3%	31.1%	9.6%	13.0%	38.4%	31.1%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.1	8.4	32.1	36.6	64.8	5.9	13.0	45.8	27.5	38.5	38.5
Actuated g/C Ratio	0.05	0.08	0.32	0.37	0.65	0.06	0.13	0.46	0.28	0.38	0.38
v/c Ratio	0.29	0.52	0.91	0.47	0.52	0.36	0.29	0.35	0.84	0.11	0.04
Control Delay	50.1	36.6	44.7	25.4	1.5	55.9	44.0	9.1	40.9	23.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	36.6	44.7	25.4	1.5	55.9	44.0	9.1	40.9	23.1	0.1
LOS	D	D	D	C	A	E	D	A	D	C	A
Approach Delay		39.8		23.4			18.9			38.0	
Approach LOS		D		C			B			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.0

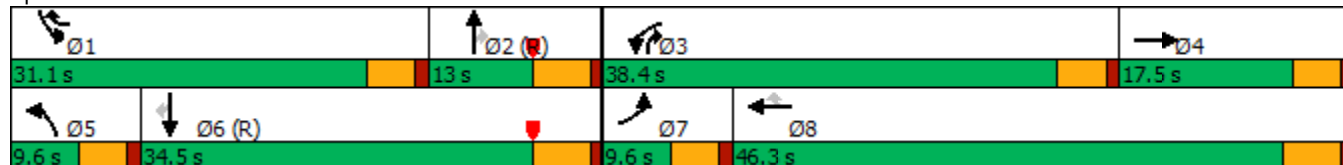
Intersection LOS: C

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	109	42	885	296	885	32	117	419	1049	137	25
Future Volume (veh/h)	47	109	42	885	296	885	32	117	419	1049	137	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		0.98	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	51	118	33	962	322	883	35	127	379	1140	149	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	133	176	47	1050	640	1598	52	591	1256	1248	1412	610
Arrive On Green	0.04	0.07	0.07	0.10	0.11	0.11	0.03	0.17	0.17	0.25	0.39	0.39
Sat Flow, veh/h	3510	2655	718	3346	1870	2680	1668	3441	2582	4983	3610	1560
Grp Volume(v), veh/h	51	74	77	962	322	883	35	127	379	1140	149	11
Grp Sat Flow(s),veh/h/ln	1755	1706	1667	1673	1870	1340	1668	1721	1291	1661	1805	1560
Q Serve(g_s), s	1.4	4.3	4.5	28.5	16.2	20.3	2.1	3.2	8.9	22.2	2.6	0.4
Cycle Q Clear(g_c), s	1.4	4.3	4.5	28.5	16.2	20.3	2.1	3.2	8.9	22.2	2.6	0.4
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	113	110	1050	640	1598	52	591	1256	1248	1412	610
V/C Ratio(X)	0.38	0.66	0.69	0.92	0.50	0.55	0.67	0.21	0.30	0.91	0.11	0.02
Avail Cap(c_a), veh/h	176	220	215	1131	767	1781	83	591	1256	1321	1412	610
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	47.0	45.6	45.7	43.5	36.4	16.8	47.9	35.6	15.5	36.4	19.3	18.7
Incr Delay (d2), s/veh	0.7	2.4	2.9	4.1	0.1	0.0	5.6	0.8	0.6	8.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.9	13.3	8.1	7.0	0.9	1.4	2.5	9.4	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	48.0	48.6	47.6	36.4	16.8	53.5	36.4	16.1	44.5	19.5	18.7
LnGrp LOS	D	D	D	D	D	B	D	D	B	D	B	B
Approach Vol, veh/h		202			2167			541			1300	
Approach Delay, s/veh		48.2			33.4			23.3			41.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.6	22.5	36.0	11.9	7.7	44.4	8.4	39.5				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	26.5	7.7	33.8	* 13	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	24.2	10.9	30.5	6.5	4.1	4.6	3.4	22.3				
Green Ext Time (p_c), s	0.8	0.0	0.9	0.2	0.0	0.5	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D























Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	428	1444	260	166	1881	204	201	159	99	114	558
Future Volume (vph)	428	1444	260	166	1881	204	201	159	99	114	558
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	17.7	41.9	41.9	9.5	33.7	33.7	33.0	33.0	33.0	33.0	56.0
Actuated g/C Ratio	0.18	0.42	0.42	0.10	0.34	0.34	0.33	0.33	0.33	0.33	0.56
v/c Ratio	0.74	0.75	0.34	0.54	0.94	0.32	0.52	0.47	0.36	0.19	0.65
Control Delay	39.3	26.7	5.7	60.8	29.2	3.2	32.8	26.1	29.9	25.1	17.9
Queue Delay	0.1	48.3	0.6	0.0	45.0	0.0	73.9	0.0	0.0	0.0	10.7
Total Delay	39.4	75.0	6.3	60.8	74.2	3.2	106.6	26.1	29.9	25.1	28.7
LOS	D	E	A	E	E	A	F	C	C	C	C
Approach Delay		59.5			66.8			61.0		28.3	
Approach LOS		E			E			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 58.3

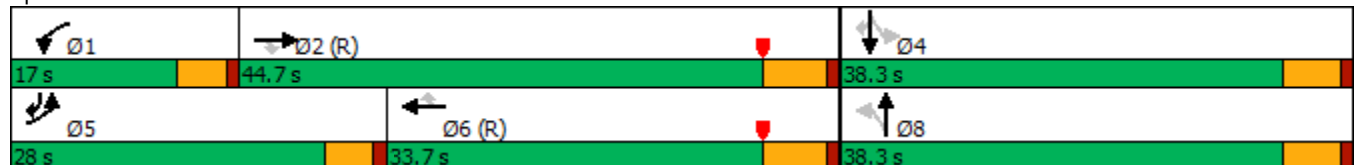
Intersection LOS: E

Intersection Capacity Utilization 89.9%

ICU Level of Service E

Analysis Period (min) 15

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022






























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	1444	260	166	1881	204	201	159	103	99	114	558
Future Volume (veh/h)	428	1444	260	166	1881	204	201	159	103	99	114	558
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	441	1489	250	171	1939	194	207	164	76	102	118	502
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	525	2145	677	234	2221	552	292	395	183	323	612	756
Arrive On Green	0.05	0.15	0.15	0.14	0.72	0.72	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3401	4823	1522	3374	6179	1535	772	1198	555	1120	1856	1560
Grp Volume(v), veh/h	441	1489	250	171	1939	194	207	0	240	102	118	502
Grp Sat Flow(s),veh/h/ln	1700	1608	1522	1687	1545	1535	772	0	1754	1120	1856	1560
Q Serve(g_s), s	12.9	29.3	14.8	4.9	23.7	4.8	26.2	0.0	10.6	7.8	4.6	24.5
Cycle Q Clear(g_c), s	12.9	29.3	14.8	4.9	23.7	4.8	30.8	0.0	10.6	18.4	4.6	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	525	2145	677	234	2221	552	292	0	579	323	612	756
V/C Ratio(X)	0.84	0.69	0.37	0.73	0.87	0.35	0.71	0.00	0.41	0.32	0.19	0.66
Avail Cap(c_a), veh/h	796	2145	677	418	2221	552	292	0	579	323	612	756
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.73	0.73	0.73	0.29	0.29	0.29	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	36.2	30.0	42.2	12.3	9.7	35.0	0.0	26.0	33.1	24.0	19.6
Incr Delay (d2), s/veh	2.3	1.4	1.1	0.5	1.6	0.5	13.7	0.0	2.2	2.6	0.7	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	5.9	12.7	6.2	1.9	3.7	1.4	5.8	0.0	4.6	2.3	2.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	37.6	31.1	42.7	13.9	10.2	48.6	0.0	28.2	35.7	24.7	24.2
LnGrp LOS	D	D	C	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h	2180			2304			447			722		
Approach Delay, s/veh	39.1			15.7			37.7			25.9		
Approach LOS	D			B			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	50.2		38.3	20.0	41.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	6.9	31.3		26.5	14.9	25.7		32.8				
Green Ext Time (p_c), s	0.1	4.4		1.0	0.6	1.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.7								
HCM 6th LOS				C								

Timings

Central and Camben Retail (JN 13782)

7: Camben Ave & Central Ave

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			  		 				 
Traffic Volume (vph)	111	1309	92	22	2325	225	138	25	48	178	24
Future Volume (vph)	111	1309	92	22	2325	225	138	25	48	178	24
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	13.2	9.6	43.1	43.1	13.2	36.3	36.3	11.0	34.1
Total Split (%)	9.6%	43.1%	13.2%	9.6%	43.1%	43.1%	13.2%	36.3%	36.3%	11.0%	34.1%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.2	63.4	78.3	5.5	55.8	55.8	8.0	12.2	12.2	6.4	10.6
Actuated g/C Ratio	0.07	0.63	0.78	0.06	0.56	0.56	0.08	0.12	0.12	0.06	0.11
v/c Ratio	0.51	0.46	0.08	0.26	0.93	0.26	0.57	0.12	0.18	1.79	0.42
Control Delay	46.0	15.4	0.8	39.5	26.4	8.4	52.8	35.4	1.2	417.0	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	15.4	0.8	39.5	26.4	8.4	52.8	35.4	1.2	417.0	18.3
LOS	D	B	A	D	C	A	D	D	A	F	B
Approach Delay		16.7			24.9			39.0			284.1
Approach LOS		B			C			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.79

Intersection Signal Delay: 38.0

















Intersection LOS: D

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

























Splits and Phases: 7: Camben Ave & Central Ave

							
9.6 s	43.1 s		13.2 s	34.1 s			
							
9.6 s	43.1 s		11 s	36.3 s			







HCM 6th Signalized Intersection Summary 7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1309	92	22	2325	225	138	25	48	178	24	65
Future Volume (veh/h)	111	1309	92	22	2325	225	138	25	48	178	24	65
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1488	105	25	2642	256	157	28	55	202	27	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	3182	1090	45	3054	948	222	155	131	114	36	100
Arrive On Green	0.10	1.00	1.00	0.05	1.00	1.00	0.06	0.08	0.08	0.06	0.08	0.08
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	1781	442	1211
Grp Volume(v), veh/h	126	1488	105	25	2642	256	157	28	55	202	0	101
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1781	0	1652
Q Serve(g_s), s	3.5	0.0	0.0	1.4	0.0	0.0	4.5	1.4	3.3	6.4	0.0	6.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.4	0.0	0.0	4.5	1.4	3.3	6.4	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	173	3182	1090	45	3054	948	222	155	131	114	0	136
V/C Ratio(X)	0.73	0.47	0.10	0.56	0.86	0.27	0.71	0.18	0.42	1.77	0.00	0.74
Avail Cap(c_a), veh/h	173	3182	1090	89	3054	948	297	580	491	114	0	476
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	47.0	0.0	0.0	45.9	42.7	43.6	46.8	0.0	44.8
Incr Delay (d2), s/veh	8.2	0.3	0.1	4.1	3.6	0.7	2.5	0.2	0.8	380.4	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	1.6	0.1	0.0	0.6	1.0	0.2	1.9	0.6	1.3	14.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	0.3	0.1	51.0	3.6	0.7	48.4	42.9	44.4	427.2	0.0	47.8
LnGrp LOS	D	A	A	D	A	A	D	D	D	F	A	D
Approach Vol, veh/h	1719		2923				240		303			
Approach Delay, s/veh	4.1		3.7				46.8		300.7			
Approach LOS	A		A				D		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	68.3	11.0	13.6	9.6	65.8	11.0	13.6				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	8.6	28.8	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0	6.5	8.0	5.5	2.0	8.4	5.3				
Green Ext Time (p_c), s	0.0	8.3	0.1	0.3	0.0	21.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	240	106	95	107	105	185
Future Vol, veh/h	240	106	95	107	105	185
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	312	138	123	139	136	240
Number of Lanes	1	1	1	1	1	1



















Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	15.8	11.6	11.5
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	107	240	106	105	185
LT Vol	95	0	240	0	0	0
Through Vol	0	107	0	0	105	0
RT Vol	0	0	0	106	0	185
Lane Flow Rate	123	139	312	138	136	240
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.238	0.249	0.583	0.212	0.24	0.377
Departure Headway (Hd)	6.947	6.438	6.734	5.556	6.326	5.648
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	516	557	536	646	567	637
Service Time	4.7	4.19	4.476	3.298	4.074	3.396
HCM Lane V/C Ratio	0.238	0.25	0.582	0.214	0.24	0.377
HCM Control Delay	11.9	11.3	18.5	9.8	11.1	11.8
HCM Lane LOS	B	B	C	A	B	B
HCM 95th-tile Q	0.9	1	3.7	0.8	0.9	1.8

Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	6	1209	35	1248	1	1	24	59	4	3
Future Volume (vph)	6	1209	35	1248	1	1	24	59	4	3
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	3	8		2			6	
Permitted Phases					2		2	6		6
Detector Phase	7	4	3	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.2	9.6	23.2	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.7	46.9	9.8	47.0	33.3	33.3	33.3	33.3	33.3	33.3
Total Split (%)	10.8%	52.1%	10.9%	52.2%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	6.0	37.4	6.1	39.1		9.2	9.2		10.0	10.0
Actuated g/C Ratio	0.12	0.72	0.12	0.75		0.18	0.18		0.19	0.19
v/c Ratio	0.03	0.52	0.18	0.59		0.01	0.07		0.25	0.01
Control Delay	32.8	10.6	33.0	10.7		21.5	0.4		23.9	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	32.8	10.6	33.0	10.7		21.5	0.4		23.9	0.0
LOS	C	B	C	B		C	A		C	A
Approach Delay		10.7		11.2		1.9			22.8	
Approach LOS		B		B		A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 51.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 11.2







Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Riverside Dr. & Gunnerson St

		
Ø2	Ø3	Ø4
33.3 s	9.8 s	46.9 s
		
Ø6	Ø7	Ø8
33.3 s	9.7 s	47 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1209	7	35	1248	142	1	1	24	59	4	3
Future Volume (veh/h)	6	1209	7	35	1248	142	1	1	24	59	4	3
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1300	8	38	1342	153	1	1	26	63	4	3
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	15	1882	12	77	1739	197	129	31	107	166	0	107
Arrive On Green	0.01	0.52	0.52	0.04	0.56	0.56	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	3592	22	1810	3115	353	0	470	1610	0	0	1610
Grp Volume(v), veh/h	6	638	670	38	738	757	2	0	26	67	0	3
Grp Sat Flow(s),veh/h/ln	1810	1763	1852	1810	1721	1748	470	0	1610	0	0	1610
Q Serve(g_s), s	0.1	11.3	11.3	0.9	13.9	14.2	0.0	0.0	0.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	11.3	11.3	0.9	13.9	14.2	2.8	0.0	0.6	2.8	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.20	0.50		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	15	923	970	77	961	976	160	0	107	166	0	107
V/C Ratio(X)	0.41	0.69	0.69	0.49	0.77	0.78	0.01	0.00	0.24	0.40	0.00	0.03
Avail Cap(c_a), veh/h	220	1710	1796	224	1673	1699	1168	0	1101	1048	0	1101
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	20.7	7.5	7.5	19.6	7.2	7.2	18.4	0.0	18.6	21.0	0.0	18.3
Incr Delay (d2), s/veh	6.8	0.3	0.3	1.8	0.5	0.5	0.0	0.0	0.4	0.6	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	2.3	2.4	0.3	2.5	2.6	0.0	0.0	0.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	7.8	7.8	21.4	7.7	7.7	18.4	0.0	19.0	21.6	0.0	18.4
LnGrp LOS	C	A	A	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h	1314			1533			28			70		
Approach Delay, s/veh	7.9			8.0			19.0			21.4		
Approach LOS	A			A			B			C		
Timer - Assigned Phs	2			3			4			6		
Phs Duration (G+Y+Rc), s	7.4			6.4			28.2			7.4		
Change Period (Y+Rc), s	4.6			4.6			6.2			4.6		
Max Green Setting (Gmax), s	28.7			5.2			40.7			28.7		
Max Q Clear Time (g_c+I1), s	4.8			2.9			13.3			4.8		
Green Ext Time (p_c), s	0.0			0.0			5.9			0.2		
Intersection Summary												
HCM 6th Ctrl Delay				8.4								
HCM 6th LOS				A								





Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	104	7	1151	30	21	1254	261	8	201	143
Future Volume (vph)	104	7	1151	30	21	1254	261	8	201	143
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	22.0	22.0	53.0	22.0	22.0	53.0	53.0	25.0	25.0	25.0
Total Split (%)	22.0%	22.0%	53.0%	22.0%	22.0%	53.0%	53.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		11.7	55.9		11.4	42.4	42.4	13.8	13.8	13.8
Actuated g/C Ratio		0.14	0.66		0.14	0.50	0.50	0.16	0.16	0.16
v/c Ratio		0.58	0.59		0.35	0.74	0.32	0.03	0.67	0.38
Control Delay		50.5	5.8		33.8	21.8	15.4	33.8	47.8	9.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		50.5	5.8		33.8	21.8	15.4	33.8	47.8	9.6
LOS		D	A		C	C	B	C	D	A
Approach Delay		9.7			33.8		20.6		32.0	
Approach LOS		A			C		C		C	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 84.2										
Natural Cycle: 70										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 0.74										
Intersection Signal Delay: 17.9					Intersection LOS: B					
Intersection Capacity Utilization 74.3%					ICU Level of Service D					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
22 s	25 s	53 s
 Ø6		
22 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	7	1151	30	21	21	1254	261	23	8	201	143
Future Volume (veh/h)	104	7	1151	30	21	21	1254	261	23	8	201	143
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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	107	7	1135	31	22	16	1293	269	20	8	207	62
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	364	21	1746	118	80	40	1450	716	53	247	258	217
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.42	0.42	0.42	0.14	0.14	0.14
Sat Flow, veh/h	1317	101	2790	249	381	190	3483	1720	128	1810	1885	1585
Grp Volume(v), veh/h	114	0	1135	69	0	0	1293	0	289	8	207	62
Grp Sat Flow(s),veh/h/ln	1418	0	1395	821	0	0	1742	0	1847	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	16.7	0.4	0.0	0.0	27.4	0.0	8.6	0.3	8.5	2.8
Cycle Q Clear(g_c), s	5.5	0.0	16.7	5.9	0.0	0.0	27.4	0.0	8.6	0.3	8.5	2.8
Prop In Lane	0.94		1.00	0.45		0.23	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	385	0	1746	238	0	0	1450	0	769	247	258	217
V/C Ratio(X)	0.30	0.00	0.65	0.29	0.00	0.00	0.89	0.00	0.38	0.03	0.80	0.29
Avail Cap(c_a), veh/h	385	0	1746	238	0	0	2021	0	1072	414	431	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	8.7	25.9	0.0	0.0	21.6	0.0	16.1	29.8	33.3	30.9
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.2	0.0	0.0	3.2	0.0	0.1	0.0	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	10.8	1.0	0.0	0.0	10.2	0.0	3.2	0.1	3.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	9.4	26.2	0.0	0.0	24.8	0.0	16.2	29.8	35.6	31.1
LnGrp LOS	C	A	A	C	A	A	C	A	B	C	D	C
Approach Vol, veh/h	1249		69				1582				277	
Approach Delay, s/veh	11.0		26.2				23.3				34.4	
Approach LOS	B		C				C				C	
Timer - Assigned Phs	2		4				6				8	
Phs Duration (G+Y+Rc), s	22.0		17.7				22.0				39.9	
Change Period (Y+Rc), s	5.3		6.8				5.3				6.8	
Max Green Setting (Gmax), s	16.7		18.2				16.7				46.2	
Max Q Clear Time (g_c+I1), s	18.7		10.5				7.9				29.4	
Green Ext Time (p_c), s	0.0		0.4				0.2				3.7	
Intersection Summary												
HCM 6th Ctrl Delay	19.5											
HCM 6th LOS	B											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	  	 	
Traffic Volume (vph)	207	370	270	249	881	49	166	481	1029	240	70
Future Volume (vph)	207	370	270	249	881	49	166	481	1029	240	70
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	36.2	19.7	46.3	29.0	9.6	15.1	19.7	29.0	34.5	34.5
Total Split (%)	9.6%	36.2%	19.7%	46.3%	29.0%	9.6%	15.1%	19.7%	29.0%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	6.4	19.4	12.9	25.2	53.7	6.6	20.8	39.0	27.8	43.9	43.9
Actuated g/C Ratio	0.06	0.19	0.13	0.25	0.54	0.07	0.21	0.39	0.28	0.44	0.44
v/c Ratio	1.04	0.68	0.70	0.59	0.63	0.45	0.25	0.44	0.82	0.17	0.10
Control Delay	118.8	40.4	61.8	37.4	5.4	58.3	37.4	15.5	40.0	20.4	0.2
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	118.8	40.4	61.8	37.4	5.4	58.3	37.4	15.5	40.0	20.4	0.2
LOS	F	D	E	D	A	E	D	B	D	C	A
Approach Delay		66.1		21.9			23.7			34.4	
Approach LOS		E		C			C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 33.2

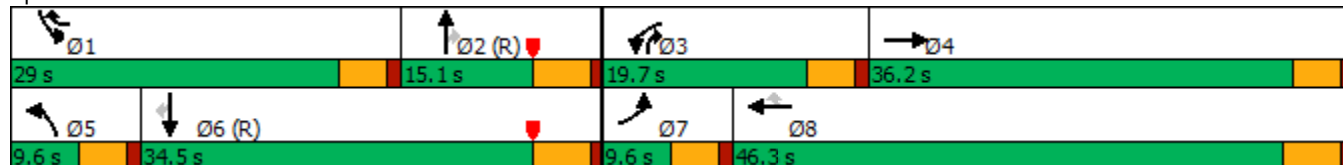
Intersection LOS: C

Intersection Capacity Utilization 65.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	370	56	270	249	881	49	166	481	1029	240	70
Future Volume (veh/h)	207	370	56	270	249	881	49	166	481	1029	240	70
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	230	411	58	300	277	811	54	184	430	1143	267	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	601	84	373	470	1389	70	922	1027	1222	1655	743
Arrive On Green	0.05	0.19	0.19	0.04	0.08	0.08	0.04	0.26	0.26	0.24	0.46	0.46
Sat Flow, veh/h	3483	3154	442	3374	1870	2805	1810	3582	2790	5023	3582	1608
Grp Volume(v), veh/h	230	232	237	300	277	811	54	184	430	1143	267	67
Grp Sat Flow(s),veh/h/ln	1742	1791	1806	1687	1870	1403	1810	1791	1395	1674	1791	1608
Q Serve(g_s), s	5.0	12.1	12.2	8.8	14.3	19.8	3.0	4.0	11.5	22.3	4.3	2.3
Cycle Q Clear(g_c), s	5.0	12.1	12.2	8.8	14.3	19.8	3.0	4.0	11.5	22.3	4.3	2.3
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	341	344	373	470	1389	70	922	1027	1222	1655	743
V/C Ratio(X)	1.32	0.68	0.69	0.80	0.59	0.58	0.77	0.20	0.42	0.93	0.16	0.09
Avail Cap(c_a), veh/h	174	566	571	509	767	1834	90	922	1027	1226	1655	743
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	47.5	37.6	37.7	47.1	40.9	21.8	47.6	29.1	23.6	37.1	15.6	15.1
Incr Delay (d2), s/veh	178.7	0.9	0.9	2.2	0.2	0.1	18.6	0.5	1.3	10.4	0.2	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	6.4	5.2	5.3	4.0	7.1	7.2	1.7	1.7	3.8	9.8	1.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.2	38.5	38.6	49.3	41.1	21.8	66.2	29.5	24.9	47.5	15.8	15.3
LnGrp LOS	F	D	D	D	D	C	E	C	C	D	B	B
Approach Vol, veh/h	699				1388				668			
Approach Delay, s/veh	100.3				31.6				29.5			
Approach LOS	F				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.9	31.0	15.7	24.3	8.5	51.5	9.6	30.4				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	24.4	9.8	15.1	* 32	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	24.3	13.5	10.8	14.2	5.0	6.3	7.0	21.8				
Green Ext Time (p_c), s	0.0	0.0	0.2	1.5	0.0	1.0	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D























Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	523	2258	354	196	1775	107	335	179	98	146	534
Future Volume (vph)	523	2258	354	196	1775	107	335	179	98	146	534
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	25.0	47.7	47.7	14.0	36.7	36.7	38.3	38.3	38.3	38.3	25.0
Total Split (%)	25.0%	47.7%	47.7%	14.0%	36.7%	36.7%	38.3%	38.3%	38.3%	38.3%	25.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	18.9	42.5	42.5	8.9	32.5	32.5	33.0	33.0	33.0	33.0	57.2
Actuated g/C Ratio	0.19	0.42	0.42	0.09	0.32	0.32	0.33	0.33	0.33	0.33	0.57
v/c Ratio	0.84	1.11	0.44	0.67	0.91	0.20	0.91	0.75	0.70	0.25	0.61
Control Delay	36.5	83.0	8.1	59.9	33.4	5.1	61.2	33.9	56.9	25.9	16.5
Queue Delay	1.2	1.3	1.5	0.0	46.4	0.0	63.6	0.0	0.0	0.0	13.8
Total Delay	37.6	84.3	9.6	59.9	79.8	5.1	124.8	33.9	56.9	25.9	30.3
LOS	D	F	A	E	E	A	F	C	E	C	C
Approach Delay		68.0			74.1			73.6		32.8	
Approach LOS		E			E			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 66.5

Intersection LOS: E

Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: Dexter Ave & Central Ave



























HCM 6th Signalized Intersection Summary

6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	2258	354	196	1775	107	335	179	254	98	146	534
Future Volume (veh/h)	523	2258	354	196	1775	107	335	179	254	98	146	534
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	551	2377	336	206	1868	105	353	188	222	103	154	497
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	625	2213	692	269	2135	517	281	260	307	190	612	808
Arrive On Green	0.12	0.29	0.29	0.15	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3483	5066	1585	3483	6383	1546	775	788	930	983	1856	1585
Grp Volume(v), veh/h	551	2377	336	206	1868	105	353	0	410	103	154	497
Grp Sat Flow(s),veh/h/ln	1742	1689	1585	1742	1596	1546	775	0	1718	983	1856	1585
Q Serve(g_s), s	15.6	43.7	17.5	5.7	23.4	2.6	26.9	0.0	21.0	10.3	6.1	22.4
Cycle Q Clear(g_c), s	15.6	43.7	17.5	5.7	23.4	2.6	33.0	0.0	21.0	31.3	6.1	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	625	2213	692	269	2135	517	281	0	567	190	612	808
V/C Ratio(X)	0.88	1.07	0.49	0.77	0.88	0.20	1.26	0.00	0.72	0.54	0.25	0.62
Avail Cap(c_a), veh/h	711	2213	692	327	2135	517	281	0	567	190	612	808
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.33	0.33	0.33	0.72	0.72	0.72	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	35.4	26.1	41.4	14.9	11.4	40.0	0.0	29.5	43.3	24.5	17.5
Incr Delay (d2), s/veh	3.9	36.9	0.8	4.8	4.0	0.6	141.6	0.0	7.8	10.7	1.0	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	7.1	25.6	6.9	2.4	4.6	0.9	17.9	0.0	9.4	3.0	2.7	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	72.2	26.9	46.3	18.9	12.1	181.6	0.0	37.3	53.9	25.5	21.0
LnGrp LOS	D	F	C	D	B	B	F	A	D	D	C	C
Approach Vol, veh/h	3264			2179			763			754		
Approach Delay, s/veh	63.3			21.1			104.0			26.4		
Approach LOS	E			C			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	49.4		38.3	22.6	39.1		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	9.4	42.0		33.0	20.4	31.0		33.0				
Max Q Clear Time (g_c+I1), s	7.7	45.7		33.3	17.6	25.4		35.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.4	4.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				50.5								
HCM 6th LOS				D								

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	344	1925	107	26	1237	155	213	4	67	284	50
Future Volume (vph)	344	1925	107	26	1237	155	213	4	67	284	50
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	25.7	9.6	36.7	36.7	25.7	36.3	36.3	15.0	25.6
Total Split (%)	12.0%	39.1%	25.7%	9.6%	36.7%	36.7%	25.7%	36.3%	36.3%	15.0%	25.6%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	18.2	55.1	71.9	5.6	38.6	38.6	10.8	12.9	12.9	11.9	11.9
Actuated g/C Ratio	0.18	0.55	0.72	0.06	0.39	0.39	0.11	0.13	0.13	0.12	0.12
v/c Ratio	0.57	0.72	0.09	0.28	0.66	0.22	0.60	0.02	0.22	1.41	0.64
Control Delay	42.6	24.4	0.1	49.6	28.0	8.5	49.0	30.2	1.6	245.0	24.6
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	42.6	24.4	0.1	49.6	28.0	8.5	49.0	30.2	1.6	245.0	24.6
LOS	D	C	A	D	C	A	D	C	A	F	C
Approach Delay		26.0			26.3			37.5			157.5
Approach LOS		C			C			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 40.4

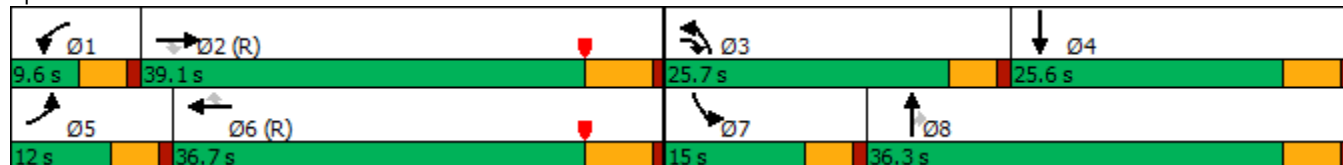
Intersection LOS: D

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Cambern Ave & Central Ave

































HCM 6th Signalized Intersection Summary

7: Cambern Ave & Central Ave







Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 					
Traffic Volume (veh/h)	344	1925	107	26	1237	155	213	4	67	284	50	137
Future Volume (veh/h)	344	1925	107	26	1237	155	213	4	67	284	50	137
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	358	2005	111	27	1289	161	222	4	70	296	52	143
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2779	998	47	2535	787	296	225	191	185	61	168
Arrive On Green	0.15	1.00	1.00	0.05	0.99	0.99	0.09	0.12	0.12	0.10	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	1781	441	1212
Grp Volume(v), veh/h	358	2005	111	27	1289	161	222	4	70	296	0	195
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1781	0	1652
Q Serve(g_s), s	7.4	0.0	0.0	1.5	0.4	0.1	6.3	0.2	4.1	10.4	0.0	11.5
Cycle Q Clear(g_c), s	7.4	0.0	0.0	1.5	0.4	0.1	6.3	0.2	4.1	10.4	0.0	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	256	2779	998	47	2535	787	296	225	191	185	0	229
V/C Ratio(X)	1.40	0.72	0.11	0.57	0.51	0.20	0.75	0.02	0.37	1.60	0.00	0.85
Avail Cap(c_a), veh/h	256	2779	998	89	2535	787	729	580	491	185	0	335
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	46.8	0.2	0.2	44.7	38.8	40.5	44.8	0.0	42.0
Incr Delay (d2), s/veh	182.2	0.2	0.0	4.1	0.7	0.6	1.4	0.0	0.4	292.9	0.0	9.0
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	9.3	0.0	0.0	0.7	0.2	0.2	2.7	0.1	1.6	19.5	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.8	0.2	0.0	50.9	0.9	0.8	46.1	38.8	40.9	337.7	0.0	51.1
LnGrp LOS	F	A	A	D	A	A	D	D	D	F	A	D
Approach Vol, veh/h		2474			1477			296			491	
Approach Delay, s/veh		32.6			1.8			44.8			223.9	
Approach LOS		C			A			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	60.4	13.2	19.2	12.0	55.7	15.0	17.3				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	21.1	20.3	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	8.3	13.5	9.4	2.4	12.4	6.1				
Green Ext Time (p_c), s	0.0	12.8	0.3	0.4	0.0	6.7	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

Intersection

Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	326	309	192	223	283	265
Future Vol, veh/h	326	309	192	223	283	265
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	347	329	204	237	301	282
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	25.6	17.9	19.6
HCM LOS	D	C	C









Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	223	326	309	283	265
LT Vol	192	0	326	0	0	0
Through Vol	0	223	0	0	283	0
RT Vol	0	0	0	309	0	265
Lane Flow Rate	204	237	347	329	301	282
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	0.505	0.761	0.61	0.628	0.53
Departure Headway (Hd)	8.181	7.666	7.902	6.677	7.508	6.77
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	470	461	546	482	533
Service Time	5.924	5.408	5.602	4.377	5.248	4.51
HCM Lane V/C Ratio	0.463	0.504	0.753	0.603	0.624	0.529
HCM Control Delay	17.8	18	31.6	19.3	22.1	16.9
HCM Lane LOS	C	C	D	C	C	C
HCM 95th-tile Q	2.4	2.8	6.5	4.1	4.3	3.1

APPENDIX 6.1:

EAPC (2023) PHASE 1 CONDITIONS INTERSECTION OPERATIONS ANALYSIS

WORKSHEETS

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Intersection												
Int Delay, s/veh	17.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1244	10	49	938	115	4	1	52	84	2	10
Future Vol, veh/h	2	1244	10	49	938	115	4	1	52	84	2	10
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	2	1338	11	53	1009	124	4	1	56	90	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1133	0	0	1349	0	0	2532	2587	1344	2553	2530	1071
Stage 1	-	-	-	-	-	-	1348	1348	-	1177	1177	-
Stage 2	-	-	-	-	-	-	1184	1239	-	1376	1353	-
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	624	-	-	517	-	-	19	26	187	~ 18	28	271
Stage 1	-	-	-	-	-	-	188	221	-	235	267	-
Stage 2	-	-	-	-	-	-	233	250	-	181	220	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	624	-	-	517	-	-	17	23	187	~ 12	25	271
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	111	-	~ 55	100	-
Stage 1	-	-	-	-	-	-	187	220	-	234	239	-
Stage 2	-	-	-	-	-	-	199	224	-	126	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	33.3	\$ 431.1
HCM LOS			D	F



















Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	98	187	624	-	-	517	-	-	56	271
HCM Lane V/C Ratio	0.055	0.299	0.003	-	-	0.102	-	-	1.651	0.04
HCM Control Delay (s)	43.9	32.3	10.8	-	-	12.8	-	-	\$ 479	18.8
HCM Lane LOS	E	D	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	1.2	0	-	-	0.3	-	-	8.6	0.1

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

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/31/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	27	1242	10	6	1049	171	4	129	74
Future Volume (vph)	124	27	1242	10	6	1049	171	4	129	74
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 99.7

Natural Cycle: 120

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
17.8 s	16.2 s	66 s
 Ø6		
17.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	27	1242	10	6	5	1049	171	24	4	129	74
Future Volume (veh/h)	124	27	1242	10	6	5	1049	171	24	4	129	74
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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	131	28	1261	11	6	1	1104	180	22	4	136	40
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	198	28	1127	59	23	1	1038	942	115	170	165	143
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.09	0.09	0.09
Sat Flow, veh/h	1062	227	1572	6	184	11	1753	1591	194	1810	1752	1522
Grp Volume(v), veh/h	159	0	1261	18	0	0	1104	0	202	4	136	40
Grp Sat Flow(s),veh/h/ln	1289	0	1572	201	0	0	1753	0	1786	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.2	0.0	0.0	59.2	0.0	5.2	0.2	7.6	2.4
Cycle Q Clear(g_c), s	12.3	0.0	12.5	12.5	0.0	0.0	59.2	0.0	5.2	0.2	7.6	2.4
Prop In Lane	0.82		1.00	0.61		0.06	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	227	0	1127	83	0	0	1038	0	1057	170	165	143
V/C Ratio(X)	0.70	0.00	1.12	0.22	0.00	0.00	1.06	0.00	0.19	0.02	0.83	0.28
Avail Cap(c_a), veh/h	227	0	1127	83	0	0	1038	0	1057	170	165	143
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	5.8	39.3	0.0	0.0	20.4	0.0	9.4	41.1	44.5	42.1
Incr Delay (d2), s/veh	7.9	0.0	65.5	0.5	0.0	0.0	46.5	0.0	0.0	0.0	26.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	48.0	0.4	0.0	0.0	33.2	0.0	1.8	0.1	4.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	71.3	39.8	0.0	0.0	66.9	0.0	9.4	41.2	70.9	42.5
LnGrp LOS	D	A	F	D	A	A	F	A	A	D	E	D
Approach Vol, veh/h		1420			18			1306			180	
Approach Delay, s/veh		69.1			39.8			58.0			63.9	
Approach LOS		E			D			E			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.8		16.2		17.8		66.0				
Change Period (Y+Rc), s		5.3		6.8		5.3		6.8				
Max Green Setting (Gmax), s		12.5		9.4		12.5		59.2				
Max Q Clear Time (g_c+I1), s		14.5		9.6		14.5		61.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			63.7									
HCM 6th LOS			E									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	134	993	355	1109	32	147	474	1178	180	38
Future Volume (vph)	61	134	993	355	1109	32	147	474	1178	180	38
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
33.6 s	10.5 s	42.4 s	13.5 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	134	42	993	355	1109	32	147	474	1178	180	38
Future Volume (veh/h)	61	134	42	993	355	1109	32	147	474	1178	180	38
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		0.97	1.00		0.99	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	66	146	33	1079	386	1126	35	160	439	1280	196	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	147	203	45	1173	714	1802	52	304	1135	994	1253	542
Arrive On Green	0.04	0.07	0.07	0.12	0.13	0.13	0.03	0.09	0.09	0.29	0.35	0.35
Sat Flow, veh/h	3510	2780	613	3346	1870	2652	1668	3441	2573	3428	3610	1560
Grp Volume(v), veh/h	66	88	91	1079	386	1126	35	160	439	1280	196	25
Grp Sat Flow(s),veh/h/ln	1755	1706	1686	1673	1870	1326	1668	1721	1287	1714	1805	1560
Q Serve(g_s), s	1.8	5.1	5.3	31.9	19.4	22.9	2.1	4.4	8.8	29.0	3.7	1.1
Cycle Q Clear(g_c), s	1.8	5.1	5.3	31.9	19.4	22.9	2.1	4.4	8.8	29.0	3.7	1.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	125	123	1173	714	1802	52	304	1135	994	1253	542
V/C Ratio(X)	0.45	0.71	0.74	0.92	0.54	0.62	0.67	0.53	0.39	1.29	0.16	0.05
Avail Cap(c_a), veh/h	176	152	150	1265	767	1877	83	304	1135	994	1253	542
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	46.8	45.3	45.4	42.8	35.5	12.9	47.9	43.6	19.0	35.5	22.5	21.7
Incr Delay (d2), s/veh	0.8	7.5	10.3	1.1	0.0	0.0	5.6	6.4	1.0	130.1	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	0.8	2.3	2.5	14.4	9.6	7.7	0.9	2.1	3.4	29.3	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	52.8	55.7	43.9	35.5	13.0	53.5	50.0	20.0	165.6	22.6	21.7
LnGrp LOS	D	D	E	D	D	B	D	D	B	F	C	C
Approach Vol, veh/h		245			2591			634			1501	
Approach Delay, s/veh		52.5			29.2			29.4			144.5	
Approach LOS		D			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	14.1	39.7	12.6	7.7	40.0	8.8	43.5				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	10.8	33.9	7.3	4.1	5.7	3.8	24.9				
Green Ext Time (p_c), s	0.0	0.0	1.1	0.1	0.0	0.7	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	65.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1111	694	1011	2203	565	1	328
Future Volume (vph)	1111	694	1011	2203	565	1	328
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	33.0	33.0	37.0	70.0	30.0	30.0	30.0
Total Split (%)	33.0%	33.0%	37.0%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

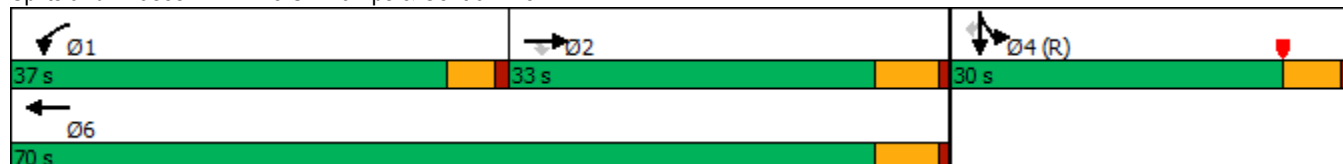
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave















HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↗↗	↑↑					↗	↕	↗
Traffic Volume (veh/h)	0	1111	694	1011	2203	0	0	0	0	565	1	328
Future Volume (veh/h)	0	1111	694	1011	2203	0	0	0	0	565	1	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1856	1811	1841	0				1707	418	1737
Adj Flow Rate, veh/h	0	1221	644	1111	2421	0				699	0	166
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1339	429	1084	2249	0				803	0	364
Arrive On Green	0.00	0.27	0.27	0.32	0.64	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5065	1572	3346	3589	0				3252	0	1472
Grp Volume(v), veh/h	0	1221	644	1111	2421	0				699	0	166
Grp Sat Flow(s),veh/h/ln	0	1635	1572	1673	1749	0				1626	0	1472
Q Serve(g_s), s	0.0	24.1	27.3	32.4	64.3	0.0				20.6	0.0	9.6
Cycle Q Clear(g_c), s	0.0	24.1	27.3	32.4	64.3	0.0				20.6	0.0	9.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1339	429	1084	2249	0				803	0	364
V/C Ratio(X)	0.00	0.91	1.50	1.02	1.08	0.00				0.87	0.00	0.46
Avail Cap(c_a), veh/h	0	1339	429	1084	2249	0				803	0	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.21	0.21	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.2	36.3	33.8	17.9	0.0				36.1	0.0	32.0
Incr Delay (d2), s/veh	0.0	2.3	227.7	15.6	35.4	0.0				12.4	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	37.1	14.7	31.7	0.0				9.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.5	264.0	49.4	53.3	0.0				48.5	0.0	36.0
LnGrp LOS	A	D	F	F	F	A				D	A	D
Approach Vol, veh/h	1865				3532				865			
Approach Delay, s/veh	115.7				52.1				46.1			
Approach LOS	F				D				D			
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	37.0	33.0		30.0		70.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	32.4	27.3		24.7		64.3						
Max Q Clear Time (g_c+I1), s	34.4	29.3		22.6		66.3						
Green Ext Time (p_c), s	0.0	0.0		0.5		0.0						
Intersection Summary												
HCM 6th Ctrl Delay	70.2											
HCM 6th LOS	E											
Notes												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	142	1556	2311	791	880	0	806
Future Volume (vph)	142	1556	2311	791	880	0	806
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

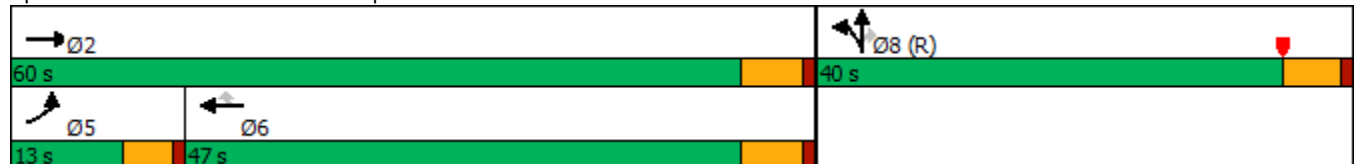
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)



























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	142	1556	0	0	2311	791	880	0	806	0	0	0
Future Volume (veh/h)	142	1556	0	0	2311	791	880	0	806	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	148	1621	0	0	2407	668	1120	0	435			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	135	2619	0	0	2059	632	1226	0	537			
Arrive On Green	0.03	0.18	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1612	4982	0	0	5149	1531	3534	0	1547			
Grp Volume(v), veh/h	148	1621	0	0	2407	668	1120	0	435			
Grp Sat Flow(s),veh/h/ln	1612	1608	0	0	1662	1531	1767	0	1547			
Q Serve(g_s), s	8.4	31.0	0.0	0.0	41.3	41.3	30.3	0.0	25.5			
Cycle Q Clear(g_c), s	8.4	31.0	0.0	0.0	41.3	41.3	30.3	0.0	25.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	135	2619	0	0	2059	632	1226	0	537			
V/C Ratio(X)	1.09	0.62	0.00	0.00	1.17	1.06	0.91	0.00	0.81			
Avail Cap(c_a), veh/h	135	2619	0	0	2059	632	1226	0	537			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.27	0.27	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.6	31.5	0.0	0.0	43.2	43.2	31.2	0.0	29.7			
Incr Delay (d2), s/veh	67.9	0.1	0.0	0.0	76.7	29.5	11.8	0.0	12.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.1	13.3	0.0	0.0	32.9	22.0	14.5	0.0	11.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.5	31.6	0.0	0.0	119.9	72.7	43.1	0.0	42.1			
LnGrp LOS	F	C	A	A	F	F	D	A	D			
Approach Vol, veh/h	1769			3075			1555					
Approach Delay, s/veh	38.7			109.6			42.8					
Approach LOS	D			F			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	33.0			10.4			43.3			32.3		
Green Ext Time (p_c), s	9.3			0.0			0.0			1.1		
Intersection Summary												
HCM 6th Ctrl Delay	73.8											
HCM 6th LOS	E											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  						
Traffic Volume (vph)	456	1645	260	160	2306	225	201	159	104	114	594
Future Volume (vph)	456	1645	260	160	2306	225	201	159	104	114	594
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

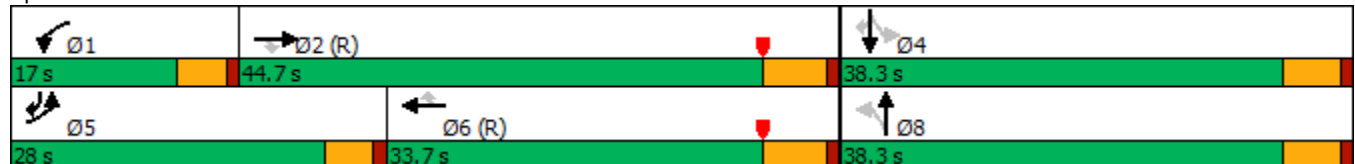
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated




























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	456	1645	260	160	2306	225	201	159	96	104	114	594
Future Volume (veh/h)	456	1645	260	160	2306	225	201	159	96	104	114	594
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	470	1696	250	165	2377	216	207	164	69	107	118	539
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	410	1947	614	192	1730	430	284	409	172	329	612	880
Arrive On Green	0.08	0.13	0.13	0.22	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1753	4823	1522	1739	6179	1535	746	1239	521	1127	1856	1560
Grp Volume(v), veh/h	470	1696	250	165	2377	216	207	0	233	107	118	539
Grp Sat Flow(s),veh/h/ln	1753	1608	1522	1739	1545	1535	746	0	1760	1127	1856	1560
Q Serve(g_s), s	23.4	34.5	15.1	9.1	28.0	8.6	27.5	0.0	10.2	8.1	4.6	23.0
Cycle Q Clear(g_c), s	23.4	34.5	15.1	9.1	28.0	8.6	32.0	0.0	10.2	18.3	4.6	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	410	1947	614	192	1730	430	284	0	581	329	612	880
V/C Ratio(X)	1.15	0.87	0.41	0.86	1.37	0.50	0.73	0.00	0.40	0.33	0.19	0.61
Avail Cap(c_a), veh/h	410	1947	614	216	1730	430	284	0	581	329	612	880
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	40.8	32.4	38.2	22.0	17.7	35.4	0.0	25.9	32.9	24.0	14.5
Incr Delay (d2), s/veh	82.6	3.7	1.2	2.8	168.6	0.4	15.1	0.0	2.1	2.6	0.7	3.2
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	20.3	15.3	6.3	3.5	25.5	2.4	5.9	0.0	4.4	2.4	2.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.7	44.4	33.6	41.0	190.6	18.1	50.5	0.0	27.9	35.6	24.7	17.7
LnGrp LOS	F	D	C	D	F	B	D	A	C	D	C	B
Approach Vol, veh/h	2416			2758			440			764		
Approach Delay, s/veh	59.7			168.1			38.6			21.3		
Approach LOS	E			F			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	46.1		38.3	28.0	33.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	11.1	36.5		25.0	25.4	30.0		34.0				
Green Ext Time (p_c), s	0.0	1.9		1.2	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	100.5											
HCM 6th LOS	F											

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	123	1479	109	38	2684	257	205	34	84	200	24
Future Volume (vph)	123	1479	109	38	2684	257	205	34	84	200	24
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.7	60.0	71.7	6.1	54.4	54.4	5.7	11.1	11.1	8.3	11.7
Actuated g/C Ratio	0.08	0.60	0.72	0.06	0.54	0.54	0.06	0.11	0.11	0.08	0.12
v/c Ratio	0.53	0.79	0.11	0.40	1.58	0.31	1.19	0.19	0.32	1.54	0.43
Control Delay	41.8	28.8	3.1	37.9	286.5	12.9	168.7	38.1	4.8	309.8	16.2
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	41.8	28.8	3.1	37.9	286.5	12.9	168.7	38.1	4.8	309.8	16.2
LOS	D	C	A	D	F	B	F	D	A	F	B
Approach Delay		28.1			259.8			112.4			209.9
Approach LOS		C			F			F			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.58

Intersection Signal Delay: 173.4

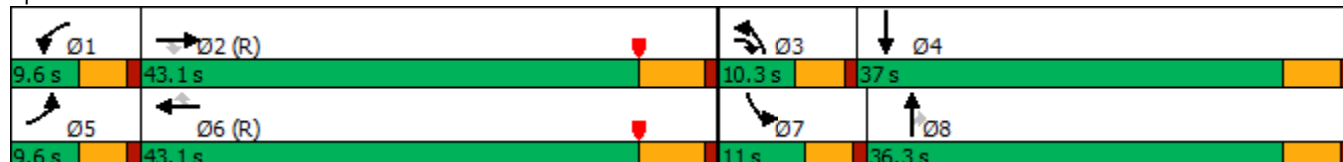
Intersection LOS: F

Intersection Capacity Utilization 101.4%

ICU Level of Service G

Analysis Period (min) 15





























Splits and Phases: 7: Cambern Ave & Central Ave









HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 				 	
Traffic Volume (veh/h)	123	1479	109	38	2684	257	205	34	84	200	24	79
Future Volume (veh/h)	123	1479	109	38	2684	257	205	34	84	200	24	79
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	1681	124	43	3050	292	233	39	95	227	27	90
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2168	1057	62	2114	943	197	161	137	114	35	118
Arrive On Green	0.10	1.00	1.00	0.03	0.59	0.59	0.06	0.09	0.09	0.06	0.09	0.09
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	379	1264
Grp Volume(v), veh/h	140	1681	124	43	3050	292	233	39	95	227	0	117
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1643
Q Serve(g_s), s	4.0	0.0	0.0	2.4	59.5	9.1	5.7	1.9	5.8	6.4	0.0	7.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.4	59.5	9.1	5.7	1.9	5.8	6.4	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	173	2168	1057	62	2114	943	197	161	137	114	0	153
V/C Ratio(X)	0.81	0.78	0.12	0.69	1.44	0.31	1.18	0.24	0.70	1.99	0.00	0.76
Avail Cap(c_a), veh/h	173	2168	1057	89	2114	943	197	580	491	114	0	521
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	0.0	47.7	20.3	10.1	47.2	42.6	44.4	46.8	0.0	44.3
Incr Delay (d2), s/veh	9.9	1.1	0.1	5.1	202.0	0.9	122.1	0.3	2.4	475.8	0.0	3.0
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	1.8	0.3	0.0	1.1	79.4	3.1	5.7	0.9	2.3	17.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	1.1	0.1	52.8	222.3	10.9	169.3	42.9	46.8	522.6	0.0	47.3
LnGrp LOS	D	A	A	D	F	B	F	D	D	F	A	D
Approach Vol, veh/h	1945			3385			367			344		
Approach Delay, s/veh	4.9			201.9			124.1			360.9		
Approach LOS	A			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	67.0	10.3	14.6	9.6	65.5	11.0	13.9				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	7.7	9.0	6.0	61.5	8.4	7.8				
Green Ext Time (p_c), s	0.0	10.6	0.0	0.4	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	142.8											
HCM 6th LOS	F											

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	139	2	7	0	225	84	7	199	1
Future Vol, veh/h	1	1	1	139	2	7	0	225	84	7	199	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	-	-	-	-	-	-	60	-	-	50	-	-
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	0	0	0
Mvmt Flow	1	1	1	178	3	9	0	288	108	9	255	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	622	670	256	617	616	342	256	0	0	396	0	0
Stage 1	274	274	-	342	342	-	-	-	-	-	-	-
Stage 2	348	396	-	275	274	-	-	-	-	-	-	-
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	402	381	788	405	409	705	1321	-	-	1174	-	-
Stage 1	736	687	-	677	642	-	-	-	-	-	-	-
Stage 2	672	607	-	736	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	393	378	788	401	406	705	1321	-	-	1174	-	-
Mov Cap-2 Maneuver	393	378	-	401	406	-	-	-	-	-	-	-
Stage 1	736	682	-	677	642	-	-	-	-	-	-	-
Stage 2	661	607	-	728	682	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.8		21.2			0			0.3			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1321	-	-	464	409	1174	-	-				
HCM Lane V/C Ratio	-	-	-	0.008	0.464	0.008	-	-				
HCM Control Delay (s)	0	-	-	12.8	21.2	8.1	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	2.4	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1628	137	0	2979	0	94
Future Vol, veh/h	1628	137	0	2979	0	94
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1770	149	0	3238	0	102
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	885
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*479
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*479
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	479	-	-	-		
HCM Lane V/C Ratio	0.213	-	-	-		
HCM Control Delay (s)	14.5	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.8	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

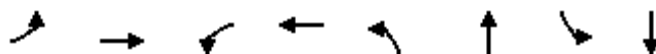
Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	64	260	8	0	170
Future Vol, veh/h	0	64	260	8	0	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	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	2	0	0	2
Mvmt Flow	0	70	283	9	0	185
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	142	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	886	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	886	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	886		-		
HCM Lane V/C Ratio	-	0.079		-		
HCM Control Delay (s)	-	9.4		-		
HCM Lane LOS	-	A		-		
HCM 95th %tile Q(veh)	-	0.3		-		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	1604	118	16	2979	0	98
Future Vol, veh/h	1604	118	16	2979	0	98
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1743	128	17	3238	0	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1871	0	-	872
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	564	-	0	*436
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	564	-	-	*436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.9	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	436	-	-	564	-	
HCM Lane V/C Ratio	0.244	-	-	0.031	-	
HCM Control Delay (s)	15.9	-	-	11.6	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	1612	5	2850	97	0	39	0
Future Volume (vph)	38	1612	5	2850	97	0	39	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1612	52	5	2850	6	97	0	13	39	0	47
Future Volume (veh/h)	38	1612	52	5	2850	6	97	0	13	39	0	47
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	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	40	1715	55	5	3032	3	103	0	12	41	0	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	44	2500	80	12	2515	2	198	0	15	124	15	76
Arrive On Green	0.07	1.00	1.00	0.01	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	3375	108	1810	3527	3	1401	0	163	747	164	822
Grp Volume(v), veh/h	40	864	906	5	1479	1556	115	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1273	1706	1777	1810	1721	1810	1565	0	0	1733	0	0
Q Serve(g_s), s	3.1	0.0	0.0	0.3	71.3	71.3	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.3	71.3	71.3	7.0	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.90		0.10	0.53		0.47
Lane Grp Cap(c), veh/h	44	1264	1316	12	1226	1291	213	0	0	216	0	0
V/C Ratio(X)	0.91	0.68	0.69	0.43	1.21	1.21	0.54	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	64	1264	1316	90	1226	1291	492	0	0	513	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	49.5	14.4	14.4	44.1	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	56.4	3.0	3.0	5.0	97.1	97.1	0.8	0.0	0.0	0.4	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	1.6	1.1	1.1	0.1	50.1	52.7	2.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.8	3.0	3.0	54.5	111.5	111.4	44.9	0.0	0.0	43.4	0.0	0.0
LnGrp LOS	F	A	A	D	F	F	D	A	A	D	A	A
Approach Vol, veh/h	1810				3040			115		78		
Approach Delay, s/veh	5.2				111.3			44.9		43.4		
Approach LOS	A				F			D		D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	80.9		13.9	8.0	78.1		13.9				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		6.1	5.1	73.3		9.0				
Green Ext Time (p_c), s	0.0	10.4		0.2	0.0	0.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	70.7											
HCM 6th LOS	E											

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	53	23	16	0	69	41	30	175	1	33	88	49
Future Vol, veh/h	53	23	16	0	69	41	30	175	1	33	88	49
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	4	0	0	0	0	20	0	0	100	0	0	12
Mvmt Flow	64	28	19	0	83	49	36	211	1	40	106	59
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1






Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.5	9.9	11.9	9.4
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	15%	100%	0%	0%	0%	27%	0%
Vol Thru, %	85%	0%	59%	100%	63%	73%	0%
Vol Right, %	0%	0%	41%	0%	37%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	53	39	0	110	121	49
LT Vol	30	53	0	0	0	33	0
Through Vol	175	0	23	0	69	88	0
RT Vol	1	0	16	0	41	0	49
Lane Flow Rate	248	64	47	0	133	146	59
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.377	0.116	0.074	0	0.209	0.226	0.078
Departure Headway (Hd)	5.466	6.519	5.654	5.931	5.667	5.693	4.848
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	650	553	637	0	637	634	743
Service Time	3.564	4.224	3.358	3.631	3.367	3.393	2.548
HCM Lane V/C Ratio	0.382	0.116	0.074	0	0.209	0.23	0.079
HCM Control Delay	11.9	10.1	8.8	8.6	9.9	10	8
HCM Lane LOS	B	B	A	N	A	A	A
HCM 95th-tile Q	1.8	0.4	0.2	0	0.8	0.9	0.3

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1203	365	1555	620	177
Future Volume (vph)	1203	365	1555	620	177
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 76.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
13 s	39 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





08/31/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	1203	449	365	1555	620	177
Future Volume (veh/h)	1203	449	365	1555	620	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1228	456	372	1587	633	165
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1477	547	206	2121	771	359
Arrive On Green	0.42	0.42	0.11	0.61	0.22	0.22
Sat Flow, veh/h	3665	1297	1810	3589	3456	1610
Grp Volume(v), veh/h	1146	538	372	1587	633	165
Grp Sat Flow(s),veh/h/ln	1635	1530	1810	1749	1728	1610
Q Serve(g_s), s	22.0	22.1	8.0	23.0	12.3	6.2
Cycle Q Clear(g_c), s	22.0	22.1	8.0	23.0	12.3	6.2
Prop In Lane		0.85	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1378	645	206	2121	771	359
V/C Ratio(X)	0.83	0.83	1.81	0.75	0.82	0.46
Avail Cap(c_a), veh/h	1487	696	206	2236	1621	755
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	18.1	18.2	31.2	10.0	26.0	23.7
Incr Delay (d2), s/veh	3.9	8.2	382.4	1.4	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.5	24.9	5.8	4.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	26.3	413.6	11.3	26.8	24.0
LnGrp LOS	C	C	F	B	C	C
Approach Vol, veh/h	1684			1959	798	
Approach Delay, s/veh	23.4			87.7	26.3	
Approach LOS	C			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	36.7		20.7		49.7
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	10.0	24.1		14.3		25.0
Green Ext Time (p_c), s	0.0	5.6		1.4		10.8
Intersection Summary						
HCM 6th Ctrl Delay			52.3			
HCM 6th LOS			D			

Intersection









Intersection Delay, s/veh 17.9

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	250	106	95	115	134	224
Future Vol, veh/h	250	106	95	115	134	224
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	325	138	123	149	174	291
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	17.9	14.4	19.9
HCM LOS	C	B	C



















Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	45%	100%	0%	0%
Vol Thru, %	55%	0%	0%	37%
Vol Right, %	0%	0%	100%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	250	106	358
LT Vol	95	250	0	0
Through Vol	115	0	0	134
RT Vol	0	0	106	224
Lane Flow Rate	273	325	138	465
Geometry Grp	2	7	7	2
Degree of Util (X)	0.463	0.631	0.222	0.695
Departure Headway (Hd)	6.112	7.001	5.815	5.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	516	615	670
Service Time	4.184	4.762	3.574	3.442
HCM Lane V/C Ratio	0.466	0.63	0.224	0.694
HCM Control Delay	14.4	21.1	10.2	19.9
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	2.4	4.3	0.8	5.6

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1408	13	86	1419	238	8	1	76	79	4	12
Future Vol, veh/h	16	1408	13	86	1419	238	8	1	76	79	4	12
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	17	1514	14	92	1526	256	9	1	82	85	4	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1782	0	0	1528	0	0	3402	3521	1521	3435	3400	1654
Stage 1	-	-	-	-	-	-	1555	1555	-	1838	1838	-
Stage 2	-	-	-	-	-	-	1847	1966	-	1597	1562	-
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	353	-	-	442	-	-	~ 4	6	147	~ 4	8	123
Stage 1	-	-	-	-	-	-	143	176	-	98	127	-
Stage 2	-	-	-	-	-	-	97	110	-	135	174	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	353	-	-	442	-	-	~ 3	5	147	~ 1	6	123
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	47	-	~ -53	42	-
Stage 1	-	-	-	-	-	-	136	168	-	93	101	-
Stage 2	-	-	-	-	-	-	66	87	-	~ 57	166	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			65.7					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	35 147		353	-	-	442	-	-	+	123		
HCM Lane V/C Ratio	0.276 0.556		0.049	-	-	0.209	-	-	-	0.105		
HCM Control Delay (s)	143.3 56.5		15.7	-	-	15.3	-	-	-	37.7		
HCM Lane LOS	F F		C	-	-	C	-	-	-	E		
HCM 95th %tile Q(veh)	0.9 2.8		0.2	-	-	0.8	-	-	-	0.3		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/31/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	153	7	1374	30	21	1508	347	8	318	207
Future Volume (vph)	153	7	1374	30	21	1508	347	8	318	207
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	67.0	16.8	16.8	67.0	67.0	16.2	16.2	16.2
Total Split (%)	16.8%	16.8%	67.0%	16.8%	16.8%	67.0%	67.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 120

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
16.8 s	16.2 s	67 s
 Ø6		
16.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	7	1374	30	21	21	1508	347	23	8	318	207
Future Volume (veh/h)	153	7	1374	30	21	21	1508	347	23	8	318	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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	158	7	1364	31	22	16	1555	358	20	8	328	128
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	183	5	1136	52	33	10	1081	1056	59	170	177	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.09	0.09	0.09
Sat Flow, veh/h	980	43	1585	0	289	87	1795	1755	98	1810	1885	1585
Grp Volume(v), veh/h	165	0	1364	69	0	0	1555	0	378	8	328	128
Grp Sat Flow(s),veh/h/ln	1023	0	1585	376	0	0	1795	0	1853	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	0.0	0.0	0.0	60.2	0.0	10.2	0.4	9.4	8.0
Cycle Q Clear(g_c), s	11.5	0.0	11.5	11.5	0.0	0.0	60.2	0.0	10.2	0.4	9.4	8.0
Prop In Lane	0.96		1.00	0.45		0.23	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	188	0	1136	95	0	0	1081	0	1115	170	177	149
V/C Ratio(X)	0.88	0.00	1.20	0.72	0.00	0.00	1.44	0.00	0.34	0.05	1.85	0.86
Avail Cap(c_a), veh/h	188	0	1136	95	0	0	1081	0	1115	170	177	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	5.6	43.5	0.0	0.0	19.9	0.0	10.0	41.2	45.3	44.6
Incr Delay (d2), s/veh	33.0	0.0	98.8	20.7	0.0	0.0	202.7	0.0	0.1	0.0	403.9	35.1
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	5.8	0.0	58.9	2.2	0.0	0.0	81.2	0.0	3.6	0.2	24.1	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	0.0	104.4	64.2	0.0	0.0	222.6	0.0	10.0	41.3	449.2	79.8
LnGrp LOS	E	A	F	E	A	A	F	A	B	D	F	E
Approach Vol, veh/h	1529		69				1933		464			
Approach Delay, s/veh	101.6		64.2				181.1		340.2			
Approach LOS	F		E				F		F			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.8		16.2		16.8		67.0					
Change Period (Y+Rc), s	5.3		6.8		5.3		6.8					
Max Green Setting (Gmax), s	11.5		9.4		11.5		60.2					
Max Q Clear Time (g_c+I1), s	13.5		11.4		13.5		62.2					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay	167.1											
HCM 6th LOS	F											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	230	481	413	333	1130	49	232	649	1282	301	95
Future Volume (vph)	230	481	413	333	1130	49	232	649	1282	301	95
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























			
Ø1	Ø2 (R)	Ø3	Ø4
33.6 s	10.5 s	42.4 s	13.5 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	481	56	413	333	1130	49	232	649	1282	301	95
Future Volume (veh/h)	230	481	56	413	333	1130	49	232	649	1282	301	95
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	256	534	58	459	370	1088	54	258	617	1424	334	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	603	65	550	558	1651	70	587	912	1002	1486	667
Arrive On Green	0.05	0.19	0.19	0.05	0.10	0.10	0.04	0.16	0.16	0.29	0.41	0.41
Sat Flow, veh/h	3483	3260	353	3374	1870	2802	1810	3582	2790	3456	3582	1608
Grp Volume(v), veh/h	256	293	299	459	370	1088	54	258	617	1424	334	95
Grp Sat Flow(s),veh/h/ln	1742	1791	1822	1687	1870	1401	1810	1791	1395	1728	1791	1608
Q Serve(g_s), s	5.0	15.9	16.0	13.5	19.1	23.6	3.0	6.5	16.4	29.0	6.0	3.7
Cycle Q Clear(g_c), s	5.0	15.9	16.0	13.5	19.1	23.6	3.0	6.5	16.4	29.0	6.0	3.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	332	337	550	558	1651	70	587	912	1002	1486	667
V/C Ratio(X)	1.47	0.88	0.89	0.83	0.66	0.66	0.77	0.44	0.68	1.42	0.22	0.14
Avail Cap(c_a), veh/h	174	332	337	1275	767	1964	90	587	912	1002	1486	667
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.5	39.7	39.7	46.0	40.2	17.1	47.6	37.7	29.1	35.5	18.9	18.2
Incr Delay (d2), s/veh	240.0	22.5	23.0	0.1	0.0	0.0	18.6	2.4	4.0	190.0	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	7.9	8.8	9.1	6.1	9.5	8.5	1.7	2.9	6.6	37.8	2.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	287.5	62.2	62.7	46.1	40.3	17.2	66.2	40.1	33.1	225.5	18.9	18.2
LnGrp LOS	F	E	E	D	D	B	E	D	C	F	B	B
Approach Vol, veh/h	848				1917				929			
Approach Delay, s/veh	130.4				28.5				37.0			
Approach LOS	F				C				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	21.7	20.9	23.8	8.5	46.8	9.6	35.1				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	18.4	15.5	18.0	5.0	8.0	7.0	25.6				
Green Ext Time (p_c), s	0.0	0.0	0.8	0.0	0.0	1.3	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay 95.3

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

08/31/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1929	811	1025	2216	1074	4	269
Future Volume (vph)	1929	811	1025	2216	1074	4	269
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave

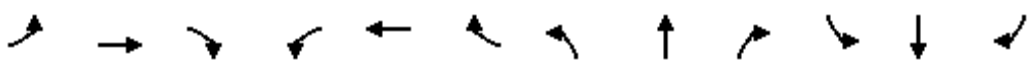


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1929	811	1025	2216	0	0	0	0	1074	4	269
Future Volume (veh/h)	0	1929	811	1025	2216	0	0	0	0	1074	4	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1885	1870	1870	0				1826	1900	1826
Adj Flow Rate, veh/h	0	2097	652	1114	2409	0				1229	0	131
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1547	484	1051	2321	0				824	0	367
Arrive On Green	0.00	0.30	0.30	0.30	0.65	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5274	1598	3456	3647	0				3478	0	1547
Grp Volume(v), veh/h	0	2097	652	1114	2409	0				1229	0	131
Grp Sat Flow(s),veh/h/ln	0	1702	1598	1728	1777	0				1739	0	1547
Q Serve(g_s), s	0.0	30.3	30.3	30.4	65.3	0.0				23.7	0.0	7.1
Cycle Q Clear(g_c), s	0.0	30.3	30.3	30.4	65.3	0.0				23.7	0.0	7.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1547	484	1051	2321	0				824	0	367
V/C Ratio(X)	0.00	1.36	1.35	1.06	1.04	0.00				1.49	0.00	0.36
Avail Cap(c_a), veh/h	0	1547	484	1051	2321	0				824	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.9	34.8	34.8	17.3	0.0				38.2	0.0	31.8
Incr Delay (d2), s/veh	0.0	160.3	157.4	29.7	18.9	0.0				227.4	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	34.8	32.3	16.4	27.2	0.0				35.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	195.2	192.2	64.5	36.2	0.0				265.6	0.0	34.5
LnGrp LOS	A	F	F	F	F	A				F	A	C
Approach Vol, veh/h		2749			3523						1360	
Approach Delay, s/veh		194.5			45.2						243.3	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.0	36.0		29.0		71.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	32.4	32.3		25.7		67.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0						
Intersection Summary												
HCM 6th Ctrl Delay			134.3									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	285	2761	2397	772	802	2	1045
Future Volume (vph)	285	2761	2397	772	802	2	1045
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

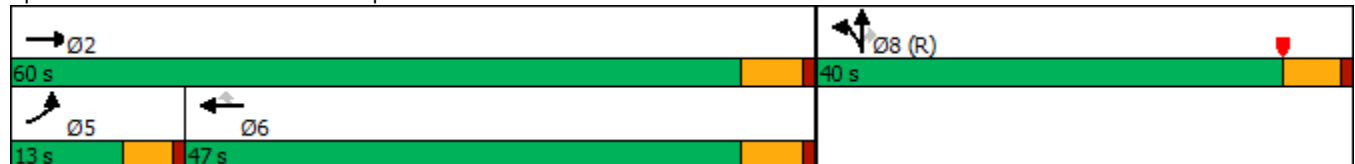
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)





























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	285	2761	0	0	2397	772	802	2	1045	0	0	0
Future Volume (veh/h)	285	2761	0	0	2397	772	802	2	1045	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	313	3034	0	0	2634	715	1213	0	650			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	145	2773	0	0	2126	627	1236	0	546			
Arrive On Green	0.08	0.54	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1725	5274	0	0	5316	1519	3563	0	1572			
Grp Volume(v), veh/h	313	3034	0	0	2634	715	1213	0	650			
Grp Sat Flow(s),veh/h/ln	1725	1702	0	0	1716	1519	1781	0	1572			
Q Serve(g_s), s	8.4	54.3	0.0	0.0	41.3	41.3	33.7	0.0	34.7			
Cycle Q Clear(g_c), s	8.4	54.3	0.0	0.0	41.3	41.3	33.7	0.0	34.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	2773	0	0	2126	627	1236	0	546			
V/C Ratio(X)	2.16	1.09	0.00	0.00	1.24	1.14	0.98	0.00	1.19			
Avail Cap(c_a), veh/h	145	2773	0	0	2126	627	1236	0	546			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.8	22.8	0.0	0.0	43.2	43.2	32.3	0.0	32.6			
Incr Delay (d2), s/veh	524.2	43.1	0.0	0.0	108.0	65.1	21.5	0.0	103.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.7	30.9	0.0	0.0	40.2	28.1	17.7	0.0	28.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	570.0	65.9	0.0	0.0	151.2	108.2	53.8	0.0	135.8			
LnGrp LOS	F	F	A	A	F	F	D	A	F			
Approach Vol, veh/h	3347			3349			1863					
Approach Delay, s/veh	113.1			142.1			82.4					
Approach LOS	F			F			F					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	56.3			10.4			43.3			36.7		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	117.7											
HCM 6th LOS	F											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 		 	
Traffic Volume (vph)	592	2860	354	186	2238	124	335	179	125	146	598
Future Volume (vph)	592	2860	354	186	2238	124	335	179	125	146	598
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

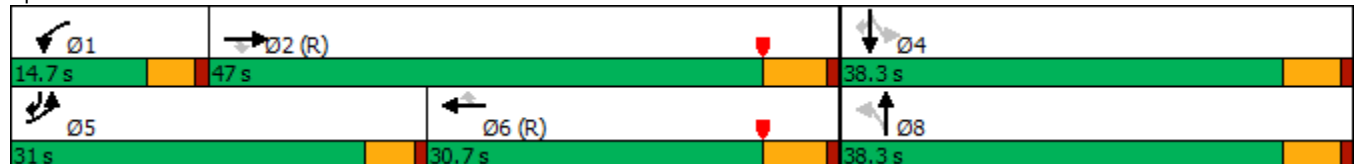
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated






























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	592	2860	354	186	2238	124	335	179	243	125	146	598
Future Volume (veh/h)	592	2860	354	186	2238	124	335	179	243	125	146	598
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	623	3011	336	196	2356	123	353	188	211	132	154	564
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	474	2092	655	181	1596	386	268	268	300	199	612	942
Arrive On Green	0.26	0.41	0.41	0.20	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	5066	1585	1795	6383	1544	728	811	910	993	1856	1585
Grp Volume(v), veh/h	623	3011	336	196	2356	123	353	0	399	132	154	564
Grp Sat Flow(s),veh/h/ln	1795	1689	1585	1795	1596	1544	728	0	1721	993	1856	1585
Q Serve(g_s), s	26.4	41.3	15.8	10.1	25.0	4.7	26.9	0.0	20.2	12.8	6.1	22.4
Cycle Q Clear(g_c), s	26.4	41.3	15.8	10.1	25.0	4.7	33.0	0.0	20.2	33.0	6.1	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	474	2092	655	181	1596	386	268	0	568	199	612	942
V/C Ratio(X)	1.31	1.44	0.51	1.08	1.48	0.32	1.32	0.00	0.70	0.66	0.25	0.60
Avail Cap(c_a), veh/h	474	2092	655	181	1596	386	268	0	568	199	612	942
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	29.4	21.9	39.9	25.0	19.9	40.1	0.0	29.2	43.9	24.5	12.8
Incr Delay (d2), s/veh	142.9	197.9	0.3	45.9	214.7	0.2	166.5	0.0	7.1	16.1	1.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.7	53.4	5.5	6.1	29.3	1.5	18.9	0.0	9.0	4.0	2.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.7	227.3	22.1	85.8	239.7	20.1	206.6	0.0	36.3	60.0	25.5	15.6
LnGrp LOS	F	F	C	F	F	C	F	A	D	E	C	B
Approach Vol, veh/h		3970			2675			752			850	
Approach Delay, s/veh		202.4			218.3			116.3			24.3	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	47.0		38.3	31.0	30.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	12.1	43.3		35.0	28.4	27.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			181.4									
HCM 6th LOS			F									

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	366	2372	256	77	1609	178	290	11	115	323	58
Future Volume (vph)	366	2372	256	77	1609	178	290	11	115	323	58
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	19.5	9.6	36.7	36.7	19.5	36.3	36.3	15.0	31.8
Total Split (%)	12.0%	39.1%	19.5%	9.6%	36.7%	36.7%	19.5%	36.3%	36.3%	15.0%	31.8%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	19.6	45.5	64.2	8.6	34.5	34.5	12.7	15.0	15.0	10.4	12.7
Actuated g/C Ratio	0.20	0.46	0.64	0.09	0.34	0.34	0.13	0.15	0.15	0.10	0.13
v/c Ratio	0.57	1.54	0.25	0.52	1.37	0.28	0.69	0.04	0.34	1.83	0.69
Control Delay	44.8	268.4	0.1	51.2	201.6	12.2	50.3	29.9	6.9	420.5	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	268.4	0.1	51.2	201.6	12.2	50.3	29.9	6.9	420.5	27.0
LOS	D	F	A	D	F	B	D	C	A	F	C
Approach Delay		218.2			177.4			37.8			263.1
Approach LOS		F			F			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 196.3

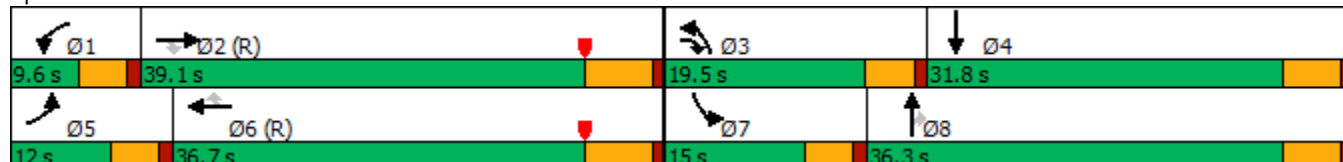
Intersection LOS: F

Intersection Capacity Utilization 109.0%

ICU Level of Service G

Analysis Period (min) 15

























Splits and Phases: 7: Cambern Ave & Central Ave









HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	2372	256	77	1609	178	290	11	115	323	58	157
Future Volume (veh/h)	366	2372	256	77	1609	178	290	11	115	323	58	157
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	2471	267	80	1676	185	302	11	120	336	60	164
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1703	930	89	1618	721	373	303	256	185	70	191
Arrive On Green	0.07	0.48	0.48	0.05	0.46	0.46	0.11	0.16	0.16	0.10	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	443	1210
Grp Volume(v), veh/h	381	2471	267	80	1676	185	302	11	120	336	0	224
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1653
Q Serve(g_s), s	7.4	47.9	8.4	4.5	45.5	7.2	8.5	0.5	6.9	10.4	0.0	13.2
Cycle Q Clear(g_c), s	7.4	47.9	8.4	4.5	45.5	7.2	8.5	0.5	6.9	10.4	0.0	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	256	1703	930	89	1618	721	373	303	256	185	0	261
V/C Ratio(X)	1.49	1.45	0.29	0.90	1.04	0.26	0.81	0.04	0.47	1.81	0.00	0.86
Avail Cap(c_a), veh/h	256	1703	930	89	1618	721	515	580	491	185	0	438
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)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	26.0	10.3	47.2	27.2	16.8	43.6	35.3	38.0	44.8	0.0	41.0
Incr Delay (d2), s/veh	222.4	203.3	0.1	61.7	32.3	0.9	4.7	0.0	0.5	386.7	0.0	4.0
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	11.0	65.9	2.6	3.4	24.4	2.6	3.8	0.2	2.6	24.4	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	268.7	229.3	10.3	109.0	59.6	17.7	48.3	35.4	38.5	431.5	0.0	45.0
LnGrp LOS	F	F	B	F	F	B	D	D	D	F	A	D
Approach Vol, veh/h	3119			1941			433			560		
Approach Delay, s/veh	215.4			57.6			45.2			276.9		
Approach LOS	F			E			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	53.9	15.4	21.1	12.0	51.5	15.0	21.5				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	14.9	26.5	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	6.5	49.9	10.5	15.2	9.4	47.5	12.4	8.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	158.3											
HCM 6th LOS	F											

Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	2	3	204	1	12	1	353	257	14	324	0
Future Vol, veh/h	9	2	3	204	1	12	1	353	257	14	324	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	-	-	-	-	-	-	60	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	3	217	1	13	1	376	273	15	345	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	897	1026	345	893	890	513	345	0	0	649	0	0
Stage 1	375	375	-	515	515	-	-	-	-	-	-	-
Stage 2	522	651	-	378	375	-	-	-	-	-	-	-
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	263	237	702	264	284	565	1225	-	-	947	-	-
Stage 1	650	621	-	546	538	-	-	-	-	-	-	-
Stage 2	542	468	-	648	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	253	233	702	258	279	565	1225	-	-	947	-	-
Mov Cap-2 Maneuver	253	233	-	258	279	-	-	-	-	-	-	-
Stage 1	649	611	-	545	537	-	-	-	-	-	-	-
Stage 2	528	468	-	633	611	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	18.1		67.3			0			0.4			
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1225	-	-	289	266	947	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.052	0.868	0.016	-	-				
HCM Control Delay (s)	7.9	-	-	18.1	67.3	8.9	-	-				
HCM Lane LOS	A	-	-	C	F	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	7.4	0	-	-				

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	2686	125	0	1863	0	80
Future Vol, veh/h	2686	125	0	1863	0	80
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2920	136	0	2025	0	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1460
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*95
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*95
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		150.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBT	
Capacity (veh/h)	95		-	-	-	
HCM Lane V/C Ratio	0.915		-	-	-	
HCM Control Delay (s)	150.2		-	-	-	
HCM Lane LOS	F		-	-	-	
HCM 95th %tile Q(veh)	5.2		-	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

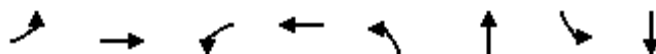
Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	88	328	8	0	391
Future Vol, veh/h	0	88	328	8	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	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	2	0	0	2
Mvmt Flow	0	96	357	9	0	425
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	179	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	839	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	839	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	839		-		
HCM Lane V/C Ratio	-	0.114		-		
HCM Control Delay (s)	-	9.8		-		
HCM Lane LOS	-	A		-		
HCM 95th %tile Q(veh)	-	0.4		-		

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	2661	105	17	1863	0	86
Future Vol, veh/h	2661	105	17	1863	0	86
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2892	114	18	2025	0	93
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	3006	0	-	1446
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	2	-	-	2
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0					
HCM LOS						
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	-	-	-	
HCM Lane LOS	-	-	-	-	-	
HCM 95th %tile Q(veh)	-	-	-	-	-	

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	2611	2	1757	72	6	101	6
Future Volume (vph)	48	2611	2	1757	72	6	101	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	2611	87	2	1757	31	72	6	14	101	6	51
Future Volume (veh/h)	48	2611	87	2	1757	31	72	6	14	101	6	51
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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	49	2692	90	2	1811	29	74	6	12	104	6	41
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	60	2515	84	5	2443	39	194	18	22	186	9	50
Arrive On Green	0.07	1.00	1.00	0.00	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1612	3482	116	1810	3551	57	1128	160	193	1089	80	436
Grp Volume(v), veh/h	49	1355	1427	2	897	943	92	0	0	151	0	0
Grp Sat Flow(s),veh/h/ln	1612	1763	1835	1810	1763	1845	1481	0	0	1605	0	0
Q Serve(g_s), s	3.0	0.0	65.1	0.1	32.3	32.6	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	65.1	0.1	32.3	32.6	5.8	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.80		0.13	0.69		0.27
Lane Grp Cap(c), veh/h	60	1274	1326	5	1213	1270	235	0	0	245	0	0
V/C Ratio(X)	0.82	1.06	1.08	0.41	0.74	0.74	0.39	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	81	1274	1326	90	1213	1270	486	0	0	504	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.78	0.78	0.78	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	49.8	9.9	10.0	41.7	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	28.0	44.2	48.0	15.1	3.2	3.1	0.4	0.0	0.0	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	1.6	15.6	17.7	0.1	9.6	10.1	2.2	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	44.2	48.0	64.9	13.1	13.1	42.1	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	E	F	F	E	B	B	D	A	A	D	A	A
Approach Vol, veh/h	2831				1842				92		151	
Approach Delay, s/veh	46.6				13.1				42.1		43.9	
Approach LOS	D				B				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	79.0		16.1	8.3	75.6		16.1				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	67.1		11.0	5.0	34.6		7.8				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	7.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	33.9											
HCM 6th LOS	C											

Intersection

Intersection Delay, s/veh 17.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	86	52	1	65	8	41	210	0	23	268	101
Future Vol, veh/h	118	86	52	1	65	8	41	210	0	23	268	101
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	149	109	66	1	82	10	52	266	0	29	339	128
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1






Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	13.5	12.3	19.8	19
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	16%	100%	0%	100%	0%	8%	0%
Vol Thru, %	84%	0%	62%	0%	89%	92%	0%
Vol Right, %	0%	0%	38%	0%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	118	138	1	73	291	101
LT Vol	41	118	0	1	0	23	0
Through Vol	210	0	86	0	65	268	0
RT Vol	0	0	52	0	8	0	101
Lane Flow Rate	318	149	175	1	92	368	128
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.604	0.319	0.335	0.003	0.197	0.677	0.208
Departure Headway (Hd)	6.842	7.687	6.903	8.262	7.666	6.614	5.861
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	468	521	433	468	549	615
Service Time	4.856	5.431	4.647	6.016	5.42	4.326	3.573
HCM Lane V/C Ratio	0.599	0.318	0.336	0.002	0.197	0.67	0.208
HCM Control Delay	19.8	14	13.1	11	12.3	22.1	10.1
HCM Lane LOS	C	B	B	B	B	C	B
HCM 95th-tile Q	4	1.4	1.5	0	0.7	5.1	0.8

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	2062	286	1350	318	64
Future Volume (vph)	2062	286	1350	318	64
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	42.0	10.0	52.0	38.0	38.0
Total Split (%)	46.7%	11.1%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 71.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
10 s	42 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





08/31/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	2062	529	286	1350	318	64
Future Volume (veh/h)	2062	529	286	1350	318	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	2126	521	295	1392	328	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2186	505	138	2441	457	203
Arrive On Green	0.53	0.53	0.08	0.69	0.13	0.13
Sat Flow, veh/h	4260	946	1810	3647	3510	1560
Grp Volume(v), veh/h	1732	915	295	1392	328	51
Grp Sat Flow(s),veh/h/ln	1689	1662	1810	1777	1755	1560
Q Serve(g_s), s	32.1	35.0	5.0	13.2	5.9	1.9
Cycle Q Clear(g_c), s	32.1	35.0	5.0	13.2	5.9	1.9
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1804	888	138	2441	457	203
V/C Ratio(X)	0.96	1.03	2.14	0.57	0.72	0.25
Avail Cap(c_a), veh/h	1804	888	138	2441	1768	786
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	14.6	15.3	30.3	5.3	27.3	25.6
Incr Delay (d2), s/veh	13.0	38.5	534.8	0.3	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	18.0	22.4	2.0	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	53.8	565.0	5.6	28.2	25.9
LnGrp LOS	C	F	F	A	C	C
Approach Vol, veh/h	2647			1687	379	
Approach Delay, s/veh	36.6			103.4	27.8	
Approach LOS	D			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	42.0		13.5		52.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	5.0	35.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	7.0	37.0		7.9		15.2
Green Ext Time (p_c), s	0.0	0.0		0.7		11.0
Intersection Summary						
HCM 6th Ctrl Delay			59.8			
HCM 6th LOS			E			

Intersection

Intersection Delay, s/veh69.7

Intersection LOS F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	374	309	192	260	306	296
Future Vol, veh/h	374	309	192	260	306	296
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	398	329	204	277	326	315
Number of Lanes	1	1	0	1	1	0









Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach RightNB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	36	52.9	120.6
HCM LOS	E	F	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	42%	100%	0%	0%
Vol Thru, %	58%	0%	0%	51%
Vol Right, %	0%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	452	374	309	602
LT Vol	192	374	0	0
Through Vol	260	0	0	306
RT Vol	0	0	309	296
Lane Flow Rate	481	398	329	640
Geometry Grp	2	7	7	2
Degree of Util (X)	0.933	0.884	0.621	1.176
Departure Headway (Hd)	7.357	8.405	7.166	6.608
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	495	434	506	551
Service Time	5.357	6.105	4.866	4.657
HCM Lane V/C Ratio	0.972	0.917	0.65	1.162
HCM Control Delay	52.9	48.4	20.9	120.6
HCM Lane LOS	F	E	C	F
HCM 95th-tile Q	11.2	9.2	4.2	22.5

APPENDIX 6.2:

**EAPC (2023) PROJECT BUILDOUT CONDITIONS INTERSECTION OPERATIONS
ANALYSIS WORKSHEETS**

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Intersection												
Int Delay, s/veh	22.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1253	10	52	945	118	4	1	55	87	2	10
Future Vol, veh/h	2	1253	10	52	945	118	4	1	55	87	2	10
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	2	1347	11	56	1016	127	4	1	59	94	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1143	0	0	1358	0	0	2555	2612	1353	2579	2554	1080
Stage 1	-	-	-	-	-	-	1357	1357	-	1192	1192	-
Stage 2	-	-	-	-	-	-	1198	1255	-	1387	1362	-
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	619	-	-	513	-	-	18	25	185	~ 17	27	268
Stage 1	-	-	-	-	-	-	186	219	-	230	263	-
Stage 2	-	-	-	-	-	-	229	245	-	179	218	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	619	-	-	513	-	-	16	22	185	~ 10	24	268
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	109	-	~ 49	98	-
Stage 1	-	-	-	-	-	-	185	218	-	229	234	-
Stage 2	-	-	-	-	-	-	194	218	-	121	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	34.3	\$ 546.3
HCM LOS			D	F



















Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	96	185	619	-	-	513	-	-	50	268
HCM Lane V/C Ratio	0.056	0.32	0.003	-	-	0.109	-	-	1.914	0.04
HCM Control Delay (s)	44.7	33.3	10.8	-	-	12.9	-	-	\$ 605.6	19
HCM Lane LOS	E	D	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	1.3	0	-	-	0.4	-	-	9.5	0.1

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

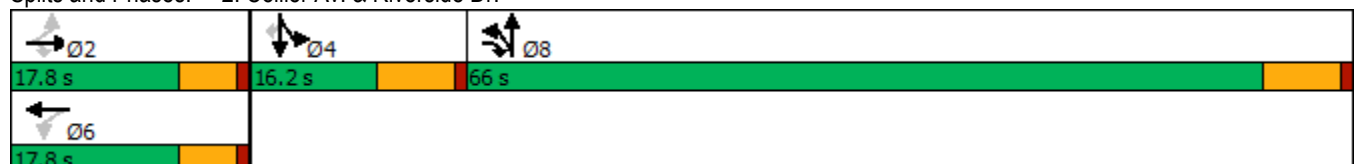
Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/06/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	27	1257	10	6	1062	174	4	132	74
Future Volume (vph)	124	27	1257	10	6	1062	174	4	132	74
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		12.4	76.9		12.4	59.2	59.2	9.3	9.3	9.3
Actuated g/C Ratio		0.12	0.77		0.12	0.59	0.59	0.09	0.09	0.09
v/c Ratio		0.92	1.06		0.13	1.09	0.20	0.02	0.86	0.34
Control Delay		95.1	57.5		34.6	76.7	9.4	41.8	88.8	9.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		95.1	57.5		34.6	76.7	9.4	41.8	88.8	9.8
LOS		F	E		C	E	A	D	F	A
Approach Delay		61.5			34.6		66.1		60.1	
Approach LOS		E			C		E		E	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 99.8										
Natural Cycle: 120										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 1.09										
Intersection Signal Delay: 63.2					Intersection LOS: E					
Intersection Capacity Utilization 104.7%					ICU Level of Service G					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.



HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)





























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	27	1257	10	6	5	1062	174	24	4	132	74
Future Volume (veh/h)	124	27	1257	10	6	5	1062	174	24	4	132	74
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		0.98	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	1870	1900	1856	1900	1900	1307	1841	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	131	28	1277	11	6	1	1118	183	22	4	139	40
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	198	28	1127	59	23	1	1038	944	113	170	165	143
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.09	0.09	0.09
Sat Flow, veh/h	1062	227	1572	6	184	11	1753	1595	192	1810	1752	1522
Grp Volume(v), veh/h	159	0	1277	18	0	0	1118	0	205	4	139	40
Grp Sat Flow(s),veh/h/ln	1289	0	1572	200	0	0	1753	0	1786	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.2	0.0	0.0	59.2	0.0	5.3	0.2	7.8	2.4
Cycle Q Clear(g_c), s	12.3	0.0	12.5	12.5	0.0	0.0	59.2	0.0	5.3	0.2	7.8	2.4
Prop In Lane	0.82		1.00	0.61		0.06	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	227	0	1127	83	0	0	1038	0	1058	170	165	143
V/C Ratio(X)	0.70	0.00	1.13	0.22	0.00	0.00	1.08	0.00	0.19	0.02	0.84	0.28
Avail Cap(c_a), veh/h	227	0	1127	83	0	0	1038	0	1058	170	165	143
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	5.8	39.3	0.0	0.0	20.4	0.0	9.4	41.1	44.6	42.1
Incr Delay (d2), s/veh	7.9	0.0	71.1	0.5	0.0	0.0	51.2	0.0	0.0	0.0	29.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	49.8	0.4	0.0	0.0	34.5	0.0	1.8	0.1	4.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	76.9	39.8	0.0	0.0	71.6	0.0	9.4	41.2	74.2	42.5
LnGrp LOS	D	A	F	D	A	A	F	A	A	D	E	D
Approach Vol, veh/h	1436				18		1323				183	
Approach Delay, s/veh	74.1				39.8		62.0				66.6	
Approach LOS	E				D		E				E	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.8		16.2		17.8		66.0					
Change Period (Y+Rc), s	5.3		6.8		5.3		6.8					
Max Green Setting (Gmax), s	12.5		9.4		12.5		59.2					
Max Q Clear Time (g_c+I1), s	14.5		9.8		14.5		61.2					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			68.0									
HCM 6th LOS			E									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 	 		
Traffic Volume (vph)	61	136	994	356	1125	32	147	476	1196	180	38
Future Volume (vph)	61	136	994	356	1125	32	147	476	1196	180	38
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.0	8.2	36.0	40.4	72.6	5.1	5.2	41.9	31.6	35.6	35.6
Actuated g/C Ratio	0.05	0.08	0.36	0.40	0.73	0.05	0.05	0.42	0.32	0.36	0.36
v/c Ratio	0.38	0.65	0.91	0.52	0.62	0.42	0.90	0.45	1.21	0.15	0.06
Control Delay	52.4	47.6	35.5	22.8	1.5	61.6	94.9	15.3	136.5	24.5	0.2
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	52.4	47.6	35.5	22.8	1.5	61.6	94.9	15.3	136.5	24.5	0.2
LOS	D	D	D	C	A	E	F	B	F	C	A
Approach Delay		48.8		18.2			35.4			118.6	
Approach LOS		D		B			D			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 51.8

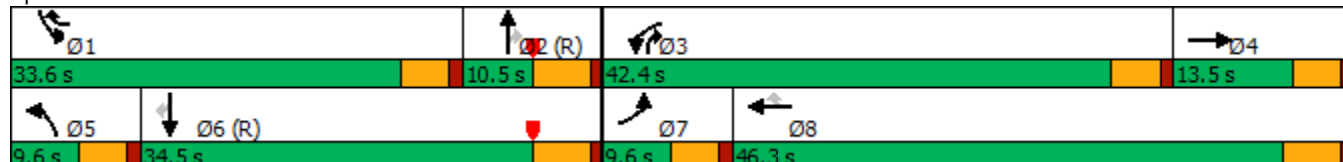
Intersection LOS: D

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	136	42	994	356	1125	32	147	476	1196	180	38
Future Volume (veh/h)	61	136	42	994	356	1125	32	147	476	1196	180	38
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		0.97	1.00		0.99	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	66	148	33	1080	387	1144	35	160	441	1300	196	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	147	205	45	1174	715	1804	52	301	1134	994	1251	540
Arrive On Green	0.04	0.07	0.07	0.12	0.13	0.13	0.03	0.09	0.09	0.29	0.35	0.35
Sat Flow, veh/h	3510	2787	606	3346	1870	2652	1668	3441	2573	3428	3610	1560
Grp Volume(v), veh/h	66	89	92	1080	387	1144	35	160	441	1300	196	25
Grp Sat Flow(s),veh/h/ln	1755	1706	1687	1673	1870	1326	1668	1721	1286	1714	1805	1560
Q Serve(g_s), s	1.8	5.1	5.3	31.9	19.4	23.3	2.1	4.4	8.7	29.0	3.8	1.1
Cycle Q Clear(g_c), s	1.8	5.1	5.3	31.9	19.4	23.3	2.1	4.4	8.7	29.0	3.8	1.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	126	124	1174	715	1804	52	301	1134	994	1251	540
V/C Ratio(X)	0.45	0.71	0.74	0.92	0.54	0.63	0.67	0.53	0.39	1.31	0.16	0.05
Avail Cap(c_a), veh/h	176	152	150	1265	767	1877	83	301	1134	994	1251	540
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	46.8	45.3	45.4	42.8	35.5	13.0	47.9	43.7	19.0	35.5	22.6	21.7
Incr Delay (d2), s/veh	0.8	7.9	10.7	1.1	0.0	0.0	5.6	6.6	1.0	139.1	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	0.8	2.4	2.5	14.4	9.6	7.9	0.9	2.1	3.4	30.5	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	53.2	56.1	43.9	35.5	13.0	53.5	50.2	20.0	174.6	22.6	21.7
LnGrp LOS	D	D	E	D	D	B	D	D	C	F	C	C
Approach Vol, veh/h	247				2611				636			
Approach Delay, s/veh	52.8				29.1				29.5			
Approach LOS	D				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	14.0	39.7	12.7	7.7	39.9	8.8	43.6				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	10.7	33.9	7.3	4.1	5.8	3.8	25.3				
Green Ext Time (p_c), s	0.0	0.0	1.1	0.1	0.0	0.7	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay 67.8

HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1133	694	1024	2222	583	1	328
Future Volume (vph)	1133	694	1024	2222	583	1	328
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	31.0	31.0	39.0	70.0	30.0	30.0	30.0
Total Split (%)	31.0%	31.0%	39.0%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	25.3	25.3	34.4	64.3	24.7	24.7	24.7
Actuated g/C Ratio	0.25	0.25	0.34	0.64	0.25	0.25	0.25
v/c Ratio	1.02	1.03	0.99	1.09	0.93	0.96	0.78
Control Delay	71.9	59.4	38.1	73.4	69.3	75.6	41.0
Queue Delay	0.0	0.0	0.0	3.2	0.0	0.0	0.0
Total Delay	71.9	59.4	38.1	76.6	69.3	75.6	41.0
LOS	E	E	D	E	E	E	D
Approach Delay	67.1			64.5		62.6	
Approach LOS	E			E		E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 65.0

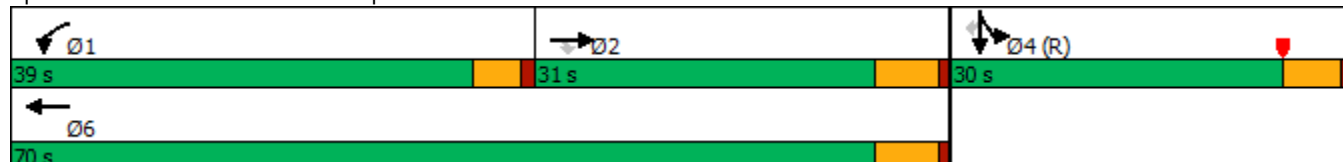
Intersection LOS: E

Intersection Capacity Utilization 104.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 4: I-15 SB Ramps & Central Ave

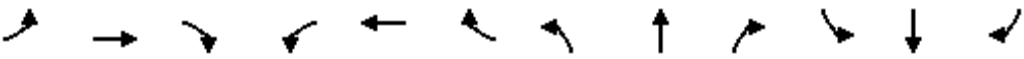


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1133	694	1024	2222	0	0	0	0	583	1	328
Future Volume (veh/h)	0	1133	694	1024	2222	0	0	0	0	583	1	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1856	1811	1841	0				1707	418	1737
Adj Flow Rate, veh/h	0	1245	644	1125	2442	0				719	0	166
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1241	398	1151	2249	0				803	0	364
Arrive On Green	0.00	0.25	0.25	0.34	0.64	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5065	1572	3346	3589	0				3252	0	1472
Grp Volume(v), veh/h	0	1245	644	1125	2442	0				719	0	166
Grp Sat Flow(s),veh/h/ln	0	1635	1572	1673	1749	0				1626	0	1472
Q Serve(g_s), s	0.0	25.3	25.3	33.2	64.3	0.0				21.4	0.0	9.6
Cycle Q Clear(g_c), s	0.0	25.3	25.3	33.2	64.3	0.0				21.4	0.0	9.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1241	398	1151	2249	0				803	0	364
V/C Ratio(X)	0.00	1.00	1.62	0.98	1.09	0.00				0.90	0.00	0.46
Avail Cap(c_a), veh/h	0	1241	398	1151	2249	0				803	0	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.18	0.18	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.3	37.4	32.4	17.9	0.0				36.4	0.0	32.0
Incr Delay (d2), s/veh	0.0	11.7	280.5	4.1	39.5	0.0				14.6	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	40.3	13.3	33.0	0.0				9.6	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.0	317.9	36.6	57.4	0.0				51.0	0.0	36.0
LnGrp LOS	A	F	F	D	F	A				D	A	D
Approach Vol, veh/h		1889			3567						885	
Approach Delay, s/veh		140.7			50.8						48.2	
Approach LOS		F			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	39.0	31.0		30.0		70.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	34.4	25.3		24.7		64.3						
Max Q Clear Time (g_c+I1), s	35.2	27.3		23.4		66.3						
Green Ext Time (p_c), s	0.0	0.0		0.4		0.0						
Intersection Summary												
HCM 6th Ctrl Delay				77.2								
HCM 6th LOS				E								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	142	1596	2343	807	880	0	822
Future Volume (vph)	142	1596	2343	807	880	0	822
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	8.4	54.3	41.3	41.3	34.7	34.7	34.7
Actuated g/C Ratio	0.08	0.54	0.41	0.41	0.35	0.35	0.35
v/c Ratio	1.12	0.64	1.20	0.85	1.06	1.04	1.01
Control Delay	133.1	10.6	127.4	27.4	88.8	76.7	70.2
Queue Delay	0.0	1.2	1.6	49.3	25.3	32.6	31.2
Total Delay	133.1	11.9	129.0	76.7	114.1	109.4	101.4
LOS	F	B	F	E	F	F	F
Approach Delay		21.8	115.6			108.5	
Approach LOS		C	F			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 89.0

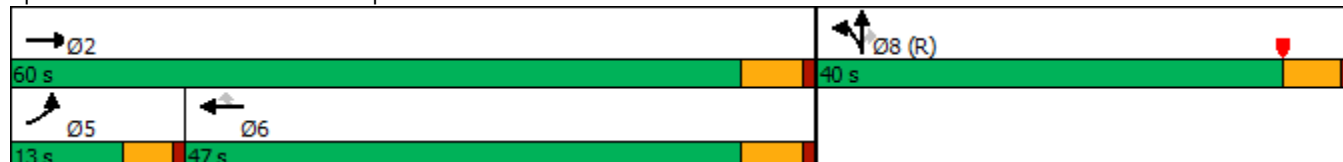
Intersection LOS: F

Intersection Capacity Utilization 104.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)



























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	142	1596	0	0	2343	807	880	0	822	0	0	0
Future Volume (veh/h)	142	1596	0	0	2343	807	880	0	822	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	148	1662	0	0	2441	685	1125	0	446			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	135	2619	0	0	2059	632	1226	0	537			
Arrive On Green	0.03	0.18	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1612	4982	0	0	5149	1531	3534	0	1547			
Grp Volume(v), veh/h	148	1662	0	0	2441	685	1125	0	446			
Grp Sat Flow(s),veh/h/ln	1612	1608	0	0	1662	1531	1767	0	1547			
Q Serve(g_s), s	8.4	31.9	0.0	0.0	41.3	41.3	30.5	0.0	26.4			
Cycle Q Clear(g_c), s	8.4	31.9	0.0	0.0	41.3	41.3	30.5	0.0	26.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	135	2619	0	0	2059	632	1226	0	537			
V/C Ratio(X)	1.09	0.63	0.00	0.00	1.19	1.08	0.92	0.00	0.83			
Avail Cap(c_a), veh/h	135	2619	0	0	2059	632	1226	0	537			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.10	0.10	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.6	31.9	0.0	0.0	43.2	43.2	31.3	0.0	30.0			
Incr Delay (d2), s/veh	54.0	0.0	0.0	0.0	84.1	40.6	12.2	0.0	13.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	13.7	0.0	0.0	34.3	24.0	14.7	0.0	11.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.6	31.9	0.0	0.0	127.3	83.7	43.5	0.0	43.9			
LnGrp LOS	F	C	A	A	F	F	D	A	D			
Approach Vol, veh/h	1810			3126			1571					
Approach Delay, s/veh	37.7			117.7			43.6					
Approach LOS	D			F			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	33.9			10.4			43.3			32.5		
Green Ext Time (p_c), s	9.4			0.0			0.0			1.1		
Intersection Summary												
HCM 6th Ctrl Delay	77.6											
HCM 6th LOS	E											

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  						
Traffic Volume (vph)	456	1702	260	166	2354	229	201	159	109	114	594
Future Volume (vph)	456	1702	260	166	2354	229	201	159	109	114	594
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	23.4	39.6	39.6	11.8	28.0	28.0	33.0	33.0	33.0	33.0	61.7
Actuated g/C Ratio	0.23	0.40	0.40	0.12	0.28	0.28	0.33	0.33	0.33	0.33	0.62
v/c Ratio	1.16	0.93	0.35	0.84	1.42	0.41	0.52	0.47	0.39	0.19	0.63
Control Delay	119.4	36.9	5.9	61.8	215.1	4.4	32.8	26.1	30.8	25.1	15.0
Queue Delay	1.0	45.7	0.7	0.0	1.9	0.0	73.9	0.0	0.0	0.0	22.4
Total Delay	120.3	82.7	6.6	61.8	217.0	4.4	106.6	26.1	30.8	25.1	37.5
LOS	F	F	A	E	F	A	F	C	C	C	D
Approach Delay		81.6			189.9			61.0		34.8	
Approach LOS		F			F			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay: 120.4

Intersection LOS: F

Intersection Capacity Utilization 110.3%

ICU Level of Service H

Analysis Period (min) 15




























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	456	1702	260	166	2354	229	201	159	103	109	114	594
Future Volume (veh/h)	456	1702	260	166	2354	229	201	159	103	109	114	594
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	470	1755	250	171	2427	220	207	164	76	112	118	539
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	410	1930	609	198	1730	430	284	395	183	323	612	880
Arrive On Green	0.08	0.13	0.13	0.23	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1753	4823	1522	1739	6179	1535	746	1198	555	1120	1856	1560
Grp Volume(v), veh/h	470	1755	250	171	2427	220	207	0	240	112	118	539
Grp Sat Flow(s),veh/h/ln	1753	1608	1522	1739	1545	1535	746	0	1754	1120	1856	1560
Q Serve(g_s), s	23.4	35.9	15.1	9.5	28.0	8.8	27.5	0.0	10.6	8.6	4.6	23.0
Cycle Q Clear(g_c), s	23.4	35.9	15.1	9.5	28.0	8.8	32.0	0.0	10.6	19.2	4.6	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	410	1930	609	198	1730	430	284	0	579	323	612	880
V/C Ratio(X)	1.15	0.91	0.41	0.86	1.40	0.51	0.73	0.00	0.41	0.35	0.19	0.61
Avail Cap(c_a), veh/h	410	1930	609	216	1730	430	284	0	579	323	612	880
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	41.6	32.6	37.9	22.0	17.8	35.4	0.0	26.0	33.5	24.0	14.5
Incr Delay (d2), s/veh	82.1	5.0	1.2	3.1	181.6	0.4	15.1	0.0	2.2	2.9	0.7	3.2
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	20.2	16.1	6.3	3.6	27.1	2.5	5.9	0.0	4.6	2.5	2.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.3	46.6	33.8	41.0	203.6	18.2	50.5	0.0	28.2	36.4	24.7	17.7
LnGrp LOS	F	D	C	D	F	B	D	A	C	D	C	B
Approach Vol, veh/h		2475			2818			447			769	
Approach Delay, s/veh		60.8			179.2			38.5			21.5	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	45.7		38.3	28.0	33.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	11.5	37.9		25.0	25.4	30.0		34.0				
Green Ext Time (p_c), s	0.0	0.9		1.2	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				105.9								
HCM 6th LOS				F								

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	123	1500	157	38	2684	257	263	35	78	198	28
Future Volume (vph)	123	1500	157	38	2684	257	263	35	78	198	28
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.7	59.9	71.6	6.1	54.3	54.3	5.7	11.2	11.2	8.3	11.8
Actuated g/C Ratio	0.08	0.60	0.72	0.06	0.54	0.54	0.06	0.11	0.11	0.08	0.12
v/c Ratio	0.53	0.81	0.15	0.40	1.59	0.31	1.53	0.19	0.30	1.53	0.45
Control Delay	41.3	29.0	3.0	37.9	287.9	13.0	297.9	38.1	4.2	304.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	29.0	3.0	37.9	287.9	13.0	297.9	38.1	4.2	304.3	17.1
LOS	D	C	A	D	F	B	F	D	A	F	B
Approach Delay		27.6			261.0			212.5			203.3
Approach LOS		C			F			F			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 178.0

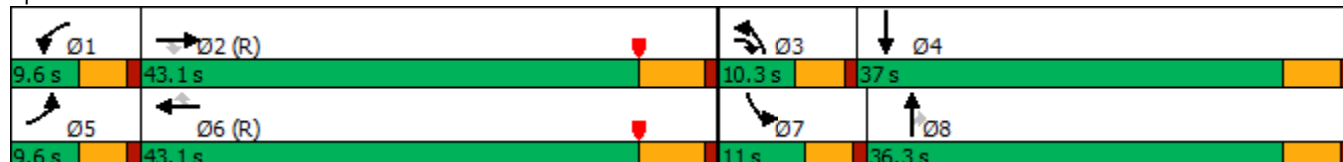
Intersection LOS: F

Intersection Capacity Utilization 101.2%

ICU Level of Service G

Analysis Period (min) 15





























Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 				 	
Traffic Volume (veh/h)	123	1500	157	38	2684	257	263	35	78	198	28	79
Future Volume (veh/h)	123	1500	157	38	2684	257	263	35	78	198	28	79
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	1705	178	43	3050	292	299	40	89	225	32	90
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	2158	1053	62	2104	939	197	166	141	114	42	117
Arrive On Green	0.10	1.00	1.00	0.03	0.59	0.59	0.06	0.09	0.09	0.06	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	433	1218
Grp Volume(v), veh/h	140	1705	178	43	3050	292	299	40	89	225	0	122
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1651
Q Serve(g_s), s	4.0	0.0	0.0	2.4	59.2	9.2	5.7	2.0	5.4	6.4	0.0	7.2
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.4	59.2	9.2	5.7	2.0	5.4	6.4	0.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	173	2158	1053	62	2104	939	197	166	141	114	0	158
V/C Ratio(X)	0.81	0.79	0.17	0.69	1.45	0.31	1.52	0.24	0.63	1.97	0.00	0.77
Avail Cap(c_a), veh/h	173	2158	1053	89	2104	939	197	580	491	114	0	523
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	0.0	47.7	20.4	10.2	47.2	42.4	44.0	46.8	0.0	44.1
Incr Delay (d2), s/veh	8.2	1.0	0.1	5.1	205.0	0.9	257.3	0.3	1.7	468.1	0.0	3.0
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	1.8	0.3	0.0	1.1	80.0	3.1	9.4	0.9	2.1	17.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	1.0	0.1	52.8	225.4	11.1	304.5	42.7	45.7	514.9	0.0	47.1
LnGrp LOS	D	A	A	D	F	B	F	D	D	F	A	D
Approach Vol, veh/h	2023		3385				428				347	
Approach Delay, s/veh	4.5		204.7				226.2				350.4	
Approach LOS	A		F				F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	66.7	10.3	14.9	9.6	65.2	11.0	14.2				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	7.7	9.2	6.0	61.2	8.4	7.4				
Green Ext Time (p_c), s	0.0	11.1	0.0	0.4	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	148.9											
HCM 6th LOS	F											

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	145	2	7	0	232	91	7	205	1
Future Vol, veh/h	1	1	1	145	2	7	0	232	91	7	205	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	-	-	-	-	-	-	60	-	-	50	-	-
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	0	0	0
Mvmt Flow	1	1	1	186	3	9	0	297	117	9	263	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	644	696	264	639	638	356	264	0	0	414	0	0
Stage 1	282	282	-	356	356	-	-	-	-	-	-	-
Stage 2	362	414	-	283	282	-	-	-	-	-	-	-
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	389	368	780	392	397	693	1312	-	-	1156	-	-
Stage 1	729	681	-	666	633	-	-	-	-	-	-	-
Stage 2	661	597	-	728	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	380	365	780	388	394	693	1312	-	-	1156	-	-
Mov Cap-2 Maneuver	380	365	-	388	394	-	-	-	-	-	-	-
Stage 1	729	676	-	666	633	-	-	-	-	-	-	-
Stage 2	650	597	-	720	676	-	-	-	-	-	-	-







Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		22.8		0		0.3	
HCM LOS	B		C					




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	451	396	1156	-
HCM Lane V/C Ratio	-	-	-	0.009	0.499	0.008	-
HCM Control Delay (s)	0	-	-	13.1	22.8	8.1	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.7	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1591	186	0	2979	0	120
Future Vol, veh/h	1591	186	0	2979	0	120
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1729	202	0	3238	0	130
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	865
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*507
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*507
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	507	-	-	-		
HCM Lane V/C Ratio	0.257	-	-	-		
HCM Control Delay (s)	14.5	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	1	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	65	312	4	0	222
Future Vol, veh/h	0	65	312	4	0	222
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	-	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	2	0	0	2
Mvmt Flow	0	71	339	4	0	241
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	170	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	851	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	851	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	851			
HCM Lane V/C Ratio	-	-	0.083			
HCM Control Delay (s)	-	-	9.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.3			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑		↗
Traffic Vol, veh/h	1603	108	31	2979	0	104
Future Vol, veh/h	1603	108	31	2979	0	104
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1742	117	34	3238	0	113
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1859	0	-	871
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	578	-	0	*436
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	578	-	-	*436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	436	-	-	578	-	
HCM Lane V/C Ratio	0.259	-	-	0.058	-	
HCM Control Delay (s)	16.1	-	-	11.6	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon















Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	37	279	4	52	170
Future Vol, veh/h	12	37	279	4	52	170
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	0	-	0	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	13	40	303	4	57	185
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	510	152	0	0	307	0
Stage 1	303	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	498	873	-	-	1265	-
Stage 1	729	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	873	-	-	1265	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.2	0	1.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 476 873 1265	-	-		
HCM Lane V/C Ratio	-	- 0.027 0.046 0.045	-	-		
HCM Control Delay (s)	-	- 12.8 9.3 8	-	-		
HCM Lane LOS	-	- B A A	-	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.1 0.1	-	-		

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	268	8	0	182
Future Vol, veh/h	0	15	268	8	0	182
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	2	0	0	2
Mvmt Flow	0	16	291	9	0	198
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	150	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	876	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	876	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	876		-		
HCM Lane V/C Ratio	-	0.019		-		
HCM Control Delay (s)	-	9.2		-		
HCM Lane LOS	-	A		-		
HCM 95th %tile Q(veh)	-	0.1		-		

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1622	5	2862	98	0	39	0
Future Volume (vph)	39	1622	5	2862	98	0	39	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min
Act Effect Green (s)	6.8	75.7	5.0	68.1		10.9		10.9
Actuated g/C Ratio	0.07	0.76	0.05	0.68		0.11		0.11
v/c Ratio	0.46	0.70	0.06	1.33		0.54		0.40
Control Delay	63.3	10.0	46.6	171.0		20.9		12.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	63.3	10.0	46.6	171.0		20.9		12.4
LOS	E	A	D	F		C		B
Approach Delay		11.2		170.8		20.9		12.4
Approach LOS		B		F		C		B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 107.6

Intersection LOS: F

Intersection Capacity Utilization 100.7%

ICU Level of Service G

Analysis Period (min) 15



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1622	47	5	2862	25	98	0	13	39	0	49
Future Volume (veh/h)	39	1622	47	5	2862	25	98	0	13	39	0	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	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	41	1726	50	5	3045	24	104	0	12	41	0	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	45	2504	72	12	2486	20	199	0	15	123	15	80
Arrive On Green	0.07	1.00	1.00	0.01	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	3387	98	1810	3499	28	1392	0	161	727	162	845
Grp Volume(v), veh/h	41	867	909	5	1495	1574	116	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1273	1706	1778	1810	1721	1806	1552	0	0	1734	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.3	71.0	71.0	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.3	71.0	71.0	7.1	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.90		0.10	0.51		0.49
Lane Grp Cap(c), veh/h	45	1262	1315	12	1222	1283	214	0	0	218	0	0
V/C Ratio(X)	0.91	0.69	0.69	0.43	1.22	1.23	0.54	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	64	1262	1315	90	1222	1283	491	0	0	513	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.3	0.0	0.0	49.5	14.5	14.5	44.1	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	57.9	3.1	3.0	4.9	104.7	105.9	0.8	0.0	0.0	0.4	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	1.7	1.1	1.1	0.1	52.6	55.7	2.9	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.2	3.1	3.0	54.4	119.1	120.4	44.9	0.0	0.0	43.3	0.0	0.0
LnGrp LOS	F	A	A	D	F	F	D	A	A	D	A	A
Approach Vol, veh/h	1817				3074				116			
Approach Delay, s/veh	5.3				119.7				44.9			
Approach LOS	A				F				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	80.7		14.0	8.1	77.8		14.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		6.2	5.2	73.0		9.1				
Green Ext Time (p_c), s	0.0	10.4		0.3	0.0	0.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	75.9											
HCM 6th LOS	E											

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	60	23	16	0	63	41	30	175	1	33	88	61
Future Vol, veh/h	60	23	16	0	63	41	30	175	1	33	88	61
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	4	0	0	0	0	20	0	0	100	0	0	12
Mvmt Flow	72	28	19	0	76	49	36	211	1	40	106	73
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.7	9.8	12	9.4
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	15%	100%	0%	0%	0%	27%	0%
Vol Thru, %	85%	0%	59%	100%	61%	73%	0%
Vol Right, %	0%	0%	41%	0%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	60	39	0	104	121	61
LT Vol	30	60	0	0	0	33	0
Through Vol	175	0	23	0	63	88	0
RT Vol	1	0	16	0	41	0	61
Lane Flow Rate	248	72	47	0	125	146	73
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.385	0.131	0.074	0	0.198	0.231	0.099
Departure Headway (Hd)	5.586	6.542	5.676	5.977	5.697	5.7	4.855
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	549	632	0	632	633	742
Service Time	3.592	4.269	3.403	3.703	3.423	3.406	2.561
HCM Lane V/C Ratio	0.383	0.131	0.074	0	0.198	0.231	0.098
HCM Control Delay	12	10.3	8.9	8.7	9.8	10.1	8.1
HCM Lane LOS	B	B	A	N	A	B	A
HCM 95th-tile Q	1.8	0.4	0.2	0	0.7	0.9	0.3

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	1210	365	1564	623	177
Future Volume (vph)	1210	365	1564	623	177
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	32.2	8.1	45.3	19.6	19.6
Actuated g/C Ratio	0.42	0.11	0.59	0.25	0.25
v/c Ratio	0.84	1.97	0.78	0.73	0.33
Control Delay	25.0	479.0	17.3	31.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	479.0	17.3	31.1	5.2
LOS	C	F	B	C	A
Approach Delay	25.0		104.6	25.3	
Approach LOS	C		F	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 77

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 60.0

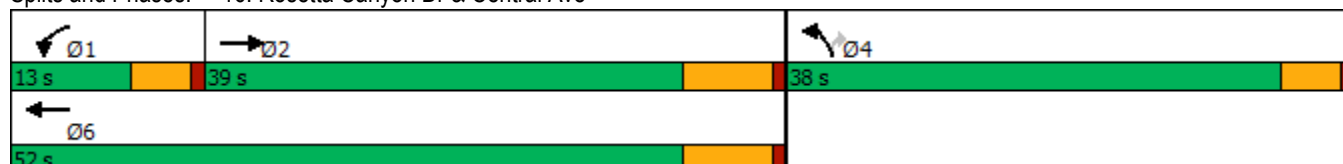
Intersection LOS: E

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15







Splits and Phases: 16: Rosetta Canyon Dr & Central Ave



HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





05/06/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1210	452	365	1564	623	177
Future Volume (veh/h)	1210	452	365	1564	623	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1235	459	372	1596	636	165
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1478	547	205	2120	774	360
Arrive On Green	0.42	0.42	0.11	0.61	0.22	0.22
Sat Flow, veh/h	3664	1297	1810	3589	3456	1610
Grp Volume(v), veh/h	1152	542	372	1596	636	165
Grp Sat Flow(s),veh/h/ln	1635	1530	1810	1749	1728	1610
Q Serve(g_s), s	22.2	22.4	8.0	23.3	12.4	6.3
Cycle Q Clear(g_c), s	22.2	22.4	8.0	23.3	12.4	6.3
Prop In Lane		0.85	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1380	646	205	2120	774	360
V/C Ratio(X)	0.84	0.84	1.81	0.75	0.82	0.46
Avail Cap(c_a), veh/h	1481	693	205	2229	1615	752
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	18.2	18.3	31.3	10.1	26.1	23.7
Incr Delay (d2), s/veh	4.1	8.5	385.2	1.4	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.7	25.0	5.9	4.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.3	26.8	416.5	11.5	26.9	24.0
LnGrp LOS	C	C	F	B	C	C
Approach Vol, veh/h	1694			1968	801	
Approach Delay, s/veh	23.7			88.1	26.3	
Approach LOS	C			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	36.8		20.8		49.8
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	10.0	24.4		14.4		25.3
Green Ext Time (p_c), s	0.0	5.5		1.4		10.8
Intersection Summary						
HCM 6th Ctrl Delay			52.6			
HCM 6th LOS			D			

Intersection









Intersection Delay, s/veh 19.2

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	258	106	95	121	140	231
Future Vol, veh/h	258	106	95	121	140	231
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	2	0	0	0	2
Mvmt Flow	335	138	123	157	182	300
Number of Lanes	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	19	15	21.9
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	44%	100%	0%	0%
Vol Thru, %	56%	0%	0%	38%
Vol Right, %	0%	0%	100%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	258	106	371
LT Vol	95	258	0	0
Through Vol	121	0	0	140
RT Vol	0	0	106	231
Lane Flow Rate	281	335	138	482
Geometry Grp	2	7	7	2
Degree of Util (X)	0.483	0.659	0.225	0.729
Departure Headway (Hd)	6.195	7.081	5.894	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	578	509	606	660
Service Time	4.273	4.847	3.659	3.516
HCM Lane V/C Ratio	0.486	0.658	0.228	0.73
HCM Control Delay	15	22.6	10.4	21.9
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	2.6	4.7	0.9	6.3

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	16	1421	13	90	1430	242	8	1	80	83	4	12
Future Vol, veh/h	16	1421	13	90	1430	242	8	1	80	83	4	12
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	300	-	-	240	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	6	3	0	0	0	0	0	0
Mvmt Flow	17	1528	14	97	1538	260	9	1	86	89	4	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1798	0	0	1542	0	0	3440	3561	1535	3475	3438	1668
Stage 1	-	-	-	-	-	-	1569	1569	-	1862	1862	-
Stage 2	-	-	-	-	-	-	1871	1992	-	1613	1576	-
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	348	-	-	436	-	-	~ 4	6	145	~ 4	7	120
Stage 1	-	-	-	-	-	-	140	173	-	95	124	-
Stage 2	-	-	-	-	-	-	94	107	-	132	172	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	348	-	-	436	-	-	~ 3	4	145	~ 1	5	120
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	45	-	~ -90	38	-
Stage 1	-	-	-	-	-	-	133	165	-	90	96	-
Stage 2	-	-	-	-	-	-	62	83	-	~ 51	164	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.8	70.3	
HCM LOS			F	-



















Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	33	145	348	-	-	436	-	-	+	120
HCM Lane V/C Ratio	0.293	0.593	0.049	-	-	0.222	-	-	-	0.108
HCM Control Delay (s)	154.3	60.8	15.9	-	-	15.6	-	-	-	38.6
HCM Lane LOS	F	F	C	-	-	C	-	-	-	E
HCM 95th %tile Q(veh)	0.9	3.1	0.2	-	-	0.8	-	-	-	0.4

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

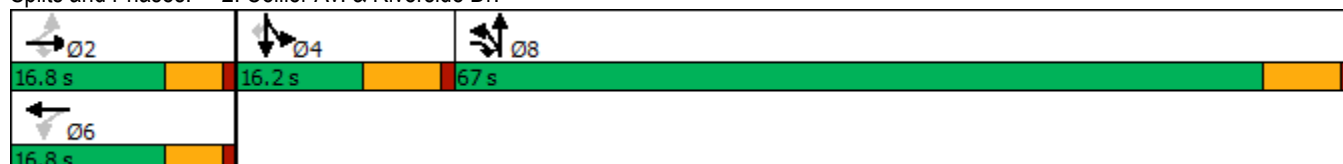
Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/06/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	153	7	1395	30	21	1527	351	8	322	207
Future Volume (vph)	153	7	1395	30	21	1527	351	8	322	207
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	67.0	16.8	16.8	67.0	67.0	16.2	16.2	16.2
Total Split (%)	16.8%	16.8%	67.0%	16.8%	16.8%	67.0%	67.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		11.5	77.0		11.5	60.2	60.2	9.4	9.4	9.4
Actuated g/C Ratio		0.12	0.77		0.12	0.60	0.60	0.09	0.09	0.09
v/c Ratio		1.09	1.17		0.59	1.46	0.35	0.05	1.89	0.72
Control Delay		143.5	101.7		53.0	236.3	10.9	42.1	447.2	27.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		143.5	101.7		53.0	236.3	10.9	42.1	447.2	27.1
LOS		F	F		D	F	B	D	F	C
Approach Delay		106.0			53.0		191.9		279.5	
Approach LOS		F			D		F		F	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 100										
Natural Cycle: 120										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 1.89										
Intersection Signal Delay: 168.1					Intersection LOS: F					
Intersection Capacity Utilization 132.8%					ICU Level of Service H					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.



HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	7	1395	30	21	21	1527	351	23	8	322	207
Future Volume (veh/h)	153	7	1395	30	21	21	1527	351	23	8	322	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	1826	1900	1870	1900	1900	1900	1885	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	158	7	1386	31	22	16	1574	362	20	8	332	128
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	183	5	1136	52	33	10	1081	1057	58	170	177	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.09	0.09	0.09
Sat Flow, veh/h	980	43	1585	0	289	87	1795	1756	97	1810	1885	1585
Grp Volume(v), veh/h	165	0	1386	69	0	0	1574	0	382	8	332	128
Grp Sat Flow(s),veh/h/ln	1023	0	1585	376	0	0	1795	0	1853	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	0.0	0.0	0.0	60.2	0.0	10.3	0.4	9.4	8.0
Cycle Q Clear(g_c), s	11.5	0.0	11.5	11.5	0.0	0.0	60.2	0.0	10.3	0.4	9.4	8.0
Prop In Lane	0.96		1.00	0.45		0.23	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	188	0	1136	95	0	0	1081	0	1115	170	177	149
V/C Ratio(X)	0.88	0.00	1.22	0.72	0.00	0.00	1.46	0.00	0.34	0.05	1.87	0.86
Avail Cap(c_a), veh/h	188	0	1136	95	0	0	1081	0	1115	170	177	149
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	5.6	43.5	0.0	0.0	19.9	0.0	10.0	41.2	45.3	44.6
Incr Delay (d2), s/veh	33.0	0.0	106.9	20.7	0.0	0.0	210.5	0.0	0.1	0.0	413.8	35.1
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	5.8	0.0	61.5	2.2	0.0	0.0	83.6	0.0	3.6	0.2	24.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	0.0	112.6	64.2	0.0	0.0	230.4	0.0	10.0	41.3	459.1	79.8
LnGrp LOS	E	A	F	E	A	A	F	A	B	D	F	E
Approach Vol, veh/h	1551			69			1956			468		
Approach Delay, s/veh	109.0			64.2			187.4			348.2		
Approach LOS	F			E			F			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	16.8			16.2			16.8			67.0		
Change Period (Y+Rc), s	5.3			6.8			5.3			6.8		
Max Green Setting (Gmax), s	11.5			9.4			11.5			60.2		
Max Q Clear Time (g_c+I1), s	13.5			11.4			13.5			62.2		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	173.8											
HCM 6th LOS	F											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	230	484	415	335	1154	49	232	652	1309	301	95
Future Volume (vph)	230	484	415	335	1154	49	232	652	1309	301	95
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.0	24.4	22.3	41.0	70.7	5.0	5.2	32.8	29.0	31.1	31.1
Actuated g/C Ratio	0.05	0.24	0.22	0.41	0.71	0.05	0.05	0.33	0.29	0.31	0.31
v/c Ratio	1.48	0.69	0.62	0.49	0.65	0.60	1.39	0.73	1.46	0.30	0.17
Control Delay	279.3	40.7	43.9	21.5	1.7	74.1	243.9	28.1	242.7	27.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	279.3	40.7	43.9	21.5	1.7	74.1	243.9	28.1	242.7	27.8	1.0
LOS	F	D	D	C	A	E	F	C	F	C	A
Approach Delay		112.0		14.4			84.2			191.3	
Approach LOS		F		B			F			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.48

Intersection Signal Delay: 97.6

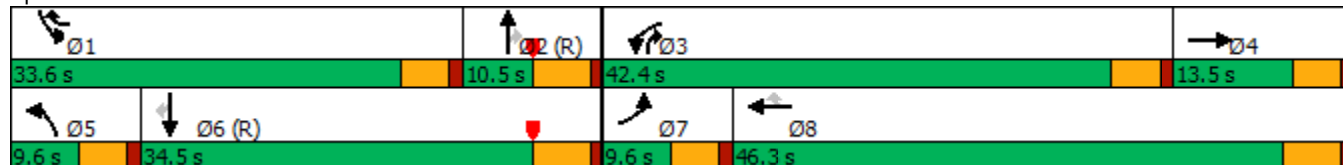
Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	484	56	415	335	1154	49	232	652	1309	301	95
Future Volume (veh/h)	230	484	56	415	335	1154	49	232	652	1309	301	95
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	256	538	58	461	372	1114	54	258	620	1454	334	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	174	619	67	552	567	1666	70	568	899	1002	1468	659
Arrive On Green	0.05	0.19	0.19	0.05	0.10	0.10	0.04	0.16	0.16	0.29	0.41	0.41
Sat Flow, veh/h	3483	3262	351	3374	1870	2803	1810	3582	2790	3456	3582	1608
Grp Volume(v), veh/h	256	295	301	461	372	1114	54	258	620	1454	334	95
Grp Sat Flow(s),veh/h/ln	1742	1791	1822	1687	1870	1401	1810	1791	1395	1728	1791	1608
Q Serve(g_s), s	5.0	16.0	16.1	13.5	19.2	24.0	3.0	6.5	15.9	29.0	6.1	3.7
Cycle Q Clear(g_c), s	5.0	16.0	16.1	13.5	19.2	24.0	3.0	6.5	15.9	29.0	6.1	3.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	340	346	552	567	1666	70	568	899	1002	1468	659
V/C Ratio(X)	1.47	0.87	0.87	0.83	0.66	0.67	0.77	0.45	0.69	1.45	0.23	0.14
Avail Cap(c_a), veh/h	174	340	346	1275	767	1964	90	568	899	1002	1468	659
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.5	39.3	39.3	46.0	40.0	17.0	47.6	38.1	29.5	35.5	19.2	18.5
Incr Delay (d2), s/veh	240.0	19.7	20.1	0.1	0.0	0.0	18.6	2.6	4.3	203.4	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	7.9	8.6	8.8	6.1	9.5	8.7	1.7	3.0	6.7	39.7	2.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	287.5	59.0	59.5	46.1	40.0	17.0	66.2	40.7	33.8	238.9	19.2	18.6
LnGrp LOS	F	E	E	D	D	B	E	D	C	F	B	B
Approach Vol, veh/h		852			1947			932			1883	
Approach Delay, s/veh		127.8			28.3			37.6			188.8	
Approach LOS		F			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	21.2	21.0	24.3	8.5	46.3	9.6	35.6				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	31.0	17.9	15.5	18.1	5.0	8.1	7.0	26.0				
Green Ext Time (p_c), s	0.0	0.0	0.8	0.0	0.0	1.3	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	98.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘	↕	↑
Traffic Volume (vph)	1961	811	1045	2245	1101	4	269
Future Volume (vph)	1961	811	1045	2245	1101	4	269
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	36.0	36.0	35.0	71.0	29.0	29.0	29.0
Total Split (%)	36.0%	36.0%	35.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	30.3	30.3	30.4	65.3	23.7	23.7	23.7
Actuated g/C Ratio	0.30	0.30	0.30	0.65	0.24	0.24	0.24
v/c Ratio	1.38	1.09	1.09	1.06	1.61	1.64	0.65
Control Delay	209.8	72.9	74.2	57.5	313.9	327.8	31.9
Queue Delay	1.6	0.0	0.0	19.3	0.0	0.0	0.0
Total Delay	211.4	72.9	74.2	76.7	313.9	327.8	31.9
LOS	F	E	E	E	F	F	C
Approach Delay	170.9			75.9		269.9	
Approach LOS	F			E		F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.64

Intersection Signal Delay: 147.2

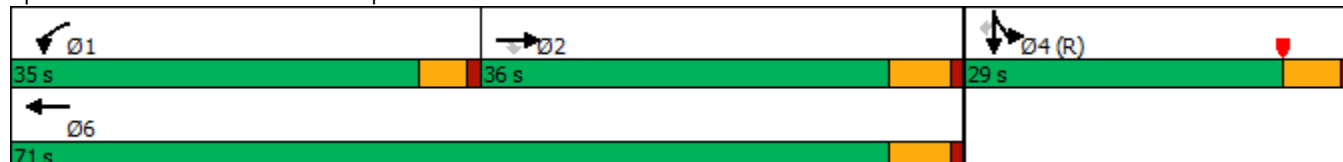
Intersection LOS: F

Intersection Capacity Utilization 126.4%

ICU Level of Service H

Analysis Period (min) 15

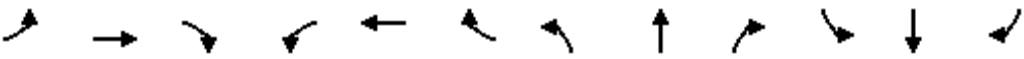
Splits and Phases: 4: I-15 SB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)




















05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	1961	811	1045	2245	0	0	0	0	1101	4	269
Future Volume (veh/h)	0	1961	811	1045	2245	0	0	0	0	1101	4	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1885	1870	1870	0				1826	1900	1826
Adj Flow Rate, veh/h	0	2132	652	1136	2440	0				1259	0	131
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1547	484	1051	2321	0				824	0	367
Arrive On Green	0.00	0.30	0.30	0.30	0.65	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5274	1598	3456	3647	0				3478	0	1547
Grp Volume(v), veh/h	0	2132	652	1136	2440	0				1259	0	131
Grp Sat Flow(s),veh/h/ln	0	1702	1598	1728	1777	0				1739	0	1547
Q Serve(g_s), s	0.0	30.3	30.3	30.4	65.3	0.0				23.7	0.0	7.1
Cycle Q Clear(g_c), s	0.0	30.3	30.3	30.4	65.3	0.0				23.7	0.0	7.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1547	484	1051	2321	0				824	0	367
V/C Ratio(X)	0.00	1.38	1.35	1.08	1.05	0.00				1.53	0.00	0.36
Avail Cap(c_a), veh/h	0	1547	484	1051	2321	0				824	0	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.9	34.8	34.8	17.3	0.0				38.2	0.0	31.8
Incr Delay (d2), s/veh	0.0	170.5	157.4	38.6	24.5	0.0				243.5	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	36.3	32.3	17.7	29.0	0.0				37.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	205.3	192.2	73.4	41.9	0.0				281.7	0.0	34.5
LnGrp LOS	A	F	F	F	F	A				F	A	C
Approach Vol, veh/h		2784			3576						1390	
Approach Delay, s/veh		202.3			51.9						258.4	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	35.0	36.0		29.0		71.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	30.4	30.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	32.4	32.3		25.7		67.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0						
Intersection Summary												
HCM 6th Ctrl Delay			142.9									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	  			 	
Traffic Volume (vph)	285	2819	2445	796	802	2	1068
Future Volume (vph)	285	2819	2445	796	802	2	1068
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	60.0	47.0	47.0	40.0	40.0	40.0
Total Split (%)	13.0%	60.0%	47.0%	47.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	8.4	54.3	41.3	41.3	34.7	34.7	34.7
Actuated g/C Ratio	0.08	0.54	0.41	0.41	0.35	0.35	0.35
v/c Ratio	2.19	1.12	1.27	0.91	1.22	1.34	1.15
Control Delay	565.2	73.8	155.8	28.9	146.8	196.4	116.7
Queue Delay	0.0	1.4	1.6	47.3	11.0	12.1	0.5
Total Delay	565.2	75.2	157.4	76.2	157.8	208.5	117.2
LOS	F	E	F	E	F	F	F
Approach Delay		120.2	137.4			161.7	
Approach LOS		F	F			F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.19

Intersection Signal Delay: 136.4

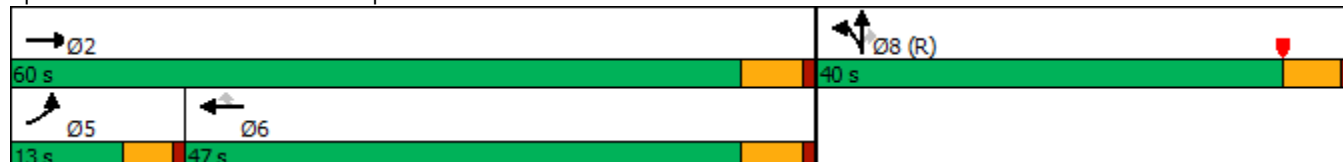
Intersection LOS: F

Intersection Capacity Utilization 126.4%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 5: I-15 NB Ramps & Central Ave



























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)




























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	285	2819	0	0	2445	796	802	2	1068	0	0	0
Future Volume (veh/h)	285	2819	0	0	2445	796	802	2	1068	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	313	3098	0	0	2687	742	1225	0	663			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	145	2773	0	0	2126	627	1236	0	546			
Arrive On Green	0.08	0.54	0.00	0.00	0.14	0.14	0.35	0.00	0.35			
Sat Flow, veh/h	1725	5274	0	0	5316	1519	3563	0	1572			
Grp Volume(v), veh/h	313	3098	0	0	2687	742	1225	0	663			
Grp Sat Flow(s),veh/h/ln	1725	1702	0	0	1716	1519	1781	0	1572			
Q Serve(g_s), s	8.4	54.3	0.0	0.0	41.3	41.3	34.2	0.0	34.7			
Cycle Q Clear(g_c), s	8.4	54.3	0.0	0.0	41.3	41.3	34.2	0.0	34.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	2773	0	0	2126	627	1236	0	546			
V/C Ratio(X)	2.16	1.12	0.00	0.00	1.26	1.18	0.99	0.00	1.22			
Avail Cap(c_a), veh/h	145	2773	0	0	2126	627	1236	0	546			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.8	22.8	0.0	0.0	43.2	43.2	32.5	0.0	32.6			
Incr Delay (d2), s/veh	524.2	53.4	0.0	0.0	119.2	84.0	23.5	0.0	112.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.7	33.5	0.0	0.0	42.4	31.4	18.3	0.0	29.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	570.0	76.2	0.0	0.0	162.4	127.2	56.0	0.0	145.4			
LnGrp LOS	F	F	A	A	F	F	E	A	F			
Approach Vol, veh/h	3411			3429			1888					
Approach Delay, s/veh	121.5			154.8			87.4					
Approach LOS	F			F			F					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	60.0			13.0			47.0			40.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	54.3			8.4			41.3			34.7		
Max Q Clear Time (g_c+I1), s	56.3			10.4			43.3			36.7		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	127.2											
HCM 6th LOS	F											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 			
Traffic Volume (vph)	592	2941	354	196	2309	130	335	179	132	146	598
Future Volume (vph)	592	2941	354	196	2309	130	335	179	132	146	598
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	26.4	41.3	41.3	10.1	25.0	25.0	33.0	33.0	33.0	33.0	64.7
Actuated g/C Ratio	0.26	0.41	0.41	0.10	0.25	0.25	0.33	0.33	0.33	0.33	0.65
v/c Ratio	1.32	1.49	0.48	1.14	1.53	0.29	0.91	0.75	0.95	0.25	0.61
Control Delay	173.5	247.5	9.9	123.0	269.1	8.7	61.2	33.9	97.3	25.9	12.8
Queue Delay	1.8	1.3	2.7	0.0	2.1	0.0	63.6	0.0	0.0	0.0	8.2
Total Delay	175.3	248.7	12.6	123.0	271.3	8.7	124.8	33.9	97.3	25.9	21.0
LOS	F	F	B	F	F	A	F	C	F	C	C
Approach Delay		216.0			247.3			73.6		33.3	
Approach LOS		F			F			E		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 193.1

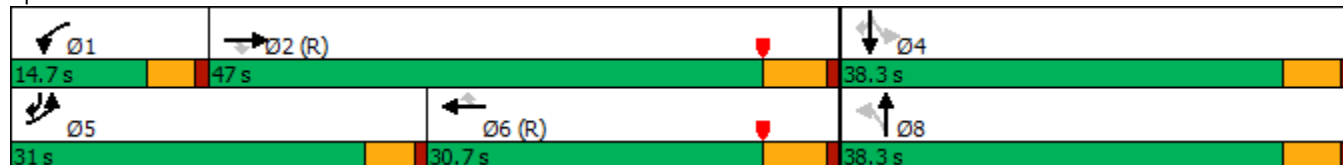
Intersection LOS: F

Intersection Capacity Utilization 117.4%

ICU Level of Service H

Analysis Period (min) 15

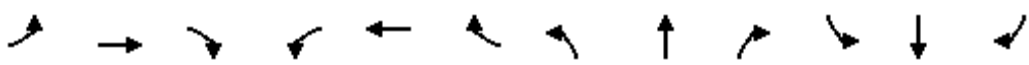
Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)























05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↱	↱	↰	↑	↱
Traffic Volume (veh/h)	592	2941	354	196	2309	130	335	179	254	132	146	598
Future Volume (veh/h)	592	2941	354	196	2309	130	335	179	254	132	146	598
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			
Adj Sat Flow, veh/h/ln	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	623	3096	336	206	2431	129	353	188	222	139	154	564
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	474	2092	655	181	1596	386	268	260	307	190	612	942
Arrive On Green	0.26	0.41	0.41	0.20	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	5066	1585	1795	6383	1544	728	788	930	983	1856	1585
Grp Volume(v), veh/h	623	3096	336	206	2431	129	353	0	410	139	154	564
Grp Sat Flow(s),veh/h/ln	1795	1689	1585	1795	1596	1544	728	0	1718	983	1856	1585
Q Serve(g_s), s	26.4	41.3	15.8	10.1	25.0	5.0	26.9	0.0	21.0	12.0	6.1	22.4
Cycle Q Clear(g_c), s	26.4	41.3	15.8	10.1	25.0	5.0	33.0	0.0	21.0	33.0	6.1	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	474	2092	655	181	1596	386	268	0	567	190	612	942
V/C Ratio(X)	1.31	1.48	0.51	1.14	1.52	0.33	1.32	0.00	0.72	0.73	0.25	0.60
Avail Cap(c_a), veh/h	474	2092	655	181	1596	386	268	0	567	190	612	942
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	29.4	21.9	39.9	25.0	20.0	40.1	0.0	29.5	44.9	24.5	12.8
Incr Delay (d2), s/veh	142.9	216.2	0.3	67.9	235.8	0.2	166.5	0.0	7.8	21.9	1.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.7	57.0	5.5	7.2	31.6	1.6	18.9	0.0	9.4	4.5	2.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.7	245.5	22.1	107.8	260.8	20.2	206.6	0.0	37.3	66.8	25.5	15.6
LnGrp LOS	F	F	C	F	F	C	F	A	D	E	C	B
Approach Vol, veh/h	4055				2766				763			
Approach Delay, s/veh	216.9				238.2				115.6			
Approach LOS	F				F				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	47.0		38.3	31.0	30.7		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	12.1	43.3		35.0	28.4	27.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	195.3											
HCM 6th LOS	F											

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	366	2411	316	77	1609	178	377	13	107	321	63
Future Volume (vph)	366	2411	316	77	1609	178	377	13	107	321	63
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	25.7	9.6	36.7	36.7	25.7	36.3	36.3	15.0	25.6
Total Split (%)	12.0%	39.1%	25.7%	9.6%	36.7%	36.7%	25.7%	36.3%	36.3%	15.0%	25.6%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	19.1	42.7	64.4	8.6	32.2	32.2	15.8	17.8	17.8	10.4	12.4
Actuated g/C Ratio	0.19	0.43	0.64	0.09	0.32	0.32	0.16	0.18	0.18	0.10	0.12
v/c Ratio	0.58	1.66	0.30	0.52	1.47	0.29	0.73	0.04	0.28	1.82	0.75
Control Delay	47.4	324.8	0.1	52.3	245.3	12.4	48.0	28.5	5.1	415.9	36.2
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	47.4	324.8	0.1	52.3	245.3	12.4	48.0	28.5	5.1	415.9	36.2
LOS	D	F	A	D	F	B	D	C	A	F	D
Approach Delay		258.8			215.1			38.2			261.1
Approach LOS		F			F			D			F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.82

Intersection Signal Delay: 227.2

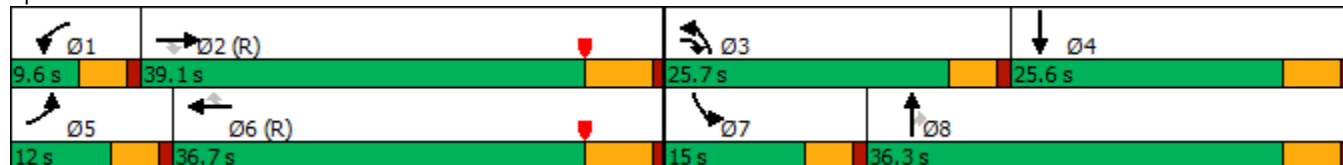
Intersection LOS: F

Intersection Capacity Utilization 111.7%

ICU Level of Service H

Analysis Period (min) 15
























Splits and Phases: 7: Cambern Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

06/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	2411	316	77	1609	178	377	13	107	321	63	157
Future Volume (veh/h)	366	2411	316	77	1609	178	377	13	107	321	63	157
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	2511	329	80	1676	185	393	14	111	334	66	164
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1600	929	89	1514	675	470	357	303	185	76	188
Arrive On Green	0.05	0.30	0.30	0.05	0.43	0.43	0.14	0.19	0.19	0.10	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1585	1781	476	1182
Grp Volume(v), veh/h	381	2511	329	80	1676	185	393	14	111	334	0	230
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1585	1781	0	1658
Q Serve(g_s), s	7.4	45.0	12.7	4.5	42.6	7.6	11.1	0.6	6.1	10.4	0.0	13.6
Cycle Q Clear(g_c), s	7.4	45.0	12.7	4.5	42.6	7.6	11.1	0.6	6.1	10.4	0.0	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	256	1600	929	89	1514	675	470	357	303	185	0	263
V/C Ratio(X)	1.49	1.57	0.35	0.90	1.11	0.27	0.84	0.04	0.37	1.80	0.00	0.87
Avail Cap(c_a), veh/h	256	1600	929	89	1514	675	729	580	491	185	0	336
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	34.9	14.2	47.2	28.7	18.6	42.1	33.0	35.2	44.8	0.0	41.1
Incr Delay (d2), s/veh	222.4	256.6	0.1	61.7	58.2	1.0	2.9	0.0	0.3	382.0	0.0	15.5
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	11.0	76.5	4.7	3.4	28.6	2.8	4.8	0.3	2.3	24.1	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.9	291.6	14.3	109.0	86.9	19.6	45.0	33.0	35.5	426.8	0.0	56.5
LnGrp LOS	F	F	B	F	F	B	D	C	D	F	A	E
Approach Vol, veh/h	3221			1941				518			564	
Approach Delay, s/veh	260.7			81.4				42.6			275.8	
Approach LOS	F			F				D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	51.0	18.2	21.2	12.0	48.6	15.0	24.4				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	21.1	20.3	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	6.5	47.0	13.1	15.6	9.4	44.6	12.4	8.1				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	188.2											
HCM 6th LOS	F											

Intersection												
Int Delay, s/veh	16											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	9	2	3	214	1	12	1	364	268	14	334	0
Future Vol, veh/h	9	2	3	214	1	12	1	364	268	14	334	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	-	-	-	-	-	-	60	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	3	228	1	13	1	387	285	15	355	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	924	1059	355	920	917	530	355	0	0	672	0	0
Stage 1	385	385	-	532	532	-	-	-	-	-	-	-
Stage 2	539	674	-	388	385	-	-	-	-	-	-	-
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	252	226	693	254	274	553	1215	-	-	928	-	-
Stage 1	642	614	-	535	529	-	-	-	-	-	-	-
Stage 2	530	457	-	640	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	242	222	693	248	269	553	1215	-	-	928	-	-
Mov Cap-2 Maneuver	242	222	-	248	269	-	-	-	-	-	-	-
Stage 1	641	604	-	534	528	-	-	-	-	-	-	-
Stage 2	516	457	-	625	604	-	-	-	-	-	-	-







Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.7		84.6		0		0.4	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	277	256	928	-
HCM Lane V/C Ratio	0.001	-	-	0.054	0.943	0.016	-
HCM Control Delay (s)	8	-	-	18.7	84.6	8.9	-
HCM Lane LOS	A	-	-	C	F	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	8.7	0	-

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑		↗
Traffic Vol, veh/h	2638	201	0	1863	0	121
Future Vol, veh/h	2638	201	0	1863	0	121
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2867	218	0	2025	0	132
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1434
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*~ 95
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*~ 95
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		\$ 305.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBT	
Capacity (veh/h)	95		-	-	-	
HCM Lane V/C Ratio	1.384		-	-	-	
HCM Control Delay (s)	\$ 305.7		-	-	-	
HCM Lane LOS	F		-	-	-	
HCM 95th %tile Q(veh)	9.7		-	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Vol, veh/h	0	94	404	5	0	456
Future Vol, veh/h	0	94	404	5	0	456
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	-	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	2	0	0	2
Mvmt Flow	0	102	439	5	0	496
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	220	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	790	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	790	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	790		-		
HCM Lane V/C Ratio	-	0.129		-		
HCM Control Delay (s)	-	10.2		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.4		-		

Intersection						
Int Delay, s/veh	518.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	2624	135	38	1863	0	133
Future Vol, veh/h	2624	135	38	1863	0	133
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2852	147	41	2025	0	145
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	2999	0	-	1426
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	2.8
Pot Cap-1 Maneuver	-	-	~ 1	-	0	*~ 6
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	~ 1	-	-	*~ 6
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	\$ 497.5	\$ 11589.6			
HCM LOS			F			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	6	-	-	~ 1	-	
HCM Lane V/C Ratio	24.094	-	-	41.304	-	
HCM Control Delay (s)	\$ 11589.6	-	-	24886.2	-	
HCM Lane LOS	F	-	-	F	-	
HCM 95th %tile Q(veh)	20	-	-	7.2	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						















Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	54	355	5	65	391
Future Vol, veh/h	18	54	355	5	65	391
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	0	-	0	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	20	59	386	5	71	425
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	741	193	0	0	391	0
Stage 1	386	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	356	822	-	-	1179	-
Stage 1	662	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	822	-	-	1179	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	1.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 335 822 1179	-	-		
HCM Lane V/C Ratio	-	- 0.058 0.071 0.06	-	-		
HCM Control Delay (s)	-	- 16.4 9.7 8.2	-	-		
HCM Lane LOS	-	- C A A	-	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.2 0.2	-	-		

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	338	10	0	409
Future Vol, veh/h	0	22	338	10	0	409
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	2	0	0	2
Mvmt Flow	0	24	367	11	0	445
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	189	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	827	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	827	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	827		-		
HCM Lane V/C Ratio	-	0.029		-		
HCM Control Delay (s)	-	9.5		-		
HCM Lane LOS	-	A		-		
HCM 95th %tile Q(veh)	-	0.1		-		

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)






05/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	2626	2	1774	73	6	101	6
Future Volume (vph)	50	2626	2	1774	73	6	101	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min
Act Effect Green (s)	6.9	70.4	5.0	62.8		16.2		16.2
Actuated g/C Ratio	0.07	0.70	0.05	0.63		0.16		0.16
v/c Ratio	0.48	1.13	0.02	0.85		0.45		0.68
Control Delay	48.3	82.2	46.0	22.6		38.4		45.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.3	82.2	46.0	22.6		38.4		45.3
LOS	D	F	D	C		D		D
Approach Delay		81.6		22.6		38.4		45.3
Approach LOS		F		C		D		D

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 57.4
Intersection Capacity Utilization 94.2%
Analysis Period (min) 15
Intersection LOS: E
ICU Level of Service F



















Splits and Phases: 14: Conard Ave & Central Ave

		
Ø1	Ø2 (R)	Ø4
9.6 s	56.8 s	33.6 s
		
Ø5	Ø6 (R)	Ø8
9.6 s	56.8 s	33.6 s

HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)








05/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2626	80	2	1774	31	73	6	14	101	6	54
Future Volume (veh/h)	50	2626	80	2	1774	31	73	6	14	101	6	54
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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	52	2707	82	2	1829	29	75	6	12	104	6	44
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	64	2518	76	5	2429	38	196	18	22	185	10	54
Arrive On Green	0.08	1.00	1.00	0.00	0.68	0.68	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1612	3494	105	1810	3552	56	1119	156	189	1066	82	459
Grp Volume(v), veh/h	52	1359	1430	2	906	952	93	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	1612	1763	1837	1810	1763	1845	1464	0	0	1607	0	0
Q Serve(g_s), s	3.2	72.1	64.8	0.1	33.4	33.7	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	3.2	72.1	64.8	0.1	33.4	33.7	5.9	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.81		0.13	0.68		0.29
Lane Grp Cap(c), veh/h	64	1270	1324	5	1205	1262	236	0	0	248	0	0
V/C Ratio(X)	0.82	1.07	1.08	0.41	0.75	0.75	0.39	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	81	1270	1324	90	1205	1262	483	0	0	505	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.7	0.0	0.0	49.8	10.3	10.3	41.6	0.0	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	31.5	46.1	49.6	14.9	3.4	3.3	0.4	0.0	0.0	1.0	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	1.7	16.3	18.2	0.1	10.0	10.6	2.2	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	46.1	49.6	64.7	13.6	13.6	42.0	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	E	F	F	E	B	B	D	A	A	D	A	A
Approach Vol, veh/h	2841				1860				93		154	
Approach Delay, s/veh	48.4				13.7				42.0		43.9	
Approach LOS	D				B				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	78.9		16.3	8.6	75.2		16.3				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	74.1		11.1	5.2	35.7		7.9				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	6.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	35.1											
HCM 6th LOS	D											

Intersection

Intersection Delay, s/veh 17.3

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	86	52	1	57	8	41	210	0	23	268	119
Future Vol, veh/h	129	86	52	1	57	8	41	210	0	23	268	119
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	163	109	66	1	72	10	52	266	0	29	339	151
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	13.8	12.1	19.8	18.8
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	16%	100%	0%	100%	0%	8%	0%
Vol Thru, %	84%	0%	62%	0%	88%	92%	0%
Vol Right, %	0%	0%	38%	0%	12%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	129	138	1	65	291	119
LT Vol	41	129	0	1	0	23	0
Through Vol	210	0	86	0	57	268	0
RT Vol	0	0	52	0	8	0	119
Lane Flow Rate	318	163	175	1	82	368	151
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.605	0.349	0.335	0.003	0.177	0.678	0.246
Departure Headway (Hd)	6.858	7.692	6.909	8.333	7.727	6.625	5.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	469	521	429	464	549	615
Service Time	4.872	5.433	4.649	6.086	5.48	4.336	3.583
HCM Lane V/C Ratio	0.603	0.348	0.336	0.002	0.177	0.67	0.246
HCM Control Delay	19.8	14.5	13.1	11.1	12.1	22.2	10.5
HCM Lane LOS	C	B	B	B	B	C	B
HCM 95th-tile Q	4	1.5	1.5	0	0.6	5.1	1

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/06/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	2073	286	1363	322	64
Future Volume (vph)	2073	286	1363	322	64
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	42.0	10.0	52.0	38.0	38.0
Total Split (%)	46.7%	11.1%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	35.5	5.1	45.6	13.8	13.8
Actuated g/C Ratio	0.50	0.07	0.64	0.19	0.19
v/c Ratio	1.09	2.32	0.62	0.49	0.19
Control Delay	68.0	638.3	11.2	27.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	638.3	11.2	27.4	7.2
LOS	E	F	B	C	A
Approach Delay	68.0		120.0	24.0	
Approach LOS	E		F	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 71.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.32

Intersection Signal Delay: 82.8

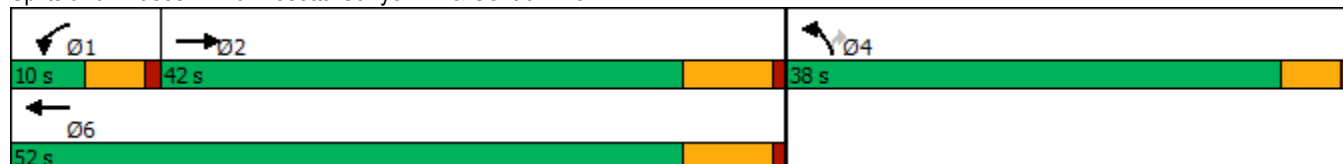
Intersection LOS: F

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave



HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)





05/06/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘↘	↗
Traffic Volume (veh/h)	2073	533	286	1363	322	64
Future Volume (veh/h)	2073	533	286	1363	322	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	2137	525	295	1405	332	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2183	505	138	2437	461	205
Arrive On Green	0.53	0.53	0.08	0.69	0.13	0.13
Sat Flow, veh/h	4259	946	1810	3647	3510	1560
Grp Volume(v), veh/h	1740	922	295	1405	332	51
Grp Sat Flow(s),veh/h/ln	1689	1662	1810	1777	1755	1560
Q Serve(g_s), s	32.5	35.0	5.0	13.5	6.0	1.9
Cycle Q Clear(g_c), s	32.5	35.0	5.0	13.5	6.0	1.9
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1802	886	138	2437	461	205
V/C Ratio(X)	0.97	1.04	2.14	0.58	0.72	0.25
Avail Cap(c_a), veh/h	1802	886	138	2437	1766	785
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	14.7	15.3	30.3	5.4	27.3	25.6
Incr Delay (d2), s/veh	14.0	41.0	536.1	0.3	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	18.7	22.5	2.1	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	56.4	566.4	5.7	28.2	25.8
LnGrp LOS	C	F	F	A	C	C
Approach Vol, veh/h	2662			1700	383	
Approach Delay, s/veh	38.3			103.0	27.8	
Approach LOS	D			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	42.0		13.6		52.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	5.0	35.0		33.0		45.0
Max Q Clear Time (g_c+l1), s	7.0	37.0		8.0		15.5
Green Ext Time (p_c), s	0.0	0.0		0.7		11.1
Intersection Summary						
HCM 6th Ctrl Delay			60.6			
HCM 6th LOS			E			

Intersection

Intersection Delay, s/veh 79.6

Intersection LOS F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	386	309	192	270	315	306
Future Vol, veh/h	386	309	192	270	315	306
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	1	1	1	0
Mvmt Flow	411	329	204	287	335	326
Number of Lanes	1	1	0	1	1	0

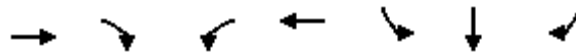
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	39.7	58.5	139.9
HCM LOS	E	F	F

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	42%	100%	0%	0%
Vol Thru, %	58%	0%	0%	51%
Vol Right, %	0%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	462	386	309	621
LT Vol	192	386	0	0
Through Vol	270	0	0	315
RT Vol	0	0	309	306
Lane Flow Rate	491	411	329	661
Geometry Grp	2	7	7	2
Degree of Util (X)	0.958	0.916	0.624	1.226
Departure Headway (Hd)	7.45	8.5	7.259	6.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	491	431	500	548
Service Time	5.45	6.2	4.959	4.717
HCM Lane V/C Ratio	1	0.954	0.658	1.206
HCM Control Delay	58.5	54.4	21.3	139.9
HCM Lane LOS	F	F	C	F
HCM 95th-tile Q	12	10	4.2	25

APPENDIX 6.3:

EAPC (2023) PHASE 1 CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1221	763	1111	2421	342	334	306
v/c Ratio	0.92	0.99	1.04	1.09	0.91	0.93	0.76
Control Delay	57.1	48.5	52.7	69.2	67.4	71.1	39.5
Queue Delay	0.0	0.0	0.0	7.2	0.0	0.0	0.0
Total Delay	57.1	48.5	52.7	76.4	67.4	71.1	39.5
Queue Length 50th (ft)	288	351	~400	~894	224	226	142
Queue Length 95th (ft)	m273	m330	m326	m683	#401	#415	#280
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1323	773	1070	2231	374	358	401
Starvation Cap Reductn	0	0	0	616	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.99	1.04	1.50	0.91	0.93	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	148	1621	2407	824	605	589	563
v/c Ratio	1.12	0.63	1.18	0.84	1.05	1.03	1.01
Control Delay	142.2	10.4	120.2	26.7	84.2	73.8	69.3
Queue Delay	0.0	1.2	1.6	49.7	30.8	35.8	32.1
Total Delay	142.2	11.6	121.8	76.3	114.9	109.6	101.5
Queue Length 50th (ft)	~113	103	~701	409	~444	~403	~340
Queue Length 95th (ft)	m#130	m115	m490	m287	#666	#637	#581
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	132	2584	2040	982	577	574	559
Starvation Cap Reductn	0	426	805	295	0	0	0
Spillback Cap Reductn	0	666	121	0	376	344	58
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.85	1.95	1.20	3.01	2.56	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

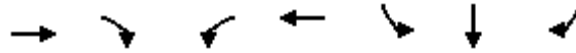
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2097	882	1114	2409	607	593	263
v/c Ratio	1.36	1.08	1.07	1.04	1.57	1.60	0.65
Control Delay	200.2	73.0	65.4	51.7	297.4	310.6	31.9
Queue Delay	1.4	0.0	0.0	24.5	0.0	0.0	0.0
Total Delay	201.6	73.0	65.4	76.2	297.4	310.6	31.9
Queue Length 50th (ft)	~669	~406	~412	~854	~581	~602	110
Queue Length 95th (ft)	m#558	m#320	m292	m596	#802	#837	204
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1540	813	1043	2310	387	371	407
Starvation Cap Reductn	0	0	0	680	0	0	0
Spillback Cap Reductn	475	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.97	1.08	1.07	1.48	1.57	1.60	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	313	3034	2634	848	705	672	654
v/c Ratio	2.19	1.10	1.24	0.89	1.21	1.31	1.15
Control Delay	565.2	63.1	144.9	27.6	140.7	184.0	114.7
Queue Delay	0.0	1.8	1.6	48.4	11.0	12.1	0.5
Total Delay	565.2	65.0	146.5	76.0	151.7	196.1	115.2
Queue Length 50th (ft)	~336	~797	~795	440	~580	~608	~483
Queue Length 95th (ft)	m#212	m158	m530	m297	#812	#848	#713
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	143	2761	2121	955	583	512	569
Starvation Cap Reductn	0	420	844	280	0	0	0
Spillback Cap Reductn	0	1145	140	0	372	327	36
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.19	1.88	2.06	1.26	3.34	3.63	1.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.4:

EAPC (2023) PROJECT BUILDOUT CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

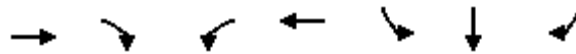
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Queues

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

05/09/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1245	763	1125	2442	346	343	313
v/c Ratio	1.02	1.03	0.99	1.09	0.93	0.96	0.78
Control Delay	71.9	59.4	38.1	73.4	69.3	75.6	41.0
Queue Delay	0.0	0.0	0.0	3.2	0.0	0.0	0.0
Total Delay	71.9	59.4	38.1	76.6	69.3	75.6	41.0
Queue Length 50th (ft)	~319	~359	376	~909	227	234	148
Queue Length 95th (ft)	m277	m329	m319	m681	#406	#429	#291
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1226	741	1136	2231	374	359	401
Starvation Cap Reductn	0	0	0	617	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.03	0.99	1.51	0.93	0.96	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	148	1663	2441	841	614	594	565
v/c Ratio	1.12	0.64	1.20	0.85	1.06	1.04	1.01
Control Delay	133.1	10.6	127.4	27.4	88.8	76.7	70.2
Queue Delay	0.0	1.2	1.6	49.3	25.3	32.6	31.2
Total Delay	133.1	11.9	129.0	76.7	114.1	109.4	101.4
Queue Length 50th (ft)	~113	107	~719	421	~456	~410	~344
Queue Length 95th (ft)	m#115	m111	m490	m289	#680	#647	#585
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	132	2584	2040	985	577	573	559
Starvation Cap Reductn	0	424	805	296	0	0	0
Spillback Cap Reductn	0	642	137	0	376	344	58
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.86	1.98	1.22	3.05	2.59	1.13

Intersection Summary

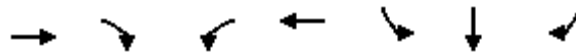
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2132	882	1136	2440	622	608	263
v/c Ratio	1.38	1.09	1.09	1.06	1.61	1.64	0.65
Control Delay	209.8	72.9	74.2	57.5	313.9	327.8	31.9
Queue Delay	1.6	0.0	0.0	19.3	0.0	0.0	0.0
Total Delay	211.4	72.9	74.2	76.7	313.9	327.8	31.9
Queue Length 50th (ft)	~688	~408	~427	~874	~602	~625	110
Queue Length 95th (ft)	m#564	m#304	m294	m592	#825	#861	204
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1540	812	1043	2310	387	371	407
Starvation Cap Reductn	0	0	0	681	0	0	0
Spillback Cap Reductn	504	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.06	1.09	1.09	1.50	1.61	1.64	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	313	3098	2687	875	714	686	657
v/c Ratio	2.19	1.12	1.27	0.91	1.22	1.34	1.15
Control Delay	565.2	73.8	155.8	28.9	146.8	196.4	116.7
Queue Delay	0.0	1.4	1.6	47.3	11.0	12.1	0.5
Total Delay	565.2	75.2	157.4	76.2	157.8	208.5	117.2
Queue Length 50th (ft)	~336	~828	~821	461	~592	~630	~487
Queue Length 95th (ft)	m#206	m160	m528	m303	#826	#872	#718
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	143	2761	2121	959	583	511	569
Starvation Cap Reductn	0	419	844	279	0	0	0
Spillback Cap Reductn	0	1166	154	0	372	326	36
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.19	1.94	2.10	1.29	3.38	3.71	1.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.5:

EAPC (2023) PHASE 1 CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)**

DIST				CO		RTE		PM		CALC		CHK		TRAFFIC CONDITIONS		APC (2023) (Ph 1)	
Jurisdiction:				City of Lake Elsinore										DATE		08/31/21	
Major Street:				Cambern Av.										DATE		08/31/21	
Minor Street:				Driveway 1										Critical Approach Speed (Major)		40 mph	
														Critical Approach Speed (Minor)		25 mph	
Major Street Approach Lanes =				2		lane						Minor Street Approach Lanes =				1 lane	
Major Street Future ADT =				12,612		vpd						Minor Street Future ADT =				0 vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);												<input type="text"/>		or		RURAL (R)	
In built up area of isolated community of < 10,000 population												<input type="text"/>					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX CONDITION A - Minimum Vehicular Volume <u>Satisfied</u> <u>Not Satisfied</u> XX		Minimum Requirements EADT			
Number of lanes for moving traffic on each approach <u>Major Street</u> <u>Minor Street</u> 1 1 2 + 12,612 1 0 2 + 2 + 1 2 +		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
		8,000	5,600	2,400	1,680
		9,600 *	6,720	2,400	1,680
		9,600	6,720	3,200	2,240
		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic <u>Satisfied</u> <u>Not Satisfied</u> XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach <u>Major Street</u> <u>Minor Street</u> 1 1 2 + 12,612 1 0 2 + 2 + 1 2 +		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
		12,000	8,400	1,200	850
		14,400	10,080	1,200	850
		14,400	10,080	1,600	1,120
		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B <u>Satisfied</u> <u>Not Satisfied</u> XX No one condition satisfied, but following conditions fulfilled 80% of more		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>A</u> <u>B</u> 100% 88%					

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

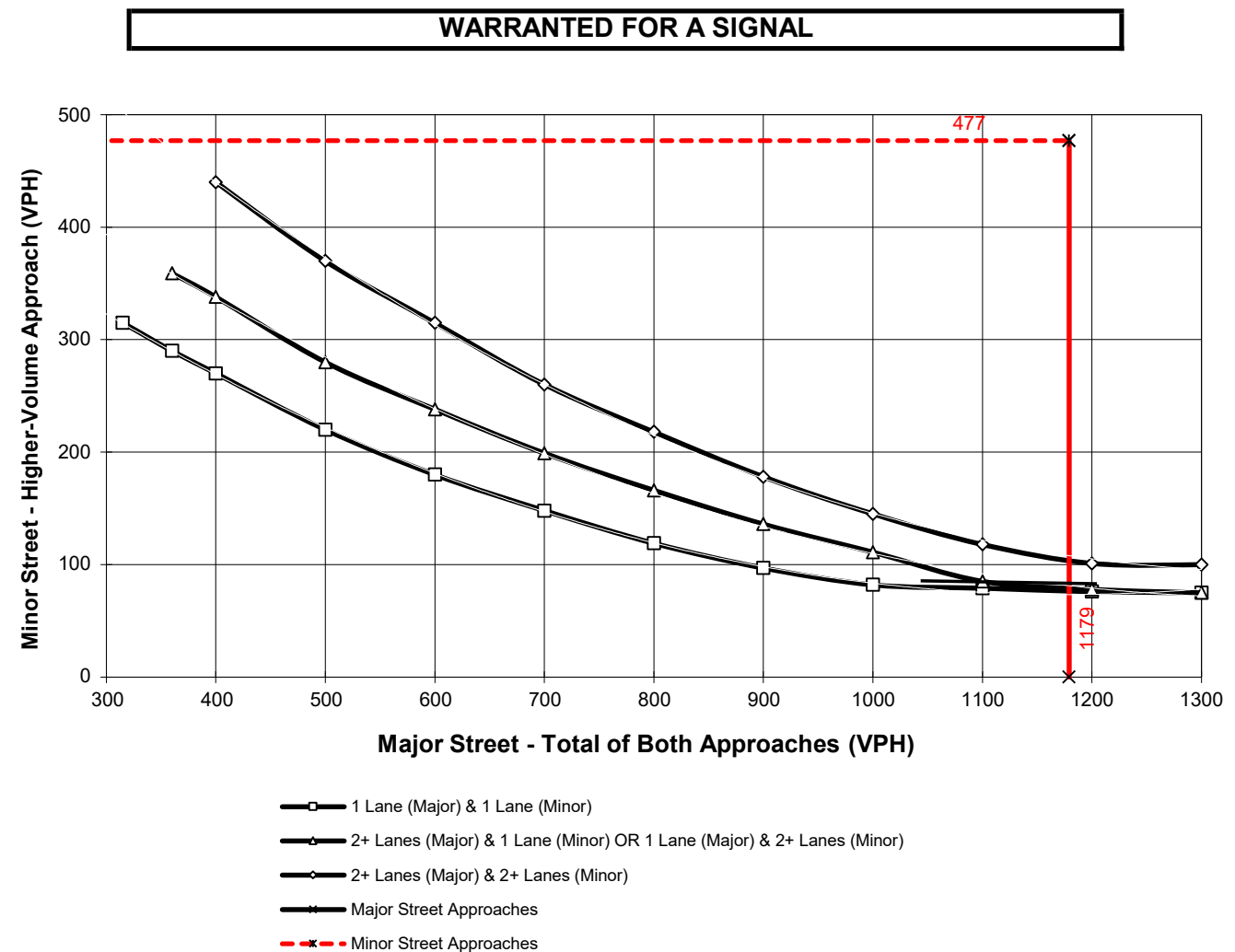
Traffic Conditions = **EAPC (2023) (Ph. 1) Conditions - Weekday PM Peak Hour**

Major Street Name = **Cambern Av.**

Total of Both Approaches (VPH) = **1179**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **3rd St.**

High Volume Approach (VPH) = **477**
Number of Approach Lanes Minor Street = **1**



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

APPENDIX 6.6:



















EAPC (2023) PHASE 1 CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

08/31/2021

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	2	1244	49	938	4	1	52	84	2	10
Future Volume (vph)	2	1244	49	938	4	1	52	84	2	10
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.8	9.6	23.8	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.6	45.8	12.6	48.8	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (%)	10.7%	50.9%	14.0%	54.2%	35.1%	35.1%	35.1%	35.1%	35.1%	35.1%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	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
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 56.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: Riverside Dr. & Gunnerson St

 Ø1	 Ø2	 Ø4
12.6 s	45.8 s	31.6 s
 Ø5	 Ø6	 Ø8
9.6 s	48.8 s	31.6 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1244	10	49	938	115	4	1	52	84	2	10
Future Volume (veh/h)	2	1244	10	49	938	115	4	1	52	84	2	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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1338	11	53	1009	124	4	1	56	90	2	11
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	5	1709	14	96	1626	200	137	20	215	151	2	215
Arrive On Green	0.00	0.48	0.48	0.05	0.53	0.53	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3584	29	1810	3085	379	4	150	1610	7	13	1610
Grp Volume(v), veh/h	2	658	691	53	563	570	5	0	56	92	0	11
Grp Sat Flow(s),veh/h/ln	1810	1763	1850	1810	1721	1743	154	0	1610	20	0	1610
Q Serve(g_s), s	0.1	14.8	14.8	1.4	10.9	10.9	0.0	0.0	1.5	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.1	14.8	14.8	1.4	10.9	10.9	6.3	0.0	1.5	6.3	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.22	0.80		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	5	841	883	96	907	919	157	0	215	153	0	215
V/C Ratio(X)	0.40	0.78	0.78	0.55	0.62	0.62	0.03	0.00	0.26	0.60	0.00	0.05
Avail Cap(c_a), veh/h	190	1447	1518	305	1521	1540	808	0	915	751	0	915
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	23.7	10.4	10.4	22.0	7.9	7.9	18.2	0.0	18.5	23.6	0.0	18.0
Incr Delay (d2), s/veh	18.5	0.6	0.6	1.9	0.3	0.3	0.0	0.0	0.2	1.4	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	0.0	3.9	4.1	0.5	2.5	2.5	0.0	0.0	0.5	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	11.0	11.0	23.8	8.2	8.2	18.3	0.0	18.7	25.1	0.0	18.0
LnGrp LOS	D	B	B	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h	1351			1186			61			103		
Approach Delay, s/veh	11.0			8.9			18.7			24.3		
Approach LOS	B			A			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	29.5		11.0	4.7	31.9		11.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	8.0	39.0		27.0	5.0	42.0		27.0				
Max Q Clear Time (g_c+I1), s	3.4	16.8		8.3	2.1	12.9		8.3				
Green Ext Time (p_c), s	0.0	5.9		0.2	0.0	4.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/31/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	27	1242	10	6	1049	171	4	129	74
Future Volume (vph)	124	27	1242	10	6	1049	171	4	129	74
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	17.8	17.8	66.0	17.8	17.8	66.0	66.0	16.2	16.2	16.2
Total Split (%)	17.8%	17.8%	66.0%	17.8%	17.8%	66.0%	66.0%	16.2%	16.2%	16.2%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 79.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
17.8 s	16.2 s	66 s
 Ø6		
17.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	27	1242	10	6	5	1049	171	24	4	129	74
Future Volume (veh/h)	124	27	1242	10	6	5	1049	171	24	4	129	74
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		0.98	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	1870	1900	1930	1900	1900	1307	1914	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	131	28	1261	11	6	1	1104	180	22	4	136	40
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	378	71	1879	149	66	7	1322	577	71	191	185	160
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.36	0.36	0.36	0.11	0.11	0.11
Sat Flow, veh/h	1261	335	3271	238	310	32	3646	1591	194	1810	1752	1522
Grp Volume(v), veh/h	159	0	1261	18	0	0	1104	0	202	4	136	40
Grp Sat Flow(s),veh/h/ln	1596	0	1635	581	0	0	1823	0	1786	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	12.5	0.1	0.0	0.0	16.3	0.0	4.8	0.1	4.4	1.4
Cycle Q Clear(g_c), s	4.6	0.0	12.5	4.7	0.0	0.0	16.3	0.0	4.8	0.1	4.4	1.4
Prop In Lane	0.82		1.00	0.61		0.06	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	449	0	1879	221	0	0	1322	0	647	191	185	160
V/C Ratio(X)	0.35	0.00	0.67	0.08	0.00	0.00	0.84	0.00	0.31	0.02	0.74	0.25
Avail Cap(c_a), veh/h	449	0	1879	221	0	0	3658	0	1791	288	279	242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	8.0	18.6	0.0	0.0	17.2	0.0	13.5	23.7	25.6	24.3
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.1	0.0	0.0	0.5	0.0	0.1	0.0	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	8.4	0.2	0.0	0.0	5.6	0.0	1.6	0.0	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	8.8	18.7	0.0	0.0	17.7	0.0	13.6	23.7	27.8	24.6
LnGrp LOS	C	A	A	B	A	A	B	A	B	C	C	C
Approach Vol, veh/h	1420					18		1306			180	
Approach Delay, s/veh	10.1					18.7		17.1			27.0	
Approach LOS	B					B		B			C	
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	17.8		13.0			17.8		28.2				
Change Period (Y+Rc), s	5.3		6.8			5.3		6.8				
Max Green Setting (Gmax), s	12.5		9.4			12.5		59.2				
Max Q Clear Time (g_c+I1), s	14.5		6.4			6.7		18.3				
Green Ext Time (p_c), s	0.0		0.1			0.0		3.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	  	 	
Traffic Volume (vph)	61	134	993	355	1109	32	147	474	1178	180	38
Future Volume (vph)	61	134	993	355	1109	32	147	474	1178	180	38
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100









Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: Collier Av. & Central Ave
























 Ø1	 Ø2 (R)	 Ø3	 Ø4
33.6 s	10.5 s	42.4 s	13.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.6 s	34.5 s	9.6 s	46.3 s

HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	134	42	993	355	1109	32	147	474	1178	180	38
Future Volume (veh/h)	61	134	42	993	355	1109	32	147	474	1178	180	38
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		0.98	1.00		0.99	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	66	146	33	1079	386	1126	35	160	439	1280	196	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	147	203	45	1173	714	1780	52	345	1167	1385	1253	542
Arrive On Green	0.04	0.07	0.07	0.12	0.13	0.13	0.03	0.10	0.10	0.28	0.35	0.35
Sat Flow, veh/h	3510	2780	613	3346	1870	2681	1668	3441	2575	4983	3610	1560
Grp Volume(v), veh/h	66	88	91	1079	386	1126	35	160	439	1280	196	25
Grp Sat Flow(s),veh/h/ln	1755	1706	1686	1673	1870	1340	1668	1721	1288	1661	1805	1560
Q Serve(g_s), s	1.8	5.1	5.3	31.9	19.4	23.5	2.1	4.4	10.0	25.0	3.7	1.1
Cycle Q Clear(g_c), s	1.8	5.1	5.3	31.9	19.4	23.5	2.1	4.4	10.0	25.0	3.7	1.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	125	123	1173	714	1780	52	345	1167	1385	1253	542
V/C Ratio(X)	0.45	0.71	0.74	0.92	0.54	0.63	0.67	0.46	0.38	0.92	0.16	0.05
Avail Cap(c_a), veh/h	176	152	150	1265	767	1856	83	345	1167	1445	1253	542
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	46.8	45.3	45.4	42.8	35.5	13.8	47.9	42.4	18.2	35.1	22.5	21.7
Incr Delay (d2), s/veh	0.8	7.5	10.3	7.7	0.2	0.4	5.6	4.4	0.9	8.8	0.2	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	2.3	2.5	15.4	9.6	8.1	0.9	2.0	3.3	10.6	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	52.8	55.7	50.5	35.7	14.2	53.5	46.9	19.1	43.8	22.8	21.8
LnGrp LOS	D	D	E	D	D	B	D	D	B	D	C	C
Approach Vol, veh/h		245			2591			634			1501	
Approach Delay, s/veh		52.5			32.5			28.0			40.7	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.4	15.3	39.7	12.6	7.7	40.0	8.8	43.5				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	27.0	12.0	33.9	7.3	4.1	5.7	3.8	25.5				
Green Ext Time (p_c), s	0.8	0.0	1.1	0.1	0.0	0.7	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

08/31/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑↑	↘↙	↑	↑
Traffic Volume (vph)	1111	694	1011	2203	565	1	328
Future Volume (vph)	1111	694	1011	2203	565	1	328
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	33.0	33.0	37.0	70.0	30.0	30.0	30.0
Total Split (%)	33.0%	33.0%	37.0%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

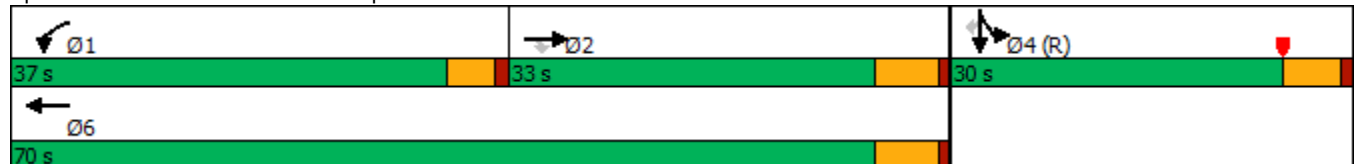
Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 4: I-15 SB Ramps & Central Ave

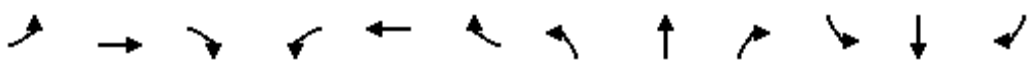


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)






















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↘	↗	↗
Traffic Volume (veh/h)	0	1111	694	1011	2203	0	0	0	0	565	1	328
Future Volume (veh/h)	0	1111	694	1011	2203	0	0	0	0	565	1	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1868	1930	1884	1914	0				1776	435	1806
Adj Flow Rate, veh/h	0	1221	644	1111	2421	0				621	0	249
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1530	446	1162	3693	0				835	0	756
Arrive On Green	0.00	0.27	0.27	0.22	0.43	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5604	1635	3588	5743	0				3382	0	3062
Grp Volume(v), veh/h	0	1221	644	1111	2421	0				621	0	249
Grp Sat Flow(s),veh/h/ln	0	1868	1635	1794	1914	0				1691	0	1531
Q Serve(g_s), s	0.0	20.3	27.3	30.6	33.4	0.0				16.9	0.0	6.7
Cycle Q Clear(g_c), s	0.0	20.3	27.3	30.6	33.4	0.0				16.9	0.0	6.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1530	446	1162	3693	0				835	0	756
V/C Ratio(X)	0.00	0.80	1.44	0.96	0.66	0.00				0.74	0.00	0.33
Avail Cap(c_a), veh/h	0	1530	446	1162	3693	0				835	0	756
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	0.58	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.8	36.3	38.4	19.7	0.0				34.7	0.0	30.9
Incr Delay (d2), s/veh	0.0	1.7	206.5	2.5	0.0	0.0				5.9	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
%ile BackOfQ(50%),veh/ln	0.0	9.0	35.9	14.1	15.2	0.0				7.3	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.5	242.8	40.9	19.7	0.0				40.7	0.0	32.0
LnGrp LOS	A	D	F	D	B	A				D	A	C
Approach Vol, veh/h		1865			3532						870	
Approach Delay, s/veh		107.1			26.4						38.2	
Approach LOS		F			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	37.0	33.0		30.0		70.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	32.4	27.3		24.7		64.3						
Max Q Clear Time (g_c+I1), s	32.6	29.3		18.9		35.4						
Green Ext Time (p_c), s	0.0	0.0		1.1		16.8						
Intersection Summary												
HCM 6th Ctrl Delay			52.0									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	  			 	 
Traffic Volume (vph)	142	1556	2311	791	880	0	806
Future Volume (vph)	142	1556	2311	791	880	0	806
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	63.0	50.0	50.0	37.0	37.0	37.0
Total Split (%)	13.0%	63.0%	50.0%	50.0%	37.0%	37.0%	37.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-15 NB Ramps & Central Ave






















HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1556	0	0	2311	791	880	0	806	0	0	0
Future Volume (veh/h)	142	1556	0	0	2311	791	880	0	806	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1826	1811	1856	1900	1826			
Adj Flow Rate, veh/h	148	1621	0	0	2407	668	917	0	652			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	207	2678	0	0	2208	679	1183	0	1036			
Arrive On Green	0.02	0.18	0.00	0.00	0.30	0.30	0.33	0.00	0.33			
Sat Flow, veh/h	3127	4982	0	0	5149	1533	3534	0	3095			
Grp Volume(v), veh/h	148	1621	0	0	2407	668	917	0	652			
Grp Sat Flow(s),veh/h/ln	1564	1608	0	0	1662	1533	1767	0	1547			
Q Serve(g_s), s	4.7	30.9	0.0	0.0	44.3	43.3	23.3	0.0	17.8			
Cycle Q Clear(g_c), s	4.7	30.9	0.0	0.0	44.3	43.3	23.3	0.0	17.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	207	2678	0	0	2208	679	1183	0	1036			
V/C Ratio(X)	0.71	0.61	0.00	0.00	1.09	0.98	0.78	0.00	0.63			
Avail Cap(c_a), veh/h	263	2764	0	0	2208	679	1183	0	1036			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	0.38	0.38	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	30.8	0.0	0.0	35.2	34.8	29.9	0.0	28.0			
Incr Delay (d2), s/veh	2.3	0.1	0.0	0.0	44.0	17.5	5.0	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			
%ile BackOfQ(50%),veh/ln	1.9	13.3	0.0	0.0	27.4	19.9	10.5	0.0	6.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	30.9	0.0	0.0	79.1	52.3	34.9	0.0	30.9			
LnGrp LOS	D	C	A	A	F	D	C	A	C			
Approach Vol, veh/h	1769			3075			1569					
Approach Delay, s/veh	32.5			73.3			33.3					
Approach LOS	C			E			C					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	61.2			11.2			50.0			38.8		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	57.3			8.4			44.3			31.7		
Max Q Clear Time (g_c+I1), s	32.9			6.7			46.3			25.3		
Green Ext Time (p_c), s	9.9			0.0			0.0			2.4		
Intersection Summary												
HCM 6th Ctrl Delay	52.3											
HCM 6th LOS	D											
Notes												

Timings

Central and Camben Retail (JN 13782)

6: Dexter Ave & Central Ave

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	456	1645	260	160	2306	225	201	159	104	114	594
Future Volume (vph)	456	1645	260	160	2306	225	201	159	104	114	594
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

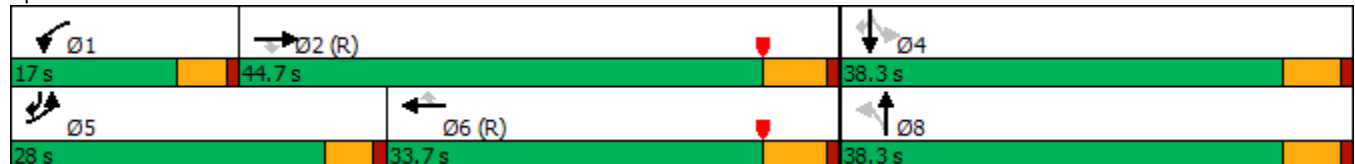
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	1645	260	160	2306	225	201	159	96	104	114	594
Future Volume (veh/h)	456	1645	260	160	2306	225	201	159	96	104	114	594
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	470	1696	250	165	2377	216	207	164	69	107	118	539
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	558	3165	682	230	2550	545	568	409	172	329	612	763
Arrive On Green	0.05	0.15	0.15	0.13	0.71	0.71	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3506	7066	1522	3478	7185	1535	1492	1239	521	1127	1856	1560
Grp Volume(v), veh/h	470	1696	250	165	2377	216	207	0	233	107	118	539
Grp Sat Flow(s),veh/h/ln	1753	1767	1522	1739	1796	1535	746	0	1760	1127	1856	1560
Q Serve(g_s), s	13.3	22.2	14.8	4.5	28.4	5.7	11.5	0.0	10.2	8.1	4.6	27.0
Cycle Q Clear(g_c), s	13.3	22.2	14.8	4.5	28.4	5.7	16.1	0.0	10.2	18.3	4.6	27.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	558	3165	682	230	2550	545	568	0	581	329	612	763
V/C Ratio(X)	0.84	0.54	0.37	0.72	0.93	0.40	0.36	0.00	0.40	0.33	0.19	0.71
Avail Cap(c_a), veh/h	820	3165	682	431	2550	545	568	0	581	329	612	763
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.09	0.09	0.09	0.81	0.00	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	33.0	29.8	42.5	13.5	10.2	29.7	0.0	25.9	32.9	24.0	19.9
Incr Delay (d2), s/veh	2.3	0.4	1.0	0.1	0.9	0.2	1.5	0.0	1.7	2.6	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	10.5	6.1	1.8	4.7	1.5	2.1	0.0	4.4	2.4	2.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	33.4	30.8	42.6	14.3	10.4	31.2	0.0	27.5	35.6	24.7	25.4
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	C	C
Approach Vol, veh/h	2416				2758				440			
Approach Delay, s/veh	36.1				15.7				29.3			
Approach LOS	D				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	50.5		38.3	20.5	41.2		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	6.5	24.2		29.0	15.3	30.4		18.1				
Green Ext Time (p_c), s	0.1	7.6		0.8	0.6	0.0		1.8				
Intersection Summary												
HCM 6th Ctrl Delay	25.7											
HCM 6th LOS	C											

Timings

Central and Camben Retail (JN 13782)

7: Camben Ave & Central Ave

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	123	1479	109	38	2684	257	205	34	84	200	24
Future Volume (vph)	123	1479	109	38	2684	257	205	34	84	200	24
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100


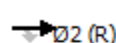



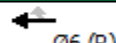


Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated
































Splits and Phases: 7: Camben Ave & Central Ave

			
Ø1	Ø2 (R)	Ø3	Ø4
9.6 s	43.1 s	10.3 s	37 s
			
Ø5	Ø6 (R)	Ø7	Ø8
9.6 s	43.1 s	11 s	36.3 s

HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

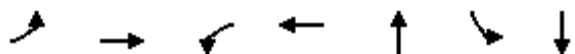
08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 			 		
Traffic Volume (veh/h)	123	1479	109	38	2684	257	205	34	84	200	24	79
Future Volume (veh/h)	123	1479	109	38	2684	257	205	34	84	200	24	79
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	1681	124	43	3050	292	233	39	95	227	27	90
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	3115	1057	62	3037	943	197	161	137	221	35	118
Arrive On Green	0.10	1.00	1.00	0.05	0.79	0.79	0.06	0.09	0.09	0.06	0.09	0.09
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	3456	379	1264
Grp Volume(v), veh/h	140	1681	124	43	3050	292	233	39	95	227	0	117
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1728	0	1643
Q Serve(g_s), s	4.0	0.0	0.0	2.4	59.5	5.1	5.7	1.9	5.8	6.4	0.0	7.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.4	59.5	5.1	5.7	1.9	5.8	6.4	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	173	3115	1057	62	3037	943	197	161	137	221	0	153
V/C Ratio(X)	0.81	0.54	0.12	0.69	1.00	0.31	1.18	0.24	0.70	1.03	0.00	0.76
Avail Cap(c_a), veh/h	173	3115	1057	89	3037	943	197	580	491	221	0	521
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	0.0	47.2	10.4	4.8	47.2	42.6	44.4	46.8	0.0	44.3
Incr Delay (d2), s/veh	19.2	0.5	0.2	5.1	17.3	0.9	122.1	0.3	2.4	67.5	0.0	3.0
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	2.0	0.2	0.1	1.1	10.7	1.5	5.7	0.9	2.3	4.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	0.5	0.2	52.2	27.8	5.6	169.3	42.9	46.8	114.3	0.0	47.3
LnGrp LOS	E	A	A	D	F	A	F	D	D	F	A	D
Approach Vol, veh/h	1945			3385			367			344		
Approach Delay, s/veh	5.1			26.2			124.1			91.5		
Approach LOS	A			C			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	67.0	10.3	14.6	9.6	65.5	11.0	13.9				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	7.7	9.0	6.0	61.5	8.4	7.8				
Green Ext Time (p_c), s	0.0	10.0	0.0	0.4	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	29.0											
HCM 6th LOS	C											

Timings
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	Ø5
Lane Configurations		↔		↔	↔	↔	↔	
Traffic Volume (vph)	1	1	139	2	225	7	199	
Future Volume (vph)	1	1	139	2	225	7	199	
Turn Type	Perm	NA	Perm	NA	NA	Prot	NA	
Protected Phases		4		8	2	1	6	5
Permitted Phases	4		8					
Detector Phase	4	4	8	8	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	27.4	9.6	27.4	9.6
Total Split (s)	26.6	26.6	26.6	26.6	28.8	9.6	28.8	9.6
Total Split (%)	40.9%	40.9%	40.9%	40.9%	44.3%	14.8%	44.3%	15%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		4.6	5.4	4.6	5.4	
Lead/Lag					Lag	Lead	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 33.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated



















Splits and Phases: 8: Dexter Ave & 3rd St

Ø1	Ø2	Ø4
9.6 s	28.8 s	26.6 s
Ø5	Ø6	Ø8
9.6 s	28.8 s	26.6 s

HCM 6th Signalized Intersection Summary
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	139	2	7	0	225	84	7	199	1
Future Volume (veh/h)	1	1	1	139	2	7	0	225	84	7	199	1
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	1	1	1	178	3	9	0	288	108	9	255	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	150	98	476	4	11	6	395	148	22	900	4
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.00	0.30	0.30	0.01	0.48	0.48
Sat Flow, veh/h	276	902	589	1362	23	69	1810	1317	494	1810	1891	7
Grp Volume(v), veh/h	3	0	0	190	0	0	0	0	396	9	0	256
Grp Sat Flow(s),veh/h/ln	1767	0	0	1453	0	0	1810	0	1811	1810	0	1899
Q Serve(g_s), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	5.5	0.1	0.0	2.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	5.5	0.1	0.0	2.3
Prop In Lane	0.33		0.33	0.94		0.05	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	466	0	0	491	0	0	6	0	543	22	0	904
V/C Ratio(X)	0.01	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.73	0.41	0.00	0.28
Avail Cap(c_a), veh/h	1470	0	0	1389	0	0	323	0	1514	323	0	1587
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(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	11.2	0.0	0.0	0.0	0.0	8.8	13.7	0.0	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.7	4.6	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.2	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	11.4	0.0	0.0	0.0	0.0	9.5	18.3	0.0	4.5
LnGrp LOS	A	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		3			190			396			265	
Approach Delay, s/veh		9.7			11.4			9.5			5.0	
Approach LOS		A			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	13.8		9.3	0.0	18.7		9.3				
Change Period (Y+Rc), s	4.6	5.4		4.6	4.6	5.4		4.6				
Max Green Setting (Gmax), s	5.0	23.4		22.0	5.0	23.4		22.0				
Max Q Clear Time (g_c+I1), s	2.1	7.5		2.0	0.0	4.3		5.5				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			8.5									
HCM 6th LOS			A									

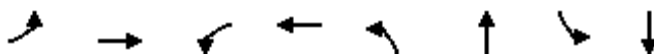
Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1628	137	0	2979	0	94
Future Vol, veh/h	1628	137	0	2979	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1770	149	0	3238	0	102
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	885
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	*592
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	592	-	-	-		
HCM Lane V/C Ratio	0.173	-	-	-		
HCM Control Delay (s)	12.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.6	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↘	↑↑↑↑		↗
Traffic Vol, veh/h	1604	118	16	2979	0	98
Future Vol, veh/h	1604	118	16	2979	0	98
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1743	128	17	3238	0	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1871	0	-	872
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	622	-	0	*552
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	622	-	-	*552
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	552	-	-	622	-	
HCM Lane V/C Ratio	0.193	-	-	0.028	-	
HCM Control Delay (s)	13.1	-	-	11	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	1612	5	2850	97	0	39	0
Future Volume (vph)	38	1612	5	2850	97	0	39	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated



















Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)






08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1612	52	5	2850	6	97	0	13	39	0	47
Future Volume (veh/h)	38	1612	52	5	2850	6	97	0	13	39	0	47
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	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	40	1715	55	5	3032	3	103	0	12	41	0	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	44	3615	116	12	3636	4	198	0	15	124	15	76
Arrive On Green	0.07	1.00	1.00	0.01	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	4880	156	1810	5101	5	1401	0	163	747	164	822
Grp Volume(v), veh/h	40	1149	621	5	1959	1076	115	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1273	1635	1768	1810	1648	1810	1565	0	0	1733	0	0
Q Serve(g_s), s	3.1	0.0	0.0	0.3	42.1	42.1	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.3	42.1	42.1	7.0	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.00	0.90		0.10	0.53		0.47
Lane Grp Cap(c), veh/h	44	2422	1309	12	2350	1290	213	0	0	216	0	0
V/C Ratio(X)	0.91	0.47	0.47	0.43	0.83	0.83	0.54	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	64	2422	1309	90	2350	1290	492	0	0	513	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	49.5	10.2	10.2	44.1	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	56.4	0.7	1.2	6.9	2.8	5.1	0.8	0.0	0.0	0.4	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	1.6	0.2	0.4	0.1	10.5	12.4	2.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.8	0.7	1.2	56.3	13.0	15.2	44.9	0.0	0.0	43.4	0.0	0.0
LnGrp LOS	F	A	A	E	B	B	D	A	A	D	A	A
Approach Vol, veh/h	1810			3040			115			78		
Approach Delay, s/veh	3.1			13.9			44.9			43.4		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	80.9		13.9	8.0	78.1		13.9				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		6.1	5.1	44.1		9.0				
Green Ext Time (p_c), s	0.0	9.9		0.2	0.0	5.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑
Traffic Volume (vph)	1203	365	1555	620	177
Future Volume (vph)	1203	365	1555	620	177
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary





Cycle Length: 90

Actuated Cycle Length: 76.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated







Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

 Ø1	 Ø2	 Ø4
13 s	39 s	38 s
 Ø6		
52 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵↵	↵
Traffic Volume (veh/h)	1203	449	365	1555	620	177
Future Volume (veh/h)	1203	449	365	1555	620	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1228	456	372	1587	633	165
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1477	547	206	3047	771	359
Arrive On Green	0.42	0.42	0.11	0.61	0.22	0.22
Sat Flow, veh/h	3665	1297	1810	5191	3456	1610
Grp Volume(v), veh/h	1146	538	372	1587	633	165
Grp Sat Flow(s),veh/h/ln	1635	1530	1810	1675	1728	1610
Q Serve(g_s), s	22.0	22.1	8.0	12.8	12.3	6.2
Cycle Q Clear(g_c), s	22.0	22.1	8.0	12.8	12.3	6.2
Prop In Lane		0.85	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1378	645	206	3047	771	359
V/C Ratio(X)	0.83	0.83	1.81	0.52	0.82	0.46
Avail Cap(c_a), veh/h	1487	696	206	3213	1621	755
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	18.1	18.2	31.2	8.0	26.0	23.7
Incr Delay (d2), s/veh	3.9	8.2	382.4	0.1	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.5	24.9	2.9	4.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	26.3	413.6	8.1	26.8	24.0
LnGrp LOS	C	C	F	A	C	C
Approach Vol, veh/h	1684			1959	798	
Approach Delay, s/veh	23.4			85.1	26.3	
Approach LOS	C			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	36.7		20.7		49.7
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	10.0	24.1		14.3		14.8
Green Ext Time (p_c), s	0.0	5.6		1.4		12.6
Intersection Summary						
HCM 6th Ctrl Delay			51.1			
HCM 6th LOS			D			

Timings
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	250	106	95	115	134	224
Future Volume (vph)	250	106	95	115	134	224
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	9.6	22.4	22.4	22.4
Total Split (s)	26.6	26.6	11.0	33.4	22.4	22.4
Total Split (%)	44.3%	44.3%	18.3%	55.7%	37.3%	37.3%
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4
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)	4.6	4.6	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None

Intersection Summary

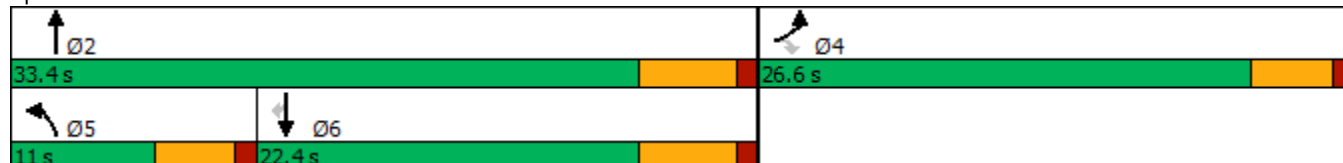
Cycle Length: 60

Actuated Cycle Length: 41.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 17: Main St. & Camino Del Norte









HCM 6th Signalized Intersection Summary
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

08/31/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	250	106	95	115	134	224
Future Volume (veh/h)	250	106	95	115	134	224
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	1870	1900	1900	1900	1870
Adj Flow Rate, veh/h	325	138	123	149	174	291
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	2	0	0	0	2
Cap, veh/h	433	379	180	907	470	392
Arrive On Green	0.24	0.24	0.10	0.48	0.25	0.25
Sat Flow, veh/h	1810	1585	1810	1900	1900	1585
Grp Volume(v), veh/h	325	138	123	149	174	291
Grp Sat Flow(s),veh/h/ln	1810	1585	1810	1900	1900	1585
Q Serve(g_s), s	5.9	2.6	2.3	1.6	2.7	6.0
Cycle Q Clear(g_c), s	5.9	2.6	2.3	1.6	2.7	6.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	433	379	180	907	470	392
V/C Ratio(X)	0.75	0.36	0.68	0.16	0.37	0.74
Avail Cap(c_a), veh/h	1129	989	328	1508	916	764
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	12.4	11.2	15.4	5.2	11.0	12.2
Incr Delay (d2), s/veh	1.0	0.2	1.7	0.0	0.2	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	1.9	2.4	0.9	0.4	0.9	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	11.4	17.1	5.3	11.2	13.3
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	463			272	465	
Approach Delay, s/veh	12.8			10.6	12.5	
Approach LOS	B			B	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	22.2			13.0	8.1	14.1
Change Period (Y+Rc), s	5.4			4.6	4.6	5.4
Max Green Setting (Gmax), s	28.0			22.0	6.4	17.0
Max Q Clear Time (g_c+I1), s	3.6			7.9	4.3	8.0
Green Ext Time (p_c), s	0.5			0.7	0.0	0.9
Intersection Summary						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	16	1408	86	1419	8	1	76	79	4	12
Future Volume (vph)	16	1408	86	1419	8	1	76	79	4	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.8	9.6	23.8	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.8	71.3	16.8	78.3	31.9	31.9	31.9	31.9	31.9	31.9
Total Split (%)	8.2%	59.4%	14.0%	65.3%	26.6%	26.6%	26.6%	26.6%	26.6%	26.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	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
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 76.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: Riverside Dr. & Gunnerson St



HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1408	13	86	1419	238	8	1	76	79	4	12
Future Volume (veh/h)	16	1408	13	86	1419	238	8	1	76	79	4	12
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1514	14	92	1526	256	9	1	82	85	4	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
Percent Heavy Veh, %	0	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	35	1983	18	118	1773	292	89	6	292	92	2	292
Arrive On Green	0.02	0.55	0.55	0.07	0.60	0.60	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3579	33	1810	2958	487	21	31	1610	20	13	1610
Grp Volume(v), veh/h	17	745	783	92	875	907	10	0	82	89	0	13
Grp Sat Flow(s),veh/h/ln	1810	1763	1850	1810	1721	1724	52	0	1610	34	0	1610
Q Serve(g_s), s	0.7	26.2	26.2	4.0	33.2	35.6	0.2	0.0	3.5	0.2	0.0	0.5
Cycle Q Clear(g_c), s	0.7	26.2	26.2	4.0	33.2	35.6	14.5	0.0	3.5	14.5	0.0	0.5
Prop In Lane	1.00		0.02	1.00		0.28	0.90		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	35	976	1024	118	1031	1033	95	0	292	94	0	292
V/C Ratio(X)	0.48	0.76	0.76	0.78	0.85	0.88	0.11	0.00	0.28	0.95	0.00	0.04
Avail Cap(c_a), veh/h	117	1420	1490	276	1536	1539	327	0	549	310	0	549
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	38.9	13.8	13.8	36.9	13.1	13.6	32.4	0.0	28.3	39.7	0.0	27.1
Incr Delay (d2), s/veh	3.8	0.7	0.7	4.2	2.0	2.9	0.2	0.0	0.2	16.3	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	0.4	8.7	9.2	1.8	10.5	11.5	0.2	0.0	1.3	2.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	14.6	14.5	41.1	15.1	16.5	32.6	0.0	28.5	56.0	0.0	27.1
LnGrp LOS	D	B	B	D	B	B	C	A	C	E	A	C
Approach Vol, veh/h	1545				1874				92			
Approach Delay, s/veh	14.9				17.0				28.9			
Approach LOS	B				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	51.4		19.3	6.2	55.1		19.3				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	12.2	64.5		27.3	5.2	71.5		27.3				
Max Q Clear Time (g_c+I1), s	6.0	28.2		16.5	2.7	37.6		16.5				
Green Ext Time (p_c), s	0.0	7.9		0.2	0.0	10.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	17.4											
HCM 6th LOS	B											

Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

08/31/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	153	7	1374	30	21	1508	347	8	318	207
Future Volume (vph)	153	7	1374	30	21	1508	347	8	318	207
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	16.8	16.8	66.2	16.8	16.8	66.2	66.2	17.0	17.0	17.0
Total Split (%)	16.8%	16.8%	66.2%	16.8%	16.8%	66.2%	66.2%	17.0%	17.0%	17.0%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary





Cycle Length: 100

Actuated Cycle Length: 94.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: Collier Av. & Riverside Dr.

 Ø2	 Ø4	 Ø8
16.8 s	17 s	66.2 s
 Ø6		
16.8 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)
































08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	7	1374	30	21	21	1508	347	23	8	318	207
Future Volume (veh/h)	153	7	1374	30	21	21	1508	347	23	8	318	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	1826	1900	1945	1900	1900	1900	1961	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	158	7	1416	31	22	16	1555	358	20	8	328	25
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	238	6	2051	68	43	13	1765	829	46	240	250	210
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.47	0.47	0.47	0.13	0.13	0.13
Sat Flow, veh/h	980	43	3297	0	289	87	3734	1755	98	1810	1885	1585
Grp Volume(v), veh/h	165	0	1416	69	0	0	1555	0	378	8	328	25
Grp Sat Flow(s),veh/h/ln	1023	0	1648	376	0	0	1867	0	1853	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	11.5	0.0	0.0	0.0	29.0	0.0	10.4	0.3	10.2	1.1
Cycle Q Clear(g_c), s	11.5	0.0	11.5	11.5	0.0	0.0	29.0	0.0	10.4	0.3	10.2	1.1
Prop In Lane	0.96		1.00	0.45		0.23	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	244	0	2051	124	0	0	1765	0	876	240	250	210
V/C Ratio(X)	0.68	0.00	0.69	0.56	0.00	0.00	0.88	0.00	0.43	0.03	1.31	0.12
Avail Cap(c_a), veh/h	244	0	2051	124	0	0	2882	0	1430	240	250	210
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	7.7	30.1	0.0	0.0	18.3	0.0	13.5	29.1	33.4	29.4
Incr Delay (d2), s/veh	5.9	0.0	0.8	3.3	0.0	0.0	1.1	0.0	0.1	0.0	166.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	13.0	1.2	0.0	0.0	10.6	0.0	3.7	0.1	15.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	8.5	33.4	0.0	0.0	19.5	0.0	13.6	29.1	199.8	29.5
LnGrp LOS	D	A	A	C	A	A	B	A	B	C	F	C
Approach Vol, veh/h	1581		69				1933				361	
Approach Delay, s/veh	11.7		33.4				18.3				184.2	
Approach LOS	B		C				B				F	
Timer - Assigned Phs	2		4				6				8	
Phs Duration (G+Y+Rc), s	16.8		17.0				16.8				43.2	
Change Period (Y+Rc), s	5.3		6.8				5.3				6.8	
Max Green Setting (Gmax), s	11.5		10.2				11.5				59.4	
Max Q Clear Time (g_c+I1), s	13.5		12.2				13.5				31.0	
Green Ext Time (p_c), s	0.0		0.0				0.0				5.4	
Intersection Summary												
HCM 6th Ctrl Delay	31.1											
HCM 6th LOS	C											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 		 		 	 	  	 	
Traffic Volume (vph)	230	481	413	333	1130	49	232	649	1282	301	95
Future Volume (vph)	230	481	413	333	1130	49	232	649	1282	301	95
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	14.0	33.9	26.4	46.3	45.0	13.6	14.7	26.4	45.0	46.1	46.1
Total Split (%)	11.7%	28.3%	22.0%	38.6%	37.5%	11.3%	12.3%	22.0%	37.5%	38.4%	38.4%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120









Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated
























Splits and Phases: 3: Collier Av. & Central Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
45 s	14.7 s	26.4 s	33.9 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13.6 s	46.1 s	14 s	46.3 s

HCM 6th Signalized Intersection Summary 3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	481	56	413	333	1130	49	232	649	1282	301	95
Future Volume (veh/h)	230	481	56	413	333	1130	49	232	649	1282	301	95
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	256	534	58	459	370	1088	54	258	617	1424	334	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	273	720	78	517	553	1693	70	551	857	1542	1512	679
Arrive On Green	0.08	0.22	0.22	0.15	0.30	0.30	0.04	0.15	0.15	0.31	0.42	0.42
Sat Flow, veh/h	3483	3260	353	3374	1870	2806	1810	3582	2790	5023	3582	1608
Grp Volume(v), veh/h	256	293	299	459	370	1088	54	258	617	1424	334	95
Grp Sat Flow(s),veh/h/ln	1742	1791	1822	1687	1870	1403	1810	1791	1395	1674	1791	1608
Q Serve(g_s), s	8.8	18.3	18.4	16.0	20.8	30.2	3.5	7.9	18.5	32.9	7.1	4.4
Cycle Q Clear(g_c), s	8.8	18.3	18.4	16.0	20.8	30.2	3.5	7.9	18.5	32.9	7.1	4.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	396	402	517	553	1693	70	551	857	1542	1512	679
V/C Ratio(X)	0.94	0.74	0.74	0.89	0.67	0.64	0.77	0.47	0.72	0.92	0.22	0.14
Avail Cap(c_a), veh/h	273	437	445	613	639	1822	136	551	857	1691	1512	679
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	0.77	0.77	0.77	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.0	43.5	43.6	49.8	37.1	15.5	57.2	46.3	37.0	40.2	22.1	21.3
Incr Delay (d2), s/veh	37.7	4.9	5.0	9.6	1.1	0.4	6.6	2.8	5.2	5.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.5	8.7	7.3	9.5	8.9	1.7	3.6	8.4	13.8	2.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.7	48.4	48.5	59.4	38.2	15.8	63.7	49.1	42.2	45.9	22.3	21.6
LnGrp LOS	F	D	D	E	D	B	E	D	D	D	C	C
Approach Vol, veh/h	848				1917				929			
Approach Delay, s/veh	61.8				30.6				45.4			
Approach LOS	E				C				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.4	23.8	23.0	31.8	9.2	56.0	14.0	40.8				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	40.4	9.4	21.8	* 29	9.0	40.8	9.4	41.0				
Max Q Clear Time (g_c+I1), s	34.9	20.5	18.0	20.4	5.5	9.1	10.8	32.2				
Green Ext Time (p_c), s	1.9	0.0	0.4	1.5	0.0	1.4	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑↑	↘↙	↑	↑
Traffic Volume (vph)	1929	811	1025	2216	1074	4	269
Future Volume (vph)	1929	811	1025	2216	1074	4	269
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	41.0	41.0	27.0	68.0	32.0	32.0	32.0
Total Split (%)	41.0%	41.0%	27.0%	68.0%	32.0%	32.0%	32.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

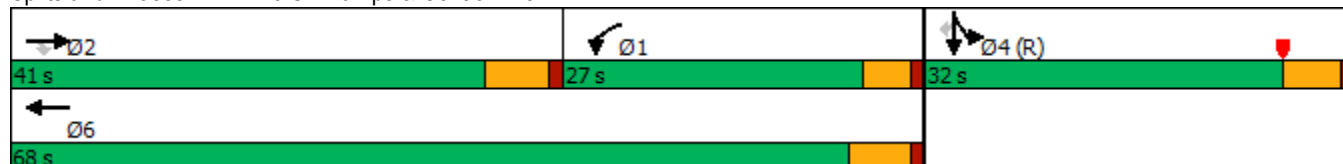
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

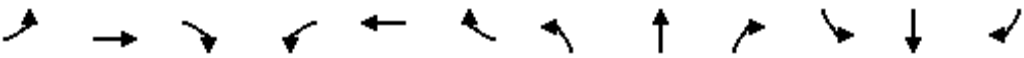
Splits and Phases: 4: I-15 SB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1929	811	1025	2216	0	0	0	0	1074	4	269
Future Volume (veh/h)	0	1929	811	1025	2216	0	0	0	0	1074	4	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1945	1961	1945	1945	0				1899	1976	1899
Adj Flow Rate, veh/h	0	2097	652	1114	2409	0				1167	0	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	2060	587	830	3700	0				2279	0	2028
Arrive On Green	0.00	0.35	0.42	0.27	0.76	0.00				0.63	0.00	0.63
Sat Flow, veh/h	0	5836	1662	3705	5836	0				3617	0	3219
Grp Volume(v), veh/h	0	2097	652	1114	2409	0				1167	0	197
Grp Sat Flow(s),veh/h/ln	0	1945	1662	1853	1945	0				1809	0	1609
Q Serve(g_s), s	0.0	35.3	35.3	22.4	19.6	0.0				17.6	0.0	2.4
Cycle Q Clear(g_c), s	0.0	35.3	35.3	22.4	19.6	0.0				17.6	0.0	2.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2060	587	830	3700	0				2279	0	2028
V/C Ratio(X)	0.00	1.02	1.11	1.34	0.65	0.00				0.51	0.00	0.10
Avail Cap(c_a), veh/h	0	2060	587	830	3700	0				2279	0	2028
HCM Platoon Ratio	1.00	1.00	1.20	1.20	1.20	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.48	0.48	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.3	28.8	36.6	6.7	0.0				10.1	0.0	7.3
Incr Delay (d2), s/veh	0.0	18.5	62.1	154.8	0.0	0.0				0.8	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
%ile BackOfQ(50%),veh/ln	0.0	19.1	22.3	27.1	4.9	0.0				6.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.8	90.9	191.3	6.7	0.0				10.9	0.0	7.4
LnGrp LOS	A	F	F	F	A	A				B	A	A
Approach Vol, veh/h		2749			3523						1364	
Approach Delay, s/veh		60.3			65.1						10.4	
Approach LOS		E			E						B	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.1	41.0		69.4		69.1						
Change Period (Y+Rc), s	5.7	* 5.7		5.3		5.7						
Max Green Setting (Gmax), s	22.4	* 35		26.7		62.3						
Max Q Clear Time (g_c+I1), s	24.4	37.3		19.6		21.6						
Green Ext Time (p_c), s	0.0	0.0		2.1		19.9						

Intersection Summary

HCM 6th Ctrl Delay 53.6

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.

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	  			 	  
Traffic Volume (vph)	285	2761	2397	772	802	2	1045
Future Volume (vph)	285	2761	2397	772	802	2	1045
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	69.0	56.0	56.0	31.0	31.0	31.0
Total Split (%)	13.0%	69.0%	56.0%	56.0%	31.0%	31.0%	31.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100

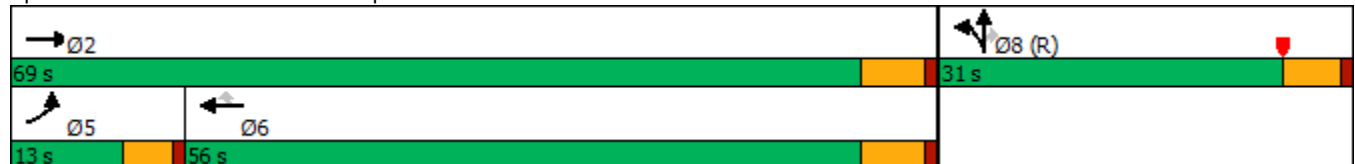
Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated


























Splits and Phases: 5: I-15 NB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  				 			
Traffic Volume (veh/h)	285	2761	0	0	2397	772	802	2	1045	0	0	0
Future Volume (veh/h)	285	2761	0	0	2397	772	802	2	1045	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1885	1796	1870	1900	1856			
Adj Flow Rate, veh/h	313	3034	0	0	2634	715	882	0	1004			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	281	3232	0	0	2589	765	916	0	808			
Arrive On Green	0.06	0.42	0.00	0.00	0.50	0.50	0.26	0.00	0.26			
Sat Flow, veh/h	3346	5274	0	0	5316	1520	3563	0	3145			
Grp Volume(v), veh/h	313	3034	0	0	2634	715	882	0	1004			
Grp Sat Flow(s),veh/h/ln	1673	1702	0	0	1716	1520	1781	0	1572			
Q Serve(g_s), s	8.4	56.9	0.0	0.0	50.3	44.1	24.4	0.0	25.7			
Cycle Q Clear(g_c), s	8.4	56.9	0.0	0.0	50.3	44.1	24.4	0.0	25.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	281	3232	0	0	2589	765	916	0	808			
V/C Ratio(X)	1.11	0.94	0.00	0.00	1.02	0.93	0.96	0.00	1.24			
Avail Cap(c_a), veh/h	281	3232	0	0	2589	765	916	0	808			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.30	0.30	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.2	26.9	0.0	0.0	24.8	23.3	36.7	0.0	37.2			
Incr Delay (d2), s/veh	56.2	0.7	0.0	0.0	14.5	7.2	22.1	0.0	119.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	23.8	0.0	0.0	22.4	16.2	13.2	0.0	23.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.4	27.6	0.0	0.0	39.3	30.5	58.8	0.0	156.6			
LnGrp LOS	F	C	A	A	F	C	E	A	F			
Approach Vol, veh/h	3347			3349			1886					
Approach Delay, s/veh	34.7			37.4			110.8					
Approach LOS	C			D			F					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	69.0			13.0			56.0			31.0		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	63.3			8.4			50.3			25.7		
Max Q Clear Time (g_c+I1), s	58.9			10.4			52.3			27.7		
Green Ext Time (p_c), s	4.2			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	52.5											
HCM 6th LOS	D											
Notes												

Timings

Central and Camben Retail (JN 13782)

6: Dexter Ave & Central Ave

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	592	2860	354	186	2238	124	335	179	125	146	598
Future Volume (vph)	592	2860	354	186	2238	124	335	179	125	146	598
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	31.0	47.0	47.0	14.7	30.7	30.7	38.3	38.3	38.3	38.3	31.0
Total Split (%)	31.0%	47.0%	47.0%	14.7%	30.7%	30.7%	38.3%	38.3%	38.3%	38.3%	31.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 100

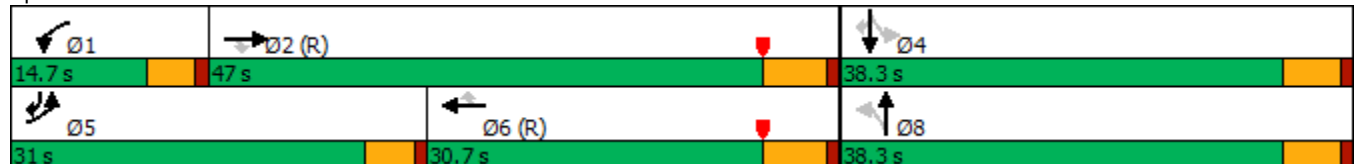
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	2860	354	186	2238	124	335	179	243	125	146	598
Future Volume (veh/h)	592	2860	354	186	2238	124	335	179	243	125	146	598
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	623	3011	336	196	2356	123	353	188	211	132	154	564
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	713	3274	699	262	2341	488	536	268	300	199	612	838
Arrive On Green	0.13	0.30	0.30	0.15	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3591	7422	1585	3591	7422	1546	1456	811	910	993	1856	1585
Grp Volume(v), veh/h	623	3011	336	196	2356	123	353	0	399	132	154	564
Grp Sat Flow(s),veh/h/ln	1795	1856	1585	1795	1856	1546	728	0	1721	993	1856	1585
Q Serve(g_s), s	17.0	39.2	17.4	5.2	31.5	3.5	23.4	0.0	20.2	12.8	6.1	26.0
Cycle Q Clear(g_c), s	17.0	39.2	17.4	5.2	31.5	3.5	29.5	0.0	20.2	33.0	6.1	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	713	3274	699	262	2341	488	536	0	568	199	612	838
V/C Ratio(X)	0.87	0.92	0.48	0.75	1.01	0.25	0.66	0.00	0.70	0.66	0.25	0.67
Avail Cap(c_a), veh/h	948	3274	699	363	2341	488	536	0	568	199	612	838
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.09	0.28	0.28	0.28	0.55	0.00	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	33.5	25.8	41.8	18.5	13.3	35.2	0.0	29.2	43.9	24.5	17.2
Incr Delay (d2), s/veh	0.6	0.6	0.2	0.9	11.4	0.3	3.5	0.0	4.0	16.1	1.0	4.3
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	7.7	17.9	6.8	2.1	7.7	1.1	4.2	0.0	8.6	4.0	2.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	34.1	26.0	42.7	29.9	13.6	38.7	0.0	33.2	60.0	25.5	21.5
LnGrp LOS	D	C	C	D	F	B	D	A	C	E	C	C
Approach Vol, veh/h	3970			2675			752			850		
Approach Delay, s/veh	34.7			30.1			35.8			28.2		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	49.8		38.3	24.5	37.2		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	10.1	41.3		33.0	26.4	25.0		33.0				
Max Q Clear Time (g_c+I1), s	7.2	41.2		35.0	19.0	33.5		31.5				
Green Ext Time (p_c), s	0.1	0.1		0.0	0.8	0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.7								
HCM 6th LOS				C								

Timings

Central and Camben Retail (JN 13782)

7: Camben Ave & Central Ave

08/31/2021

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	366	2372	256	77	1609	178	290	11	115	323	58
Future Volume (vph)	366	2372	256	77	1609	178	290	11	115	323	58
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	12.0	39.1	19.5	9.6	36.7	36.7	19.5	36.3	36.3	15.0	31.8
Total Split (%)	12.0%	39.1%	19.5%	9.6%	36.7%	36.7%	19.5%	36.3%	36.3%	15.0%	31.8%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100

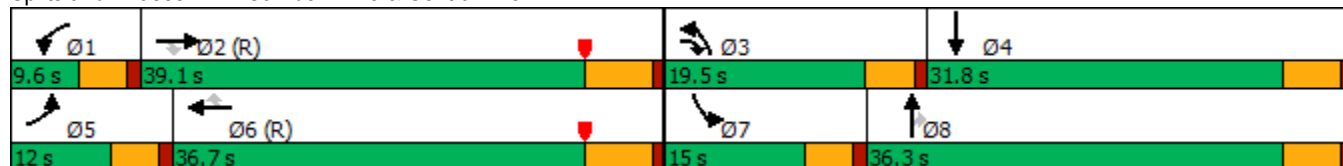
Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated
































Splits and Phases: 7: Camben Ave & Central Ave



HCM 6th Signalized Intersection Summary
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)















08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 			 		
Traffic Volume (veh/h)	366	2372	256	77	1609	178	290	11	115	323	58	157
Future Volume (veh/h)	366	2372	256	77	1609	178	290	11	115	323	58	157
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	2471	267	80	1676	185	302	11	120	336	60	164
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2447	930	89	2324	721	373	303	256	359	70	191
Arrive On Green	0.10	0.64	0.64	0.07	0.61	0.61	0.11	0.16	0.16	0.10	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	3456	443	1210
Grp Volume(v), veh/h	381	2471	267	80	1676	185	302	11	120	336	0	224
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1728	0	1653
Q Serve(g_s), s	7.4	47.9	6.2	4.5	23.0	5.5	8.5	0.5	6.9	9.7	0.0	13.2
Cycle Q Clear(g_c), s	7.4	47.9	6.2	4.5	23.0	5.5	8.5	0.5	6.9	9.7	0.0	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	256	2447	930	89	2324	721	373	303	256	359	0	261
V/C Ratio(X)	1.49	1.01	0.29	0.90	0.72	0.26	0.81	0.04	0.47	0.93	0.00	0.86
Avail Cap(c_a), veh/h	256	2447	930	89	2324	721	515	580	491	359	0	438
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	18.1	6.8	46.4	15.3	11.8	43.6	35.3	38.0	44.5	0.0	41.0
Incr Delay (d2), s/veh	224.4	10.5	0.1	61.7	2.0	0.9	4.7	0.0	0.5	30.8	0.0	4.0
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	10.9	14.4	1.7	3.4	6.6	1.9	3.8	0.2	2.6	5.5	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.5	28.6	7.0	108.2	17.3	12.7	48.3	35.4	38.5	75.3	0.0	45.0
LnGrp LOS	F	F	A	F	B	B	D	D	D	E	A	D
Approach Vol, veh/h		3119			1941			433			560	
Approach Delay, s/veh		56.2			20.6			45.2			63.2	
Approach LOS		E			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	53.9	15.4	21.1	12.0	51.5	15.0	21.5				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	33.1	14.9	26.5	7.4	30.7	10.4	31.0				
Max Q Clear Time (g_c+I1), s	6.5	49.9	10.5	15.2	9.4	25.0	11.7	8.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.6	0.0	3.8	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.6									
HCM 6th LOS			D									

Timings
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

08/31/2021

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	2	204	1	1	353	14	324
Future Volume (vph)	9	2	204	1	1	353	14	324
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	9.6	27.4	9.6	27.4
Total Split (s)	26.7	26.7	26.7	26.7	9.6	33.7	9.6	33.7
Total Split (%)	38.1%	38.1%	38.1%	38.1%	13.7%	48.1%	13.7%	48.1%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary







Cycle Length: 70

Actuated Cycle Length: 46

Natural Cycle: 70

Control Type: Actuated-Uncoordinated



















Splits and Phases: 8: Dexter Ave & 3rd St

 Ø1	 Ø2	 Ø4
9.6 s	33.7 s	26.7 s
 Ø5	 Ø6	 Ø8
9.6 s	33.7 s	26.7 s

HCM 6th Signalized Intersection Summary
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	3	204	1	12	1	353	257	14	324	0
Future Volume (veh/h)	9	2	3	204	1	12	1	353	257	14	324	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	10	2	3	217	1	13	1	376	273	15	345	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	76	70	439	1	16	4	443	321	35	856	0
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.00	0.43	0.43	0.02	0.45	0.00
Sat Flow, veh/h	1026	380	351	1368	6	82	1810	1023	743	1810	1900	0
Grp Volume(v), veh/h	15	0	0	231	0	0	1	0	649	15	345	0
Grp Sat Flow(s),veh/h/ln	1757	0	0	1456	0	0	1810	0	1766	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	13.8	0.3	5.1	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	13.8	0.3	5.1	0.0
Prop In Lane	0.67		0.20	0.94		0.06	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	493	0	0	457	0	0	4	0	764	35	856	0
V/C Ratio(X)	0.03	0.00	0.00	0.51	0.00	0.00	0.23	0.00	0.85	0.43	0.40	0.00
Avail Cap(c_a), veh/h	990	0	0	932	0	0	216	0	1195	216	1286	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	15.9	0.0	0.0	20.8	0.0	10.6	20.3	7.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	9.8	0.0	2.1	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	3.8	0.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	0.0	16.2	0.0	0.0	30.6	0.0	12.7	23.4	7.8	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	A
Approach Vol, veh/h	15				231				650			
Approach Delay, s/veh	13.5				16.2				12.7			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	23.5		12.9	4.7	24.2		12.9				
Change Period (Y+Rc), s	4.6	5.4		4.6	4.6	5.4		4.6				
Max Green Setting (Gmax), s	5.0	28.3		22.1	5.0	28.3		22.1				
Max Q Clear Time (g_c+I1), s	2.3	15.8		2.3	2.0	7.1		8.3				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	12.2											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑		↑
Traffic Vol, veh/h	2686	125	0	1863	0	80
Future Vol, veh/h	2686	125	0	1863	0	80
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2920	136	0	2025	0	87

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1460
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 *360
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *360
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	360	-	-	-
HCM Lane V/C Ratio	0.242	-	-	-
HCM Control Delay (s)	18.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

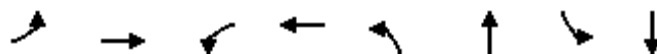
Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↘	↑↑↑↑		↗
Traffic Vol, veh/h	2661	105	17	1863	0	86
Future Vol, veh/h	2661	105	17	1863	0	86
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2892	114	18	2025	0	93
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3006	0	-	1446
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	*366	-	0	*291
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	*366	-	-	*291
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		23.1	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	291	-	-	* 366	-	
HCM Lane V/C Ratio	0.321	-	-	0.05	-	
HCM Control Delay (s)	23.1	-	-	15.4	-	
HCM Lane LOS	C	-	-	C	-	
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	2611	2	1757	72	6	101	6
Future Volume (vph)	48	2611	2	1757	72	6	101	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

























Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	48	2611	87	2	1757	31	72	6	14	101	6	51
Future Volume (veh/h)	48	2611	87	2	1757	31	72	6	14	101	6	51
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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	49	2692	90	2	1811	29	74	6	12	104	6	41
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	60	3638	121	5	3533	57	194	18	22	186	9	50
Arrive On Green	0.07	1.00	1.00	0.00	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1612	5036	167	1810	5136	82	1128	160	193	1089	80	436
Grp Volume(v), veh/h	49	1797	985	2	1191	649	92	0	0	151	0	0
Grp Sat Flow(s),veh/h/ln	1612	1689	1826	1810	1689	1841	1481	0	0	1605	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.1	17.0	17.0	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.1	17.0	17.0	5.8	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.04	0.80		0.13	0.69		0.27
Lane Grp Cap(c), veh/h	60	2440	1319	5	2323	1266	235	0	0	245	0	0
V/C Ratio(X)	0.82	0.74	0.75	0.41	0.51	0.51	0.39	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	81	2440	1319	90	2323	1266	486	0	0	504	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	49.8	7.5	7.5	41.7	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	28.0	2.0	3.9	17.3	0.7	1.3	0.4	0.0	0.0	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	1.6	0.7	1.4	0.1	4.5	5.1	2.2	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	2.0	3.9	67.1	8.2	8.9	42.1	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h	2831				1842				92		151	
Approach Delay, s/veh	3.9				8.5				42.1		43.9	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	79.0		16.1	8.3	75.6		16.1				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	2.0		11.0	5.0	19.0		7.8				
Green Ext Time (p_c), s	0.0	23.8		0.5	0.0	8.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	7.6											
HCM 6th LOS	A											

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑
Traffic Volume (vph)	2062	286	1350	318	64
Future Volume (vph)	2062	286	1350	318	64
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	61.0	21.0	82.0	38.0	38.0
Total Split (%)	50.8%	17.5%	68.3%	31.7%	31.7%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 103.8

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

↖ Ø1	→ Ø2	↗ Ø4
21 s	61 s	38 s
← Ø6		
82 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (veh/h)	2062	529	286	1350	318	64
Future Volume (veh/h)	2062	529	286	1350	318	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	2126	521	295	1392	328	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2241	518	294	3883	413	184
Arrive On Green	0.55	0.55	0.16	0.76	0.12	0.12
Sat Flow, veh/h	4260	946	1810	5274	3510	1560
Grp Volume(v), veh/h	1732	915	295	1392	328	51
Grp Sat Flow(s),veh/h/ln	1689	1662	1810	1702	1755	1560
Q Serve(g_s), s	46.9	54.0	16.0	8.8	9.0	2.9
Cycle Q Clear(g_c), s	46.9	54.0	16.0	8.8	9.0	2.9
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1849	910	294	3883	413	184
V/C Ratio(X)	0.94	1.01	1.00	0.36	0.79	0.28
Avail Cap(c_a), veh/h	1849	910	294	3883	1175	522
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	20.7	22.3	41.3	3.9	42.3	39.7
Incr Delay (d2), s/veh	9.6	31.3	53.7	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	24.8	11.0	1.6	3.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.4	53.6	95.0	3.9	43.7	40.0
LnGrp LOS	C	F	F	A	D	D
Approach Vol, veh/h	2647			1687	379	
Approach Delay, s/veh	38.4			19.9	43.2	
Approach LOS	D			B	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.0	61.0		16.6		82.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	16.0	54.0		33.0		75.0
Max Q Clear Time (g_c+I1), s	18.0	56.0		11.0		10.8
Green Ext Time (p_c), s	0.0	0.0		0.6		12.1
Intersection Summary						
HCM 6th Ctrl Delay			32.1			
HCM 6th LOS			C			

Timings
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	374	309	192	260	306	296
Future Volume (vph)	374	309	192	260	306	296
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	9.6	22.4	22.4	22.4
Total Split (s)	26.6	26.6	11.0	33.4	22.4	22.4
Total Split (%)	44.3%	44.3%	18.3%	55.7%	37.3%	37.3%
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4
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)	4.6	4.6	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None

Intersection Summary

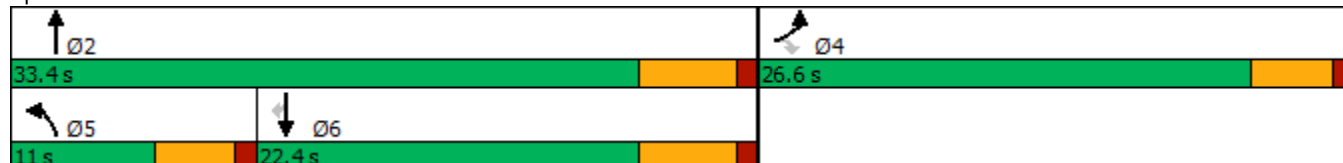
Cycle Length: 60

Actuated Cycle Length: 49.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 17: Main St. & Camino Del Norte









HCM 6th Signalized Intersection Summary
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

08/31/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	374	309	192	260	306	296
Future Volume (veh/h)	374	309	192	260	306	296
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	1885	1885	1885	1900
Adj Flow Rate, veh/h	398	329	204	277	326	315
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	0
Cap, veh/h	496	441	256	943	478	409
Arrive On Green	0.27	0.27	0.14	0.50	0.25	0.25
Sat Flow, veh/h	1810	1610	1795	1885	1885	1610
Grp Volume(v), veh/h	398	329	204	277	326	315
Grp Sat Flow(s),veh/h/ln	1810	1610	1795	1885	1885	1610
Q Serve(g_s), s	9.1	8.3	4.9	3.8	6.9	8.0
Cycle Q Clear(g_c), s	9.1	8.3	4.9	3.8	6.9	8.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	496	441	256	943	478	409
V/C Ratio(X)	0.80	0.75	0.80	0.29	0.68	0.77
Avail Cap(c_a), veh/h	900	800	260	1193	724	619
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	15.0	14.7	18.4	6.5	14.9	15.3
Incr Delay (d2), s/veh	1.2	1.0	14.5	0.1	0.6	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	3.2	7.1	2.8	1.1	2.6	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	15.6	32.8	6.5	15.5	16.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	727			481	641	
Approach Delay, s/veh	15.9			17.7	16.1	
Approach LOS	B			B	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	27.5			16.7	10.9	16.6
Change Period (Y+Rc), s	5.4			4.6	4.6	5.4
Max Green Setting (Gmax), s	28.0			22.0	6.4	17.0
Max Q Clear Time (g_c+I1), s	5.8			11.1	6.9	10.0
Green Ext Time (p_c), s	1.0			1.1	0.0	1.2
Intersection Summary						
HCM 6th Ctrl Delay			16.4			
HCM 6th LOS			B			

APPENDIX 6.7:



















EAPC (2023) PROJECT BUILDOUT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	2	1253	52	945	4	1	55	87	2	10
Future Volume (vph)	2	1253	52	945	4	1	55	87	2	10
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.8	9.6	23.8	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.6	48.3	10.0	48.7	31.7	31.7	31.7	31.7	31.7	31.7
Total Split (%)	10.7%	53.7%	11.1%	54.1%	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	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
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	6.8	34.2	7.0	37.7		11.3	11.3		11.8	11.8
Actuated g/C Ratio	0.12	0.61	0.12	0.67		0.20	0.20		0.21	0.21
v/c Ratio	0.01	0.64	0.25	0.50		0.02	0.15		0.33	0.03
Control Delay	35.5	14.5	36.5	9.7		23.0	2.2		27.1	0.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	35.5	14.5	36.5	9.7		23.0	2.2		27.1	0.1
LOS	D	B	D	A		C	A		C	A
Approach Delay		14.5		11.0		3.8			24.3	
Approach LOS		B		B		A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 56

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 64.0%

ICU Level of Service C

Analysis Period (min) 15





















Splits and Phases: 1: Riverside Dr. & Gunnerson St



HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1253	10	52	945	118	4	1	55	87	2	10
Future Volume (veh/h)	2	1253	10	52	945	118	4	1	55	87	2	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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1347	11	56	1016	127	4	1	59	94	2	11
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	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	5	1708	14	98	1625	203	131	19	237	145	2	237
Arrive On Green	0.00	0.48	0.48	0.05	0.53	0.53	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3584	29	1810	3078	384	6	131	1610	11	11	1610
Grp Volume(v), veh/h	2	662	696	56	568	575	5	0	59	96	0	11
Grp Sat Flow(s),veh/h/ln	1810	1763	1850	1810	1721	1742	138	0	1610	22	0	1610
Q Serve(g_s), s	0.1	15.6	15.7	1.5	11.5	11.6	0.0	0.0	1.6	0.1	0.0	0.3
Cycle Q Clear(g_c), s	0.1	15.6	15.7	1.5	11.5	11.6	7.3	0.0	1.6	7.3	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.22	0.80		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	5	840	882	98	908	920	151	0	237	147	0	237
V/C Ratio(X)	0.40	0.79	0.79	0.57	0.62	0.63	0.03	0.00	0.25	0.65	0.00	0.05
Avail Cap(c_a), veh/h	182	1474	1547	197	1452	1470	749	0	879	694	0	879
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	24.7	10.9	10.9	22.9	8.3	8.3	18.6	0.0	18.7	24.7	0.0	18.2
Incr Delay (d2), s/veh	18.6	0.6	0.6	2.0	0.3	0.3	0.0	0.0	0.2	1.8	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	0.0	4.3	4.5	0.6	2.7	2.8	0.0	0.0	0.5	1.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	11.5	11.5	24.9	8.5	8.5	18.6	0.0	18.9	26.5	0.0	18.2
LnGrp LOS	D	B	B	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h	1360			1199			64			107		
Approach Delay, s/veh	11.6			9.3			18.9			25.7		
Approach LOS	B			A			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	30.5		11.9	4.7	33.0		11.9				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.4	41.5		27.1	5.0	41.9		27.1				
Max Q Clear Time (g_c+I1), s	3.5	17.7		9.3	2.1	13.6		9.3				
Green Ext Time (p_c), s	0.0	6.1		0.3	0.0	5.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								

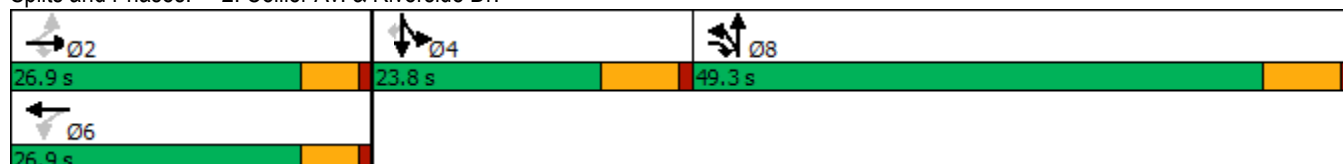
Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	27	1257	10	6	1062	174	4	132	74
Future Volume (vph)	124	27	1257	10	6	1062	174	4	132	74
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.4	15.4	15.8	15.4	15.4	15.8	15.8	16.2	16.2	16.2
Total Split (s)	26.9	26.9	49.3	26.9	26.9	49.3	49.3	23.8	23.8	23.8
Total Split (%)	26.9%	26.9%	49.3%	26.9%	26.9%	49.3%	49.3%	23.8%	23.8%	23.8%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		13.8	55.2		13.8	35.9	35.9	11.1	11.1	11.1
Actuated g/C Ratio		0.17	0.68		0.17	0.45	0.45	0.14	0.14	0.14
v/c Ratio		0.67	0.45		0.09	0.64	0.26	0.02	0.59	0.27
Control Delay		47.9	2.6		27.1	20.2	15.6	34.2	46.1	7.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		47.9	2.6		27.1	20.2	15.6	34.2	46.1	7.4
LOS		D	A		C	C	B	C	D	A
Approach Delay		7.5			27.1		19.5		32.2	
Approach LOS		A			C		B		C	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 80.6										
Natural Cycle: 60										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 0.67										
Intersection Signal Delay: 14.6					Intersection LOS: B					
Intersection Capacity Utilization 70.8%					ICU Level of Service C					
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.



HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	27	1257	10	6	5	1062	174	24	4	132	74
Future Volume (veh/h)	124	27	1257	10	6	5	1062	174	24	4	132	74
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		0.98	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	1870	1900	1930	1900	1900	1307	1914	1826	1900	1900	1752	1796
Adj Flow Rate, veh/h	131	28	1277	11	6	1	1118	183	22	4	139	40
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, %	2	0	3	0	0	40	4	5	0	0	10	7
Cap, veh/h	433	84	2073	155	72	9	1292	565	68	192	185	161
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.35	0.35	0.35	0.11	0.11	0.11
Sat Flow, veh/h	1225	302	3271	267	257	31	3646	1595	192	1810	1752	1522
Grp Volume(v), veh/h	159	0	1277	18	0	0	1118	0	205	4	139	40
Grp Sat Flow(s),veh/h/ln	1527	0	1635	556	0	0	1823	0	1786	1810	1752	1522
Q Serve(g_s), s	0.0	0.0	17.0	0.1	0.0	0.0	20.7	0.0	6.1	0.1	5.6	1.8
Cycle Q Clear(g_c), s	5.8	0.0	17.0	5.9	0.0	0.0	20.7	0.0	6.1	0.1	5.6	1.8
Prop In Lane	0.82		1.00	0.61		0.06	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	517	0	2073	235	0	0	1292	0	633	192	185	161
V/C Ratio(X)	0.31	0.00	0.62	0.08	0.00	0.00	0.87	0.00	0.32	0.02	0.75	0.25
Avail Cap(c_a), veh/h	544	0	2132	246	0	0	2134	0	1045	424	410	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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	8.0	19.2	0.0	0.0	21.8	0.0	17.1	29.1	31.5	29.8
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.0	0.0	1.1	0.0	0.1	0.0	2.3	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	2.0	0.0	10.8	0.2	0.0	0.0	7.8	0.0	2.2	0.1	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	8.3	19.2	0.0	0.0	22.9	0.0	17.2	29.1	33.8	30.1
LnGrp LOS	C	A	A	B	A	A	C	A	B	C	C	C
Approach Vol, veh/h	1436		18				1323				183	
Approach Delay, s/veh	9.8		19.2				22.0				32.9	
Approach LOS	A		B				C				C	
Timer - Assigned Phs	2		4				6				8	
Phs Duration (G+Y+Rc), s	25.6		14.5				25.6				32.5	
Change Period (Y+Rc), s	5.3		6.8				5.3				6.8	
Max Green Setting (Gmax), s	21.6		17.0				21.6				42.5	
Max Q Clear Time (g_c+I1), s	19.0		7.6				7.9				22.7	
Green Ext Time (p_c), s	1.3		0.3				0.1				3.0	
Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	136	994	356	1125	32	147	476	1196	180	38
Future Volume (vph)	61	136	994	356	1125	32	147	476	1196	180	38
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	9.6	13.5	42.4	46.3	33.6	9.6	10.5	42.4	33.6	34.5	34.5
Total Split (%)	9.6%	13.5%	42.4%	46.3%	33.6%	9.6%	10.5%	42.4%	33.6%	34.5%	34.5%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	5.0	8.2	36.0	40.4	70.4	5.1	7.4	44.1	29.3	35.6	35.6
Actuated g/C Ratio	0.05	0.08	0.36	0.40	0.70	0.05	0.07	0.44	0.29	0.36	0.36
v/c Ratio	0.38	0.65	0.91	0.52	0.63	0.42	0.63	0.43	0.90	0.15	0.06
Control Delay	52.4	47.6	35.2	11.8	3.0	61.6	59.2	14.5	43.5	24.5	0.2
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	52.4	47.6	35.2	11.8	3.0	61.6	59.2	14.5	43.5	24.5	0.2
LOS	D	D	D	B	A	E	E	B	D	C	A
Approach Delay		48.8		17.2			26.9			39.9	
Approach LOS		D		B			C			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 26.8

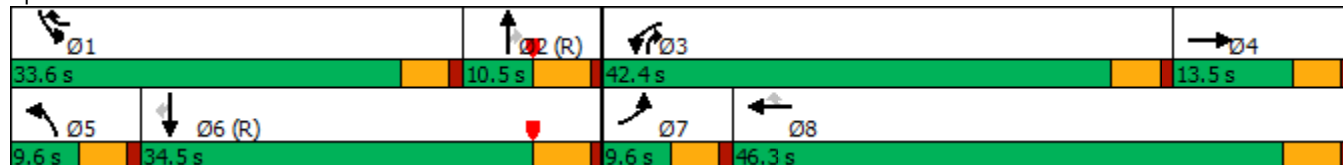
Intersection LOS: C

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	136	42	994	356	1125	32	147	476	1196	180	38
Future Volume (veh/h)	61	136	42	994	356	1125	32	147	476	1196	180	38
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		0.98	1.00		0.99	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	1796	1900	1811	1870	1826	1752	1811	1737	1856	1900	1841
Adj Flow Rate, veh/h	66	148	33	1080	387	1144	35	160	441	1300	196	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	6	2	5	10	6	11	3	0	4
Cap, veh/h	147	205	45	1174	715	1790	52	333	1158	1399	1251	540
Arrive On Green	0.04	0.07	0.07	0.12	0.13	0.13	0.03	0.10	0.10	0.28	0.35	0.35
Sat Flow, veh/h	3510	2787	606	3346	1870	2681	1668	3441	2575	4983	3610	1560
Grp Volume(v), veh/h	66	89	92	1080	387	1144	35	160	441	1300	196	25
Grp Sat Flow(s),veh/h/ln	1755	1706	1687	1673	1870	1340	1668	1721	1287	1661	1805	1560
Q Serve(g_s), s	1.8	5.1	5.3	31.9	19.4	23.7	2.1	4.4	9.7	25.4	3.8	1.1
Cycle Q Clear(g_c), s	1.8	5.1	5.3	31.9	19.4	23.7	2.1	4.4	9.7	25.4	3.8	1.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	126	124	1174	715	1790	52	333	1158	1399	1251	540
V/C Ratio(X)	0.45	0.71	0.74	0.92	0.54	0.64	0.67	0.48	0.38	0.93	0.16	0.05
Avail Cap(c_a), veh/h	176	152	150	1265	767	1864	83	333	1158	1445	1251	540
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	46.8	45.3	45.4	42.8	35.5	13.7	47.9	42.8	18.4	35.0	22.6	21.7
Incr Delay (d2), s/veh	0.8	7.9	10.7	7.7	0.2	0.4	5.6	4.9	1.0	9.3	0.2	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	2.4	2.5	15.5	9.7	8.2	0.9	2.0	3.3	10.8	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	53.2	56.1	50.6	35.6	14.0	53.5	47.7	19.4	44.3	22.8	21.8
LnGrp LOS	D	D	E	D	D	B	D	D	B	D	C	C
Approach Vol, veh/h		247			2611			636			1521	
Approach Delay, s/veh		52.8			32.3			28.4			41.2	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.7	15.0	39.7	12.7	7.7	39.9	8.8	43.6				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	29.0	5.2	37.8	* 8.9	5.0	29.2	5.0	41.0				
Max Q Clear Time (g_c+I1), s	27.4	11.7	33.9	7.3	4.1	5.8	3.8	25.7				
Green Ext Time (p_c), s	0.7	0.0	1.1	0.1	0.0	0.7	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings 4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↘	↑↑↑	↘↘	↑	↑
Traffic Volume (vph)	1133	694	1024	2222	583	1	328
Future Volume (vph)	1133	694	1024	2222	583	1	328
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	32.0	32.0	39.0	71.0	29.0	29.0	29.0
Total Split (%)	32.0%	32.0%	39.0%	71.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	26.5	26.5	32.9	64.0	25.0	25.0	25.0
Actuated g/C Ratio	0.26	0.26	0.33	0.64	0.25	0.25	0.25
v/c Ratio	0.83	0.91	0.92	0.65	0.74	0.41	0.36
Control Delay	57.7	46.3	33.9	20.6	41.0	34.2	19.8
Queue Delay	0.0	0.0	0.0	13.3	0.0	0.0	0.0
Total Delay	57.7	46.3	33.9	33.9	41.0	34.2	19.8
LOS	E	D	C	C	D	C	B
Approach Delay	53.4			33.9		36.0	
Approach LOS	D			C		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 40.2

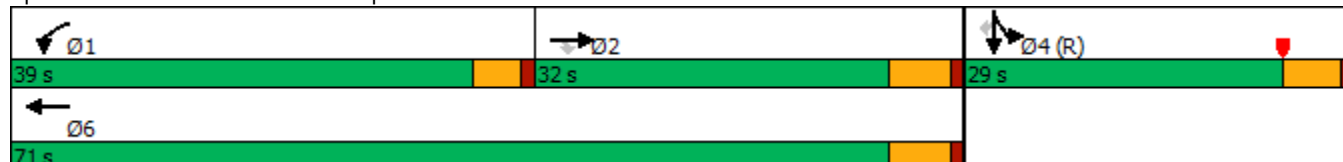
Intersection LOS: D

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 4: I-15 SB Ramps & Central Ave

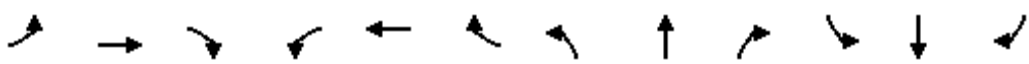


HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1133	694	1024	2222	0	0	0	0	583	1	328
Future Volume (veh/h)	0	1133	694	1024	2222	0	0	0	0	583	1	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1868	1930	1884	1914	0				1776	435	1806
Adj Flow Rate, veh/h	0	1245	644	1125	2442	0				641	0	249
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	7	3	6	4	0				13	100	11
Cap, veh/h	0	1474	430	1198	3693	0				835	0	756
Arrive On Green	0.00	0.26	0.26	0.22	0.43	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5604	1635	3588	5743	0				3382	0	3062
Grp Volume(v), veh/h	0	1245	644	1125	2442	0				641	0	249
Grp Sat Flow(s),veh/h/ln	0	1868	1635	1794	1914	0				1691	0	1531
Q Serve(g_s), s	0.0	21.0	26.3	30.8	33.8	0.0				17.6	0.0	6.7
Cycle Q Clear(g_c), s	0.0	21.0	26.3	30.8	33.8	0.0				17.6	0.0	6.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1474	430	1198	3693	0				835	0	756
V/C Ratio(X)	0.00	0.84	1.50	0.94	0.66	0.00				0.77	0.00	0.33
Avail Cap(c_a), veh/h	0	1474	430	1234	3750	0				835	0	756
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.9	36.8	37.8	19.8	0.0				35.0	0.0	30.9
Incr Delay (d2), s/veh	0.0	2.6	230.8	1.6	0.0	0.0				6.7	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
%ile BackOfQ(50%),veh/ln	0.0	9.5	37.6	14.0	15.5	0.0				7.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.5	267.6	39.4	19.8	0.0				41.7	0.0	32.0
LnGrp LOS	A	D	F	D	B	A				D	A	C
Approach Vol, veh/h		1889			3567						890	
Approach Delay, s/veh		116.0			26.0						39.0	
Approach LOS		F			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.0	32.0		30.0		70.0						
Change Period (Y+Rc), s	4.6	5.7		5.3		5.7						
Max Green Setting (Gmax), s	34.4	26.3		23.7		65.3						
Max Q Clear Time (g_c+I1), s	32.8	28.3		19.6		35.8						
Green Ext Time (p_c), s	0.6	0.0		0.9		17.3						

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D






















Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	  			 	 
Traffic Volume (vph)	142	1596	2343	807	880	0	822
Future Volume (vph)	142	1596	2343	807	880	0	822
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	13.0	63.0	50.0	50.0	37.0	37.0	37.0
Total Split (%)	13.0%	63.0%	50.0%	50.0%	37.0%	37.0%	37.0%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	Min	Min	Min	C-Max	C-Max	C-Max
Act Effect Green (s)	7.9	57.3	44.8	44.8	31.7	31.7	31.7
Actuated g/C Ratio	0.08	0.57	0.45	0.45	0.32	0.32	0.32
v/c Ratio	0.61	0.61	1.07	0.81	0.87	0.87	0.94
Control Delay	70.7	8.2	79.8	28.4	50.9	51.1	49.2
Queue Delay	0.0	0.3	15.4	49.9	31.1	31.8	0.4
Total Delay	70.7	8.5	95.1	78.2	82.0	82.9	49.5
LOS	E	A	F	E	F	F	D
Approach Delay		13.6	90.8			66.6	
Approach LOS		B	F			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 64.2

Intersection LOS: E

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15




















Splits and Phases: 5: I-15 NB Ramps & Central Ave



HCM 6th Signalized Intersection Summary 5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1596	0	0	2343	807	880	0	822	0	0	0
Future Volume (veh/h)	142	1596	0	0	2343	807	880	0	822	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1693	1767	0	0	1899	1811	1856	1900	1826			
Adj Flow Rate, veh/h	148	1662	0	0	2441	763	917	0	668			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	14	9	0	0	5	6	3	0	5			
Cap, veh/h	207	2678	0	0	2297	679	1183	0	1036			
Arrive On Green	0.02	0.18	0.00	0.00	0.30	0.30	0.33	0.00	0.33			
Sat Flow, veh/h	3127	4982	0	0	5355	1533	3534	0	3095			
Grp Volume(v), veh/h	148	1662	0	0	2441	763	917	0	668			
Grp Sat Flow(s),veh/h/ln	1564	1608	0	0	1728	1533	1767	0	1547			
Q Serve(g_s), s	4.7	31.8	0.0	0.0	44.3	44.3	23.3	0.0	18.3			
Cycle Q Clear(g_c), s	4.7	31.8	0.0	0.0	44.3	44.3	23.3	0.0	18.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	207	2678	0	0	2297	679	1183	0	1036			
V/C Ratio(X)	0.71	0.62	0.00	0.00	1.06	1.12	0.78	0.00	0.64			
Avail Cap(c_a), veh/h	263	2764	0	0	2297	679	1183	0	1036			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	0.34	0.34	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	31.1	0.0	0.0	35.2	35.2	29.9	0.0	28.2			
Incr Delay (d2), s/veh	2.1	0.1	0.0	0.0	32.3	62.9	5.0	0.0	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	13.6	0.0	0.0	26.0	28.9	10.5	0.0	7.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	31.3	0.0	0.0	67.4	98.1	34.9	0.0	31.3			
LnGrp LOS	D	C	A	A	F	F	C	A	C			
Approach Vol, veh/h	1810			3204			1585					
Approach Delay, s/veh	32.8			74.7			33.4					
Approach LOS	C			E			C					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	61.2			11.2			50.0			38.8		
Change Period (Y+Rc), s	5.7			4.6			5.7			5.3		
Max Green Setting (Gmax), s	57.3			8.4			44.3			31.7		
Max Q Clear Time (g_c+I1), s	33.8			6.7			46.3			25.3		
Green Ext Time (p_c), s	10.0			0.0			0.0			2.5		
Intersection Summary												
HCM 6th Ctrl Delay	53.3											
HCM 6th LOS	D											
Notes												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	456	1702	260	166	2354	229	201	159	109	114	594
Future Volume (vph)	456	1702	260	166	2354	229	201	159	109	114	594
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8		4	5
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	30.7	9.6	30.7	30.7	38.3	38.3	10.3	10.3	9.6
Total Split (s)	28.0	44.7	44.7	17.0	33.7	33.7	38.3	38.3	38.3	38.3	28.0
Total Split (%)	28.0%	44.7%	44.7%	17.0%	33.7%	33.7%	38.3%	38.3%	38.3%	38.3%	28.0%
Yellow Time (s)	3.6	4.7	4.7	3.6	4.7	4.7	4.3	4.3	4.3	4.3	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	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	5.7	5.7	4.6	5.7	5.7	5.3	5.3	5.3	5.3	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	None
Act Effect Green (s)	17.7	42.3	42.3	9.1	33.7	33.7	33.0	33.0	33.0	33.0	56.0
Actuated g/C Ratio	0.18	0.42	0.42	0.09	0.34	0.34	0.33	0.33	0.33	0.33	0.56
v/c Ratio	0.73	0.59	0.30	0.52	1.01	0.31	0.26	0.47	0.39	0.19	0.59
Control Delay	38.4	22.6	4.8	58.2	35.5	3.0	25.7	26.1	30.8	25.1	16.0
Queue Delay	0.2	12.8	0.7	0.0	35.0	0.0	9.3	0.0	0.0	0.0	3.5
Total Delay	38.6	35.4	5.5	58.2	70.5	3.0	34.9	26.1	30.8	25.1	19.5
LOS	D	D	A	E	E	A	C	C	C	C	B
Approach Delay		32.8			64.1			29.9		21.8	
Approach LOS		C			E			C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 44.5

Intersection LOS: D

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)






























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	1702	260	166	2354	229	201	159	103	109	114	594
Future Volume (veh/h)	456	1702	260	166	2354	229	201	159	103	109	114	594
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	1841	1767	1796	1826	1796	1811	1796	1856	1752	1841	1856	1841
Adj Flow Rate, veh/h	470	1755	250	171	2427	220	207	164	76	112	118	539
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, %	4	9	7	5	7	6	7	3	10	4	3	4
Cap, veh/h	558	3153	679	236	2550	545	568	395	183	323	612	763
Arrive On Green	0.05	0.15	0.15	0.14	0.71	0.71	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	3506	7066	1522	3478	7185	1535	1492	1198	555	1120	1856	1560
Grp Volume(v), veh/h	470	1755	250	171	2427	220	207	0	240	112	118	539
Grp Sat Flow(s),veh/h/ln	1753	1767	1522	1739	1796	1535	746	0	1754	1120	1856	1560
Q Serve(g_s), s	13.3	23.1	14.8	4.7	30.2	5.8	11.5	0.0	10.6	8.6	4.6	27.0
Cycle Q Clear(g_c), s	13.3	23.1	14.8	4.7	30.2	5.8	16.1	0.0	10.6	19.2	4.6	27.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	558	3153	679	236	2550	545	568	0	579	323	612	763
V/C Ratio(X)	0.84	0.56	0.37	0.72	0.95	0.40	0.36	0.00	0.41	0.35	0.19	0.71
Avail Cap(c_a), veh/h	820	3153	679	431	2550	545	568	0	579	323	612	763
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.62	0.62	0.62	0.09	0.09	0.09	0.80	0.00	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	33.5	29.9	42.3	13.8	10.2	29.7	0.0	26.0	33.5	24.0	19.9
Incr Delay (d2), s/veh	2.2	0.4	1.0	0.1	1.2	0.2	1.4	0.0	1.8	2.9	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	10.9	6.1	1.9	4.8	1.5	2.1	0.0	4.5	2.5	2.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	33.9	30.9	42.5	14.9	10.4	31.2	0.0	27.8	36.4	24.7	25.4
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	C	C
Approach Vol, veh/h	2475			2818			447			769		
Approach Delay, s/veh	36.3			16.3			29.3			26.9		
Approach LOS	D			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	50.3		38.3	20.5	41.2		38.3				
Change Period (Y+Rc), s	4.6	5.7		5.3	4.6	5.7		5.3				
Max Green Setting (Gmax), s	12.4	39.0		33.0	23.4	28.0		33.0				
Max Q Clear Time (g_c+I1), s	6.7	25.1		29.0	15.3	32.2		18.1				
Green Ext Time (p_c), s	0.1	7.6		0.8	0.6	0.0		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				26.0								
HCM 6th LOS				C								

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			  		 			 	
Traffic Volume (vph)	123	1500	157	38	2684	257	263	35	78	198	28
Future Volume (vph)	123	1500	157	38	2684	257	263	35	78	198	28
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	9.6	43.1	10.3	9.6	43.1	43.1	10.3	36.3	36.3	11.0	37.0
Total Split (%)	9.6%	43.1%	10.3%	9.6%	43.1%	43.1%	10.3%	36.3%	36.3%	11.0%	37.0%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	7.7	59.9	71.6	6.1	54.3	54.3	5.7	11.2	11.2	8.3	11.8
Actuated g/C Ratio	0.08	0.60	0.72	0.06	0.54	0.54	0.06	0.11	0.11	0.08	0.12
v/c Ratio	0.53	0.56	0.15	0.40	1.10	0.30	1.53	0.19	0.30	0.79	0.45
Control Delay	48.6	16.2	0.3	43.2	74.8	9.9	297.9	38.1	4.2	67.4	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	16.2	0.3	43.2	74.8	9.9	297.9	38.1	4.2	67.4	17.1
LOS	D	B	A	D	E	A	F	D	A	E	B
Approach Delay		17.1			68.8			212.5			49.7
Approach LOS		B			E			F			D

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 95 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 60.8

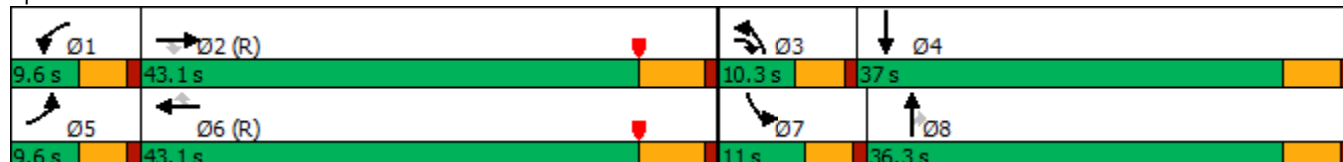
Intersection LOS: E

Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Cambern Ave & Central Ave


























HCM 6th Signalized Intersection Summary

7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)













05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1500	157	38	2684	257	263	35	78	198	28	79
Future Volume (veh/h)	123	1500	157	38	2684	257	263	35	78	198	28	79
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	1705	178	43	3050	292	299	40	89	225	32	90
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	3101	1053	62	3023	939	197	166	141	221	42	117
Arrive On Green	0.10	1.00	1.00	0.05	0.79	0.79	0.06	0.09	0.09	0.06	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	3456	433	1218
Grp Volume(v), veh/h	140	1705	178	43	3050	292	299	40	89	225	0	122
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1728	0	1651
Q Serve(g_s), s	4.0	0.0	0.0	2.4	59.2	5.2	5.7	2.0	5.4	6.4	0.0	7.2
Cycle Q Clear(g_c), s	4.0	0.0	0.0	2.4	59.2	5.2	5.7	2.0	5.4	6.4	0.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	173	3101	1053	62	3023	939	197	166	141	221	0	158
V/C Ratio(X)	0.81	0.55	0.17	0.69	1.01	0.31	1.52	0.24	0.63	1.02	0.00	0.77
Avail Cap(c_a), veh/h	173	3101	1053	89	3023	939	197	580	491	221	0	523
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	0.0	47.2	10.6	4.9	47.2	42.4	44.0	46.8	0.0	44.1
Incr Delay (d2), s/veh	18.8	0.6	0.3	5.1	18.5	0.9	257.3	0.3	1.7	65.1	0.0	3.0
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	2.0	0.2	0.1	1.1	11.1	1.6	9.4	0.9	2.1	4.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.6	0.3	52.2	29.2	5.7	304.5	42.7	45.7	111.9	0.0	47.1
LnGrp LOS	E	A	A	D	F	A	F	D	D	F	A	D
Approach Vol, veh/h	2023			3385			428			347		
Approach Delay, s/veh	4.9			27.4			226.2			89.1		
Approach LOS	A			C			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	66.7	10.3	14.9	9.6	65.2	11.0	14.2				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.0	37.1	5.7	31.7	5.0	37.1	6.4	31.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	7.7	9.2	6.0	61.2	8.4	7.4				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.4	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	37.3											
HCM 6th LOS	D											

Timings
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)







05/09/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	Ø5
Lane Configurations								
Traffic Volume (vph)	1	1	145	2	232	7	205	
Future Volume (vph)	1	1	145	2	232	7	205	
Turn Type	Perm	NA	Perm	NA	NA	Prot	NA	
Protected Phases		4		8	2	1	6	5
Permitted Phases	4		8					
Detector Phase	4	4	8	8	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	27.4	9.6	27.4	9.6
Total Split (s)	26.6	26.6	26.6	26.6	28.8	9.6	28.8	9.6
Total Split (%)	40.9%	40.9%	40.9%	40.9%	44.3%	14.8%	44.3%	15%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		4.6	5.4	4.6	5.4	
Lead/Lag					Lag	Lead	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effect Green (s)		8.2		11.2	13.3	6.4	13.7	
Actuated g/C Ratio		0.24		0.33	0.39	0.19	0.40	
v/c Ratio		0.01		0.43	0.57	0.03	0.35	
Control Delay		12.5		14.8	13.4	21.0	9.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	
Total Delay		12.5		14.8	13.4	21.0	9.2	
LOS		B		B	B	C	A	
Approach Delay		12.5		14.8	13.4		9.6	
Approach LOS		B		B	B		A	

Intersection Summary

Cycle Length: 65	
Actuated Cycle Length: 34	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 41.3%	ICU Level of Service A
Analysis Period (min) 15	



















Splits and Phases: 8: Dexter Ave & 3rd St

 Ø1	 Ø2	 Ø4
9.6 s	28.8 s	26.6 s
 Ø5	 Ø6	 Ø8
9.6 s	28.8 s	26.6 s

HCM 6th Signalized Intersection Summary
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	145	2	7	0	232	91	7	205	1
Future Volume (veh/h)	1	1	1	145	2	7	0	232	91	7	205	1
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	1	1	1	186	3	9	0	297	117	9	263	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	156	103	479	4	12	6	402	158	22	909	3
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.00	0.31	0.31	0.01	0.48	0.48
Sat Flow, veh/h	286	892	589	1365	22	66	1810	1297	511	1810	1892	7
Grp Volume(v), veh/h	3	0	0	198	0	0	0	0	414	9	0	264
Grp Sat Flow(s),veh/h/ln	1768	0	0	1453	0	0	1810	0	1808	1810	0	1899
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	5.9	0.1	0.0	2.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	5.9	0.1	0.0	2.4
Prop In Lane	0.33		0.33	0.94		0.05	1.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	474	0	0	494	0	0	6	0	560	22	0	913
V/C Ratio(X)	0.01	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.74	0.41	0.00	0.29
Avail Cap(c_a), veh/h	1422	0	0	1342	0	0	312	0	1460	312	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	11.4	0.0	0.0	0.0	0.0	9.0	14.2	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.7	4.6	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.3	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0	9.7	18.8	0.0	4.6
LnGrp LOS	A	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		3			198			414			273	
Approach Delay, s/veh		9.9			11.6			9.7			5.1	
Approach LOS		A			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	14.4		9.7	0.0	19.3		9.7				
Change Period (Y+Rc), s	4.6	5.4		4.6	4.6	5.4		4.6				
Max Green Setting (Gmax), s	5.0	23.4		22.0	5.0	23.4		22.0				
Max Q Clear Time (g_c+I1), s	2.1	7.9		2.0	0.0	4.4		5.8				
Green Ext Time (p_c), s	0.0	1.4		0.0	0.0	0.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								















Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗		↑↑		↗
Traffic Vol, veh/h	1591	186	0	2979	0	120
Future Vol, veh/h	1591	186	0	2979	0	120
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1729	202	0	3238	0	130
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	865
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	*592
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	592	-	-	-		
HCM Lane V/C Ratio	0.22	-	-	-		
HCM Control Delay (s)	12.8	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.8	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↘	↑↑↑↑		↗
Traffic Vol, veh/h	1603	108	31	2979	0	104
Future Vol, veh/h	1603	108	31	2979	0	104
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1742	117	34	3238	0	113
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1859	0	-	871
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	635	-	0	*552
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	635	-	-	*552
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	552	-	-	635	-	
HCM Lane V/C Ratio	0.205	-	-	0.053	-	
HCM Control Delay (s)	13.2	-	-	11	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)




05/09/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1622	5	2862	98	0	39	0
Future Volume (vph)	39	1622	5	2862	98	0	39	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	9.6	56.8	9.6	56.8	33.6	33.6	33.6	33.6
Total Split (%)	9.6%	56.8%	9.6%	56.8%	33.6%	33.6%	33.6%	33.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min
Act Effect Green (s)	6.8	75.7	5.0	68.1		10.9		10.9
Actuated g/C Ratio	0.07	0.76	0.05	0.68		0.11		0.11
v/c Ratio	0.46	0.48	0.06	0.92		0.54		0.40
Control Delay	61.8	4.7	46.6	22.4		20.9		12.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	61.8	4.7	46.6	22.4		20.9		12.4
LOS	E	A	D	C		C		B
Approach Delay		5.9		22.5		20.9		12.4
Approach LOS		A		C		C		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 16.4
Intersection Capacity Utilization 76.6%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service D

























Splits and Phases: 14: Conard Ave & Central Ave

		
Ø1	Ø2 (R)	Ø4
9.6 s	56.8 s	33.6 s
		
Ø5	Ø6 (R)	Ø8
9.6 s	56.8 s	33.6 s

HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	39	1622	47	5	2862	25	98	0	13	39	0	49
Future Volume (veh/h)	39	1622	47	5	2862	25	98	0	13	39	0	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	1337	1796	1900	1900	1811	1307	1900	1900	1900	1663	1900	1722
Adj Flow Rate, veh/h	41	1726	50	5	3045	24	104	0	12	41	0	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	38	7	0	0	6	40	0	0	0	16	0	12
Cap, veh/h	45	3621	105	12	3595	28	199	0	15	123	15	80
Arrive On Green	0.07	1.00	1.00	0.01	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1273	4898	142	1810	5060	40	1392	0	161	727	162	845
Grp Volume(v), veh/h	41	1152	624	5	1981	1088	116	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1273	1635	1770	1810	1648	1804	1552	0	0	1734	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.3	43.6	44.0	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.3	43.6	44.0	7.1	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.02	0.90		0.10	0.51		0.49
Lane Grp Cap(c), veh/h	45	2417	1309	12	2342	1282	214	0	0	218	0	0
V/C Ratio(X)	0.91	0.48	0.48	0.43	0.85	0.85	0.54	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	64	2417	1309	90	2342	1282	491	0	0	513	0	0
HCM Platoon Ratio	2.00	2.00	2.00	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	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.3	0.0	0.0	49.5	10.5	10.6	44.1	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	57.9	0.7	1.2	6.9	3.1	5.6	0.8	0.0	0.0	0.4	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	1.7	0.2	0.5	0.1	11.0	13.1	2.9	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.2	0.7	1.2	56.3	13.6	16.2	44.9	0.0	0.0	43.3	0.0	0.0
LnGrp LOS	F	A	A	E	B	B	D	A	A	D	A	A
Approach Vol, veh/h	1817				3074				116		80	
Approach Delay, s/veh	3.2				14.6				44.9		43.3	
Approach LOS	A				B				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	80.7		14.0	8.1	77.8		14.0				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.0	50.0		29.0	5.0	50.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		6.2	5.2	46.0		9.1				
Green Ext Time (p_c), s	0.0	9.9		0.3	0.0	3.6		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	11.7											
HCM 6th LOS	B											

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑
Traffic Volume (vph)	1210	365	1564	623	177
Future Volume (vph)	1210	365	1564	623	177
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	39.0	13.0	52.0	38.0	38.0
Total Split (%)	43.3%	14.4%	57.8%	42.2%	42.2%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	32.2	8.1	45.3	19.6	19.6
Actuated g/C Ratio	0.42	0.11	0.59	0.25	0.25
v/c Ratio	0.84	1.97	0.54	0.73	0.33
Control Delay	25.0	479.0	11.5	31.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	479.0	11.5	31.1	5.2
LOS	C	F	B	C	A
Approach Delay	25.0		99.9	25.3	
Approach LOS	C		F	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 77

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 57.9

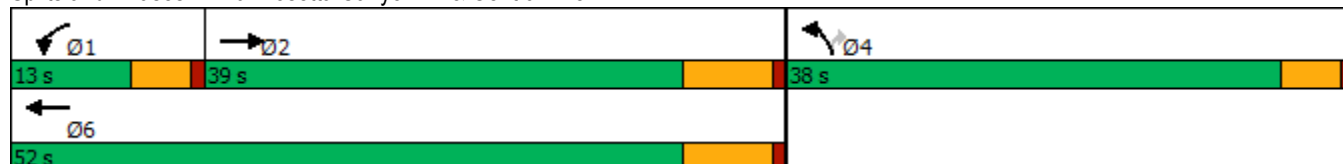
Intersection LOS: E

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave



HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)













05/09/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (veh/h)	1210	452	365	1564	623	177
Future Volume (veh/h)	1210	452	365	1564	623	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1796	1826	1900	1841	1870	1900
Adj Flow Rate, veh/h	1235	459	372	1596	636	165
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	5	0	4	2	0
Cap, veh/h	1478	547	205	3046	774	360
Arrive On Green	0.42	0.42	0.11	0.61	0.22	0.22
Sat Flow, veh/h	3664	1297	1810	5191	3456	1610
Grp Volume(v), veh/h	1152	542	372	1596	636	165
Grp Sat Flow(s),veh/h/ln	1635	1530	1810	1675	1728	1610
Q Serve(g_s), s	22.2	22.4	8.0	12.9	12.4	6.3
Cycle Q Clear(g_c), s	22.2	22.4	8.0	12.9	12.4	6.3
Prop In Lane		0.85	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1380	646	205	3046	774	360
V/C Ratio(X)	0.84	0.84	1.81	0.52	0.82	0.46
Avail Cap(c_a), veh/h	1481	693	205	3202	1615	752
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	18.2	18.3	31.3	8.0	26.1	23.7
Incr Delay (d2), s/veh	4.1	8.5	385.2	0.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.7	25.0	2.9	4.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.3	26.8	416.5	8.2	26.9	24.0
LnGrp LOS	C	C	F	A	C	C
Approach Vol, veh/h	1694			1968	801	
Approach Delay, s/veh	23.7			85.4	26.3	
Approach LOS	C			F	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	36.8		20.8		49.8
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	8.0	32.0		33.0		45.0
Max Q Clear Time (g_c+I1), s	10.0	24.4		14.4		14.9
Green Ext Time (p_c), s	0.0	5.5		1.4		12.7
Intersection Summary						
HCM 6th Ctrl Delay			51.4			
HCM 6th LOS			D			

Timings
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

05/09/2022

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations												
Traffic Volume (vph)	258	106	95	121	140	231						
Future Volume (vph)	258	106	95	121	140	231						
Turn Type	Prot	Perm	Prot	NA	NA	Perm						
Protected Phases	4		5	2	6							
Permitted Phases		4				6						
Detector Phase	4	4	5	2	6	6						
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0						
Minimum Split (s)	26.6	26.6	9.6	22.4	22.4	22.4						
Total Split (s)	26.6	26.6	11.0	33.4	22.4	22.4						
Total Split (%)	44.3%	44.3%	18.3%	55.7%	37.3%	37.3%						
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4						
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)	4.6	4.6	4.6	5.4	5.4	5.4						
Lead/Lag			Lead		Lag	Lag						
Lead-Lag Optimize?			Yes		Yes	Yes						
Recall Mode	None	None	None	None	None	None						
Act Effect Green (s)	12.6	12.6	6.7	17.6	9.5	9.5						
Actuated g/C Ratio	0.30	0.30	0.16	0.43	0.23	0.23						
v/c Ratio	0.61	0.24	0.42	0.20	0.42	0.51						
Control Delay	18.9	4.2	27.6	8.4	18.9	6.0						
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0						
Total Delay	18.9	4.2	27.6	8.4	18.9	6.0						
LOS	B	A	C	A	B	A						
Approach Delay	14.6			16.8	10.8							
Approach LOS	B			B	B							

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 41.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.7

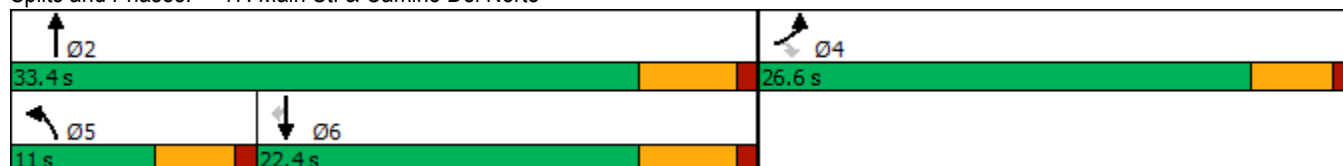
Intersection LOS: B

Intersection Capacity Utilization 39.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Main St. & Camino Del Norte









HCM 6th Signalized Intersection Summary
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

05/09/2022





















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	106	95	121	140	231
Future Volume (veh/h)	258	106	95	121	140	231
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	1870	1900	1900	1900	1870
Adj Flow Rate, veh/h	335	138	123	157	182	300
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	2	0	0	0	2
Cap, veh/h	441	386	178	909	480	400
Arrive On Green	0.24	0.24	0.10	0.48	0.25	0.25
Sat Flow, veh/h	1810	1585	1810	1900	1900	1585
Grp Volume(v), veh/h	335	138	123	157	182	300
Grp Sat Flow(s),veh/h/ln	1810	1585	1810	1900	1900	1585
Q Serve(g_s), s	6.2	2.6	2.4	1.7	2.9	6.3
Cycle Q Clear(g_c), s	6.2	2.6	2.4	1.7	2.9	6.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	441	386	178	909	480	400
V/C Ratio(X)	0.76	0.36	0.69	0.17	0.38	0.75
Avail Cap(c_a), veh/h	1106	969	322	1478	897	748
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	12.6	11.3	15.7	5.3	11.1	12.4
Incr Delay (d2), s/veh	1.0	0.2	1.8	0.0	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.9	0.4	0.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	11.5	17.5	5.4	11.3	13.5
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	473			280	482	
Approach Delay, s/veh	13.0			10.7	12.7	
Approach LOS	B			B	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	22.6			13.4	8.1	14.5
Change Period (Y+Rc), s	5.4			4.6	4.6	5.4
Max Green Setting (Gmax), s	28.0			22.0	6.4	17.0
Max Q Clear Time (g_c+I1), s	3.7			8.2	4.4	8.3
Green Ext Time (p_c), s	0.5			0.7	0.0	0.9
Intersection Summary						
HCM 6th Ctrl Delay			12.4			
HCM 6th LOS			B			

Timings

Central and Camben Retail (JN 13782)

1: Riverside Dr. & Gunnerson St

05/09/2022

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	16	1421	90	1430	8	1	80	83	4	12
Future Volume (vph)	16	1421	90	1430	8	1	80	83	4	12
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	1	6		8			4	
Permitted Phases					8		8	4		4
Detector Phase	5	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.8	9.6	23.8	31.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	9.8	71.1	17.0	78.3	31.9	31.9	31.9	31.9	31.9	31.9
Total Split (%)	8.2%	59.3%	14.2%	65.3%	26.6%	26.6%	26.6%	26.6%	26.6%	26.6%
Yellow Time (s)	3.6	5.8	3.6	5.8	3.6	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
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6	4.6		4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	6.7	49.0	10.2	56.6		12.6	12.6		12.9	12.9
Actuated g/C Ratio	0.09	0.63	0.13	0.73		0.16	0.16		0.17	0.17
v/c Ratio	0.11	0.69	0.41	0.73		0.04	0.24		0.40	0.04
Control Delay	49.6	17.4	46.6	13.6		35.9	4.5		41.7	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	49.6	17.4	46.6	13.6		35.9	4.5		41.7	0.2
LOS	D	B	D	B		D	A		D	A
Approach Delay		17.7		15.3		7.8			36.6	
Approach LOS		B		B		A			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 77.3

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.7

Intersection LOS: B

Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15










Splits and Phases: 1: Riverside Dr. & Gunnerson St

		
Ø1	Ø2	Ø4
17 s	71.1 s	31.9 s
		
Ø5	Ø6	Ø8
9.8 s	78.3 s	31.9 s

HCM 6th Signalized Intersection Summary
1: Riverside Dr. & Gunnerson St

Central and Camben Retail (JN 13782)



















05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1421	13	90	1430	242	8	1	80	83	4	12
Future Volume (veh/h)	16	1421	13	90	1430	242	8	1	80	83	4	12
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	1856	1900	1900	1811	1856	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	1528	14	97	1538	260	9	1	86	89	4	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
Percent Heavy Veh, %	0	3	0	0	6	3	0	0	0	0	0	0
Cap, veh/h	35	1961	18	123	1762	292	84	5	321	87	2	321
Arrive On Green	0.02	0.55	0.55	0.07	0.60	0.60	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3580	33	1810	2954	489	24	27	1610	25	11	1610
Grp Volume(v), veh/h	17	752	790	97	882	916	10	0	86	93	0	13
Grp Sat Flow(s),veh/h/ln	1810	1763	1850	1810	1721	1723	51	0	1610	36	0	1610
Q Serve(g_s), s	0.8	29.1	29.1	4.6	36.7	39.5	0.3	0.0	3.9	0.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	29.1	29.1	4.6	36.7	39.5	17.2	0.0	3.9	17.2	0.0	0.6
Prop In Lane	1.00		0.02	1.00		0.28	0.90		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	35	965	1013	123	1026	1028	89	0	321	89	0	321
V/C Ratio(X)	0.49	0.78	0.78	0.79	0.86	0.89	0.11	0.00	0.27	1.05	0.00	0.04
Avail Cap(c_a), veh/h	109	1311	1376	260	1423	1425	259	0	509	246	0	509
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	42.0	15.4	15.4	39.7	14.4	15.0	34.8	0.0	29.3	42.8	0.0	27.9
Incr Delay (d2), s/veh	3.9	1.4	1.3	4.2	3.1	4.5	0.2	0.0	0.2	40.5	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	0.4	10.2	10.7	2.1	12.4	13.7	0.2	0.0	1.5	2.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	16.8	16.8	43.8	17.5	19.5	35.0	0.0	29.4	83.3	0.0	28.0
LnGrp LOS	D	B	B	D	B	B	C	A	C	F	A	C
Approach Vol, veh/h	1559				1895				96			
Approach Delay, s/veh	17.1				19.8				30.0			
Approach LOS	B				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	54.4		22.1	6.3	58.7		22.1				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	12.4	64.3		27.3	5.2	71.5		27.3				
Max Q Clear Time (g_c+I1), s	6.6	31.1		19.2	2.8	41.5		19.2				
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	10.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	20.6											
HCM 6th LOS	C											





Timings
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)

05/09/2022

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	153	7	1395	30	21	1527	351	8	322	207
Future Volume (vph)	153	7	1395	30	21	1527	351	8	322	207
Turn Type	Perm	NA	pm+ov	Perm	NA	Split	NA	Split	NA	Perm
Protected Phases		2	8		6	8	8	4	4	
Permitted Phases	2		2	6						4
Detector Phase	2	2	8	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.3	10.3	11.8	10.3	10.3	11.8	11.8	11.8	11.8	11.8
Total Split (s)	24.0	24.0	52.2	24.0	24.0	52.2	52.2	23.8	23.8	23.8
Total Split (%)	24.0%	24.0%	52.2%	24.0%	24.0%	52.2%	52.2%	23.8%	23.8%	23.8%
Yellow Time (s)	4.3	4.3	5.8	4.3	4.3	5.8	5.8	5.8	5.8	5.8
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
Total Lost Time (s)		5.3	6.8		5.3	6.8	6.8	6.8	6.8	6.8
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.3	65.8		15.3	45.2	45.2	17.0	17.0	17.0
Actuated g/C Ratio		0.16	0.68		0.16	0.47	0.47	0.18	0.18	0.18
v/c Ratio		0.79	0.52		0.32	0.84	0.44	0.03	1.00	0.47
Control Delay		64.7	7.2		31.9	28.1	19.6	34.9	92.0	9.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		64.7	7.2		31.9	28.1	19.6	34.9	92.0	9.0
LOS		E	A		C	C	B	C	F	A
Approach Delay		13.2			31.9		26.4		59.2	
Approach LOS		B			C		C		E	
Intersection Summary										
Cycle Length: 100										
Actuated Cycle Length: 96.5										
Natural Cycle: 90										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 1.00										
Intersection Signal Delay: 25.8										
Intersection LOS: C										
Intersection Capacity Utilization 91.8%										
ICU Level of Service F										
Analysis Period (min) 15										





















Splits and Phases: 2: Collier Av. & Riverside Dr.

		
Ø2	Ø4	Ø8
24 s	23.8 s	52.2 s
		
Ø6		
24 s		

HCM 6th Signalized Intersection Summary
2: Collier Av. & Riverside Dr.

Central and Camben Retail (JN 13782)































05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	7	1395	30	21	21	1527	351	23	8	322	207
Future Volume (veh/h)	153	7	1395	30	21	21	1527	351	23	8	322	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	1826	1900	1945	1900	1900	1900	1961	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	158	7	1438	31	22	16	1574	362	20	8	332	25
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, %	5	0	2	0	0	0	1	2	0	0	1	2
Cap, veh/h	238	7	2095	56	37	12	1663	782	43	312	326	274
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.45	0.45	0.45	0.17	0.17	0.17
Sat Flow, veh/h	876	39	3297	18	196	65	3734	1756	97	1810	1885	1585
Grp Volume(v), veh/h	165	0	1438	69	0	0	1574	0	382	8	332	25
Grp Sat Flow(s),veh/h/ln	914	0	1648	279	0	0	1867	0	1853	1810	1885	1585
Q Serve(g_s), s	0.0	0.0	18.7	1.1	0.0	0.0	39.8	0.0	14.2	0.4	17.0	1.3
Cycle Q Clear(g_c), s	17.6	0.0	18.7	18.7	0.0	0.0	39.8	0.0	14.2	0.4	17.0	1.3
Prop In Lane	0.96		1.00	0.45		0.23	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	245	0	2095	106	0	0	1663	0	825	312	326	274
V/C Ratio(X)	0.67	0.00	0.69	0.65	0.00	0.00	0.95	0.00	0.46	0.03	1.02	0.09
Avail Cap(c_a), veh/h	245	0	2095	106	0	0	1722	0	855	312	326	274
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	10.0	37.7	0.0	0.0	26.2	0.0	19.1	33.8	40.7	34.2
Incr Delay (d2), s/veh	5.8	0.0	0.8	10.6	0.0	0.0	11.0	0.0	0.2	0.0	55.0	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	4.2	0.0	17.5	2.0	0.0	0.0	18.4	0.0	5.6	0.2	12.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	10.7	48.3	0.0	0.0	37.2	0.0	19.2	33.8	95.7	34.3
LnGrp LOS	D	A	B	D	A	A	D	A	B	C	F	C
Approach Vol, veh/h	1603			69			1956			365		
Approach Delay, s/veh	14.3			48.3			33.7			90.2		
Approach LOS	B			D			C			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	24.0			23.8			24.0			50.6		
Change Period (Y+Rc), s	5.3			6.8			5.3			6.8		
Max Green Setting (Gmax), s	18.7			17.0			18.7			45.4		
Max Q Clear Time (g_c+I1), s	20.7			19.0			20.7			41.8		
Green Ext Time (p_c), s	0.0			0.0			0.0			2.1		
Intersection Summary												
HCM 6th Ctrl Delay	31.3											
HCM 6th LOS	C											

Timings
3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 	  	 	
Traffic Volume (vph)	230	484	415	335	1154	49	232	652	1309	301	95
Future Volume (vph)	230	484	415	335	1154	49	232	652	1309	301	95
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	3	1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	9.6	46.3	9.6	9.6	10.3	9.6	9.6	34.3	34.3
Total Split (s)	13.6	33.5	26.4	46.3	40.0	13.6	20.1	26.4	40.0	46.5	46.5
Total Split (%)	11.3%	27.9%	22.0%	38.6%	33.3%	11.3%	16.8%	22.0%	33.3%	38.8%	38.8%
Yellow Time (s)	3.6	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.3	4.6	4.6	5.3	4.6	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	10.9	24.2	20.0	32.6	72.4	7.6	17.6	42.9	39.1	51.0	51.0
Actuated g/C Ratio	0.09	0.20	0.17	0.27	0.60	0.06	0.15	0.36	0.33	0.42	0.42
v/c Ratio	0.82	0.84	0.83	0.74	0.75	0.47	0.49	0.68	0.89	0.22	0.14
Control Delay	74.6	56.0	83.7	41.6	6.5	67.5	52.0	31.9	46.9	24.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	56.0	83.7	41.6	6.5	67.5	52.0	32.0	46.9	24.6	2.0
LOS	E	E	F	D	A	E	D	C	D	C	A
Approach Delay		61.5		29.5			38.8			40.5	
Approach LOS		E		C			D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 106 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 39.3

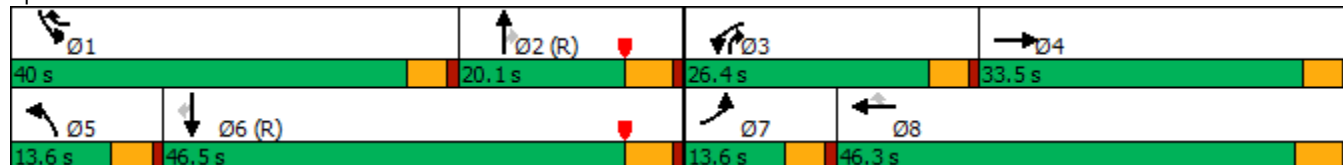
Intersection LOS: D

Intersection Capacity Utilization 74.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Collier Av. & Central Ave


























HCM 6th Signalized Intersection Summary

3: Collier Av. & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	484	56	415	335	1154	49	232	652	1309	301	95
Future Volume (veh/h)	230	484	56	415	335	1154	49	232	652	1309	301	95
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	1885	1885	1900	1826	1870	1885	1900	1885	1870	1870	1885	1900
Adj Flow Rate, veh/h	256	538	58	461	372	1282	54	258	620	1454	334	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	0	5	2	1	0	1	2	2	1	0
Cap, veh/h	261	863	93	513	639	1788	70	442	768	1482	1360	611
Arrive On Green	0.08	0.26	0.26	0.25	0.57	0.57	0.04	0.12	0.12	0.29	0.38	0.38
Sat Flow, veh/h	3483	3262	351	3374	1870	2807	1810	3582	2790	5023	3582	1608
Grp Volume(v), veh/h	256	295	301	461	372	1282	54	258	620	1454	334	95
Grp Sat Flow(s),veh/h/ln	1742	1791	1822	1687	1870	1403	1810	1791	1395	1674	1791	1608
Q Serve(g_s), s	8.8	17.4	17.5	15.8	15.3	41.0	3.5	8.2	14.8	34.5	7.7	4.7
Cycle Q Clear(g_c), s	8.8	17.4	17.5	15.8	15.3	41.0	3.5	8.2	14.8	34.5	7.7	4.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	474	482	513	639	1788	70	442	768	1482	1360	611
V/C Ratio(X)	0.98	0.62	0.63	0.90	0.58	0.72	0.77	0.58	0.81	0.98	0.25	0.16
Avail Cap(c_a), veh/h	261	474	482	613	639	1788	136	442	768	1482	1360	611
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	55.4	38.8	38.9	43.9	20.3	11.4	57.2	49.7	40.5	42.0	25.5	24.5
Incr Delay (d2), s/veh	49.8	1.9	1.9	10.7	0.7	0.9	6.6	5.6	8.9	16.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.7	7.9	6.5	5.3	6.5	1.7	3.9	9.2	15.8	3.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.2	40.7	40.8	54.5	21.0	12.3	63.7	55.2	49.4	58.0	25.8	25.0
LnGrp LOS	F	D	D	D	C	B	E	E	D	E	C	C
Approach Vol, veh/h		852			2115			932			1883	
Approach Delay, s/veh		60.1			23.0			51.8			50.6	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	20.1	22.9	37.0	9.2	50.9	13.6	46.3				
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.3	4.6	5.3	4.6	5.3				
Max Green Setting (Gmax), s	35.4	14.8	21.8	* 29	9.0	41.2	9.0	41.0				
Max Q Clear Time (g_c+I1), s	36.5	16.8	17.8	19.5	5.5	9.7	10.8	43.0				
Green Ext Time (p_c), s	0.0	0.0	0.4	1.6	0.0	1.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘↘	↑↑↑	↘↘	↑	↑
Traffic Volume (vph)	1961	811	1045	2245	1101	4	269
Future Volume (vph)	1961	811	1045	2245	1101	4	269
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	12.0	12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	17.7	17.7	9.6	24.7	10.3	10.3	10.3
Total Split (s)	44.0	44.0	43.2	87.2	32.8	32.8	32.8
Total Split (%)	36.7%	36.7%	36.0%	72.7%	27.3%	27.3%	27.3%
Yellow Time (s)	4.7	4.7	3.6	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	5.7	5.7	4.6	5.7	5.3	5.3	5.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	38.3	38.3	37.5	80.4	28.6	28.6	28.6
Actuated g/C Ratio	0.32	0.32	0.31	0.67	0.24	0.24	0.24
v/c Ratio	1.12	0.95	0.95	0.61	1.34	0.33	0.30
Control Delay	104.2	41.9	47.6	9.3	198.3	38.5	20.8
Queue Delay	1.1	3.2	26.3	38.8	0.0	0.0	0.0
Total Delay	105.3	45.2	73.8	48.1	198.3	38.5	20.8
LOS	F	D	E	D	F	D	C
Approach Delay	87.7			56.3		164.8	
Approach LOS	F			E		F	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 111 (93%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 88.1

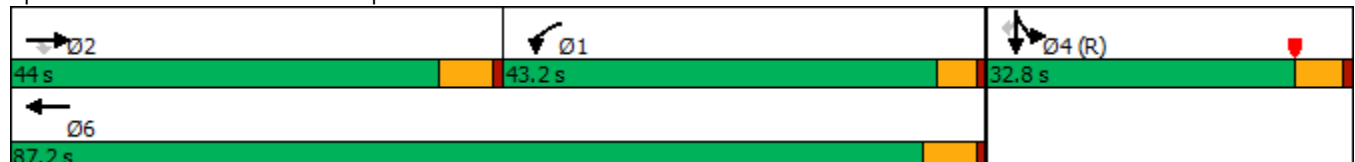
Intersection LOS: F

Intersection Capacity Utilization 124.4%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: I-15 SB Ramps & Central Ave




HCM 6th Signalized Intersection Summary

4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1961	811	1045	2245	0	0	0	0	1101	4	269
Future Volume (veh/h)	0	1961	811	1045	2245	0	0	0	0	1101	4	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1945	1961	1945	1945	0				1899	1976	1899
Adj Flow Rate, veh/h	0	2132	634	1136	2440	0				1197	0	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	2	2	0				5	0	5
Cap, veh/h	0	1863	530	1180	3998	0				1557	0	1385
Arrive On Green	0.00	0.32	0.38	0.38	0.82	0.00				0.43	0.00	0.43
Sat Flow, veh/h	0	5836	1662	3705	5836	0				3617	0	3219
Grp Volume(v), veh/h	0	2132	634	1136	2440	0				1197	0	88
Grp Sat Flow(s),veh/h/ln	0	1945	1662	1853	1945	0				1809	0	1609
Q Serve(g_s), s	0.0	38.3	38.3	36.0	17.9	0.0				33.8	0.0	1.9
Cycle Q Clear(g_c), s	0.0	38.3	38.3	36.0	17.9	0.0				33.8	0.0	1.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1863	530	1180	3998	0				1557	0	1385
V/C Ratio(X)	0.00	1.14	1.20	0.96	0.61	0.00				0.77	0.00	0.06
Avail Cap(c_a), veh/h	0	1863	530	1192	3998	0				1557	0	1385
HCM Platoon Ratio	1.00	1.00	1.20	1.20	1.20	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	40.8	37.0	36.4	5.0	0.0				29.1	0.0	20.0
Incr Delay (d2), s/veh	0.0	68.4	96.5	2.8	0.0	0.0				3.7	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
%ile BackOfQ(50%),veh/ln	0.0	29.4	28.4	15.3	4.3	0.0				14.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	109.2	133.5	39.1	5.0	0.0				32.8	0.0	20.1
LnGrp LOS	A	F	F	D	A	A				C	A	C
Approach Vol, veh/h		2766			3576						1285	
Approach Delay, s/veh		114.8			15.8						31.9	
Approach LOS		F			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.9	44.0		57.7		87.9						
Change Period (Y+Rc), s	5.7	* 5.7		5.3		5.7						
Max Green Setting (Gmax), s	38.6	* 38		27.5		81.5						
Max Q Clear Time (g_c+I1), s	38.0	40.3		35.8		19.9						
Green Ext Time (p_c), s	0.3	0.0		0.0		23.8						

Intersection Summary

HCM 6th Ctrl Delay	54.4
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.

Timings
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	  			 	  
Traffic Volume (vph)	285	2819	2445	796	802	2	1068
Future Volume (vph)	285	2819	2445	796	802	2	1068
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	22.7	22.7	21.6	21.6	21.6
Total Split (s)	25.0	81.0	56.0	56.0	39.0	39.0	39.0
Total Split (%)	20.8%	67.5%	46.7%	46.7%	32.5%	32.5%	32.5%
Yellow Time (s)	3.6	4.7	4.7	4.7	4.3	4.3	4.3
All-Red Time (s)	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
Total Lost Time (s)	4.6	5.7	5.7	5.7	5.3	5.3	5.3
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	20.4	75.3	50.3	50.3	33.7	33.7	33.7
Actuated g/C Ratio	0.17	0.63	0.42	0.42	0.28	0.28	0.28
v/c Ratio	0.56	0.96	1.21	0.96	0.93	0.94	1.42
Control Delay	39.0	14.3	124.1	29.6	70.3	71.0	226.4
Queue Delay	0.0	44.0	1.7	43.4	0.0	0.0	1.3
Total Delay	39.0	58.4	125.8	73.0	70.3	71.0	227.6
LOS	D	E	F	E	E	E	F
Approach Delay		56.6	112.8			160.3	
Approach LOS		E	F			F	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 105 (88%), Referenced to phase 8:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay: 102.4

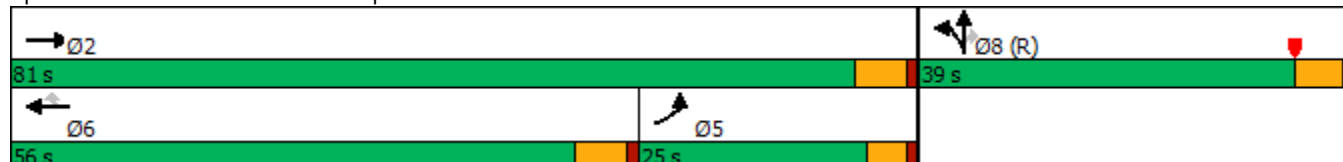
Intersection LOS: F

Intersection Capacity Utilization 124.4%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 5: I-15 NB Ramps & Central Ave




























HCM 6th Signalized Intersection Summary

5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  				 			
Traffic Volume (veh/h)	285	2819	0	0	2445	796	802	2	1068	0	0	0
Future Volume (veh/h)	285	2819	0	0	2445	796	802	2	1068	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1811	1870	0	0	1961	1796	1870	1900	1856			
Adj Flow Rate, veh/h	313	3098	0	0	2687	465	882	0	536			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	6	2	0	0	1	7	2	0	3			
Cap, veh/h	452	3106	0	0	2244	637	1093	0	965			
Arrive On Green	0.27	1.00	0.00	0.00	0.42	0.42	0.31	0.00	0.31			
Sat Flow, veh/h	3346	5312	0	0	5529	1520	3563	0	3145			
Grp Volume(v), veh/h	313	3098	0	0	2687	465	882	0	536			
Grp Sat Flow(s),veh/h/ln	1673	1721	0	0	1784	1520	1781	0	1572			
Q Serve(g_s), s	10.1	0.0	0.0	0.0	50.3	30.7	27.4	0.0	17.1			
Cycle Q Clear(g_c), s	10.1	0.0	0.0	0.0	50.3	30.7	27.4	0.0	17.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	452	3106	0	0	2244	637	1093	0	965			
V/C Ratio(X)	0.69	1.00	0.00	0.00	1.20	0.73	0.81	0.00	0.56			
Avail Cap(c_a), veh/h	569	3239	0	0	2244	637	1093	0	965			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.22	0.22	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.6	0.0	0.0	0.0	34.9	29.2	38.3	0.0	34.8			
Incr Delay (d2), s/veh	0.1	4.1	0.0	0.0	90.0	0.8	6.4	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	1.2	0.0	0.0	39.9	11.2	12.8	0.0	6.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	4.1	0.0	0.0	124.9	30.0	44.7	0.0	37.1			
LnGrp LOS	D	A	A	A	F	C	D	A	D			
Approach Vol, veh/h	3411			3152			1418					
Approach Delay, s/veh	7.6			110.9			41.8					
Approach LOS	A			F			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	76.0			20.0			56.0			44.0		
Change Period (Y+Rc), s	5.7			5.7			* 5.7			5.3		
Max Green Setting (Gmax), s	75.3			20.4			* 50			33.7		
Max Q Clear Time (g_c+I1), s	2.0			12.1			52.3			29.4		
Green Ext Time (p_c), s	49.0			0.4			0.0			1.7		
Intersection Summary												
HCM 6th Ctrl Delay	54.5											
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.												

Timings
6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	592	2941	354	196	2309	130	335	179	132	146	598
Future Volume (vph)	592	2941	354	196	2309	130	335	179	132	146	598
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	7	4	5
Permitted Phases			2			6					4
Detector Phase	5	2	3	1	6	6	3	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	30.7	9.6	9.6	30.7	30.7	9.6	38.3	9.6	10.3	9.6
Total Split (s)	24.0	56.3	22.6	11.8	44.1	44.1	22.6	38.3	13.6	29.3	24.0
Total Split (%)	20.0%	46.9%	18.8%	9.8%	36.8%	36.8%	18.8%	31.9%	11.3%	24.4%	20.0%
Yellow Time (s)	3.6	4.7	3.6	3.6	4.7	4.7	3.6	4.3	3.6	4.3	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	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	5.7	4.6	4.6	5.7	5.7	4.6	5.3	4.6	5.3	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Max	None	Max	None
Act Effect Green (s)	19.4	50.6	71.7	7.2	38.4	38.4	15.4	33.0	9.0	26.6	51.3
Actuated g/C Ratio	0.16	0.42	0.60	0.06	0.32	0.32	0.13	0.28	0.08	0.22	0.43
v/c Ratio	1.02	1.00	0.30	0.92	1.03	0.20	0.75	0.90	0.99	0.38	0.73
Control Delay	67.5	45.3	4.0	95.6	59.0	3.9	60.6	59.5	127.9	43.7	29.9
Queue Delay	27.6	40.6	1.6	0.0	31.7	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	95.1	85.9	5.6	95.6	90.7	3.9	60.6	59.5	127.9	43.7	30.1
LOS	F	F	A	F	F	A	E	E	F	D	C
Approach Delay		80.0			86.8			60.0		47.1	
Approach LOS		F			F			E		D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 76.8

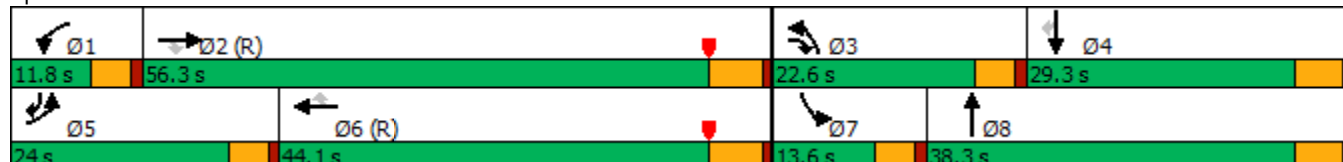
Intersection LOS: E

Intersection Capacity Utilization 99.5%

ICU Level of Service F

Analysis Period (min) 15

























Splits and Phases: 6: Dexter Ave & Central Ave



HCM 6th Signalized Intersection Summary 6: Dexter Ave & Central Ave

Central and Camben Retail (JN 13782)






























05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	2941	354	196	2309	130	335	179	254	132	146	598
Future Volume (veh/h)	592	2941	354	196	2309	130	335	179	254	132	146	598
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	1885	1856	1870	1885	1856	1826	1856	1885	1826	1885	1856	1870
Adj Flow Rate, veh/h	623	3096	336	206	2431	129	353	188	222	139	154	564
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, %	1	3	2	1	3	5	3	1	5	1	3	2
Cap, veh/h	581	3130	854	215	2375	495	414	217	256	135	432	625
Arrive On Green	0.11	0.28	0.28	0.12	0.64	0.64	0.12	0.28	0.28	0.08	0.23	0.23
Sat Flow, veh/h	3591	7422	1585	3591	7422	1546	3534	788	930	1795	1856	1585
Grp Volume(v), veh/h	623	3096	336	206	2431	129	353	0	410	139	154	564
Grp Sat Flow(s),veh/h/ln	1795	1856	1585	1795	1856	1546	1767	0	1718	1795	1856	1585
Q Serve(g_s), s	19.4	49.8	17.0	6.8	38.4	4.3	11.8	0.0	27.3	9.0	8.3	27.9
Cycle Q Clear(g_c), s	19.4	49.8	17.0	6.8	38.4	4.3	11.8	0.0	27.3	9.0	8.3	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	581	3130	854	215	2375	495	414	0	472	135	432	625
V/C Ratio(X)	1.07	0.99	0.39	0.96	1.02	0.26	0.85	0.00	0.87	1.03	0.36	0.90
Avail Cap(c_a), veh/h	581	3130	854	215	2375	495	530	0	472	135	432	625
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.48	0.48	0.48	0.54	0.00	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	42.8	20.7	52.6	21.6	15.5	52.0	0.0	41.4	55.5	38.5	34.1
Incr Delay (d2), s/veh	36.6	3.0	0.1	31.2	19.3	0.6	4.9	0.0	11.4	86.4	2.3	18.6
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	11.8	23.7	6.6	3.8	11.2	1.5	5.4	0.0	12.7	7.2	4.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.1	45.7	20.8	83.8	40.9	16.1	56.8	0.0	52.8	141.9	40.8	52.7
LnGrp LOS	F	D	C	F	F	B	E	A	D	F	D	D
Approach Vol, veh/h	4055			2766			763			857		
Approach Delay, s/veh	50.5			42.9			54.7			65.1		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	56.3	18.7	33.2	24.0	44.1	13.6	38.3				
Change Period (Y+Rc), s	4.6	5.7	4.6	5.3	4.6	5.7	4.6	5.3				
Max Green Setting (Gmax), s	7.2	50.6	18.0	24.0	19.4	38.4	9.0	33.0				
Max Q Clear Time (g_c+I1), s	8.8	51.8	13.8	29.9	21.4	40.4	11.0	29.3				
Green Ext Time (p_c), s	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	49.9											
HCM 6th LOS	D											

Timings
7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			  		 			 	
Traffic Volume (vph)	366	2411	316	77	1609	178	377	13	107	321	63
Future Volume (vph)	366	2411	316	77	1609	178	377	13	107	321	63
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.0	9.6	9.6	31.0	31.0	9.6	36.3	36.3	9.6	10.3
Total Split (s)	17.8	54.0	22.0	10.0	46.2	46.2	22.0	36.3	36.3	19.7	34.0
Total Split (%)	14.8%	45.0%	18.3%	8.3%	38.5%	38.5%	18.3%	30.3%	30.3%	16.4%	28.3%
Yellow Time (s)	3.6	5.0	3.6	3.6	5.0	5.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.0	4.6	4.6	6.0	6.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effect Green (s)	18.2	57.1	79.5	10.2	49.2	49.2	16.4	17.8	17.8	14.3	15.7
Actuated g/C Ratio	0.15	0.48	0.66	0.08	0.41	0.41	0.14	0.15	0.15	0.12	0.13
v/c Ratio	0.73	1.04	0.29	0.53	0.80	0.24	0.84	0.05	0.30	0.82	0.76
Control Delay	62.4	46.2	0.2	82.9	26.4	1.4	66.9	39.0	4.1	68.2	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	46.2	0.2	82.9	26.4	1.4	66.9	39.0	4.1	68.2	43.3
LOS	E	D	A	F	C	A	E	D	A	E	D
Approach Delay		43.4			26.4			52.7			58.0
Approach LOS		D			C			D			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 40.2

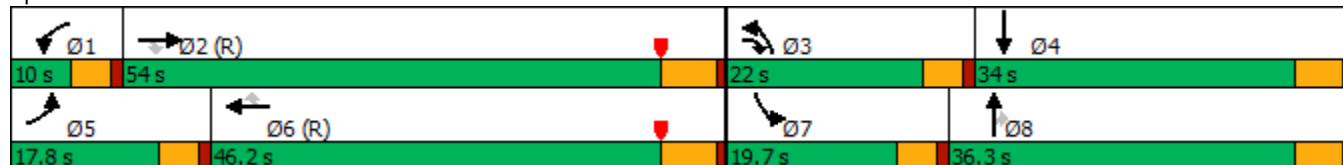
Intersection LOS: D

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Cambern Ave & Central Ave


































HCM 6th Signalized Intersection Summary

7: Cambern Ave & Central Ave

Central and Camben Retail (JN 13782)















05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 			 		
Traffic Volume (veh/h)	366	2411	316	77	1609	178	377	13	107	321	63	157
Future Volume (veh/h)	366	2411	316	77	1609	178	377	13	107	321	63	157
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	2511	329	80	1676	185	393	14	111	334	66	164
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	2538	994	80	2206	685	449	326	277	389	75	186
Arrive On Green	0.22	0.99	0.99	0.09	0.86	0.86	0.13	0.17	0.17	0.11	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1585	3456	476	1182
Grp Volume(v), veh/h	381	2511	329	80	1676	185	393	14	111	334	0	230
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1585	1728	0	1658
Q Serve(g_s), s	13.2	21.7	0.2	5.4	15.6	2.5	13.4	0.7	7.5	11.4	0.0	16.3
Cycle Q Clear(g_c), s	13.2	21.7	0.2	5.4	15.6	2.5	13.4	0.7	7.5	11.4	0.0	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	380	2538	994	80	2206	685	449	326	277	389	0	261
V/C Ratio(X)	1.00	0.99	0.33	1.00	0.76	0.27	0.88	0.04	0.40	0.86	0.00	0.88
Avail Cap(c_a), veh/h	380	2538	994	80	2206	685	501	483	409	435	0	396
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	0.2	0.1	54.6	5.7	4.8	51.3	41.2	44.0	52.3	0.0	49.5
Incr Delay (d2), s/veh	15.1	3.7	0.1	99.8	2.5	1.0	13.7	0.0	0.3	13.2	0.0	9.9
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	5.6	1.0	0.1	4.5	2.7	0.9	6.5	0.3	2.9	5.6	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	4.0	0.2	154.4	8.2	5.8	64.9	41.2	44.3	65.5	0.0	59.4
LnGrp LOS	F	A	A	F	A	A	E	D	D	E	A	E
Approach Vol, veh/h	3221			1941			518			564		
Approach Delay, s/veh	10.5			14.0			59.9			63.0		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	65.6	20.2	24.2	17.8	57.8	18.1	26.2				
Change Period (Y+Rc), s	4.6	6.0	4.6	5.3	4.6	6.0	4.6	5.3				
Max Green Setting (Gmax), s	5.4	48.0	17.4	28.7	13.2	40.2	15.1	31.0				
Max Q Clear Time (g_c+I1), s	7.4	23.7	15.4	18.3	15.2	17.6	13.4	9.5				
Green Ext Time (p_c), s	0.0	16.1	0.2	0.6	0.0	8.9	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	20.4											
HCM 6th LOS	C											

Timings
8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

05/09/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	2	214	1	1	364	14	334
Future Volume (vph)	9	2	214	1	1	364	14	334
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.6	26.6	26.6	26.6	9.6	27.4	9.6	27.4
Total Split (s)	26.6	26.6	26.6	26.6	9.6	33.8	9.6	33.8
Total Split (%)	38.0%	38.0%	38.0%	38.0%	13.7%	48.3%	13.7%	48.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effect Green (s)		7.8		13.2	5.4	22.5	5.4	22.5
Actuated g/C Ratio		0.16		0.28	0.11	0.47	0.11	0.47
v/c Ratio		0.06		0.64	0.00	0.77	0.07	0.40
Control Delay		17.7		25.0	27.0	19.4	27.1	11.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		17.7		25.0	27.0	19.4	27.1	11.4
LOS		B		C	C	B	C	B
Approach Delay		17.7		25.0		19.4		12.1
Approach LOS		B		C		B		B

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 47.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.4

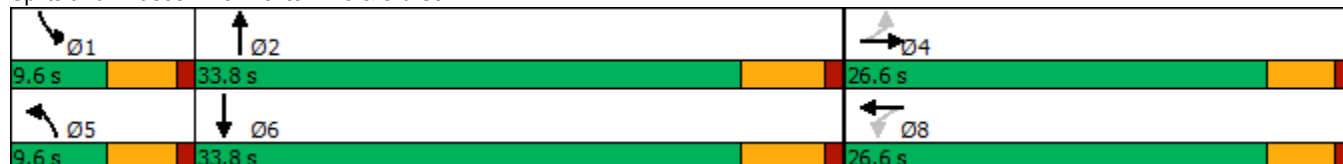
Intersection LOS: B

Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15



















Splits and Phases: 8: Dexter Ave & 3rd St



HCM 6th Signalized Intersection Summary 8: Dexter Ave & 3rd St

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	3	214	1	12	1	364	268	14	334	0
Future Volume (veh/h)	9	2	3	214	1	12	1	364	268	14	334	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	10	2	3	228	1	13	1	387	285	15	355	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	76	73	443	1	16	4	449	331	34	873	0
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.00	0.44	0.44	0.02	0.46	0.00
Sat Flow, veh/h	1038	368	352	1371	6	78	1810	1017	749	1810	1900	0
Grp Volume(v), veh/h	15	0	0	242	0	0	1	0	672	15	355	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	1455	0	0	1810	0	1765	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0	15.1	0.4	5.5	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	6.9	0.0	0.0	0.0	0.0	15.1	0.4	5.5	0.0
Prop In Lane	0.67		0.20	0.94		0.05	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	501	0	0	460	0	0	4	0	779	34	873	0
V/C Ratio(X)	0.03	0.00	0.00	0.53	0.00	0.00	0.24	0.00	0.86	0.44	0.41	0.00
Avail Cap(c_a), veh/h	943	0	0	885	0	0	206	0	1141	206	1228	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	16.5	0.0	0.0	21.9	0.0	11.1	21.3	7.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	10.9	0.0	3.3	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.9	0.0	0.0	0.0	0.0	4.5	0.2	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	16.9	0.0	0.0	32.8	0.0	14.4	24.5	8.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	A
Approach Vol, veh/h	15			242			673			370		
Approach Delay, s/veh	13.9			16.9			14.4			8.7		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	24.8		13.7	4.7	25.6		13.7				
Change Period (Y+Rc), s	4.6	5.4		4.6	4.6	5.4		4.6				
Max Green Setting (Gmax), s	5.0	28.4		22.0	5.0	28.4		22.0				
Max Q Clear Time (g_c+I1), s	2.4	17.1		2.3	2.0	7.5		8.9				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	1.2		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑		↑
Traffic Vol, veh/h	2638	201	0	1863	0	121
Future Vol, veh/h	2638	201	0	1863	0	121
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2867	218	0	2025	0	132

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1434
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 *376
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *376
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	376	-	-	-
HCM Lane V/C Ratio	0.35	-	-	-
HCM Control Delay (s)	19.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-

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

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑		↑
Traffic Vol, veh/h	2624	135	38	1863	0	133
Future Vol, veh/h	2624	135	38	1863	0	133
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	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2852	147	41	2025	0	145

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2999
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	5.3	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.1	-
Pot Cap-1 Maneuver	-	380	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	1	-
Mov Cap-1 Maneuver	-	380	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.5
HCM LOS			C















Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	-	-	380	-
HCM Lane V/C Ratio	0.335	-	-	0.109	-
HCM Control Delay (s)	17.5	-	-	15.6	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1.5	-	-	0.4	-

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

Timings
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	2626	2	1774	73	6	101	6
Future Volume (vph)	50	2626	2	1774	73	6	101	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	32.8	9.6	32.8	33.6	33.6	9.6	9.6
Total Split (s)	15.0	76.4	9.8	71.2	33.8	33.8	33.8	33.8
Total Split (%)	12.5%	63.7%	8.2%	59.3%	28.2%	28.2%	28.2%	28.2%
Yellow Time (s)	3.6	5.8	3.6	5.8	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.8	4.6	6.8		4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Max	None	None	Min	Min
Act Effect Green (s)	8.1	88.5	5.0	79.6		18.2		18.2
Actuated g/C Ratio	0.07	0.74	0.04	0.66		0.15		0.15
v/c Ratio	0.49	0.75	0.03	0.56		0.48		0.73
Control Delay	49.2	17.8	56.0	13.5		49.4		60.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	49.2	17.8	56.0	13.5		49.4		60.2
LOS	D	B	E	B		D		E
Approach Delay		18.3		13.5		49.4		60.2
Approach LOS		B		B		D		E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 71.5%

ICU Level of Service C

Analysis Period (min) 15

























Splits and Phases: 14: Conard Ave & Central Ave



HCM 6th Signalized Intersection Summary
14: Conard Ave & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	50	2626	80	2	1774	31	73	6	14	101	6	54
Future Volume (veh/h)	50	2626	80	2	1774	31	73	6	14	101	6	54
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	1693	1856	1870	1900	1856	1900	1900	1900	1900	1826	1900	1900
Adj Flow Rate, veh/h	52	2707	82	2	1829	29	75	6	12	104	6	44
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, %	14	3	2	0	3	0	0	0	0	5	0	0
Cap, veh/h	64	3789	114	5	3660	58	180	17	21	172	8	52
Arrive On Green	0.08	1.00	1.00	0.00	0.71	0.71	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1612	5053	152	1810	5137	81	1101	145	185	1065	70	454
Grp Volume(v), veh/h	52	1802	987	2	1202	656	93	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	1612	1689	1828	1810	1689	1841	1430	0	0	1589	0	0
Q Serve(g_s), s	3.8	0.0	0.0	0.1	19.1	19.1	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.1	19.1	19.1	7.3	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.04	0.81		0.13	0.68		0.29
Lane Grp Cap(c), veh/h	64	2532	1371	5	2406	1312	218	0	0	232	0	0
V/C Ratio(X)	0.81	0.71	0.72	0.41	0.50	0.50	0.43	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	140	2532	1371	78	2406	1312	402	0	0	423	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.8	0.0	0.0	59.7	7.7	7.7	50.3	0.0	0.0	51.9	0.0	0.0
Incr Delay (d2), s/veh	8.6	1.7	3.3	17.7	0.7	1.2	0.5	0.0	0.0	1.2	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	1.6	0.6	1.3	0.1	5.5	6.1	2.7	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	1.7	3.3	77.4	8.4	8.9	50.7	0.0	0.0	53.1	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h	2841				1860				93		154	
Approach Delay, s/veh	3.4				8.7				50.7		53.1	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	96.8		18.3	9.4	92.3		18.3				
Change Period (Y+Rc), s	4.6	6.8		4.6	4.6	6.8		4.6				
Max Green Setting (Gmax), s	5.2	69.6		29.2	10.4	64.4		29.2				
Max Q Clear Time (g_c+I1), s	2.1	2.0		13.2	5.8	21.1		9.3				
Green Ext Time (p_c), s	0.0	27.2		0.5	0.0	9.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	7.8											
HCM 6th LOS	A											

Timings
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑
Traffic Volume (vph)	2073	286	1363	322	64
Future Volume (vph)	2073	286	1363	322	64
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	2	1	6	4	
Permitted Phases					4
Detector Phase	2	1	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	8.0	8.0
Minimum Split (s)	39.0	10.0	12.0	38.0	38.0
Total Split (s)	61.0	21.0	82.0	38.0	38.0
Total Split (%)	50.8%	17.5%	68.3%	31.7%	31.7%
Yellow Time (s)	6.0	4.0	6.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	7.0	5.0	5.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	None	None
Act Effect Green (s)	54.3	16.1	75.4	16.4	16.4
Actuated g/C Ratio	0.52	0.15	0.73	0.16	0.16
v/c Ratio	1.04	1.06	0.38	0.60	0.22
Control Delay	53.7	113.5	6.6	44.8	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	113.5	6.6	44.8	10.4
LOS	D	F	A	D	B
Approach Delay	53.7		25.1	39.1	
Approach LOS	D		C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 103.9

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 42.3

Intersection LOS: D

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 16: Rosetta Canyon Dr & Central Ave

↖ 01	→ 02	↗ 04
21 s	61 s	38 s
← 06		
82 s		

HCM 6th Signalized Intersection Summary
16: Rosetta Canyon Dr & Central Ave

Central and Camben Retail (JN 13782)













05/09/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (veh/h)	2073	533	286	1363	322	64
Future Volume (veh/h)	2073	533	286	1363	322	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	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	1856	1900	1900	1870	1900	1841
Adj Flow Rate, veh/h	2137	525	295	1405	332	51
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	2	0	4
Cap, veh/h	2238	518	293	3878	417	185
Arrive On Green	0.55	0.55	0.16	0.76	0.12	0.12
Sat Flow, veh/h	4259	946	1810	5274	3510	1560
Grp Volume(v), veh/h	1740	922	295	1405	332	51
Grp Sat Flow(s),veh/h/ln	1689	1662	1810	1702	1755	1560
Q Serve(g_s), s	47.6	54.0	16.0	9.0	9.1	2.9
Cycle Q Clear(g_c), s	47.6	54.0	16.0	9.0	9.1	2.9
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1847	909	293	3878	417	185
V/C Ratio(X)	0.94	1.01	1.01	0.36	0.80	0.27
Avail Cap(c_a), veh/h	1847	909	293	3878	1173	521
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	20.9	22.4	41.4	3.9	42.3	39.6
Incr Delay (d2), s/veh	10.3	33.4	54.1	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	25.3	11.0	1.7	3.9	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.3	55.8	95.5	4.0	43.7	39.9
LnGrp LOS	C	F	F	A	D	D
Approach Vol, veh/h	2662			1700	383	
Approach Delay, s/veh	39.8			19.9	43.2	
Approach LOS	D			B	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.0	61.0		16.7		82.0
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0
Max Green Setting (Gmax), s	16.0	54.0		33.0		75.0
Max Q Clear Time (g_c+I1), s	18.0	56.0		11.1		11.0
Green Ext Time (p_c), s	0.0	0.0		0.7		12.3
Intersection Summary						
HCM 6th Ctrl Delay			32.9			
HCM 6th LOS			C			

Timings
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

05/09/2022

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations												
Traffic Volume (vph)	386	309	192	270	315	306						
Future Volume (vph)	386	309	192	270	315	306						
Turn Type	Prot	Perm	Prot	NA	NA	Perm						
Protected Phases	4		5	2	6							
Permitted Phases		4				6						
Detector Phase	4	4	5	2	6	6						
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0						
Minimum Split (s)	26.6	26.6	9.6	22.4	22.4	22.4						
Total Split (s)	26.6	26.6	11.0	33.4	22.4	22.4						
Total Split (%)	44.3%	44.3%	18.3%	55.7%	37.3%	37.3%						
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4						
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)	4.6	4.6	4.6	5.4	5.4	5.4						
Lead/Lag			Lead		Lag	Lag						
Lead-Lag Optimize?			Yes		Yes	Yes						
Recall Mode	None	None	None	None	None	None						
Act Effect Green (s)	15.3	15.3	6.6	24.2	12.9	12.9						
Actuated g/C Ratio	0.31	0.31	0.13	0.48	0.26	0.26						
v/c Ratio	0.74	0.46	0.86	0.31	0.69	0.49						
Control Delay	24.9	4.3	63.1	9.9	25.7	5.4						
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0						
Total Delay	24.9	4.3	63.1	9.9	25.7	5.4						
LOS	C	A	E	A	C	A						
Approach Delay	15.7			32.0	15.7							
Approach LOS	B			C	B							

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 19.9

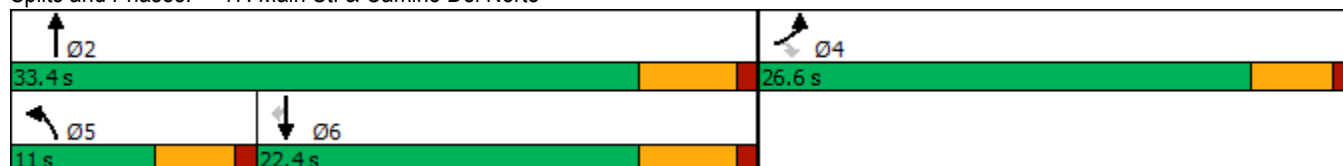
Intersection LOS: B

Intersection Capacity Utilization 60.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 17: Main St. & Camino Del Norte









HCM 6th Signalized Intersection Summary
17: Main St. & Camino Del Norte

Central and Camben Retail (JN 13782)

05/09/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	386	309	192	270	315	306
Future Volume (veh/h)	386	309	192	270	315	306
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	1885	1885	1885	1900
Adj Flow Rate, veh/h	411	329	204	287	335	326
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	1	1	0
Cap, veh/h	505	450	253	944	487	416
Arrive On Green	0.28	0.28	0.14	0.50	0.26	0.26
Sat Flow, veh/h	1810	1610	1795	1885	1885	1610
Grp Volume(v), veh/h	411	329	204	287	335	326
Grp Sat Flow(s),veh/h/ln	1810	1610	1795	1885	1885	1610
Q Serve(g_s), s	9.6	8.4	5.0	4.1	7.3	8.6
Cycle Q Clear(g_c), s	9.6	8.4	5.0	4.1	7.3	8.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	505	450	253	944	487	416
V/C Ratio(X)	0.81	0.73	0.81	0.30	0.69	0.78
Avail Cap(c_a), veh/h	876	780	253	1162	706	603
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	15.3	14.8	18.9	6.7	15.2	15.7
Incr Delay (d2), s/veh	1.2	0.9	16.1	0.1	0.6	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	3.5	0.1	3.0	1.2	2.7	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	15.7	35.0	6.7	15.8	18.0
LnGrp LOS	B	B	D	A	B	B
Approach Vol, veh/h	740			491	661	
Approach Delay, s/veh	16.1			18.5	16.9	
Approach LOS	B			B	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	28.1			17.3	11.0	17.1
Change Period (Y+Rc), s	5.4			4.6	4.6	5.4
Max Green Setting (Gmax), s	28.0			22.0	6.4	17.0
Max Q Clear Time (g_c+I1), s	6.1			11.6	7.0	10.6
Green Ext Time (p_c), s	1.0			1.1	0.0	1.2
Intersection Summary						
HCM 6th Ctrl Delay			17.0			
HCM 6th LOS			B			

APPENDIX 6.8:

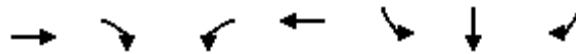
EAPC (2023) PHASE 1 CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1221	763	1111	2421	621	181	180
v/c Ratio	0.80	0.89	0.95	0.66	0.69	0.40	0.35
Control Delay	56.1	42.6	36.7	21.4	38.7	33.2	19.2
Queue Delay	0.0	0.0	0.0	15.5	0.0	0.0	0.0
Total Delay	56.1	42.6	36.7	36.9	38.7	33.2	19.2
Queue Length 50th (ft)	262	339	340	442	182	94	51
Queue Length 95th (ft)	m298	m#427	m354	m414	242	159	111
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1551	865	1200	3758	896	458	516
Starvation Cap Reductn	0	0	0	1385	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.88	0.93	1.02	0.69	0.40	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Central and Camben Retail (JN 13782)

5: I-15 NB Ramps & Central Ave

08/31/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	148	1621	2407	824	458	459	840
v/c Ratio	0.61	0.59	1.05	0.79	0.87	0.87	0.92
Control Delay	72.7	7.4	74.6	27.8	50.9	51.1	46.5
Queue Delay	0.0	0.3	21.4	50.0	40.7	41.5	0.3
Total Delay	72.7	7.7	96.0	77.8	91.6	92.6	46.8
Queue Length 50th (ft)	53	70	~645	379	287	288	268
Queue Length 95th (ft)	m70	97	m#678	m435	#474	#475	#401
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	258	2726	2287	1038	527	527	912
Starvation Cap Reductn	0	429	930	304	0	0	0
Spillback Cap Reductn	0	172	0	0	101	101	4
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.71	1.77	1.12	1.08	1.08	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

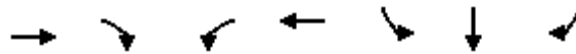
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-15 SB Ramps & Central Ave

Central and Camben Retail (JN 13782)

08/31/2021



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2097	882	1114	2409	1167	147	149
v/c Ratio	1.00	0.82	1.29	0.65	1.17	0.29	0.26
Control Delay	51.8	16.8	164.4	12.3	121.5	30.0	13.5
Queue Delay	40.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	91.8	16.8	164.4	12.7	121.5	30.0	13.5
Queue Length 50th (ft)	440	169	~452	272	~445	72	28
Queue Length 95th (ft)	#552	359	m#457	m277	#570	126	76
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	2104	1071	862	3713	998	503	566
Starvation Cap Reductn	0	0	0	688	0	0	0
Spillback Cap Reductn	1046	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.98	0.82	1.29	0.80	1.17	0.29	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Central and Camben Retail (JN 13782)

5: I-15 NB Ramps & Central Ave

08/31/2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	313	3034	2634	848	440	443	1148
v/c Ratio	1.13	0.94	0.99	0.77	1.02	1.02	1.49
Control Delay	111.9	20.3	53.2	25.2	86.3	87.4	257.7
Queue Delay	0.0	45.1	41.7	50.3	0.0	0.0	0.1
Total Delay	111.9	65.4	95.0	75.5	86.3	87.4	257.8
Queue Length 50th (ft)	~121	770	661	396	~305	~317	~561
Queue Length 95th (ft)	m#111	m733	m645	m433	#513	#518	#705
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	277	3218	2669	1095	432	433	768
Starvation Cap Reductn	0	1076	1192	352	0	0	0
Spillback Cap Reductn	0	1015	0	0	0	0	15
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	1.42	1.78	1.14	1.02	1.02	1.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.9:

EAPC (2023) PROJECT BUILDOUT CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

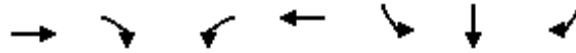
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Queues

Central and Camben Retail (JN 13782)

4: I-15 SB Ramps & Central Ave

05/09/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1245	763	1125	2442	641	181	180
v/c Ratio	0.83	0.91	0.92	0.65	0.74	0.41	0.36
Control Delay	57.7	46.3	33.9	20.6	41.0	34.2	19.8
Queue Delay	0.0	0.0	0.0	13.3	0.0	0.0	0.0
Total Delay	57.7	46.3	33.9	33.9	41.0	34.2	19.8
Queue Length 50th (ft)	267	347	343	433	192	95	52
Queue Length 95th (ft)	m306	m#458	m348	m400	254	161	113
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1516	838	1274	3817	868	444	502
Starvation Cap Reductn	0	0	0	1407	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.91	0.88	1.01	0.74	0.41	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	148	1663	2441	841	458	459	856
v/c Ratio	0.61	0.60	1.07	0.81	0.87	0.87	0.94
Control Delay	70.7	8.1	79.8	28.4	50.9	51.1	49.2
Queue Delay	0.0	0.3	15.4	49.9	31.1	31.8	0.4
Total Delay	70.7	8.3	95.1	78.2	82.0	82.9	49.5
Queue Length 50th (ft)	53	81	~663	391	287	288	276
Queue Length 95th (ft)	m67	106	m#676	m437	#474	#475	#415
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	258	2756	2287	1041	527	527	912
Starvation Cap Reductn	0	418	931	305	0	0	0
Spillback Cap Reductn	0	217	0	0	90	90	4
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.71	1.80	1.14	1.05	1.05	0.94

Intersection Summary

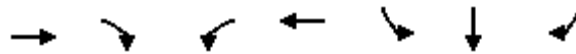
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2132	882	1136	2440	1197	147	149
v/c Ratio	1.12	0.95	0.95	0.61	1.34	0.33	0.30
Control Delay	104.2	41.9	47.6	9.3	198.3	38.5	20.8
Queue Delay	1.1	3.2	26.3	38.8	0.0	0.0	0.0
Total Delay	105.2	45.2	73.8	48.1	198.3	38.5	20.8
Queue Length 50th (ft)	~633	431	473	275	~619	90	46
Queue Length 95th (ft)	#726	m#625	m421	m185	#749	152	104
Internal Link Dist (ft)	659			469		891	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1902	931	1238	4048	892	452	504
Starvation Cap Reductn	0	24	157	1789	0	0	0
Spillback Cap Reductn	539	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.56	0.97	1.05	1.08	1.34	0.33	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-15 NB Ramps & Central Ave

Central and Camben Retail (JN 13782)

05/09/2022



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	313	3098	2687	875	440	443	1174
v/c Ratio	0.56	0.96	1.21	0.96	0.93	0.94	1.42
Control Delay	39.0	14.3	124.1	29.6	70.3	71.0	226.4
Queue Delay	0.0	44.0	1.7	43.4	0.0	0.0	1.3
Total Delay	39.0	58.4	125.8	73.0	70.3	71.0	227.6
Queue Length 50th (ft)	134	934	~946	532	349	352	~674
Queue Length 95th (ft)	m114	m287	m#946	m549	#560	#565	#824
Internal Link Dist (ft)		469	241			1041	
Turn Bay Length (ft)	200				250		250
Base Capacity (vph)	561	3225	2224	915	472	473	829
Starvation Cap Reductn	0	780	934	215	0	0	0
Spillback Cap Reductn	0	913	153	0	0	0	157
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.34	2.08	1.25	0.93	0.94	1.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.